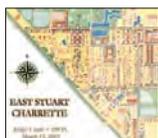


# EAST STUART CHARRETTE REPORT

TREASURE COAST REGIONAL PLANNING COUNCIL  
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH

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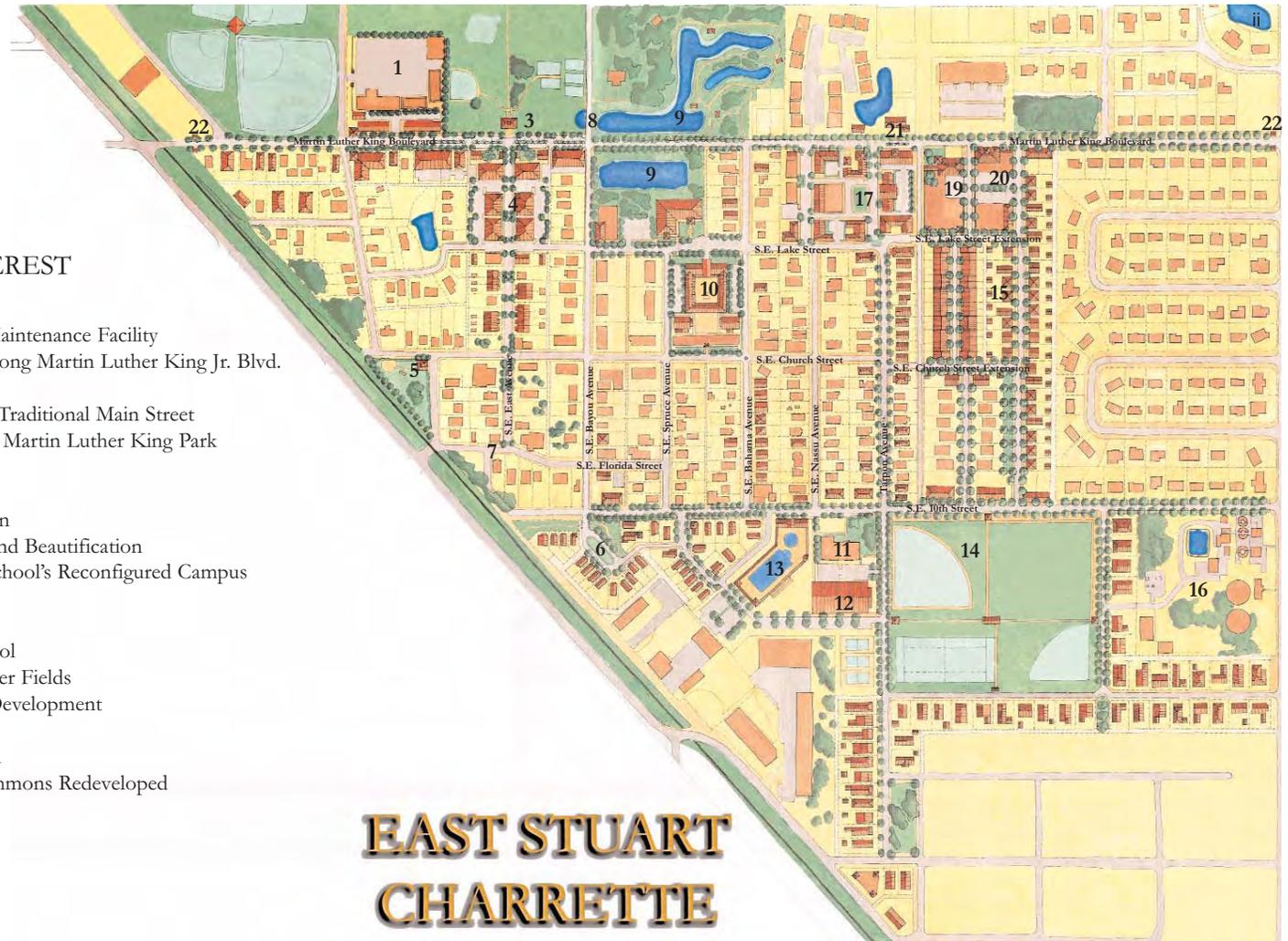
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# EAST STUART CHARRETTE

T R E A S U R E C O A S T R E G I O N A L P L A N N I N G C O U N C I L  
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M B E A C H

## EAST STUART CHARRETTE

As part of the City of Stuart's community redevelopment efforts, the East Stuart charrette plan grew out of the joint participation of residents and neighborhood organizations of East Stuart, City staff and elected officials, and the Treasure Coast Regional Planning Council.

The seven-day event, held between March 15th and March 21st, 2003, brought together property and business owners, residents, city staff and elected officials, and a team of professionals from the Treasure Coast Regional Planning Council, to envision the future of the community and create a master plan that will guide growth and development in the area according to the community's ideals and dreams. This charrette is the first one to be conducted by TCRPC under the Urban Design Assistance Grant Program to aid in the redevelopment and revitalization of the Region's distressed communities.

Almost 100 residents participated during the Saturday event held at the Spectrum Junior Senior High School, and 75 more walked into the design studio set up at the St. Paul AME church during the week-long event to observe the "plan in motion" and provide additional input.

This great turnout was due to the hard work and dedication of the charrette steering committee, a group of residents dedicated to the organization of the event. This committee will ensure unity and support for the community's plan and see it through the implementation process.

The goal of the East Stuart master plan is to create a framework that will facilitate development and investment in private land as well as in public infrastructure, preserve the community's heritage, enhance its livability and sense of unity, and encourage design quality, both architectural and urban.

A presentation of work in progress was held on Friday, March 21st where the plan was presented and greatly supported by the community. Work continued in the weeks that followed the initial public workshop.

A series of final presentations by Treasure Coast Regional Planning Council Staff will be held between the months October and December, 2003. It will be a time to take into account further citizen and professional input.



THE STUDY AREA

The Study Area

Two major roadways, the FEC railroad tracks, vacant land and a recreation facility outline the 112 acre study area located in the heart of the City of Stuart. The study area was recently incorporated to the City of Stuart's Community Redevelopment Area (CRA). A few parcels adjacent but not included in the CRA were incorporated into the study area for the purpose of this charrette. The decision to include these parcels was made by the Charrette Steering Committee during meetings held in the months preceding the charrette.



*Different views of the neighborhood's existing condition and aerial photograph of depicting the study area (in red), and the CRA boundaries (in yellow).*

THE SITUATION TODAY

East Stuart is one of the best positioned neighborhoods in Stuart. It is a good place to live, work, shop and relax. It possesses small town attributes, good physical structure, and charm. Although damaged in certain areas due to speeding traffic, neglected buildings, the lack of a defined center or main street, a large percentage of substandard housing, and lack of security in certain areas, its exceptional location and the many healthy components it possesses suggest that the main missing element is a good redevelopment plan for the community.

These are times of great change in Florida, particularly for Florida's coastal cities, now experiencing an increase in pressure comparable to that of the 1920's. The East Stuart redevelopment master plan will be the key to ensure that while development happens in the area, the following objectives are achieved:

- To implement a plan that promotes growth and development in the form of an authentic, sustainable neighborhood
- To encourage local ownership of properties, businesses and development
- To improve vehicular circulation in a manner that is functional, economically feasible, and supportive of a pedestrian environment
- To eradicate the stigma attached to the neighborhood's name
- To create attractive public open space complemented by adjacent building forms
- To increase the range and affordability of housing types
- To announce arrival to a special neighborhood within Stuart



**THE ELEMENTS OF HEALTHY NEIGHBORHOODS**

- To improve access and connectivity to and from the community;
- To promote diversity and areas of special character, and preserve heritage in the development process;
- To improve existing public buildings and to build new ones that respond to specific community needs;
- To attract retail and office uses that will provide a wide range of jobs;
- To improve and complete street furniture, landscaping and signage wherever necessary and to identify these as opportunities to express the neighborhood's identity and character;
- To address social issues (e.g. crime, unemployment) through design in conjunction with law enforcement and other social policies;
- To re-create a traditional main street condition, original to this community along East Avenue
- To restore and preserve existing buildings of historical or architectural significance
- To improve public infrastructure wherever necessary
- To expand recreation amenities for the community as a whole including a Gymnasium and Pool

**HEALTHY CITIES, TOWNS AND NEIGHBORHOODS:**

Traditionally cities, towns and villages are made up of interconnected neighborhoods. Neighborhoods range in size between 40 and 125 acres. In larger towns, where there are multiple neighborhoods, these may be clustered around a central business district or mainstreet shopping area. Neighborhoods constitute the basic element that structures communities. Older cities are full of memorable neighborhoods with houses of all shapes and sizes, from which people can walk their children to school, or walk to the grocery store, the video store, dry-cleaners, beauty shops, or to a neighborhood restaurant; filled with parks, public places and civic buildings.

Neighborhoods like these include within a few minutes walking distance, a mix of houses and apartment types and have streets that accommodate cars as well as pedestrians, all while fostering community life. Given its physical characteristics and strategic location, East Stuart has the potential to become one of the city's most memorable neighborhoods.

These memorable, safe and healthy neighborhoods share the following characteristics:

Clearly Defined Entrances:

Healthy neighborhoods convey a strong sense of place. Arrival and departure is usually very evident. The tradition of embracing special places, commemorating events and announcing arrival respond to planning principles that over the centuries have been applied in the development of the most beautiful cities throughout the world. Properly locating entrance gateways provides a community with identity and recognition. These are simple gestures that give a community the opportunity to become a beautiful and special place.

Well Defined Center and Edges:

The center of a neighborhood plays an important role in defining the character of the community. The center is the place people go to shop, do business, get news, and see their neighbors. It is also the area where the highest densities and larger variety of uses is expected and encouraged. Centers are generally defined by plazas or open public spaces. Around them, townhouses or apartments, as well as daycare centers, small neighborhood retail, live/work units and places of worship develop. The centers is typically anchored by some important community civic building, such as a Town Hall, Library or Community Church. The civic building is situated on a public green or plaza that serves as a gathering place for residents.



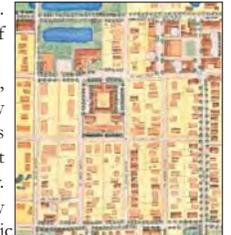
Walkable Size:

Several studies show that most people will walk a limited distance - 1/4 mile, or five minutes) before opting to drive. It is the distance a person will normally walk in order to access public transportation. This dimension has been for centuries a constant by which neighborhood size is defined. The East Stuart neighborhood is a perfect example of this dimension. It is easy to walk from one end of the neighborhood to the other. Groceries, schools, parks, restaurants and jobs are available within this short walk.



A Good Network and Hierarchy of Streets:

A complete network of streets generates blocks that are of a size appropriate for walking and at the same time provides numerous alternate routes both for cars and pedestrians. Being able to walk is important. Transportation is not always available and there is a very large segment of the population (especially children and the elderly) that cannot drive. Streets should be different in character. Some carry, neighborhood traffic, and are generally narrow, flanked by single family homes and lower density residential uses. Roads that connect neighborhood centers, or serve as major connectors, should be treated and identified as more important streets. As such, they should be landscaped and signaled appropriately. These roads generally carry a larger capacity of vehicles and are flanked by higher density residential uses like townhouses or apartments as well as civic and commercial and mixed-use buildings.



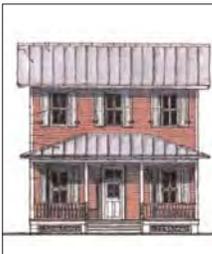
Special Sites for Civic Buildings:

Prominent locations, like parks, or the termination of streets, should be reserved for civic buildings and public places.

*A Diversity of Building Types Properly Placed:*

Building placement should not be the same for a one-story, single family home on a neighborhood street, as that of an apartment building in the center of the neighborhood. Building placement differs depending on the character of the street they face. Buildings that are sited close to the street generate an environment that feels safe and comfortable. Additionally, buildings with windows facing the streets, front porches or balconies provide natural surveillance of the street, further contributing to the sense of safety in the neighborhood.

Additionally, all members of the community must be able to find a suitable place to live within the neighborhood. Authentic communities rely on a great variety of people and incomes to function well.



*Proper Parking Placement:*

Parked cars, as well as all unsightly elements like trash, dumpsters, power lines, and general building services, should be shielded from the general public view and the pedestrian. Locating parking in the rear of buildings, accessible from alleys (wherever possible), should be a requirement for commercial and mixed-use buildings and encouraged for residential uses.



*A Variety of Public Open Spaces*

Plazas, town and village squares are special, open areas, empty of houses, fences and other obstructions, arranged for the purpose of providing multiple use space for the residents.

The provision for open places promotes social encounters, but fundamentally contributes to generate a sense of community and social unity and interaction. It is where residents can exercise their sense of belonging.

Neighborhoods should have a variety of open spaces, including recreation fields, quiet places for meditation, and small open spaces where young children can safely play within shouting distance of their homes.

A Front Porch Florida application prepared by the community and the



citizen's participating in the East Stuart Charrette, recognized these principles and developed a series of requests consistent with these characteristics of good places to live. This master plan and report, incorporate these principles together with detailed instructions to ensure appropriate implementation over time.

THE NEXT STEP

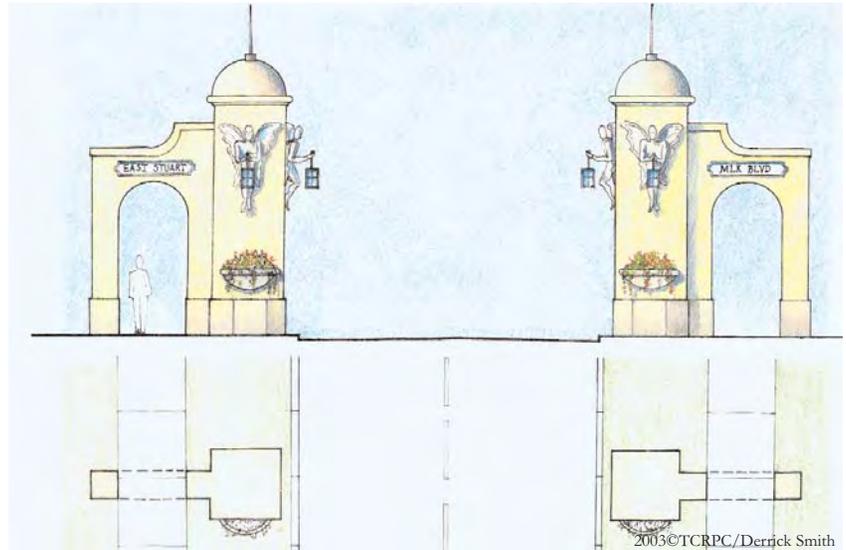
Revitalizing the East Stuart neighborhood is central to the future of the economy and the quality of life of the entire City of Stuart and its residents. Full Implementation of this master plan will take several years. Nevertheless, there are many things that can be executed within a very short period of time. The Stuart CRA has committed \$150,000 to effect the first changes. The charrette steering committee is charged with the task of prioritizing the projects in this report, and deciding how these funds will be spent. It is a great step towards the implementation of the citizen's vision. The residents of East Stuart are committed to work to achieve these goals. Forces need to join them in the transformation of the physical image and performance by doing something each year.

