City of Port St. Lucie

2010 EVALUATION AND APPRAISAL REPORT OF THE COMPREHENSIVE PLAN

For City Council Public Hearing on April 26, 2010

ACKNOWLEDGEMENTS

In compliance with Section 163.3190, Florida Statutes, the 2010 Evaluation and Appraisal Report of the City of Port St. Lucie Comprehensive Plan was prepared by the City of Port St. Lucie Planning and Zoning Department. The City of Port St. Lucie Planning and Zoning Department, along with the Planning and Zoning Board would like to acknowledge its appreciation of the City Council, the members of the public, various organizations, and city staff who aided in developing this report.

City Council

Patricia P. Christensen, Mayor
Jack Kelly, Vice Mayor
Linda Bartz
Michelle Berger
Christopher S. Cooper

Planning and Zoning Board

Susan Parks, Chairperson
James J. Rich, Vice Chairperson
Bryan Gardner, Secretary
William R. Blazak
Donald Lesko
Charles Rooksberry
Christopher Stermer

Alternate:
Ken Martin

City Administration

Jerry Bentrott, Interim City Manager
Greg Oravec, Assistant City Manager/CRA Manager

Planning and Zoning Department
Daniel Holbrook, AICP, Director
Anne Cox, AICP, Assistant Director
Bridget Kean, AICP, Principal Planner
Katie Huntress, Planner
Thresiamma Kuruvilla, Planner
John Finizio, Planner
Joan Weissman, Planning Technician
Lorraine Prussing, Administrative Assistant
Patricia Shutt, Administrative Assistant
Ruth Missio, Administrative Secretary

Contributing Staff
Roxanne Chesser, P.E., Engineering Department
Laney Southerly, P.E., Utility Systems Department
Tricia Swift-Pollard, Community Services Department
Brad Keen, Parks and Recreation Department
Dan Perlmutter, Communications Department
Laurie Lowe, GIS Division
Evan Demusz, GIS Division
John Lamplough, GIS Division

TABLE OF CONTENTS

I. Introduction 1
1. EAR Process
2. Identification of the Major Issues
3. Organization of the EAR
4. Changes in Growth Management Law
5. Public Participation Process

II. City Profile 7

III. Community–wide Assessment 9
1. Population Trends
2. Summary of Changes in Land Use
3. Vacant and Developable Land Analysis
4. Location of Actual and Anticipated Development
5. Financial Feasibility of Providing Needed Infrastructure

III. Special Topics 47
1. Land Use and Public Schools Facilities Planning
2. Coordination of Water Supply
3. Redevelopment Feasibility and Property Rights in Coastal High Hazard Area

IV. Evaluation and Identification of Major Issues 52

V. Assessment of Comprehensive Plan Elements 101
1. Future Land Use Element
2. Transportation Element
3. Housing Element
4. Infrastructure Element
   a. Sanitary Sewer Sub-Element
   b. Solid Waste Sub-Element
   c. Drainage, Natural Groundwater, and Aquifer Recharge Sub-Element
   d. Potable Water Sub-Element
   e. Conservation and Coastal Management Element
5. Intergovernmental Coordination Element
6. Recreation and Open Space Element
7. Economic Development Element
8. Capital Improvements Element

VI. Assessment of Changes to Florida Statutes, Administrative Rules, State and Regional Plans 183

VII. Conclusions and Recommendations 215

Appendices 223

1. References

2. Department of Community Affairs Letter of Understanding on the EAR

3. City of Port St. Lucie Evaluation and Appraisal Report Letter

TABLES AND MAPS

Tables

Table 3.1 City of Port St. Lucie Population Projections 9
Table 3.2 City of Port St. Lucie Active Developments of Regional Impact 12
Table 3.3 City of Port St. Lucie Annexations 1998-2008 14
Table 3.4 City of Port St. Lucie Existing Land Uses 18
Table 3.5 City of Port St. Lucie Future Land Use Amendments since 1998 21
Table 3.6 City of Port St. Lucie Vacant and Developable Land 24
Table 3.7 City of Port St. Lucie Level of Service Requirements 30
Table 3.8 St. Lucie County TPO Traffic Counts Spring 2008 35
Table 5.1 Housing Units by Type City, Adjacent Counties and State 59
Table 5.2 Homeownership Rate City, Adjacent Counties and State 59
Table 5.3 Cost Burden Households 60
Table 5.4 Non-Agricultural Employment by Industry Port St. Lucie MSA 68
Table 5.5 Employment by Industry City of Port St. Lucie and State 69
Table 5.6 City of Port St. Lucie Major Roadway Projects 77
Table 5.7 List of Sidewalk Improvement Projects 88

Maps

Figure 2.1 Aerial Map of City of Port St. Lucie 8
Figure 3.1 City of Port St. Lucie Neighborhood Planning Areas 11
Figure 3.2 City of Port St. Lucie Annexations 1998-2008 16
Figure 3.3 City of Port St. Lucie CRA 17
Figure 3.4 City of Port St. Lucie Future Land Use Map 19
Figure 3.5 City of Port St. Lucie Vacant and Developable Land 26
Figure 3.6 City of Port St. Lucie Roadways 32
Figure 3.7 City of Port St. Lucie Parks 46
Figure 4.1 Storm Surge Areas for the City of Port St. Lucie (North) 50
Figure 4.2 Storm Surge Areas for the City of Port St. Lucie (South) 51
Figure 5.1 City of Port St. Lucie Conversion Areas Map 54
Figure 5.2 City of Port St. Lucie Western Annexation Area Boundary Map 63
Figure 5.3 Annexations West of Interstate 95 64
Figure 5.4 City of Port St. Lucie Crosstown Parkway 83
Figure 5.5 Western Study Area Roadway Network Plan 85
Figure 5.6 Northwest Annexation Area ROW Network Map 86
Figure 5.7 St. Lucie County Transit Map 93

I. INTRODUCTION

The State of Florida's local government comprehensive planning law, Chapter 163, Part 2, Florida Statutes (F.S), requires all counties and municipalities to prepare and maintain long-range comprehensive plans that guide future growth and development. The comprehensive planning process requires local governments to monitor numerous community characteristics relating to population growth, land development, public services and facilities, environmental resource management, and intergovernmental relations.

As part of this process, local governments are required periodically to prepare Evaluation and Appraisal Reports addressing implementation of the comprehensive plan. The Evaluation and Appraisal Report (EAR) is a state-mandated analysis and evaluation of comprehensive plans required every seven years. The purpose of the EAR is to evaluate a community's success in addressing major land use planning issues through the implementation of the comprehensive plan. The specific requirements are to:

- Identify major issues for the community
- Review past actions of the local government in implementing the plan since the last EAR
- Assess the degree to which plan objectives have been achieved
- Assess both successes and shortcomings of the plan
- Identify ways that the plan should be changed
- Respond to changing conditions and trends affecting the local community
- Respond to the need for new data
- Respond to changes in state requirements regarding growth management and development
- Respond to changes in regional plans
- Ensure effective intergovernmental coordination

This analysis results in a list of recommendations for amending the Comprehensive Plan to meet current practices, address major issues, and to adapt to changing state and regional regulations that affect comprehensive plans.

I.1 The EAR Process

Chapter 163.3191, Florida Statutes, outlines the procedures, requirements, and criteria for the development, transmittal, adoption, sufficiency review of the local government's EAR, and proposed EAR based comprehensive plan amendments. One of the requirements was to identify the major issues affecting the growth of the City. The requirement was added to Chapter 163, F.S., by the Florida Legislature in 1998 to allow each community to evaluate its comprehensive plan based solely on the issues that pertain to and affect that community's ability to

meet its goals, thereby creating a document custom tailored for each local community.

Section 163.3191(2), Florida Statutes, requires the EAR to contain information addressing the following topics:

1. Population growth and changes in land area, including annexation, since the most recent update. [163.3191(2)(a)]

2. The extent of vacant and developable land. [163.3191(2)(b)]

3. The financial feasibility of implementing the comprehensive plan and of providing needed infrastructure to achieve and maintain adopted level-of-service standards and sustain concurrency management systems through the capital improvements element, as well as the ability to address infrastructure backlogs and meet the demands of growth on public services and facilities. [163.3191(2)l]

4. The location of existing development in relation to the location of development as anticipated in the original plan, or in the plan as amended by the most recent evaluation and appraisal report update amendments, such as within areas designated for urban growth. [163.3191(2)(d)]

5. An identification of the major issues for the jurisdiction and, where pertinent, the potential social, economic, and environmental impacts. [163.3191(2)(e)]

6. Relevant changes to the state comprehensive plan, the Florida Statutes, the minimum criteria contained in Rule 9J-5, Florida Administrative Code (F.A.C.), and the Treasure Coast Regional Planning Council Strategic Regional Policy Plan since the most recent evaluation and appraisal report update amendments. [163.3191(2)(f)]

7. An assessment of whether the plan objectives within each element, as they relate to major issues, have been achieved. The report shall include, as appropriate, identification as to whether unforeseen or unanticipated changes in circumstances have resulted in problems or opportunities with respect to major issues identified in each element and the social, economic, and environmental impacts of the issue. [163.3191(2)(g)]

8. A brief assessment of successes and shortcomings related to each element of the plan. [163.3191(2)(h)]

9. The identification of any actions or corrective measures, including whether plan amendments are anticipated to address the major issues identified and analyzed in the report. Such identification shall include, as appropriate, new population projections, new revised planning timeframes, a revised future conditions map or map series, an updated capital improvements element,

and any new and revised goals, objectives, and policies for major issues identified within each element. Submittal of the plan amendments with the EAR is not required. [163.3191(2)(i)]

10. A summary of the public participation program and activities undertaken by the City of Port St. Lucie in preparing the report. [163.3191(2)(j)]

11. The coordination of the comprehensive plan with existing public schools and those identified in the applicable educational facilities plan adopted pursuant to Section 1013.35, F.S. The assessment shall address, where relevant, the success or failure of the coordination of the future land use map and associated planned residential development with public schools and their capacities, as well as the joint decision making processes engaged in by the City of Port St. Lucie and the School Board of St. Lucie County in regard to establishing appropriate population projections and the planning and siting of public school facilities. [163.3191(2)(k)]

12. The extent to which the City of Port St. Lucie has been successful in identifying alternative water supply projects and traditional water supply projects, including conservation and reuse, necessary to meet the water needs identified in Section 373.0361(2)(a), F.S., within the City's jurisdiction. The report must evaluate the degree to which the local government has implemented the work plan for building public, private, and regional water supply facilities, including development of alternative water supplies, identified in the element as necessary to serve existing and new development. [163.3191(2)(l)]

13. If any of the jurisdiction of the local government is located within the coastal high hazard area, an evaluation of whether any past reduction in land use density impairs the property rights of current residents when redevelopment occurs, including, but not limited to, redevelopment following a natural disaster. [163.3191(2)(m)]

14. An assessment of the extent to which changes are needed to develop a common methodology for measuring impacts on transportation facilities for the purpose of implementing its concurrency management system in coordination with the municipalities and counties. [163.3191(2)(p)]

Please note that the following sections of 163.3191 are not applicable to the Evaluation and Appraisal Report of the City of Port St. Lucie Comprehensive Plan: (n) regarding compatibility with military stations and (o) regarding concurrency exception areas.

I.2 Public Participation Process

The City of Port St. Lucie began the process of preparing the EAR in January of 2009. A preliminary list of major issues was established internally by the staff of several City departments at two interdepartmental workshops. The process

resulted in a list of issues that was presented to the Planning and Zoning Board for their input on March 3, 2009. On April 23, 2009, the City conducted a public workshop to solicit comments from citizens, adjacent local governments, and representatives of state and regional agencies on the major issues facing the City. Planning and Zoning Department staff compiled the information obtained from these meetings into four major issues. The list of major issues to be addressed in the EAR was approved by the City Council on June 8, 2009. This list was subsequently submitted to the Florida Department of Community Affairs (DCA), and DCA issued a Letter of Understanding to the Planning and Zoning Director on the scope of the EAR, based on the list of major issues and other statutory requirements dated October 8, 2009.

The City's major issues are as follows:

I.3 Major Issues Identified:

A. Land Use and Development
    1. The need to maintain the older areas of the City through neighborhood preservation and/or redevelopment to avoid decline.
    2. The need for more mixed use development or nodes at major intersections to allow for greater flexibility and to ensure that services are available where people live to reduce vehicular miles traveled.
    3. The need for greater diversity in housing choices in the City to serve a variety of ages and incomes.
    4. The need to create goals, objectives, and policies that guide growth and development of the City's Western Annexation area. The GOPs should include evaluation criteria for reviewing future annexation proposals.
    5. Establish the need for an annexation boundary map and joint planning areas or annexation boundary areas with St. Lucie County and the City of Fort Pierce to avoid duplication of services, extra jurisdictional impacts, and to preserve open space and agriculture. The EAR should recommend the inclusion of specific policies in the comprehensive plan, as EAR-based amendments, to develop an annexation boundary map and joint planning areas.

B. Economic Development
    1. The need to create a diverse economic base to keep up with population growth.
    2. The need for an evaluation of the amount of non-residential land uses available in the City to ensure the Future Land Use Map designates an adequate amount of such uses to address economic development needs.
    3. In order to provide a broader job base, the City should ensure that sufficient land is available for industry and commerce and evaluate

the appropriate balance of residential and non-residential development to ensure a jobs/housing balance.

4. The need to evaluate and/or address factors that may limit recruitment of businesses to the area.
    i. Perception of quality of education
    ii. Limited opportunities for higher education compared to other cities of similar size
    iii. Perception that City lacks cultural, arts, and entertainment facilities compared to other areas
5. The need to explore establishing an economic development plan for the City and developing strategies for job creation, diversification, retention, and attracting target industries.

C. Transportation Choices

1. The need for greater road network connectivity, including the completion of a third east/west corridor from U.S. 1 to Interstate 95.
2. The need for more sidewalks, bike paths, and/or bike lanes for an integrated pedestrian and bicycle system throughout the city.
3. The need for the City to incorporate a multi-modal approach to transportation management that includes pedestrian and bicycle facilities, buses, ride sharing, and park and ride lots.
4. The need to coordinate efforts with FDOT, St. Lucie County TPO, and other transportation related agencies to ensure the needs of the City are incorporated into their plans and to promote participation in ridesharing, bicycle and pedestrian studies, and other traffic management programs.

D. Infrastructure, Energy, and Environment

1. The need for the City to continue to coordinate with the South Florida Water Management District on alternative water supply projects to ensure that adequate water supplies are in place to serve projected population.
2. The need to promote water conservation and reuse strategies.
3. The need to evaluate the adequacy of the City's open space and wetland protection regulations.
4. The need to assess the adequacy of the City's stormwater management system and storage capacity and evaluate innovative or alternative methods of stormwater treatment including low impact or sustainable development techniques.
5. The need for the City to create multipurpose facilities that are designed to serve an infrastructure purpose, such as stormwater management or water storage, and provide opportunities for passive recreation and habitat protection.
6. The need for the City to develop policies in the Comprehensive Plan to meet state requirements regarding greenhouse gas reductions, energy conservation, and energy efficient housing.

I.4 Changes in Growth Management Law [163.3191(2)(F)]

Chapter 163.3191(2)(f), F.S., requires that the Evaluation and Appraisal Report contain an evaluation and assessment of the relevant changes to Chapter 187, Florida Statutes, Chapter 163, Florida Statutes, Rule 9J-5, Florida Administrative Code, and Chapter 186, Florida Statutes, since adoption of the City's last EAR in 1996.

State Comprehensive Plan: Chapter 187, F.S., is the State Comprehensive Plan, which provides long-range policy guidance for the orderly social, economic, and physical growth of the state. Its policies may be implemented only to the extent that financial resources are provided pursuant to legislative appropriations, grants, or appropriations of any other public or private entities. The plan does not create regulatory authority or authorize the adoption of agency rules, criteria, or standards not otherwise authorized by law.

Chapter 163, F.S.: Part II, of Chapter 163, F.S., governs county and municipal planning and land development regulations. Section 163,3164, F.S., otherwise known as the Local Government Comprehensive Planning and Land Development Regulation Act, regulates local comprehensive planning in the State of Florida. The intent of this Act is to allow local governments to deal effectively with future problems that may result from the use and development of land within their jurisdictions. Through the process of comprehensive planning, it is intended that units of local government can preserve and protect the public health and quality of life, facilitate the adequate and efficient provision of public services, and conserve and protect natural resources within their jurisdictions.

Rule 9J-5 F.A.C.: Rule 9J-5, F.A.C., establishes the minimum criteria for the preparation, review, and determination of compliance of the comprehensive plans and plan amendments pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163, F.S.

Treasure Coast Regional Policy Plan: Chapter 186, F.S, governs the procedures for adoption and revision of the Strategic Regional Policy Plans (SRPP) that are prepared by the state's Regional Planning Councils.

A summary of changes to the State Comprehensive Plan, the Treasure Coast Regional Policy Plan, and analyses of the changes made to Chapter 163, F.S. and Rule 9J-5, F.A.C, since the time of adoption of the City of Port St. Lucie's previous EAR-based amendments (1998), are provided in Chapter 6 of this report.

II. CITY PROFILE

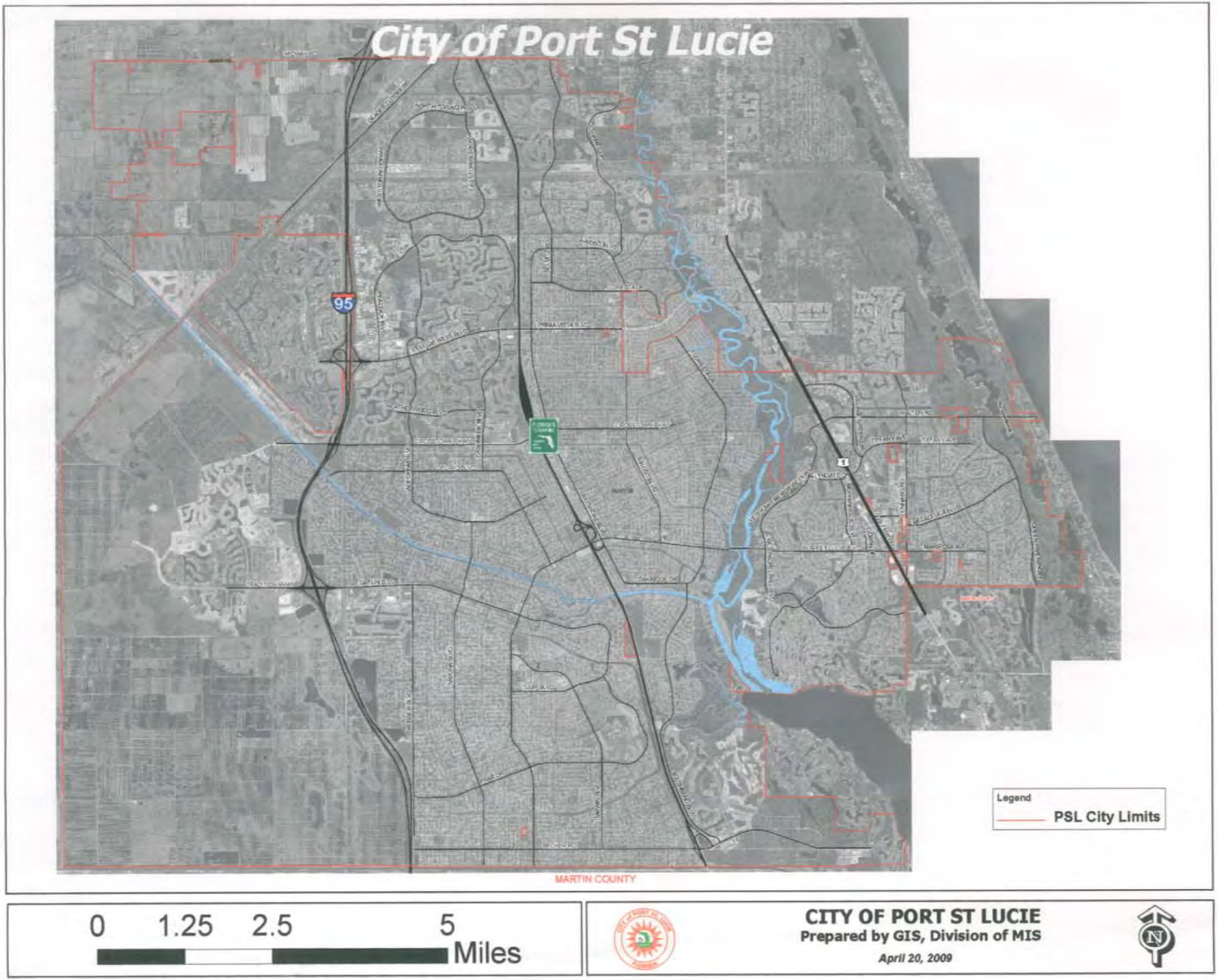
The City of Port St. Lucie is located in St. Lucie County in southeast Florida. The City borders Martin County to the south and unincorporated St. Lucie County land to the north. Nearby cities include the City of Fort Pierce and the City of Stuart. The City was incorporated in 1961 under the ownership of the General Development Corporation (GDC). The land development practices of the General Development Corporation consisted of platting quarter acre single-family residential lots for installment land sales. The vast majority of these lots were sold to buyers all across the United States and abroad.

The GDC legacy is the reason the City is often identified as being one of Florida's platted lands or pre-platted communities. These communities date back to the land sale practices of the 1950s and 1960s when large tracts of raw land were subdivided into small residential lots and marketed as potential vacation or retirement sites. The marketing plan called for a minimum down payment and modest monthly payments over a specified period of time. Over 80,000 platted lots were created in the City of Port St. Lucie. The emphasis was on land sales with little consideration for the impact on water supply, sewage disposal, transportation, and drainage which will accompany build out. Pre-platted communities pre-date the adoption of state mandated growth management and environmental regulations and are often referred to as antiquated subdivisions. Other platted communities in the State of Florida include Cape Coral, Lehigh Acres, Port Charlotte, and Golden Gate Estates.

The City of Port St. Lucie shares many of the challenges and opportunities common to pre-platted communities. It has experienced the rapid population growth that is often associated with pre-platted communities. In 1970, the population of the City of Port St. Lucie was 330. Between, 1970 and 1980, the City's population increased by 43 percent to reach 14,690. Between, 1980 and 1990, the City's population increased by 280 percent to reach 55,866. Between 1990 and 2000, population increased by 59 percent to reach 88,769. The latest estimate by the United States Census lists the City's population at 154,358 for 2008. It represents an increase of 74 percent from the 2000 Census.

The City of Port St. Lucie's current comprehensive plan was adopted on February 9, 1998. At the time of the adoption of the 1998 Comprehensive Plan, the City had a population of approximately 76,000 and consisted of 78 square miles. Currently, the City encompasses an area of 114.5 square miles. The Community-wide Assessment section of the EAR document describes, in much greater detail, the amount of growth and development that has occurred in the City since the 1998 comprehensive plan. Please refer to this section for a detailed analysis of changes in population, land area, the availability and location of vacant land, and development patterns.

Figure 2.1


City of Port St Lucie
95
Legend
PSL City Limits
MARTIN COUNTY
0 1.25 2.5 5
Miles
CITY OF PORT ST LUCIE
Prepared by GIS, Division of MIS
April 20, 2009

III. COMMUNITY-WIDE ASSESSMENT

The Community-Wide Assessment is intended to provide the basis for understanding the dynamics of growth and development in the City of Port St. Lucie. This assessment includes analyses and projections of population, and analyses of land use and estimations of need for specific land use categories.

III.1 Population

Actual population growth far exceeded the population projections in the 1998 Comprehensive Plan. The 1998 Comprehensive Plan projected a population of 112,644 by the year 2010 and 132,236 by the year 2020. By 2004, the City had an estimated population of 118,396 and was named the fastest growing city in the nation for cities with a population of 100,000 or more (U.S. Census). By 2006, the population exceeded 150,000. The University of Florida's Bureau of Economic and Business Research (BEBR) estimates the City's population to be 155,251 for 2009.

Population projections for the City of Port St. Lucie were updated in the Comprehensive Plan in 2007 as part of the City Ten Year Water Supply Facility Work Plan. Forecasts by geographic sub areas were prepared and include the "Old City" represented by municipal areas east of Interstate 95 and the newly annexed area west of Interstate 95. In their report, Fishkind and Associates cited several factors for the City's high growth rate. Chiefly, the build out of counties to the south such as Broward and Palm Beach and the high cost of housing in those areas redirected growth to the next most affordable and available location which was south St. Lucie County. Secondly, the construction of new highway improvements and interchanges supported faster buildout in existing areas of the city. Thirdly, the annexation of land west of Interstate 95 and the number of approved Developments of Regional Impact in that area create the potential for massive development west of Interstate 95. Table 3.1 contains the population projections prepared by Fishkind and Associates.

Table 3.1: City of Port St. Lucie Population Projections

Population Projections	2005	2006	2010	2015	2020	2025	2030
Municipal Total	141,727	159,891	194,582	247,933	307,470	350,311	379,377
Municipal Peak Population*	146,407	165,145	200,734	255,444	316,509	360,236	389,846
Increase in Population	N/A	18,738	35,589	54,710	61,065	43,727	29,610
Percent Change	N/A	13%	22%	27%	24%	14%	8%
*peak population includes permanent and seasonal residents							

Source: Fishkind and Assoc. Municipal Population Forecast City of Port St. Luce, FL 2007

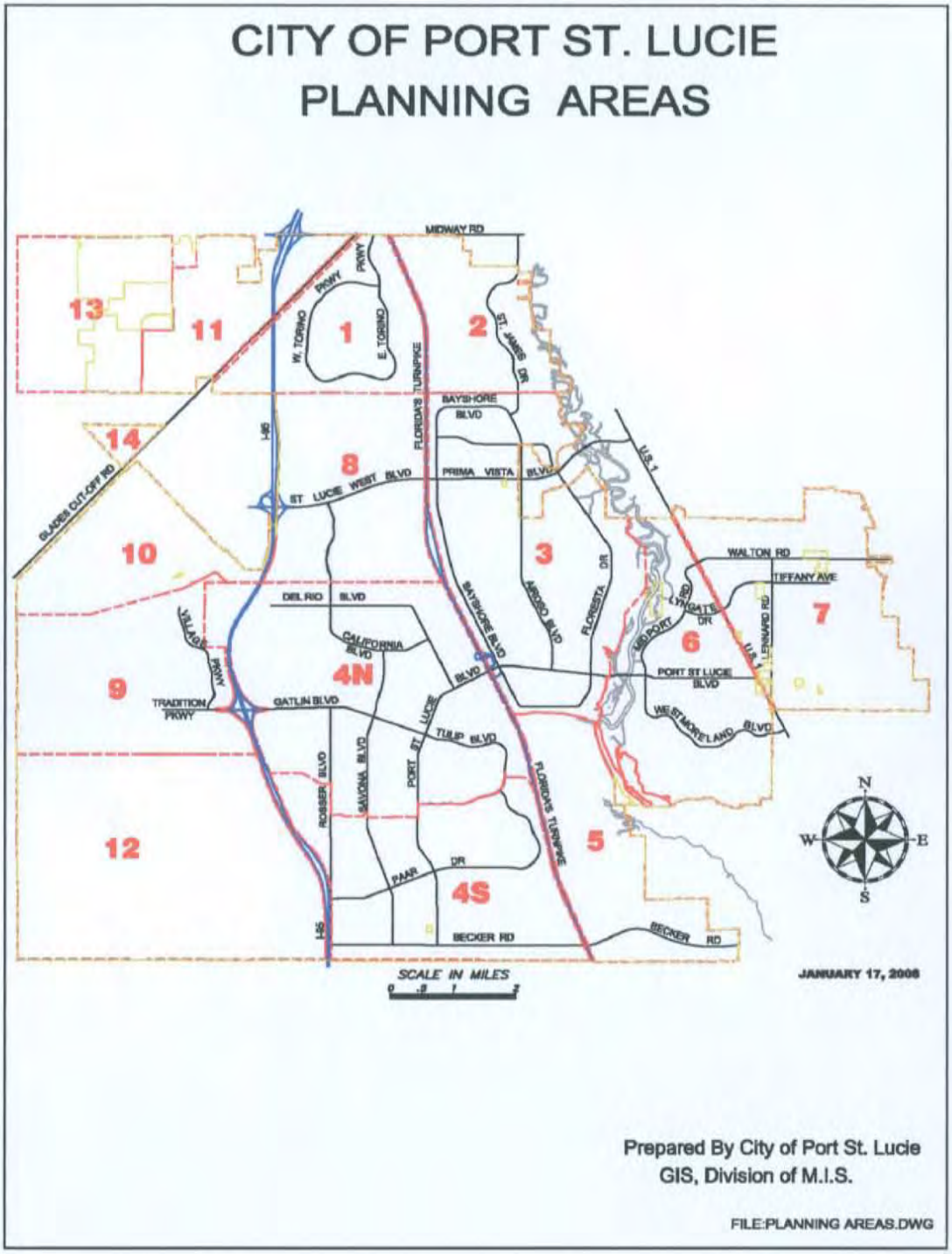
The current downturn in the U.S. economy has greatly impacted the local economy and population growth. As of June 2009, the county had an unemployment rate of 13.3 percent, the second highest in the State of Florida. The economic downturn has led to an increase in home foreclosures in the City of Port St. Lucie and a decrease in building permits and development applications. Based on these indicators, the population projections prepared by Fishkind and Associates may overestimate the City's population for 2010 and 2015. If the current economic downturn continues to impact population growth, the City may need to consider revised population projections as part of the EAR-based amendments.

III.2 Summary of Changes in Land Area

At the time of the adoption of the 1998 Comprehensive Plan, the City of Port St. Lucie consisted of 78 square miles. The current size is approximately 114.5 square miles. There were 35 annexations between 2000 and 2008 for a total of 24,013 acres, or 37.5 square miles. These annexations were voluntary annexations undertaken at the request of the property owner(s). The majority of the voluntary annexations are west of Interstate 95 in Planning Areas 9 through 13. The area is generally referred to as the City's Western Annexation Area. It includes seven large scale Developments of Regional Impact and several smaller planned or approved PUD type developments.

The Comprehensive Plan divides the City into thirteen neighborhood planning areas. Neighborhood planning areas were adopted in the 1980s to enable the City to prepare neighborhood specific studies that reviewed the existing transportation, land use, housing, recreation and open space, and drainage issues impacting each area. Projects were prioritized and included in the City's Capital Improvement program. Figure 3.1 shows the Neighborhood Planning Areas for the City of Port St. Lucie.

Figure 3.1 City of Port St. Lucie Neighborhood Planning Areas



At present, the City of Port St. Lucie has nine active Developments of Regional Impact. The list of DRIs, their development thresholds, and approval dates are shown in Table 3.2. With the exception of the St. Lucie West DRI and the Reserve DRI, these DRIs represent recent annexations west of Interstate 95. The St. Lucie West DRI is located in Planning Area 8. The ± 229 acres of the Reserve DRI that falls within the municipal boundary of the City of Port St. Lucie is located in Planning Area 11. The rest of the acreage is located in St. Lucie County.

Table 3.2 Active Developments of Regional Impact, City of Port St. Lucie

Name	Year Approved	Acreage	DUs	Retail S.F.	Industrial S.F.	Office S.F.	Research & Office S.F.	Year DRI. Exp.
LTC Ranch DRI	5/22/2000	2,455	2,500	305,000	980,100	349,750		2020
PGA Village DRI (Verano)	10/27/2003	3,026	6,000	225,000		25,000		2023
Reserve (City of Port St. Lucie and St. Lucie County)	3/27/1989	2,680 (± 229 City of PSL)	3,200	290,000	500,000	1,076,500		2013
Riverland Kennedy(GL Homes) DRI	10/9/2006	3,845	11,760	892,668	1,361,250		1,361,250	2028
Southern Grove DRI	9/25/2006	3,606	7,388	2,164,061	1,999,405	2,073,238		2032
St. Lucie West	2/9/1987	4,614	7,125	2,125,287	2,499,528	1,562,899		2,013
Tradition DRI	9/22/2003	3,015	7,245	1,123,000		350,000		2035
Western Grove DRI	2/26/2007	1,593	4,062	365,904		250,906		2027
Wilson Groves (Ansca) DRI	10/23/2006	2,499	7,700	765,000	1,361,250	222,000	1,361,250	2035

Source: City of Port St. Lucie Planning and Zoning Department, 2009

The Western Annexation Area corresponds to an agreement between the City and St. Lucie County for the City to be the provider of sewer and water services west of Interstate 95. In 1994, the City purchased General Development Utilities from St. Lucie County. The County had condemned the utility in 1990 following the bankruptcy of the General Development Corporation. Under the purchase agreement, the Western Annexation Area fell within the City of Port St. Lucie Utility Service Area. In 1996, the City embarked on an aggressive utility service expansion program with the goal of providing both water and wastewater service to all properties throughout the entire utility service area.

In 2000, the City annexed the 2,455 acre LTC Ranch DRI in Planning Area 11. In 2003, the City annexed the 6,203 acre Westchester annexation (Planning Area 9). The Westchester annexation comprises the Tradition DRI and the Western Grove DRI. In addition, the City annexed the 1900 acre PGA Village DRI, now known as Verano (Planning Area 10). The largest annexation was the 9,485 acre Southwest Quadrant Annexation in 2004 (Planning Area 12). It constituted three separate projects: the Southern Grove DRI, Wilson Groves DRI, and the Riverland Kennedy DRI. The three projects were subject to one comprehensive traffic study conducted by the Treasure Coast Regional Planning Council and one comprehensive annexation agreement.

Between 2003 and 2008, the City approved several smaller annexations in the northwest portion of the Western Annexation Area (Planning Areas 11, 13, and 14). The list includes the 285 acre Copper Creek annexation, the 386 acre Kenco annexation, the 446 acre West Creek annexation, the 243 acre Orange Lake Crossing annexation, and the 303.75 acre Graves Brothers annexation, and the 464 acre Lulfs Groves annexation. With the exception of the research and development oriented Lulfs Groves project, the associated development proposals are for master planned residential communities. In 2003, the City annexed 409 acres in the northwest annexation area for the City's Glades Wastewater Treatment Plant.

A total of 1,113 acres plus or minus was annexed east of Interstate 95. The largest of these annexations were the 429 acre Glassman annexation located in Planning Area 4N and the 203 acre Floridian Golf Club annexation in Planning Area 5. The Glassman annexation became Gatlin Boulevard Regional Activity Center. It includes two shopping centers and two residential PUDs. The 203 acre Floridian Golf Club is located in south Port St. Lucie along the North Fork of the St. Lucie River and north of the Martin County line. The property currently consists of a club house and 18-hole golf course. It will be incorporated into the existing Veranda Falls PUD with no increase in residential development.

The smaller annexations east of Interstate 95 can be classified as former enclaves or small parcels in St. Lucie County that were contiguous to the City and within the City's Utility Service Area. The largest of these smaller annexations is the 97 acre Lentz Grove annexation located in Planning Area 7 and now known as East Lake Village. East Lake Village is a new urbanist mixed use project located within the City's Community Redevelopment Area. Annexations in the City of Port St. Lucie from 1998 to the present are listed under Table 3.3 and depicted in Figure 3.2.

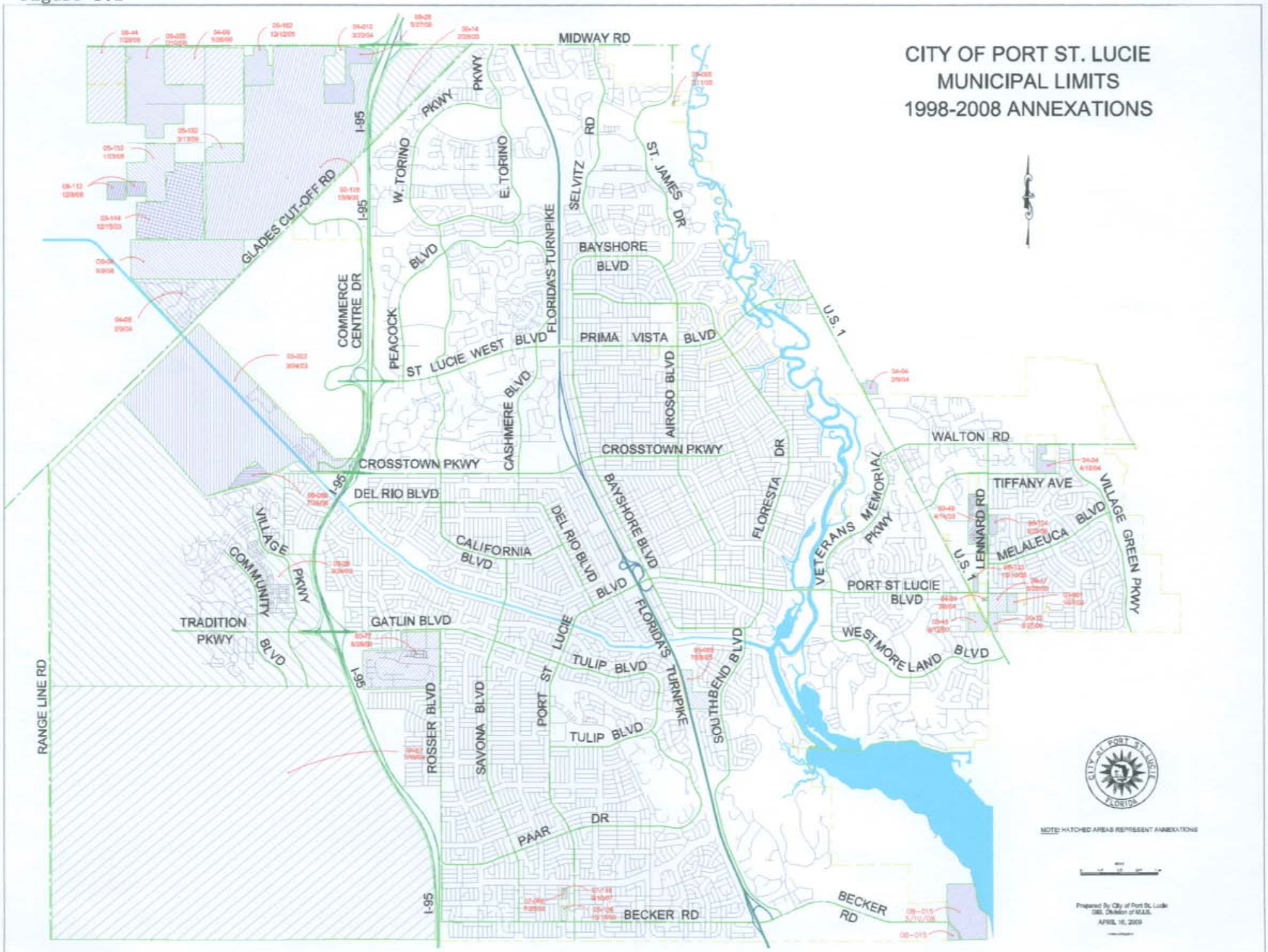
Table 3.3 City of Port St. Lucie Annexations Since 1998

Project No.	Name	Ord. No.	Adoption Date	Effective Date	Location/Planning Area	Acreage
P00-10	LTC Ranch (East)	00-014	2/28/2000	3/9/2000	P.A. 11	387.71
P00-19	Home Depot (Lentz and Griffin)	00-015	3/27/2000	4/6/2000	P.A. 7	16.22
P00-39	Glassman	00-077	8/28/2000	9/7/2000	P.A. 4N	429.2
P00-64	McArthur Property	00-045	6/12/2000	6/22/2000	P.A. 7	32.554
P00-108	Azzi	00-047	6/26/2000	7/6/2000	P.A. 7	38.26
P02-126	LTC Ranch (West)	02-126	12/9/2002	12/19/2002	P.A. 11	2,067.31
P02-209	Holy Family	03-001	1/27/2003	2/6/2003	P.A. 7	19.58
P02-263	Lentz Grove	03-049	4/14/2003	4/24/2003	P.A. 7	97.98
P02-273	Tradition	03-026	3/24/2003	4/3/2003	P.A. 9	6,203
P02-324	PGA Village	03-022	2/24/2003	3/6/2003	P.A. 10	1900
P03-263	Tiffany Woods	04-034	4/12/2004	4/22/2004	P.A. 7	39.8
P03-277	Egan Grove	03-144*	12/15/2003	9/18/2003	P.A. 11	409
P03-313	Lennar/Becker	04-008	2/9/2004	2/19/2004	P.A. 14	284.99
P03-353	Rich and Rubin	04-004	2/9/2004	2/19/2004	P.A. 7	18.51
P03-354	Kenco	04-009	2/9/2004	2/19/2004	P.A. 11	386
P03-368	Carris Commercial Prop.	04-010	3/22/2004	4/1/2004	P.A. 11	74
P04-005	Boys and Girls Club	04-024	3/8/2004	3/18/2004	P.A. 7	1.67
P04-076/P04-251 /P04-252/P04-259	Southwest Quadrant	04-067	7/19/2004	7/29/2004	P.A. 12	9,485
P05-005	Becker Square	05-135	10/10/2005	10/20/2005	P.A. 4S	9.98
P05-089	Southbend Shores	05-065	7/25/2005	8/4/2005	P.A. 5	71.16
P05-204	Charleston Oaks (Klein)	05-096	7/11/2005	7/21/2005	P.A. 2	1.07
P05-267	McCarty Road	05-152	3/13/2006	3/23/2006	P.A. 11	71.5
P05-297	Mariposa Associates	05-133	10/10/2005	11/3/2005	P.A. 7	9.89
P05-324	DJG Developers	05-153	1/23/2006	2/2/2006	P.A. 11	186
P05-327	Lowry	05-134	1/23/2006	2/2/2006	P.A. 7	18.52

Project No.	Name	Ord. No.	Adoption Date	Effective Date	Location/Planning Area	Acreage
P05-372	Midway 100	05-162	12/12/2005	12/22/2005	P.A. 11	100
P06-028	Peacock Fruit & Cattle	06-066	7/24/2006	8/3/2006	P.A. 10	46.85
P06-045	West Creek	06-055	7/10/2006	7/20/2006	P.A. 11	446
P06-261	Graves Brothers	08-044	7/28/2008	8/7/2008	P.A. 11	303.75
P07-104	Nau Ranch/Imagine Schools	07-066	6/11/2007	7/21/2007	P.A. 4S	5.11
P07-210	Nau Ranch	07-116	9/10/2007	9/20/2007	P.A. 4S	2
P07-412	Stuart Holdings/Floridian	08-015	3/10/2008	3/20/2008	P.A. 4S	203
P08-018	Lulfs Groves	08-036	6/9/2008	6/19/2008	P.A. 11	464.5
P08-021	FPL	08-026	5/27/2008	6/5/2008	P.A. 11	117.16
P08-178	Orange Lake Crossings	08-112	12/8/2008	12/18/2008	P.A. 11	66.06
Totals						**24,013.34**

Source: City of Port St. Lucie Planning and Zoning Department, 2009.

