

CITY OF PORT ST. LUCIE

PLANNING AND ZONING BOARD AGENDA

TUESDAY, MAY 3, 2016

1:30 P.M. – PORT ST. LUCIE CITY HALL

121 S.W. PORT ST. LUCIE BOULEVARD, PORT ST. LUCIE, FLORIDA

1. MEETING CALLED TO ORDER
2. ROLL CALL
3. DETERMINATION OF A QUORUM
4. PLEDGE OF ALLEGIANCE
5. APPROVAL OF MINUTES – **APRIL 5, 2016**
6. **CONSENT AGENDA**

7. **PUBLIC HEARINGS**

[The applicant or agent for the applicant must be present. If no representative is present for the application, it will be tabled to the following month's meeting.]

Anyone wishing to speak on any item may approach the podium after the issue has been opened for the public to comment. Each person wishing to speak may do so for not more than 3 (three) minutes. Your comments and concerns are very welcome, however, we must maintain order and provide time for everyone.

- A. P16-044 TROPICAL HOMES OFFICE – LMD REZONING
Location: The property is located on the southeast corner of Port St. Lucie Boulevard and Delano Road at 1936 SE Port St. Lucie Boulevard.
Legal Description: Lot 6, Block 51, Unit 6.
This is a request to rezone the property from P (Professional) to LMD (Limited Mixed Use).

- B. P16-047 BRESCIA STREET PARCELS 12-19 – SMALL SCALE COMPREHENSIVE PLAN AMENDMENT
Location: The property is located at the northwest corner of Kenwick Avenue and Brescia Street.
Legal Description: Lots 12-19, Block 1731, Section 35.
This is a request to change the future land use designation from RM (Medium-Density Residential) to OSC (Open Space Conservation).

- C. P16-048 BRESCIA STREET PARCELS 12-19 – REZONING
Location: The property is located on the northwest corner of Kenwick Avenue and Brescia Street.
Legal Description: Lots 12-19, Block 1731, Section 35.
This is a request to rezone the property from RS-2 (Single-Family Residential) to OSC (Open Space Conservation).

- D. P16-050 BRESCIA STREET PARCELS 14-17 – REZONING
Location: The property is located on the northwest corner of Gatlin Boulevard and Brescia Street.
Legal Description: Lots 14-17, Block 1732, Section 35.
This is a request to rezone the property from RS-2 (Single-Family Residential) to CH (Highway Commercial).

- E. CITY OF PORT ST. LUCIE – NEIGHBORHOOD PLANNING
 - a. Neighborhood Planning Program
 - b. Planning Area 3
 - c. Planning Area 4N
 - d. Planning Area 4S

- 8. **NEW BUSINESS**

- A. DETERMINATION OF EXCUSED ABSENCE

- B. REPLACEMENT OF BOARD MEMBER CHERYL WHITE

- 9. **OLD BUSINESS**

- 10. **PUBLIC TO BE HEARD**

- 11. **ADJOURN**

Notice: In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the City Clerk's office at 772-871-5157 for assistance. No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, any person who may seek to appeal any decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at said meeting upon which any appeal is to be based.

4/27/2016 2:46 PM



City of Port St. Lucie
Planning and Zoning Department
A City for All Ages

TO: PLANNING AND ZONING BOARD MEETING - MAY 3, 2016

FROM: THRESIAMMA KURUVILLA, PLANNER 

RE: REZONING APPLICATION (PROJECT NO. P16-044)
TROPICAL HOMES OFFICE/ST. LUCIE PROFESSIONAL CENTER

DATE: APRIL 26, 2016

PROPOSED USE: Rezoning from P (Professional) zoning to LMD (Limited Mixed District) zoning to allow the existing pharmacy retail business. The applicant was in an LMD zoned building until last year and recently moved to this building. Retail businesses are not permitted in the P zoning district. In order for this business to comply with the Zoning Code, the property needs to be rezoned to LMD, where 50% of the building's gross floor area can be retail business. The total area of the building is 4,392 sq. ft. and the pharmacy is 1,600 sq. ft. (36.4%) and the existing medical office is about 2,792 sq. ft.

APPLICANT: Azubike Ofokansi of Port St. Lucie Discount Pharmacy. Authorization letter is attached.

OWNER: Treasure Coast PSL Blvd., LLC. Proof of ownership is attached.

LOCATION: The property is located on the southeast corner of Port St. Lucie Boulevard and Delano Road, and the address is 1936 SE Port St. Lucie Boulevard.

LEGAL DESCRIPTION: Lot 6, Block 51, Unit 6.

SIZE: 0.5 Acres

EXISTING ZONING: P (Professional) zoning district.

EXISTING USE: There are two businesses in this professional office building with a total area of 4,392 sq. ft. The pharmacy is 1,600 sq. ft. and medical office is about 2,792 sq. ft.

SURROUNDING USES: North = Port St. Lucie Boulevard, beyond is P (Professional) office building; South = RS-2 (Single Family Residential) zoning with existing houses; East = P (Professional), office building; and West = Delano Road, beyond is P (Professional), office building.

REQUESTED ZONING: LMD (Limited Mixed District) Zoning

FUTURE LAND USE: ROI (Residential/Office/Institutional)

IMPACTS AND FINDINGS:

Land Use Consistency: This project is found to be consistent with the direction and policies of the Comprehensive Plan and with the proposed LMD future land use designation. The supporting goal and policies from the City's Comprehensive Plan are Goal 1.1, and Policy 1.1.1.13. Goal 1.1 provides for an appropriate mix of land uses to meet the needs of current and future residents of Port St. Lucie in a way that is environmentally acceptable, and developed concurrent with needed facilities and services. Policy 1.1.4.13 confirms that the current conversion chart indicates that LMD zoning is a compatible zoning district with the ROI future land use classification.

Compliance With Conversion Area Requirements:

Planning Area location per conversion manual: 7

The property is totally within planning area: Yes

Minimum Frontage: Yes

Minimum Depth: Yes

Does the request isolate lots: No

Has a Unity of Title been submitted: NA

Buffer required: A landscaped buffer and wall is required: The landscape buffer wall is already there in the rear separating the existing houses.

Sewer/Water Service: Port St. Lucie Utility Systems will provide water and sewer.

Environmental: The site is less than two (2) acres and has already been cleared and developed.

School Concurrency: Not applicable for commercial uses.

Other:

The site has existing trees per the approved site plan/landscape plan (P85-012). The trees along the rear and side are in good condition. There are missing trees in the front which need to be replaced per the approved site plan/landscape plan.

The parking requirement for professional office is one (1) space for every two hundred (200) square feet of the gross floor area. The total parking required for the existing 4,392 square foot professional building is 22 and 22 are provided. The handicapped parking space will need to be relocated and restriped to meet today's ADA standards.

STAFF RECOMMENDATION:

The Planning and Zoning Department staff finds the rezoning request to be consistent with the direction and intent of the future land use map and policies of the City's Comprehensive Plan and recommends approval with the following conditions.

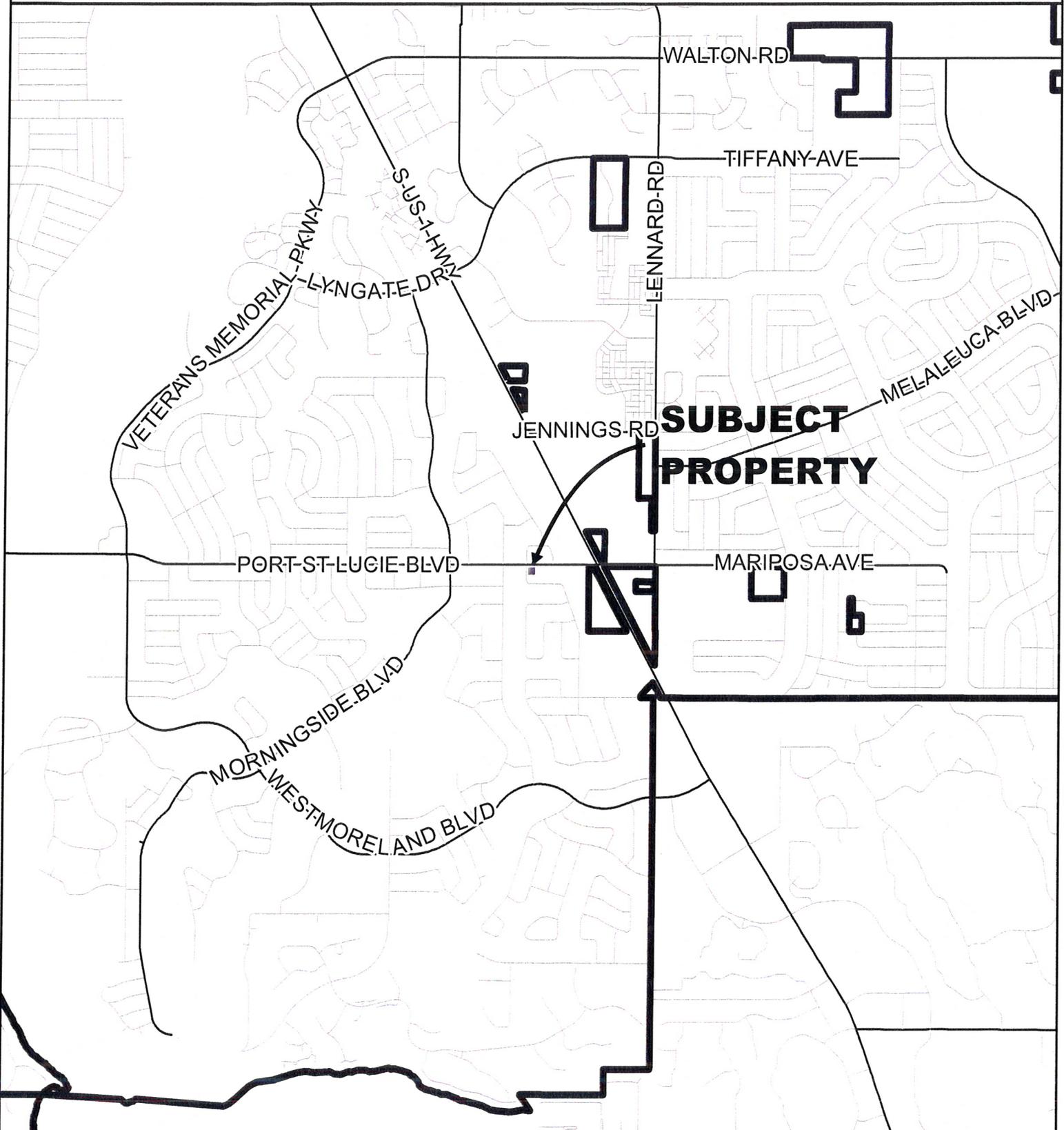
1. The applicant shall replant the missing trees along the front of the property per the requirements of the landscape code.
2. The handicapped parking space shall be relocated and restriped to meet the ADA standards of today.

Planning and Zoning Board Action Options:

- Motion to recommend approval
- Motion to recommend approval with conditions
- Motion to recommend denial

Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to table or continue the hearing or review to a future meeting.

GENERAL LOCATION

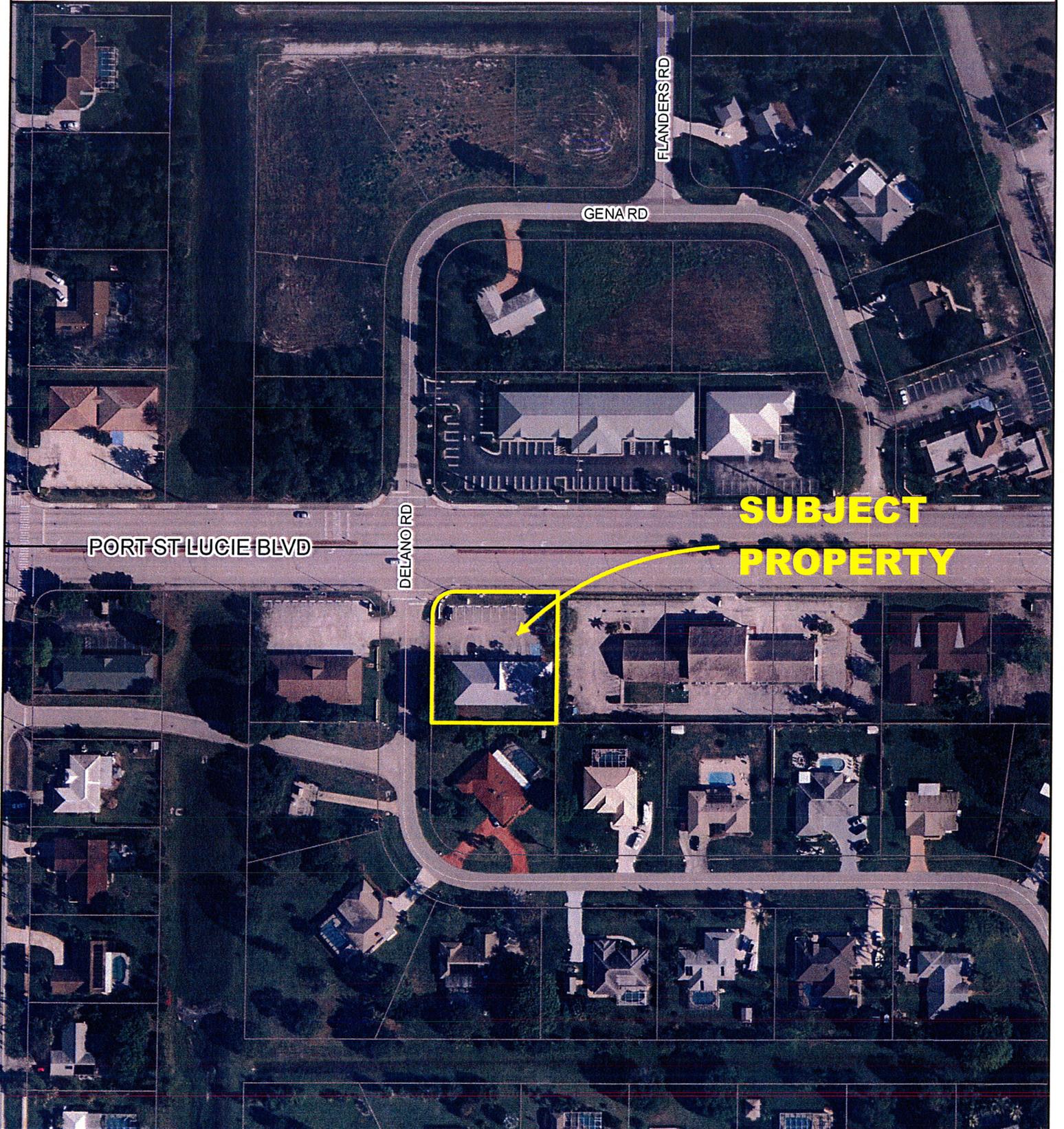


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
TROPICAL HOMES OFFICE
UNIT 6, BLOCK 51, LOT 6

DATE:	4/7/2016
APPLICATION NUMBER:	P16-044
USER:	patricias
SCALE:	1 in = 0.5 miles

AERIAL



**SUBJECT
PROPERTY**

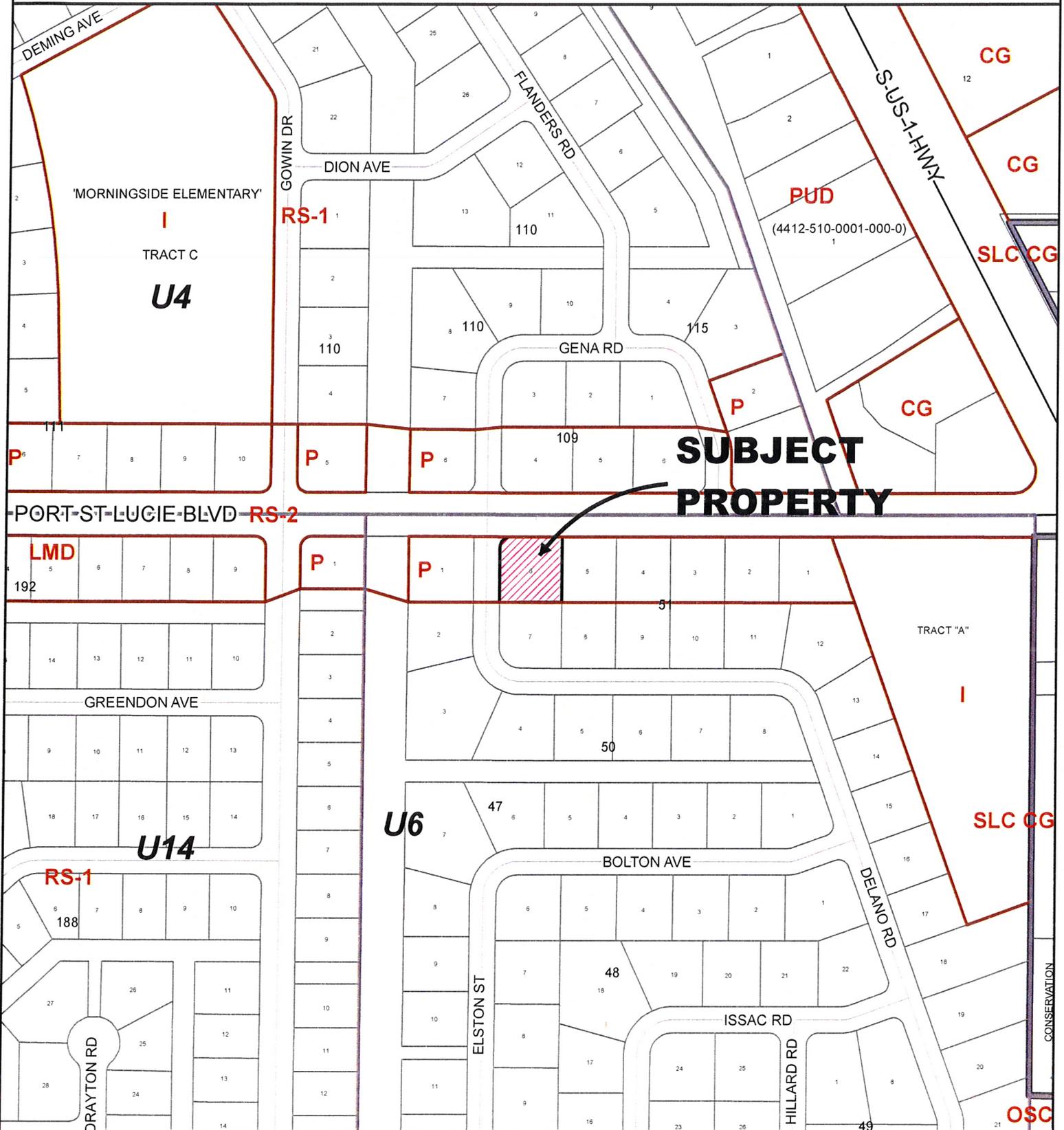


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
TROPICAL HOMES OFFICE
UNIT 6, BLOCK 51, LOT 6
AERIAL DATE 2014

DATE:	4/7/2016
APPLICATION NUMBER:	P16-044
USER:	patricias
SCALE:	1 in = 150 ft

EXISTING ZONING



**SUBJECT
PROPERTY**

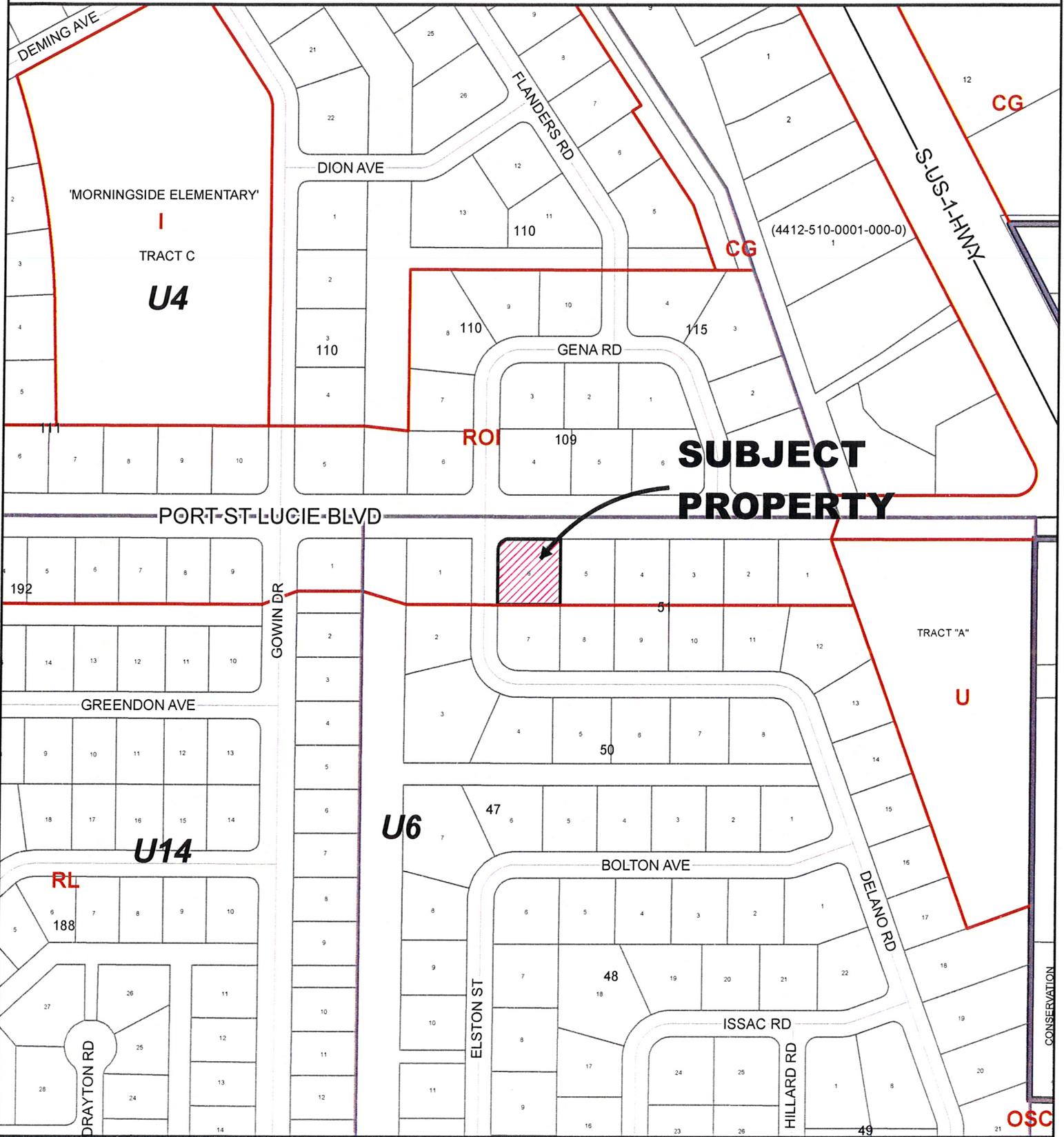


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
TROPICAL HOMES OFFICE
UNIT 6, BLOCK 51, LOT 6

DATE:	4/7/2016
APPLICATION NUMBER:	P16-044
USER:	patricias
SCALE:	1 in = 300 ft

FUTURE LAND USE



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
TROPICAL HOMES OFFICE
UNIT 6, BLOCK 51, LOT 6

DATE:	4/7/2016
APPLICATION NUMBER:	P16-044
USER:	patricias
SCALE:	1 in = 300 ft

LMD REZONING APPLICATION

CITY OF PORT ST. LUCIE
Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984
(772) 871-5212 FAX:(772) 871-5124

FOR OFFICE USE ONLY

Planning Dept. P16-044
Fee (Nonrefundable)\$ 2,115.00
Receipt # 88941

Refer to "Fee Schedule" for application fee. Make checks payable to the "City of Port St. Lucie". Fee is nonrefundable unless application is withdrawn prior to the Planning and Zoning Board Meeting. All items on this application should be addressed, otherwise it cannot be processed. Attach proof of ownership: two copies of recorded deed. If the application includes more than one (1) lot, our Legal Department will contact you regarding execution of the required Unity of Title. Please type or print clearly in **BLACK** ink.

PRIMARY CONTACT EMAIL ADDRESS: Zubi@portstluciediscount.com

PROPERTY OWNER:

Name: DR. BINNO BHAR
Address: 1926 SE Port St Lucie Blvd, PSL FL
Telephone No.: 772-812-7340 FAX No.: _____

AGENT OF OWNER (if any)

Name: AZUBIKE OFOKANSI
Address: 1936 SE Port St Lucie Blvd PSL FL
Telephone No.: 772-446-9284 FAX No: 772-807-1297

PROPERTY INFORMATION

Legal Description: UNIT 06 - BLK 51 LOT 6
(Include Plat Book and Page)
Parcel I.D. Number: 3422-530-0198-000-7
Current Zoning: P
Proposed Zoning: LMD

Future Land Use Designation: R01 Acreage of Property: 0.5 acres

Reason for Rezoning Request: Retail pharmacy not allowed in P zoning - 1600 sq ft.

RECEIVED
MAR 28 2016
PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE

[Signature]
*Signature of Owner

AZUBIKE OFOKANSI
Hand Print Name

3/28/16
Date

*If signature is not that of the owner, a letter of authorization from the owner is needed.

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.



St. Lucie Medical Associates

St. Lucie Medical Plaza Suite 4
1701 Hillmoor Drive
Port St. Lucie Florida 34952

Phone 772-335-3184 Fax 772-335-4236

City of Port St Lucie
121 S.W Port St Lucie Blvd
Port St Lucie, FL 34984.

RECEIVED
MAR 29 2016
PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE, FL.

March 28, 2016.

Dear Sir/Madam,

RE: 1936 SE PORT ST LUCIE BLVD – AUTHORIZATION TO REQUEST REZONING

I, Binno Dhar owner of property Parcel ID 34-22-530-0198-0007, block 51, Lot 6 hereby authorize Azubike Ofokansi at 1936 SE Port St Lucie Blvd to request for and apply for rezoning on my behalf of aforementioned property from "P" to "LMD".

I will provide the deed to assist in the process.

Please do not hesitate to contact me if you have any questions on 772-335-3184.

Yours Sincerely,

Binno Dhar

Prepared By and Return To:

Sun Title Agency LLC.
27 SE Ocean Blvd.
Stuart, FL 34994
772-232-4357
252-S-12

We/I hereby certify that we/I received
a copy of this Deed and have reviewed
and verified it to be true and correct as
it pertains to our/my name(s), marital
status, tenancy / title, mailing address.
David O. Singh
March 29, 2016

General Warranty Deed

Made this ____ day of _____, 2012 A.D. By **David O. Singh, a married man**, whose address is: 185 SE Osprey Ridge, Port St. Lucie, FL 34984, hereinafter called the grantor, to **Treasure Coast PSL Blvd., LLC, a Florida limited liability company**, whose post office address is: 10498 SW Tibre Court, Port St. Lucie, FL 34987, hereinafter called the grantee:

(Whenever used herein the term "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

Witnesseth, that the grantor, for and in consideration of the sum of Ten Dollars. (\$10.00) and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee, all that certain land situate in St. Lucie County, Florida, viz:

Lot 6, Block 51, SOUTH PORT ST. LUCIE UNIT SIX, according to the map or plat thereof, as recorded in Plat Book 14, Page(s) 14, of the Public Records of St. Lucie County, Florida.

This property does not constitute the homestead of the Grantor, nor is it contiguous thereto. Grantor's homestead address is 185 SE Osprey Ridge, Port St. Lucie, FL 34984.

Parcel ID Number: 3422-530-0198-000/7

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except taxes accruing subsequent to December 31, 2012.

In Witness Whereof, the said grantor has signed and sealed these presents the day and year first above written.

ORDINANCE 16-

AN ORDINANCE TO REZONE 0.50 ACRES OF PROPERTY LOCATED ON THE SOUTHEAST CORNER OF PORT ST. LUCIE BOULEVARD AND DELANO ROAD FROM P (PROFESSIONAL) TO LMD (LIMITED MIXED USE) FOR A PROJECT KNOWN AS TROPICAL HOMES OFFICE – 1936 SW PSL BOULEVARD P16-044; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Treasure Coast PSL Blvd., LLC, hereinafter referred to as the owner, seeks to rezone 0.50 acres of property located on the southeast corner of Port St. Lucie Boulevard and Delano Road, and within the City of Port St. Lucie, from the zoning designation of P (Professional) to LMD (Limited Mixed Use); and

WHEREAS, the City of Port St. Lucie Planning and Zoning Board held a public hearing on May 3, 2016 to consider the rezoning application (P16-044), notice of said hearing to adjoining property owners for a radius of 750 feet having been given and advertising of public hearing having been made; and

WHEREAS, the City Council held a public hearing on June 13, 2016 to consider the rezoning application (P16-044), advertising of the public hearing having been made.

NOW, THEREFORE, THE CITY OF PORT ST. LUCIE HEREBY ORDAINS:

Section 1: That the property described Lot 6, Block 51, Unit 6 be rezoned from the zoning designation of P (Professional) to LMD (Limited Mixed Use), with the following conditions:

1. The applicant shall replant the missing trees along the front of the property per the requirements of the landscape code.
2. The handicapped parking space shall be relocated and restriped to meet the ADA standards of today.

Section 2: That this Ordinance shall become effective ten (10) days after its final adoption.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this ___ day of _____ 2016.

CITY OF PORT ST. LUCIE, FLORIDA

BY: _____
Gregory J. Oravec, Mayor

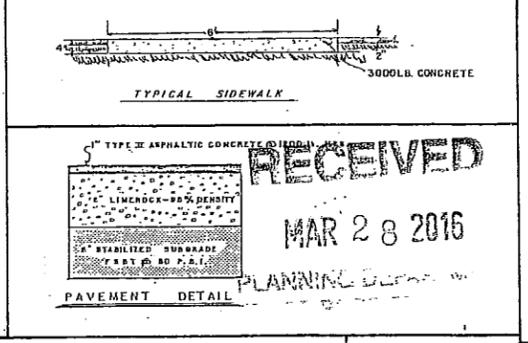
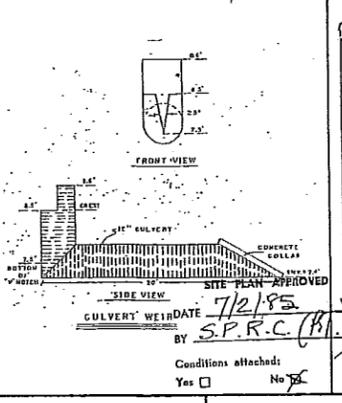
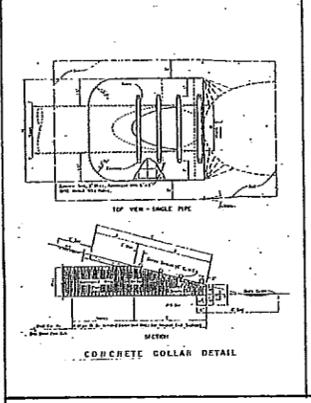
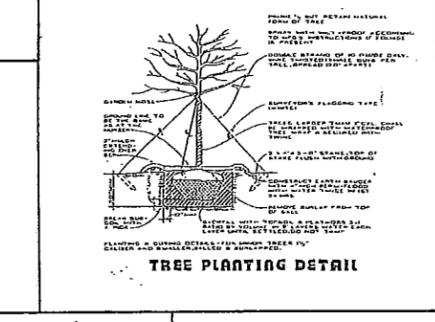
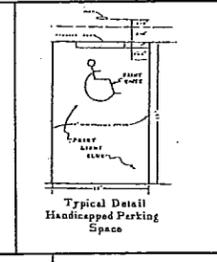
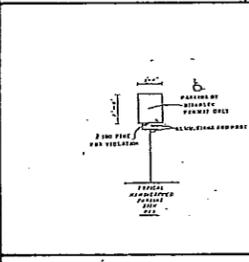
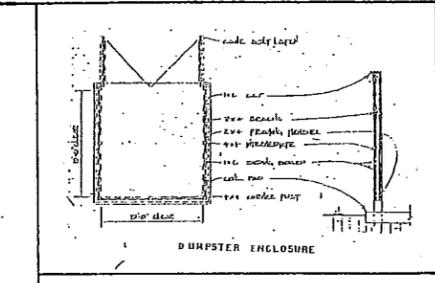
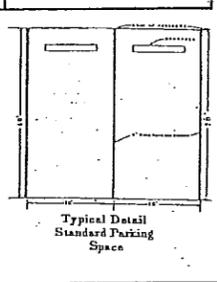
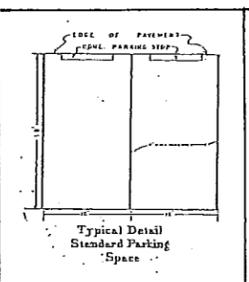
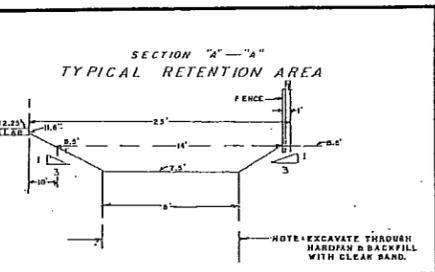
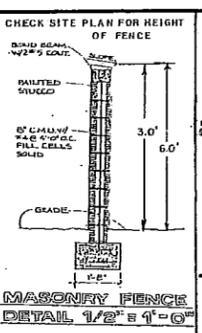
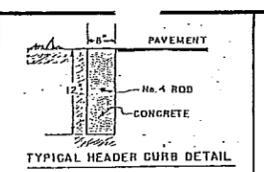
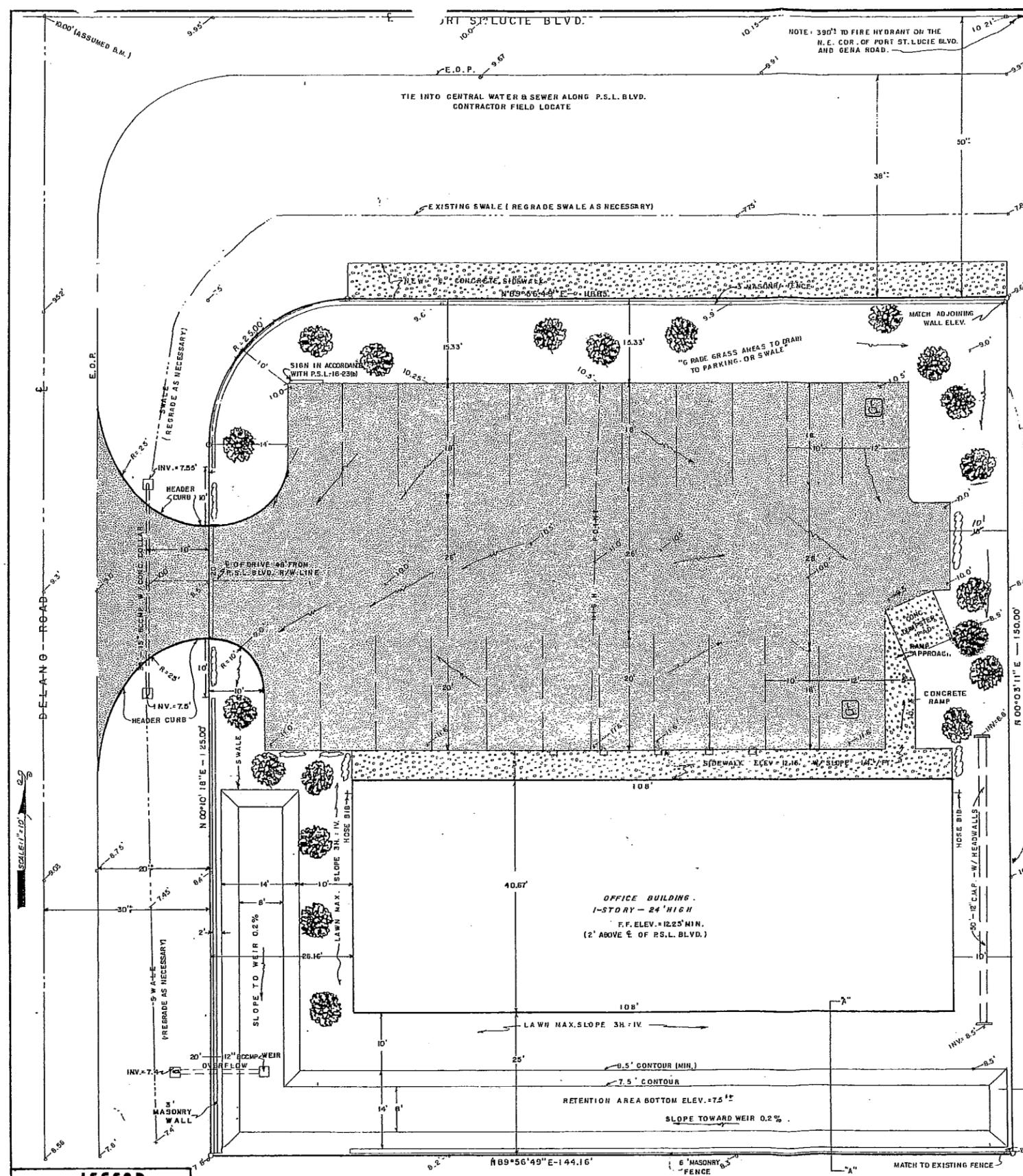
ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

BY: _____
Interim City Attorney

P85-12



DRAINAGE CALCULATIONS:

SITE AREA: 21,566 SQUARE FEET

IMPERVIOUS AREA, BUILDING: 4,392 SQUARE FEET

IMPERVIOUS AREA, PAVEMENT: 8,265 SQUARE FEET

TOTAL IMPERVIOUS: 12,656 SQUARE FEET

PERCENT IMPERVIOUS: 58.7%

PERCENT GREEN SPACE: 41.3%

$S = (4.95)(0.413) = 2.04$

$Q = \frac{(P - 0.2S)^2}{P + 0.8S} = \frac{(4.38 - 0.84)^2}{4.38 + 0.84} = 1.06$ INCHES

$V = \frac{(1.06)(21,566)}{12} = 1,906$ CF REQUIRED

$V = 2,058$ PROVIDED (108%)

LEGAL DESCRIPTION:

LOT 6, BLOCK 51, SOUTH PORT ST. LUCIE UNIT 6, AS RECORDED IN PLAT BOOK 14, PAGE 14, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. SUBJECT TO ANY APPLICABLE EASEMENTS, RIGHTS-OF-WAY, OR OTHER RESTRICTIONS OF RECORD.

- GENERAL NOTES:
- EXISTING ELEVATIONS AS SHOWN ARE BASED ON ASSUMED DATUM, AND TAKEN FROM SURVEY MAP PREPARED BY JOHN K. QUILLEN, P. L. S.
 - PARKING: 1 SPACE/200 SQUARE FEET = 22 SPACES (2 HANDICAPPED).
 - TREES: FIELD GROWN, FLORIDA GRADE NO. 1, MINIMUM OF 6 FEET HIGH AT PLANTING; 1 TREE EACH 30 FEET OF PERIMETER = 20 TREES. TREES TO BE MIXTURE OF LIVE OAK, RED MAPLE, SILK OAK AND BOTTLE BRUSH.
 - LAWN: SOD ALL UNPAVED AREAS WITH ST. AUGUSTINE OR EQUAL.
 - SHRUBS: TO BE VARIGATED LIGUSTRUM.

Contractor shall verify all dimensions and notes before proceeding with work.

Plan Prepared By Vaughn C. Weaver, P.E. No. 21723

SITE PLAN FOR
TROPICAL HOMES
PORT ST. LUCIE, FLORIDA

REVISIONS		DATE
2	PARKING & GRADINGS	7-15-85 RAY
1	FENCE & PARKING	6-28-85 RAY
		REVISIONS DATE BY
		6-16-85

BETHAM ASSOCIATES
ENGINEERS - PLANNERS - SURVEYORS
821 NORTHEAST COMMERCIAL STREET
JENNER BEACH, FLORIDA 33457
(305) 394-1800 • 485-8380

SHEET
1
OF
1
ORDER NUMBER:
85-182



City of Port St. Lucie
Planning and Zoning Department
A City for All Ages

TO: PLANNING & ZONING BOARD - MEETING OF MAY 3, 2016

FROM: JOHN FINIZIO, PLANNER *J.F.*

RE: BRESCIA STREET LOTS 12-19, BLOCK 1731, SECTION 35
SMALL SCALE COMPREHENSIVE PLAN AMENDMENT APPLICATION
PROJECT NO. P16-047

DATE: APRIL 21, 2016

PROPOSED PROJECT: This application will change the future land use of approximately 1.86 acres from RM (Medium Density Residential) to OSC (Open Space Conservation), so the property can be used as a drainage area to serve a future adjacent development. A rezoning application to Open Space Recreational (OSC) is being reviewed concurrently with this comp plan amendment. In addition, a subsequent special exception application (SEU) has been submitted as well, but this application must first be reviewed at Site Plan Review Committee (SPRC).

APPLICANT: Landscape Design Associates, LLC. The authorization letter is attached to the staff report.

OWNER: Daryl M. Carter.

LOCATION: This property is located on the northwest corner of Kenwick Avenue and Brescia Street.

LEGAL DESCRIPTION: Port St. Lucie Section 35, Block 1731, Lots 12 - 19.

SIZE: Approximately 1.86 acres.

EXISTING ZONING: RS-2 (Single Family Residential).

EXISTING USE: This property is currently vacant land.

SURROUNDING USES: North and West = RS-2 (Single Family Residential) Zoning with single family lots with existing single family residents. South = RS-2 zoning,

currently vacant. These lots have a CH (Highway Commercial) Land Use. East = RS-2 Zoning, this property is current vacant and owned by the City.

EXISTING LAND USE DESIGNATION: RM (Medium Density Residential).

REQUESTED LAND USE DESIGNATION: OSC (Open Space Conservation).

IMPACTS AND FINDINGS:

Sewer/Water Service: The City of Port St. Lucie Utility System Department will provide water and sewer service for this project, if applicable. A breakdown of the potable water and wastewater demand for the existing land use is as follows:

Water Calculations for existing future land use (RM)				
Land Use	Density (DU)	Rate (gpd)	Projected Water (gpd)	Projected Wastewater (gpd)
RM	20	115	5,290	4,497
Total			5,290	4,497

With the RM (Medium Density Residential) Land Use the water demand for this 1.86 acre area will have a demand of approximately 5,290 gpd, and a total wastewater generation of 4,497 gpd.

The potable water and wastewater demand for the proposed OSC Land Use is expected to be negligible. This estimate is based on the permitted coverage area as outlined in the comprehensive plan, and the compatible zoning districts with the proposed future land use (OSC and GU). According to Policy 1.1.4.10, the maximum coverage area permitted for the OSC future land use designation is 10%. In addition, the OSC zoning district does not permit any high generating water uses, and the uses permitted are not identified in the adopted level of service standard as outlined in the concurrency section of the City's Land Development Regulations.

The impetus behind this comprehensive plan amendment is to help satisfy conservation and drainage requirements and is not expected to have any water or sewer services on site (please see the attached special exception use concept plan). So, the development should not generate any water or sewer usage. Therefore, changing the land use to OSC will have a marked decrease in water usage for these parcels.

Transportation: The number of vehicle trip ends projected to be generated from the existing future land use is approximate 245 daily weekday vehicle trips, 14 a.m. peak hour trips and 29 p.m. peak hour trips (ITE, Land Use Code 220 (Apartment)).

Traffic Analysis for current land use (RM)				
Land Use Code	Land Use	Intensity	Trip Generation Calculation	Weekday Avg. Trip Ends
220	Apartment	20 du	$T = 6.06 (X) + 123.56$	245
Total				245

The number of vehicle trip ends projected to be generated from the proposed future land use is negligible. As noted, this request and subsequent SEU is for the construction of a drainage facility for the adjacent property on the south. At this time, it is the owner's intention to keep this site as pristine as possible except for the actual detention area there will not be any other development taking place on it. In addition, the ITE Trip Generation Manual does not provide trip generation information for detention areas because they are not typically traffic generators. Trip projections are calculated by using the Institute of Transportation Engineers (ITE) "Trip Generation Manual, 8th Edition." This comp plan amendment will represent a marked decrease in vehicle trip ends.

Parks/Open Space: Changing the future land use to OSC will prohibit residential development on these parcels. As such, parkland would not be required for this project, however this parcel will, by its very nature of being a conservation tract, provide over 1.5 acres of open space.

Schools: Since there is no residential component to this project school concurrency will not apply.

Storm Water: The project will be required to provide paving and drainage plans that are in compliance with adopted level of service standards.

Solid Waste: Solid waste impacts are measured and planned based on population projections on an annual basis. There is adequate capacity available to accommodate this project. Due to the proposed use (drainage facility) on this property, there will be no solid waste impacts with this development.

Environmental: An environmental study and tree survey will be required as part of the site plan process. All environment information will be reviewed during site plan review process and any and all environmental issues will be addressed at that time. Since this site is under two (2) acres it will not be required to adhere to the upland mitigation requirements, but the project will be required to adhere to the City's Tree Preservation requirements as outlined in the Landscape Code (Chapter 154), and all exotic vegetation will need to be removed.

Flood Zone: This parcel is located in Panel Number 12111C0275F, and is located within FEMA's Flood Zone X. Zone X is determined to be located outside the 100 and 500 year floodplains.

Police: The department's response time is approximately 6-10 minutes for emergency calls. This proposed comprehensive plan is not expected to adversely impact that response time.

Fire/EMS: The nearest station is No. 17 which is located at 10240 SW Village Parkway. The St. Lucie County Fire District does not list response times for each individual station because of the necessity of responding with another station. As this proposed Comprehensive Plan Amendment is for a drainage pond, the Fire District's service commitments to this project are not expected to be adversely impacted.

Compatibility Analysis: Changing the land use from RM (Medium Density Residential) to OSC (Open Space Conservation) is not expected to have an adverse impact on the surrounding neighborhood. This property is sandwiched between existing residential uses to the north and west, and future commercial development to the south. By changing the land use on these lots to an OSC future land use, and subsequent OSC zoning, the property will act like a natural buffer area between these two contrasting uses.

Justification/Mitigation: There are several Goals, Policies, and Objectives identified in the City of Port St. Lucie's Comprehensive Plan which justify this small scale comprehensive plan amendment. This includes Goal 1.1, Objective 1.1.7, and Policies 1.1.2.2 and Policy 1.1.4.6. Objective 1.1 permits an appropriate mix of land uses which meet the needs of current and future residents of Port St. Lucie in a way which is environmentally acceptable and developed concurrently with needed facilities and services. Objective 1.1.7 allows the City to initiate and utilize planning and development controls to discourage the proliferation of urban sprawl, encourage innovative development, greater diversity of land uses, and improve community appearance. Policy 1.1.2.2 requires all development to be located in a manner such that the natural topographic features of a site are not adversely altered so as to negatively affect the drainage of neighboring properties or visual aesthetics of the area. Policy 1.1.4.6 requires the Future Land Use Map to allocate open space designation to: a) recreation areas, b) conservation areas, and c) preservation areas. It further states that all conservation areas should, to the maximum reasonable extent, maintain the natural character of the land.

RELATED PROJECTS:

P16-048 – Brescia St. Parcels 12-19 Rezoning Application. This application will rezone 1.86 acres from RS-2 to OSC for conservation and drainage use. This application is being reviewed concurrently with this comprehensive plan amendment.

P16-049 – Brescia St. Parcels 12-19 Special Exception Use Application. This application is to permit a drainage area serving an adjacent development as per §158.101 (C) (2). This application will be reviewed at SPRC on April 27, 2016.

P16-050 – Brescia St. Parcels 14-17 Rezoning Application. This application is to rezone 0.7 acres from RS-2 to CH. This application is being reviewed concurrently with this this comprehensive plan amendment.

STAFF RECOMMENDATION:

The Planning and Zoning Department staff finds the petition to be consistent with the intent and direction of the City's Comprehensive Plan and recommends approval of the proposed amendment based on the analysis and findings as noted in the staff report.

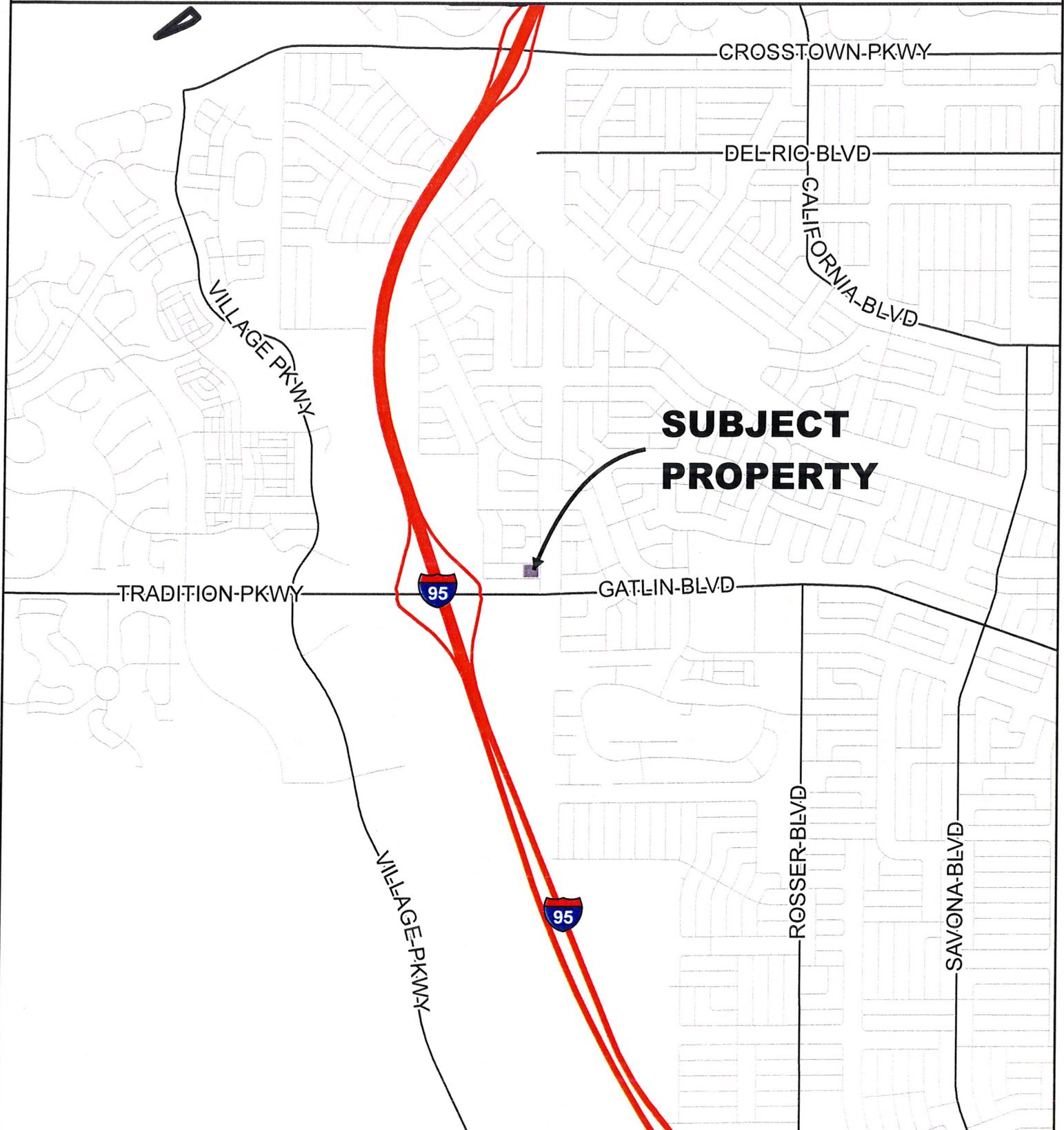
The applicant held a public information meeting on this project on Thursday April 7, 2016.

Planning and Zoning Board Action Options:

- Motion to recommend approval to the City Council
- Motion to recommend approval to the City Council with conditions
- Motion to recommend denial to the City Council

Please note: Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to *table* or *continue* the hearing or review to a future meeting.

GENERAL LOCATION

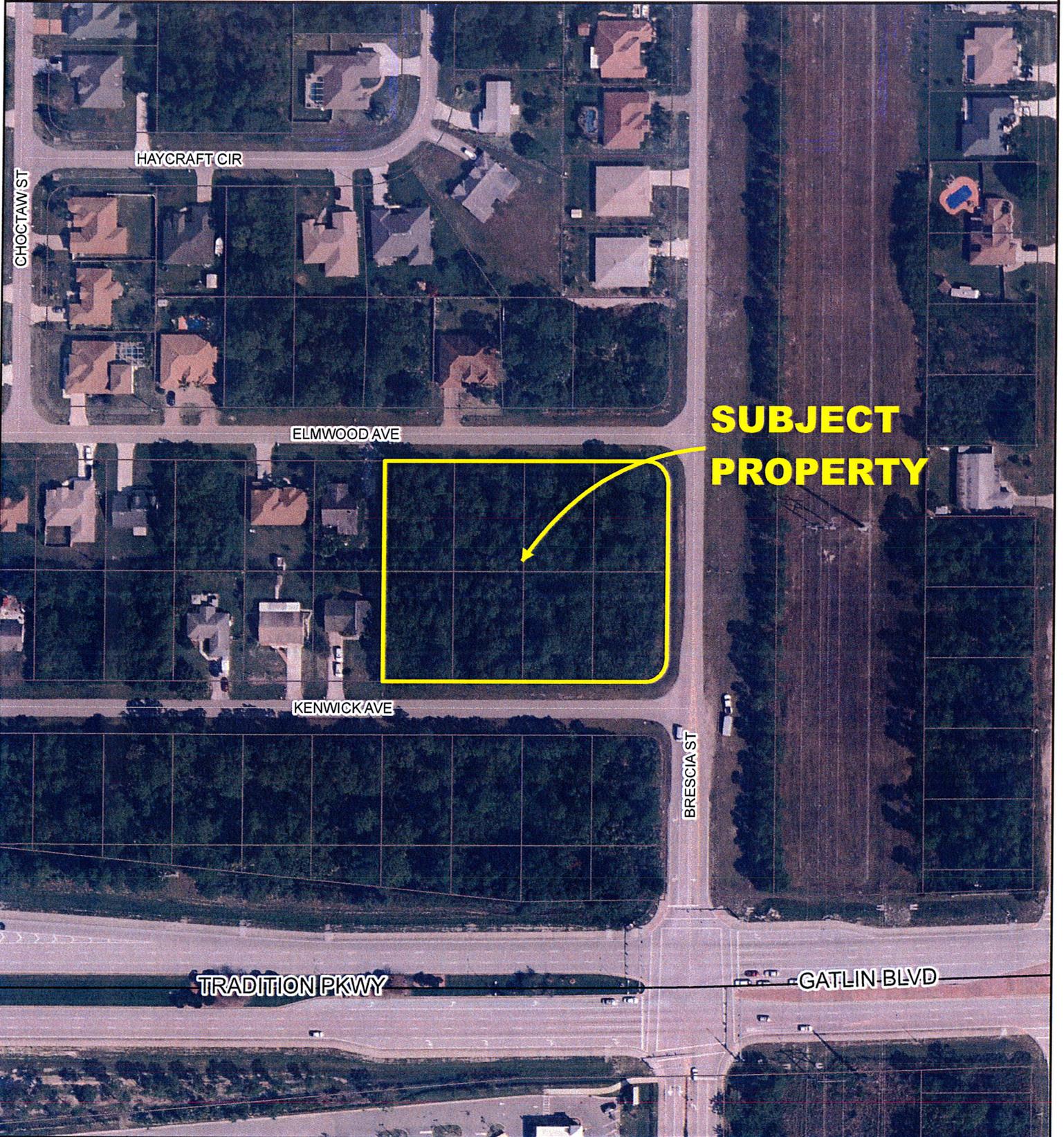


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT
BRESCIA STREET PARELS 12-19
SECTION 35, BLOCK 1731, LOTS 12-19

DATE:	4/11/2016
APPLICATION NUMBER:	P16-047
USER:	patricias
SCALE:	1 in = 0.5 miles

AERIAL



**SUBJECT
PROPERTY**



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT

BRESCIA STREET PARELS 12-19

SECTION 35, BLOCK 1731, LOTS 12-19

AERIAL DATE 2014

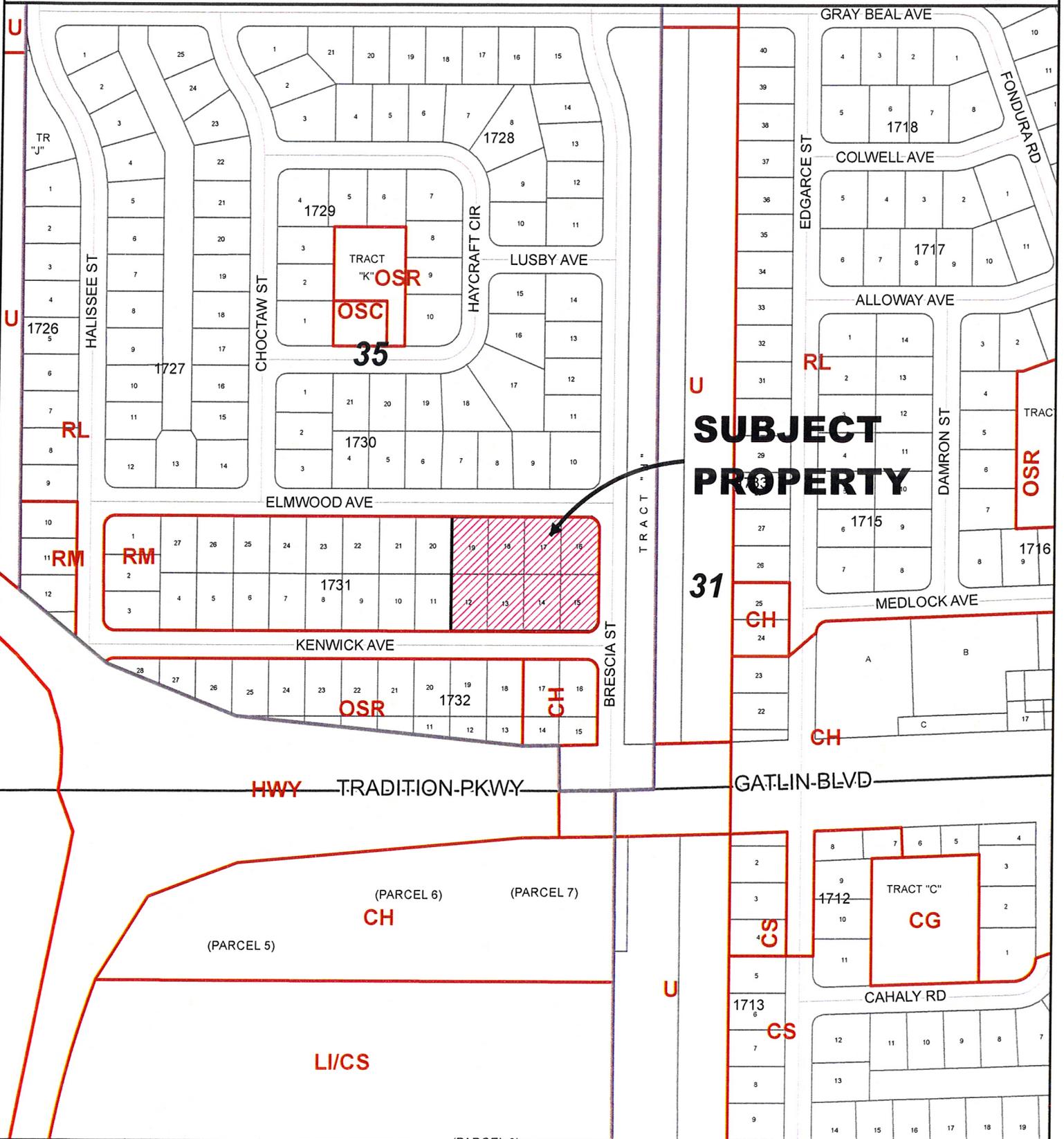
DATE: 4/11/2016

APPLICATION NUMBER:
P16-047

USER:
patricias

SCALE: 1 in = 150 ft

FUTURE LAND USE



**SUBJECT
PROPERTY**

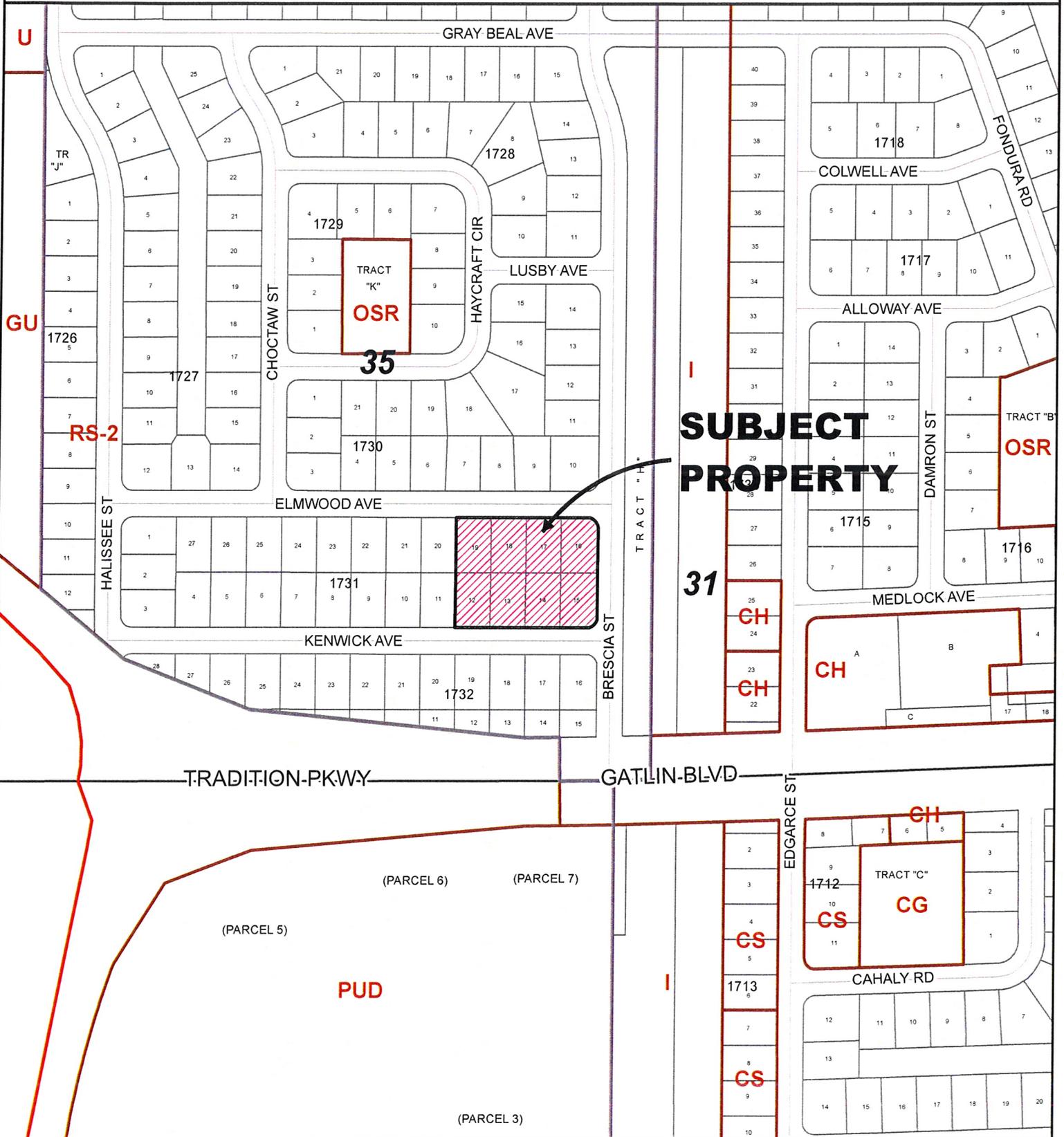


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT
BRESCIA STREET PARELS 12-19
SECTION 35, BLOCK 1731, LOTS 12-19

DATE: 4/11/2016
APPLICATION NUMBER: P16-047
USER: patricias
SCALE: 1 in = 288 ft

EXISTING ZONING



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT
BRESCIA STREET PARELS 12-19
SECTION 35, BLOCK 1731, LOTS 12-19

DATE: 4/11/2016
APPLICATION NUMBER: P16-047
USER: patricias
SCALE: 1 in = 300 ft

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

CITY OF PORT ST. LUCIE
Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984
(772)871-5121 FAX (772) 871-5124

FOR OFFICE USE ONLY

Planning Dept P16-047
Fee (Nonrefundable)\$ 4,034.40
Receipt # 89425

Refer to "Fee Schedule" for application fee. Make checks payable to the "City of Port St. Lucie". Fee is nonrefundable unless application is withdrawn prior to Planning and Zoning Board Meeting. All items on this application should be addressed, otherwise it cannot be processed. Attach proof of ownership: two copies of recorded deed. Please type or print clearly in **BLACK** ink.

PRIMARY CONTACT EMAIL ADDRESS: smarcks@landscapeda.com

PROPERTY OWNER

Name: Daryl M. Carter
Address: 3333 S Orange Avenue, Suite 200, Orlando
Telephone No.: 407-422-3144 Fax No.: 407-422-3155

IF PROPERTY IS IN MULTIPLE OR CORPORATE OWNERSHIP, PLEASE PROVIDE ONE CONTACT PERSON

Name: Daryl M. Carter
Address: 3333 S Orange Avenue, Suite 200, Orlando
Telephone No.: 407-422-3144 Fax No.: 407-422-3155

AGENT OF OWNER (if any)

Name: Landscape Design Associates, LLC
Address: 702 SW Port St. Lucie Blvd, Port St. Lucie, FL 34953
Telephone No.: 971-6060 Fax No.: _____

RECEIVED

MAR 31 2016

PLANNING DEPARTMENT

PROPERTY INFORMATION

Boundary Description: Lots 12-19, Block 1762, Section 35, ORB 15, Pages 10, 10A – 10P

(attach map) _____

Parcel I.D. Number: 3420-670-0218-000-9, 3420-670-0217-000-2, 3420-670-0216-000-5,
3420-670-0215-000-8, 3420-670-0214-000-1, 3420-670-0213-000-4,
3420-670-0212-000-7, 3420-670-0211-000-0

Current Land Use RM Proposed Land Use OSC

Current Zoning RS-2 Acreage of Property: 1.86 ac

Reason for Comprehensive Plan Amendment: to provide Open Space and passive recreation, to provide drainage for adjacent commercial parcel

*Signature of Owner

Daryl M Carter, Trustee

Hand Printed Name

03/28/2016

Date

*If signature is not that of owner, a letter of authorization from the owner is needed.

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

March 28, 2016

Mrs. Patti Tobin, Planning Director
City of Port St, Lucie
Planning & Zoning Department
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34984

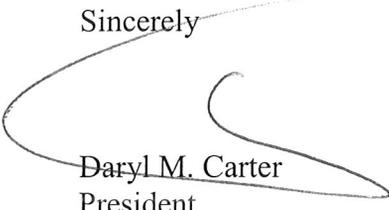
Dear Mrs. Tobin:

RE: Brescia Street Parcels 12 through 19 – Small Scale Land Use Amendment & Rezoning

Please accept this letter as authorization for Sabine Marcks with Landscape Design Associates to represent Daryl M. Carter, Trustee and Maury L. Carter & Associates, Inc. in all matters related to the application for a Small Scale Land Use Amendment and rezoning regarding the Brescia Street Development.

Should you have questions, please contact me. Thank you.

Sincerely



Daryl M. Carter
President

/jmf

cc: Ms. Sabine Marcks (via e-mail)

RECEIVED

MAR 31 2016

PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE

3333 S. Orange Avenue, Suite 200 • Orlando, Florida 32806-8500
Post Office Box 568821 • Orlando, Florida 32856-8821
Telephone (407) 422-3144
Fax (407) 422-3155
www.maurycarter.com



DARYL M. CARTER, as Trustee under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the **CARTER-GATLIN LAND TRUST**, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821

Prepared by and Return to:
David R. Woods
Woods & Woods, P.A.
612 East Colonial Drive, Ste. 190
Orlando, Florida 32803

* Doc Assump: \$ 0.00
* Doc Tax : \$ 175.00
* Int Tax : \$ 0.00

Property Appraisers Parcel
Identification Numbers: 3420-670-0212-000/7

WARRANTY DEED TO TRUSTEE UNDER LAND TRUST

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

THIS INDENTURE, made this 19th day of May, 2003, between **OLD POST ROAD GROUP, LIMITED PARTNERSHIP**, a Florida limited partnership, as Grantor, and party of the first part, and **DARYL M. CARTER**, as Trustee under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the **CARTER-GATLIN LAND TRUST**, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821, (hereafter referred to as "Land Trustee") as party of the second part,

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars (\$10.00) in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said party of the second part, its successors and assigns forever, the following described land, situate, and being in the County of St. Lucie, State of Florida, to wit:

Lot 13, Block 1731, PORT ST. LUCIE SECTION THIRTY FIVE, according to the Plat thereof, as recorded in Plat Book 15, Pages 10 and 10A, through 10P, Public Records of St. Lucie County, Florida.

which is hereafter referred to as "the Property")

TO HAVE AND TO HOLD the above-described Property in fee simple with the appurtenances upon the trust and for the purposes set forth in this Deed and in the Land Trust agreement dated February 25, 2002 ("Trust Agreement").

Grantor certifies that on the date of execution, delivery and recordation of this instrument, no individual Grantor, beneficiary of a Grantor trust, or the family of a beneficiary of a Grantor trust resided upon any portion of the Property, or any property contiguous thereto. The Property is not the constitutional homestead of the Grantor, or of a beneficiary of a Grantor trust.

AS PROVIDED IN SECTION 689.071, FLORIDA STATUTES, Land Trustee is hereby vested with full power and authority to improve, protect and subdivide the Property or any part thereof, to dedicate parks, streets, highways or alleys, and to vacate any subdivision or part thereof and to re-subdivide the Property as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey the Property or any part thereof to a successor or successors in trust, to declare all or any portion of the property to condominium type ownership, and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in the Land Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber the Property or any part thereof, to lease the Property or any part thereof, from time to time, in possession or reversion, by leases to commence *in presenti* or *in futuro*, and upon any terms and for any period or periods of time not exceeding in the case of any single demise the term of ninety-nine (99) years, and to renew or extend leases and to amend, change or modify leases and the terms and provisions thereof, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of

the reversion, and to contract respecting the manner of fixing the amount of present or future rentals, to partition or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee

hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

WITNESSES:

GRANTOR:

OLD POST ROAD GROUP, LIMITED PARTNERSHIP, a Florida limited partnership

[Signature]
Print Name: JULIAN ALMEIDA

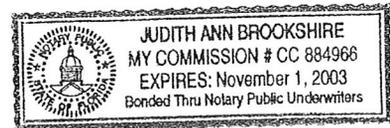
Malcolm DuBois
Malcolm DuBois, as general partner

Wallace W. Hickman
Print Name WALLACE W. HICKMAN

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 16th day of May, 2003, by Malcolm DuBois, as general partner of OLD POST ROAD GROUP, LIMITED PARTNERSHIP, a Florida limited partnership, who is personally known to me or who has produced _____ as identification and who did take an oath.

Judith Ann Brookshire
Name of Authorized Official
Print Name: JUDITH ANN BROOKSHIRE
Title _____



Prepared by and Return to:
David R. Woods
Woods & Woods, P.A.
612 East Colonial Drive, Ste. 190
Orlando, Florida 32803

* Doc Assump:	:	\$	0.00
* Doc Tax	:	\$	87.50
* Int Tax	:	\$	0.00

Property Appraisers Parcel
Identification Numbers: 3420-670-0213-000/4

WARRANTY DEED TO TRUSTEE UNDER LAND TRUST

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

THIS INDENTURE, made this 21st day of July, 2003, between **TECH KEO and VANNA PAL KEO**, his wife, collectively as Grantor, and party of the first part, and **DARYL M. CARTER, as Trustee** under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the **CARTER - GATLIN LAND TRUST**, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821, (hereafter referred to as "Land Trustee") as party of the second part,

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars (\$10.00) in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said party of the second part, its successors and assigns forever, the following described land, situate, and being in the County of St. Lucie, State of Florida, to wit:

Lot 14, Block 1731, PORT ST. LUCIE SECTION THIRTY FIVE, according to the Plat thereof, as recorded in Plat Book 15, Pages 10 and 10A, through 10P, Public Records of St. Lucie County, Florida.

which is hereafter referred to as "the Property")

TO HAVE AND TO HOLD the above-described Property in fee simple with the appurtenances upon the trust and for the purposes set forth in this Deed and in the Land Trust agreement dated February 25, 2002 ("Trust Agreement").

Grantor certifies that on the date of execution, delivery and recordation of this instrument, no individual Grantor, beneficiary of a Grantor trust, or the family of a beneficiary of a Grantor trust resided upon any portion of the Property, or any property contiguous thereto. The Property is not the constitutional homestead of the Grantor, or of a beneficiary of a Grantor trust.

Grantors' representations as to the powers and duties of Land Trustee are acknowledgments only, and Grantor makes no warranties or representations as to any language contained in this deed vesting powers and duties to the Land Trustee.

AS PROVIDED IN SECTION 689.071, FLORIDA STATUTES, Land Trustee is hereby vested with full power and authority to improve, protect and subdivide the Property or any part thereof, to dedicate parks, streets, highways or alleys, and to vacate any subdivision or part thereof and to re-subdivide the Property as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey the Property or any part thereof to a successor or successors in trust, to declare all or any portion of the property to condominium type ownership, and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in the Land Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber the Property or any part thereof, to lease the Property or any part thereof, from time to time, in possession or reversion, by leases to commence *in presenti* or *in futuro*, and upon any terms and for any period

or periods of time not exceeding in the case of any single demise the term of ninety-nine (99) years, and to renew or extend leases and to amend, change or modify leases and the terms and provisions thereof, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of the reversion, and to contract respecting the manner of fixing the amount of present or future rentals, to partition or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

OR BOOK 1727 PAGE 1848

OR BOOK 1767 PAGE 1849

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

WITNESSES:

GRANTOR:

[Signature]
Print Name: ERABETH ELLER

[Signature]
Tech Keo

[Signature]
Print Name: Betty J. Wood

[Signature]
Vanna Pal Keo

[Signature]
Print Name: ERABETH ELLER

[Signature]
Print Name: Betty J. Wood

STATE OF CONNECTICUT
COUNTY OF Hartford

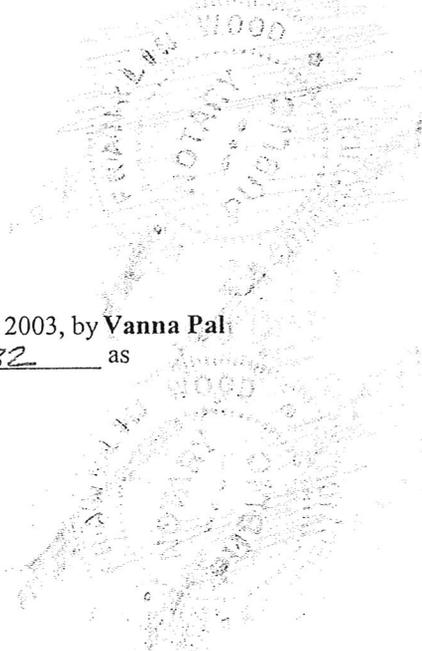
The foregoing instrument was acknowledged before me this 21st day of July, 2003, by **Tech Keo**, who is personally known to me or who has produced CT D/L 034571735 as identification and who did take an oath.

[Signature]
Name of Authorized Official
Print Name: _____
Title _____
W. FRANKLIN WOOD
NOTARY PUBLIC
MY COMMISSION EXP. OCT. 31, 2003

STATE OF CONNECTICUT
COUNTY OF Hartford

The foregoing instrument was acknowledged before me this 21st day of July, 2003, by **Vanna Pal Keo**, who is personally known to me or who has produced CT D/L 204655782 as identification and who did take an oath.

[Signature]
Name of Authorized Official
Print Name: _____
Title _____
W. FRANKLIN WOOD
NOTARY PUBLIC
MY COMMISSION EXP. OCT. 31, 2003



* Doc Assump: \$ 0.00
* Doc Tax : \$ 210.00
* Int Tax : \$ 0.00

Prepared by and Return to:
David R. Woods
Woods & Woods, P.A.
612 East Colonial Drive, Ste. 190
Orlando, Florida 32803

Property Appraisers Parcel
Identification Numbers: 3420-670-0214-000/1

WARRANTY DEED TO TRUSTEE UNDER LAND TRUST

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

THIS INDENTURE, made this 11th day of April, 2003, between **SOPHY PRAK**, a single woman, as Grantor, and party of the first part, and **DARYL M. CARTER**, as Trustee under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the **CARTER - GATLIN LAND TRUST**, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821, (hereafter referred to as "Land Trustee") as party of the second part,

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars (\$10.00) in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said party of the second part, its successors and assigns forever, the following described land, situate, and being in the County of St. Lucie, State of Florida, to wit:

Lot 15, Block 1731, PORT ST. LUCIE SECTION THIRTY FIVE, according to the Plat thereof, as recorded in Plat Book 15, Pages 10 and 10A, through 10P, Public Records of St. Lucie County, Florida.

which is hereafter referred to as "the Property")

TO HAVE AND TO HOLD the above-described Property in fee simple with the appurtenances upon the trust and for the purposes set forth in this Deed and in the Land Trust agreement dated February 25, 2002 ("Trust Agreement").

Grantor certifies that on the date of execution, delivery and recordation of this instrument, no individual Grantor, beneficiary of a Grantor trust, or the family of a beneficiary of a Grantor trust resided upon any portion of the Property, or any property contiguous thereto. The Property is not the constitutional homestead of the Grantor, or of a beneficiary of a Grantor trust.

AS PROVIDED IN SECTION 689.071, FLORIDA STATUTES, Land Trustee is hereby vested with full power and authority to improve, protect and subdivide the Property or any part thereof, to dedicate parks, streets, highways or alleys, and to vacate any subdivision or part thereof and to re-subdivide the Property as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey the Property or any part thereof to a successor or successors in trust, to declare all or any portion of the property to condominium type ownership, and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in the Land Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber the Property or any part thereof, to lease the Property or any part thereof, from time to time, in possession or reversion, by leases to commence *in presenti* or *in futuro*, and upon any terms and for any period or periods of time not exceeding in the case of any single demise the term of ninety-nine (99) years, and to renew or extend leases and to amend, change or modify leases and the terms and provisions thereof, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of the reversion, and to contract respecting the manner of fixing the amount of present or future rentals, to partition or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and

to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

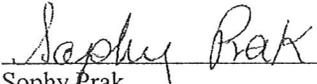
IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

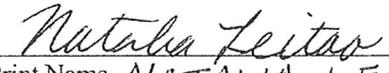
Signed, sealed and delivered in the presence of:

WITNESSES:

GRANTOR:

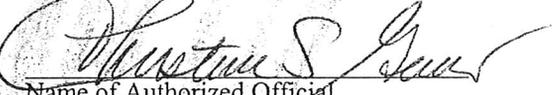

Print Name: CHRIS GUILLET


Sophy Prak


Print Name NATALIA LEITAO

STATE OF RHODE ISLAND
COUNTY OF PROVIDENCE

The foregoing instrument was acknowledged before me this 11 day of April, 2003, by **Sophy Prak**, who is personally known to me or who has produced RI LICENSE as identification and who did take an oath.


Name of Authorized Official
Print Name: CHRISTINE S GUILLET
Title NOTARY
25X 9-20-05

Prepared by and Return to:
David R. Woods
Woods & Woods, P.A.
612 East Colonial Drive, Ste. 190
Orlando, Florida 32803

Property Appraisers Parcel
Identification Numbers: 3420-670-0215-000/8

WARRANTY DEED TO TRUSTEE UNDER LAND TRUST

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

THIS INDENTURE, made this 20 day of ~~September~~ OCTOBER, 2003, between **CARLOS PRESENCIA JURADO and PILAR MILAGROS DIAZ de PRESENCIA**, his wife, collectively as Grantor, and party of the first part, and **DARYL M. CARTER, as Trustee** under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the **CARTER - GATLIN LAND TRUST**, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821, (hereafter referred to as "Land Trustee") as party of the second part,

* Doc Assump: \$ 0.00
* Doc Tax : \$ 233.50
* Int Tax : \$ 0.00

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars (\$10.00) in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said party of the second part, its successors and assigns forever, the following described land, situate, and being in the County of St. Lucie, State of Florida, to wit:

Lot 16, Block 1731, PORT ST. LUCIE SECTION THIRTY FIVE, according to the Plat thereof, as recorded in Plat Book 15, Pages 10 and 10A, through 10P, Public Records of St. Lucie County, Florida.

which is hereafter referred to as "the Property")

TO HAVE AND TO HOLD the above-described Property in fee simple with the appurtenances upon the trust and for the purposes set forth in this Deed and in the Land Trust agreement dated February 25, 2002 ("Trust Agreement").

Grantor certifies that on the date of execution, delivery and recordation of this instrument, no individual Grantor, beneficiary of a Grantor trust, or the family of a beneficiary of a Grantor trust resided upon any portion of the Property, or any property contiguous thereto. The Property is not the constitutional homestead of the Grantor, or of a beneficiary of a Grantor trust.

AS PROVIDED IN SECTION 689.071, FLORIDA STATUTES, Land Trustee is hereby vested with full power and authority to improve, protect and subdivide the Property or any part thereof, to dedicate parks, streets, highways or alleys, and to vacate any subdivision or part thereof and to re-subdivide the Property as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey the Property or any part thereof to a successor or successors in trust, to declare all or any portion of the property to condominium type ownership, and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in the Land Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber the Property or any part thereof, to lease the Property or any part thereof, from time to time, in possession or reversion, by leases to commence *in presenti* or *in futuro*, and upon any terms and for any period or periods of time not exceeding in the case of any single demise the term of ninety-nine (99) years, and to renew or extend leases and to amend, change or modify leases and the terms and provisions thereof, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of

JOHANN HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2289054 OR BOOK 1821 PAGE 1416
Recorded: 10/15/03 08:48

the reversion, and to contract respecting the manner of fixing the amount of present or future rentals, to partition or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee

OR BOOK 1821 PAGE 1417

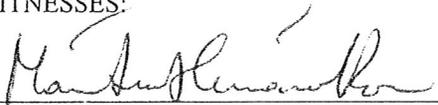
hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

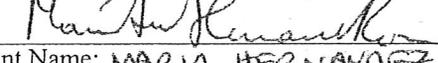
IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

WITNESSES:

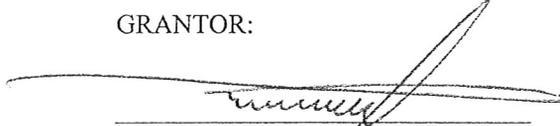

Print Name: MARIA HERNANDEZ

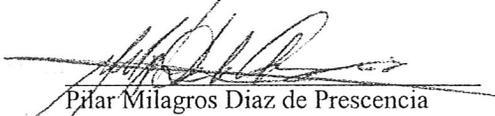

Print Name: MYLENE SIMOZA


Print Name: MARIA HERNANDEZ


Print Name: MYLENE SIMOZA

GRANTOR:

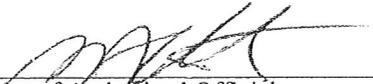

Carlos Presencia Jurado


Pilar Milagros Diaz de Presencia

Bolivarian Republic)
Of Venezuela)
City of Caracas)
Embassy of the)
United States of America)

Witness

The foregoing instrument was acknowledged before me this day of OCT - 2, 2003, by Carlos Presencia Jurado, who is personally known to me or who has produced Venezuelan Identification Card as identification and who did take an oath.


Name of Authorized Official
Print Name: MATTHEW A. COTTRELL
Title: Vice Consul of the United States of America
DOES NOT EXPIRE

Bolivarian Republic)
Of Venezuela)
City of Caracas)
Embassy of the)
United States of America)

Witness

The foregoing instrument was acknowledged before me this day of OCT - 2, 2003, by Pilar Milagros Diaz de Presencia, who is personally known to me or who has produced Venezuelan Identification Card as identification and who did take an oath.


Name of Authorized Official
Print Name: MATTHEW A. COTTRELL
Title: Vice Consul of the United States of America
DOES NOT EXPIRE

DR BOOK 1821 PAGE 141B

Prepared by and Return to:
David R. Woods
Woods & Woods, P.A.,
612 East Colonial Drive, Ste. 190
Orlando, Florida 32803

* Doc Assump: \$	0.00
* Doc Tax : \$	94.50
* Int Tax : \$	0.00

Property Appraisers Parcel
Identification Numbers: 3420-670-0216-000/5

WARRANTY DEED TO TRUSTEE UNDER LAND TRUST

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

THIS INDENTURE, made this 27th day of May, 2003, between **JEROME A. KLEIN and SCOTT D. KLEIN**, collectively as Grantor, and party of the first part, and **DARYL M. CARTER, as Trustee** under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the **CARTER - GATLIN LAND TRUST**, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821, (hereafter referred to as "Land Trustee") as party of the second part,

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars (\$10.00) in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said party of the second part, its successors and assigns forever, the following described land, situate, and being in the County of St. Lucie, State of Florida, to wit:

Lot **17**, Block 1731, PORT ST. LUCIE SECTION THIRTY FIVE, according to the Plat thereof, as recorded in Plat Book 15, Pages 10 and 10A, through 10P, Public Records of St. Lucie County, Florida.

which is hereafter referred to as "the Property")

TO HAVE AND TO HOLD the above-described Property in fee simple with the appurtenances upon the trust and for the purposes set forth in this Deed and in the Land Trust agreement dated February 25, 2002 ("Trust Agreement").

Grantor certifies that on the date of execution, delivery and recordation of this instrument, no individual Grantor, beneficiary of a Grantor trust, or the family of a beneficiary of a Grantor trust resided upon any portion of the Property, or any property contiguous thereto. The Property is not the constitutional homestead of the Grantor, or of a beneficiary of a Grantor trust.

Grantors' representations as to the powers and duties of Land Trustee are acknowledgments only, and Grantor makes no warranties or representations as to any language contained in this deed vesting powers and duties to the Land Trustee.

AS PROVIDED IN SECTION 689.071, FLORIDA STATUTES, Land Trustee is hereby vested with full power and authority to improve, protect and subdivide the Property or any part thereof, to dedicate parks, streets, highways or alleys, and to vacate any subdivision or part thereof and to re-subdivide the Property as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey the Property or any part thereof to a successor or successors in trust, to declare all or any portion of the property to condominium type ownership, and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in the Land Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber the Property or any part thereof, to lease the Property or any part thereof, from time to time, in possession or reversion, by leases to commence *in praesenti* or *in futuro*, and upon any terms and for any period

or periods of time not exceeding in the case of any single demise the term of ninety-nine (99) years, and to renew or extend leases and to amend, change or modify leases and the terms and provisions thereof, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of the reversion, and to contract respecting the manner of fixing the amount of present or future rentals, to partition or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

WITNESSES:

GRANTOR:

[Signature]
Print Name: Nicky Dimopoulos

[Signature]
Jerome A. Klein

[Signature]
Print Name: Charles Saltzman

[Signature]
Print Name: Scott D. Klein

[Signature]
Scott D. Klein

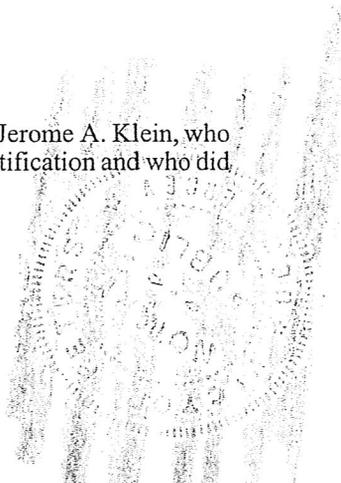
[Signature]
Print Name: Nick Dimopoulos

STATE OF NEW JERSEY
COUNTY OF Gloucester

The foregoing instrument was acknowledged before me this 22 day of May, 2003, by Jerome A. Klein, who is personally known to me or who has produced Driv. License as identification and who did take an oath.

[Signature]
Name of Authorized Official
Print Name: Victoria Peters
Title: Notary Public

VICTOR PETERS
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires June 4, 2003



STATE OF MA
COUNTY OF Not Fall

The foregoing instrument was acknowledged before me this 27 day of May, 2003, by Scott D. Klein, who is personally known to me or who has produced MA DL # 550011800 as identification and who did take an oath.

[Signature]
Name of Authorized Official
Print Name: MAUREEN S. DWYER
Title: Notary

MAUREEN S. DWYER
Notary Public
My Commission Expires July 16, 2004

or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to

above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

WITNESSES:

GRANTOR:

Jill Williamson
Print Name: Jill A Williamson

Gerald J. Fraccaro
Gerald J. Fraccaro

Luke Frost
Print Name LUKE FROST

Jo Ann Fraccaro
Jo Ann Fraccaro

Jill Williamson
Print Name: Jill A Williamson

Luke Frost
Print Name LUKE FROST

STATE OF MICHIGAN
COUNTY OF Grand Traverse

The foregoing instrument was acknowledged before me this 5th day of June 2003, by Gerald J. Fraccaro, who is personally known to me or who has produced Drivers License as identification and who did take an oath.

Jill A Williamson
Name of Authorized Official
Print Name: Jill A Williamson
Title CSR

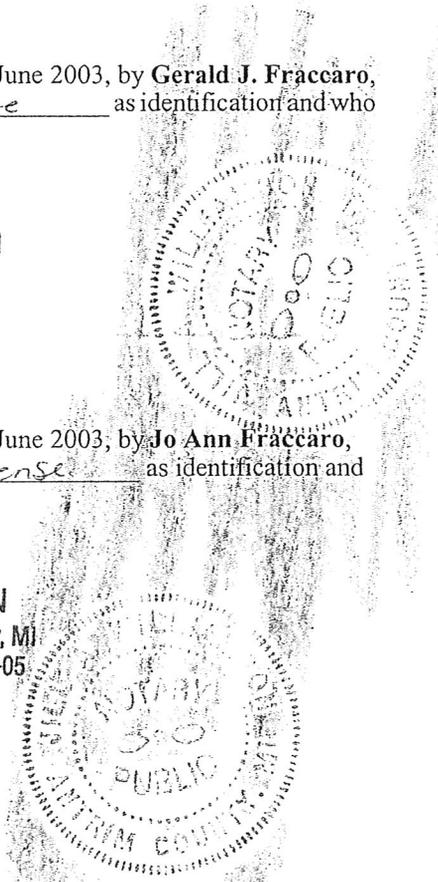
JILL WILLIAMSON
Notary Public, Antrim County, MI
My Commission Expires 9-9-05

STATE OF MICHIGAN
COUNTY OF Grand Traverse

The foregoing instrument was acknowledged before me this 5th day of June 2003, by Jo Ann Fraccaro, who is personally known to me or who has produced Drivers License as identification and who did take an oath.

Jill A Williamson
Name of Authorized Official
Print Name: Jill A. Williamson
Title CSR

JILL WILLIAMSON
Notary Public, Antrim County, MI
My Commission Expires 9-9-05



Relax
Prepared by and Return to:
David R. Woods
Woods & Woods, P.A.
612 East Colonial Drive, Ste. 190
Orlando, Florida 32803

* Doc Assump: \$ 0.00
* Doc Tax : \$ 157.50
* Int Tax : \$ 0.00

Property Appraisers Parcel
Identification Numbers: 3420-670-0214-000/1

WARRANTY DEED TO TRUSTEE UNDER LAND TRUST

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

THIS INDENTURE, made this 17th day of April, 2003, between **EDWIN SANTIAGO** and **OSCAR SANTIAGO**, as joint tenants with a right of survivorship, collectively as Grantor, and party of the first part, and **DARYL M. CARTER**, as Trustee under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the **CARTER-GATLIN LAND TRUST**, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821, (hereafter referred to as "Land Trustee") as party of the second part,

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars (\$10.00) in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said party of the second part, its successors and assigns forever, the following described land, situate, and being in the County of St. Lucie, State of Florida, to wit:

Lot 19, Block 1731, of PORT ST. LUCIE SECTION 35, according to the Plat thereof, as recorded in Plat Book 15, Page 10, Public Records of St. Lucie County, Florida

which is hereafter referred to as "the Property")

TO HAVE AND TO HOLD the above-described Property in fee simple with the appurtenances upon the trust and for the purposes set forth in this Deed and in the Land Trust agreement dated February 25, 2002 ("Trust Agreement").

Grantor certifies that on the date of execution, delivery and recordation of this instrument, no individual Grantor, beneficiary of a Grantor trust, or the family of a beneficiary of a Grantor trust resided upon any portion of the Property, or any property contiguous thereto. The Property is not the constitutional homestead of the Grantor, or of a beneficiary of a Grantor trust.

AS PROVIDED IN SECTION 689.071, FLORIDA STATUTES, Land Trustee is hereby vested with full power and authority to improve, protect and subdivide the Property or any part thereof, to dedicate parks, streets, highways or alleys, and to vacate any subdivision or part thereof and to re-subdivide the Property as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey the Property or any part thereof to a successor or successors in trust, to declare all or any portion of the property to condominium type ownership, and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in the Land Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber the Property or any part thereof, to lease the Property or any part thereof, from time to time, in possession or reversion, by leases to commence *in presenti* or *in futuro*, and upon any terms and for any period or periods of time not exceeding in the case of any single demise the term of ninety-nine (99) years, and to renew or extend leases and to amend, change or modify leases and the terms and provisions thereof, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of the reversion, and to contract respecting the manner of fixing the amount of present or future rentals, to partition

or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to

above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

WITNESSES:

Rachel Lindstrom
Print Name: RACHEL LINDSTROM

Jimmy Lemm's
Print Name: JIMMY LEMM'S

Rachel Lindstrom
Print Name: RACHEL LINDSTROM

Jimmy Lemm's
Print Name: JIMMY LEMM'S

GRANTOR:

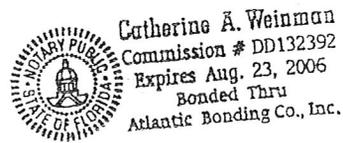
[Signature]
Edwin Santiago

[Signature]
Oscar Santiago

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 17th day of April, 2003, by Edwin Santiago, who is personally known to me or who has produced FDI as identification and who did take an oath.

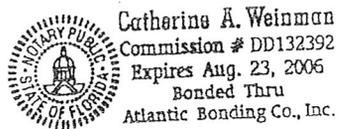
[Signature]
Name of Authorized Official
Print Name: Catherine A. Weinman
Title: Notary Public



STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 17th day of April, 2003, by Oscar Santiago, who is personally known to me or who has produced NID as identification and who did take an oath.

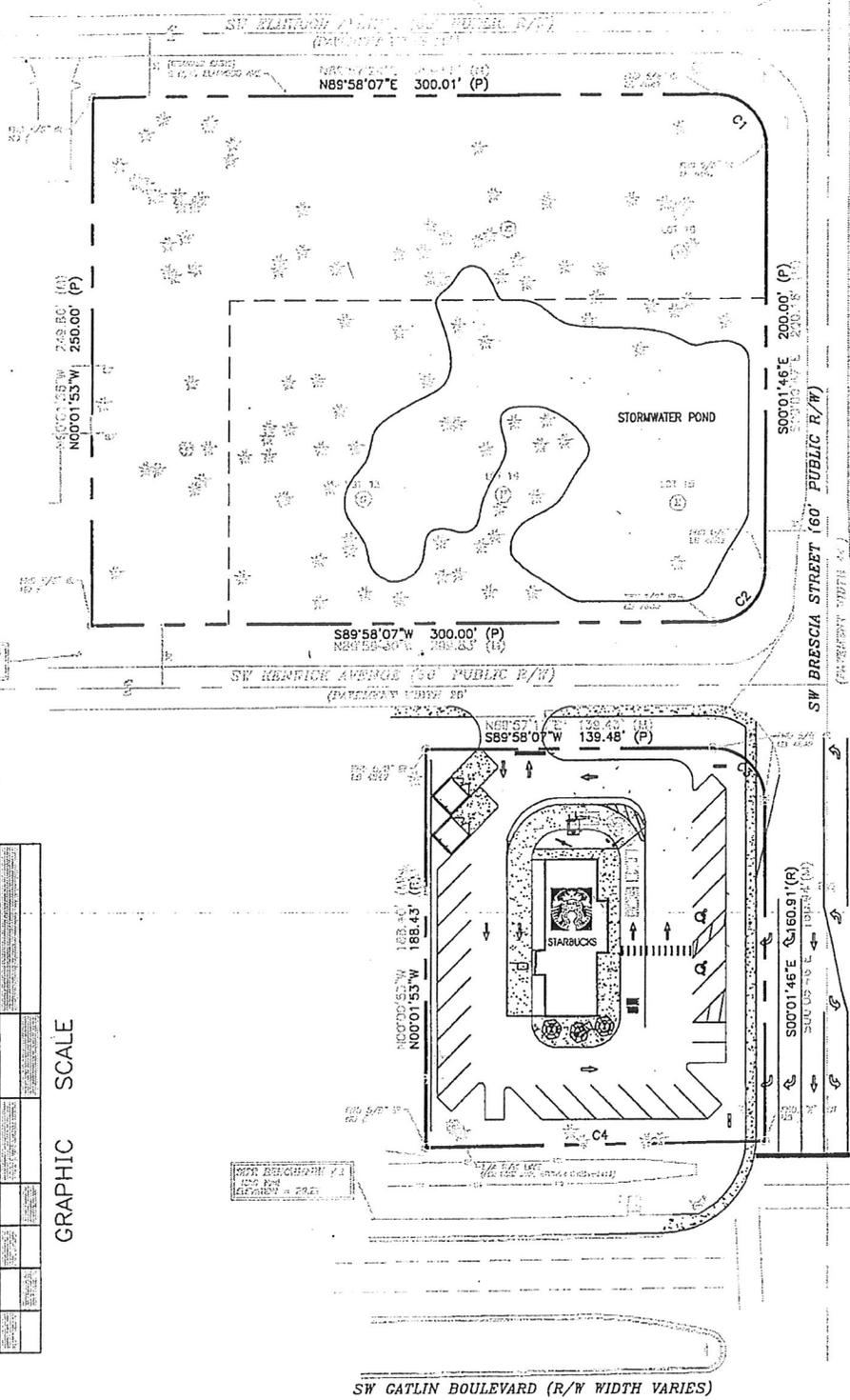
[Signature]
Name of Authorized Official
Print Name: Catherine A. Weinman
Title: Notary Public





GRAPHIC SCALE

DATE: 03.26.16



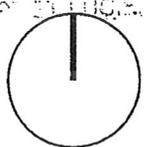
TREE CHART

NO.	DATE	DESCRIPTION
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RECEIVED

MAR 31 2016

2016 03 31 LUCIE, FL



NORTH

INTERPLAN ARCHITECTURE / ENGINEERING
 INTERIOR DESIGN
 PROJECT MANAGEMENT

604 COURTLAND STREET
 SUITE 100
 ORLANDO, FLORIDA 32804
 PH 407.645.5003
 FX 407.629.9124

AA 003420 CA 8660

STARBUCKS

GATLIN & BRESCIA ST.
 PORT ST. LUCIE, FLORIDA

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 FOR WHICH THEY WERE
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 ARE PROHIBITED.

PROJECT NO: 2015.0453
 DATE: 3-29-16

CP1a

CHECKED:

ORDINANCE 16 -

AN ORDINANCE OF THE CITY OF PORT ST. LUCIE, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST. LUCIE TO INCLUDE A SMALL SCALE AMENDMENT TO THE FUTURE LAND USE MAP FOR BRESCIA ST. PARCELS 12-19 (P16-047) TO CHANGE THE FUTURE LAND USE DESIGNATION RM (MEDIUM DENSITY RESIDENTIAL) TO OSC (OPEN SPACE CONSERVATION) FOR A PARCEL LEGALLY DESCRIBED AS PORT ST. LUCIE SECTION 35, BLOCK 1731, LOTS 12 - 19 AND LOCATED ON THE NORTHWEST CORNER OF KENWICK AVENUE AND BRESCIA STREET PROVIDING THE INVALIDITY OF ANY PORTION SHALL NOT AFFECT THE REMAINING PORTION OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Port St. Lucie, Florida, has adopted a comprehensive plan known as the City of Port St. Lucie Comprehensive Plan adopted by Ordinance 97-50, as subsequently amended; and

WHEREAS, pursuant to Subsection 163.3187(1), Florida Statutes, the proposed amendment constitutes a City of Port St. Lucie permitted small scale amendment to the City of Port St. Lucie Comprehensive Plan; and

WHEREAS, the City of Port St. Lucie has received an application from Daryl M. Carter (P16-047) for Port St. Lucie Section 35, Block 1731, Lots 12-19, at the northwest corner of Kenwick Avenue and Brescia Street, for a small scale amendment to change the Future Land Use Map of the City of Port St. Lucie Comprehensive Plan, in accordance with Section 163.3187 (1) (c), Florida Statutes, to change approximately 1.86 acres from the future land use designation of RM (Medium Density Residential) to the future land use designation of OSC (Open Space Conservation); and

WHEREAS, the City of Port St. Lucie Planning and Zoning Board having been duly designated as the local planning agency pursuant to Section 163.3174 et seq., Florida

ORDINANCE 16 -

Statutes, and having held a public hearing thereon, has considered this proposed amendment (P16-047) to the Comprehensive Plan and submitted its recommendations thereon to the City Council; and

WHEREAS, the City Council held a public hearing on June 13, 2016 (2nd Reading) to consider the proposed small scale amendment, advertising of the public hearing having been made; and;

WHEREAS, having considered the recommendations of the Planning and Zoning Board, The Port St. Lucie City Council desires to hereby formally adopt this amendment (P16-047) to the City's Comprehensive Plan as a Small Scale Amendment in accordance with Section 163.3187, Florida Statutes.