*Using the images and designs in the report, seize the resident's vision for making East Stuart one of the most livable and memorable neighborhoods in the City.*



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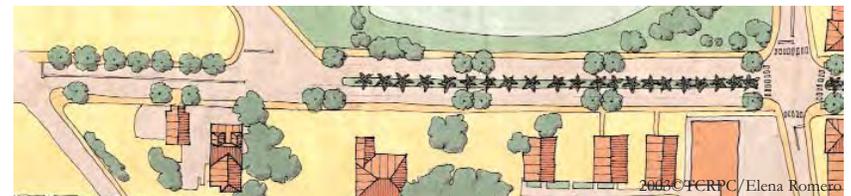
*Detailed view of the proposed gateway features to be erected at Martin Luther King Blvd just east of the railroad tracks. The angel statues attached to the columns reflect the religious nature of the community. Similar gateway features are proposed at the intersection of MLK Blvd and Palm Beach Road, and Palm Beach Road and 10th Street.*



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master plan proposes the construction of gateway features in the form of columns with attached pedestrian arches framing the road. These gateways will be a complement to the re-alignment of the intersection that is being undertaken by the City.

Reconfigure Martin Luther King Boulevard

During the charrette, the residents suggested that MLK Blvd should be true to its designation. A median should be added wherever there is enough right of way, and parallel parking should be permitted throughout its entire length, as a means to encourage retail activity and calm traffic.



Existing Condition

- Two 11' travel lanes
- One 9' parallel parking lane
- One 20' angled parking lane
- 4' curb & gutter (2' on each side)
- 5' sidewalk (south side)
- 5' planting strip (north)

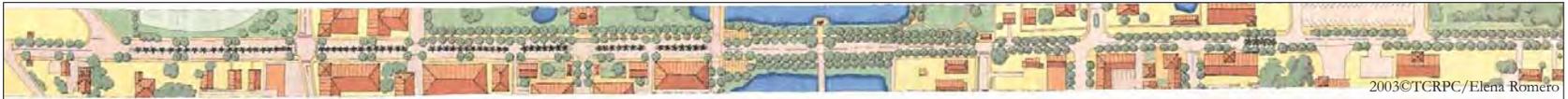
Proposed Improvements - Phase I

- Two 11' travel lanes
- One 10' parallel parking lane
- Two 8' parking lanes
- Curb & gutter (2' on each side within parking lane)
- 10' sidewalk (south side, plus possible planting strip)
- 8' sidewalk/planting strip (north)

The Master Plan proposes a unique reconfiguration of the boulevard. Three configured section alternates from two 11' travel lanes, a 10' median, on-street parking on both sides and wide sidewalks, to the same number of travel and parking lanes and no central median. This shift, due to varying right of way conditions, will cause auto traffic to move at slower, safer speeds and will invite pedestrians to spend more time along this road. Motorists will have a constant "visual block" ahead that will discourage speeding (avoiding the straight shot effect). MLK Blvd will continue to be a direct and efficient traffic route (both for traditional and emergency vehicles), but it will do so at lower speeds.

Proposed Improvements - Phase II

As the public realm improves, changes in the private realm will follow. Vacant lots are occupied with two to three-story mixed use buildings. Existing buildings are reconfigured to front the public space.



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*Address the city's vehicle maintenance facility*

The intersection of MLK Blvd and SE Flagler Ave. is probably one of the most prominent intersections in the community.

The parcels North of MLK, although not technically a part of the neighborhood or the city's Community Redevelopment Area, play an important role in defining the community's identity.

Public baseball fields and the City of Stuart's maintenance facility sit on this prominent location.

The negative impact that this facility has on the overall appearance of the neighborhood was a concern to the residents. At the same time, the facility was viewed as an employment center and an asset to many locals. The master plan proposes a two-phase approach to improve the facility's current appearance:



Phase I: This is a temporary improvement. The south and western edges of the maintenance facility should be heavily landscaped to shield the existing buildings and mimic a more natural, park-like condition that results from the existing baseball fields.

Phase 2: A permanent solution: Buildings 1 and 2 are metal frame warehouses with metal sheet walls. This type of construction is not meant to be permanent. Buildings one and two could be moved and re-assembled as shown in the master plan at minimal cost. This will free up valuable land fronting MLK Blvd, within walking distance of the Martin County Court-house, that can be sold to offset the cost of moving the buildings. The new buildings along the boulevard will not only provide a more dignified entrance to the community, but will act as shields for the vehicle maintenance facility. In addition, this option maintains this valuable work place within its convenient location.



*View of the proposed mixed use buildings that shield the vehicle maintenance facility. A long term solution to preserve the use in the city and at the same time improve the appearance of the entrance to the community.*



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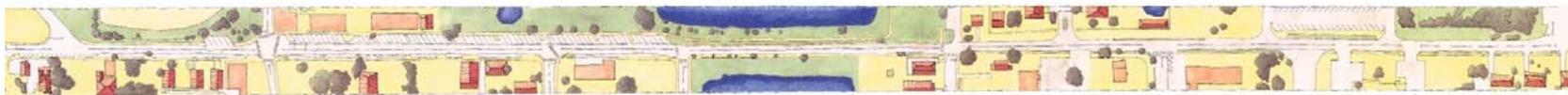


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Looking west down MLK Blvd at a proposed median at the intersection of MLK Blvd and Tarpon Ave. This short landscaped median has a sign with the name of the community inscribed in it.

T R E A S U R E   C O A S T   R E G I O N A L   P L A N N I N G   C O U N C I L  
I N D I A N   R I V E R   -   S T .   L U C I E   -   M A R T I N   -   P A L M   B E A C H

MARTIN LUTHER KING BOULEVARD EXISTING CONDITION



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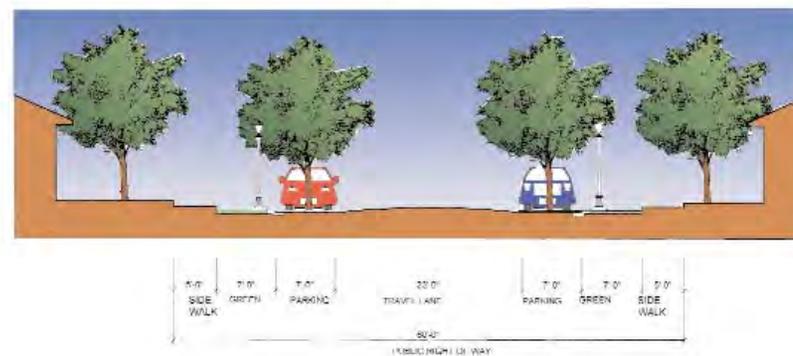
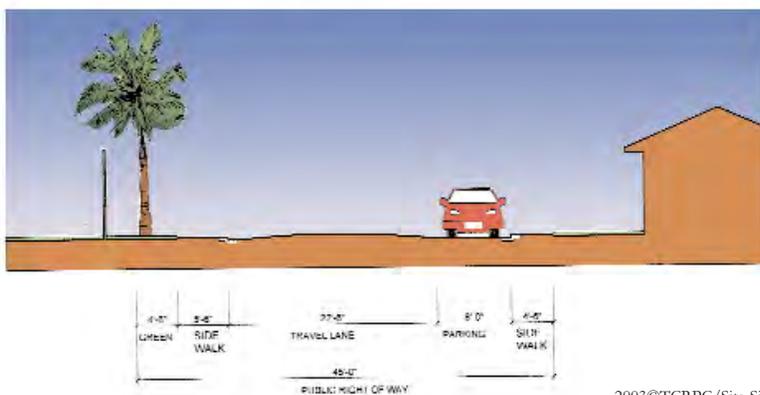
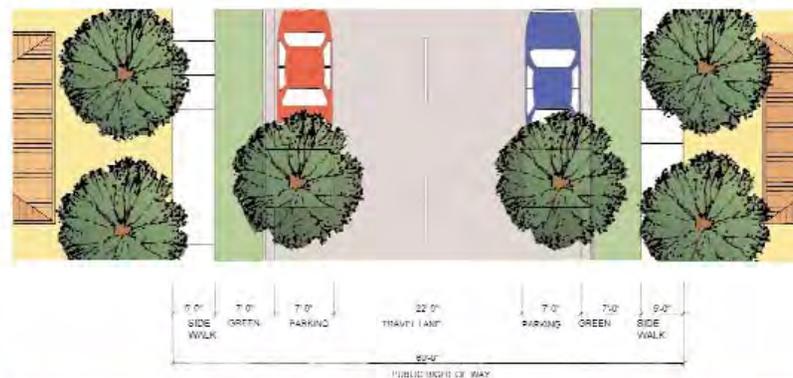
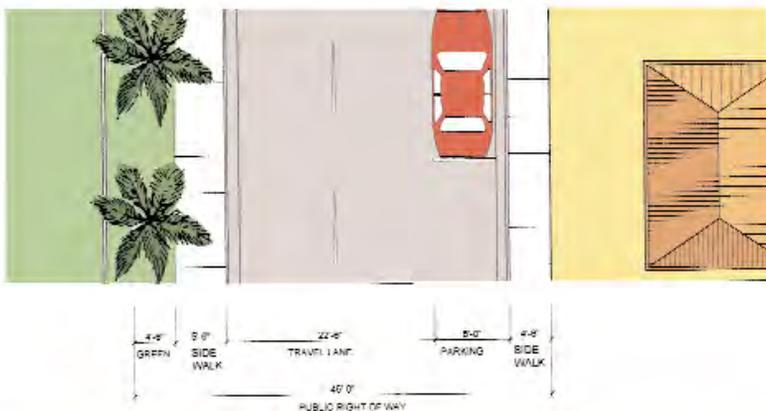
MARTIN LUTHER KING BOULEVARD PROPOSED IMPROVEMENTS



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Martin Luther King Blvd. at Baseball Field  
Existing Street Section

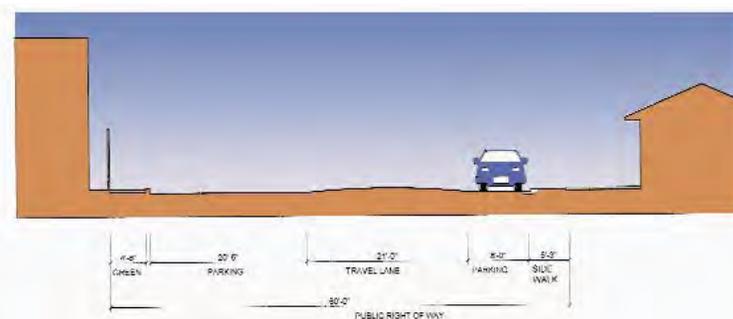
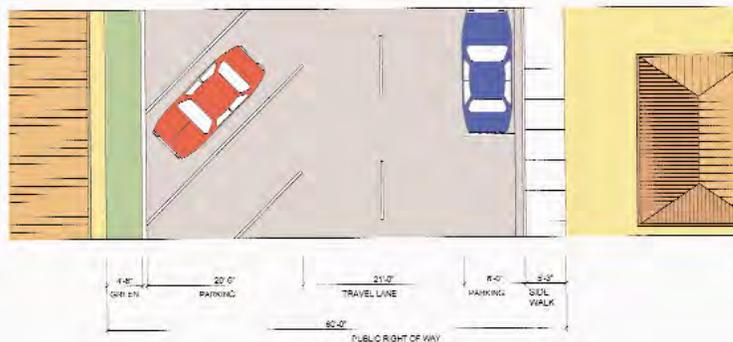
Martin Luther King Blvd.  
Proposed Street Section



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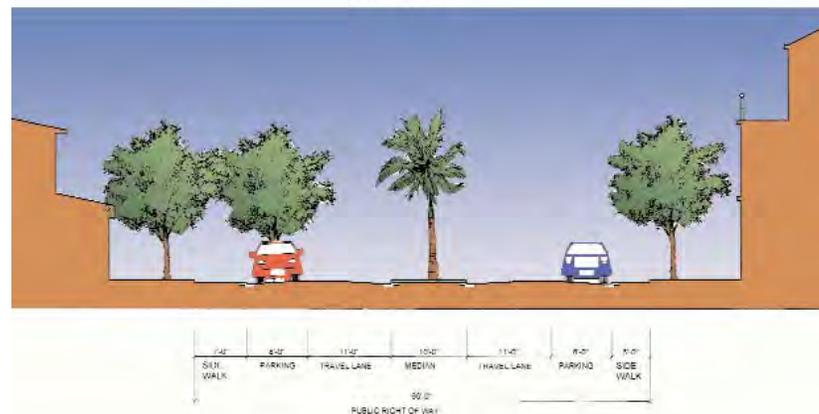
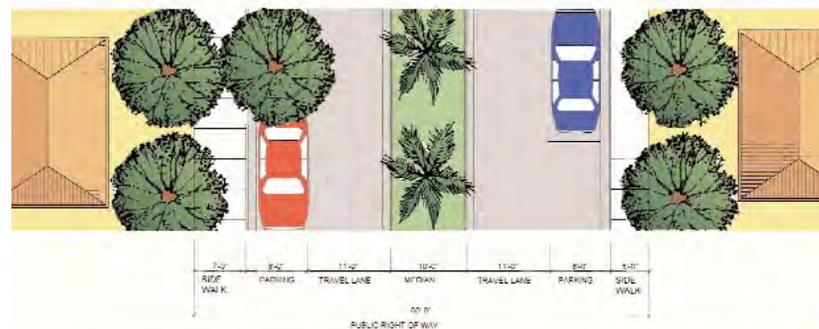
2003©TCRPC/Sita Singh

Martin Luther King Blvd. at Maintenance Yard  
Existing Street Section



2003©TCRPC/Sita Singh

Martin Luther King Blvd. at East Avenue  
Proposed Street Section



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### AN AUTHENTIC MAIN STREET: EAST AVENUE RECONFIGURATION

East Avenue, historically the community's main street, is now desolate, flanked by very few stores, a small number of residential units in the form of single and multi-family units, and a large percentage of vacant lots.

During a previous redevelopment effort, the city improved this street by adding bump-outs, on-street parking and some landscaping. This effort, although aimed at triggering redevelopment along this street, seems not to have been enough of a catalyst.

During the charrette, the residents emphasized the importance of the revitalization of East Avenue as a traditional main street. The master plan proposes a few additions to the already improved public realm, together with a package of development incentives, to ensure the growth of this area in the community's terms as follows:

- Create a presence for Main Street along MLK Blvd. This is the only road in the community that carries enough traffic to support substantial retail activity. This can be done immediately by transforming the existing parking lot on the corner of East Avenue and MLK Blvd, into a community plaza. The creation of this plaza would entail relocation of parking and compensation for the land it occupies.
- Establish a series of "limited duration incentives" to entice development along this street. These may include:
  - Work with the county to allow impact fees to be applied to the beautification of main street (wide sidewalks with decorative pavers, decorative street lights/landscaping, benches, trash cans, bicycle racks, etc)
  - Reduce impact and other fees for those buildings and businesses locating in the area owned and or operated by East Stuart residents
  - Designate this area as a "priority receiving area" for funds resulting from other programs such as the Art in Public Places proposed for the CRA



*Left: Plan view of proposed redevelopment along East Avenue. Right: Existing condition at East Avenue & MLK Blvd. Below: Proposed change over time.*



2003©TCRPC/Barry Mahaffey



- Eliminate density requirements - always remembering that this is a time limited incentive, for example, for buildings that break ground within 24 months of this master plan and overlay zoning code being put in place.
- Provide 100% credit to the CRA's payment in lieu of parking program (PILOP) program for those buildings that need to take advantage of it - also as a time limited incentive
- Increase the percentage of the grant attributable to any building in the area that qualifies for the facade improvement program
- Create additional density, parking and impact fee incentives for buildings that include 15 to 30% of affordable units in the proposed residential mix
- Provide developers assistance with the design process through the incorporation of an in-house (or contracted) urban designer and/or architect
- Use the CRA's powers to assemble land, particularly in the block between MLK Blvd. and SE Lake Street. This land should then be packaged and put out to RFP. The City of Delray Beach's CRA's model

for the Atlantic Avenue redevelopment RFP should be used as a model for the creation, development and implementation of such an RFP.