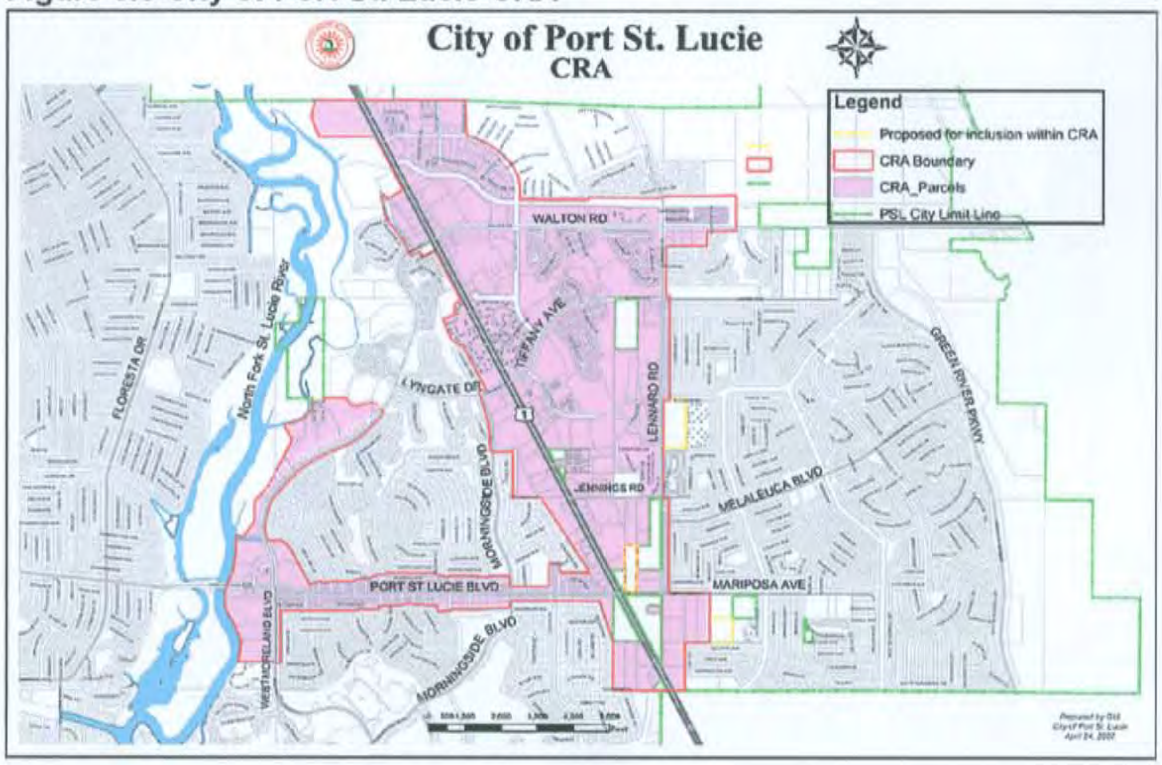
Figure 3.2


CITY OF PORT ST. LUCIE
MUNICIPAL LIMITS
1998-2008 ANNEXATIONS
MIDWAY RD
PKWY
W. TORINO
E. TORINO
SELVITZ RD
ST. JAMES DR
I-95
GLADES CUT-OFF RD
BLVD
COMMERCE CENTRE DR
PEACOCK
FLORIDA'S TURNPIKE
BAYSHORE BLVD
PRIMA VISTA BLVD
ST LUCIE WEST BLVD
CASHMERE BLVD
AIROSO BLVD
U.S. 1
CROSSTOWN PKWY
DEL RIO BLVD
BAYSHORE BLVD
FLORESTA DR
VETERANS MEMORIAL PKWY
WALTON RD
TIFFANY AVE
LENNARD RD
MELALEUCA BLVD
VILLAGE GREEN PKWY
VILLAGE COMMUNITY PKWY
CALIFORNIA BLVD
DEL RIO BLVD
PORT ST LUCIE BLVD
WESTMORELAND BLVD
TRADITION PKWY
GATLIN BLVD
PORT ST LUCIE
TULIP BLVD
FLORIDA'S TURNPIKE
SOUTHBEND BLVD
RANGE LINE RD
ROSSER BLVD
SAVONA BLVD
PAAR DR
BECKER RD
BECKER RD
CITY OF PORT ST. LUCIE FLORIDA
NOTE: HATCHED AREAS REPRESENT ANNEXATIONS
Prepared By City of Port St. Lucie
GIS Division of M.I.S.
APRIL 16, 2009

In 2001, the City of Port St. Lucie designated a Community Redevelopment Area (CRA) along U.S. 1 in eastern Port St. Lucie. The original CRA boundary includes the city's U.S. 1 corridor from just north of Village Green Drive, south to the St. Lucie/Martin County line, east to Lennard Road, and west to U.S. 1 (Federal Highway). Two additional areas have been formally designated as part of the CRA. They include the Lentz Grove annexation, now known as East Lake Village, and the Port St. Lucie Boulevard/Riverwalk District (the "CRA Expansion Area"). The City of Port St. Lucie CRA is located in Planning Areas 6 and 7 on the Neighborhood Planning Areas Map.

The CRA was created to compensate for the lack of commercial development in the eastern portion of the city. In its original design, the city is a series of residential subdivisions with no core or downtown where residents can shop or obtain other services. The CRA is intended as a central gathering place that provides entertainment, employment, and other services. In 2008, the city completed construction and opened a 100,000 square foot Civic Center on U.S. 1. The Civic Center is designed to be the focal point of the CRA. It includes a gymnasium, interactive fountain, twenty thousand square feet of meeting space, a public plaza, and a parking garage.

Figure 3.3 City of Port St. Lucie CRA



III.3 Land Use Analysis

The City maintains a Future Land Use Map of all parcels within the City. Table 3.4 shows the Future Land Use distribution for the year 2009 and the corresponding acreage for each land use category. The land use category with the most acreage is low density residential accounting for approximately 27,170 acres or 44.75 percent. The percentage reflects the city's origins as a low density residential community. In comparison, only 2,388 acres or 3.93 percent of the developable land is reserved for multi-family development. Maximum densities under the multi-family designation range from 5 to 11 units per acre for medium density residential and 5 to 15 units per acre for high density residential. The higher residential density allocations are only applicable to residential planned unit developments. Otherwise, the maximum density for multi-family residential is five units per acre.

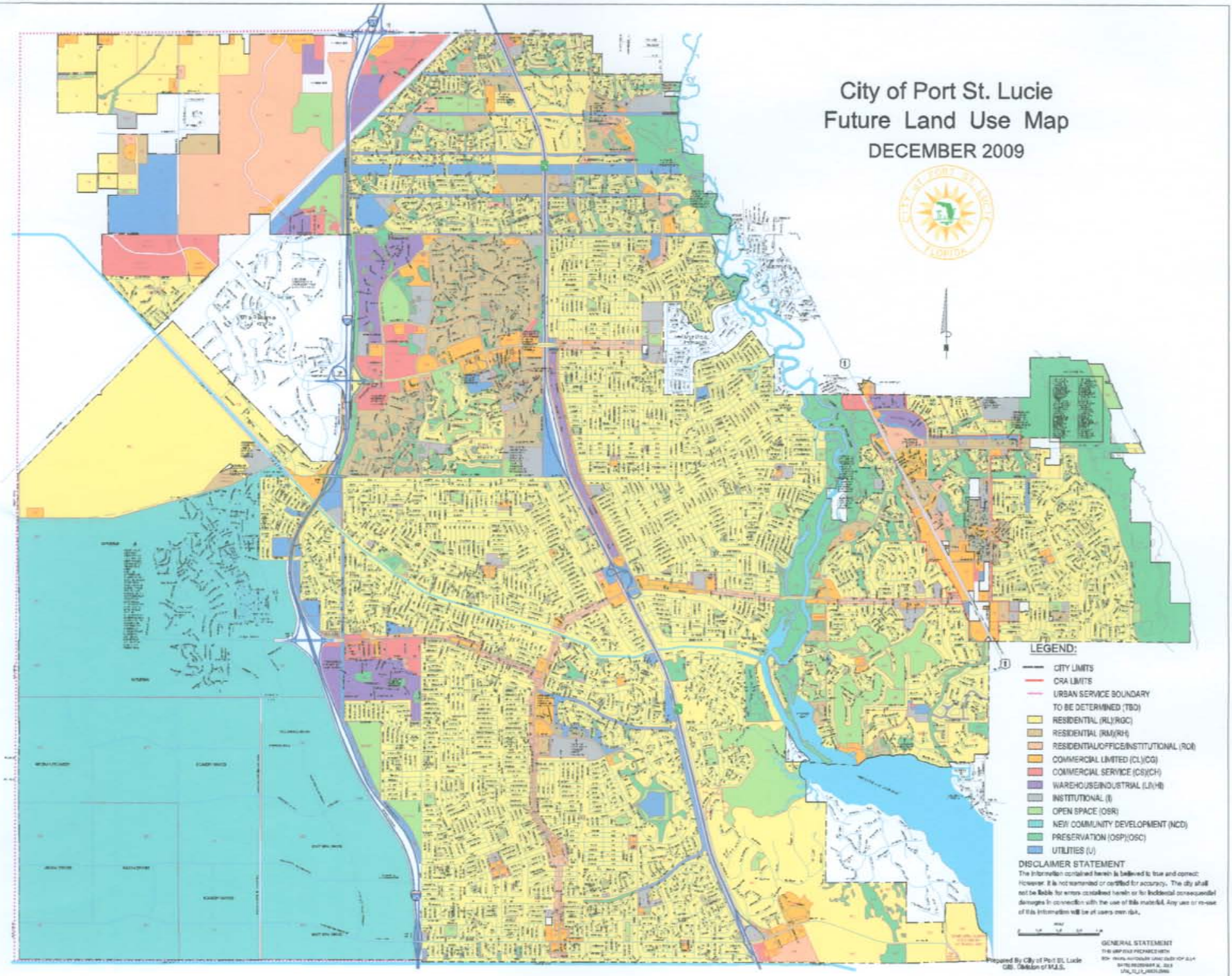
Table 3.4 City of Port St. Existing Land Uses

Landuse Legend	# of Parcels	Acreage	% of Total
Commercial Limited (CL) (CG)	1,674	1,630.89	2.69%
Commercial Service (CS) (CH)	939	1,033.41	1.70%
Institutional (I)	173	1,029.84	1.70%
New Community Development (NCD)	4,127	14,419.08	23.75%
Open Space (OSR)	509	2,368.51	3.90%
Preservation (OSP) (OSC)	779	4,724.31	7.78%
Residential (RL) (RGC)	78,662	27,170.43	44.75%
Residential (RM) (RH)	8,955	2,388.95	3.93%
Residential/Office/Institutional (ROI)	1,947	2,691.20	4.43%
To Be Determined (TBD)	9	128.27	0.21%
Utilities (U)	294	2,036.66	3.35%
Warehouse/Industrial (LI) (HI)	2,668	1,097.94	1.81%
Totals	100,736	60,719.49	100.00%

Source: City of Port St. Lucie GIS Department 2009

Figure 3.4 depicts the City's Future Land Use Map.

Figure 3.4


City of Port St. Lucie
Future Land Use Map
DECEMBER 2009
LEGEND:
CITY LIMITS
CRA LIMITS
URBAN SERVICE BOUNDARY
TO BE DETERMINED (TBD)
RESIDENTIAL (RL)(RGC)
RESIDENTIAL (RM)(RH)
RESIDENTIAL/OFFICE/INSTITUTIONAL (ROI)
COMMERCIAL LIMITED (CL)(CG)
COMMERCIAL SERVICE (CS)(CH)
WAREHOUSE/INDUSTRIAL (LI)(HI)
INSTITUTIONAL (I)
OPEN SPACE (OSR)
NEW COMMUNITY DEVELOPMENT (NCD)
PRESERVATION (OSP)(OSC)
UTILITIES (U)
DISCLAIMER STATEMENT
GENERAL STATEMENT

The land use category with the second highest acreage is NCD (New Community Development). NCD accounts for approximately 14,419 acres or 23.75 percent. The NCD District was created as a land use for Developments of Regional Impact to reflect the mixed use nature of these projects. The New Community Development District (NCD) was adopted into the Comprehensive Plan in 2003 as part of the Westchester (Tradition) Future Land Use Map and Text Comprehensive Plan Amendment. All of the NCD land in the city is located in Planning Area 12. The Tradition DRI, the Western Grove DRI, the Southern Grove DRI, the Riverland/Kennedy DRI, and the Wilson Grove DRI fall under this category.

The land use category with the third highest acreage is preservation/conservation. Approximately 4,724 acres or 7.78 percent falls under the OSP and OSC categories. This category includes the acreage adjacent to the North Fork of the St. Lucie River, the Savannas State Preserve, and other city, county, and privately owned conservation land. The city has approximately 2,664 acres or 4.38 percent of the land designated for office or professional use under the ROI category. Commercial land uses account for approximately 2,672 acres or 4.4 percent of the total developable acreage in the City. Warehouse and industrial uses account for 1,098 acres or 1.81 percent. Approximately 1,029 acres or 1.7 percent is reserved for Institutional uses and approximately 2,036 acres or 3.35 percent is reserved for utility uses.

Since 1998, the City has approved 53 large scale Future Land Use Map (FLUM) amendments, impacting 26,343 acres. The approved FLUM amendments are listed under Table 3.5. The majority of the Future Land Use Map changes were necessitated as a result of annexation. Those FLU designations with "SLC" indicate the amendment was an annexation from St. Lucie County. The St. Lucie Land Amendment (Project No. P04-148) that changed 120 acres of open space preservation land to residential land was part of an agreement between the developer and the Florida Department of Environmental Protection (FDEP). FDEP removed a conservation easement on the property in exchange for the donation of a 320 acre parcel in Martin County.

Table 3.5 City of Port St. Lucie Future Land Use Amendments since 1998

Project No.	Name	Ordinance	Acreage	Old Land Use	New Land Use
P98-202	SLW Dev. (NE Corner SLW DRI	98-083	52.686	18.771 ac. of CG, OSC, & RH/OSR/I, 17.528 ac. of RH/OSR/I, 9.76 ac. of CG, and 7.216 ac. of LI/OSR/I	18.771 ac. of Institutional, 17.528 ac. of CG, 9.76 ac. RH/OSR/I, and 7.216 ac. of OSC
P99-17*	River Trace Developers (Waterville)	99-038	156.48	63.24 ac. of RGC, 32.24 ac. of I, 16 ac. of OSR, 13 ac. of ROI, & 32 ac. of CG	63.24 ac. of RGC, 32.24 ac. of I, 16 ac. of OSR, 13 ac. of ROI, & 32 ac. of CG
P00-003	Home Depot (Lentz/Griffin)	00-022	16.22	SLC COM	CG
P00-032	Glassman	00-038	429.2	SLC MXD	109 ac. of CS/CG/CH, 265.4 ac. of LI/ROI, & 15.9 ac. U
P00-034	McArthur Property	00-037	32.55	SLC COM and RU	CG/OSC
P00-075	LTC Ranch Joint Venture	00-046	387.71	SLC MXD	30.92 ac. of CS/CG, 78.32 ac. of CS/LI/ROI, 18.87 ac. of CH/CS/LI, 32.40 ac. of CS/CG/CH/LI, 53.73 ac. of CS/LI/HI/ROI, 52.44 ac. of HI/LI/U, 65.48 ac. of HI/LI/ROI/U, 37.55 ac. of CS/LI/ROI, and 18 ac. of OSC
P00-166	PolyMedica Corp.	00-115	22.12	RM	CS
P00-167	Azzi	00-112	20.58	SLC RM	CG
P01-143	SLW Dev.	01-059	81.927	45.568 ac. of CG/RH/I and 34.327 ac. of CG/I	62.089 ac. of CS/RH/I and19.838 ac. of OSC
P01-254	SLW Dev.	02-014	26.954	8 ac. of CG, 11.79 ac. of RH, 6.083 ac. of CG/I, 1.081 ac. of OSC	16.11 ac. of CH/CG, 2.84 ac. of OSC, and 8 ac. of RH/OSR/I
P02-006	City of PSL Cemetery	02-029	17	U	I
P02-141	North Pointe	02-141	2,067	SLC AG 2.5	1,799 ac. of ROI, 20.9 ac. of CG/ROI, 49.7 ac. of CG/CH/ROI, 161.2 ac. of I/OSR, & 37.1 ac. of ROW

Project No.	Name	Ordinance	Acreage	Old Land Use	New Land Use
P02-210	Holy Family Catholic Church	02-142	19.58	SLC Public Facilities	I
P02-219	Tesoro	02-139	27.59	OSR	RGC
P02-220	Tesoro	02-138	44.6	7.77 ac. of RGC, 3.20 ac. of CG, 13 ac. of ROI, & 15 ac. of I	RGC
P02-256	Lentz/East Lake Village	02-145	97.98	SLC RM	82.18 ac. of RM & 15.80 ac. of ROI/CG
P02-275	Tradition	02-143	6,203.74	1067.3 ac. of SLC Mixed Use,1,425 ac. of SLC Residential Urban, & 3,710.52 ac. of SLC AG	5,717.14 ac. of NCD & 468.60 ac. of OSR/OSC
P02-314	PGA Village	03-074	3,026	1,394 ac. of SLC AG, 483 ac. of SLC RS 2, 1112 ac. of NCD, & 37 ac. of RL	2,911 ac. of RGC, 60 ac. of CG, & 55 ac. of I.
P03-032	Peachtree Place	03-087	20.425	RL	RM
P03-264	Tiffany Woods	03-173	39.8	SLC RU	RL
P03-298	Home Dynamics	03-170	16.96	CL	14.38 ac. of RM, 1.04 ac. of ROI, & 1.53 ac of CG
P03-300	Lennar/Becker Groves	03-172	284.99	SLC AG	20 ac. of CG & 264.99 ac. of RL
P03-330	City of PSL Parks Site	03-165	21.09	CG	OSR
P03-333	Reserve	04-107	162.86	101.77ac. of CG/LI/I & 54.3 ac. of CG/LI/I	101.77 ac. of OSR, 54.3 ac. of RL
P03-349	Tesoro	03-174	11.7	CG	RGC
P03-355	St. Lucie Lands	03-168	158	RGC	29.7 ac. of CG, 7.36 ac. of CH/CG/ROI, 18.43 ac. of ROI/CG, 13.97 ac. of CS/ROI & 89 ac. of ROI
P03-356	Panda Midway	03-171	74.13	SLC MXD	24.13 ac. of CS & 50 ac. of LI
P03-357	Kenco	03-169	386	SLC AG to	353 ac. of RL, 18 ac. of CG, & 12 ac. of ROI
P03-358	Rich and Rubin	03-166	18	13.05 ac. of SLC COM & 5.46 ac. of SLC RU	6.51 ac. of RM & 12 ac. of CG
P03-369	Southern Grove	03-167	3,155.78	165.02 ac. of SLC Mixed Use, 627.91 of ac. SLC RU, & 2,362.85 ac. of SLC AG	NCD

Project No.	Name	Ordinance	Acreage	Old Land Use	New Land Use
P03-499	City of PSL Tract R Sec. 39	04-090	20.5	CG	OSR
P04-006	City of PSL Glades WWTP	04-093	408	SLC AG	U
P04-148	St. Lucie Land	04-094	120	OSP	RGC
P05-038	Glassman-Gatlin Commons RAC - Scale	05-093	89.57	CH/CS/CG	CS
P05-199	City of PSL FLU Change - Gatlin	05-166	35.82	25 ac. of ROI & 10.08 ac. of CG	20.35 ac. of OSR & 15.47 ac. of RL
P05-296	City of PSL Surplus Land Tracts	05-167	17.211	OSR	OSC
P05-325	DJG Developers	05-178	186	SLC AG	RL
P05-326	McCarty Road	05-180	71.532	SLC AG	RM
P05-328	Lowry Property	05-173	18.52	SLC RM	14.70 ac. of RM & 3.82 ac. of RH/CG
P05-329	Midway 100 East	05-172	100	SLC AG	95 ac. of RL & 5 ac. of CG
P05-341	City of PSL OSR Land	05-179	52	OSR	RL
P05-451	Wilson Groves/Ansca	06-050	2,499	SLC AG	NCD
P05-487	Riverland/Kennedy	06-042	3,845	SLC AG	NCD
P06-029	Peacock Fruit 7 Cattle	06-075	47	SLC AG	20.27 ac. of RM, 20.27 ac. of CG, & 6.40 ac. of OSC
P06-030	West Creek	06-077	446	SLC AG	363 ac. of RL, 15 ac. of CG/ROI, 10 ac. of CG/RL/ROI, 20 ac. of OSC, & 38 ac. of I/OSR
P06-031	Southbend	06-078	71.16	SLC RU	RL
P06-262	Graves Brothers	08-047	303.75	SLC AG	262.99 ac. of RL, 20 ac. of CG, 5 ac. of I, & 15.76 ac. of OSR
P07-088	Reserve	07-125	61.22	2.39 ac. of OSR, 52.15 ac. of RL & 6.68 ac. of LI	42.79 ac. of CS, 16.98 ac. of OSR & 1.45 ac. of OSP
P07-109	Cairns	08-131	5.26	RL	ROI
P08-016	Floridian	08-052	202.92	SLC RE	RGC

Project No.	Name	Ordinance	Acreage	Old Land Use	New Land Use
P08-019	Lulfs Grove	08-053	464.5	SLC AG	90 ac. of CS/LI/HI, 311.5 ac. of CS/LI/ROI, 63 ac. of CG/ROI
P08-037	City of PSL Westmoreland	08-051	21.59	8.24 ac. of CG , 5.20 ac. of RM, 8.15 ac. of RM	14.44 ac. of ROI & 8.15 ac. of OSR
P08-179	Orange Lake Crossings	08-132	177.11	66 ac. 0f SLC AG & 124.49 RL	66.06 ac. of RL 63.54 of RM, 17.70 of CG, 12.39 of ROI, 9.29 of U, and 8.13 of OSR

Source: City of Port St. Lucie Planning and Zoning Department 2009

**Represented a relocation of land uses with no net change in land use designations.*

III.4 Amount and Location of Vacant and Developable Land

Table 3.6 shows the vacant and developable land use distribution for the City of Port St. Lucie for the year 2009. The figures shown were obtained by overlaying the County Property Appraiser Tax Roll data for vacant parcels with the Future Land Use data from the City's GIS department. Land reserved for conservation and preservation was removed from the analysis. The resulting vacant lands data represents the vacant and developable acreage in the City.

Table 3.6 City of Port St. Lucie Vacant and Developable Land

Vacant-Developable (Other than OSR, OSC & OSP)				
Landuse Legend	# of Parcels	Acreage		% of Total
Commercial Limited (CL) (CG)	449	784.93		3.01%
Commercial Service (CS) (CH)	173	694.63		2.66%
Institutional (I)	62	255.44		0.98%
New Community Development (NCD)	1,760	12,756.54		48.84%
Residential (RL) (RGC)	19,511	8,086.80		30.96%
Residential (RM) (RH)	325	387.54		1.48%
Residential/Office/Institutional (ROI)	906	2,360.53		9.04%
To Be Determined (TBD)	3	123.11		0.47%
Utilities (U)	52	405.63		1.55%
Warehouse/Industrial (LI) (HI)	196	261.31		1.00%
Totals	23,437	26,116.46		100.00%

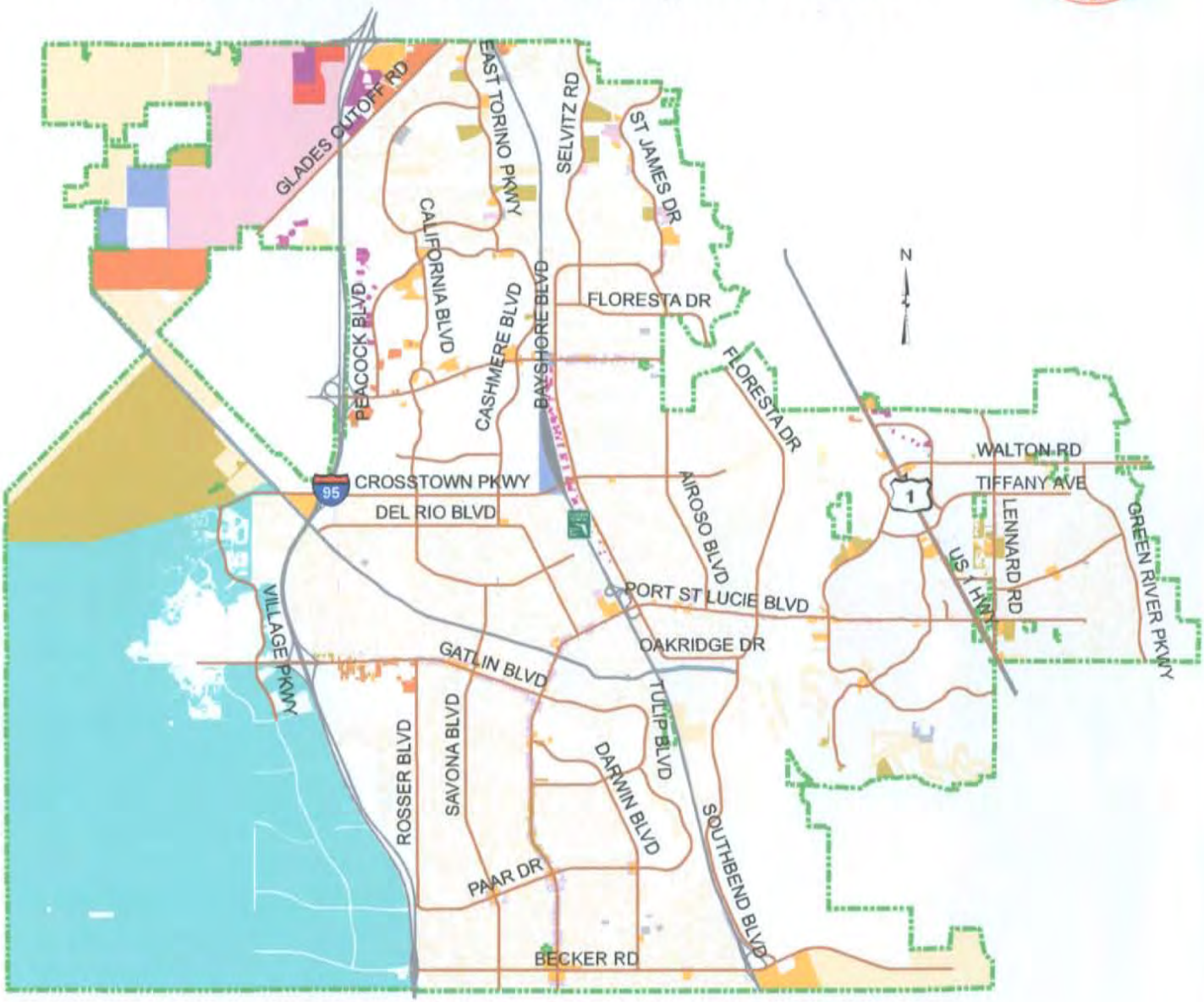
Source: City of Port St. Lucie GIS Department 2009

Approximately 43 percent of the developable land in the City is vacant. As shown in Figure 3.5, the largest concentration of vacant developable land is the newly annexed land west of Interstate 95 in Planning Areas 9 through 13. The acreage is primarily agricultural and will require significant infrastructure improvements to accommodate development. The land use category with the highest vacant acreage is the New Community Development District (NCD). It

accounts for 48.8 percent or ±12,756 acres. Approximately 8,086.8 or 31 percent of the low-density residential acreage in the city is vacant. The majority of this acreage is located in Planning Areas 10 and 13. It includes the PGA Village DRI (Verano PUD) and several residential planned unit developments proposed for the northwest annexation area. In addition, it is estimated that approximately 29,000 of the GDC platted parcels east of Interstate 95 are vacant. Other vacant residential parcels include the 265 acre Veranda PUD located in Planning Area 5 along the Martin County border, the 72 acre Southbend parcel in Planning Area 5 adjacent to the Florida Turnpike, and the 38 acre Tiffany Woods parcel off of Walton Road in Planning Area 7. Both the Southbend parcel and the Tiffany Woods parcels were purchased by the St. Lucie County School Board for future education related uses.

City of Port St Lucie

Vacant Land Analysis 2009



Legend

- Main Roads
- City Limits

Landuse

- COMMERCIAL LIMITED (CL) (CG)
- COMMERCIAL SERVICE (CS) (CH)
- INSTITUTIONAL (I)
- NEW COMMUNITY DEVELOPMENT (NCD)
- RESIDENTIAL (RL) (RGC)
- RESIDENTIAL (RM) (RH)
- RESIDENTIAL/OFFICE/INSTITUTIONAL (ROI)
- TO BE DETERMINED (TBD)
- UNINCORPORATED ST LUCIE COUNTY
- UTILITIES (U)
- WAREHOUSE/INDUSTRIAL (LI) (HI)

Prepared by
City of Port St Lucie
GIS Division, MIS Dept.
January 8, 2010

Approximately, 9 percent or 2,360 acres of the ROI (Residential, Office, and Institutional) land use acreage is vacant. The largest concentration, 2,455 acres, is located in Planning Area 11 within the LTC Ranch DRI.

Population projections prepared by Fishkind and Associates as part of the city's Water Supply Facilities Work Plan amendment estimate the City's population to be 379,377 by the year 2030. It represents an increase in population of 221,475 people from the current BEBR estimate of 157,902 for 2009. Based on the above analysis there are approximately 19,837 acres of residential development to accommodate future population growth. In addition, the NCD land use category allows for residential development as outlined in the development orders of the associated DRIs.

III.5 Location of Actual and Anticipated Development

Since the adoption of the current Comprehensive Plan in 1998, new residential development in Port St. Lucie increased by over 136% percent. Based on the data and analysis in the 1998 Comprehensive Plan, approximately 29,500 or 36 percent of the platted lots in the City were developed by the end of 1996. As of October 2009, the City has approximately 69,500 dwelling units. Most of the new residential development occurred in the GDC platted areas of the city and the St. Lucie West DRI.

As a general rule, residential development occurred within areas anticipated by the Future Land Use Map. Approximately 6,963 dwelling units were built in the St. Lucie West DRI. In addition, several large non DRI associated planned unit developments were constructed including the Sawgrass Lakes PUD in Planning Area 5, the St. James Country Club, and River Place PUDs in Planning Area 2, the Portofino Isles PUD in Planning Area 4N, and the Eastlake Village PUD in Planning Area 7. These projects represent a mix of multi-family and single-family dwelling units. The Sawgrass Lakes PUD was approved for 751 dwelling units, the River Place PUD was approved for 674 dwelling units, the St. James PUD was approved for 799 dwelling units, the Portofino Isles PUD was approved for 799 dwelling units, and the Eastlake Village PUD was approved for 1,141 dwelling units.

The Eastlake Village PUD and the Portofino Isle PUD were enclave parcels that were annexed into the city at the request of the property owners. During this time period, the City also approved the Tesoro PUD in Planning Area 5 and the Tesoro Preserve PUD in Planning Area 6. The Tesoro PUD allows for 991 dwelling units. The Tesoro Preserve PUD allows for 440 dwelling units and Veranda PUD allows for 3,131 units. A limited number of residential units were constructed in both of these developments.

In addition, the City approved the St. Andrews Park mixed use project in Planning Area 2 in 2003. It allows for 178 dwelling units and 14 acres for office and commercial use. The Vizcaya Falls PUD in Planning Area 1 was approved

in 2004. It allows for a mix of multi-family and single-family for a total of 595 dwelling units. Only a limited number of the residential units have been constructed in these developments.

Commercial development was strongest along the U.S.1 corridor within the Port St. Lucie CRA, the Gatlin Boulevard/I-95 Interchange area, and within the St. Lucie West DRI. The most significant commercial developments include the addition of a Walmart and a Sam's Club along the U.S.1 corridor in Planning Area 7, and the addition of a Sam's Club, Walmart, and Home Depot along the Gatlin Boulevard corridor in Planning Area 4N. Approximately, 1,856,336 square feet of commercial space and 1,417,474 square feet of office space were constructed within the St. Lucie West DRI. It includes a Walmart, a Home Depot, a Lowe's Home Improvement store, a 3,218 seat movie theater, and several commercial office centers along St. Lucie West Boulevard. These projects represent active commercial centers in the City and will likely continue to promote new and redeveloped uses around them.

Similar to residential, most commercial space was developed in areas previously mapped for commercial uses on the Future Land Use Map or assigned commercial following annexation from St. Lucie County. Major amendments to the Future Land Use Map, beyond those necessary for annexed territory, were not necessary to accommodate the new commercial development in the City. In addition, development occurred in the designated conversion areas as anticipated in the Comprehensive Plan and the adopted City of Port St. Lucie Conversion Manual. Most of these developments contained less than 50,000 square feet.

New industrial development occurred within the St. Lucie West DRI, the Reserve DRI Go Team Industrial Park (the southeast corner of Planning Area 1), and within the LTC Ranch Industrial Park (the northeast corner of Planning Area 11). Approximately 2,327,049 square feet of industrial space was constructed in the St. Lucie West DRI, 15,000 square feet of industrial space was constructed within the LTC Ranch Industrial Park, and an additional 124,434 square feet of industrial space was constructed at Reserve Industrial Park. All industrial development occurred within areas previously mapped as Industrial on the Future Land Use Map or assigned warehouse/industrial land use following annexation from St. Lucie County. Smaller industrial developments occurred within the Bayshore Boulevard, Biltmore Street, and Macedo Boulevard conversion areas.

During the planning period, the City annexed an additional ±23,000 acres west of Interstate 95. The area comprises seven large scale Developments of Regional Impact (DRIs) and several proposed planned mixed use and residential PUD type communities. The majority of the development in the western annexation area is located within the Tradition DRI. Approximately 2,105 dwelling units, 528,758 square feet of retail space, and 51,599 square feet of office space have

been built in Tradition to date. The area includes the Tradition Village Center and the Tradition Landings Shopping Plaza.

Development has also begun in the Southern Grove DRI. Southern Grove is located in the southwest quadrant of the Interstate 95 and Gatlin Boulevard/Tradition Parkway Interchange and south of the Tradition development. The 100,000 square foot Torrey Pines Institute for Molecular Studies opened in 2008. The 115 room Hilton Homewood Suites opened in November 2009. A limited amount of residential development was constructed within the PGA Village DRI now known as the Verano PUD.

III.6 Financial Feasibility of Providing Needed Infrastructure

Under Section 163.3191(2)(c), F.S., the Evaluation and Appraisal Report must include an assessment of the financial feasibility of implementing the local comprehensive plan and of providing needed infrastructure to achieve and maintain adopted level-of-service (LOS) standards for all public facilities through the Capital Improvement Element (CIE), as well as the ability to address infrastructure backlogs and meet the demands of growth on public services and facilities.

The City maintains a minimum level of service for transportation, potable water and wastewater, solid waste, storm water management, and recreation and open space. St. Lucie County School District maintains minimum level of service standards for public school facilities, in accordance with the adopted Interlocal Agreement. The Capital Improvements Program (CIP), annually compiled by the Office of Management and Budget, identifies and funds those projects for which the City is the service provider and which are required to maintain the minimum levels of service and satisfy other prioritization criteria.

The CIP serves as a link between the adopted Comprehensive Plan, the fiscal plan and development and requires the analysis of needed projects with the projected revenues to determine if sufficient funds will be available to pay for needed improvements. The finalized expenditure projections are compared to the projections of existing revenues to verify the fiscal feasibility of the program. As required by Section 163.3177(3)(a), Florida Statutes, the Capital Improvements Element is updated on an annual basis to ensure a financially feasible 5-year schedule of capital improvements. The five year CIP is adopted each year as part of the City's annual budget process. The City has consistently maintained and updated its annual budget since the adoption of the last EAR.

The City of Port St. Lucie Concurrency Management System ensures, prior to the issuance of a development order and development permit, that the adopted Level of Service standards for transportation circulation, potable water, sanitary sewer, solid waste, drainage, parks and recreation, and schools (2008) will be maintained and that public facilities and services needed to support development

are available concurrent with the impacts of development. The City requires concurrency review for local development orders and local development permits to be conducted by each agency or department having responsibility for the impacted facility or facilities prior to the consideration of such local development orders or local development permits, which shall include data concerning proposed densities and intensities according to the City's concurrency guidelines. Levels of Service requirements for public facilities are included under Table 3.7.

Table 3.7: City of Port St. Lucie Level of Service Requirements

Public Facility		Adopted LOS
Transportation Circulation		
	Collector	LOS D
	Minor and Urban Arterial	LOS E*
	Primary Urban Arterial	LOS E*
	State Highway Urban	LOS D
	Limited Access Urban Facility	LOS D
	Backlogged facility	maintain & improve
	Constrained facility	maintain*
*Transportation Demand Management (TDM) and Transportation Systems Management (TSM) will be implemented to improve traffic flow conditions without adding more lanes.		
Potable Water	Single and Multi-family	100 gal. per capita per day (pcpd)
	Commercial	125 gal. per day per 1000 S.F.
	Hotel/Motel	112.5 per day per room
	Industrial	150 gal. per day per 1000 S.F.
	Office/School/Institutional	120 gal per day per 1000 S.F.
Sewer		85% of the Pot. Water LOS
Solid Waste	Citywide	3.25 pounds pcpd
Drainage	Existing platted development and surface water management systems in Planning Areas 1-7	3-year frequency storm event
	Stormwater management facilities in Planning Areas 1-7 (not included above) and in all other areas	25-year frequency storm event
Parks and Recreation	Developed Parks or Recreation Facilities	5.0 acres/1000 population
Public Schools	LOS Standards for High, Middle, and Elementary Schools and for Title 1 Schools [9J-5.025(3) (c) (7) F.A.C.]	The uniform, district-wide LOS standards shall be 100% of permanent program capacity for elementary, middle, and high schools and for Title 1 Schools.
	LOS Standards for Title 1 Schools [9J-5.025(3) (c) (7) F.A.C.	The uniform district-wide LOS standards shall be 100% of permanent FISH capacity for Title 1 Schools.

Source: City of Port St. Lucie Comprehensive Plan

As a part of this evaluation of the Comprehensive Plan, the ability of the City to maintain these adopted levels of service in the past and as projected for the twenty year planning horizon has been reviewed.

Transportation Circulation and Concurrency

The City of Port St. Lucie's transportation system consists of roadways, public transportation, and pedestrian facilities. The roadway network is composed of the State Highway System, St. Lucie County arterial and collector roads, City maintained arterial and collector roads, and privately maintained streets. Each roadway is assigned a functional classification of local, collector, or arterial. Privately maintained roads are located within gated residential communities and are not available for general public use.

Intrastate Highway System (FIHS)
The Florida Intrastate Highway System (FIHS), was created in 1990 by Florida Statutes, and is composed of interconnected limited and controlled access roadways including Interstate Highways, Florida Turnpike, selected urban expressways, and major arterial highways. In the City of Port St. Lucie, all of the Florida Turnpike and all of I-95, are part of the FIHS and designated Strategic Intermodal System (SIS) facilities.

State Roads
SR-5/U.S 1 is the primary north-south route which serves as an Urban Primary Arterial.