NOW, THEREFORE, THE CITY OF PORT ST. LUCIE HEREBY ORDAINS:

Section 1. The Comprehensive Plan of the City of Port St. Lucie is hereby amended in the following respect:

(a) The Future Land Use Map is hereby amended to designate approximately 1.86 acres of land legally described as Port St. Lucie Section 35, Block 1731, Lots 12-19, on the northwest corner of Kenwick Avenue and Brescia Street by changing the future land use designation from RM (Medium Density Residential) to the future land use designation of OSC (Open Space Conservation).

Section 2. The provisions of the Ordinance are severable and, if any section, sentence, clause or phrase is for one reason held to be unconstitutional, invalid or ineffective, this holding shall not affect the validity of the remaining portions of this Ordinance, it being expressly declared to be the City Council's intent that it would have

ORDINANCE 16 -

passed the valid portions of this Ordinance without inclusion of any invalid portion or portions.

Section 3. The effective date of this plan amendment shall be thirty-one (31) days after the adoption, pursuant to Section 163.3187(3) (c), Florida Statutes. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this _____ day of _____, 2016.

CITY COUNCIL

CITY OF PORT ST. LUCIE, FLORIDA

BY: _____
Gregory J. Oravec, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

Interim City Attorney

Small Scale Comprehensive Plan Amendment Application

Brescia Street Parcel 12-19

Port St. Lucie Section 35 – Block 1732, Lots 12-19

Prepared for:

Equitas
2034 Hamilton Place Blvd., Suite 400
Chattanooga, TN 37421
(972) 582-3471 ph

Prepared by:



Landscape Design Associates, LLC
702 SW Port St. Lucie Blvd
Port St. Lucie, FL 34953
772-971-6060
smarcks@landscapeda.com

City of Port St. Lucie Project No. P16-

March 31, 2016

Brescia Street Parcel 12-19 Small Scale Comprehensive Plan Amendment

1. Completed application and fee:

See attached.

2. Completed rezoning application and fee has been submitted in conjunction with this application

3. Written description of area subject to application:

The site is located at the North-West corner of Brescia Street and Gatlin Boulevard, between Elmwood Avenue and Kenwick Avenue and consists of altogether 1.86 acres. The property is located immediately east of the Gatlin Boulevard/I-95 Interchange. To the south of the property is a vacant site with a Commercial Land Use, to the West there are Residential Single Family units and vacant lands. To the east is Brescia Street and Utility lines. The land use is Residential Multi-Family (RM).

The site does not contain any wetlands but is heavily wooded with Pine Uplands and Brazilian Pepper and is currently vacant.

Acreage, legal description and parcel ID number of Property:
Port St. Lucie Section 35 – Block 1731 – Lots 12 thru 19, 1.86 ac

4. Copies of deeds are included in the previous pages.

5. Justification for Land Use Amendment:

The applicant requests to change the land use from RM (Residential Multi-Family) to OSC (Open Space Conservation) with an Special Exception Use of Storm Water Retention. The Application for this Special Exception Use is being filed concurrent with this application.

The site is currently vacant and the land use change is intended to provide storm water treatment for the commercial parcel immediately to the South which is also wholly owned by the applicant. The proposed storm water pond will take up less than half of the property; the remainder of the property will be Conservation lands. The proposed storm water retention pond will be located in such a way as to provide maximum depth to the conservation area as it sits adjacent to single family homes.

This land use change will provide the surrounding neighbors with a natural buffer and a small wildlife refuge.

Brescia Street Parcel 12-19 Small Scale Comprehensive Plan Amendment

To support the proposed land use amendment, the following statements are made in support of the application to show consistency with the Goals, Objectives and Policies identified within the Comprehensive Plan:

Objective 1.1.3: *Development orders and permits for development and redevelopment activities shall be issued only in areas where public facilities necessary to meet level of service standards (which are adopted as part of the Traffic, Infrastructure, Recreation and Open Space, and Capital improvements Element of this Comprehensive Plan) are available concurrent with the impacts of development.*

Policy 1.1.3.1: The development of residential, commercial and industrial land shall be timed and staged in conjunction with the provision of supporting community facilities and services identified as being required.

Public facilities and services currently exist, but with this land use change will no longer be required. Water and waste water services will not be proposed for the site

Policy 1.1.3.3: Potable Water: All new and existing development shall be required to connect to a central wastewater utility regulated by the City's Utility Department or other public wastewater system.

Sanitary wastewater service is provided by the City of Port St. Lucie Utilities Department. However, with this Land Use those services will not be necessary. The only intended use will be passive recreation.

Objective 1.1.4: *Future Growth, development and redevelopment shall be directed to appropriate areas as depicted in the Future Land Use Map. The land use map shall be consistent with: sound planning principals; minimal natural limitations; the goals and objectives and policies contained within this Comprehensive Plan; and the desired community character, and to ensure availability of land for future demand and utility facilities.*

The Property is ideally suited for Open Space Conservation (OSC) uses located with compatible or similar types of land uses nearby. The OSC land use will provide the residential neighborhood with wildlife refuge and passive recreation

Objective 1.1.7: *Future development will encouraged to locate in the sewer and water assessment districts as shown and adopted in the infrastructure element to discourage urban sprawl.*

Brescia Street Parcel 12-19 Small Scale Comprehensive Plan Amendment

The Property is located within the Urban Service Area and will not contribute to urban sprawl.

Policy 4.A2.4.1: The level of service standard adopted for sanitary sewer facilities in all planning areas is 85% of the following Potable Water LOS:

- 1. -Single and Multi-Family/All Planning Areas, 100 gallons/capita/day*
- 2. -Commercial, 125 gallons per day per 1000 square feet*

Development of residential, commercial and industrial land shall be timed and staged in conjunction with provisions of supporting community facilities and services identified as being required.

The proposed land use change is compatible with surrounding uses. The Open Space Conservation (OSC) land use will provide the residential neighbors with passive recreation and all the development of the commercial parcel to the south.

6. List and map of adjacent future land use map classifications located to the north, south, east and west.

North: RS

South: CH

East: U

West: RM & OSR

7. List of adjacent existing land uses located to the north, south, east and west (i.e.: house, vacant, store, church, etc)

The adjacent land uses are as follows:

North:	Single Family Residence
South:	vacant
East:	Power Lines
West:	Single Family Residence/Vacant

Brescia Street Parcel 12-19 Small Scale Comprehensive Plan Amendment

8. List of adjacent existing zoning categories located to the north, south, east, and west:

The adjacent zoning categories are as follows:

North: RS-2

South: RS-2 (under application to change to CH)

East: RS-2

West: I

Refer to Existing Zoning Map for further detail.

9. Map and area of site included in FEMA flood plain and 100 and 500 year flood categories with map panel number:

The Flood Zone is 'X'. Please see enclosed FEMA Map.

10. Map and description of the location, type, and area of wetlands located on site:

There are no existing wetlands on site

11. Map and description of the location, type and area of existing vegetation using Florida Land Use and Cover Classification System (FLUCCS) categories:

Using the Florida Land Use Classification System (FLUCCS Handbook, FDOT), it is best matched to land use category #191, "Undeveloped Land Within Urban Area" together with a heavy infestation of category #422, "Brazilian Pepper". A review of soils map for St. Lucie County indicated most soils in this area sandy soil types. Please see the aerial photograph included with this application. The site is currently vacant.

12. Traffic analysis:

This site will be accessed from Brescia Street and Kenwick Avenue. For the purpose of this analysis, a use of General Retail will be assumed on the site, Based on the Institute of Transportation Engineers Trip Generation Manual, 7th Edition, the average number of trips per day will be as follow:

Brescia Street Parcel 12-19 Small Scale Comprehensive Plan Amendment

Existing Land Use: RM

DAILY

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE	TOTAL TRIPS
Apartments	220	20 du	6.72	134.00

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE	TRIPS		
				In	Out	Total
Apartments	220	20 du	0.55	3.30	7.70	11.00

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE	TRIPS		
				In	Out	Total
Apartments	220	20 du	0.67	8.04	5.36	13.40

Proposed Land Use: OSC

**There are no ITE codes assigned for Open Space Land Use
The proposed land use will greatly reduce the impact on traffic for the residents.**

13. Market study (for commercial categories only):

Even though the site is not applying for a commercial land use, it is intended to provide the storm water retention for the commercial parcel to the south and.

A study of both the City of Port St. Lucie and St. Lucie County in general, along with the area encompassing Gatlin Boulevard from Port St. Lucie Boulevard to I-95, one Gatlin Boulevard south along Rosser Boulevard to Becker Road, reveals that the

Brescia Street Parcel 12-19 Small Scale Comprehensive Plan Amendment

housing market as well as current and future populations of the surrounding area are more than adequate to support the proposed development proposed project at the Northwest corner of Brescia Street and Gatlin Boulevard for Highway Commercial use.

Despite recent events surrounding the housing slump throughout the US, the Treasure Coast Region, encompassing St. Lucie, Martin, and Indian River Counties, is expected to continue to experience steady population growth in the coming years ahead. This is particularly true of St. Lucie County, which is home to Port St. Lucie, one of the largest-and relatively least developed-cities within Florida. Lower priced homes relative to the remainder of South Florida, as well as an array of housing opportunities and available developable land have contributed to population increases in the past, and this trend is likely to resume with the overall recovery in the economy and housing sector in 2016 and beyond. Working people employed in areas like Jupiter, Palm Beach Gardens and northern Broward County are increasingly moving north and commuting from Port St. Lucie and other Treasure Coast areas. As the more southern areas of the state become built-out over the coming years and as more northerners move south, Port St. Lucie, which is only approximately 50 percent built out, will continue to experience increasing population growth. 2015 Census data states that there are more than 5,500 residents within 1 mile radius of the project and over 47,000 within a 5 mile radius.

Retirees are another group expected to continue to contribute to the area's increasing population. Retirees moving from the northeast are now increasingly choosing the Treasure Coast over pricier areas such as Boynton Beach and Boca Raton. In addition, lower housing prices and cost of living make the area attractive to retirees living in more southern areas of Florida.

The age distribution of the Treasure Coast population is likely to change as well. At the 2000 census, 25 percent of the Treasure Coast population was 65+ years in age. By 2009, the projection of retirees aged 65+ is expected to decline to 24 percent of the population. Demographic trends indicate that additional retirees in northern states will leave their home state and contribute to the increasing demand for homes within the Treasure Coast region.

Household income is major factor influencing immigration to the Treasure Coast from other Florida regions. Dramatic rises in home prices in both Palm Beach and Broward Counties, compared with the relatively low home prices and cost of living in the Treasure Coast, have resulted in many working people moving north and commuting south. On the other hand, many baby boomers are reaching the height of their earning power and many will come to additional wealth in the form of inheritances. Thus, this demographic is likely to begin purchasing higher-end residences or vacations homes within the region. Because the anticipated increases

Brescia Street Parcel 12-19

Small Scale Comprehensive Plan Amendment

in population and average annual household income are robust, consumer purchasing in the Treasure Coast Region will increase during the next four years, further supporting the need for Highway Commercial services. The 2000 Census showed an average household income of \$51,648, the projections for 2020 are \$83,122 average household income.

Recent residential development activity was enormous, and existing projects or those under review or in various phases of approval include: Tradition, Verano, and LTC Ranch, totaling 10,000 acres of land; the Tesoro Club; River Place; St. James Club; The Cascades Lake Forest; and Portofino Isles. Of particular relevance to the proposed project at the northeast corner of Commerce Center Drive and Crosstown Parkway, is Verano, the Reserve, and Tradition, all located within three miles of the proposed project.

While housing demand as well as construction has decreased dramatically in 2007 compared to the stunning increases experienced in 2004-2006, this downturn is expected to gradually return to long-term trend rates of growth. The City of Port St. Lucie, particularly in the submarket of the proposed project, does not have sufficient commercial and retail development available to supply the consumer demand of the submarket's households. The enclosed graphic shows the restaurants within a 5 mile radius of the project and it is clear that a drive-through restaurant as will be proposed on the adjacent CH parcel is viable in this location. In summary, recent market trends support the need for additional commercial services in the area surrounding the proposed project.

14. Capacity analysis, location, and service description for the following public services: sanitary sewer, public water, solid waste, drainage, recreation, fire and emergency services, police, education:

Stormwater Management:

The property is governed by the South Florida Water Management (SFWMD) and City of Port St. Lucie criteria for stormwater management systems. The on-site drainage facilities will provide wet detention to provide 100% of the required water quality treatment and storm water runoff attenuation for the commercial parcel located to the south as required by the governing agencies. Positive outfall for the commercial parcel will be provided via existing connections to the City's drainage network. This outfall ultimately discharges into the City of Port St. Lucie's Master drainage system.

Potable Water & Waste Water System:

No potable water will be used on the site. No waste water will be created on the site. The current land use would allow for one single family lot on this site.

Brescia Street Parcel 12-19 Small Scale Comprehensive Plan Amendment

Water/Wastewater calculation according to Comprehensive Plan Policy 9.1.2.1.b:

Existing Use	Land Use	Land Size	Intensity	Water Calculation Max Daily Flow	Waste/Water Calculation Max Daily Flow
Vacant	RM	1.86	20 du	5250 GPD	5250 GPD
Proposed Use	Land Use	Land Size	Intensity	Water Calculation Max Daily Flow	Waste/Water Calculation Max Daily Flow
Conservation	OSC	1.86	0	0 / GPD	0 / GPD

Parks, Recreation and major open spaces: Currently, there are 9 parks sites within 5 miles of the project. The parks are:

1. Recreation Center
2. Sportsman's Park
3. Swan Park
4. Jaycee Park
5. Girlscout Park
6. Turtle Run Park
7. Gulfstream Park
8. McChesney Park
9. Oak Hammock Park

Fire, Police, and emergency services:

The City of Port St. Lucie Police sub-station is located within 2 miles on Rosser Boulevard of the proposed site and has an immediate response time.

The St. Lucie County Fire District Fire Station No. 10 is located less than 1.5 miles from the proposed site.

Brescia Street Parcel 12-19 Small Scale Comprehensive Plan Amendment

Education: Currently there are 7 schools within 5 miles of the project.
The schools are:

1. Parkway Elementary
2. Bayshore Elementary
3. Manatee Elementary
4. Port St. Lucie Elementary
5. Centennial Middle School
6. Centennial High School
7. Northport High School

15. Location map with major streets clearly identified:

Please see attached General Location Map.

16. Existing future land use map:

Please see attached Existing Land Use Map

17. Proposed future land use map:

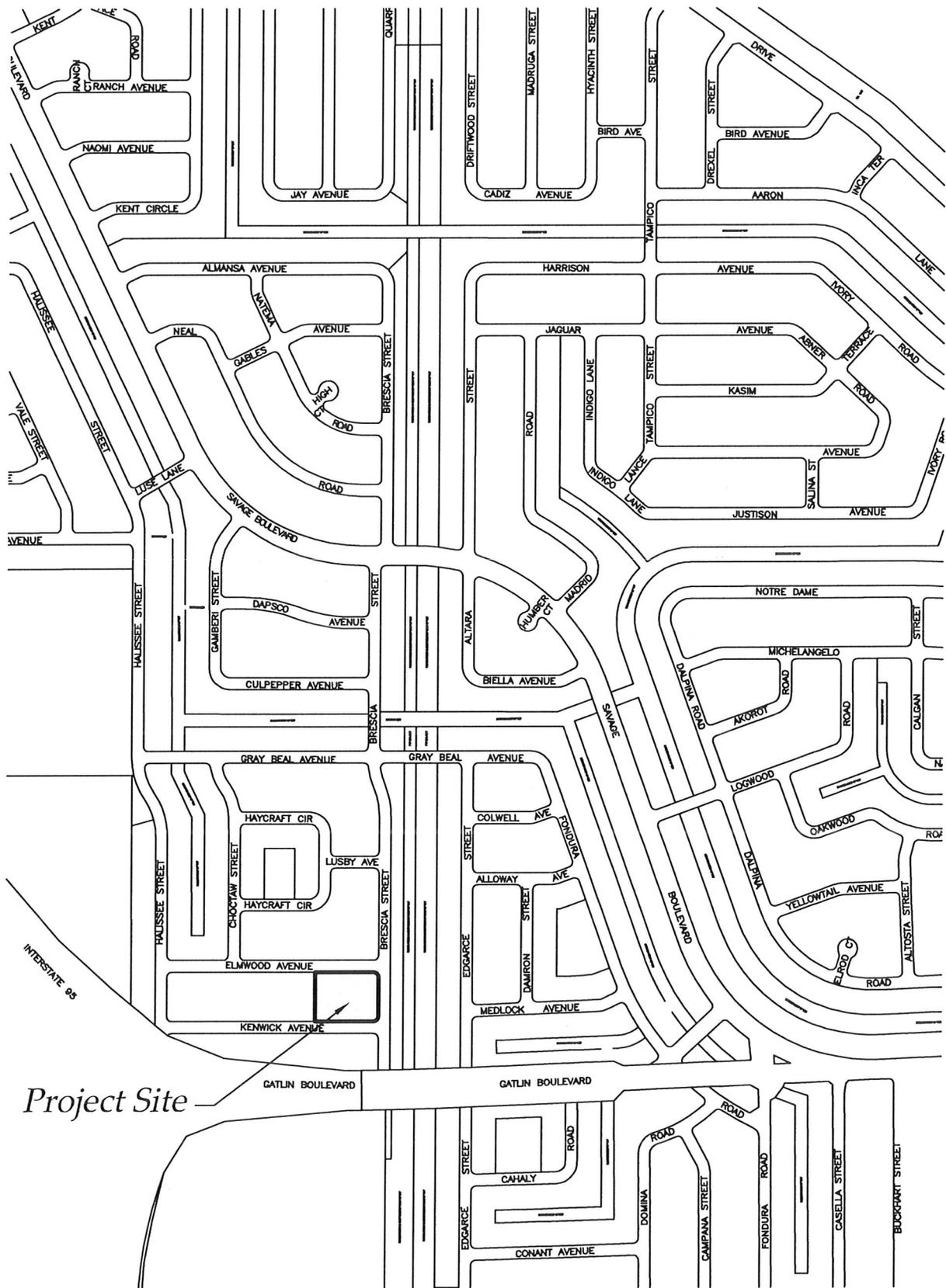
Please see attached Proposed Land Use Map.

18. Chart comparing the areas of existing and proposed future land uses:

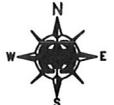
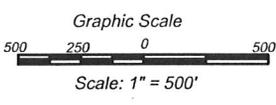
Existing Land Use:	RM	Acreage:	1.86 ac
Proposed Land Use:	OSC	Acreage:	1.86 ac

Legal Description & Warranty Deed

See enclosed documents.



Project Site



City of Port St. Lucie Project No. P16-

Brescia St Parcel 12-19 Small Scale Land Use Amendment
 City of Port St. Lucie
Location Map

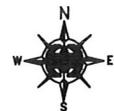
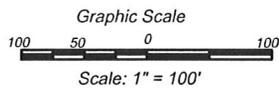
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Date	Drawn by: SM
	Checked by: SM
	CADD No: 16-012-Location_Aerial.dwg
	Date: 3.31.16



Landscape Design Associates
 702 Port St. Lucie Blvd
 Port St. Lucie, FL 34953
 772-971-6060
 smarcks@landscape.com



FLORIDA POWER & LIGHT COMPANY RIGHT OF WAY



City of Port St. Lucie Project No. P16-

Brescia St Parcel 12-19 Small Scale Land Use Amendment
 City of Port St. Lucie
 Location Map

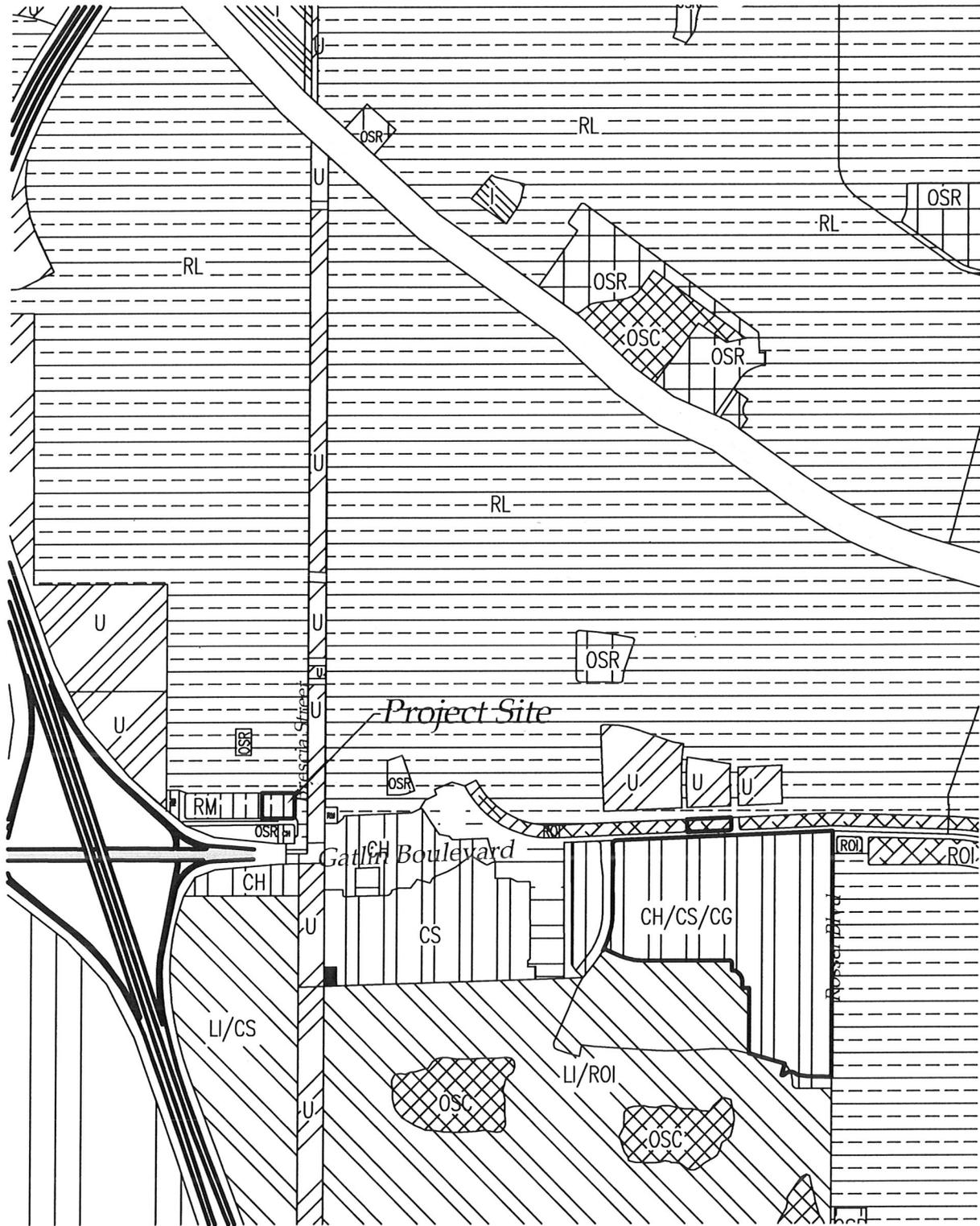
Date	Revisions
	Comments

Scale:	N.T.S.
Drawn by:	SM
Checked by:	SM
CADD No.:	16-012-Location_Aerial.dwg
Date:	3.31.16



Landscape Design Associates
 702 Port St. Lucie Blvd
 Port St. Lucie, FL 34953
 772-971-6060
 smarcks@landscapeda.com

2
 40
 2



City of Port St.
Land Use Categories:

- RESIDENTIAL (RL)(RGC)
- RESIDENTIAL (RM)(RH)
- COMMERCIAL LIMITED (CL)(CG)
- COMMERCIAL SERVICE (CS)(CH)

- WAREHOUSE/INDUSTRIAL (LI)(HI)
- INSTITUTIONAL (I)
- OPEN SPACE (OSR)
- PRESERVATION (OSP)(OSC)
- UTILITIES (U)
- NEW COMMUNITY DISTRICT (NCD)
- REGIONAL ACTIVITY CENTER (RAC) OVERLAY DISTRICT



Brescia St Parcel 12-19 Small Scale Land Use Amendment
City of Port St. Lucie
Existing Land Use Map

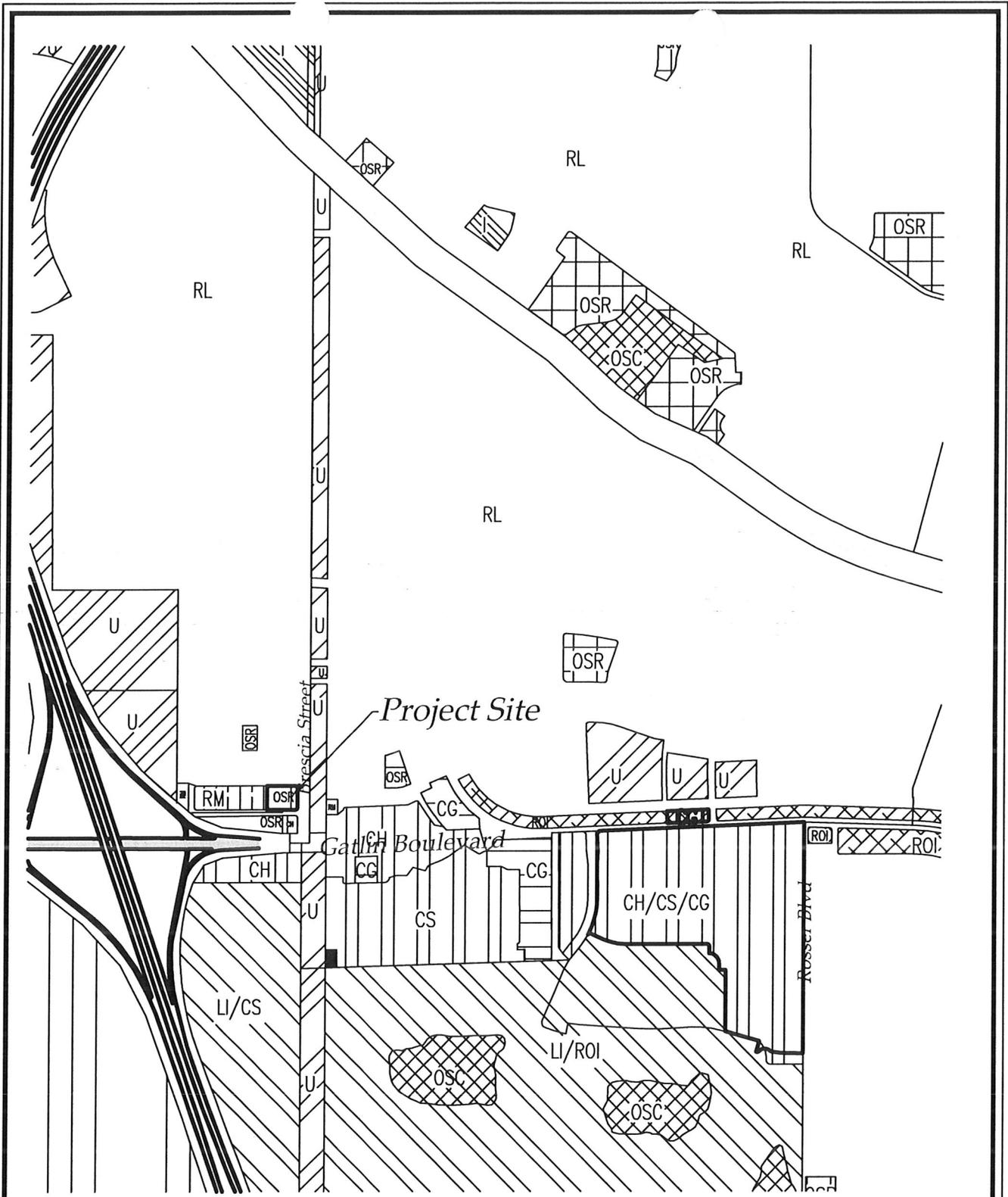
© 2016 Landscape Design Associates
16-0124-U map.dwg
3/31/16

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Date	N.T.S.
Comments	Drawn by: SM
	Checked by: SM
	CADD No: 16-0124-U map.dwg
	Date: 3.31.16

City of Port St. Lucie Project No. P16-



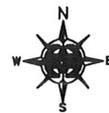
Landscape Design Associates
702 Port St. Lucie Blvd
Port St. Lucie, FL 34953
772-971-6060 ph
www.landscapea.com



City of Port St.
Land Use Categories:

- RESIDENTIAL (RL)(RGC)
- RESIDENTIAL (RM)(RH)
- COMMERCIAL LIMITED (CL)(CG)
- COMMERCIAL SERVICE (CS)(CH)

- WAREHOUSE/INDUSTRIAL (LI)(HI)
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- OPEN SPACE (OSR)
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- REGIONAL ACTIVITY CENTER (RAC) OVERLAY DISTRICT



City of Port St. Lucie Project No. P16-

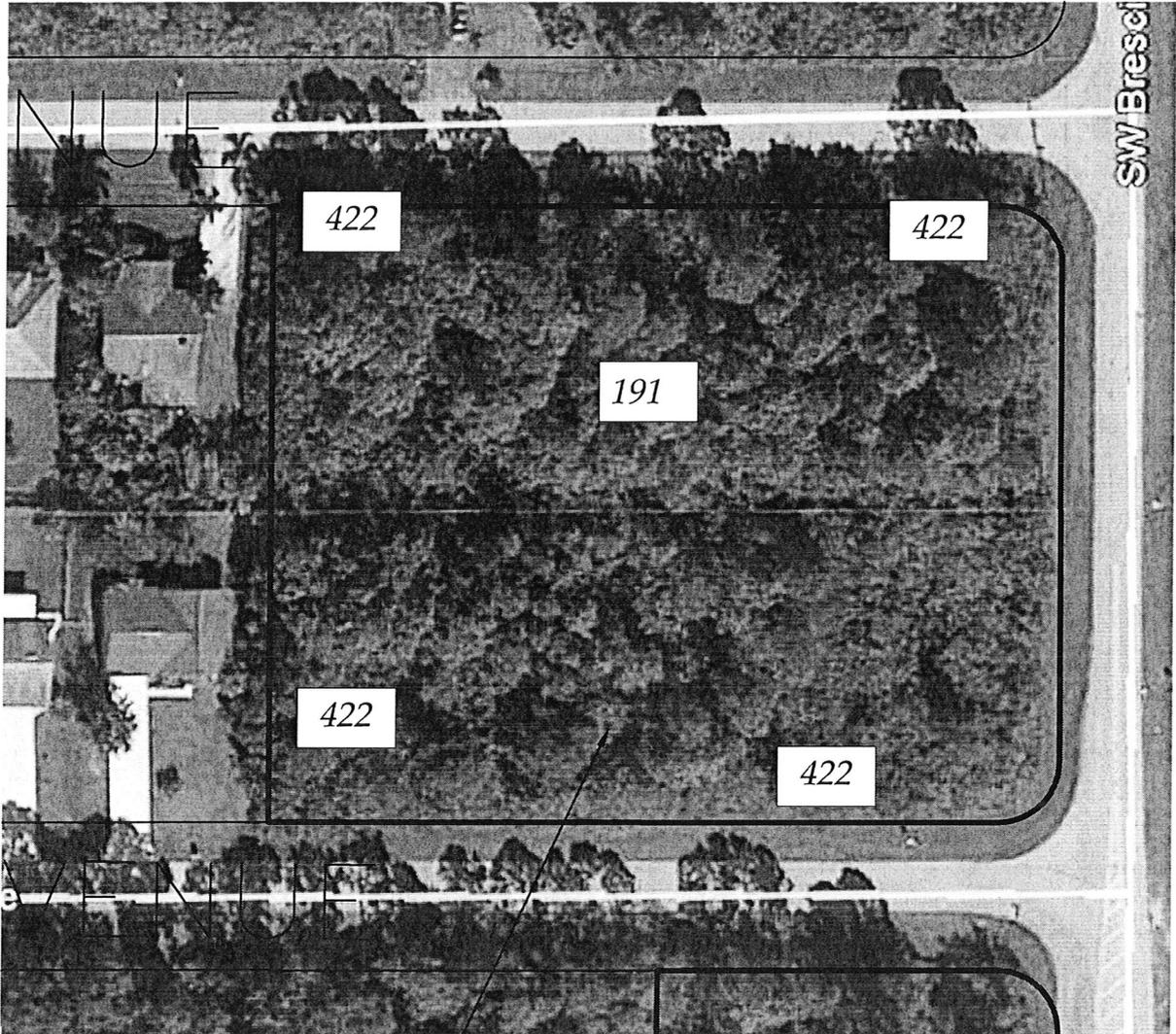
Brescia St Parcel 15-19 Small Scale Land Use Amendment
City of Port St. Lucie
Proposed Land Use Map

Revision	Comments	Date

Scale:	N.T.S.
Drawn by:	SM
Checked by:	SM
CADD No.:	16-012-1 U map.dwg
Date:	3.29.16



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www.landscapea.com

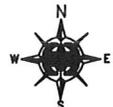
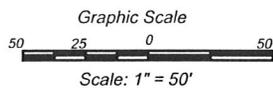


Project Site

Legend

191 Undeveloped Land Within Urban Area

422 Brazilian Pepper



City of Port St. Lucie Projct No. P16-

Brescia St Parcel 12-19 Small Scale Land Use Amendment
City of Port St. Lucie
FLUCCS Map

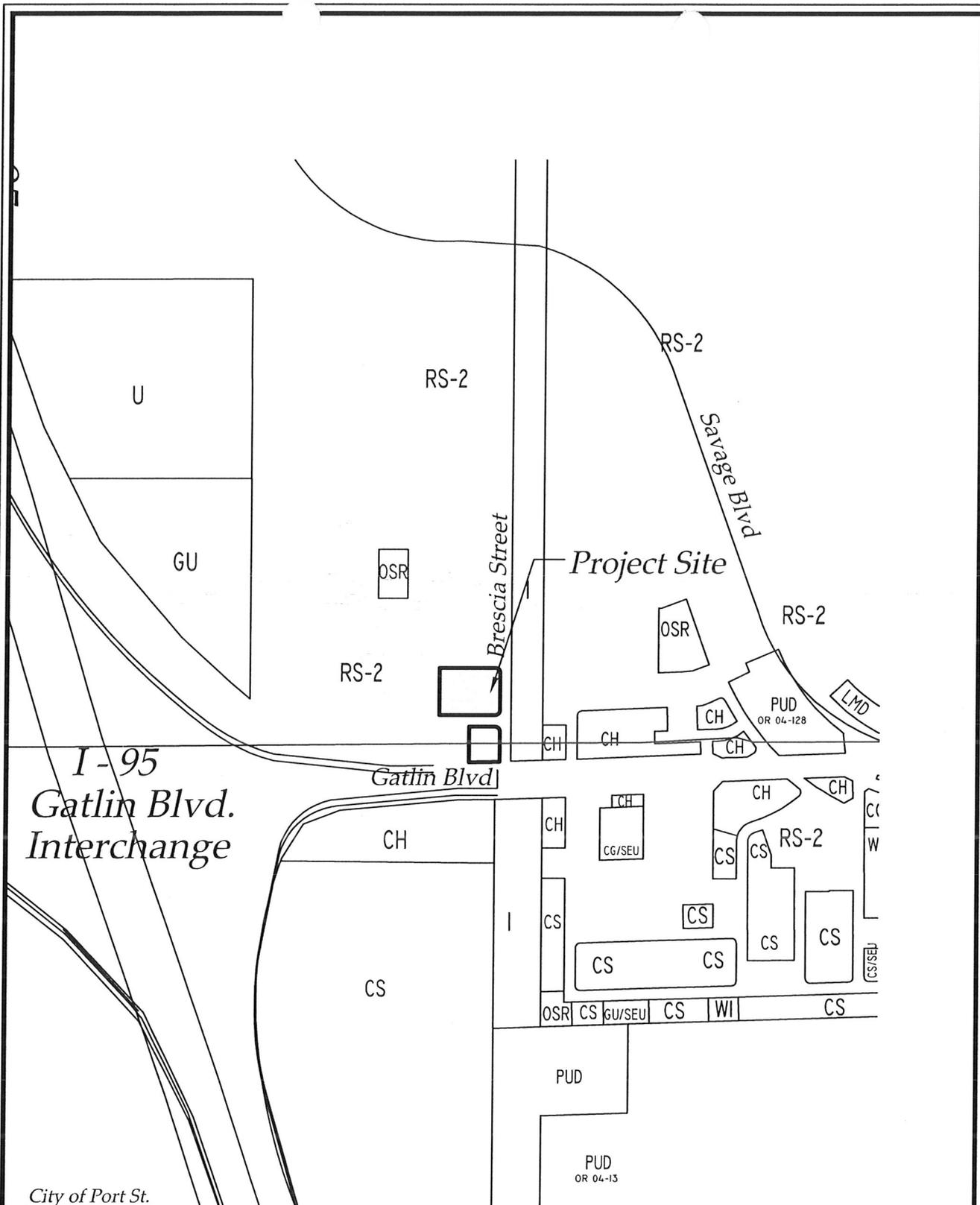
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SCALE: N.T.S.
DRAWN BY: SM
CHECKED BY: SM
CADD NO.: 16-012-Location_Aerial.dwg

Revisions	
Date	Comments

Scale: N.T.S.
Drawn by: SM
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CADD No.: 16-012-Location_Aerial.dwg
Date: 3.31.16



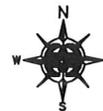
Landscape Design Associates
702 Port St. Lucie Blvd
Port St. Lucie, FL 34983
772-971-6060
smarcks@landscape.com



City of Port St.
Zoning Categories:

- CG GENERAL COMMERCIAL
- CH HIGHWAY COMMERCIAL
- CN NEIGHBORHOOD COMMERCIAL
- CS SERVICE COMMERCIAL
- GU GENERAL USE
- I INSTITUTIONAL
- IN INDUSTRIAL
- LMD LIMITED MIXED
- OSC OPEN SPACE CONSERVATION
- OSR OPEN SPACE RECREATIONAL

- P PROFESSIONAL
- PUD PLANNED UNIT DEVELOPMENT
- RE ESTATE RESIDENTIAL
- RM-11 ... MULTIPLE FAMILY RESIDENTIAL
- RM-15 ... MULTIPLE FAMILY RESIDENTIAL
- RS-1 SINGLE-FAMILY RESIDENTIAL
- RS-2 SINGLE-FAMILY RESIDENTIAL
- WI WAREHOUSE INDUSTRIAL



City of Port St. Lucie Project No. P16-

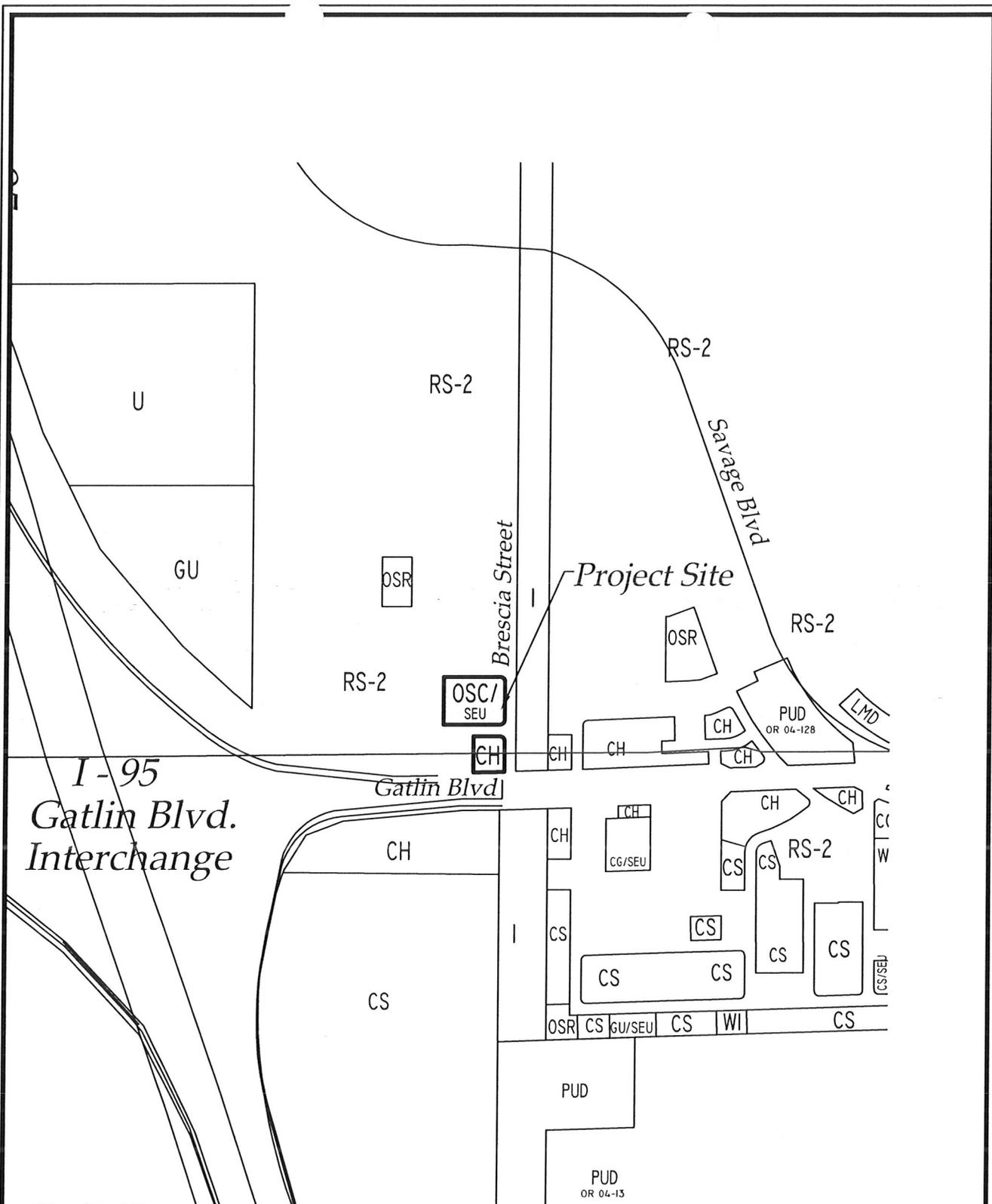
Brescia St Parcel 12-19 Rezoning
City of Port St. Lucie
Existing Zoning Map

Revisions	Scale:
Date	N.T.S.
Comments	Drawn by: SM
	Checked by: SM
	CADD No.: 16-012-zoning.dwg
	Date: 3.31.16



Landscape Design Associates

702 Port St. Lucie Blvd
Port St. Lucie, FL 34953
772-871-5818 ph, 772-405-1008 fax



City of Port St.

Zoning Categories:

- CG GENERAL COMMERCIAL
- CH HIGHWAY COMMERCIAL
- CN NEIGHBORHOOD COMMERCIAL
- CS SERVICE COMMERCIAL
- GU GENERAL USE
- I INSTITUTIONAL
- IN INDUSTRIAL
- LMD LIMITED MIXED
- OSC OPEN SPACE CONSERVATION
- OSR OPEN SPACE RECREATIONAL

- P PROFESSIONAL
- PUD PLANNED UNIT DEVELOPMENT
- RE ESTATE RESIDENTIAL
- RM-11 MULTIPLE FAMILY RESIDENTIAL
- RM-15 MULTIPLE FAMILY RESIDENTIAL
- RS-1 SINGLE-FAMILY RESIDENTIAL
- RS-2 SINGLE-FAMILY RESIDENTIAL
- WI WAREHOUSE INDUSTRIAL



City of Port St. Lucie Project No. P16-

Brescia St Parcel 12-19 Rezoning
 City of Port St. Lucie
Proposed Zoning Map

DATE	REVISIONS	SCALE

Scale:	N.T.S.
Drawn by:	SM
Checked by:	SM
CADD No.:	16-012-zoning.dwg
Date:	3.31.16



Landscape Design Associates
 702 Port St. Lucie Blvd
 Port St. Lucie, FL 34953
 772-871-5816 ph, 772-405-1006 fax

Tax Deed File No. 02-474
Property
Identification No. 3420-670-0211-000/0
KINGLEY DARLING AND VIRGINIA DARLING

DR-506
R. 01/95

Tax Deed

State of Florida

* Doc Assump: \$ 0.00
* Doc Tax : \$ 115.50
* Int Tax : \$ 0.00

County of ST. LUCIE

FOR OFFICIAL USE ONLY

The following Tax Sale Certificate Numbered 1999-7449 issued on MAY 25, 1999 was filed in the office of the tax collector of this County and application made for the issuance of a tax deed, the applicant having paid or redeemed all other taxes or tax sale certificates on the land described as required by law to be paid or redeemed, and the costs and expenses of this sale, and due notice of sale having been published as required by law, and no person entitled to do so having appeared to redeem said land; such land was on the 6TH day of MAY, 2003, offered for sale as required by law for cash to the highest bidder and was sold to Daryl M. Carter as Trustee of the Carter Gatlin Land Trust - see attach

P. O. Box 568821

whose address is Orlando, FL 32856-8821, being the highest bidder and having paid the sum of his bid as required by the Laws of Florida.

Now, on this 6th day of May, 2003, in the County of ST. LUCIE, State of Florida, in consideration of the sum of (\$ 16,500.00) Sixteen Thousand Five Hundred and 00/100 Dollars, being the amount paid pursuant to the Laws of Florida does hereby sell the following lands, including any hereditaments, buildings, fixtures and improvements of any kind and description, situated in the County and State aforesaid and described as follows:

PORT ST. LUCIE SECTION 35-BLK 1731 LOT 12, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 15, PAGE 10, 10A THROUGH 10P, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

Witness:

Sarah Noble
Sarah Noble
Patrice H. Robinson
Patrice H. Robinson

State of Florida



Joanne Holman (Seal)
Clerk of Circuit Court or County Comptroller
ST. LUCIE County, Florida.

County of ST. LUCIE

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2198724 OR BOOK 1707 PAGE 288
Recorded: 05/06/03 14:24

On this 6th day of May, 2003, before me BETTY ROBSON personally appeared JOANNE HOLMAN, Clerk of the Circuit Court or County Comptroller in and for the State and this County known to me to be the person described in, and who executed the foregoing instrument, and acknowledged the execution of this instrument to be his own free act and deed for the use and purposes therein mentioned.

Witness my hand and office seal date aforesaid.

Betty V. Robson

Return To: grantee



Betty V. Robson
MY COMMISSION # DD167009 EXPIRES
January 11, 2007
BONDED THRU TROY FAIN INSURANCE, INC.



City of Port St. Lucie
Planning and Zoning Department
A City for All Ages

TO: PLANNING AND ZONING BOARD - MEETING OF MAY 3, 2016

FROM: JOHN FINIZIO, PLANNER

RE: BRESCIA STREET LOTS 12-19, BLOCK 1731, SECTION 35
 REZONING APPLICATION
 PROJECT NO P16-048

DATE: APRIL 21, 2016

PROPOSED USE: To rezone approximately 1.86 acres from RS-2 (Single Family Residential) to OSC (Open Space Conservation). The ultimate goal is to use this parcel for conservation and drainage for the commercial site on the northwest corner of Gatlin Boulevard and Brescia Street. The use as a drainage area is permitted as a special exception use as identified per §158.101 (C) (2). The special exception use (SEU) for this drainage facility is being reviewed at Site Plan Review Committee (SPRC) on April 27, 2016.

APPLICANT: Landscape Design Associates, LLC. The authorization letter is attached to the staff report.

OWNER: Daryl M. Carter. Please see P16-047 Brescia Street Parcels 12-19 Small Scale Comprehensive Plan Amendment for the warranty deeds for this property (Item 7 (B)).

LOCATION: This property is located on the northwest corner of Kenwick Avenue and Brescia Street.

LEGAL DESCRIPTION: Port St. Lucie Section 35, Block 1731, Lots 12 - 19.

SIZE: Approximately 1.86 acres.

EXISTING ZONING: RS-2 (Single Family Residential).

EXISTING USE: This property is currently vacant.

SURROUNDING USES: North and West = RS-2 (Single Family Residential) Zoning with single family lots with existing single family residents. South = RS-2 zoning, currently vacant. These lots have a CH (Highway Commercial) Land Use. East = RS-2 Zoning, this property is current vacant. This residential strip is too narrow to be platted into residential lots and is directly adjacent to the FPL easement.

REQUESTED ZONING: OSC (Open Space Conservation).

FUTURE LAND USE: RM (Medium Density Residential). A small scale comprehensive plan amendment was submitted concurrently with this rezoning application (P16-047 Brescia Street Small Scale Comprehensive Plan Amendment). If this application is approved, it will change the future land use from RM to OSC (Open Space Conservation).

IMPACTS AND FINDINGS:

Land Use Consistency: Rezoning this property from RS-2 (Single Family Residential) to OSC (Open Space Conservation) is not expected to have an adverse impact on the surrounding neighborhood. This property is located within the City's conversion area, and originally this area was envisioned as multifamily. However, with the potential commercial development on the corner of Gatlin and Brescia, the open space zoning may be better suited for this neighborhood especially considering the amount of a.m. and p.m. peak hour trips on Brescia each day. Therefore, the open space parcel could act to buffer the existing residential homes from the proposed commercial to the south.

Compliance With Conversion Area Requirements:

Planning Area location per conversion manual: **3**

The property is totally within planning area: **Yes**

Minimum Frontage: **Yes**

Minimum Depth: **Yes**

Does the request isolate lots: **No**

Has a Unity of Title been submitted: **Yes. A request to unify these lots have been submitted to the Legal Department on April 19, 2016.**

Buffer required: A landscaped buffer and wall is required: **No. The application is to rezone this property to OSC, even though it abuts residential land use, a wall will not be required for this project.**

Sewer/Water Service: The City of Port St. Lucie Utility Systems Department will provide water and sewer service for this project, if applicable. At this time, the applicant has no intention of providing water and/or sewer to this project.

Environmental: An environmental study will be required as part of the site plan process. All environment information will be reviewed during site plan review process and any and all environmental issues will be addressed at that time.

Schools: Since there is no residential component to this project, school concurrency will not apply.

Other: This project is part of a larger development, which includes a commercial site on the corner of Gatlin and Brescia. This larger 1.86 acre parcel will be used to satisfy the conservation and drainage requirements for this proposed commercial development across the street. A SEU application was also submitted concurrently with this rezoning application. This SEU application will permit this property to be used as a drainage area for the adjacent commercial site. This SEU application will be reviewed at SPRC on April 27, 2016. Per conversion area requirements, all lots under a single rezoning application will be unified. The documents have been forwarded to the Legal Department to begin this process. However, since these projects are so closely intertwined, it is important that this parcel be unified with the adjacent commercial site even though it crosses a right-of-way.

RELATED PROJECTS:

P16-047 – Brescia St. Parcels 12-19 Small Scale Comprehensive Plan Amendment. This application will change the future land use of 1.86 acres from RM to OSC for conservation and drainage use. This application is being reviewed concurrently with this rezoning application.

P16-049 – Brescia St. Parcels 12-19 Special Exception Use Application. This application is to permit a drainage area serving an adjacent development as per §158.101 (C) (2). This application will be reviewed at SPRC on April 27, 2016.

P16-050 – Brescia St. Parcels 14-17 Rezoning Application. This application is to rezone 0.7 acres from RS-2 to CH. This application is being reviewed concurrently with this rezoning application.

STAFF RECOMMENDATION:

The Planning and Zoning Department staff finds the request to be consistent with the direction and intent of the future land use map and policies of the City's Comprehensive Plan and recommends approval.

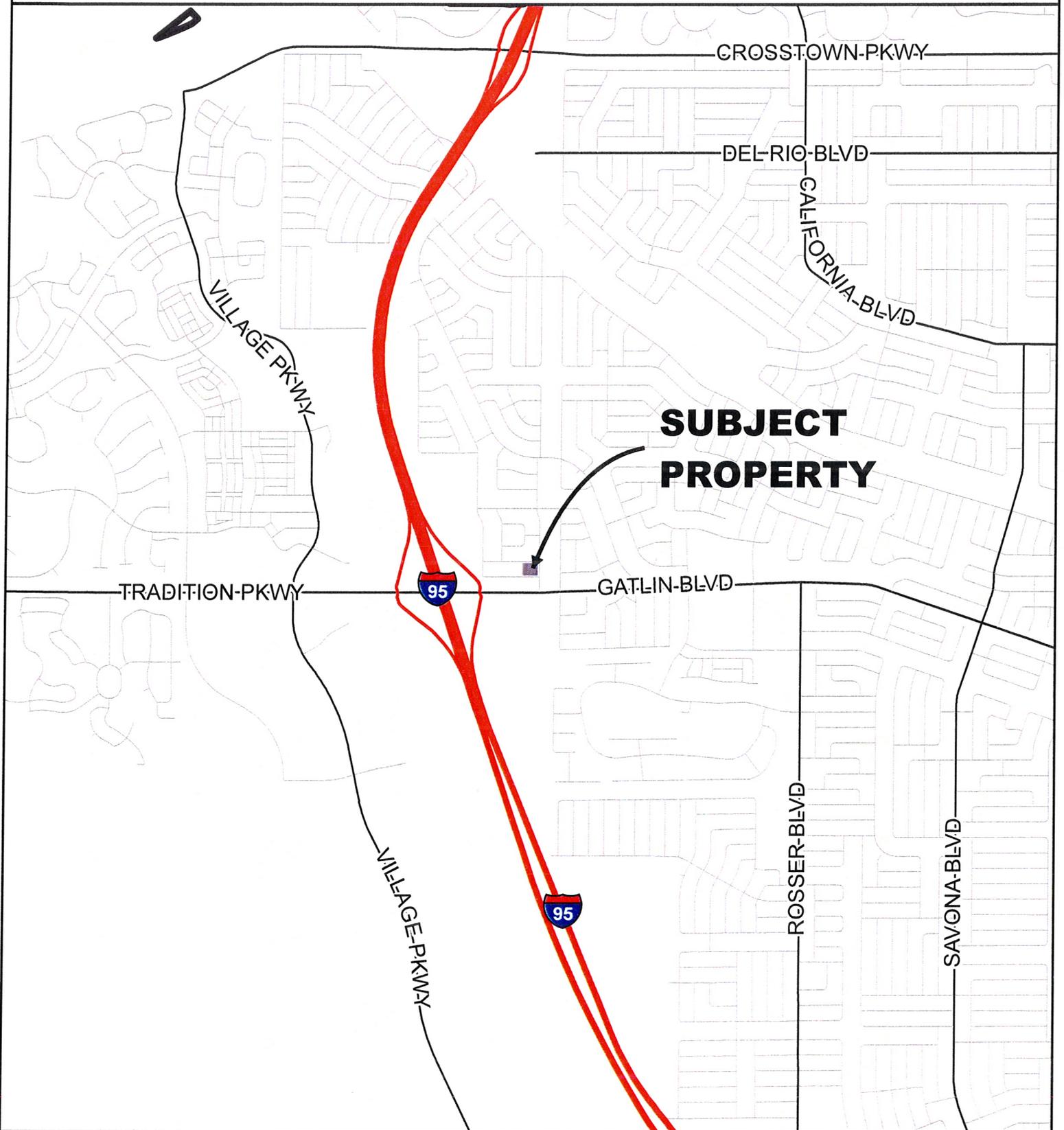
The applicant held a public information meeting on this project on Thursday April 7, 2016 for the surrounding neighbors.

Planning and Zoning Board Action Options:

- Motion to recommend approval to the City Council
- Motion to recommend denial to the City Council

Please note: Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to *table* or *continue* the hearing or review to a future meeting.

GENERAL LOCATION

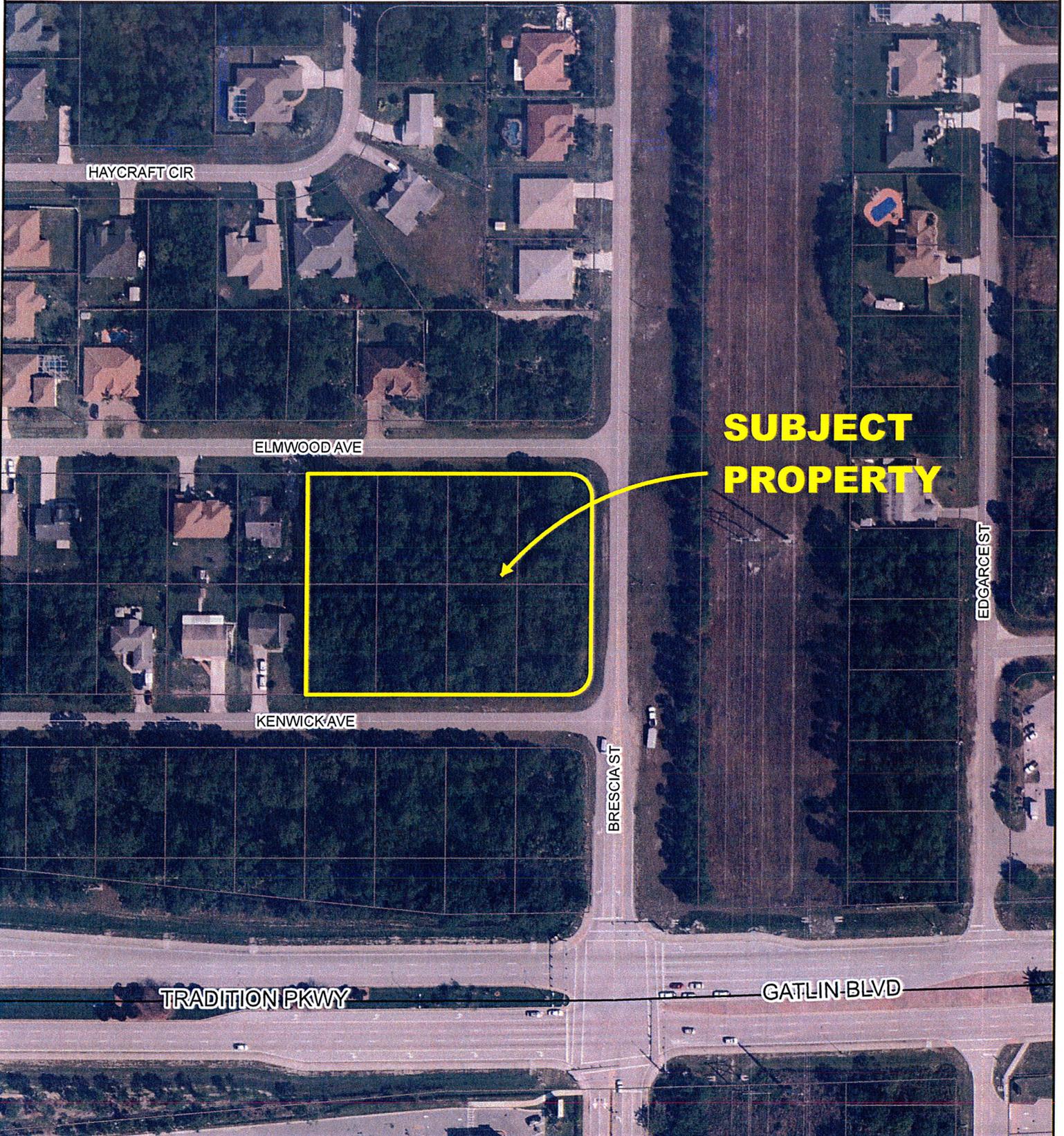


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
BRESCHIA PARCELS 12-19
SECTION 35, BLOCK 1731, LOTS 12-19

DATE:	4/11/2016
APPLICATION NUMBER:	P16-048
USER:	patricias
SCALE:	1 in = 0.5 miles

AERIAL



**SUBJECT
PROPERTY**

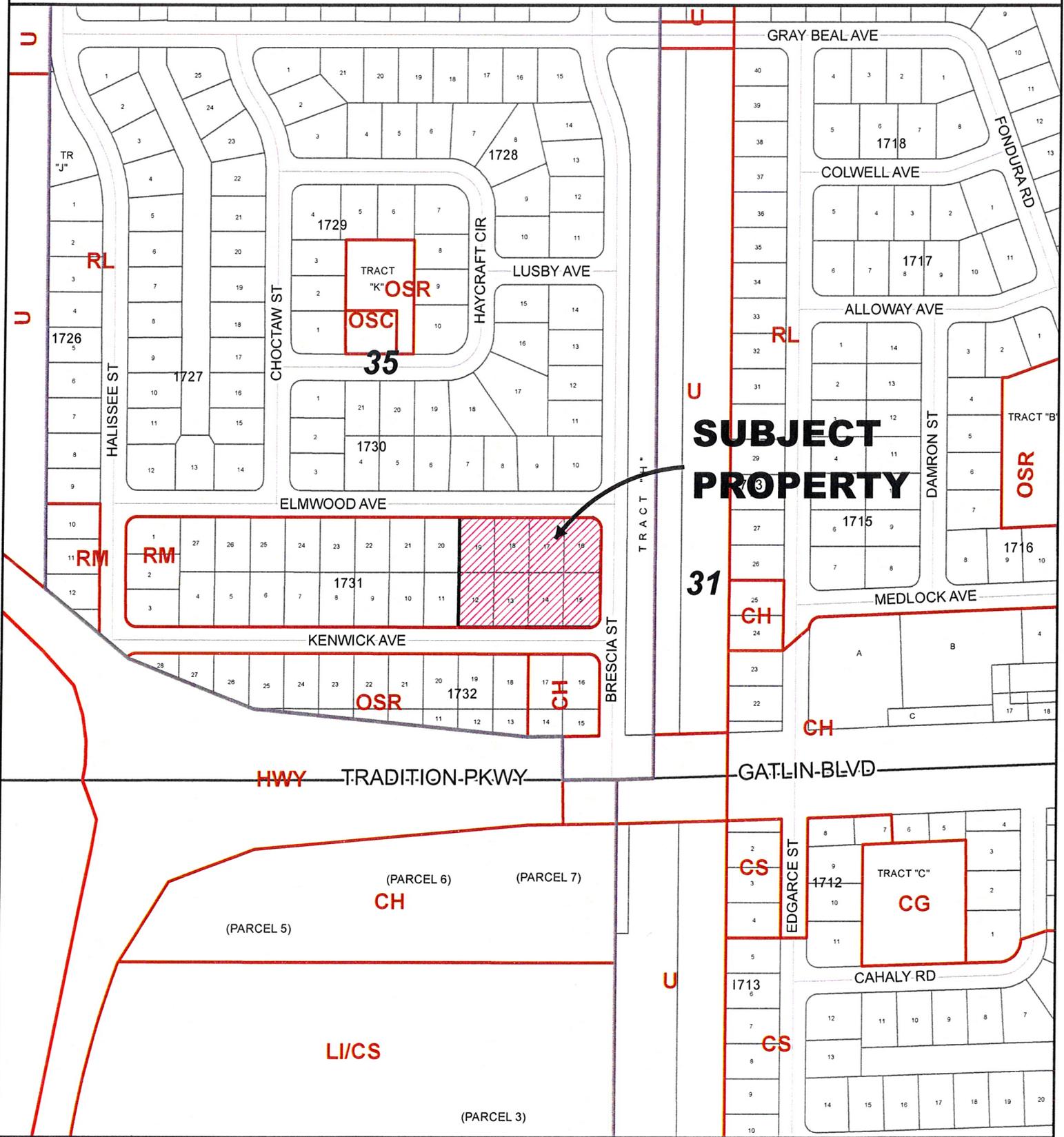


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
BRESCIA PARCELS 12-19
SECTION 35, BLOCK 1731, LOTS 12-19
AERIAL DATE 2014

DATE:	4/11/2016
APPLICATION NUMBER:	P16-048
USER:	patricias
SCALE:	1 in = 150 ft

FUTURE LAND USE

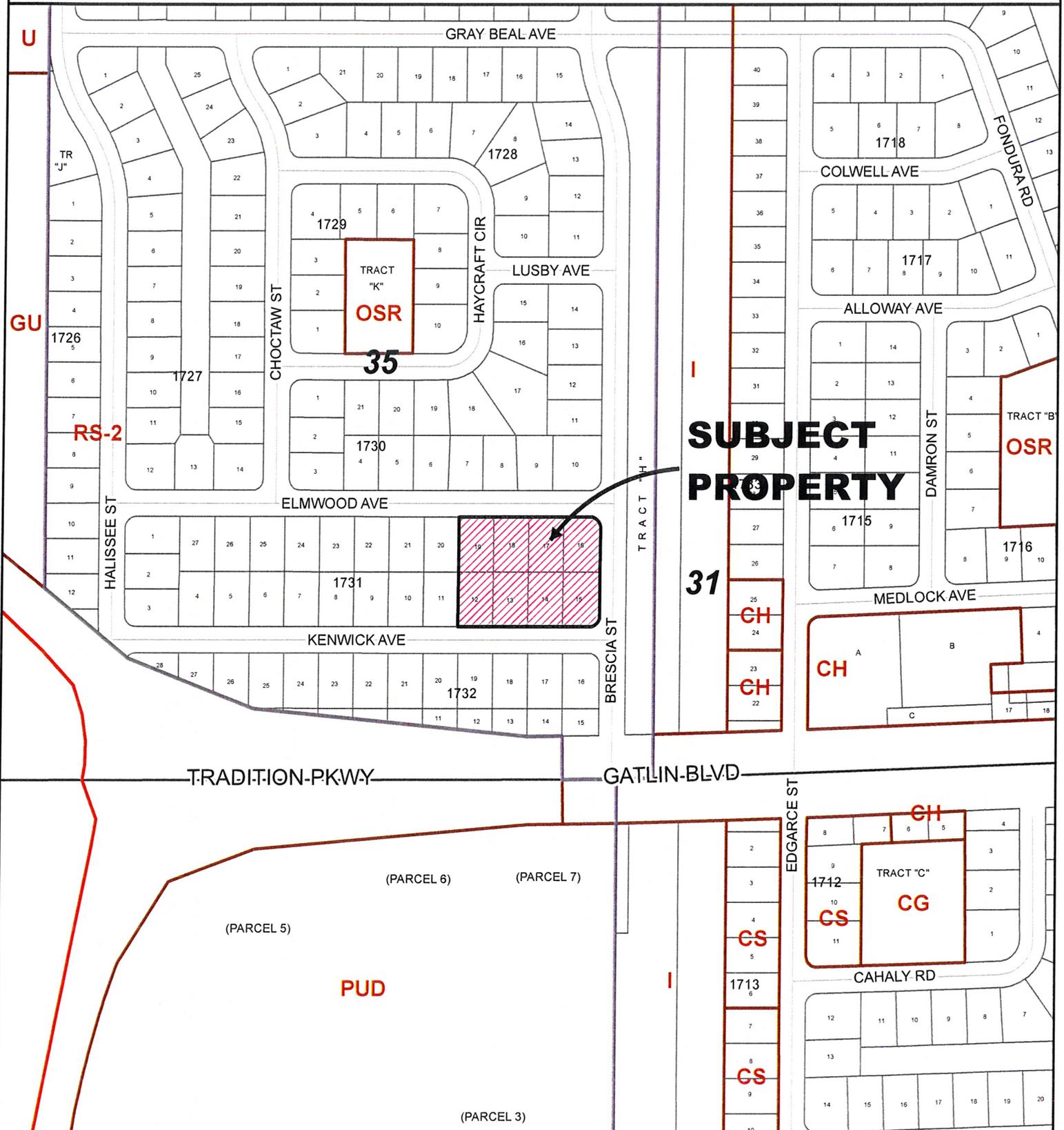


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
BRESCIA PARCELS 12-19
SECTION 35, BLOCK 1731, LOTS 12-19

DATE:	4/11/2016
APPLICATION NUMBER:	P16-048
USER:	patricias
SCALE:	1 in = 300 ft

EXISTING ZONING



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
BRESCIA PARCELS 12-19
SECTION 35, BLOCK 1731, LOTS 12-19

DATE:	4/11/2016
APPLICATION NUMBER:	P16-048
USER:	patricias
SCALE:	1 in = 300 ft

REZONING APPLICATION

CITY OF PORT ST. LUCIE

Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984
(772)871-5121 FAX (772) 871-5124

FOR OFFICE USE ONLY

Planning Dept P16-048
Fee (Nonrefundable)\$ 2,189.40
Receipt # 89486

Refer to "Fee Schedule" for application fee. Make checks payable to the "City of Port St. Lucie". Fee is nonrefundable unless application is withdrawn prior to Planning and Zoning Board Meeting. All items on this application should be addressed, otherwise it cannot be processed. Attach proof of ownership: two copies of recorded deed. If the application includes more than one (1) lot, our Legal Department will contact you regarding execution of the required Unity of Title. Please type or print clearly in **BLACK** ink.

PRIMARY CONTACT EMAIL ADDRESS: smarcks@landscapeda.com

RECEIVED

PROPERTY OWNER

MAR 31 2016

Name: Daryl M. Carter
Address: 3333 S Orange Avenue, Suite 200, Orlando
Telephone No.: 407-422-3144 Fax No.: 407-422-3155

PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE, FL

AGENT OF OWNER (if any)

Name: Landscape Design Associates, LLC
Address: 702 SW Port St. Lucie Blvd, Port St. Lucie, FL 34953
Telephone No.: 971-6060 Fax No.: _____

PROPERTY INFORMATION

Legal Description: Lots 12-19, Block 1762, Section 35, ORB 15, Pages 10, 10A – 10P

(Include Plat Book and Page)

Parcel I.D. Number: 3420-670-0218-000-9, 3420-670-0217-000-2, 3420-670-0216-000-5,
3420-670-0215-000-8, 3420-670-0214-000-1, 3420-670-0213-000-4,
3420-670-0212-000-7, 3420-670-0211-000-0

Current Zoning RS-2

Proposed Zoning OSC

Future Land Use Designation: OSC Acreage of Property: 1.86 ac

Reason for Rezoning Request: To allow for conservation and drainage use for adjacent commercial property


*Signature of Owner

Daryl M Carter, Trustee
Hand Printed Name

03/28/2016
Date

***If signature is not that of owner, a letter of authorization from the owner is needed.**

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

March 28, 2016

Mrs. Patti Tobin, Planning Director
City of Port St. Lucie
Planning & Zoning Department
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34984

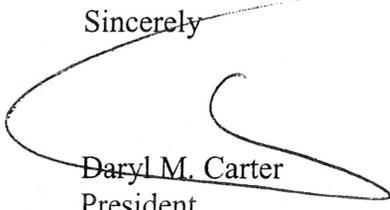
Dear Mrs. Tobin:

RE: Brescia Street Parcels 12 through 19 – Small Scale Land Use Amendment &
Rezoning

Please accept this letter as authorization for Sabine Marcks with Landscape Design Associates to represent Daryl M. Carter, Trustee and Maury L. Carter & Associates, Inc. in all matters related to the application for a Small Scale Land Use Amendment and rezoning regarding the Brescia Street Development.

Should you have questions, please contact me. Thank you.

Sincerely



Daryl M. Carter
President

/jmf

cc: Ms. Sabine Marcks (via e-mail)

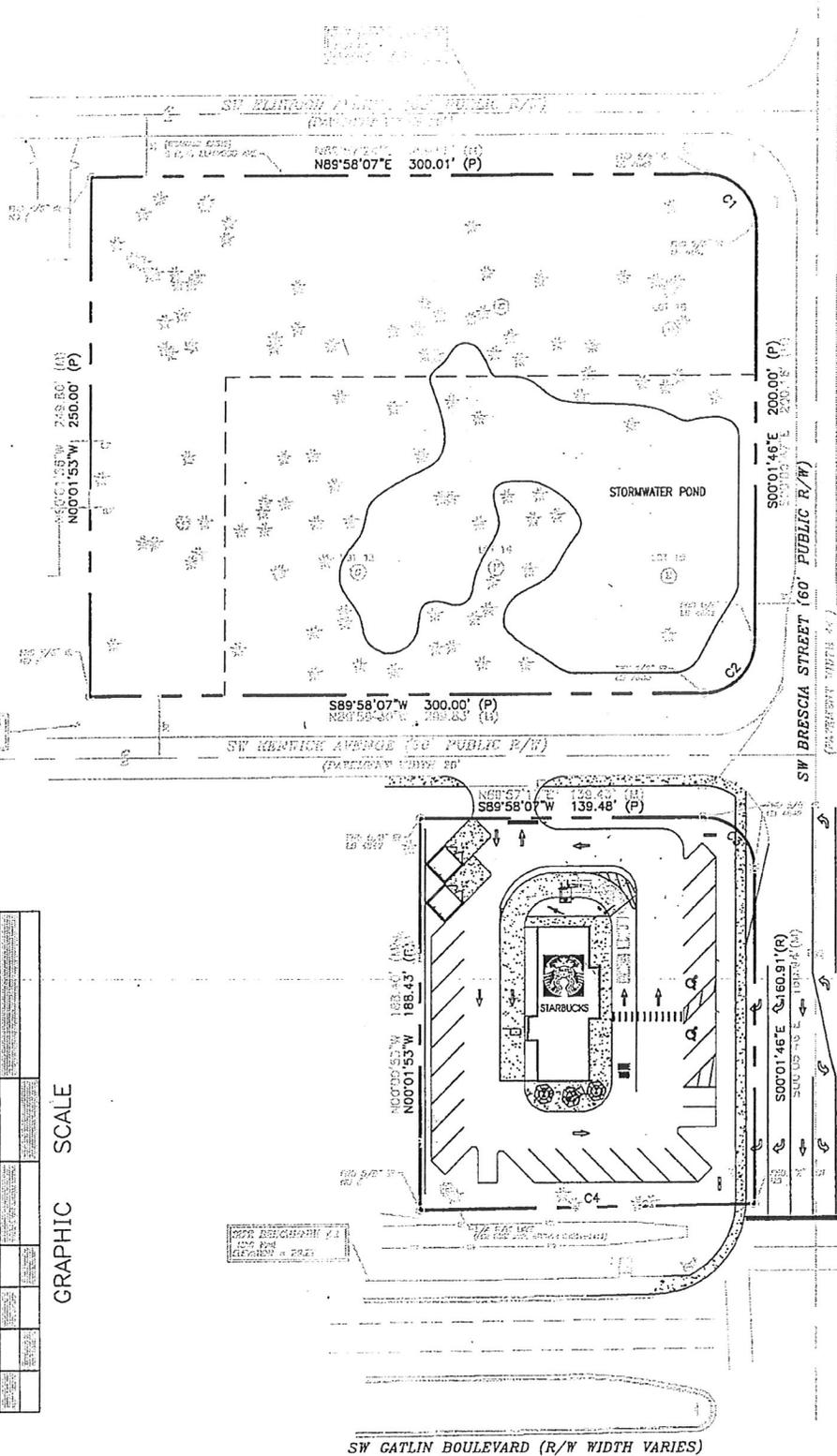
RECEIVED

MAR 31 2016

PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE

3333 S. Orange Avenue, Suite 200 • Orlando, Florida 32806-8500
Post Office Box 568821 • Orlando, Florida 32856-8821
Telephone (407) 422-3144
Fax (407) 422-3155
www.maurycarter.com





TREE CHART

NO.	DATE	DESCRIPTION
1	1/1/16	...
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RECEIVED
 MAR 31 2016
 2015.0453 CP1a

NORTH

INTERPLAN ARCHITECTURE / ENGINEERING
 INTERIOR DESIGN
 PROJECT MANAGEMENT

604 COURTLAND STREET
 SUITE 100
 ORLANDO, FLORIDA 32804
 PH 407.645.5008
 FX 407.629.9124

AA 003420 CA 8660

STARBUCKS
 GATLIN & BRESCIA ST.
 PORT ST. LUCIE, FLORIDA

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 INTERPLAN LLC RESERVES
 COPYRIGHT & OTHER RIGHTS
 RESTRICTING THESE
 DOCUMENTS TO THE
 ORIGINAL SITE OR PURPOSE
 FOR WHICH THEY WERE
 PREPARED. REPRODUCTIONS,
 CHANGES OR ASSIGNMENTS
 ARE PROHIBITED.

PROJECT NO: 2015.0453
 DATE: 3-29-16

CP1a

CHECKED:

ORDINANCE 16 -

AN ORDINANCE TO REZONE 1.86 ACRES OF PROPERTY LOCATED ON THE NORTHWEST CORNER OF KENWICK AVENUE AND BRESCIA STREET FROM RS-2 (SINGLE FAMILY RESIDENTIAL) TO OSC (OPEN SPACE RECREATIONAL) FOR A PROJECT KNOWN AS BRESCIA STREET PARCELS 12-19, P16-048; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Daryl M. Carter, hereinafter referred to as the Applicant, seeks to rezone 1.86 acres of property located on the northwest corner of Kenwick Avenue and Brescia Street and within the City of Port St. Lucie, from the zoning designation of RS-2 (Single Family Residential) to OSC (Open Space Conservation); and

WHEREAS, the City of Port St. Lucie Planning and Zoning Board held a public hearing on May 3, 2016 to consider the rezoning application (P16-048), notice of said hearing to adjoining property owners for a radius of seven hundred and fifty (750) feet having been given and advertising of public hearing having been made; and

WHEREAS, the City Council held a public hearing on June 13, 2016 to consider the rezoning application (P16-048), advertising of the public hearing having been made; and

NOW, THEREFORE, THE CITY OF PORT ST. LUCIE HEREBY ORDAINS:

Section 1: That the property described as Port St. Lucie Section 35, Block 1731, Lots 12-19, Port St. Lucie be rezoned from the Zoning Classification of RS-2 (Single Family Residential) to OSC (Open Space Conservation).

Section 2: That this Ordinance shall become effective ten (10) days after its final adoption.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this
_____ day of _____ 2016.

CITY OF PORT ST. LUCIE, FLORIDA

BY: _____
Gregory J. Oravec, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

BY: _____
Interim City Attorney



City of Port St. Lucie
Planning and Zoning Department
A City for All Ages

TO: PLANNING AND ZONING BOARD - MEETING OF MAY 3, 2016

FROM: JOHN FINIZIO, PLANNER *J.F.*

RE: BRESCIA STREET LOTS 14-17, BLOCK 1732, SECTION 35
 REZONING APPLICATION
 PROJECT NO. P16-050

DATE: APRIL 21, 2016

PROPOSED USE: To rezone approximately 0.7 acres from RS-2 (Single Family Residential) to CH (Highway Commercial). This rezoning is for a proposed commercial development to construct a restaurant with drive-through. Due to the size of this site, the applicant is also rezoning 1.86 acres to the north to accommodate all conservation and drainage requirements.

APPLICANT: Landscape Design Associates, LLC. The authorization letter is attached to the staff report.

OWNER: Daryl M. Carter.

LOCATION: This property is located on the northwest corner of Gatlin Boulevard and Brescia Street.

LEGAL DESCRIPTION: Port St. Lucie Section 35, Block 1732, Lots 14-17.

SIZE: Approximately 0.7 acres.

EXISTING ZONING: RS-2 (Single Family Residential).

EXISTING USE: This property is currently vacant.

SURROUNDING USES: North, east, and west = RS-2 (Single Family Residential) Zoning, currently all these lots are vacant and are located in the City's conversion area. South = Gatlin Boulevard, beyond is PUD (Gatlin Plaza Planned Unit Development), with existing restaurant and retail uses.

REQUESTED ZONING: CH (Highway Commercial).

FUTURE LAND USE: CH (Highway Commercial).

IMPACTS AND FINDINGS:

Land Use Consistency: Rezoning this property from RS-2 (Single Family Residential) to CH (Highway Commercial) is not expected to have an adverse impact on the surrounding neighborhood. This property is located within the City's conversion area, and due to its location was always envisioned as CH. Due to the size of these parcels, the applicant is also rezoning 1.86 acres to the north to accommodate all drainage and conservation requirements. This 1.86 acre parcel will be left undeveloped, except for the actual retention pond, which will help buffer this commercial development from the surrounding residential neighborhood.

Compliance With Conversion Area Requirements:

Planning Area location per conversion manual: **27**

The property is totally within planning area: **Yes**

Minimum Frontage: **Yes**

Minimum Depth: **Yes**

Does the request isolate lots: **No**

Has a Unity of Title been submitted: **Yes. A request to unify these lots has been submitted to the Legal Department on April 19, 2016.**

Buffer required: A landscaped buffer and wall is required: **Yes. Due to the open space land use to the north and west sides of this property, a landscape buffer with a wall will be required on these sides.**

Sewer/Water Service: The City of Port St. Lucie Utility Systems Department will provide water and sewer service for this project. A developer's agreement with the City Utility Systems Department, that is consistent with the adopted level of service, is required prior to issuance of building permits.

Environmental: An environmental study will be required as part of the site plan process. All environment information will be reviewed during site plan review process and any and all environmental issues will be addressed at that time.

Schools: Since there is no residential component to this project, school concurrency will not apply.

Other: This project is part of a larger development, which includes an open space conservation site on the corner of Kenwick and Brescia just north of this property. This smaller acre parcel will be used to construct a commercial development, with all conservation and drainage requirement occurring on the conservation site across Kenwick Avenue.

Per conversion area requirements, all lots under a single rezoning application will be unified. The documents for this project has been forwarded to the Legal Department to begin this process. However, since these projects are so closely intertwined, it is important that this parcel be unified with the adjacent open space site even though it crosses a right-of-way.

RELATED PROJECTS:

P16-047 – Brescia St. Parcels 12-19 Small Scale Comprehensive Plan Amendment. This application will change the future land use of 1.86 acres from RM to OSC for conservation and drainage use. This application is being reviewed concurrently with this rezoning application.

P16-048 – Brescia St. Parcels 14-17 Rezoning Application. This application will rezone approximately 1.86 acres from RS-2 (Single Family Residential) to OSC (Open Space Conservation). This application is being reviewed concurrently with a small scale comprehensive plan amendment.

P16-049 – Brescia St. Parcels 12-19 Special Exception Use Application. This application is to permit a drainage area serving an adjacent development as per §158.101 (C) (2). This application will be reviewed at SPRC on April 27, 2016.

STAFF RECOMMENDATION:

The Planning and Zoning Department staff finds the request to be consistent with the direction and intent of the future land use map and policies of the City's Comprehensive Plan and recommends approval.

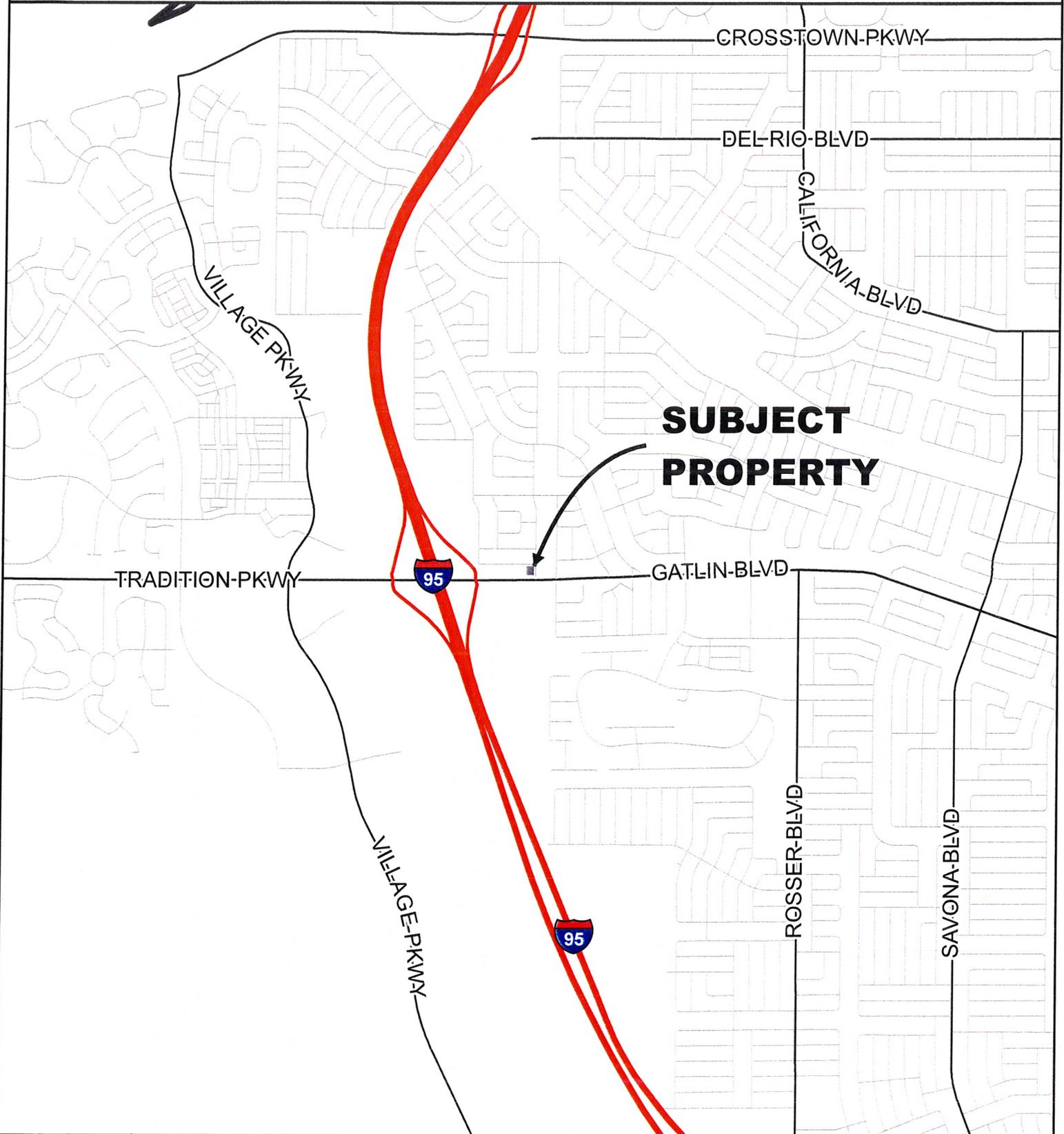
The applicant held a public information meeting on this project on Thursday April 7, 2016.

Planning and Zoning Board Action Options:

- Motion to recommend approval to the City Council
- Motion to recommend denial to the City Council

Please note: Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to *table* or *continue* the hearing or review to a future meeting.

GENERAL LOCATION

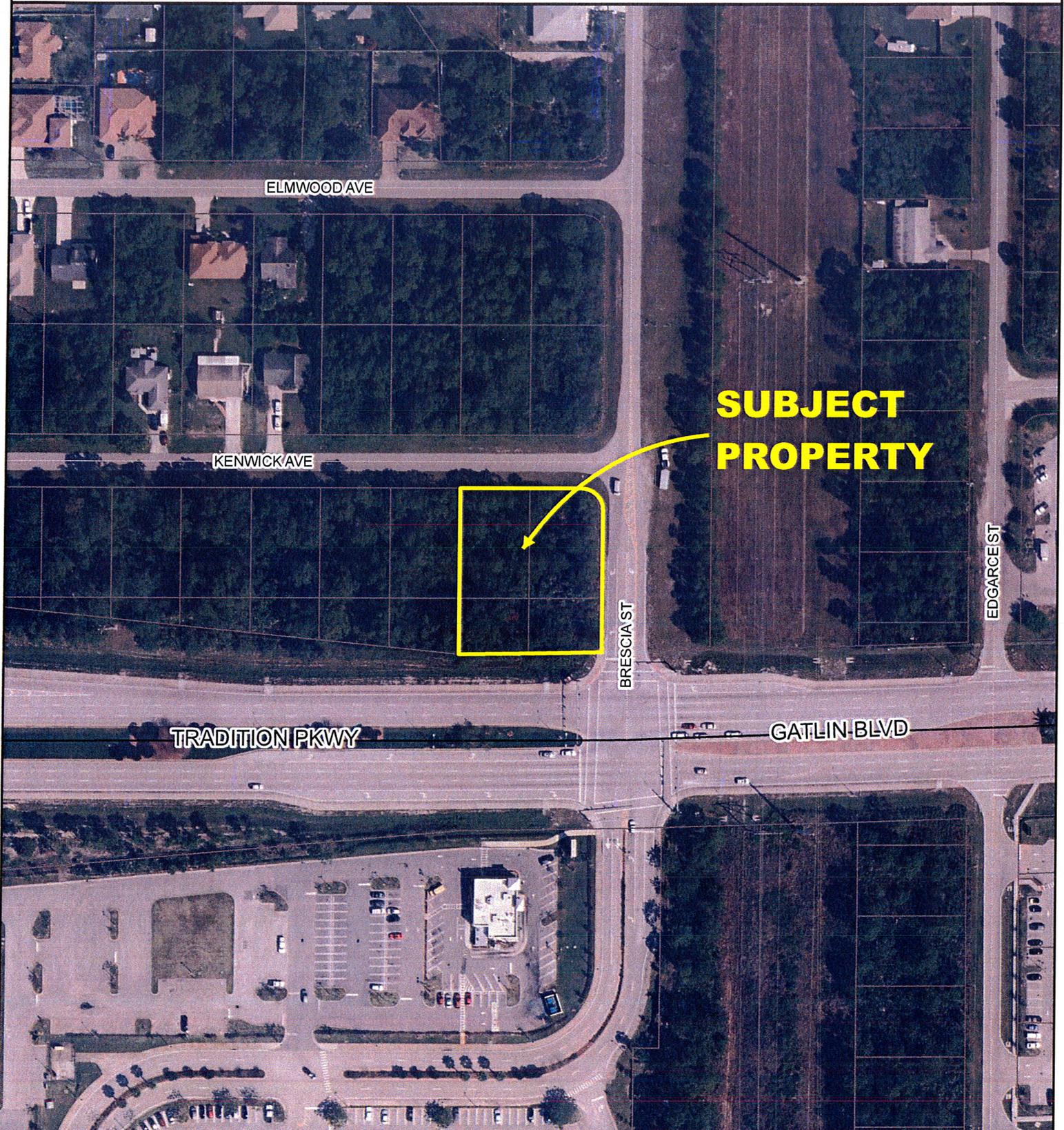


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
BRESCIA STREET PARCELS 14-17
SECTION 35, BLOCK 1732, LOTS 14-17

DATE:	4/11/2016
APPLICATION NUMBER:	P16-050
USER:	patricias
SCALE:	1 in = 0.5 miles

AERIAL



**SUBJECT
PROPERTY**

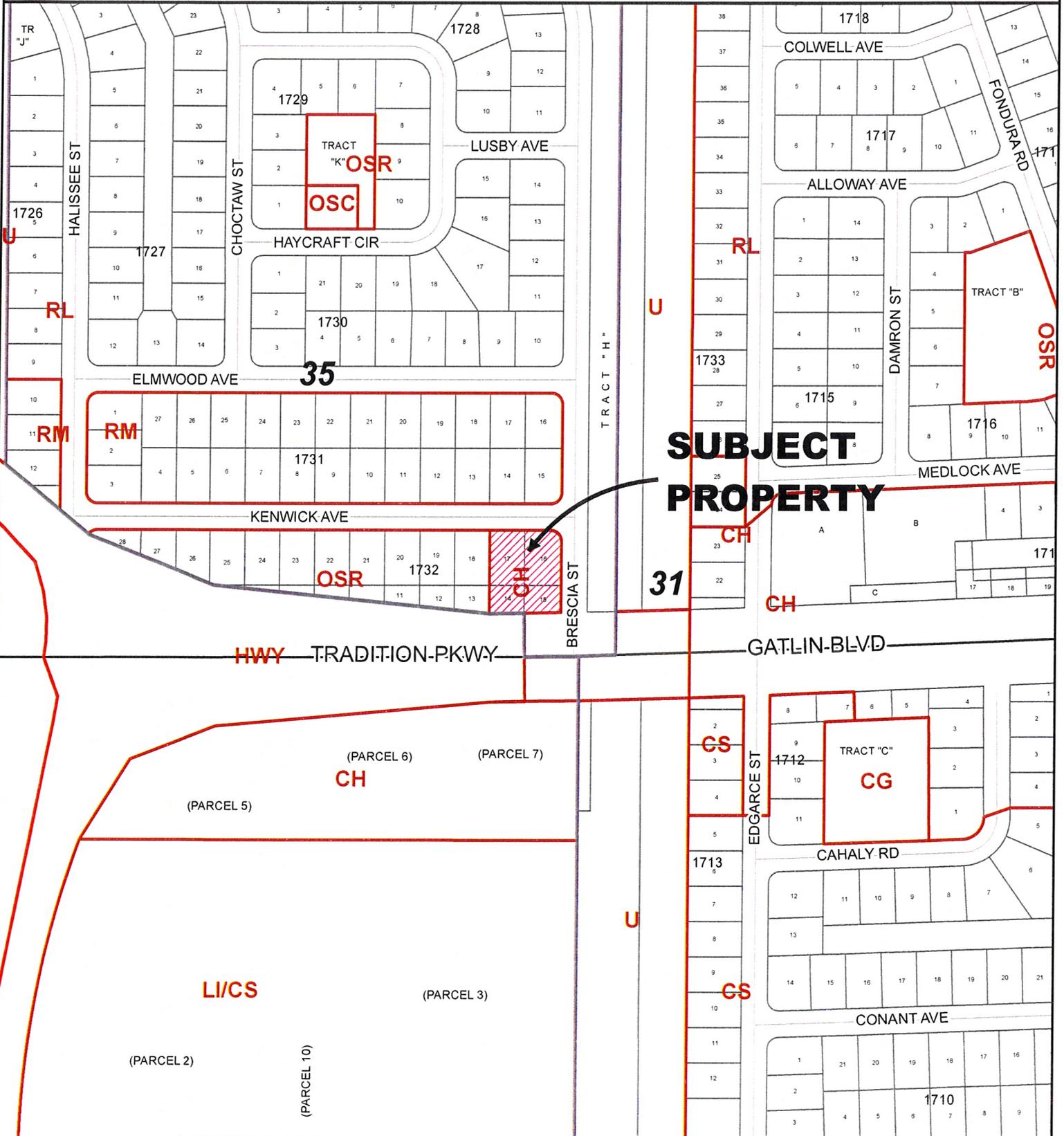


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
BRESCIA STREET PARCELS 14-17
SECTION 35, BLOCK 1732, LOTS 14-17
AERIAL DATE 2014

DATE:	4/11/2016
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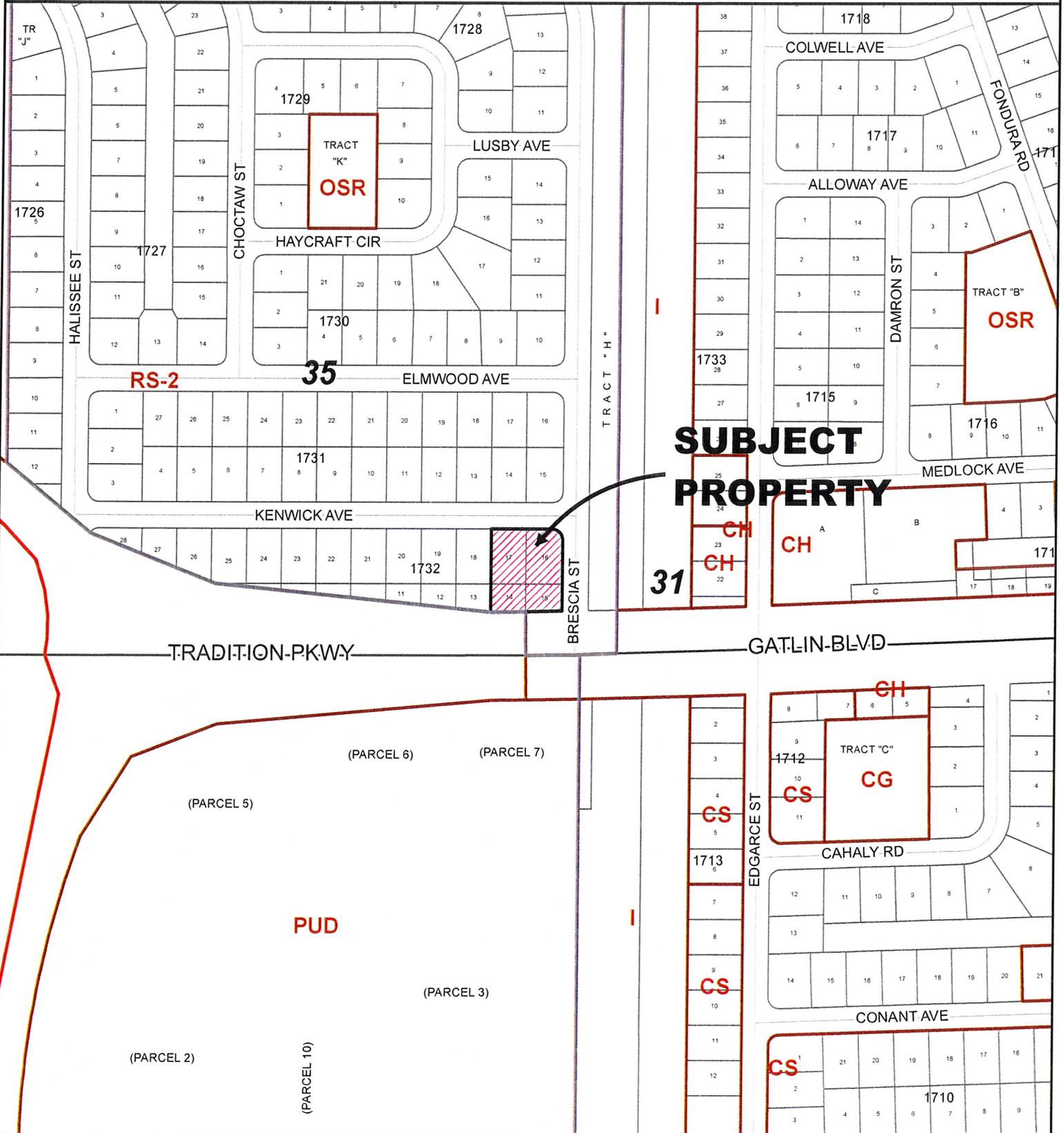
FUTURE LAND USE



**SUBJECT
PROPERTY**

 <p>CITY OF PORT ST. LUCIE PLANNING & ZONING DEPT.</p>	<p>REZONING BRESCIA STREET PARCELS 14-17 SECTION 35, BLOCK 1732, LOTS 14-17</p>	<p>DATE: 4/11/2016</p>
		<p>APPLICATION NUMBER: P16-050</p>
		<p>USER: patricias</p>
		<p>SCALE: 1 in = 300 ft</p>

EXISTING ZONING



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

REZONING
BRESCIA STREET PARCELS 14-17
SECTION 35, BLOCK 1732, LOTS 14-17

DATE: 4/11/2016
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REZONING APPLICATION

CITY OF PORT ST. LUCIE

Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984
(772)871-5121 FAX (772) 871-5124

FOR OFFICE USE ONLY

Planning Dept P16-050
Fee (Nonrefundable)\$ 2,143.00
Receipt # 89483

Refer to "Fee Schedule" for application fee. Make checks payable to the "City of Port St. Lucie". Fee is nonrefundable unless application is withdrawn prior to Planning and Zoning Board Meeting. All items on this application should be addressed, otherwise it cannot be processed. Attach proof of ownership: two copies of recorded deed. If the application includes more than one (1) lot, our Legal Department will contact you regarding execution of the required Unity of Title. Please type or print clearly in **BLACK** ink.

PRIMARY CONTACT EMAIL ADDRESS: smarcks@landscapeda.com

PROPERTY OWNER

Name: Daryl M. Carter
Address: 3333 S Orange Avenue, Suite 200, Orlando
Telephone No.: 407-422-3144 Fax No.: 407-422-3155

AGENT OF OWNER (if any)

Name: Landscape Design Associates, LLC
Address: 702 SW Port St. Lucie Blvd, Port St. Lucie, FL 34953
Telephone No.: 971-6060 Fax No.: _____

RECEIVED

MAR 31 2016

PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE FL

PROPERTY INFORMATION

Legal Description: Lots 14-17, Block 1732, Section 35, ORB 15, Pages 10, 10A – 10P
(Include Plat Book and Page)
Parcel I.D. Number: 3420-670-0243-000-6, 3420-670-0240-000-2, 3420-670-0237-000-8,
3420-670-0244-000-0,
Current Zoning RS-2
Proposed Zoning CH
Future Land Use Designation: CH Acreage of Property: 0.7 ac
Reason for Rezoning Request: To allow for restaurant use on parcel with commercial land use designation

Daryl M Carter, Trustee

03/28/2016

*Signature of Owner

Hand Printed Name

Date

***If signature is not that of owner, a letter of authorization from the owner is needed.**

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

March 28, 2016

Mrs. Patti Tobin, Planning Director
City of Port St, Lucie
Planning & Zoning Department
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34984

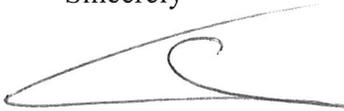
Dear Mrs. Tobin:

RE: Brescia Street Parcels 14 through 17 – Rezoning

Please accept this letter as authorization for Sabine Marcks with Landscape Design Associates to represent Daryl M. Carter, Trustee and Maury L. Carter & Associates, Inc. in all matters related to the application for rezoning regarding the Brescia Street Development.