- Encourage the development of live-work units south of SE 5th Street

Most importantly, every effort should be made to preserve existing buildings of historical or architectural value. Such is the case of the McHardy Building, on the corner of East Avenue and SE Church Street. This building, one of the first mixed-use buildings in the community, and potentially one of the oldest ones standing in the region, originally housed a neighborhood corner store and several apartments on the second floor.

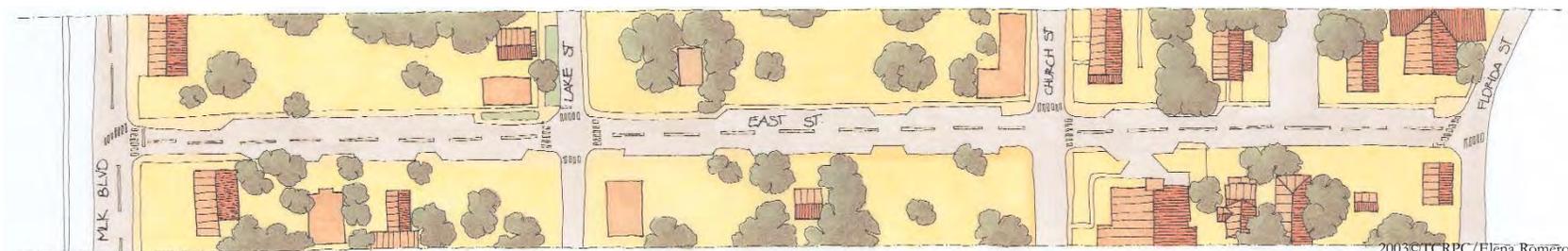
While most new developments throughout the city are trying to incorporate the concept of mixed-use and the "corner store", the East Stuart understands it as a tradition. This tradition needs to be preserved.



2003©TCRPC/Steven Fett

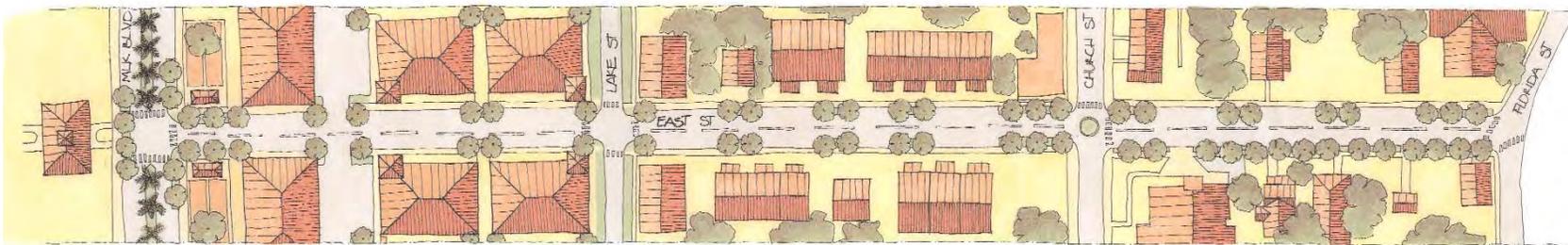
*A view of East Avenue as a traditional neighborhood main street that incorporates existing structures redeveloped, such as the McHardy building.*

EAST AVENUE EXISTING CONDITION



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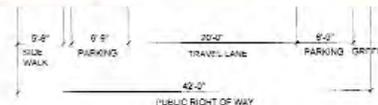
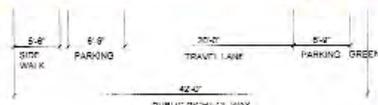
EAST AVENUE PROPOSED IMPROVEMENTS



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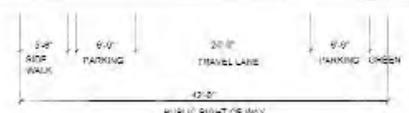
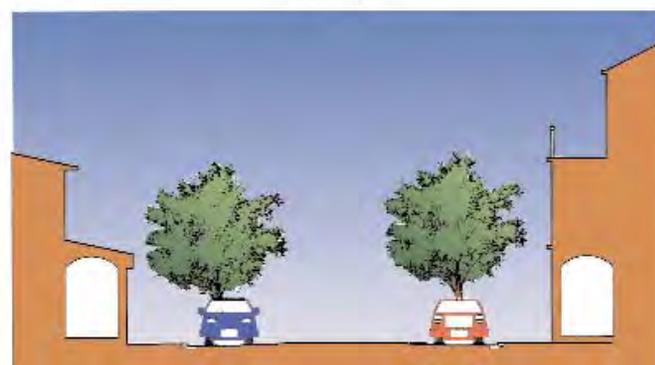
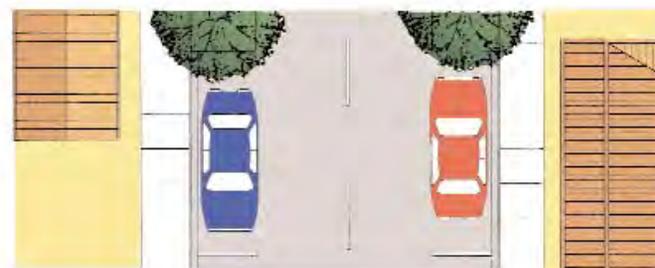
**SE East Avenue**

Existing Street Section



**SE East Avenue**

Proposed Street Section



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THE SITUATION TODAY



*The Gary Plaza*

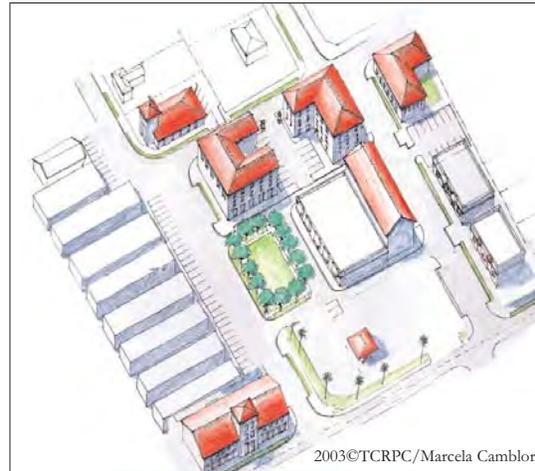
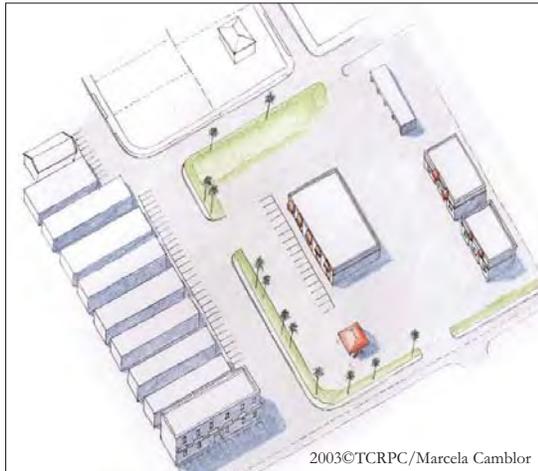
This convenience store and gas station surrounded by a high number of residential units is today an active gathering place for the community. Given the site's current configuration - a building surrounded by a sea of parking, interrupting one of the neighborhood's streets, pedestrian activity and gatherings occur amidst cars making this a very dangerous, unfriendly, and at times unsightly environment.

The services being provided at this convenience store are crucial to the community's livability. The master plan proposes a phased redevelopment to this site in order to transform this underutilized and dangerous parking lot into a true gathering place, while incorporating additional uses that will transform this site from a strip shopping area to a center that will provide the community with a strong and positive identity.

THE OBJECTIVE



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*Existing Condition*

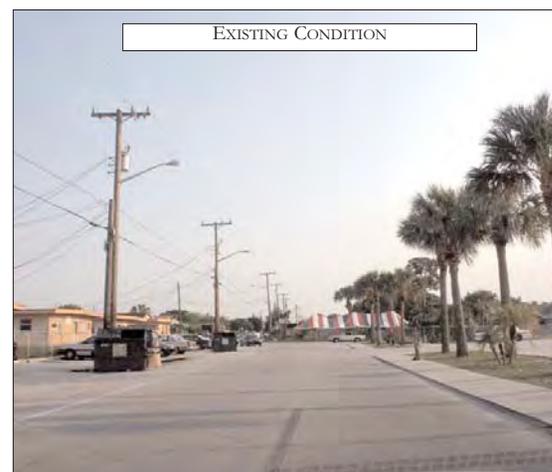
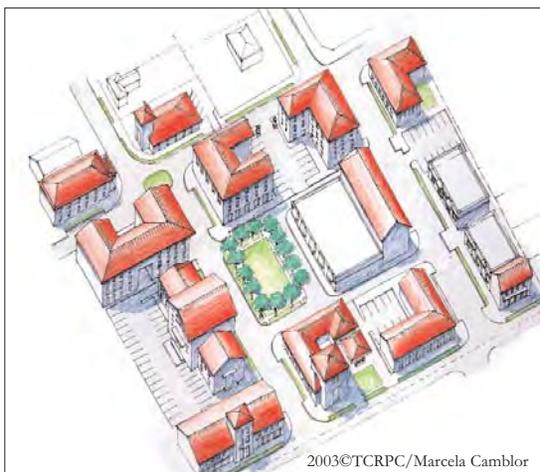
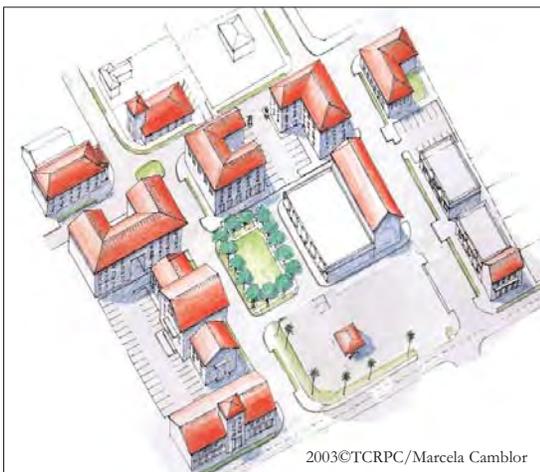
- A strip shopping center surrounded by a sea of parking
- A convenience store
- A gas station
- Several rental apartment units in obsolete buildings
- A neighborhood street - SE Nassau Ave - interrupted by a parking lot
- A neighborhood church in need for expansion
- Very little landscaping
- No gathering place, no shade, no public amenities or street furniture (benches, trash cans, street lights, etc)
- Unsightly head-in parking along Tarpon Ave.
- A water retention area

*Phase I*

- Create an authentic plaza - a stage for gatherings and community activities, fronting the existing convenience store
- Surround the plaza with public streets, clearly defining the vehicular and pedestrian realms.
- Incorporate on-street parking along every street
- Extend SE Nassau Ave. and connect it to MLK Blvd. This will greatly relieve the intersection of SE Lake Street and Tarpon Ave and line it with multi-family residential buildings.
- Build one or two mixed-use buildings where the retention area sits today. These buildings should have retail uses facing the plaza, accommodate parking in a core fashion, and have residential units or offices on the upper stories.
- Redevelop the Cherokee building
- Relocate the existing church to a new facility at the vacant corner of Lake and Tarpon. This church should be constructed close to the street, with a steeple terminating as a focal point terminating a vista as one enters the neighborhood along Tarpon Avenue.

*Phase II*

- Extend SE Lake Avenue through and behind the police and fire departments. This will increase security and accessibility to the area
- Create a small traffic calming device an the intersection of Lake and Tarpon
- Develop a strategy to relocate residents of existing multi-family buildings to newly constructed structures to allow for the connection of the street and the construction of new residential and mixed-use buildings
- Line the existing strip shopping buildings with new ones that face MLK Blvd.

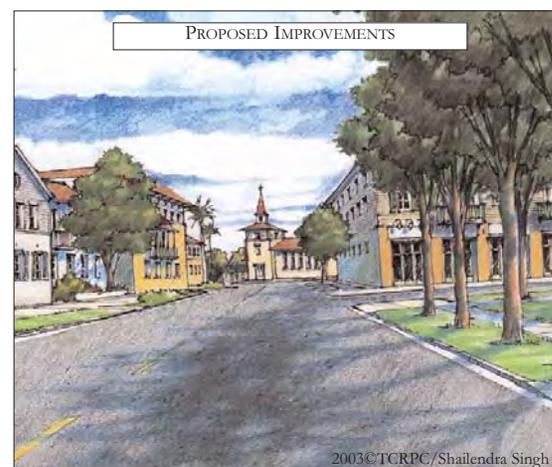


*Phase III*

- Over time, replace obsolete buildings with new ones that accommodate parking in the rear of the structures, shielded from the pedestrian
- Eliminate head-in parking along Tarpon Avenue

*Ultimate Build-Out*

- Convert the existing gas station to a more urban “backwards gas station”
- Complete the Martin Luther King frontage of the site with mixed-use buildings.
- Over time, rebuild the existing retail shopping center and convenience store and allow them to accommodate additional stories and a mix of uses.