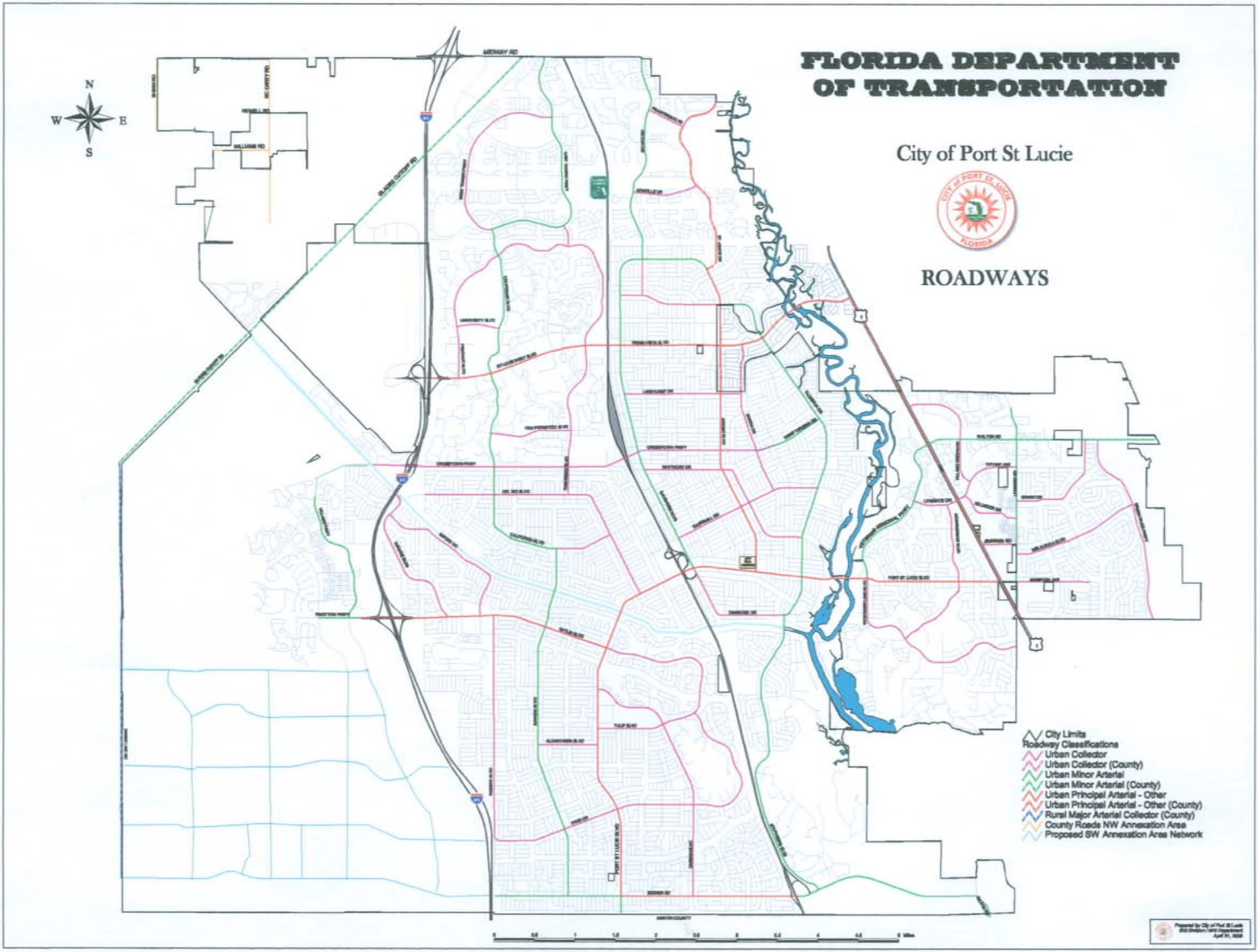
SR 716/Port St. Lucie Boulevard from U.S. 1 to the Florida Turnpike is a primary east-west route and serves as an Urban Primary Arterial.

Primary City Roads
The major collector and arterial roads in the City of Port St. Lucie are Port St. Lucie Boulevard from west of the Florida Turnpike to Citrus Boulevard in Martin County, Gatlin Boulevard, Crosstown Parkway, Paar Drive, Bayshore Boulevard, Airoso Boulevard, St. Lucie West/Prima Vista Boulevard, California Boulevard, Cashmere Boulevard, Floresta Drive, Torino Parkway, Veterans Memorial Parkway, St. James Drive, and Becker Road.

Major County Roads
The major county roads in the City of Port St. Lucie are Prima Vista Boulevard east of Airoso Boulevard, St. James Drive, Glades Cut-Off Road, Walton Road, and the Green River Parkway.

Figure 3.6 depicts the roadway network for the City of Port St. Lucie.

Figure 3.6


FLORIDA DEPARTMENT OF TRANSPORTATION
City of Port St Lucie
ROADWAYS
N
W
E
S
City Limits
Roadway Classifications
Urban Collector
Urban Collector (County)
Urban Minor Arterial
Urban Minor Arterial (County)
Urban Principal Arterial - Other
Urban Principal Arterial - Other (County)
Rural Major Arterial Collector (County)
County Roads NW Annexation Area
Proposed SW Annexation Area Network

Level of Service

Level of service for transportation is measured by average annual daily traffic counts as provided by the St. Lucie County Transportation Planning Organization (TPO). The St Lucie County Transportation Planning Organization (TPO) monitors the roadways on a countywide basis and provides the traffic counts used by the City of Port St. Lucie. There are approximately 57 significant roadway links monitored by the St. Lucie County TPO within the City of Port St. Lucie. The latest available data is the Spring 2008 traffic counts. With the exception of five links, all the links in the City were found to be operating within their adopted level of service (LOS). Midway Road is adjacent to the City limits, but outside of the City's jurisdiction. Portions of Midway Road currently operate below adopted level of service.

The following is a list of roadways in the City of Port St. Lucie that were found to be operating below capacity:

1. California Boulevard south of St. Lucie West Boulevard - operating at LOS F based on average daily traffic volumes, City of Port St. Lucie responsibility. No construction plans are under review at this time. The widening of California Boulevard to four lanes south of St. Lucie West Blvd. is identified in the City's 2025 Long Range Roadway Plan. There is no funding for the project at this time.

2. Floresta Drive north of Port St. Lucie Boulevard – operating at LOS F based on average daily traffic volumes, City of Port St. Lucie responsibility. Design for widening Floresta Blvd. was initiated. However; the project has been put on hold as a result of the economy and funding limitations.

3. Port St. Lucie Boulevard east of Floresta Drive which includes the bridge over the NFSLR is operating at LOS F. Responsibility for this section of the Boulevard belongs to FDOT. The Crosstown Parkway Extension Project is in the permitting process. If the process results in the selection of a build alternative, the result will be a new bridge crossing the NFSLR. Should a build alternative be selected, the new bridge crossing would help alleviate traffic on Port St. Lucie Boulevard.

4. St. Lucie West Boulevard west of the Florida Turnpike and east of Interstate 95 – operating at LOS F, City of Port St. Lucie responsibility. The widening of St. Lucie West Boulevard to six lanes from Peacock Boulevard to Cashmere Boulevard is identified in the City's Long Range 2025 Roadway Plan. There is no funding for the project at this time. An alternative route, the Crosstown Parkway, has recently been constructed between Manth Lane and Village Parkway in Tradition.

Table 3.8 shows the traffic counts for the City of Port St. Lucie based on the latest available data from the St. Lucie County TPO.

Table 3.8 2008 City of Port St. Lucie Traffic Analysis

Roadway Name	Location	Roadway Classification	No_ Ln	Count Date	2008 ADT	2008 ADT LOS[1]	AM Pk Time	AM Pkhr Vol	2008 PM Pkhr LOS[2]	PM Peak Time	PM Pkhr Vol	2008 PM Pkhr LOS[2]
Airoso Blvd	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4/16/2008	12624	B	730-830	1271	B	1700-1800	1188	B
Airoso Blvd	N. of West Virginia Ave	State Two-Way Arterial - Interrupted Flow Class I	4	4/14/2008	16489	B	715-815	1524	B	1700-1800	1481	B
Airoso Blvd	N. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4/14/2008	20420	B	730-830	2090	B	1700-1800	1954	B
Airoso Blvd	N. of Port St. Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4/16/2008	16489	B	715-815	1535	B	1700-1800	1398	B
Bayshore Blvd	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4/16/2008	15354	B	745-845	1179	B	1700-1800	1299	B
Bayshore Blvd	N. of West Virginia Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4/16/2008	23574	B	730-830	1772	B	1645-1745	1935	B
Bayshore Blvd	N. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	5/7/2008	24747	B	730-830	1985	B	1700-1800	2268	B
Becker Rd	E. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	5/12/2008	7852	C	630-730	807	C	1715-1815	802	C
California Blvd	S of St Lucie West Blvd	Major City/County Road	2	4/30/2008	15924	F	730-830	1291	D	1645-1745	1398	E
California Blvd	N of St Lucie West Blvd	Major City/County Road	2	4/30/2008	7139	C	715-815	568	C	1730-1830	662	C
Cashmere Blvd	N of St Lucie West Blvd	Major City/County Road	2	4/30/2008	9810	D	700-800	956	D	1700-1800	843	C
Cashmere Blvd	S of St Lucie West Blvd	Major City/County Road	2	4/30/2008	14390	D	800-900	1032	D	1715-1815	1308	D
Darwin Rd	N. of Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	5/12/2008	4869	C	745-845	384	B	1700-1800	549	C
Del Rio Blvd	N. of Port St Lucie Blvd	Major City/County Road	2	5/7/2008	11822	D	715-815	918	D	1700-1800	981	D
East Torino Pkwy	S of Midway Rd	Major City/County Road	2	5/14/2008	9716	D	700-800	1003	D	1645-1745	988	D
Floresta Dr	S. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	4/23/2008	13458	C	730-830	1090	C	1700-1800	1211	C
Floresta Dr	W. of Airoso Blvd	Major City/County Road	2	4/23/2008	3575	C	830-930	459	C	1515-1615	357	C
Floresta Dr	N. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	4/23/2008	17493	F	730-830	1396	D	1700-1800	1570	E
Floresta Dr	S. of Port St Lucie Blvd	Major City/County Road	2	4/23/2008	11930	D	730-830	1001	D	1700-1800	1130	D
Floresta Dr	E. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	5/7/2008	10004	C	815-915	824	C	1700-1800	970	C
Gatlin Blvd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I	6	8/6/2008	38506	B	715-815	2745	B	1715-1815	3354	B
Gilson Rd	N. of Martin County Line	Major City/County Road	2	5/14/2008	11451	D	715-815	983	D	1645-1745	1209	D
Glades Cut-Off Rd	W. of Selvitz Rd	Major City/County Road	2	2/25/2008	5920	C	630-730	501	C	1615-1715	582	C
Glades Cut-Off Rd	N. of Midway Rd West	Major City/County Road	2	2/27/2008	4703	C	615-715	434	C	1615-1715	443	C
Glades Cut-Off Rd	N. of Reserve Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	3/19/2008	3738	B	630-730	441	C	1515-1615	391	B
Glades Cut-Off Rd	S. of Reserve Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	3/19/2008	2799	B	630-730	393	B	1515-1615	324	B
Glades Cut-Off Rd	S. of Midway Rd West	State Two-Way Arterial - Interrupted Flow Class I	2	3/19/2008	2605	B	630-730	272	B	1530-1630	259	B
Green River Pkwy	S. of Walton Rd	Major City/County Road	2	4/9/2008	2498	C	715-815	200	C	1645-1745	290	C
Lennard Rd	S. of Walton Rd	Major City/County Road	4	5/7/2008	5488	C	630-730	428	C	1715-1815	502	C
Lennard Rd	N. of Port St Lucie Blvd	Major City/County Road	4	4/16/2008	16945	C	730-830	1293	C	1700-1800	1486	C
Mariposa Ave	E. of Lennard Rd	Major City/County Road	2	4/16/2008	7892	C	730-830	1013	D	1745-1845	750	C
Mariposa Ave	W. of Lennard Rd	Major City/County Road	4	4/14/2008	10605	C	730-830	812	C	1645-1745	1064	C
Midport Rd	W. of US 1 South	Major City/County Road	4	4/14/2008	11580	C	715-815	977	C	1630-1730	1067	C
Midway Rd East	W. of Indian River Dr	State Two-Way Arterial - Interrupted Flow Class I	2	3/26/2008	4146	B	730-830	353	B	1700-1800	470	C
Midway Rd West	W. of Sunrise Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	3/10/2008	19756	F	730-830	1643	F	1645-1745	1730	F
Midway Rd West	W. of Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I	2	3/10/2008	18508	F	715-815	1488	D	1545-1645	1576	E
Midway Rd West	W. of Oleander Ave	State Two-Way Arterial - Interrupted Flow Class I	2	3/26/2008	17892	F	730-830	1513	D	1615-1715	1498	D
Midway Rd West	W. of I-95	State Two-Way Arterial - Uninterrupted Flow	2	8/6/2008	3948	B	645-745	357	B	1615-1716	340	B
Midway Rd West	W. of East Torino Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	3/12/2008	18943	B	715-815	2000	B	1630-1730	1572	B
Morningside Blvd	N. of Port St Lucie Blvd	Major City/County Road	2	5/7/2008	5337	C	745-845	885	D	1430-1530	743	C
Morningside Blvd	S. of Port St Lucie Blvd	Major City/County Road	2	5/5/2008	4104	C	830-930	417	C	1600-1700	486	C
Morningside Blvd	E. Westmoreland Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	5/5/2008	2543	B	800-900	210	B	1630-1730	227	B

Roadway Name	Location	Roadway Classification	No_ Ln	Count Date	2008 ADT	2008 ADT LOS[1]	AM Pk Time	AM Pkhr Vol	2008 PM Pkhr LOS[2]	PM Peak Time	PM Pkhr Vol	2008 PM Pkhr LOS[2]
Parr Dr	W. of Darwin Ave	State Two-Way Arterial - Interrupted Flow Class I	2	5/14/2008	2088	B	630-730	176	B	1730-1830	182	B
Port St Lucie Blvd	W. of US 1 South	State Two-Way Arterial - Interrupted Flow Class I	6	6/25/2008	43955	B	730-830	2981	B	1630-1730	3745	B
Port St Lucie Blvd	E. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	6	6/25/2008	43317	B	730-830	2927	B	1630-1730	3686	B
Port St Lucie Blvd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	6	5/14/2008	52200	D	730-830	3878	B	1700-1800	4282	C
Port St Lucie Blvd	E. of Midport Rd	State Two-Way Arterial - Interrupted Flow Class I	6	6/25/2008	33254	B	730-831	2144	B	1700-1801	2504	B
Port St Lucie Blvd	E. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	6	8/12/2008	57146	F	1145-1245	4134	B	1430-1530	4404	C
Port St Lucie Blvd	W. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	6	8/6/2008	48790	C	730-830	3200	B	1700-1800	4113	B
Prima Vista Blvd	US 1 South	State Two-Way Arterial - Interrupted Flow Class I	4	5/7/2008	31023	C	730-830	2454	B	1630-1730	2843	C
Prima Vista Blvd	W. of Rio Mar Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4/30/2008	32638	C	730-830	2756	B	1700-1800	2813	C
Prima Vista Blvd	W. of Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4/23/2008	23601	B	730-830	1739	B	1715-1815	1886	B
Prima Vista Blvd	W. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4/23/2008	25612	B	730-830	1790	B	1730-1830	1964	B
Rangeline Rd	N. of Martin County Line	State Two-Way Arterial - Interrupted Flow Class I	2	3/19/2008	1730	B	645-745	185	B	1530-1630	165	B
Rio Mar Dr	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	4/30/2008	5296	C	730-830	429	C	1630-1730	473	C
Savage Blvd	N. of Gatlin Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	5/14/2008	3192	B	745-845	289	B	1800-1900	345	B
Savona Rd	S. of Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	5/14/2008	4810	C	630-730	389	B	1645-1745	558	C
Shinn Rd	S. of Orange Ave	Major City/County Road	2	2/25/2008	1413	C	700-800	150	C	1530-1630	142	C
Southbend Blvd	N. of Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	4/23/2008	5637	C	730-830	522	C	1700-1800	587	C
Southbend Blvd	S. of Floresta Dr	Major City/County Road	2	5/7/2008	10071	D	715-815	841	C	1715-1815	950	D
St Lucie West Blvd	W. of I-95	State Two-Way Arterial - Interrupted Flow Class I	2	4/28/2008	10737	C	1100-1200	814	C	1500-1600	899	C
St Lucie West Blvd	W. of Florida's Turnpike	State Two-Way Arterial - Interrupted Flow Class I	4	4/30/2008	38330	F	1145-1245	2942	C	1700-1800	3481	F
St Lucie West Blvd	E. of I-95	State Two-Way Arterial - Interrupted Flow Class I	4	4/30/2008	38294	F	730-830	3431	F	1630-1730	3138	C
St. James Dr	S. of Peachtree Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	5/14/2008	18393	B	730-830	1935	B	1645-1745	1868	B
St. James Dr	N. of Airoso Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	5/12/2008	9321	B	730-830	1937	B	1645-1745	1821	B
Tiffany Ave	W. of Lennard Rd	Major City/County Road	2	4/16/2008	5167	C	730-830	479	C	1645-1745	485	C
Tiffany Ave	E. of US 1 South	Major City/County Road	2	4/16/2008	8862	C	745-845	693	C	1515-1615	737	C
US 1 South	N. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6/24/2008	46053	C	730-830	3263	B	1630-1730	3690	B
US 1 South	S. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	8	6/10/2008	57788	B	1145-1245	3931	B	1645-1745	4486	B
US 1 South	N. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6/18/2008	39874	B	1130-1230	2890	B	1630-1730	3349	B
US 1 South	S. of Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6/17/2008	49600	C	730-830	3293	B	1630-1730	3660	B
Walton Rd	W. of Indian River Dr	Major City/County Road	2	4/9/2008	4984	C	730-830	421	C	1645-1745	553	C
Walton Rd	E. of Lennard Rd	Major City/County Road	2	4/9/2008	7666	C	730-830	572	C	1645-1745	737	C
Walton Rd	E. of Village Green Dr	Major City/County Road	2	4/9/2008	10770	D	730-830	789	C	1645-1745	1010	D
Walton Rd	E. of US 1 South	Major City/County Road	4	4/9/2008	13077	C	1145-1245	928	C	1630-1730	1098	C
West Torino Pkwy	S of Midway Rd/Hann Dr	Major City/County Road	2	5/14/2008	2324	C	700-800	208	C	1700-1800	226	C
Westmoreland Blcd	S. of Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	5/7/2008	8862	C	730-830	796	C	1645-1745	843	C
Westmoreland Blcd	S. of Port St Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	5/7/2008	15059	D	730-830	1331	D	1645-1745	1346	D

Source: St. Lucie County Transportation Planning Organization Spring 2008 Traffic Count Analysis

Note:

1) The level of service calculations are based on LOS Handbook, Table 4-1: FDOT's Generalized Annual Average Daily Volumes for Florida's Urbanized Areas.

2) The level of service calculations are based on LOS Handbook, Table 4-4: FDOT's Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas.

In the past, the City has relied on large scale roadway expansion projects to address deficiencies in roadway capacity. The major sources of funding for roadway projects that increase capacity are gas taxes, ad valorem taxes earmarked for transportation, impact fees, developer contributions, and mitigation conditions in development orders. Shrinking revenues from gas tax, impact fees, and other local sources are dramatically affecting the City's capital projects. In all likelihood, the City will need to consider alternatives to roadway capacity building projects such as accepting lower levels of service and greater traffic congestion, and providing support for transit, park and ride lots, and pedestrian improvements.

Public Transportation

Community Transit, a division of Council on Aging of St. Lucie, Inc. (COASL), is the public transit provider for St. Lucie County through a contract with the Board of County Commissioners of St. Lucie County. The existing transit system consists of six fixed route bus service lines provided by the Treasure Coast Connector and a demand response service provided by COASL. Four fixed routes serve the City of Port St. Lucie:

Route 1 - operates along US 1 from Stuart, Martin County to downtown Fort Pierce on weekdays, between hours 7:00 a.m. to 6:00 p.m. with headways of one hour. This route serves all major trip generators and attractors on this corridor. It connects with route 2 and route 3.

Route 4 - Port. St Lucie Downtown Trolley runs in eastern Port Lucie. This route runs from 7:00 a.m. to 6:00 p.m. with headways of one hour in the vicinity of Morning side library and connects to the Social Security office, Walton Road and transfer riders to the US-1 Treasure Coast Connector Route.

Route 5 - operates along Port St. Lucie Boulevard to Gatlin Boulevard with connections to the Port St. Lucie Community Center and Tradition. This route runs from 7:00 a.m. to 6:00 p.m. with headways of one hour.

Route 6 - operates along Prima Vista/St. Lucie West Boulevard from U.S.1 to Peacock Boulevard in St. Lucie West with service to the IRSC/FAU Campus in St. Lucie West. This route runs from 7:00 a.m. to 6:00 p.m. with headways of one hour.

Bicycle and Pedestrian Ways
The City of Port St. Lucie is working towards improving the connectivity between sidewalks/multi-use paths in the City. The City requires sidewalks as part of its roadway improvements program. Sidewalks are required in new subdivisions and for new development along existing rights-of-way. The St. Lucie County TPO is updating its Bicycle Pedestrian, Greenways & Trails Study which lists the inventory of all existing sidewalks, bike paths, missing sidewalks, and provides suggestions to improve the system. A detailed analysis of the City's roadway improvement and sidewalk improvement programs is included in the evaluation of the major issues in Chapter V of the EAR.

Potable Water and Sanitary Sewer

The City of Port St. Lucie is the provider of water and sewer service within the City's boundaries with the exception of the St. Lucie West DRI and the Reserve DRI, which are served by private service districts. The City's utility service area comprises approximately 132 square miles, including the entire city limits and some unincorporated areas of St. Lucie County adjacent to the city. The City owns its potable water, wastewater, and reuse systems, which are operated and maintained by the City's Utility Systems Department. The existing potable water system consists of three (3) water supply and treatment facilities, four (4) water storage and re-pump stations, and transmission and distribution infrastructure. The wastewater system consists of a network of gravity collection, low pressure force mains, lift stations force mains, three (3) regional wastewater treatment facilities and effluent disposal facilities, consisting of reclaimed water and deep injection wells.

Water and sewer lines have been extended into the Western Annexation Area to serve the Tradition, Southern Groves, and Verano (PGA Village) Master Planned Communities. Future potable water transmission lines and future waste water collection piping are development driven. Funding for future projects will be from direct participation of the developers in the construction of mains and pumping stations. Treatment plant improvements are funded through developer capital facility charges (impact fees).

Sanitary Sewer
The City's wastewater system is currently served by three wastewater treatment facilities (WWTFs). These WWTFs are Southport WWTF, Westport WWTF, and the Glades WWTF. The City has plans to expand the Westport WWTF to a build-out capacity of 12.0 MGD. The Southport WWTF diverts flow exceeding 1.0 MGD to Westport WWTF until 2012. Then the Southport WWTF will be phased out and all raw flows will be diverted to the Westport WWTF. Additionally, the City is planning to expand the Glades WWTF to a build-out capacity of 24 MGD. The City should have sufficient wastewater treatment capacity to meet demands for the long term planning horizon through approximately 2030.

Potable Water

The City of Port St. Lucie's raw water supply is currently provided from two groundwater supplies known as the surficial aquifer and brackish Floridan Aquifer. The Floridan Aquifer groundwater is a brackish groundwater and is considered an alternative water supply. The two groundwater sources are treated by three existing water treatment facilities (WTFs) to meet the City's potable water needs: the Prineville Lime Softening WTF, the Prineville Reverse Osmosis (RO) WTF, and the James E. Anderson Reverse Osmosis WTF.

The Prineville Lime Softening WTF was originally constructed in 1963, and has since undergone a sequence of modifications over the past forty plus years. The Prineville RO facility was originally constructed in 1999, and was expanded in 2003 to its build-out design capacity. The James E. Anderson RO WTF was initially constructed in 2005 with a treatment capacity of 10.0 MGD. The James E. Anderson RO WTF has been expanded to a buildout capacity of 22.5 MGD. The Prineville lime softening plant has 8.00 MGD capacity and the Prineville RO facility has 11.15 MGD capacity.

Additional facility improvement projects will include the construction of the Rangeline Water Treatment Facility west of Interstate 95. This will result in the production of 10.0 MGD of finished water by treating brackish groundwater to meet the future water demand. Based on the data and analysis in the adopted Water Supply Facilities Plan, the City should have adequate capacity to meet projected demand.

Stormwater Management

Historically, the drainage pattern within St. Lucie County was defined by three major topographic regions:

- Osceola Plain located in the southeastern part of the county with elevations ranging from 30 to 60 feet above sea level.
- Eastern Valley located along the entire north-south length of the County with elevations ranging from 15 to 30 feet above sea level.
- Atlantic Coastal Ridge runs along the entire north-south length of the County and is bordered on the west by the Eastern Valley and by the Atlantic Ocean to the east. Elevations range from sea level to 60 feet. This ridge consists of relic beach ridges and the Indian River that separates the barrier islands from the mainland.

Within the Eastern Valley, there are two minor ridges: the Green Ridge is in the southern part of the County and Ten Mile Ridge is to the north. West of the Green Ridge is Allapattah Flats, while the St. Johns Marsh is located west of the Ten Mile Ridge, and the Savannahs is located west of the Atlantic Ridge. Most of the County drains via intermittent streams, creeks, rivers and sloughs. Ten Mile Creek, headwaters of the North Fork of the St. Lucie River (NFSLR), drains the

northern part of Allapattah Flats. Five Mile Creek drains the area between the Atlantic Coastal Ridge and the Ten Mile Ridge into the NFSLR.

There are minor drainage ways such as Howard Creek, Blakeslee Creek, and Winters Creek within the City of Port St. Lucie, but the NFSLR was, and remains, the dominant drainage feature of the City. During the 1960's, the United States Army Corp of Engineers constructed canals C-23, C-24, and C-25 and their control structures. Canal C-23 is located along the St. Lucie and Martin County border and discharges to the NFSLR, C-24 discharges to the NFSLR within the City, and C-25 is located north of the City and discharges to the Indian River. This regional canal system provides flood protection, conveyance of stormwater from agriculture and urban/residential development, management of ground water table elevations to prevent saltwater intrusion, and irrigation water supply.

The City of Port St. Lucie's drainage system was designed in the mid 1960's by General Development Corporation. The predominant design consideration was to create the most cost-effective means to convey and discharge stormwater to allow the urban development of large sections of land. The City's drainage system consists of a system of City-maintained roadside grass swales, ditches, canals, and control structures that ultimately discharge into the NFSLR. Stormwater treatment for the original platted residential lots is provided within the City's drainage system. In accordance with the requirements of South Florida Water Management District (SFWMD), commercial and non-vested residential development is required to provide stormwater treatment and attenuation prior to discharge into the City's drainage system.

Over the past ten years, the City has completed four comprehensive drainage studies using today's accepted and more conservative flood elevation protection levels rather than the permitted values. As a result of the studies, the City has completed three major stormwater construction projects. These projects include: the C-24 Emergency Relief Canal, Southbend Equalization Pipes, and the C-23 Emergency Relief Canal. The City is now finalizing a $36 Million Dollar Bond Issue to purchase property and create additional stormwater management areas within the eastern part of the City. This project, the Eastern Watershed Improvement Project (EWIP), will provide additional storage capacity, improve flood protection levels, and improve water quality prior to discharge to Howard Creek.

Over the next twenty years the City will work to complete the improvements outlined in the studies, complete the EWIP, and work to improve the record keeping and maintenance programs throughout the City. Additionally, the City will need to implement a new program administered thru the Florida Department of Environmental Protection to address water quality issues. This program is known as the Total Maximum Daily Load (TMDL) program.

Stormwater management within the City of Port St. Lucie is overseen by the city's Engineering and Public Works Departments. The City's responsibilities include review of stormwater management plans for new developments, coordination with South Florida Water Management District for permitting, construction or maintenance issues, inspection of new stormwater management systems and their connections to the City's system, education, review, enforcement of the National Pollutant Discharge Elimination System (NPDES) program, and maintenance of the City owned roadside swales, ditches, canals and structures.

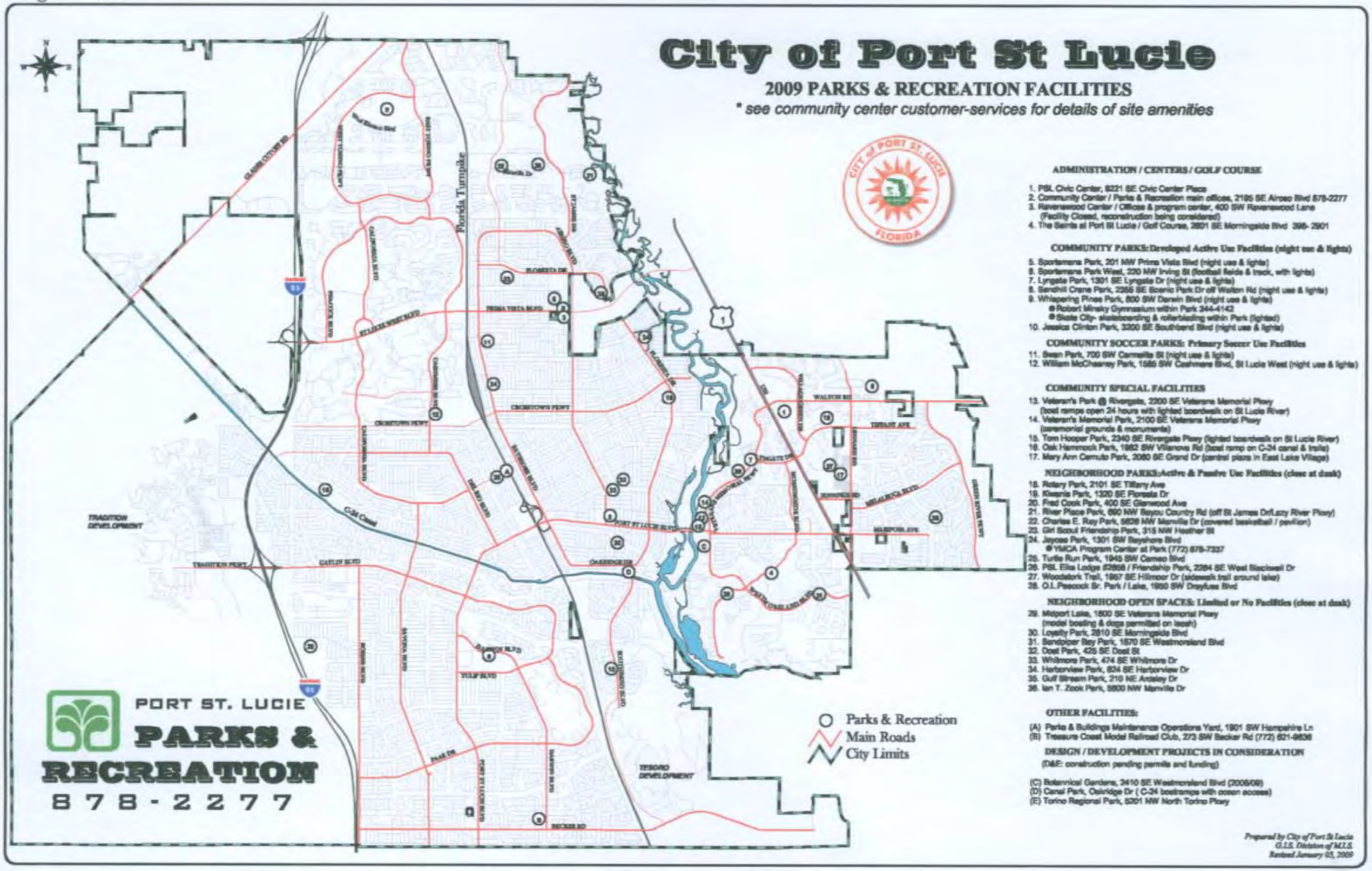
Solid Waste

Solid waste collection within the City is performed on a contract basis utilizing a private waste hauler. The consumer pays for the service which requires no capital expenditures on the part of the City. Solid waste collection is contracted out to Waste Pro in unincorporated St. Lucie County and the City of Port St. Lucie. Based on data obtained from the St. Lucie County Evaluation and Appraisal Report 2008, the proportional capacity for the county landfill is 56% for Port St. Lucie/St. Lucie Village, 29% for Unincorporated St. Lucie County, and 16% for Fort Pierce. Solid waste collection and disposal are considered effective. Solid waste, which is comprised of household garbage (Class I) and construction and demolition debris (Class III) is collected by contracted haulers, Waste Pro, and disposed in the county owned and operated landfill, which has sufficient capacity for at least the next 20 years. Recyclable materials are also collected by Waste Pro. Twice a year, the City and the County sponsor household hazardous waste collection days at city and county facilities.

Parks and Recreation

At present, there are 573.99 acres of developed City recreation facilities and 1,520 acres of county and state owned public recreation land (Savannas Preserve State Park and the SLC Spruce Bluff and Oxbow Center natural areas) which qualify to meet the level of service requirements. There are 283.04 acres of creditable private facilities, which provide for recreation and comply with the level of service. There are also 198.42 acres of outdoor recreation facilities at school sites of which half or 99.21 acres is creditable towards meeting level of service requirements. The total acreage for park recreation facilities which can be applied to the LOS requirements equals 2,404 acres. Recreational facilities are now meeting the LOS standards and are largely sufficient to serve the citizens of the City, based on the adopted LOS standards and the projected population. In addition, the City has required the dedication of park and recreation land as part of the annexation agreements for the western annexed lands. The combined open space and recreation acreage is 667 for the western annexation area.

Figure 3.7


City of Port St Lucie
2009 PARKS & RECREATION FACILITIES
* see community center customer-services for details of site amenities
ADMINISTRATION / CENTERS / GOLF COURSE
1. PSL Civic Center, 9221 SE Civic Center Place
2. Community Center / Parks & Recreation main offices, 2195 SE Airoso Blvd 878-2277
3. Ravenswood Center / Offices & program center, 400 SW Ravenswood Lane (Facility Closed, reconstruction being considered)
4. The Saints at Port St Lucie / Golf Course, 2601 SE Morningside Blvd 398- 2901
COMMUNITY PARKS: Developed Active Use Facilities (night use & lights)
5. Sportsmens Park, 201 NW Prima Vista Blvd (night use & lights)
6. Sportsmens Park West, 220 NW Irving St (football fields & track, with lights)
7. Lyngate Park, 1301 SE Lyngate Dr (night use & lights)
8. Sandhill Crane Park, 2355 SE Scenic Park Dr off Walton Rd (night use & lights)
9. Whispering Pines Park, 800 SW Darwin Blvd (night use & lights)
● Robert Minsky Gymnasium within Park 344-4142
● State City- skateboarding & rollerblading within Park (lighted)
10. Jessica Clinton Park, 3200 SE Southbend Blvd (night use & lights)
COMMUNITY SOCCER PARKS: Primary Soccer Use Facilities
11. Swan Park, 700 SW Carmelita St (night use & lights)
12. William McChesney Park, 1585 SW Cashmere Blvd, St Lucie West (night use & lights)
COMMUNITY SPECIAL FACILITIES
13. Veteran's Park @ Rivergate, 2300 SE Veterans Memorial Pkwy (boat ramps open 24 hours with lighted boardwalk on St Lucie River)
14. Veteran's Memorial Park, 2100 SE Veterans Memorial Pkwy (ceremonial grounds & monuments)
15. Tom Hooper Park, 2340 SE Rivergate Pkwy (lighted boardwalk on St Lucie River)
16. Oak Hammock Park, 1982 SW Villanova Rd (boat ramp on C-24 canal & trails)
17. Mary Ann Cernuto Park, 2080 SE Grand Dr (central plaza in East Lake Village)
NEIGHBORHOOD PARKS: Active & Passive Use Facilities (close at dusk)
18. Rotary Park, 2101 SE Tiffany Ave
19. Kiwanis Park, 1320 SE Floresta Dr
20. Fred Cook Park, 400 SE Glenwood Ave
21. River Place Park, 690 NW Bayou Country Rd (off St James Dr/Lazy River Pkwy)
22. Charles E. Ray Park, 5626 NW Manville Dr (covered basketball / pavilion)
23. Girl Scout Friendship Park, 315 NW Heather St
24. Jaycee Park, 1301 SW Bayshore Blvd
● YMCA Program Center at Park (772) 878-7337
25. Turtle Run Park, 1945 SW Cameo Blvd
26. PSL Elks Lodge #2668 / Friendship Park, 2284 SE West Blackwell Dr
27. Woodstork Trail, 1967 SE Hillmoor Dr (sidewalk trail around lake)
28. O.L.Peacock Sr. Park / Lake, 1950 SW Dreyfuss Blvd
NEIGHBORHOOD OPEN SPACES: Limited or No Facilities (close at dusk)
29. Midport Lake, 1600 SE Veterans Memorial Pkwy (model boating & dogs permitted on leash)
30. Loyalty Park, 2810 SE Morningside Blvd
31. Sandpiper Bay Park, 1570 SE Westmoreland Blvd
32. Dost Park, 425 SE Dost St
33. Whitmore Park, 474 SE Whitmore Dr
34. Harborview Park, 834 SE Harborview Dr
35. Gulf Stream Park, 210 NE Ardsley Dr
36. Ian T. Zook Park, 5800 NW Manville Dr
OTHER FACILITIES:
(A) Parks & Buildings Maintenance Operations Yard, 1901 SW Hampshire Ln
(B) Treasure Coast Model Railroad Club, 273 SW Becker Rd (772) 621-9636
DESIGN / DEVELOPMENT PROJECTS IN CONSIDERATION
(D&E: construction pending permits and funding)
(C) Botanical Gardens, 2410 SE Westmoreland Blvd (2008/09)
(D) Canal Park, Oakridge Dr (C-24 boatramps with ocean access)
(E) Torino Regional Park, 5201 NW North Torino Pkwy
Prepared by City of Port St Lucie G.I.S. Division of M.I.S. Revised January 05, 2009
Florida Turnpike
TRADITION DEVELOPMENT
TESORO DEVELOPMENT
C-24 Canal
Parks & Recreation
Main Roads
City Limits
PORT ST. LUCIE
PARKS &
RECREATION
878-2277

IV - SPECIAL TOPICS

IV.1 Land Use and School Facilities Planning

In 2005, State growth management legislation was amended to mandate school facilities concurrency requirements to ensure coordination between local governments and school boards in planning and permitting developments that affect school capacity and utilization rates. Each local government is now required to include a Public School Facilities Element as part of its Comprehensive Plan.

As part of the legislative requirements, the local governments within St. Lucie County updated the 2003 Interlocal Agreement for Public School Facilities Planning and jointly established specific ways in which the plans and processes of the school board and the local governments are to be coordinated. The revised Interlocal Agreement was adopted by the City of Port St. Lucie City Council on December 8, 2008.

On December 8, 2008, the City Council adopted Ordinance 08-39 amending the City of Port St. Lucie Comprehensive Plan to include the City of Port St. Lucie Public Schools Facilities Element addressing the coordination of land use and public school planning. In addition, Ordinance 08-39 amended the Future Land Use Element and Intergovernmental Coordination Element to include reference to the Public Schools Facilities Element and the Capital Improvements Element to include the Level of Service standards for public schools.

The St. Lucie County School Board uses program capacity as their method for measuring capacity of schools. The uniform, district-wide LOS standard is based on 100% of the permanent program capacity for elementary, middle, and high schools and for Title 1 Schools. Requirements for student population projections are established in the Interlocal Agreement between the School Board of St. Lucie County, the City of Port St. Lucie, St. Lucie County, and the City of Fort Pierce. Student population projections are based on information provided by the demographic, revenue, and education estimating conferences pursuant to Section 216.136, F.S., where available, as modified by the School Board based on development data and agreement with the local governments and the Office of Educational Facilities.

The Interlocal Agreement provides a uniform process for the sharing of data. It does not change the lines of responsibility for the provision of educational facilities. The School District retains the responsibility for financing and constructing school facilities.

The St. Lucie County School District is divided into three school zones with an open enrollment program that allows parents to select from a list of schools within their school zone. Within the City of Port St. Lucie, there are twelve

elementary schools, seven K-8 schools, two middle schools, three high schools, and three K-8 charter schools.

IV.2 Coordination of Water Supply Plan

Florida Statutes mandate that local governments prepare a water supply facilities work plan, identify how future water supply needs will be met, and amend the local Comprehensive Plan to incorporate the work plan. Chapters 373.0361(7) and 163.3177(6)(c), Florida Statutes, require the water supply plan to include projections of water demand through the planning timeframe and the identification of alternative water sources, conservation, reuse, and the need for new and expanded facilities. The South Florida Water Management District has sub-divided their district into four regions, with the City of Port St. Lucie falling in the Upper East Coast Water Supply Planning area. The Upper East Coast Water Supply Plan was adopted by the district in February 2006. On December 10, 2007, the City adopted Ordinance 07-119 amending the city's comprehensive plan for utility planning purposes and adopting a ten-year local water supply work plan.

The City of Port St. Lucie Ten Year Water Facilities Work Plan outlines projections of water demand, existing water sources and facilities, alternative water sources, conservation, reuse and the need for new and expanded facilities, and cost analysis and funding for capital improvement projects.

IV.3 Coastal High Hazard Area and Land Use Density Changes

Section 163.3187(2)(h), Florida Statutes, defines the Coastal High Hazard Area as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. If any of the jurisdiction of the local government is located within the coastal high hazard area, Section 163.3191(2)(m), F. S., requires an evaluation of whether any past reduction in land use density impairs the property rights of current residents when redevelopment occurs, including, but not limited to, redevelopment following a natural disaster. The property rights of current residents shall be balanced with public safety considerations. The local government must identify strategies to address redevelopment feasibility and the property rights of affected residents. These strategies may include the authorization of redevelopment up to the actual built density in existence on the property prior to the natural disaster or redevelopment.

The City contains no oceanic water bodies, coastal barrier islands, or public access facilities to ocean beaches. The City does include two natural estuarine areas and their shorelines within its limits, the Indian River Lagoon and the North Fork of the St. Lucie River. Figures 4.1 and 4.2 show the Storm Surge Areas for the City of Port St. Lucie based on the SLOSH Model. The map depicts impacts for Category 1, Category 3, and Category 5 hurricanes. The impacted area is the acreage adjacent to the St. Lucie River. The majority of the land has an OSP

(Open Space Preservation), OSC (Open Space Conservation), or an OSR (Open Space Recreation) land use. The remaining properties are existing vested residential and commercial developments.

As part of the EAR-based amendments, the City will include the new definition of coastal high hazard area in the Conservation and Coastal Management Element and revise the Future Land Use Map series to depict the coastal high hazard line.