Should you have questions, please contact me. Thank you.

Sincerely



Daryl M. Carter
President

/jmf

cc: Ms. Sabine Marcks (via e-mail)

RECEIVED
MAR 31 2016
PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE FL

3333 S. Orange Avenue, Suite 200 • Orlando, Florida 32806-8500
Post Office Box 568821 • Orlando, Florida 32856-8821
Telephone (407) 422-3144
Fax (407) 422-3155
www.maurycarter.com



05/16/2003 16:56 124874812982
Rebin To: Stewart Title
C01111ms < 80 > 52
2001-1244

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2208709 OR BOOK 1719 PAGE 1163
Recorded: 05/23/03 13:18

Prepared by and Return to:
David R. Woods
Woods & Woods, P.A.
612 East Colonial Drive, Ste. 190
Orlando, Florida 32803

* Doc Assump: \$ 0.00
* Doc Tax : \$ 455.00
* Int Tax : \$ 0.00

Property Appraisers Parcel
Identification Numbers: 3420-670-0240-000/2

WARRANTY DEED TO TRUSTEE UNDER LAND TRUST

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

THIS INDENTURE, made this 16th day of May, 2003, between THE CITY OF PORT ST. LUCIE, a Florida Municipal Corporation, as Grantor, and party of the first part, and DARYL M. CARTER, as Trustee under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the CARTER - GATLIN LAND TRUST, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821, (hereafter referred to as "Land Trustee") as party of the second part,

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars (\$10.00) in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said party of the second part, its successors and assigns forever, the following described land, situate, and being in the County of St. Lucie, State of Florida, to wit:

Lots 14 and 15, Block 1732, PORT ST. LUCIE SECTION THIRTY FIVE, according to the Plat thereof, as recorded in Plat Book 15, Pages 10 and 10A, through 10P, Public Records of St. Lucie County, Florida, LESS AND EXCEPTING lands described in Order of Taking recorded in O.R. Book 315, Page 2521 and O.R. Book 319, Page 2833, Public Records of St. Lucie County, Florida.

which is hereafter referred to as "the Property")

TO HAVE AND TO HOLD the above-described Property in fee simple with the appurtenances upon the trust and for the purposes set forth in this Deed and in the Land Trust agreement dated February 25, 2002 ("Trust Agreement").

Grantor certifies that on the date of execution, delivery and recordation of this instrument, no individual Grantor, beneficiary of a Grantor trust, or the family of a beneficiary of a Grantor trust resided upon any portion of the Property, or any property contiguous thereto. The Property is not the constitutional homestead of the Grantor, or of a beneficiary of a Grantor trust.

AS PROVIDED IN SECTION 689.071, FLORIDA STATUTES, Land Trustee is hereby vested with full power and authority to improve, protect and subdivide the Property or any part thereof, to dedicate parks, streets, highways or alleys, and to vacate any subdivision or part thereof and to re-subdivide the Property as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey the Property or any part thereof to a successor or successors in trust, to declare all or any portion of the property to condominium type ownership, and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in the Land Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber the Property or any part thereof, to lease the Property or any part thereof, from time to time, in possession or reversion, by leases to commence *in presenti* or *in futuro*, and upon any terms and for any period or periods of time not exceeding in the case of any single demise the term of ninety-nine (99) years, and to renew or extend leases and to amend, change or modify leases and the terms and provisions thereof, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of

✓
RC
Initial

OR BOOK 1719 PAGE 1164

the reversion, and to contract respecting the manner of fixing the amount of present or future rentals, to partition or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee

✓
J. Wood

OR BOOK 1719 PAGE 1165

hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

WITNESSES:

GRANTOR:

2 separate witnesses signed & printed

Bonnie R. Cruz
Print Name: Bonnie R. Cruz

Margaret M. Beale
Print Name: Margaret M. Beale

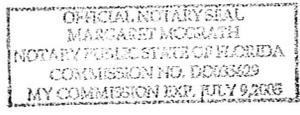
THE CITY OF PORT ST. LUCIE,
a Florida municipal corporation

Patricia P. Christensen
By: PATRICIA P. CHRISTENSEN
As: Vice Mayor

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 20 day of May, 2003, by Patricia P. Christensen as Vice Mayor of the City of Port St. Lucie, a Florida municipal corporation, who is personally known to me or who has produced ✓ as identification and who did take an oath.

Margaret M. Beale
Name of Authorized Official
Print Name: Margaret M. Beale
Title: NOTARY



Return to: Stewart Tii
Court House Box 52
2001-1208

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2208711 OR BOOK 1719 PAGE 1167
Recorded: 05/23/03 13:18

Prepared by and Return to:
David R. Woods
Woods & Woods, P.A.
612 East Colonial Drive, Ste. 190
Orlando, Florida 32803

* Doc Assump: \$ 0.00
* Doc Tax : \$ 980.00
* Int Tax : \$ 0.00

Property Appraisers Parcel
Identification Numbers: 3420-670-0243-000/3
3420-670-0242-000/6

WARRANTY DEED TO TRUSTEE UNDER LAND TRUST

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

THIS INDENTURE, made this 16th day of May, 2003, between HELEN C. SPURGEON and CHESTER C. SPURGEON, both individually and as Trustees under a Trust Agreement dated November 8, 1996, and identified as the HELEN C. SPURGEON TRUST, collectively as Grantor, and party of the first part, and DARYL M. CARTER, as Trustee under the provisions of an unrecorded land trust agreement dated February 25, 2002, of the County of Orange, State of Florida, and known as the CARTER - GATLIN LAND TRUST, pursuant to Section 689.071, Florida Statutes, with full power and authority to protect, conserve and to sell, or to lease or to encumber, or to otherwise manage and dispose of property, hereinafter described, whose post office address is: Post Office Box 568821, Orlando, Florida 32856-8821, (hereafter referred to as "Land Trustee") as party of the second part,
*as husband and wife

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars (\$10.00) in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said party of the second part, its successors and assigns forever, the following described land, situate, and being in the County of St. Lucie, State of Florida, to wit:

Lots 16 and 17, Block 1732, PORT ST. LUCIE SECTION THIRTY FIVE, according to the Plat thereof, as recorded in Plat Book 15, Pages 10 and 10A, through 10P, Public Records of St. Lucie County, Florida.

which is hereafter referred to as "the Property")

TO HAVE AND TO HOLD the above-described Property in fee simple with the appurtenances upon the trust and for the purposes set forth in this Deed and in the Land Trust agreement dated February 25, 2002 ("Trust Agreement").

Grantor certifies that on the date of execution, delivery and recordation of this instrument, no individual Grantor, beneficiary of a Grantor trust, or the family of a beneficiary of a Grantor trust resided upon any portion of the Property, or any property contiguous thereto. The Property is not the constitutional homestead of the Grantor, or of a beneficiary of a Grantor trust.

AS PROVIDED IN SECTION 689.071, FLORIDA STATUTES, Land Trustee is hereby vested with full power and authority to improve, protect and subdivide the Property or any part thereof, to dedicate parks, streets, highways or alleys, and to vacate any subdivision or part thereof and to re-subdivide the Property as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey the Property or any part thereof to a successor or successors in trust, to declare all or any portion of the property to condominium type ownership, and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in the Land Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber the Property or any part thereof, to lease the Property or any part thereof, from time to time, in possession or reversion, by leases to commence *in presenti* or *in futuro*, and upon any terms and for any period or periods of time not exceeding in the case of any single demise the term of ninety-nine (99) years, and to renew

Handwritten initials and checkmarks:
CWS
JWS
JWS
JWS

OR BOOK 1719 PAGE 1160

or extend leases and to amend, change or modify leases and the terms and provisions thereof, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of the reversion, and to contract respecting the manner of fixing the amount of present or future rentals, to partition or exchange the Property or any part thereof for other real or personal property, to grant easements or changes of any kind, to release, convey, or assign any right, title or interest in or about the Property or any part thereof, and to deal with the Property in every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to, or different from, the ways above specified, at any time or times hereafter.

In no case shall any party dealing with the Land Trustee in relation to the real estate or to whom the real estate or any part of it shall be conveyed, contracted to be sold, leased or mortgaged by Land Trustee, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on the premises, or be obliged to see that the terms of said Trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of the Land Trustee, or be obliged or privileged to inquire into any of the terms of the Trust Agreement or the identification or status of any named or unnamed beneficiaries, or their heirs or assigns to whom the Land Trustee may be accountable; and every deed, trust deed, mortgage, lease or other instrument executed by Land Trustee in relation to the real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance lease or other instrument (a) that at the time of its delivery the Trust created by this Deed and by the Trust Agreement was in full force and effect, (b) that the conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Deed and in the Trust Agreement and is binding upon all beneficiaries under those instruments, (c) that Land Trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that the successor or successors in trust have been appointed properly and vested fully with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. If there are co-Land Trustees, it is specifically understood that the signature of only one of the Co-Land Trustees shall be required to accomplish the foregoing.

Any contract, obligation or indebtedness incurred or entered into by the Land Trustee in connection with the property shall be as Land Trustee of an express trust and not individually and the Land Trustee shall have no obligations whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property in the actual possession of the Land Trustee shall be applicable for the payment and discharge thereof; and it shall be expressly understood that any representations, warranties, covenants, undertakings and agreements hereinafter made on the part of the Land Trustee, while in form purporting to be the representations, warranties, covenants, undertakings and agreements of the Land Trustee, are nevertheless made and intended not as personal representations, warranties, covenants, undertakings and agreements by the Land Trustee or for the purpose or with the intention of binding the Land Trustee personally, but are made and intended for the purpose of binding only the trust property specifically described herein; and that no personal liability or personal responsibility is assumed by nor shall at any time be asserted or enforceable against the Land Trustee individually on account of any instrument executed by or on account of any representation warranty, covenant, undertaking or agreement of the Land Trustee, either expressed or implied, all such personal liability, if any, being expressly waived and released and all persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of the beneficiary under this Deed and under the Trust Agreement referred to previously and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the real estate, and that interest is declared to be personal property, and no beneficiary under this Deed shall have any title or interest, legal or equitable, in or to the real estate as such but only as interest in the earnings, avails and proceeds from that real estate as aforesaid.

In the event of the death of the Land Trustee, and upon a recording in the public records of Orange County, Florida of a death certificate of the Land Trustee, and notice of appointment of a Successor Land Trustee, title to the land described herein shall be deemed to be held by the Successor Land Trustee and to pass to the Successor Land Trustee without the requirement of recording any further or additional documents.

Handwritten initials and checkmark:
CWA
JHU
JHU ✓

OR BOOK 1719 PAGE 1169

The Land Trustee shall have no personal liability whatsoever for action as Land Trustee under the trust agreement referred to above or by virtue of taking title to the land described above and the sole liability of Land Trustee hereunder shall be limited to the property which the Land Trustee holds under the trust agreement referred to above.

And the Grantor by this deed does hereby warrant the title, in and to the Property and will defend the same against the lawful claims of all persons whomsoever. "Grantor," "Grantee," "Land Trustee" and "Beneficiary" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, the said party of the first part, has hereunto set his hands and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

WITNESSES:

GRANTOR:

2 separate witnesses signed & printed

Marilyn J. Pittido
Print Name: Marilyn J. Pittido
Richard V. Webb
Print Name: Richard V. Webb
Marilyn J. Pittido
Print Name: Marilyn J. Pittido
Richard V. Webb
Print Name: Richard V. Webb

Helen C. Spurgeon
Helen C. Spurgeon, individually and as Trustee of the trust agreement dated November 8, 1996, and identified as the Helen C. Spurgeon Trust
Chester C. Spurgeon
Chester C. Spurgeon, individually and as Trustee of the trust agreement dated November 8, 1996, and identified as the Helen C. Spurgeon Trust

STATE OF ~~FLORIDA~~ VA
COUNTY OF ~~SIXTH~~ ART.

The foregoing instrument was acknowledged before me this 16th day of May, 2003, by Helen C. Spurgeon, individually and as Trustee of the trust agreement dated November 8, 1996, and identified as the Helen C. Spurgeon Trust, who is personally known to me or who has produced license as identification and who did take an oath.

Thelma Ermluck
Name of Authorized Official
Print Name: Thelma Ermluck
Title: notary

STATE OF ~~FLORIDA~~ VA
COUNTY OF ~~SIXTH~~ ART.

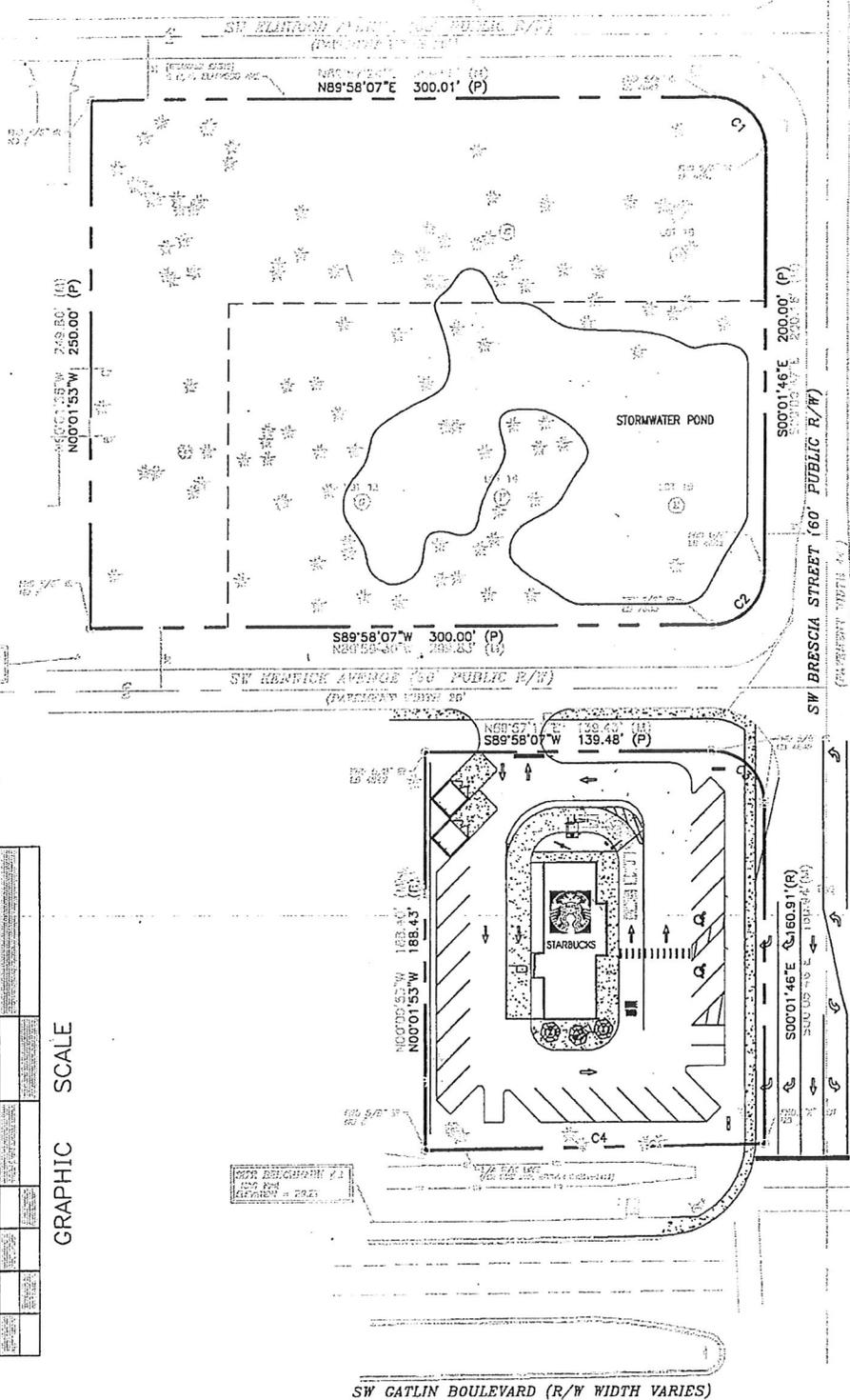
The foregoing instrument was acknowledged before me this 16th day of May, 2003, by Chester C. Spurgeon, individually and as Trustee of the trust agreement dated November 8, 1996, and identified as the Helen C. Spurgeon Trust, who is personally known to me or who has produced license as identification and who did take an oath.

Thelma Ermluck
Name of Authorized Official
Print Name: Thelma Ermluck
Title: notary

My Commission Expires 4/30/06



GRAPHIC SCALE



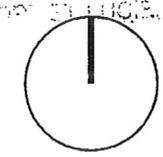
ITEM CHART

1	EXISTING SITE
2	PROPOSED SITE
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4	PROPOSED DRIVEWAY
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100	PROPOSED DRIVEWAY

RECEIVED

MAR 31 2016

2015.0453 CP1a



NORTH

INTERPLAN ARCHITECTURE / ENGINEERING
 INTERIOR DESIGN
 PROJECT MANAGEMENT

604 COURTLAND STREET
 SUITE 100
 ORLANDO, FLORIDA 32804
 PH 407.645.5008
 FX 407.629.9124

AA 003420 CA 8660

STARBUCKS
 GATLIN & BRESCIA ST.
 PORT ST. LUCIE, FLORIDA

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 ORIGINAL SITE OR PURPOSE
 FOR WHICH THEY WERE
 PREPARED. REPRODUCTIONS,
 CHANGES OR ASSIGNMENTS
 ARE PROHIBITED.

PROJECT NO: 2015.0453
 DATE: 3-29-16

CP1a

CHECKED:

ORDINANCE 16 -

AN ORDINANCE TO REZONE 0.7 ACRES OF PROPERTY LOCATED ON THE NORTHWEST CORNER OF GATLIN BOULEVARD AND BRESCIA STREET FROM RS-2 (SINGLE FAMILY RESIDENTIAL) TO CH (HIGHWAY COMMERCIAL) FOR A PROJECT KNOWN AS BRESCIA STREET PARCELS 14-17, P16-050; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Daryl M. Carter, hereinafter referred to as the Applicant, seeks to rezone 0.7 acres of property located on the northwest corner of Gatlin Boulevard and Brescia Street and within the City of Port St. Lucie, from the zoning designation of RS-2 (Single Family Residential) to CH (Highway Commercial); and

WHEREAS, the City of Port St. Lucie Planning and Zoning Board held a public hearing on May 3, 2016 to consider the rezoning application (P16-050), notice of said hearing to adjoining property owners for a radius of seven hundred fifty (750) feet having been given and advertising of public hearing having been made; and

WHEREAS, the City Council held a public hearing on June 13, 2016 to consider the rezoning application (P16-050), advertising of the public hearing having been made; and

NOW, THEREFORE, THE CITY OF PORT ST. LUCIE HEREBY ORDAINS:

Section 1: That the property described as Port St. Lucie Section 35, Block 1732, Lots 14-17, Port St. Lucie be rezoned from the Zoning Classification of RS-2 (Single Family Residential) to CH (Highway Commercial).

Section 2: That this Ordinance shall become effective ten (10) days after its final adoption.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this
_____ day of _____ 2016.

CITY OF PORT ST. LUCIE, FLORIDA

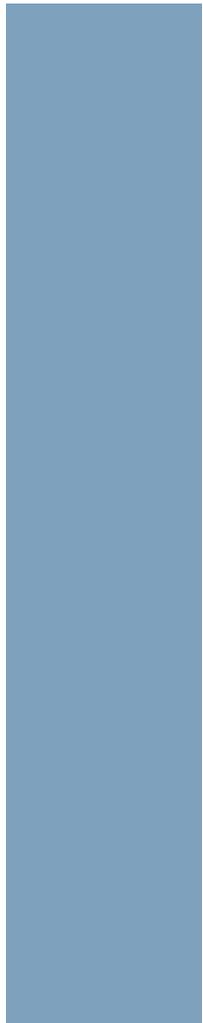
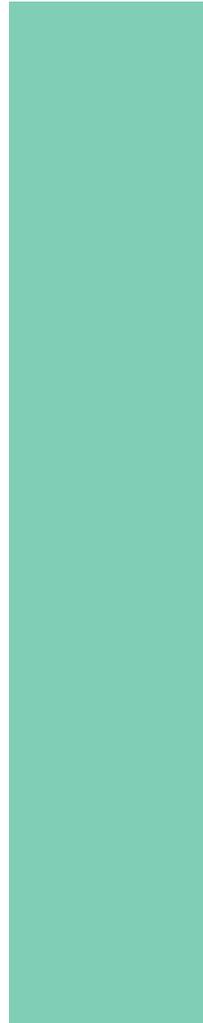
BY: _____
Gregory J. Oravec, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

BY: _____
Interim City Attorney



CITY OF PORT ST. LUCIE

VOLUME 1 - NEIGHBORHOOD PLANNING PROGRAM

DRAFT MARCH 2016



Tindale
Oliver
design

TABLE OF CONTENTS

1.0 INTRODUCTION	5
1.1 Neighborhood Planning Program Purpose	5
1.2 Background	5
1.3 Neighborhood Action Plan Format	7
2.0 PUBLIC INVOLVEMENT	10
2.1 Mayor’s Community Conversation	10
2.2 Citywide Focus Groups	11
2.3 Public Workshop #1	11
2.4 Public Workshop #2	13
2.5 Bayshore Business District Focus Group	13
2.6 Becker Road Overlay District	13
3.0 ACTION PLAN THEMES	16
3.1 Building Organizations	16
3.2 Building Identity	16
3.3 Creating Activity Center	18
3.4 Enhancing Recreation and Leisure	19
3.5 Building a Healthy Community	19
3.6 Connecting Multimodal Transportation	20
3.7 Integrating Arts and Culture	21
4.0 ESTABLISHING THE NEIGHBORHOOD PLANNING PROGRAM	23



INTRODUCTION

1.0 INTRODUCTION

1.1 Neighborhood Planning Program Purpose

Neighborhood planning gives community members direct power to develop a shared vision for their neighborhood and shape the development and growth of their neighborhoods. The purpose of the Neighborhood Planning Program (Planning Program) is to support and advance the City of Port St. Lucie's strategic goals of having *stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles*. Through public involvement and analysis, the Planning Program identifies a vision and improvement themes which lead to the development of Neighborhood Action Plans (Action Plans) designed to achieve the vision for each Planning Area. Specific projects, programs, and initiatives are contained within the Action Plans for each Planning Area. The Action Plans are intended to help guide City policy, physical change, and decision-making in the Planning Areas over the next 10–15 years. Specifically, the Action Plans:

- Communicate and provide a path for realizing the Planning Areas vision.
- Identify policies and recommendations designed to influence future growth and change and guide City decision-making.
- Balance the community's vision and goals with private interests in land.
- Suggest guidelines for reinvestment in housing and commercial properties that support reinvestment while allowing individuality, long-term economic vitality, and sustainability.
- Identify different parts of the Planning Areas appropriate for development, redevelopment, reinvestment, and preservation, along with the desired types and intensities of future land uses.
- Facilitate vision-focused and consistent day-to-day decision-making, including planning, zoning, and capital improvement decisions.
- Recommend identity/branding, urban design improvements, public realm amenities, land use/zoning changes, parks and recreation improvements, and multimodal transportation improvements to serve the Planning Areas now and in the future.

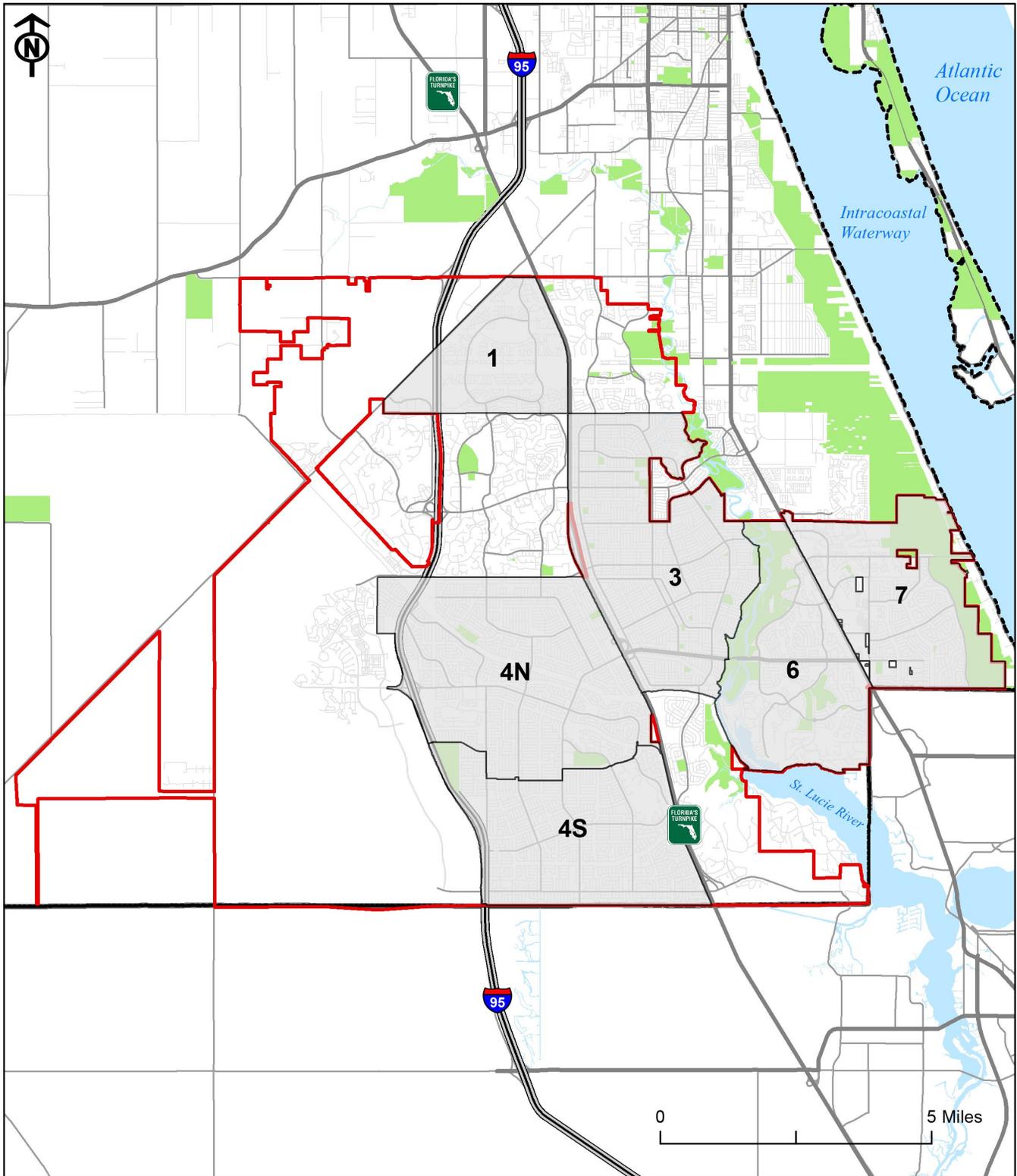
1.2 Background

The City of Port St. Lucie is located in St. Lucie County and is one of the largest incorporated areas in Florida, at approximately 120 square miles and the 9th most populous, with an estimated 2015 population of 174,132, according to the Bureau of Economic and Business Research (BEBR). The City was incorporated in 1961 by General Development Corporation and was designed primarily as a residential community. Over the years, land use changes have diversified the development pattern within the community, but it remains predominantly residential. The original city designers gave little consideration to the diversity of land uses needed to adequately service a city with a large and growing population.

Port St. Lucie does not have an identifiable primary central business district or commercial town center. The result of the initial poor design of the city hinders the efficient use of city resources. The City's current Comprehensive Plan recognizes the historical problems associated with the city's design and the need to remedy these problems.

For planning purposes, the City has been divided into 14 Planning Areas that range in size from 3,000 to 8,500 acres. The City's intent is to develop Neighborhood Action Plans for six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not master-planned communities (**see Map 1-1**).

Map 1-1: Planning Areas



Planning Areas

Port St. Lucie

March, 2016

- Planning Areas
- Port St. Lucie City Limits
- County Boundary
- Parks and Preserves



1.3 Neighborhood Action Plan Format

The Neighborhood Planning Program consists of this first volume introducing the neighborhood planning process and followed by six additional volumes describing the Action Plan for the each of the six Planning Areas. Each volume is described below (see **Figure 1-1**).

Volume 1—Neighborhood Planning Program

This volume describes the purpose of neighborhood planning, background of Port St. Lucie and Planning Areas, planning process, public involvement and Action Plan themes; and establishing the Neighborhood Planning Program by first building organizations to begin implementing the Action Plans.

Volume 2 to 7—Neighborhood Action Plans (PA-1, 3, 4N, 4S, 6 and 7)

The volume for each Planning Area describes the area context, existing identity and aesthetics, vision and major plan goals, action plan, and prioritization/performance measures for each of the six Planning Areas.

Planning Area Context

This section includes a review of existing conditions within the Planning Areas and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.

Existing Identity and Aesthetics

This section includes a review of unique recreational areas, architectural features, and urban design elements within the Planning Areas and an assessment of how these existing features might be integrated into the Action Plan.

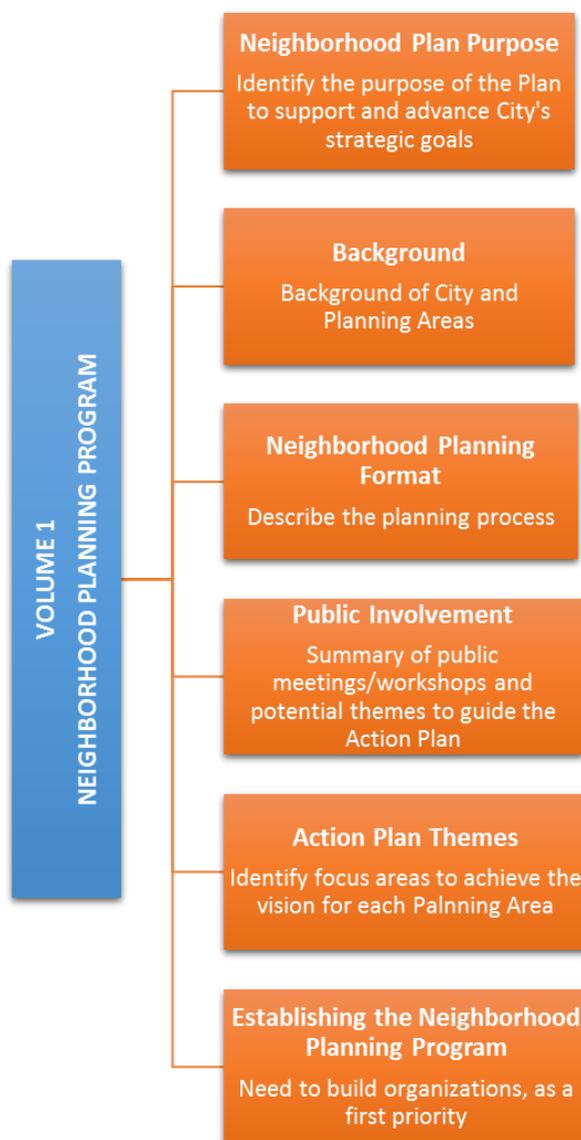
Public Involvement

This section summarizes the public input and the identified themes to guide the Action Plan with specific project/program recommendations .

Planning Area Vision

Using the results of the existing conditions assessment and the results of the public involvement process, a Planning Area vision was developed. This includes an overall vision statement and major plan goals identified to achieve the vision.

Figure 1-1: Neighborhood Action Plan Format



Action Plan

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focused themes of the Planning Areas.

Bayshore Business District Improvement Plan

This section includes focused recommendations for improving the Bayshore Business District, located in the western portion of PA-3. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the area.

Becker Road Overlay District

This section includes focused recommendations for improving the Becker Road corridor in the southern portion of PA-4S. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the corridor.

Prioritization/Performance Measures

This section includes recommended prioritization for projects identified in the Action Plan, as well as performance measures to allow the City to track key indicators related to community quality of life.

Figure 1-1: Neighborhood Action Plan Format (cont'd)





PUBLIC INVOLVEMENT

2.0 PUBLIC INVOLVEMENT

This section summarizes the public engagement/outreach activities held during the planning process. The intent of the public involvement process was to collect input on issues and opportunities related to key elements of each Planning Area to gain insight from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future.

Committed public participation is essential to any planning process, but particularly community planning. These Action Plans will be successful only through the ongoing commitment and dedication of the public to ensure implementation and maintain accountability. The public engagement process used to develop the Action Plans included one workshop and three focus group meetings (with older adults, youth, and the business community) focused on citywide issues and two workshops focused on the Planning Areas. Additional focus group meetings were held for the Bayshore Business District and Becker Road corridor to collect input and ideas for specific needs and improvements for PA-3 and 4S. Additionally, staff also attended several community events to hand out surveys and answer questions about the Neighborhood Planning Program (e.g. Italian Festival, Seafood Festival and St. Patrick's Day, etc.).

Each meeting was well-attended, and public notices were published in the local newspaper in accordance with the City of Port St. Lucie public noticing requirements, in *Leisure Time*, a publication of the City Parks and Recreation Department, and through email notifications. Additionally, the City posted banners for the workshops at major intersections, which proved to be an effective approach. Each event included display boards, a presentation, handouts, questionnaires, and open discussions based on observed opportunities and concerns. The results of each meeting were posted on the City's website and are generally summarized below.

It is important that the public involvement process informs the development of the plan as it will encourage residents, business owners, and other stakeholders to take ownership and participate in plan implementation.

2.1 Mayor's Community Conversation

The first event was a community conversation involving Mayor Gregory Oravec, Vice Mayor Linda Bartz, City of Port St. Lucie staff, and 34 community members to discuss the development of community vision and the project scope. The discussion explained how the Neighborhood Planning Program would cover 6 of the City's 15 Planning Areas and how it would be completed in two phases. This meeting included a community survey exercise to poll community members on what they currently thought about their city. Questions were asked in regard to what Planning Area the residents lived in, how they define where they live, and their opinions on solutions that would provide a sense of community for Port St. Lucie. Some of the key results from the survey included the following:

- A total of 65% of participants use street names to identify their neighborhood.
- Parks, open spaces, cultural/historical resources, and walking/biking trails were identified as the most important assets.
- A need for a sense of community/place and improved safety and walkability were identified as the biggest challenges.

Following the polling was an open discussion during which the group touched on challenges and potential solutions not listed in the community survey. Challenges included lack of community identity, lack of places to socialize and gather, and the need for more employment opportunities that would attract young families to live in the area. Other assets identified were the wildlife surrounding the canal and river, and accessible park areas that are underused; solutions included sidewalks to access the parks and signage to direct people to them.

2.2 Citywide Focus Groups

The City facilitated three focus group meetings with youth, older adults, and businesses to gain an understanding of issues and assets that are important aspects of the Planning Areas from community and stakeholder perspectives. The purpose of these group meetings was to solicit insights from citizens who live, work, and/or own businesses in Port St. Lucie. The meeting formats were informal, round-table discussions facilitated by Port St Lucie staff.

The Youth Focus Group included participants between the ages of 13 and 19, the majority born and raised in Port St. Lucie. Participants were asked to describe their community and list positive aspects, challenges, and the kind of activities they would like to enjoy. Through this discussion, it became clear that the participants have a unique understanding and perspective of what works and what does not within the community. Overall, they described themselves as mostly content with the city and what it has to offer; however, almost all stated that they would not stay to raise a family or return after college, citing many reasons, including the lack of activities from recreation to festivals and even a lack of food choices. Most wanted an urban lifestyle along with the possibility of traveling and seeing the world.

The Older Adult Focus Group included those who use the Council on Aging facility and included a discussion of a wide variety of topics including parks and recreation, transportation, and communication. There was a general sense within the group that there were limited parks and recreation spaces and, more importantly, not enough activities provided for older adults. However, transportation and the lack of options were the biggest focus of conversation during the meeting, particularly for those who cannot drive.

The Business Community Focus Group was asked to explain facets of operating a business within Port St. Lucie. Participants explained difficulties and challenges with running a business in the area, as well as assets that assist in promoting the city as a place to do business. Overall, attendees desired to work with the City to improve the business environment for both small and larger businesses. Some of the recommended improvements included updating the land development regulations to allow for increased flexibility in development standards and simplifying the permitting process. Business owners also noted the importance of improving marketing and creating a better image to recruit businesses.

2.3 Public Workshop #1

The purpose of Public Workshop#1 was to offer an opportunity for the project team to discuss the scope of the project and collect input on issues and opportunities related to key elements of the Action Plan. The workshops included a PowerPoint presentation of background information, a polling exercise, a mapping exercise, and a series of breakout session questions. A primary purpose of these workshops was to gain an understanding of the direction for branding, projects, and programs desired by the community and to determine direct assets and issues within the Planning Areas (see **Figure 2-1**).

Based on the mapping exercise and the breakout questions, a few key topics examined specific aspects of safety, sense of community and identity, parks and recreation, and better using the environmental assets within the area. In addition, some conversations were focused on building community capacity and improving accountability for implementation. Specific common themes included:

- Defining neighborhood sub-areas
- Creating community organizations and increasing capacity to organize residents and implement projects

Figure 2-1: Public Workshop #1 Photos



- Formalizing Community Planning within the City’s organizational structure
- Building community identity and a sense of place
- Improving connectivity and safety, particularly for bicyclists and pedestrians
- Developing an Activity Center as the focal point of community activities
- Improving existing parks/recreation facilities and developing new ones
- Integrating public art

The themes from Public Workshop #1 were used to develop specific project/program recommendations that were presented in Public Workshop #2.

2.4 Public Workshop #2

Building on the overall themes and specific recommendations generated in the first workshops, a plan structure and recommendations list were developed to present in Public Workshop # 2. The workshops were facilitated by Tindale Oliver and City staff and included a PowerPoint presentation and an open discussion about the recommendations being presented. The Public Works Department also presented some specific projects included in the current Capital Improvements Plan (CIP) that are consistent with the above themes. The feedback received during the workshops were used to develop the Community Vision and focused strategies contained within the Action Plans for each Planning Area.

2.5 Bayshore Business District Focus Group

A focus group was held that focused on improving the aesthetics and function of the Bayshore Business District, located in the western portion of PA-3 between Bayshore Boulevard and Macedo Boulevard. The purpose of this focus group was to discuss issues and opportunities with business and property owners for the purpose of developing a zoning overlay and improvement plan. The meeting included a short presentation by the Port St. Lucie Public Works Department on paving and drainage plans, an overview of the efforts of the Crosstown Business Park Association, and a presentation that included a dialogue with the community members present. The feedback received during the meeting were used to develop focused strategies contained in the Action Plan for PA-3.

2.6 Becker Road Focus Group

An additional focus group was held that focused on improving the aesthetics and function of the Becker Road Corridor, located along Becker Road from Interstate 95 to the west, properties within approximately ½ mile north of Becker Road, Florida’s Turnpike to the east, and C-23 canal to the south. The purpose was to discuss issues and opportunities with business and property owners for the purpose of developing a zoning overlay and improvement plan. The meeting included a short presentation and an open dialogue with the community members present relating to land uses, parcel sizing, infrastructure, connectivity, and transportation, and opportunities for new infrastructure and development. The feedback received during the meeting were used to develop focused strategies contained in Action Plan for PA-4S.

Figure 2-3: Public Workshop #2 Photos





ACTION PLAN THEMES

3.0 ACTION PLAN FOCUSED THEMES

Based on the common themes identified in **Section 2.0** of this document, six common Action Plan themes were identified to achieve the vision for each Planning Area. Specific projects, programs, and initiatives are contained within the Action Plans for each Planning Area.

3.1 Building Organizations

Improved cooperation can help facilitate an ongoing interaction between community representatives and the City, which can increase accountability and improve allocation of limited resources. The City would like to maintain and reinforce the Planning Area boundaries with policy and investment, and the Action Plans help accomplish that goal.

“Building organizations” speaks to the need to develop new organizations and committees at the local government and neighborhood levels while also building the capacity of existing organizations to implement the Action Plans (see **Figure 3-1**).

Successfully building organizations includes the following action steps:

1. Develop a Neighborhood Planning Division in the Planning Department
2. Establish a Planning Area Advisory Committees
3. Encourage creation of civic/neighborhood associations
4. Develop/formalize funding and project delivery for plan implementation
5. Create Planning Area websites

3.2 Building Identity

The Planning Area boundaries establish a geographical boundary for the Plan, but they do not create a cohesive identity for the residents and business owners that live, work, and play within the Planning Areas. Building community identity will take time, but the implementation of the programs and initiatives indicated in the Action Plans will help facilitate the process.

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities and help achieve the City’s goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles (see **Figure 3-2**).

Figure 3-1: Examples of Organizations



*West Plaza Neighborhood Association,
Kansas City, KS*



*Jollyville Neighborhood Association,
Austin, TX*



*Castle View Homeowners Association,
Gloucester, MA*

Successfully building identity will require the following action steps:

1. Establish names for the sub-areas within the Planning Areas
2. Complete a branding process to identify sub-area logos and wayfinding design
3. Once the brand/logo concepts have been developed, identify key quick “victories” that can be implemented in the short term

Figure 3-2: Examples of Branding

Logos



(Source: City of Port St. Lucie, FL)



(Source: St. Lucie Chamber of Commerce)



Each Child, Every Day

(Source: St. Lucie Public Schools)

Banners



(Source: City of Winter Park, FL)



(Source: The Décor Plan)



(Source: Tex Visions)

Welcome Signs



El Cajon, CA (Source: Flickrriver)



Goodyear, AZ (Source: Hunt Design)



El Cajon, CA (Source: Hunt Design)

3.3 Creating Activity Centers

Activity Centers are locations with a mix of commercial, residential, and/or institutional uses that either currently serve or will serve as nodes of activity (see **Figure 3-3**). The purpose of identifying and encouraging the development of Activity Centers is to accomplish the following:

- Create a sense of place and community
- Encourage mixed-use/infill development
- Improve business environment and diversity to serve the community
- Provide a variety of housing options, where applicable
- Provide public open spaces and amenities
- Create safe and attractive streets for people

Successfully creating Activity Centers will require identifying existing assets and potential opportunities for each of the Planning Areas to determine the ideal locations to serve the neighborhoods.

Figure 3-3: Examples of Activity Centers



(Source: Investment Florida)



(Source: Bayshore Retirement)



(Source: Healthy Central Florida)



(Source: Augustine.com)

3.4 Enhancing Recreation and Leisure

The challenges for the Planning Areas are either lack of parks and recreational facilities, poor condition and amenities or undeveloped parks (see **Figure 3-4**). There are many publicly-owned properties which present opportunities for creating new parks and recreational spaces that the City should take advantage of these opportunities to address the shortage of parks within the Planning Areas.

Successfully enhancing recreation and leisure will require the following action steps:

1. Implement proposed parks/recreation projects identified in the Capital Improvements Plan
2. Implement blueways along the canals
3. Complete a Parks and Recreation Master Plan
4. Identify opportunities to create community gardens

Figure 3-4: Existing Parks and Recreational Facilities

PA-3



C-24 Canal Park
(Source: City of Port St. Lucie, FL)

PA-4N



Turtle Run Park
(Source: Florida Communities Trust)



Whispering Pines Park
(Source: City of port St. Lucie, FL)

PA-4S



O.L. Peacock Park
(Source: City of Port St. Lucie, FL)



Publicly-Owned Property - Potential Park

3.5 Building a Healthy Community

The Neighborhood Planning Program will provide an ongoing platform and organizational structure that will create opportunities to work closely with other partner organizations on joint projects and educational initiatives to improve the community. One of these initiatives, Healthy St. Lucie, is a great example of how the City can connect neighborhood planning to improving health and well-being. This initiative, which is operated by the Florida Department of Health and includes a number of local partners agencies, is focused on education to encourage local residents to lead more healthy and active lives.

Many of the themes and projects within the Neighborhood Action Plans are focused on improving facilities that encourage activity (e.g. facilities for biking, walking, recreation, etc.), and the City should work with initiatives like Healthy St. Lucie to educate about how these types of projects can not only build community but improve community health.

3.6 Connecting Multimodal Transportation

Although the predominant form of transportation in Port St. Lucie is the car, other alternatives include walking, biking, and transit. A better-connected transportation system will increase the versatility of alternative modes of transportation to improve the connectivity between different parts of the Planning Areas provide safe and comfortable access to schools, outdoor recreational facilities, and destinations. The City recognizes the need for a multimodal transportation system to improve connectivity (see **Figure3-5**).

Successfully connecting multimodal transportation will require the following action steps:

- Implement Complete Streets
- Improve pedestrian connectivity (sidewalks, multi-purpose trails)
- Enhance bicycle corridors and facilities (bike lanes, multi-purpose trails, parking)
- Provide viable transit service for local residents



(Source: St. Lucie County)



(Source: COASL)



(Source: Association of Oregon Redevelopment Agencies)



(Source: Viera Realty, Inc.)



(Source: Florida Hikes)



(Source: SunSentinel)

3.7 Integrating Arts and Culture

The City of Port St. Lucie recognizes the importance of art as an integral element to enhance the quality of the visual environment, both natural and built, and, in so doing, add the quality of life and raise the level of citizen awareness of aesthetic experiences in their everyday lives. In April 2013, the City Council adopted Ordinance 13-18 to create Chapter 162, Art in Public Places in the Land Development Regulations (LDR).

Public art will add visual and cultural identity to the Planning Areas and its neighborhoods, creating a unique sense of place and distinction, enjoyment, and pride for local residents and visitors. The goal is to create a stimulating environment that reflects and enhances the heritage, diversity and character through public artworks integrated in the architecture, infrastructure, and landscape and to celebrate the community's cultural expression and heritage.

Cities are cultural destinations, providers of exemplary quality of life, networks for new ideas, centers of economic vitality, and magnets for new residents. Planning culturally describes a commitment to realize the impacts of culture as indispensable tools for achieving broad civic objectives.

Successfully integrating arts and culture will require the following action steps.

- Public art opportunities:
 - Gateways/streetscapes/wayfinding signs
 - Transit facilities
 - Public/private venues
 - Parks and recreation facilities/trailheads/ multi-purpose trails
 - Stormwater facilities
 - Portable street art
- Cultural opportunities:
 - Partnerships with local cultural/festival organizations
 - Cultural activities at public venues (Community Center, Library, parks)
 - Youth art conferences
 - Older adult outreach
 - Cultural spaces (vacant/underused properties/ storefronts)

Figure 6-17: Examples of Public Art



(Source: Public Art Network)



(Source: Isadora Art and Photography)



(Source: Port Saint Lucie Sons of Italy)



(Source: Youth Arts Group)





ESTABLISHING THE NEIGHBORHOOD PLANNING PROGRAM

4.0 ESTABLISHING THE NEIGHBORHOOD PLANNING PROGRAM

As identified in the workshop themes, a key first step is building organizations by formalizing a Neighborhood Planning Division within the City's organizational structure, and creating community organizations and increasing capacity to organize residents and implement projects. The following steps are required to support the theme of building organizations.

1. Develop a Neighborhood Planning Division in the Planning Department

Implementation of the Action Plans will require a concerted long-term effort by the City, and the current structure of the Planning and Zoning Department currently does not have the staff and resources needed to maintain the neighborhood planning efforts. It is recommended that the City plan and budget for the creation of a Neighborhood Planning Division that will be responsible primarily for implementation of the Action Plans and providing technical assistance for civic/neighborhood associations.

- Staff Responsibilities
 - Act as liaison between the civic/neighborhood associations/Planning Area Advisory Committee (PAAC) representatives and other City departments
 - Coordinate with Departments in preparation for quarterly meetings
 - Organize quarterly meetings with PAAC and annual prioritization meetings
 - Facilitate the development of civic/neighborhood associations and provide technical assistance
 - Maintain a website for the overall Community Planning Division that can be used to notify the public of upcoming meetings and ongoing initiatives within the Planning Area
 - Update Neighborhood Action Plans

2. Establish a Planning Area Advisory Committees (PAAC)

The PAAC is a volunteer committee that will act as the liaison between the residents and the City, as follows:

- Two representatives will be selected from each sub-area of the Planning Areas in which there are existing community organizations, representatives should be selected from their ranks
- One at-large member selected by the staff/City Manager
- PAAC will meet quarterly
- City departments and special districts will report to the PAAC at their quarterly meeting on issues and initiatives within each Planning Area; these departments should include the following:
 - Planning
 - Fire
 - Police
 - Code Compliance
 - Parks and Recreation
 - Public Works/Keep Port St. Lucie Beautiful

- PAAC will prioritize initiatives/projects within each Planning Area; the PAAC will meet once a year to workshop priorities from the Community Plan with City staff.
- An assessment process will be developed for residents and stakeholders to make specific requests:
 - Community meetings
 - Petitions/request forms
 - Select target areas based on requests

3. Encourage creation of civic/neighborhood associations

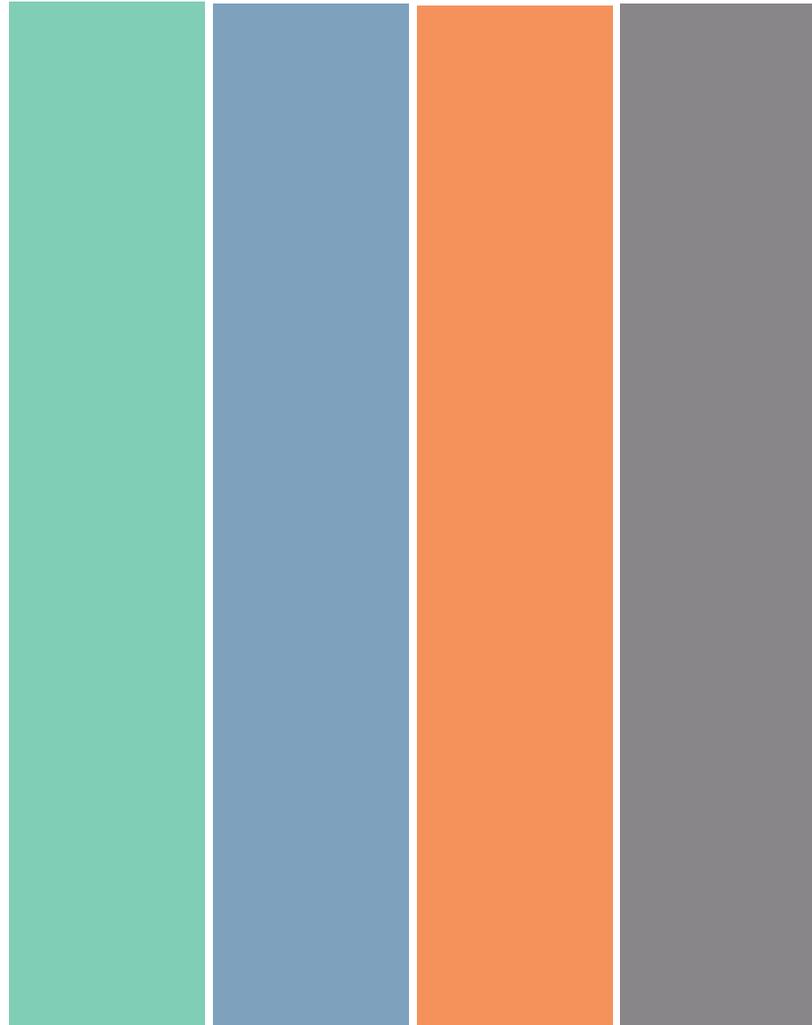
- Each sub-area should be encouraged to create a civic/neighborhood association with membership dues, a Board of Directors, and regular meetings; their establishment would not be a requirement, but would be encouraged by the City.
- The City will develop a “how to” guide that addresses, at a minimum, the following:
 - Roles and responsibilities of members and leadership
 - Establishing and maintaining a Board of Directors
 - Operating meetings (Board and General Membership)
 - Rules, regulations, required reporting

4. Develop/formalize funding mechanisms for plan implementation

- In addition to the prioritization of existing funds based on PAAC input/direction, the City should consider developing additional funding sources for plan implementation. These could include the following:
 - Development of a neighborhood grant program for small projects implemented by civic/neighborhood associations
 - Use of available Solid Waste Funding to begin plan implementation
 - Civic/neighborhood association membership fees and fundraising efforts to support organization efforts
- The City should also collaborate with other agencies and organizations to identify potential grants and other funding opportunities
- The Neighborhood Planning Division should coordinate with Public Works to ensure that Action Plan priorities are recognized in the Capital Improvements Plan

5. Create a Planning Area Website

- The PAAC will have a website maintained by the Neighborhood Planning Division
- Each sub-area civic/neighborhood association will be encouraged to develop a website with a link to the City’s website



CITY OF PORT ST. LUCIE

PLANNING AREA 3 NEIGHBORHOOD ACTION PLAN

DRAFT MARCH 2016



Tindale
 **Oliver**
design

TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose	6
1.2 Action Plan Format	9

2.0 PLANNING AREA CONTEXT

2.1 Demographics and Socioeconomics	12
2.2 Land Use	13
2.3 Transportation	21

3.0 EXISTING IDENTITY AND AESTHETICS

3.1 Parks and Recreation Features	30
3.2 Architectural Style	30
3.3 Urban Design Features	31
3.4 Overall Design Themes	32

4.0 PUBLIC INVOLVEMENT

4.1 Public Workshop #1	34
4.2 Public Workshop #2	38
4.3 Bayshore Business District Focus Group	40

5.0 PLANNING AREA VISION

5.1 Vision Statement	42
5.2 Plan Goals	42

TABLE OF CONTENTS

6.0 ACTION PLAN

6.1 Building Identity	46
6.2 Creating Activity Center	52
6.3 Enhancing Recreation and Leisure	57
6.4 Connecting Multimodal Transportation	62
6.5 Integrating Arts and Culture	67

7.0 BAYSHORE BUSINESS DISTRICT

7.1 Existing Conditions and Observations	74
7.2 Land Use Conversion Manual	81
7.3 Parking Concerns	84
7.4 Recommendations for Physical Improvements and Programs	85
7.5 Recommendations for Establishing an Overlay District and Potential Changes to the Land Development Regulations	88

8.0 PERFORMANCE MEASURES AND PRIORITIZATION

8.1 Performance Measures	92
8.2 Prioritization Matrix	93
8.3 Conclusion—Importance of Collaboration and Commitment	96

APPENDIX A. Public Involvement Summaries



INTRODUCTION

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose

The City of Port St. Lucie's intent is to develop a Neighborhood Action Plan (Action Plan) for each of the six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not master-planned communities. This Action Plan helps to guide City policy, physical change, and decision-making in Planning Area 3 (PA-3) over the next 10–15 years to achieve an agreed vision for the future, and to support and advance the City's strategic goals of having *stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles*. PA-3 is generally bounded by Archer Avenue to the north, St. Lucie River to the east, C-24 canal to the south, and Florida's Turnpike to the west. It includes 5,686.29 acres or almost 8.88 square miles (see **Maps 1-1** and **1-2**).

The fundamental first step to establish a Neighborhood Planning Program is building organizations by formalizing a Neighborhood Planning Division and creating neighborhood organizations as described in Volume 1 -Neighborhood Planning Program. By having a Planning Area Advisory Committee (PAAC) and encouraging the development of civic/neighborhood associations for each sub-area, interaction between the City and local residents will be improved which will help implement a detailed work plan with projects, programs, and initiatives designed to achieve the vision.

1.2 Action Plan Format

The Action Plan for PA-3 consists of this introduction and seven additional sections, as shown in **Figure 1-1**. Each section is described below.

Planning Area Context

This section includes a review of existing conditions within PA-3 and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.

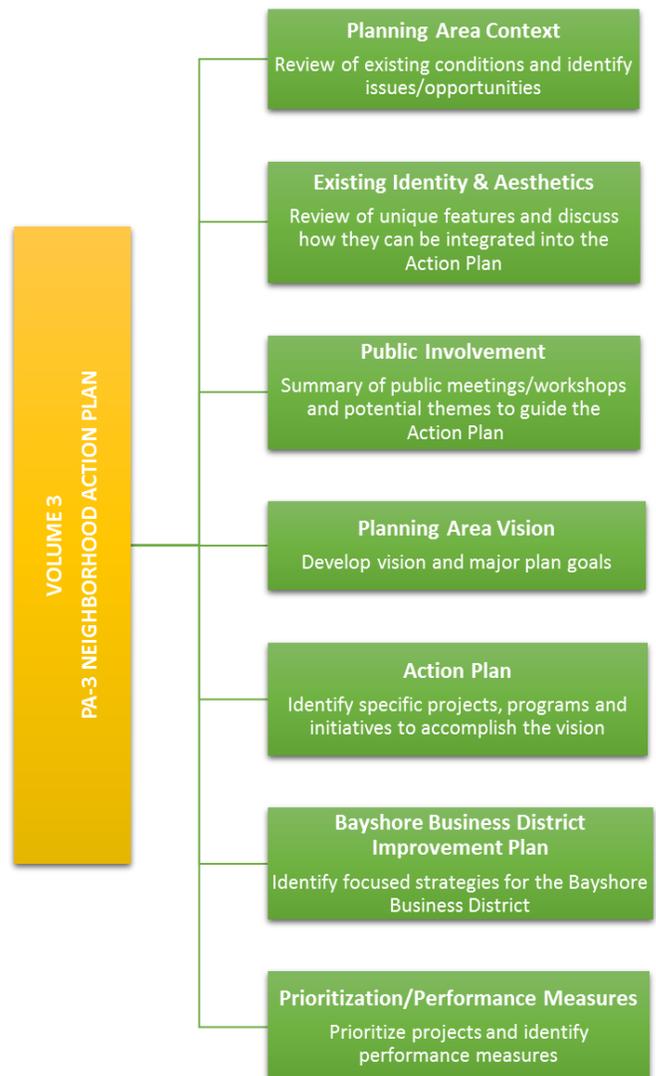
Existing Identity and Aesthetics

This section includes a review of unique recreational areas, architectural features, and urban design elements within PA-3 and an assessment of how these existing features might be integrated into the Action Plan.

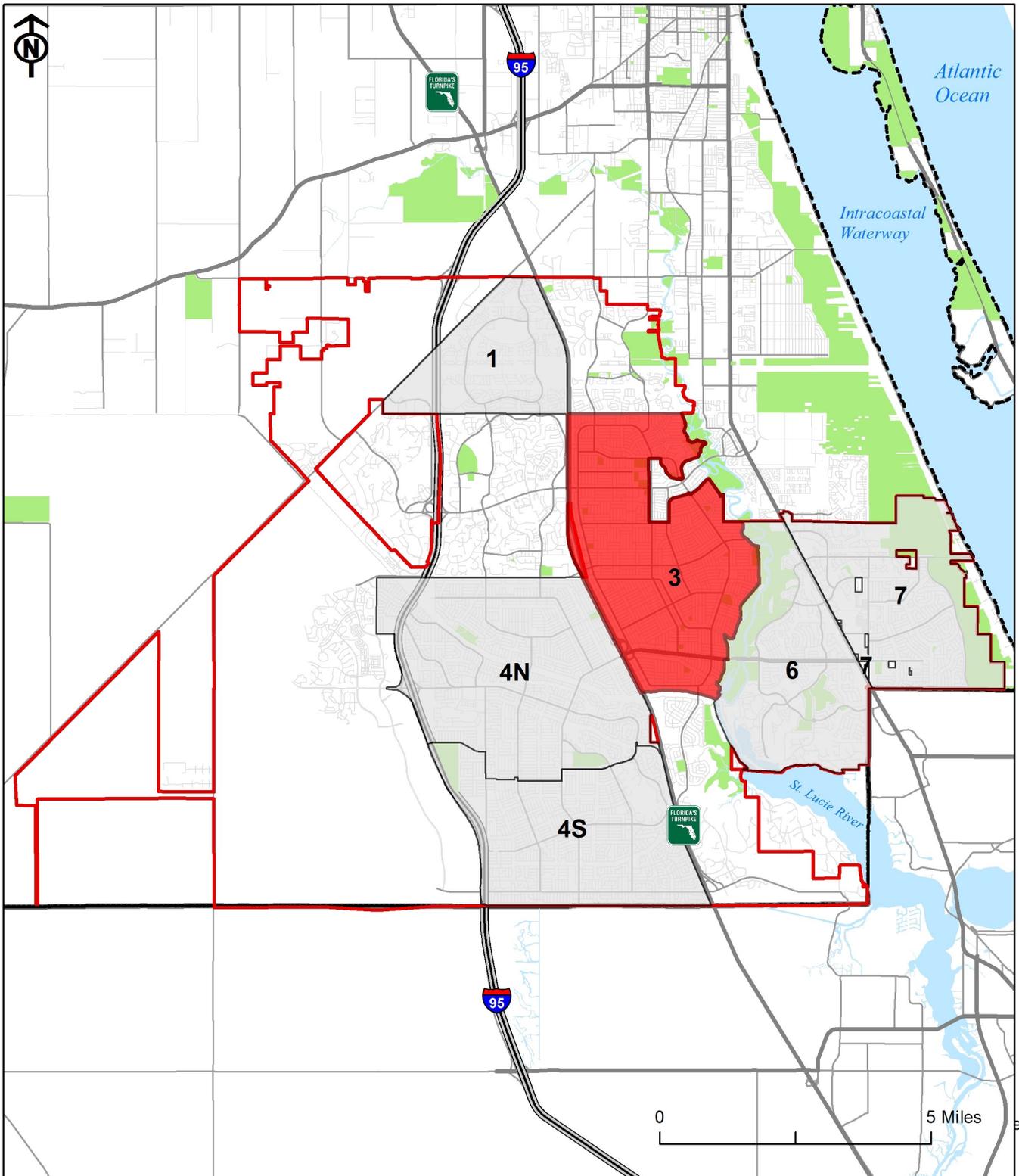
Public Involvement

This section summarizes the public input and the identified themes to guide the Action Plan for PA-3.

Figure 1-1: Action Plan Format



Map 1-1: Planning Areas



Planning Area 3

Study Area

January 2016

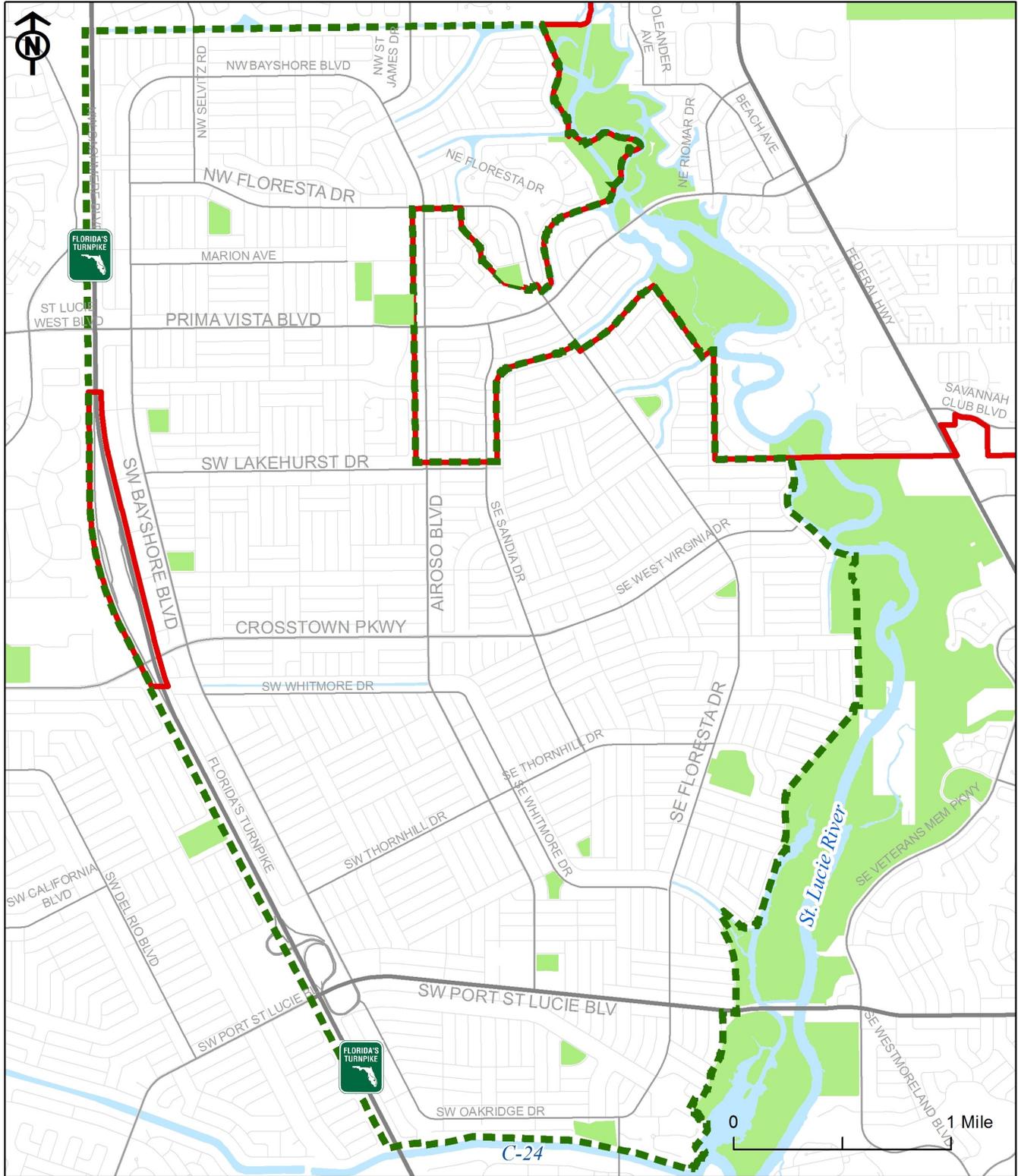
Planning Areas

- Additional Planning Areas
- Planning Area 3

- Port St. Lucie City Limits
- County Boundary
- Parks and Preserves



Map 1-2: PA-3 Study Area



Planning Area 3

Study Area

February, 2016

-  Parks
-  Planning Area Boundary
-  Port St. Lucie City Limits



Planning Area Vision

Using the results of the existing conditions assessment and the results of the public involvement process, a Planning Area vision was developed. This includes an overall vision statement and major plan goals identified to achieve the vision.

Action Plan

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focus areas of the Plan.

Bayshore Business District Improvement Plan

This section includes focused recommendations for improving the Bayshore Business District, located in the western portion of PA-3. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the area.

Prioritization/Performance Measures

This section includes recommended prioritization for projects identified in the Action Plan as well as performance measures to allow the City to track key indicators related to community quality of life.





PLANNING AREA CONTEXT

2.0 PLANNING AREA CONTEXT

The Planning Area Context includes a review of existing planning and policy documents and a fieldwork assessment to reach a reasonable understanding of the existing development pattern, activity, issues, and opportunities within PA-3. This information serves as the framework for understanding PA-3 and developing its future direction.

2.1 Demographics and Socioeconomics

The total population of PA-3 is 38,809 and the projected population for 2040 is 45,662, an increase of 18%. Citywide, the median age is 40 years, the median household income is \$48,962, and 16% of the population is below the poverty level. The average household size is fairly large, at 2.8 persons per household (see **Figure 2-1** for a comparison), and the population under age 20 makes up an estimated 27% of the total population (see **Table 2-1**). These figures describe a city with a significant youth/family population, which affects the types of projects/programming desired.

At 8,057 acres or 12.6 square miles, PA-3 is large in area; with 38,809 residents, it makes up approximately 10% of the total land area of Port St. Lucie and 22% of its population. This makes it the most populous Planning Area within Port St. Lucie. In fact, as shown in **Table 2-2**, PA-3 is comparable in size and population to many small cities, including some in the region.

In addition to population trends, Census household data from the American Community Survey (ACS) was reviewed for Port St. Lucie, Stuart, Jupiter, Fort Pierce, St. Lucie County, and Florida as a whole. As shown in **Figures 2-1, 2-2, and 2-3**, Port St. Lucie has the largest household size, the highest homeownership rate, and the lowest percentage of multi-family housing.

2.1.1 Issues and Opportunities

The demographics of PA-3, as summarized in **Tables 2-1 and 2-2** and **Figures 2-1, 2-2, and 2-3**, present issues and opportunities for its growth and development. The projected population growth of 18% by 2040 will require additional housing, which will increase single-family housing, and potentially create an opportunity for some new multi-family housing (townhomes, apartments, condos, etc.) as well. As shown in **Figure 2-3**, Port St.

Table 2-1: PA-3 Demographics

Demographics	PA-3
Population	
2013 Estimate	38,809
2040 Projection	45,662
Change	17.66%
Age (2013 Estimate)	
Under 20	10,661
20–34	6,621
35–59	13,368
60 and over	8,621
Median Age (citywide)	39.7
Households (2013 Census)	
Average Household Size	2.80
Median Household Income (citywide)	\$48,962
Below Poverty (citywide)	16.1%

Source: 2040 Long Range Transportation Plan (LRTP) data and US Census

Table 2-2: Scale of PA-3 to Other Nearby Cities

Demographics	PA-3
Planning Area 3	
Population	38,809
Land Area (square miles)	12.6
Jupiter, Florida	
Population	60,681
Land Area (square miles)	21.47
Fort Pierce, Florida	
Population	43,601
Land Area (square miles)	20.57
Stuart, Florida	
Population	16,197
Land Area (square miles)	6.65

Source: US Census

Lucie has a very low percentage of multi-family units, and the projected population growth may create an opportunity to increase these units in strategic locations.

The population growth combined with a mix of housing types could provide the opportunity for some ancillary commercial and office uses. In order to maximize the impact from this expected growth redevelopment should be encouraged that provides opportunities for a mix of housing types (apartments, townhomes, etc.) in close proximity to office/commercial uses. Additionally, policy changes and infrastructure investments should be made to protect/strengthen the existing light industrial employment areas.

Finally, the high homeownership rate for Port St. Lucie, shown in **Figure 2-2**, demonstrates the stability of the existing population. This has the potential to increase the likelihood of successful plan implementation since a stable population is more likely to invest in change.

2.2 Land Use

Port St. Lucie's existing land use, future land use, zoning, and parks and recreation facilities were reviewed to reach a reasonable understanding of the pattern of development activity within PA-3, assess whether neighboring uses are compatible with each other, and determine whether certain uses appear to be deterring development activity.

2.2.1 Existing Land Use

The existing land uses within PA-3 are largely single-family residential with the majority of commercial and office uses concentrated along Port St. Lucie Boulevard and Prima Vista Boulevard and light industrial/service commercial uses along Bayshore Boulevard, Biltmore Street, and South Macedo Boulevard, most of which are active. PA-3 also contains several publicly-owned sites, including the Port St. Lucie Municipal Complex, Port St. Lucie Community Center, Prineville Reverse Osmosis Water Treatment Plant, several active and passive parks, and several institutional uses, such as churches and school facilities (see **Figures 2-4 to 2-6**). There are numerous vacant properties along Prima Vista Boulevard, West Virginia Drive, and within the residential neighborhoods (see **Map 2-1**).

2.2.2 Future Land Use

The predominant future land use in PA-3 is Low Density Residential, which allows for the continued development of single-family homes. Outside of the areas designated for continued single-family development,

Figure 2-1: Household Size Comparison

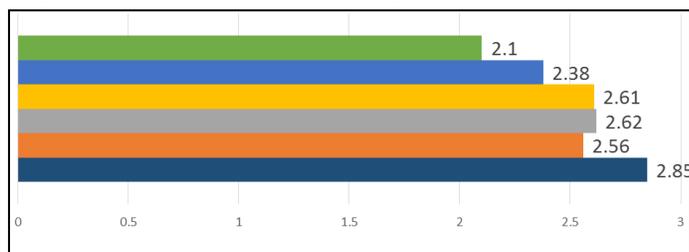


Figure 2-2: Homeownership Rate

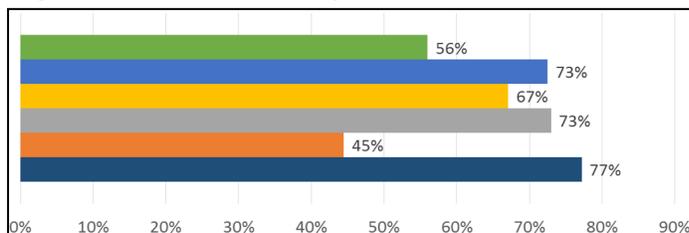
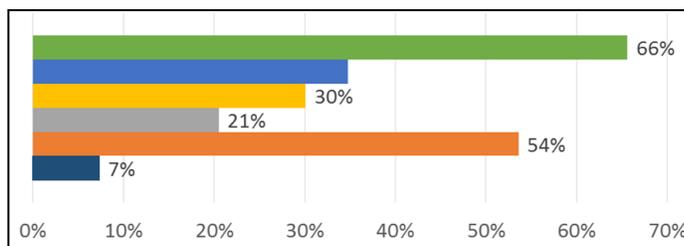
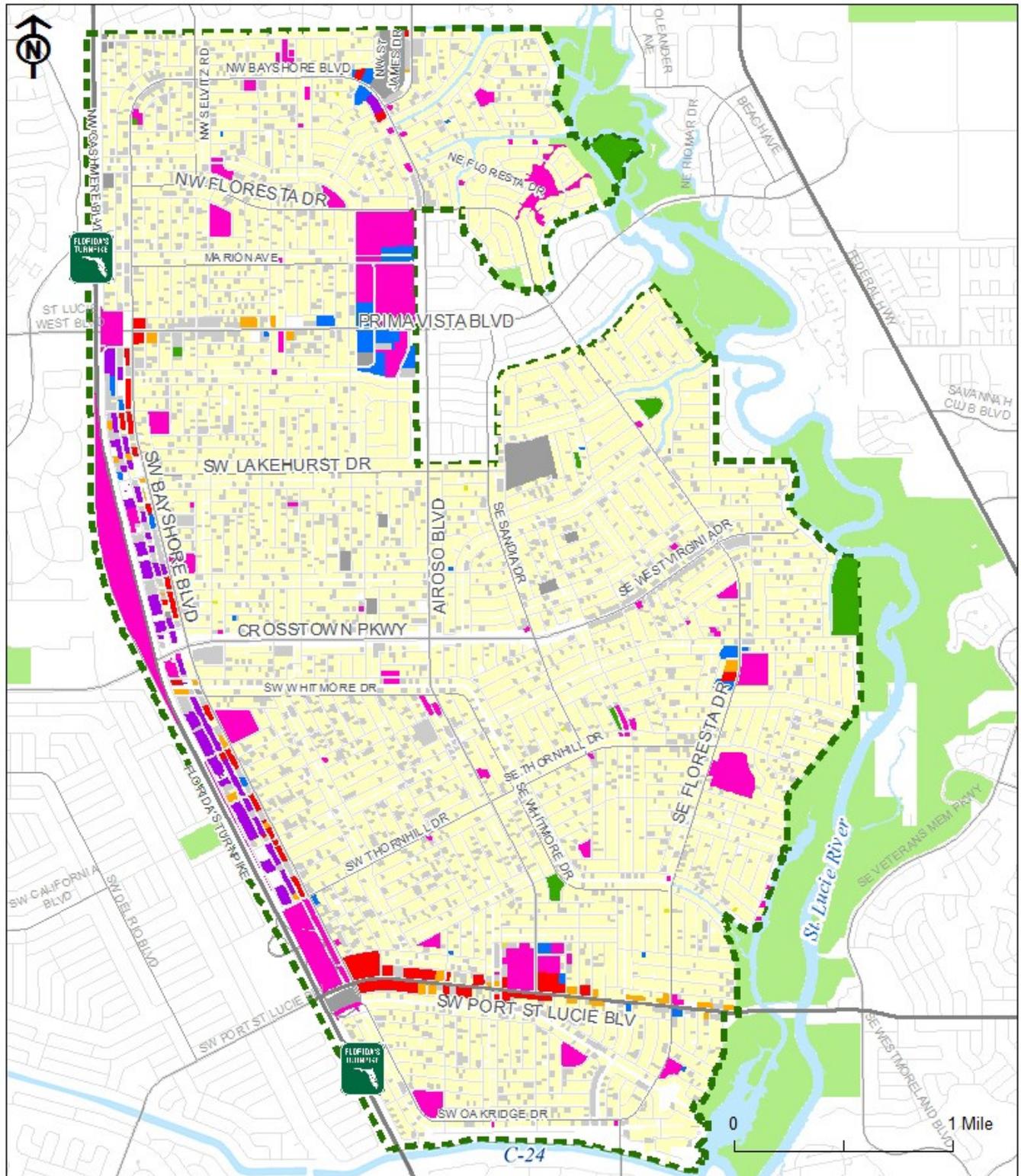


Figure 2-3: Percentage of Multi-Family Housing



Map 2-1: Existing Land Use within PA-3



Planning Area 3

Existing Land Use

- | | | | | | |
|---|---------------|---|------------|---|----------------------|
|  | Vacant |  | Commerical |  | Institutional |
|  | Single Family |  | Office |  | Parks and Open Space |
|  | Multi Family |  | Industrial |  | Governmental |
| | |  | Utility | | |

 Planning Area Boundary



February, 2016

there are areas designated for commercial, office, and mixed-use development. These areas include the major corridors including Port St. Lucie Boulevard, Prima Vista Boulevard, and the area between Bayshore Boulevard and Macedo Boulevard. The future land use categories along Port St. Lucie Boulevard include Institutional, Residential Office & Institutional, and General Commercial, which allow for the continued intensification of commercial and mixed-uses. Prima Vista Boulevard is designated primarily as Residential Office & Institutional, which supports continued mixed-use development. The area located between Bayshore Boulevard and Macedo Boulevard is designated as Light Industrial/Service Commercial, which allows for the continued development for light industrial, warehouse, and retail uses (see **Map 2-2**).

2.2.3 Zoning Designations

The existing zoning within PA-3 includes a variety of classifications (see **Map 2-3**) but the majority of the area is zoned for Single-Family Residential. There is some Commercial zoning adjacent to single-family homes, particularly along Bayshore Boulevard, where the commercial uses act as a buffer from the industrial, warehouse, and service commercial zonings adjacent to Florida's Turnpike and along Port St. Lucie Boulevard.

There is some Limited Mixed-Use zoning along Port St. Lucie Boulevard and Prima Vista Boulevard, which allows for the conversion of single-family residential lots to multi-family, institutional, professional/business office, or limited retail uses.

The Institutional zoning allows for public utility facilities. The Prineville Reverse Osmosis Water Treatment Plant is located in the middle of a single-family residential neighborhood within PA-3.

2.2.4 Parks and Recreation

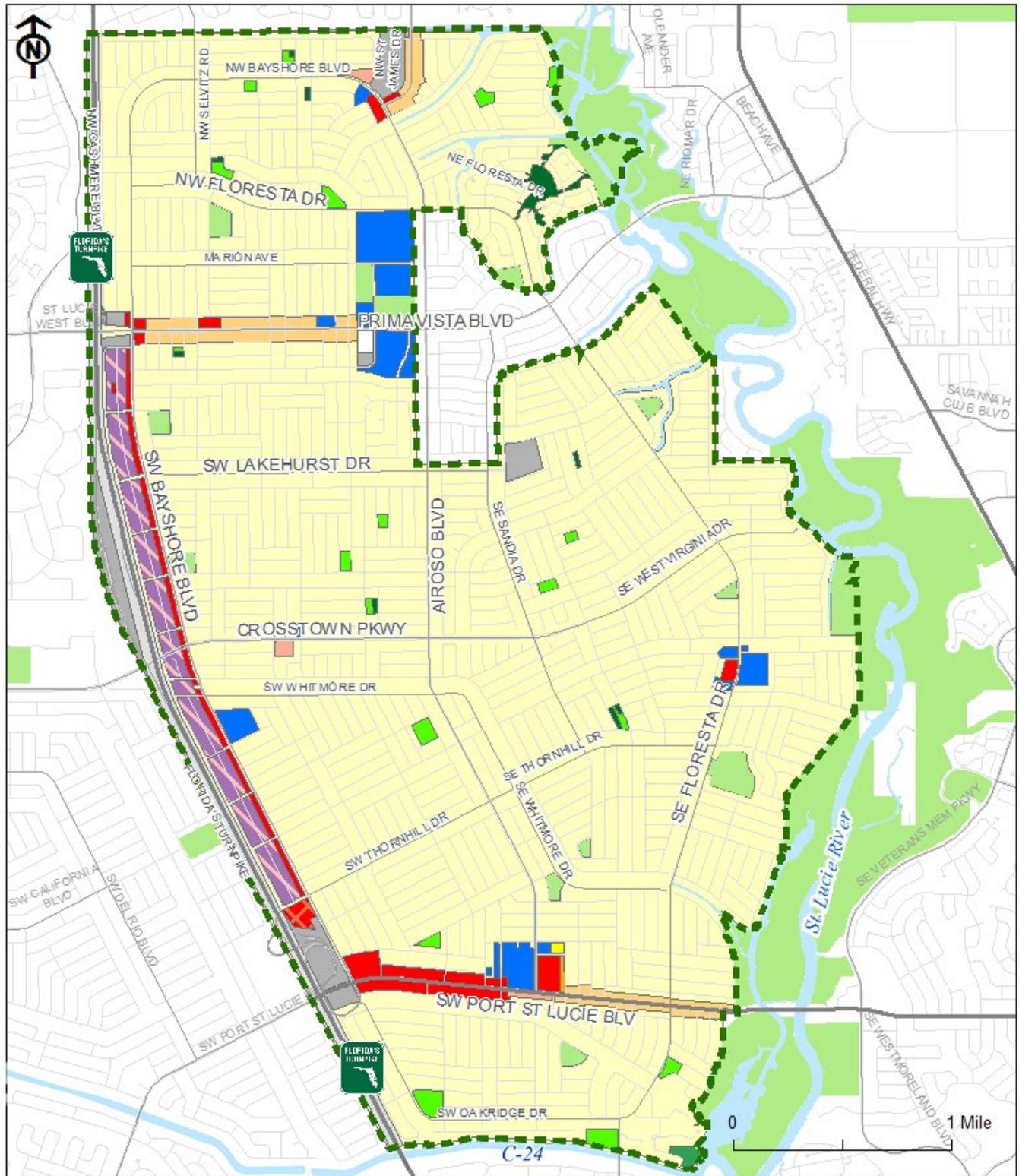
Port St. Lucie boasts almost 40 unique parks and recreational facilities consisting of approximately 828.32 acres (citywide), including, but not limited to, natural reserves, parks and playgrounds, parkways, open spaces, waterways, and other recreational facilities.

PA-3 consists of 13 park and recreational facilities, containing approximately 90 acres (see **Map 2-4** and **Figure 2-5**). Park areas within PA-3 vary greatly in size and function. Sportsmans Park is the largest park and contains a variety of amenities. C-

Figure 2-4: Existing Land Uses



Map 2-2: Future Land Use within PA-3



Planning Area 3

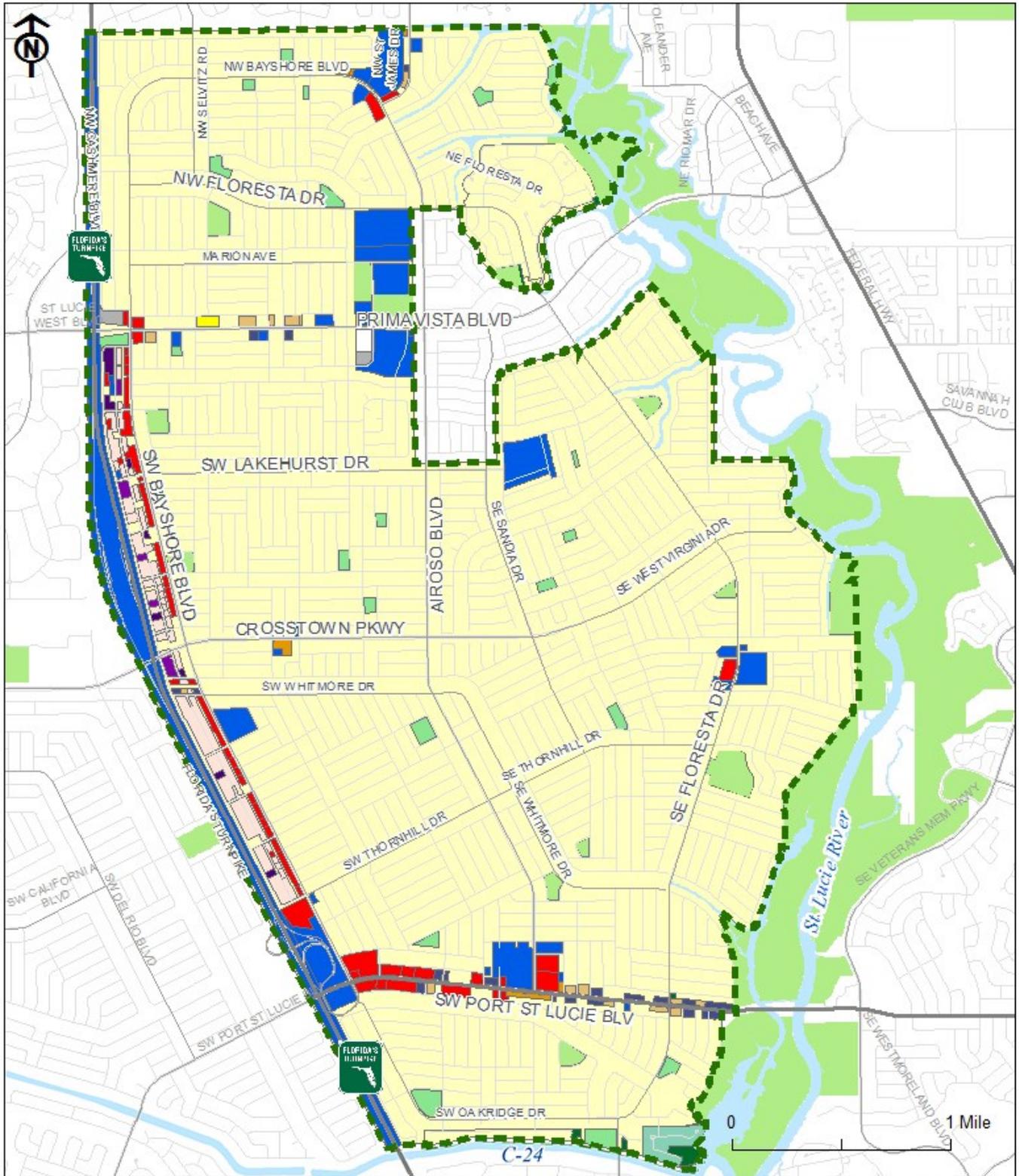
Future Land Use

February, 2016

- | | | |
|-------------------------------------|-------------------------------------|--------------------------|
| General Commercial | Highway | Open Space - Recreation |
| General Commercial/Highway | Institutional | High Density Residential |
| Limited Commercial | Light Industrial/Service Commercial | Low Density Residential |
| Mixed Use | Open Space - Conservation | Utility/Light Industrial |
| Residential, Office & Institutional | Open Space - Preservation | Utility |



Map 2-3: Zoning Designations within PA-3



Planning Area 3

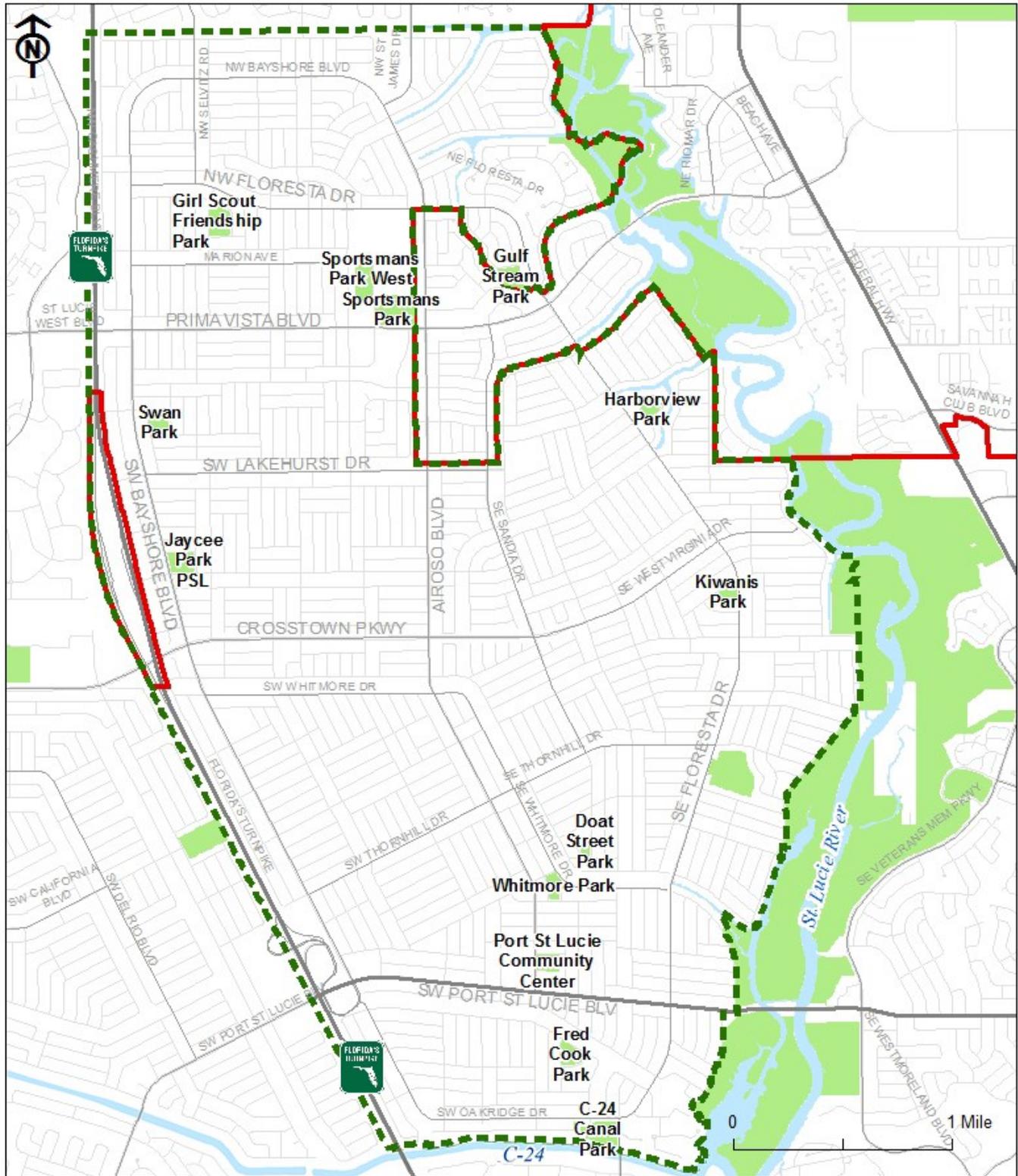
Zoning

February, 2016

Zoning					
	Estate Residential		Limited Mixed Use		Service Commercial
	General Commercial		Neighborhood Commercial		Single-Family Residential
	General Use		Open Space - Conservation		SLC Industrial
	Industrial		Open Space - Recreational		Utility
	Institutional		Planned Unit Development		Warehouse Industrial
			Professional		



Map 2-4: City Parks within PA-3



Planning Area 3

Existing Parks

February, 2016

- Parks
- Planning Area Boundary
- Port St. Lucie City Limits



24 Canal Park provides boat access to the canal. Most other parks contain small playground areas (e.g., Girl Scout Friendship Park and Kiwanis Park), and others contain minimal amenities (e.g., Harborview Park and Doat Street Park). Many of the parks do not have signage or lighting and/or lack pedestrian access.

2.2.5 Issues and Opportunities

PA-3 is dominated by single-family homes with limited multi-family residences. Providing a variety of multi-family housing types, such as townhouses, apartment complexes, and residential mixed-use developments, would help create affordability and diversity and a transitional/buffer between non-residential uses and single-family homes.

Most commercial and office uses are located along Port St. Lucie Boulevard, Bayshore Boulevard, Prima Vista Boulevard, and St. James Drive. These corridors are filled largely with strip commercial-type developments but have the potential to evolve into mixed-use corridors and provide more neighborhood services (i.e., grocery stores, personal services, restaurants, etc.). There also is the potential for the development of an Activity Center (see **Section 6.2**) at the intersection of Port St. Lucie Boulevard and Airoso Boulevard, which would integrate the Municipal complex and the Community Center with public parks and commercial/mixed-use developments. With incremental improvements by both the public and private sectors, this area could become a future neighborhood focal point for PA -3.

There are numerous City-owned undeveloped open spaces within PA-3 that could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These properties present opportunities to create new parks and recreational spaces within PA-3. However, the City will need to balance the needs of existing parks facilities with the desire to create new park spaces throughout the area.

Figure 2-5: City Parks and Facilities



Sportsman's Park (Source: World News, Wn.com)



Community Center (Source: TCPalm.com)



Kiwanis Park (Source: dadthemom.com)



C-24 Canal Park (Source: City of Port St. Lucie, FL)



Harborview Park (Source: City of Port St. Lucie, FL)

Figure 2-6: PA-3 Character Images



Port St. Lucie Municipal Complex (Source: Palm.com)



Port St. Lucie Community Center (Source: TCPalm.com)



Transit Depot (Source: The Treasure Coast Observer)



*St. James the Apostle Orthodox Church
Source: Orthodox Church in America)*



Bayshore Business District



Vacant property - Parish Terrace and Taurus Lane

2.3 Transportation

Port St. Lucie's existing transportation system in terms of roadways, sidewalks, bicycle lanes, and public transit was reviewed to reach a reasonable understanding of the vehicular, pedestrian and bicycle networks within PA-3, and to plan for complete streets creating safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users.

2.3.1 Roadways

The existing roadways within PA-3 consist of 2-, 4-, and 6-lane divided arterial corridors, and 2-lane undivided collector corridors (see **Map 2-5** and **Figure 2-7**). Several roadways currently operate below their acceptable Level of Service (LOS) threshold during the peak hour within PA-3, such as Bayshore Boulevard, Floresta Drive, Port St. Lucie Boulevard, and Prima Vista Boulevard.

As new development occurs within PA-3, the roadway network must be able to accommodate the additional vehicle trips. Therefore, additional roadway capacity will need to be constructed to serve the residents and connect to I-95 and other parts of Port St. Lucie. Several new roadways, expansions and extensions of existing roadways have been identified in the 2040 Long Range Transportation Plan (LRTP). Lanes were added to the roadways where forecast volumes exceeded the roadway LOS capacity threshold. The new roadway network will provide improved access throughout PA-3 (see **Map 2-5**).

2.3.2 Sidewalks

The City of Port St. Lucie has been very active in improving pedestrian safety by installing public sidewalks. The City has implemented a sidewalk program and developed a process for reviewing and prioritizing sidewalk locations for construction. Ultimately, the priority locations are approved by the City Council and constructed as funding permits. The City currently requires that pedestrian accommodations be incorporated into all development projects and urban roadway projects (see **Figure 2-8**).

The St. Lucie Transportation Planning Organization (TPO) completed the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008. The Master Plan identified improvements primarily of proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multipurpose trails, and canal trails.

Figure 2-7: Existing Roadways



Port St. Lucie Boulevard



Biltmore Street



Lakehurst Drive

Figure 2-8: Existing Sidewalks



Crosstown Parkway

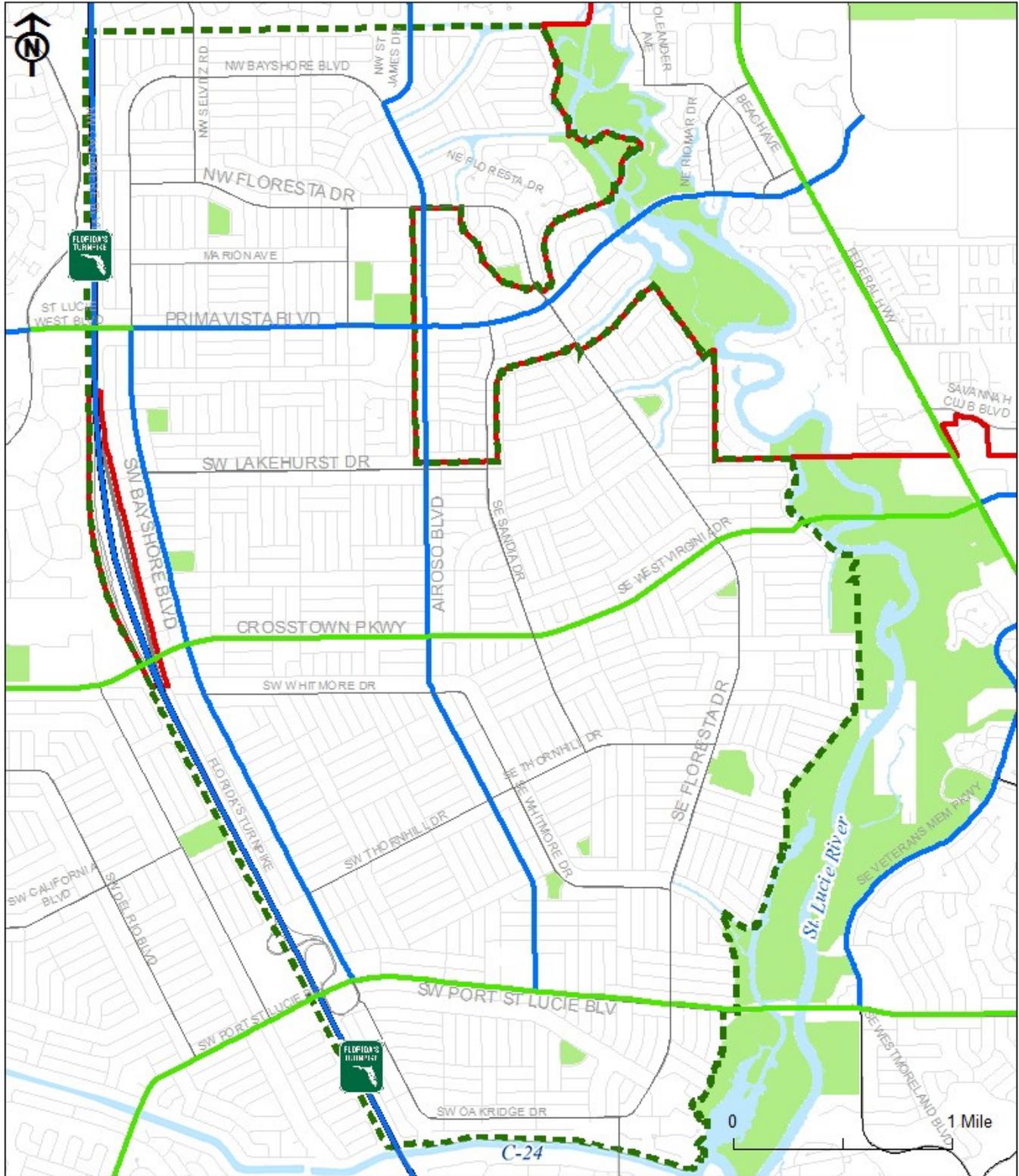


Prima Vista Boulevard



Floresta Drive

Map 2-5: Existing and Future Roadway Lanes within PA-3



Planning Area 3

Existing and 2019
Committed Roads

February, 2016

- | | | | | | | | | |
|------------|------|------|------|------|------|------|----------------------------|------------------------------|
| Lanes/Type | — 2U | — 2D | — 4U | — 4D | — 4F | — 6D | --- Planning Area Boundary | □ Port St. Lucie City Limits |
|------------|------|------|------|------|------|------|----------------------------|------------------------------|



The Palm Beach Metropolitan Planning Organization (MPO) completed the Southeast Florida Regional Greenways and Trails Plan in 2015. The Plan identified an integrated network of multi-use and hiking trails, as well as paddling trails for Palm Beach County and connections to multi-county facilities.

The sidewalk system within PA-3 consists of sidewalks ranging from 5–8 ft. wide, primarily on arterial streets. There are some 4-ft-wide sidewalks within the Floresta Pines and River Park neighborhoods. However, the majority of the residential neighborhoods do not have sidewalks (see **Map 2-6**). The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA-3 (see **Map 2-6**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan identified multi-purpose trails along Port St. Lucie Boulevard, Prima Vista Boulevard, Crosstown Parkway/Virginia Drive, Airoso Boulevard and Floresta Drive for pedestrians and bicyclists, as well as a trail along the C-24 canal (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trails along Port St. Lucie Boulevard, Crosstown Parkway/Virginia Drive and Floresta Drive, as well as an unpaved multi-use trail along the C-24 canal for pedestrians and bicyclists (see **Map 2-8**).

2.3.3 Bicycle Lanes

The City of Port St. Lucie recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off-road trails such as drainage canals and utility right-of-way property and other major recreational facilities, and coordination of planning activities with other agencies associated with bicycle planning activities.