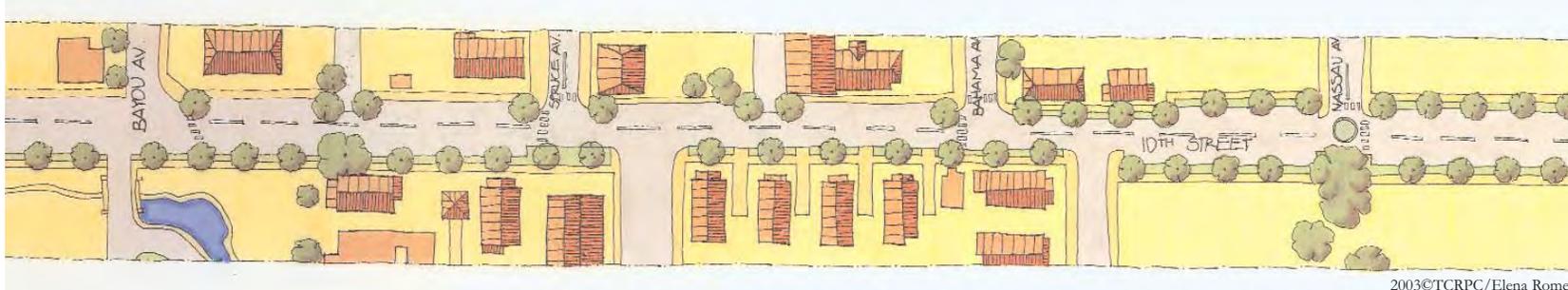
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10TH STREET EXISTING CONDITION



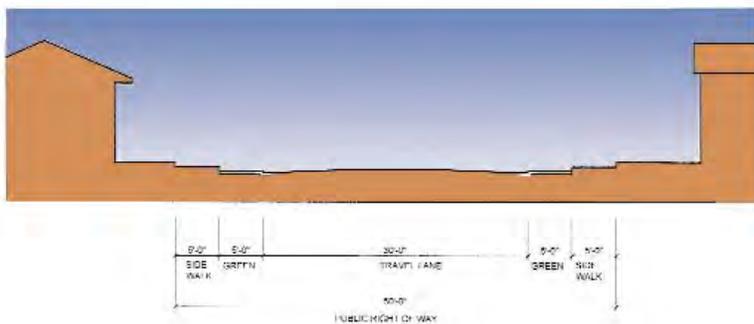
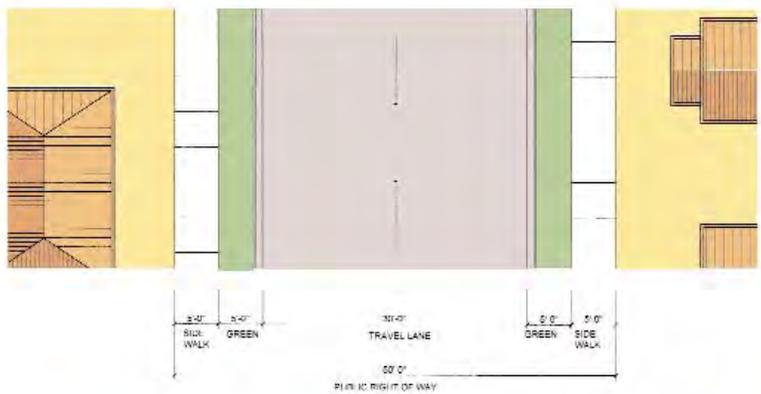
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10TH STREET PROPOSED IMPROVEMENTS



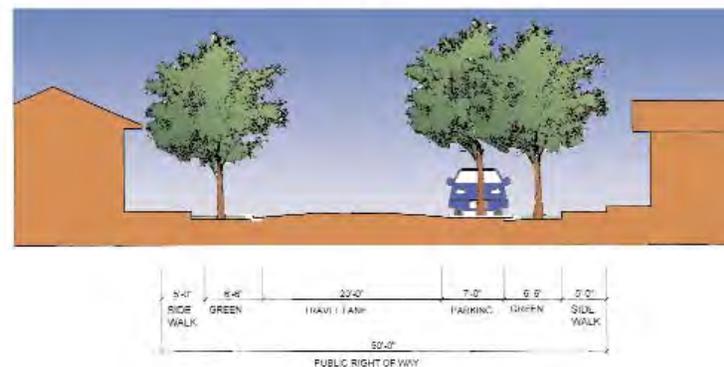
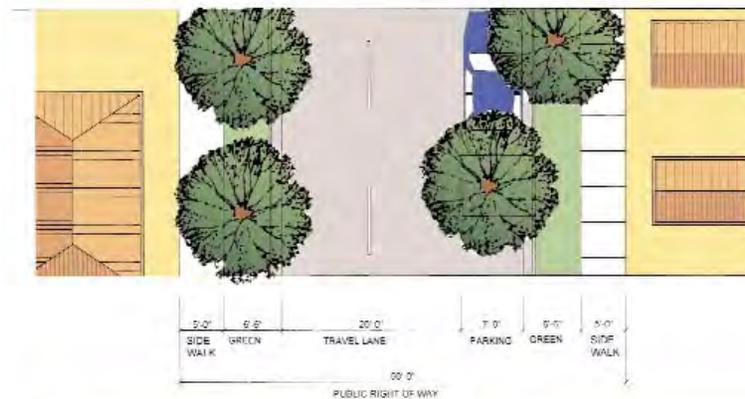
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**East 10th Street**  
Existing Street Section



2003©TCRPC/Sita Singh

**East 10th Street**  
Proposed Street Section



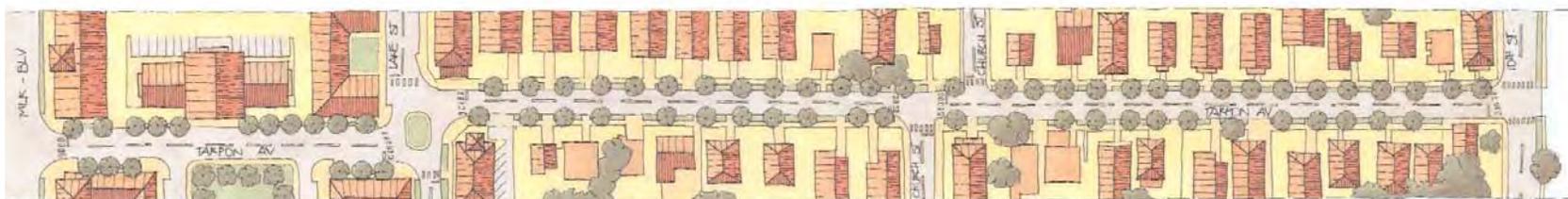
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TARPON EXISTING CONDITION



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TARPON PROPOSED



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CHURCH STREET EXISTING CONDITION



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CHURCH STREET PROPOSED IMPROVEMENTS



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**INFILL HOUSING**

The City of Stuart owns a substantial amount of land in the East Stuart neighborhood. Through the CRA, and with the guidance of the charrette steering committee, this land should be connected into the existing fabric, and developed to create more - both in quantity and diversity - housing in the neighborhood. The master plan proposes a strategy to redevelop this land, both through infill housing programs and traditional development strategies. The City of Stuart has a great housing stock. Infill programs should continue this tradition and provide some of the best examples of architecture in the City. The houses that get built do not need to be big, but they need to honor the style and design that our forefathers envisioned for Stuart. This report contains a few examples of existing and proposed types that are affordable and at the same time will contribute to enhance the character of the neighborhood. Other examples to be used by the CRA and private developers can be found in the "Building Plans and Urban Design Principles for Towns, Cities and Villages in South Florida" planbook prepared by TCRPC.

The City of Stuart and agencies like HUD and Habitat for Humanity have ongoing infill housing programs in East Stuart. The amount of vacant land in this neighborhood is an incredible opportunity to expand them and to create public/private partnerships that will trigger residential development.

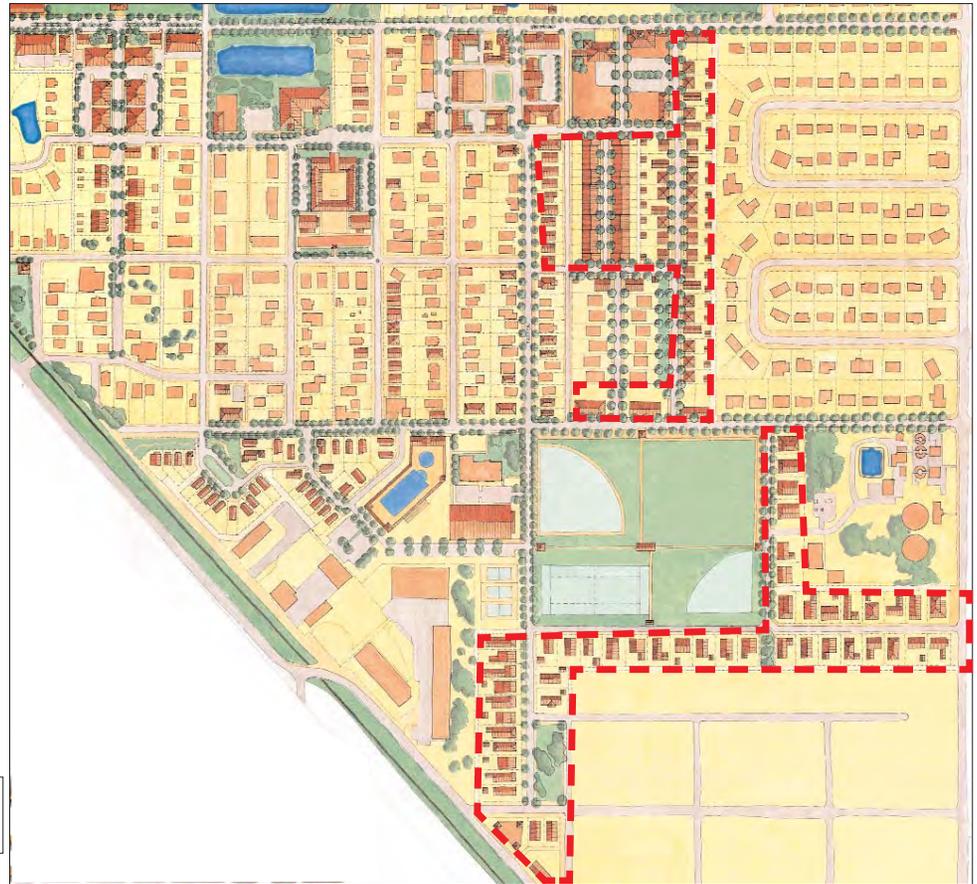
What is important to keep in mind is that with so much vacant land, whatever gets built will play a great role in defining the character of the neighborhood. Great architecture defines character. The problem is that so does bad architecture.

The outlined area represents all potential infill and development opportunities in the neighborhood.

New homes are proposed facing public spaces like the recreation center, in an attempt to create a safe environment by putting the natural surveillance that these homes provide around the fields.



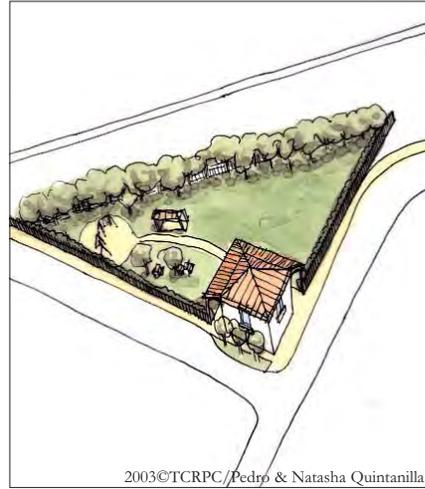
*Original diagram for 12 single family residences on City -owned property along SE 10th Street prepared by TCRPC for the City of Stuart in 2001. Every effort should be made to connect these proposed homes to the existing fabric.*





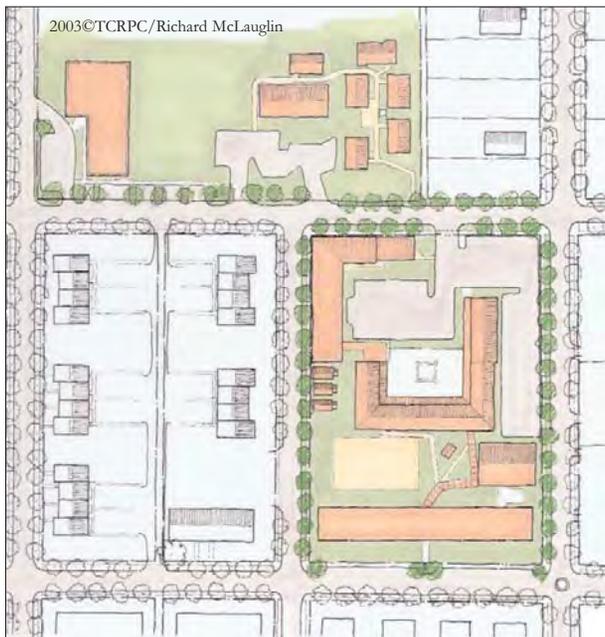


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EXISTING CONDITION

**Spectrum Junior Senior High School Expansion**

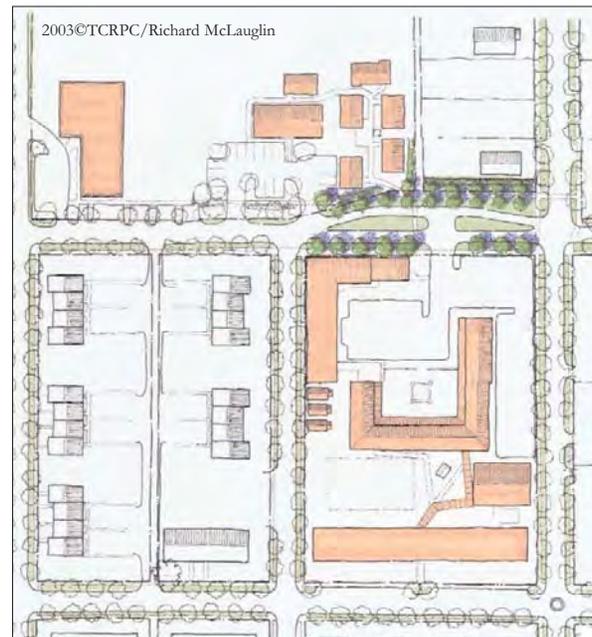
The design team conducted a series of pre-charrette interviews with different representatives of institutions within the community, in order to understand the organization's particular needs and incorporate them in to the citizen's master plan.

Spectrum Junior Senior High School, a centrally located institution in the neighborhood, identified a number of physical issues to be addressed during the planning process as follows:

- Need for additional classroom space
- Need for additional parking
- Traffic calming, and preferably, closure of Lake Street
- For security reasons, need for separation of public playground areas from public space (the street)

The schools' original building is a "U" shaped structure with a central courtyard and classrooms on all three sides. The buildings' layout and early modern architecture is a good addition to the public space.