Figure 4.1 Coastal High Hazard Area North

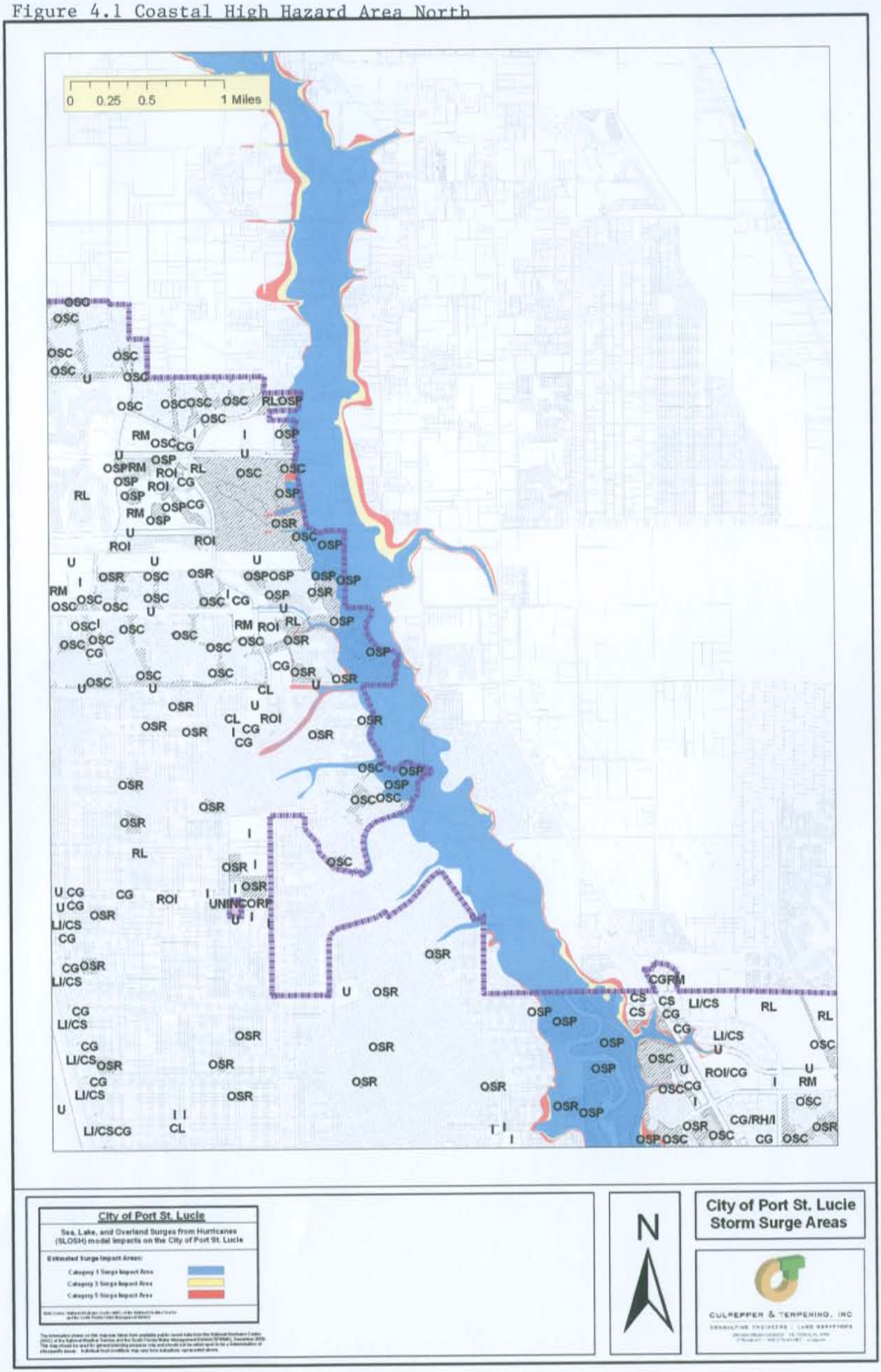
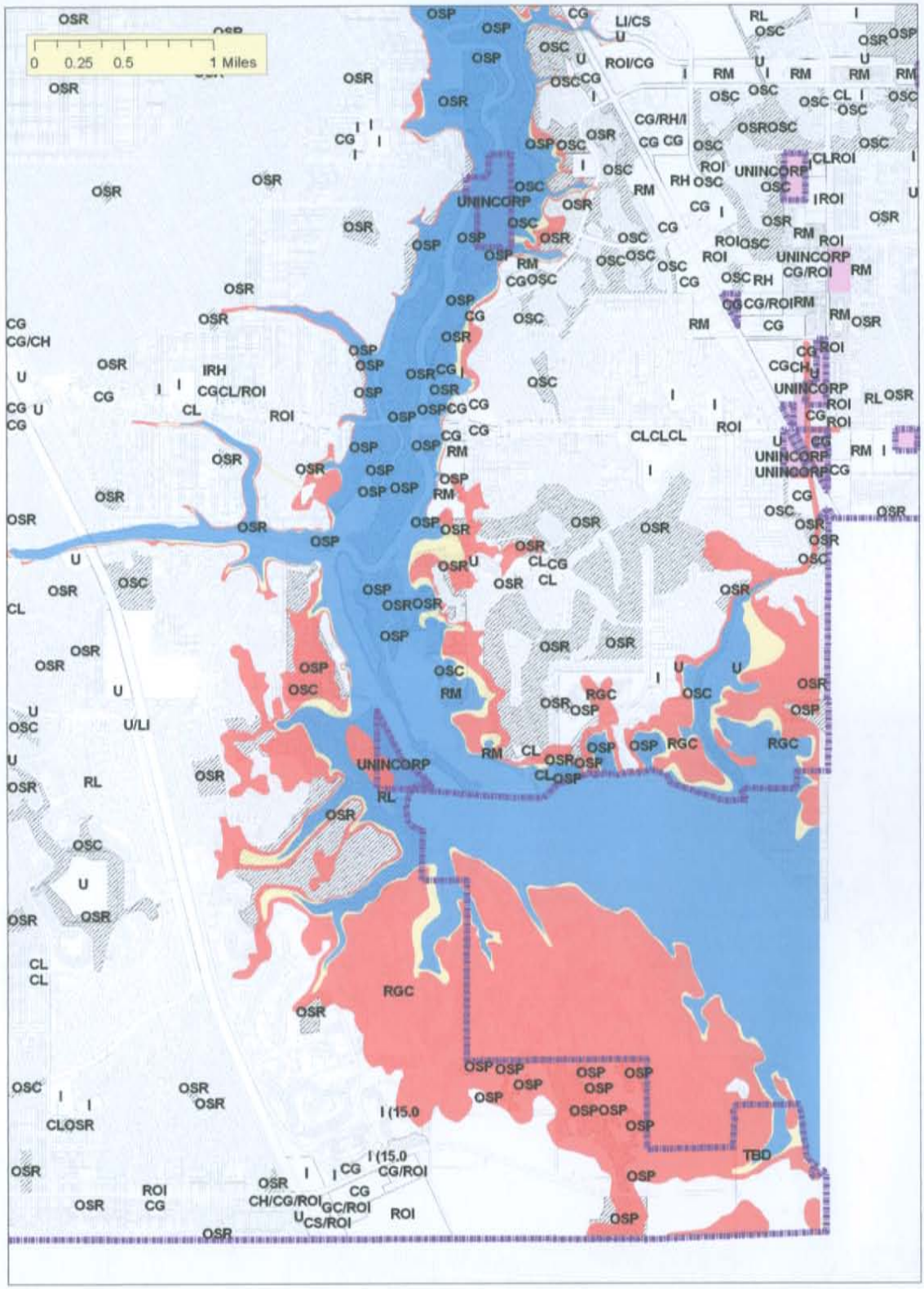


Figure 4.2 Coastal High Hazard Area South



City of Port St. Lucie

Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model Impacts on the City of Port St. Lucie

Estimated Surge Impact Areas:

Category 1 Surge Impact Area

Category 3 Surge Impact Area

Category 5 Surge Impact Area

N

City of Port St. Lucie Storm Surge Areas

CULPEPPER & TERPENING, INC

CHAPTER V - EVALUATION OF LOCALLY IDENTIFIED MAJOR ISSUES

The EAR is required to incorporate assessments of major issues facing the community. The five issues discussed in this section are those that were vetted in a community-based process that was described in Section 1 and incorporated into the "Letter of Intent" approved by the Department of Community Affairs. In the following subsections, each of these topics will be further analyzed by identifying the issue, reviewing the current approach to the issue, and identify possible alternative approaches to addressing the issue.

V.1: Land Use and Development

The City of Port St. Lucie identified the following areas as part of the major issue:

1. The need to maintain the older areas of the city through neighborhood preservation and/or redevelopment to avoid decline.
2. The need for more mixed use development or nodes at major intersections to allow for greater flexibility and to ensure that services are available where people live to reduce vehicular miles traveled.
3. The need for greater diversity in housing choices in the city to serve a variety of ages and incomes.
4. The need to create goals, objectives, and policies that guide growth and development of the City's Western Annexation area. The GOPs should include evaluation criteria for reviewing future annexation proposals.
5. Establish the need for an annexation boundary map and joint planning areas or annexation boundary areas with St. Lucie County and the City of Fort Pierce to avoid duplication of services, extra jurisdictional impacts, and to preserve open space and agriculture. The EAR should recommend the inclusion of specific policies in the comprehensive plan as EAR-based amendments, to develop an annexation boundary map, and joint planning areas.

Neighborhood Preservation, Redevelopment, and Mixed Use Development

In 2004, the City hired the Urban Land Institute (ULI) to conduct a study of approximately 26,000 acres of land west of Interstate 95 that the City had recently annexed. The ULI Study was intended as a guiding document for the development of the western annexation area. The study's authors pointed to a need for the City to manage development both in the western annexation area and in the eastern section of the City. Otherwise, the older areas of the city would not be able to compete against the more amenity based master planned communities out west. The ULI panel recommended balanced investment in both the existing and new areas of the city.

Similar concerns were raised at the Scoping Meeting on the EAR. Participants pointed to a need for the City to consider neighborhood preservation and redevelopment of the older residential neighborhoods and commercial districts to prevent these areas from falling into disrepair. The City could achieve more land use diversity without losing its residential character by allowing for more mixed use development or nodes at major intersections. Commercial or mixed use nodes at major intersections would provide services closer to the existing neighborhoods and cut down on vehicle miles traveled.

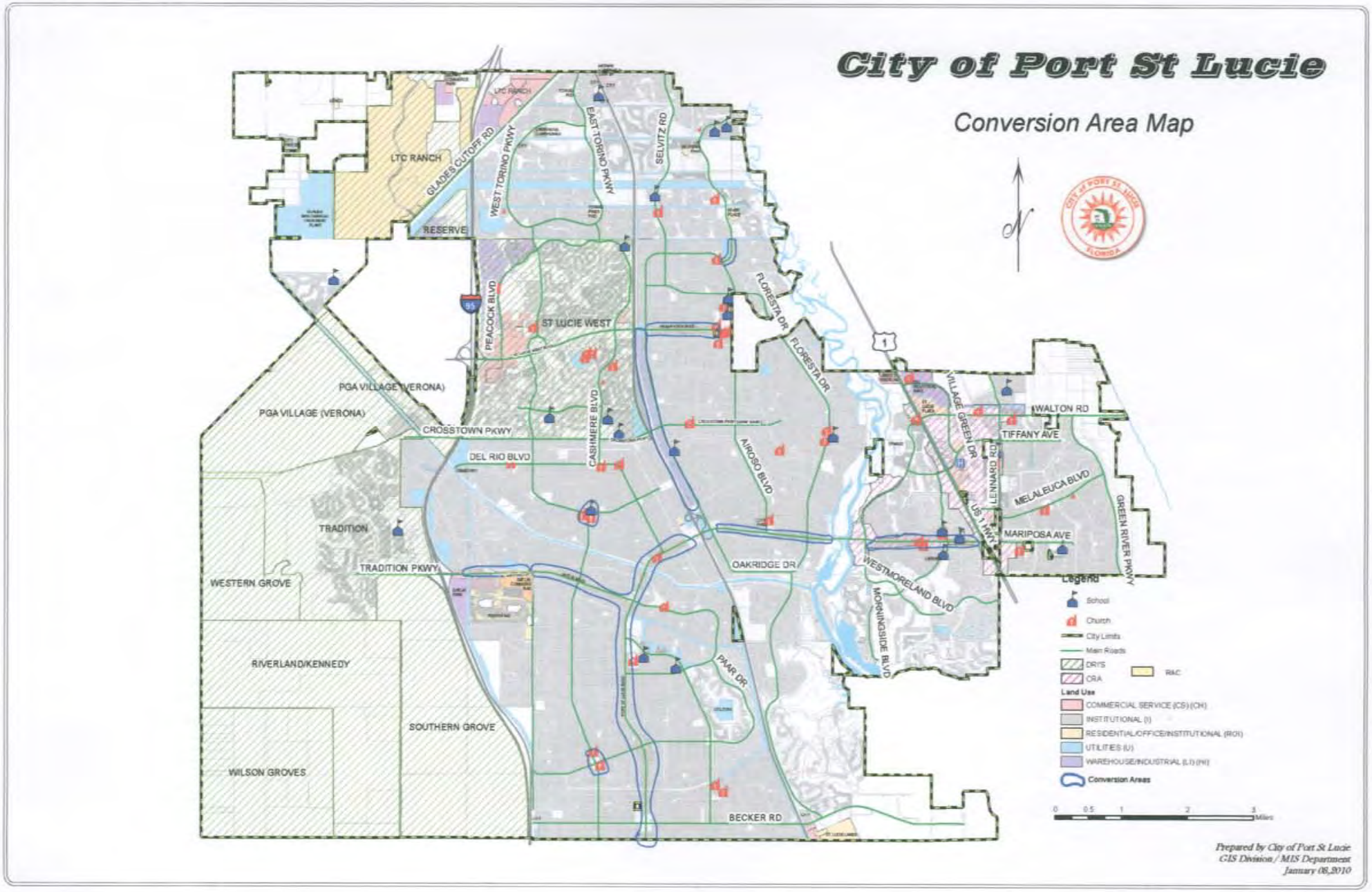
A number of policies in the Future Land Use Element support redevelopment, neighborhood preservation, and mixed use development. Additional policies support the creation of a community redevelopment area and urban and infill and redevelopment areas. Additional support for redevelopment is provided by Future Land Use Policy 1.1.4.12 which establishes a manual for land use conversion. In addition, Future Land Use Policy 1.1.1.4.14 establishes a Regional Activity Center (RAC) on Gatlin Boulevard which allows higher intensity development and mixed uses.

In addition, the City of Port St. Lucie had a neighborhood planning program in effect for a number of years based on the established neighborhood planning areas in the Comprehensive Plan. Studies include the City of Port St. Lucie Small Area Studies Phases I and II in the 1980s and the Southbend Neighborhood Plan and the Planning Area 2: St. Lucie North Study in the 1990s. The Small Areas Studies formed the basis for the City's land use conversion area program. As the pace of development increased within the last decade, the program has not been active for a number of years.

City of Port St. Lucie Conversion Manual

The dominant land pattern use in the City of 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. Residents had to travel outside the city limits for goods, services, and employment opportunities. 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. Under the conversion process, the City processed land use 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, single-family lots could be assembled to create larger parcels suitable for development. Figure 5.1 identifies the conversion areas in the City of Port St. Lucie.

Figure 5.1


City of Port St Lucie
Conversion Area Map
LTC RANCH
GLADES CUTOFF RD
RESERVE
WEST TORINO PKWY
EAST TORINO PKWY
SELVITZ RD
PEACOCK BLVD
ST LUCIE WEST
FLORESTA DR
PGA VILLAGE (VERONA)
CROSSTOWN PKWY
DEL RIO BLVD
CASHMERE BLVD
AIROSO BLVD
VILLAGE GREEN DR
WALTON RD
TIFFANY AVE
LENNARD RD
MELALEUCA BLVD
GREEN RIVER PKWY
MARIPOSA AVE
US 1 HWY
TRADITION
TRADITION PKWY
WESTERN GROVE
OAKRIDGE DR
WESTMORELAND BLVD
MORNINGSIDE BLVD
RIVERLAND/KENNEDY
PAAR DR
SOUTHERN GROVE
WILSON GROVES
BECKER RD
Legend
School
Church
City Limits
Main Roads
DRIS
CRA
RMC
Land Use
COMMERCIAL SERVICE (CS) (CH)
INSTITUTIONAL (I)
RESIDENTIAL/OFFICE/INSTITUTIONAL (ROI)
UTILITIES (U)
WAREHOUSE/INDUSTRIAL (LI) (HI)
Conversion Areas
Miles
Prepared by City of Port St Lucie
GIS Division / MIS Department
January 08,2010

To minimize impacts to surrounding residential neighborhoods, the conversion areas were limited to a depth of one to two lots. The conversion manual establishes the requirements for rezoning. Lots must be assembled based on a required amount of road frontage (usually two to three lots) and certain depth (usually two lots deep) to be assembled as one package in order to rezone. At present, the City has twenty-seven conversion zones.

Development in conversion areas tends to be small office and small commercial strip centers. The Limited Mixed Use Zoning District (LMD) is a mixed use zoning district that was designed to promote a limited amount of mixed use development in conversion areas. The LMD zoning designation allows for some mixed use multi-family, institutional, retail, and office development. It sets specific requirements for land assembly, off-street parking, drainage setbacks, access, and buffering. Mixed use development is allowed under a Planned Unit Development (PUD) zoning designation. PUDs are difficult to establish in conversion areas due to the size and linear nature of conversion areas. A minimum of two acres is required to establish a PUD.

City of Port St. Lucie Community Redevelopment Area

In 2001, the City established a Community Redevelopment Area (CRA) along the city's U.S. 1 corridor. The CRA comprises approximately 2000 acres. The general boundaries of the CRA are the U.S. 1 corridor from just north of Village Green Drive and south to the St. Lucie/Martin County line. Lennard Road forms most of the eastern boundary. The western boundary line is predominantly the rear property lines of those properties fronting U.S. 1 (Federal Highway). Two additional areas have been formally designated as part of the CRA, East Lake Village, and the Port St. Lucie Boulevard/Riverwalk District.

The redevelopment strategy is to create a central business district or commercial town center along U.S. 1. It recognizes the historical problems associated with the City's original design and the need to retrofit the major north-south corridor in the eastern portion of the city. The CRA represents a comprehensive long term approach to redevelopment that will span a twenty to thirty year period. The CRA Master Plan calls for the creation of a series of mixed use pedestrian and transit friendly districts. The focal point of the City of Port St. Lucie CRA plan is the creation of the 69 acre City Center. City Center is the town center or central meeting place of the CRA. City Center was designated an Urban Infill and Community Redevelopment Area in 2006. Since the establishment of the CRA, the City has acquired property and completed streetscape and roadway improvements. The 100,000 square foot City of Port St. Lucie Civic Center opened at the City Center site in December 2008.

City of Port St. Lucie Capital Improvements Program

When the City was under the control of the General Development Corporation, only a few neighborhoods were served by a centralized sewer and water treatment system. The majority of the homes were built with shallow wells and septic systems. The roadway network was designed to provide access to the platted lots. For the City of Port St. Lucie, neighborhood revitalization has centered on re-engineering the GDC platted areas of the City.

Sewer and Water Expansion Program: the largest capital improvement program/neighborhood enhancement program initiated by the City of Port St. Lucie is the adoption of a master sewer and water expansion program. The sewer and water expansion program began in the 1990s following the City's acquisition of the old General Development Corporation utilities system from St. Lucie County. General Development Utilities only served a limited area of the city. Following the acquisition of the utility, the city developed a multi-phased water and wastewater expansion program to provide citywide sewer and water service to all areas of the City. The program was completed in 2006. The City currently owns its potable water, wastewater, and reuse systems, which are operated and maintained by the City's Utility Systems Department. The City's utility service area is currently comprised of approximately 132 square miles, including the entire city limits and some unincorporated areas of St. Lucie County.

Major Roadway Improvement Projects: Most of the roads in Port St. Lucie were platted and originally constructed by the General Development Corporation under a provision in their land sales program to provide improved access to the lots at the time of their development. Streets, for the most part, were constructed as two-lane residential streets with a right-of-way width of sixty feet. A limited number of roads were designed with eighty foot rights-of-way. The roads designed as collectors had rights-of-way of 100 feet with one or two designed with 120 feet of right-of-way. The City completed the paving of all of the roads by 2005.

Using data obtained through the City of Port St. Lucie Small Areas' studies, the City identified existing and future deficiencies and established a prioritized roadway improvement plan in the Transportation Element of the Comprehensive Plan. Generally speaking, roadway improvement projects include sidewalks and,

where feasible, bike lanes. A complete list of roadway improvement projects is included in Chapter V under Transportation Choices.

In 2005, voters approved a $165 million bond referendum to fund the design and construction of the Crosstown Parkway. The parkway from I-95 to Manth Lane is now open to the traveling public. The Crosstown Parkway Extension includes the bridge crossing of the NFSLR and it is currently in the permitting process. Should a build alternative for a river crossing be permitted, it will extend Crosstown Parkway from Manth Lane to U.S. 1.

The City of Port St. Lucie has a separate sidewalk program to install sidewalks throughout the City based on a City Council approved priority list. Through the sidewalk program alone, the City has installed approximately 10.5 miles of sidewalk. In addition to the City's funds, the City has applied for and received confirmation of funding for an additional sidewalk project through the American Recovery and Reinvestment Act of 2009 (ARRA) stimulus program. This will allow a sidewalk to be constructed on SW California Boulevard between Fairway Isles and Heatherwood.

Parks and Recreation: In 2002, the City adopted a Parks Projects Improvement Program & Six-Year Development Plan. In the years between 2002 and 2009, the City of Port St. Lucie invested over $13.4 million dollars in its parks and recreation infrastructure. The City has constructed two new neighborhood parks, one new community park, major facility expansions of a soccer park and tennis facility, renovation and expansion of a riverfront boardwalk, major park improvements at two existing neighborhood parks and two community parks. In addition, the city has designed a new boat ramp facility that will provide ocean access and is actively seeking construction permits from the state and federal regulatory agencies. The city's first public garden, the Port St. Lucie Botanical Gardens, opened in March 2010.

Strategies for Addressing the Issue

The City's approach to infrastructure improvements and requirements for development are generally viewed as effective at supporting infill, redevelopment, and neighborhood enhancement. The City of Port St. Lucie CRA is the first step toward large scale redevelopment in the city. The current economic downturn has placed many of the development proposals for the CRA on hold. The City of Port St. Lucie Conversion Manual has been an effective tool for allowing for some commercial, professional, and institutional development along major thoroughfares without negatively impacting surrounding residential development. Proposals to establish new conversion areas or expand the boundaries of existing conversion areas have never been popular in the city due to impacts to existing residential development.

The City should continue to promote development in the CRA and the conversion areas and consider reinstituting the neighborhood planning program. New policies could be added to the Future Land Use Element to promote the development of commercial nodes at major intersections to create transit corridors.

Housing Choices and Affordability

Providing an adequate mix of safe and sanitary housing which meets the needs of existing and future residents is a primary goal of the Housing Element of the City of Port St. Lucie Comprehensive Plan. Several policies promote the city's participation in state and federal affordable housing and neighborhood improvement programs. Outside of allowing for manufactured and mobile homes, the Housing Element doesn't address a need for a range of housing options for all income levels and ages, including allowances for mixed unit types in Planned Developments, multi-family housing, and accessory living units in residential land use categories. An increase in housing choices for the elderly, disabled, and workers in various professions has been identified an important community issue for the City of Port St. Lucie.

Data on housing has been collected from the U.S. Census and the Shimberg Center for Housing Studies. Through the Florida Housing Data Clearinghouse, the Shimberg Center for Housing Studies provides data about housing needs and supply, subsidized rental housing and household demographics for all local governments in Florida.

The Future Land Use Map illustrates the existing development pattern in the City of Port St. Lucie. As the map shows, the majority of the land use east of Interstate 95 is RL (Low Density Residential) (up to five units per acre). Much of the area was platted in the late 1950s and early 1960s and reflects the low density character of the General Development Corporation platted subdivisions. The corresponding low density residential zoning districts limit residential development to one single family dwelling unit per lot. The City does contain small pockets of RM (Medium Density Residential) (up to 11 units per acre) land use. Larger areas of RM are located within the St. Lucie West DRI. Most of the RM developments are individually owned townhome/condominium type developments.

A diverse range of housing types makes it possible to deliver housing that meets a broader range of needs and price levels. Based on the 2008 U.S. Census American Community Survey, the City of Port St. Lucie has approximately 66,386 dwelling units (www.census.gov). Of these units, approximately 58,916 units or 88.7 percent, are detached single-family units. In comparison, 67.8 percent of the housing stock in St. Lucie County is detached single-family units. Statewide, the percentage is 54.3 percent. Table 5.1 shows the number of units

by type for the City of Port St. Lucie, St. Lucie County, Martin County, and the state of Florida.

Table 5.1: Housing Units by Type, Port St. Lucie, St. Lucie County, Martin County, and State of Florida

Local Government	Single Family	Percent	Mult-Family	Percent	Mobile Home	Percent	Boat, RV, Van, etc.	Percent	Total
Port St. Lucie	**58,916**	**88.7%**	**6,561**	**9.9%**	**865**	**1.3%**	**44**	**0.1%**	**66,387**
St. Lucie County	89,776	67.8%	30,547	23.1%	11,925	9.0%	114	0.1%	132,363
Martin County	39,698	52.3%	28,389	37.4%	7,761	10.2%	88	0.1%	75,937
State of Florida	4,775,642	54.3%	3,147,385	35.8%	864,591	9.8%	10,595	0.1%	8,798,213

Source: American Community Survey 2008

Historically, the City of Port St. Lucie has a higher homeownership rate and lower home prices than the state of Florida. Table 5.2 depicts the homeownership rate of the City of Port St. Lucie, St. Lucie County, Martin County, and the state of Florida. The homeownership rate for the City of Port St. Lucie was 82.1 percent and the average assessed value for a single-family home was $158,978 in 2008. Statewide, the homeownership rate was 70.4 percent and the average assessed value for a single family home was $248,425 in 2008. On a countywide basis, the homeownership rate was 78.3 percent in St. Lucie County and 79.8 percent for Martin County in 2008. The average assessed value for a single family home was $161,861 for St. Lucie County and $370,504 for Martin County.

Table 5.2 Homeownership Rate for Port St. Lucie, Martin County, St. Lucie County, and State of Florida

City of Port St. Lucie	St. Lucie County	Martin County	State of Florida
82.1%	78.3%	79.8%	70.4%

Source: Florida Housing Data Clearinghouse - Shimberg Center, 2007

Affordable Housing Supply

According to the Department of Housing and Urban Development (HUD), the generally accepted definition of affordability, as it pertains to housing, is for a household to pay no more than 30 percent of its annual income on housing. "Cost-burdened" households pay more than 30 percent of income for rent or mortgage costs. Based on data obtained from the Florida Housing Data Clearinghouse (FHDC) for 2007, 27 percent of households in the City of Port St. Lucie paid more than 30 percent of their income for housing in 2007. Approximately, 10 percent of households paid more than 50 percent of their income for housing. Table 5.3 provides additional detail relating the cost burden

of households to the area's median income. The HUD-estimated median income for a family of four in the City of Port St. Lucie was $52,800 in 2007.

Table 5.3: Households by Income and Cost Burden, Port St. Lucie, 2007

Household Income as Percentage of Area Median Income	Amount of Income Paid for Housing		
	0-30%	30-50%	50% or more
<=30% AMI	854	231	2418
30.01-50% AMI	1134	1544	2341
50.01-80% AMI	5733	4977	1044
80.01+% AMI	35515	3424	402
Total	43236	10176	6205

Source: Florida Data Clearinghouse, Housing Profile for the City of Port St. Lucie, retrieved November 2009

Existing Affordable Housing Initiatives

The City of Port St. Lucie has distributed over $21 million in Housing Assistance Funding since the beginning of the State Housing Initiatives Partnership (SHIP) housing program in 1992. In addition, the City worked with local lenders in 1993 to form the St. Lucie County Lending Consortium, which has served all of the county's housing programs over the past 17 years.

The City also formed an Affordable Housing Committee in 1993 and again in 2008 to first put together a list of Affordable Housing Incentive recommendations and then to review the existing list. The Council approved those incentives in 1993 and the Committee made additional recommendations in 2008 that were also adopted. The following is a list of the housing incentives approved by the City Council in February 2009:

1. Expedited Permitting: Permits for affordable housing projects: Any affordable housing project that experiences a delay of over three weeks in any phase of the permitting and/or planning process will be processed ahead of other projects waiting to be considered. Affordable housing projects are identified as those projects assisted with state or federal funds. Both Planning and Zoning and Building staff were made aware by written and verbal communication with Department Heads and at the staff level of the importance of these procedures.

2. Ongoing Review Process: This strategy involves an ongoing process for review of local policies, ordinances, regulations, and plan provisions that increase the cost of housing prior to their adoption. All regulations and policies that may impact the cost of housing will be forwarded to the Community Services Department. Community Development Department

Head meetings, which includes the Community Services Department, are held every other week and serve as a forum and review of anticipated fee increases. Any proposed increase in building fees is brought to the Treasure Coast Builders Association (TCBA) for review. All fee increases are required to go through a public hearing and public comment process.

3. Modification of Impact-Fee requirements, including the reduction or waiver of fees and alternative methods of fee payment for affordable housing: The Council approved deferring impact fees for eligible homeowner applicants under the City's Affordable Housing guidelines (for SHIP) on single family owner occupied residential housing. The fees will be secured with a mortgage and 0% interest note, due on sale.

4. The reduction of parking and setback requirements for affordable housing: The City Council approved allowing parking and setback requirements to be reduced for affordable housing projects where it can be shown that such reduction will be compatible with the surrounding neighborhood, and will not cause an adverse impact to the neighborhood.

5. The support of development near transportation hubs and major employment centers and mixed-use developments: The City Council supports the development of affordable housing and/or workforce housing near (within ½ mile) of a transportation hub, major employment center, and mixed-use development.

6. Affordable housing components in Comprehensive Plan: As part of the EAR-based amendments, the City will include policies requiring all residential future land use amendments and Developments of Regional Impact to include an affordable housing component.

Strategies for Addressing the Issue

The City continues to partner with the St. Lucie Lending Consortium to provide the best financing options for our affordable housing clients. Generally speaking, the City has had an adequate supply of single family homes available for affordable housing. In order to encourage economic diversification and successful business opportunities when the economy and housing values recover, the City must be able to continue to offer a diversity of housing types and values for all segments of the work force.

Proposals to diversify the housing choices in the standard residential districts through the allowance of single-family dwelling units, duplexes, and small multi-family developments are unpopular with the majority of the homeowners and have not been supported in the past. Current initiatives to provide greater diversity in housing center on the establishment of planned unit developments. As part of the EAR-based amendments, the City will be including policies to

require large scale future residential future land use amendments and Developments of Regional Impact to include an affordable housing component.

Annexations

Municipal annexations are authorized under Chapter 171, Florida Statutes. The intent of this authority is to ensure sound urban development and accommodate growth; establish uniform legislative standards throughout the state for the adjustment of municipal boundaries; ensure the efficient provision of urban services to areas that become urban in character, and ensure that areas are not annexed unless municipal services can be provided to those areas. For the City of Port St. Lucie, municipal annexations provide an opportunity to incorporate additional land use patterns into the overall design of the city. It has long been recognized that the ability of the City to meet the needs of present and future residents is dependent in part on creating an expanded tax base and alternative revenue sources. The ULI study noted that due to the platted lands nature of the City, the City lacked undeveloped land for office and retail uses, a diversity of housing types, and contained few large parcels of well-located land to accommodate job growth. The current tax base is overwhelmingly residential and retail, which is not adequate to cover gaps in basic infrastructure.

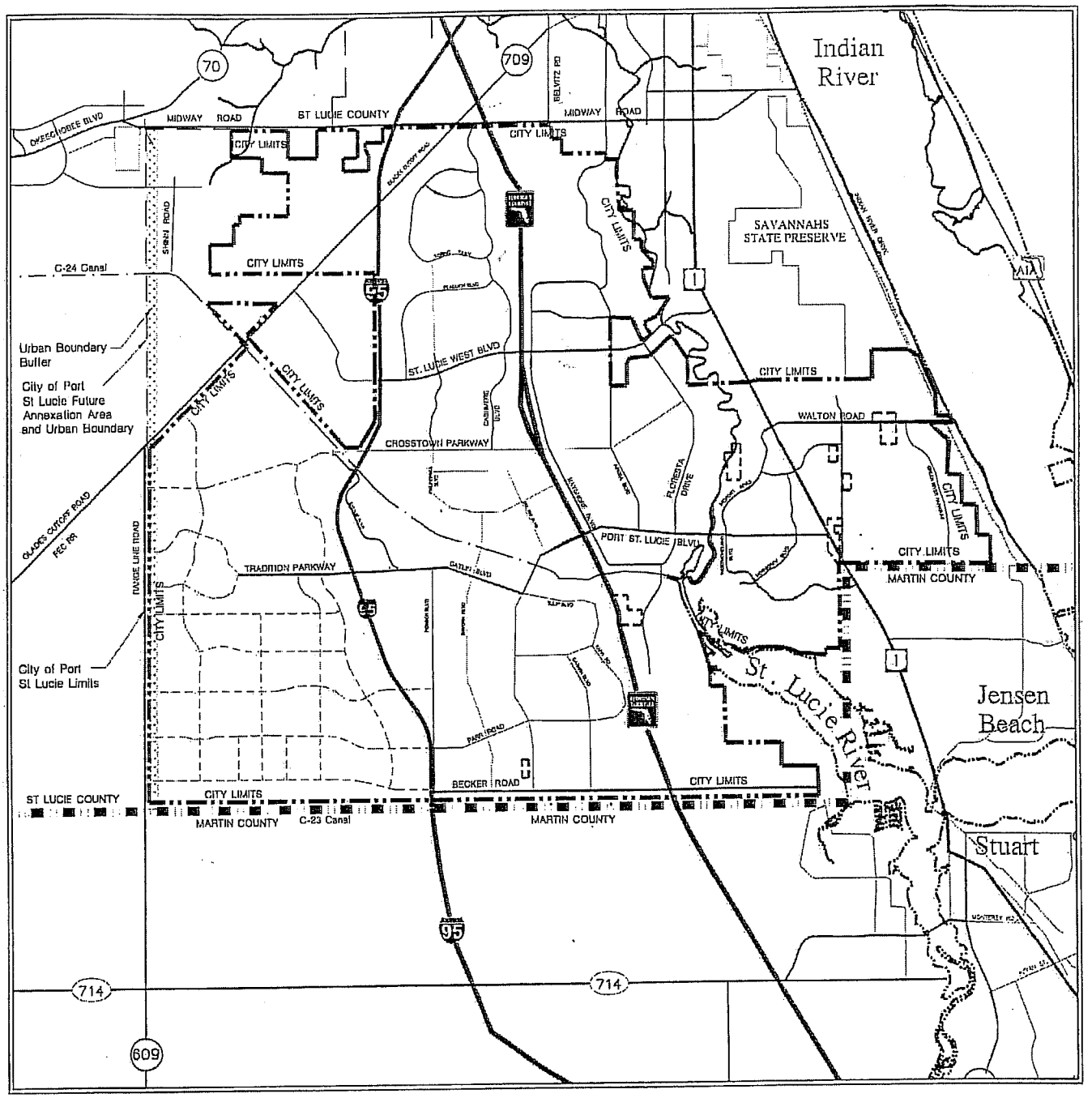
Between 2000 and 2008, the City of Port St. Lucie annexed approximately 24,000 acres. The majority of the acreage is located west of Interstate 95 in the area known as the City's Western Annexation Area. The City's Western Annexation Area reflects the sewer and water service boundary lines that were established in a mutual transfer agreement when the City purchased General Development Utilities from St. Lucie County in 1994. It includes seven large scale Developments of Regional Impact (DRIs) and several smaller planned mixed use and residential PUD type communities. These annexations were the result of requests for voluntary annexation by the individual property owners. Generally speaking, the City will only annex property through voluntary annexation where the property owners agree through either an annexation agreement or a development agreement providing for annexation, to pay for their share of providing infrastructure necessary to support municipal services within their area of annexation. The City's Western Annexation Area Urban Boundary Map is depicted in Figure 5.2. Figure 5.3 shows the land west of Interstate 95 that has been annexed into the city.

Figure 5.2

Western Annexation Urban Boundary Map

Riv/Ken

City of Port St. Lucie



URBAN BOUNDARY BUFFER

Pursuant to City of Port St Lucie Comprehensive Plan Future Land Use Element, Policy 1.2.5.2

Future Roadway

Scale: 1"= 2.5 Miles

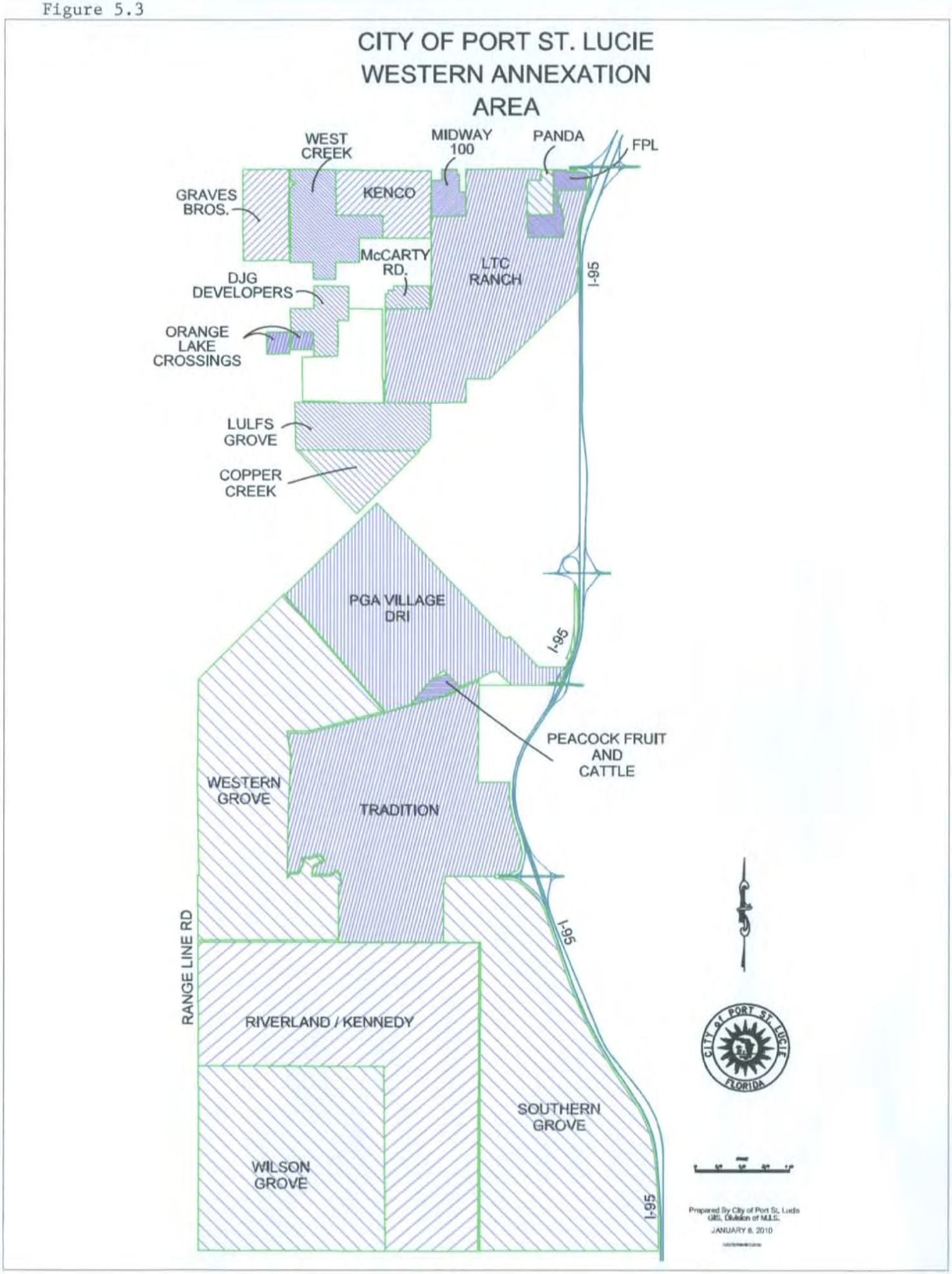
0 2.5 5

Date: March 6, 2006

NORTH

Prepared by:
Lucido & Associates
Land Planning/Landscape Architecture

Figure 5.3


CITY OF PORT ST. LUCIE
WESTERN ANNEXATION
AREA
WEST CREEK
MIDWAY 100
PANDA
FPL
GRAVES BROS.
KENCO
McCARTY RD.
LTC RANCH
I-95
DJG DEVELOPERS
ORANGE LAKE CROSSINGS
LULFS GROVE
COPPER CREEK
PGA VILLAGE DRI
I-95
PEACOCK FRUIT AND CATTLE
WESTERN GROVE
TRADITION
I-95
RANGE LINE RD
RIVERLAND / KENNEDY
SOUTHERN GROVE
WILSON GROVE
I-95
CITY of PORT ST. LUCIE FLORIDA
Prepared By City of Port St. Lucie GIS, Division of MIS.
JANUARY 8, 2010

As the City continues to evaluate requests by property owners for annexation into the City, the City is faced with a number of issues including: the future vision for the City and the form of new development or redevelopment on the newly annexed property; the designation of compatible and appropriate future land use and zoning categories; the effect of the City's land use and zoning decisions on adjacent jurisdictions; and the ability of the City to serve the annexed property with adequate public facilities.