The existing bicycle facilities within PA-3 consists of bike lanes, wide sidewalks, and paved shoulders. The City of Port St. Lucie has identified future bike facilities within PA-3 consisting of a proposed multi-purpose trail and a priority bicycle corridor (see **Map 2-6** and **Figure 2-9**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan also identified additional on-street bicycle lanes along Port St. Lucie Boulevard, Prima Vista Boulevard and Airoso Boulevard (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trails along Port St. Lucie Boulevard, Crosstown Parkway/Virginia Drive and Floresta Drive, as well as an unpaved multi-use trail along the C-24 canal for pedestrians and bicyclists (see **Map 2-8**).

Figure 2-9 Existing Bicycle Facilities

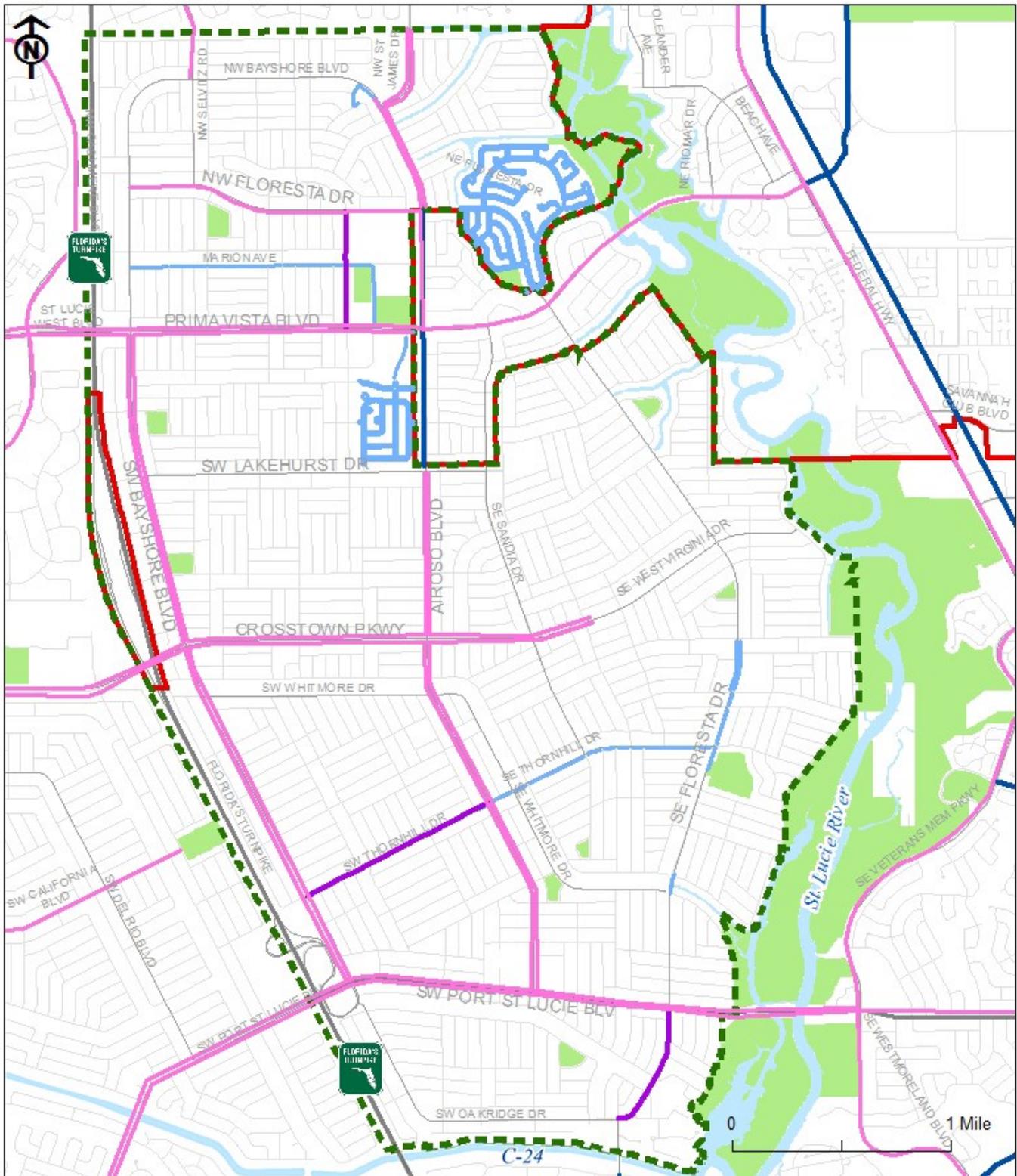


Crosstown Parkway—Bike Lanes



Bayshore Boulevard—Wide Sidewalks

Map 2-6: Existing and Future Bike-Pedestrian Network within PA-3



Planning Area 3

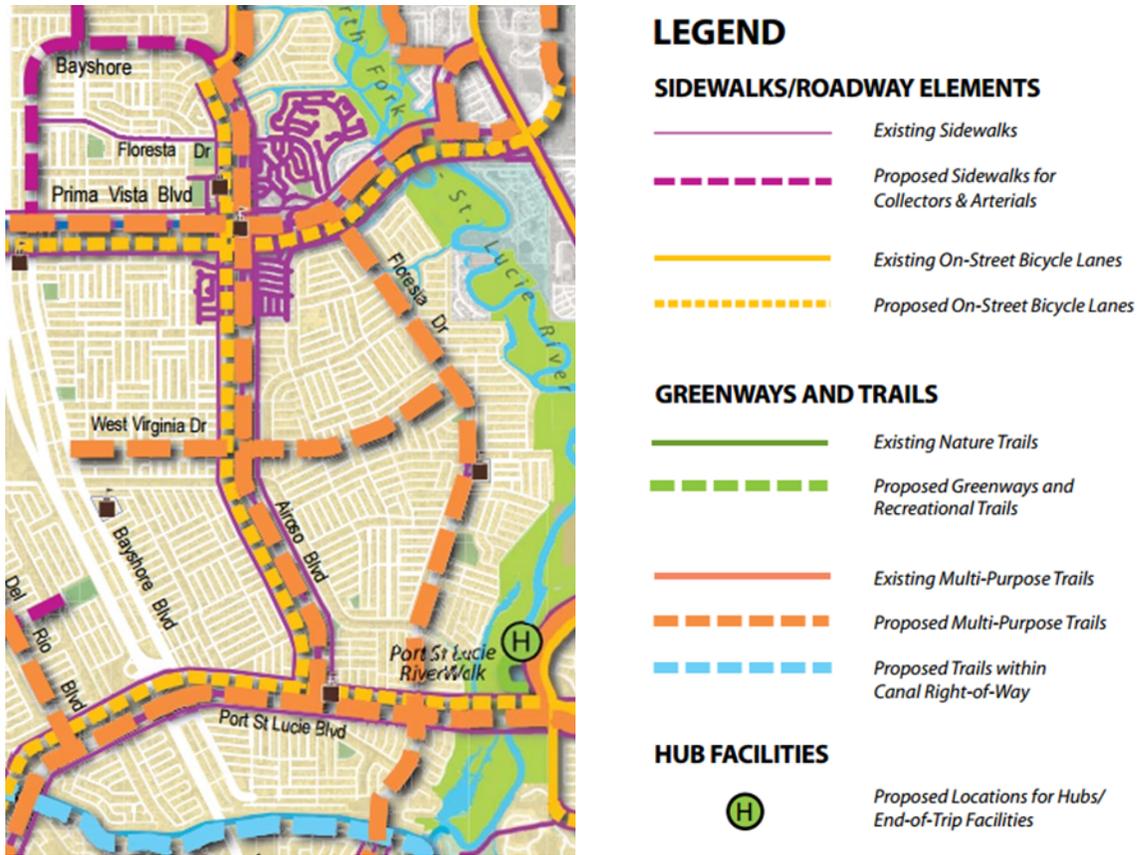
Existing and Future Bicycle and Pedestrian Facilities

February, 2016

- Sidewalk and Bike Facility
- Existing Sidewalks
- Funded Sidewalks
- Bicycle Facility
- Port St. Lucie City Limits
- Planning Area Boundary



Map 2-7: St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan



Source: St. Lucie Transportation Planning Organization, 2008

Map 2-8: Southeast Florida Regional Greenways and Trails Plan



Source: Palm Beach Metropolitan Planning Organization, 2015

2.3.4 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two types of transit service are provided: 1) the Treasure Coast Connector (TCC), a fixed-route service along specific routes with scheduled arrival times at predetermined bus stop areas, and 2) Community Transit, a demand-response, origin to destination system in which passenger trips are generated by calls from individuals who cannot access the fixed-route service due to disability. There is a Transit Depot located north of the Community Center consisting of a pavilion, picnic tables, bicycle racks and public parking spaces (see **Figure 2-10**).

The fixed-route system consists of four fixed bus routes that run through Port St. Lucie on Monday through Friday between the hours of 7:00 am and 6:00 pm. The three existing TCC fixed-routes provided in PA-3 are summarized, as follows (see **Map 2-9**):

- **Route 4** – known as the Port. St Lucie Downtown Trolley, runs between the Municipal Complex and City Centre from 7:00 am to 6:00 pm with headways of one hour, in the vicinity of Morningside Library and connecting to the Port St. Lucie Community Center, Walton Road and transfer riders to the US-1 TCC Route.
- **Route 5** – provides transit service between the Port St. Lucie Community Center and Tradition Landings using Gatlin Boulevard and Port St. Lucie Boulevard; similar to the other fixed bus routes, operates from 7:00 am to 6:00 pm with headways of one hour.
- **Route 6** – operates from the Port St. Lucie Community Center to Prima Vista Crossing, then to the Shoppes at St. Lucie West Publix Shopping Center and Tradition Field Stadium, from 7:00 am to 6:00 pm with headways of one hour.

Map 2-7 also shows proposed bus routes within PA-3 to provide viable transit service for local residents, help alleviate roadway congestion, and reduce greenhouse gas emissions. The City plans to continue giving input and working with the St. Lucie TPO and COASL on future bus routes within the city.

Figure 2-10: Public Transit Facilities



Source: Treasure Coast Observer



Source: St. Lucie County

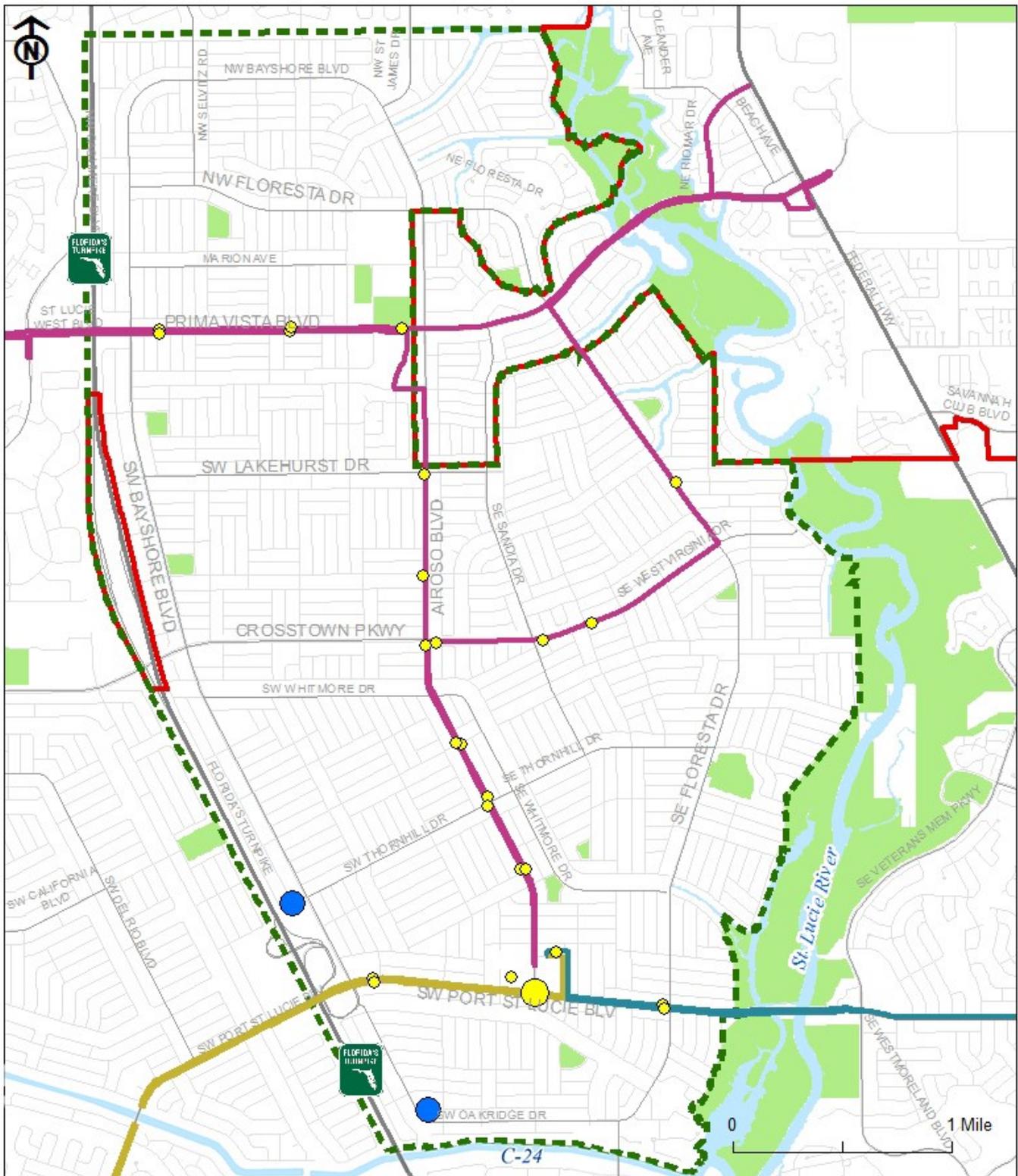


Source: Council on Aging of St. Lucie



Source: Treasure Coast Observer

Map 2-9: Existing and Future Bus Routes within PA-3



Planning Area 3

Existing and Future
Transit Facilities

February, 2016

- Existing Park and Ride
 - Transit Stations
 - Bus Stops
 - Planning Area Boundary
 - Port St. Lucie City Limits
- | Transit Route | |
|---------------|---|
| | 4 |
| | 5 |
| | 6 |



2.3.5 Issues and Opportunities

As development occurs within PA-3, the potential for traffic congestion may be significant, particularly along the arterial corridors. Future expansion of the roadway lanes may alleviate some traffic congestion, such as along Bayshore Boulevard and Crosstown Parkway (towards the St. Lucie River).

Promoting complete streets to provide safe access for all users with well-connected sidewalks, bicycle lanes, greenways, roadways and public transit along with compact and contiguous land use mixes are key elements in controlling the cost and maximizing the effectiveness of the transportation system. The City should continue to work towards the implementation of the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan to connect greenways, bicycle lanes, and/or priority sidewalks to existing parks such as Doat Street Park, Fred Cook Park, Gulf Stream Park, Jaycee Park and Swan Park, and other recreational open spaces when they are developed.

PA-3 lacks a wayfinding system to community facilities, City parks, greenways/trails and commercial areas. In addition, there are no designated truck access routes to the industrial uses along South Macedo Boulevard and Biltmore Street. A themed wayfinding system and park destination signs should be developed to direct visitors and local residents to neighborhood destinations and truck drivers to delivery entrances.

The TCC bus service within PA-3 has one-hour headways, and the majority of bus stops have only a sign and no shelter or other amenities. As redevelopment occurs and efforts to ensure multimodal improvements including transit are implemented, the City should coordinate with TCC to increase bus headways to 30 minutes and improve/add bus stop facilities such as shelters, benches, trash receptacles, and bicycle racks. Where there are right-of-way constraints, it should coordinate with property owners for easements or have the private sector install them during the development review process to obtain zoning or concurrency approval.



EXISTING IDENTITY AND AESTHETICS

3.0 EXISTING IDENTITY AND AESTHETICS

This section examines the existing aesthetics of the built environment in PA-3, including parks/open space, architecture, and unique urban design features. The aesthetic elements within the plan are then used to identify themes that can be reinforced through both public investment and private development as the neighborhood continues to grow and change.

3.1 Parks and Recreation Features

PA-3 has a variety of public parks consisting of athletic fields, playgrounds, picnic pavilions, boat ramps, and natural areas. These unique facilities offer diverse recreational opportunities for local residents and visitors. There are several undeveloped parks and open spaces that could provide ample recreational and community facilities, natural areas, and cultural event spaces for the local residents and visitors. These facilities could be part of an integrated park system connected by a greenway system and a blueway (water trail) system via the canals (see **Figure 3-1**).

There is a water feature in the retention pond in front of the Municipal Complex that provides visual interest and serves to aerate the pond. Incorporating water features in retention ponds would reduce the amount of algae blooms and mosquitoes breeding in the community and add an aesthetic quality to the pond for passive recreation (see **Figure 3-1**).

Figure 3-1: Unique Recreational Features



C-24 Canal—Potential Multi-Use Path & Blueway



Water Feature—Municipal Complex

3.2 Architectural Style

Some of the public and commercial buildings consist of elements of Florida Vernacular architectural style with standing metal-seam roof panels, multi-pitched roof lines, gingerbread trim and/or porch railings, columns or posts, and pastel shades or white. Prominent buildings with this architectural style and compliance with the Citywide Design Standards could provide distinctiveness to PA-3 (see **Figure 3-2**).

Figure 3-2: Florida Vernacular Architectural Style



(Source: TCPalm.com)

Figure 3-2 (cont'd):



3.3 Urban Design Features

The primary roadways within PA-3 contain landscape medians. The planting design has multiple layers of palms, understory trees, shrubs, and groundcover. This planting scheme could be used on future roadway expansions with medians or incorporated into public gathering areas (see **Figure 3-3**).

The intersection at Oakridge Drive and Oaklyn Street has a bricked roundabout with landscaping. This design feature could be developed at strategic locations for traffic calming and unifying the streetscape to improve pedestrian safety (see **Figure 3-3**).

The intersections along Crosstown Parkway consist of decorative stamped asphalt crosswalks. These decorative crosswalks could unify the streetscape along the primary roadways and improve pedestrian safety at business intersections (see **Figure 3-3**).

Figure 3-3 Unique Urban Design Features



Bayshore Boulevard



Port St. Lucie Boulevard



Oakridge Drive and Oaklyn Street



Some primary roads have pedestrian acorn lights. These decorative lights could unify the streetscape by providing a visual connection and creating a more pedestrian walkable environment. Installation of pedestrian lights could be coordinated with sidewalk improvements (see **Figure 3-4**).

Figure 3-4: Streetscape Lighting Features



Airosa Boulevard



Crosstown Parkway



Bayshore Boulevard

3.4 Overall Design Themes

The overall design aesthetic within PA-3 varies greatly, but some themes emerge; as the area evolves and changes, these themes could be tied together to create a more legible design aesthetic.

For public infrastructure, particularly streetscape and landscaping, the theme is traditional, evidenced most commonly by the acorn light fixtures found on many of the streets. This theme, mixed with local landscaping of oaks and palms, can help create an aesthetic standard that can be replicated as more roadway improvements are completed.

The second most common design theme is the Florida Vernacular architectural style. The City should continue to integrate elements from this style into new public buildings and streetscape and park elements (e.g., shelters, trailheads, etc.). Additionally, the City should consider requiring Florida Vernacular architectural elements in all private development, particularly on major corridors, except for single-family residential.



PUBLIC INVOLVEMENT

4.0 PUBLIC INVOLVEMENT

The public involvement process is summarized in Volume I - Neighborhood Planning Program, which described the public engagement/outreach activities held during the planning process for PA-3, which included:

- Mayor’s Community Conversation
- Citywide Focus Groups
- Attendance at Special Events
- Public Workshop #1
- Public Workshop#2
- Bayshore Business District Focus Group

The intent of the public involvement process was to collect input on issues and opportunities related to key elements of PA-3 to gain insight from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future. The initial community conversation, focus group meetings and public surveys provided information for preparation of the public workshops. It is important that the public involvement process informs the development of the Action Plan as it will encourage residents, business owners, and other stakeholders to take ownership and participate in Action Plan implementation.

4.1 Public Workshop #1

The workshop included 78 community members who either lived or worked within PA-3 (see **Figure 4-1**). The workshop began with a PowerPoint presentation that provided background information on the project and specific characteristics of PA-3, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for the Planning Area.

4.1.1 Survey Results

In addition to questions asked during the Mayor’s Community Conversation, the survey included a number of questions related to demographic characteristics, community participation, and neighborhood characteristics and preferences. The purpose of these questions was to identify assets and challenges and to also gain an understanding of the potential interest and capacity of the community to organize and assist in plan implementation. Following are key findings summarized by category.

Demographic Questions

Characteristics of the public workshop participants include the following:

- 58% were between the ages of 51–70; only 9% were under the age of 35.
- 53% lived in two-person households, and 30% lived in households with three or more.
- 27% work in Port St. Lucie.
- 81% believed they will be living in Port St. Lucie in five years; 78% believed they would be living in their same neighborhood.

Community Participation Questions

- 45% know their neighbors well.
- 52% regularly attend public meetings/workshops.

Figure 4-1: Public Workshop #1 Photos



- 36% volunteer regularly.
- 11% watch the City of Port St. Lucie television channel (PSL TV20) regularly.

Neighborhood Characteristics/Preferences

- 62% define where they live by street name.
- 47% identified parks, open spaces, and walking/biking trails as the most important assets in their neighborhood.
- 23% identified poor walkability as the biggest challenge facing their neighborhood; 20% identified traffic congestion; and 20% identified lack of sense of place/community.
- 33% identified a desire for no more residential development, 32% for more single-family residential, and 28% for some type of multi-family residential.
- 45% identified a desire for restaurants/coffee shops, 21% for retail stores (hardware, clothing, etc.), and 13% for grocery stores.
- 25% identified streetscaping and landscaping as the best ways to help create a sense of place, 18% said community gardens, and 18% said parks, plazas, and gathering spaces.

4.1.2 Map Exercise Results

Following completion of the survey, participants were divided into breakout groups to discuss the vision for PA-3, specific issues/opportunities, and specific project ideas. Each group had a facilitator to help with questions and guide discussion, and each designated a spokesperson to present ideas to the larger group (see **Figure 4-2**). The results of these exercise are summarized in **Map 4-1**, and a full tabular summary of all participant comments are included within **Appendix A**.

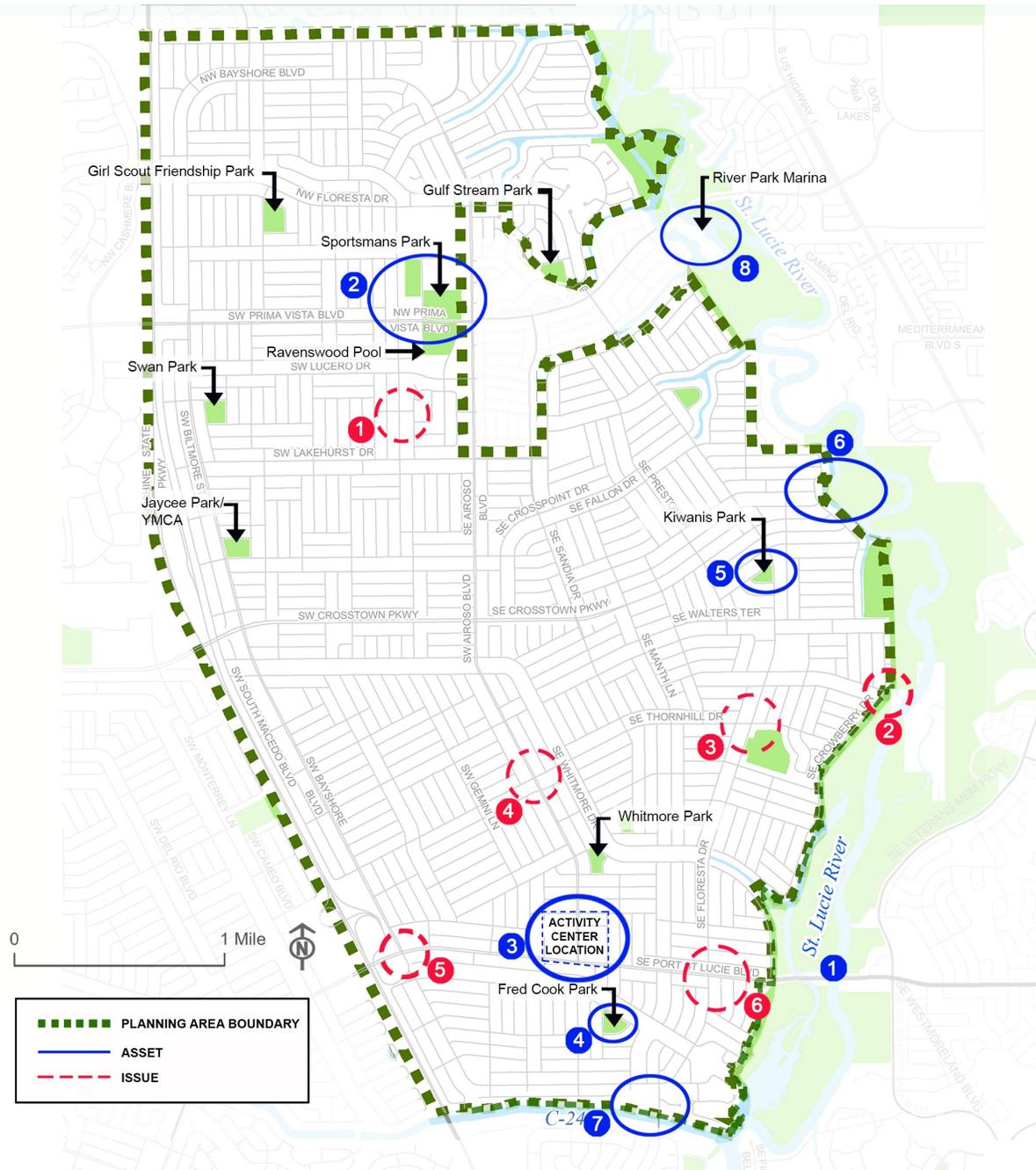
Figure 4-2: Participant Quotes from Public Workshop #1



4.1.3 Workshop Themes

Based on the mapping exercise and the breakout questions, a few key topics examined specific aspects of safety, sense of community and identity, parks and recreation, and better using the environmental assets within the area. In addition, some conversations were focused on building community capacity and improving accountability for implementation.

Map 4-1: Assets and Opportunities for PA-3



**PLANNING AREA 3
ASSETS AND ISSUES**

<p>1 ASSET: St. Lucie River</p> <p>2 ASSET: Sportsmans Park; school location (Northport K-8 School); track/rec center/playground</p> <p>3 ASSET: Port St. Lucie Community Center; Transit Station</p> <p>4 ASSET: Fred Cook Park; clean, small park; "hidden gem"</p> <p>5 ASSET: Kiwanis Park; great community park</p> <p>6 ASSET: Crosstown Parkway construction</p> <p>7 ASSET: C-24 Canal Park and boat ramp</p> <p>8 ASSET: River Park Marina</p>	<p>1 ISSUE: Blight; crime; need for method of traffic calming (SW Lucero Drive) for preventing speeding</p> <p>2 ISSUE: Speeding along Crowberry Drive; need for lower speeds limits and/or traffic calming</p> <p>3 ISSUE: Need for sidewalks down Floresta Drive and/or lower speed limit; needs better drainage</p> <p>4 ISSUE: Traffic and speed down Airoso Boulevard; need for sidewalks down SW Thornhill Drive</p> <p>5 ISSUE: Unsafe for pedestrians; traffic congestion from Turnpike; too many "pawn shops" down SW Port St. Lucie Boulevard</p> <p>6 ISSUE: Traffic, accidents and congestion between SE Port St. Lucie Boulevard and SE Floresta Drive</p>	<p>7 ISSUE: Multiple locations of requested streetlights and sidewalks</p> <p>8 ISSUE: Care and maintenance of vacant lots</p> <p>9 ISSUE: Limited access to St. Lucie River</p>
---	---	---

Specific themes included:

- Defining neighborhood sub-areas within PA-3.
- Creating neighborhood organizations and increasing capacity to organize residents and implement projects.
- Formalizing Neighborhood Planning Division within the City’s organizational structure.
- Building neighborhood identity and a sense of place.
- Improving connectivity and safety, particularly for bicyclists and pedestrians.
- Developing an Activity Center as the focal point of neighborhood activities within PA-3.
- Improving existing parks/recreation facilities and developing new ones.
- Integrating public art.

The themes from Public Workshop #1 were used to develop specific project/program recommendations that were presented in Public Workshop #2.

4.2 Public Workshop #2

The overall themes and specific recommendations generated in Public Workshop #1 were developed and presented in Public Workshop # 2. The Public Works Department also presented some specific projects it included in the current Capital Improvements Plan (CIP) that are consistent with the themes identified for the Action Plan themes (see **Figure 4-3**).

The meeting summary and comments received during Public Workshop are included in **Appendix A** of this document (see **Figure 4-4**). The feedback received during the workshop was used to develop the Neighborhood Vision and Action Plan in **Sections 5.0** and **6.0**.

Figure 4-4: Participant Quotes from Public Workshop #2



Figure 4-3: Public Workshop #2 Photos



4.5 Bayshore Business District Focus Group

An additional focus group meeting was held to discuss issues and opportunities with business and property owners for the purpose of developing a zoning overlay and improvement plan for the Bayshore Business District, located in the western portion of PA-3 between Bayshore Boulevard and Macedo Boulevard. Specific themes included:

- Naming/branding the Business District
- Improving signage to the Business District (i.e., gateways, wayfinding and street names)
- Addressing location of possible entry nodes
- Evaluating code compliance/public safety
- Improving vehicular parking
- Establishing a street lighting district
- Enhancing the aesthetics and buffering between the Business District and residential particularly along Bayshore Boulevard

The meeting summary is included in **Appendix A**. Specific recommendations that were developed following this meeting are further discussed in **Section 7.0**.



PLANNING AREA VISION

5.0 PLANNING AREA VISION

This section includes the Planning Area Vision (The Vision) based on the results of the existing conditions analysis and public involvement process. The Vision will act as the long-term planning framework for identifying projects and initiatives to be addressed during the plan horizon.

5.1 Vision Statement

The proposed Vision for PA-3 is the following:

A connected community, where neighborhoods connect to natural assets through a safe, effective, and efficient system of roadways, sidewalks, greenways, and blueways; where neighbors connect with each other at a central activity center, through community associations and volunteer opportunities; and where businesses connect with residents and invest in the community growing the economy.

The Vision Concept is a visual representation of the Vision statement and major concepts that make up the plan (see **Map 5-1**). The Vision Concept illustrates important elements, including:

- A central activity center and business district where people can work and shop at a variety of local businesses and where those businesses can thrive. Mixed-use developments will increase positive interactions between residents and business owners.
- An improved transportation system where people will feel comfortable walking, riding a bicycle, using public transportation, and driving a vehicle and where streets are pleasant public spaces.
- Neighborhood parks that will provide a variety of passive and active recreational uses, all connected by a greenway with walkways and bicycle trails and a blueway with scenic views of the canal and the St. Lucie River.

5.2 Plan Goals

Goals are the destinations or outcomes that PA-3 seeks to attain—general statements that set the broad framework for the Plan’s strategies and further describe how to achieve the Vision. Following are PA-3 goals.

1. Building an identity/brand.

- Delineate sub-areas within PA-3.
- Develop an identity/brand for the sub-areas.
- Implement a signage program (welcome signs, banners, wayfinding signs).

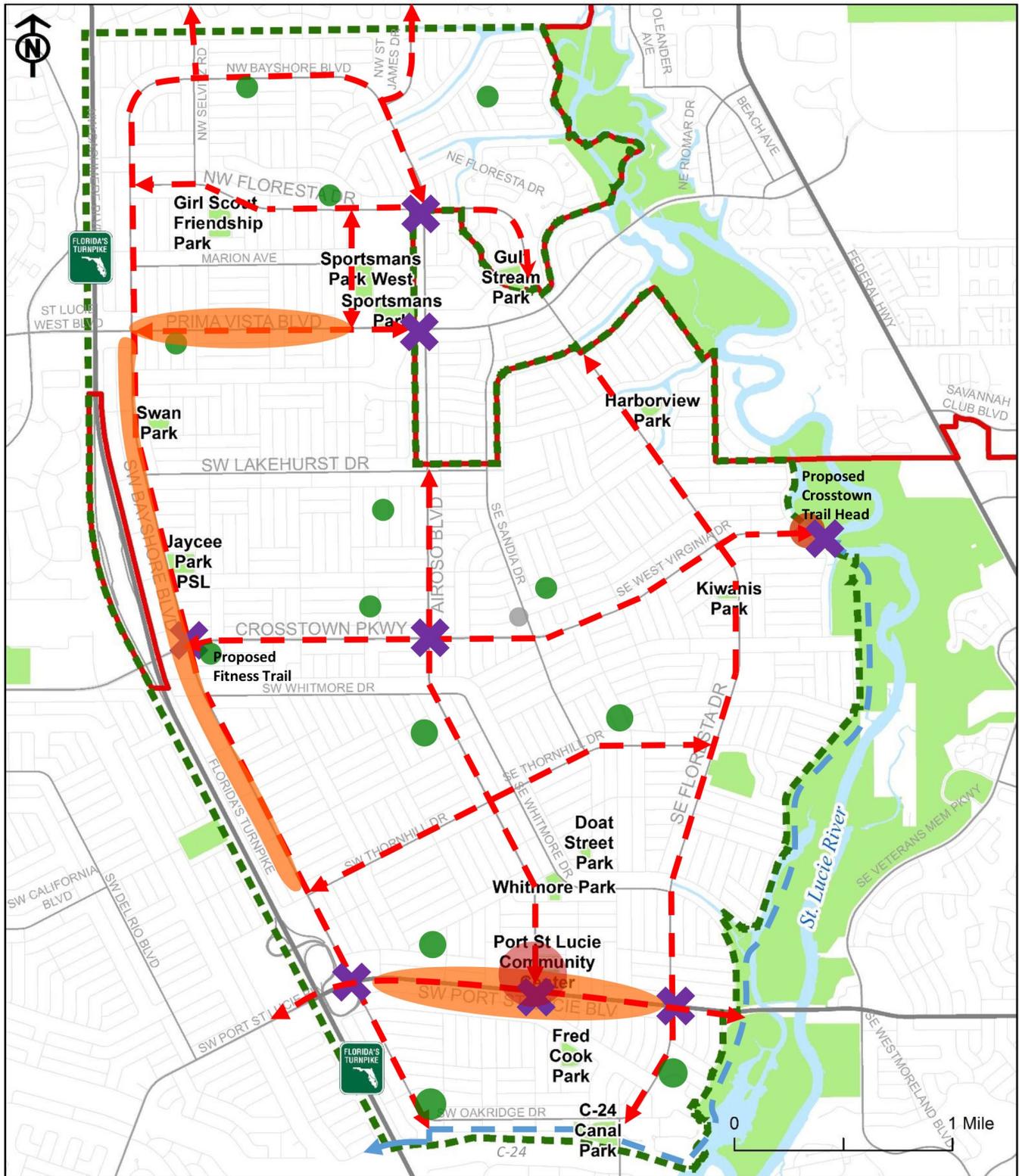
2. Develop an Activity Center to provide local services and a gathering place for the community.

- Improve the business environment for both small and larger businesses to thrive.
- Encourage a variety of business types to service the community.
- Provide mixed-use opportunities for residents and business owners to intermingle.
- Develop parks/recreational spaces and pathways creating passive recreational opportunities.

3. Enhance the Bayshore Business District as a commercial/light industrial destination.

- Create a unique identity to protect, improve, and sustain a positive business environment through a variety of mix-use and flex spaces.

Map 5-1: Vision Concept Map



- Potential Active Center
- Potential Mixed-Use (Commercial, Office, Institutional, Residential)
- Potential Parks
- Parking Lot
- Trail Head
- Potential Welcome Sign
- Parks
- Planning Area Boundary
- Port St. Lucie City Limits
- Primary Pedestrian & Bicycle Network
- Greenway/Blueway



4. Improve public infrastructure that will create a safer environment for all ages and abilities.

- Provide efficient, safe, and comfortable travel for pedestrians, bicycles, buses, cars, and trucks.
- Enhance alternative modes of transportation choices with improved access and safety (i.e., greenways, blueways, public transit service).
- Create aesthetically-pleasing streetscapes.
- Reduce cut-through traffic on residential streets.
- Improve public transit and school bus service and stop facilities.
- Improve stormwater drainage to reduce flooding.

5. Improve parks and recreational facilities for local residents.

- Enhance existing park facilities, programming, and access.
- Develop pocket parks within easy walking distances from neighborhoods.
- Use canals as recreational assets.
- Provide a greenway along the St. Lucie River
- Better use community centers with meeting halls.
- Encourage arts, cultural events, and activities for all ages.

6. Improve public safety and security within the neighborhoods.

- Reduce the occurrence of criminal activities by enhancing police presence.
- Build positive relationships among residents and the Police and Fire departments.
- Improve code compliance activities, particularly of overgrown vacant properties.



ACTION PLAN

6.0 ACTION PLAN

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focused themes of PA-3. Implementation of the Action Plan will require a concerted long-term effort by the establishment of a Neighborhood Planning Division and the Planning Area Advisory Committee (PAAC), and subsequently civic/neighborhood associations at the sub-area level, as described in Volume I - Neighborhood Planning Program.

6.1 Building Identity

The Planning Area boundaries establish a geographical boundary for the Plan, but they do not create a cohesive identity for the residents and business owners that live, work, and play within PA-3. Building neighborhood identity will take time, but the implementation of the programs and initiatives indicated in this section will help facilitate the process.

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities and help achieve the City's goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles.

Successfully building identity will require the following action steps:

1. Delineate sub-areas within PA-3 and adopt names for them.

The identification of sub-areas was developed through collaboration with City staff and reviewed by the public at Planning Workshop #2. Although there was general consensus for the proposed boundaries, there was disagreement on the names of each of the sub-areas. For the purposes of illustration, those names presented at Public Workshop #2 have been included on **Map 6-1**.

2. Establish names for the sub-areas within PA-3.

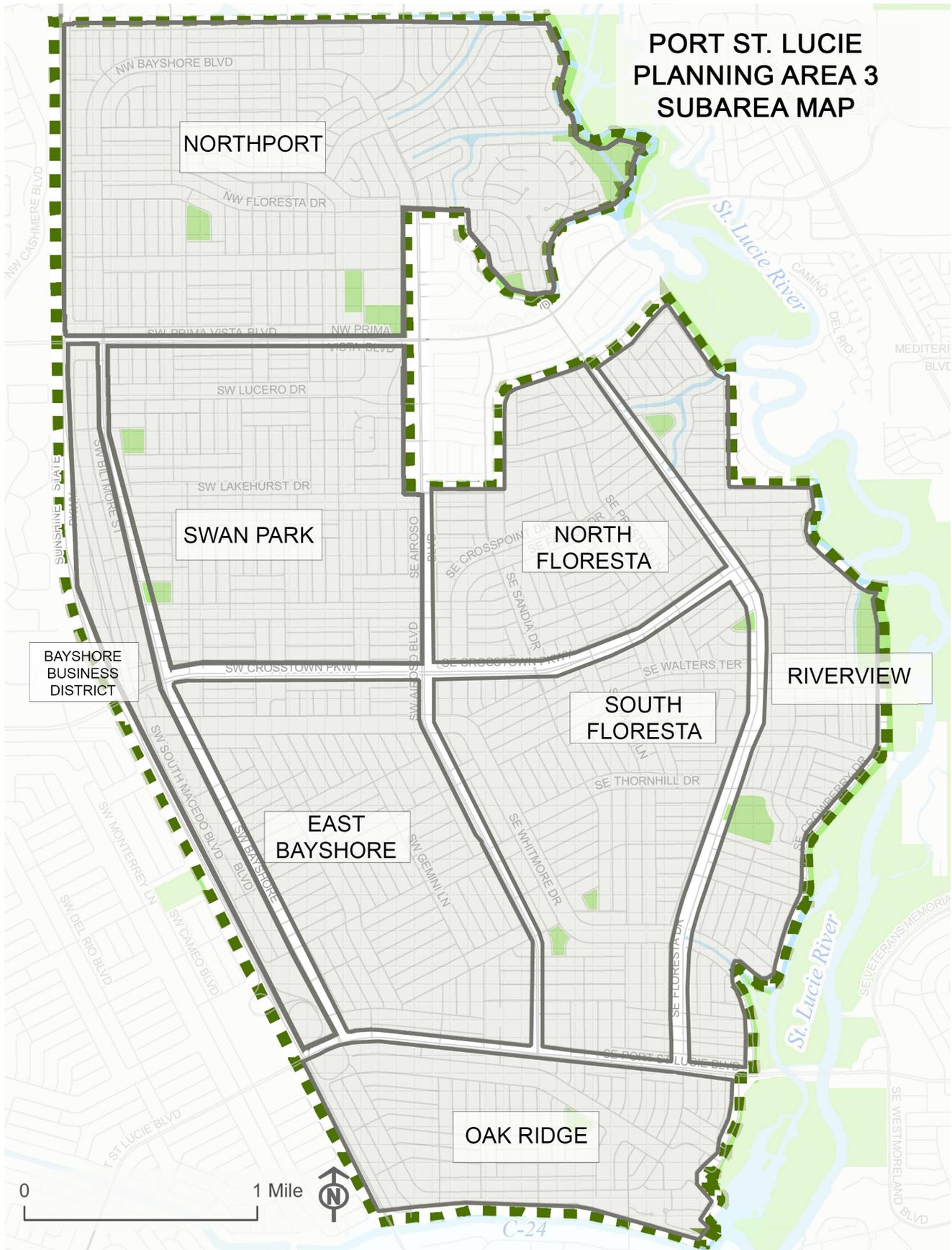
Throughout the public involvement process, a number of names were suggested for the proposed sub-areas in PA-3 (see **Map 6-1**). To allow for consideration of as many names as possible and an opportunity for a larger audience to participate in the process, it is recommended that a competition be held to name the sub-areas. This competition could be set up on the City's Neighborhood Planning website, and entries could be submitted online. The City could designate a small group of judges of staff and elected officials to choose the final names. Once the final names are selected, they should be incorporated into the Land Development Regulations and Comprehensive Plan as appropriate.

3. Complete a branding process to identify sub-area logos and wayfinding design.

An effective way to build identity within neighborhoods is to develop unique logos and deploy them into the neighborhoods through signage, banners, and wayfinding elements. The City should complete a branding process for PA-3 that, through community involvement and staff interaction, develops a clean, identifiable logo and signage design concept that is supported by the community. Key elements of this process should include the following:

- Use of a robust community involvement process to guide efforts. A design competition for the logos could be conducted to solicit ideas from local artists, students, and public-at-large. The community could then provide feedback into the design concepts through a workshop and/or collected through polling on the City's Neighborhood Planning website.

Map 6-1: Neighborhood Sub-Areas



- Develop the core components of the sub-area logos/brand concepts. What are the first three things you want target markets to think/feel when they hear the name of the sub-areas? Examples include “friendly neighbors,” “quirky and interesting,” “green,” “great for fitness activities,” “safe,” “cool place to be,” “family-friendly,” “a great value,” great-looking houses,” “neighbors are proud to be here.”
- Create a logo, color palette, and tagline that is reflective of the nature of the sub-areas (see **Figure 6-1** and **Figure 6-2**). Use this logo on everything – newsletters, website, house flags, decals or stickers for cars and house windows, yard signs for “best landscape” contests, letterhead, blog, entryway signage, banners, and so forth.

4. Once the brand/logo concepts have been developed, identify key quick “victories” that can be implemented in the short term.

Immediately following the completion of the branding process, the City should be prepared to move towards implementation in a quick and cost-affordable way. Since manufacturing, permitting, and installing permanent signage can be expensive and time-consuming, it is recommended that the City first move to develop a banner program for the sub-areas of PA-3 that will use the new logo.

- Banner program along primary roadways – The banner program will allow for each sub-area to have unique signage at a relatively affordable cost. These signs could be semi-permanent, or could switch on a regular basis for local events, etc. (see **Figure 6-1**) Some potential locations for banners could be the following (see **Map 6-2**):
 - Floresta Drive (Northport)
 - Lakehurst Drive (Swan Park)
 - Floresta Drive (North Floresta)
 - Airoso Boulevard (East Bayshore)
 - Floresta Drive (South Floresta)
 - Crowberry Drive/Coral Reef Street (Riverview)
 - Oakridge Drive/Bayshore Boulevard/Floresta Drive (Oak Ridge)
 - Bayshore Boulevard (Bayshore Business District)
- Sub-area welcome signs adjacent to primary intersections (see **Map 6-2** and **Figures 6-2, 6-3, 6-4, and 6-5**) – these could take the form of small monument signs.
 - Floresta Drive/Airoso Boulevard (Northport)
 - Crosstown Parkway/Airoso Boulevard and Crosstown Parkway/Bayshore Boulevard (Swan Park)
 - Crosstown Boulevard/Airoso Boulevard and Crosstown Boulevard/Floresta Drive (North Floresta)
 - Bayshore Boulevard/Port St. Lucie and Crosstown Boulevard/Airoso Boulevard (East Bayshore)
 - Port St. Lucie Boulevard/Airoso Boulevard and Crosstown Boulevard/Airoso Boulevard (South Floresta)
 - Port St. Lucie Boulevard/Floresta Drive and Crosstown Parkway/Floresta Drive (Riverview)
 - Bayshore Boulevard/Port St. Lucie and Port St. Lucie Boulevard/Floresta Drive (Oak Ridge)
 - Bayshore Boulevard/Port St. Lucie (Bayshore Business District)

Figure 6-1: Logo Examples within City and Vicinity



(Source: City of Port St. Lucie, FL)



(Source: Town of Tradition, FL)



(Source: Choice Pest Management)



(Source: Minor League Baseball)



(Source: St. Lucie County, FL)



(Source: St. Lucie Chamber of Commerce)



Each Child, Every Day

(Source: St. Lucie Public Schools)

Figure 6-2: Conceptual Sub-Area Logos



Figure 6-3: Potential Banners



(Source: City of Winter Park, FL)



(Source: The Décor Plan)



(Source: Tex Visions)

Figure 6-4: Potential Welcome Sign Concept Ideas

Archways



El Cajon, CA (Source: Flickrriver)



Carlsbad, CA (Source: Tripadvisor)



Farmville, VA (Source: Harvey Design Land Architects)



Costa Mesa, CA (Source: A Bubbling Cauldron)



Goodyear, AZ (Source: Hunt Design)



El Cajon, CA (Source: Hunt Design)

Figure 6-5: Potential Signage Implementation Concept

PA 3 Signage Concepts

LOGO



IDENTIFICATION SIGNAGE



WAYFINDING SIGNAGE



BANNER



6.2 Creating Activity Centers

Activity Centers are locations with a mix of commercial, residential, and/or institutional uses that either currently serve or will serve as nodes of activity. The purpose of identifying and encouraging the development of Activity Centers is to accomplish the following:

- Create a sense of place and community.
- Encourage mixed-use/infill development.
- Improve business environment and diversity to serve the community.
- Provide variety of housing options, where applicable.
- Provide public open spaces and amenities.
- Create safe and attractive streets for people.

6.2.1 PA-3 Activity Center

In PA-3, the designated Activity Center is located near the City Municipal Complex at the intersection of Airoso Boulevard and Port St. Lucie Boulevard (see **Map 6-3**). As shown in **Map 6-4**, there are a number of assets and opportunities which the City can build upon to reinforce the development of this Activity Center. They include the following:

Existing Assets

- Port St. Lucie Government Offices and City Hall
- Port St. Lucie Community Center
- Lakeside Center, City Commons, and other retail centers
- St. James Orthodox Church (including public meeting hall)
- Port St. Lucie Transit Facility (Bus Depot just north of Community Center)

Potential Opportunities

- Potential passive parks located at existing stormwater ponds
- Pedestrian improvements at the intersection of Airoso Boulevard and Port St. Lucie Boulevard
- Potential sidewalk connections at the following locations:
 - Along SW Best Street—fill the gaps
 - Along Belvedere Street—currently no sidewalk, but a potential connection to the east side of SE Deacon Avenue

The illustrative Activity Center Plan (see **Figure 6-6**) identifies how, over time and with strategic investments from both the public and private sectors, a more formal center will begin to evolve that could better serve the workers and residents who live in the immediate vicinity as well as those who live in the surrounding area. The concept for PA 3 is to leverage the publicly-owned land to help integrate the center over time. Specifically, as shown in **Figure 6-7**, there are opportunities to create a sense of place and to promote health and wellness through the integration of small passive parks and an exercise path that encircles the Activity Center. Additionally, a new lakefront path and plaza will be built around the existing stormwater pond, and an expanded plaza will be built connecting the Community Center to the water. The evolution of the Activity Center will provide opportunities for public art, programming and events, and easy connectivity between the City employee population and nearby retail and restaurants.

Map 6-3: Activity Center Location (with 5- and 10-minute walk radii)



Planning Area 3

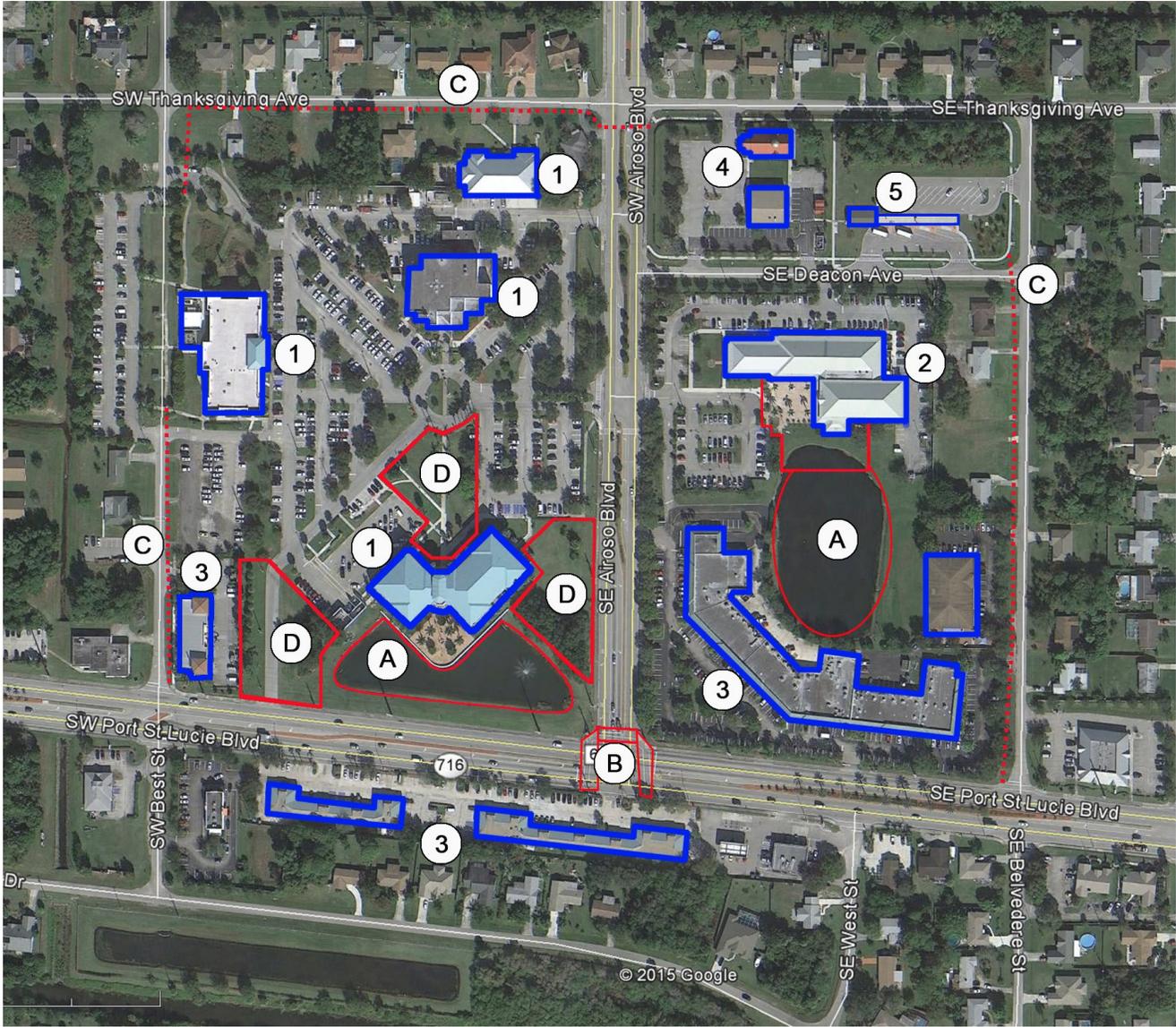
Walking Distance

January, 2016

-  1/4 Mile or 5 Minute Walk
-  1/2 Mile or 10 Minute Walk



Map 6-4: Activity Center Assets and Opportunities



**PORT ST. LUCIE
PLANNING AREA 3
ACTIVITY CENTER**

EXISTING ASSETS:
Highlighted in blue

- ① Port St. Lucie government offices and City Hall
- ② Port St. Lucie Community Center
- ③ Lakeside Center, City Commons and other shopping/retail centers
- ④ St. James Orthodox Church / Event Hall
- ⑤ Transit Station

POTENTIAL OPPORTUNITIES:
Highlighted in red

- Ⓐ Potential passive park facility located around stormwater ponds
- Ⓑ Pedestrian-oriented intersection improvements at the intersection of Airoso and Port St. Lucie Boulevard
- Ⓒ Potential sidewalk connections in the following locations:
 - Along SW Best Street there is a sidewalk gap that should be completed
 - The south end Belvedere Street has no sidewalk – potential to connect to the existing sidewalk to the north and east side of SE Deacon Avenue
 - Connecting SW Best Street and Thanksgiving Avenue to create a full sidewalk connection around the whole site
- Ⓓ Utilizing green space around City Hall to create outdoor spaces or parks, including removal of side street on the west side. Potential opportunity to display public art and have space for a farmers market, art festivals or outdoor community events.

Figure 6-6: Activity Center Illustrative Plan

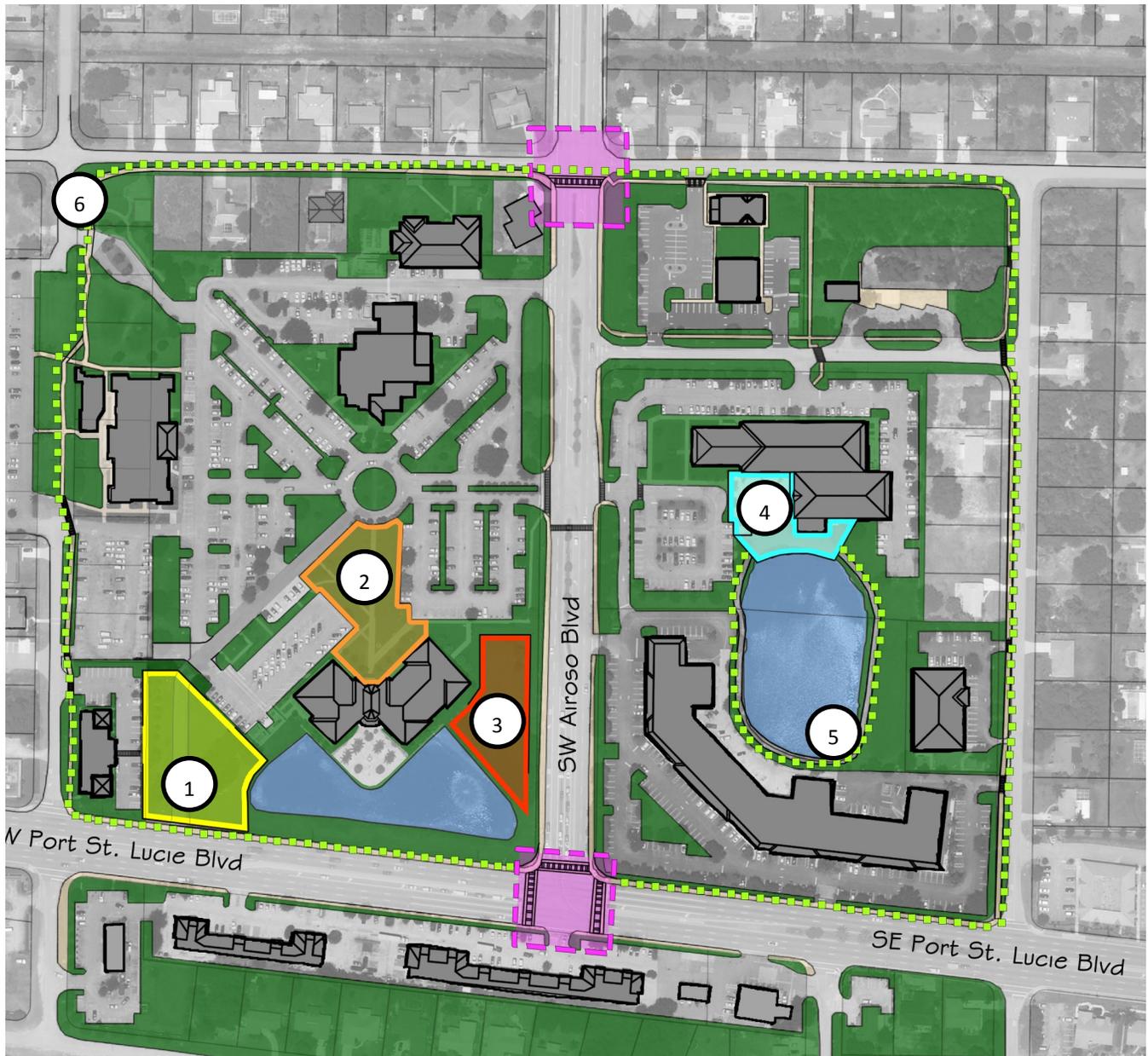


Figure 6-7: Activity Center Character Concepts



1 Park and outdoor lunch area by City Hall



4 Expanded plaza space at Community Center



2 Potential public market space opportunity



5 Elevated boardwalk around lake



3 Passive park space with public art



6 Fitness loop around Activity Center

6.3 Enhancing Recreation and Leisure

PA-3 consists of 13 City parks, totaling approximately 90 acres (see **Table 6-1** and **Map 2-4**). As noted in the table, there are a mix of active and passive parks that provide different types of amenities.

The challenge in PA-3 is not the lack of parks and recreational facilities, but their condition and amenities. The existing City parks include a variety of facilities, such as baseball fields, basketball courts, canal bank fishing, a community center (banquet hall, meeting rooms, fitness center, kitchen), concession stands, docks/boat ramps, dog walk areas, football fields, open space grass area, picnic pavilions/shelters, playgrounds, restroom facilities, soccer fields, tennis courts, walking/running tracks, and wooded preservation. However, a number of parks are undeveloped and do not include signage, amenities, lighting, and/or pedestrian access. Examples of these parks are Gulf Stream Park, Harborview Park, Kiwanis Park, and Doat Street Park.

Successfully enhancing recreation and leisure will require the following action steps:

1. Implement proposed parks/recreation projects identified in the Capital Improvements Plan.

The City has identified several projects that are consistent with the Vision for PA-3 and these should be prioritized for implementation (see **Map 6-5**). It is also recommended that future projects be presented to the PAAC in advance, and their consistency with the Plan discussed in the future.

- Park with Fitness Zone/Trail at intersection of Crosstown Boulevard and Bayshore Boulevard (See **Figure 6-8**)
- Crosstown Parking Lot at Crosstown Boulevard and Sandia Drive to create access the Crosstown Trail (see **Figure 6-9**)
- C-24 Canal Path from Cooper Lane to C-24 Canal Park (see **Map 6-6**)
- Crosstown Trail Head located at the Crosstown Parkway and St. Lucie River (see **Figure 6-10**)

These recreational facilities could be connected by a pedestrian and bicycle-friendly greenway trail. A blueway system along the C-24 Canal could be used for motorized and non-motorized vessels such as canoes and kayaks. The C-24 Canal Park with boat ramps and floating docks could be the launching point to the canal.

Table 6-1: City Parks within PA-3

Park Name	Acreage	Designation
C-24 Canal Park	8	SF (Boat Ramps)
Community Center	4.9	CRPF-A
Doat Street Park	2.44	SNP-P
Fred Cook Park	5.5	SNP-P
Girl Scout Friendship Park	8.4	LNP-A/P
Gulf Stream Park	5.85	SNP-P
Harborview Park	4.8	SNP-P
Jaycee Park & YMCA	6.2	LNP-A/P
Kiwanis Park	3.8	SNP-A/P
Sportsman's Park	16	SF (Football)
Sportsman's Park West	13	LNP-A/P
Swan Park	6.5	SF (Soccer)
Whitmore Park	4.4	SNP-P
TOTAL	89.79	

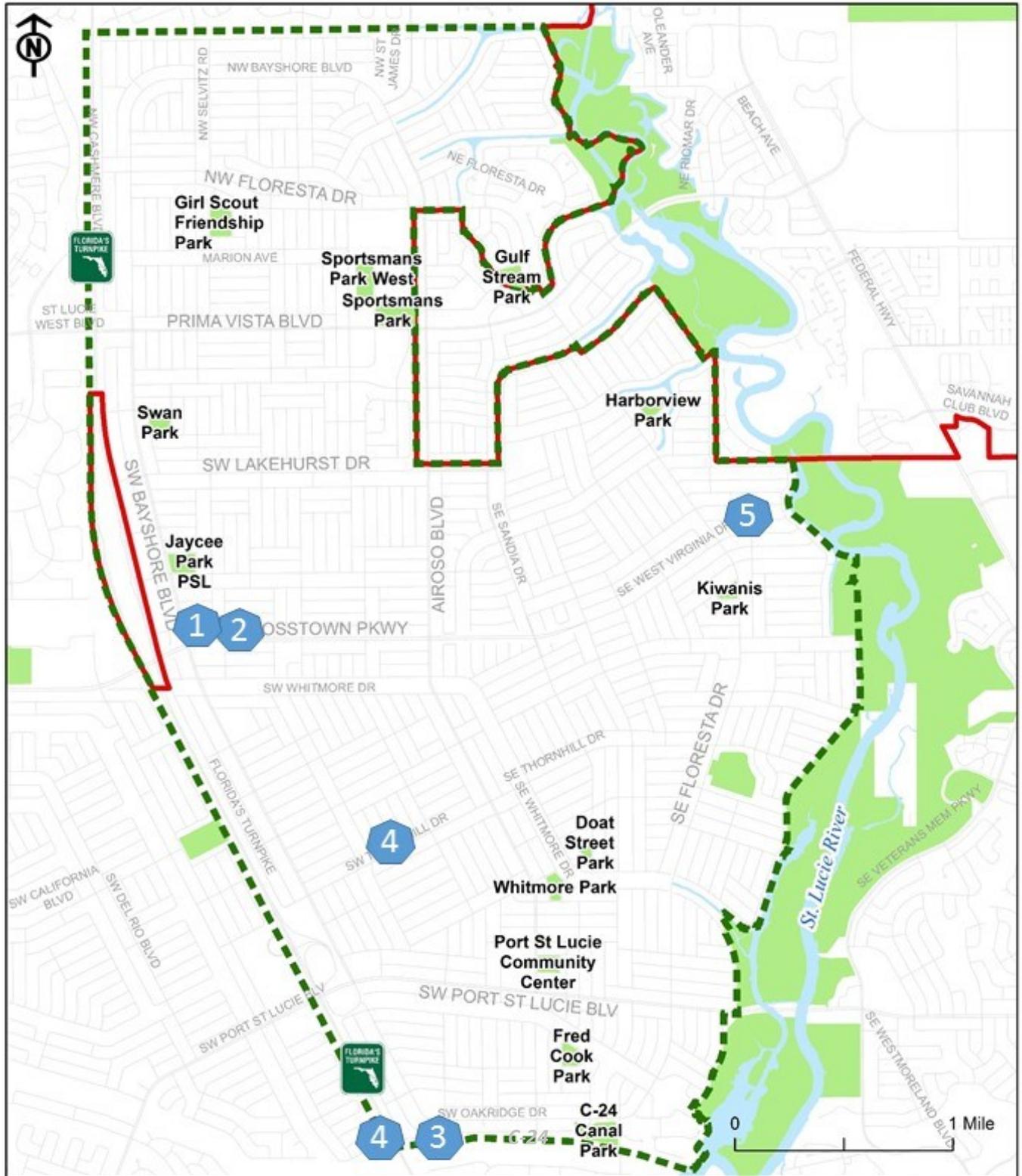
Legend: A-Active Parks, P – Passive Parks

Small Neighborhood Parks (SNP); Large Neighborhood Parks (LNP)

Citywide/Regional Park or Facility (CRPF); Specialized Facility (SF)

Source: City of Port St. Lucie Comprehensive Plan

Map 6-5: Capital Improvement Projects



Planning Area 3

CIP Team Projects
Parks and Open Space



- | | |
|--------------------------|------------------------|
| 1. Fitness Zone | 4. CDBG Sidewalks |
| 2. Crosstown Parking Lot | 5. Crosstown Trailhead |
| 3. C-24 Canal Path | |

Map 6-6: C-24 Canal Path (Cooper Lane to C-24 Canal Park)

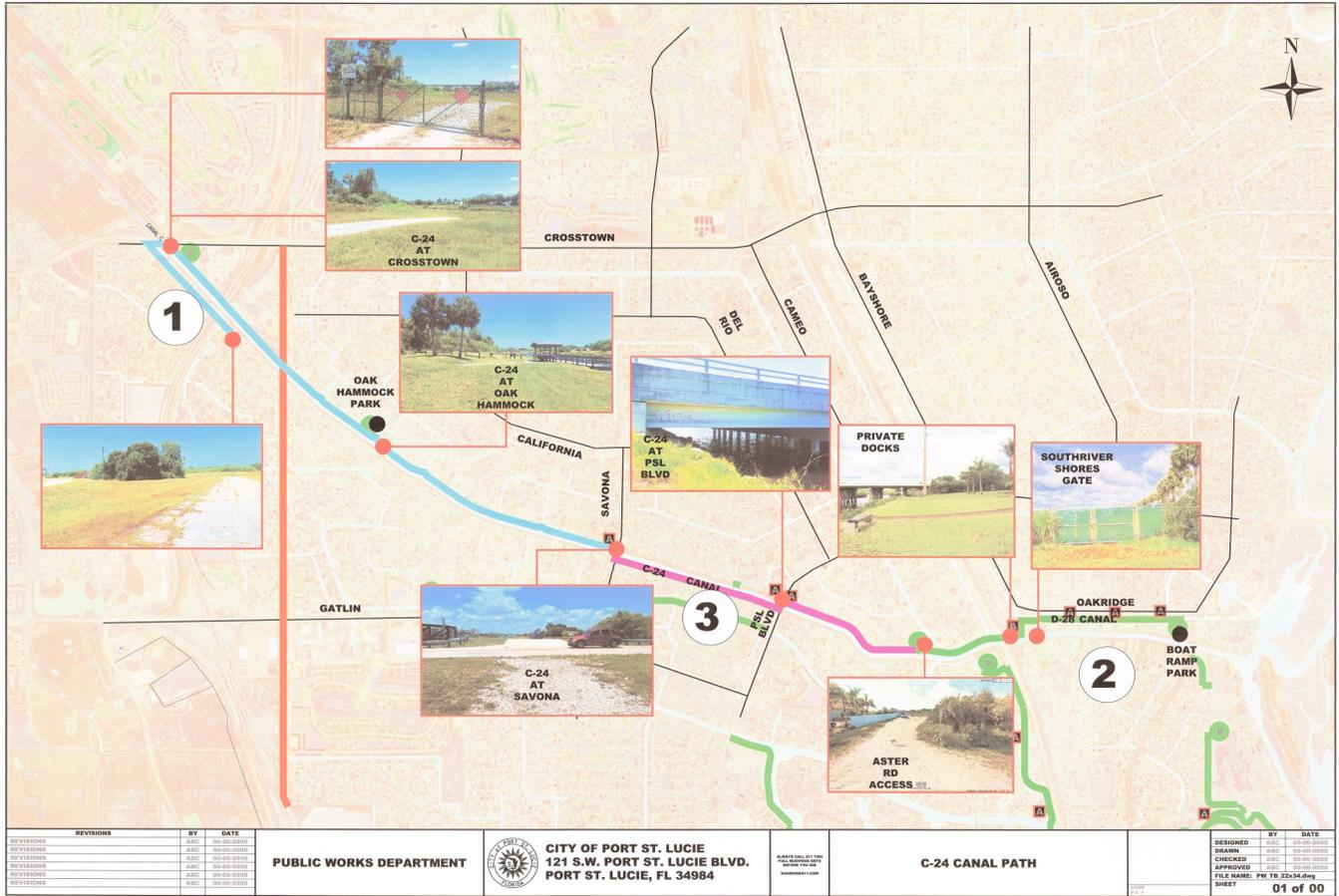


Figure 6-10: Crosstown Trail Head (Crosstown Parkway and St. Lucie River)



2. Implement a blueway along the C-24 Canal

In addition to the creation of a multi-use trail along the canal, the City should consider providing for canoe/kayak access along the canal at key locations.

3. Complete a Parks and Recreation Master Plan to develop a specific plan for improving existing parks (signage, amenities, lighting, etc.) and to identify potential locations for new parks/improved recreational facilities.

4. Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in development them.

There may be opportunities to create community gardens, similar to the one at 2600 SE Waterview Drive, which is on a half-acre site consisting of 44 garden plots (4'×8'×12"). Funding could be through the Community Development Block Grant (CDBG) and/or partnerships with local garden centers (see **Figure 6-11**).

Figure 6-11: Port St. Lucie Community Garden



Source: City of Port St. Lucie, FL



Source: City of Port St. Lucie, FL



Source: Matthew R. Stover

6.4 Connecting Multimodal Transportation

Although the predominant form of transportation in Port St. Lucie is the car, other alternatives include walking, biking, and transit. Implementing complete street design will create safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users' safe and comfortable access to schools, outdoor recreational facilities, and destinations (see **Figures 6-12**).

6.4.1 Sidewalks

Throughout the public involvement process, one of the most common issues/concerns raised was the need for improved pedestrian facilities generally, and sidewalks specifically. Although the City has been very active in improving pedestrian safety by installing public sidewalks through its City Sidewalk Program and in coordination with St. Lucie County through the Safe Routes to Schools Program, it is clear that there is still a need for more.

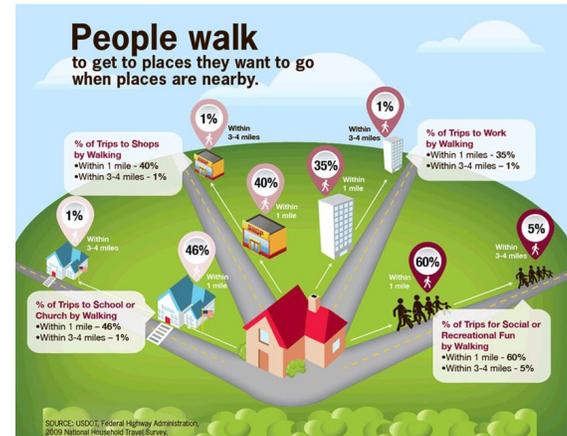
The City has identified future sidewalks consisting of proposed multi-purpose trails and priority sidewalks to improve pedestrian connectivity within PA-3 (see **Map 2-6**). The City has identified CDBG funding in its Capital Improvement Plan for sidewalk improvements along Thornhill Drive between Airoso Boulevard and Bayshore Boulevard and along Bayshore Boulevard/Oakridge Drive between Glenwood Drive and Oaklyn Street (see **Map 6-5**).

The City developed its sidewalk program with a focus on connecting schools to improve the safety of children. This is a logical approach that ensures that some of the most vulnerable citizens are protected. However, through the public involvement process, it became clear that there was a desire to prioritize park connections with the sidewalk programs as well.

6.4.2 Bicycle Facilities

The City recognizes that the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off road trails such as drainage canals and utility right-of-way property, and other major recreational facilities, and coordination with bicycle planning activities with other

Figure 6-12: Multimodal Benefits

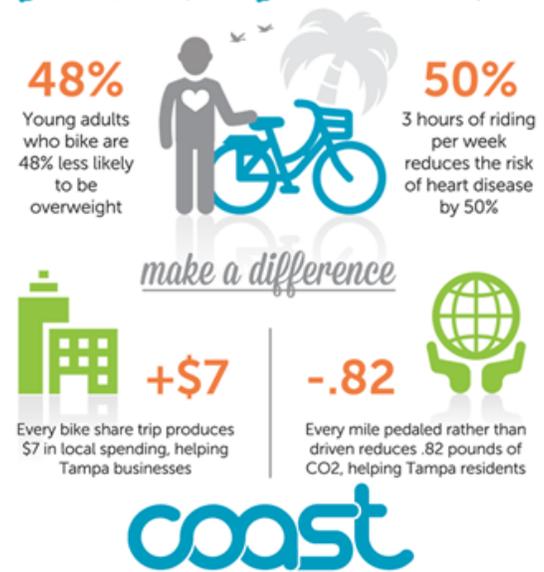


(Source: USDOT, Federal Highway Administration)



(Source: Active Living Research)

good for you. good for tampa.



(Source: Plan Hillsborough)

agencies associated with bicycle planning activities.

The existing bicycle facilities within PA-3 consist of bike lanes, wide sidewalks, and paved shoulders. The City of St. Lucie has identified future bike facilities within PA-3 consisting of proposed multi-purpose trail and priority bicycle corridor (see **Maps 2-6, 2-7 and 2-8**).

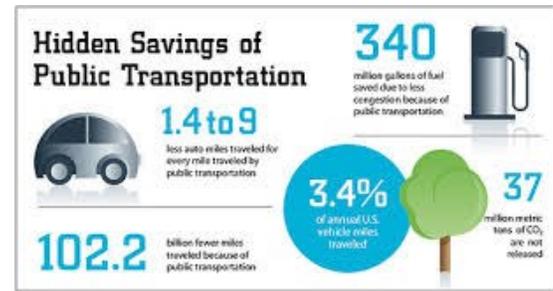
6.4.3 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector, a fixed-route service, and 2) Community Transit, a demand-response system. **Map 2-9** shows proposed bus routes within PA-3 to provide viable transit service for local residents, help alleviate roadway congestion, and reduce greenhouse gas emissions within the city.

The low-density development pattern within PA-3 prohibits the St. Lucie County School District from providing school bus pick-up deep within neighborhoods. Instead, the typical pattern is that children travel (either walking, biking, or by car) from their neighborhoods to major corridors to catch the school bus. This requires that the St. Lucie County School District pick up children along major corridors, which creates safety issues, as students often are waiting where there are no sidewalks, bike racks, or shelters.

To improve safety and comfort at school bus pick-up/drop-off areas and alleviate traffic congestion in those locations, the concept of a bus stop with amenities or “superstop” is proposed. This concept should be deployed at strategic locations (in right-of-way or publicly-owned property) in close coordination with the St. Lucie County School District (see **Map 6-7**).

Figure 6-12: Multimodal Benefits (cont'd)



(Source: Sustainable Cities Collective)



(Source: Cincinnati Trans Forum)

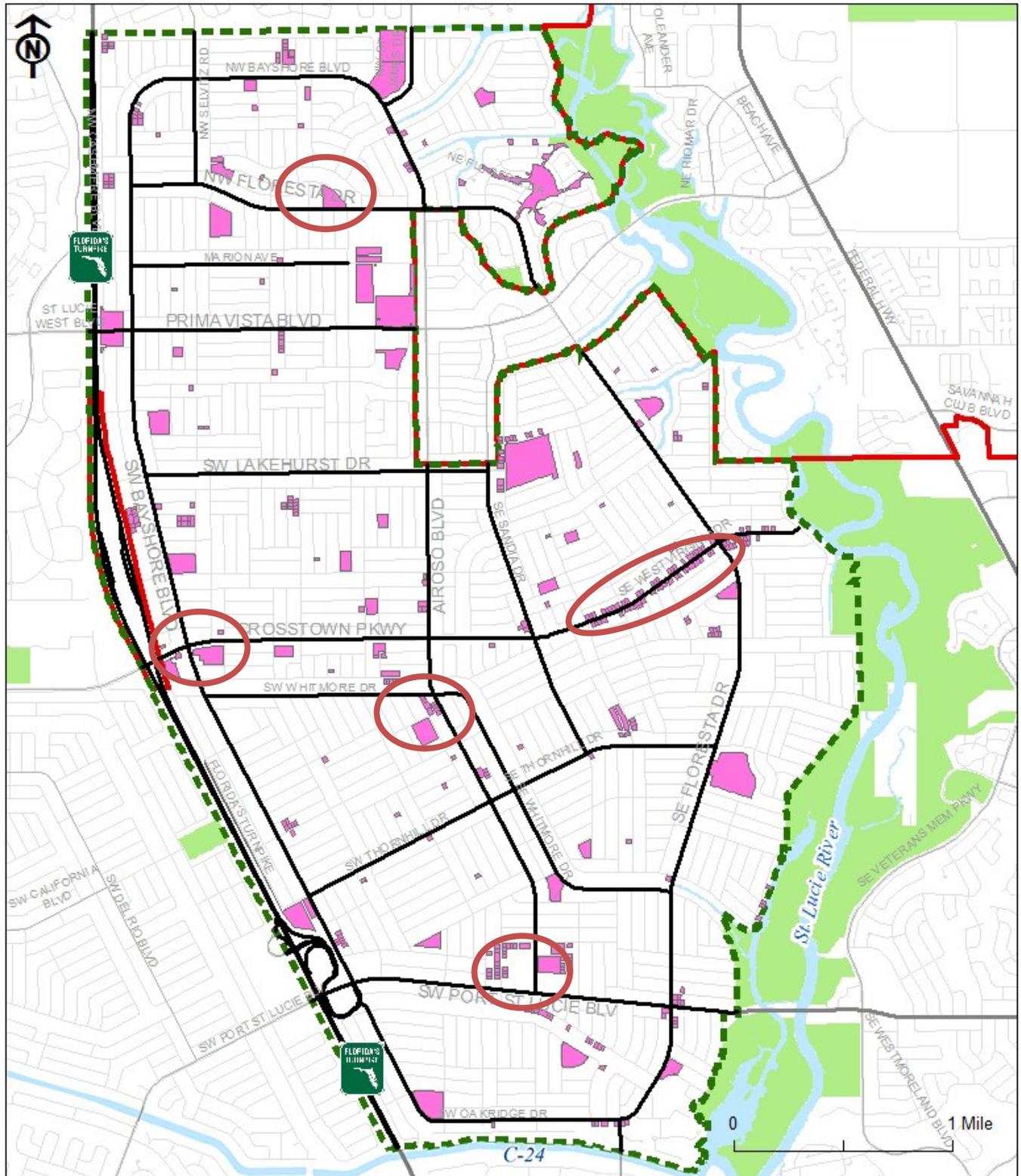


(Source: Treasure Coast Observer)



(Source: St. Lucie County)

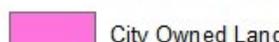
Map 6-7: Potential Superstop Locations



Planning Area 3

Bus Stop Corridors

February, 2016

-  Major Roadways
-  City Owned Land
-  Planning Area Boundary
-  Port St. Lucie City Limits



Successfully designing complete streets and connecting the multimodal transportation system will require the following action steps:

1. Develop performance measures for construction of bicycle/pedestrian facilities and report them at quarterly PAAC Meetings.

As noted in Section 6.5.1, the City has a logical and robust sidewalk construction program. To ensure that more community members become aware of the process and progress, the City should report on the number of feet of sidewalk constructed on a quarterly basis, the specific locations where they were installed, and what the work program will look like in the following three months. It also is recommended that the quarterly reports be posted on the PAAC website.

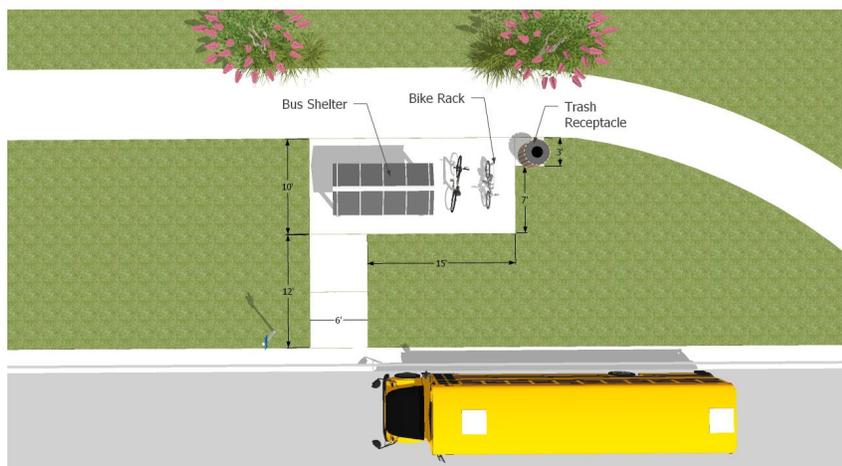
The Neighborhood Planning Division should be responsible for sharing any issues/priorities for new sidewalk construction with Public Works as appropriate. It will be the Neighborhood Planning Division's job to provide feedback to residents on project status.

2. Consider the creation of a funding process that would allow property owners to fund sidewalk construction by taxing themselves.

This process, already well-established with the funding of streetlights, could provide additional construction funding for the City to use to install sidewalks. It is recommended that the City identify local vendors who can complete the installation for sidewalk projects funded through this process. By retaining an outside vendor, the City will remain focused on implementation of its existing sidewalk program.

3. Collaborate with the St. Lucie County School District and to identify locations to develop a transit "superstop."

6-13: Prototypical Superstop Concept—Compact Model



The establishment of a pilot superstop project within PA-3 would provide a demonstration of the concept that would provide important information about location, design, and desired amenities to residents and City officials. If the concept is found to be successful, additional stops could be developed as funding becomes available. It will be important to coordinate these efforts with the School District and the Council on Aging to co-locate public transit and school transit facilities wherever possible/appropriate.

The first concept is a compact model which provides basic amenities (shelter, bike rack, trash receptacle) in a compact footprint to allow for flexibility in placement (See **Figure 6-13**).

The second concept is a standard model, which provides extra seating and bike racks, as well as a location for public art (see **Figure 6-14**). The final concept is the park and pick-up concept, which incorporates the amenities of the standard model, but also accommodates some surface parking for those parents who wish to pick-up/drop off their kids at the bus stop (see **Figure 6-15**).

4. Complete the Crosstown Parkway extension to Federal Highway (US 1).

The completion of the Crosstown Parkway extension was a project strongly supported by the community during the public involvement process. This project is seen as an important transportation connection and public recreation asset with its linear park features and multi-use trails.

5. Install sidewalks on Floresta Drive.

During the public involvement process the installation of sidewalks on Floresta Drive was considered an important priority as this is an important north/south connection in PA-3, and is dangerous for pedestrians and bicyclists.

Figure 6-14: Prototypical Superstop Concept—Standard Model

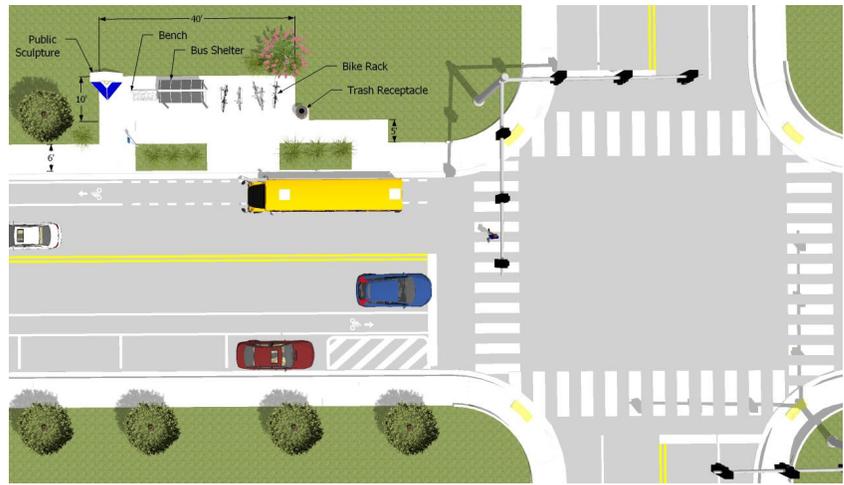
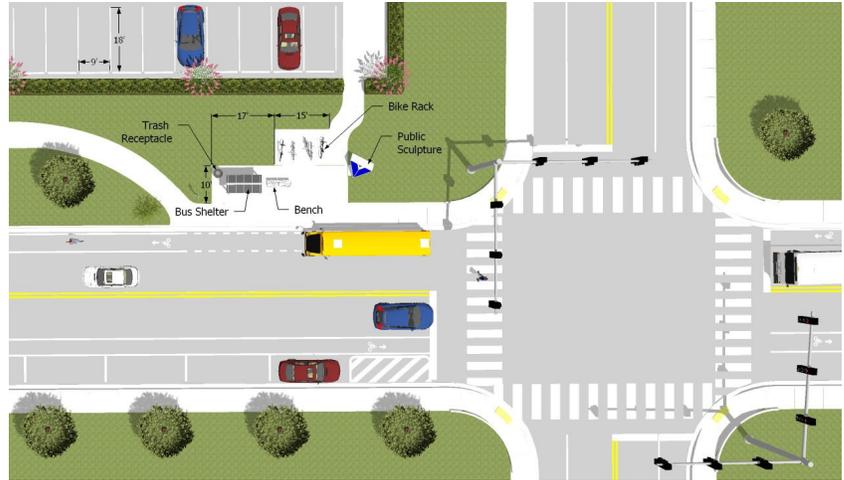


Figure 6-15: Prototypical Superstop Concept - Park and Pick-Up Model



6.5 Integrating Arts and Culture

The City of Port St. Lucie recognizes the importance of art as an integral element to enhance the quality of the visual environment, both natural and built, and, in so doing, add the quality of life and raise the level of citizen awareness of aesthetic experiences in their everyday lives. In April 2013, the City Council adopted Ordinance 13-18 to create Chapter 162, Art in Public Places in the Land Development Regulations (LDR).

Public art in PA-3 will add visual and cultural identity to the Plan Area and its neighborhoods, creating a unique sense of place and distinction, enjoyment, and pride for local residents and visitors. The goal is to create a stimulating environment that reflects and enhances the heritage, diversity and character of PA -3 through public artworks integrated in the architecture, infrastructure, and landscape and to celebrate the community's cultural expression and heritage.

The following art and culture strategies comply with Section 162, LDR, subject to the Public Art Fund.

6.5.1 Public Art Opportunities

Public art can contribute to the visual identity of PA-3 to strengthen civic connectivity and create local points of pride. These projects create a visual language that helps make the places that connect PA-3 neighborhoods identifiable and unique, and the places could be considered “common grounds” for residents of PA-3—places where neighborhoods come together through recreation and social activities or that provide threads that enable people to move from one neighborhood to the next. These places include infrastructure systems that link different parts of the PA-3 (entry arterials, walking streets, multi-purpose trails, canal trails, parks, stormwater facilities) or facilities that touch and knit together multiple neighborhoods (special parks and recreation facilities) (see **Figure 6-16**).

Successfully integrating arts and culture will require the following action steps.

Entry Arterials

Entry arterials represent the primary gateway roadways that traverse PA-3 and offer the best opportunities to create a sense of entry and identity within the community. These should be major roadways within PA-3, which is important for several reasons:

Figure 6-16: Examples of Public Art



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Douglas Kornfeld)



(Source: Public Art Network)

- Arterials typically have larger right-of-way, which provides more opportunities for public art installations.
- Arterials are heavily-traveled by those living/working within PA-3 and outside of it. These roadways offer excellent exposure for public art installations and provide the greatest potential impact for defining community identity.
- Investment in transportation and streetscape improvements are much more likely to occur on major arterials, providing additional opportunities to integrate public art into streetscape design from the early stages.
- Major arterials provide street lighting, which provides opportunities to illuminate art pieces or provide illuminated art.

1. Identify entry arterials within PA-3 where streetscape improvements will be integrated with public art features.

Potential entry arterials within PA-3 include the following:

- Port St. Lucie Boulevard
- Crosstown Parkway
- Prima Vista Boulevard
- Airoso Boulevard
- Bayshore Boulevard

2. Once the entry arterials are identified, create an action plan for integrating public art at key locations.

- Identify upcoming roadway projects on designated entry arterials that include improved/enhanced streetscape improvements and collaborate with the appropriate departments (City, County, FDOT) to ensure that an artist is included on the streetscape design team. Based on his/her work as part of the team, the artist can create unique streetscape elements or site-specific works to be located along the street. Additionally, the team may identify platforms for temporary artwork.
- Develop a public art grant program to help encourage the development/installation of locally-developed art along the entry arterials.

Walking Streets

Walking Streets represent corridors with which residents most commonly interact during their daily lives. These are the local streets that connect homes to parks and neighborhood commercial centers and typically provide reduced traffic,

Figure 6-16: Examples of Public Art (cont'd)



(Source: City of Clive, IA)



(Source: Public Art Directory)



(Source: Clearwater Art Alliance)

increased pedestrian opportunities, as well as opportunities to interact with neighbors. These neighborhood streets are less likely to be subject to major infrastructure projects and may or may not have street lighting. However, they do provide opportunities within individual sub-areas to create some unique identifying features, and to allow for some temporary creative expressions.

1. **Identify Walking Streets within PA-3 where neighborhood public art installations (permanent and temporary) can be integrated.**
2. **Partner with TCC to install art at bus stops and other transit facilities.**
3. **Coordinate with civic organizations or local schools for street paintings or bench projects. These could be permanent or temporary installations.**
4. **Develop a wayfinding system to include platforms for displaying temporary artworks.**
5. **Encourage property owners to install two-dimensional works of art on their buildings or construct temporary projections or other projects.**
6. **Organize an annual, curated temporary art exhibition at the Port St. Lucie Community Center or other public venues.**
7. **Fund the design and installation of decorative transformer/signal box wraps.**

City Trails

Multi-use paths, greenways, blueways, and other trail facilities provide excellent opportunities for integrating public art. Artworks considered along these facilities could range from artist designed infrastructure (lighting, wayfinding, etc.) to site-specific works in key locations.

1. **Identify key nodes along the existing/planned trail network that would allow for public art opportunities.**

Artwork along trails will have the most impact at “nodes,” places where trails intersect with important destinations or environmental or cultural features. Public art installations (whether permanent or temporary) at these locations would help build identity while also potentially serving as wayfinding elements. Potential nodes include:

Figure 6-16: Examples of Public Art (cont'd)



(Source: City of Charlotte and Mecklenburg County, NC)



(Source: Isadora Art and Photography)



(Source: Bradenton Downtown Development Authority)



(Source: American Trails)

- Sportsman’s Park
 - Fred Cook Park
 - Kiwanis Park
 - Canal Park and Boat Ramp
 - River Park Marina
 - Port St. Lucie Community Center
 - City Hall
 - Northport K-8 School
 - Bayshore Elementary School
 - C-24 Canal Path
2. **Work with Parks and Recreation Department staff to create a work plan for public art on trails so that art projects can be commissioned in a strategic way (construction schedules and planned projects).**
 3. **Work with artists to identify a series of public art projects throughout the trail system that relate to one another and that can be implemented over time, such as a series of kiosks, trail markers, shade structures, bridge railings, or another group of serial works designed by artists.**

Stormwater Facilities

Stormwater facilities provide an excellent opportunity for passive parks and sites for public art. Artists could be involved developing site-specific works of art for stormwater management parks that enhance appreciation of the waterways and/or make visible the stormwater management processes for educational purposes.

1. **With the construction of new stormwater facilities, set aside design/construction money for the purpose of integrating public art.**

Parks and Recreation Facilities

Existing/future parks and recreation facilities provide an excellent opportunity for the integration of public art pieces.

1. **With the construction of new parks, the City should set aside design/construction money for the purpose of integrating public art.**

Artists should especially consider possibilities for incorporating art into the civic elements of the facilities, such as entryways, gathering places, and circulation areas, so the art can be experienced by all who visit the facility.

2. **Ensure that the provision of public art in parks is addressed as part of the Parks and Recreation Master Plan.**

Figure 6-16: Examples of Public Art (cont’d)



(Source: Trails WA)



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Pennsylvania State University)



(Source: Art Daily)

Other Public Art Opportunities

1. The PAAC should collaborate to seek out potential temporary/permanent art within PA-3 such as the following:
 - Portable street art – exhibit art at various locations, at different times/seasons, and during special events
 - Murals

6.5.2 Cultural Activities

Cities are cultural destinations, providers of exemplary quality of life, networks for new ideas, centers of economic vitality, and magnets for new residents. Planning culturally describes a commitment to realize the impacts of culture as indispensable tools for achieving broad civic objectives. The following recommendations seek to address gaps in PA-3 relating to cultural service delivery, expanded participation, broadened impact of culture, and identification of new opportunities (see **Figure 6-17**).

1. **Link PA-3 to other planning areas and neighborhoods and to the Activity Center.**
2. **Implement programs, grants, marketing, outreach and partnerships that attract artists, visitors and residents from one neighborhood to experience another neighborhood.**
3. **Provide neighborhood connections with Active Center festivals; marketing, programming, and partnerships with local cultural initiatives that link major festivals with neighborhood initiatives.**
4. **Do-it-yourself joint collaborations — guidelines, tools, and resources for marketing, programming, and hosting events.**
5. **Coordinate with festival organizers and cultural association/clubs to understand, share, and collaborate on sustainable models for neighborhood festivals.**
 - Atlantic India Association
 - Caribbean American Cultural Group
 - Friendly Sons and Daughters of Ireland
 - Italian American Club of the Treasure Coast
 - Polish American Social Club

Figure 6-17: Examples of Cultural Activities



(Source: Puerto Rican Association for Hispanic Affairs)



(Source: Port Saint Lucie Sons of Italy)



(Source: TCPalm)



(Source: Alachua County Visitors & Convention Bureau)

- Port Saint Lucie Sons of Italy
 - Portuguese American Cultural Club of Port St Lucie
 - Puerto Rican Association for Hispanic Affairs
 - Spanish American Club
 - Other associations/clubs
6. **Maximize people’s opportunity to participate in arts and culture.**
 7. **Improve the use of the Port St. Lucie Community Center to enhance cultural participation.**
 8. **Implement cultural activities at the Port St. Lucie Branch Library in cooperation with St. Lucie County.**
 9. **Develop youth arts conferences and provide dedicated space featuring youth-only art.**
 10. **Enhance transportation to and between neighborhood cultural venues.**
 11. **Provide older adult outreach with targeted marketing and increased accessibility for older adults to participate in cultural events.**
 12. **Develop family- and child-friendly programming and exhibits with curricula for early learning programs.**
 13. **Increase cultural spaces in every neighborhood.**
 - Revise zoning and licenses to allow for cultural uses to populate vacant and underused commercial and industrial spaces and foster new districts of cultural uses.
 - Permit pop-up cultural spaces in underused storefronts.
 - Donate/lease vacant land or buildings to arts groups, artists, or community cultural groups.
 - Conduct a comprehensive space inventory for cultural uses.
 - Collaborate among neighborhood spaces and parks and local cultural organization responsible for activating the space with cultural initiatives.

Figure 6-17: Examples of Cultural Activities (cont’d)



(Source: Youth Arts Group)



(Source: Choose Tallahassee)



(Source: Charleston Regional Development Alliance)



(Source: Notre Dame College)



BAYSHORE BUSINESS DISTRICT

7.0 BAYSHORE BUSINESS DISTRICT

In addition to the overall neighborhood planning effort, the City has requested that a more detailed assessment be completed for the Bayshore Business District (previously known as the Crosstown Business District) to identify specific improvement projects/programs and to develop the framework for a potential overlay district that could help guide the look and feel of future development/redevelopment within the Bayshore Business District in the coming years. An overlay district is established for a specific geographic area in which additional land use/zoning requirements are applied or incentives are included in addition to the underlying zoning code to account for unique conditions or to accomplish a specified goal.

The Bayshore Business District Study Area boundary is limited to a specific area along and adjacent to Bayshore Boulevard, Biltmore Street, and South Macedo Boulevard between Prima Vista Boulevard and Port St. Lucie Boulevard. The District is approximately 2.5 miles in length north to south and contains approximately 200 acres (see **Map 7-1**).

7.1 Existing Conditions and Observations

This section provides a general overview of the Bayshore Business District, the direction received from the public, existing and future land use issues, and parking concerns that are inhibiting the desired development. Recommendations to improve the District and guide the amending of the City's Land Development Code through the creation of an "overlay district" are provided. These recommendations will help the City to accomplish the desired development, further physical unification, and enhance the success of the District.

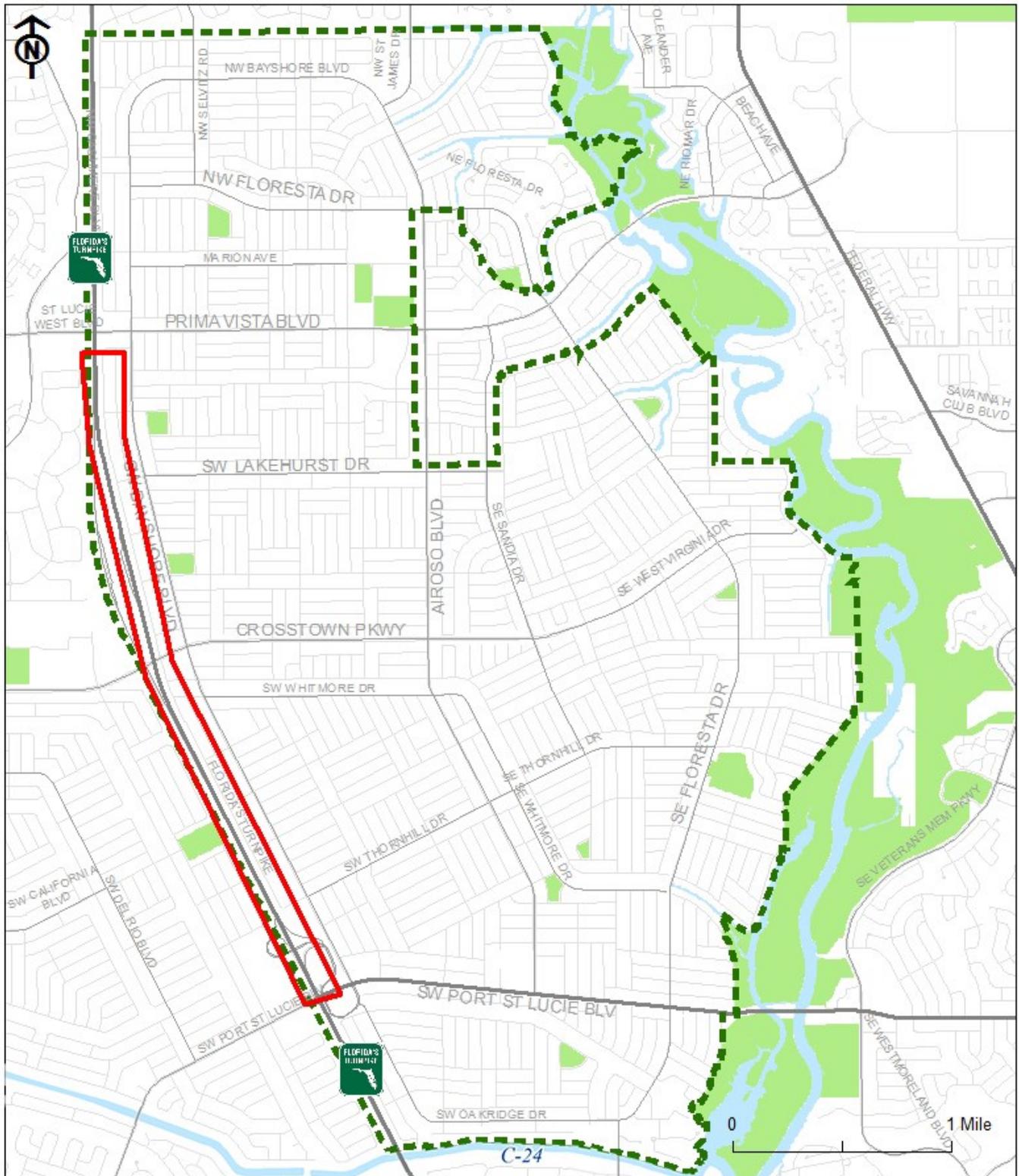
7.1.1 Overall Description of Bayshore Business District

The District is unique within the city providing a mixture of commercial, industrial, and warehouse uses with easy access to Florida's Turnpike (see **Figure 7-1**). Other areas in the city have similar uses, specifically along Commerce Center Drive, Enterprise Drive, Peacock Boulevard, and Village Green Drive. However, these areas are not as concentrated and protected, which makes the Bayshore Business District distinctive and worth protecting and strengthening.