As with most school nowadays, the general expansion trend (stemmed from lack of funding and lack



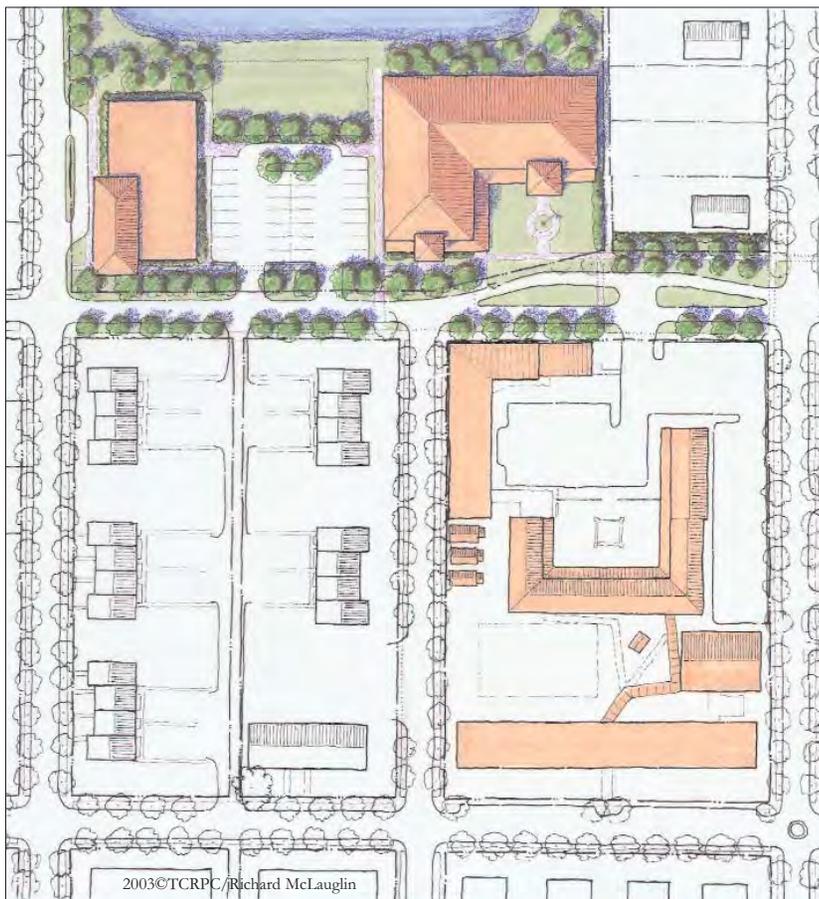
PHASE I

of time), places classrooms in trailers scattered through school grounds. Spectrum Jr. Sr. high School has not escaped this trend. A series of classrooms occupy trailers on the north side of Lake Street

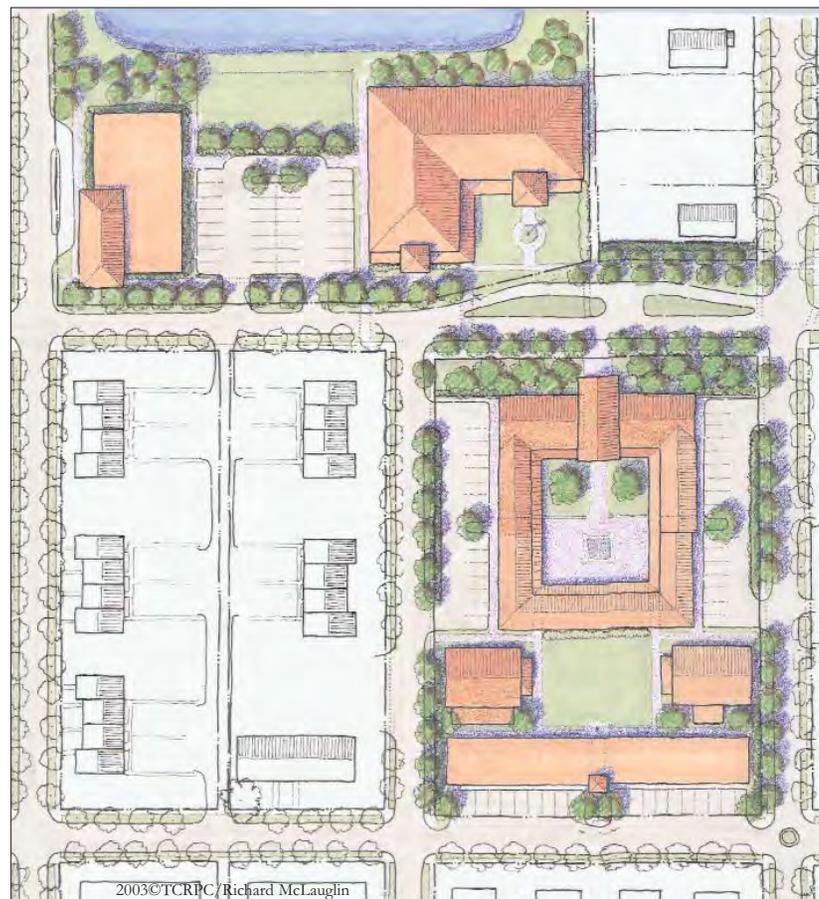
The master plan proposes a expansion strategy that, over time, incorporates all of the schools current needs into a series of buildings creating a campus setting, while resolving parking, security and traffic calming needs.

One of the most important features that make East Stuart healthy, is its condition of being pedestrian oriented and the richness of its network of streets. While most cities are trying to achieve connectivity, East Stuart naturally possesses it.

Although closing off Lake Street may seem like an inexpensive and rapid solution to address the school's current concerns, in the long run, this will seriously affect the community's basic structure. Lake Street should not be closed under any circumstance. The master plan proposes an effective traffic calming strategy that will deal with the safety of school crossings. The proposed school reconfiguration and growth over time address the privacy and space separation issues.



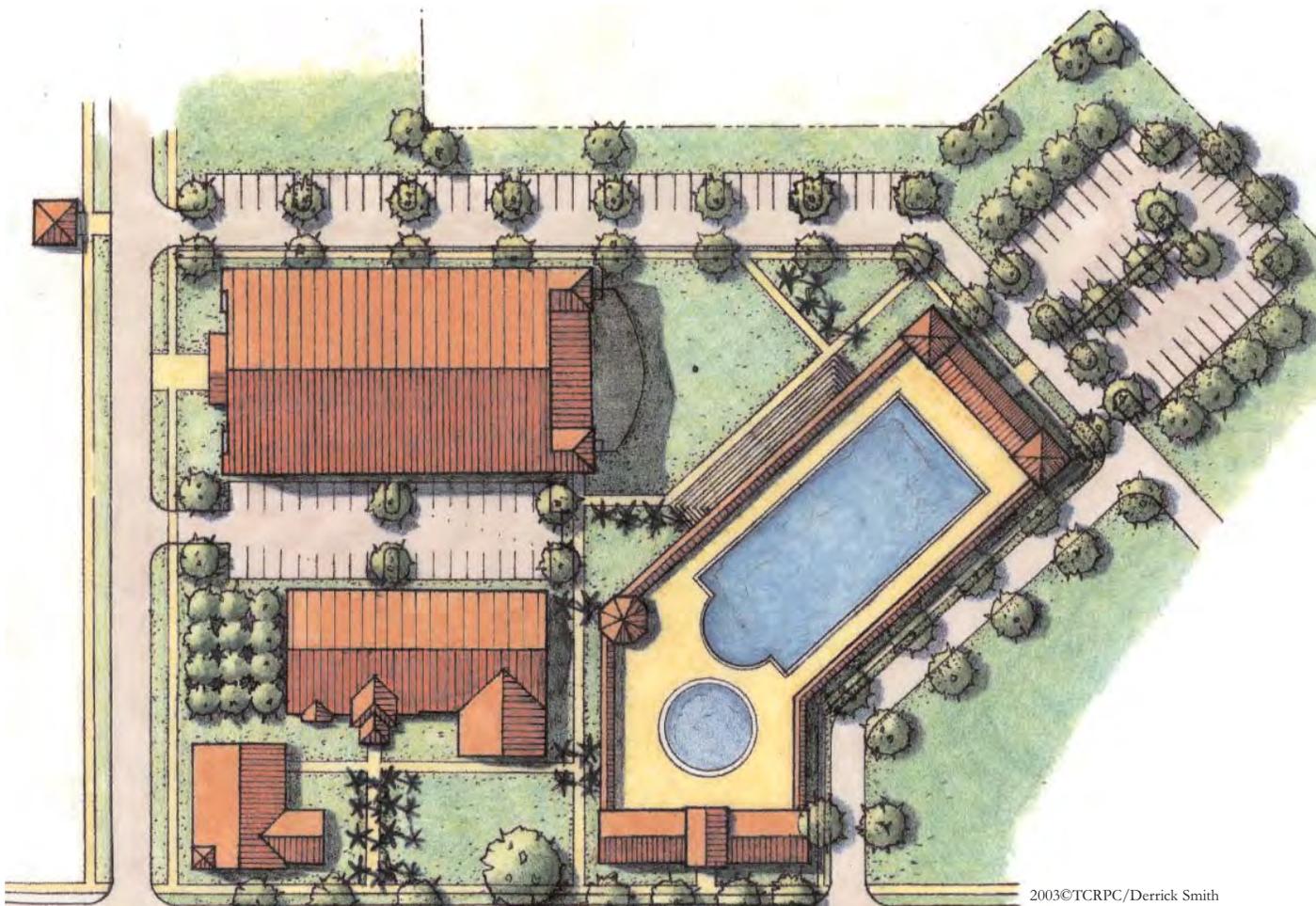
PHASE II



ULTIMATE BUILD-OUT



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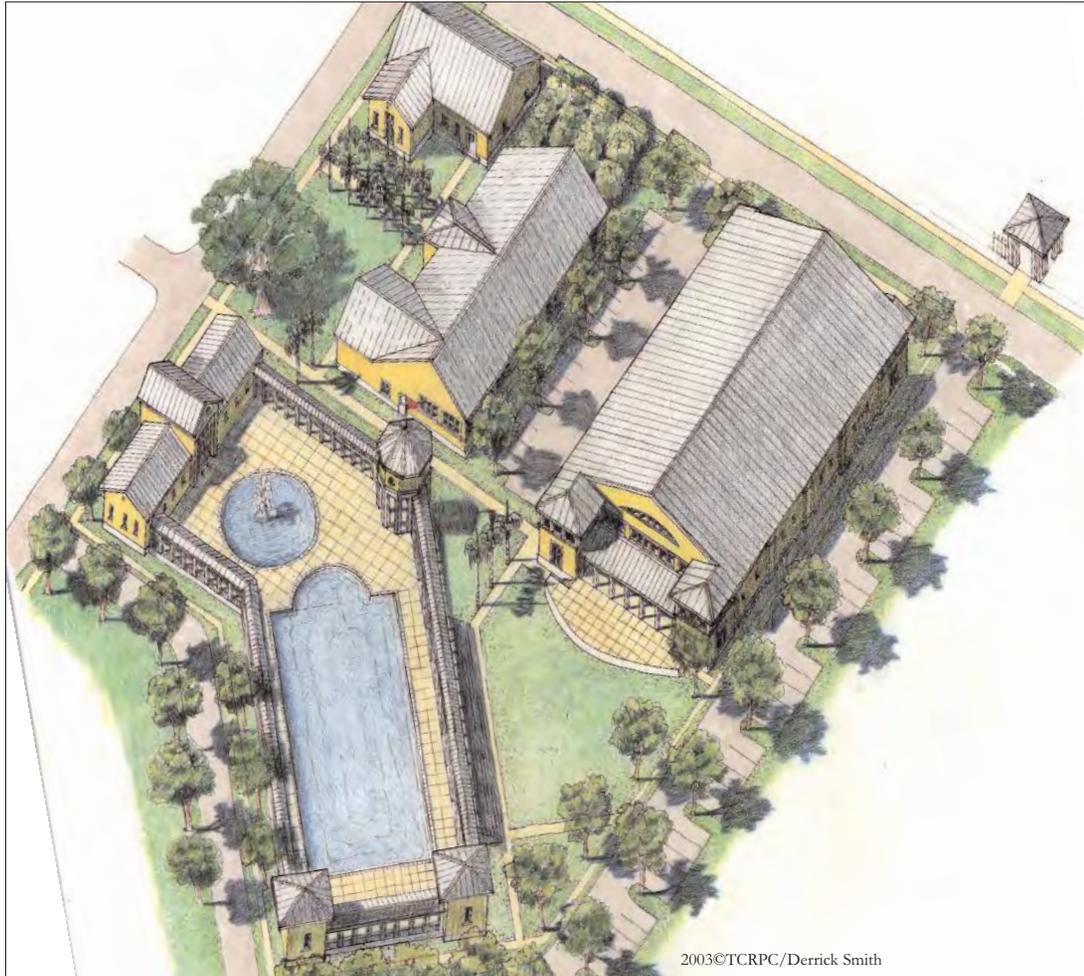


2003©TCRPC/Derrick Smith

The 10th Street Recreation Center is a key facility within the neighborhood. It is heavily used for recreation, community meetings, general gatherings and education programs. The existing building's physical disrepair combined with high demand, triggered renovation and expansion plans by the City for this facility.

This facility is currently being expanded to include an additional 4500sf in a multi-purpose room, offices, meeting rooms, a kitchen and bathrooms. The cost of this project is \$ 575,000.00. Completion is scheduled for the first months of 2004. The improvements to this facility will have a tremendous positive impact in the community's ability to meet and recreate.

During the charrette, the residents wanted to expand the program for the recreation center. Over time, residents would like to see the recreation center completed with a public swimming pool, a gymnasium and additional fields. The community is aware that the City is currently working on plans to build a gymnasium on the new J.D. Parker



Elementary campus. The community will greatly benefit from the new school and gymnasium. Nevertheless, they requested that the design team explore the development potential of the recreation facility and site.

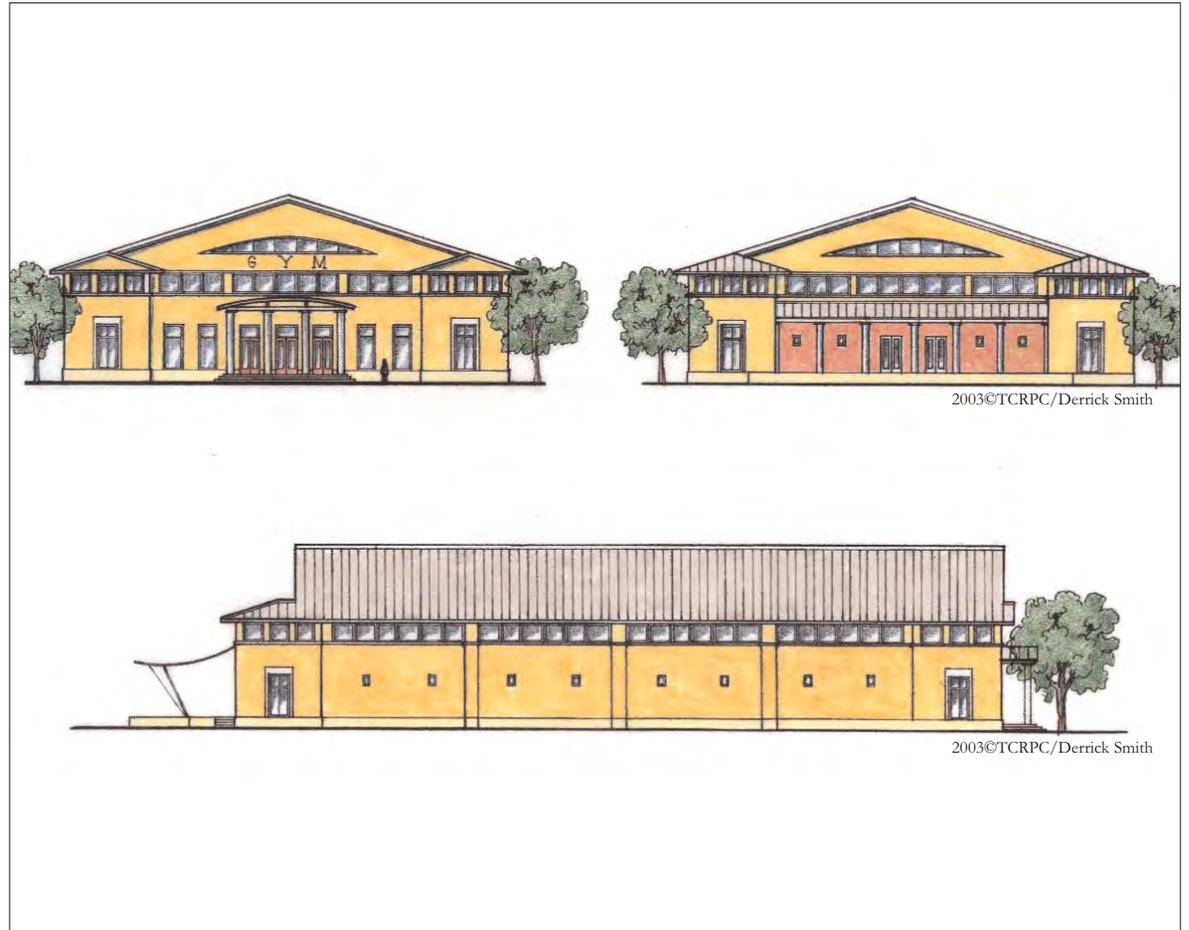
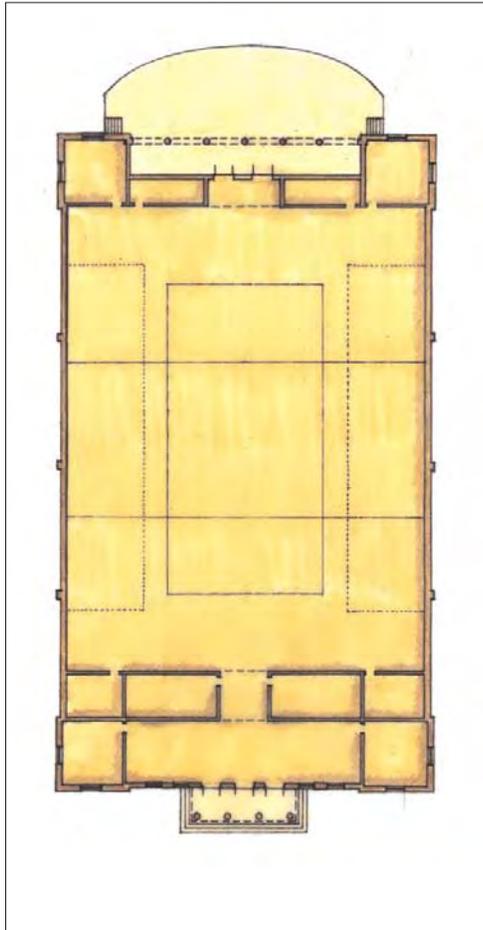
The master plan shows the proposed ultimate build-out of the 10th Street Recreation Center. This completed project includes a public pool, a water fountain or shallow pool, a gymnasium to complement the facility proposed at J.D. Parker, and additional baseball and soccer fields.