The 1998 Comprehensive Plan does not directly identify issues with potential future annexations and the impacts on the City from future changes in corporate limits. The required elements focus on identifying future trends and needs based on existing incorporated limits. To guide growth and development in the Western Annexation Area, the City contracted with EDAW Planning Consultants to incorporate the ULI recommendations into the City's Comprehensive Plan. The EDAW amendments updated the Future Land Use Element, the Transportation Element, the Infrastructure Element, and the Capital Improvements Element to include specific data and analysis and goals, objectives, and policies for the Western Annexation Area. Criteria for the review of future annexation proposals were not included in the amendments.

The EDAW amendments were prepared and adopted as separate sub-elements to the Future Land Use, Transportation, Infrastructure, and Capital Improvements Elements. The data and analysis and development guidelines contained in the Western Annexation Area sub-elements can overlooked because the information isn't contained in the main elements of the Comprehensive Plan. Therefore, it is recommended that the City include revisions to the Future Land Use, Transportation, Infrastructure, and Capital Improvements Elements as part of the EAR-based amendments to remove the sub-elements. The data and analysis and goals, objectives, and policies contained in the sub-elements should be updated and incorporate into the main elements of the Comprehensive Plan.

Although, the City hasn't formally adopted a master plan for the development of the incorporated and unincorporated areas of the City's Western Annexation Area, the City has held a number of interdepartmental meetings to discuss the development of the Western Annexation Area. These meetings included representatives from St. Lucie County, the St. Lucie County School District, St. Lucie County Fire District, Treasure Coast Regional Planning Council, and the Florida Department of Transportation. These meetings formed the basis for the development conditions included in the annexation agreements, development agreements, and development orders for the projects located in the City's Western Annexation Area.

Future Annexation

The City has a joint planning agreement with St. Lucie County to promote coordination of land use and development activities within the community. The City has entered into negotiations with St. Lucie County and the City of Fort

Pierce to discuss future annexation areas and utility service areas. The City of Port St. Lucie Utilities Services Department is the largest utility in St. Lucie County. With existing and planned facilities in place to serve new development, it is expected that the City will continue to receive applications for annexation west of Interstate 95. Due to the close proximity of the City of Fort Pierce, the City Council has agreed, in principal, not to annex land north of Midway Road.

Strategies to Address the Issue

Annexation is an opportunity for the City to increase its tax base and accommodate future population growth. Annexations can create system deficiencies and exasperate Level of Service requirements if the fiscal benefits are insufficient to fund the liabilities. Specific criteria should be established for reviewing annexations that include:

1. City and County future land use
2. Existing enclaves
3. A demonstrated need for additional land to accommodate projected population growth
4. Potential for economic opportunity and job growth
5. Availability of existing utilities and logical and practical service area expansions
6. Analysis of the public facilities that are necessary and desirable for providing community services to the projected population/need.
7. Fair share obligations to major community infrastructure required for the overall Urban Service Area that exceed the development and required improvements.
8. A fiscal impact analysis that provides a cost/benefit analysis of each of the proposed annexations and demonstrates that each development area will pay for itself and will cover costs of the city's ongoing maintenance.
9. A conceptual phasing plan that ties development levels to provision of services and infrastructure.
10. Use of development agreements for all annexation projects to provide the city with certainty as to the completion of improvements in conjunction with development, and to provide developers with certainty of the protection of entitlements.

In addition, the City should continue to work with St. Lucie County and the City of Fort Pierce to establish mutually agreed to and mutually beneficial annexation boundary areas. The Future Land Use, Transportation, Infrastructure, and Capital Improvements Elements should be revised to remove Western Annexation Area sub-elements. The data and analysis and goals, objectives, and policies on the western annexation area should be updated and included in the main elements of the Comprehensive Plan.

V.2 Economic Development

Economic development is a complex, multi-dimensional process that involves a series of efforts to build and improve the economic foundation of a community. Many of the forces that affect a local economy are beyond the control of a local government. Local governments can create policies and procedures through land use, infrastructure planning, and incentive programs to foster the development of the local economy.

The Economic Development Element of the Comprehensive Plan outlines the City's policies and objectives to promote economic development. The Element does not specifically address economic diversification or job creation. The relevant policies pertain to a need for a sufficient mix of land uses, adequate infrastructure to accommodate economic development, and partnering with state and local agencies to promote job growth.

The EAR addresses economic development through analysis of the following issues:

1. The need to create a diverse economic base to keep up with population growth.
2. The need for an evaluation of the amount of non-residential land uses available in the city to ensure the Future Land Use Map designates an adequate amount of such uses to address economic development needs.
3. In order to provide a broader job base, the City should ensure that sufficient land is available for industry and commerce and evaluate the appropriate balance of residential and non-residential development to ensure a jobs/housing balance.
4. The need to evaluate and/or address factors that may limit recruitment of businesses to area.
    a. Perception of quality of education
    b. Limited opportunities for higher education compared to other cities of similar size
    c. Perception that City lacks cultural, arts, and entertainment facilities compared to other areas
5. The need to explore establishing an economic development plan for the city and developing strategies for job creation, diversification, retention, and attracting target industries.

Economic Diversity and Job Creation and Retention

A diverse economic framework means that no single economic sector is relied upon too heavily to generate job growth in a community. An economically diverse economy insulates the local economy from severe repercussions if one segment of the economy experiences a serious downturn. Historically, the primary economic engines for the Treasure Coast (Martin, St. Lucie, and Indian River counties) have been agriculture, tourism, and construction. These sectors

tend to provide lower wage jobs and more cyclical employment compared to other sectors of the economy and are among the first to be adversely affected in a recession. In addition, rapid population growth has increased the number of job seekers in the local labor force. Growth in employment has not kept pace with population growth. As a result, St. Lucie County has historically had higher unemployment than the state of Florida.

The Port St. Lucie MSA comprises Martin and St. Lucie counties. In September 2009, the unemployment rate for the Port St. Lucie MSA was 14.1 percent compared to 11.2 percent for the State of Florida and 9.5 percent for the United States (Bureau of Labor Statistics, September 2009). On a countywide basis, the unemployment rate in September 2009 was 15.2 percent for St. Lucie County and 11.9 percent for Martin County.

Table 5.4 depicts the non-agricultural employment by industry and number of employees for the Port St. Lucie MSA. The largest industries for employment in St. Lucie County are Trade Transportation and Utilities, Government, and Education and Health Services. The total employment (combined) of these three industries equates to 55 percent of the total number of those employed in St. Lucie County for non-agricultural employment.

Table 5.4: Non-Agricultural Employment Port St. Lucie MSA

Industry Title	September 2009	Percent	September 2008	Percent Change from September 2008 to 2009
Trade, Transportation, and Utilities (inc. Retail and Wholesale Trade)	27,700	23%	28,900	-4.15%
Professional and Business Services	12,700	11%	13,600	-6.6%
Total Government	20,100	17%	20,500	-2.0%
Education and Health Services	18,700	15%	19,000	-1.6%
Leisure and Hospitality	13,200	11%	13,700	-3.6%
Financial Activities	5,700	5%	6,100	-6.6%
Construction	10,000	8%	10,700	-6.5%
Manufacturing	5,200	4%	5,700	-8.8%
Other Services	6,000	5%	6,000	0.0%
Information	1,500	1%	1,600	-6.3%
Total Non-agricultural Employment	**120,800**		**125,800**	4.0%

Source: Florida Agency for Workforce Innovation, Labor Market Statistics, November 2009

Note: Employment estimates have been rounded to the nearest hundred.

Table 5.5 shows employment by industry for Port St. Lucie and the State of Florida.

Table 5.5 Employment by Industry Port St. Lucie and State of Florida 2008

Industry Title	Port St. Lucie	State of Florida
Agriculture, forestry, fishing and hunting, and mining	0.48%	1%
Construction	14%	10%
Manufacturing	4%	6%
Wholesale trade	2%	3%
Retail trade	18%	13%
Transportation and warehousing, and utilities	6%	5%
Information	2%	2%
Finance, insurance, real estate, and rental and leasing	7%	8%
Professional, scientific, management, administrative, and waste management services	10%	12%
Educational, health, and social services	18%	19%
Arts, entertainment, recreation, accommodation, and food services	9%	10%
Other services (except public administration)	5%	5%
Public administration	5%	5%

Source: American Community Survey 2008

Diversification and expansion of the employment base are key concerns of the City of Port St. Lucie. In recent years, the City, in partnership with St. Lucie County and the Economic Development Council of St. Lucie County (EDC), has successfully recruited three major life sciences institutes - the Torrey Pines Institute, the Vaccine and Gene Therapy Institute, and the Mann Research Center - and a digital design studio, Wyndcrest Digital Design Florida, to the Tradition development along the Interstate 95 corridor.

Strategies to Address the Issue:

By targeting and publicly supporting opportunities for higher skilled and higher waged job creation, the City and its economic development partners have made a long term investment in increasing the prosperity and standard of living in the local economy. It is desired that other research centers and for profit businesses will relocate to Port St. Lucie to be in close proximity to Torrey Pines, Vaccine and Gene Therapy Institute, and Wyndcrest Digital Design studio. The Economic Development Element should be revised to reflect current conditions and to promote a unified approach to economic development. In addition, the City and its economic development partners need to address workforce training and the retention of existing businesses.

Land Uses and Economic Development

Competition for land for residential housing and retail development often limits the availability of good industrial sites for economic growth. As part of its economic development strategies, the City needs to consider its land use policies to ensure that adequate land, in the right locations, is being preserved for industrial and office uses and job-generating purposes. In establishing industrial land use policies, the city needs to ensure that the corresponding industrial zoning categories accommodate the full range of development alternatives desired by industrial and business park users.

In 2008, a study was conducted for Palm Beach County that analyzed the county's supply of appropriate and available land for manufacturing and manufacturing-related operations. The Palm Beach County Light Industrial Land Use Study: White Paper prepared by Swiger Consulting pointed to the benefits of industrial and commercial property in terms of the contribution to the local economy in wages and property taxes and the limited impact on public services. The Study noted that manufacturing and commercial properties cost a community less for services such as police, EMS, and fire protection, water and sewer than residential or institutionally zoned properties. The supply of industrial land is often limited due to competition with commercial and residential uses. These uses are considered a better immediate investment.

A major component of the Palm Beach County Light Industrial Land Use Study: White Paper is the need for communities to adapt to the changing face of manufacturing. In earlier decades industrial land was used to make, assemble, process, and store products for sale and shipment. Today, manufacturing operations are smaller, cleaner, more diverse, and high tech. Research and development functions are now an integral part of many contemporary manufacturing operations, as are headquarters functions, sales and showroom operations, and computer operations that control production and manage records. These uses often demand street or highway visibility and access as well as above average landscaping (Palm Beach County Light Industrial Land Use Study: White Paper prepared by Swiger Consulting). The type of land and buildings available in most industrial parks does not accommodate these types of uses.

While there are no established guidelines for land use percentages, the analysis in the Palm Beach County Study showed an average range of eight to twelve percent in most large cities. The actual supply depends on a number of factors. A site has to be large enough to accommodate the intended use and allow for expansion. It must be properly located with respect to transportation access, infrastructure, and compatibility with adjacent areas. Sites should be developable. Considerations such as wetlands, access issues, or rights-of-way should not severely limit the extent or nature of development (Palm Beach County Light Industrial Land Use Study: White Paper prepared by Swiger

Consulting). The Palm Beach County Light Industrial Land Use Study: White Paper recommended against combining industrial land use with mixed use development. While firms want amenities and support services nearby, market pressures may push out industrial development.

Strategies to Address the Issue:

Based on the land use analysis prepared by the City's GIS Department, approximately 4.4 percent of the developable land area of the City of Port St. Lucie is designated as commercial land use and 1.81 percent is designated as industrial land use. However, the NCD mixed use land use category allows for office, retail, industrial, and development as outlined in the associated DRIs. The NCD accounts for 23.75 percent of the developable land in the city. The City should consider amending the Comprehensive Plan to add goals, objectives, and policies that specifically address the issue of industrial land use, preservation, and location.

Jobs to Housing Balance

A job to housing balance refers to the distribution of employment relative to the distribution of workers within a given geographic area. The commonly used metric of this balance is the jobs/housing ratio, which is simply the number of jobs in a community divided by the number of housing units in that community. A low jobs/housing ratio indicates a housing-rich "bedroom community", while a high jobs/housing ratio indicates an employment center. The concept is based on the assumption that workers choose to work as close to home as possible or choose homes as close to their jobs as possible. A community is considered balanced when these distributions are approximately equal and when available housing choices complement the earning potential of available jobs. In theory, a balanced community reduces commute times and transportation-related environmental impacts.

Strategies to Address the Issue:

The City of Port St Lucie ULI Study conducted in 2004 estimated the City's jobs to housing ratio to be on the low end around 1:1. Without concentrated effort, the study predicted the ratio would fall to .48 given the pace of housing development vs. job creation. The Study recommended the City obtain available statistics to monitor the balance of jobs and households more closely and calculate the ratio on a yearly basis. If the ratio falls below a threshold of 0.8 job per household, the city should refrain from approving new residential development or rezoning commercial land to residential.

Quality of Life and Education

Quality of life issues - housing, schools, healthcare, amenities, crime – play an increasingly important role in business recruitment decisions. Traditionally, business location decisions were driven by land costs, labor costs, and access to materials and markets. A 2003 study by the Center for Urban and Regional Studies at the University of North Carolina at Chapel Hill looked at the importance of quality of life in business locations decisions. The study noted that an increasing number of firms are seeking locations that will attract and retain a well-educated workforce. Areas offering cultural and recreational amenities may have an advantage over places that do not.

Many local governments are incorporating a quality of life based agenda into their urban revitalization and development programs. Traditional state and local economic development strategies such as tax abatements and interest free development bonds drain fiscal resources that could be spent on other development strategies, such as upgrading infrastructure, providing for local education and developing local amenities (The Importance of Quality of Life in the Location Decisions of New Economy Firms, University of North Carolina at Chapel Hill, 2003).

Quality of life varies by industry type, size, and function. Quality of life plays a greater role in the location decision of research and development firms than it does for manufacturing and warehousing firms. Manufacturing and warehousing firms are more sensitive to location costs. High tech and research and development type industries are more concerned with the cost and availability of a technical labor force and close proximity to universities.

Regionally, the Treasure Coast area has some of the best school districts in the state of Florida. For the 2008-2009 school year, Martin and Indian River County School Districts received a rating of A. St. Lucie County School District received a rating of B.

Within Port St. Lucie, there are four institutions of higher education. The list includes two private colleges, the Treasure Coast branch of Barry University and Keiser University, and two public institutions, a satellite branch of Florida Atlantic University and the St. Lucie West campus of Indian River State College (IRSC). IRSC is one of the first community colleges in Florida to offer four year degrees. Bachelor degrees are offered in applied science, education, and nursing. Some graduate level courses are available at Florida Atlantic University's St. Lucie West campus. The majority of Florida Atlantic University's undergraduate and graduate programs are offered at either the Palm Beach County or Broward County campuses.

Strategies to Address the Issue:

As outlined in EAR, the City of Port St. Lucie has made massive investments in infrastructure improvements, civic improvements, and parks and recreation in the last planning period. The City has nearly forty parks and recreation facilities including a marina, a golf course, skating park, numerous baseball, football, and soccer fields, as well as a Community Center and a Civic Center. The City of Port St. Lucie Community Center and the City of Port St. Lucie Civic Center include recreational facilities as well as meeting space facilities. Both facilities are primary locations for city initiated arts, entertainment, and civic events. The Civic Center includes a 2,000 square foot art gallery with rotating exhibits and an outdoor urban square and interactive fountain concert venue. The Port St. Lucie Public Art Advisory Board is preparing a public art master plan. The Keep Port St. Lucie Beautiful Committee promotes environmental awareness and tree planting programs. In 2009, the City adopted a Conservation Lands Management and Acquisition Plan. It provides guidelines for establishing a conservation land management and acquisition program within the City.

As an alternative to the traditional public school system, the City of Port St. Lucie City Council has supported the establishment of charter schools. Three K-8 charter schools have opened within the municipal boundaries of the City of Port St. Lucie in the last few years. Current programs are effective and should be included in the update of the comprehensive plan.

City of Port St. Lucie Economic Development Strategy

Policy 8.1.1.4 of the Economic Element sets the framework for the City of Port St. Lucie's economic development program. It encourages the City to cooperate with St. Lucie County, other regional agencies, and the State on economic development strategies.

The Economic Development Council of St. Lucie County, Inc. (EDC) is the designated economic development entity for St. Lucie County. EDC works with St. Lucie County and municipalities within St. Lucie County to secure resources available to new and expanding businesses and industries through the following programs:

- Site Location Assistance
- Business Relocation and Expansion
- Workforce Development
- Incentive Funding Assistance
- Local Government Permitting Assistance

EDC was chartered by the St. Lucie County Chamber of Commerce in September 2000. As the primary contact for businesses and industries looking to locate or expand in St. Lucie County, EDC assists in the site selection process,

maintains a database of existing commercial and industrial sites, provides labor and training information, markets St. Lucie County as a business location, and provides demographic data and economic analysis. EDC was chartered by the St. Lucie County Chamber of Commerce in September 2000.

In addition, EDC is a partner in Florida's Research Coast. Florida's Research Coast was established in 1998 as a regional economic development initiative. It includes Indian River County, Martin County, St. Lucie County, and Okeechobee County. The intent is to rebrand the Treasure Coast as an area that is invested in recruiting businesses that offer high-skilled, high-paying, long-term employment.

Strategies to Address the Issue:

Based on recent successes, the collaborative approach to economic development has benefited the City and should be included in the update of the comprehensive plan.

V.3 Transportation Choices

Roadway or street connectivity generally refers to a system of streets with multiple routes and connections serving the same origins and destinations. A well-designed, highly-connected roadway network helps reduce the volume of traffic and traffic delays on major streets and ultimately improves livability in communities by providing parallel routes and alternative route choices. Port St. Lucie was one of many residential communities built during the 1960s and 1970s with limited street connections. The prevailing design pattern at the time was to limit the number of connections to residential neighborhoods based on the assumption that this type of street design had less traffic and fewer traffic delays on neighborhood streets. The design provides few alternate travel routes and forces all trips onto a limited number of arterial roadways.

The EAR will evaluate the current transportation circulation system with regard to the following issues:

1. The need for greater road network connectivity, including the completion of a third east/west corridor from U.S. 1 to Interstate 95.
2. The need for more sidewalks, bike paths, and/or bike lanes for an integrated pedestrian and bicycle system throughout the city.
3. The need for the City to incorporate a multi-modal approach to transportation management that includes pedestrian and bicycle facilities, buses, ride sharing, and park and ride lots.
4. The need to coordinate efforts with FDOT, St. Lucie County TPO, and other transportation related agencies to ensure the needs of the City are incorporated into their plans and to promote participation in ride sharing, bicycle and pedestrian studies, and other traffic management programs.

Roadway Connectivity and an Additional East-West Corridor

Most of the roads in Port St. Lucie were platted and constructed by the General Development Corporation under a provision in their land sale program to provide improved access to the lots at the time of their development. As a result, an extensive system of streets was established within all of the developable areas of the original 68 square miles of the City. The system was based on a rectilinear network of local roads which serve vested lots. Streets, for the most part, were constructed as two-lane residential streets with limited right-of-way widths and no pedestrian facilities. There were few arterial and collector roads and few specific plans for expansion of capacity to meet the potential demand generated by construction on the existing platted lots.

Port St. Lucie Boulevard is the main thoroughfare in the city. Situated in the center of the city, Port St. Lucie Boulevard runs in a westerly direction from U.S.1, across the Florida Turnpike and then south to Martin County. Port St. Lucie Boulevard and Prima Vista Boulevard are the only two east-west corridors that cross the North Fork of the St. Lucie River and provide access to U.S.1. Prior to the construction of the Crosstown Parkway between Manth Lane and I-95, Port St. Lucie Boulevard and Prima Vista Boulevard were the only two east-west corridors to cross the Florida Turnpike.

The Transportation Element does not contain any goals, objectives, and policies that pertain specifically to roadway connectivity. However, the Element does contain a number of objectives and policies that address the need for the City to review the transportation system on an annual basis, establish a continuous roadway improvement program, and to incorporate an integrated transportation system consistent with the future development of the City.

Over the years, the City has undertaken a number of major roadway projects to increase capacity and connectivity. Major roadway projects completed during the last fifteen years include the widening of Airoso Boulevard from two lanes to four lanes, Bayshore Boulevard from two lanes to four lanes, Lennard Road from two lanes to four lanes, and the extension of Southbend Boulevard to Becker Road. These projects increased north-south connectivity. East-west connectivity was improved through the widening of Crosstown Parkway (fka Juliet Ave/ West Virginia Ave) from two lanes to six lanes from Manth Lane to I-95, the widening of Gatlin Boulevard from two lanes to six lanes, and the widening of Prima Vista Boulevard from two lanes to six lanes. Becker Road is currently being widened from two lanes to four lanes.

Within the last three years, the City has added two new connections to Interstate 95 via the Becker Road/I-95 Interchange and the Crosstown Parkway/I-95 Interchange and one new connection to the Florida Turnpike via the Becker

Road/Florida Turnpike Interchange. Table 5.6 contains a list of the major roadway projects in the City in the last fifteen years.

Table 5.6

MAJOR ROADWAY IMPROVEMENT PROJECTS EAST OF I-95
CITY OF PORT ST LUCIE
1995 TO 2010

Roadway	*Previous Condition*	*Work Completed*		
		Date	*Features*	*Funding Source*
Abington Avenue and Savona Boulevard	2 lane no sidewalk	August 2004	Traffic circle	City's CIP
ADA Ramp Improvements	Misc.	Summer 2012 (anticipated)	Modify curb ramps city-wide to meet USDOJ settlement agreement	City Funds
Airoso Boulevard – PSL Boulevard to Prima Vista Boulevard	2 lane no sidewalk	May 2004	4 lane divided with sidewalk	City's CIP
Aledo Lane – Rosser Boulevard to Brigantine Place	Nonexistent	March 2007	2 lane divided with sidewalk	Developer
Bayshore Boulevard – PSL Boulevard to Prima Vista Boulevard	2 lane no sidewalk	April 2004	4 lane divided with sidewalk	City's CIP
Becker Road - Interchange at I-95	Nonexistent	July 2009	Tight diamond interchange	Developer and City
Becker Road – Segment 1: I-95 Interchange to Tacoma Street	2 lane no sidewalk	September 2009	4 lane divided with sidewalk	Developer and City
Becker Road – Segment 2: Tacoma Street to about 4,700 feet east	2 lane no sidewalk	June 2010 (anticipated)	4 lane divided with sidewalk	Developer and City
Becker Road – Segment 4: Paley Court to Turnpike	2 lane no sidewalk	April 2010 (anticipated)	4 lane divided with sidewalk	Developer and City
Becker Road - Turnpike Interchange	Nonexistent	May 2007	Tight diamond interchange	SAD
Becker Road – Turnpike to Via Tesoro	2 lane no sidewalk	June 2007	4 lane divided with sidewalk	Developer

MAJOR ROADWAY IMPROVEMENT PROJECTS EAST OF I-95
CITY OF PORT ST LUCIE
1995 TO 2010

Roadway	*Previous Condition*	*Work Completed*		
		Date	*Features*	*Funding Source*
California Boulevard – Juliet Avenue to Torino Parkway	Nonexistent	Phased 1996 to 2000	2 lane with sidewalk	Developer
California Boulevard and Savona Boulevard	2 lane no sidewalk	February 2008	Signalized intersection, sidewalk, and added turn lanes	Developer and City
Cane Slough Road – US 1 to Lennard Road.	2 lane	May 2007	5 lane	City
Cashmere Boulevard – Juliet Avenue to Torino Parkway	Nonexistent	Phased 1987 to 2000	2 lane with sidewalk	Developer
City Center Roads	Nonexistent	December 2008	2 lane with sidewalk	CRA Bonding
Crosstown Parkway - Segment 5: I-95 Interchange	Nonexistent	March 2009	Tight diamond interchange	Voter approved - GO
Crosstown Parkway - Segment 2: Manth Lane to Bayshore Boulevard	2 lane no sidewalk	September 2008	6 lane divided with sidewalk	Voter approved - GO
Crosstown Parkway – Segment 3: Bridge over Turnpike	Nonexistent	October 2007	6 lane divided with sidewalk	Voter approved - GO
Crosstown Parkway – Segment 4: Cameo Boulevard to Interchange	2 lane no sidewalk	March 2009	6 lane divided with sidewalk	Voter approved - GO
Darwin Boulevard at Tulip Boulevard	4-way stop intersection	June 2008	Signal and intersection improvements	City CIP and Develo
Darwin Boulevard and Port St Lucie Boulevard	4 lane divided to 2 lane undivided	2004	Extended lanes beyond Darwin Square and added merge lane	City CIP

MAJOR ROADWAY IMPROVEMENT PROJECTS EAST OF I-95
CITY OF PORT ST LUCIE
1995 TO 2010

Roadway	*Previous Condition*	*Work Completed*		
		Date	*Features*	*Funding Source*
Darwin Boulevard – Port St Luice Boulevard to Tulip Avenue	Road elevation too low	Summer 2007	Raised road elevations	Grant
Edgarce Street from Hayworth Avenue to Gatlin Boulevard	2 lane no sidewalk	July 2007	Increased intersection radii and pavement overlay	Developer
Floresta Avenue Pedestrian Bridge	Nonexistent	March 2006	Pedestrian bridge	FDOT
Fondura Avenue - Hayworth Avenue to Gatlin Boulevard	2 lane no sidewalk	July 2007	Increased intersection radii and pavement overlay	Developer
Gatlin Boulevard and I-95 Interchange	4 lane divided no sidewalk	December 2009	6 lane with sidewalk	City and Develop
Gatlin Boulevard – PSL Boulevard to I-95	2 lane no sidewalk	December 2004	6 lane with sidewalk	City and Develop
Hayworth Avenue – Edgarce Street to Fondura Avenue	2 lane no sidewalk	July 2007	Increased intersection radii and pavement overlay	Developer
Import Drive – Gatlin Boulevard to Aledo Lane	Nonexistent	March 2007	2 lane divided with sidewalk	Developer
LAP Sidewalk Projects: Morningside Avenue, Westmoreland Avenue, Floresta Avenue	No sidewalk	January 2009	Added sidewalk and filled in missing links	Grant
Lennard Road – Mariposa Avenue to Walton Road.	2 lane no sidewalk	May 2007	4 lane divided with sidewalk	City's CIP
Lennard Road – Port Street Lucie Boulevard to Mariposa Avenue	2 lane no sidewalk	January 2007	4 lane divided	SAD

MAJOR ROADWAY IMPROVEMENT PROJECTS EAST OF I-95
CITY OF PORT ST LUCIE
1995 TO 2010

Roadway	*Previous Condition*	*Work Completed*		
		Date	*Features*	*Funding Source*
Peacock Boulevard – St Lucie West Boulevard to University Drive	4 lane divided with sidewalk	September 2009	Added several signals, extended turn lanes	SAD
Peacock Boulevard – St Lucie West Boulevard to Cashmere Boulevard	Nonexistent	Phased 1993 to 2000	2 lane with sidewalk	Developer
Port St Luice Boulevard – Darwin Boulevard to Tunis Avenue	4 lane divided with sidewalk	January 2010 (anticipated)	Roadway and intersection improvements and new signal at Tunis	Developer and Cit
Prima Vista – Bayshore to Airoso Boulevard	2 lane	1998/1999	4 lane divided with sidewalk	City CIP
Rosser Boulevard – Gatlin Boulevard to Police Substation	2 lane no sidewalk	June 2008	4 lane divided with sidewalk	Developer
Savage Boulevard – Gatlin Boulevard to Medlock Avenue	2 lane no sidewalk	May 2008	3 lane with sidewalk	Developer
Seahouse Drive and Whitmore Drive Access Management	Sight distance issues at Floresta Drive	June 2005	Close two roads at Floresta Drive	City CIP
Selvitz Road – Manville Road to Peachtree Road	Nonexistent	February 2005	2 lane with sidewalk	Developer
Sidewalk Projects	Nonexistent	Ongoing	Add sidewalks	City CIP
Southbend Boulevard – West Snow Road to Becker Road	Nonexistent	December 2006	2 lane with sidewalk	SAD
St Lucie West Boulevard – I-95 to Turnpike Access Management	4 lane divided with numerous and frequent median cuts	February 2009	Removed and/or modified median cuts, extended turn lanes	Developer

MAJOR ROADWAY IMPROVEMENT PROJECTS EAST OF I-95
CITY OF PORT ST LUCIE
1995 TO 2010

Roadway	*Previous Condition*	*Work Completed*		
		Date	*Features*	*Funding Source*
St Luice West Boulevard – I-95 to Turnpike with Bridge over Turnpike	Nonexistent	Phased 1986 to 1999	4 lane divided	Developer
St. James Boulevard – St. James Drive to Selvitz Road	Nonexistent	1998/1999	2 lane divided with sidewalk	Developer
St. James Boulevard and St. James Drive	Intersection	October 2009	Traffic Signal	Developer
Thornhill Avenue and Sandia Drive	2 lane divided, stop sign	2001	Added signalized intersection	City CIP
Tunnis Avenue – Darwin Boulevard to Port St Lucie Boulevard	2 lane no sidewalk	January 2010 (anticipated)	Turn lanes and sidewalk	Developer
Westmoreland – US 1 to Morningside Avenue	2 lane divided	1999/2000	Traffic calming	City CIP
Westmoreland Avenue – Cambridge Avenue to Port St Lucie Boulevard	2 lane divided	Spring 2010	Overlay and utility improvements	Stimulus Money
Westmoreland Avenue – Cambridge Avenue to Port St Lucie Boulevard	2 lane no sidewalk	July 2008	Divided 2 lane/ 4 lane divided with sidewalk	City CIP
Westmoreland Avenue – Morningside Avenue to Cambridge Avenue	2 lane no sidewalk	2003	Divided 2 lane with sidewalk	Developer

SAD = Special Assessment District

The City of Port St. Lucie Engineering Department has identified a number of issues associated with major expansion projects. The list includes:

1. Acquisition of property to complete intersections or build stormwater detention ponds.
2. Acquisition of temporary construction/grading easements to allow tie into existing grades.
3. Providing bike lanes, sidewalks, and the additional lanes within the restricted right-of-ways.
4. Coordinating and addressing the concerns of businesses and residents in close proximity to the construction.
5. Access management issues for residents, business, and the traveling public during the construction period.
6. Locations and frequency of median breaks.

Crosstown Parkway

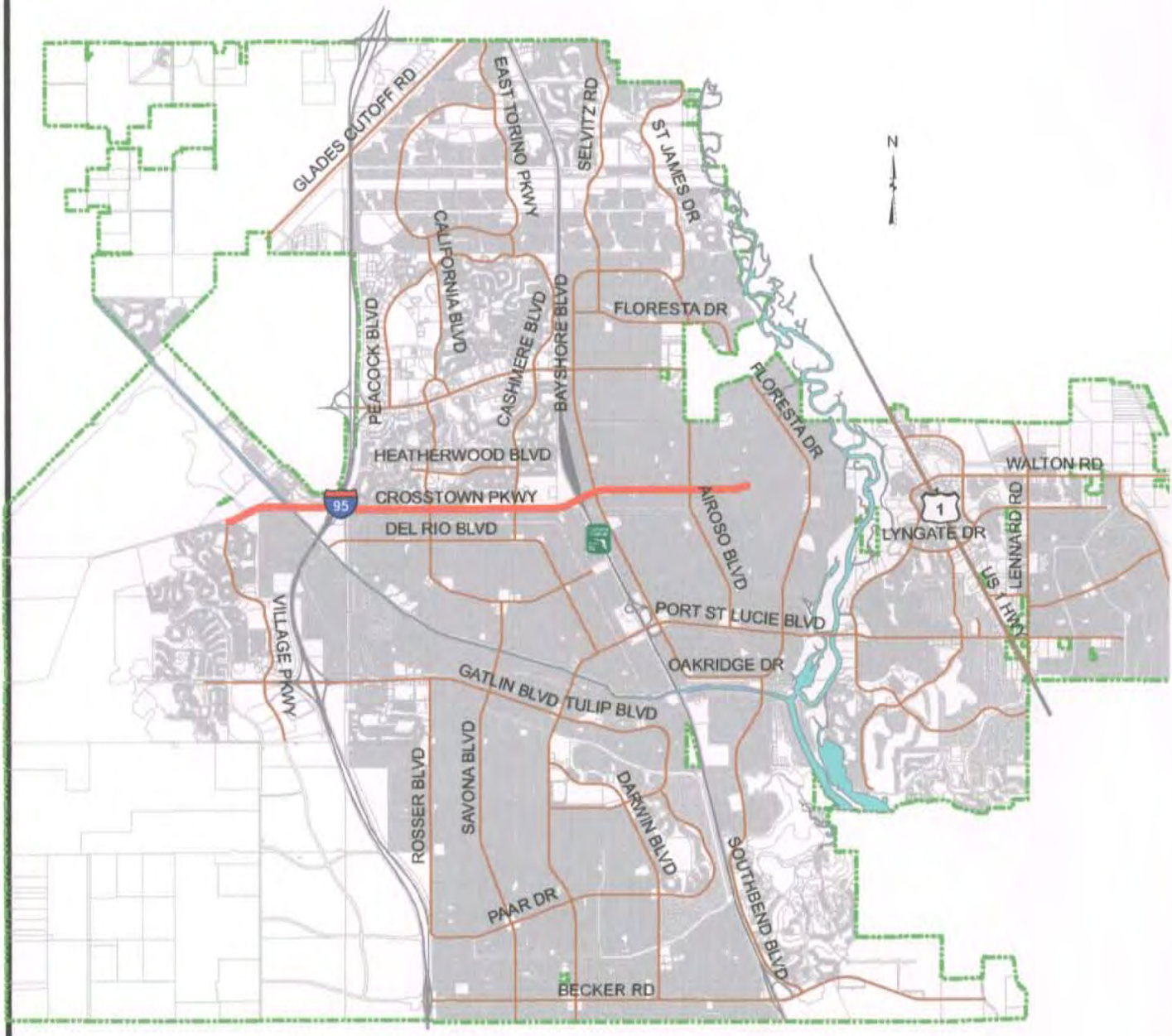
The North Fork of the St. Lucie River (NFSLR), a designated aquatic preserve, begins west of Fort Pierce and flows in a winding southerly direction through the City of Port St. Lucie to Stuart. Currently, Port St. Lucie Boulevard and Prima Vista Boulevard are the only major east-west corridors that cross the NFSLR near the City. The Port St. Lucie Boulevard and Prima Vista Boulevard bridges connect the residential neighborhoods west of the river with the commercial corridors and hospital near U.S. 1. As the only east-west corridors to cross the river and connect to U.S. 1, Port St. Lucie Boulevard and Prima Vista Boulevard carry the majority of the east-west traffic in the city. Due to high traffic volumes, major sections of these roadways, including the intersections at the approaches to the existing bridges, currently operate below level of service (LOS) standards during the a.m. and p.m. peak traffic hours.

In 2005, voters approved a $165 million bond referendum to fund the design and construction of the Crosstown Parkway and its extension across the NFSLR. Crosstown Parkway from Manth Lane to I-95 serves as a parallel facility to Port St. Lucie Boulevard and St. Lucie West/Prima Vista Boulevard and helps to alleviate congestion on both roadways. Crosstown Parkway, formerly known as the West Virginia Corridor serves multi-modal transportation alternatives including automobile, bicycle, pedestrian, and public surface transportation. Developers of the Verano DRI and Tradition DRI completed the construction of Crosstown Parkway from I-95 west to its terminus at Village Parkway in Tradition. Figure 5.4 depicts the completed and opened sections of the Crosstown Parkway.

Figure 5.4

City of Port St Lucie

Crosstown Parkway



Legend

- CROSSTOWN PKWY
- City Limits
- Main Roads

Prepared by
City of Port St Lucie
GIS Division, MIS Dept.
January 8, 2010

The Crosstown Parkway Extension project over the North Fork of the St. Lucie River is currently in the Federal National Environmental Policy Act (NEPA) permitting process with the completion of a draft Environmental Impact Statement (DEIS) to be completed and submitted to the reviewing agencies this spring. Additionally, the Conceptual Environmental Resource Permit application has been submitted and is under review by SFWMD and the ACOE. Six proposed alternatives and a "no build" alternative are proposed. A Record of Decision (ROD) regarding the preferred alternative will be provided in 2012. If a build alternative is selected, it is anticipated that construction will commence shortly thereafter.

Western Annexation Area

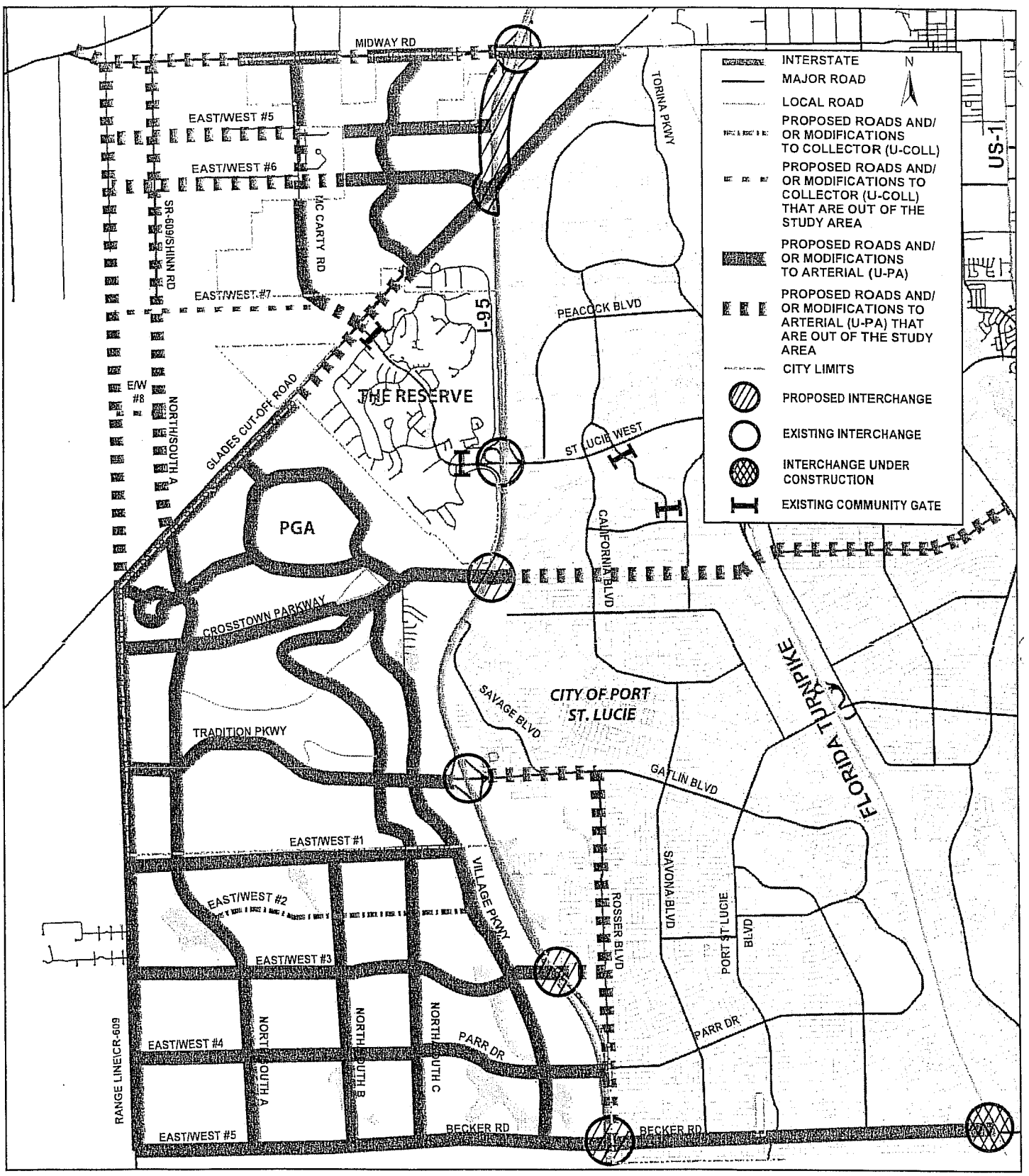
In the recently annexed lands west of Interstate 95, the City has established a grid system roadway pattern. Objective A.1.1 requires the establishment of a comprehensive transportation system for the Western Annexation Area based on a grid system. Policy A.1.1.3 encourages proposed development to incorporate the grid system into the development and provide access to the larger area network. Policy A.1.3.2 requires right-of-way widths that accommodate the travel way, roadside recovery areas, pedestrian and bicycle facilities, drainage, and utility lines.

Figure 5.5 shows the planned roadway network for the City's western annexation as depicted in the Transportation Element of the Comprehensive Plan. The roadway network evolved from a comprehensive traffic study of the western annexation area DRIs. The map shows an integrated roadway network based on a dense grid system of roadways including arterial, collector, and local roads that is designed to serve the entire Western Annexation Area. Traffic mitigation measures and a schedule for improvements have been incorporated into each of the Development Orders for the DRIs.

In 2008, the City adopted a right-of-way protection plan for the northwest annexation area based on a grid network design. The right-of-way widths are designed to accommodate pedestrian facilities, landscaping, and utility lines. The Northwest Annexation Area Right-of-Way Network Map is shown in Figure 5.6.

A major challenge to the City's plans for a comprehensive interconnected roadway network west of Interstate 95 will be the preference in residential development for gated communities. Under current policy, developers are required to construct or fund the construction of the roadway improvements needed to serve the development. Both the WATS Study roadway network plan and the Northwest Annexation Area Right-of-Way Protection Plan require the construction of a public roadway network. For developers of gated communities, it will mean funding an internal roadway system and the external public roadway system.