Figure 7-1: Business District Character



Map 7-1: Bayshore Business District



Planning Area 3
 Bayshore Business District
 February, 2016

-  Planning Area Boundary
-  Bayshore Business District



7.1.2 Community Direction

On September 29, 2015, a focus group was held to gain a deeper understanding of the Bayshore Business District's assets, challenges, and opportunities. This meeting included a contingent of members from the local Business District Association, which includes property owners and business owners within the area. The general comments and guidance from the meeting can be used in the development of a vision for the overlay district and for identifying specific improvement projects and programs, such as the following:

- Change name from Crosstown Business District to Bayshore Business District.
- Create an identity and brand for the Bayshore Business District.
- Address code compliance/safety issues.
- Identify opportunities for parking improvements.
- Make street lighting improvements.
- Make signage improvements.
- Make revisions to the site and building design standards to be more business-friendly (i.e., landscaping, signage, parking, pedestrian access, entryways, façade treatments, etc.)

7.1.3 Land Use

The City of Port St. Lucie's existing land use, future land use, and zoning were reviewed to reach a reasonable understanding of the pattern of development activity within the Bayshore Business District, identify whether existing land uses are permitted under current zoning regulations, assess whether surrounding uses are compatible with each other, and determine whether certain uses assist or deter development activity.

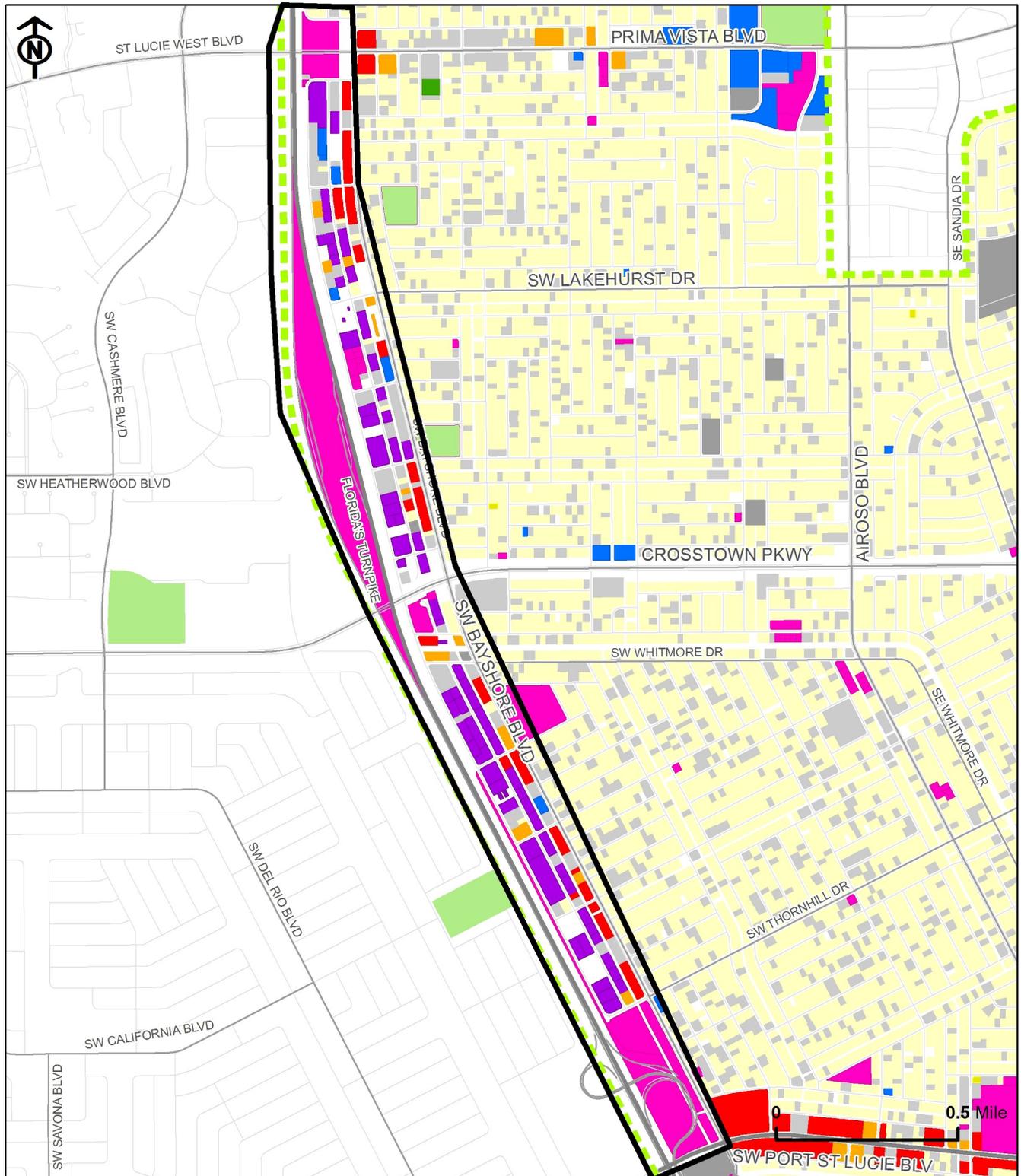
7.1.3.1 Existing Land Uses

The existing land uses within the Business District comprised largely industrial, commercial, and governmental (primarily utility corridors) uses, with some residential uses scattered within. There are single-family homes adjacent to the District along the eastside of Bayshore Boulevard that face commercial uses. To ensure the long-term compatibility of these uses, special consideration will need to be made along the Bayshore Boulevard frontage to enhance transitions. These residential uses need to be protected from the functional and visual impacts (see **Map 7-2** and **Figure 7-2**).

Figure 7-2: Existing Land Uses



Map 7-2: Existing Land Use within the Bayshore Business District



Planning Area 3
Bayshore Business
District - Existing Land Use
 January 2016

- | | | | |
|---------------|------------|----------------------|----------------------------|
| Vacant | Commercial | Institutional | Planning Area Boundary |
| Single Family | Office | Parks and Open Space | Bayshore Business District |
| Multi Family | Industrial | Governmental | |
| | Utility | | |



Table 7-1 summarizes the total acreage of residential and non-residential uses, as well as vacant properties within the Business District.

Table 7-1: Total Acreage within Bayshore Business District

Total Acreage	Vacant Properties	City Properties	Non-Residential	Single-Family Residential
182.77	30.42	26.98	120.26	5.11

The County Property Appraiser database shows the following non-residential and vacant non-residential parcel sizes within the Business District, which are primarily less than 1 acre (see **Table 7-2** and **Map 7-3**). These are very small parcel sizes for non-residential development and may be inhibiting development.

Table 7-2: Non-Residential and Vacant Non-Residential Parcel Sizes within Bayshore Business District

Parcel Size	Non-Residential	Vacant Non-Residential
Parcels less than 1 acre	168	50
Parcels between 1 and 2 acres	34	3
Parcels greater than 2 acres	8	0

Through the proposed overlay, it will be important to encourage land use conversion to consolidate smaller parcels into viable commercial and industrial developments to accommodate onsite requirements, such as parking, storage, loading, buffers, etc. (see **Figure 7-3**). Additionally for the adjacent residential uses along Bayshore Boulevard, it will be important to protect views and maintain transitions (see **Figure 7-3**).

7.1.3.2 Future Land Use

Based on the City's Future Land Use Map (FLUM), the predominant future land uses within the District are Light Industrial/Service Commercial, General Commercial, Highway, and Utility (see **Map 7-4**). The maximum intensities as specified in the FLUM include the following:

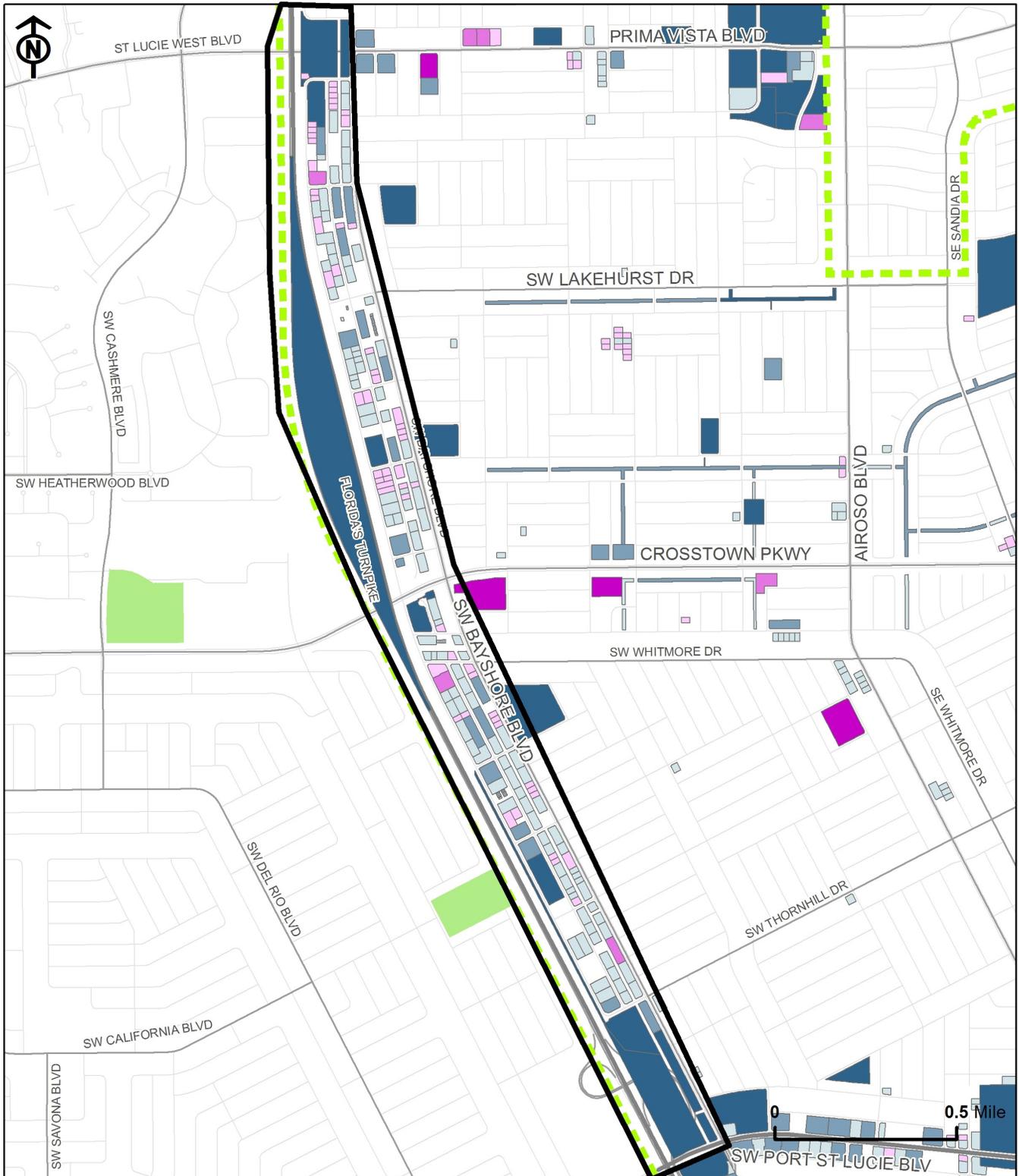
- General Commercial (CG) – 40% coverage
- Service Commercial (CS) – 40% coverage
- Light Industrial (LI) – 50% coverage

According to the FLUM, the east side of Bayshore Boulevard will continue to be Low Density Residential with a density of 1–5 dwelling units per acre (see **Map 7-4**). As a result, the commercial uses along Bayshore Boulevard need to complement the adjacent residential neighborhood in terms of building scale, buffering, streetscaping, access management, and parking placement.

Figure 7-3: Site Constraints and Buffering



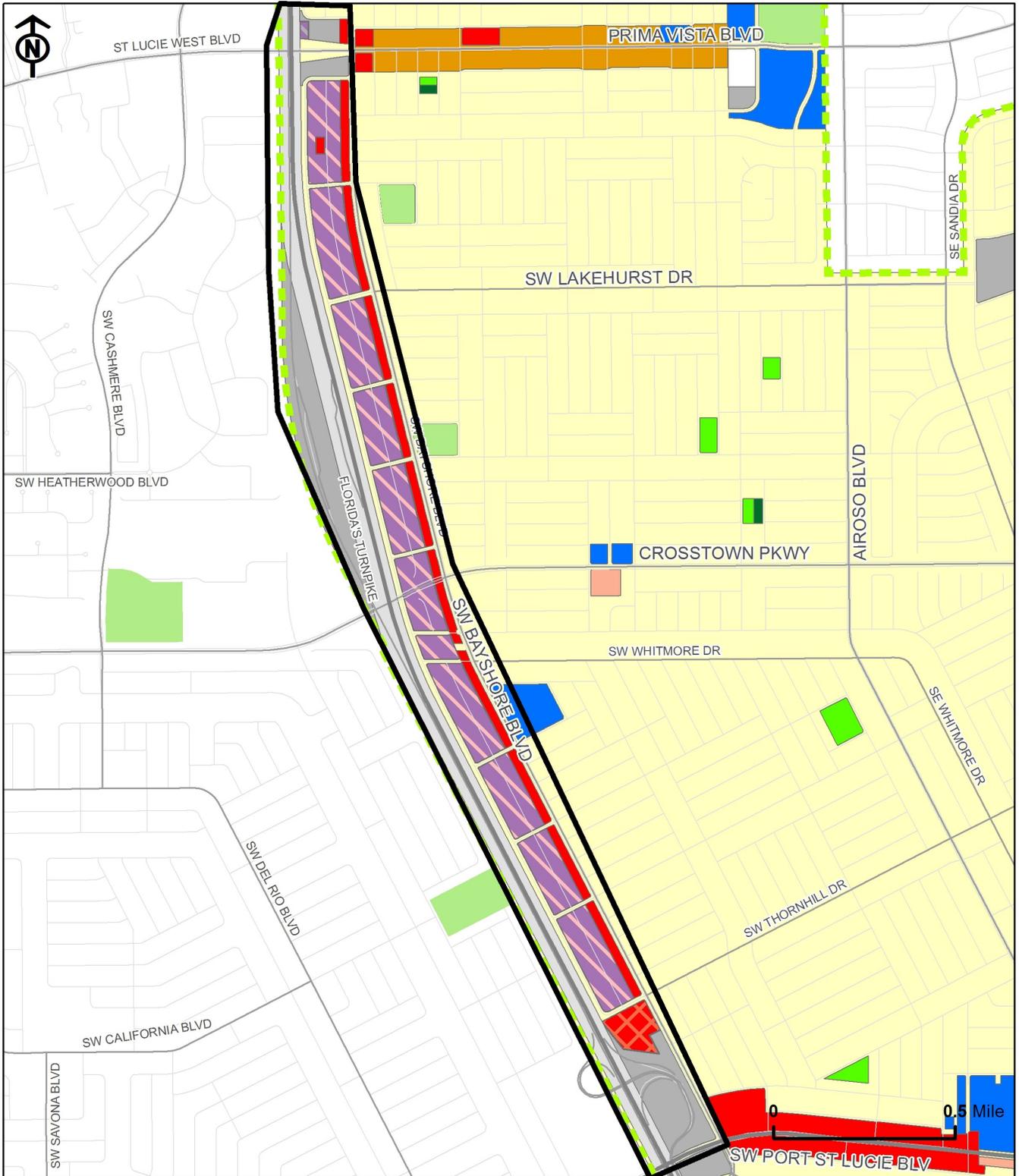
Map 7-3: Non-Residential and Vacant Non-Residential Parcel Sizes within Bayshore Business District



Planning Area 3
 Bayshore Business District -
 Non-Residential Parcels
 January 2016



Map 7-4: Future Land Use Designations within Bayshore Business District



Planning Area 3
Bayshore Business
District - Future Land Use
 January 2016

- | | | |
|---------------------------------------|-------------------------------------|--------------------------|
| General Commercial | Highway | Open Space - Recreation |
| General Commercial/Highway Commercial | Institutional | High Density Residential |
| Limited Commercial | Light Industrial/Service Commercial | Low Density Residential |
| Mixed Use | Open Space - Conservation | Utility/Light Industrial |
| Residential, Office & Institutional | Open Space - Preservation | Utility |
| | Bayshore Business District | |



7.1.3.3 Zoning Designations

The existing zoning within the Bayshore Business District comprises largely Service Commercial, General Commercial, Industrial, and Institutional (primarily utility corridors) classifications. There are some single-family residential zonings scattered within the District. Single-family Residential zoning also is adjacent to the District along the east side of Bayshore Boulevard, which faces onto the Commercial zoning district (see **Map 7-5**). The commercial zoning acts as a transitional buffer from the service commercial and industrial on the west side and the single-family residential on the east side of Bayshore Boulevard. It also provides for some retail and restaurant uses that serve the neighborhood.

The existing zoning requirements for non-residential zonings are suburban in nature and cater to vehicular use. The standards include buildings set back from the street (minimum 25-ft front setback), with parking lots adjacent to the sidewalk, and limited pedestrian access. This is particularly an issue with the commercial/retail buildings along the west side of Bayshore Boulevard, which is a corridor that has pedestrian facilities (sidewalks, street lighting) and where adjacent uses across the corridor are residential in nature (see **Figure 7-4**).

7.2 Land Use Conversion Manual

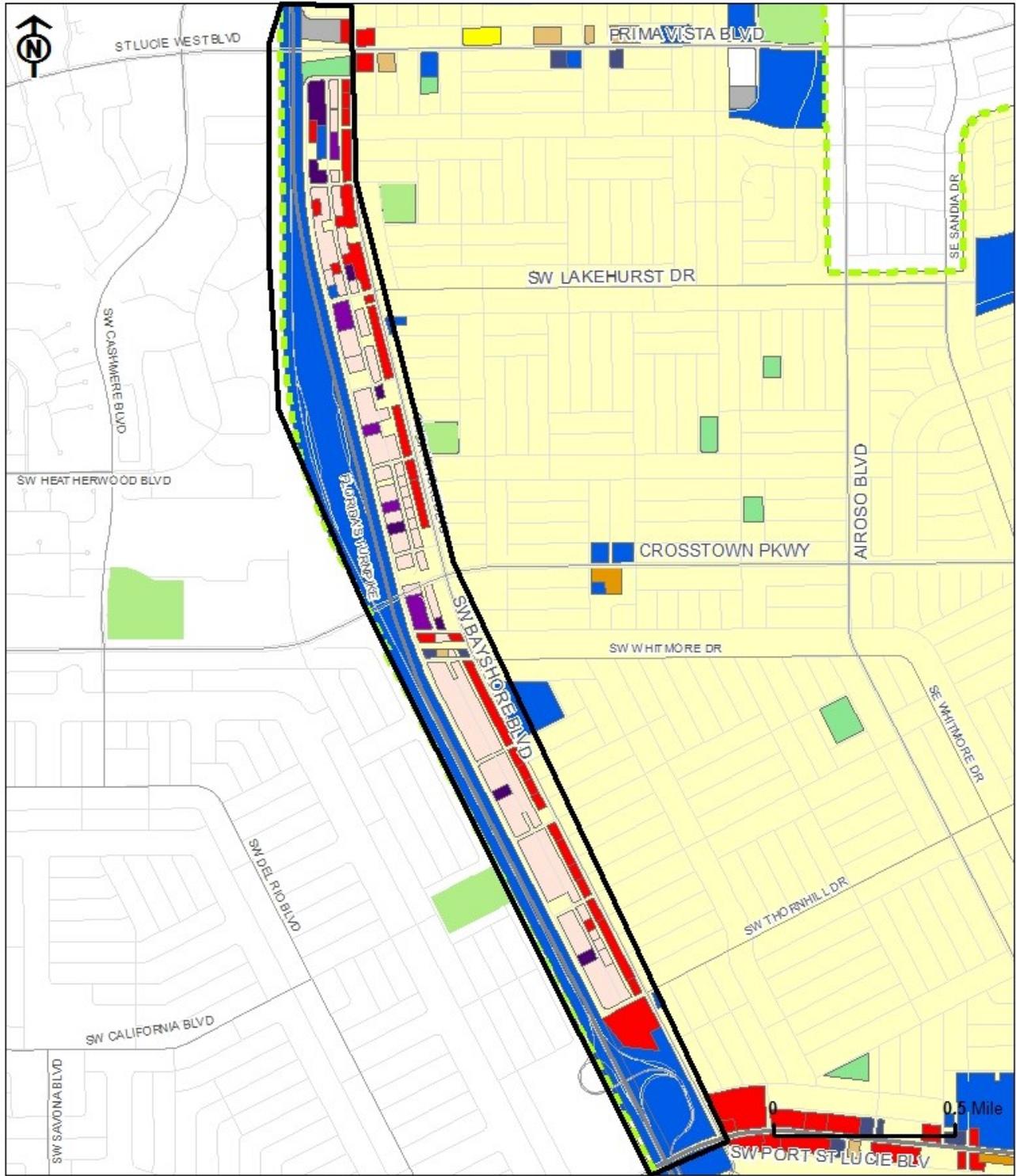
The dominant land pattern use in Port St. Lucie is low-density residential development. In the original design for the City, sufficient land was not set aside for commercial uses and/or industrial uses to meet the needs of future populations. In the 1980s, the City adopted a program for converting single-family platted lots along major roadways to non-residential uses. The *City of Port St. Lucie Conversion Manual* was adopted in 1984 to accommodate and modernize antiquated subdivisions. Under the conversion process, the City processed zoning amendments to change the land use along designated segments of roadways. Depending on the conversion plan for the area, the land use would either be commercial, professional, industrial, or multi-family. Within these conversion zones, assemblage of single-family lots would be encouraged to create larger parcels suitable for development of non-residential uses.

Land use conversion areas have been identified in the Bayshore Business District, which has enabled the consolidation of smaller parcels to viable commercial and light industrial uses (see **Map 7-6**).

Figure 7-4: Suburban Character



Map 7-5: Zoning Designations within the Bayshore Business District



Planning Area 3
Bayshore Business
District - Zoning
 February, 2016

- | | | |
|----------------------------|---------------------------|---------------------------|
| General Commercial | Neighborhood Commercial | Service Commercial |
| General Use | Open Space - Conservation | Single-Family Residential |
| Industrial | Open Space - Recreational | SLC Industrial |
| Institutional | Planned Unit Development | Utility |
| Limited Mixed Use | Professional | Warehouse Industrial |
| Bayshore Business District | Planning Area Boundary | |



Map-7-6: Land Use Conversion Areas



Planning Area 3

Bayshore Business District - Land Use Conversion
 January 2016

- Light Industrial / Service Commercial (26)
- General Commercial (21)
- Planning Area Boundary
- Bayshore Business District
- Light Industrial / Service Commercial (25)
- General Commercial (20)
- General Commercial (22)
- Light Industrial / Service Commercial (20A)



7.3 Parking Concerns

Generally, Port St. Lucie has sufficient capacity for public and private parking. There is a park-and-ride lot within the Bayshore Business District located on 1918 SW Bayshore Boulevard, at the intersection of Chandler Terrace, two blocks north of Port St. Lucie Boulevard (64 parking spaces). All parking is provided on-site by businesses/property owners based on City parking regulations. In addition to the provided on-site parking, there appears to be a mixture of formal and informal parking facilities within and around the District (see **Figure 7-5**). As discussed during the focus group meeting, this mix of parking causes confusion for business owners, employees, and customers. Some key issues identified include the following:

1. Existing on-site parking areas currently are being used for active uses of the business (e.g., auto repair work, dismantling, etc.). A quick search identified that one of the primary business types within the area is vehicle repair/service, with 40+ of these businesses located in the District. These include motorcycle repair, boat repair, auto repair, small engine repair, etc. Each needs parking for customers, employees, and the vehicles being worked on at any given time. These competing demands can cause challenges.
2. Many businesses within the District use parking areas for open storage of various kinds.
3. There is no formal striped street parking, yet a significant amount of parking occurs within the swales/ditches of streets in the District, particularly Biltmore Street. There was a strong feeling that on-street parking should not be allowed on Biltmore due to the narrow street.
4. As noted, there are a number of retail uses in the District in addition to the service commercial/light industrial uses. There is less intermixing along Bayshore Boulevard where the conversion option is to General Commercial (CG) and where access and visibility have made the area mostly retail. However, west of the Bayshore Boulevard frontage are a number of areas in which retail is intermixed with other uses. Retail has a much higher parking demand than these other industrial/commercial uses, as customers depend on easy access to make their purchases. The intermixing of uses has created challenges for providing those customers with adequate parking while also providing outdoor storage and parking areas needed for service/commercial uses.

There is a need for parking improvements within the Bayshore Business District to ensure that current/future users have adequate parking.

Figure 7-5: Bayshore Business District Parking Issues



7.4 Recommendations for Physical Improvements and Programs

The City in coordination with the Bayshore Business District Association will create a vision and identity for the District and identify physical improvements and programs, such as code compliance, public safety, parking, signage and street lighting (see **Figure 7-6**). The following identifies potential projects and programs for the District. These are preliminary recommendations designed to identify areas that should be addressed through policy/regulatory changes, and they should be considered as guidance only.

7.4.1 Vision

1. **Adopt a vision for the Bayshore Business District to clarify the intent of the planning activities and focus efforts on smart, achievable, and incremental goals to deliver results.**
2. **Propose a vision for discussion such as:**

“The vision for the Bayshore Business District is to create a unique identity to protect, improve, and sustain a positive business environment through a variety of mixed-use and flex spaces that offer a one-stop shopping destination with ample parking and safe, well-lit streets.”

7.4.2 Identity

1. **Based on the vision, establish a unique identity to promote the District through branding and marketing programs.**
2. **Create a logo, branding package, and website for the District.**
3. **Use the established brand on literature, banners, gateways, street name signs, wayfinding systems, and all types of promotional campaigns.**
4. **Create a business guide and listing and accompanying website to allow for potential customers to identify businesses in the area.**
5. **Create a business recruitment package that is updated regularly with a listing of available properties, maps, and building profiles.**

Figure 7-6: Business District Vision

Commercial



(Source: ARLnow.com)

Industrial



(Source: Chromalloy)



(Source: LoopNet)

6. Encourage the Bayshore Business District Association to organize “open house” style events that will showcase the variety of businesses located there.

7.4.3 Code Compliance/Public Safety

1. Increase code compliance activities and establish a code compliance liaison to coordinate directly with the Bayshore Business District Association to be proactive in correcting code violations, particularly relating to parking, storage, landscaping, and building and yard maintenance issues.
2. Coordinate with the Fire Department Outreach Coordinator to conduct fire safety audits of the District and install proper placement of business address signs.
3. Coordinate with the Police liaison to conduct safety audits of the District, reduce crime, and enhance public safety using Crime Prevention Through Environmental Design (CPTED) techniques.

7.4.4 Parking Improvements

There is a need to identify new parking opportunities to ensure that current/future users have adequate parking. Potential parking improvements may include the following facilities.

1. Explore locations for potential remote employee parking lots at strategic locations, approximately one for every street block along or adjacent to Biltmore Street (where possible) with pedestrian connections. Develop partnerships with private property owners.
2. Formalize permeable overflow angle parking with concrete stops at strategic locations along the west side of Macedo Boulevard.
3. Prohibit parking at all times along interior streets of the District.

7.4.5 Public Realm Improvements

1. Develop a signage/wayfinding plan to unify the corridors within the District. Coordinate with private property owners where needed to identify locations for signage.
2. Promote the District through designing and implementing gateways, banners, street name signs, and wayfinding system (see Figure 7-7). Gateways and wayfinding signs could be located at major entry nodes into the District. Major entry nodes include the following:

Figure 7-7: Public Realm Improvements



(Source: Akers Signs)



(Source: A Bubbling Cauldron)



(Source: Sanford Herald)



(Source: City of Winter Park, FL)



(Source: Aurora Flags and Banners Inc.)

- Bayshore Boulevard and Macedo Boulevard
- Bayshore Boulevard and Lakehurst Drive
- Bayshore Boulevard and Grove Avenue
- Bayshore Boulevard and Whitmore Drive
- Bayshore Boulevard Thornhill Drive

3. **Create decorative intersection treatments at the major entry nodes to unify District corridors. Intersection treatments could integrate the Bayshore Business District Association logo into the design.**
4. **Provide crosswalks across Bayshore Boulevard to connect adjacent residential neighborhoods to the retail uses. In addition to the crosswalks at the entry nodes, other crosswalks and mid-block refuge islands may be considered on neighborhood streets.**
5. **Establish a street lighting district to fund streetlights to unify the District and improve public safety (see Figure 7-8).**

- a. The City will coordinate with Florida Power & Light (FPL) and the Bayshore Business District Association in developing a street lighting plan for the District.
- b. The City will send a map showing the boundaries of the proposed lighting area, a letter explaining the type of lighting, an approximate cost, a copy of the proposed street lighting plan, and the petition forms to the Bayshore Business District Association.
- c. The Bayshore Business District Association will circulate the petition among the property owners. The signatures obtained must constitute a majority (more than 50%) of the property owners.
- d. If the City confirms that the petition contains the necessary majority of signatures and all requirements have been met, the District will be scheduled for a public hearing to establish new street lighting district.
- e. The method of collection for funding of this special taxing district for street lighting is by special assessment. The assessment is added to property owner tax bills before the installation of lights. The funds are collected in advance for payment of the lighting bills.

Figure 7-8: Street Lighting Options



(Source: Morrison County Record)



(Source: Greenshine)



(Source: Landscape Communications Inc.)



(Source: Hapco)

7.5 Recommendations for Establishing an Overlay District and Potential Changes to the Land Development Regulations

To implement the public’s vision of a functional and orderly business district to accommodate future growth and development, the following recommendations provide a more detailed level of guidance for creating the Bayshore Business Overlay District and making changes to the City’s LDR.

7.5.1 Bayshore Business Overlay District

The overlay district establishes stand-alone regulations to resolve special development problems or needs in particular areas of a community, in this case the Bayshore Business District, as addressed in the previous sections. The main goals for the Business District should include the following:

- Promote Business District identity.
- Improve visual appearance and public safety.
- Provide new parking opportunities.
- Enhance property values.
- Promote economic development and redevelopment.

The process for establishing the Bayshore Business Overlay District include the following:

1. **The City will work with the Bayshore Business District Association and/or the PA-3 Advisory Committee to resolve, implement, and monitor the desired outcomes of the District.**
2. **The City will adopt an ordinance for the overlay district. The Overlay District Ordinance should provide the following components:**
 - Purpose Statement – Tie the overlay to the goals and objectives of the Comprehensive Plan, cite the public necessity behind the intent, and make a direct connection to protecting the public health, safety, general welfare, and aesthetics.
 - District Boundary Delineation – The District boundary should be delineated as simple and understandable as possible. Provide the information in a way the public can understand.
 - Special Definitions – Specialized standards likely will require specialized terminology that must be defined.
 - Standards for Review and Approval – The reviewing body (Bayshore Business District Association and/or PA-3 Advisory Committee) needs guidance concerning how to determine compliance. If there are no standards for review and approval, an ordinance may be struck down for vagueness or decisions may be overturned as being arbitrary and capricious.
 - Appeals Process – The term “hardship” must be carefully prescribed to address unique situations and avoid variances based on convenience rather than peculiar damages. The standing to appeal must be limited to “aggrieved parties” having direct and substantive claims to avoid groundless appeals.
 - Resolution of conflicting provisions – If the overlay intends to add new provisions above those existing in the underlying zoning districts, then it will be necessary to prescribe which set of standards takes precedence in case of a conflict.

3. **Administrative Costs** – Most overlay districts require staff to review and process site plan applications. Administrative reviews are faster than full public hearings that require posting signs and preparing newspaper ads and letters. The full cost of the public hearing process includes both the cost of staff to attend public hearings and staff time to review the outcome and process the approvals, denials, and appeals. If a review board reviews each application and holds public meetings, two or more public hearings may be required per application. Multiple reviews and re-applications add still more staff time and effort.

To implement the vision for the Bayshore Business District, the following recommendations provide a more detailed level of guidance for making changes to the City's LDR through the implementation of an overlay.

1. **Amend the LDR to provide for flex space or flex building to allow more business diversity within the District. This could be defined as:**

“Flex” Building – A building designed for occupancy by single or multiple undefined tenants in spaces designed to suit their varied needs including office space, research & development, showroom retail sales, light manufacturing research & development, and small warehouse and distribution uses. The tenants need significant amounts of fully-finished interior space and have employee densities that are higher than the traditional industrial tenant, although the tenant must still have some industrial component, such as warehousing, distribution, assembly, or manufacturing.

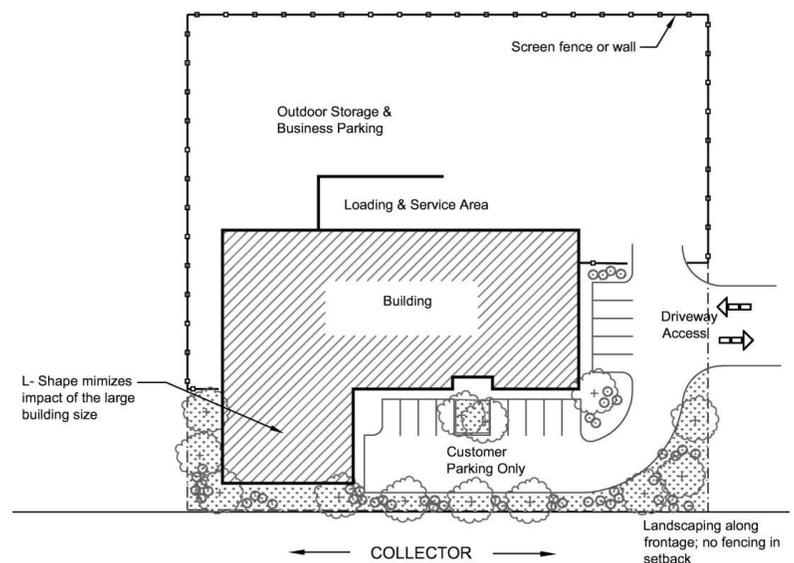
“Flex” buildings should plan for total parking at a ratio ranging between 3 and 4 spaces per 1,000 s.f.

2. **The site and building design, and signage must comply with the City of Port St. Lucie Design Standards manual in addition to the following requirements (to be further developed):**

- a. Due to the narrow lot configuration limiting the amount of space to accommodate parking, service areas, equipment storage, loading docks, or dumpster areas behind the principal building, the following site layout and screening requirements could be adopted for future redevelopment sites, where feasible.

- i. All parking lots located within the front half of the parcel or in front of the principal structure should only be used for parking of passenger vehicles and should include no more than 50% of the planned parking spaces (see **Figure 7-9**).
- ii. All service areas, equipment storage, loading docks, or dumpster areas should be, to the maximum extent achievable, located in the rear of the lot or behind the principal structure to avoid negative visual, auditory (noise), or physical impact to the residential neighborhoods (see **Figure 7-9**).

Figure 7-9: Location of Service/Storage Areas



- iii. Screening of Equipment and Utilities – Mechanical equipment located on the ground, such as air conditioning and heating units, satellite dishes, irrigation pumps, utilities lift stations and the like should be screened from public view (see **Figure 7-10**).

3. Potential funding sources/programs to enhance the revitalization of the District.

- a. Provide private investment grants for improvements to building facades, landscaping, signs, etc., which will require private matching 50/50 contributions.
- b. Apply for the Florida Community Development Block Grant (CDBG) funds to improve economic development and commercial/industrial revitalization of the District.
- c. Promote and provide incentives for “green” industries within the District for non-residential retrofitting/remodeling and new construction. Such incentives may include: reimbursement of permit and utility impact fees, fast tracking of site plan review, no cost certification, specific to the Florida Green Building Coalition (FGBC) standards, and “Go Green” recognition award.
- d. Provide incentives such as City-funded infrastructure improvements for private properties or by aggregating specially-targeted or adjacent lots with multiple owners to create a single owner.

Figure 7-10: Mechanical Equipment/Utilities



Figure 7-11: Trash Containers





PERFORMANCE MEASURES/ PRIORITIZATION

8.0 PERFORMANCE MEASURES AND PRIORITIZATION

This section of the Plan includes recommendations for performance measures that can be adopted to track plan implementation progress and a prioritization matrix that categories projects and initiatives into short-, medium-, or long-term.

8.1 Performance Measures

Performance measures are metrics that help the community, City staff, and elected officials track plan implementation progress over time. These measures can apply to a number of different areas of implementation, both qualitative and quantitative. Each PAAC is encouraged to develop the appropriate set of performance measures to track plan progress for each Planning Area.

8.1.1 St. Lucie TPO Performance Measures

The St. Lucie TPO recently adopted a series of performance measures to help track the successful implementation of the LRTP. The City should consider coordinating with the TPO to share data for the purposes of some of these measures. This is particularly relevant to this planning effort, as many of the recommendations are related to multimodal transportation. The following measures either have been pulled from the TPO document or are related to transportation and neighborhood planning:

- % of roadways with sidewalks and bike lanes
- % of transit stops with sidewalk access
- Lane feet of sidewalks
- Miles of fixed route transit service
- % of low-income, older adults, and persons with disabilities within ¼ mile of transit route
- Community walkscores
- Number of bicycle riders
- Number of fatalities/serious injuries—car/motorized
- Number of fatalities/serious injuries—bicyclist/pedestrian

8.1.2 Other Potential Performance Measures

Additional performance measures that should be considered to track the implementation of the Plan include the following:

- Attendance at PAAC Meetings
- Attendance at public workshops/forums
- Number of civic/neighborhood associations formed
- Civic/neighborhood association membership
- Number of events hosted by civic/neighborhood
- Grant dollars awarded by the City through its Neighborhood Grant Program
- Number of households in adopted street lighting/sidewalk funding districts

8.1.3 Conclusion

It is important to remember that selecting the appropriate performance measures is a very important step for the City and the PAAC as plan implementation begins. The measures selected should be relevant to the PAAC, and implementation of the plan and data should be readily-available and fairly easy to update and maintain. Measures can be very useful, particularly over the long term, but due to the work involved they often are not maintained. It is recommended that the PAAC and City adopt a mix of the measures listed in the previous sections to address both multimodal improvements and community engagement and capacity building.

Once the appropriate set of measures is selected, the City should publish them on the Neighborhood Planning Division website for easy public access. It is recommended that these measures be updated annually and reported at quarterly meetings of the PAAC.

8.2 Prioritization Matrix

The prioritization matrix on the following pages categorizes each of the major initiatives of the Plan as either short-, mid-, or long-term priorities. This matrix is designed to help build energy and enthusiasm by achieving small victories to increase momentum for implementation. Working with City staff, the PAAC should review and prioritize these priorities every year as they identify a work plan (see **Table 8-1**).

Table 8-1: PA-3 Prioritization Matrix

Activities	Short-Term (Years 1–3)	Mid-Term (Years 4–6)	Long-Term (Years 7+)
Building Identity			
Delineate sub-areas within PA-3			
Conduct public survey to identify preferred sub-area names			
Formally adopt sub-area names and include in LDR and Comprehensive Plan as appropriate			
Complete branding process to identify sub-area logos and wayfinding design			
Implement Banner Program along primary roadways			
Implement sub-area gateway signs adjacent to primary intersections			
Activity Centers			
Adopt Activity Center location and policies in Comprehensive Plan			
Implement passive park improvements and sidewalk loop at stormwater pond			
Expand plaza space south from Community Center to stormwater pond			
Complete sidewalk trail loop around Activity Center			
Add public art element near intersection of Port St. Lucie Boulevard and Airoso Boulevard			
Close driveway connecting to Port St. Lucie Boulevard and complete passive park adjacent to commercial development SW Corner			
Enhancing Recreation and Leisure			
Complete Parks and Recreation Master Plan			
Conduct Fitness Zone project on Crosstown Parkway			
Build Crosstown parking lot			
C-24 Canal Multi-Use Path			
Crosstown Trailhead			
Create grant program to provide technical assistance for community gardens			
Open community gardens in PA-3			
Connecting Multimodal Transportation			
Develop performance measures for construction of bicycle/pedestrian facilities and report on them at quarterly PAAC meetings			
Update sidewalk prioritization process to include PAAC priorities			
Create funding process to allow property owners to fund sidewalks			
Identify locations of potential bus superstops			
Collaborate with St. Lucie County schools to implement superstops			

Table 8-1: PA-3 Prioritization Matrix (cont'd)

Activities	Short Term (Years 1–3)	Mid Term (Years 4–6)	Long Term (Years 7+)
Integrating Arts and Culture			
Identify entry arterials where streetscape improvements are integrated with public art features			
Create action plan for integrating public art on entry arterials			
Identify walking streets in PA-3 where public art installations can be integrated			
Partner with Treasure Coast Connector to install bus stops and other transit facilities			
Coordinate with civic organizations or local schools to conduct street and/or bench painting projects			
Fund design and installation of decorative transformer/signal box wraps			
Organize annual temporary art exhibition at Community Center			
Develop public art plan to identify locations for installations along existing/future trail network			
Adopt public art requirement for new stormwater ponds			
Have PAAC identify locations for neighborhood murals			
Identify opportunities for portable street art installations			
Coordinate community festivals with local cultural association/club in PA-3			
Conduct comprehensive space inventory for cultural uses			
Modify LDR to allow for flexible use of vacant space for art/culture activities			
Bayshore Business District			
Complete public involvement meeting series to discuss Plan recommendations and adopt vision statement			
Construct parking long adjacent to Florida's Turnpike for employee/visitor parking			
Design and install gateway features at key intersections			
Create logo, identity package, and website for the Business District			
Collaborate with Business District Association to host open house events to showcase local businesses			
Identify modifications to LDR to implement Plan recommendations			
Coordinate with Code Compliance Department to increase compliance, particularly related to parking, outdoor storage, landscaping, and building maintenance			
Coordinate with Police liaison to complete safety audit and enhance public safety using CPTED design techniques			
Formalize permeable overflow/employee parking along west side of Macedo Boulevard			
Enforce parking prohibition at all times along interior streets			
Develop signage/wayfinding plan to unify corridors in District			
Implement decorative intersection treatments at major entry nodes			
Provide crosswalks across Bayshore Boulevard to connect adjacent residential neighborhoods to the retail uses			
Establish street lighting district to fund streetlights to improve safety			
Identify modifications to LDR and implement zoning overlay district			

8.3 CONCLUSION—IMPORTANCE OF COLLABORATION AND COMMITMENT

Successful plan implementation depends on committed staff and community and the availability of resources. The City is committed to the concept of neighborhood planning, but successful implementation will take time and resources. The community will need to continue to be engaged to ensure that the planning process moves forward. As noted in the Action Plan, it also will be essential for community members to become and stay involved with implementation of the Plan. This involvement could include participation in a civic association and/or the Planning Area Advisory Committee. As these organizations are volunteer-based, sustained engagement is required to ensure that they remain engaged and active in the neighborhoods.

This Plan is not static, and it should be revisited and amended regularly. The PAAC will be empowered to make changes to the Plan, working closely with the City to ensure that the goals and realities of both are reflected in the document.



CITY OF PORT ST. LUCIE

PLANNING AREA 4 NORTH NEIGHBORHOOD ACTION PLAN

DRAFT MARCH 2016



Tindale
 **Oliver**
design

TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose	6
1.2 Action Plan Format	6

2.0 PLANNING AREA CONTEXT

2.1 Demographics and Socioeconomics	12
2.2 Land Use	13
2.3 Transportation	20

3.0 EXISTING IDENTITY AND AESTHETICS

3.1 Parks and Recreation Features	30
3.2 Architectural Style	30
3.3 Urban Design Features	31
3.4 Overall Design Themes	32

4.0 PUBLIC INVOLVEMENT

4.1 Public Workshop #1	34
4.2 Public Workshop #2	38

5.0 PLANNING AREA VISION

5.1 Vision Statement	42
5.2 Plan Goals	42

TABLE OF CONTENTS

6.0 ACTION PLAN

6.1 Building Identity	46
6.2 Creating Activity Center	52
6.3 Enhancing Recreation and Leisure	57
6.4 Connecting Multimodal Transportation	61
6.5 Integrating Arts and Culture	66

7.0 PERFORMANCE MEASURES AND PRIORITIZATION

7.1 Performance Measures	74
7.2 Prioritization Matrix	75
7.3 Conclusion—Importance of Collaboration and Commitment	77

APPENDIX A. Public Involvement Summaries



INTRODUCTION

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose

The City of Port St. Lucie's intent is to develop a Neighborhood Action Plan (Action Plan) for each of the six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not within master-planned communities. This Action Plan helps to guide City policy, physical change, and decision-making in Planning Area 4 North (PA-4N) over the next 10–15 years to achieve an agreed vision for the future, and to support and advance the City's strategic goals of having *stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles*. PA-4N is generally bounded by Crosstown Parkway to the north, Florida's Turnpike to the east, Alcantarra Boulevard and Tulip Boulevard to the south, and I-95 to the west. It includes 9,176.83 acres or almost 14.34 square miles (see **Maps 1-1** and **1-2**).

The fundamental first step to establish a Neighborhood Planning Program is building organizations by formalizing a Neighborhood Planning Division and creating neighborhood organizations as described in Volume 1 -Neighborhood Planning Program. By having a Planning Area Advisory Committee (PAAC) and encouraging the development of civic/neighborhood associations for each sub-area, interaction between the City and local residents will be improved which will help implement a detailed work plan with projects, programs, and initiatives designed to achieve the vision.

1.2 Action Plan Format

The Action Plan for PA-4N consists of this introduction and six additional sections, as shown in **Figure 1-1**.

Each section is described below:

Planning Area Context

This includes a review of existing conditions within PA-4N and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.

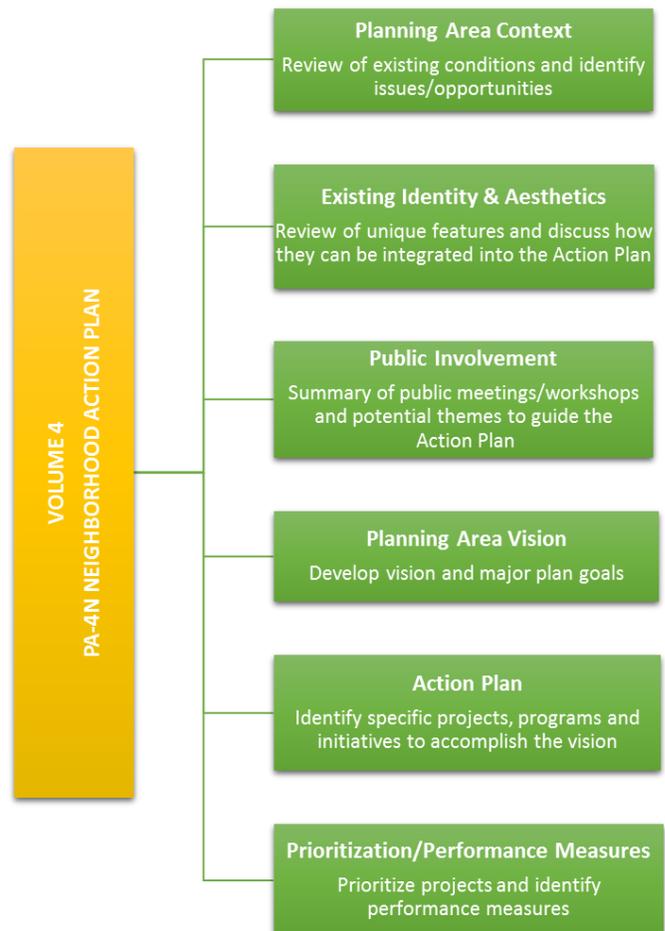
Existing Identity and Aesthetics

This includes a review of unique recreational areas, architectural features, and urban design elements within PA-4N and an assessment of how these existing features might be integrated into the Action Plan.

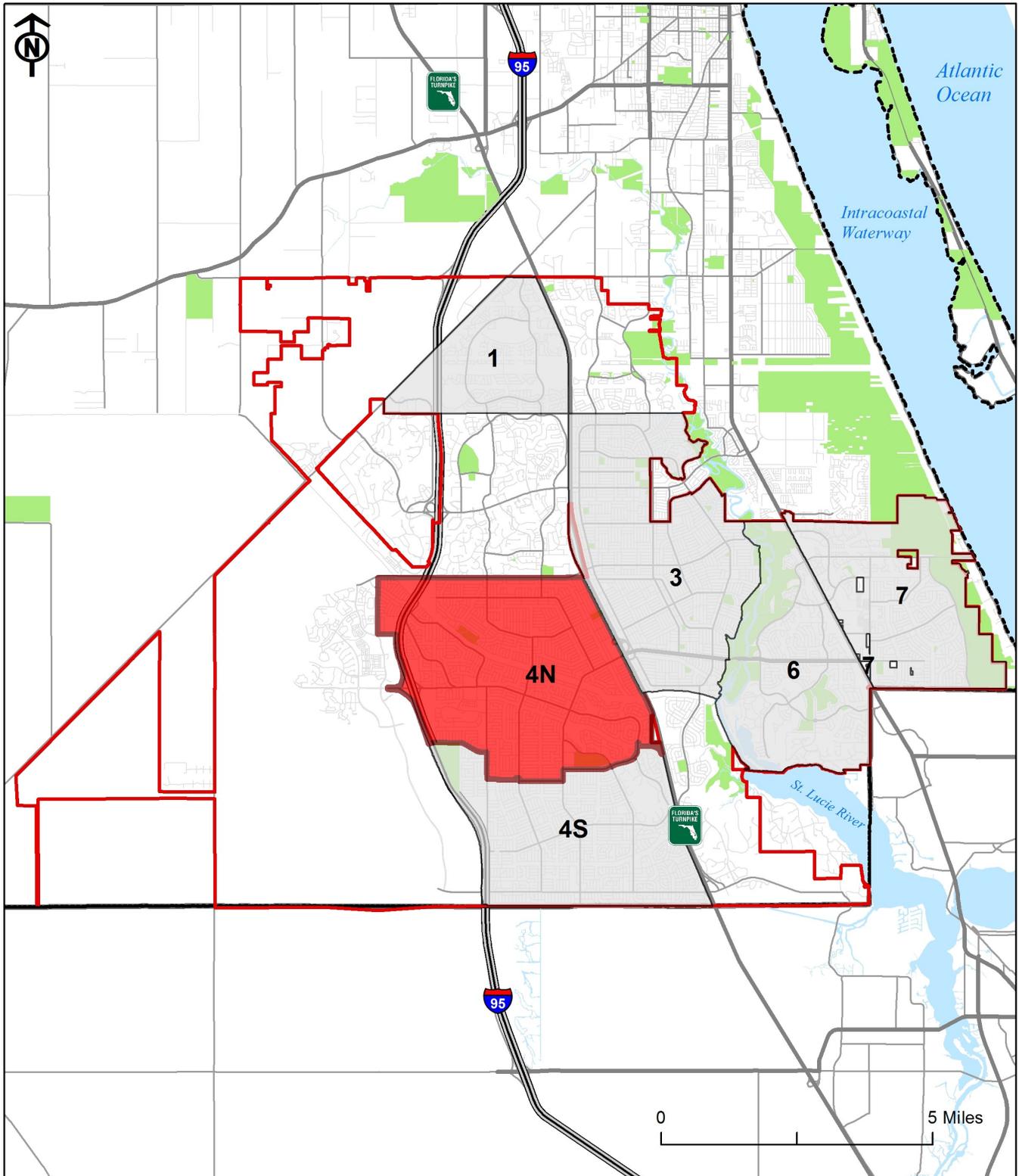
Public Involvement

This section summarizes the public input and the identified themes to guide the Action Plan for PA-4N.

Figure 1-1: Action Plan Format



Map 1-1: Planning Areas



Planning Area 4N

Study Area

January 2016

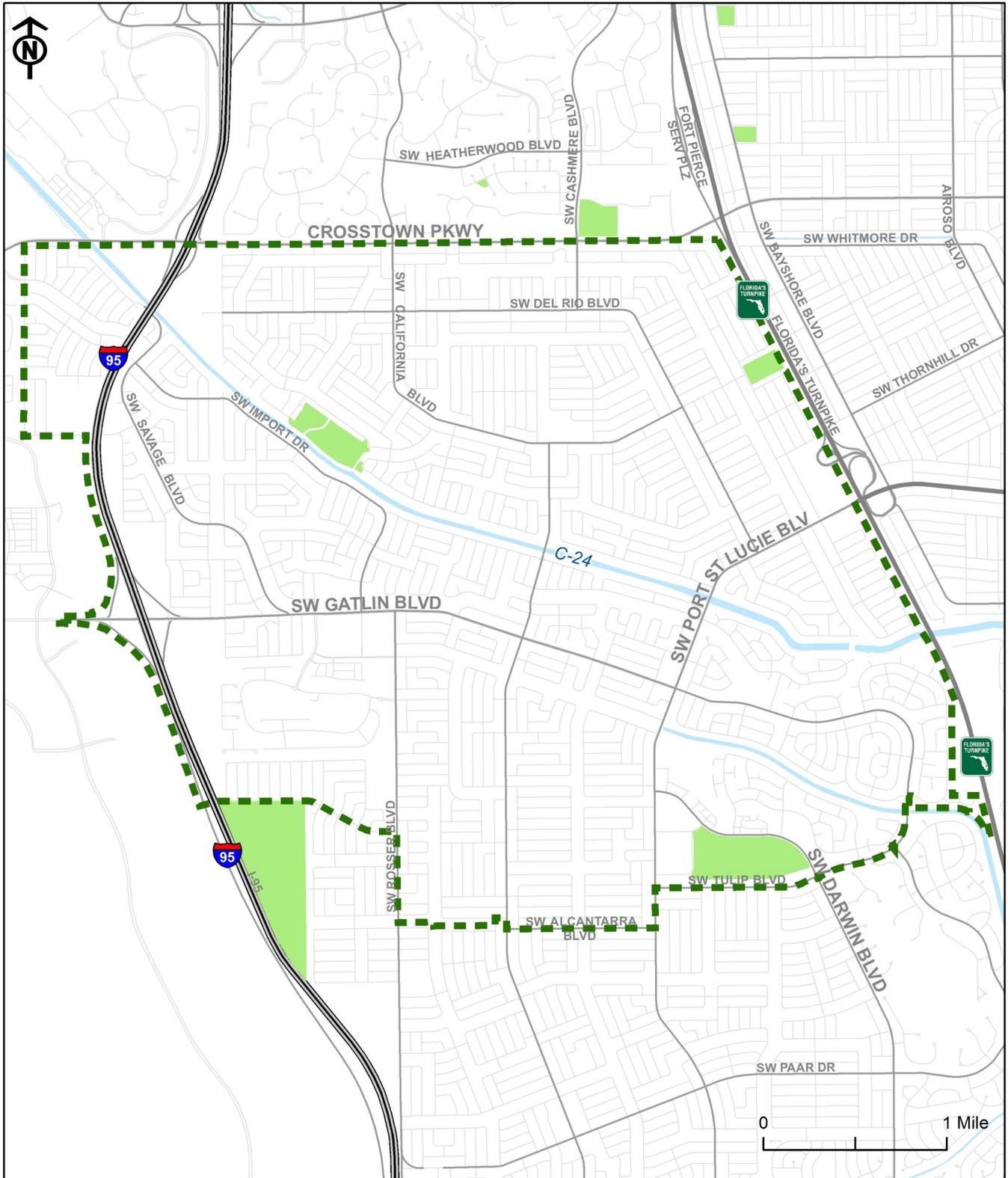
Planning Areas

- Additional Planning Areas
- 4N

- Port St. Lucie City Limits
- County Boundary
- Parks and Preserves



Map 1-2: PA-4N Study Area



Planning Area 4N

Study Area

February, 2016



Planning Area Boundary



Planning Area Vision

Using the results of the existing conditions assessment and the results of the public involvement process, a Planning Area vision was developed. This includes an overall vision statement and major plan goals identified to achieve the vision.

Action Plan

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focus areas of the Plan.

Prioritization/Performance Measures

This includes recommended prioritization for projects identified in the Action Plan as well as performance measures to allow the City to track key indicators related to community quality of life.





PLANNING AREA CONTEXT

2.0 PLANNING AREA CONTEXT

The Planning Area Context includes a review of existing planning and policy documents and a fieldwork assessment to reach a reasonable understanding of the existing development pattern, activity, issues, and opportunities within PA-4N. This information serves as the framework for understanding PA-4N and developing its future direction.

2.1 Demographic and Socioeconomics

The total population of PA-4N is 38,752 and the projected population for 2040 is 50,234, an increase of 30%. Citywide, the median age is 40 years, the median household income is \$48,962, and 16% of the population is below the poverty level. The average household size is fairly large, at 3.06 persons per household (see **Figure 2-1** for a comparison), and the population under age 20 makes up an estimated 27% of the total population (see **Table 2-1**). These figures describe a city with a significant youth/family population, which affects the types of projects/programming desired.

At 9,176.83 acres or almost 14.34 square miles, PA-4N is large in area; with 38,752 residents, it makes up approximately 12% of the total land area of Port St. Lucie and 23% of its population. This makes it the most populous Planning Area within Port St. Lucie. In fact, as shown in **Table 2-2**, PA-4N is comparable in size and population to many small cities, including some in the region.

In addition to population trends, Census household data from the American Community Survey (ACS) were reviewed for Port St. Lucie, Stuart, Jupiter, Fort Pierce, St. Lucie County, and Florida as a whole. As shown in **Figures 2-1, 2-2, and 2-3**, Port St. Lucie has the largest household size, the highest homeownership rate, and the lowest percentage of multi-family housing.

2.1.1 Issues and Opportunities

The demographics of PA-4N, as summarized in **Tables 2-1 and 2-2** and **Figures 2-1, 2-2, and 2-3**, present issues and opportunities for its growth and development. The projected population growth of 18% by 2040 will require additional housing, which will increase single-family housing, and potentially create an opportunity for some new multi-family housing (townhomes, apartments, condos, etc.) as well.

Table 2-1: PA-4N Demographics

Demographics	
Population	
2013 Estimate	38,752
2040 Projection	50,234
Change	29.63%
Age (2013 Estimate)	
Under 20	10,646
20–34	6,611
35–59	13,348
60+	8,609
Median Age (citywide)	39.7
Households (2013 Census)	
Average Household Size	3.06
Median Household Income (citywide)	\$48,962
Below Poverty (citywide)	16.1%

Source: 2040 Long Range Transportation Plan (LRTP) data and US Census

Table 2-2: Scale of PA-4N to Other Nearby Cities

Location	Population/Size
Planning Area 4N	
Population	38,752
Land Area (square miles)	14.34
Jupiter, Florida	
Population	60,681
Land Area (square miles)	21.47
Fort Pierce, Florida	
Population	43,601
Land Area (square miles)	20.57
Stuart, Florida	
Population	16,197
Land Area (square miles)	6.65

Source: US Census

As shown in **Figure 2-3**, Port St. Lucie has a very low percentage of multi-family units, and the projected population growth may create an opportunity to increase these units in strategic locations.

The population growth combined with a mix of housing types could provide the opportunity for some ancillary commercial and office uses. In order to maximize the impact from this expected growth redevelopment should be encouraged that provides opportunities for a mix of housing types (apartments, townhomes, etc.) in close proximity to office/commercial uses. Additionally, policy changes and infrastructure investments should be made to protect/strengthen the existing light industrial employment areas.

Finally, the high homeownership rate for Port St. Lucie, shown in **Figure 2-2**, demonstrates the stability of the existing population. This has the potential to increase the likelihood of successful plan implementation since a stable population is more likely to invest in change.

2.2 Land Use

Port St. Lucie’s existing land use, future land use, zoning, and parks and recreation facilities were reviewed to reach a reasonable understanding of the pattern of development activity within PA-4N, assess whether neighboring uses are compatible with each other, and determine whether certain uses appear to be deterring development activity.

2.2.1 Existing Land Use

The existing land uses within PA-4N comprise largely single-family residential and a gated community, Newport Isles, with single- and multi-family residences. The majority of commercial and office uses are concentrated along Gatlin Boulevard and Port St. Lucie Boulevard, most of which are active. The area also contains several City active and passive parks and Minsky Gym. There are also several institutional uses, such as churches, school facilities, and a cemetery, Rolling Oaks (see **Figure 2-4**). There are numerous vacant properties along Gatlin Boulevard, Port St. Lucie Boulevard, and in the residential neighborhoods (see **Map 2-1**).

2.2.2 Future Land Use

The predominant future land in PA-4N is Low Density Residential, which allows for the continued development of single-family homes. Outside of the areas designated for continued single-family development, there are areas designated for commercial, office, institutional and medium density residential developments. These areas include the major corridors including Port St. Lucie Boulevard and Gatlin Boulevard. The future land use categories along Port St. Lucie Boulevard and Gatlin Boulevard include varies types Commercial, Office, Institutional and Residential, which allow for the continued intensification of commercial and mixed-uses. Light industrial/service commercial is designated south of Home Depot adjacent to Interstate 95. There are also varies Open Space destinations including wetlands (see **Map 2-2**).

Figure 2-1: Household Size Comparison

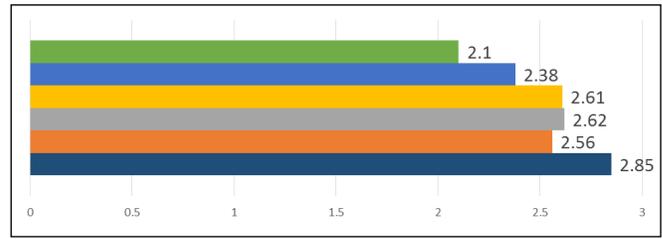


Figure 2-2: Homeownership Rate

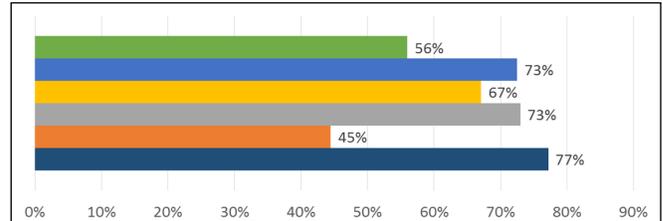
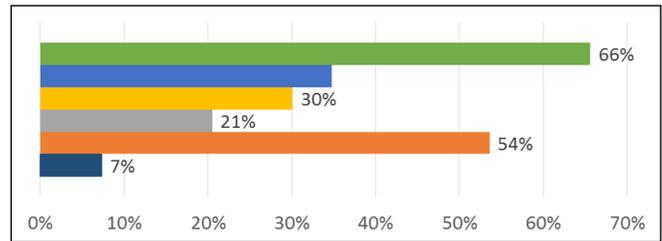
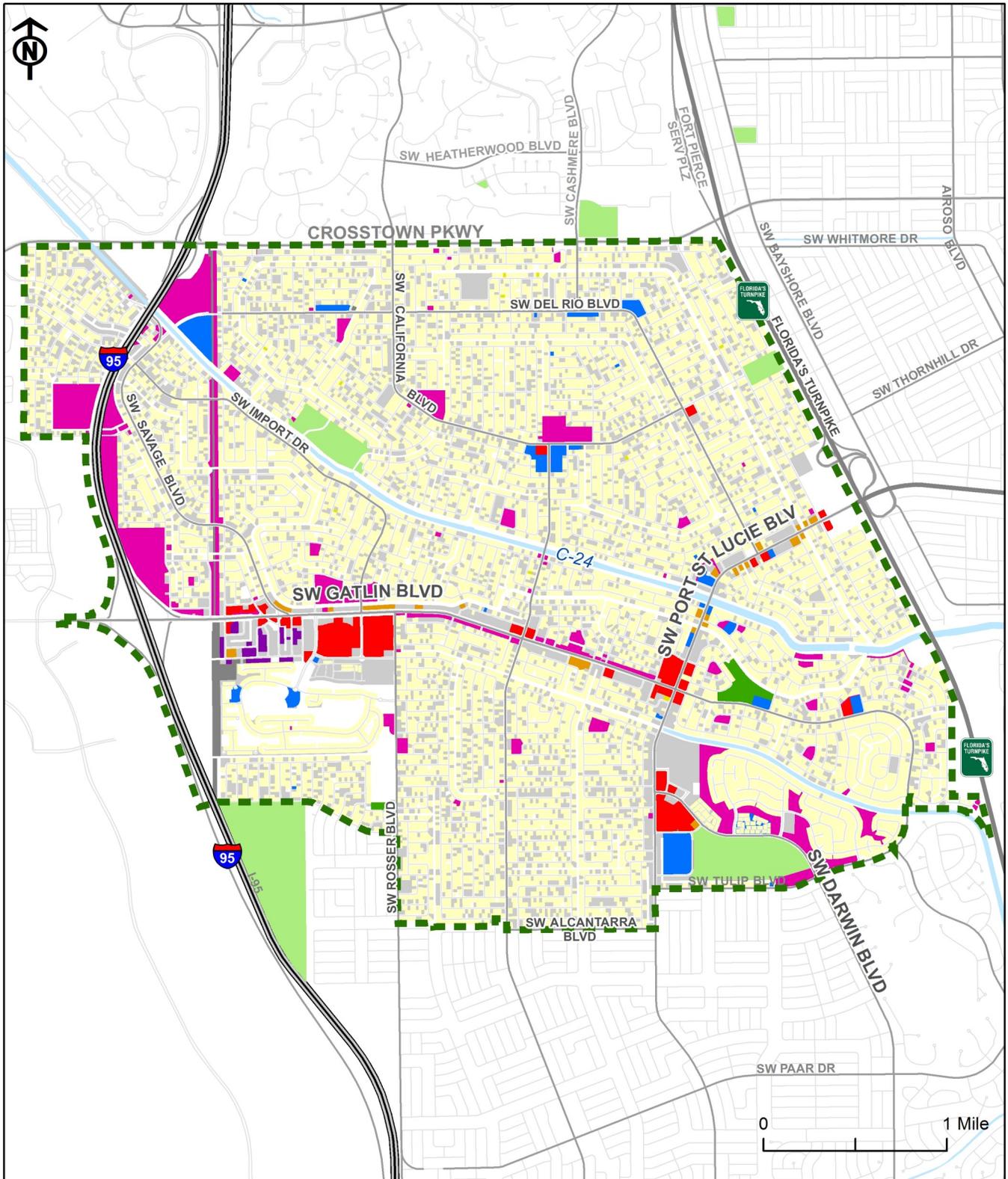


Figure 2-3: Percentage of Multi-Family Housing



Legend:
 ■ Stuart (Green)
 ■ Florida (Yellow)
 ■ Fort Pierce (Orange)
 ■ Jupiter (Blue)
 ■ St. Lucie County (Grey)
 ■ Port St. Lucie (Dark Blue)

Map 2-1: Existing Land Use within PA-4N



Planning Area 4N

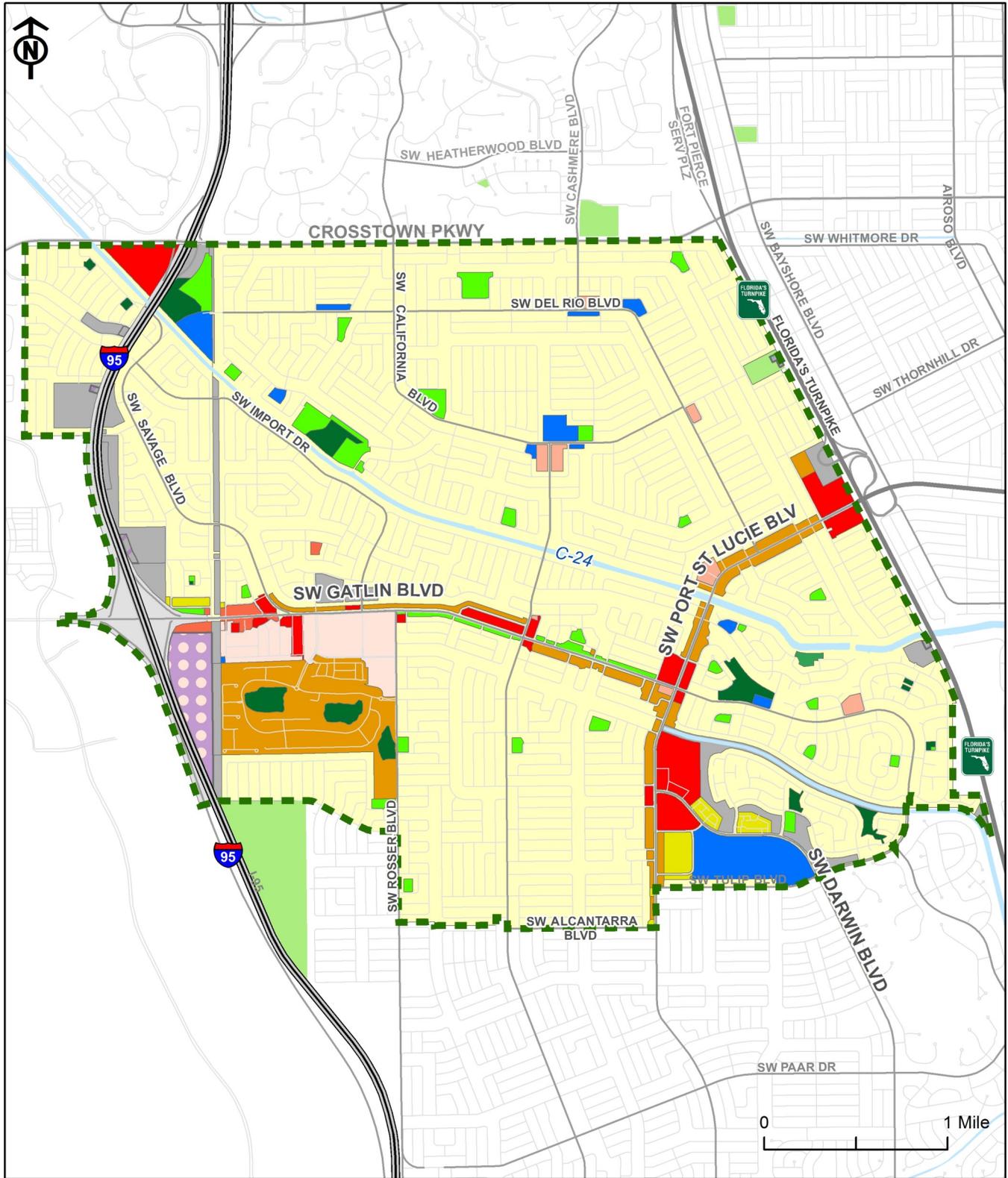
Existing Land Use

February, 2016

- Vacant
- Single Family
- Commercial
- Institutional
- Multi-Family
- Office
- Parks and Open Space
- Industrial
- Governmental
- Utility



Map 2-2: Future Land Use within PA-4N



Planning Area 4N

Future Land Use

February, 2016

- | | | |
|---|--|--|
| ■ General Commercial | ■ Institutional | ■ Open Space - Recreation |
| ■ Highway Commercial | ■ Light Industrial/Service Commercial | ■ Low Density Residential |
| ■ Limited Commercial | ■ Open Space - Conservation | ■ Medium Density Residential |
| ■ Service Commercial | ■ Open Space - Preservation | ■ Residential, Office & Institutional |
| ■ Highway | ■ Open Space - Recreation/Light Industrial | ■ Utility |
| | | ■ Utility/Light Industrial |



2.2.3 Zoning Designations

The existing zoning within PA-4N includes a variety of classifications (see **Map 2-3**), but the majority of the area is zoned for Single-Family Residential. There is also a residential planned unit development, Newport Isles. There are some commercial and office zonings adjacent to single-family homes, particularly along Port St. Lucie Boulevard, where single-family homes front or back onto the rear of the commercial and office uses.

There is some Limited Mixed-Use zoning along Gatlin Boulevard and Port St. Lucie Boulevard, which allows only for the conversion of single-family residential lots to multi-family, institutional, professional/business office, or limited retail uses.

2.2.4 Parks and Recreation

Port St. Lucie boasts almost 40 unique parks and recreational facilities consisting of approximately 828.32 acres (citywide), including, but not limited to, natural reservations, parks and playgrounds, parkways, open spaces, waterways, and other recreational facilities.

PA-4N consists of three park and recreational facilities, (approximately 95 acres) and a gymnasium, Minsky Gym (see **Map 2-4** and **Figure 2-4**). These parks include a mix of active and passive types of amenities. Oak Hammock Park and Turtle Run Park lack pedestrian/sidewalk access to the parks.

2.2.5 Issues and Opportunities

PA-4N is dominated by single-family homes with limited multi-family residences. Providing a variety of multi-family housing types, such as townhouses, apartment complexes and residential mixed-use developments, would help create affordability and diversity and a transitional/buffer between non-residential uses and single-family homes. Potential multi-family residences could be located adjacent to the Port St. Lucie Boulevard and Gatlin Boulevard.

Most commercial and office uses are located along Port St. Lucie Boulevard and Gatlin Boulevard. There are several active land uses within the vicinity of Darwin Boulevard, Tulip Boulevard and Port St. Lucie Boulevard, including the Whispering Pines Park, Minsky Gym, Treasure Coast High School, and Darwin Square. This area could become an Activity Center with mixed-use developments providing more neighborhood services (i.e., grocery store, personal services, restaurants, etc.) (see **Section**

Figure 2-4: Existing Land Uses

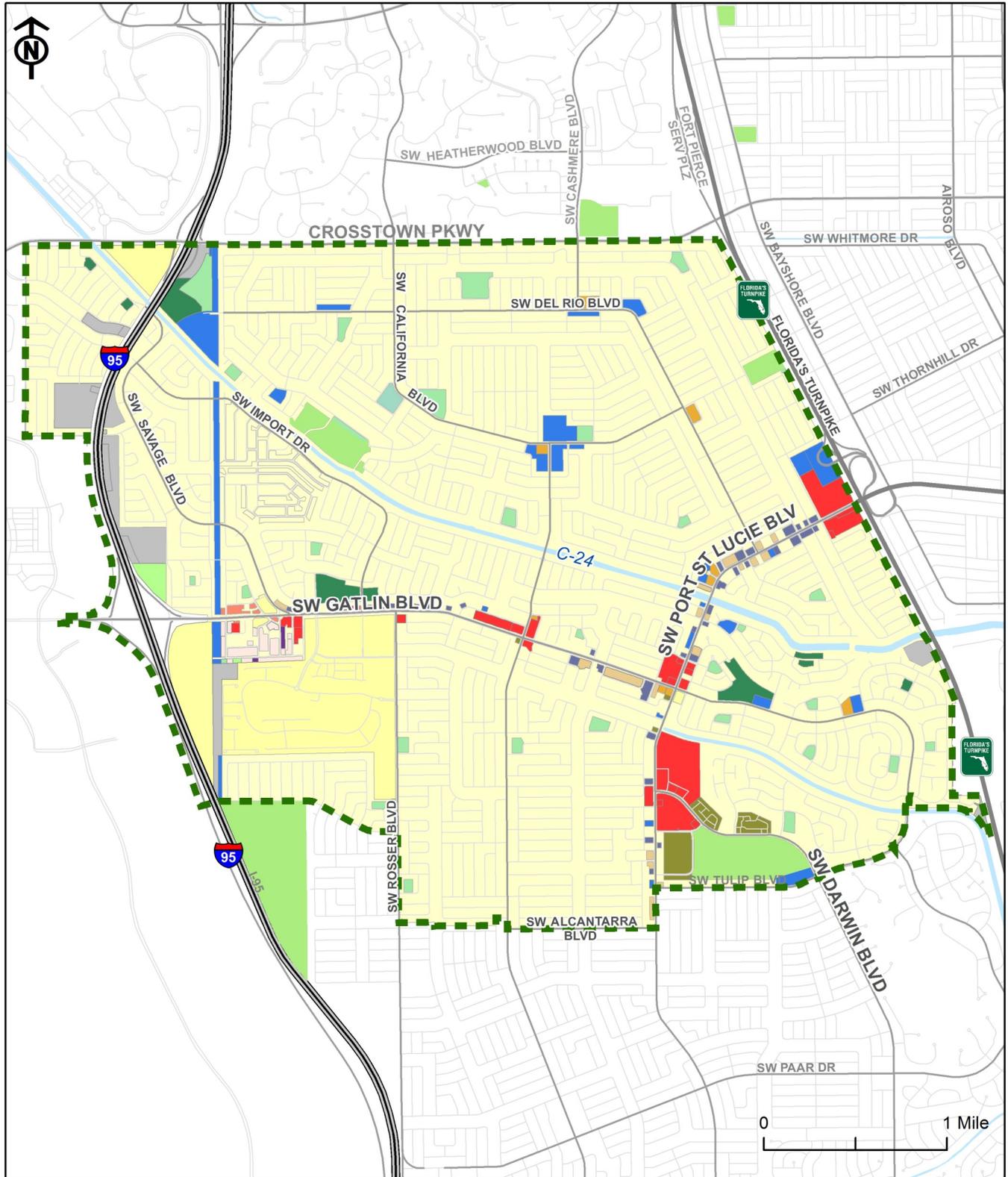


(Source: City of Port St. Lucie, FL)



(Source: City of Port St. Lucie, FL)

Map 2-3: Zoning Designations within PA-4N



Planning Area 4N

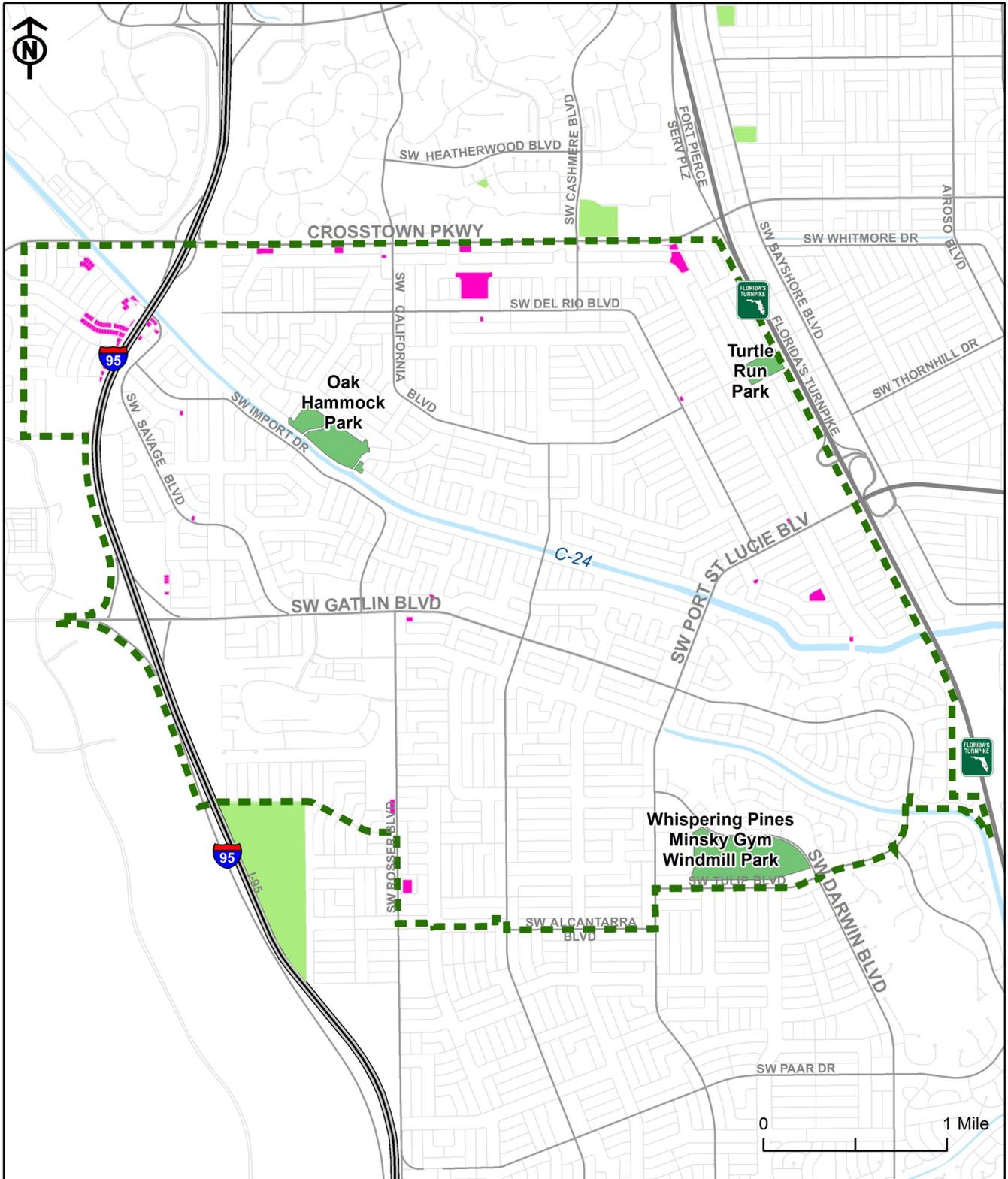
Zoning

February, 2016

	Estate Residential		Master Planned Unit Development		Professional
	General Commercial		Multi-Family Residential		Service Commercial
	General Use		Neighborhood Commercial		Single-Family Residential
	Highway Commercial		Open Space - Conservation		SLC Residential
	Institutional		Open Space - Recreational		To Be Determined
	Limited Mixed Use		Planned Unit Development		Utility
					Warehouse Industrial



Map 2-4: City Parks within PA-4N



Planning Area 4N

Parks and City Owned Vacant Properties

February, 2016

- City Vacant
- Planning Area Boundary
- Parks



6.2). With incremental improvements by both the public and private sectors, this area could become a future neighborhood focal point for PA-4N.

There are numerous City-owned undeveloped open spaces within PA-4N that could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These properties present opportunities to create new parks and recreational spaces within PA-4N. However, the City will need to balance the needs of existing parks facilities with the desire to create new parks spaces throughout the area.

Figure 2-5: City Parks and Facilities

Oak Hammock Park



(Source: Florida Communities Trust)



(Source: Active Rain)

Turtle Run Park



(Source: City of Port St. Lucie, FL)



(Source: Adventures Unlimited MeetUp Group)

Whispering Pines Park



(Source: City of Port St. Lucie, FL)



(Source: City of Port St. Lucie, FL)

2.3 Transportation

Port St. Lucie's existing transportation system in terms of roadways, sidewalks, bicycle lanes and public transit was reviewed to reach a reasonable understanding of the vehicular, pedestrian and bicyclist networks within PA-4N, and to plan for complete streets creating safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users.

2.3.1 Roadways

The existing roadways within PA-4N consist of 2-, 4-, and 6-lane divided arterial corridors and 2-lane undivided collector corridors (see **Map 2-5** and **Figure 2-6**). There are several roadways that are currently operating below their acceptable Level of Service (LOS) threshold during the peak hour within PA-4N, such as Port St. Lucie Boulevard and Gatlin Boulevard.

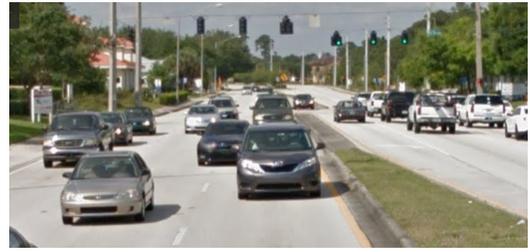
As new development occurs within PA-4N, the roadway network must be able to accommodate the additional vehicle trips. Therefore, additional roadway capacity will need to be constructed to serve the residents and connect to I-95 and other parts of Port St. Lucie. Several new roadways, expansions, and extensions of existing roadways have been identified in the 2040 Long Range Transportation Plan (LRTP). Lanes were added to the roadways where forecast volumes exceeded the roadways LOS capacity threshold. The new roadway network will provide access and connection to the different areas throughout PA-4N (see **Map 2-5**).

2.3.2 Sidewalks

The City of Port St. Lucie has been very active in improving pedestrian safety by installing public sidewalks. The City has implemented a sidewalk program and developed a process for reviewing and prioritizing sidewalk locations for construction. Ultimately, the priority locations are approved by City Council and constructed as funding permits. The City currently requires that pedestrian accommodations be incorporated into all development projects and urban roadway projects (see **Figure 2-7**).

The St. Lucie Transportation Planning Organization (TPO) completed the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008. The Master Plan identified improvements primarily of proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multipurpose trails and canal trails.

Figure 2-6: Existing Roadways



Port St. Lucie Boulevard



Gatlin Boulevard



Tulip Boulevard

Figure 2-7: Existing Sidewalks

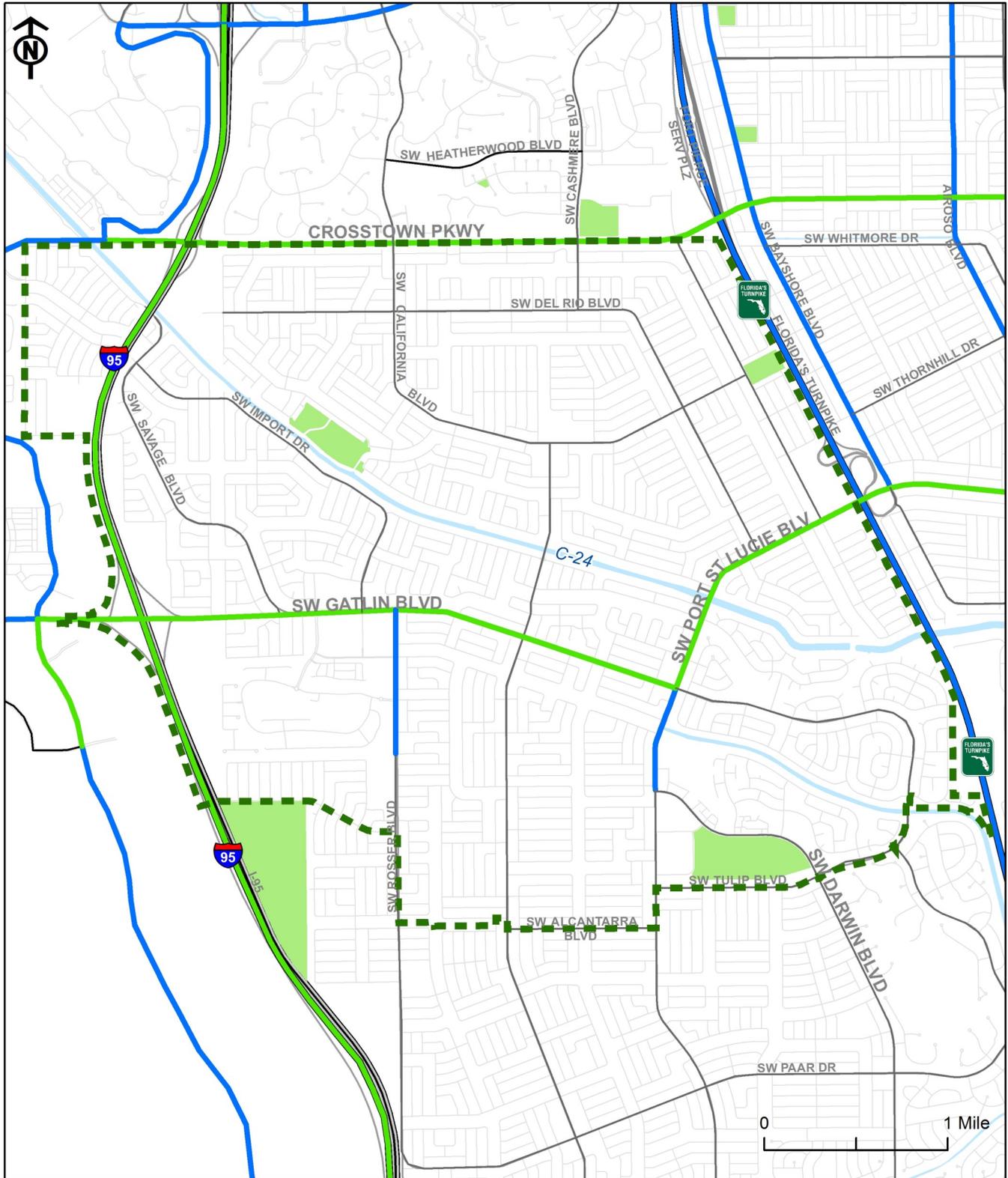


Gatlin Boulevard



Darwin Boulevard

Map 2-5: Existing and Future Roadway Lanes within PA-4N



Planning Area 4N
 Existing and 2019
 Committed Roads
 February, 2016

Lanes/Type	4U	6D
	2U	4D
	2D	6F
	4F	Planning Area Boundary



The Palm Beach Metropolitan Planning Organization (MPO) completed the Southeast Florida Regional Greenways and Trails Plan in 2015. The Plan identified an integrated network of multi-use and hiking trails, as well as paddling trails for Palm Beach County and connections to multi-county facilities.

The sidewalk system within PA-4N consists of sidewalks ranging from 5–8 feet wide, primary on arterial streets. There are some 5-foot-wide sidewalks within the Gatlin Commons, Portofino Court, and Sawgrass Lakes neighborhoods. However, the majority of the residential neighborhoods do not have sidewalks (see **Map 2-6**). The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA -4N (see **Map 2-6**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan identified multi-purpose trails along Port St. Lucie Boulevard and Del Rio Boulevard and a greenway along the utility corridors on the west side of PA-4N for pedestrians and bicyclists, proposed sidewalks along California Boulevard, Savona Boulevard and Rosser Boulevard, and a trail along the C-24 canal (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified proposed a paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-24 canal for pedestrians and bicyclists. A pedestrian only hiking trail is also proposed along the C-24 canal (see **Map 2-8**).

2.3.3 Bicycle Lanes

The City of Port St. Lucie recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off-road trails such as drainage canals and utility right-of-way property, other major recreational facilities, and coordination of planning activities with other agencies associated with bicycle planning activities.

The existing bicycle facilities within PA-4N consist of bike lanes, wide sidewalks, and paved shoulders. The City of St. Lucie has identified future bike facilities within PA-4N consisting of proposed multi-purpose trail and priority bicycle corridor (see **Map 2-6** and **Figure 2-8**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan also identified additional on-street bicycle lane along Port St. Lucie Boulevard (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-24 canal for pedestrians and bicyclists (see **Map 2-8**).

Figure 2-8: Existing Bicycle Facilities

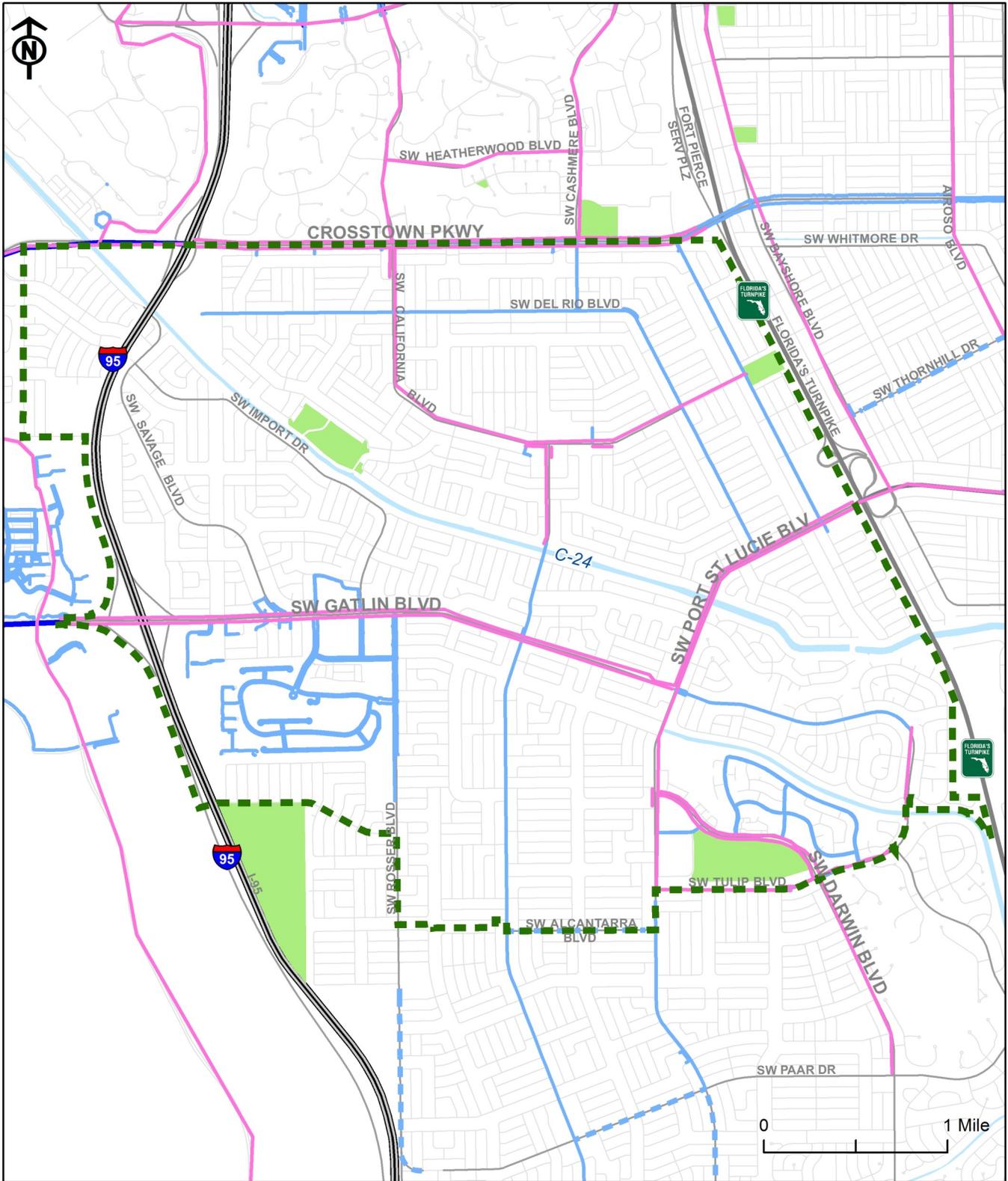


Crosstown Parkway—Bike Lanes



Tulip Boulevard—Wide Sidewalks

Map 2-6: Existing and Future Bike-Pedestrian Network within PA-4N



Planning Area 4N

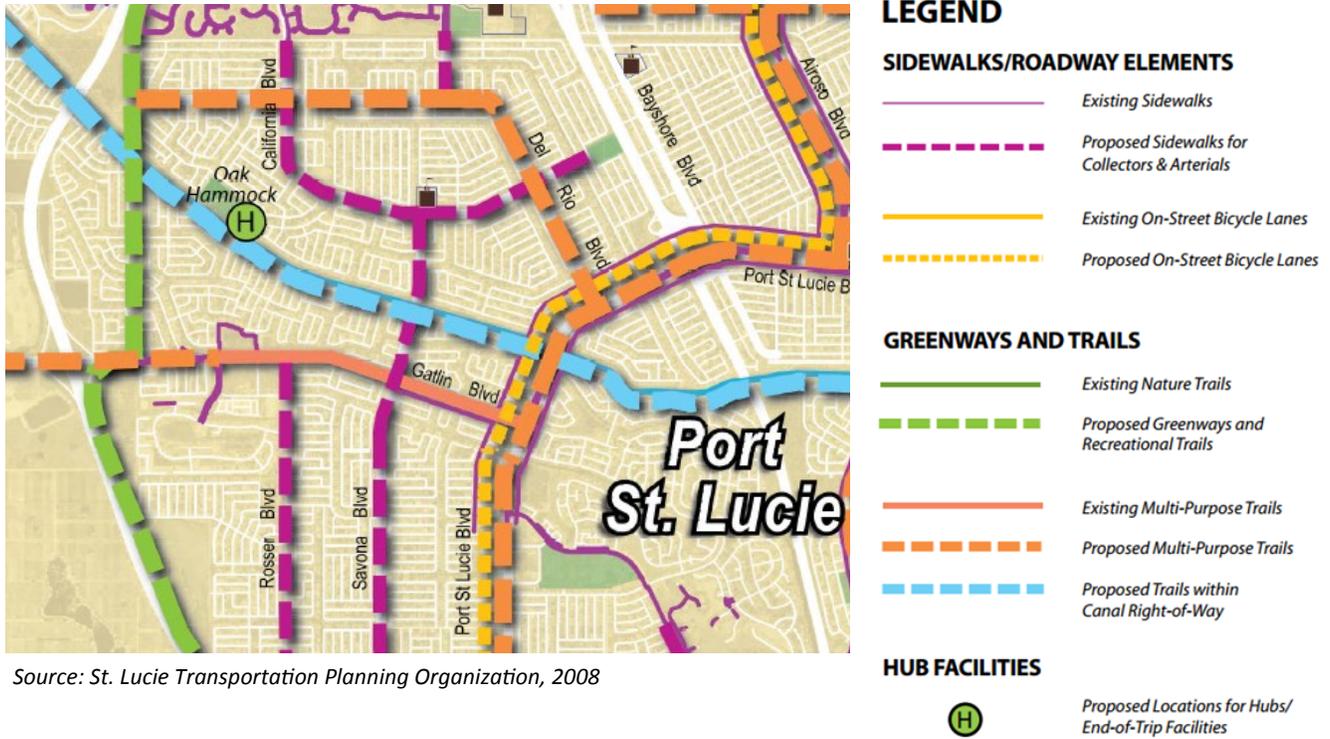
Existing and Future Bike-Pedestrian Network

February, 2016

- Planning Area Boundary
- Park
- Bike and Pedestrian Facility
- Bicycle Facility
- Funded Sidewalk
- Existing Sidewalk

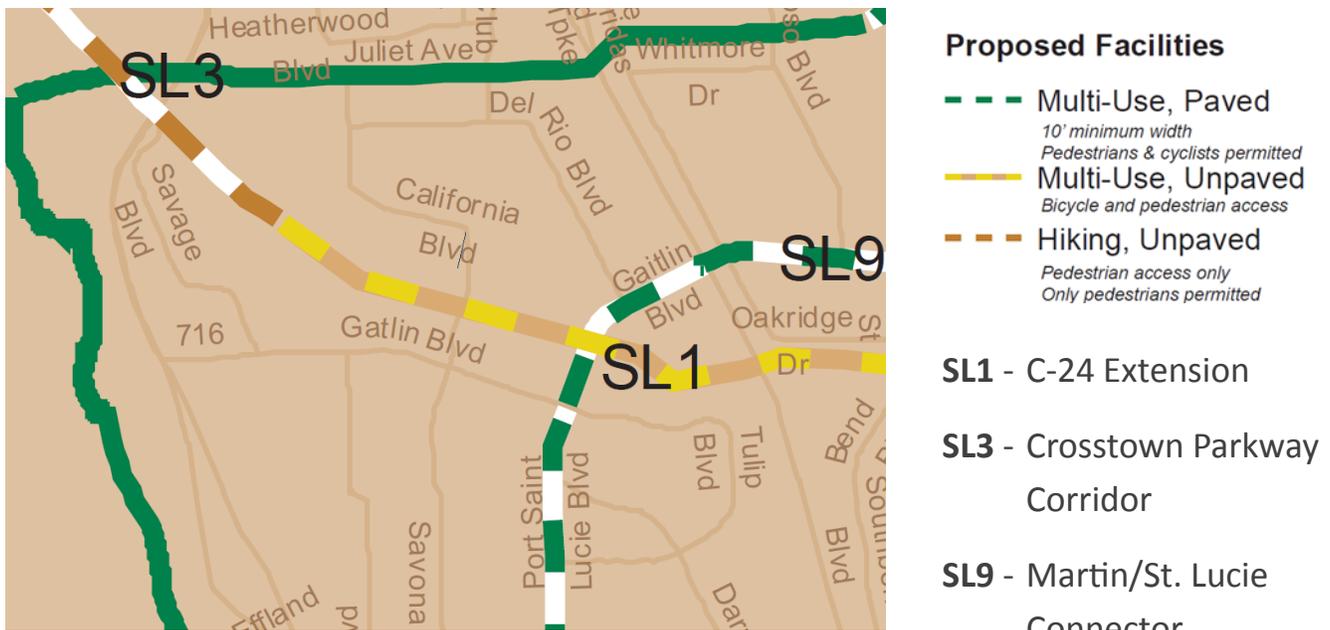


Map 2-7: St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan



Source: St. Lucie Transportation Planning Organization, 2008

Map 2-8: Southeast Florida Regional Greenways and Trails Plan



Source: Palm Beach Metropolitan Planning Organization, 2015

2.3.4 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two types of transit service are provided: 1) the Treasure Coast Connector (TCC), a fixed-route service along specific routes with scheduled arrival times at predetermined bus stop areas, and 2) Community Transit, a demand-response, origin-to-destination system in which passenger trips are generated by calls from individuals who cannot access the fixed-route service due to a disability (see **Figure 2-9**). There is a Transit Depot located north of the Community Center consisting of a pavilion, picnic tables, bicycle racks and public parking spaces.

The fixed -route system consists of four fixed bus routes that run through Port St. Lucie on Monday through Friday between the hours of 7:00 am and 6:00 pm. The one existing TCC fixed-route provided in PA-4N is Route 5, which provides transit service between the Port St. Lucie Community Center and Tradition Landings using Gatlin Boulevard and Port St. Lucie Boulevard. Similar to the other fixed bus routes, Route 5 operates from 7:00 am to 6:00 pm with headways of one hour (see **Map 2-7**).

Map 2-7 also shows the proposed park-and-ride facility at the intersection of Interstate 95 and Gatlin Boulevard and extension of Route 5 just east of the PA-4N boundary. The City plans to continue giving input and working with the St. Lucie TPO and COASL on future bus routes within the city.