The most important feature of this proposal is the residential component surrounding and facing all sides of the recreation center. A linear band of 150' around the recreation center is dedicated to a public street and single-family residential units.

Surrounding the recreation center with residential uses will accomplish the following:

- A source of income: By selling off this edge to allow for residential development, a portion of public infrastructure and recreation expansion can be funded.
- Connectivity: The creation of new public streets that "open up" East Stuart and connect it to the south to Dixie Highway, eliminating unnecessary railroad crossings for those heading south
- Security: The safest and most well behaved public open spaces are those that are naturally supervised. The only way to provide natural supervision is by incorporating residential uses around public areas.







## A NEW NAME FOR EAST STUART

### A New Name for East Stuart

East Stuart as a neighborhood has always been centrally located within the City. Its name has never been a reflection of its geographical location.

During the charrette, several residents expressed concern regarding the neighborhood's name. Over the years, a negative connotation seems to have been attached to the "East Stuart" designation.

The residents believe that a new name for the neighborhood should accompany the adoption of this new master plan.

Selecting a name that reflects the community's identity, character and history is a feasible, relatively easy, and inexpensive task. This idea should be further tested and the entire community needs to be given the opportunity to express their opinion regarding this matter.

Several new names for the area were proposed during the week long process. This master plan recommends the following procedure to determine IF the majority of the residents feel it is important to change the neighborhood's name, and in that case, WHAT that new name should be:

- 1) Conduct a neighborhood-wide survey to determine if the residents feel the neighborhood's name should be changed. This can be done by using one or more of the following strategies:
  - Neighborhood-wide mailer
  - Public community meeting
  - On-line survey (within the city's web-site)
  - Flyers and posters in local businesses and establishments

- 2) Define a name selection method:

- A name competition conducted in the local schools
- A neighborhood wide poll/selection between three to five names previously chosen by the charrette steering committee

- 3) Celebrate the new name:

- A public celebration (fair, festival) in one of the City's public parks including music, food, arts and entertainment, should be the forum in which the new name is announced/selected. This community can decide to make this date a celebration that is repeated every year as a fund-raiser for the community's redevelopment.
- The new name should be displayed in all of the community's entrances, gateways, and street fixtures and furniture.



**Priorities and Project Management**

The Citizen's Master Plan represents a vision intended to guide actions and investment toward a well defined objective. The plan is comprehensive, and describes a large number of development and redevelopment opportunities.

Not all of these opportunities should be pursued immediately, attention and resources should instead be focused on those opportunities that are strategically most important to achieving the long term objectives of the plan. It will take many years to fully implement the plan, but steady progress can be made toward the objective, and East Stuart will improve with each step.

East Stuart is situated in the path of growth. The issue will therefore not be attracting development, but managing it.

**Project Management**

The City's Planning Department should assign an individual or team with responsibility to shepherd the Master Plan through the Review, Approval, Adoption and Implementation process. It is important that someone be designated as the person responsible for assuring that the East Stuart plan is adopted and that all necessary Comprehensive Plan, Zoning and Land Use changes necessary to assure implementation of the plan are expeditiously processed.

The City of Stuart as a whole is experiencing rapid growth and development pressure, and achieving the objectives of the plan requires that Land Use and Zoning policies be put in place to assure that new development proceeds as envisioned. It is recommended that a team representing planning, design, and law be assigned the responsibility or serve as support to the individual in charge.

Adoption of the Citizen's Master Plan by Residents and the Charrette Steering Committee. The final draft plan was made available for review in January of 2004. It was found acceptable by the Steering Committee who intends to recommend its approval by

the City's Commission.

Review and Approval of the Citizen's Master Plan by the Community Redevelopment Board. The Citizen's Master Plan should be reviewed and approved by the Community Redevelopment Board and recommended for adoption by the City Commission, as the Master Plan for East Stuart.

Review and Approval of the Citizen's Master Plan by City Commissioners. The Citizen's Master Plan should be reviewed and approved by the City's Commission and forwarded to all the local boards.

**High Priority Items**

Expand The CRA plan to include the area designated as "Study Area" as shown in the master plan. The CRA boundaries should be reviewed and expanded to incorporate the entire master plan for the East Stuart area. The original boundary was modified to address both sides of the street (in the case of MLK Blvd) and include city-owned property that will play a fundamental role in the overall redevelopment of the community.

Develop An Overlay Zoning Code. This code will be the fundamental tool that will ensure the proper implementation of the citizen's plan. The Code should be similar to the one the CRA has in place for the downtown area, and should incorporate coding by building types. This type of coding will guarantee the preservation of the community's scale and character.

Preserve and Restore the McHardy Building. The McHardy Building should be deeded to a Not-for-Profit organization (e.g. Concerned Citizens).

This change of ownership will enable participation of State and Federal funding for restoration and historic



preservation. The City should then provide grant-writing assistance, and potentially matching funds for this endeavor. The matching funds (if any) should be provided by the Community Redevelopment Agency.

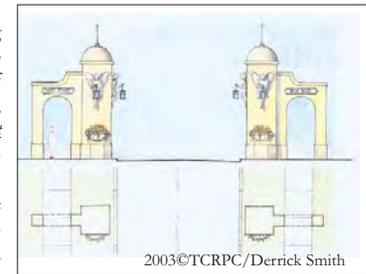
The City should immediately begin working with the community regarding prioritization of improvements proposed in the citizen's master plan. There are a number of issues regarding the design of MLK Blvd. and other public streets. These include: creating urbanized sections, using gateways, installing outside curb and gutters, re-arranging parking, installing medians, sidewalk design, lighting, utilization of pavement textures at designated intersections, etc. The City has identified initial funding to address these issues. The initial improvements have been prioritized by the Charrette Steering Committee.

Should the funding not be enough to cover one or more of these improvements, it is important to *wait* until sufficient funding becomes available.

The design of the public realm, particularly that of MLK Blvd. should not be compromised due to lack of immediate funding. MLK Blvd. is the "public face" of the community. The improvements along this corridor will play the most important role not only in defining the character, but the demand, desirability and potential for investment in the area.

Develop a "Package of Incentives" for investment in the area.

This is intended to attract investors that are willing to follow the citizen's master plan. To avoid speculation and accelerate implementation, incentives should not be warranted "as of right". The City of West Palm Beach's master plan (in particular the Northwood Neighborhood master plan) can be used as an example of "time-



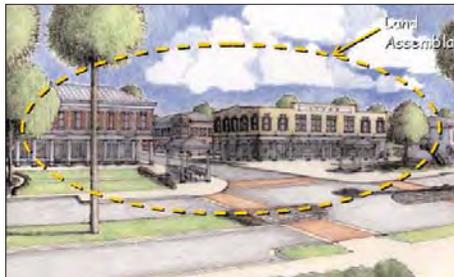
limited” redevelopment incentives to be applied for this neighborhood.

**Moderate Priority Items**

**The CRA should assemble land along East Avenue and issue an RFP (Request for Proposals) for the redevelopment of Main Street.** East Avenue, the community’s historic main street, has the largest concentration of vacant land in the area. Despite previous road improvement efforts aimed at triggering revitalization, 19 out of 28 lots along it remain vacant. The buildings on the remaining lots are in general, in a state of disrepair.

A healthy main street is a powerful catalyst for redevelopment. This is true of many communities, and no different that what happen in downtown Stuart. Revitalizing main street is key to the redevelopment of East Stuart. Towards this purpose, the master plan recommends land assemblage with the intent of issuing a Request for Proposals.

A well constructed RFP for the development of a traditional main street should be favorably received by the development community, and the master plan should easily help the City articulate its goals and objectives. Ideally, it would be best if the CRA were able to negotiate contracts with the existing property owners, and/or assemble land along East Avenue. Alternatively, the CRA could agree within the RFP to use its powers to acquire property, at the respondents cost. Typically however, respondents want fixed acquisition costs so that they can fully evaluate the viability of the project.



Redevelopment of East Avenue in good form will trigger extensive redevelopment interest in the rest of the community. Gentrification should be avoided at all cost. The City of Delray Beach’s redevelopment efforts for West Atlantic Avenue should be used as models for this process.

**The City/CRA should issue an RFP for the development vacant property within the East Stuart Neighborhood.** The Citizen’s Master Plan identifies a large number of housing development and infill opportunities: 50 single family lots within City owned property (not including the 12 units proposed on E. 10th Street), 52 single family and town-house units on city owned property on land currently behind the police and fire departments; 12 sites for multi-family developments, as well as 60 vacant parcels immediately available for infill within the neighborhood fabric.

Development on this unusual amount of land will define the character of the community as it evolves. Good architecture defines character. The problem is that bad architecture does the same thing. This is an important opportunity that should be seized by the City and the CRA. Architectural design guidelines need to be created. Repetition of one same building type (as in the case of development done in the area by habitat for humanity) should be avoided. An RFP geared at attracting a mix of both attainable and market-rate housing should be issued for the city owned property.

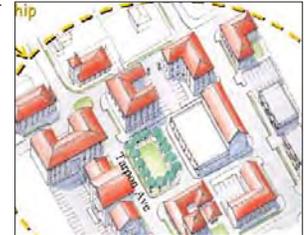
With the shortage of land within the City, such an RFP fo should have great response. The master plan should easily help the City articulate its goals and objectives. Profit from the sale of this land should be used



to implement improvements to the public realm within the community.

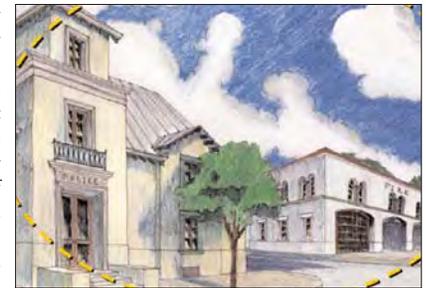
**The City should work with major property owners to guide and encourage redevelopment.**

The Gary Plaza presents itself as a unique opportunity for redevelopment as well as an engine for additional redevelopment. City staff should contact major property owners, engage them in the redevelopment process and encourage prompt implementation of the plan. For this purpose, the City will have to develop a package of incentives specific to this area.



**The City should improve the entrance to the community by addressing the vehicle maintenance facility.** The entrance to the community is

seriously impacted by the two warehouse-type buildings that sit at the corner of Central Ave. and MLK



Bld. The master plan proposes the relocation of these two buildings in a manner that is financially feasible:

- Re-platting of the City-Owned vehicle maintenance facility to create an independent lot fronting MLK Blvd.
- The resulting 80’ x 300’ lot fronting MLK should be put out to RFP (request for proposals) with the intent of finding a

**IMPLEMENTATION**

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- that is financially feasible:
- Re-platting of the City-Owned vehicle maintenance facility to create an independent lot fronting MLK Blvd.
- The resulting 80' x 300' lot fronting MLK should be put out to RFP (request for proposals) with the intent of finding a private developer willing to follow the master plan and build two or three, two to three-story buildings fronting MLK Blvd.
- The income resulting from the sale/lease of this parcel should be used to relocate the existing metal frame buildings that currently house the City's vehicle maintenance facility.

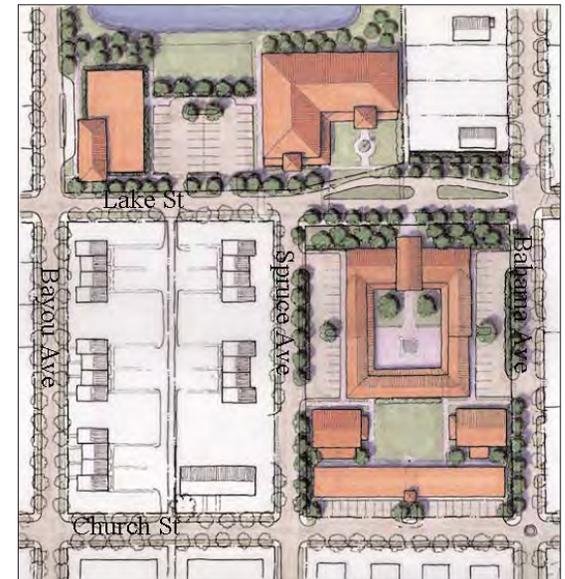
**The City should make a long-term commitment to rebuild the Fire and Police departments.** The state of disrepair and lack of civic presence of these two buildings impact not only East Stuart, but the community as a whole. Civic buildings are meant to foster civic pride. This is not a quality that should be expected nor can it be delivered by the private sector. Over time, the City should house these two institutions in buildings that foster civic presence, community pride, and respect for the institutions they house.

**The City, including representatives from the Community should pursue long-term expansion plans for the 10th Street Recreation Center .** This center has enough land to allow for future growth. The City has recently expanded the buildings in this facility.



Over time, and tied to the development of City-owned property surrounding it, the recreation center should incorporate the additional recreation uses requested by the community described in this report.

**The City, including representatives from the Community should begin negotiating with the Martin County School Board regarding to possibility expanding/rebuilding Spectrum Jr. Sr. High School as proposed within the plan, and in a manner consistent with the design proposed.** It is important that the school's expansion, safety and security needs be built in an attractive and high civic form that allows it to be integrated into the fabric the community, in close proximity to the homes that it will serve. It is recommended that the Planning Department stay actively involved in this issue.