Figure 5.5



Map A1

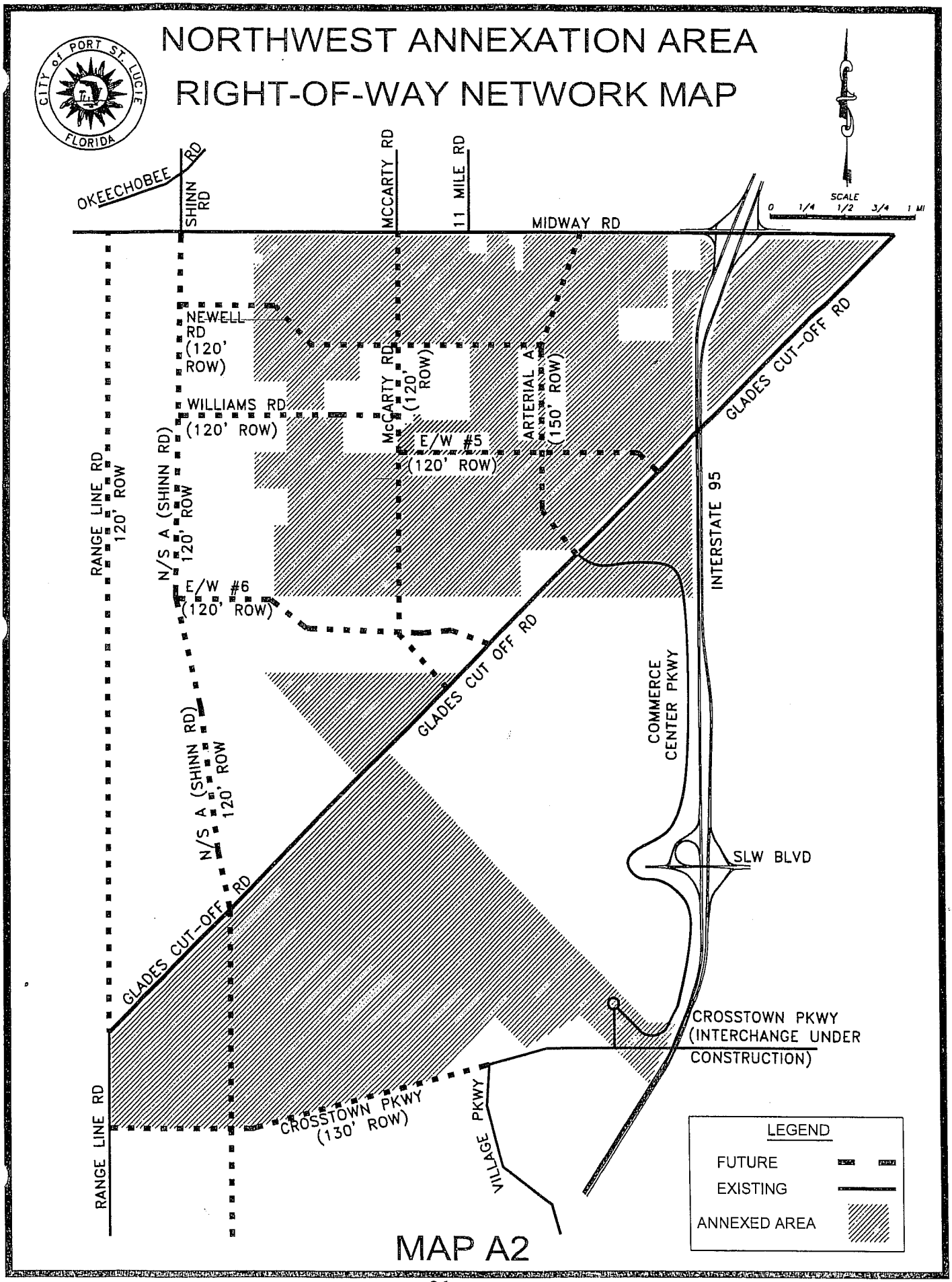
Western Study Area Roadway Network Plan

City of Port St. Lucie

City of Port St. Lucie, Florida

McMAHON ASSOCIATES, INC.
TRANSPORTATION ENGINEERS & PLANNERS
RESPONSIVE TRANSPORTATION SOLUTIONS

Figure 5.6


NORTHWEST ANNEXATION AREA
RIGHT-OF-WAY NETWORK MAP
CITY of PORT ST. LUCIE FLORIDA
SCALE
0 1/4 1/2 3/4 1 MI
OKEECHOBEE RD
SHINN RD
MCCARTY RD
11 MILE RD
MIDWAY RD
NEWELL RD (120' ROW)
WILLIAMS RD (120' ROW)
McCARTY RD (120' ROW)
E/W #5 (120' ROW)
ARTERIAL A (150' ROW)
GLADES CUT-OFF RD
INTERSTATE 95
RANGE LINE RD 120' ROW
N/S A (SHINN RD) 120' ROW
E/W #6 (120' ROW)
GLADES CUT OFF RD
COMMERCE CENTER PKWY
N/S A (SHINN RD) 120' ROW
SLW BLVD
GLADES CUT-OFF RD
CROSSTOWN PKWY (INTERCHANGE UNDER CONSTRUCTION)
RANGE LINE RD
CROSSTOWN PKWY (130' ROW)
VILLAGE PKWY
LEGEND
FUTURE
EXISTING
ANNEXED AREA
MAP A2

Strategies for Addressing the Issue:

The City has effectively used the Transportation Element of the Comprehensive Plan to outline future transportation improvement needs and should continue to do so in the future.

Pedestrian and Bicycle Facilities

As a general rule, the City includes pedestrian facilities and bicycle lanes in all city initiated roadway expansion and new roadway construction projects. The City's approach is consistent with Objective 2.3.1 of the Transportation Element which requires the transportation system to be improved to accommodate bicycle and pedestrian traffic. In cases where the right-of-way width will not accommodate sidewalks and bicycle lanes, the current practice is to provide one six to eight feet wide multi-use path along one side of the roadway. The City's Land Development Regulations require sidewalks for new development and new subdivisions. Sidewalks are required adjacent to and on both sides of internal streets within new subdivisions. Development located along an existing right-of-way width that is 60 feet or greater is required to construct a sidewalk along the property line and within the street right-of-way. As a result, the number of new sidewalks in the City increased since the adoption of the 1998 Comprehensive Plan. The majority of the major arterial roadways and some collector roads now include pedestrian and bicycle facilities.

Most of the local and collector roads that serve the residential neighborhoods do not contain adequate pedestrian facilities due to the fact sidewalks were not included in the design or construction of the roadways. The City has a separate sidewalk program to install sidewalks throughout the City based on a City Council approved priority list. In addition to the City's funds, the City has applied for and received confirmation of funding for an additional sidewalk project through the American Recovery And Reinvestment Act of 2009 (ARRA) stimulus program. In coordination with St. Lucie County, the City has received grant funding for sidewalks through the Safe Route to Schools Program. Table 5.7 contains a list of pending and completed sidewalk improvement projects.

Table 5.7

City of Port St. Lucie Engineering Department
Sidewalk Inventory & Expenditures
Updated Nov. 2009

Roadway	From	To	Estimated Linear Feet of Sidewalk	Total Cost	Status
LAP Sidewalks					
Morningside Blvd	Port St. Lucie Blvd	Lyngate Drive	5,310	$261,001.33	Complete
Floresta Drive	Thornhill Drive	Bywood Ave	1,620	$117,063.14	Complete
Westmoreland Blvd	Morningside Blvd	Bakersfield	2,583	$134,743.38	Complete
		Sub Total	9,513	$512,817.85	
Phase I Sidewalks					
Cashmere Blvd	West Gate K-8	East Torino Pkwy	2,010	$220,379.73	Complete
California Blvd	Cameo Blvd	Pamona Street	6,295	$429,551.80	Complete
Tulip Blvd	Cherryhill Rd	Pumpkin Street	6,800	$328,771.01	Complete
		Sub Total	15,105	$978,702.54	
Phase II Sidewalks					
California Blvd	Pamona Street	Crosstown Parkway	6,170	$405,371.24	Complete
Tulip Blvd	Pumpkin Street	Port St Lucie Blvd	1,980	$258,558.14	Complete
East Torino Pkwy	Corso Ave	Peacock Run Apartments	2,750	$261,753.41	Complete
Thornhill Drive	Floresta Drive	Airoso Blvd	8,236	$581,368.47	Complete
Morningside Blvd	Port St. Lucie Blvd	Cambridge Drive	3,546	$279,800.72	Complete
California Blvd	St. Lucie West Blvd	Heatherwood Drive	3,186	$150,000.00	Stimulus Funds
		Sub Total	25,868	$2,103,765.54	
Phase III Sidewalks *Please Note: this list includes a 20% contingency for design					
Darwin Blvd	Tulip Blvd	Parr Dr	4,423	$323,045.91	Under Const.
Savona Blvd	Parr Drive	Gatlin Blvd		$1,214,020.01	Pending
Melaleuca Blvd	Lennard Rd	Camden Street	2,480	$270,820.01	Pending
Cameo Blvd	California Blvd	Crosstown Parkway		$368,020.01	Pending
Cashmere Blvd	Del Rio Blvd	Crosstown Parkway		$212,020.01	Pending
Del Rio Blvd	California Blvd	Cashmere Blvd		$460,420.01	Pending
Savona Blvd	Becker Road	Parr Dr		$442,420.01	Pending
East Torino Pkwy	C-106 Canal	Peacock Run Apartments		$237,220.01	Pending
Curtis St	Prima Vista Blvd	Floresta Drive		$461,620.01	Pending
Parr Drive	Port St. Lucie Blvd	Savona Blvd		$344,020.01	Pending
Parr Drive	Darwin Blvd	Port St. Lucie Blvd		$442,420.01	Pending
Thornhill Drive	Airoso Blvd	Bayshore Blvd		$594,820.01	Pending
Melaleuca Blvd	Camden Street	Berkshire Blvd	3,810	$380,020.01	Pending
Melaleuca Blvd	Berkshire Blvd	Green River Pkwy	2,770	$299,620.01	Pending
Macedo Blvd	Selvitz Road	St. James Blvd	5,480	$525,220.01	Pending
		Sub Total	18,963	$6,795,900.12	Pending
CRA Phase I Sidewalks					
Tiffany Avenue	Village Green Dr	Lennard Road	3,000	$287,332.95	Complete
		Sub Total	3,000	$287,332.95	
CRA Phase II Sidewalks					
Tiffany Avenue	Village Green Dr	Tiffany Apartments	1,957	$215,524.50	Complete
		Sub Total	1,957	$271,948.80	

	Total CRA	Total LAP	Total City Funds	Grand Total
Total Linear Feet Constructed	4,957	9,513	45,396	59,866
Total Miles Constructed	0.94	1.80	8.60	11.34
Total Funds Spent to Date	$559,281.75	$512,817.85	$3,405,513.99	$4,477,614

Strategies for Addressing the Issue:

In the coming years, the focus on pedestrian and bicycle facilities is expected to continue. St. Lucie County has adopted a Greenways and Trails program that is intended to link the natural areas and canals with the more urbanized areas through non motorized transportation links. The St. Lucie County TPO is updating its bicycle and pedestrian plan for St. Lucie County. A major component of the City of Port St. Lucie CRA Master Plan is a linear greenway system called the Woodstork Trail. The Woodstork Trail is a 3.5 mile system of pathways and waterways that winds around Hillmoor Lake Park and connects the East Lake Village development on Lennard Road to City Center on U.S. 1. The trail incorporates stormwater management into the design to create a linear greenway through the CRA.

Multi-modal Transportation and Coordination with St. Lucie County TPO and State Agencies

A multi-modal approach to transportation planning considers various modes such as walking, cycling, automobile, public transit, park and ride lots, and carpooling and connections between these modes to create an overall transport system.

Objective 2.2.1 of the Transportation Element requires new development proposals to address motorized and non-motorized transportation requirements through the development of pedestrian and bicycle facilities. In general, multi-modal transportation options are addressed at the county and regional level. In

2008, South Florida Commuter Services (SFCS) began operating in Martin and St. Lucie counties in addition to Miami-Dade, Broward, and Palm Beach counties. SFCS is a regional commuter assistance program run by the Florida Department of Transportation (FDOT) that focuses on encouraging alternatives to the single occupant automobile through ridesharing and vanpool programs SFCS provides information on ride sharing for commuters and works with employers to set up employee commuter programs.

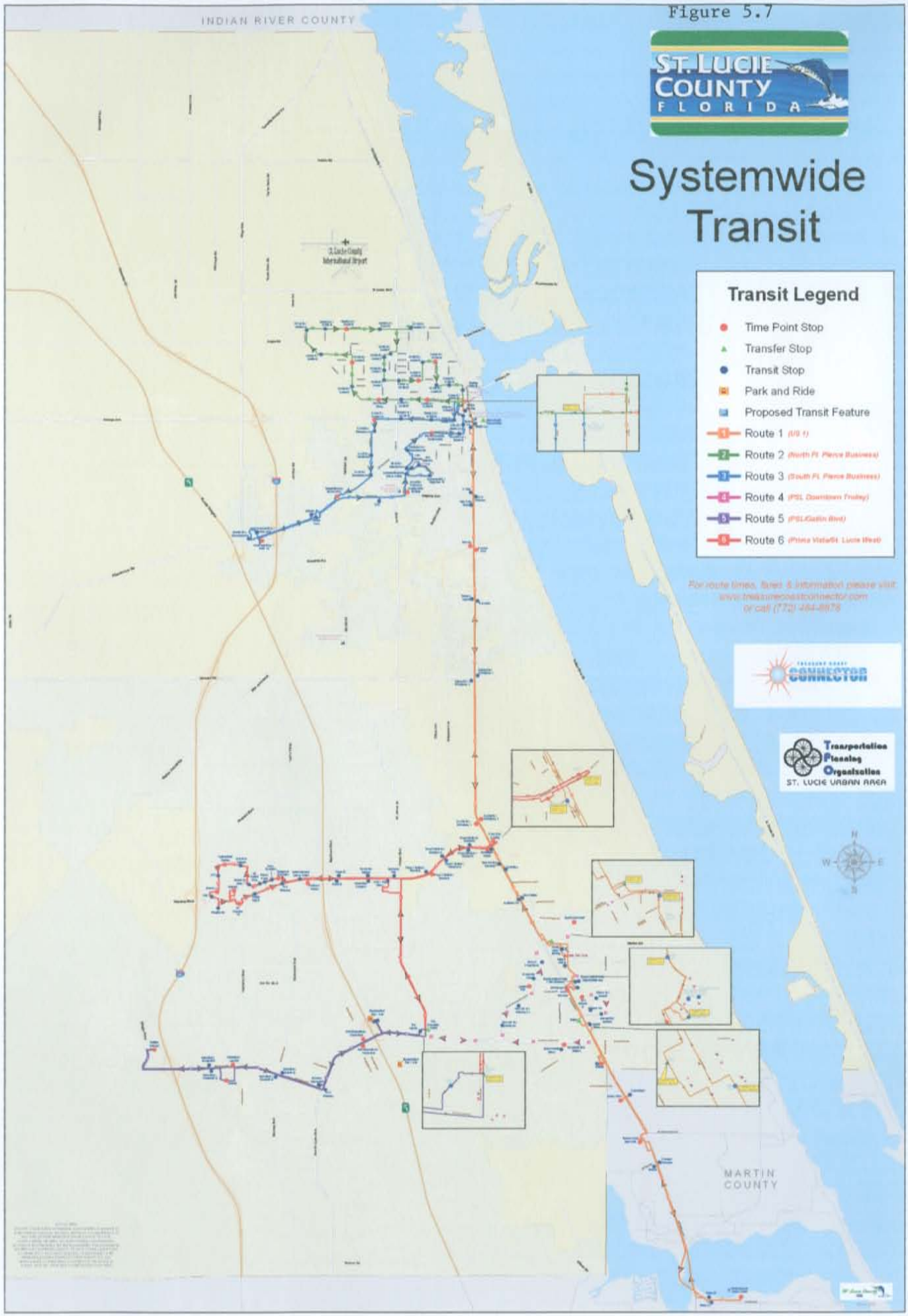
The Transportation Division of the St. Lucie County Department of Community Services functions as the Community Transportation Coordinator for the County. The division works with St. Lucie County Community Transit to provide public fixed route transportation and on demand transportation for seniors and the transportation disadvantaged. Community Transit is a division of the Council on Aging of St. Lucie, Inc. The on demand-response system provides curb to curb service where passenger trips are generated by calls from passengers or their agents at least twenty-four (24) hours in advance to schedule a vehicle to pick up the passenger. The second service is a fixed route program known as the Treasure Coast Connector that runs along specific routes with scheduled arrival times at designated locations. St. Lucie County Community Transit has been running a fixed route bus along U.S.1 between St. Lucie and Martin counties since 2002. In 2006, Community Transit Service began operating the Port St. Lucie Downtown Trolley in the eastern portion of the city. The looped route connects with U.S.1, and runs along Veterans Memorial Highway, Village Green Drive, Hillmoor Drive, U.S.1, and Port St. Lucie Boulevard. It provides access to the City of Port St. Lucie Civic Center, local shopping centers, recreation facilities, the St. Lucie Medical Center, the Morningside Library, and the City of Port St. Lucie Community Center.

Beginning in 2009, Community Transit Service began offering east-west connector routes through the City of Port St. Lucie. The routes run along Port St. Lucie Boulevard/Gatlin Boulevard and Prima Vista Boulevard. There are two park and ride lots in the City of Port St. Lucie. Ten parking spaces are available at the Administrative Office of Council on Aging on Bayshore Boulevard near the Florida Turnpike. Sixty-four spaces are available at the park and ride lot located adjacent to the entrance to the Florida Turnpike on Port St. Lucie Boulevard. The City of Port St. Lucie maintains the lot under a maintenance agreement with the Florida Department of Transportation. Transit routes for St. Lucie County are shown in Figure 5.7.

To encourage regional planning and improvements of regional facilities, the Florida Legislature established the Transportation Regional Incentive Program (TRIP) in 2005. TRIP was created to improve regionally significant transportation facilities that benefit regional travel and commerce. Under the program, the Florida Department of Transportation (FDOT) will pay for 50 percent of project costs, or up to 50 percent of the nonfederal share of project costs for public transportation facility projects. To meet the requirements of TRIP funding, the Martin and St. Lucie County MPOs signed an interlocal agreement in 2006 and prepared the 2030 Regional Long Range Transportation Plan (RLRTP) for the Martin and St. Lucie metropolitan planning areas. The RLRTP was signed in 2006. At present, the Martin, St. Lucie County, and Indian River County MPOs are at work on the 2035 RLRTP.

The RLRTP provides a framework for regional transportation planning. As a member of the St. Lucie County TPO, the City of Port St. Lucie was actively involved in establishing the 2030 Plan and is working with Martin, St. Lucie, and Indian River MPOs on the 2035 Plan. In addition, the City is cooperating with the Florida Department of Transportation on the CR-609 PACE Study. The CR-609 PACE Study is a tri-county multimodal Planning and Conceptual Engineering (PACE) Study that will evaluate the need for a regional north-south corridor through Martin, St. Lucie, and Indian River counties.

Figure 5.7


INDIAN RIVER COUNTY
ST. LUCIE COUNTY FLORIDA
Systemwide Transit
Transit Legend
Time Point Stop
Transfer Stop
Transit Stop
Park and Ride
Proposed Transit Feature
Route 1 (US 1)
Route 2 (North Ft. Pierce Business)
Route 3 (South Ft. Pierce Business)
Route 4 (PSL Downtown Trolley)
Route 5 (PSL/Gatlin Blvd)
Route 6 (Prima Vista/St. Lucie West)
For route times, fares & information please visit
www.treasurecoastconnector.com
or call (772) 464-8678
CONNECTOR
Transportation Planning Organization
ST. LUCIE URBAN AREA
MARTIN COUNTY

Strategies for Addressing the Issue:

The City's participation in regional transportation planning is consistent with the current comprehensive plan which requires the City to coordinate with other transportation related agencies on transportation related activities and improvements. So far, this strategy is working and it is recommended these intergovernmental coordination efforts should continue to achieve regional transportation goals. The City should consider adding new policies to both the Future Land Use Element and the Transportation Element that are transit supportive and address site design guidelines.

V.4 Infrastructure, Energy, and Environment

A major focus of the City of Port St. Lucie during the next planning period will be the need to balance natural resource protection with the community's needs. The City aims to achieve a balance between growth and natural resource protection through the use of modern development techniques, land preservation strategies, and conservation measures. This section will evaluate the City's Comprehensive Plan regarding the following major issues:

1. The need for the City to continue to coordinate with the South Florida Water Management District on alternative water supply projects to ensure that adequate water supplies are in place to serve the projected population.
2. The need to promote water conservation and reuse strategies.
3. The need to evaluate the adequacy of the city's open space and wetland protection regulations.
4. The need to assess the adequacy of the City's stormwater management system and storage capacity and evaluate innovative or alternative methods of stormwater treatment including low impact or sustainable development techniques.
5. The need for the city to create multipurpose facilities that are designed to serve an infrastructure purpose, such as stormwater management or water storage, and provide opportunities for passive recreation and habitat protection.
6. The need for the City to develop policies in the Comprehensive Plan to meet state requirements regarding greenhouse gas reductions, energy conservation, and energy efficient housing.

Coordination with the South Florida Water Management District on Alternative Water Supply Projects

The Intergovernmental Coordination Element of the Comprehensive Plan outlines the policies and procedures the City should undertake to establish effective coordination measures among pertinent public and quasi-public

agencies for the efficient use of resources. The City has coordinated with the South Florida Water Management District (SFWMD) on its Water Supply Plan that was adopted into the City's Comprehensive Plan in 2008~~7~~. It has also received a grant for alternative water supply projects [SFWMD Alternative Water Supply Grant FY 2008: $864,000 (1) JEA WTP expansion to 22.5 mgd, (2) Glades WWTF Reuse, and (3) Westport WWTF Reuse]. In 2009, the City received $880,000 in grant funding from the SFWMD for the Veranda Falls reclaimed water systems improvements. Additionally, the City and SFWMD continue to plan for such facilities and services, as most recently done on December 16, 2009 when both staffs attended a workshop for the Upper East Coast water supply planning process that discussed projections of the public water supply and domestic-self supply population and water demands, and a review of past issues and accomplishments.

The City of Port St. Lucie's raw water supply is currently provided from two groundwater supplies known as the surficial aquifer and brackish Floridan Aquifer. The City has been using brackish Floridan Aquifer since 1999 to supply water to two of the City's three water treatment facilities. Future water demand will be met by expanding the brackish groundwater supply. The City does not plan on expanding the traditional source supply (surficial groundwater).

Strategies for Addressing the Issue:

The City has effectively utilized intergovernmental coordination with the SFWMD for comprehensive planning as it relates to alternative water supply projects to ensure that adequate water supplies are in place to serve projected populations. Policy 8.1.3.2 has been utilized to ensure the coordination occurs. It is recommended that the City continue to coordinate with the SFWMD for both water supply planning and exploration of alternative water supply projects. No change to the Comprehensive Plan is required.

Water Conservation and Reuse Strategies

In addition to coordinating with the South Florida Water Management District to promote water conservation and reuse strategies, the City revised its Landscape Code in 2008 to require new developments to implement water efficient landscaping and irrigation systems. The City has been installing such water efficient landscaping and irrigation systems in road and development projects to maximize conservation efforts and to minimize operational costs. All of the St. Lucie West Development of Regional Impact utilizes alternative water for irrigation (30% reuse and 70% surficial).

To further the conservation efforts, the City was awarded a $10,000 grant from SFWMD to implement water reuse and the promotion of alternatives of water sources other than surficial. Since 2007, the City has been in Phase II water use restrictions that limit watering to twice per week. The City Council has adopted

an ordinance prohibiting new water meters for the sole purpose of using potable water for irrigation. The billing structure for potable water is such that higher users pay at a higher block rate per gallon than lower usage accounts.

The City's Utilities does provide reuse water for irrigation to some private developments (e.g., Tesoro, Veranda, and Ballantrae golf courses). Discussions have occurred to expand the reuse irrigation to parks, road rights-of-way, and the Saints Golf Course. To support the reuse initiative, the City typically requires a condition in annexation agreements that require a development to utilize reuse water if and when it becomes available.

Requirements for water reuse are addressed in policies 4.D.1.2.5, 4.D.2.3, and 4.D.2.2.1 of the Potable Water Sub-element. These policies have been effective in their scope but do not address the conservation issue directly.

Strategies for Addressing the Issue:

The City's comprehensive plan should be amended (Infrastructure and Conservation elements) to include policies that promote water conservation within the single family residential areas of the older part of the City, given that it is both the largest percentage of land area and the largest consumer of water. Such policies should address the options of revising the City codes to require ultra low flow fixtures, waterless urinals, rain harvesting for irrigation, and programs to assist in retrofitting existing structures.

Evaluation of Open Space and Wetland Protection Regulations

Open space has been a major issue that the City has addressed in both the comprehensive plan and the land development regulations. The Level of Service Standard for Developed Parks or Recreational Facilities is five acres per 1,000 population. The definition of open space is "land devoid of any structures or building except for minor pavilions, landscape structures, or terraces, and designed and maintained for recreation or leisure-time enjoyment, buffer areas, drainage, or conservation" (Zoning Code Chapter 158.006). The City does not have a Level of Service Standard for Open Space, but indirectly achieves it through Policy 1.1.4.10 that limits building coverage and impervious surface in its future land use designations. Additionally, the City has utilized annexation agreements with numerous property owners to set aside land for parks and open space. As the City continues to build out, the appearance of open space will decrease. It will be important to ensure that the existing level of service requirements adequately addresses the needs of the people. To improve and/or acquire open space, the City has utilized both Park Impact Fees and Upland Preservation Mitigation Fees.

Wetland protection is essentially managed by the City's Planning and Zoning and Engineering Departments. Both the South Florida Water Management District

and the Army Corps of Engineers play a significant role in permitting alterations and mitigation of wetlands, depending on the jurisdiction and classification of the wetland. Currently, the City's regulations allow for wetland mitigation. The Bluefield Ranch Mitigation Bank (restored natural area) has been established in western St. Lucie County and provides for quality and quantity wetland mitigation. This bank is potentially within a few miles of the City's western boundary. The Treasure Coast Mitigation Bank is another option located in St. Lucie County.

Policies 5.2.3.2, 5.2.5.1, 5.2.5.9 of the Conservation and Coastal Management Element have been effective in addressing wetland protection as have Policies 7.1.1.1 to 7.1.4.3 of the Recreation and Open Space Element and Policy 5.2.5.1 of the Conservation and Coastal Management Element in addressing open space requirements.

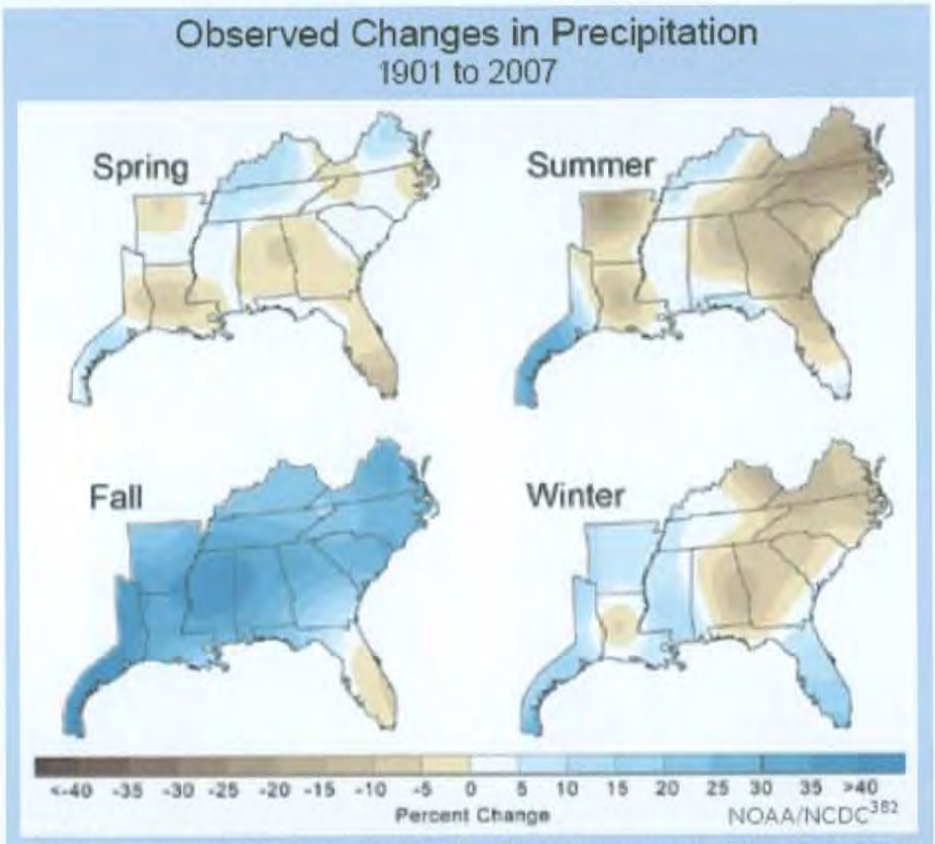
Strategies for Addressing the Issue:

It is recommended that open space level of service can be reevaluated to determine if the existing standard adequately reflects the needs of the people and are financially feasible. The open space definition can be further defined, but is not recommended unless the City pursues policies and codes that promote consolidation of open space with neo-traditional/new urban development codes. Additionally, the wetland policies could be reevaluated to determine if the existing mitigation strategies are still acceptable to the City and affordable to maintain. No comprehensive plan amendment is required.

Adequacy of Stormwater Management System and Review of Alternative Approaches

The City has been challenged by weather rain events that have tested the stormwater management systems of the City. There were two notable areas of the City that had prolonged flooding that resulted in property damage (Planning Areas 7 and 8; a.k.a. St. Lucie West and the Eastern Water Shed Area). As additional development continues, most notably single family housing in the older parts of the city, these issues could be intensified if no new actions are taken. Historically, most of the county would have standing water for several months during the summer raining season, prior to the canal projects of the mid-twentieth century.

U.S. Global Change Research Program (USGCRP), projects that this region of the state will see an approximate increase in rainfall during the winter by 15-20% *[Global Climate Change Impacts in the United States,* www.globalchange.gov/usimpacts]



While average fall precipitation in the Southeast increased by 30 percent since the early 1900s, summer and winter precipitation declined by nearly 10 percent in the eastern part of the region. Southern Florida has experienced a nearly 10 percent drop in precipitation in spring, summer, and fall. The percentage of the Southeast region in drought has increased over recent decades.

In August 2008, Tropical Storm Fay inundated the City of Port St. Lucie with as much as 14 inches of rainfall during a 48-hour period, which exceeded the rainfall amounts from Hurricanes Frances and Jeanne that struck Port St. Lucie in 2004. This amount of rainfall exceeds the South Florida Water management District's (SFWMD) criteria for a 100-year, 3-day storm event and therefore, exceeds the rainfall amount typically utilized to set Finish Floor Elevations in the City of Port St. Lucie. Based on these comparisons, Tropical Storm Fay was a significant rainfall event for the City. [Eastern Watershed Drainage Report 2009] The City of Port St. Lucie has approved the Eastern Watershed Improvement Program to address the flooding issues in the eastern part of the City. The St. Lucie West Services District (SLWSD) is pursuing a separate program to manage its stormwater system.

General and specific solutions were researched within the Eastern Watershed to provide: additional storage volume, alternative basin discharges, modifications to existing pump facilities, additional new pump systems, and modifications of existing primary culverts/canals. All Basin improvements were selected to reduce

stormwater flooding by reducing the flood stages and allow reliable recovery of the primary canals. It should be noted that the drainage basin study modeling was limited to the City's primary drainage canals. The secondary and tertiary stormwater facilities such as roadside swales/pipes, smaller canals, and local business parking lots were not analyzed. Therefore, localized flooding issues may require additional improvements to minimize future occurrences. [Eastern Watershed Drainage Report 2009]

Considering different options and analyzing the options with computer modeling, the following improvements are recommended to reduce the flood stages in the four (4) Drainage Basins in the Eastern Watershed. The results indicate that the City needs to enhance the Eastern Watershed Stormwater System to provide more storage and to enhance the discharge capabilities into the North Fork of the St. Lucie River. All of these improvements must be implemented in order to achieve the agreed upon Level of Service criteria. The improvements are divided into two phases: Phase 1 Improvements do not require significant property acquisition (although the City may need to obtain drainage easements from several private property owners); and Phase 2 Improvements require property acquisition and could take a longer time to implement. [Eastern Watershed Drainage Report 2009]

The St. Lucie West Services District spent in excess of $100,000 to pay for overtime, pump rentals, diesel fuel, and outside contractors from beginning to end of Tropical Storm Fay. They have applied for recovery of 75% of extraordinary costs. [SLW Storm Water Management Report 2009] Residential Communities were impassable for 3-5 days. Residential and commercial properties were damaged throughout the community.

The primary goal is to control the normal and desirable level of the ponds in SLW. Lowering water more than 1 ft. below control could result in environmental damage. Cutting the gates to 2 ft. below control is only to allow faster drain down. SLW is "absolutely" committed to stop outflows when lake elevations reach the 1 ft. below measure. This project also offers environmental benefits since early release water would have undergone the cleansing of the aquatic and littoral plantings. New water that comes from roads and lawns with chemicals will then be held as long as possible for treatment. Supplemental pumps are planned to be integrated into the Vineyards and Magnolia Lakes IQ pump stations. Technology implementation will allow all motorized gates to be opened and closed in minutes from a remote computer which is in the WTP. The WTP is a hardened building. The proposed solutions to address SLW flooding are: enlarge outflow structures, capability to go to 2 feet below control, supplemental pumping, earlier implementation of drain down, and improve technology (SCADA, Radio Telemetry, Water Level and Flow Sensors, and Motorized Gates). [SLW Storm Water Management Report 2009]

Overall, the City's storm water management system was been designed and permitted in sections or constructed prior to SFWMD's permitting requirements. It is generally noted that homes are required to be built at or above the 100 year storm event level. The City's Public Works Department provides maintenance of the system on a scheduled basis and also responds to problem areas on a complaint driven program.

Strategies for Addressing the Issue:

The existing policies in the Stormwater Management sub-element are related but do not completely address the major issue. It is recommended the City develop policy language supportive of surface water quality protection, storage, and improvement. Such language should address measures and incentives to promote the following: 1) Low Impact Development (LID) strategies as policy in the Stormwater Sub Element, Conservation, and Recreation and Open Space Element; 2) Alternative policies to improve existing stormwater management system storage in the Stormwater sub element; and 3) Increase the Finish Floor Elevation requirements for structures in flood prone areas and limit the elevation build up on single family residential lots.

Combining Stormwater Management with Habitat Protection and Recreation

The City does not have any related comprehensive plan policies to this major issue. Policy 2.3.2.4 of the Transportation Element encourages the use of off-roadway travel corridors such as drainage canals, railroad, and utility rights–of-way to create alternative pedestrian and bicycle corridors. This policy has not been fully utilized to its potential with regards to creating paths along the canals of the City. As a past CRA project, the City constructed the multipurpose Wood Stork Trail in eastern Port St. Lucie. The improvements include walking/jogging/biking facilities, viewing gazebos, vegetative, and wildlife habitat improvements. These facilities are currently used for recreational miniature motor boat racing. The City also reviewed the privately constructed Tradition Lake (a stormwater detention lake) which has: walking/jogging/biking facilities, viewing stations, and kayaking options.

Strategies for Addressing the Issue:

The City's comprehensive plan should be amended (Infrastructure and Recreation and Open Space elements) to promote and require new multi purpose facilities to maximize benefits for stormwater, water quality, passive recreation, and habitat protection.

Statutory Requirements for Greenhouse Gas Reductions, Energy Conservation, and Energy Efficient Housing

In 2006, Mayor Minsky signed the U.S. Mayor's Climate Protection Agreement. This agreement puts the City into a class of municipalities that are pursuing local initiatives to reduce greenhouse gases and conserve energy. Since the signing of the agreement, the City has taken the following steps that generally advance those goals. The City amended its Citywide Design Standards (2009) and created an incentive based program to promote green building and design options. In November 2009, the City adopted a tree planting plan to reduce carbon dioxide and the urban heat island effect that will directly reduce energy demands. Additionally, the City was awarded the Energy Efficiencies and Conservation Strategies – Community Block Grant (EECS-CBG). This grant will be used to create energy conservation strategies for the City in 2010 and to implement a renewable energy program for the City's new Civic Center. Currently, the City anticipates adopting a green building code by 2011. Given the various state mandates to incorporate greenhouse gas reductions, energy conservation, and energy efficient housing into local comprehensive plans, it will be necessary to create appropriate policy and/or a new element.

The City does not have any related comprehensive plan policies on this major issue.

Strategies for Addressing the Issue:

In response to various state initiatives and mandates, the City will need to create new goals, objectives, and policies to address greenhouse gas reductions, energy conservation, and energy efficient housing to address the requirements of HB 697 (2008).

VI. ASSESSMENT OF PLAN ELEMENTS

An important objective of the Evaluation and Appraisal Report (EAR) is the identification of successes and shortcomings in implementing the Comprehensive Plan. Each element of the City of Port St. Lucie 1998 Comprehensive Plan was reviewed and evaluated to assess how effectively the goals of the Elements are being implemented. The evaluation is presented for each objective and policy in tables organized by Plan element. Recommended actions are included where appropriate and will be addressed during the EAR-based amendments phase.

VI.1 Future Land Use Element

Element Overview

The purpose of the Future Land Use Element is to plan for future land use patterns and densities and intensities of land uses in areas which will best accommodate the projected population. Assumptions are made as to the amounts of residential, commercial, and other uses that will be required within the planning horizon. These allocations of uses are established on the City of Port St. Lucie Future Land Use Map. The Future Land Use Element is dependent upon the goals, objectives, and policies of all of the other elements in the Comprehensive Plan to minimize adverse impacts on natural resources and maintain essential facilities and services at desired levels to maintain the quality of life within the City. Chapter III Community Wide Assessment contains a table listing amendments made to the Future Land Use Map since the initial adoption of the 1998 Comprehensive Plan.

Element Assessment

The City of Port St. Lucie Future Land Use Element contains two goals and 19 objectives that support them. The Future Land Use Element inventories and analyzes existing land use data and patterns, projects future needs, objectives and policies, and presents the associated land use maps. The Future Land Use Map and associated policies and definitions guide the review and permitting of new development.

The City is currently achieving all of the objectives to some extent. New objectives are needed to address annexation criteria, goals, and priorities. Objectives that could further be achieved include objectives to discourage urban sprawl, redevelopment, and mixed use. These policy revisions will be addressed as a part of the EAR process.

Future Land Use Element

GOAL 1.1: PROVIDE 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 CONCURRENT WITH NEEDED FACILITIES AND SERVICES.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 1.1.1: Development orders and permits for development or redevelopment activities shall be issued only if the protection of natural and historic resources is ensured and consistent with the goals, objectives, and policies of the Conservation and Coastal Elements of this Comprehensive Plan	Policy 1.1.1: No development within area designated for Preservation. Policy 1.1.1.5: Owner/developer will be responsible for stormwater runoff.	The City has a Natural Resource Protection Code as part of the Land Development Regulations. It outlines the requirements for wetland and upland habitat protection. Wellfield protection areas designated on site plans.	This objective has been achieved. No revisions are required.
Objective 1.1.2: Development orders and permits for development and redevelopment activities shall be issued only in those areas where suitable topography and soil conditions exist to support such development.	Policy 1.1.2.1: Soil analysis by professional engineer on all development other than individual residences.	The City requires paving and drainage plans and elevations with site plans and plats. The Zoning Code, Landscape Code, and Natural Resources Code establish setback and/or buffer requirements.	This objective has been achieved. No revisions are required.
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, Public School Facilities and Capital Improvements Element of this Comprehensive Plan) are available concurrent with the impacts of development.	Policy 1.1.3.1: Development must be timed to the provision of services. Policies 1.1.3.3. and1.1.3.4: All new and existing development is required to connect to the City utility sewer and water system or a private central water system regulated by the City's Utility Department.	All site plans and plats are subject to concurrency review per the City's adopted Concurrency Management System. Developer agreements are required for compliance and conditions related to servicing particular sites.	This objective has been achieved. No revisions are required.
Objective 1.1.4: Future growth, development and redevelopment shall be directed to appropriate areas as depicted on the Future Land Use Map. The land use map shall be consistent with: sound planning	Policies 1.1.4.1 to 1.1.4.10: establish future land use classifications and maximum densities and intensities.	The FLUM is updated following "Finding of Compliance" of all FLUM amendments.	This objective has been achieved. As part of the EAR, the City is reviewing the need for a mixed land use category to allow for more mixed use development.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
principles; minimal natural limitations; the goals, 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.	Policy 1.1.4.13: Establishes compatible zoning districts for each land use category. Policy 1.1.4.12: Establishes a conversion manual to allow for the redevelopment of single-family residential lots on designated major roadways. Policy 1.1.4.15: Allows for the creation of Regional Activity Centers pursuant to §380.06(2)(e).		No changes needed to policies 1.1.4.1 to 1.1.4.15.
Objective 1.1.5: Existing land uses, which are incompatible or inconsistent with the Future Land Use Plan, shall be eliminated by the year 2000.	Policy 1.1.5.1: Prohibit land uses incompatible with Future land use plan. Policy 1.1.5.2: By 2000, review and revise regulations for buffering incompatible land uses.		Objective 1.1.5 has been implemented and will need to be updated to reflect new planning period. Policy 1.1.5.2 is recommended for removal. Regulations are in place to address buffering between incompatible land uses.
Objective 1.1.6: Future growth and development will be managed through the preparation, adoption, implementation, and enforcement of land development regulations, including the use of PUD's, mixed use projects and to ensure coordination and consistency with interagency hazard mitigation plans of resource planning and management plans pursuant to Chapter 380.F.S.	Policy 1.1.6.1: By the year 2000, update LDRs and ensure consistency with state and regional plans.	The Land Development Regulations were updated following adoption of the 1998 Comprehensive Plan.	This objective has been achieved. The adopted Land Development Regulations will be updated, as needed, following the adoption of the EAR based comprehensive plan amendments.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 1.1.7: Future development will be encouraged to locate in the sewer and water assessment districts as shown and adopted in the infrastructure element to discourage urban sprawl.	Policy 1.1.7.1: Maintain sewer and water assessment maps. Policy 1.1.7.2: City may adopt special assessment districts services based on approved special assessment districts.	The City of Port St. Lucie Utility Urban Service Area is depicted in both the Sanitary Sewer Sub-element and the Potable Water Sub-element.	This objective is being met by the City. In 2006, the Infrastructure Element was amended to include the City's western annexation area in the Utility Service area.
Objective 1.1.8: The City shall initiate and utilize planning and development controls to discourage the proliferation of urban sprawl, encourage innovative development, greater diversity of land uses, and to improve community appearance.	Policy 1.1.8.1: Encourage developers to build mixed-use projects. Policy 1.1.8.2: For large scale projects, utilize PUD zoning and architectural design standards.	The City has allowed for multiple land uses on parcels to promote the creation of mixed use planned unit developments. The PUD is compatible with all zoning districts.	The City should consider adopting a mixed use land use category in lieu of allowing multiple land uses on one parcel.