2.3.5 Issues and Opportunities

As development occurs within PA-4N, the potential for traffic congestion may be significant, particularly along the arterial corridors. Future expansion of the roadway lanes may alleviate some traffic congestion, such as along Port St. Lucie Boulevard, California Boulevard, Rosser Boulevard, Savona Boulevard, and Darwin Boulevard.

Figure 2-9: Public Transit Facilities



Source: *The Treasure Coast Observer*



Source: *St. Lucie County*

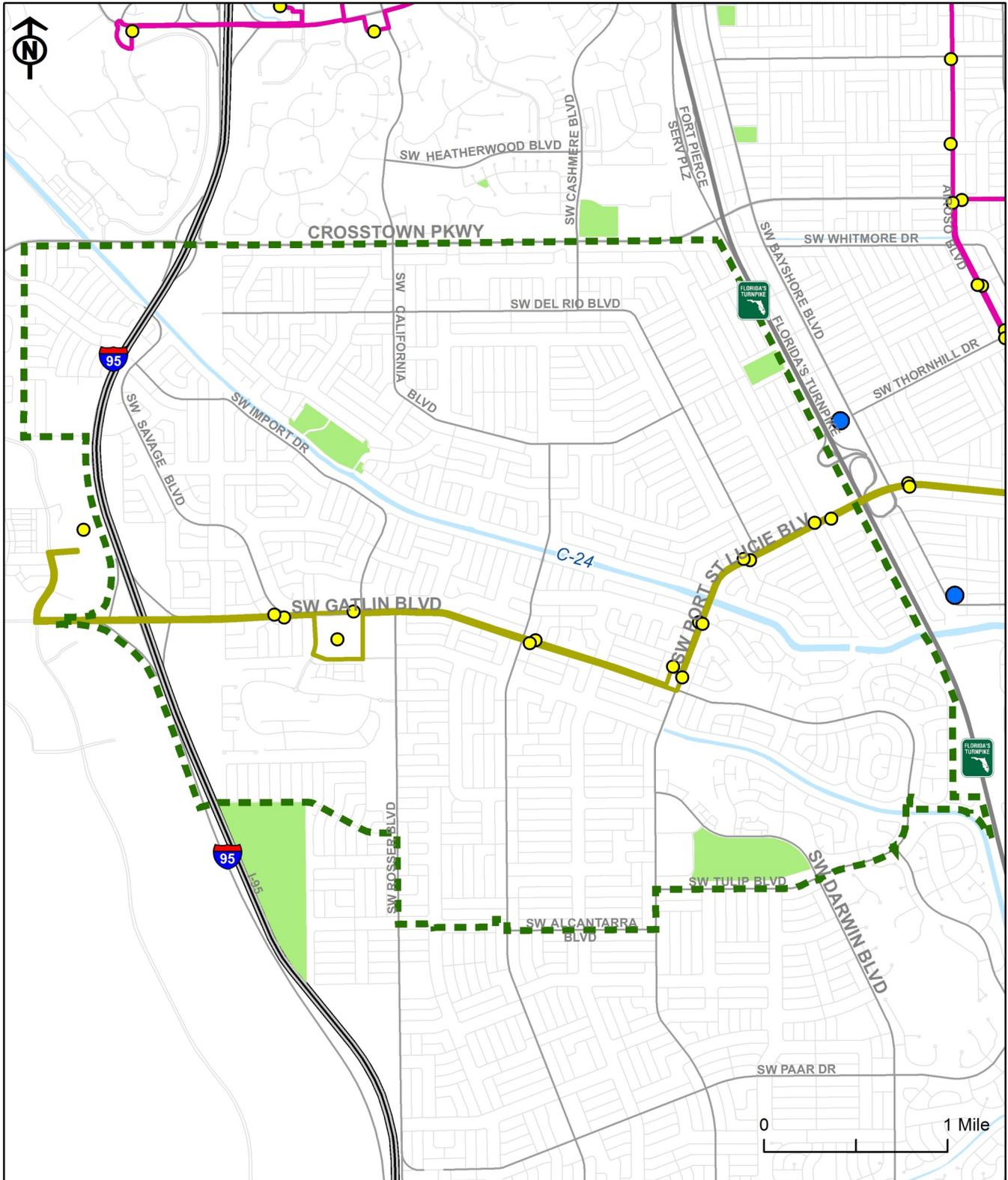


Source: *Council on Aging of St. Lucie*



Source: *The Treasure Coast Observer*

Map 2-7: Existing and Future Bus Routes within PA-4N



Planning Area 4N

Existing and Future Transit Facilities

February, 2016

- Existing Park and Ride
- Bus Stops
- Planning Area Boundary
- Transit Route**
- Route 5
- Route 6



Promoting complete streets to provide safe access for all users with well-connected sidewalks, bicycle lanes, greenways, roadways and public transit along with compact and contiguous land use mixes are key elements in controlling the cost and maximizing the effectiveness of the transportation system. The City should continue to work towards the implementation of the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan to connect greenways, bicycle lanes and/or priority sidewalks to existing parks such as Hammock Park and Turtle Run Park, and other recreational open spaces when they are developed.

PA-4N lacks a wayfinding system to community facilities such as City parks, schools, greenways/trails, and commercial areas. A themed wayfinding system and park destination signs should be developed to direct visitors and local residents to neighborhood destinations.

The TCC bus service within PA-4N has one-hour headways, and the majority of the bus stops have only a sign with no shelter or other amenities. As redevelopment occurs and effort to ensure multimodal improvements including transit are implemented, the City should coordinate with TCC to increase bus headways to 30 minutes and improve/add bus stop facilities such as adding shelters, benches, trash receptacles, and bicycle racks. Where there are right-of-way constraints, it should coordinate with property owners for easements or have the private sector installed them during the development review process to obtain zoning or concurrency approval.





EXISTING IDENTITY AND AESTHETICS

3.0 EXISTING IDENTITY AND AESTHETICS

This section examines the existing aesthetics of the built environment in PA-4N, including parks/open space, architecture, and unique urban design features. The aesthetic elements within the Plan are then used to identify themes that can be reinforced through both public investment and private development as the neighborhood continues to grow and change.

3.1 Parks and Recreation Features

PA-4N has a variety of public parks consisting of athletic fields, a recreational gym, playgrounds, picnic pavilions, boat ramps, and natural areas. These unique facilities offer diverse recreational opportunities for local residents and visitors. There are several undeveloped parks and open spaces that could provide ample recreational and community facilities, natural areas, and cultural event spaces for local residents and visitors and could be part of an integrated park system connected by a greenway system and a blueway (water trail) system via the canals (see **Figure 3-1**).

Figure 3-1: Unique Recreational Features



C-24 Canal—Potential Multi-Use Path & Blueway



Boat Ramp— Oak Hammock Park (Source: Active Rain)

3.2 Architectural Style

Some of the public and commercial buildings consist of elements of Florida Vernacular architectural style with standing metal seam roof panels, multi-pitched roof lines, gingerbread trim and/or porch railings, columns or posts, and pastel shades or white. Prominent buildings with this architectural style and compliance with the Citywide Design Standards could provide distinctiveness to PA-4N (see **Figure 3-2**).

Figure 3-2: Florida Vernacular Architectural Style



3.3 Urban Design Features

The primary roadways within PA-4N consist of landscape medians. The planting design has multiple layers of palms, understory trees, shrubs, and groundcover. This planting scheme could be used on future roadway expansions with medians or incorporated into public gathering areas (see **Figure 3-3**).

The intersection at Abingdon Avenue and Savona Boulevard has a bricked roundabout with landscaping. This design feature could be developed at strategic locations for traffic calming and unifying the streetscape to improve pedestrian safety (see **Figure 3-3**).

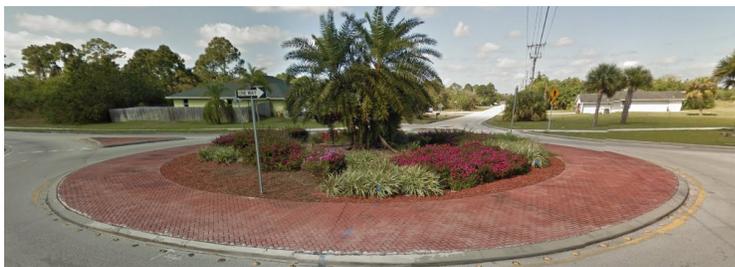
Figure 3-3: Unique Urban Design Features



Gatlin Boulevard



Port St. Lucie Boulevard



Abingdon Avenue and Savona Boulevard



There is a pedestrian bridge along Savona Boulevard crossing the canal. This design feature provides safety for pedestrians and bicyclists and allows scenic views overlooking the canal. Additional pedestrian bridges could be built connecting a greenway system and providing scenic vistas of the canal, making PA-4N a unique destination.

Some of the primary roads have pedestrian acorn lights. These decorative lights could unify the streetscape by providing a visual connection and creating a more pedestrian walkable environment. Installation of pedestrian lights could be coordinated with sidewalk improvements (see **Figure 3-4**).

Figure 3-4: Streetscape Lighting Features



Crosstown Parkway



Gatlin Boulevard

3.4 Overall Design Themes

The overall design aesthetic within PA-4N varies greatly, but some themes emerge; as the area evolves and changes, these themes could be tied together to create a more legible design aesthetic.

For public infrastructure, particularly streetscape and landscaping, the theme is traditional, evidenced most commonly by the acorn light fixtures found on many of the streets. This theme, mixed with local landscaping of oaks and palms, can help create an aesthetic standard that can be replicated as more roadway improvements are completed.

The second most common design theme is the Florida Vernacular architectural style. The City should continue to integrate elements from this style into new public buildings and streetscape and park elements (e.g., shelters, trailheads, etc.). Additionally, the City should consider requiring Florida Vernacular architectural elements in all private development, particularly on major corridors, except for single-family residential.



PUBLIC INVOLVEMENT

- 36% volunteer regularly.
- 14% watch the City of Port St. Lucie television channel (PSL TV20) regularly.

Neighborhood Characteristics/Preferences

- 63% define where they live by street name.
- 56% identified parks, open spaces, and walking/biking trails as the most important assets in their neighborhood.
- 26% identified poor walkability as the biggest challenge facing their neighborhood, 21% identified lack of sense of place/community, and 16% identified economy/employment.
- 42% identified a desire for more single-family residential, 38% for some type of multi-family residential, and 14% for no more residential development.
- 43% identified a desire for restaurants/coffee shops, 21% for retail stores (hardware, clothing, etc.), and 10% for grocery stores.
- 28% identified streetscaping and landscaping as the best ways to help create a sense of place, 25% said parks, plazas, and gathering spaces, and 12% said civic/neighborhood associations.

4.1.2 Map Exercise Results

Following the completion of the survey, the participants were divided into breakout groups to discuss the vision for PA-4N, specific issues/opportunities, and specific project ideas. Each group had a facilitator to help with questions and guide discussion, and each group designated a spokesperson to present ideas to the larger group (see **Figure 4-2**). The results of these exercise are summarized in **Map 4-1**, and a full tabular summary of all participant comments are included within **Appendix A**.

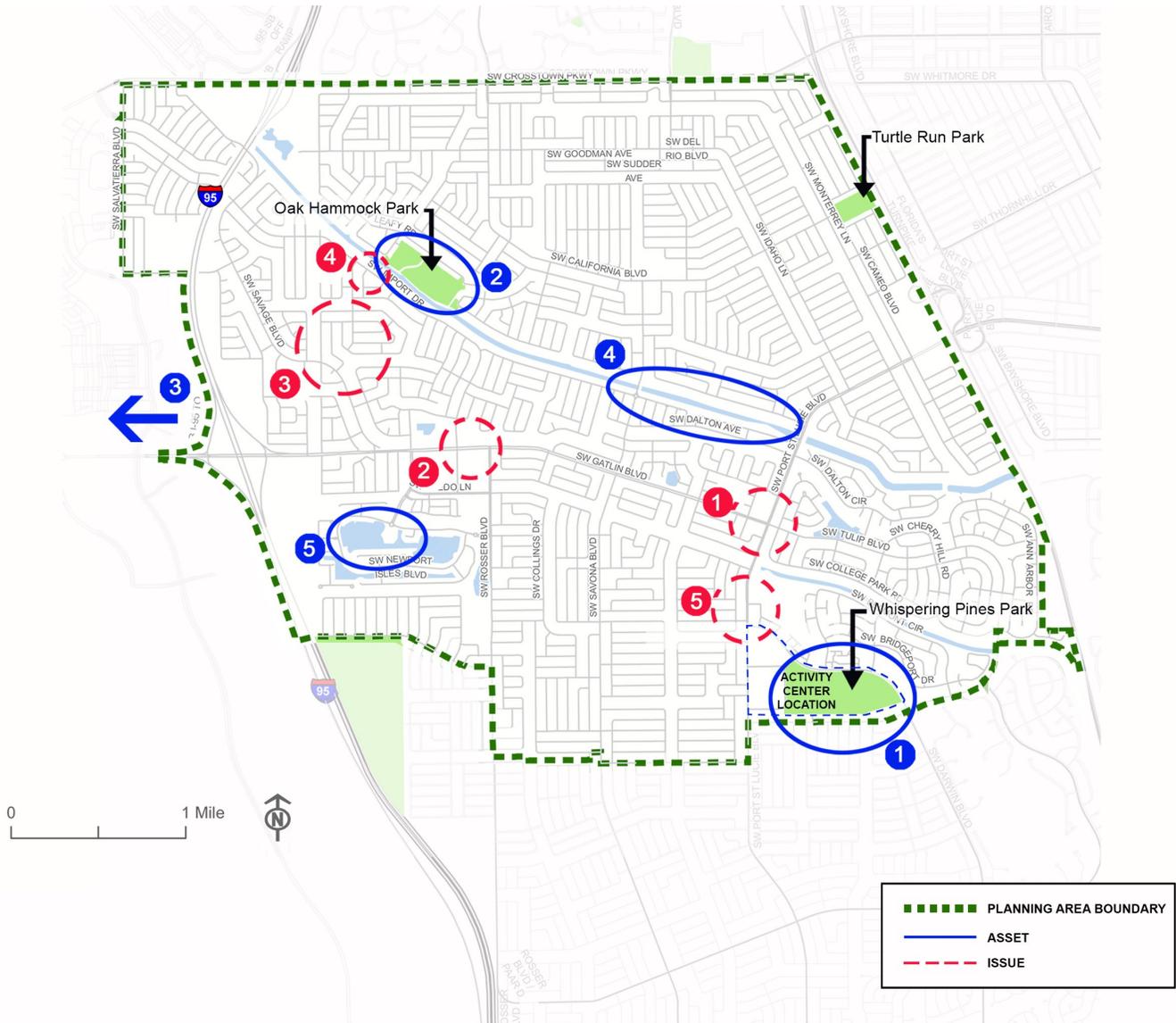
Figure 4-2: Participant Quotes from Public Workshop #1



4.1.3 Workshop Themes

Based on the mapping exercise and the breakout questions, a few key topics examined specific aspects of safety, sense of community and identity, parks and recreation, and better using the environmental assets within the area. In addition, some conversations were focused on building community capacity and improving accountability for implementation.

Map 4-1: Workshop Exercise—Assets and Opportunities for PA-4N



PLANNING AREA 4N ASSETS AND ISSUES	
<p>1 ASSET: Great park (Whispering Pines Park); school location (Windmill Elementary and Treasure Coast High School; Minsky Gym)</p>	<p>1 ISSUE: Traffic congestion at intersection of Gatlin Boulevard and Port St. Lucie Boulevard</p>
<p>2 ASSET: Playground and trails at Oak Hammock Park</p>	<p>2 ISSUE: Speeding issue along Gatlin Boulevard and south on Rosser Boulevard</p>
<p>3 ASSET: Close vicinity to shopping and hospital in Tradition area</p>	<p>3 ISSUE: No proper drainage; vacant and overgrown lots</p>
<p>4 ASSET: Canal connecting Oak Hammock Park and Port St. Lucie Boulevard</p>	<p>4 ISSUE: Oak Hammock Park needs better signage and sidewalks in and around surrounding area</p>
<p>5 ASSET: Planned location for library</p>	<p>5 ISSUE: Traffic congestion at Darwin Boulevard and Port St. Lucie Boulevard</p>
	<p>6 ISSUE: Multiple locations of requested streetlights and sidewalks</p>
	<p>7 ISSUE: Care and maintenance of vacant lots</p>

4.0 PUBLIC INVOLVEMENT

The public involvement process is summarized in Volume I - Neighborhood Planning Program, which described the public engagement/outreach activities held during the planning process for PA-4N, which included:

- Mayor's Community Conversation
- Citywide Focus Groups
- Attendance at Special Events
- Public Workshop #1
- Public Workshop#2

The intent of the public involvement process was to collect input on issues and opportunities related to key elements of PA-4N to gain insight from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future. The initial community conversation, focus group meetings and public surveys provided information for preparation of the public workshops. It is important that the public involvement process informs the development of the Action Plan as it will encourage residents, business owners, and other stakeholders to take ownership and participate in Action Plan implementation.

4.1 Public Workshop #1

Public Workshop #1 was a joint workshop for PA-4N and PA-4S that included 80 community members who either lived or worked within PA-4N or PA-4S (see **Figure 4-1**). The workshop began with the PowerPoint presentation that provided background information on the project and specific characteristics of PA-4N, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for the Planning Area.

4.1.1 Survey Results

In addition to questions asked during the Mayor's Community Conversation, the survey included a number of questions related to demographic characteristics, community participation neighborhood characteristics, and preferences. The purpose of these questions was to identify assets and challenges and to gain an understanding of the potential interest and capacity of the community to organize and assist in plan implementation. Following are key findings summarized by category.

Demographic Questions

Characteristics of the public workshop participants include the following:

- 55% were between the ages 51–70; only 8% were under the age of 35.
- 62% lived in two-person households, and 35% lived in households with three or more.
- 17% worked in Port St. Lucie.
- 68% believed they will be living in Port St. Lucie in five years; 71% believed they would be living in their same neighborhood.

Community Participation Questions

- 55% know their neighbors well.
- 58% regularly attend public meetings/workshops.

Figure 4-1: Public Workshop #1 Photos



Specific themes included:

- Defining neighborhood sub-areas within PA-4N.
- Creating neighborhood organizations and increasing capacity to organize residents and implement projects.
- Formalizing Neighborhood Planning Division within the City’s organizational structure.
- Building neighborhood identity and a sense of place.
- Improving connectivity and safety, particularly for bicyclists and pedestrians.
- Developing an Activity Center as the focal point of neighborhood activities within PA-4N.
- Improving existing parks/recreation facilities, and develop new ones.
- Integrating public art.

The themes from Public Workshop #1 were used to develop specific project/program recommendations that were presented in Public Workshop #2.

4.2 Public Workshop #2

The overall themes and specific recommendations generated in Public Workshop #1 were developed and presented in Public Workshop # 2. The Public Works Department also presented some specific projects it included in the current Capital Improvements Plan (CIP) that are consistent with the themes identified for the Action Plan themes (see **Figure 4-3**).

The meeting summary and comments received during Public Workshop are included in **Appendix A** of this document (see **Figure 4-4**). The feedback received during the workshop was used to develop the Neighborhood Vision and Action Plan in **Sections 5.0** and **6.0**.

Figure 4-4: Participant Quotes from Public Workshop #2



Figure 4-3: Public Workshop #2 Photos







PLANNING AREA VISION

5.0 PLANNING AREA VISION

This section includes the Planning Area Vision based on the results of the existing conditions analysis and public involvement process. The Vision will act as the long-term planning framework for identifying projects and initiatives to be addressed during the plan horizon.

5.1 Vision Statement

The Vision for PA-4N is the following:

A strong and diverse community with thriving commercial corridors and employment districts, established and attractive residential neighborhoods, a diverse and vibrant mixed-use activity center, and unique natural and recreational assets connected with blueways, greenways, and a network of complete streets with bicycle and pedestrian accommodations.

The Vision Concept is a visual representation of the Vision statement and major concepts that make up the Plan (see **Map 5-1**). The Vision Concept illustrates important elements including:

- A central activity center and business district where people can work and shop at a variety of local businesses and where those businesses can thrive. Mixed-use developments will increase the positive interactions between residents and business owners.
- An improved transportation system where people will feel comfortable walking, riding a bicycle, using public transportation, and driving a vehicle and where streets are pleasant public spaces.
- Neighborhood parks will provide a variety of passive and active recreational uses, all connected by a greenway with walkways and bicycle trails and a blueway with scenic views of the canal.

5.2 Plan Goals

Goals are the destination or outcome that PA-4N seeks to attain—general statements that set the broad framework for the Plan’s strategies and further describes how to achieve the Vision. Following are PA-4N goals.

1. Building an identity/brand.

- Delineate sub-areas within PA-4N.
- Develop an identity/brand for the sub-areas.
- Implement a signage program (welcome signs, banners, wayfinding signs).

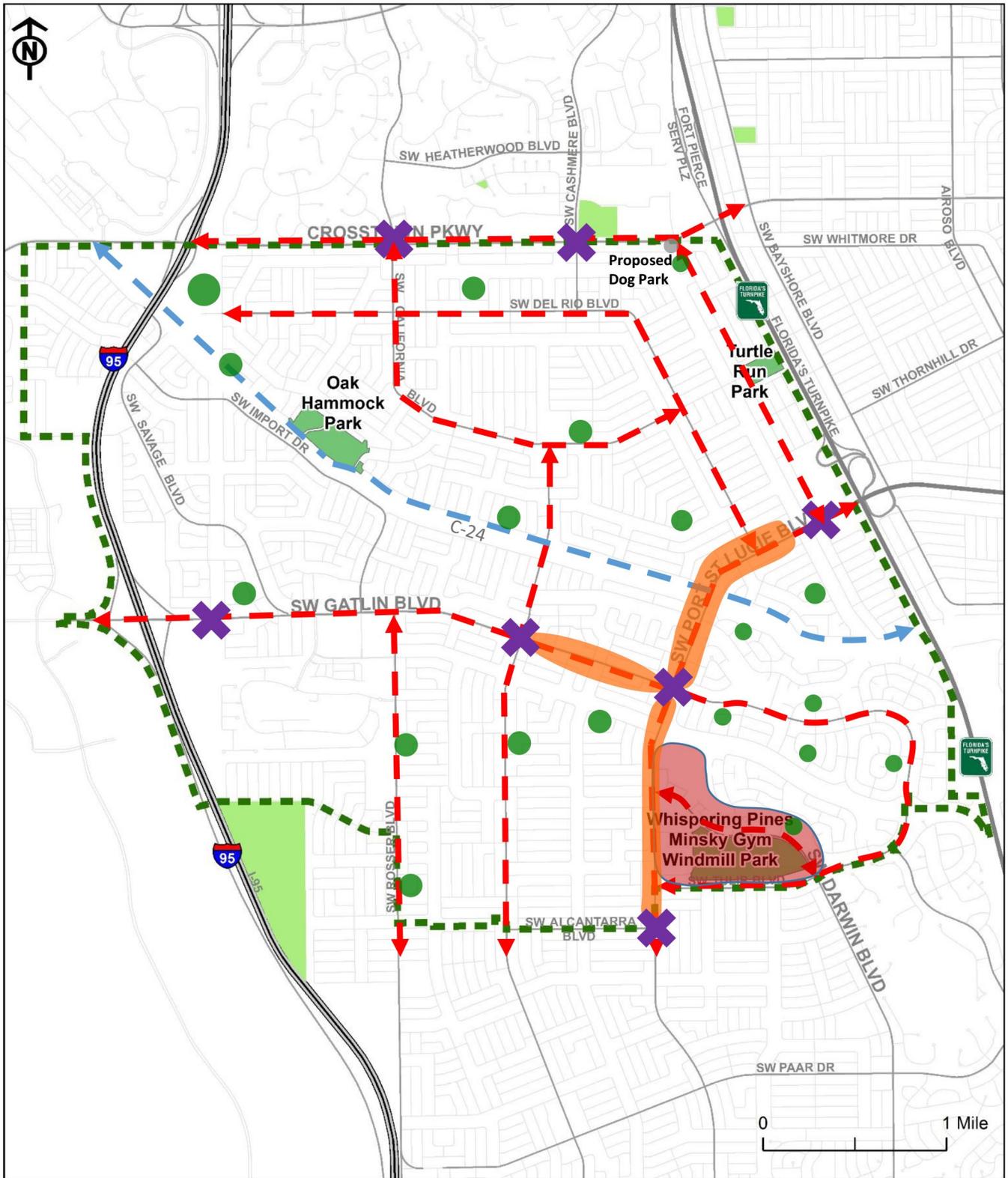
2. Develop an Activity Center to provide local services and a gathering place for the community.

- Improve the business environment for both small and larger businesses to thrive.
- Encourage a variety of business types to service the community.
- Provide mixed-use opportunities for residents and business owners to intermingle.
- Develop parks/recreational spaces and pathways creating passive recreational opportunities.

3. Improve public infrastructure that will create a safer environment for all ages and abilities.

- Provide efficient, safe, and comfortable travel for pedestrians, bicycles, buses, cars, and trucks.
- Enhance alternative modes of transportation choices with improved access and safety (i.e., greenways, blueways, public transit service).
- Create aesthetically-pleasing streetscapes.

Map 5-1: Vision Concept Map



	Potential Active Center		Potential Parks		Planning Area Boundary		Primary Pedestrian & Bicycle Network	
	Potential Mixed-Use (Commercial, Office, Institutional, Residential)		Parking Lot		Parks		Greenway/Blueway	
			Potential Welcome Sign					

- Reduce cut-through traffic on residential streets.
- Improve public and school bus service and stop facilities.
- Improve stormwater drainage to reduce flooding.

5. Improve parks and recreational facilities for local residents.

- Enhance existing park facilities, programming, and access.
- Develop pocket parks within easy walking distance from the neighborhoods.
- Use the canals as recreational assets.
- Create community centers with meeting halls.
- Encourage arts, cultural events, and activities for all ages.

6. Improve public safety and security within the neighborhoods

- Reduce occurrences of criminal activities by enhancing police presence.
- Build positive relationships between residents and the Police and Fire departments.
- Improve code compliance activities, particularly of overgrown vacant properties.



ACTION PLAN

6.0 ACTION PLAN

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focused themes of PA-4N. Implementation of the Action Plan will require a concerted long-term effort by the establishment of a Neighborhood Planning Division and the Planning Area Advisory Committee (PAAC), and subsequently civic/neighborhood associations at the sub-area level, as described in Volume I - Neighborhood Planning Program.

6.1 Building Identity

The Planning Area boundaries establish a geographical boundary for the Plan, but they do not create a cohesive identity for those residents and business owners that live, work, and play within PA-4N. Building neighborhood identity will take time, but the implementation of the programs and initiatives contained within this section will help facilitate the process.

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities and help achieve the City's goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles.

Successfully building identity will require the following action steps:

1. Delineate sub-areas within PA-4N and adopt names for them.

The identification of sub-areas was developed through collaboration with City staff and reviewed by the public at Planning Workshop #2. Although there was general consensus for the proposed boundaries, there was disagreement on the names of each of the sub-areas. For the purposes of illustration, those names presented at Public Workshop #2 have been included on **Map 6-1**.

2. Establish names for the sub-areas within PA-4N.

Throughout the public involvement process, a number of names were suggested for the proposed sub-areas in PA-4N (see **Map 6-1**). To allow for consideration of as many names as possible and an opportunity for a larger audience to participate in the process, it is recommended that a competition be held to name the sub-areas. This competition could be set up on the City's Neighborhood Planning website, and entries could be submitted online. The City could designate a small group of judges of staff and elected officials to choose the final names. Once the final names are selected, they should be incorporated into the Land Development Regulations and Comprehensive Plan as appropriate.

3. Complete a branding process to identify sub-area logos and wayfinding design

An effective way to build identity within neighborhoods to develop unique logos and deploy them into the neighborhoods through signage, banners, and wayfinding elements. The City should complete a branding process for PA-4N that, through community involvement and staff interaction, develops a clean, identifiable logo and signage design concept that is supported by the community. Key elements of this process should include the following:

- Use of a robust community involvement process to guide efforts. A design competition for the logos could be conducted to solicit ideas from local artists, students, and public-at-large. The community could then provide feedback into the design concepts through a workshop and/or collected through polling on the City's Neighborhood Planning website.

Figure 6-1: Logo Examples within City and Vicinity



(Source: City of Port St. Lucie, FL)



(Source: Town of Tradition, FL)



(Source: Choice Pest Management)



(Source: Minor League Baseball)



(Source: St. Lucie County, FL)



(Source: St. Lucie Chamber of Commerce)



Each Child, Every Day

(Source: St. Lucie Public Schools)

Figure 6-2: Conceptual Sub-Area Logos

LOGO CONCEPTS IN BLACK & WHITE



BRIGHT COLOR STUDIES



SOPHISTICATED COLOR STUDIES



Figure 6-3: Potential Banners



(Source: City of Winter Park, FL)



(Source: The Décor Plan)



(Source: Tex Visions)

4. Once the brand/logo concepts have been developed, identify key quick “victories” that can be implemented in the short term.

Immediately following the completion of the branding process, the City should be prepared to move towards implementation in a quick and cost affordable way. Since manufacturing, permitting, and installing permanent signage can be expensive and time consuming, it is recommended that the City first move to develop a banner program for the sub-areas of PA-4N that will use the new logo.

- Banner program along primary roadways – The banner program will allow for each sub-area to have unique signage at a relatively affordable cost. These signs could be semi-permanent, or could switch on a regular basis for local events, etc. (see **Figure 6-3**). Some potential locations for banners could be the following (see **Map 6-2**):
 - Gatlin Boulevard (Oak Hammock)
 - Del Rio Boulevard (Del Rio)
 - Tulip Boulevard (Whispering Pines)
 - Savona Boulevard (Savona North)
- Sub-area welcome signs adjacent to primary intersections (see **Map 6-2, Figures 6-4 and 6-5**) – these could take the form of small monument signs.
 - Gatlin Boulevard/Brescia Street and Crosstown Parkway/California Boulevard (Oak Hammock)
 - Port St. Lucie Boulevard/Cameo Boulevard and Crosstown Parkway/Cashmere Boulevard (Del Rio)
 - Gatlin Boulevard/Port St. Lucie Boulevard (Whispering Pines)
 - Gatlin Boulevard/Savona Boulevard and Port St. Lucie Boulevard/Alcantarra Boulevard (Savona North)

Map 6-2: Potential Welcome Sign Locations and Banner Corridors

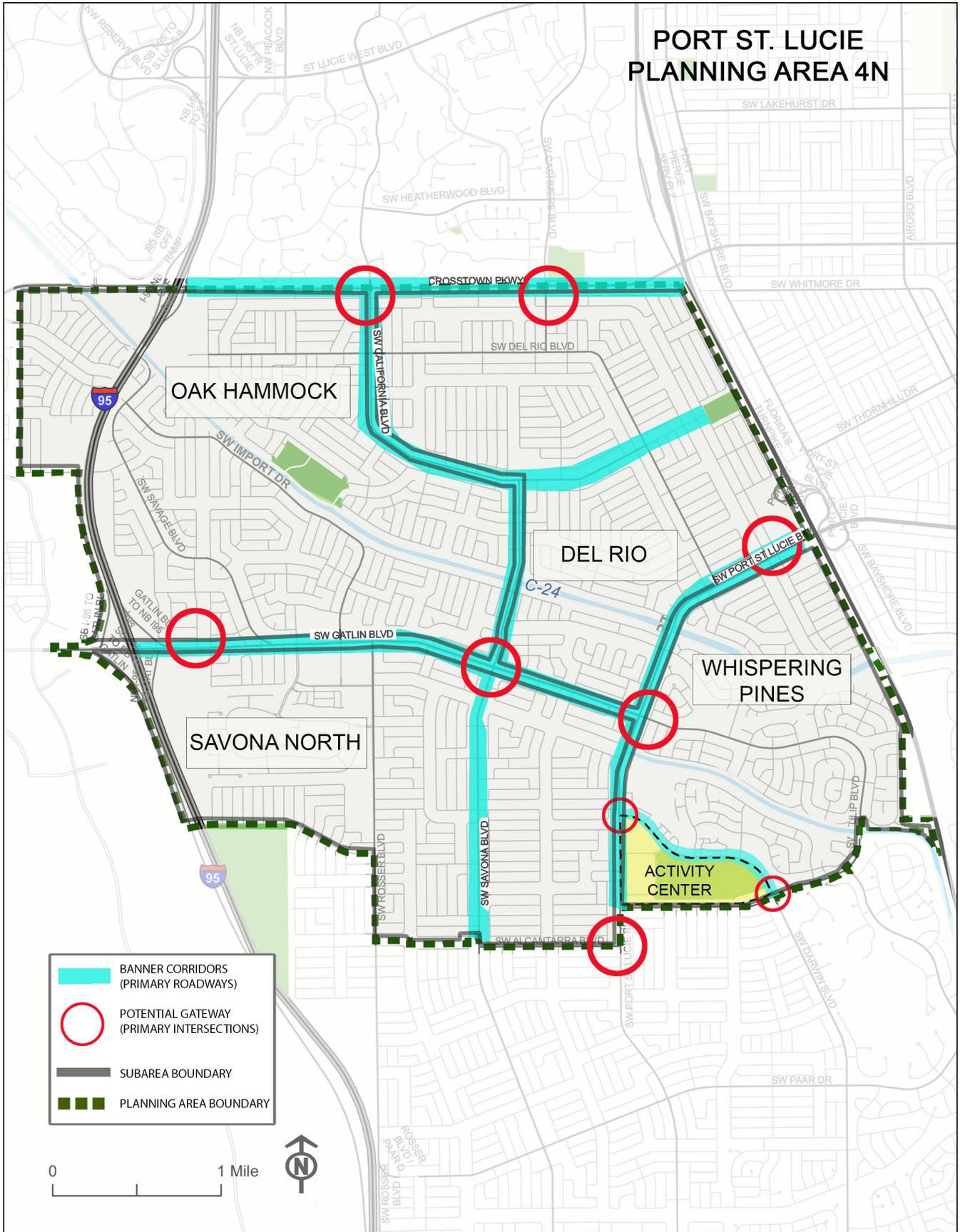


Figure 6-4: Potential Welcome Sign Ideas

Archways



El Cajon, CA (Source: Flickrriver)



Carlsbad, CA (Source: Tripadvisor)



Farmville, VA (Source: Harvey Design Land Architects)



Costa Mesa, CA (Source: A Bubbling Cauldron)



Goodyear, AZ (Source: Hunt Design)



El Cajon, CA (Source: Hunt Design)

Figure 6-5 Potential Signage Implementation Concept



6.2 Creating Activity Center

Activity Centers are locations with a mix of commercial, residential, and/or institutional uses that either currently serve or will serve as nodes of activity. The purpose of identifying and encouraging the development of Activity Centers is to accomplish the following:

- Create a sense of place and community.
- Encourage mixed-use/infill development.
- Improve business environment and diversity to serve the community.
- Provide variety of housing options, where applicable.
- Provide public open spaces and amenities.
- Create safe and attractive streets for people.

6.2.1 PA-4N Activity Center

In PA-4N, the designated Activity Center is located within the vicinity of Darwin Boulevard, Tulip Boulevard and Port St. Lucie Boulevard (see **Map 6-3**). As shown in **Map 6-4**, there are a number of assets and opportunities which the City can build upon to reinforce the development of this Activity Center. They include the following.

- **Existing Assets**
 1. Whispering Pines Park
 2. Minsky Gym
 3. Treasure Coast High School
 4. Parks Edge Community Center
 5. Darwin Square Shopping Center
 6. Near additional shopping/retail along Gatlin Boulevard
 7. St. Elizabeth Ann Seton Church
 8. Close to multi-family residential
 9. Access to the C-24 Canal
- **Potential Opportunities**
 1. Potential for mixed-use and retail commercial developments
 2. Pedestrian/streetscape improvements along major roadways
 3. Potential gateways at major intersections
 4. Potential passive parks and a trail system along the C-24 Canal and other waterways

The illustrative Activity Center Plan (see **Figure 6-6**) identifies how, over time and with strategic investments from both the public and private sectors, a more formal center will begin to evolve that could better serve the workers and residents who live in the immediate vicinity as well as those who live in the surrounding area. PA-4N is a large area, with established commercial, residential, recreational, and institutional uses. The concept shown in Figure 6-6 is one that builds upon these uses to create a greater variety of uses, more bicycle/

Map 6-4: Activity Center Opportunities



PORT ST. LUCIE
PLANNING AREA 4N
ACTIVITY CENTER

EXISTING ASSETS:
Highlighted in blue

- ① Schools: Treasure Coast High School and Windmill Point Elementary School
- ② Minsky Gym
- ③ Whispering Pines Community Park
- ④ Darwin Square Shopping Center
- ⑤ St. Elizabeth Ann Seton Church
- ⑥ Parks Edge Community Center
- ⑦ Multi-family: Rosewood Apartments/Condos and Villas of Windmill Point
- ⑧ Near additional shopping/retail on Gatlin and access to canal

POTENTIAL OPPORTUNITIES:
Highlighted in red

- Ⓐ Pedestrian oriented improvements and development to encourage more walkability along SW Port St Lucie Boulevard, Tulip Boulevard, and SW Darwin Boulevard
- Ⓑ Undeveloped land for possible retail commercial / mixed use
 - There is already planned development for a Walmart store and a few commercial spaces
- Ⓒ Potential gateway at the intersections:
 - SW Darwin Boulevard and SW Port St. Lucie Boulevard
 - SW Darwin Boulevard and SW Tulip Boulevard
- Ⓓ Utilization of land by possible development of trail or outdoor spaces along C-24 and other waterways

pedestrian connectivity, and new and improved parks and recreation spaces. Specifically, as shown in **Figure 6-7**, there are opportunities to introduce more multi-family housing, create a sense of place, and to promote health and wellness through the integration of small passive parks along the canal and nearby ponds. The evolution of the Activity Center will provide opportunities for public art, programming and events, and easy connectivity between the larger employee population and nearby commercial uses.

Figure 6-6: Activity Center Illustrative Plan

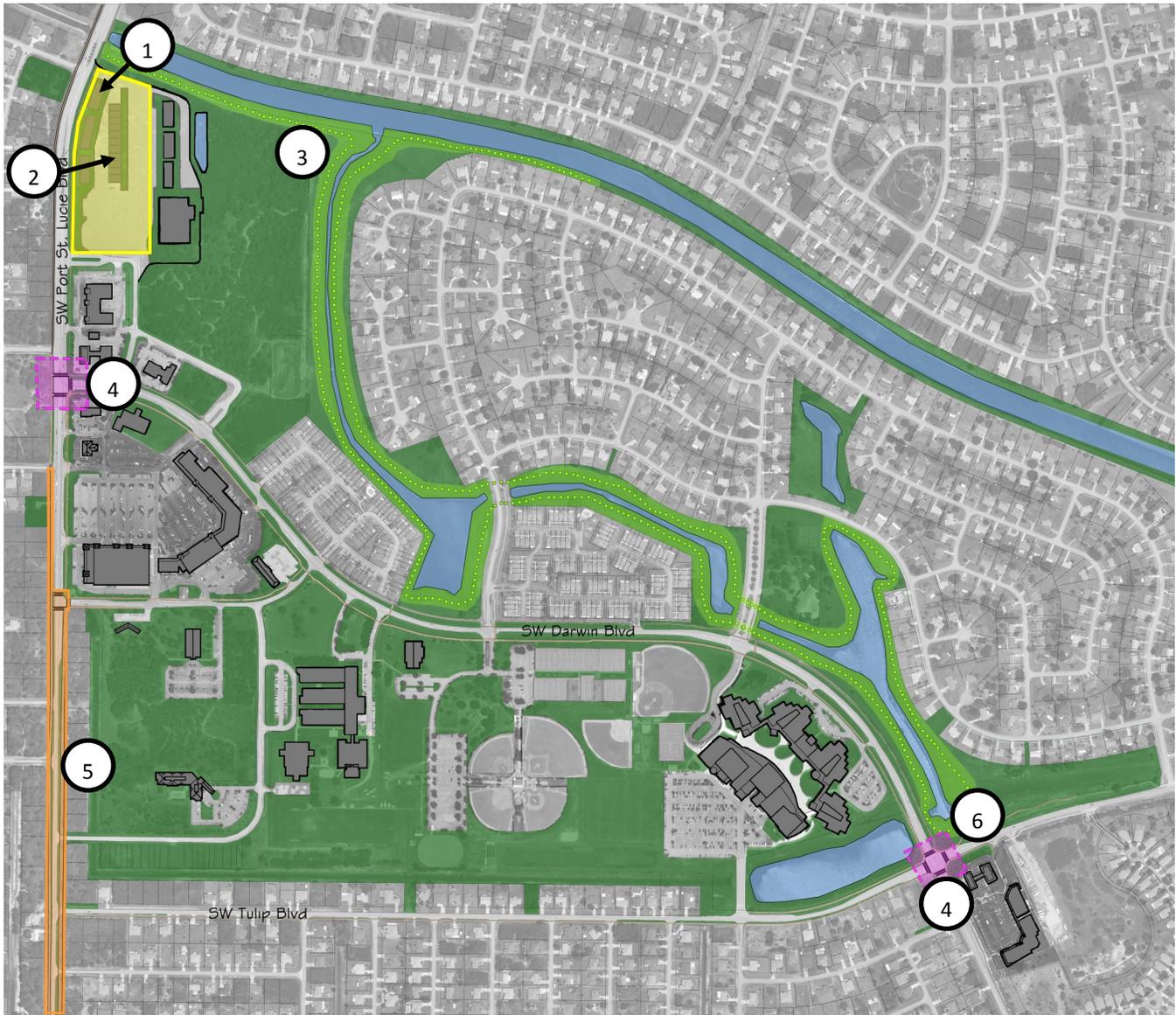


Figure 6-7: Activity Center Character Concepts



1 Small scale commercial facing street



4 More crosswalk access



2 Multi-family residential buildings behind commercial



5 Extended sidewalks on Port St. Lucie Blvd.



3 Trail around canal and nearby ponds



6 Trailhead signage and pathway

6.3 Enhancing Recreation and Leisure

PA-4N consists of 3 City parks, totaling approximately 95 acres (see **Table 6-1** and **Map 2-4**). As noted in the Table 6-1, there is a mix of active and passive parks that provide different types of amenities.

The challenge in PA-4N is lack of parks and recreational facilities, particularly pocket parks within easy and safe walking distance from the neighborhoods. The existing City parks include various facilities such as baseball fields, butterfly garden, docks/boat ramps, fishing piers, football fields, a gym, a multi-purpose field, picnic pavilions/shelters, playgrounds, tennis courts, volleyball courts, and walking, bicycling, and dog walking. Oak Hammock Park and Turtle Run Park lack pedestrian/sidewalk access to the parks. However, there are a number of undeveloped open spaces and stormwater ponds within PA-4N that could provide ample passive and active recreational facilities, community centers, community gardens, amphitheaters, natural areas, and cultural events for the local residents and to attract visitors.

Table 6-1: City Parks within PA-4N

Park Name	Acreage	Designation
Oak Hammock Park	48.7	CP-P
Turtle Run Park	10	LNP-A/P
Whispering Pines Park/ Minsky Gym	36	CP-A
TOTAL	94.7	

Legend: A-Active Parks, P – Passive Parks
Large Neighborhood Parks (LNP)
Community Parks (CP)

Source: City of Port St. Lucie Comprehensive Plan

Successfully enhancing recreation and leisure will require the following action steps:

1. Implement proposed parks/recreation projects identified in the Capital Improvements Plan.

The City has identified several projects that are consistent with the Vision for PA-4N and these should be prioritized for implementation (see **Map 6-5**). It is also recommended that future projects be presented to the PAAC in advance, and their consistency with the Plan discussed in the future.

- C-24 Canal Path (see **Map 6-6**)
- Crosstown Parking Lot (Cameo Boulevard and Janette Avenue) (see **Figure 6-8**)
- Dog Park (see **Figure 6-9**)

These recreational facilities could be connected by a pedestrian- and bicycle-friendly greenway trail.

2. Implement a blueway along the C-24 Canal.

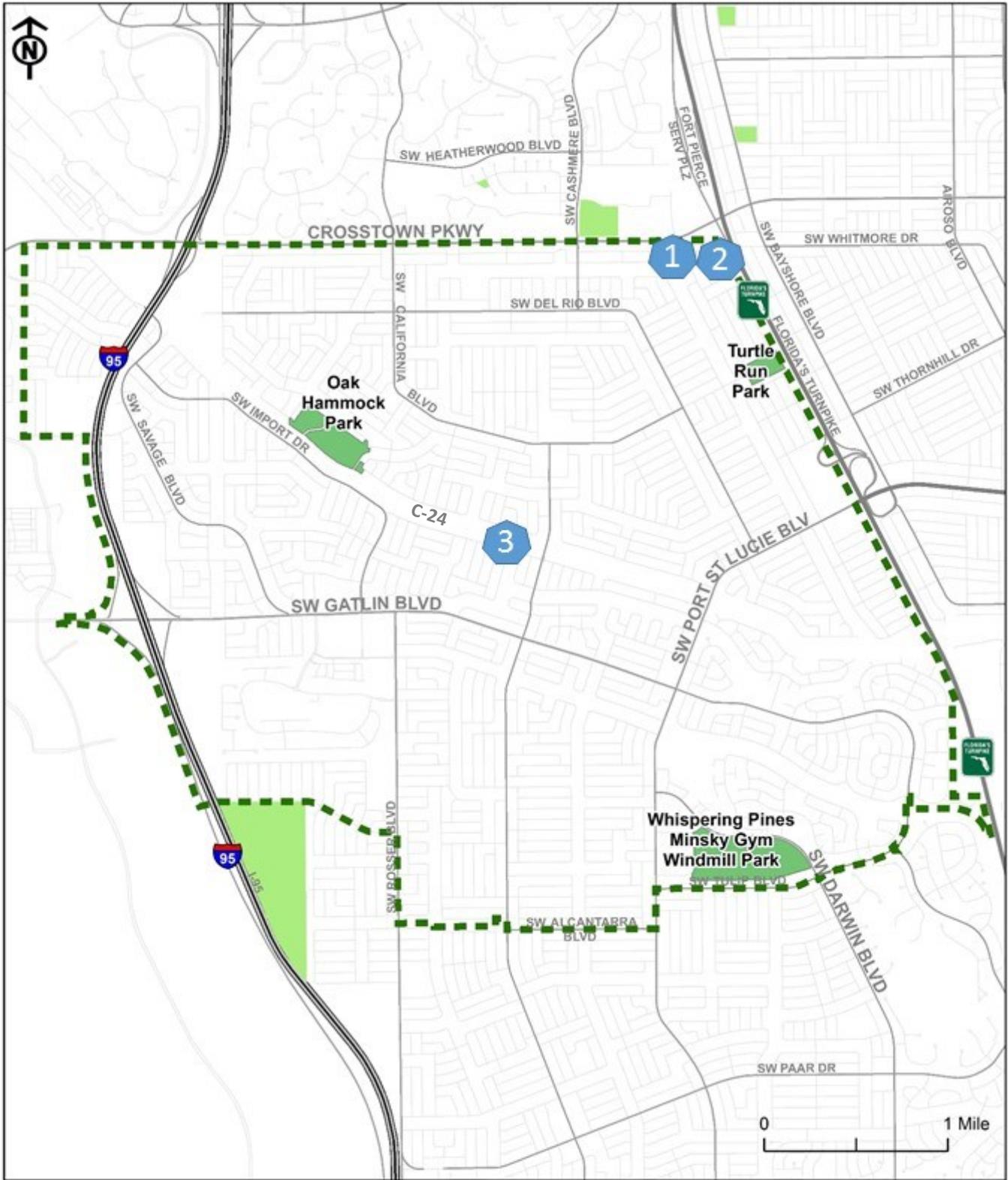
In addition to the creation of a multi-use trail along the canal, the City should consider providing for canoe/kayak access along the canal at key locations.

3. Complete a Parks and Recreation Master Plan to develop a specific plan for improving existing parks (signage, amenities, lighting, etc.) and to identify potential locations for new parks/improved recreational facilities.

4. Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in development them.

There may be opportunities to create community gardens, similar to the one at 2600 SE Waterview Drive, which is on a half-acre site consisting of 44 garden plots (4'x8'x12"). Funding could be through the Community Development Block Grant (CDBG) and/or partnerships with local garden centers (see **Figure 6-10**).

Map 6-5: Capital Improvement Projects



Planning Area 4N

CIP Team Projects
Parks and Open Space

 Planning Area Boundary

 Parks



1. Crosstown Parking Lot
2. Dog Park
3. C-24 Canal Path

Map 6-6: C-24 Canal Path (Interstate 95 to Florida's Turnpike)

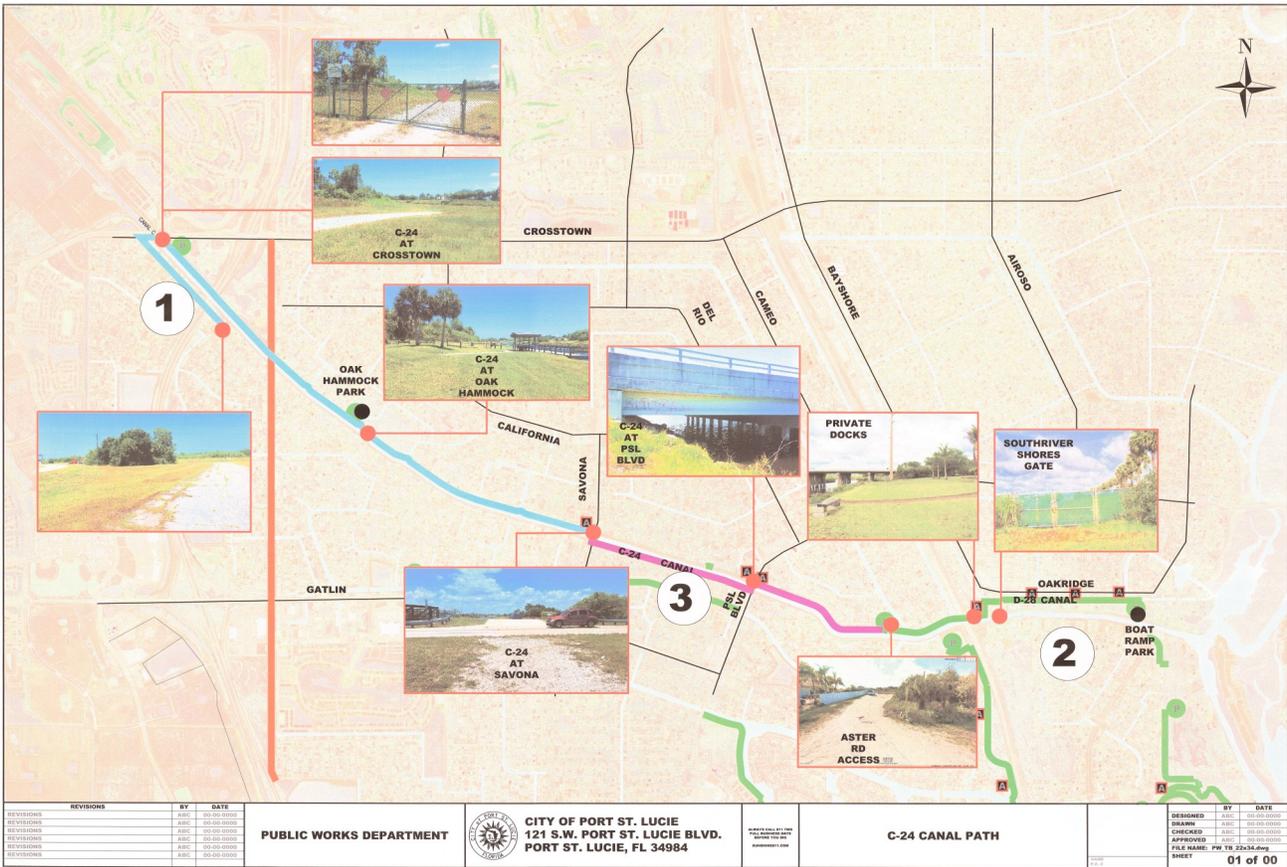


Figure 6-8: Crosstown Parking Lot (Cameo Boulevard and Janette Avenue)



6.4 Connecting Multimodal Transportation

Although the predominant form of transportation in Port St. Lucie is the car, other alternatives include walking, biking and transit. Implementing complete street design will create safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users' safe and comfortable access to schools, outdoor recreational facilities, and destinations (see **Figure 6-11**).

6.4.1 Sidewalks

Throughout the public involvement process, one of the most common issues/concerns raised was the need for improved pedestrian facilities generally, and sidewalks specifically. Although the City has been very active in improving pedestrian safety by installing public sidewalks through a City Sidewalk Program and in coordination with St. Lucie County through the Safe Routes to School Program, it is clear that there is still a need for more.

The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA-4N (see **Map 2-6**). In addition to sidewalk improvements, the City has identified a pathway along the C-24 Canal (see **Map 6-5** and **Map 6-6**).

The City has developed its sidewalk program with a focus on connecting schools to improve the safety of children. This is a logical approach that ensures that some of the most vulnerable citizens are protected. However, through the public involvement process, it became clear that there was a desire to prioritize park connections with the sidewalk programs as well.

6.4.2 Bicycle Facilities

The City recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off-road trails such as drainage canals and utility right-of-way property, other major recreational facilities, and coordination with bicycle planning activities with other agencies associated with bicycle planning activities.

Figure 6-11: Multimodal Benefits

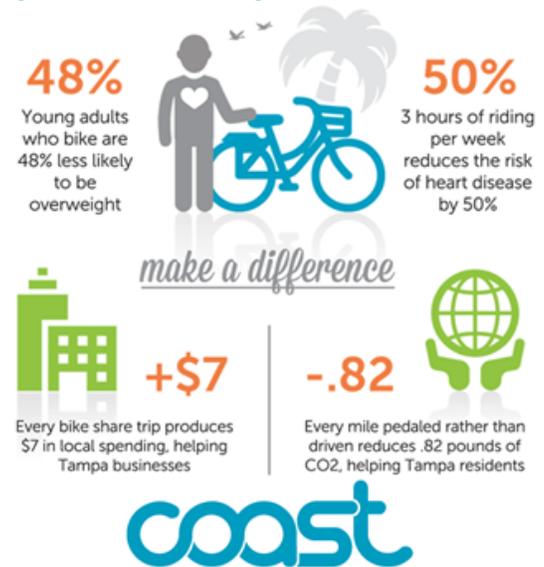


(Source: USDOT, Federal Highway Administration)



(Source: Active Living Research)

good for you. good for tampa.



(Source: Plan Hillsborough)

The existing bicycle facilities within PA-4N consists of bike lanes, wide sidewalks, and paved shoulders. The City of Port St. Lucie has identified future bike facilities within PA-4N consisting of proposed multi-purpose trail and priority bicycle corridor (see **Map 2-6**).

6.4.3 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two types of transit service are provided: 1) the Treasure Coast Connector, a fixed-route service; and 2) Community Transit, a demand response system. **Map 2-7** shows proposed bus routes within PA-4N to provide viable transit service for local residents, help alleviate roadway congestion, reduce greenhouse gas emissions in the city.

The low-density development pattern within PA-4N prohibits the St. Lucie County School District from providing school bus pick-up deep within the neighborhoods. Instead, the typical pattern is that children travel (either walking, biking, or by car) from their neighborhoods to arterial roadways to catch the school bus. This requires that the St. Lucie County School District pick up children along major roadway corridors, which creates safety issues, as students are often waiting where there are no sidewalks, bike racks, or shelters.

To improve safety and comfort at school bus pick-up/drop-off areas and alleviate traffic congestion in those locations, the concept of a bus stop with amenities or “superstops” is proposed. This concept should be deployed at strategic locations (in right of way or publicly owned property) in close coordination with the St. Lucie County School District (see **Map 6-7**).

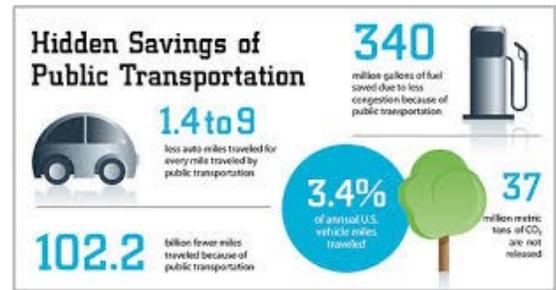
Successfully designing complete streets and connecting the multimodal transportation system will require the following action steps:

- 1. Develop performance measures for construction of bicycle/pedestrian facilities and report them at quarterly PAAC Meetings.**

As noted in **Section 6.5.1**, the City has a logical and robust sidewalk construction program. To ensure that more community members become aware of the process and progress, the City should report on the number of feet of sidewalk constructed on a quarterly basis, the specific locations where they were installed, and what the work program will look like in the following three months. It is also recommended that the quarterly reports be posted on the PAAC website.

The Neighborhood Planning Division should be responsible for sharing any issues/priorities for new sidewalk construction with Public Works as appropriate. It will be the Neighborhood Planning Division’s job

Figure 6-11: Multimodal Benefits (cont’d)



(Source: Sustainable Cities Collective)

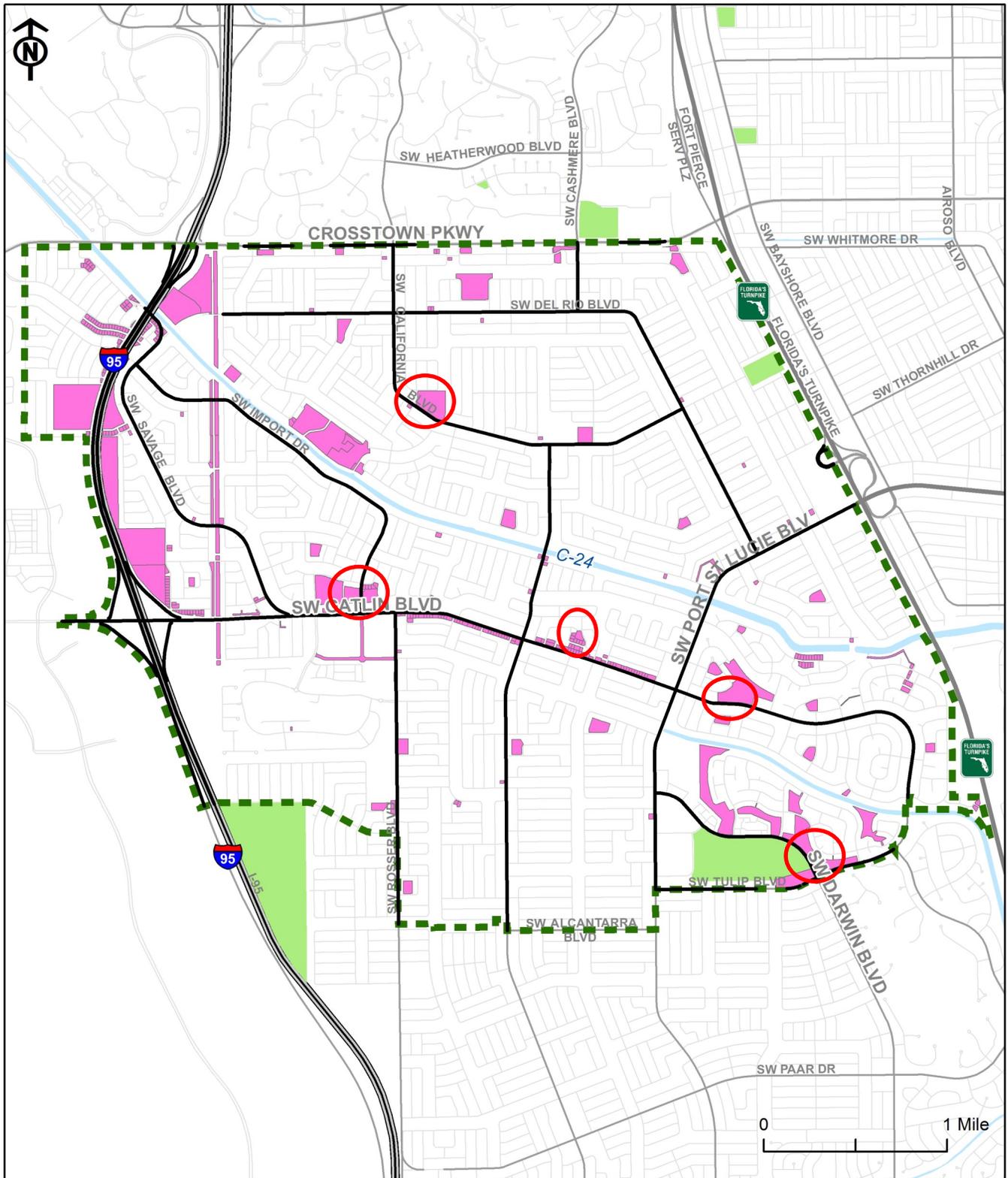


(Source: Cincinnati Trans Forum)



(Source: The Treasure Coast Observer)

Map 6-7: Potential Superstop Locations



Planning Area 4N
 Bus Stop Corridors
 February, 2016

-  Major Roads
-  City Owned Land
-  Planning Area Boundary



2. Consider the creation of a funding process that would allow property owners to fund sidewalk construction by taxing themselves.

This process, already well-established with the funding of streetlights, could provide additional construction funding for the City to use to install sidewalks. It is recommended that the City identify local vendors who can complete the installation for sidewalk projects funded through this process. By retaining an outside vendor, the City will remain focused on implementation of its existing sidewalk program.

3. Collaborate with the St. Lucie County School District and to identify locations to develop a transit “superstop.”

The establishment of a pilot superstop project within PA-4N would provide a demonstration of the concept that would provide important information about location, design, and desired amenities to residents and City officials. If the concept is found to be successful, additional stops could be developed as funding becomes available. It will be important to coordinate these efforts not only with the School District but also with the Council on Aging to co-locate public transit and school transit facilities wherever possible/ appropriate.

The first is a compact model that provides basic amenities (shelter, bike rack, trash receptacle) in a compact footprint to allow for flexibility in placement (see **Figure 6-12**). The second is a standard model that provides extra seating and bike racks, as well as a location for public art (see **Figure 6-13**). The final concept is the park-and-pick-up concept, which incorporates the amenities of the standard model, but also accommodates some surface parking for those parents who wish to pick-up/drop off their kids at the bus stop (see **Figure 6-14**).

6-12: Prototypical Superstop Concept—Compact Model

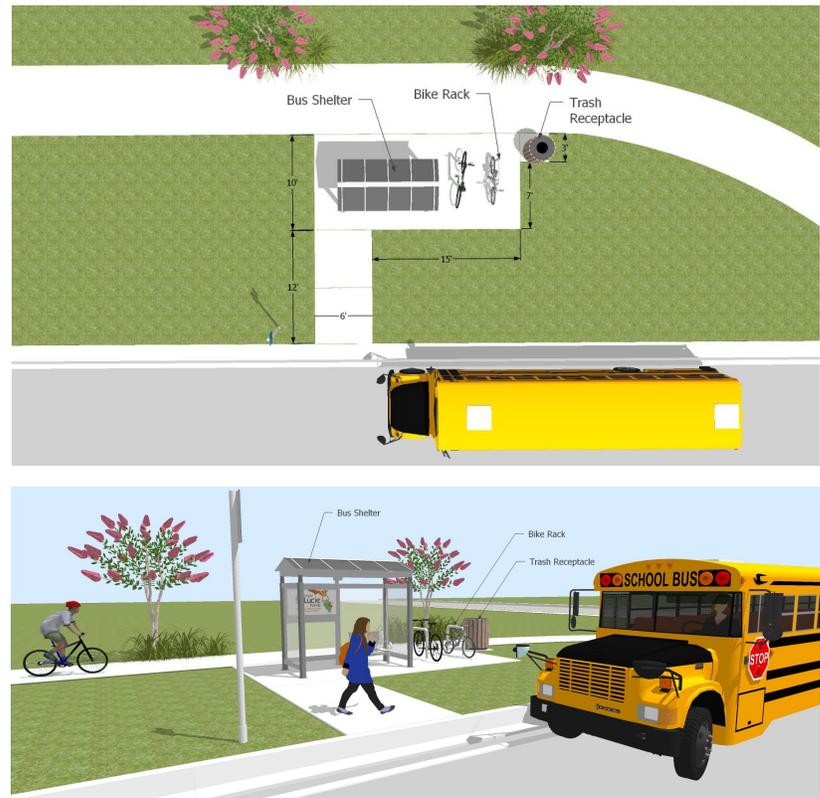


Figure 6-13: Prototypical Superstop Concept—Standard Model

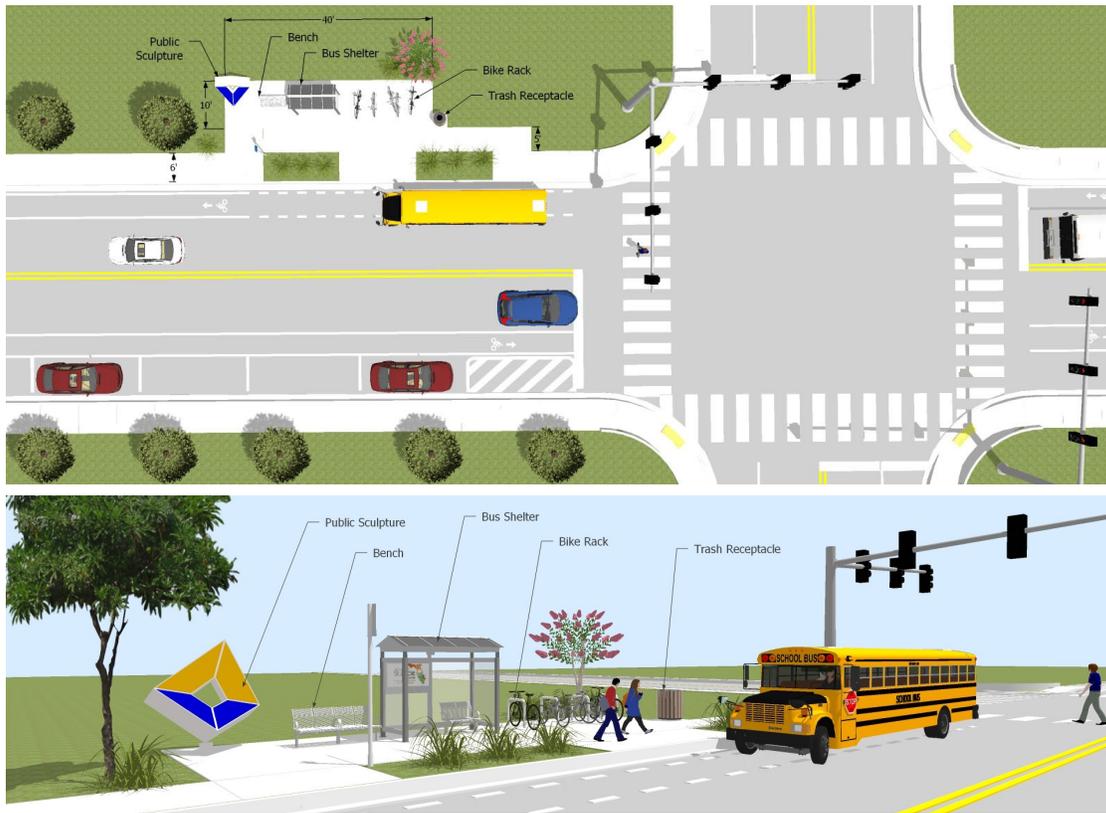
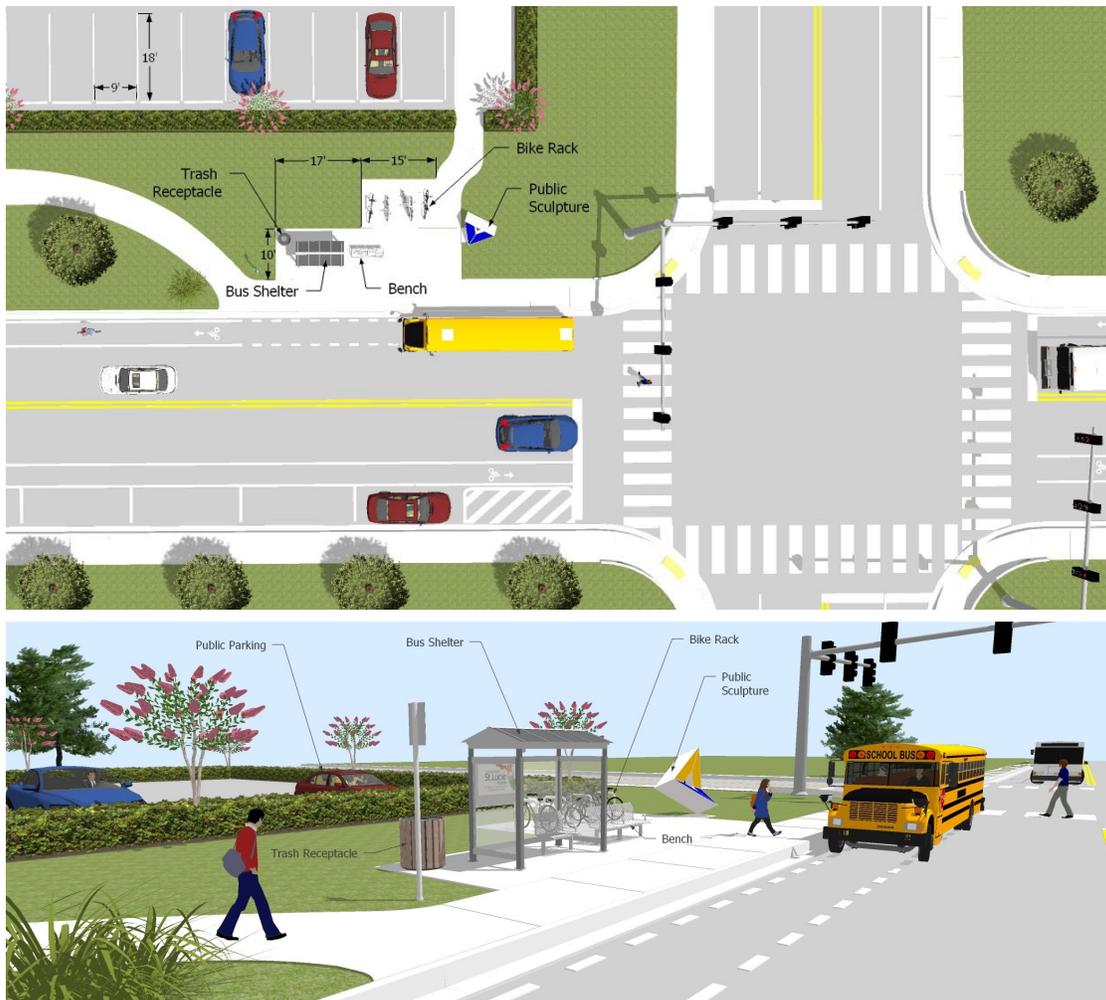


Figure 6-14: Prototypical Superstop Concept - Park and Pick-Up Model



6.5 Integrating Arts and Culture

The City of Port St. Lucie recognizes the importance of art as an integral element to enhance the quality of the visual environment, both natural and built, and, in so doing, add the quality of life and raise the level of citizen awareness of aesthetic experiences in their everyday lives. In April 2013, the City Council adopted Ordinance 13-18 to create Chapter 162. Art in Public Places in the Land Development Regulations (LDR).

Public art in PA-4N will add to the visual and cultural identity to the Planning Area and its neighborhoods, creating a unique sense of place and distinction, enjoyment and pride for the local and visitors. The goal is to create a stimulating environment that reflects and enhances the heritage, diversity and character of PA-4N through public artworks integrated in the architecture, infrastructure, and landscape and to celebrate the community's cultural expression and heritage.

The following art and culture strategies shall comply with Section 162, LDR subject to the Public Art Fund.

6.5.1 Public Art Opportunities

Public art can contribute to the visual identity of PA-4N to strengthen civic connectivity and creating local points of pride. These projects create a visual language that helps make the places that connect PA-4N neighborhoods identifiable and unique, and the places could be considered “common grounds” for residents of PA-4N—places where neighborhoods come together through recreation and social activities or that provide threads that enable people to move from one neighborhood to the next. These places include infrastructure systems that link different parts of the PA-4N (entry arterials, walking streets, multi-purpose trails, canal trails, park, stormwater facilities) or facilities that touch and knit together multiple neighborhoods (special parks and recreation facilities) (see **Figure 6-15**).

Successfully integrating arts and culture will require the following action steps.

Entry Arterials

Entry arterials represent the primary gateway roadways that traverses PA-4N and offer the best opportunities to create a sense of entry and identity within the community. These should be major roadways within PA-4N, which is important for several reasons:

- Arterials typically have larger right-of-way, which provides more opportunities for public art installations.

Figure 6-15: Examples of Public Art



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Douglas Kornfeld)



(Source: Public Art Network)

- Arterials are heavily traveled by those living/working within PA-4N and outside of it. These roadways offer excellent exposure for public art installations and provide the greatest potential impact for defining community identity.
- Investment in transportation and streetscape improvements are much more likely to occur on major arterials, providing additional opportunities to integrate public art into streetscape design from the early stages.
- Major arterials provide street lighting, which provides opportunities to illuminate art pieces or provide illuminated art.

1. Identify entry arterials within PA-4N where streetscape improvements will be integrated with public art features.

- Potential entry arterials within PA-4N include the following:
 - Port St. Lucie Boulevard
 - Gatlin Boulevard
 - Savona Boulevard
 - California Boulevard

2. Once the entry arterials are identified, create an action plan for integrating public art at key locations.

- Identify upcoming roadway projects on designated entry arterials that include improved/enhanced streetscape improvements and collaborate with the appropriate departments (City, County, FDOT) to ensure that an artist be included on the streetscape design team. Based on his/her work as part of the team, the artist can create unique streetscape elements or site-specific works to be located along the street. Additionally, the team may identify platforms for temporary artwork.
- Develop a public art grant program to help encourage the development/installation of locally developed art along the entry arterials.

Walking Streets

Walking Streets represent corridors with which residents most commonly interact during their daily lives. These are the local streets that connect homes to parks and neighborhood commercial centers and typically provide reduced traffic, increased pedestrian opportunities, as well as opportunities to interact with neighbors. These neighborhood streets are less

Figure 6-15: Examples of Public Art (cont'd)



(Source: City of Clive, IA)



(Source: Public Art Directory)



(Source: Clearwater Art Alliance)

likely to be subject to major infrastructure projects and may or may not have street lighting. However, they do provide opportunities within individual sub-areas to create some unique identifying features, and to allow for some temporary creative expressions.

1. **Identify Walking Streets within PA-4N where neighborhood public art installations (permanent and temporary) can be integrated.**
2. **Partner with TCC to install art at bus stops and other transit facilities.**
3. **Coordinate with civic/neighborhood associations or local schools for street paintings or bench projects. These could be permanent or temporary installations.**
4. **Develop a wayfinding system to include platforms for displaying temporary artworks.**
5. **Encourage property owners to install two-dimensional works of art on their buildings, or construct temporary projections or other projects.**
6. **Organize an annual, curated temporary art exhibition at the Parks Edge Community Center or other public venues.**
7. **Fund the design and installation of decorative transformer/signal box wraps.**

City Trails

Multi-use paths, greenways, blueways, and other trail facilities provide excellent opportunities for integrating public art. Artworks considered along these facilities could range from artist designed infrastructure (lighting, wayfinding, etc.) to site-specific works in key locations.

1. **Identify key nodes along the existing/planned trail network that would allow for public art opportunities.**

Artwork along trails will have the most impact at “nodes”—places where the trail intersects with important destinations or environmental or cultural features. Public art installations (whether permanent or temporary) at these locations would help build identity while also potentially serving as wayfinding elements. Some potential nodes include:

- Oak Hammock Park
- Turtle Run Park
- Whispering Pines Park
- Minsky Gym

Figure 6-15: Examples of Public Art (cont'd)



(Source: City of Charlotte and Mecklenburg County, NC)



(Source: Isadora Art and Photography)



(Source: Bradenton Downtown Development Authority)



(Source: American Trails)

- Future Library
 - Oak Hammock K-8 School
 - Treasure Coast High School
 - C-24 Canal Path
2. **Work with Parks and Recreation Department staff to create a work plan for public art on trails so that art projects can be commissioned in a strategic way (construction schedules and planned projects).**
 3. **Work with artists to identify a series of public art projects throughout the trail system that relate to one another and that can be implemented over time, such as a series of kiosks, trail markers, shade structures, bridge railings or another group of serial works designed by artists.**

Stormwater Facilities

Stormwater facilities provide an excellent opportunity for passive parks and sites for public art. Artists could be involved developing site-specific works of art for stormwater management parks that enhance appreciation of the waterways and/or make visible the stormwater management processes for educational purposes.

1. **With the construction of new stormwater facilities, set aside design/construction money for the purpose of integrating public art.**

Parks and Recreation Facilities

Existing/future parks and recreation facilities provide an excellent opportunity for the integration of public art pieces.

1. **With the construction of new parks, the City should set aside design/construction money for the purpose of integrating public art.**

Artists should especially consider possibilities for incorporating art into the civic elements of the facilities, such as entryways, gathering places, and circulation areas, so that the art can be experienced by all who visit the facility.

2. **Ensure that the provision of public art in parks is addressed as part of the Parks and Recreation Master Plan.**

Other Public Art Opportunities

1. **The PAAC should collaborate to seek out potential temporary/permanent art within PA-4N. These could include the following:**

Figure 6-15 Examples of Public Art (cont'd)



(Source: Trails WA)



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Pennsylvania State University)



(Source: Art Daily)

- Portable street art – Exhibit art at various locations, at different times/seasons and during special events
- Murals

6.5.2 Cultural

Cities are cultural destinations, providers of exemplary quality of life, networks for new ideas, centers of economic vitality, and magnets for new residents. Planning culturally describes a commitment to realize the impacts of culture as indispensable tools for achieving broad civic objectives. The following recommendations seek to address gaps in PA-4N relating to cultural service delivery, expanded participation, broadened the impact of culture, and identification of new opportunities (see **Figure 6-16**).

1. **Link PA-4N to other planning areas and neighborhoods and to the Activity Center.**
2. **Implement programs, grants, marketing, outreach and partnerships that attract artists, visitors and residents from one neighborhood to experience another neighborhood.**
3. **Provide neighborhood connections with Activity Center festivals; marketing, programming, and partnerships with local cultural initiatives that link major festivals with neighborhood initiatives.**
4. **Do-it-yourself joint collaborations—guidelines, tools, and resources for marketing, programming, and hosting events.**
5. **Coordinate with festival organizers and cultural association/clubs to understand, share, and collaborate on sustainable models for neighborhood festivals.**
 - Atlantic India Association
 - Caribbean American Cultural Group
 - Friendly Sons and Daughters of Ireland
 - Italian American Club of the Treasure Coast
 - Polish American Social Club
 - Port Saint Lucie Sons of Italy
 - Portuguese American Cultural Club of Port St Lucie
 - Puerto Rican Association for Hispanic Affairs
 - Spanish American Club
 - Other associations/clubs
6. **Maximize people’s opportunity to participate in arts and culture.**

Figure 6-16: Examples of Cultural Activities



(Source: Puerto Rican Association for Hispanic Affairs)



(Source: Port Saint Lucie Sons of Italy)



(Source: TCPalm)



(Source: Alachua County Visitors & Convention Bureau)

7. Improve the use of Parks Edge Community Center to enhance cultural participation.
8. Implement cultural activities at the Port St. Lucie Branch Library in cooperation with St. Lucie County.
9. Develop youth arts conferences and provide dedicated space featuring youth-only art.
10. Enhance transportation to and between neighborhood cultural venues.
11. Provide older adult outreach with targeted marketing and increased accessibility for older adults to participate in cultural events.
12. Develop family- and child-friendly programming and exhibits with curricula for early learning programs.
13. Increase cultural spaces in every neighborhood.
 - Revise zoning and licenses to allow for cultural uses to populate vacant and underused commercial and industrial spaces and foster new districts of cultural uses.
 - Permit pop-up cultural spaces in underused storefronts.
 - Donate/lease vacant land or buildings to arts groups, artists, or community cultural groups.
 - Conduct a comprehensive space inventory for cultural uses.
 - Collaborate among neighborhood spaces and parks and local cultural organization responsible for activating the space with cultural initiatives.

Figure 6-16: Examples of Cultural Activities (cont'd)



(Source: Youth Arts Group)



(Source: Choose Tallahassee)



(Source: Charleston Regional Development Alliance)



(Source: Notre Dame College)





PRIORITIZATION /DECISION-MAKING/ PERFORMANCE MEASURES

7.0 PERFORMANCE MEASURES AND PRIORITIZATION

This section of the Plan includes recommendations for performance measures that can be adopted to track plan implementation progress and a prioritization matrix that categories projects and initiatives into short-, medium-, or long-term.

7.1 Performance Measures

Performance measures are metrics that help the community, City staff, and elected officials track plan implementation progress over time. These measures can apply to a number of different areas of implementation both qualitative and quantitative. Each PAAC is encouraged to develop the right set of performance measures to track plan progress for each Planning Area.

7.1.1 St. Lucie TPO Performance Measures

The St. Lucie TPO recently adopted a series of performance measures to help track the successful implementation of the LRTP. The City should consider coordinating with the TPO to share data for the purposes of some of these measures. This is particularly relevant to this planning effort, as many of the recommendations are related to multimodal transportation. The following measures either have been pulled from the TPO document or are related to transportation and neighborhood planning:

- % of roadways with sidewalks and bike lanes
- % of transit stops with sidewalk access
- Lane feet of sidewalks
- Miles of fixed route transit service
- % of low-income, older adults, and persons with disabilities within ¼ mile of a transit route
- Community walkscores
- Number of bicycle riders
- Number of fatalities/serious injuries—car/motorized
- Number of fatalities/serious injuries—bicyclist/pedestrian

7.1.2 Other Potential Performance Measures

Additional performance measures that should be considered to track the implementation of the Plan, include the following:

- Attendance at PAAC Meetings
- Attendance at public workshops/forums
- Number of civic/neighborhood associations formed
- Civic/neighborhood association membership
- Number of events hosted by civic/neighborhood associations
- Grant dollars awarded by the City through its Neighborhood Grant Program
- Number of households in adopted street lighting/sidewalk funding districts

7.1.3 Conclusion

It is important to remember that selecting the appropriate performance measures is a very important step for the City and the PAAC as plan implementation begins. The measures selected should be relevant to the PAAC, and implementation of the Plan and data should be readily-available and fairly easy to update/maintain. Measures can be very useful, particularly over the long term, but due to the work involved they are often not maintained. It is recommended that the PAAC and City adopt a mix of the measures listed in the previous sections to address both multimodal improvements and community engagement and capacity building.

Once the right set of measures is selected, the City should publish them on the Neighborhood Planning Division website for easy public access. It is recommended that these measures should be updated annually and reported at a quarterly meeting of the PAAC.

7.2 Prioritization Matrix

The prioritization matrix on the following pages categorizes each of the major initiatives of the Plan as either short-, mid-, or long-term priorities (see **Table 7-1**). This matrix is designed to help build energy and enthusiasm by achieving small victories to increase momentum for implementation. Working with City staff, the PAAC should review and prioritize these priorities every year as they identify a work plan.

Table 7-1: PA-4N Prioritization Matrix

Activities	Short Term (Years 1–3)	Mid Term (Years 4–6)	Long Term (Years 7+)
Building Identity			
Delineate sub-areas within PA-4N			
Conduct public survey to identify preferred sub-area names			
Formally adopt sub-area names and include in Land Development Regulations and Comprehensive Plan as appropriate			
Complete branding process to identify sub-area logos and wayfinding design			
Implement Banner Program along primary roadways			
Implement sub-area gateway signs adjacent to primary intersections			
Activity Centers			
Adopt Activity Center location and policies in Comprehensive Plan			
Identify modifications to Land Development Regulations			
Create trail around the C-24 canal and nearby ponds			
Extend sidewalks on Port St. Lucie Boulevard			
Enhancing Recreation and Leisure			
Complete a Parks and Recreation Master Plan			
Crosstown Parking Lot			
Dog Park			
C-24 Canal Multi-Use Path			
Create grant program to provide technical assistance for community gardens			
Open community gardens in PA-4N			
Connecting Multimodal Transportation			
Develop performance measures for construction of bicycle/pedestrian facilities and report on them at quarterly PAAC meetings			
Update sidewalk prioritization process to include PAAC priorities			
Create funding process to allow property owners to fund sidewalks			
Identify locations of potential bus superstops			
Collaborate with St. Lucie County schools to implement first superstops			
Integrating Arts and Culture			
Identify entry arterials where streetscape improvements will be integrated with public art features			
Create action plan for integrating public art on entry arterials			
Identify walking streets within PA-4N where public art installations can be integrated			
Partner with Treasure Coast Connector to install bus stops and other transit facilities			
Coordinate with civic organizations or local schools to do street and/or bench painting projects			
Fund design and installation of decorative transformer/signal box wraps			
Organize annual temporary art exhibitions at Community Center			

Table 7-1: PA-4N Prioritization Matrix (cont'd)

Activities	Short Term (Years 1-3)	Mid Term (Years 4-6)	Long Term (Years 7+)
Integrating Arts and Culture (cont'd)			
Develop a public art plan to identify locations for installations along the existing/future trail network			
Adopt a public art requirement for new stormwater ponds			
Have the PAAC identify locations for neighborhood murals			
Identify opportunities for portable street art installations			
Coordinate a community festival with a local cultural association/club in PA-4N			
Conduct a comprehensive space inventory for cultural uses			
Modify the Land Development Regulations to allow for flexible use of vacant space for art/culture activities			

7.3 CONCLUSION—IMPORTANCE OF COLLABORATION AND COMMITMENT

Successful plan implementation depends on committed staff, community, and the availability of resources. The City is committed to the concept of neighborhood planning, but successful implementation will take time and resources. The community will need to continue to be engaged to ensure that the planning process moves forward. As is noted in the Action Plan, it will also be essential for community members to become and stay involved with implementation of the Plan. This involvement could include participation in a civic/neighborhood association and/or the Planning Area Advisory Committee. As these organizations are volunteer-based, sustained engagement is required to ensure that they remain engaged and active in the neighborhoods.

This Plan is not static, and it should be revisited and amended regularly. The PAAC will be empowered to make changes to the Plan, working closely with the City to ensure that the goals and realities of both are reflected in the document.



CITY OF PORT ST. LUCIE

PLANNING AREA 4 SOUTH NEIGHBORHOOD ACTION PLAN

DRAFT MARCH 2016



Tindale
Oliver
design

TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose	6
1.2 Action Plan Format	6

2.0 PLANNING AREA CONTEXT

2.1 Demographics and Socioeconomics	12
2.2 Land Use	13
2.3 Transportation	20

3.0 EXISTING IDENTITY AND AESTHETICS

3.1 Parks and Recreation Features	28
3.2 Architectural Style	28
3.3 Urban Design Features	28
3.4 Overall Design Themes	29

4.0 PUBLIC INVOLVEMENT

4.1 Public Workshop #1	32
4.2 Public Workshop #2	36
4.3 Becker Road Focus Group	36

5.0 PLANNING AREA VISION

5.1 Vision Statement	40
5.2 Plan Goals	40

TABLE OF CONTENTS

6.0 ACTION PLAN

6.1 Building Identity	44
6.2 Creating Activity Center	50
6.3 Enhancing Recreation and Leisure	58
6.4 Connecting Multimodal Transportation	60
6.5 Integrating Arts and Culture	63

7.0 Becker Road Overlay Drive

7.1 Community Direction	70
7.2 Existing Regulatory Environment	72
7.3 Land Use Conversion Manual.....	82
7.4 Recommendations for Physical Improvements and Programs	82

8.0 PERFORMANCE MEASURES AND PRIORITIZATION

8.1 Performance Measures	94
8.2 Prioritization Matrix	95
8.3 Conclusion—Importance of Collaboration and Commitment	98

APPENDIX A. Public Involvement Summaries



INTRODUCTION

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose

The City of Port St. Lucie's intent is to develop a Neighborhood Action Plan (Action Plan) for each of the six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not master-planned communities. This Action Plan helps to guide City policy, physical change, and decision-making in Planning Area 4 South (PA-4S) over the next 10–15 years to achieve an agreed vision for the future, and to support and advance the City's strategic goals of having *stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles*. PA-4S is generally bounded by SW Alcantarra Boulevard, SW Tulip Boulevard, and SW Dreyfuss Boulevard to the north, Florida's Turnpike to the east, C-23/County Line to the south, and Interstate 95 to the west. It includes 6,669 acres or approximately 10.42 square miles (see **Maps 1-1** and **1-2**).

The fundamental first step to establish a Neighborhood Planning Program is building organizations by formalizing a Neighborhood Planning Division and creating neighborhood organizations as described in Volume 1 -Neighborhood Planning Program. By having a Planning Area Advisory Committee (PAAC) and encouraging the development of civic/neighborhood associations for each sub-area, interaction between the City and local residents will be improved which will help implement a detailed work plan with projects, programs, and initiatives designed to achieve the vision.

1.2 Action Plan Format

The Action Plan for PA-4S consists of this introduction and seven additional sections, as shown in **Figure 1-1**. Each section is described below:

Planning Area Context

This includes a review of existing conditions within PA-4S and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.

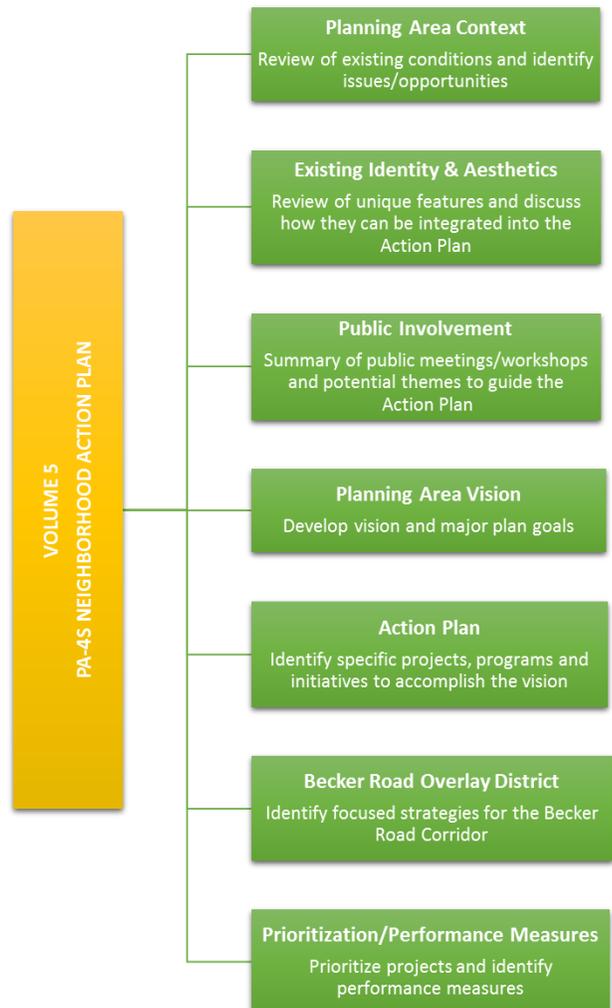
Existing Identity and Aesthetics

This includes a review of unique recreational areas, architectural features, and urban design elements within PA-4S and an assessment of how these existing features might be integrated into the Action Plan.

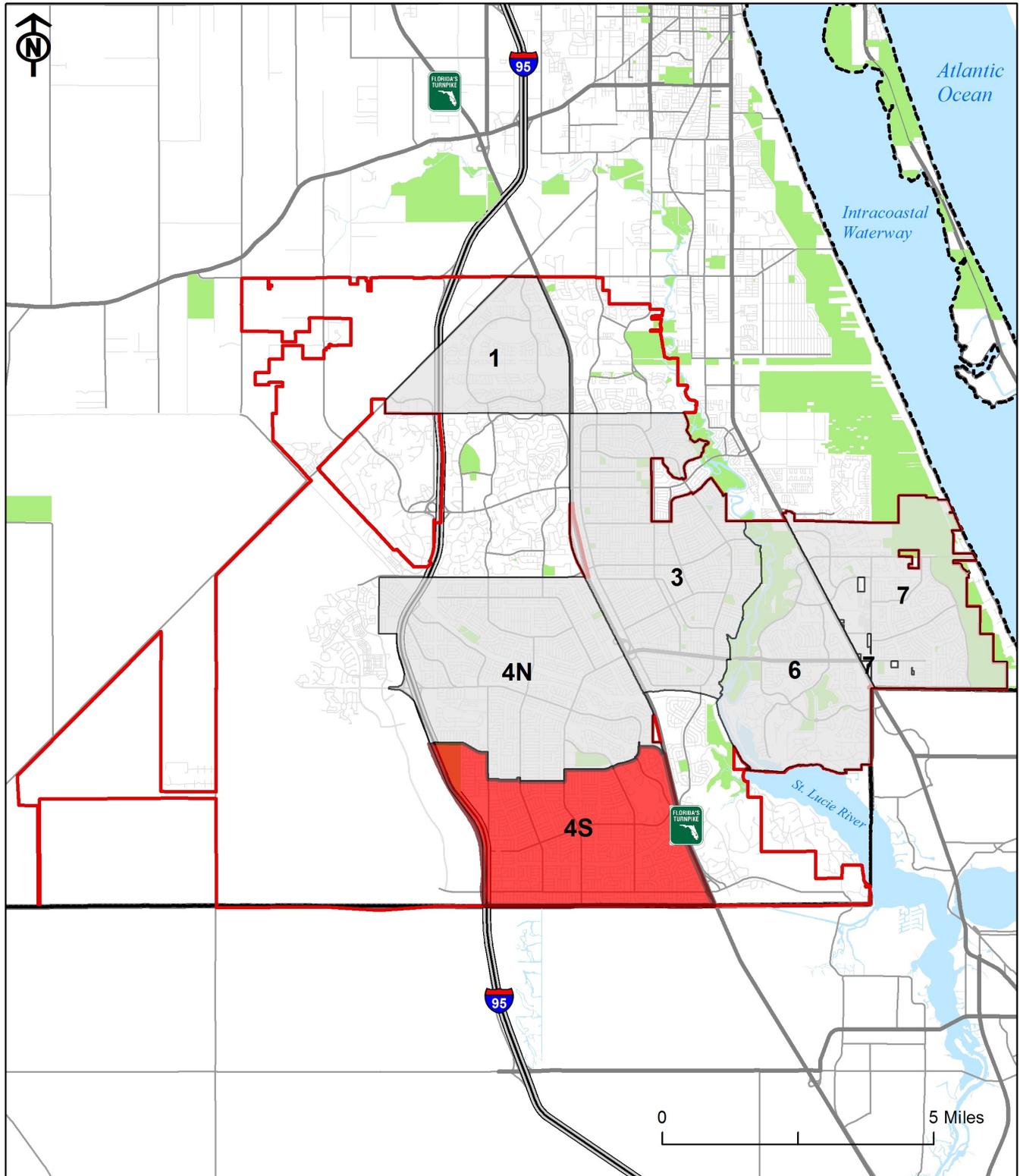
Public Involvement

This section summarizes the public input and the identified themes to guide the Action Plan for PA-4S.

Figure 1-1: Action Plan Format



Map 1-1: Planning Areas



Planning Area 4S

Study Area

January 2016

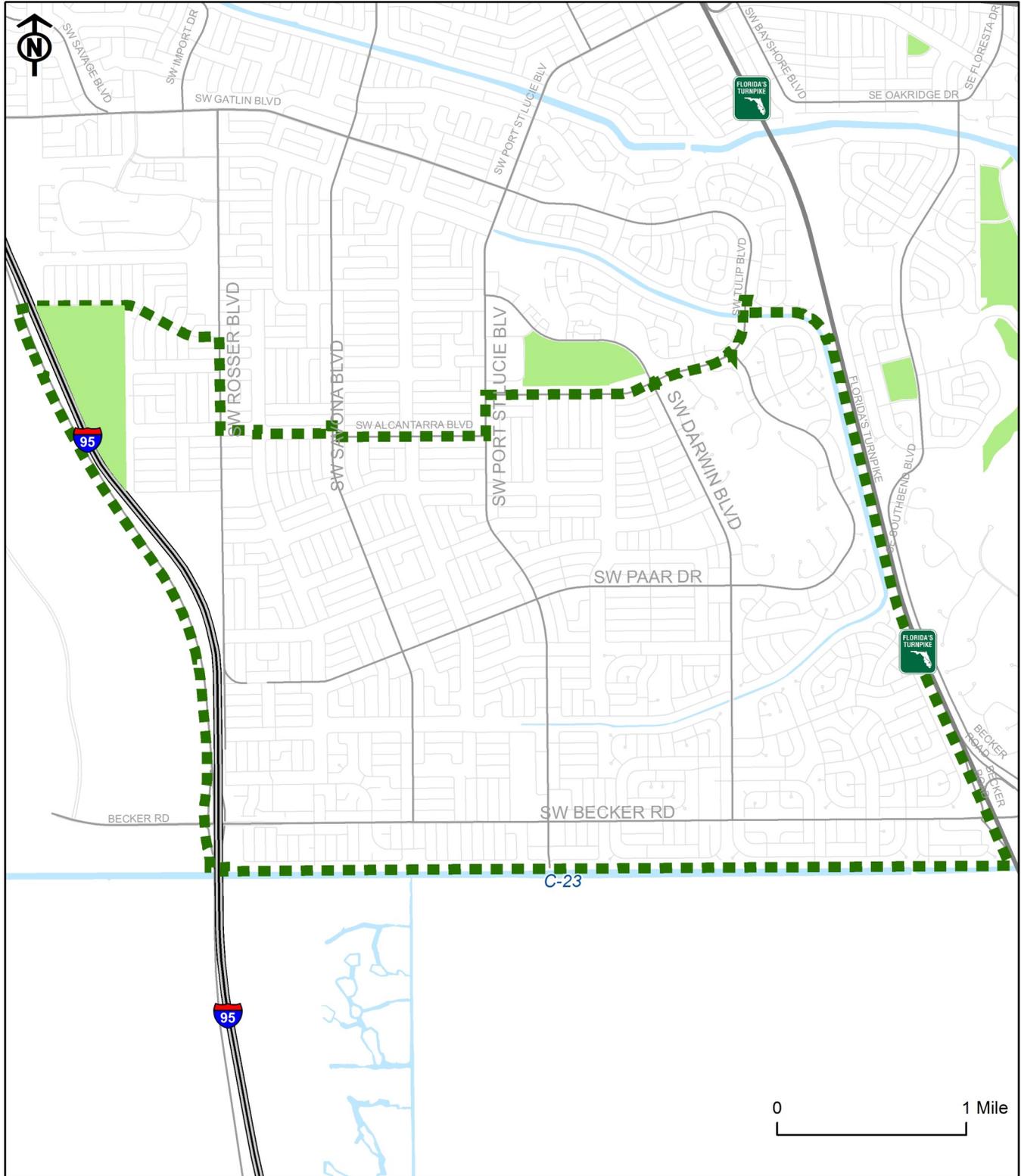
Planning Areas

- Additional Planning Areas
- 4S

- Port St. Lucie City Limits
- County Boundary
- Parks and Preserves



Map 1-2: PA-4S Study Area



Planning Area 4S

Study Area

February, 2016

-  Park
-  Planning Area Boundary



Planning Area Vision

Using the results of the existing conditions assessment and the results of the public involvement process, a Planning Area vision was developed. This includes an overall vision statement and major plan goals identified to achieve the vision.

Action Plan

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focus areas of the Plan.

Becker Road Overlay District

This section includes focused recommendations for improving the Becker Road corridor in the southern portion of PA-4S. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the corridor.

Prioritization/Performance Measures

This includes recommended prioritization for projects identified in the Action Plan as well as performance measures to allow the City to track key indicators related to community quality of life.





PLANNING AREA CONTEXT

2.0 PLANNING AREA CONTEXT

The Planning Area context includes a review of existing planning and policy documents, and fieldwork assessment to reach a reasonable understanding of the existing development pattern and activity within PA-4S, and identify issues and opportunities that will serve as the Planning Area framework.

2.1 Demographic Overview

The total population of PA-4S is 23,977 and the projected population for 2040 is 44,618, an increase of 86%.

Citywide, the median age is 40, the median household income is \$48,962, and 16% of the population is below the poverty level. The average household size is at 3.07 persons per household (see **Table 2-1** for a comparison), and the population under age 20 makes up an estimated 27% of the total population (see **Table 2-1**). These figures describe a city with a significant youth/family population, which affects the types of projects/programming desired.

At 6,670 acres or almost 10.4 square miles, PA-4S is large in area and, with 23,977 residents, it makes up approximately 9% of the total land area of Port St. Lucie and 14% of its population. In fact, as shown in **Table 2-2**, PA-4S is comparable in size and population to many small cities, including some in the region.

In addition to population trends, Census household data from the American Community Survey (ACS) was reviewed for Port St. Lucie, Stuart, Jupiter, Fort Pierce, St. Lucie County, and Florida as a whole. As shown in **Figures 2-1, 2-2 and 2-3**, Port St. Lucie has the largest household size, the highest home ownership rate, and the lowest percentage of multi-family housing.