**High Priority**

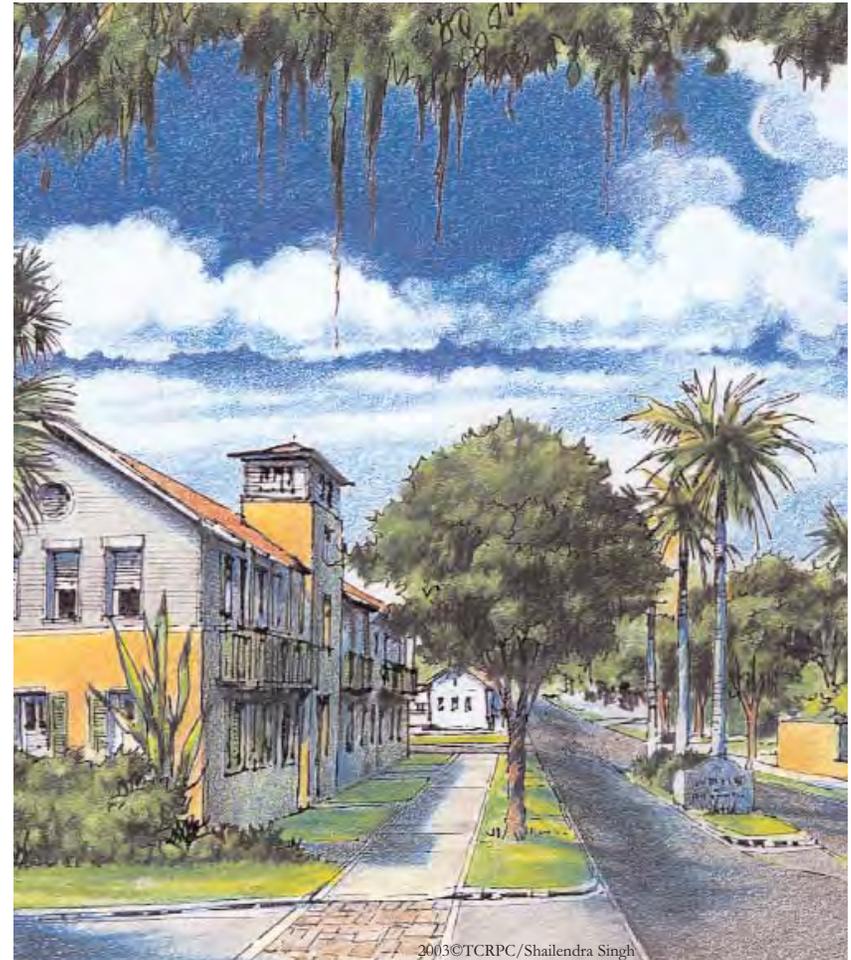
- 1- Expand the CRA plan to include the areas shown in the master plan
- 2- Develop an overlay zoning code
- 3- Preserve the McHardy building
- 4- Prioritize improvements
- 5- Create a package of incentives for development in the area
- 6- Reconfigure Martin Luther King Boulevard

**Medium Priority**

- 1- Assemble land through the CRA and create an RFP for the development of East Avenue
- 2- Work with local property owners (Gary Plaza) to create a redevelopment strategy
- 3- Work with habitat for humanity in the creation of new housing types for the area

**Low Priority**

- Rename the community (potentially a contest could be held to select the name)



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*Views of the residents drawing their ideas*



Residents presenting their group's plans.



*The citizens' plans*



TREASURE COAST REGIONAL PLANNING COUNCIL  
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH

## TREASURE COAST REGIONAL PLANNING COUNCIL

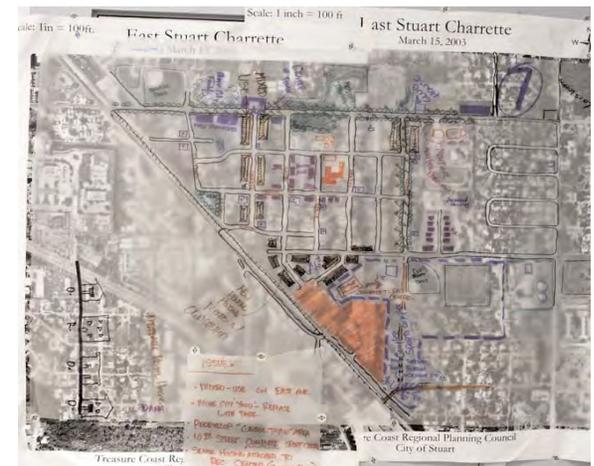
Michael J. Busha, AICP	Executive Director
Terry L. Hess, AICP	Planning Director
Marcela T. Cambor	Urban Design Coordinator
Shirley H. Monroe	Graphics Designer
Elizabeth L. Gulick	Administrative Secretary
Peter G. Merritt,	Ph.D. Regional Ecologist
James T. Snyder	DRI Coordinator
Gregory P. Vaday	Economic Development Coordinator
Sandy Gippert	Accounting Manager
Diane Martin	Accounting Clerk
Wynsum W. Hatton	Administrative Assistant
Penny Myszkowski	Secretary/Receptionist

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 Stuart, Florida 34994  
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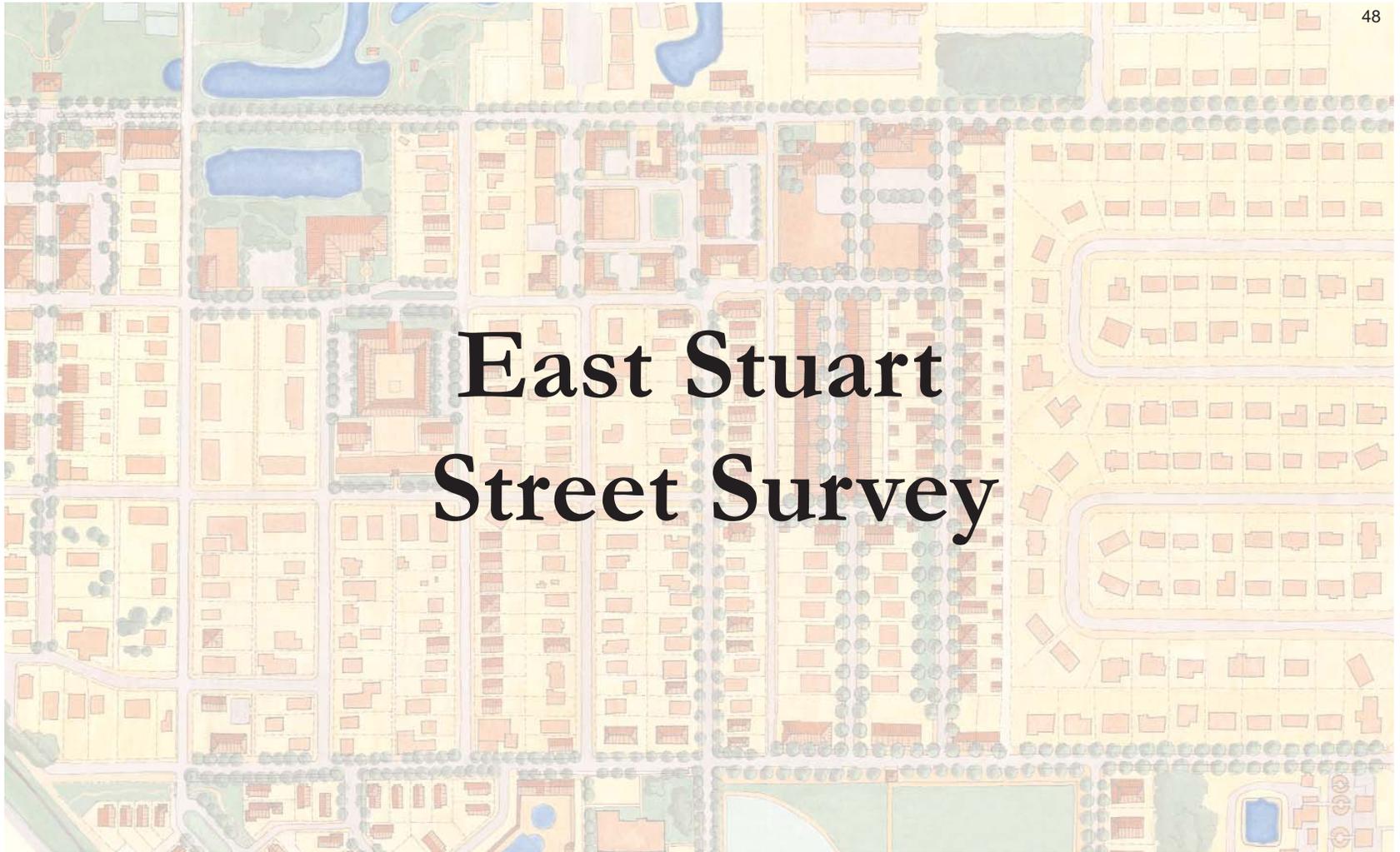


## THE DESIGN TEAM

**TCRPC Design Studio:** Michael Busha, Marcela Cambor, Shirley Monroe  
**A+S ARCHITECTS:** Derrick Windell Smith  
**Urban Designers:** Steven Fett, Sita Singh, Anthea Gianniotis, Danna Little, Pedro Quintanilla, Natasha Quintanilla, Rich McLaughlin, Elena Romero, Barry Mahaffey



Images from the March, 2003 Charrette  
 East Stuart Charrette, Stuart, Florida



# East Stuart Street Survey

STREET 1

a

Streets	MLK St between A1A and Central Ave Eastbound		MLK St between Central and East Ave Eastbound		MLK St between East and Bayou Ave Eastbound	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Sidewalks	On the North and on the South in the next half of the block	Continuous sidewalks on both sides	On the North side	On the South side	On the South side	On the North side
Planting Strip	No	On both sides	Planting strips between parking spots on both sides	-	Planting strips between parking spots on both sides	-
On Street Parking	Diagonal parking on the North and parallel parking on the South sides	Parallel parking on both sides	Diagonal parking on the North side and parallel on the South side	Parallel parking on both sides - See proposal for MLK	Parallel parking on the South side and diagonal on the North side	Parallel parking on both sides - See MLK proposal
Landscaping	Palm trees on the left in front of the park	Trees on both sides and palm trees on median - see MLK proposal	Palm trees on both sides	Trees on both sides - Palm trees on median	Palm trees on both sides	Trees on both sides - palm trees on median
Lighting	Only on the South side of the street	Pedestrian lights on both sides	On both sides	Pedestrian lights on both sides	On the South side	Pedestrian lights on both sides
Benches	No	On both sides	One bench on the South side	On both sides	No	On both sides
Trash Receptacles	No	On one side	One trash can on the North side	On one side	No	On one side
Other	Community Program building on the corner of MLK and Central on the South side	Gateways on East and MLK (entrances)/median	Warehouse on the North side (c/o Central and MLK) and sports fields on the North side	See proposal for MLK and gateways proposal	No	See MLK proposal
Housing	Multi-family on the South side	-	Multi-family on the South side	-	No	-
Vacant Land	Four lots on the South side	Infill with multi-family	Four lots on the South side	Infill with multi-family	No	-
Retail	No	-	Retail on the South side	Improvements on retail - see MLK proposal	Retail on the South side	Improvements on retail - See proposal

**MLK St between Bayou and Bahama Ave Eastbound**

Existing	Proposed
On both sides	-
On both sides	See MLK proposal for park
No	Parallel parking on both sides
Palm trees on both sides and other trees on North side	Trees on both sides
On the South side	Pedestrian lights on both sides
On both sides	-
On the North side	On the one side
Fire hydrant on the North side in front of the park. Park on the North side	See proposal for park
Single family housing on the South side	-
No	-
No	-

**MLK St between Bahama and Tarpon Ave (Eastbound)**

Existing	Proposed
On the South side	-
Both sides	-
No	-
Palm trees and other trees on both sides	-
Both sides	Pedestrian lights on both sides
No	On both sides
One on the North side	On one side
Walled off apartments on the North side (See housing) and gas station on the South side (See retail)	See proposal for Gary Plaza
Single-family housing on both sides and apartment complex on the North side	See proposal for Gary Plaza
No	-
Retail c/o Tarpon and MLK on the South side	See proposal for Gary Plaza

Streets	Lake St between Central and East Ave Westbound	
	Existing	Proposed
Sidewalks	On the North side	On the South side
Planting Strip	On the North side	On the South side
On Street Parking	No	-
Landscaping	Palm trees and other on both sides	-
Lighting	On the South side	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	Water retention pond on the North side	Treatment for pond
Housing	Single family on both sides	-
Vacant Land	One lot on the North side	Infill with single family
Retail	No	-

Streets	Lake St between East and Bayou Ave Westbound	
	Existing	Proposed
Sidewalks	On the South side	On the North side
Planting Strip	On both sides	-
On Street Parking	No	Parallel parking on the North side
Landscaping	Palm trees on both sides	-
Lighting	On the North side	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	On one side
Other	Abandoned houses on the South	Reform/remodel abandoned houses
Housing	Single family on both sides	-
Vacant Land	No	-
Retail	No	-

Streets	Lake St between Bayou and Spruce Ave Westbound	
	Existing	Proposed
Sidewalks	On both sides	-
Planting Strip	On both sides between parking spaces	Continuous green on both sides
On Street Parking	Perpendicular parking on the North side	Parallel parking on the North side
Landscaping	Trees and green on both sides	-
Lighting	No	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	Dumpster on the North side	On one side
Other	Community Center and Child Care Center on the North side c/o Lake and Bayou	-
Housing	Public housing on the North side	See proposal for public housing
Vacant Land	No	-
Retail	No	-

STREET 2

d

Streets	Lake St between Spruce and Bahama Ave Westbound	
	Existing	Proposed
Sidewalks	On the South side	On the North side
Planting Strip	One foot green on the South side	On both sides
On Street Parking	No	Parallel parking on the North side
Landscaping	No	Trees on both sides
Lighting	On both sides	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	Dumpsters on the North side	Shield dumpsters
Other	Spectrum School on the South side and Community Education Center c/o Spruce and Lake	See Spectrum School proposal and proposal for Lake Park
Housing	Trailers on the North side	Infill multi-family - See proposal for Lake Park
Vacant Land	No	-
Retail	No	-

Streets	Lake St between Bahama and Nassau Ave Westbound	
	Existing	Proposed
Sidewalks	On the South side	On the North side
Planting Strip	No	Green on both sides
On Street Parking	No	Parallel parking on the North
Landscaping	No	Trees on both sides
Lighting	On the South side	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	On one side
Other	No	-
Housing	Single family housing on both sides	-
Vacant Land	No	-
Retail	On the North side	-

Streets	Lake St between Nassau and Tarpon Ave Westbound	
	Existing	Proposed
Sidewalks	On both sides	-
Planting Strip	No	Green on both sides
On Street Parking	No	Parallel parking on the North side
Landscaping	Palm trees and shrubs on the North side	Trees on both sides
Lighting	No	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	On one side
Other	Canvas tent on South side	Lake St extended to the West - See Gary Plaza project
Housing	Single-family on the South side	-
Vacant Land	No	-
Retail	On the North side	-

Streets	Church St between Central and Park Ave Eastbound	
	Existing	Proposed
Sidewalks	On the South side	On the North side
Planting Strip	Small green on the South side	Green on both sides
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	On the South side	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	On one side
Other	Park on the South side	See proposal for MLK Park
Housing	Single family housing on the North side	-
Vacant Land	No	-
Retail	No	-