GOAL 1.2: TO CREATE LARGE-SCALE, SUSTAINABLE NEW COMMUNITIES WITH MIXED USES.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 1.2.1: Adopt a New Community Development District (NCD District) Future Land Use designation, which will facilitate the development of a mixed-use community.	Policy 1.2.1.1: The New Community Development District shall be planned to incorporate a mixture of land uses, consistent with the densities and intensities authorized by the overall land use designation. At the option of the landowner(s), the NCD District may be broken into defined sub-Districts. Policy 1.2.1.3: A conceptual master plan shall be developed to illustrate how the six land use sub-categories (Residential, Neighborhood/Village Commercial Areas, Town Center, Resort, Employment Center and Mixed Use) would be allocated, where they would	The NCD land use classification was adopted as part of a large scale land use amendment for the Tradition DRI. The land use classification applies only to land designated as a DRI. Approximately, 30,000 acres in the City's Western Annexation Area falls under this designation.	This objective has been achieved. No revisions are required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	be located, and how they would function in relation to each other. The conceptual master plan for the NCD District shall be adopted as part of the Future Land Use Element of the Comprehensive Plan.		
Objective 1.2.2: Implement policies tha ensure that development within the New Community Development District will be: a) Mixed use, providing a greater variety of uses closer to home and work; b) Pedestrian oriented, reducing reliance on the automobile and building a sense of place and community c) Environmentally sensitive, providing wildlife corridors and upland habitat preservation; and, d) Able to provide a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.	Policy 1.2.2.1: Require the NCD District to contain a minimum of three land uses. Policies 1.2.2.2 to 1.2.2.28: set the density/intensity and design requirements for each of the land use catetgories.	At present, there are two active Master planned unit developments under the NCD classification – Tradition MPUD and Tradition Southern Grove MPUD. Both contain a minimum of three land uses.	This objective is being met by the City. No revisions are required.
Objective 1.2.3: The NCD District shall serve to reduce transportation and land use pattern deficiencies along the US 1 corridor by employing innovative planning principles and an appropriate mix of land uses in the western portion of the City to create large-scale mixed-use development nodes that provide for multi-modal transportation to redirect transportation patterns away from the US 1 corridor and reduce infrastructure costs.	Policy 1.2.3.1: Require a mix of land uses within close proximity to work and home. Policy 1.2.3.2: Establish a hierarchy of interconnected streets within and between the land use categories to promote internal capture. Policy 1.2.3.4: Require a network of pedestrian and bicycle trails with shortcuts and alternatives to travel along high volume streets.	The City has required a mix of land uses for the two approved master planned unit developments under the NCD classification. Map A1 of the Transportation Element depicts the adopted roadway network for the southwest annexation area. Pedestrian facilities have been constructed within the Tradition MPUD.	This objective is being met by the City. No revisions are required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 1.2.4: The new community shall be developed in conjunction with the provision of adequate public facilities.	Policy 1.2.4.1: Require the use of Community Development Districts and/or Special Assessment Districts for the funding of public infrastructure within a NCD district or sub-district. Concurrency may be satisfied by paying a fair share contribution as allowed in conjunction with DRI.	Special assessment districts and Community Development Districts have been established in the western annexation area to fund required improvements.	The City is meeting this objective. No changes are required.
Objective 1.2.5: Require a systems approach to environmental planning and design that protects adjacent agricultural resources and other natural resources.	Policy 1.2.5.1: Open Space areas shall be designed for maximum environmental value and located close to planned neighborhoods to create an environmental network within the community that effectively integrates the natural environment with the built environment. Policy 1.2.5.2: Require a buffer zone between urban uses within the NCD District and those agricultural uses west of Range Line Road and Glades Cut-Off Road.	Open space requirements are addressed in the MPUD (master planned unit development) zoning documents. MPUD is the only zoning district that is compatible with the NCD land use category Requirements for a buffer zone along Range-Line Road are included in the RiverlandKennedy DRI and the Wilson Grove DRI.	The City is meeting this objective. No changes are required. As part of the EAR based amendments, the City will be reviewing the requirement for a buffer zone along Range Line Road and Glades Cut-Off Road to be sure it is consistent with proposed annexation policies and strategies.
Objective 1.2.6: Replace piecemeal planning which reacts to development on a project-by-project basis with a long-range vision to create an integrated new community.	Policy 1.2.6.1: Development in NCD District, or any sub-District shall be part of a Master Planned Unit Development (MPUD) zoning category and require the approval of a Conceptual Master Plan and MPUD Regulation book and MPUD Conceptual Master Plan.	This objective is being met through the adoption of the Tradition MPUD and the Tradition-SG MPUD. Development has not occurred in the Wilson Grove or Riverland/Kennedy DRI.	The City is meeting this objective. No changes are required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 1.2.7: To ensure that development within the NCD District is in conformance with the Objectives, Policies, Principles, standards and criteria contained herein.	Policy 1.2.7.1: Development within the NCD District shall be included in a Development of Regional Impact approval, as specified in Chapter 380, F.S. (as may be amended from time to time), prior to development within the NCD District.	This objective has been met. All of the developments within the NCD district are DRIs.	This objective has been achieved. No changes required.
Objective 1.2.8: The Gatlin/I-95 NCD District is hereby established	Policy 1.2.8.1: The density and intensity of the Gatlin/I-95 NCD District shall be limited to 14,600 residential units, 6,000,000 non-residential square feet, and 500 hotel rooms.	This policy pertains to a specific DRI.	This objective has been achieved. No changes are required.
Objective 1.2.9: The Southern Grove NCD District is hereby established.	Policy 1.2.9.1: The density and intensity of the SG NCD District shall be limited to 6,600 residential units, 4,100,000 non-residential square feet, and 300 hotel rooms. The SG NCD District shall, at a minimum, contain the Residential, Mixed Use and Employment Center as the three areas required by Policy 1.2.2.1.	This policy pertains to a specific DRI.	This objective has been achieved. No changes are required.
Objective 1.2.10: The Riverland / Kennedy NCD District is hereby established and shall be developed consistent with the development order adopted by the City pursuant to section 380.06, F.S., and with the Annexation Agreement, dated July 19, 2004, as amended.	Policy 1.2.10.1: The density and intensity of the Riv./ Ken. NCD District shall be limited to 11,700 residential units and a maximum 3,942,495 GSF of retail, research and office, light industrial and institutional and civic, plus amenities and ancillary uses. Policy 1.2.10.2: The allocation of land uses within the Riv./ Ken NCD shall be as shown in Figure 18 providing for 125 acres of Employment Center, 179 acres of Neighborhood/Village Commercial Areas, 205 acres of Mixed Use, and 3,335 acres of Residential.	These policies pertain to a specific DRI.	This objective has been achieved. No changes are required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 1.2.10.4: The Riv/Ken. NCD District shall provide a mix of land uses within close proximity to work and home; establish a hierarchy of interconnected streets and pedestrian/bike paths that promote internal trip capture; and incorporate transit-oriented design features.	This policy pertains to a specific DRI.	This objective has been achieved. No changes are required.
Objective 1.2.11: The Wilson Groves NCD District is hereby established and shall be developed consistent with the development order adopted by the City pursuant to section 380.06, F.S., and with the Annexation Agreement dated July 19, 2004, as amended.	Policy 1.2.11.1: The density and intensity of the Wilson Groves NCD District shall be limited to 7,700 residential units and a maximum of 4,092,372 GSF of retail, office, research & office, light industrial, and institutional and civic, plus amenities and ancillary uses. Policy 1.2.11.2: The allocation of land uses within the Wilson Groves NCD District shall be as shown in Figure 19 providing for 125 acres of Employment Center, 55 acres of Neighborhood/Village Commercial, 192 acres of Mixed Use, and 2,127 acres of residential. Policy 1.2.11.4: The Wilson Groves NCD District shall provide a mix of land uses within close proximity to work and home; establish a hierarchy of interconnected streets and pedestrian/bike paths within and between uses that promote internal trip capture; and incorporate transit-oriented design features.	These policies pertain to a specific DRI.	This objective has been achieved. No changes are required.

VI.2 Transportation Element

Element Overview

The purpose of the Transportation Element of the City of Port St. Lucie Comprehensive plan is to address the traffic circulation and mass transit issues for the City as outlined in Rule 9J-5 of the Florida Administrative Code. The Transportation Element assesses the condition and capacity of the existing transportation system (local and regional), sets level of service standards for roads to ensure existing and future capacity, and determines future system improvements (vehicular, non-vehicular and transit). Coordination with Florida Department of Transportation and St. Lucie County TPO is conducted on an on-going basis to ensure planning transportation systems is consistent with planned development in the area.

Element Assessment

The objectives and policies in the Transportation Element have been developed to coordinate between the future roadway network and future land uses. The goals, objectives and policies have largely been achieved or are part of ongoing initiatives in the City of Port St. Lucie. As noted in other sections of this document, the City has completed a number of roadway projects within the last planning period that increased capacity, connectivity and improved pedestrian and bicycle access. The City is making strides toward becoming a multimodal community to meet the transportation needs of its growing population.

EAR-based amendments related to the Transportation Element will consist of updating the data and analysis in the tables and text as a result of changes in the other elements of this plan. Refinement of goals, objectives, and policies will also be included, particularly as they relate to the major issues of this EAR.

GOAL 2.1: TO PROVIDE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS, AT REASONABLE COST AND MINIMUM DETRIMENT TO THE ENVIRONMENT.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 2.1.1: The City's roadway transportation system shall be reviewed annually in coordination and consistent with changes to the Future Land Use Element. A report on the status of the system and impacts on the system by proposed land use changes shall be prepared.	Policy 2.1.1.1: Develop an annual report on the level of service provided on the City roadway system and identify improvement needs and costs to provide the levels of service.	The City utilizes TPO's annual road counts and level of service standard ratings for reviewing its road network.	This objective has been achieved. The TPO's data does not include all collectors in the City.
	Policy 2.1.1.2: In coordination with the Florida Department of Transportation, St. Lucie Metropolitan Planning Organization, Florida Department of Community Affairs, and Treasure Coast Regional Planning Council annually review the transportation network and define any Special Interest Areas that may warrant LOS standards lower than those listed in Policies 2.1.2.7 and 2.1.2.8.	Through the TPO process, the City fulfills this policy.	
	Policy 2.1.1.3: Facilities currently operating at conditions below those standards listed in Policy 2.1.2.7 shall be maintained at least at their current LOS through development order conditions for roadway improvements within the radius of influence of a proposed development The radius of influence for a given development shall be further defined in the City's Land Development Regulations traffic monitoring provisions. Radius of influence or study area will be defined using a comparison of projected traffic to thresholds of the percentage of the maximum service flow rate at an established LOS criterion.	This policy has been generally implemented and has often utilized proportionate share for improvements.	The radius of influence should be defined in the LDRs.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 2.1.1.4: Maintain our existing signal inventory study for all roads for which Port St. Lucie has operational, maintenance, and jurisdictional responsibility as a basis for implementing the 1985 Highway Capacity Manual city-wide.	This policy has been generally implemented by the Traffic Division.	
	Policy 2.1.1.5: Coordinate with the MPO a regular review of accident data and identify above average accident locations. Prepare an annual report on high accident locations including proposed corrective measures and costs.	This policy has been generally implemented. Annual reports have not been typically prepared.	
Objective 2.1.2: Existing and future roadway deficiencies based on standards established in this plan shall be mitigated through a continuous roadway improvement program.	Policy 2.1.2.1: Develop and implement a Transportation Improvement Program (TIP) that is consistent with the goals and policies of this plan.	This plan is done through the Capital Improvement Plan of the City's annual budget. The TPO has an adopted TIP.	This objective has been achieved.
	Policy 2.1.2.2: Review all proposed development for consistency with the goals, objectives, and policies of this plan and require coordination of traffic circulation plans and improvements with land use, right-of-way, and infrastructure plans, before development approval. Traffic circulation plans shall address the mitigation of all potential project impacts on the roadway system.	This review is included in all final development order reviews and staff reports.	

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 2.1.2.3: Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity as a condition of development approval based on the City's existing access standards, which are equal to or greater than those of FDOT.	This review is included in all final development order reviews and staff reports.	
	Policy 2.1.2.4: Review on-street parking to assure adequate sight distance to provide safe entry and exit.	This review is included in all final development order reviews and staff reports.	
	Policy 2.1.2.5: Consider an equitable pro rata share of the costs to provide roadway improvements to serve new development as credit for required impact fees.	This review is included in all final development order reviews and staff reports.	
	Policy 2.1.2.6: Maintain the operation of the roadway network at or above the LOS standards as listed in Policy 2.1.2.7.	This policy has generally been implemented.	LOS standards need to be defined in the Transportation Element.
	Policy 2.1.2.7: Establishes the City's level of service standards:	This policy has been implemented.	
	Policy 2.1.2.8: In coordination with FDOT, designate as constrained facilities those roadways in the City which operate below acceptable levels of service and where capacity improvements are not feasible due to physical or policy barriers.	This policy has been implemented.	

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 2.1.2.9: Continue to review all development proposals for conformance with the requirements of Chapter 160 Concurrency Management System.	This policy has been generally implemented.	
	Policy 2.1.2.10: Up to the fiscal year indicated for improvements, operating conditions for backlogged or constrained facilities shall be maintained or improved through traffic systems management and traffic demand management measures.	This policy has been generally implemented by signal phasing and operation systems management.	Opportunity to plan from analytic plans vs. complaint initiated program.
	Policy 2.1.2.11: Provide timely resurfacing and repair of roads and bridges to minimize costly reconstruction and enhance safety.	This policy has been generally implemented.	
	Policy 2.1.2.12: The City will review development plans, and endeavor to limit such plans for development in right-of-way expansion areas.	This policy has been generally implemented.	
	Policy 2.1.2.13: The City shall not be required to stop issuance of final development orders for projects which affect backlogged county or state roads outside of City jurisdiction.	This policy has been generally implemented.	

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 2.1.3: Acquire the right-of-way needed for the major roadway network based upon the traffic circulation element and the future land use element of this plan.	Policy 2.1.3.1: Prohibit encroachment of development and required setbacks into established present and future rights-of-way and within the law require dedication of right -of-way through development orders issued by the City.	This policy has been generally implemented.	This objective has been achieved.
	Policy 2.1.3.2: Review proposed development plans for impact on the future land use plan and assess the capacity needs of each project as it relates to the thoroughfare right -of-way protection plan by requiring a traffic impact analysis.	This policy has been implemented.	

GOAL 2.2: ESTABLISH AN INTEGRATED TRANSPORTATION SYSTEM CONSISTENT WITH FUTURE DEVELOPMENT IN THE CITY.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 2.2.1: Motorized and non-motorized needs shall be addressed and met for each new development approved.	Policy 2.2.1.1: Review development projects to require improvements for pedestrian and bicycle lanes.	This policy has been generally implemented.	This objective has been generally achieved.
	Policy 2.2.1.2: Review on-site traffic flow to assure adequate circulation for motorized and non-motorized vehicles and pedestrians is provided.	This policy has been implemented.	In 2009 the City's Citywide Design Standards were updated to require greater bike/pedestrian facilities.
	Policy 2.2.1.3: Review development projects to ensure that adequate parking is provided for the proposed use. Include review of parking requirements in the 1999 revision of the Land Development Regulations.	This policy has been generally implemented.	

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 2.2.2: In cooperation with the county, review and revise as needed plans to provide transportation services to the transportation disadvantaged.	Policy 2.2.2.1: Participate with the efforts of the St. Lucie County Council on Aging or other designated provider to assess the needs of and develop a plan to provide effective service for work, meals, and other necessary trips to the transportation disadvantaged within the City.	This policy has been generally implemented.	This objective has been achieved.
	Policy 2.2.2.2: In coordination with the St. Lucie MPO, the city will study the feasibility of establishing transit services to meet the needs of the general public. Such study shall include identification of transit needs by the general public, identification of potential transit demand, and comparison of needs, demand, service costs, and potential funding to determine feasibility.	This policy has been generally implemented. The TPO is funding a joint review/study of needs demands for St. Lucie County/Martin County for expanded joint service.	The mass transit service has been expanded into the City's western areas (Tradition/St. Lucie West) and areas in between.
	Policy 2.2.2.3: Participate with St. Lucie County and the City of Fort Pierce via the MPO in implementation of cost effective transit service.	This policy has been generally implemented.	
	Policy 2.2.2.4: During the 1999 review of the Land Development Regulations, consideration of standards include review of project impacts on potential transit needs and service. The review shall consider multimodal transportation system impacts and the encouragement of transit patronage through physical design of the project.	This policy has been generally implemented.	

GOAL 2.3: TO DEVELOP A SAFE BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM ACCESSIBLE TO ALL MAJOR PUBLIC AND PRIVATE FACILITIES.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 2.3.1: The transportation system shall be improved to appropriately accommodate bicycle and pedestrian roadway design and facility requirements.	Policy 2.3.1.1: Consider new land development regulations, design criteria and standards to be used in addressing the needs of bicyclists and pedestrians.	This policy has been generally implemented.	This objective has been partially achieved. Complete street cross sections should be incorporated into the LDRs
	Policy 2.3.1.2: Develop a program to systematically inventory all significant streets within the City, with particular attention given to hazards, bottlenecks, and barriers.	This policy has not been implemented.	
	Policy 2.3.1.3: Include within the land development regulations a requirement that all new developments provide bicycle facilities and/or sidewalks along all major collectors and arterials within and adjacent to the proposed development.	This policy has been implemented.	The Landscape Code now requires side walks on all new developments, though several waivers have been granted.
	Policy 2.3.1.4: During the revision of the LDRs in 1999 include appropriate regulations for implementation of the St. Lucie MPO Congestion Management System.	This policy has not been implemented.	

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 2.3.2: By 2002, a bicycle transportation system shall be developed into a network connecting all major travel destinations to population concentrations.	Policy 2.3.2.1: Establish bicycle and pedestrian facilities in accordance with AASHTO guidelines around schools, with emphasis placed upon the area encompassing schools that are not serviced by the school bus system.	This policy has been generally implemented.	This objective has been partially achieved.
	Policy 2.3.2.2: Use the County's Bicycle Advisory Committee to develop recommendations for a bicycle and pedestrian transportation plan. The plan should provide access to major public and private facilities including parks, schools, beach access and major shopping facilities.	This policy has been generally implemented.	This is one of the TPO's proposed projects. The final plan should be also adopted into the LDR's.
	Policy 2.3.2.3: Work with local recreation departments and the State Department of Environmental Protection to develop bicycle facilities within community and regional parks and other major recreational facilities.	This policy has been generally implemented.	The TCRPC and TPO both have plans that incorporate bicycle facilities and trails into and connecting each other.
	Policy 2.3.2.4: Consider off-roadway travel corridors, such as drainage canal, railroad, and utility right-of-way property, as potential corridors in the bicycle facility system.	This policy has been generally implemented.	This is a great opportunity that can provide uninterrupted movement of bicycle and pedestrians in the city.
	Policy 2.3.2.5: Coordinate bicycle planning activities with other agencies associated with bicycle planning activities.	This policy has been generally implemented.	

GOAL 2.4: COORDINATE TRANSPORTATION-RELATED ISSUES WITH THE FDOT, THE TREASURE COAST REGIONAL PLANNING COUNCIL, ST. LUCIE COUNTY, THE MPO, THE DEPARTMENT OF COMMUNITY AFFAIRS, AND OTHER PRIVATE OR PUBLIC TRANSPORTATION-RELATED AGENCIES.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 2.4.1: Share common transportation goals, objectives, and policies with the transportation-related agencies listed above where common interests are involved.	Policy 2.4.1.1: Review the existing Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for the City.	This policy has been implemented.	This objective has been achieved.
	Policy 2.4.1.2: Continue to ensure that all interested agencies listed above are informed of transportation related activities and improvements via copies of correspondence.	This policy has been generally implemented.	
	Policy 2.4.1.3: As part of the Capital Improvements Element update process, annually review transportation improvements planned for the City indicating the agency responsible for the improvement and the estimated date of completion.	This policy has been implemented.	
Objective 2.4.2: Applicable agencies listed in Goal 2.4 shall be advised of development proposals which may have impacts within their respective jurisdictions and request comments, as applicable.	Policy 2.4.2.1: Continue to utilize the standard checklist procedure to advise applicable agencies of proposed developments.	This policy has been implemented.	This objective has been achieved.

GOAL 2.5 – COOPERATE WITH ST. LUCIE COUNTY TO ESTABLISH AND ENCOURAGE THE PROTECTION OF SCENIC FEATURES, NATURAL RESOURCES, AND HISTORIC SITES ALONG THE DESIGNATED ROADWAY.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 2.5.1: The City of Port St. Lucie shall cooperate with St. Lucie County in seeking to designate those roadway and transportation corridors that have unique social, environmental, or historic resources as a Scenic Highway consistent with the general requirements of the State Florida Scenic Highway Program. Designation as a National Scenic Byway will be sought consistent with Federal program guidelines.	Policy 2.5.1.1 The following roadway is a candidate for designation as a Scenic Highway under the Florida Scenic Highway Program, as administered by the Florida Department of Transportation: a.) Indian River Drive -- All segments within the City of Port St. Lucie	This policy has been generally implemented.	This objective has been achieved.
	Policy 2.5.1.2 The City of Port St. Lucie shall, consistent with the other elements of this Plan (Future Land Use, Conservation and Coastal Management, Recreation, and Open Space), encourage the protection and preservation of the scenic features, natural resources, and historic sites along the candidate roadway or transportation corridors, while minimizing any potential negative impacts on adjacent properties.	This policy has been generally implemented.	

GOAL A.1: TO PROVIDE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS, AT REASONABLE COST, AND MINIMUM DETRIMENT TO THE ENVIRONMENT.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective A.1.1: Provide a comprehensive transportation system for the Western Study Area with consideration of an east-west connectivity, north-south connectivity, providing an area-wide grid system, providing a sufficient number of arterials and collectors, the need for more interchanges with I-95, and impacts on adjacent jurisdictions. The grid network of roads should include arterial and collector roads spaced approximately one to two miles apart.	Policy A.1.1.1: Adopt the Western Study Area Roadway Network Plan as a thoroughfare plan to be incorporated into the Comprehensive Plan.	This policy has been implemented in 2006.	This objective has been achieved.
	Policy A.1.1.2: Request St. Lucie County MPO to identify improvements listed in the Comprehensive Plan Addendum in the next round of the Long Range Transportation Plan.	This policy has been generally implemented.	
	Policy A.1.1.3: Encourage proposed development to incorporate a local grid street network with spacing of collector roads approximately one-half mile to one mile apart. The collector roads should provide public access to the area-wide network with multiple connections to the local and arterial roadways.	This policy has been generally implemented.	
	Policy A.1.1.4: Table A2 is the adopted 20-year plan for roadways for the Western Study Area. These roadways will be built as development occurs in the study area that would impact these corridors, and will be financed or constructed by developers as part of the development approval process.	This policy has been implemented in 2006.	

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective A.1.2: Provide local roadway grid networks to complement the area-wide network.	Policy A.1.2.1: Encourage proposed development to incorporate a local grid street network with spacing of local roads approximately one-quarter to one-half mile apart. The local roads should provide public access to the area-wide network with multiple connections to the collector and arterial roadways.	This policy has been generally implemented.	This objective has been partially achieved.
	Policy A.1.2.2: Approval of Comprehensive Plan amendment requests and rezoning applications should be subject to good planning practices including the provision of local streets that connect to multiple collectors and arterials.	This policy has been generally implemented.	Access requirements should be modified to establish minimum standards.
	Policy A.1.2.3: Approval of Comprehensive Plan amendment requests and rezoning applications should be subject to access management guidelines consistent with Florida Department of Transportation standards.	This policy has been generally implemented.	Often large scale comprehensive plan amendments only show arterial and collectors.
Objective A.1.3: Adopt a grid network thoroughfare right-of-way protection plan for the City's northwest annexation area to be incorporated into the Comprehensive Plan.	Policy A.1.3.1: The Northwest Annexation Area Right-of-Way Network Map identifies the proposed roadway network and right-of-way width requirements for the northwest annexation area. The location of each road is a general guide to establish a network of connected roads, not a designation for a specific location.		This policy has been implemented in 2006.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy A.1.3.2: The city recognizes that road-right-of-way must accommodate the travel way, roadway side recovery areas, bicycle and pedestrian facilities, drainage facilities, and utility lines. Accordingly, the City hereby adopts the minimum right-of-way standards depicted on the Northwest Annexation Area Right-of-Way Network Map. Additional width may be necessary as determined by the City Engineer depending upon the approved roadway cross section, design elements, within the right-of-way, and drainage requirements.	No comments.	
	Policy A.1.3.3 The city shall enforce the Northwest Annexation Area Right-of-Way Network Map and protect right-of-way by requiring all appropriate land to be deeded to the City at the time of the first subdivision plat approval.	This policy has generally been implemented.	
	Policy A.1.3.4: Right-of-way deficiencies shall be satisfied by deeding of equal amounts of right-of-way from each side of the deficient roadway, unless the following conditions apply: a. Where right-of-way must be dedicated for site related improvements, all such dedicated right-of-way shall come from the development project side of the roadway.	This policy has generally been implemented.	

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	b. Where a drainage district canal right-of-way, a railroad right-of-way, a high voltage power line, or similar impediment abuts one (1) side of a deficient road right-of-way, the entire right-of-way deficiency shall be made up from the property on the opposite side. c. Where at least one-half (1/2) of the required road right-of-way has been provided from the property on one (1) side of a deficient road right-of-way, the remaining right-of-way deficiency shall be made up from the property on the opposite side.		
	Policy A.1.3.5: The City will continue to coordinate with FDOT on access management issues and other impacts on SIS facilities in or near the Northwest Annexation Area. Policy A.1.3.6: The City will continue to coordinate with FDOT on the final alignment for CR-609 Multimodal PACE Study. The City will submit any changes to the Northwest Annexation Area Right-of-Way Network Map as necessary to address the mobility needs of the community.	This policy has been generally implemented. This policy has been generally implemented.	

GOAL A.2: ESTABLISH AN INTEGRATED TRANSPORTATION SYSTEM CONSISTENT WITH FUTURE DEVELOPMENT IN THE CITY.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective A.2.1: Transportation alternatives should be implemented as appropriate to enhance accessibility and quality of life as the City expands its boundaries and the Western Study Area develops.	Policy A.2.1.1: Public Transit should be implemented connecting major activity centers within the Western Study Area to activity centers within the current City boundaries.	This policy has been generally implemented.	This objective has been achieved to date. There has been limited development in the city's western annexation area.
	Policy A.2.1.2: Adopt appropriate parking requirements for development within the activity centers that will encourage the use of other transportation modes.	This policy has not been generally implemented.	
	Policy A.2.1.2: All new developments must provide the appropriate infrastructure to facilitate the use of public transportation such as bus stops, locations, and shelters.	This policy has been implemented.	In 2009 the City's Citywide Design Standards were updated to require bus stops and shelter facilities. Facility specifications need to be adopted in the LDRs.
	Policy A.2.1.3: The City will study Transportation Demand Management and Transportation System Management policies to see if they are appropriate for the Western Study Area.	This policy has not been implemented.	

GOAL A.3: TO DEVELOP A SAFE BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM ACCESSIBLE TO ALL MAJOR PUBLIC AND PRIVATE FACILITIES.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective A.3.1: Regional planning and development opportunities should be used to implement a comprehensive pedestrian and bikeways system throughout the Western Study Area and connecting to the current City system.	Policy A.3.1.1: Develop a regional Bicycle and Pedestrian Plan that includes the Western Study Area. The plan should include sidewalks, bicycle trails systems, and greenways.	This policy has not been generally implemented.	Work with the TPO's planning cycles as funding permits.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy A.3.1.2: Use the development review process to obtain sidewalks and bicycle trails within and along individual parcels.	This policy has been generally implemented.	

VI.3 Housing Element

Element Overview

The Housing Element is intended to provide guidance for the development of plans and policies to meet housing deficits and summarize existing and future housing needs.

Element Assessment

The Housing Element of the Port St. Lucie Comprehensive Plan contains one goal and nine objectives. The objectives address issues such as providing affordable housing; promoting the maintenance of a safe and sanitary housing stock and rehabilitating substandard dwelling units; assisting the private sector in providing new dwelling units of various types; making available sites for housing of very low, low, and moderate income families; making provisions for group homes; and implementing regulations which protect significant historic housing.

The City's Community Services Department is responsible for administering the City's housing program with grant funding from the State Housing Initiatives Partnership (SHIP) program and the Hurricane Housing Recovery Program (HHRP). The Department also administers community development and public service projects with the federal Community Development Block Grant (CDBG) funding. Community Services is responsible for overseeing the City adopted expedited permit process for affordable housing projects. The City is participating in the Neighborhood Stabilization Program administered by the Department of Housing and Urban Development (HUD). The funding is being used to acquire and redevelop foreclosed properties.

The City is meeting the objectives outlined in the Housing Element. The data and analysis and the goals, objectives, and policies (GOPs) sections need to be updated to reflect current conditions and the new planning timeframe. In addition, new strategies are needed to address changing development patterns. The City now includes a number of master planned communities and planned unit developments. New policies are needed to promote mixed income development within these communities. In addition, the goals, objectives, and policies also need to be amended to address HB 697.

GOAL 3.1: THE PROVISION OF AN ADEQUATE MIX OF SAFE AND SANITARY HOUSING WHICH MEETS THE NEEDS OF EXISTING AND FUTURE PORT ST. LUCIE RESIDENTS.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 3.1.1: Assist the private sector in providing 15,275 new dwelling units of various types, sizes, and costs by 2007 (10 year period) to meet the needs of future residents.	Policy 3.1.1.1: Provide information, technical assistance, and incentives to private and non-profit sectors to maintain a housing production capacity to meet demand. Policy 3.1.1.2: Develop and maintain local government partnerships with the private and non-profit sectors to improve the efficiency and expand the capacity of the housing delivery system. Policy 3.1.1.3: By 2000, review regulations and permitting to streamline process and amend or add requirements to increase private sector participation in providing housing for all residents, especially those with special housing needs.	The City's Community Services Department is responsible for administering the city's housing program with grant funding from the SHIP program and CDBG funding.	The City is currently meeting this objective. Objective 3.1.1 and related policies will need to be revised to reflect the new planning period.
Objective 3.1.2: Continue to enforce codes and policy for the elimination of substandard housing units.	Policy 3.1.2.1: Update on an annual basis the Consolidated Plan for CDBG program. Policy 3.1.2.3: Continue participation in the CDBG and SHIP programs to obtain funds for the rehabilitation of substandard housing. Policy 3.1.2.4: Assist neighborhood improvement projects by providing code enforcement assistance, community-oriented policing and neighborhood planning, encouraging neighborhood self-help, removing blighting influences, and concentrating		The City is currently meeting this objective. All the policies under this objective have been implemented. No changes are necessary.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	capital and/or operating budget improvements in such neighborhoods.		
Objective 3.1.3: Make available adequate sites for housing of very-low, low, and moderate-income persons to meet their particular housing needs.	Policy 3.1.3.3: By the year 2000, review the land development regulations to consider the need for criteria for the location of low and moderate income housing.		The City is currently meeting this objective. Policy 3.1.3.3 will need to be revised or new policies added to address the requirements of the Affordable Housing Committee for the support of development of affordable housing and/or workforce housing near (within ½ mile) transportation hub, major employment centers, and mixed-use developments, and the reduction of parking and setback requirements for Affordable Housing.
Objective 3.1.4: Set standards and criteria for the provision of sites for group homes at suitable locations to ensure that the needs of persons requiring such housing are met.	Policy 3.1.4.1: By 2000, revise the land development regulations to be consistent with Chapter 419 F.S., which establishes nondiscriminatory standards and criteria addressing the location of group homes or other community-based facilities.		The City is currently meeting this objective and has implemented Policy 3.1.4.1. No changes are necessary.
Objective 3.1.5: Preserve and protect significant housing and neighborhoods in terms of history and architecture and encourage reuse of such housing to meet residential needs.	Policy 3.1.5.1: Identify strategies and provide technical assistance to property owners of historically significant housing in applying for and utilizing state and federal assistance programs. By 2000, begin neighborhood planning programs to include review and analysis of housing stock in each neighborhood.		The City is currently meeting this objective. No change is necessary. Policy 3.1.5.1 should be revised to remove the 2000 deadline and replace with - shall continue to provide - language.
Objective 3.1.6: Enforce the property maintenance code.	Policy 3.1.6.1: By the year 2000, review and amend where necessary the City housing and health codes and standards relating to the care and maintenance of residential and neighborhood environment and facilities.		The City is currently meeting this objective. No change is necessary. Policy 3.1.5.1 should be revised to remove the 2000 deadline and replace with - shall continue to provide – language.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 3.1.6.2: Schedule and concentrate public infrastructure and supporting facilities and services to upgrade the quality of existing neighborhoods. Policy 3.1.6.3: Encourage individual homeowners to increase private reinvestment in housing by providing information, technical assistance programs, financial assistance, and incentives.		Policy requires no change. Policy requires no change.
Objective 3.1.7: The City shall provide at least the amount of assistance required under the Federal Uniform Relocation Act to any resident displaced by the City.	Policy 3.1.7.1: Assist households in obtaining reasonably located, standard housing at affordable costs prior to displacement through public action.		Policy and objective require no change.
Objective 3.1.8: The City shall continue to provide regulations that permit mobile and manufactured homes.	Policy 3.1.8.1: By 2000, amend the LDRs to be consistent with changes to state requirements. Policy 3.1.8.3: Continue to allow manufactured homes in appropriate residential areas.	The land development regulations allow for manufactured housing in single-family residential zoning districts. Mobile homes are permitted in the Mobile Home Zoning District.	The City is currently meeting this objective. No change is necessary. Policy 3.1.8.1 may be considered for removal since the LDRs already meet this requirement. Policy requires no change.
Objective 3.1.9: Continue to implement and refine housing policies and programs as documented in this element.	Policy 3.1.9.1: Policies 3.1.1.1, 3.1.1.2, 3.1.2.3, 3.1.2.4, 3.1.3.4, 3.1.5.1 and 3.1.6.3 will constitute the housing implementation programs.		Policy and objective require no change.

VI.4 Infrastructure Element

Element Overview

The purpose of the Infrastructure Element is to ensure adequate provision of public facilities and services required to meet the current and future needs of the citizens of the City and protect the natural functions of aquifer recharge areas. The Infrastructure Element comprises five sub-elements: Sanitary Sewer, Solid Waste, Stormwater, Natural Groundwater, and Aquifer Recharge, and Potable Water.

Element Assessment

The City of Port St. Lucie provides potable water, sewer, and stormwater management/drainage services to residential and non-residential uses within City limits. The City has in place sufficient infrastructure capacity to maintain the adopted level of service for drainage, potable water, and sanitary sewer. The Capital Improvements Program identifies projects which represents improvements for facility upgrades and existing maintenance programs. Furthermore, the City's concurrency management system requires an assessment of available capacity at the time of development approval.

Sanitary Sewer

The Sanitary Sewer Sub-Element provides a description of the existing and projected sewage treatment and disposal methods used in the City. In 1994, the City purchased General Development Utilities from St. Lucie County and implemented a master citywide sewer and water expansion program in 1996. Construction was completed in 2006. The City's utility service area is currently comprised of approximately 132 square miles, including the entire city limits and some unincorporated areas of St. Lucie County adjacent to the city limits.

The wastewater system consists of a network of gravity collection, low pressure force mains, lift stations force mains, three (3) regional wastewater treatment facilities and effluent disposal facilities, consisting of reclaimed water and deep injection wells.

The Sanitary Sewer Sub-Element contains two goals and two objectives. They pertain to the need for the City to expand the wastewater collection system to provide service within utility service areas and to require the use of reclaimed water for irrigation where feasible.

Solid Waste

Solid Waste collection within the City is performed on a contract basis utilizing a private waste hauler. Curbside collection of recyclable materials is provided by the private waste hauler. The landfill is owned and operated by St. Lucie County. The Solid Waste Sub-Element contains two goals and five objectives. The goals and objectives seek to ensure the City works in conjunction with St. Lucie County's policies on solid waste volume reduction; the City cooperates with the County to ensure development permits are issued only when adequate capacity is available; and the City continues to review, revise, and adopt new regulations as needed regarding hazardous materials management.

Stormwater, Natural Groundwater, and Aquifer Recharge

The Stormwater, Natural Groundwater, and Aquifer Recharge Sub-Element contains two goals and nine objectives. They seek to ensure the City provides adequate citywide drainage and stormwater management for all residents and require the city to increase groundwater recharge where feasible.

The City maintains its own stormwater management system. The drainage plan for the City of Port St. Lucie was designed by the General Development Corporation. The system was designed as an economical way to convey and discharge the stormwater. The system was designed in accordance with the then current SFWMD standards which allows water to pond in the streets and the swales. The City is currently implementing the recommendations from several area wide drainage studies that used more conservative flood protection criteria. The implementation of these improvements will help to minimize the amount of stormwater that ponds in the roadways and swales. The City is currently conducting a study and beginning the initial permitting stages for design and construction of improvements to the eastern watershed area.

Potable Water

The Potable Water Sub-Element contains two goals and six objectives. The first goal seeks to ensure the City provides safe and dependable potable water to all residents. The second goal pertains to the protection and conservation of the public water supply. The existing potable water system consists of three (3) water supply and treatment facilities, four (4) water storage and re-pump stations, and transmission and distribution infrastructure. The City's raw water supply is currently provided from two groundwater supplies known as the surficial aquifer and brackish Floridan Aquifer.

Both the Sanitary Sewer and the Potable Water sub-elements were updated in 2007 as part of the West Creek Comprehensive Plan amendment to show the City had capacity to serve development in the northwest annexation area.

Revisions were made to utility serve area maps and capital improvement plans. In 2007, the City adopted a Ten Year Water Supply Facilities Work Plan.

GOAL 4.A.1: PROVIDE INCREMENTAL CENTRAL SEWAGE COLLECTION AND TREATMENT FOR PLATTED AREAS OF THE CITY.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.A.1.1: The City shall continue to expand the wastewater collection system to provide service to the current Port St. Lucie Water and Sewer Utility Service Areas (USAs), and any additional USAs that may be established.	Policy 4.A.1.1.1: System design shall follow the criteria established in the Williams, Hatfield & Stoner, Inc. Master Plan, Sewer and Water Expansion Program (1995) as the minimum standard for conventional sewer systems. Policy 4.A.1.1.2: Design of low pressure wastewater systems shall be in accordance with FDEP regulations, and in accordance with Port St. Lucie Utility Systems Department (PSLUSD) standards. Policy 4.A.1.1.5: Continue to promote connection of existing non-residential development to an approved central wastewater system within 365 days of written notice. New nonresidential development on platted lots shall be required to connect when a service line is located within 300 feet of the new development.		The City is currently meeting this objective. All the policies under this objective have been implemented. Objective and policies will be revised as needed to reflect that the City has completed the construction of the master sewer and water expansion program and to incorporate the PSLUSD current standards.

GOAL 4.A.2: THE USE OF IRRIGATION QUALITY (IQ) WATER FROM RECLAIMED DOMESTIC WASTEWATER SHALL BE REQUIRED FOR NONRESIDENTIAL IRRIGATION WHERE NOT EXPRESSLY PROHIBITED BY STATUTE, RULE, OR ORDINANCE.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.A.2.1: By the year 2008, the City will develop an IQ water master plan to serve parks, golf courses, and commercial properties within the City.	Policy 4.A.2.1.1: The engineering and economic feasibility of concurrent construction of sewage collection systems and Irrigation Quality (IQ) water mains to serve new sewage service areas that are being proposed will be included. Policy 4.A.2.1.2: Continue to investigate the feasibility of expanded reuse of treated wastewater for residential landscaping.	The City of Port St. Lucie Utility Services Department has instituted an irrigation quality reclaimed water program.	The City is currently meeting this objective. The timeline should be revised to remove reference to 2008. Replace with language that states the City will continue to implement an irrigation quality reclaimed water program. All the policies under this objective are still relevant and will be updated as needed to reflect the PSLUSD current programs.