2.1.1 Issues and Opportunities

The demographics of PA-4S as summarized in **Tables 2-1** and **Table 2-2**, present issues and opportunities for its growth and development. The projected population growth of 86% by year 2040 will require additional housing, which will increase single-family housing, and potentially create an opportunity for some new multi-family housing (townhomes, apartments, condos, etc.) as well. As shown in **Figure 2-1**, Port St. Lucie has a very low percentage of multi-family units, and the projected population growth may create an opportunity to increase these units in strategic locations.

Table 2-1: PA-4S Demographics

Demographic Characteristics - 4S	
Population	
2013 Estimate	23,977
2040 Projection	44,618
Percent Change	86.09
Age (2013 Census)	
Under 20	6,587
20–34	4,090
35–59	8,259
60+	5,326
Median Age (Citywide)	39.7
Households (2013 Census)	
Average Household Size	3.07
Median Household Income (Citywide)	\$48,962
Below Poverty (Citywide)	16.1%

Source: US Census

Table 2-2: Scale of PA-4S to Other Nearby Cities

Location	Population/ Land Area (square miles)
Planning Area 4S	
Population	23,977
Land Area (square miles)	10.42
Jupiter, Florida	
Population	60,681
Land Area (square miles)	21.47
Fort Pierce, Florida	
Population	43,601
Land Area (square miles)	20.57
Stuart, Florida	
Population	16,197
Land Area (square miles)	6.65

Source: 2040 Long Range Transportation Plan (LRTP) data and U.S. Census

The population growth combined with a mix of housing types could provide the opportunity for some ancillary commercial and office uses. In order to maximize the impact from this expected growth redevelopment should be encouraged that provides opportunities for a mix of housing types (apartments, townhomes, etc.) in close proximity to office/commercial uses. Additionally, policy changes and infrastructure investments should be made to protect/strengthen the existing light industrial employment areas.

Finally, the high homeownership rate for Port St. Lucie shown in **Figure 2-2** demonstrates the stability of the existing population. This stability has the potential to increase the likelihood of successful plan implementation since a stable population is more likely to invest in change.

2.2 Land Use

Port St. Lucie’s existing land use, future land use, zoning, and parks and recreation facilities were reviewed to reach a reasonable understanding of the pattern of development activity within PA-4S, assess whether neighboring uses are compatible with each other, and determine whether certain uses appear to be deterring development activity.

2.2.1 Existing Land Use

The existing land uses within PA-4S comprise largely single-family residential and a gated community, Sawgrass Lakes. The majority of commercial and office uses are concentrated at the intersection of Port St. Lucie Boulevard and Paar Drive, most of which are active. The Westport Wastewater Treatment Plant is located along Feldman Avenue at the northeast corner of the area. Only one City park is within PA-4S, O.L. Peacock Park, and there are several undeveloped open spaces/woodlots for recreation. There are some institutional uses, such as churches, the Global Learning Pre-School of Port Saint Lucie, and NAU Imagine Charter School (see **Figure 2-4**). Numerous vacant properties exist along Becker Road, Savona Boulevard, Port St. Lucie Boulevard, Darwin Boulevard, and in the residential neighborhoods (see **Map 2-1**).

2.2.2 Future Land Use

The predominate future land use in PA-4S is Low Density Residential, which allows for the continued development of single-family homes. Outside of those designated for continued single-family development, there are areas designated for commercial, institutional, mixed-use and medium-density residential developments. These areas include the major corridors (e.g., Becker Road, Port St. Lucie Boulevard, Savona Boulevard, Darwin Boulevard). The future land use categories along Becker Road and Port St. Lucie Boulevard include Commercial and Mixed-Use, which allow for the continued intensification of commercial and mixed-

Figure 2-1: Household Size Comparison

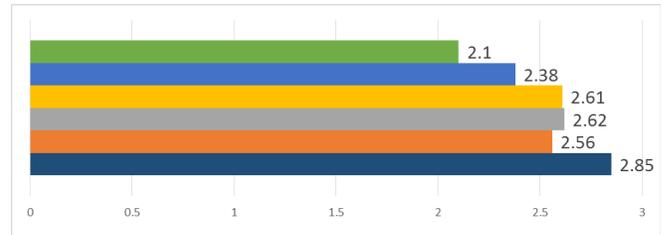


Figure 2-2: Homeownership Rate

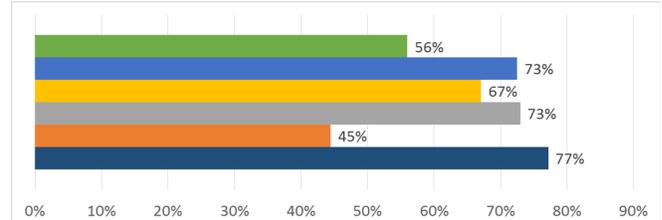
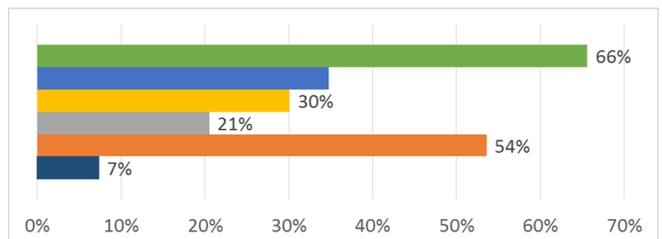
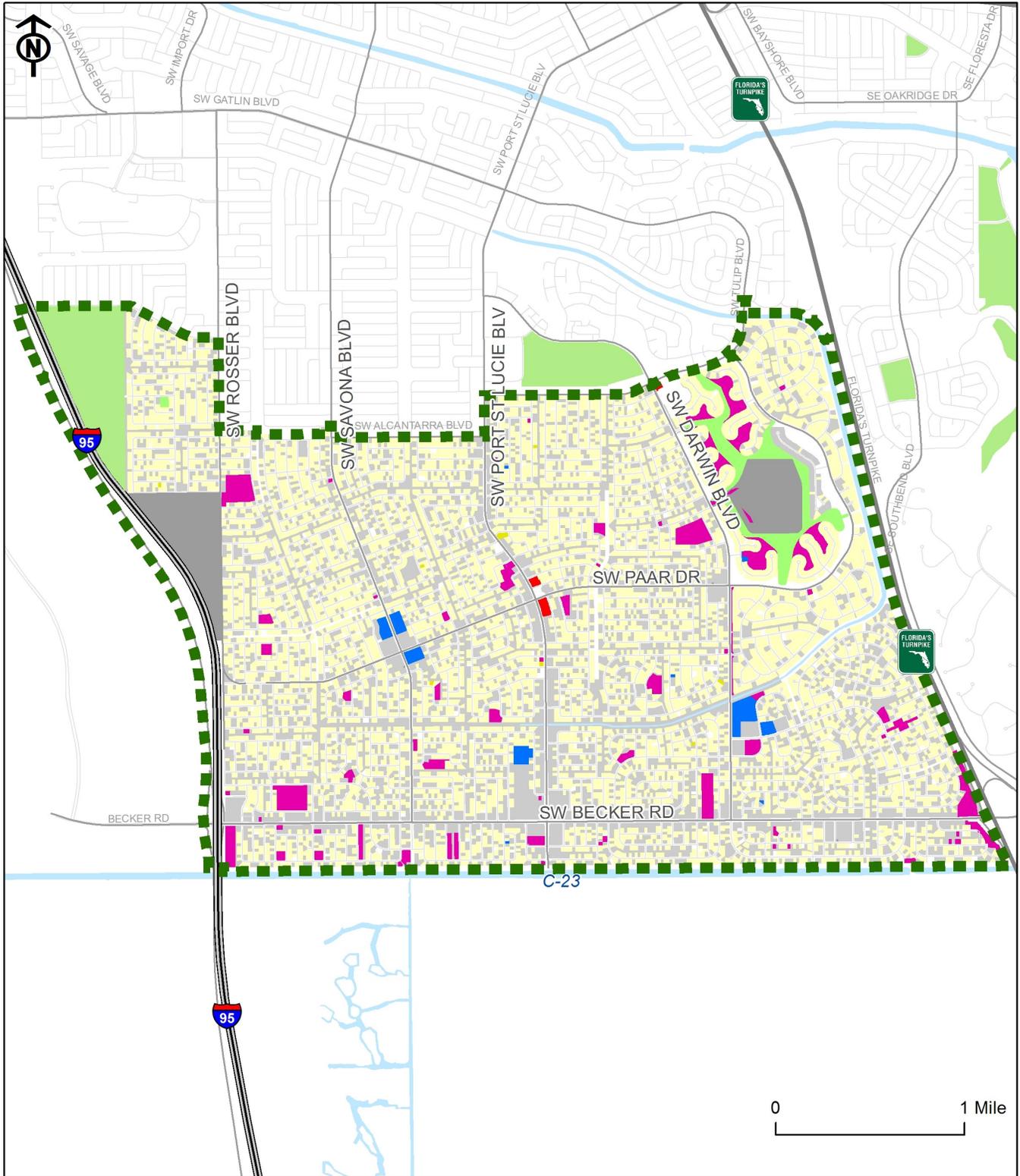


Figure 2-3: Percentage of Multi-Family Housing



Map 2-1: Existing Land Use within PA-4S



Planning Area 4S

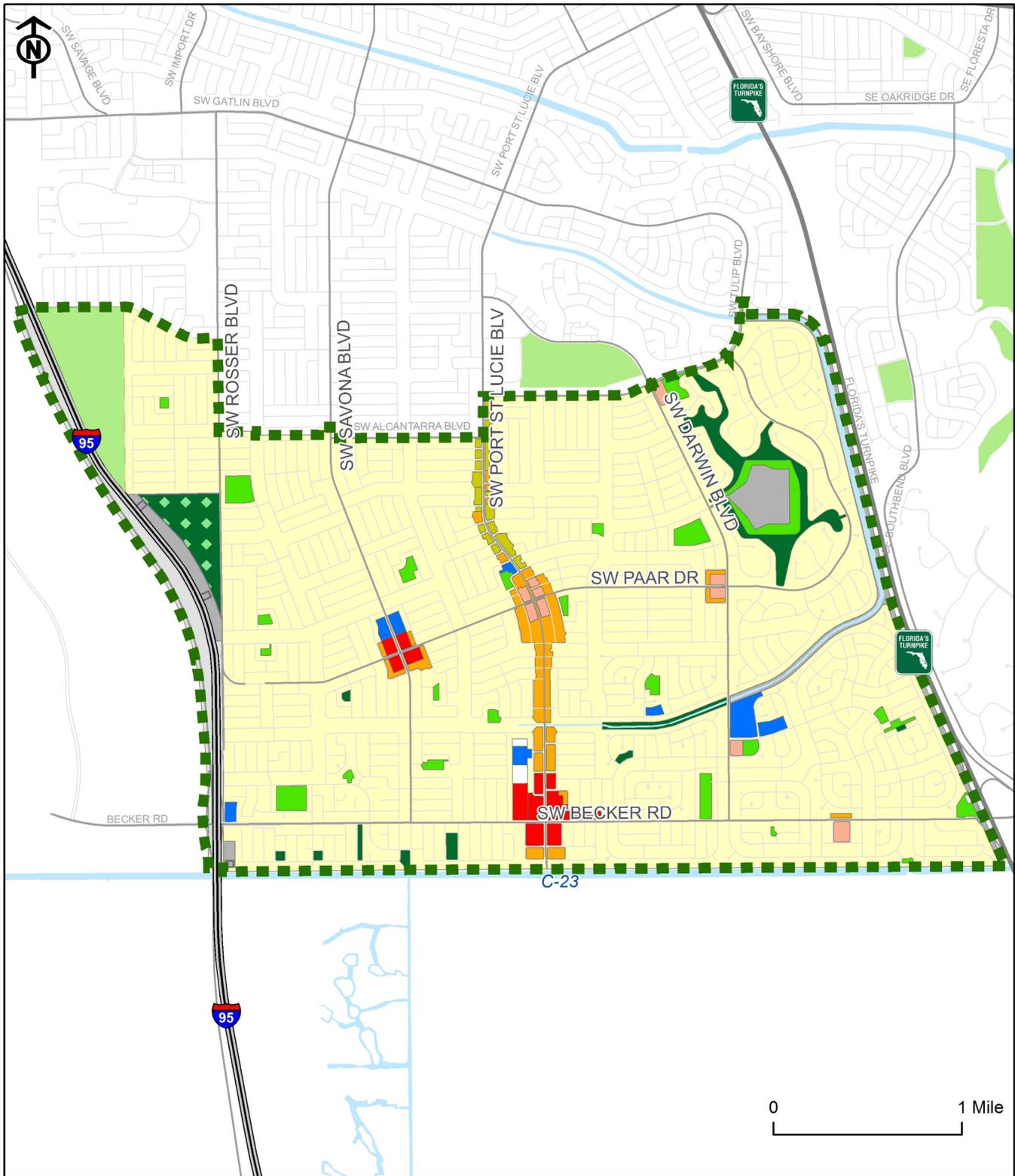
Existing Land Use

March, 2016

- Vacant
- Single Family
- Commercial
- Institutional
- Governmental
- Parks and Open Space
- Utility
- Planning Area Boundary



Map 2-2: Future Land Use within PA-4S



Planning Area 4S Future Land Use

February, 2016

- | | | |
|----------------------------|-------------------------|------------------------|
| Utility/Light Industrial | Conservation/Recreation | Highway |
| Utility | Conservation | Limited Commercial |
| Medium Density Residential | Institutional | Mixed Use |
| Low Density Residential | | General Commercial |
| | | Planning Area Boundary |



uses. A village center is desired at the intersection of Becker Road and Port St. Lucie Boulevard based on the Becker Road Charrette. In addition, two other commercial nodes, at Becker Road and Savona Boulevard and Becker Road and Darwin Boulevard, were identified for neighborhood commercial centers; however, the Low Density Residential future land use has not been amended to General Commercial to implement these two nodes (see **Map 2-2**).

2.2.3 Zoning Designations

The existing zoning within PA-4S includes a variety of classifications (see **Map 2-3**). The majority of the area is zoned for single-family residential. There is also a residential planned unit development, Sawgrass Lakes. There are limited commercial and office zoning designations, and most are vacant.

There is some Limited Mixed-Use zoning along Port St. Lucie Boulevard, which allows only for the conversion of single-family residential lots to multi-family, institutional, professional/business office or limited retail uses.

The Institutional zoning allows for public utility facilities. One of the City's wastewater treatment facilities is located in the middle of a single-family residential planned development, which is buffered with open space-conservation.

2.2.4 Parks and Recreation

Port St. Lucie boasts almost 40 unique parks and recreational facilities consisting of approximately 828.32 acres (citywide), including, but not limited to, natural reserves, parks and playgrounds, parkways, open spaces, waterways, and other recreational facilities.

PA-4S consists of only one park, O.L. Peacock Park, which is approximately 110 acres (see **Map 2-4** and **Figure 2-5**). The park offers opportunities for boating (non-motorized vessels), fishing, walking, and bicycling, but there are few amenities. The park has no sidewalk access or walking paths, and the parking area is unpaved and not American with Disabilities Act (ADA) compliant. The park also lacks bathroom facilities and has very minimal lighting.

2.2.5 Issues and Opportunities

PA-4S is dominated by single-family homes with limited multi-family residences. Providing a variety of multi-family housing types such as townhouses, apartment complexes and

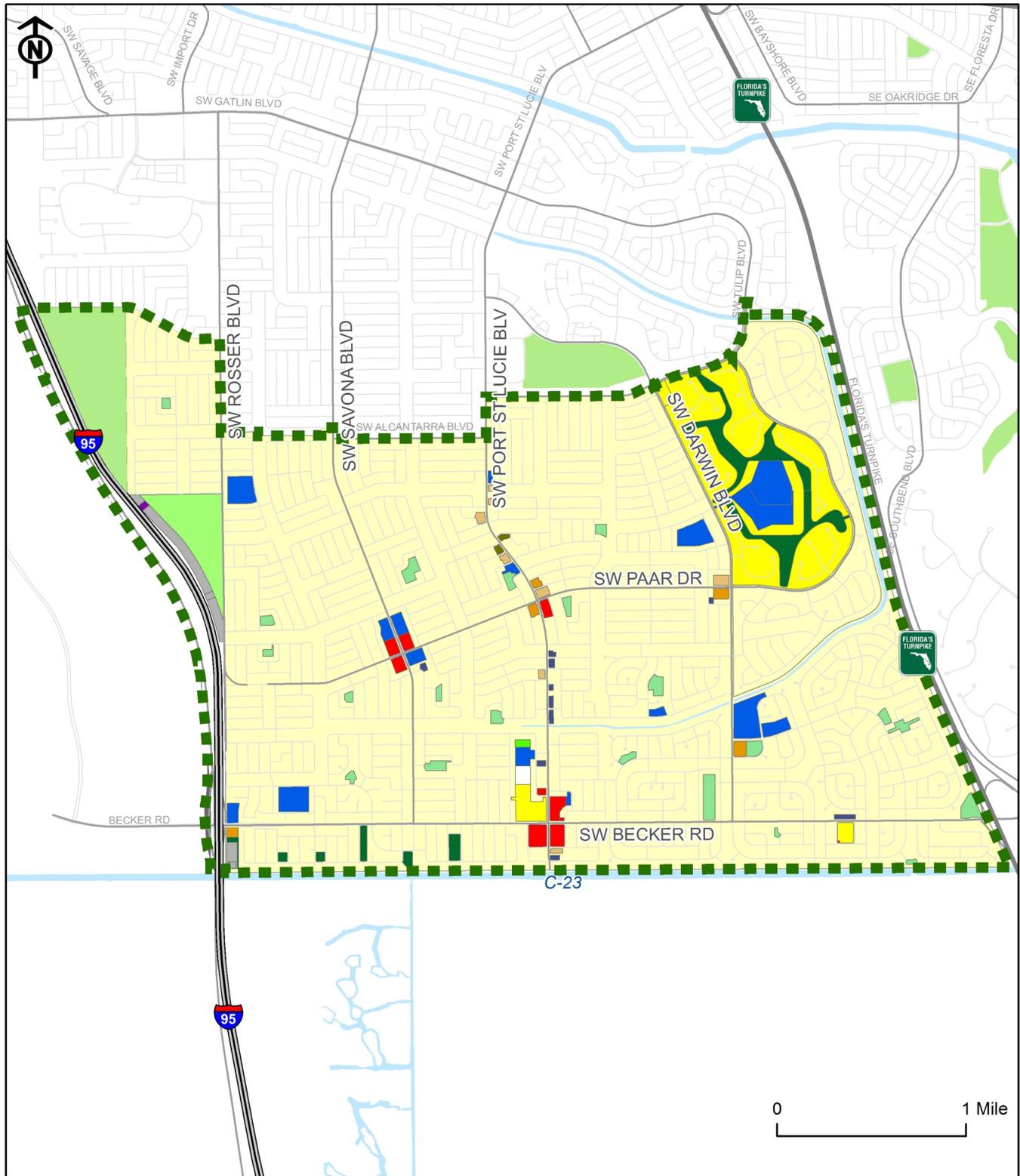
Figure 2-4: Existing Land Uses



(Source: WPTV)



Map 2-3: Zoning Designations within PA-4S



Planning Area 4S

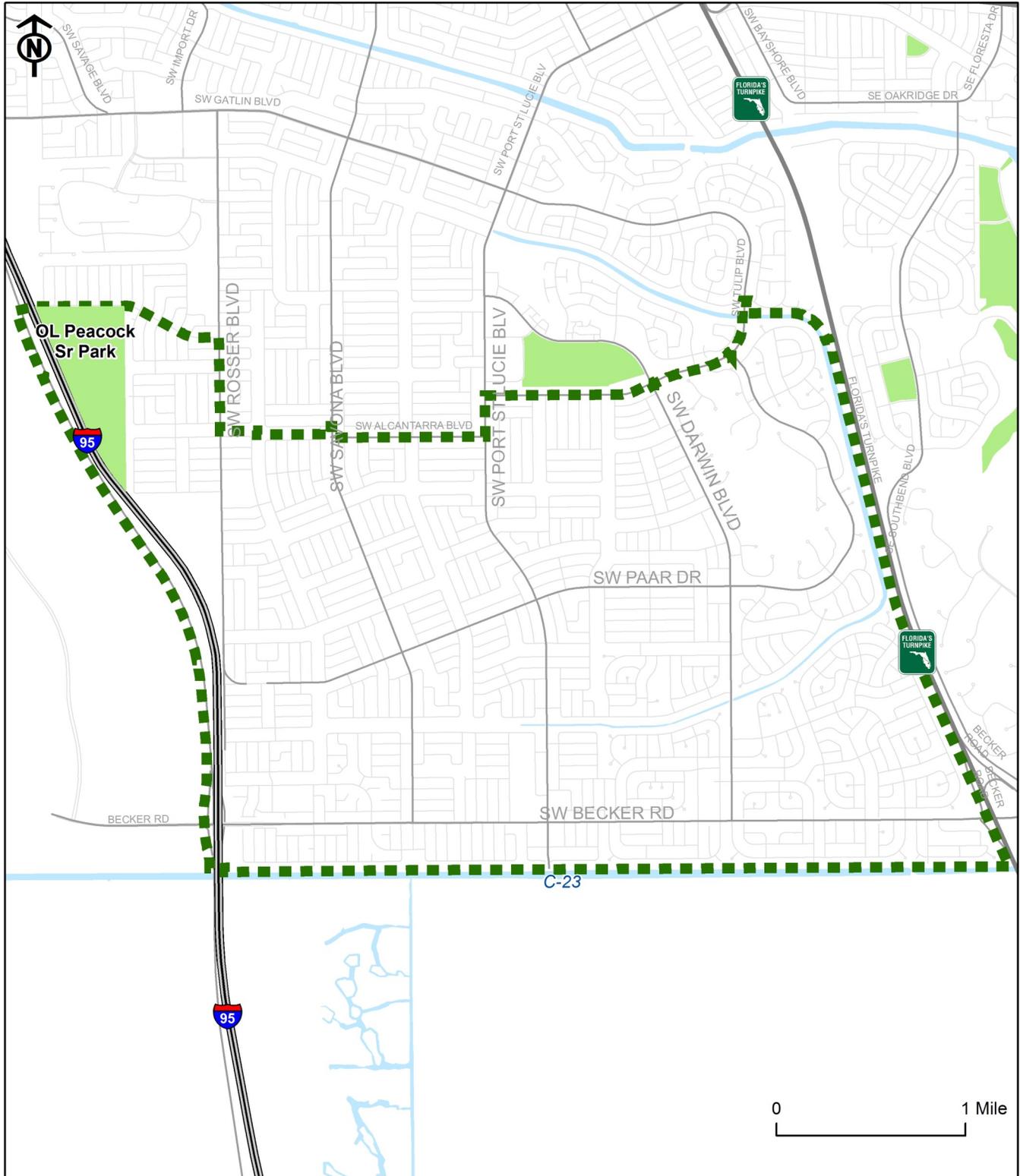
Zoning

February, 2016

- | | | |
|--|---|--|
| ■ General Commercial | ■ Multi-Family Residential | ■ Professional |
| ■ General Use | ■ Neighborhood Commercial | ■ Single-Family Residential |
| ■ Industrial | ■ Open Space - Conservation | ■ SLC Agricultural |
| ■ Institutional | ■ Open Space - Recreational | ■ To Be Determined |
| ■ Limited Mixed Use | ■ Planned Unit Development | ■ Utility |
| | | Planning Area Boundary |



Map 2-4: City Parks within PA-4S



Planning Area 4S

Existing Parks

February, 2016

- Park
- Planning Area Boundary



Canal/Ditch



Figure 2-5: O.L. Peacock Park



(Source: City of Port St. Lucie, FL)

residential mixed-use developments would create affordability and diversity, as well as creating a transitional/buffer between non-residential uses and single-family homes.

Most commercial and office uses are located along Port St. Lucie Boulevard and Paar Drive. These corridors are dominated by strip commercial type developments, but have the potential of evolving into mixed-use corridors and providing more neighborhood services (i.e., grocery stores, personal services, restaurants, etc.). There is also the potential for the development of an activity center at the intersection of Port St. Lucie Boulevard and Becker Road and two other neighborhood commercial nodes at Becker Road and Savona Boulevard and Becker Road and Darwin Boulevard that were identified in the Becker Road charrette. However, the Low Density Residential future land use has not been amended to General Commercial or Mixed Use to implement these two commercial nodes. The intersection of Savona Boulevard and Paar Drive also could become another commercial and mixed-use node (see **Sections 6.2** and **7.0**). With incremental improvements by both the public/private sector, these areas could become a future neighborhood focal point for PA-4S.

There is currently only one “official” park in PA-4S, which provides very limited amenities for local residents. However, there are numerous City-owned undeveloped open spaces within PA-4S, which could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These properties present opportunities to create new parks and recreational spaces within PA-4S. However, the City will need to balance the needs of existing parks facilities with the desire to create new parks spaces throughout the area.

2.3 Transportation

Port St. Lucie's existing transportation system in terms of roadways, sidewalks, bicycle lanes and public transit were reviewed to reach a reasonable understanding of the vehicular, pedestrian and bicyclist networks within PA-4S, and to plan for complete streets creating safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users.

2.3.1 Roadways

The existing roadways within PA-4S consist of 2- and 4-lane divided arterial corridors, and 2 lane undivided collector corridors (see **Map 2-5** and **Figure 2-6**). The existing-conditions Level of Service (LOS) analysis demonstrated that Port St. Lucie Boulevard currently is operating below the acceptable LOS threshold during the peak hour within PA-4S.

As new development occurs within PA-4S, the roadway network must be able to accommodate the additional vehicle trips. Therefore, additional roadway capacity will need to be constructed to serve the residents and connect to other parts of Port St. Lucie. Several new roadways, expansions, and extensions of existing roadways have been identified in the 2040 LRTP. Lanes are planned to be added to the roadways where forecast volumes exceeded the roadway LOS capacity threshold, including Port St. Lucie Boulevard, which will be expanded to four lanes. The new roadway network will provide access and connection to the different areas through PA-4S (see **Map 2-5**).

2.3.2 Sidewalks

The City of Port St. Lucie has been very active in improving pedestrian safety by installing public sidewalks. The City has implemented a sidewalk program and developed a process for reviewing and prioritizing sidewalk locations for construction. Ultimately, the priority locations are approved by the City Council and constructed as funding permits. The City currently requires that pedestrian accommodations be incorporated into all development projects and urban roadway projects (**Figure 2-7**).

The St. Lucie Transportation Planning Organization (TPO) completed the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008 that identified improvements of proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multipurpose trails and canal trails.

Figure 2-6: Existing Roadways



Becker Road



Port St. Lucie Boulevard



Savona Boulevard



Darwin Boulevard

Figure 2-7: Existing Sidewalks

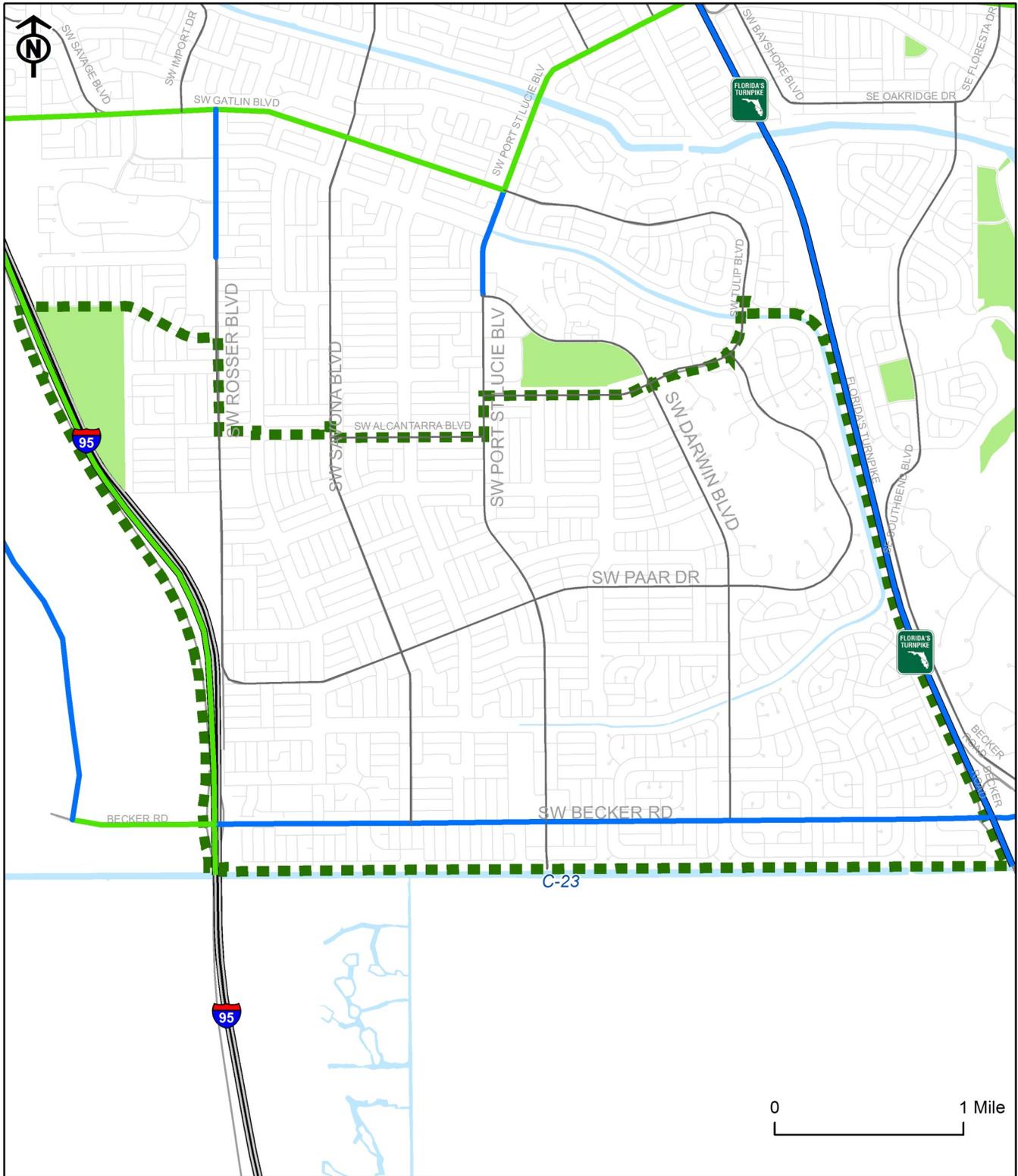


Becker Road



Darwin Boulevard

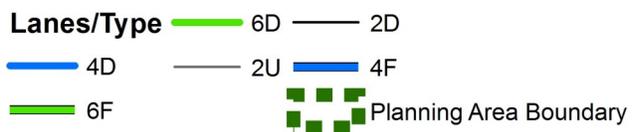
Map 2-5: Existing and Future Roadway Lanes within PA-4S



Planning Area 4S

Existing and 2019
Committed Roads

February, 2016



The Palm Beach Metropolitan Planning Organization (MPO) completed the Southeast Florida Regional Greenways and Trails Plan in 2015. The Plan identified an integrated network of multi-use and hiking trails, as well as paddling trails for Palm Beach County and connections to multi-county facilities.

The sidewalk system within PA-4S consists of sidewalks ranging from 6–10-foot wide, primary on arterial streets. There are some 5-foot wide sidewalks within the Sawgrass Lakes neighborhood. However, the majority of the residential neighborhoods do not have sidewalks (see **Map 2-6** and **Figure 2-7**). The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA-4S (see **Map 2-6**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan identified multi-purpose trails along Port St. Lucie Boulevard and Becker Road, and a greenway along the utility corridor adjacent to Interstate 95 for pedestrians and bicyclists, proposed sidewalks along Paar Drive, Rosser Boulevard, Savona Boulevard and Darwin Boulevard, and a trail along the C-23 canal (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified a proposed paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-23 canal for pedestrians and bicyclists (see **Map 2-8**).

2.3.3 Bicycle Lanes

The City recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off road trails such as drainage canals and utility right-of-way property, and other major recreational facilities, and coordination with bicycle planning activities with other agencies associated with bicycle planning activities.

Within the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan there are improvements identified that include proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multipurpose trails, and canal trails.

The existing bicycle facilities within PA-4S consists of only wide sidewalks. The City has identified future bike facilities within PA-4S consisting of proposed multi-purpose trail and priority bicycle corridors (see **Map 2-6** and **Figure 2-8**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan also identified additional on-street bicycle lane along Port St. Lucie Boulevard (see **Map 2-7**).

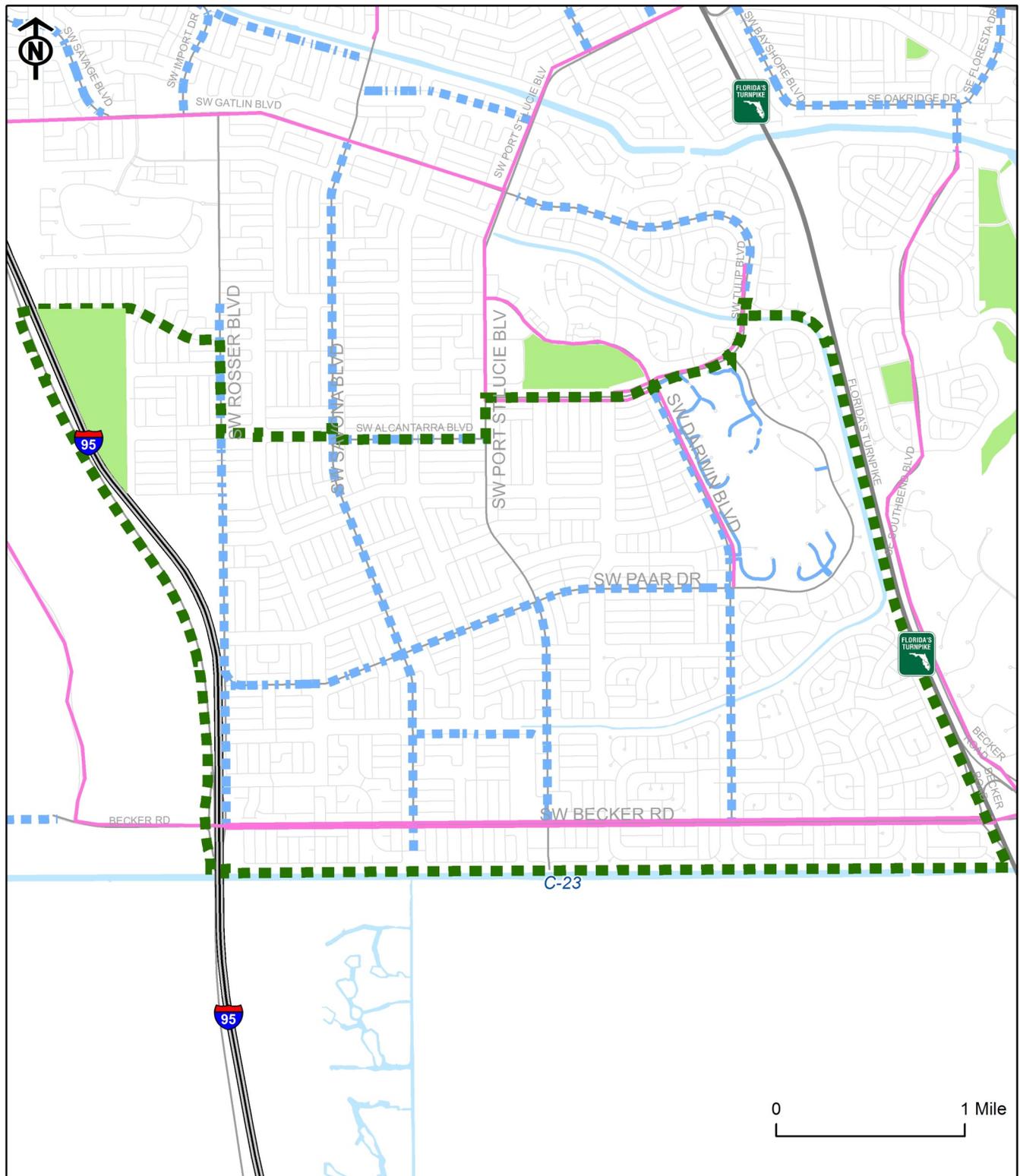
The Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-23 canal for pedestrians and bicyclists (see **Map 2-8**).

Figure 2-8: Existing Bicycle Facilities



Becker Road—Wide Sidewalks

Map 2-6: Existing and Future Bike-Pedestrian Network within PA-4S



Planning Area 4S

Existing/Future
Bike-Pedestrian Facilities

February, 2016

Park

Planning Area Boundary

Sidewalk and Bike Facility

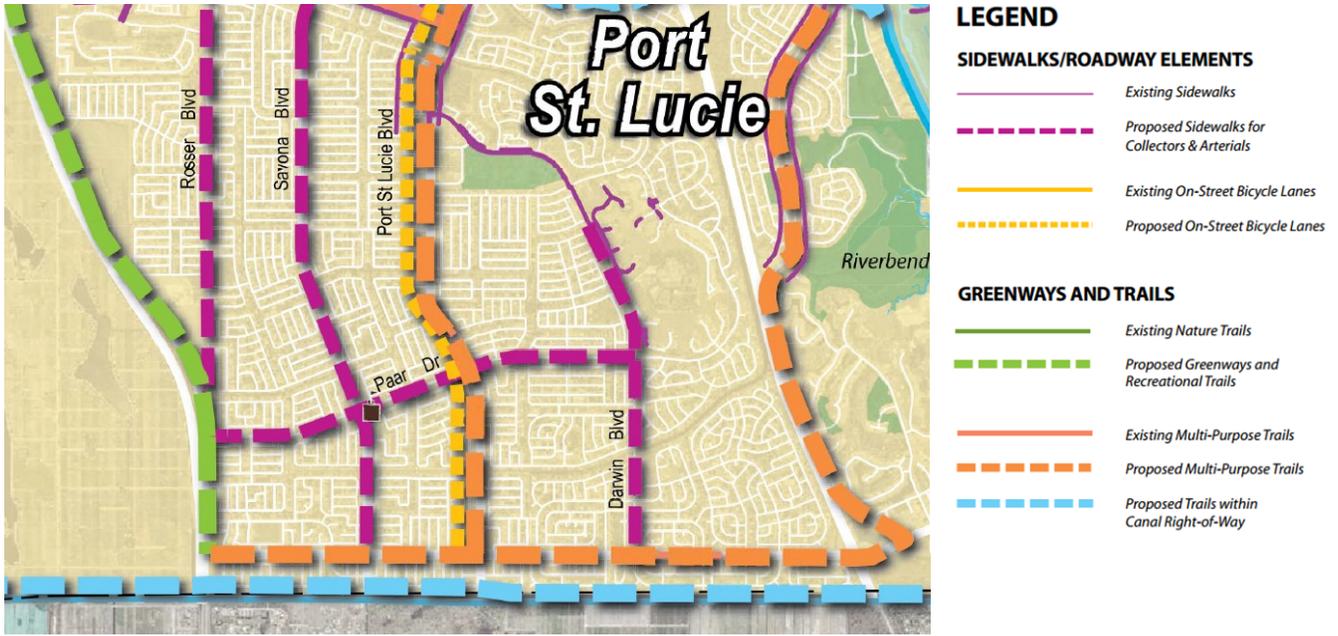
Existing Sidewalks

Bicycle Facility

Proposed Sidewalk

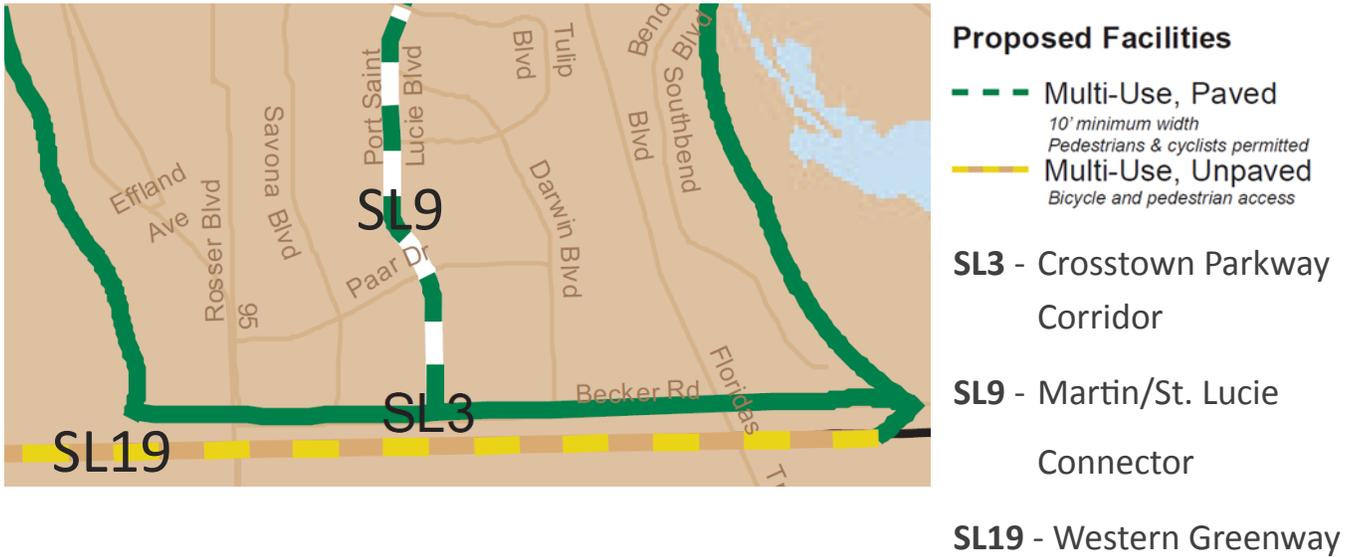


Map 2-7: St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan



Source: St. Lucie Transportation Planning Organization, 2008

Map 2-8: Southeast Florida Regional Greenways and Trails Plan



2.3.4 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector (TCC), a fixed-route service provided along specific routes with scheduled arrival times at predetermined bus stop areas, and 2) Community Transit, a demand-response origin-to-destination system in which passenger trips are generated by calls from individuals who cannot access the fixed route service due to some disability. There is a Transit Depot located north of the Community Center consisting of a pavilion, picnic tables, bicycle racks and public parking spaces (see **Figure 2-9**).

The fixed -route system consists of four fixed bus routes that run through the city Monday through Friday between the hours of 7:00 am and 6:00 pm. Currently, there are no TCC fixed-route and paratransit services provided within PA-4S. However, the Interstate 95 Palm Beach Express is being proposed (**Map 2-7**).

Figure 2-9: Public Transit Facilities



Source: Council on Aging of St. Lucie



Source: Treasure Coast Observer

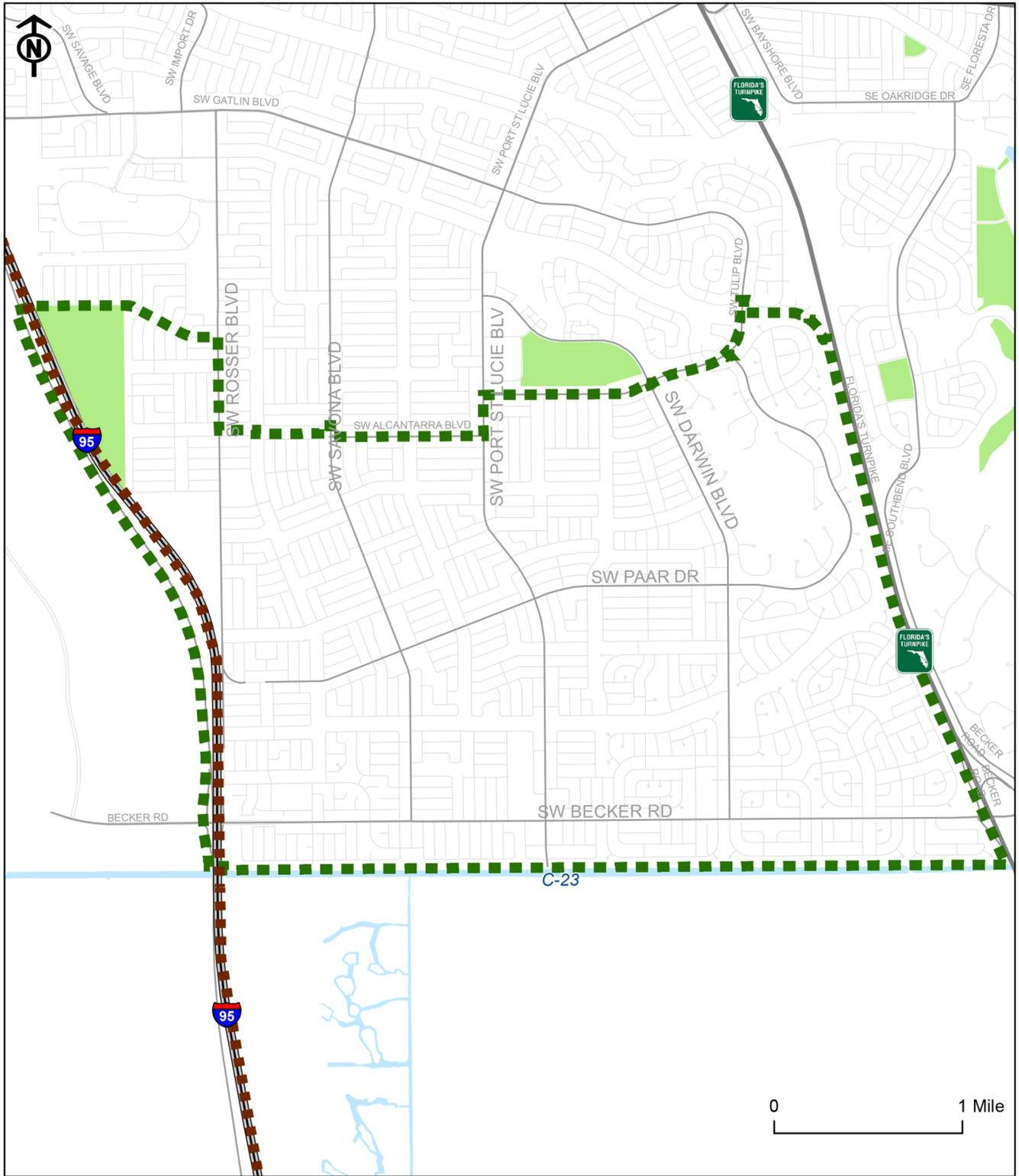
2.3.5 Issues and Opportunities

As development occurs within PA-4S, the potential for traffic congestion may be significant, particularly along the arterial corridors. Promoting complete streets to provide safe access for all users with well-connected sidewalks, bicycle lanes, greenways, roadways and public transit along with compact and contiguous land use mixes are key elements in controlling the cost and maximizing the effectiveness of the transportation system. The City should continue to work towards the implementation of the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan to connect greenways, bicycle lanes, and/or priority sidewalks to O.L. Peacock Park and the recreational open spaces when they are developed.

PA-4S lacks a wayfinding system to community facilities such as City parks, greenways/trails, and commercial areas. A themed wayfinding system and park destination signs should be developed to direct visitors and local residents to neighborhood destinations.

Introducing TCC bus service within PA-4S would ensure multimodal improvements. As redevelopment occurs and efforts to ensure multimodal improvements including transit are implemented, the City should coordinate with TCC to increase bus headways to 30 minutes and improve bus stop facilities such as shelters, benches, trash receptacles, and bicycle racks. Where there are right-of-way constraints, the City should coordinate with property owners for easements or have the private sector install them during the development review process to obtain zoning or concurrency approval.

Map 2-7: Future Bus Routes within PA-4S



Planning Area 4S

Future Transit Facilities

January, 2016

-  I-95 Palm Beach Express
-  Planning Area Boundary





EXISTING IDENTITY AND AESTHETICS

3.0 EXISTING IDENTITY AND AESTHETICS

This section examines the existing aesthetics of PA-4S, including parks/open space, architecture, and unique urban design features and identifies themes that should be reinforced as the neighborhood grows and changes.

3.1 Parks and Recreation Features

PA-4S has only one public park, consisting of natural area, walking/bicycling trails, a dog area, shoreline fishing, and non-motorized boat usage. There are several open spaces that could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These facilities could be part of an integrated park system connected by a greenway and a blueway (water trail) via existing canals (see **Figure 3-1**).

Figure 3-1: Unique Recreational Features



C-23 Canal—Potential Blueway



O.L. Peacock Park

3.2 Architectural Style

There are very few non-residential buildings within PA-4S, but those that do exist have been designed in either a Florida Vernacular or Mediterranean architectural style. Elements of Florida Vernacular include standing metal seam roof panels, multi-pitched roof lines, Gingerbread trim and/or porch railings, columns or posts, and pastel shades or white. Mediterranean architectural style includes tile roofs, parapet wall, stucco exterior, arches, and natural and vibrant earth tone colors. Prominent commercial/institutional buildings with these architectural styles and compliance with the Citywide Design Standards could provide distinctiveness to PA-4S (see **Figure 3-2**).

Figure 3-2: Architectural Styles

3.3 Urban Design Features

The lack of parks and public spaces in PA-4S means that most urban design elements are found in the streetscape of major corridors. Of the major roadways within PA-4S, Becker Road has the most complete and attractive streetscape design. The design includes landscape medians, and plantings with multiple layers of palms, understory trees, shrubs, and groundcover. To create consistency in design, this planting and streetscape scheme could be used on future roadway expansions with medians or incorporated into public parks as they are developed (see **Figure 3-3**).



Florida Vernacular



Mediterranean

Becker Road has acorn lights for pedestrians. These decorative lights could unify the streetscape by providing a visual connection as well as creating a more pedestrian walkable environment. Installation of pedestrian lights could be coordinated with sidewalk improvements (see **Figure 3-3**).

There are attractive black color traffic mast arms at the intersections along Becker Road. This design feature could be used at other primary intersections to unify the roadways and provide distinctiveness to PA-4S (see **Figure 3-3**).

3.4 Overall Design Themes

The overall design aesthetic within PA-4S varies greatly, but some themes that emerge, and as the area evolves and changes, these themes could be tied together to create a more legible design aesthetic.

For public infrastructure, particularly streetscape and landscaping, the theme is traditional, evidenced most commonly by the acorn light fixtures which can be found on many of the streets. This theme, mixed with local landscaping of oaks and palms, can help create an aesthetic standard that can be replicated as more roadway improvements are completed.

For non-residential buildings, no consistent theme emerges. The architectural styles most commonly used are either Mediterranean or Florida Vernacular. However, there is a significant amount of vacant land that has been designated for non-residential development. This land, particularly along Becker Road, provides a major opportunity to define an architectural aesthetic for PA-4S. The City should continue to integrate elements from these architectural styles into new public buildings and streetscape and park elements (e.g., shelters, trailheads, etc.). Additionally, the City should consider requiring Florida Vernacular and Mediterranean architectural elements in all private development, particularly on major corridors, except for single-family residential.

Figure 3-3: Unique Urban Design Features





PUBLIC INVOLVEMENT

4.0 PUBLIC INVOLVEMENT

The public involvement process is summarized in Volume I - Neighborhood Planning Program, which described the public engagement/outreach activities held during the planning process for PA-4S, which included:

- Mayor's Community Conversation
- Citywide Focus Groups
- Attendance at Special Events
- Public Workshop #1
- Public Workshop#2
- Becker Road Focus Group

The intent of the public involvement process was to collect input on issues and opportunities related to key elements of PA-4S to gain insight from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future. The initial community conversation, focus group meetings and public surveys provided information for preparation of the public workshops. It is important that the public involvement process informs the development of the Action Plan as it will encourage residents, business owners, and other stakeholders to take ownership and participate in Action Plan implementation.

4.1 Public Workshop #1

Public Workshop #1 was a joint workshop for PA-4S and PA-4N that included 80 community members who either lived or worked within PA-4S or PA-4N (see **Figure 4-1**). The workshop began with the PowerPoint presentation that provided background information on the project and specific characteristics of PA-4S, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for the Planning Area.

4.1.1 Survey Results

In addition to questions asked during the Mayor's Community Conversation, the survey included a number of questions related to demographic characteristics, community participation, and neighborhood characteristics and preferences. The purpose of these questions was to identify assets and challenges and to gain an understanding of the potential interest and capacity of the community to organize and assist in plan implementation. Following key findings are summarized by category.

Demographic Questions

Characteristics of the public workshop participants include the following:

- 55% were between the ages of 51—70; only 8% were under the age of 35.
- 62% lived in two-person households; 35% lived in households with three or more
- 17% worked in Port St. Lucie
- 68% believe they will be living in Port St. Lucie in five years; 71% believed they would likely be living in their same neighborhood

Community Participation Questions

- 55% know their neighbors well
- 58% regularly attend public meetings/workshops

Figure 4-1: Public Workshop #1 Photos



- 36% volunteer regularly
- 14% watch the City of Port St. Lucie television channel (PSL TV20) regularly

Neighborhood Characteristics/Preferences

- 63% define where they live by street name
- 56% identified parks, open spaces, and walking/biking trails as the most important assets in their neighborhood
- 26% identified poor walkability as the biggest challenge facing their neighborhood, 21% identified lack of sense of place/community, and 16% identified economy/employment
- 42% identified a desire for more single-family residential, 38% for some type of multi-family residential, and 14% for no more residential development
- 43% identified a desire for restaurants/coffee shops, 21% for retail stores (hardware, clothing, etc.), and 10% for grocery stores
- 28% identified streetscaping and landscaping as the best ways to help create a sense of place, 25% said parks, plazas, and gathering spaces, and 12% said civic/neighborhood associations.

4.1.2 Map Exercise Results

Following the completion of the survey, participants were divided into breakout groups to discuss the vision for PA-4S, specific issues/opportunities, and specific project ideas. Each group had a facilitator to help with questions and guide discussion, each group designated a spokesperson to present ideas to the larger group (see **Figure 4-2**). The results of these exercise are summarized in **Map 4-1**, and a full tabular summary of all participant comments are included in **Appendix A**.

Figure 4-2: Participant Quotes from Public Workshop #1

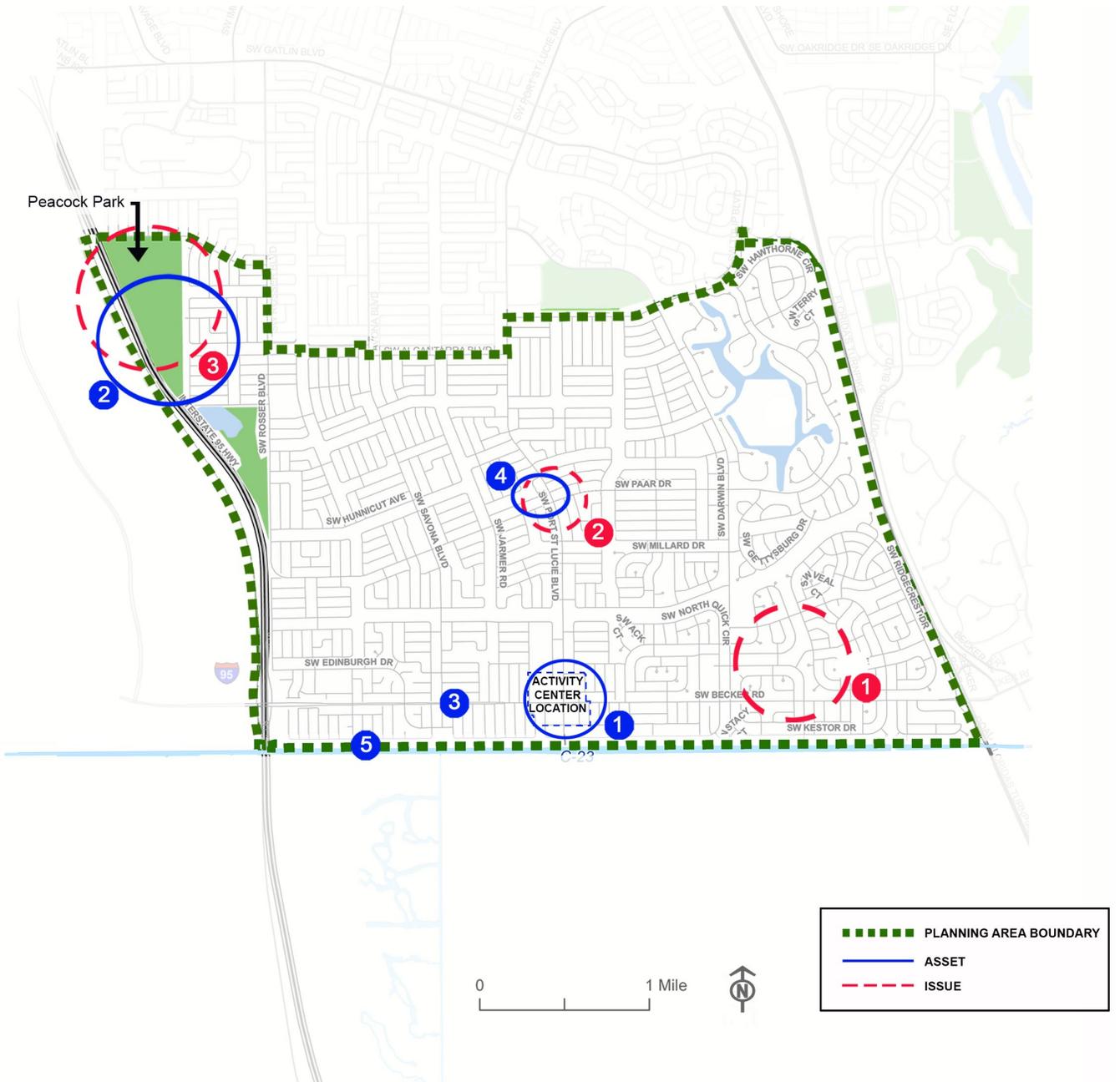


4.1.3 Workshop Themes

Between the mapping exercise and the break out questions, a few key topics examined specific aspects of safety, sense of community and identity, parks and recreation, and better using the environmental assets within the area. In addition, there were conversations focused on building community capacity, and improving accountability for implementation. Specific themes included:

- Define neighborhood sub-areas within PA-4S.
- Create neighborhood organizations and increasing capacity to organize residents and implement projects.
- Formalize Neighborhood Planning Division within the City's organizational structure.
- Build neighborhood identity and a sense of place.
- Improve connectivity and safety, particularly for bicyclists and pedestrians.

Map 4-1: Workshop Exercise—Assets and Opportunities for PA-4S



PLANNING AREA 4S ASSETS AND ISSUES	
<p>1 ASSET: Main intersection of Becker Road and SW Port St Lucie Boulevard; nearby schools and park; potential for activity center; access to Martin County</p>	<p>1 ISSUE: Kestor Drive traffic and speeding; need for more streetlights</p>
<p>2 ASSET: Peacock Park area and land for potential recreation area</p>	<p>2 ISSUE: SW Port St Lucie Boulevard in need of sidewalk and streetlights; "bad architecture" opinion given</p>
<p>3 ASSET: Access to Florida Turnpike and I-95</p>	<p>3 ISSUE: Peacock Park needs improvements and signage, as well as more utilization</p>
<p>4 ASSET: Commercial node at Paar and SW Port St. Lucie Boulevard</p>	<p>4 ISSUE: Multiple locations of requested street lights and sidewalks</p>
<p>5 ASSET: Canal access south of SW Becker Road</p>	<p>5 ISSUE: Care and maintenance of vacant lots</p>
	<p>6 ISSUE: Needs for parks and recreation options</p>

- Develop an Activity Center as the focal point of neighborhood activities within PA-4S.
- Improve existing parks/recreation facilities, and develop new ones.
- Integrate public art.

The themes from Public Workshop #1 were used to develop specific project/program recommendations to which were presented in Public Workshop #2.

4.2 Public Workshop #2

The overall themes and specific recommendations generated in Public Workshop #1 were developed and presented in Public Workshop #2. The Public Works Department also presented specific projects related to parks and recreation included within the current Capital Improvements Plan (CIP) that are consistent with the Action Plan themes (see **Figure 4-3**).

The meeting summary and comments received during Public Workshop are included in **Appendix A** of this document (see **Figure 4-4**). The feedback received during the workshop was used to develop the Neighborhood Vision and Action Plan in **Sections 5.0** and **6.0**.

Figure 4-4: Participant Quotes from Public Workshop #2



4.3 Becker Road Focus Group

An additional focus group was held to discuss improvements to aesthetics and function of the Becker Road Corridor, located along Becker Road from Interstate 95 to the west, properties within approximately ½ mile north of Becker Road, Florida’s Turnpike to the east, and C-23 canal to the south. Specific themes included:

- Addressing lot sizes, depths and other zoning code updates
- Designating commercial and mixed-use zoning transitions
- Developing appropriate building scale and orientation
- Providing neighborhood services (i.e., grocery stores, personal services, restaurants, etc.)
- Creating public parks and recreation centers
- Improving gateway/entry signage

Figure 4-3 Public Workshop #2 Photos





NEIGHBORHOOD VISION

5.0 NEIGHBORHOOD VISION

This section includes a neighborhood vision (Vision Statement and Goals) based on the results of the existing conditions analysis and public involvement. The Neighborhood Vision will act as the long term planning framework for identifying projects and initiatives to be addressed during the plan horizon.

5.1 Vision Statement

The vision for PA-4S is the following:

The southern gateway to Port St. Lucie with easy access to Florida's Turnpike and Interstate system, where a safe, effective, and efficient system of roadways, greenways, and blueways connect to the heart of the city and the larger region. The Becker Road mixed-use corridor and the designated Activity Center provide diverse housing opportunities, attractive parks and open spaces, and employment opportunities to help build community and economic opportunity.

The Vision Concept is a visual representation of the vision statement and major concepts that make up the plan (see **Map 5-1**). The Vision Concept illustrates important elements including:

- Gateway elements at key locations welcoming visitors to PA-4S and Port St. Lucie as a whole.
- A central activity center and business district where people can work and shop at a variety of local businesses and where those businesses can thrive. Mixed-use developments will increase the positive interactions between residents and business owners.
- An improved transportation system where people will feel comfortable walking, riding a bicycle, and using public transportation, driving a vehicle, and where streets are pleasant public spaces.
- Neighborhood parks will provide a variety of passive and active recreational uses, all connected by a greenway with walkways and bicycle trails, and a blueway with scenic views of the canal.

5.2 Plan Goals

A goal is a destination or outcome, which PA-4S seeks to attain. It is a general statement, which sets the broad framework for the Plan's strategies, and further describes how to achieve the Vision.

1. Building an identity/brand.

- Delineate sub-areas within PA-4S.
- Develop an identity/brand for the sub-areas.
- Implement a signage program (welcome signs, banners, wayfinding signs).

2. Develop an Activity Center to provide local services and a gathering place for the community.

- Improve the business environment for both small and larger businesses to thrive.
- Encourage a variety of business types to service the community.
- Provide mixed-use opportunities for residents and business owners to intermingle.
- Develop parks/recreational spaces and pathways creating passive recreational opportunities.

3. Enhance Becker Road as a mixed-use corridor .

- Provide sustainable growth with commercial/mixed-use nodes that offer visitors and residents a high quality local destination.
- Provide a variety of housing types to accommodate future growth and provide alternatives single-family development.

4. Improve public infrastructure that will create a safer environment for all ages and abilities.

- Provide efficient, safe and comfortable travel for pedestrians, bicycles, buses, cars, and trucks.
- Enhance alternative modes of transportation choices with improved access and safety (i.e., greenways, blueways, public transit service).
- Create aesthetically-pleasing streetscapes.
- Reduce cut through traffic on residential streets.
- Improve public and school bus service and stop facilities.
- Improve stormwater drainage to reduce flooding.

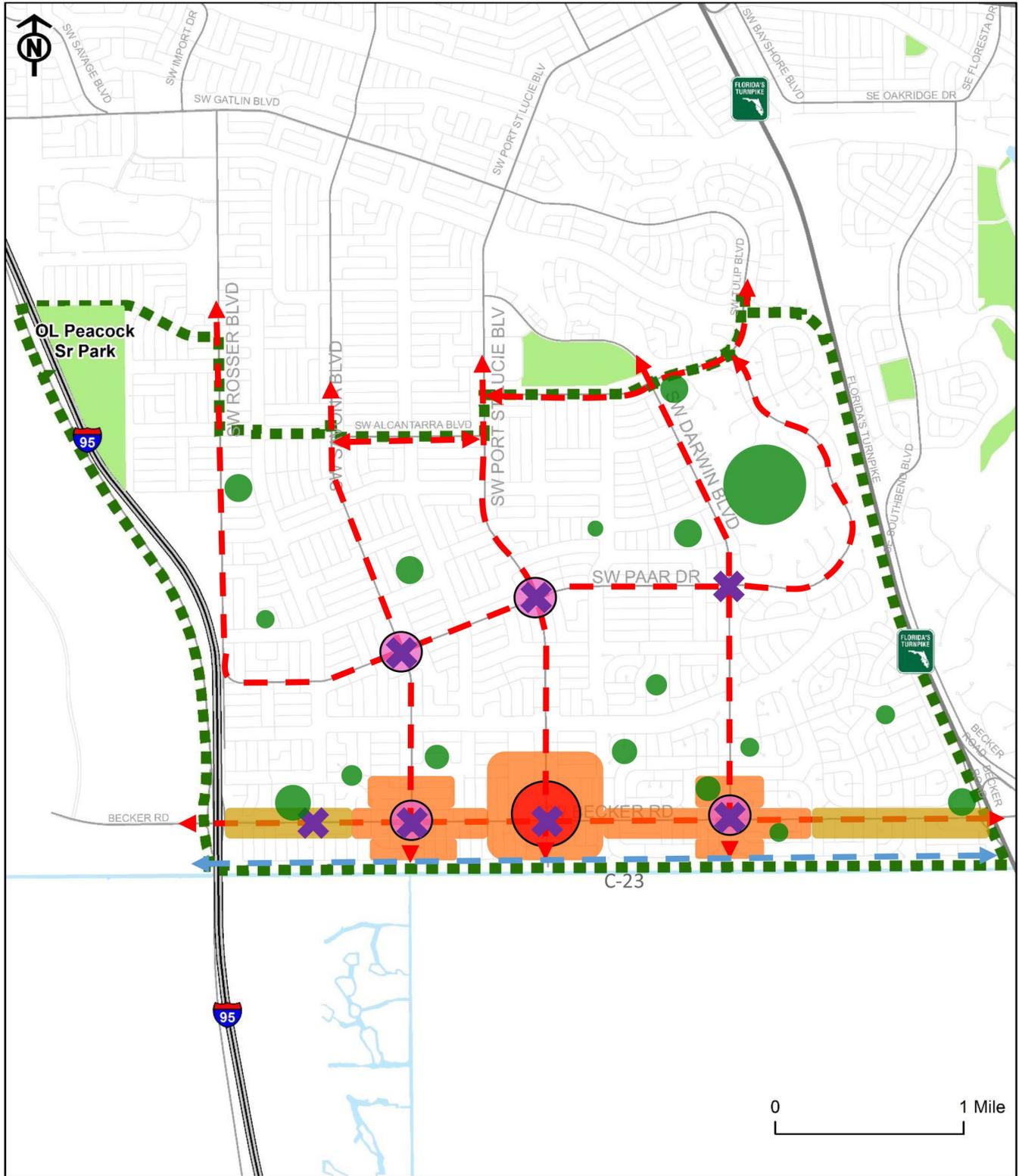
5. Improve parks and recreational facilities for local residents.

- Enhance existing park facilities, programming, and access.
- Develop pocket parks within easy walking distance from the neighborhoods.
- Use the canal as a recreational asset.
- Create community centers with meeting halls.
- Encourage arts, cultural events and activities for all age.

6. Improve public safety and security within the neighborhoods.

- Reduce occurrences of criminal activities by enhancing police presence.
- Build positive relationships between residents and the Police and Fire departments.
- Improve code compliance activities, particularly of overgrown vacant properties.

Map 5-1: Vision Concept Map



- Potential Active Center
- Potential Parks
- Park
- Potential Commercial/Mixed-Use Node
- Potential Welcome Sign
- Potential Mixed Use (Commercial, Office, Institutional, Residential)
- Potential Multi-Family Residential
- Planning Area Boundary
- Primary Pedestrian & Bicycle Network
- Greenway/Blueway





ACTION PLAN

6.0 ACTION PLAN

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focused themes of PA-4S. Implementation of the Action Plan will require a concerted long-term effort by the establishment of a Neighborhood Planning Division and the Planning Area Advisory Committee (PAAC), and subsequently civic/neighborhood associations at the sub-area level, as described in Volume I - Neighborhood Planning Program.

6.1 Building Identity

The Planning Area boundaries establish a geographical boundary for the Plan, but they do not create a cohesive identity for those residents and business owners that live, work, and play within PA-4S. Building neighborhood identity will take time, but the implementation of the programs and initiatives contained within this section will help facilitate the process.

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities, and help achieve the City's goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles.

Successfully building identity will require the following action steps:

1. Delineate sub-areas within PA-4S and adopt names for them.

The identification of sub-areas was developed through collaboration with City staff and reviewed by the public at Planning Workshop #2. Although there was general consensus for the proposed boundaries, there was disagreement on the names of each of the sub-areas. For the purposes of illustration, those names presented at Public Workshop #2 have been included on **Map 6-1**.

2. Establish names for the sub-areas within PA-4S.

Throughout the public involvement process, a number of names were suggested for the proposed sub-areas in PA-4S (see **Map 6-1**). To allow for consideration of as many names as possible and an opportunity for a larger audience to participate in the process, it is recommended that a competition be held to name the sub-areas. This competition could be set up on the City's Neighborhood Planning website, and entries could be submitted online. The City could designate a small group of judges of staff and elected officials to choose the final names. Once the final names are selected, they should be incorporated into the Land Development Regulations and Comprehensive Plan as appropriate.

3. Complete a branding process to identify sub-area logos and wayfinding design.

An effective way to build identity within neighborhoods is to develop unique logos and deploy them into the neighborhoods through signage, banners, and wayfinding elements. The City should complete a branding process for PA-4S that, through community involvement and staff interaction, develops a clean, identifiable logo and signage design concept that is supported by the community. Key elements of this process should include the following:

- Use of a robust community involvement process to guide efforts. A design competition for the logos could be conducted to solicit ideas from local artists, students, and public-at-large. The community could then provide feedback into the design concepts through a workshop and/or collected through polling on the City's Neighborhood Planning website.

Map 6-1: Neighborhood Sub-Areas



- Develop the core components of the sub-area logos/brand concepts – What are the first three things you want target markets to think/feel when they hear the name of the sub-areas? Examples include “friendly neighbors,” “quirky and interesting,” “green,” “great for fitness activities,” “safe,” “cool place to be,” “family-friendly,” “a great value,” “great looking houses,” “neighbors are proud to be here.”
- Create a logo, color palette, and tagline that is as reflective as possible of the sub-areas’ nature (see **Figures 6-1** and **6-2**). Use this logo on everything – newsletters, website, house flags, decals or stickers for cars and house windows, yard signs for best landscape contests, letterhead, blog, entryway signage, banners, and so forth.

Figure 6-1: Logo Examples within City and Vicinity



(Source: City of Port St. Lucie, FL)



(Source: Town of Tradition, FL)



(Source: Choice Pest Management)



(Source: Minor League Baseball)



(Source: St. Lucie County, FL)



(Source: St. Lucie Chamber of Commerce)



(Source: St. Lucie Public Schools)

Figure 6-2: Conceptual Sub-Area Logos



LOGO CONCEPTS IN BLACK & WHITE

BRIGHT COLOR STUDIES

SOPHISTICATED COLOR STUDIES

Figure 6-3: Potential Banners



(Source: City of Winter Park, FL)



(Source: The Décor Plan)



(Source: Tex Visions)

4. Once the brand/logo concepts have been developed, identify key quick “victories” that can be implemented in the short term.

Immediately following the completion of the branding process, the City should be prepared to move towards implementation in a quick and cost affordable method. Since manufacturing, permitting, and installing permanent signage can be expensive and time consuming, it is recommended that the City first move to develop a banner program for the sub-areas of PA-4S that will utilize the new logo.

- Banner program along primary roadways – The banner program will allow for each sub-area to have unique signage at a relatively affordable cost. These signs could be semi-permanent or could switch on a regular basis for local events, etc. (see **Figure 6-3**) Some potential locations for banners could be as follows and along primary roadways (see **Map 6-2**):
 - Savona Boulevard (*Savona Central*)
 - Tulip Boulevard (*Tulip Paar*)
 - Paar Drive (*Tulip South*)
 - Savona Boulevard and Becker Road (*Savona South*)
 - Port St. Lucie Boulevard and Becker Road (*Paar South*)
 - Darwin Boulevard and Becker Road (*Darwin Park*)
- Sub-area welcome signs adjacent to primary intersections (see **Map 6-2** and **Figures 6-4** and **6-5**). These could take the form of small monument signs:
 - Savona Boulevard/Paar Drive (*Savona Central*)
 - Port St. Lucie Boulevard/Paar Drive and Becker Road/Port St. Lucie Boulevard (*Tulip Paar*)
 - Darwin Boulevard/Paar Drive (*Tulip South*)
 - Becker Road/Hallmark Street (*Savona South*)
 - Becker Road/Savona Boulevard (*Paar South*)
 - Becker Road/Darwin Boulevard (*Darwin Park*)

Figure 6-4: Potential Welcome Sign Ideas

Archways



El Cajon, CA (Source: Flickrriver)



Carlsbad, CA (Source: Tripadvisor)



Farmville, VA (Source: Harvey Design Land Architects)



Costa Mesa, CA (Source: A Bubbling Cauldron)



Goodyear, AZ (Source: Hunt Design)



El Cajon, CA (Source: Hunt Design)

Figure 6-5 Potential Signage Implementation Concept



6.2 Creating Activity Center

Activity Centers are locations with a mix of commercial, residential, and/or institutional uses that either currently serve or will serve as nodes of activity. The purpose of identifying and encouraging the development of Activity Centers is to accomplish the following:

- Create a sense of place and community.
- Encourage mixed-use/infill development.
- Improve the business environment and diversity to serve the community.
- Provide variety of housing options, where applicable.
- Provide public open spaces and amenities.
- Create safe and attractive streets for people.

6.2.1 PA-4S Activity Center

In PA-4S, the designated Activity Center is at the intersection of Becker Road and Port St. Lucie Boulevard, which would service as a primary node along the corridor. Secondary mixed-use/commercial nodes could be located at Becker Road and Savona Boulevard and at Becker Road and Darwin Boulevard (see **Map 6-3**). This area is largely undeveloped at this time but has the potential to develop into a mixed-use/commercial corridor to serve the local community and to solidify the neighborhood's re-emergence as a premier location to raise a family and operate a business.

As shown in **Map 6-4**, there are a number of assets and opportunities which the City can build upon to reinforce the development of this Activity Center, including the following:

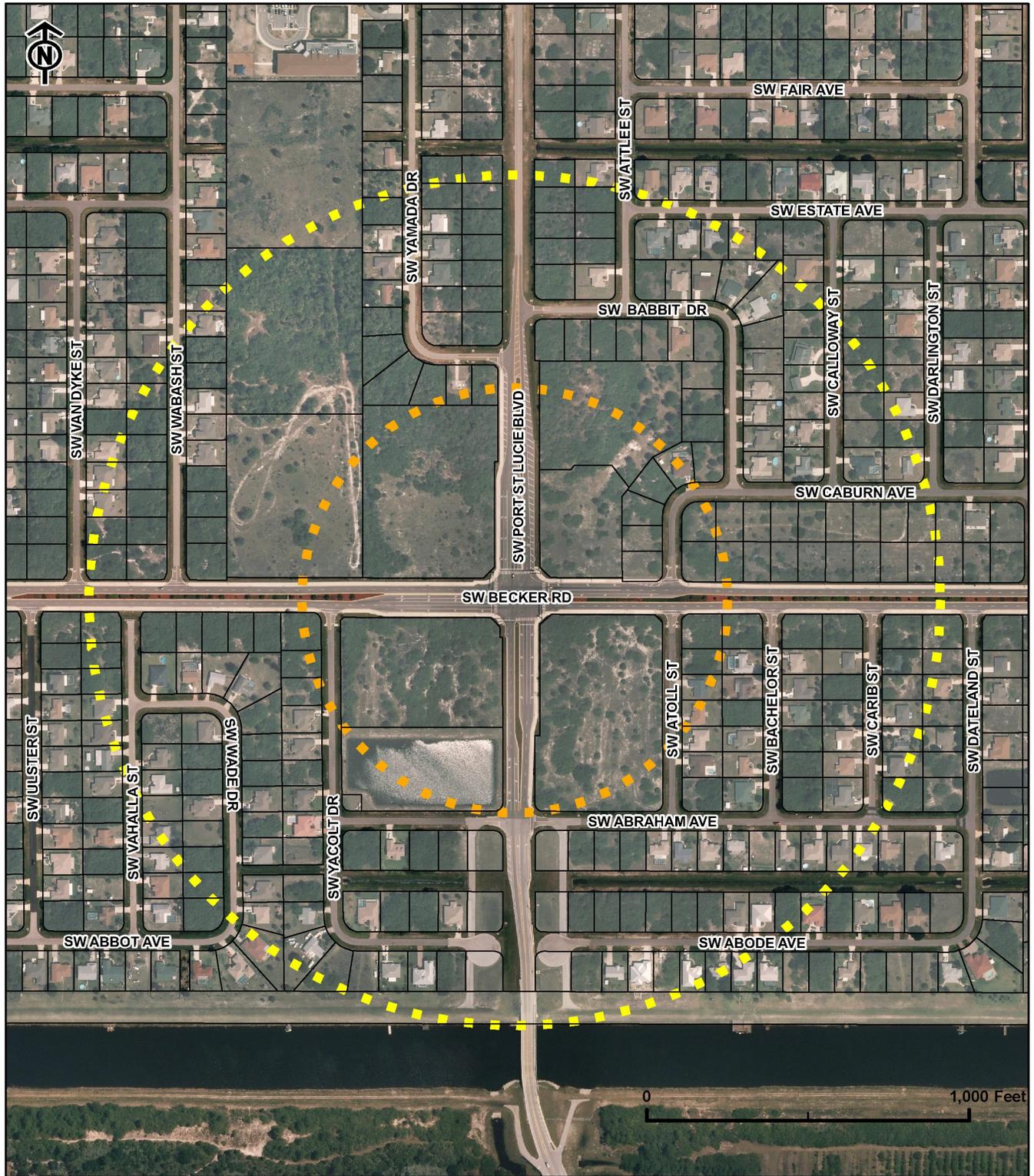
Existing Assets

1. Main intersection of Becker Road and Port St. Lucie Boulevard
2. Existing streetscape and sidewalks along Becker Road
3. Access to the C-23 Canal
4. Access to Interstate 95 and Florida's Turnpike

Potential Opportunities

1. Vacant lands with the potential for mixed-use and commercial development opportunities
2. Development opportunities for a variety of housing types
3. Potential passive parks located at existing stormwater ponds and undeveloped open spaces
4. Potential sidewalk connections along Savona Boulevard, Port St. Lucie Boulevard and Darwin Boulevard
5. Potential access to the C-23 Canal
6. Potential gateways at major intersections
7. Widening of Port St. Lucie Boulevard will offer improved access and bike/pedestrian facilities.

Map 6-3: Neighborhood Center Location (with 5- and 10- minute walk radii)



Planning Area 4S

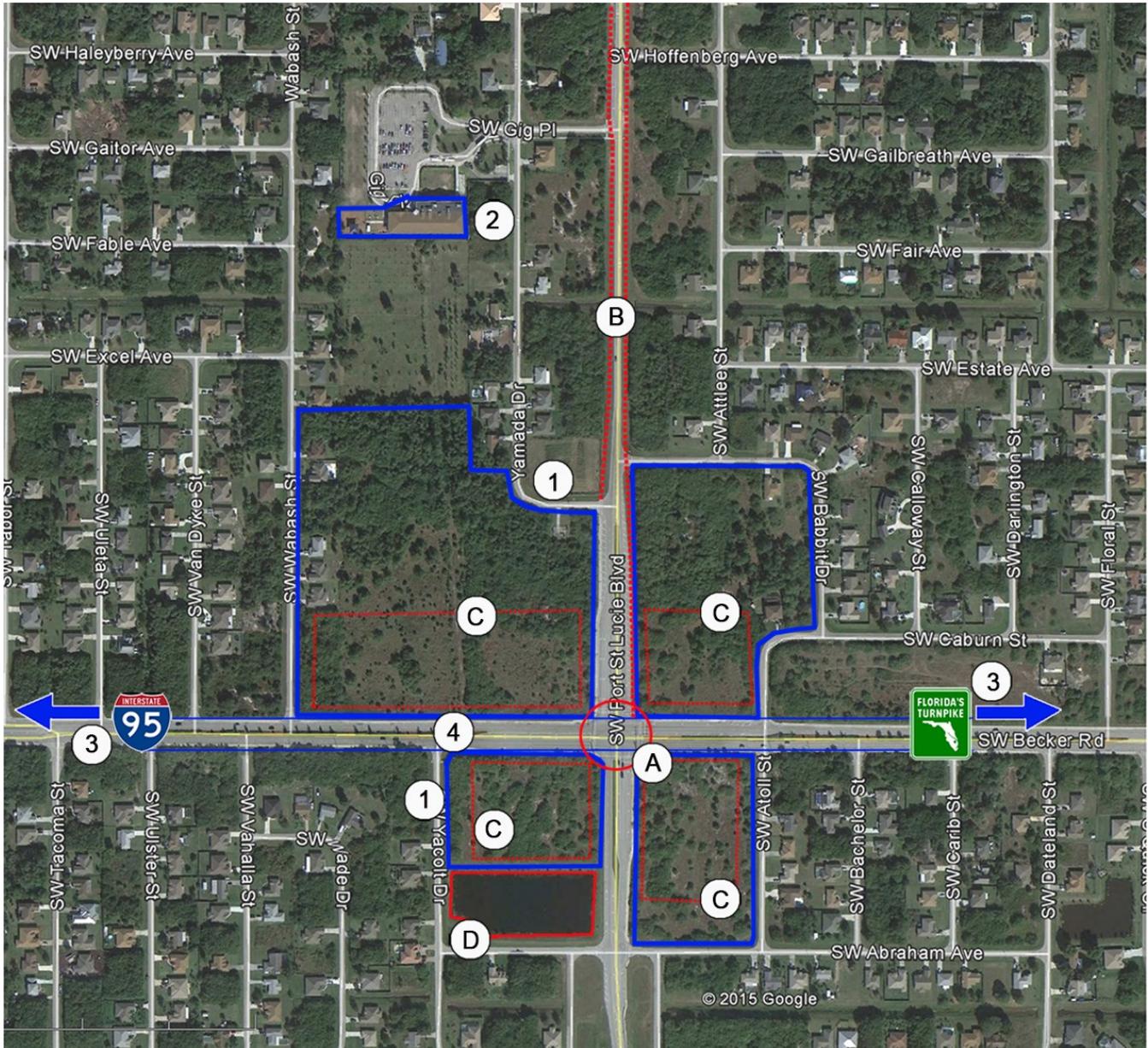
Activity Center -
Walking Distance

January, 2016

-  1/2 Mile or 10 Minute Walk
-  1/4 Mile or 5 Minute Walk



Map 6-4: Activity Center Opportunities



PORT ST. LUCIE
PLANNING AREA 4S
ACTIVITY CENTER

EXISTING ASSETS:
Highlighted in blue

- ① Vacant land - possibilities are not limited by existing development
- ② Imagine Schools - Nau Charter school campus
- ③ SW Becker Road acting as short connector to Florida Turnpike and I-95
- ④ Great existing streetscape and sidewalks along SW Becker Road

POTENTIAL OPPORTUNITIES:
Highlighted in red

- Ⓐ Potential gateway or major arterial option to access Port St. Lucie and bring people traveling between highways into the city
- Ⓑ Major sidewalk connection from Becker Road onto SW Port St Lucie Blvd and nearby school
- Ⓒ Utilizing undeveloped intersection with commercial / retail to compliment the gateway and draw people traveling to/from either I-75 or the Florida Turnpike
- Ⓓ Create movement around water feature for more pedestrian movement

The illustrative Activity Center Plan (see **Figure 6-6**) identifies how, over time and with strategic investments from both the public and private sectors, a more formal center will begin to emerge that could better serve the workers and residents who live in the immediate vicinity as well as those from throughout PA-4S and the city as a whole. The concept for PA-4S is to develop a primary mixed-use node at the intersection of Becker Road and Port. St. Lucie Boulevard to draw people traveling to/from Interstate 75 and Florida's Turnpike and to serve as the center of economic activity within PA-4S. Appropriate landscape buffering will be implemented to transition from the mixed-use developments to adjacent residential neighborhoods. Additionally, land use transitions will also be employed in the form of townhomes and multi-family residential. Specifically, as shown in **Figure 6-7**, there are opportunities to create a sense of place and promote health and wellness through the integration of small passive parks connected by trails and sidewalks to neighborhoods and nearby schools. The evolution of the Activity Center will provide opportunities for public art, programming and events, and easy connectivity between the larger employee population and nearby commercial uses.

Figure 6-6: Activity Center Illustrative Plan

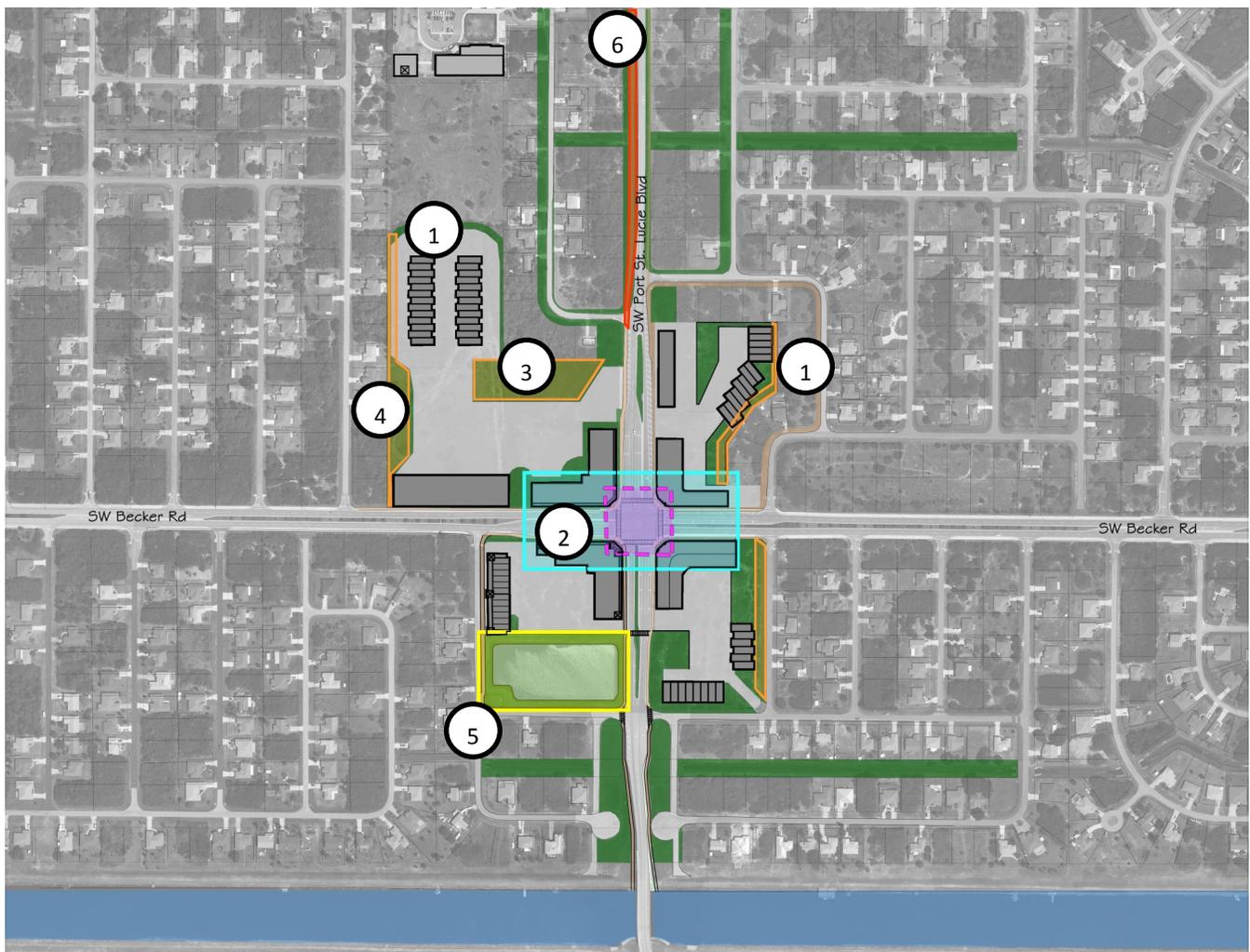


Figure 6-7: Activity Center Character Concepts



1 Multi-family townhomes behind commercial



4 Masonry wall buffering



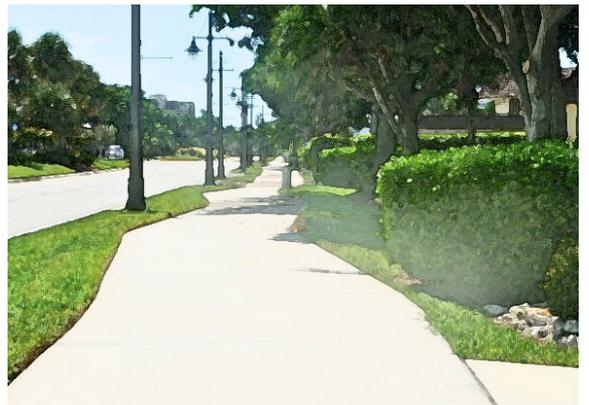
2 Mixed-use corner development



5 Outdoor space around pond



3 Landscape buffering



6 Extended sidewalks on Port St. Lucie Blvd.

6.3 Enhancing Recreation and Leisure

PA-4S consists of only one City park, O.L. Peacock Park, totaling approximately 110 acres (see **Map 2-4**). The park includes minimal amenities and allows boating (non-motorized vessels), shoreline fishing, and walking. The park lacks pedestrian/sidewalk access and parking and has minimal lighting. The lack of parks and recreation facilities within PA-4S was identified as a significant issue throughout the planning process. There are many publicly-owned properties within PA-4S, which present opportunities for creating new parks and recreational spaces. As is described in more detail in the remainder of this section, the City should take advantage of these opportunities to address the shortage of parks within the area.

Successfully enhancing recreation and leisure will require the following action steps:

1. Implement proposed parks/recreation projects identified in the Capital Improvements Plan.

The City has identified a potential multi-use path along the C-23 Canal in the Capital Improvement Plan within PA-4S, which represents an important recreational facility for the area (see **Map 6-5**). It is also recommended that future projects be presented to the PAAC in advance, and their consistency with the Plan discussed in the future.

2. Implement a blueway along the C-23 Canal.

In addition to the creation of a multi-use trail along the canal, the City should consider providing for canoe/kayak access along the canal at key locations. Boat ramps and floating docks could be constructed where Port St. Lucie Boulevard meets the canal, as a launching point to the blueway. This should be considered in any plans to widen the roadway.

3. Complete a Parks and Recreation Master Plan to develop a specific plan for improving existing parks (signage, amenities, lighting, etc.) as well as identify potential locations for new parks/improved recreational facilities.

4. Formalize the existing park at O.L. Peacock through investments in basic amenities including parking, shaded seating areas, sidewalks, and a boat ramp (non-motorized).

As the only existing park currently in PA-4S, O.L. Peacock Park presents an important investment priority for improving parks and recreation within PA-4S. An improvement program should be developed for this park that should include the construction of a formalized parking area (with paved handicapped spaces), shaded seating areas (picnic tables, benches, etc.), and a boat launch for non-motorized boats such as canoes, kayaks, etc.

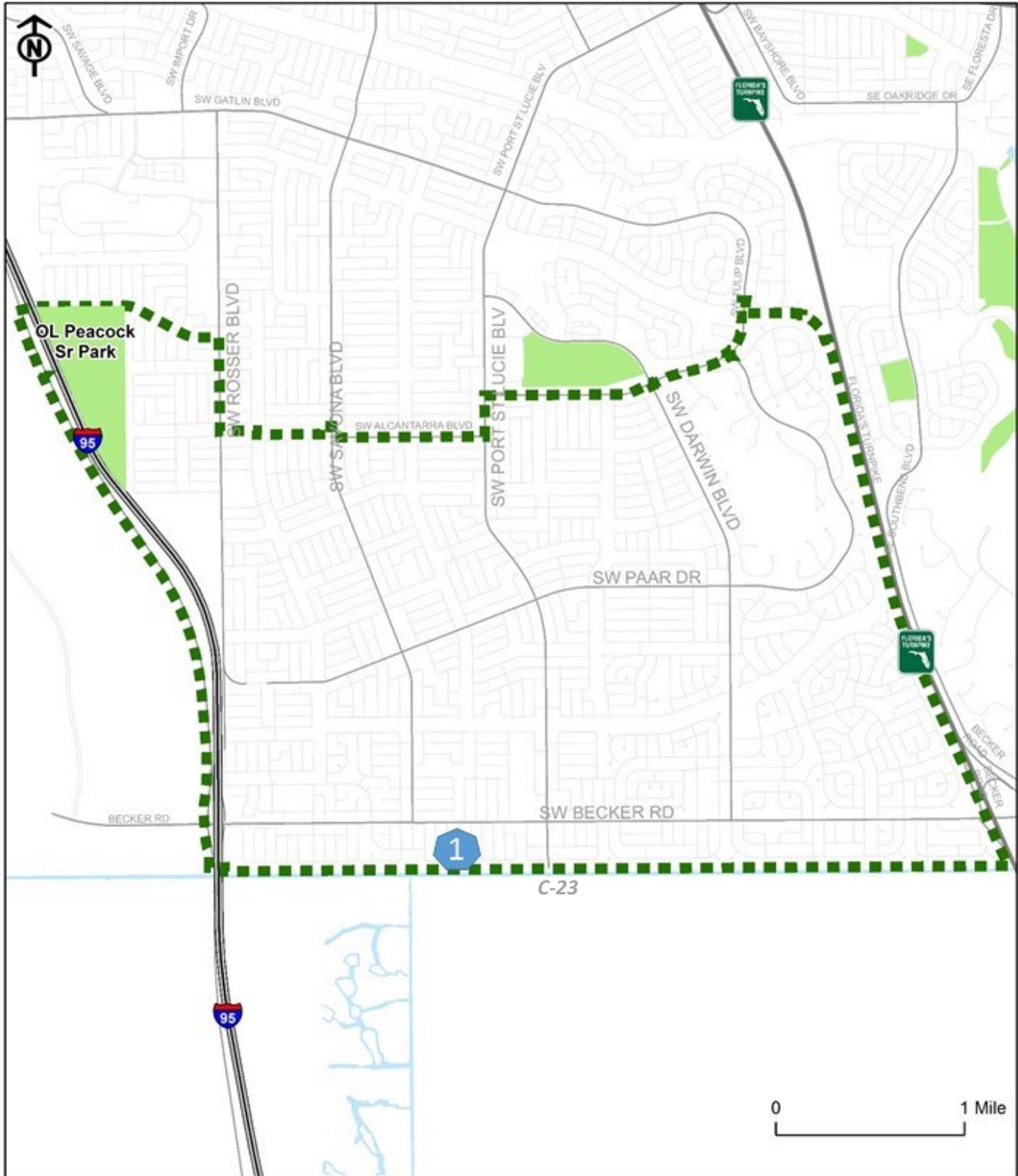
5. Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in development them.

There may be opportunities to create community gardens, similar to the one at 2600 SE Waterview Drive, which is on a half-acre site consisting of 44 garden plots (4'x8'x12"). Funding could be through the Community Development Block Grant (CDBG) and/or partnerships with local garden centers (see **Figure 6-8**).

6. Identify existing City-owned stormwater facilities within PA-4S that can be upgraded with pedestrian facilities, public art, landscaping, and other amenities to act as passive parks.

There are a number of existing stormwater facilities, particularly along Becker Road, that could be used as passive park spaces with provision of basic amenities. One of these facilities is located near the proposed

Map 6-5: Capital Improvement Projects



Planning Area 4S

CIP Team Projects
Parks and Open Space

-  Park
-  Planning Area Boundary



1. C-23 Canal Path

Activity Center at Port St. Lucie Boulevard and Becker Road and could not only be upgraded to a park but, along with sidewalks along Port St. Lucie Boulevard, could help provide a connection to the proposed blueway and multi-use trail along the C-23 canal.

7. **Identify existing City-owned stormwater facilities within PA-4S that can be upgraded with pedestrian facilities, public art, landscaping, and other amenities to act as passive parks.**
8. **Investigate opportunities for a multi-use trail around the West Port Wastewater Treatment Plant. These trails would be located outside of the existing fence at the facility and would provide views of the existing water bodies at Sawgrass. This trail would connect to the sidewalk along Darwin Avenue.**
9. **Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in developing them (see Figure 6-8).**

Figure 6-8: Port St. Lucie Community Garden



Source: City of Port St. Lucie, FL

6.4 Connecting Multimodal Transportation

Although the predominant form of transportation in Port St. Lucie is the car, other alternatives include walking, biking, and transit. Implementing complete street design will create safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users' safe and comfortable access to schools, outdoor recreational facilities, and destinations (see **Figure 6-9**).

6.4.1 Sidewalks

Throughout the public involvement process, one of the most common issues/concerns raised was the need for improved pedestrian facilities generally and sidewalks specifically. While the City has been very active in improving pedestrian safety by installing public sidewalks through a City Sidewalk Program and in coordination with St. Lucie County through the Safe Routes to Schools Program, it is clear that there is still a need for more. The lack of sidewalks in PA-4S is particularly acute, with few facilities to be found on its collector or arterial streets. An important exception is Becker Road, which includes wide sidewalks.

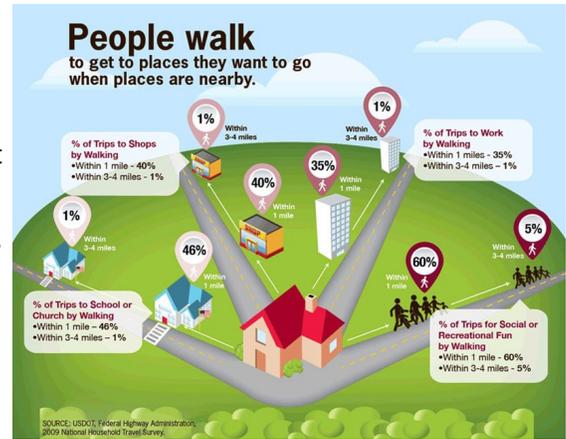
The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA-4S (see **Map 2-6**). In addition to sidewalk improvements, the City has identified a multi-use pathway along the C-23 Canal (see **Map 6-5**). There are a number of planned sidewalks in PA-4S, including on Darwin Boulevard, Paar Drive, Savona Boulevard, and Rosser Boulevard. Some of these projects, (i.e., Savona Boulevard, Paar Drive, and Darwin Boulevard) are funded and will be installed in the next several years.

The City has developed its sidewalk program with a focus on connecting schools to improve the safety of children. This is a logical approach and ensures that some of the most vulnerable citizens are protected. However, through the public involvement process it became clear that there was a desire to prioritize connections to existing/planned parks with the sidewalk programs as well.

6.4.2 Bicycle Facilities

The City recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks,

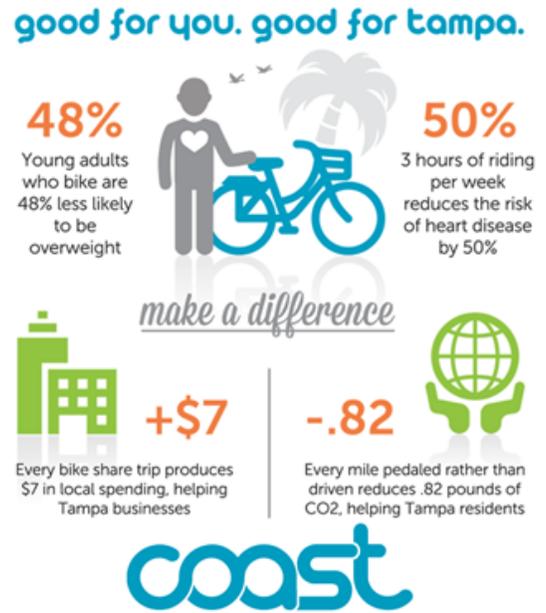
Figure 6-9: Multimodal Benefits



(Source: USDOT, Federal Highways Administration)



(Source: Active Living Research)



(Source: Plan Hillsborough)

off-road trails such as drainage canals and utility right-of-way property, and other major recreational facilities and coordination with bicycle planning activities with other agencies associated with bicycle planning activities.

The existing bicycle facilities within PA-4S consists of wide sidewalks and paved shoulders. The City has identified future bike facilities within PA-4S consisting of a proposed multi-purpose trail and priority bicycle corridor (see **Map 2-6**).