Streets	Church St between Park and East Ave Eastbound	
	Existing	Proposed
Sidewalks	On South side	On the North side
Planting Strip	Small green on the South side	Green on both sides
On Street Parking	No	-
Landscaping	Small green on the South side	Trees on both sides
Lighting	No	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	On one side
Other	Church on the South side and unpaved alley on the North side	Paved alley and traffic calming device c/o East and Church
Housing	Single family on the North side	-
Vacant Land	No	-
Retail	No	-

Streets	Church St between East and Bayou Ave Eastbound	
	Existing	Proposed
Sidewalks	On Southside and interrupted on the Northside	North side - completed
Planting Strip	No	On both sides
On Street Parking	Narrow parallel parking on both sides	-
Landscaping	No	Trees on both sides - see Church St proposal
Lighting	On the South side	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	On one side
Other	Fire hydrant on c/o Bayou and East on South side and unpaved alley on the North side	Traffic calming device - c/o East and Church St
Housing	Multi-family on both sides	-
Vacant Land	No	-
Retail	No	-

STREET 3

f

Streets	Church St between Bayou and Spruce Ave Eastbound	
	Existing	Proposed
Sidewalks	Both sides	-
Planting Strip	No	Green on both sides
On Street Parking	Infront of church on the South side	-
Landscaping	No	Trees on both sides - See Church St proposal
Lighting	On South side	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	One one side
Other	Church on South side	-
Housing	Public housing on North side and multi-family on the South side	See proposal for public housing
Vacant Land	No	-
Retail	No	-

Streets	Church St between Spruce and Bahama Ave Eastbound	
	Existing	Proposed
Sidewalks	On both sides	See Church St proposal
Planting Strip	On the North side	See Church St proposal
On Street Parking	Parallel parking on the South side	Parallel parking infront of school - see Church St proposal
Landscaping	No	Trees on the North side
Lighting	On the South side	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	On one side
Other	Spectrum School on the North side	See Spectrum School proposal
Housing	Single family housing on the South side	-
Vacant Land	No	-
Retail	No	-

Streets	Church St between Bahama and Nassau Ave Eastbound	
	Existing	Proposed
Sidewalks	On the North side	On the South side
Planting Strip	No	Green on both sides
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	On the South side	Pedestrian lights on both sides
Benches	No	On the South side
Trash Receptacles	No	On one side
Other	Church on the North side	Traffic calming device c/o Bahama and Church
Housing	Single family housing on both sides	-
Vacant Land	No	-
Retail	No	-

Streets	Church St between Nassau and Tarpon Ave Eastbound	
	Existing	Proposed
Sidewalks	On the North side	On the South side
Planting Strip	No	On both sides
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	On the South side	Pedestrian lights on both sides
Benches	No	On both sides
Trash Receptacles	No	On one side
Other	Fire hydrant on the North side	See proposal for MLK
Housing	Single family housing on the North side	-
Vacant Land	No	-
Retail	No	-

Streets	Florida St between East and Bayou Ave Westbound	
	Existing	Proposed
Sidewalks	On the South side	On the North side
Planting Strip	On the South side	On the North side
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	On the South side	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	Unpaved alley on the North side and church on the North side	Pave alley
Housing	Single family on the North side	-
Vacant Land	No	-
Retail	No	-

Streets	Florida St between Bayou and Spruce Ave Eastbound	
	Existing	Proposed
Sidewalks	On South side	On the North side
Planting Strip	No	On both sides
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	No	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	On South side	-
Other	Unpaved and unfinished alleys on both sides	Build alley
Housing	Single family on both sides and Multi-family on North side	-
Vacant Land	No	-
Retail	No	-

Streets	10th St between Bahama and Nassau Ave Westbound	
	Existing	Proposed
Sidewalks	On South side	
Planting Strip	One foot green on South side	
On Street Parking	No	
Landscaping	Trees	
Lighting	On North side	
Benches	No	
Trash Receptacles	No	
Other	Park and creek/lake on the South side and Police Intervention Center on South	
	Shotgun homes on South side, single family on North side and abandoned house on North side	
Vacant Land	No	
Retail	No	

Streets	10th St between Nassau and Tarpon Ave Westbound	
	Existing	Proposed
Sidewalks	On South side	On the North side
Planting Strip	One foot green on South side	Green on both sides
On Street Parking	No	Parallel parking on the South
Landscaping	Bushes and trees in front of Rec Center	Trees on both sides
Lighting	On the North side	Pedestrian lights on both sides
Benches	No	On both sides
Trash Receptacles	No	On one side
Other	Rec Center on the North side	See proposal for Police and Rec Centers
Housing	No	See Bahamian Village proposal on South side
Vacant Land	No	-
Retail	No	See Bahamian Village proposal

Streets	10th St between Bahama and Spruce Ave Westbound	
	Existing	Proposed
Sidewalks	On South side	On the North side
Planting Strip	On South side with palm trees	On both sides
On Street Parking	No	Parallel parking on South side
Landscaping	Palm trees on the South side	Trees on greens - See Rec Center proposal
Lighting	On the North side	Pedestrian lights on both
Benches	No	On both sides
Trash Receptacles	No	On one side
Other	Unpaved alley on North side	See Rec Center proposal
Housing	Shotgun houses on South side and single family on North side	Multi-family on the North
Vacant Land	No	-
Retail	No	-

Streets	10th St between Bahama and Nassau Ave Westbound	
	Existing	Proposed
Sidewalks	On South side	
Planting Strip	One foot green on South side	
On Street Parking	No	
Landscaping	Trees	
Lighting	On North side	
Benches	No	
Trash Receptacles	No	
Other	Park and creek/lake on the South side and Police Intervention Center on South	
Housing	Shotgun homes on South side, single family on North side and abandoned house on North side	
Vacant Land	No	
Retail	No	

Streets	Central Ave between MLK and Lake St Northbound		Central Ave between Lake and Church St Southbound	
	Existing	Proposed	Existing	Proposed
	On East side	On West side	On East side	On West side
Sidewalks				
	No	On bot h sides	No	On both sides
Planting Strip				
	No	-	No	-
On Street Parking				
	No	Trees on both sides	No	Trees on both sides
Landscaping				
	On East side	Pedestrian lights on both sides	On East side	Pedestrian lights on both sides
Lighting				
	No	-	No	-
Benches				
	No	On one side	No	On one side
Trash Receptacles				
	Two churches on the West side	Gateway on MLK and East - See proposal	No	-
Other				
	Single family on the East side	-	Single family housing on both sides	-
Housing				
	One on East side	Infill with single family	No	-
Vacant Land				
	No	-	No	-
Retail				

Streets	East Ave between MLK and Lake St Southbound	
	Existing	Proposed
Sidewalks	On East side	On the West side
Planting Strip	Between parallel parking on both sides and green and palm trees on East side	Green on both sides
On Street Parking	Parallel parking on both sides	Parallel parking on both sides - See East St proposal
Landscaping	Palm trees on East side	Trees on both sides
Lighting	On East side	Pedestrian lights on both sides
Benches	No	On both sides
Trash Receptacles	No	On both sides
Other	Church on the East side	See East St proposal
Housing	Multi-family and single family on West side	See East St proposal
Vacant Land	Three lots on the East side and four lots on the West side	See East St proposal
Retail	On East side	See East St proposal

Streets	East Ave between Lake and Church St Southbound	
	Existing	Proposed
Sidewalks	On East side	On the West side
Planting Strip	Trees and green between parallel parking	Green on both sides - See East St proposal
On Street Parking	Parallel parking on both sides	Parallel parking on both sides according to the proposal
Landscaping	Trees and greens on both sides	Trees on both sides
Lighting	On West side	Pedestrian lights on both sides
Benches	No	On both sides
Trash Receptacles	No	On both sides
Other	Abandoned historic building on West side	See McHardy Building proposal
Housing	Multi-family and single family on the West side	-
Vacant Land	Five lots on the East side and Five lots on the West side	Infill with single family or multi-family
Retail	No	-

Streets	East Ave between Church and Florida St Southbound	
	Existing	Proposed
Sidewalks	Interrupted on the West side and uninterrupted on the East side	On the West side
Planting Strip	Trees and green between parallel parking	Greens on both sides - See East Ave proposal
On Street Parking	Parallel parking on both sides and perpendicular on East side	Parallel parking on East side
Landscaping	Trees and green on both sides	Landscaping according to East St proposal
Lighting	On West side	Pedestrian lights on both sides
Benches	No	On both sides
Trash Receptacles	Dumpster on the East side	On both sides
Other	Church on the East side and church on the West side	See East St proposal
Housing	Multi-family and single family on both sides	-
Vacant Land	One lot on East side	Infill with single family or multi-family
Retail	On East side	-

Streets	Bayou Ave between Church and Florida St Northbound	
	Existing	Proposed
Sidewalks	On West side	On the East side
	Green on West side	Green on both sides
Planting Strip	Parallel parking on West side, perpendicular parking on East side	-
On Street Parking	No	Trees on both sides
Landscaping	On both sides	Pedestrian lights on both sides
Lighting	No	-
Benches	No	On one side
Trash Receptacles	No	-
Other	Single family and multi-family on both sides	-
Housing	No	-
Vacant Land	No	-
Retail	No	-

Streets	Bayou Ave between Florida and 10th St Northbound	
	Existing	Proposed
Sidewalks	On East side	On the West side
	No	Green on both sides
Planting Strip	No	-
On Street Parking	No	Trees on both sides
Landscaping	On West side	Pedestrian lights on both sides
Lighting	No	-
Benches	No	On one side
Trash Receptacles	No	-
Other	Multi-family and single family on both sides	-
Housing	Two lots on East side	Infill with single family or multi-family
Vacant Land	No	-
Retail	No	-

Streets	Bayou Ave between Lake and MLK St Northbound	
	Existing	Proposed
Sidewalks	On both sides	-
	One foot green on both sides	-
Planting Strip	No	-
On Street Parking	Palms and other trees on both sides	-
Landscaping	Facing lot on East side	Pedestrian lights on both sides
Lighting	No	-
Benches	No	On one side
Trash Receptacles	Ditch/lake on East side (c/o MLK and Bayou) and Community and Daycare East	See proposal for ditch
Other	Single family housing on West	-
Housing	Three lots on West side	Infill with single family
Vacant Land	No	-
Retail	No	-

Streets	Spruce Ave between Church and Florida St Southbound	
	Existing	Proposed
Sidewalks	On West side	On the East side
Planting Strip	Green on West side	On the East side
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	On both sides	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	Church on the East side	-
Housing	Single family on both sides and multi-family on West side	-
Vacant Land	No	-
Retail	No	-

Streets	Spruce Ave between Florida and 10th St Southbound	
	Existing	Proposed
Sidewalks	On West side	On the East side
Planting Strip	No	On both sides
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	No	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	No	-
Housing	Single family housing on both sides	-
Vacant Land	No	-
Retail	No	-

Streets	Spruce Ave between Lake and Church St Southbound	
	Existing	Proposed
Sidewalks	On the West side	On the East side
Planting Strip	Green and trees on both sides	-
On Street Parking	No	-
Landscaping	Palm trees and other on East side	Palm trees and other on the West side
Lighting	On both sides	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	Spectrum School on the East side	See proposal for Spectrum School
Housing	Multi-family public housing on the West side	See proposal for public housing
Vacant Land	No	-
Retail	No	-

Streets	Bahama Ave between Lake and Church St Northbound	
	Existing	Proposed
Sidewalks	On West side	On East side
Planting Strip	On West side with a palm tree	Green on both sides
On Street Parking	No	-
Landscaping	Palm tree on the West side	Trees on both sides
Lighting	On the West side	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	Church on the West side and Spectrum School on the East side	See proposal for Spectrum School and traffic calming device c/o Bahama and Church
Housing	Single family housing on the East side	-
Vacant Land	One lot on the East side	Infill with single family
Retail	No	-

Streets	Bahama Ave between Church and 10th St Northbound	
	Existing	Proposed
Sidewalks	On the West side	On East side
Planting Strip	Green on both sides	-
On Street Parking	No	-
Landscaping	No	Trees on green on both sides
Lighting	On the West side	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	No	Add traffic calming device
Housing	Single family and multi-family on both sides	-
Vacant Land	One lot on the West side and six lots on the East side	Infill with single family and multi family
Retail	No	-

Streets	Bahama Ave between MLK and Lake St Southbound	
	Existing	Proposed
Sidewalks	On West side	On East side
Planting Strip	Green on East side	On both sides
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	On the West side	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	No	-
Housing	Single family on both sides	-
Vacant Land	Four lots on the West side	Infill with single family
Retail	No	-

Streets	Nassau Ave between Lake and Church St Northbound		Nassau Ave between Church and 10th St Northbound	
	Existing	Proposed	Existing	Proposed
Sidewalks	On the East side		On the East side	
Planting Strip	Green on both sides		No	
On Street Parking	No		No	
Landscaping	Palm trees and other trees		No	
Lighting	On the West side		On the West side	
Benches	No		No	
Trash Receptacles	No		No	
Other	No		No	
Housing	Single family and multi-family on both sides		Single family housing on both sides	
Vacant Land	One lot on the West side		One lot on the West side	
Retail	No		No	

Streets	Tarpon Ave between MLK and Lake St Southbound	
	Existing	Proposed
Sidewalks	On the West side	On the East side
Planting Strip	On the West side	On both sides
On Street Parking	Perpendicular on the East side	Parallel parking on both sides - See Gary Plaza proposal
Landscaping	Palm trees on the West side	Trees on both sides
Lighting	On the East side	Pedestrian lights on both sides
Benches	No	On the West side
Trash Receptacles	Dumpster on the East side	Shield the dumpster
Other	No	-
Housing	Multi-family housing on East side	See Gary Plaza proposal
Vacant Land	No	-
Retail	On the West side	See Gary Plaza proposal

Streets	Tarpon Ave between Lake and Church St Northbound	
	Existing	Proposed
Sidewalks	On the West side	On the East side
Planting Strip	On the West side	On both sides
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	On the West side	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	Church on the East side and canvas tent on the West side	Proposed buildings according to Gary Plaza proposal - Lake St extended to East
Housing	Single family and multi-family housing on both sides	See Gary Plaza proposal
Vacant Land	One lot on the East side	Single family infill
Retail	No	-

Streets	Tarpon Ave between Church and 10th St Southbound	
	Existing	Proposed
Sidewalks	On the West side	On the East side
Planting Strip	No	On both sides
On Street Parking	No	-
Landscaping	No	Trees on both sides
Lighting	On the West side	Pedestrian lights on both sides
Benches	No	-
Trash Receptacles	No	On one side
Other	Church on the West side	Church St extended - See proposal
Housing	Single family housing on both sides	-
Vacant Land	One lot on the West side and three lots on the East side	Infill with single family
Retail	No	-

Streets	Park Ave between Church and Florida St Northbound	
	Existing	Proposed
Sidewalks	On the West side	On the East side
Planting Strip	Green on the West side	Green on both sides
On Street Parking	Perpendicular on the West side	Parallel parking on the West side
Landscaping	No	Trees on both sides
Lighting	On the East side	Pedestrian lights on both sides
Benches	No	On the West side
Trash Receptacles	No	On one side
Other	Park on the West side	See proposal for MLK Park
Housing	Single family housing on the East side	-
Vacant Land	Three lots on the East side	Infill with single family
Retail	No	-