6.4.3 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector a fixed-route service, and 2) Community Transit, a demand response system. **Map 2-7** shows that the only proposed transit service to PA-4S is the future I-95 Palm Beach Express. The lack of local bus service in PA-4S reflects the lack of residential density and commercial development. As the area continues to grow, particularly along Becker Road, the implementation of local bus route service will likely become necessary to help alleviate roadway congestion.

The low-density development pattern within PA-4S prohibits the St. Lucie County School District from providing school bus pick-up deep within the neighborhoods. Instead, the typical pattern is that children travel (either walking, biking, or by car) from their neighborhoods to arterial roadways to catch the school bus. This requires that the St. Lucie County School District pick up children along major roadway corridors, which creates safety issues, as students are often waiting where there are no sidewalks, bike racks, or shelters.

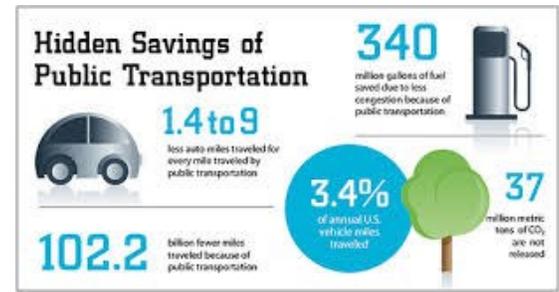
To improve safety and comfort at school bus pick-up/drop-off areas and alleviate traffic congestion in those locations, the concept of a bus stop with amenities or “superstops” is proposed. This concept should be deployed at strategic locations (in right of way or publicly owned property) in close coordination with the St. Lucie County School District (see **Map 6-6**).

Successfully designing complete streets and connecting the multimodal transportation system will require the following action steps:

1. **Develop performance measures for construction of bicycle/pedestrian facilities and report them at quarterly PAAC Meetings.**

As noted in Section 6.5.1, the City has a logical and robust sidewalk construction program. In order to ensure that more community members become aware of the process and progress, the City should report

Figure 6-9: Multimodal Benefits (cont'd)



(Source: Sustainable Cities Collective)



(Source: Cincinnati Trans Forum)

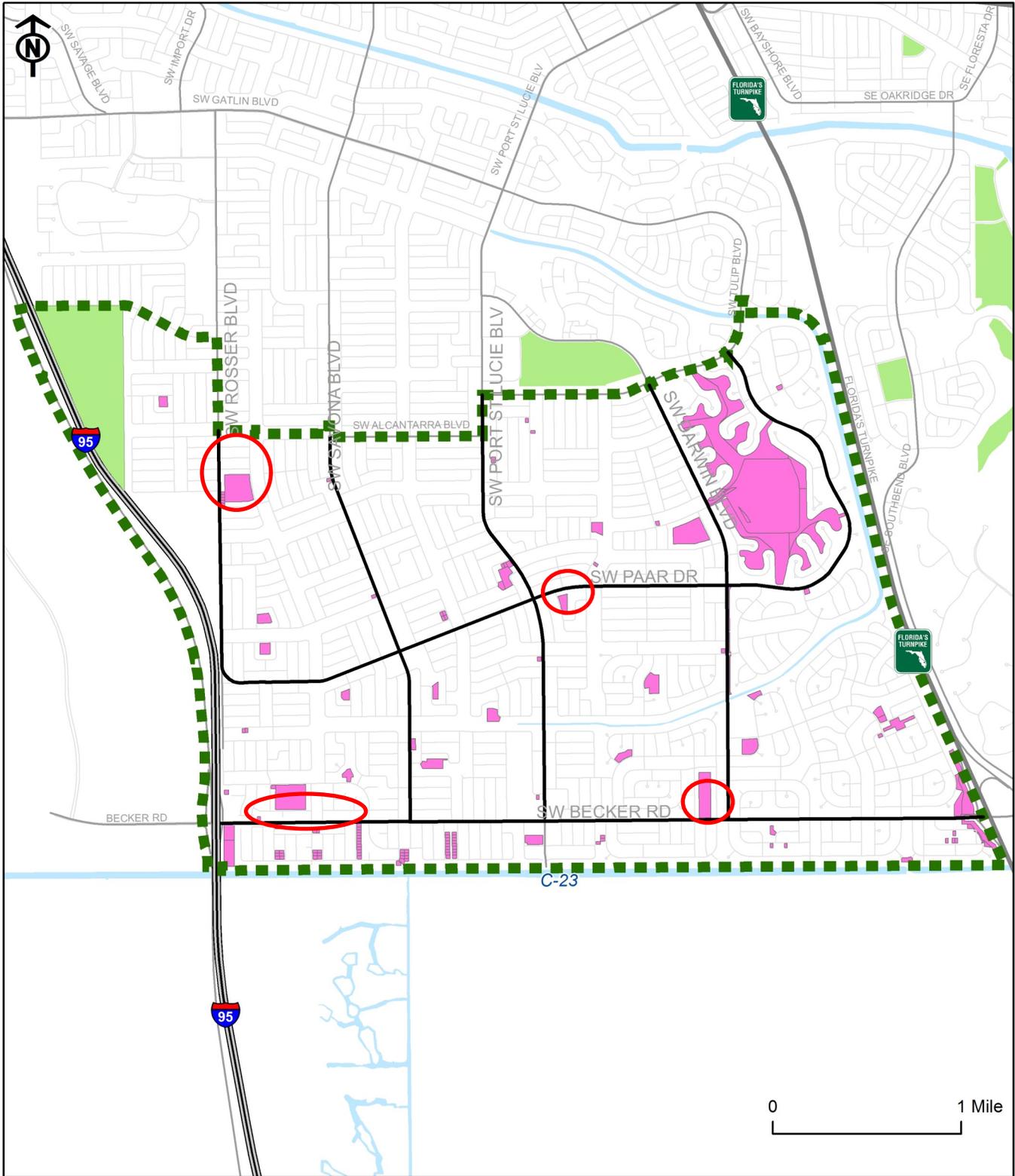


(Source: The Treasure Coast Observer)



(Source: St. Lucie County)

Map 6-6: Potential Superstop Locations



Planning Area 4S

Bus Stop Corridors

February, 2016

-  Major Roads
-  Planning Area Boundary
-  City Owned Land



on the number of feet of sidewalk constructed on a quarterly basis, the specific locations where they were installed and what the work program will look like in the following three months. It is also recommended that the quarterly reports be posted on the PAAC website.

The Neighborhood Planning Division should be responsible for sharing any issues/priorities for new sidewalk construction with Public Works as appropriate. It will be the Neighborhood Planning Division's job to provide feedback to residents on project status.

2. Consider the creation of a funding process that would allow property owners to fund sidewalk construction by taxing themselves.

This process, already well established with the funding of streetlights, could provide additional construction funding for the City to use to install sidewalks. It is recommended that the City identify local vendors who can complete the installation for sidewalk projects funded through this process. By retaining an outside vendor, the City will remain focused on implementation of its existing sidewalk program.

3. Collaborate with the St. Lucie County School District and to identify locations to develop a transit superstop.

The establishment of a pilot superstop project within PA-4S would provide a demonstration of the concept that would provide important information about location, design, and desired amenities to residents and City officials. If the concept is found to be successful, additional stops could be developed as funding becomes available. It will be important to coordinate these efforts not only with the School District but also with the Council on Aging to co-locate public transit and school transit facilities wherever possible/ appropriate.

The first is a compact model that provides basic amenities (shelter, bike rack, trash receptacle) in a compact footprint to allow for flexibility in placement (see **Figure 6-10**). The second is a standard model that provides extra seating and bike racks, as well as a location for public art (see **Figure 6-11**). The final concept is the park-and-pick-up concept, which incorporates the amenities of the standard model, but also accommodates some surface parking for those parents who wish to pick-up/drop off their kids at the bus stop (see **Figure 6-12**).

4. Complete the widening of SW Port St. Lucie Boulevard to four lanes south to Becker Road.

Figure 6-10: Prototypical Superstop Concept—Compact Model



Figure 6-11: Prototypical Superstop Concept—Standard Model

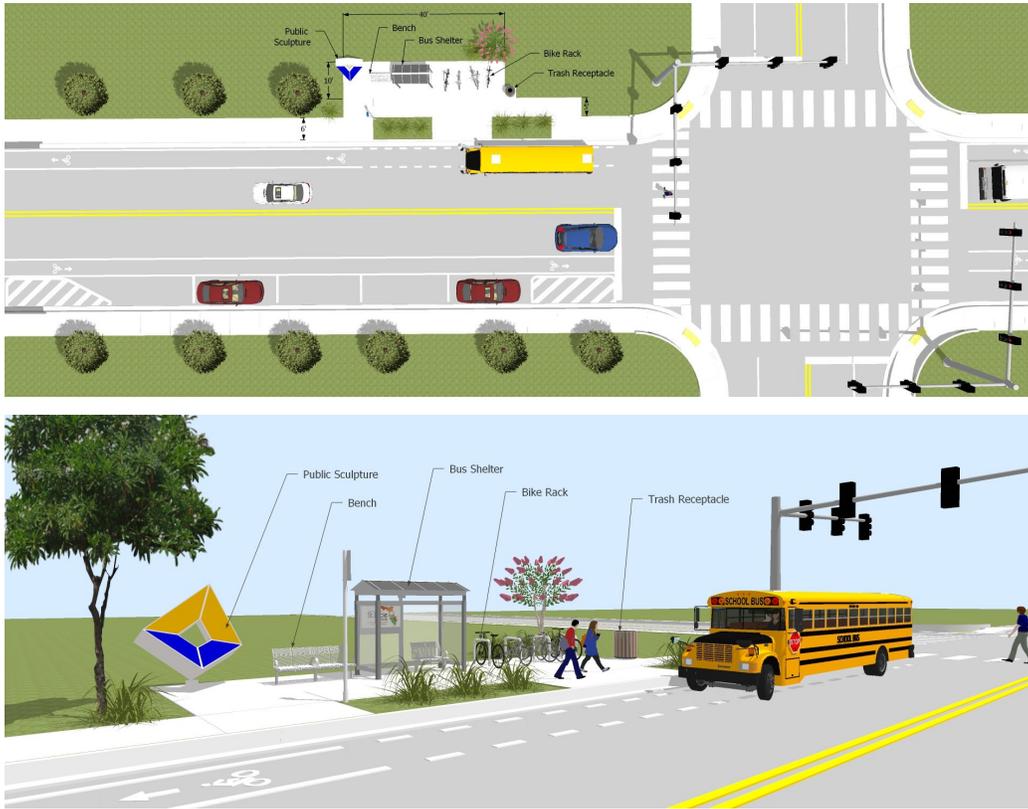
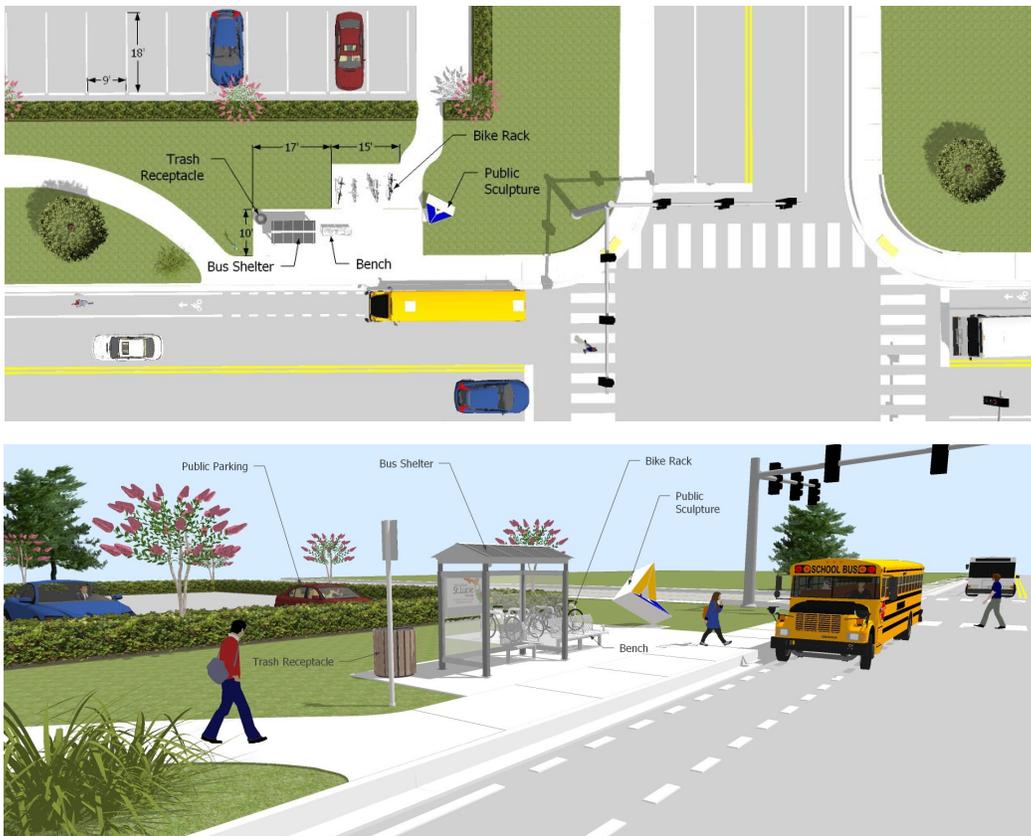


Figure 6-12: Prototypical Superstop Concept—Park and Pick-Up



6.5 Integrating Arts and Culture

The City of Port St. Lucie recognizes the importance of art as an integral element to enhance the quality of the visual environment, both natural and built, and, in so doing, add quality of life and raise the level of citizen awareness of aesthetic experiences in their everyday lives. In April 2013, the City Council adopted Ordinance 13-18 to create Chapter 162, Art in Public Places in the Land Development Regulations (LDR).

Public art in PA-4S will add to the visual and cultural identity to the planning area and its neighborhoods, creating a unique sense of place and distinction, enjoyment and pride for the local residents and visitors. The goals are to create a stimulating environment that reflects and enhances PA-4S's heritage, diversity, and character through public artworks integrated in the architecture, infrastructure and landscape to celebrate the neighborhood's cultural expression and heritage.

The following art and culture strategies must comply with Section 162, LDR subject to the Public Art Fund.

6.5.1 Public Art Opportunities

Public art can contribute to PA-4S's visual identity to strengthen civic connectivity and creating local points of pride. These projects create a visual language that helps make the places that connect PA-4S neighborhoods identifiable and unique. These places could be considered "common grounds" for residents of PA-4S, places where neighborhoods come together through recreation and social activities or that provide threads that enable people to move from one neighborhood to the next. These places include infrastructure systems that link different parts of the PA-4S (entry arterials, walking streets, multi-purpose trails, canal trails, park, stormwater facilities), or facilities that touch and knit together multiple neighborhoods (special parks and recreation facilities) (see **Figure 6-13**).

Successfully integrating arts and culture will require the following:

Entry Arterials

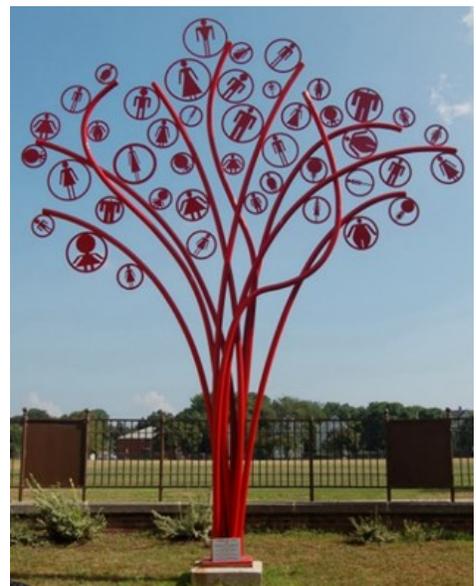
Entry arterials represent the primary gateway roadways that traverse PA-4S and offer the best opportunities to create a sense of entry and identity within the community. As the name suggests, these should be major roadways within PA-4S. This is important for a number of reasons including:

- Arterials typically have larger right-of-way, which provides more opportunities for public art installations.

Figure 6-13: Examples of Public Art



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Douglas Kornfeld)



(Source: Public Art Network)

- Arterials are heavily-traveled by those living/working within PA-4S and outside of it. These roadways offer excellent exposure for public art installations and provide the greatest potential impact for defining community identity.
- Investment in transportation and streetscape improvements are much more likely to occur on major arterials. This could provide additional opportunities to integrate public art into streetscape design from the early stages.
- Major arterials provide street lighting, which provides opportunities to illuminate art pieces or provide illuminated art.

1. Identify entry arterials within PA-4S where streetscape improvements will be integrated with public art features.

- Potential entry arterials within PA-4S include the following:
 - Port St. Lucie Boulevard
 - Becker Road
 - Savona Boulevard
 - Darwin Boulevard
 - Paar Drive

2. Once the entry arterials are identified, create an action plan for integrating public art at key locations.

- Identify upcoming roadway projects on designated entry arterials that include improved/enhanced streetscape improvements and collaborate with the appropriate departments (City, County, FDOT) to ensure that an artist be included on the streetscape design team. Based on his/her work as part of the team, the artist can create unique streetscape elements or site-specific works to be located along the street. Additionally, the team may identify platforms for temporary artwork.
- Develop a public art grant program to help encourage the development/installation of locally-developed art along the entry arterials.

Walking Streets

Walking Streets represent the corridors that residents most commonly interact with on their day-to-day lives. These are the local streets that connect homes to parks and neighborhood commercial centers and typically provide reduced traffic,

Figure 6-13: Examples of Public Art (cont'd)



(Source: City of Clive, IA)



(Source: Public Art Directory)



(Source: Clearwater Art Alliance)

)

increased pedestrian opportunities, and opportunities to interact with neighbors. These neighborhood streets are less likely to be subject to major infrastructure projects and may or may not have street lighting. However, they do provide opportunities within individual sub-areas to create some unique identifying features, and to allow for some temporary creative expressions.

1. **Identify Walking Streets within PA-4S where neighborhood public art installations (permanent and temporary) can be integrated.**
2. **Partner with the Treasure Coast Connector to install art at bus stops and other transit facilities.**
3. **Coordinate with civic/neighborhood associations or local schools to do street paintings or bench projects. These could be permanent or temporary installations.**
4. **Develop a wayfinding system to include platforms for displaying temporary artworks.**
5. **Encourage property owners to install two-dimensional works of art on their buildings, do temporary projections, or other projects.**
6. **Organize an annual curated temporary art exhibition at the Port St. Lucie Community Center or other public venues.**
7. **Fund the design and installation of decorative transformer/signal box wraps.**

City Trails

Multi-use paths, greenways, blueways, and other trail facilities provide excellent opportunities for integrating public art. Artworks considered along these facilities could range from artist designed infrastructure (lighting, wayfinding, etc.) to site-specific works in key locations.

1. **Identify key nodes along the existing/planned trail network that would allow for public art opportunities.**

Artwork along trails will have the most impact at “nodes,” places where the trail intersects with important destinations or environmental or cultural features. Public art installations (whether permanent or temporary) at these locations would help build identity while also potentially serving as wayfinding elements. Some potential nodes include:

Figure 6-13: Examples of Public Art (cont'd)



(Source: City of Charlotte and Mecklenburg County, NC)



(Source: Isadora Art and Photography)



(Source: Bradenton Downtown Development Authority)



(Source: American Trails)

- O.L. Peacock Park
 - Future Activity Center (Port St. Lucie Boulevard and Becker Road)
 - Commercial Nodes (Paar Drive and Port St. Lucie Boulevard)
 - C-23 Canal Path
2. **Work with Parks and Recreation Department staff to create a work plan for public art on trails so that art projects can be commissioned in a strategic way (construction schedules and planned projects).**
 3. **Work with artists to identify a series of public art projects throughout the trail system that relate to one another and that can be implemented over time, such as a series of kiosks, trail markers, shade structures, bridge railings or another group of serial works designed by artists.**

Stormwater Facilities

Stormwater facilities provide an excellent opportunity for passive parks and sites for public art. Artists could be involved developing site-specific works of art for stormwater management parks that enhance appreciation of the waterways and/or make visible the stormwater management processes for educational purposes.

1. **With the construction of new stormwater facilities, set aside design/construction money for the purpose of integrating public art.**

Parks and Recreation Facilities

Existing/future parks and recreation facilities provide an excellent opportunity for the integration of public art pieces.

1. **With the construction of new parks, the City should set aside design/construction money for the purpose of integrating public art.**

Artists should especially consider possibilities for incorporating art into the civic elements of the facilities, such as entryways, gathering places and circulation areas, so that the art can be experienced by all who visit the facility.

2. **Ensure that the provision of public art in parks is addressed as part of the Parks and Recreation Master Plan.**

Figure 6-13: Examples of Public Art (cont'd)



(Source: Trails WA)



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Pennsylvania State University)



(Source: Art Daily)

Other Public Art Opportunities

1. The PAAC should collaborate to seek out potential temporary/permanent art within PA-4S. These could include the following:
 - Portable street art – exhibit art at various locations, at different times/seasons and during special events
 - Murals

6.5.2 Cultural Activities

Cities are cultural destinations, providers of exemplary quality of life, networks for new ideas, centers of economic vitality, and magnets for new residents. Planning culturally describes a commitment to realize the impacts of culture as indispensable tools for achieving broad civic objectives. The following recommendations seek to address gaps in PA-4S relating to cultural service delivery, expand participation, broaden the impact of culture and identify new opportunities (see **Figure 6-14**).

1. Link PA-4S to other planning areas and neighborhoods and to the Activity Center.
2. Implement programs, grants, marketing, outreach, and partnerships that attract artists, visitors, and residents from one neighborhood to experience another neighborhood.
3. Provide neighborhood connections with Active Center festivals and marketing, programming, and partnerships with local cultural initiatives that link major festivals with neighborhood initiatives.
4. Do-it-yourself joint collaborations—guidelines, tools, and resources for marketing, programming, and hosting events.
5. Coordinate with festival organizers and cultural association/clubs to understand, share, and collaborate on sustainable models for neighborhood festivals.
 - Atlantic India Association
 - Caribbean American Cultural Group
 - Friendly Sons and Daughters of Ireland
 - Italian American Club of the Treasure Coast
 - Polish American Social Club
 - Port Saint Lucie Sons of Italy
 - Portuguese American Cultural Club of Port St Lucie

Figure 6-14: Examples of Cultural Activities



(Source: Puerto Rican Association for Hispanic Affairs)



(Source: Port Saint Lucie Sons of Italy)



(Source: TC Palm)



(Source: Alachua County Visitors & Convention Bureau)

- Puerto Rican Association for Hispanic Affairs
 - Spanish American Club
 - Other associations/clubs
6. **Maximize people’s opportunity to participate in arts and culture**
 7. **Improve use of Port St. Lucie Community Center to enhance cultural participation.**
 8. **Implement cultural activities at the Port St. Lucie Branch Library in cooperation with St. Lucie County.**
 9. **Develop youth arts conferences and provide dedicated space featuring youth-only art.**
 10. **Enhance transportation to and between neighborhood cultural venues.**
 11. **Provide senior outreach with targeted marketing and increased accessibility for senior citizens to participate in cultural events.**
 12. **Develop family- and child-friendly programming and exhibits with curricula for early learning programs.**
 13. **Increase cultural spaces in every neighborhood:**
 - Revise zoning and licenses to allow for cultural uses to populate vacant and underused commercial and industrial spaces and foster new districts of cultural uses.
 - Permit pop-up cultural spaces in underused storefronts.
 - Donate/lease vacant land or buildings to arts groups, artists, or community cultural groups.
 - Conduct a comprehensive space inventory for cultural uses.
 - Collaborate among neighborhood spaces and parks and local cultural organization responsible for activating the space with cultural initiatives.

Figure 6-14: Examples of Cultural Activities (cont’d)



(Source: Youth Arts Group)



(Source: Choose Tallahassee)



(Source: Charleston Regional Development Alliance)



(Source: Notre Dame College)



BECKER ROAD OVERLAY DISTRICT

7.0 BECKER ROAD OVERLAY DISTRICT

In addition to the overall neighborhood planning effort, the City has requested that a more detailed planning assessment along Becker Road to create a corridor plan and recommendations for a possible “overlay district” that can guide the look and feel of future development/redevelopment of the properties. An overlay district is a specific geographic area in which additional land use/zoning requirements are applied in addition to the underlying zoning code to account for unique conditions or to accomplish a specified goal.

The Becker Road Overlay District Study Area boundary (Study Area) is confined along Becker Road from Interstate 95 to the west, properties within approximately ½ mile north of Becker Road, Florida’s Turnpike to the east, and C-23 to the south. The area consists of approximately 1,494 acres (see **Map 7-1**). The ½ -mile study area boundary to the north was chosen to analyze the potential impact of activity centers, particularly at Becker Road and Port St. Lucie Boulevard and surrounding transitional land uses, as well as close walking proximity to Becker Road (see **Figure 7-1**).

7.1 Community Direction

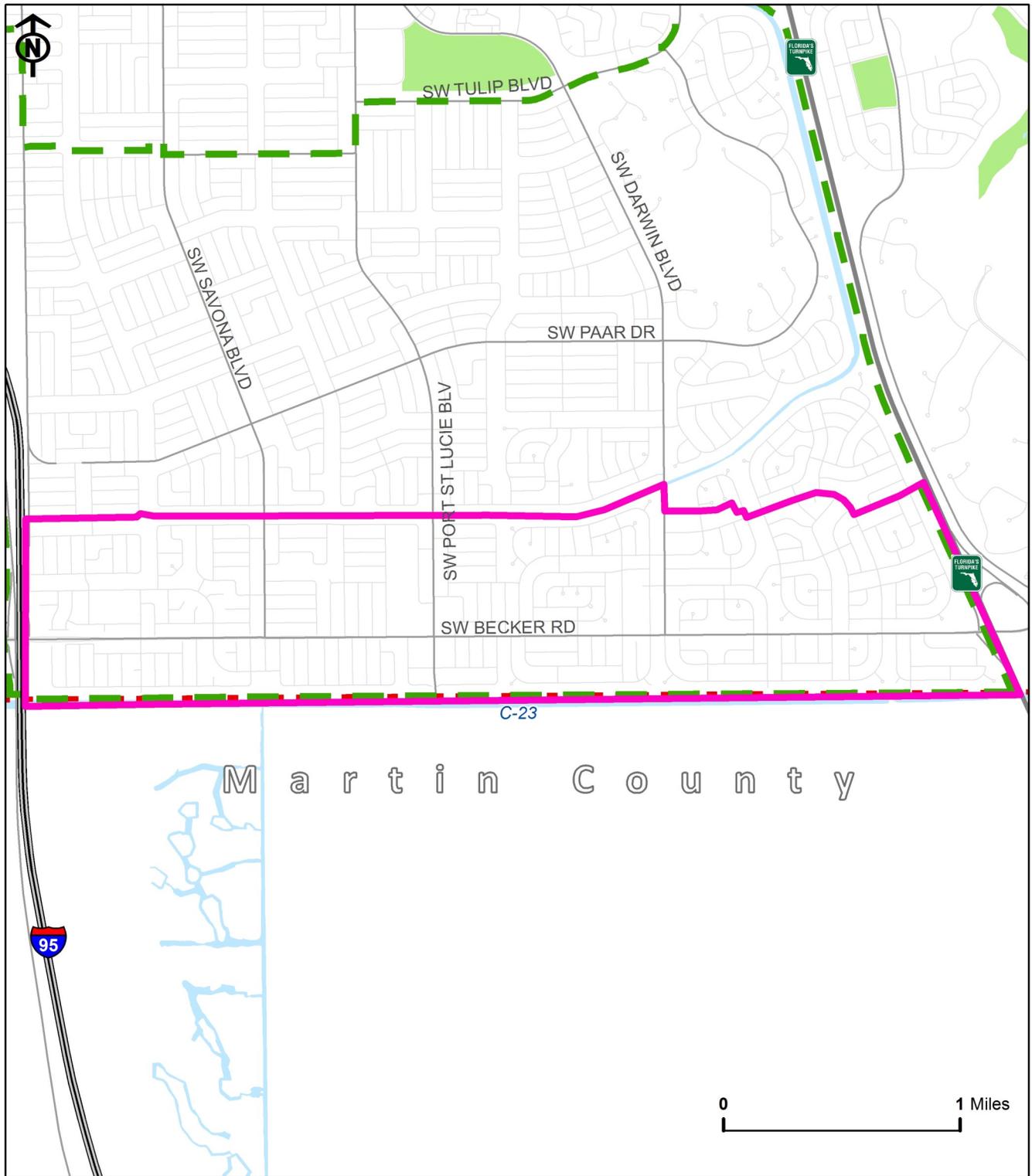
On August 25, 2015, a public meeting was held with local residents, property owners, and business owners to gain a deeper understanding of the Becker Road Overlay District Study Area’s assets, challenges, and opportunities. The meeting is summarized in **Appendix A**. The general comments and opinions of the meeting can be used to in identifying specific improvements and in building the framework for the overlay district, such as the following:

- Create a sense of place and community.
- Address the current land use and zoning issues which are impeding redevelopment.
- Promote the development of mixed-use and commercial uses.
- Establish site and building design standards.
- Reduce driveway access conflicts along Becker Road.
- Increase parks, open spaces and recreational facilities.
- Provide gateway signs.

Figure 7-1: Study Area Character



Map 7-1: Becker Road Overlay District Study Area



Planning Area 4S

Becker Overlay District
Study Area

February, 2016

 Becker Overlay District



7.2 Existing Regulatory Environment

This section identifies land use and development regulations that are inhibiting the desired development along Becker Road, particularly the Activity Center at the intersection of Becker Road and Port St. Lucie Boulevard. The City of Port St. Lucie’s existing and future land uses, and zoning were reviewed to reach a reasonable understanding of the pattern of development activity along Becker Road, identify whether existing land uses are permitted under current zoning regulations, assess whether surrounding uses are compatible with each other, and determine whether certain uses assist or deter development activity.

7.2.1 Existing Land Uses

The existing land uses along Becker Road are largely single-family and vacant lots (zoned single-family), as well as some government uses (see **Map 7-2a** and **Map 7-2b**, and **Figure 7-2**). **Table 7-1** summarizes the total acreage of residential and non-residential uses, as well as vacant properties within the Study Area.

A sustainable non-residential development requires more than 1 acre to be viable and, a residential mixed-use development requires at least

Table 7-1: Total Acreages within Study Area

Total Acreage	Vacant Properties	City Properties	Non-Residential	Single-Family Residential	Multi-Family Residential
1,421.98	584.31	117.51	64.27	655.64	0.25

2 acres to meet minimum residential densities. The County’s Property Appraiser database shows the following non-residential and vacant non-residential parcel sizes (see **Table 7-2** and **Map 7-3a** and **Map 7-3b**). Through the proposed overlay, it will be important to encourage land use conversion to consolidate smaller parcels into viable commercial, mixed-use and residential developments to accommodate onsite requirements, such as parking, storage, loading, buffers, etc. There are several large vacant non-residential parcels along Becker Road, particular at the intersection of Port St. Lucie Boulevard, which is the desired site for the Activity Center.

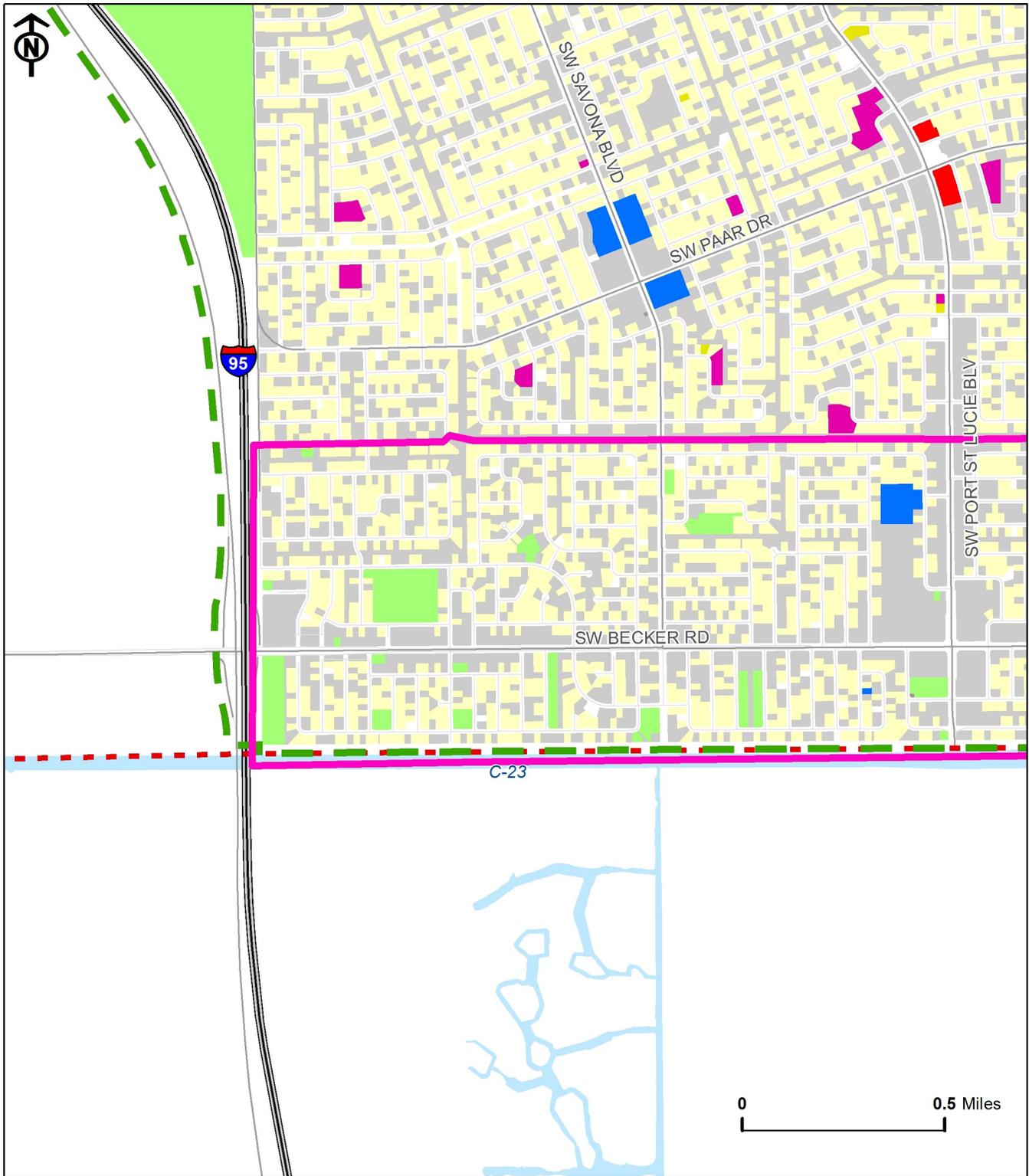
Table 7-2: Non-Residential and Vacant Non-Residential Parcel Sizes within Study Area

Parcel Size	Non-Residential	Vacant Non-Residential
Parcels less than 1 Acre	91	8
Parcels between 1 and 2 Acres	3	2
Parcels greater than 2 Acres	33	12

Figure 7-2: Existing Land Uses



Map 7-2a: Existing Land Uses – West

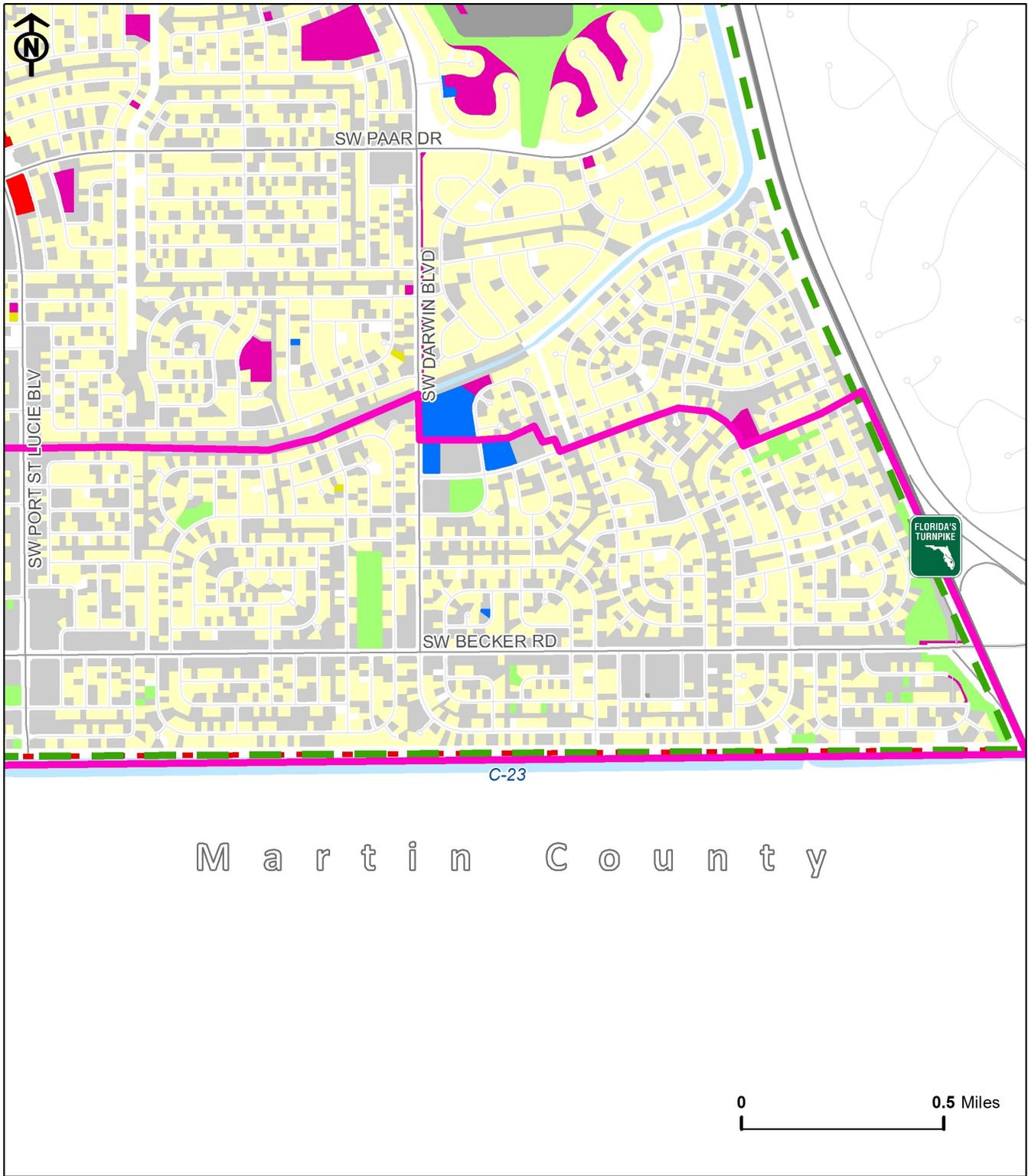


Planning Area 4S
 Becker Overlay District West
 Existing Land Use
 March, 2016

- | | | |
|---|---|--|
|  Becker Overlay District |  Multi-Family |  Parks and Open Space |
|  Vacant |  Commercial |  Governmental |
|  Single Family |  Institutional |  Utility |



Map 7-2b: Existing Land Uses – East



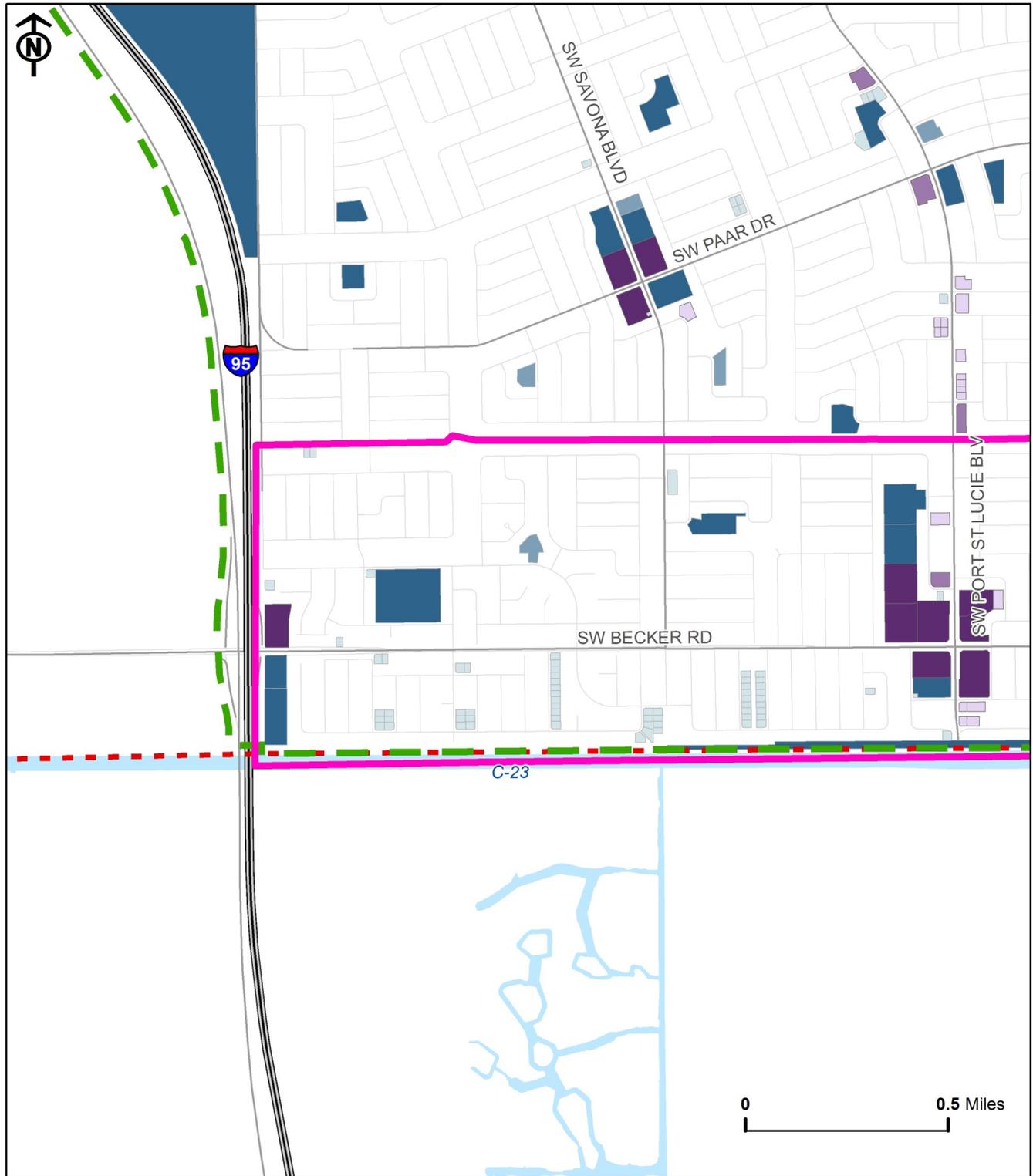
M a r t i n C o u n t y

Planning Area 4S
 Becker Overlay District East
 Existing Land Use
 March, 2016

- | | | |
|---------------|----------------------|-------------------------|
| Vacant | Commercial | Governmental |
| Single Family | Institutional | Utility |
| Multi-Family | Parks and Open Space | Becker Overlay District |



Map 7-3a: Non-Residential and Vacant Non-Residential Parcel Sizes – West

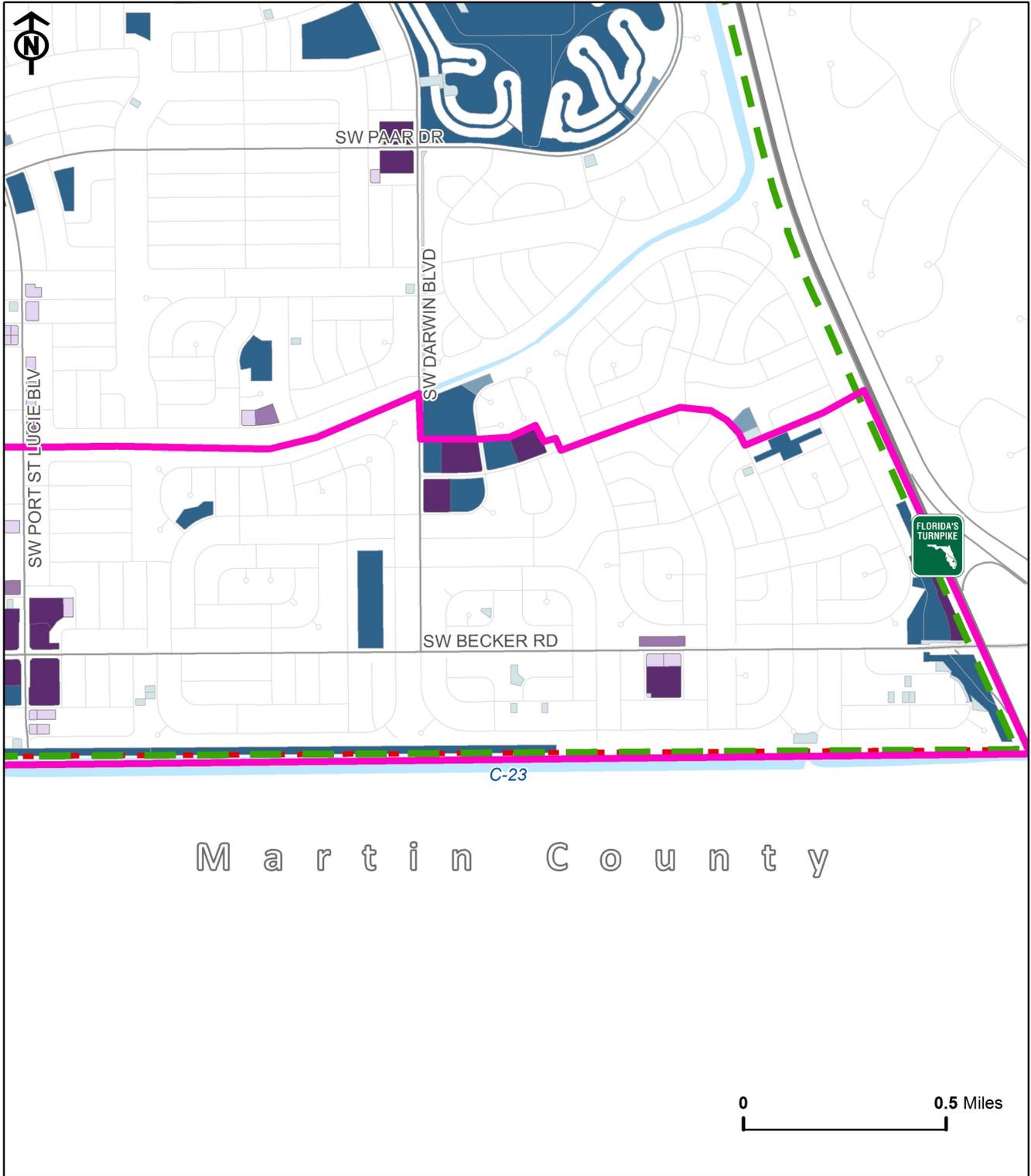


Planning Area 4S
 Becker Overlay District West
 Non-Residential Parcels

February, 2016



Map 7-3b: Non-Residential and Vacant Non-Residential Parcel Sizes – East



Planning Area 4S
 Becker Overlay District East
 Non-Residential Parcels

February, 2016

- | | |
|---|---|
|  Less than 1 |  Less than 1 |
|  Between 1 and 2 |  Between 1 and 2 |
|  Greater than 2 |  Greater than 2 |
| |  Becker Overlay District |



7.2.2 Future Land Use

The predominant Future Land Use adjacent to Becker Road is Low Density Residential, which is mostly vacant. Port St. Lucie Boulevard will become a primary commercial and mixed-use corridor with medium-density residential. An Activity Center is desired at the intersection of Port St. Lucie Boulevard and Becker Road based on the 2005 Becker Road Charrette. The Activity Center concept was reinforced during the 2015 public workshops and focus group meetings. Two other commercial nodes at Becker Road and Savona Boulevard and at Becker Road and Darwin Boulevard were identified in the charrette; however, the Low Density Residential future land use has not been amended to General Commercial to implement these two nodes (see **Map 7-4a** and **Map 7-4b**). Future land use amendments are needed to realize the desired vision for the Becker Road Overlay District.

The existing residential densities as specified in the future land use include the following:

- a. Low Density Residential (RL) – a maximum density of 5 du/acre
- b. Medium Density Residential (RM) – a maximum density of 11 du/ac
- c. High Density Residential (RH) – a maximum of density 15 du/ac
- d. Mixed Use (MU) – a maximum density of 11 du/ac

The maximum intensities as specified in the future land use include the following:

- a. General Commercial (CG) – 40% coverage
- b. Limited Commercial (CL) – 40% coverage
- c. Mixed Use (MU) – 60% coverage
- d. Institutional – 30% coverage
- e. Open Space Recreation (OSR) – 30% coverage
- f. Open Space Conservation (OSC) – 10% coverage

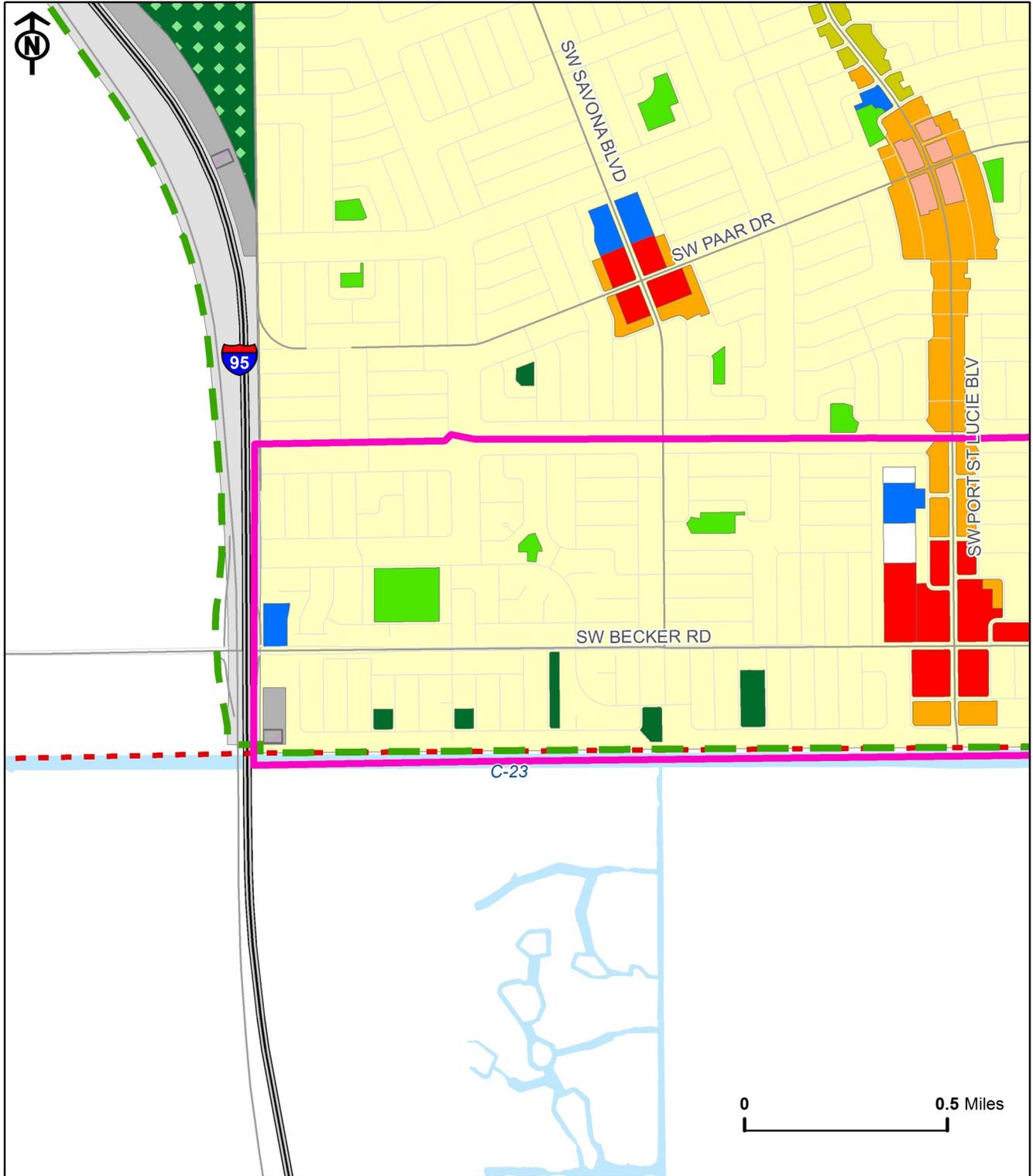
There are numerous undeveloped open spaces within the Study Area which could provide recreational and community facilities, natural areas, and spaces for cultural events.

7.2.3 Zoning Designations

The existing zoning within the Becker Road Overlay District Study Area includes a variety of classifications (see **Map 7-5a** and **Map 7-5b**). This variety reflects the general land use pattern in the area and its fairly strict separation of uses. The majority of the Study Area is zoned for single-family residential. The commercially-zoned properties are mostly concentrated at the intersection of Becker Road and Port St. Lucie Boulevard. Other zoning designations, such as Institutional, Professional, Limited Mixed Use (only four small parcels) and Agriculture, are scattered within ½ mile of Becker Road. There is no transition of zoning districts to buffer from high-intensity to low-intensity uses.

The zoning requirements for residential and non-residential zonings are suburban in design catering to vehicular use, with buildings setback from the street (minimum 25 feet front setback), mostly with parking lots adjacent to the sidewalk, limited pedestrian access, and low building heights (maximum 35 feet). The land use and development standards of the Overlay District would encourage a more pedestrian friendly environment along Becker Road.

Map 7-4a: Future Land Use – West



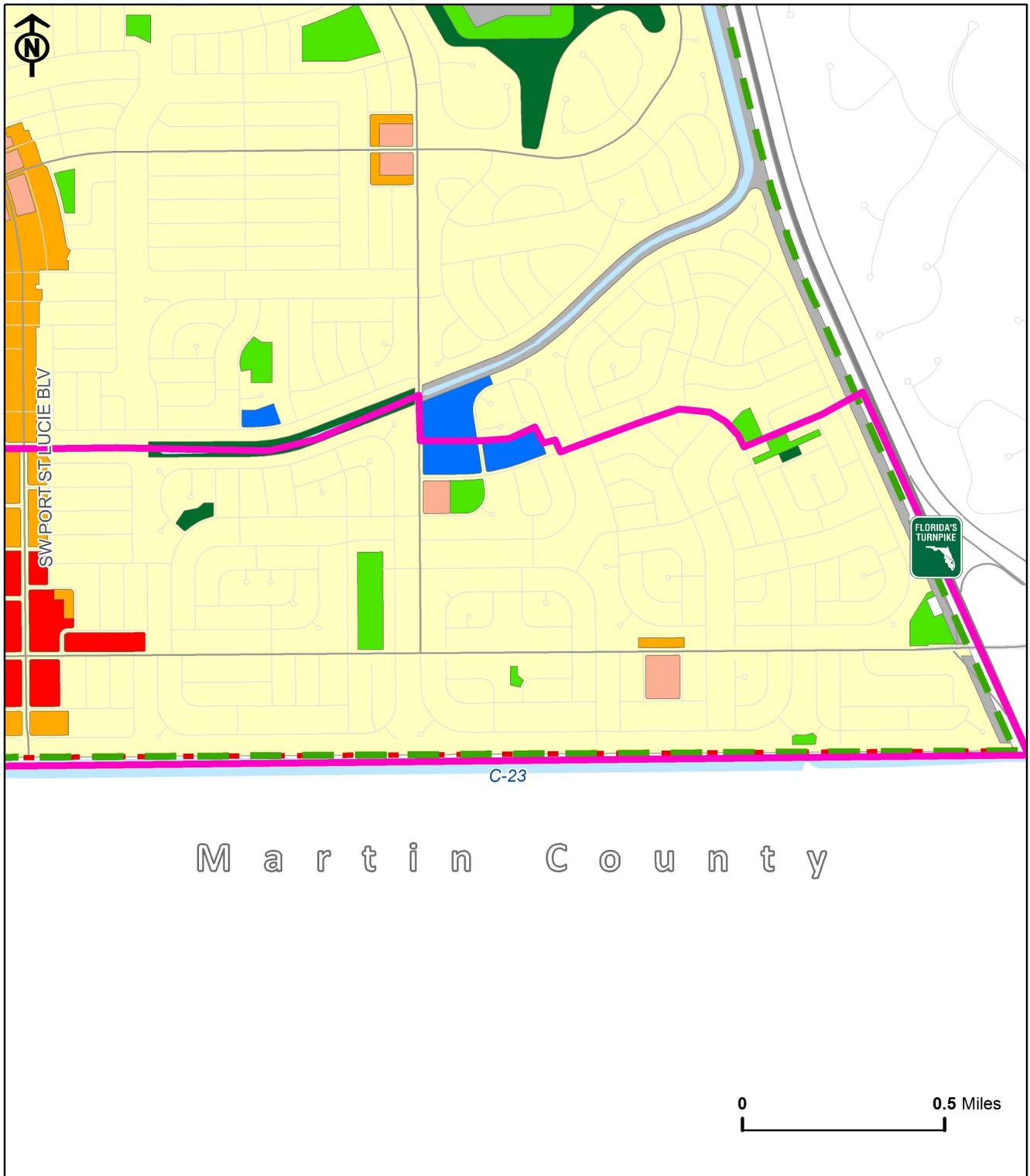
Planning Area 4S
 Becker Overlay District West
 Future Land Use

February, 2016

- | | | |
|----------------------------|-------------------------|--------------------|
| Becker Overlay District | Low Density Residential | Institutional |
| Utility/Light Industrial | Recreation | Highway |
| Utility | Conservation/Recreation | Limited Commercial |
| Medium Density Residential | Conservation | Mixed Use |
| | | General Commercial |



Map 7-4b: Future Land Use – East



M a r t i n C o u n t y

0 0.5 Miles

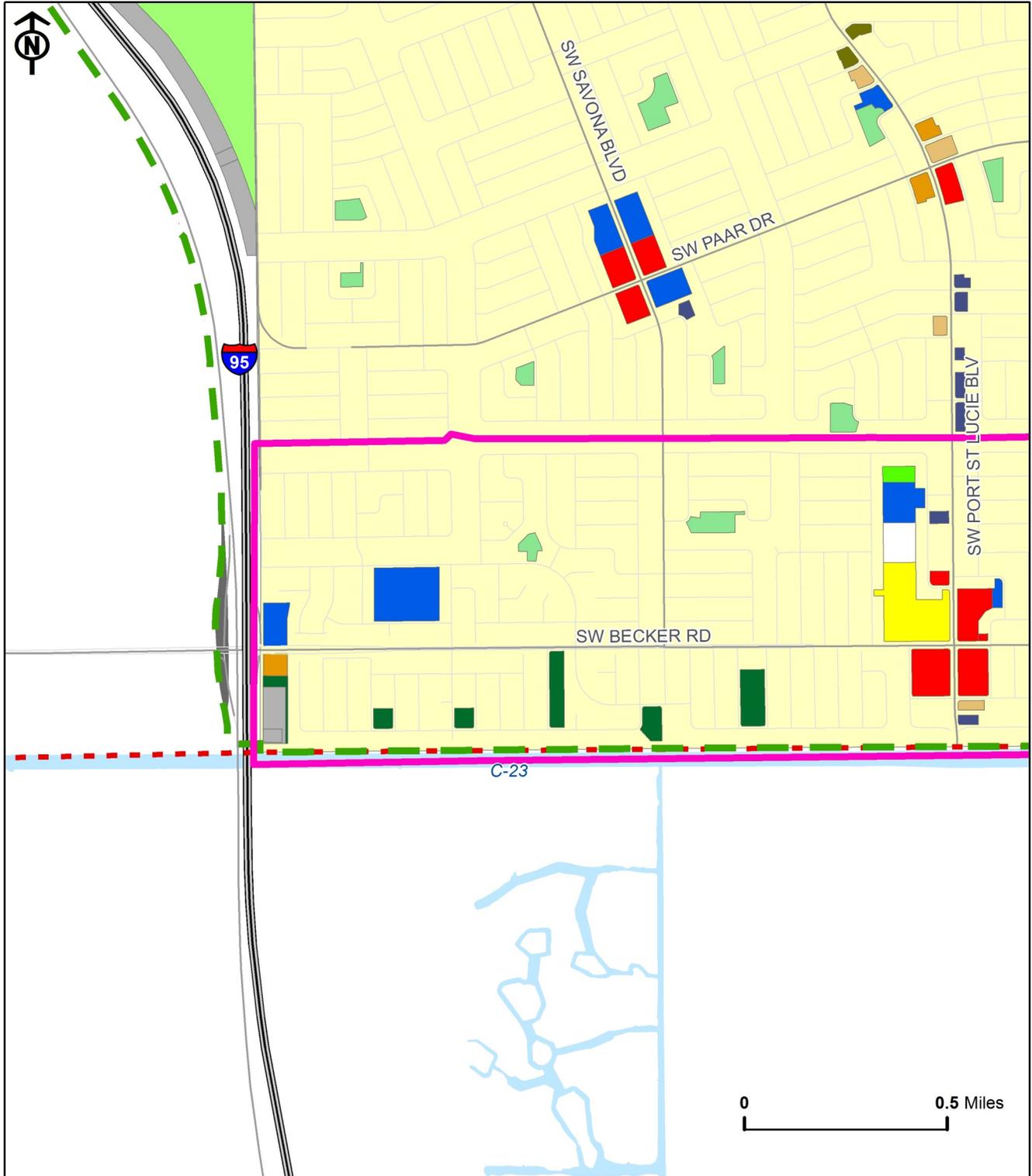
Planning Area 4S
 Becker Overlay District East
 Future Land Use

February, 2016

- Becker Overlay District
- Low Density Residential
- Institutional
- Utility/Light Industrial
- Recreation
- Highway
- Utility
- Conservation/Recreation
- Limited Commercial
- Medium Density Residential
- Conservation
- Mixed Use
- General Commercial



Map 7-5a: Zoning Designations – West



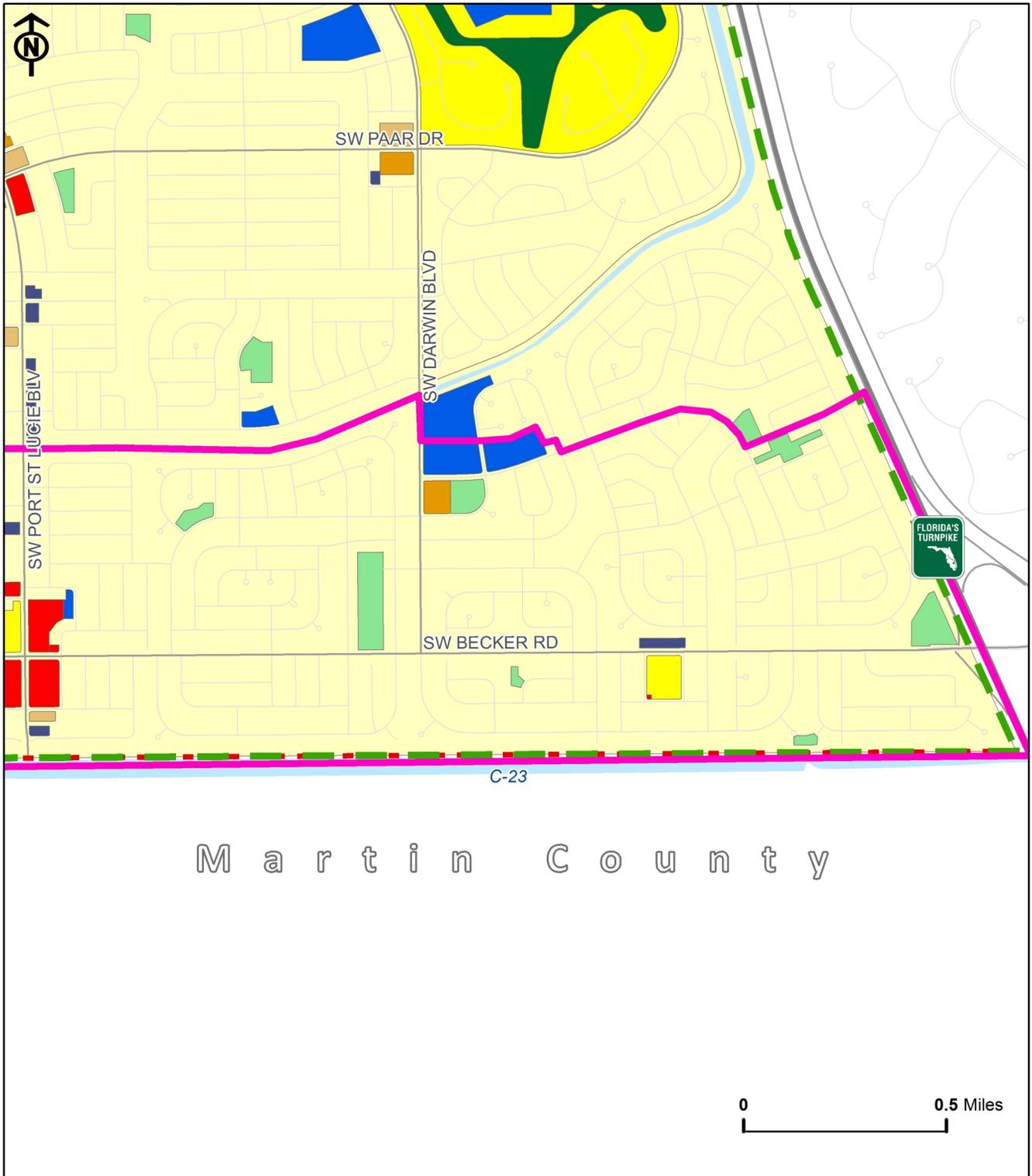
Planning Area 4S
Becker Overlay District West
Zoning

February, 2016

- | | | |
|--------------------------|---------------------------|---------------------------|
| General Commercial | Neighborhood Commercial | Single-Family Residential |
| General Use | Open Space - Conservation | SLC Agricultural |
| Institutional | Open Space - Recreational | To Be Determined |
| Limited Mixed Use | Planned Unit Development | Utility |
| Multi-Family Residential | Professional | Becker Overlay District |



Map 7-5b: Zoning Designations – East



M a r t i n C o u n t y

0 0.5 Miles

Planning Area 4S
Becker Overlay District East
Zoning

February, 2016

- | | | |
|--------------------|---------------------------|---------------------------|
| General Commercial | Multi-Family Residential | Professional |
| General Use | Neighborhood Commercial | Single-Family Residential |
| Industrial | Open Space - Conservation | SLC Agricultural |
| Institutional | Open Space - Recreational | To Be Determined |
| Limited Mixed Use | Planned Unit Development | Utility |
| | | Becker Overlay District |



7.3 Land Use Conversion Manual

The dominant land pattern use in Port St. Lucie is low-density residential development. In the original design for the City, sufficient land was not set aside for commercial uses to meet the needs of future populations or to create opportunities for economic development. In the 1980s, the City adopted a program for converting single-family platted lots along major roadways to non-residential uses. The *City of Port St. Lucie Conversion Manual* was adopted in 1984 to accommodate and modernize antiquated subdivisions. Under the conversion process, the City processed zoning amendments to change the land use along designated segments of roadways. Depending on the conversion plan for the area, the land use would either be commercial, professional, or multi-family.

There is a current land use conversion area identified along Port St. Lucie Boulevard, north of Becker Road, which enables the consolidation of smaller parcels to viable commercial, mixed-use and multi-family uses within the Study Area. However, only a small conversion area has been identified along Becker Road near the intersection with Port St. Lucie Boulevard (see **Map 7-6**). Consideration should be given to expanding the land use conversion area to encourage the desired land uses along the corridor and to minimize negative impacts of single family development, particularly excessive driveways.

7.4 Recommendations for Physical Improvements and Programs

To implement the public's vision of a mixed-use, safe, and aesthetically pleasing corridor to accommodate future population growth and development along Becker Road, the following identifies preliminary recommendations designed to identify areas that should be addressed through policy/regulatory changes, and they should be considered as guidance only. The City will need to further develop these recommendations to update the Comprehensive Plan Future Land Use Element and draft specific land development code language and/or design standards.

7.4.1 Vision

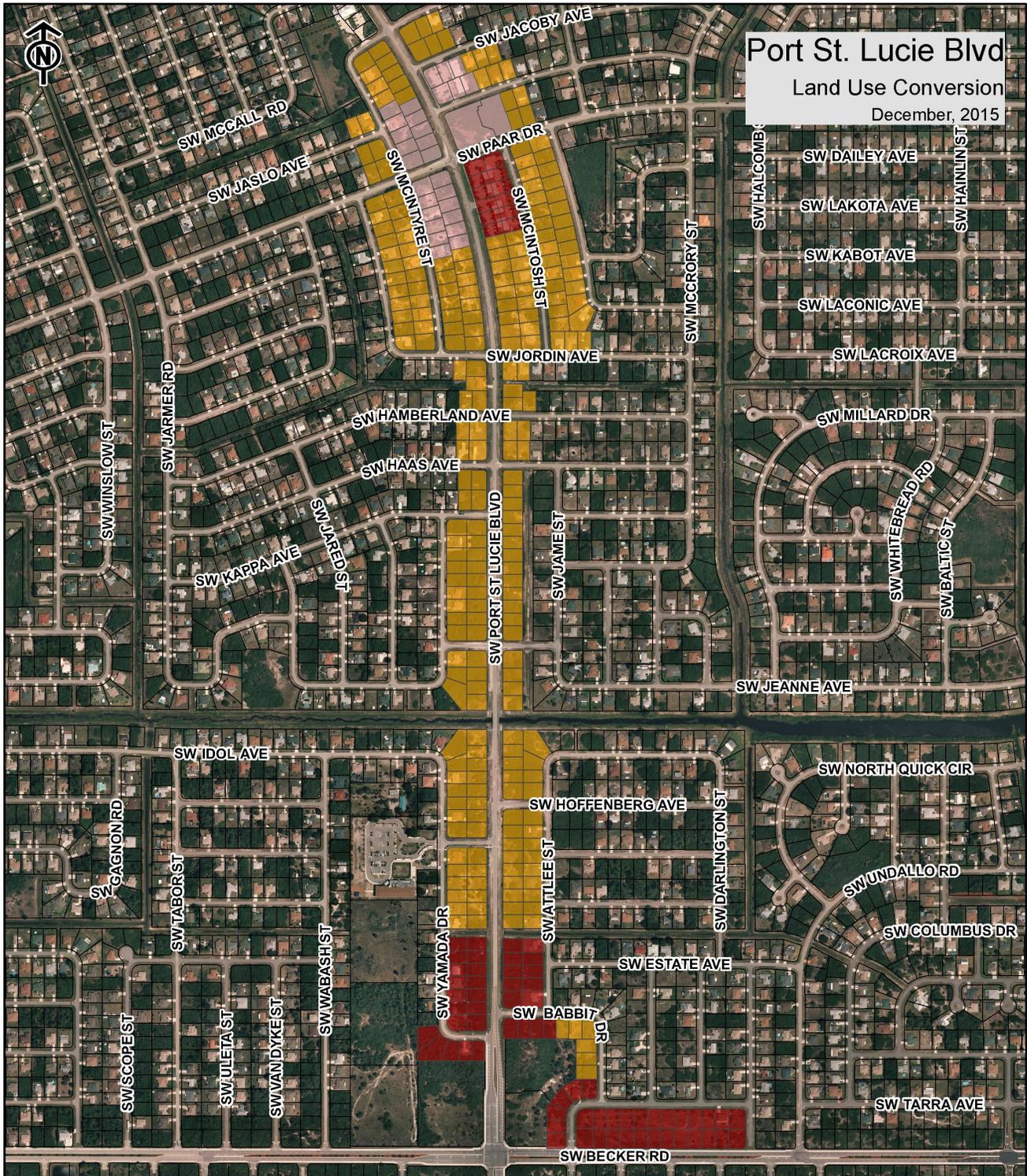
1. **Adopt a vision for the Study Area to clarify the intent of the planning activities and focus efforts on smart, achievable, and incremental goals to deliver results.**
2. **Propose the vision for discussion such as:**

"The Becker Road Overlay District will become a corridor targeted for sustainable growth with commercial/mixed-use areas that offer visitors and residents a high quality local destination with a safe transportation network, pedestrian connections, and public space/recreation facilities in a manner that promotes a positive environment for the City of Port St. Lucie while providing a variety of housing types to accommodate future growth."

7.4.2 Land Use

1. **Develop commercial and mixed-use nodes at primary intersections along Becker Road to anchor the corridor and create local destinations and create transitional areas between the three nodes and the single-family homes (see **Map 7-7**).**
 - a. Designate Becker Road and Port St. Lucie Boulevard as the primary node, as these are the main crossroads and the area is defined in the FLUM as General Commercial and Mixed Use (see **Map 7-7**).
 - b. Create two secondary mixed-use nodes at Becker Road and Savona Boulevard, and Becker Road and Darwin Drive by amending the FLUM from Low Density Residential to Mixed Use (see **Map 7-7**).

Map-7-6: Land Use Conversion Areas Adjacent to Becker Road



- Residential/Office/Institutional (11)
- Commercial General (11A)
- Limited Commercial (11B)

0
|
|
 2,000 Feet



Map-7-7: Conceptual Land Use Plan/Overlay District

LEGEND

- Primary Node
- Secondary Node
- Transitional Mixed Use
- Transitional Multi-Family



- c. Create transitional uses to buffer adjacent single-family residential uses: 1) Transitional – Mixed Use/ Commercial closer to the primary and secondary nodes and 2) Transitional – Multi-Family Residential further away from the nodes and adjacent to single-family residential uses by amending the FLUM Low Density Residential to Mixed-Use, General Commercial and Medium Density (see **Map 7-7**).
- d. Amend the *Land Use Conversion Manual* to identify land use conversion areas within the Study Area to consolidate the smaller parcels into viable commercial, mixed-use and multi-family developments. Modify the buildable lot depth from 125 feet to a maximum buildable lot depth of 250 feet (approximately two lots).

2. Increase density/intensity/height

- a. Primary Node – Maximum 15 du/ac; Maximum 1.5 FAR; Maximum 3 stories
- b. Secondary Node – Maximum 12du/ac; Maximum 1.0 FAR; Maximum 3 stories
- c. Transitional Areas – Maximum 10 du/ac; Maximum 0.75 FAR; Maximum 3 stories

- 3. Provide incentives for developing under the Becker Road Overlay District**—Incentives could potentially include the elimination of the PUD zoning requirement, higher allowable densities, increased building heights, additional permitted land uses, and reduced parking and stormwater management requirements. The City may also consider other incentives for development under the Becker Road Overlay District that may enhance the physical and economic feasibility of transit-supportive and pedestrian-friendly development.

7.4.3 Development Standards/Programs

- The site and building design must comply with the *City of Port St. Lucie Design Standards* manual, in addition to the following requirements relating to building form, not building style (to be further developed):

Site Design

a. Building Placement

i. Setbacks

Front Setback – Minimum 10 feet and maximum 60 feet (Includes landscape/multi-use buffer, one-90 degree or angle parking bay, two-way travel lane and walkway).

Side Setback – 20 feet adjacent to residential; 10 feet adjacent to all other uses.

Side Setback Adjacent to Street – Maximum 15 feet (Opportunity for a storefront zone to allow for seating areas, planters/planting areas, bicycle racks, temporary sale/display of merchandise, moveable sandwich boards, public art, etc.).

Rear Setback – 20 feet adjacent to residential; 10 feet adjacent to all other uses.

- 75% of the building frontage length along Becker Road (see **Figure 7-3**)

Figure 7-3: 75% Building Frontage

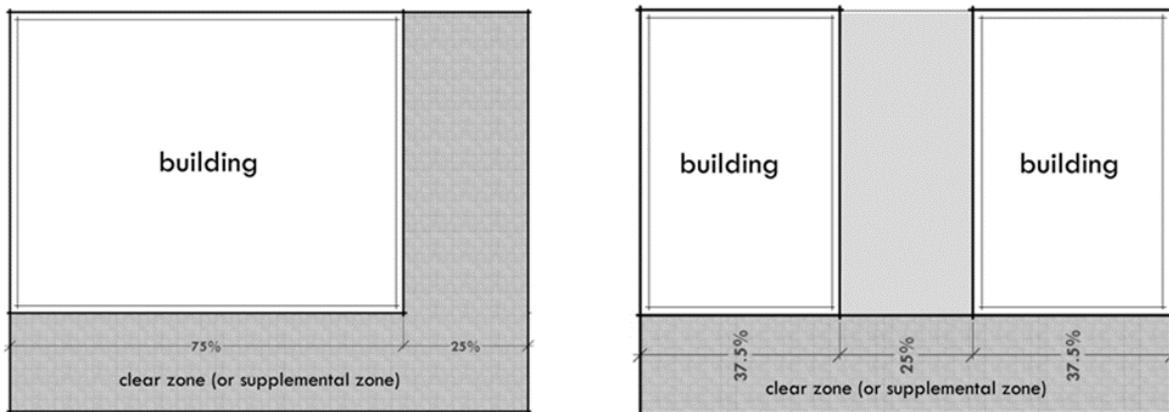
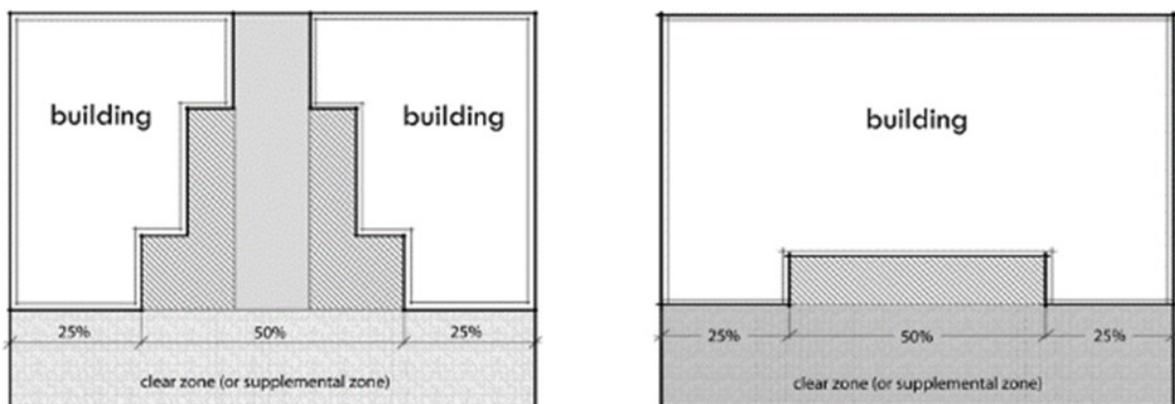


Figure 7-4: 50% Building Frontage



b. Transitions

- i. Building Transitions - Height and scale of new development and redevelopment should be compatible with that of surrounding development (see **Figure 7-5**).
- ii. Green/Open Space Transitions - Public spaces and natural features can be used to provide a seamless buffer/transition from varying development activities and intensities, and maintaining an attractive streetscape (see **Figure 7-6**).
- iii. Parking Lot/Landscape Buffer Transition – Parking lot and landscape buffer can be used to reduce the impact of a use of land on adjacent areas (see **Figure 7-7**).
- iv. Intensity Transitions - Site the less-intensive uses as transitions to lower-intensity, adjacent uses (i.e., neighborhood stores, community facilities, etc. (see **Figure 7-8**).

Figure 7-5: Building Transitions

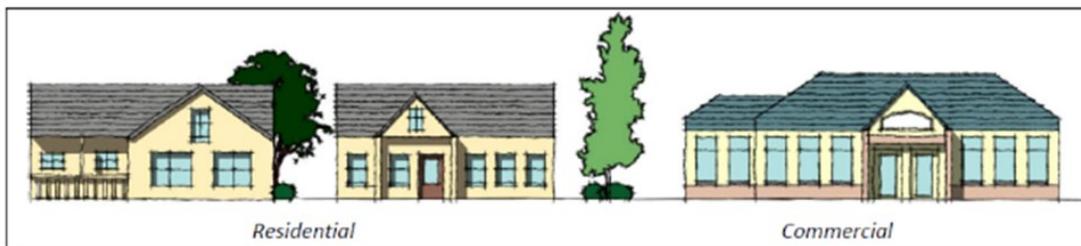


Figure 7-6: Green/Open Space Transitions

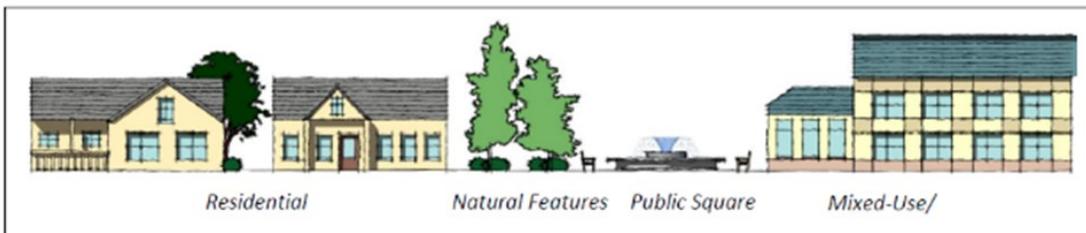


Figure 7-7: Parking Lot/Landscape Buffer Transition

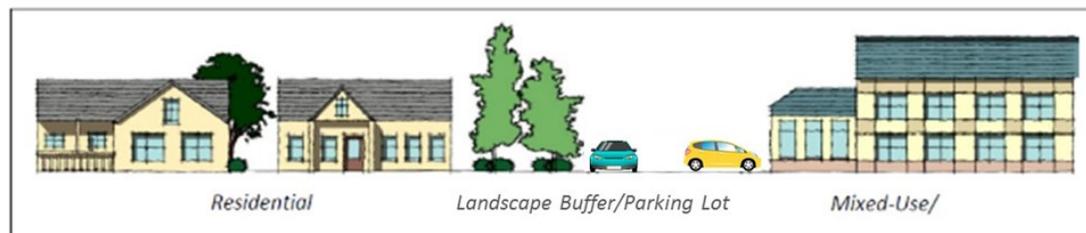


Figure 7-8: Intensity Transitions



c. Off-Street Parking

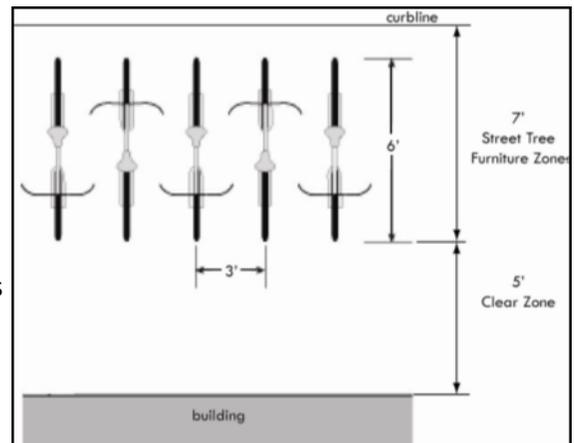
i. Maximum parking requirements:

- Multi-Family Residential
 - 2 spaces per dwelling unit with 2 or more bedrooms
 - 1 space per dwelling unit for 1 bedroom or efficiency apartments
 - Guest parking: At least 1 guest parking space should be provided for every 5 units
- Live/Work (including residential parking), Commercial/Retail/Shopping Center and Office/Convenience Retail/Restaurant – 1 parking space per 250 gross floor area

ii. Bicycle Parking (see **Figure 7-9**):

- Bicycle racks provided on site at a ratio of 1 space for every 15 automobile parking spaces
- Bicycle parking do not obstruct sidewalk clear zone
- Bicycle parking facilities either lockable enclosures or secure stationary rack
- Parking spaces at least 6 feet long and 3 feet wide, and overhead clearance in covered spaces min. 7 feet
- 5-foot aisle for bicycle maneuvering
- Bicycle racks or lockers securely anchored

Figure 7-9: Bicycle Parking Configuration



iii. Provisions for the reduction of off-street parking may include the following:

- By up to 10% for tree preservation
- By 10 spaces for every car/van pooling vehicle
- By 1 space for each employee shower facility with 3 or more lockers
- By 1 space for each fully enclosed and lockable bicycle parking space
- By 1 space for every 3 electric car parking spaces with a recharge outlet
- Motorcycle/scooter parking may substitute for up to 5 automobile spaces or 5% of required parking spaces; reduce by 1 space for every 4 motorcycle/ scooter parking spaces
- In no case may the maximum off-street parking requirements for a project be reduced by more than 50%

iv. All non-residential parking lots located within front half of parcel or in front of principal structure should be used only for parking of passenger vehicles and should include no more than 50% of planned parking spaces.

v. All residential parking lots along Becker Road should be located at the rear of the principal structure.

vi. Minimize driveway curb-cuts and encourage cross access along Becker Road (see **Figure 7-10**).

vii. Shared parking is strongly encouraged – reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of peak parking demand of the uses do not coincide, and that the accumulated parking demand at any one

Figure 7-10: Access Management

time should not exceed the total capacity of the facility.

viii. Parking Structure

- Parking structures fronting a public street or public space should be masked by a liner building a minimum of 30 feet deep.
- The first 30 feet of depth of the liner building should be occupied by office, residential or other non-parking commercial uses.
- Liner buildings may be detached from or incorporated into parking structures (see **Figure 7-11**).
- When a liner building is not possible due to unusually shallow lot depth or unique topographical features, provide a landscaped seating area between the structure and the street.
- The parking structure/liner buildings should be designed to have similar façade treatments with respect to building materials and articulations to complement the architectural theme of the development.

Figure 7-11: Liner Buildings

d. Loading/Delivery Docks

- i. All service areas and loading docks should be, to the maximum extent achievable, located in the rear of the lot or behind the principal structure.
- ii. Loading and service docks should be screened. The screening should be done so that it blends with the architecture of the building (see **Figure 7-12**).

e. Equipment and Utilities

- i. Mechanical equipment located on the ground, such as air conditioning and heating units, satellite dishes, irrigation pumps, utilities lift stations and the like should be screened from public view (see **Figure 7-13**).

Figure 7-12: Service Area Screening



Figure 7-13 Mechanical Equipment Screening



f. Trash Containers

- i. Trash containers should be placed at the side or rear of the building and/or centrally located in the parking lot away from residential uses and screened from public view. The screening should be done so that it blends with the architecture of the building (see **Figure 7-14**).

Figure 7-14: Trash Container Screening



Building Design

a. Window Glazing

- i. Provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street, promotes reusability, and provides a human-scale element on building facades (see **Table 7-3** and **Figure 7-15**).

Table 7-3: Window Glazing

Percentage of Window Glazing (Minimum Wall Area)	Primary Node	Secondary Node	Transitional Areas (Mixed-Use)	Transitional Area (Multi-Family)
Ground Floor (between 2 and 10 feet)	80	65	40	20
Upper Floors	35	25	20	20

Figure 7-15: Window Glazing Placement



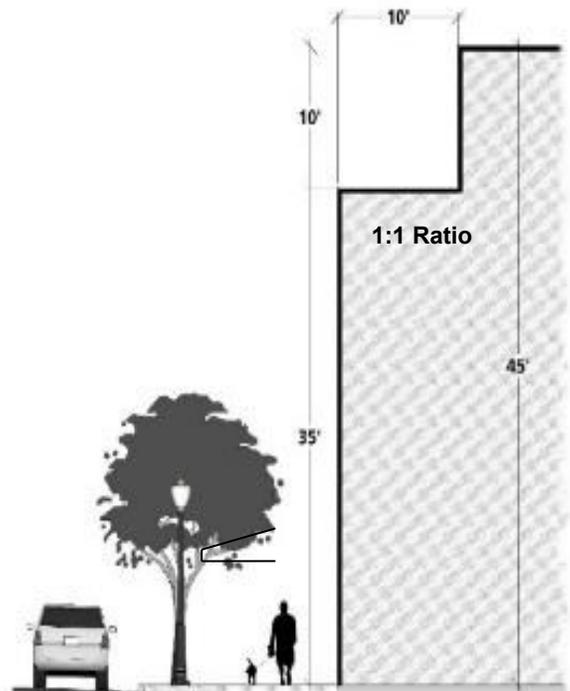
b. Building Height Variations

- i. The building heights for mixed-use developments should increase at a 1:1 ratio beyond the 35 feet height until it reaches the maximum 45 feet to provide variations in height to maintain a pedestrian scale along the street front (see **Figure 7-16**).

2. Encourage infill and development opportunities within the Becker Road Overlay District to support commercial, mixed-use, office, multi-family residential and public/recreational uses, as it is an integral component of the Becker Road corridor vision.

- a. When feasible, encourage acquisition and subsequent redevelopment and/or improvements by the private market. If not feasible, develop a Property Acquisition Plan to explore the acquisition of critical properties in the Study Area to facilitate redevelopment. Such Property Acquisition Plan may include the following:

Figure 7-16: Building Height Variations



- i. Map and index all non-residential and residential properties in the Becker Road Overlay District to provide detailed information on parcel boundaries, sizes, and ownership.
- ii. Identify and inventory all relevant substandard properties.
- iii. Document and analyze overall market demands and infrastructure constraints throughout the Becker Road Overlay District.
- iv. Document site criteria for modern mixed-use developments by business type to facilitate understanding of contemporary developer site and parking requirements.
- v. Facilitate aggregation and redevelopment of “problem” or constrained parcels or groups of parcels.
- vi. Assist in the purchase, sale, negotiation, and coordination of land assembly.
- vii. To assure the City’s success, dedicate public resources to fund mapping and indexing of all properties in the Becker Road Overlay District, provide City resources and staff time to negotiate acquisitions and public/private partnerships with potential developers, and consider the financing of land acquisitions by the City (some of which will be recovered or rolled over as properties are resold).

3. Support and assist local businesses to succeed and attract new businesses to encourage private reinvestment in the Becker Road Overlay District.

- a. Create a logo, identity package, and website that can be used to identify the Becker Road Overlay District.
- b. Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information for current and planned events
- c. Establish one or more public/private partnerships to encourage and use the expertise of private enterprise to implement the development vision. Strategies could include the following:
 - i. Form an Advisory Committee to look into development proposals and incentives to promote quality development within the Becker Road Overlay District. The Advisory Committee may also proactively look into property acquisition for this purpose.
 - ii. Target strategic development projects and solicit developers and property owners, then negotiate a public/private development agreement that sets forth terms and conditions involving the disposition of land, the nature of the prospective development, City incentives, the site plan, the project schedule, and other conditions pertaining to the project.
 - iii. Develop public/private partnerships at the Primary Node, perhaps City office or recreational facilities such as a community center or library can be located at the Activity Center.

7.4.3 Public Realm Standards

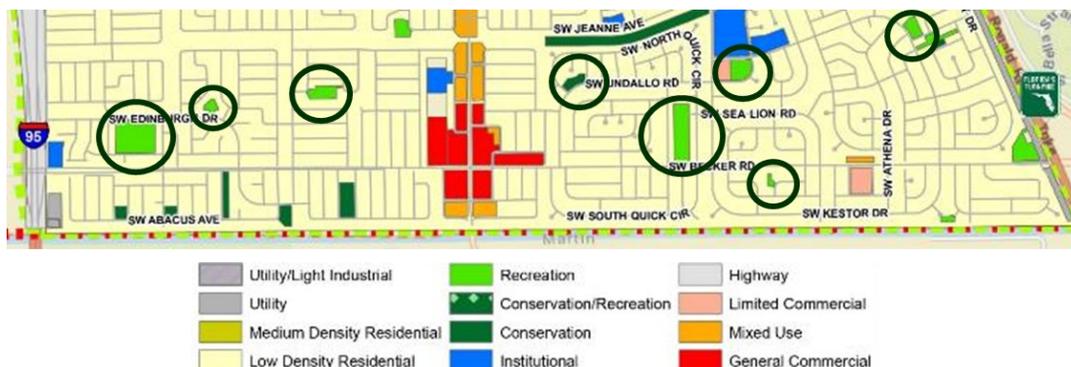
- 1. Develop a streetscape plan to strengthen the image of the Becker Road Overlay District by visually unifying Becker Road, Savona Boulevard, Port St. Lucie Boulevard, Darwin Boulevard and Kestor Drive; and the commercial, mixed-use and residential areas to create a pleasant, attractive, and pedestrian-friendly environment, and also where local businesses can flourish. This plan will build off of the streetscape plan implemented along Becker Road. Streetscape features should include:**
 - a. Special paving pattern for sidewalks and walkways particularly at identified primary and secondary nodes.

- b. Decorative traffic signal mast arms at the primary and secondary nodes to anchor the intersections.
- c. Additional decorative roadway and pedestrian lights, equipped with banner poles to provide public safety and a consistent rhythm pattern. Decorative intersection treatments at the primary and secondary nodes to enhance the visual appearance and to serve as traffic calming devices.
- d. Decorative site furnishings to unify the street and provide pedestrian comfort to be located in high pedestrian activity areas next to public facilities, building entrances, and promenades/plazas under shade.
- e. Additional landscaping (particularly shade trees) to provide shade and a consistent rhythm pattern.
- f. As transit routes become available, install transit stops to promote ridership consisting of a shelter, bench, trash receptacle, and bicycle rack.
- g. Promote the Becker Road Overlay District through designing and implementing gateways, banners, street name signs, and wayfinding system. Gateways and wayfinding signs could be located at the primary and secondary nodes, which may require corner clip easements from property owners.
 - i. Becker Road and Savona Boulevard
 - ii. Becker Road and Port St. Lucie Boulevard
 - iii. Becker Road and Darwin Boulevard
 - iv. Becker Road and Kestor Drive

2. Provide and improve recreation facilities and public spaces in a manner that will enhance the Becker Road Overlay District by creating exciting, inviting, and viable public open space to strengthen economic development and job opportunities, and overall community livability.

- a. Develop City parks and partner with developers to provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors.
- b. Potential City Parks could be developed on City-owned properties managed by the City including existing stormwater facilities along Becker Road (see **Map 7-8**).
- c. Develop an integrated park system connected to existing and proposed multi-use trails, sidewalks and bicycle lanes within the Becker Road Corridor. Typical park amenities may include the following:
 - Park/trail identity sign
 - Pathway/walkway connecting to sidewalks, bicycle lanes or multi-use trails
 - Park benches
 - Picnic areas
 - Playgrounds
 - Community gardens
 - Multi-purpose courts
 - Lighting
 - Landscaping
 - Bicycle racks

Map 7-8: Potential City Parks within Study Area





PRIORITIZATION/DECISION-MAKING/ PERFORMANCE MEASURES

8.0 PERFORMANCE MEASURES AND PRIORITIZATION

This section of the Plan includes recommendations for performance measures that can be adopted to track plan implementation progress and a prioritization matrix that categories projects and initiatives into short, medium, or long term.

8.1 Performance Measures

Performance measures are metrics that help the community, City staff, and elected officials track plan implementation progress over time. These measures can apply to a number of different areas of implementation both qualitative and quantitative. Each PAAC is encouraged to develop the right set of performance measures to track plan progress for each Planning Area.

8.1.1 St. Lucie TPO Performance Measures

The St. Lucie Transportation Planning Organization (TPO) has recently adopted a series of performance measures to help track the successful implementation of the Long Range Transportation Plan (LRTP). The City should consider coordinating with the TPO to share data for the purposes of some of these measures. This is particularly relevant to this planning effort as many of the recommendations are related to multimodal transportation. The measures below have either been pulled from the TPO document or are related to transportation and neighborhood planning:

- % of roadways with sidewalks and bike lanes
- % of transit stops with sidewalk access
- Lane feet of sidewalks
- Miles of fixed route transit service
- % of low-income, older adults, and persons with disabilities within ¼ mile of transit route.
- Community walkscores
- Number of bicycle riders
- Number of fatalities/serious injuries—car/motorized
- Number of fatalities/serious injuries—bicyclist/pedestrian

8.1.2 Other Potential Performance Measures

There are additional performance measures that should be considered to track the implementation of the Plan, including the following:

- Attendance at PAAC Meetings
- Attendance at public workshops/forums
- Number of civic/neighborhood associations formed
- Civic/neighborhood association membership
- Number of events hosted by civic/neighborhood associations
- Grant dollars awarded by the City through its Neighborhood Grant Program
- Number of households in adopted street lighting/sidewalk funding districts

8.1.3 Conclusion

It is important to remember that selecting the right performance is a very important step for the City and the PAAC as plan implementation begins. The measures selected should be relevant to the PAAC, and implementation of the plan and data should be readily available and fairly easy to update/maintain. Measures can be very useful, particularly over the long term, but due to the work involved they are often not maintained. It is recommended that the PAAC and City adopt a mix of those measures listed in the previous sections to address both multimodal improvements and community engagement and capacity building.

Once the right set of measures is selected, the City should publish them on the Neighborhood Planning Division website for easy public access. It is recommended that these measures should be updated annually and reported at a quarterly meeting of the PAAC.

8.2 Prioritization Matrix

The prioritization matrix on the following pages categorizes each of the major initiatives of the Plan as either short, mid, or long term priorities (see **Table 8-1**). This matrix is designed to help build energy and enthusiasm by achieving small victories to increase momentum for implementation. Working with City staff, the PAAC should review and prioritize these priorities every year as they identify a work plan.

Table 8-1: Prioritization Matrix

Activities	Short Term (Years 1-3)	Mid Term (Years 4-6)	Long Term (Years 7+)
Building Identity			
Delineate sub-areas within PA-4S			
Conduct public survey to identify preferred sub-area names			
Formally adopt the sub-area names and include in Land Development Regulations and Comprehensive Plan as appropriate			
Complete a branding process to identify sub-area logos and wayfinding design			
Implement a Banner Program along primary roadways			
Implement sub-area gateway signs adjacent to primary intersections			
Activity Centers			
Designate the Activity Center as a primary node by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity			
Identify modifications to the Land Development Regulations (Development Standards/Programs)			
Install a gateway at Becker Road and Port St. Lucie Boulevard			
Improve sidewalk connections			
Implement passive park improvements and sidewalk loop at stormwater pond			
Enhancing Recreation and Leisure			
Complete a Parks and Recreation Master Plan			
C-23 Canal Multi-Use Path			
Create a grant program to provide technical assistance for community gardens			
Open community gardens in PA-4S			
Connecting Multimodal Transportation			
Develop performance measures for construction of bicycle/pedestrian facilities and report on them at quarterly PAAC meetings			
Update sidewalk prioritization process to include PAAC priorities			
Create a funding process to allow property owners to fund sidewalks			
Identify locations of potential bus superstops			
Collaborate with St. Lucie County schools to implement superstops			

Table 8-1: Prioritization Matrix (cont'd)

Activities	Short Term (Years 1-3)	Mid Term (Years 4-6)	Long Term (Years 7+)
Integrating Arts and Culture			
Identify Entry Arterials where streetscape improvements will be integrated with public art features			
Create an action plan for integrating public art on entry arterials			
Identify walking streets within PA-4S where public art installations can be integrated			
Partner with Treasure Coast Connector to install bus stops and other transit facilities			
Coordinate with civic organizations or local schools to do street and/or bench painting projects			
Fund the design and installation of decorative transformer/signal box wraps			
Organize annual temporary art exhibitions at the Community Center			
Develop a public art plan to identify locations for installations along the existing/future trail network			
Adopt a public art requirement for new stormwater ponds			
Have PAAC identify locations for neighborhood murals			
Identify opportunities for portable street art installations			
Coordinate community festivals with a local cultural association/club in PA-4S			
Conduct a comprehensive space inventory for cultural uses			
Modify the Land Development Regulations to allow for flexible use of vacant space for art/culture activities			
Becker Road Overlay District			
Complete public involvement meeting series to discuss Plan recommendations and adopt a vision statement			
Designate the Activity Center as a primary node by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity			
Designate two secondary mixed-use nodes at Becker Road and Savona Boulevard, and Becker Road and Darwin Drive by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity			
Create transitional uses to buffer adjacent single-family residential uses by amending the FLUM Low Density Residential to Mixed-Use, General Commercial and Medium Density and modify the density/intensity			
Identify modifications to the Land Development Regulations to implement a zoning overlay district (Development Standards/Programs)			
Design and install gateway features at key intersections			
Develop a signage/wayfinding plan to unify the Becker Road corridor			

8.3 CONCLUSION—IMPORTANCE OF COLLABORATION AND COMMITMENT

Successful plan implementation depends on committed staff, community, and the availability of resources. The City is committed to the concept of neighborhood planning, but successful implementation will take time and resources. The community will need to continue to be engaged to ensure that the planning process moves forward. As is noted in the Action Plan, it will also be essential for community members to get and stay involved with implementation of the Plan. This involvement will potentially participation in a Civic Association and/or the Planning Area Advisory Committee which will be the primary liaison group between the City and the neighborhoods. As the organizations are volunteer based, sustained engagement is required to ensure that the organizations remain engaged and active in the neighborhood.

This plan is not static, and it should be revisited and amended regularly. The PAAC will be empowered to make changes to the plan working closely with the City to ensure that the goals and realities of both are reflected in the document.