GOAL 4.B.1: PROVIDE SOLID WASTE MANAGEMENT SYSTEMS FOR THE CITY OF PORT ST. LUCIE THROUGH THE PLANNING PERIOD OF THE YEAR 2015.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.B.1.1: The City has and will continue to compile solid waste background data to quantify solid waste generation. This data is and will be made available to St. Lucie County.	Policy 4.B.1.1.1: Continue to require the solid waste hauler to audit the materials collected and maintain baseline solid waste data.	Objective and policy have been implemented.	Objective and policy require no change.
Objective 4.B.1.2: The City will continue to develop solid waste management plans in accordance with City Ordinance 91-33, and in conjunction with St. Lucie County's policies and the terms of the Florida Solid Waste Management and Volume Reduction Act of 1988. The plans will include levels of service and solid waste volume reduction efforts by the City, which will maximize existing facilities.	Policy 4.B.1.2.2: Continue to evaluate the feasibility and probable costs of establishing recycling centers within the City, and continue to use the recycling facilities at the County landfill. Policy 4.B.1.2.4: Continue to monitor mandatory recycling of glass, aluminum, plastic, and newsprint waste products.	Solid waste pick up is contracted out to a private waste hauler. Weekly recycling of household goods is included in the contract. In conjunction with St. Lucie County, the City hosts biannual household hazardous waste collection days.	This objective is being met. No changes to the objective or policies are required.
Objective 4.B.1.3: The City shall continue to cooperate with St. Lucie County to insure that development permits are issued only when adequate facility capacity is available to serve the development.	Policy 4.B.1.3.1: Level of service standard adopted for solid waste facilities is 3.25 pounds/capita/day.	Policy met.	Objective and policy require no change.

GOAL 4.B.2: DEVELOP AND IMPLEMENT A HAZARDOUS MATERIAL MANAGEMENT PLAN FOR THE CITY.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.B.2.1: The City will continue to support the County emergency response plan in accordance with the Superfund Amendments and Reauthorization Act 1(SARA), of 1986, Title III, 40 CFR Part 370.	Policy 4.B.2.1.1: The City will meet with representatives of St. Lucie County, the Treasure Coast Regional Planning Council, the St. Lucie County Health Unit, and the regulated members of the business community to update the countywide hazardous materials management plan as necessary. Policy 4.B.2.1.2: The City will utilize data from the County Government Hazardous Waste Assessment for St. Lucie County along with occupational license data collected by the St. Lucie County Health Unit, to identify the potential locations of hazardous waste or hazardous materials.	These policies are being met.	No changes are required for policies or objective.
Objective 4.B.2.2: By the year 2000, the City will review, revise, and adopt new regulations as needed regarding a hazardous materials management plan for the City in accordance with Objective 4.B.2.1.	Policy 4.B.2.2.1: Include provisions for spill prevention control and countermeasures (SPCC) plans at regulated business. Policy 4.B.2.2.5: Continue to support St. Lucie County's educational programs to inform residents of effective methods to safely store and dispose of household and commercial hazardous material and cooperate with county to encourage the collection and disposal of household and commercial hazardous waste material.	The Zoning Code requires the submittal of a hazardous materials management plan at the site plan stage.	The objective is no longer applicable and should be revised to reflect the current programs. Policy requires no change.

GOAL 4.C.1: TO PROVIDE ADEQUATE CITYWIDE DRAINAGE AND STORMWATER MANAGEMENT FOR ALL RESIDENTS OF THE CITY.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.C.1.2: The City will document efforts to review and refine citywide flood mitigation program.	Policy 4.C.1.2.1: Continue to maintain an inventory of flooding complaints. Policy 4.C.1.2.2: Continue to investigate and plan for correcting flooding problems.	These policies have been met.	No changes are required for policies or objective.
Objective 4.C.1.3: The City will document efforts to continue to review and refine drainage improvements as needed.	Policy 4.C.1.3.1: Continue to inventory and map problem areas and determine the adequacy of existing drainage plans in protecting life, property, and the environment. Policy 4.C.1.3.3: Maintain existing base maps for the sub-basin areas, according to existing and future land use and maintain the existing levels of service. Policy 4.C.1.3.4: Continue to limit development in the floodplain of the NFSLR to preservation, conservation, and public recreation uses and public interest projects of overriding public benefit, such as roads, hurricane evacuation routes, marinas, etc.	These policies are being met.	No changes are required for policies or objective.
Objective 4.C.1.4 : The City will maintain base surveys and detailed engineering and water quality studies and update them as necessary.	Policy 4.C.1.4.1: Base surveys and engineering studies will continue to be prepared to include, at a minimum, the data and information required by 9J-5.011(1). Policy 4.C.1.4.2: The City will insure continuing funding for the preparation of surveys and	These policies are being met.	Objective and policy require no change.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	engineering studies included in the most recent Capital Improvements Element five year plan.		
Objective 4.C.1.5: The City shall continue to adopt a schedule of prioritized improvements to be included and funded in the Capital Improvements Element.	Policy 4.C.1.5.2: Funds for the prioritized improvements will be included in the Capital Improvements Element for FY's 1997-2002.	As part of the CIP, the City has a Stormwater Utility Fund that identifies the prioritized capital projects for the five year planning period. The adopted CIP is included in the City's annual update to the CIE.	This objective is being met and requires no changes. Policy 4.C.1.5.2 needs to be revised to replace the word element with program and to remove reference to specific fiscal years.
Objective 4.C.1.6: By the year 2000, the City will review existing regulations and enact provisions if needed in the Land Development Code (and other codes and ordinances, as necessary) for the design, construction, maintenance, and monitoring of stormwater management systems and to maximize the use of existing facilities and discourage urban sprawl.	Policy 4.C.1.6.1: Insure the land development regulations address monitoring, inspection, and maintenance of all existing and future stormwater facilities; limiting maximum impervious surface coverage and building coverage on residential, commercial, institutional, and industrial lots; the use of erosion and runoff control devices during construction; the existing 10-year or current 25-year level of service requirement, as appropriate; and the protection of the functions of natural drainage features. Policy 4.C.1.6.2: Property in flood prone areas that is damaged to 50% of its value will not be rebuilt in the flood prone location.	Objective and policies have been met.	Both policies are in effect and do not need to be changed. Objective 4.C.1.6 needs to be revised to remove reference to a year and replaced with - shall continue to review – language. Policy requires no change.
Objective 4.C.1.7: The City shall continue to implement procedures in cooperation with its stormwater management system providers to coordinate the extension of, and/or increase the capacity of, stormwater management facilities in order to meet future needs and to insure that development permits are issued only when adequate	Policy 4.C.1.7.1: Levels of service standards for drainage are as follows: a) level of service adopted for stormwater management facilities for existing platted development and surface water management systems in Planning Areas 1-7 is the 3-year frequency, storm event.; b) level of service standard adopted for stormwater	This policy is in effect.	No changes to Objective 4.C.1.7. The current level of service standards for stormwater management are under review by the City's Engineering Department and may be revised as part of the EAR based amendments.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
facility capacity is available to serve the development.	management facilities in Planning Areas 1-7 (not included above) and in Planning Area 8, St. Lucie West, is the 25-year frequency storm event; c) all new development regardless of size must comply with Chapter 17-25, Rule 17-25.025, F.A.C. and Chapter 17-3, Rule 17-3.051, F.A.C. for water quality and direct stormwater discharge to Outstanding Florida Waters and Aquatic Preserves.		

GOAL 4.C.2: INCREASE GROUNDWATER RECHARGE WHERE PRACTICABLE THROUGHOUT THE CITY.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.C.3.1: The City will continue to assist SFWMD and USGS (United States Geological Survey) in implementing a comprehensive groundwater monitoring plan which includes monitoring wells, instrumentation devices, and database format to establish groundwater response to rainfall and artificial recharge systems.	Policy 4.C.3.1.1: Require that new developments with internal stormwater management system monitor rainfall, groundwater levels, and surface water levels within the new development as needed. Policy 4.C.3.1.2: Continue to maintain monitoring stations at selected locations in the city to establish the baseline monitoring network.	These policies have been met.	No changes are required for policies or objective.
Objective 4.C.3.2: The City will cooperate with the SFWMD, and participate in the monitoring plan to quantify groundwater recharge and discharge rates for natural and artificial recharge/discharge systems.	Policy 4.C.3.2.1: Analytical techniques shall be utilized with sub-basins as recharge boundaries.		This objective is a repeat of Objective 4.C.3.1 and can be removed.
Objective 4.C.3.3: The City shall provide for protection of groundwater recharge areas.	Policy 4.C.3.3.1: By year 2000, City will review and revise as needed land development regulations to include criteria for regulating land use and development to protect the functions of natural groundwater recharge areas.	This policy has been met.	Policy 4.C.3.3.1 should be revised to remove reference to a specific deadline.

GOAL 4.D.1: THE PROVISION OF SAFE, HEALTHY, AND DEPENDABLE POTABLE WATER TO ALL RESIDENTS OF PORT ST. LUCIE.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.D.1.1: The City shall continue to enact ordinances and agreements for provision of potable water service to the existing serviced area of the City, which includes Port St. Lucie Water and Sewer Utility Service Areas #1-#9. Service to the entire area is anticipated to be complete by December of 2006.	Policy 4.D.1.1.2: PSLUSD shall maintain or concurrently construct adequate treatment, storage, and pumping capacity for potable water demands generated by this water main extension project. Policy 4.D.1.1.3: Require connection for non-residential properties to an approved public drinking water system within 365 days of when it becomes available.	These policies have been met.	Objective and policies will be updated, as needed, to reflect the completion of the master sewer and water expansion program and the PSLUSD current standards and programs.
Objective 4.D.1.2: The City will continue to update the Master Plan, in conjunction with Utility Service Area development.	Policy 4.D.1.2.1: Public drinking water system extensions in the master plan shall be reviewed according to the following criteria: areas where the water quality in the shallow aquifer does not meet the primary and secondary standards; areas where the septic tank/drainfield failure rate has created a substantial risk to human health; areas subject to flooding from the 100-year flood; and existing septic tank density per acre. Policy 4.D.1.2.5: Continue to investigate the feasibility of expanded reuse of treated wastewater for irrigation and landscaping to reduce the demand for potable water.	These policies have been met.	Objective and policies will be updated, as needed, to reflect the completion of the master sewer and water expansion program and the PSLUSD current standards and programs.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.D.1.3: The City shall continue to implement procedures in cooperation with its potable water system providers to insure that development permits are issued only when adequate facility capacity is available to serve the development.	Policy 4.D.1.3.1The level of service standard adopted for potable water facilities is 100 gallons/capita/day for Single and Multi Family/All Planning Areas. Non-residential uses as outlined in Section 61.11 of the City Code.	This policy has been met.	Objective and policy will be updated, as needed, to reflect the completion of the master sewer and water expansion program and the PSLUSD current standards and programs. ~~Policy and objective require no change.~~
Objective 4.D.1.4: The City shall maintain a water and sewer technical advisory committee (Working Group).	Policy 4.D.1.4: The committee will be composed of a representative from the following agencies or organizations: St. Lucie County Health Department, Department of Environmental Protection, Port St. Lucie Utility Department, Port St. Lucie Planning Department, and the Emergency Management Department.	This policy has been met.	This objective is no longer applicable and can be removed since it refers to the creation of the City's master sewer and water expansion program. The master sewer and water expansion program was completed in 2006.

GOAL 4.D.2: PROTECT AND CONSERVE PUBLIC DRINKING WATER SUPPLIES

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 4.D.2.1: The City in conjunction with PSLUSD, St. Lucie County, and the South Florida Water Management District, will have established the locations and zones of groundwater influence of existing and proposed public water supply wells and/or wellfields to provide a water supply through buildout of the City, and abide by FDEP District standards.	Policy 4.D.2.1.1: Adopt and implement the City of Port St. Lucie, Florida 10-Year Water Supply Facility Work Plan as prepared by Reiss Environmental, 11/20/07, in accordance with the SFWMD Upper East Coast Water Supply Plan. Policy 4.D.2.1.2: Siting of new wells or wellfields shall consider the sanitary and water quality hazards of existing and proposed land uses.	These policies have been met.	No changes are required to policies or objective.

Objectives	Measurable Targets/Policies	Current Conditions	
	Policy 4.D.2.1.3: The City shall continue to prohibit by ordinance the installation of septic tanks or the application of reclaimed (IQ) water from wastewater effluent within two hundred (200) feet of any existing or proposed public water supply well in the shallow aquifer.		No change required.
	Policy 4.D.2.1.4: The City, through its Planning and Zoning Department, shall continue to review proposed development, for the potential for release of hazardous materials that may contaminate public drinking water supply wells, in accordance with the Wellfield Protection Ordinance.		Revise policy to add Utility Services Department or include both departments in the review process.
Objective 4.D.2.2: The City will continue to enforce Ordinances requiring water conserving plumbing fixtures and irrigation systems in new construction.	Policy 4.D.2.2.1: Require the use of reclaimed (IQ) water instead of drinking water for irrigation of commercial and public properties wherever it is practicable and feasible.		No change required.

VI.5 Conservation and Coastal Management

Element Overview

The Conservation and Coastal Management Element identifies the City's natural resources and coastal area. The purpose of the element is to provide a guide for the conservation, appropriate use, and protection of natural resources and coastal areas located within the City. The element contains identification and analysis of the City's natural resources and coastal area, with a description of their significance to the City, as well as the region. Included are policies to maintain and enhance these resources as well as shape the City's growth patterns.

Element Assessment

The City of Port St. Lucie has updated its Land Development Regulation to be consistent with the Objectives and Policies of this Element. The city has adopted measures that conserve, protect, and manage natural resources, including the acquisition of land for preservation purposes and stormwater management. The Element needs to be updated to address the requirements of Section 163.3177(6)(d) for energy conservation and Section 163.3178(2)(h), F.S., for revisions to coastal high hazard areas.

GOAL 5.1: MAINTAIN AND ENHANCE THE SOCIAL AND ECONOMIC RESOURCES OF THE PORT ST. LUCIE COASTAL PLANNING AREA THROUGH THE REGULATION OF DEVELOPMENT ACTIVITIES THAT WOULD DAMAGE OR DESTROY SUCH RESOURCES, OR THREATEN HUMAN LIFE AND CAUSE UNNECESSARY PUBLIC EXPENDITURES IN AREAS SUBJECT TO DESTRUCTION BY NATURAL DISASTERS.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 5.1.1: By 1999, review and revise, as needed, regulations which pertain to shoreline use regarding criteria or standards for prioritizing shoreline use, giving priority to water-dependent uses.	Policy 5.1.1.1 Review and revise, as needed, criteria for the prioritization of shoreline uses in the site plan approval process in accordance with adopted land development regulations.		Objective and policy need to be revised. The existing language is vague.
Objective 5.1.2: Continue to protect estuarine beaches and shoreline vegetation through the establishment and enforcement of existing land development regulations and construction standards that minimize the impacts of man-made structures on beach or shoreline vegetation, and restore altered beaches or vegetation.	Policy 5.1.2.1 Continue to enforce regulations which prohibit the alteration of estuarine beaches located within the City, and require restoration of degraded beaches as part of the site plan approval process for all new development and redevelopment.		This policy is in effect. No changes are needed.
Objective 5.1.3: Direct population concentrations away from known or predicted coastal high hazard areas and limit public expenditures that subsidize development permitted in high-hazard areas except for restoration or enhancement of natural resources.	Policy 5.1.3.1 The Coastal High Hazard Area shall include all areas within the Category 1 evacuation zone. Policy 5.1.3.2 Within six months of the conclusion of each annual hurricane season, the City shall review the status of lands within its corporate limits and determine whether any areas of the City meet the criteria of a coastal high hazard area as stated under Rule 9J-5.003(13). Policy 5.1.3.3 Limit land use densities and direct infrastructure improvements away from coastal high hazard areas.		Revise policies 5.1.3.1 and 5.1.3.2 to be consistent with new definition of Coastal High Hazard area. No change needed.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 5.1.4: Maintain or reduce hurricane evacuation times of current 1997 levels.	Policy 5.1.4.1 Maintain, throughout the planning period, the estimated, current maximum evacuation time of 14 hours for a worst-case, Category 3 hurricane event. Policy 5.1.4.2 Complete new roads or improvements in the coastal planning area to increase the number of traffic lanes for hurricane evacuation. Policy 5.1.4.3 The City shall provide all hurricane evacuation studies and plans to the TCRPC, adjacent counties, and all other municipalities within St. Lucie County for consistency with regional and local plans before their adoption and implementation.		Amend Objective 5.1.4 and Policy 5.1.4.1 to reflect the current evacuation timeframe. Amend policy to reflect the current state of any improvements. No change needed.
Objective 5.1.5: Prepare post-disaster redevelopment plans that will reduce or eliminate the exposure of human life, public property, and private property to natural hazards.	Policy 5.1.5.3: The City's Emergency Management Team shall coordinate disaster preparation and recovery measures. Policy 5.1.5.4: The Recovery Task Force shall: review and decide upon emergency building permits; coordinate with state and federal officials to prepare disaster assistance applications; analyze and recommend to the City Council hazard mitigation options including reconstruction or relocation of damaged public facilities; develop a redevelopment plan; and, recommend amendments to the comprehensive plan, Local Peacetime Emergency Plan, and other appropriate policies and procedures.		No change needed No change needed

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 5.1.5.5: Immediate repair and cleanup actions needed to protect the public health and safety include repairs to potable water, wastewater, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and, minimal repairs to make dwellings habitable. These actions shall receive first priority in permitting decisions. Long-term redevelopment activities shall be postponed until the Recovery Task Force has completed its tasks.		No change needed
	Policy 5.1.5.6: If rebuilt, structures that suffer damage more than fifty percent of their appraised value shall be rebuilt to meet all current requirements including those enacted since construction of the structure.		No change needed
	Policy 5.1.5.7: The Recovery Task Force shall review all interagency hazard mitigation reports and make recommendations for amendments to the comprehensive plan accordingly.		No change needed

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 5.1.6: Increase access of current 1997 levels where possible and prevent the loss of the amount of public access to lagoon or river shorelines and coastal resources consistent with estimated public needs.	Policy 5.1.6.1: New development shall maintain existing public access to the lagoon or NFSLR. New shoreline development shall show on their site plans existing access ways and the proposed development shall continue that access way, relocate it on the site, or donate it to the City according to the 1985 Coastal Zone Protection Act.		Amend objective to reflect new planning period or revise language to state that the City will continue to support measures to provide greater public access to natural areas.
	Policy 5.1.6.2: The City, with the County, shall prioritize new park purchases and park development, with emphasis on parks that would provide public access to coastal area waters and include parking facilities and access to a state or county road where possible.		No changes are needed to Policies 5.1.6.1 and 5.1.6.2.
	Policy 5.1.6.3: By the year 2000, complete a study of those areas most appropriate for the location of additional boat ramps, marinas and other water-dependent uses.	The study was completed.	Policy could be considered for removal. Issue covered under Policy 5.1.6.2
Objective 5.1.7: By 2000, the City will ensure measures exist to provide for the protection, preservation, or sensitive reuse of historic resources.	Policy 5.1.7.1: Review and revise, as needed, existing regulations that encourage historic preservation, provide for sensitive reuse, and prevent vegetation removal to prevent a loss of historic resources on city-owned property.		Revise to reflect new planning period or revise to remove reference to a date and change policy to be ongoing.
	Policy 5.1.7.2: The City shall accept donations of historic or archaeological sites.		No change needed.
	Policy 5.1.7.3: The City shall determine and map any structures or sites that meet the criteria for historic resources and provide a list to appropriate agencies.		No change needed.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 5.1.8: The level of service standards and phasing of infrastructure adopted for the entire City in the Capital Improvements Element and other elements of this Comprehensive Plan shall apply to the coastal planning area.	Policy 5.1.8.1: The level of service standards shall be applied whenever development orders or permits are requested for development in coastal planning areas.		No change needed.

GOAL 5.2: THE CITY OF PORT ST. LUCIE SHALL CONSERVE, PROTECT, AND MANAGE THE NATURAL RESOURCES OF THE CITY IN A MANNER WHICH MAXIMIZES THEIR FUNCTIONS AND PURPOSES.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 5.2.1: Air quality in the City shall not violate standards set by DEP.	Policy 5.2.1.1: The City shall obtain the DEP annual Air Quality Report and compare it with existing air quality standards to establish the level(s) of compliance attainment. If needed, regulations will be developed to enforce clean air standards.		No change needed.
Objective 5.2.2: By 1999, complete an analysis of the ability to conserve, appropriately use, and protect the quality and quantity of current and projected surface and sub-surface water sources.	Policy 5.2.2.1: Examine measures to monitor and reduce water consumption by 10% within the 10-year planning period, and thus conserve and protect the quantity of current and projected water sources. Policy 5.2.2.2: Work closely with the SFWMD to prepare and adopt by 2000, an emergency water management conservation plan in accordance with the plans of the District.	The City's Water Supply Facilities Element was adopted in 2007.	Amend objective and policy to reflect current requirements and procedures. Amend policy to reflect current requirements and procedures.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 5.2.2.3: Work towards further education of the public regarding various methods of water conservation at the household and small business level, and by 2000, either develop a water conservation brochure or use one available through the SFWMD.		This policy is relevant but needs to be revised to be ongoing and to indentify the current water conservation measures.
	Policy 5.2.2.4: Examine and revise, if needed, land development regulations that require water conserving landscape design, with minimum native vegetation requirements.	The Landscape Code was revised in 2007 to require water efficient landscaping and to establish minimum native vegetation requirements.	Policy in effect. No change needed.
	Policy 5.2.2.5: The City shall continue to enforce the "St. Lucie County Public Wellfield Protection Ordinance," and restrict activities that adversely affect water quality and quantity.		No change needed.
	Policy 5.2.2.6: Continue to implement Utility Service Areas (USAs) for water and sewer program development to protect the City's water resources.		No change needed.
Objective 5.2.3: By 1999, Review and revise land development regulations as needed to conserve, appropriately use, and protect the environmental quality and living marine resources of estuarine waters.	Policy 5.2.3.1: Consider revisions to the existing public interest test in land development regulations when development results in an alteration to the natural resource.	This objective is ongoing.	Amend objective 5.2.3 to state the City shall continue to enforce land development regulations which require the conservation, appropriate use, and protection of the environmental quality and living marine resources of estuarine waters. The City should consider eliminating Policy 5.2.3.1.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 5.2.3.2: Prohibit alteration and construction which degrades existing estuarine productivity unless such alteration is in the public interest.		No change needed.
	Policy 5.2.3.3: Consider revisions to existing marina siting criteria to better address regional and state resource protection standards, including standards in Rule 9J5, Florida Administrative Code.		Amend Policy 5.2.3.3 to state that marinas shall be compatible with the City's Natural Resources Code and state resource protection standards in terms of the types and intensities of uses and the provision of methods to off-set and mitigate impacts to natural coastal area resources.
	Policy 5.2.3.4: Retain river islands in public ownership through designation in the Preservation/Open Space category to serve as green areas, bird roosting, nesting, and feeding areas and, when appropriate, water-oriented recreation areas.		No change needed.
	Policy 5.2.3.5: Review, revise, and continue to enforce land development regulations consistent with those of the SFWMD and the DEP without exemptions which prohibit new point sources of run-off from discharging into the Indian River Lagoon or the NFSLR for less than the 25-year storm event, and prohibit structures which constrict water circulation.	Ongoing programs are administered through Engineering and Public Works departments.	No change needed.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 5.2.3.6: Institute a public education program targeted at known problem areas regarding dumping of debris and maintenance of stormwater swales.		No change needed.
	Policy 5.2.3.7: The City shall update master drainage plans and programs that examine quality and quantity of stormwater, and prioritize improvements for the Capital Improvements Plan and Capital Improvements Element.		No change needed.
Objective 5.2.4: By 2000, review and revise, as needed, existing regulations to conserve, appropriately use, and protect the natural functions and purposes of soils and minerals.	Policy 5.2.4.1: Consider topographic, hydrologic and vegetative cover factors, and appropriate excavation and filling techniques to reduce erosion in the site plan review process of proposed developments. Policy 5.2.4.2: Review possible revisions to existing mining regulations to better address water use plan and rededication requirements of new mining operations. Policy 5.2.4.3: Enforce land development regulations requiring the establishment and maintenance of buffers between mining activities and adjacent existing and future uses.		Amend objective to include a future date, or amend to remove reference to date and have policy be ongoing. No changes required to policies 5.2.4.1 to 5.2.4.3.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 5.2.5: By 2000, review and revise, as needed, all of the existing natural resource protection regulations with regard to conservation, appropriate use and protection of fisheries, wildlife, wildlife habitat, marine habitat, and native vegetative communities, including forests and wetlands.	Policy 5.2.5.1: Continue to enforce standards for open space, wildlife, and habitat preservation in conjunction with residential and commercial development. Policy 5.2.5.2: Implement guidelines for the Conservation Trust Fund, to allow for the purchase and management of preservation areas in the City in conjunction with park land purchases. Policy 5.2.5.3: Prohibit the development of marinas in designated manatee critical habitat. Policy 5.2.5.4: The City shall work with the County and the Manatee Advisory Committee to designate special manatee habitats. Policy 5.2.5.5: Review, revise as needed, and continue to enforce land development regulations that protect native vegetative communities from destruction by development activities. Policy 5.2.5.6: Review and revise as needed, the existing land development regulations that require removal of all pestilent exotic vegetation.		Amend objective 5.2.5 to include a future date, or amend to remove reference to date and have policy be ongoing. No changes are needed to policies 5.2.5.1 through 5.2.5.10 with the exception of policy 5.2.5.7 which is recommended for removal.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 5.2.5.7: Examine the ability of the site plan review process to implement the requirements of the existing natural resource protection standards. Policy 5.2.5.8: Review, revise, and continue to enforce land development regulations which at a minimum require a buffer zone of native upland (i.e., transitional) vegetation shall be provided and maintained around wetland and deepwater habitats Policy 5.2.5.9: Require submission of comments from appropriate agencies to the City prior to dredge and fill permit issuance to assure compliance with dredge and fill permitting processes. Policy 5.2.5.10: Continue to coordinate with adjacent local governments to conserve, appropriately use, or protect unique vegetative communities located in more than one local jurisdiction.	The site plan review process has proven to be an effective means for implementing the Natural Resources Code. This policy is recommended for removal.	

VI.6 Intergovernmental Coordination

The purpose of the Intergovernmental Coordination Element (ICE) is to develop a comprehensive, cooperative process between adjacent local governments, and regional and state agencies. The Intergovernmental Coordination Element also aids in identifying and resolving conflicting goals, objectives, and policies in local government comprehensive plans.

It provides an inventory of all adjacent governments, school boards, and other units of local government providing services but not having regulatory authority over the use of land, independent special districts, water management districts, regional planning agencies, and state agencies with which the local government coordinates. The inventory also includes regional and state agencies with land use and/or environmental regulatory authority, and authorities, independent special districts, and utility companies, which provide services within the local jurisdiction.

Element Assessment

The Intergovernmental Coordination Element contains one goal and four objectives. The objectives address establishing formal coordination methods with adjacent municipalities and state and federal agencies; establish a means for coordinating levels of service standards; coordinate all planning and development activities with the comprehensive plans of surrounding jurisdictions and the School Board; and establish an intergovernmental coordination process to assure consideration is given to the impacts of development on other government entities.

The Intergovernmental Coordination Element is consistent with the requirements for intergovernmental coordination outlined under §163.3177(6)(h) and Rule 9J-5.015, F.A.C. In 2007, the City signed a joint planning agreement with St. Lucie County. It requires the City to provide the County with advanced notice of applications for annexation. Each entity has the right to designate a non-voting representative to attend the other entities' development review committee meetings. Conflicts have arisen between the City, the County, and the City of Fort Pierce over annexations and utility service areas.

GOAL 8.1: ESTABLISH EFFECTIVE COORDINATION MEASURES AMONG PERTINENT PUBLIC AND QUASI-PUBLIC ENTITIES TO BEST MAINTAIN PORT ST. LUCIE'S QUALITY OF LIFE AND EFFICIENT USE OF RESOURCES.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 8.1.1: Establish formal, specific means of coordination with adjacent municipalities, state, and federal agencies who have permitting and regulating authority, and quasi-public entities that provide services but lack regulatory authority in Port St. Lucie.	Policy 8.1.1.1: Notify St. Lucie and Martin counties in writing (distribution of agendas of the Plannir and Zoning Board) of all applications for comprehensive plan land use amendments that are near their borders.	Martin County, St. Lucie County, and the City of Fort Pierce are among the entities that are notified of City comprehensive plan amendments.	Policy in effect. No changes required.
	Policy 8.1.1.2: The City shall establish liaisons between State regulatory agencies and the City.	This function is performed by staff and elected officials on an ad hoc basis.	Policy is vague and should be considered for removal.
	Policy 8.1.1.3: The City Manager shall be responsible for assuring an effective intergovemmental coordination program for Port St. Lucie.		Policy in effect. No changes required.
	Policy 8.1.1.4: Request in writing that the Treasure Coast Council of Govemments provide a regular formal forum in which to deal with issues unique to Martin, St. Lucie, Okeechobee, and Indian River counties, and the municipalities therein.	The Mayor of the City of Port St. Lucie serves as a member of the Treasure Coast Council of Local Govemments which meets on a regular basis.	Revise or replace to reflect current conditions.
	Policy 8.1.1.5: Treasure Coast Regional Planning Council (TCRPC) shall play an active role on issues between the City and St. Lucie County, and between federal and state agencies.		Policy in effect. No changes required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 8.1.1.6: The City shall notify appropriate agencies for their assistance and/or inclusion regarding decisions which involve their agencies.		Policy in effect. No changes required.
	Policy 8.1.1.7: The City shall consider a future annexation plan and request formal acceptance by St. Lucie County.	The City adopted an annexation boundary map in 2003 that followed the utility service boundary lines that were established when the City took over GDC Utilities from St. Lucie County.	No changes required.
Objective 8.1.2: Establish the means of coordinating all levels of service standards as they will affect surrounding municipalities and counties.	Policy 8.1.2.1: Establish planning forums to coordinate programs on infrastructure development and improvement to maintain adopted levels of service standards. Policy 8.1.2.2: Through the concurrency management system coordinate the timing, location, and capacity of public facilities to assure that required services will be available when needed and designate needed improvements within the Capital Improvements Element of this plan. Policy 8.1.2.3: Consider using the TCRPC in informal mediation when level of service issues and other intergovemmental issue problems arise between the City and County.		No changes required. Policy in effect. No changes required. Policy 8.1.2.3 needs to be amended to require mandatory mediation for intergovernmental disputes.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 8.1.3: Ensure coordination of all planning and development related activities with the comprehensive plans of adjacent municipalities, the County, adjacent counties, and other units of local government, such as the School Board, providing services but not having regulatory authority over the use of land.	Policy 8.1.3.1: The City shall file a written request with each adjacent municipality and County to receive an review copies of all proposed comprehensive plans or plan amendments or other development proposals that are adjacent to the City's boundaries.	Joint planning agreement in effect with St. Lucie County. Adjacent counties and cities and the St. Lucie County School Board are notified of any comprehensive plan land amendments.	Policy 8.1.3.1 needs to be revised or a new policy added to address coordination with regional water supply plans.
	Policy 8.1.3.2: Request in writing, as needed, that St. Lucie County School Board, South Florida Water Management District (SFWMD), Treasure Coast Regional Planning Council (TCRPC), and Florida Power and Light (FPL) provide expertise from their various disciplines into planning and development related activities.		Policy in effect. No changes required.
	Policy 8.1.3.3: In conjunction with other affected parties, evaluate existing interlocal agreements when the Capital Improvements Element is undergoing annual review to determine if current funding is proportional to services rendered.		Policy in effect. No changes required.
	Policy 8.1.3.4: The City shall implement the Public School Facilities Element and the amended and restated Interlocal Agreement for Public Schools Facility Planning - St. Lucie County, in conjunction with the St. Lucie County School Board. The Public School Facilities Element and the Interlocal Agreement state principles and guidelines to ensure coordination of the City's Comprehensive Plan with the plans of the School Board and describe the joint processes for collaborative	Public School Facilities Element and amended Interlocal Agreement adopted December 2008.	Policy in effect. No changes required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	planning and decision making and population projections, school siting, and the local and extension of public facilities subject to concurrency.		
Objective 8.1.4: By 2000, establish an intergovemmental coordination process to assure full consideration is given to the impacts of developments proposed in the City Comprehensive Plan on other govemmental entities.	Policy 8.1.4.1: Through the adoption of interlocal agreements, with the affected municipalities and agencies, coordinate the management of the St. Lucie River, Intracoastal Waterway, Indian River Lagoon, and Savannahs. Policy 8.1.4.2: The City shall, through informal or formal meetings, continue to work with the Treasure Coast Regional Planning Council to identify regional issues and to assist in the periodic updating of the Strategic Regional Policy Plan.		Amend objective to include a future date, or amend to remove reference to date and have policy be ongoing. Policy 8.1.4.1 in effect. No changes required. Policy in effect. No changes required.

VI.7 Recreation and Open Space Element

Element Overview

The purpose of the Recreation and Open Space Element is to provide a summary of existing recreation and open space facilities and land, to recommend desired levels of service for meeting recreational needs of existing and future residents, and to identify how future needs can be met.

Element Assessment

The City of Port St. Lucie Recreation and Open Space Element contains one goal and four objectives that support it. These goals, objectives, and associated policies provide the framework for the City's land development regulations. The objectives address issues such as establishing the level of service standards and mechanisms necessary to provide recreation facilities and areas for residents of Port St. Lucie; ways to meet the recreation and open space needs of the residents; provide vehicular, pedestrian, and barrier-free access to recreation areas; and to coordinate with other government agencies and the private sector to implement park acquisition, construction, maintenance, and preservation plans.

From a social standpoint, the provision of recreation and open space is an important component of the City's quality of life. The Parks and Recreation Department administers the development and maintenance of parks throughout the City. They also manage a variety of recreation and leisure programs. The department's mission is to enhance the quality of life in Port St. Lucie by providing the programs and facilities that will facilitate the residents' pursuit of culture and recreation in a safe and enjoyable setting.

From an economic standpoint, the provision of recreation and open space contribute to the attractiveness of the community and the economic health of the City. The level of service is based on realistic standards and matched to available funding sources. In 1996, a countywide impact fee was implemented to help fund park land acquisition and development as a result of needs from growth. Fifty percent of this County fee, which is collected within the City limits, is allocated to the City for use for parks. In 2005, the City initiated a citywide impact fee program in which funds collected for parks, roads, public buildings, and police would be allocated within the City. Impact fees will be used in conjunction with other funding sources for future park acquisition and development. In addition, a countywide MTSU to fund parks and recreation was approved by voters in 2003. The City receives a proportionate share of the funds.

From an environmental standpoint, the provision of recreation and open space contributes to the conservation of the environment and preservation of open space in the City. Smaller pockets of OSR space in conjunction with larger sites provides for a mixture of preserved open space and developed parks throughout

the City. Additional open space areas will be provided in the future as development projects are approved, since wetland and upland set aside requirements are monitored through the site plan review process and a requirement of existing land development regulations.

Recreation and Open Space Element

GOAL 7.1: TO PROVIDE ADEQUATE RECREATION AND OPEN SPACE FACILITIES AND AREAS OFFERING A BROAD RANGE OF ACTIVITIES, CONVENIENT ACCESS, APPROPRIATE IMPROVEMENTS, AND SOUND MANAGEMENT TO PROVIDE ALL CITIZENS OF PORT ST. LUCIE WITH ACTIVE AND PASSIVE RECREATION OPPORTUNITIES IN THE INTERESTS OF PERSONAL HEALTH, ENTERTAINMENT, AND CONSTRUCTIVE USE OF LEISURE TIME.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 7.1.1: Establish mechanisms necessary to provide active and passive recreation facilities and areas for residents of Port St. Lucie in a timely manner so as to comply with the level of service standards set forth by this element and to maintain such compliance in subsequent years.	Policy 7.1.1.1: Achieve the level of service standards by utilizing parks impact fees, grant funds or other sources for purchase and/or development of park sites through an equitable and systematic land acquisition program.	Policy 7.1.1.1: Policy has been achieved. The level of service is achieved by utilizing parks impact fees, grant funds, or other sources for purchase and/or development of park sites.	Objective 7.1.1: Objective requires no change. Policy 7.1.1.1: Policy requires no change.
	Policy 7.1.1.2: By the year 2006, revise the City concurrency management regulation in accordance with revised level of service standards and definitions as related to provisions for recreation and open space.	LOS established under 7.1.1.3	Policy 7.1.1.2 is recommended for removal.
	Policy 7.1.1.3: Level of service standard for recreation shall be as follows: Developed Parks or Recreation Facilities = 5.0 acres per 1000 population.	Policy 7.1.1.3: Policy has been achieved. Based on the adopted level of service and population estimates to the year 2020, adequate recreational land is available.	No change required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 7.1.1.4: Based on level of service standards, document future needs for recreation facilities, and to correct or improve deficiencies in the City's Capital Improvements Element and capital improvements program.	Policy 7.1.1.4: Policy has been achieved in accordance with the Capital Improvements Element of the comprehensive plan. Based on the adopted level of service and population estimates to the year 2020, adequate recreational land is available.	Policy 7.1.1.4: Policy requires no change.
	Policy 7.1.2.5: Define open space and enforce preservation and open space design standards through the City's land development codes.	Policy 7.1.2.5: Policy achieved.	Policy 7.1.2.5: Policy requires no change.
	Policy 7.1.2.6: Maintain private recreation facility inventory data and consider such towards compliance with level of service standards.	Policy 7.1.2.6: Policy achieved, inventory updated in 2006.	Policy 7.1.2.6: Inventory will be updated as part of the EAR based amendments to the Comprehensive Plan.
	Policy 7.1.2.7: In order to preserve and maintain current open space areas, and land use change for OSR (Open Space Recreation) lands shall require replacement or mitigation through the City's conservation trust fund at a ratio of 1.5:1.	Policy 7.1.2.7: Policy achieved.	Policy 7.1.2.7: Policy requires no change.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 7.1.3: Provide vehicular and pedestrian access to all public, active, recreation facilities, including barrier-free design features at entrance points to the facility such as buildings used for group assembly, spectator seating area, restrooms, etc.	Policy 7.1.3.1: Through the site plan review process, require development to provide access easements or rights-of-way as needed to provide adequate access ways (including beach access if appropriate) which are compatible with the character and needs of the facility, as well as being harmonious with surrounding development patterns.	Policy 7.1.3.1: Policy achieved.	Policy 7.1.3.1: Policy requires no change.
	Policy 7.1.3.2: Coordinate with St. Lucie County's Leisure Services department to negotiate public access to Atlantic Ocean beaches through meetings and discussions.	Policy 7.1.3.2: Access to Atlantic Ocean beaches is provided for within the County.	Policy 7.1.3.2: Policy requires no change.
	Policy 7.1.3.3: Continue to implement handicapped accessibility design standards into new recreation facility designs.	Policy 7.1.3.3: Policy achieved.	Policy 7.1.3.3: Policy requires no change.
Objective 7.1.4: Coordinate with other government agencies and the private sector to implement park acquisition, construction, maintenance, and preservation plans.	Policy 7.1.4.1: Through a joint use agreement coordinate with the State of Florida to open State owned lands along the North Fork of the St. Lucie River and the Savannahs to public access.	Policy 7.1.4.1: Policy achieved.	Policy 7.1.4.1: Policy requires no change.
	Policy 7.1.4.2: The City shall continue to work with the St. Lucie County School Board to provide recreation facilities and programs at schools located in the City through mutual use agreements.	Policy 7.1.4.2: Policy achieved.	Policy 7.1.4.2: Policy requires no change.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 7.1.4.3: The City will seek intergovemmental agreements when necessary for joint projects with St. Lucie County in a cooperative effort to provide recreation facilities in the City.	Policy 7.1.4.3: Policy achieved. Intergovemmental agreements with St. Lucie County appear to be working well.	Policy 7.1.4.3: Policy requires no change. Continued communication should occur to identify potential shared facilities as they are developed.

VI. 8 Economic Development

Element Overview

The Economic Development Element is an optional element in Port St. Lucie's Comprehensive Plan. This element will try to address the economic issues facing the City today, and potential economic issues the City may face in the future. Although not a required element, the subject is important enough to warrant careful consideration when planning the City's future.

This plan element recognizes that economic relationships exist between geographic areas. Coordination with various levels of government and with private enterprise can help achieve successful economic development. This element is a starting point and a tool, to help promote economic development. Its value lies in documentation of statistics and conditions, and in providing ideas, opportunity, and policy. This element needs to be used with additional strategic actions for future development.

Element Assessment

The City of Port St. Lucie Economic Development Element contains four goals and five objectives that support them. These goals, objectives, and associated policies provide the framework for the City's Economic Development element. The objectives address issues such as designating staff to work with other agencies and businesses in the development of Economic Development strategies; establishing utility service areas and continue to upgrade the City's potable water and sanitary sewer facilities; provide an adequate transportation system and capital improvements to meet current needs and future economic growth; provide and maintain appropriate data bases; and implement and fund appropriate actions to coordinate economic development activities.

The Economic Development Element is broken down into four major categories which include:

- Trends and Conditions. Trends and Conditions looks at the overall purpose of economic development element, provides the reader with economic development data, discusses the role of local government and growth management policy in expanding economic development, explains past trends and gives a description of the local economy.

- Important Economic Issues. Important Economic Issues looks at the economic issues unique to the City of Port St. Lucie. The elements included in this category are: the importance of tourism to the area; the importance of public infrastructure and linkages – transportation and education in providing a thriving economy; and the need for creating a City Center and developing economic clusters in the City. Also included in this section are quality of life issues as well as

establishing and increasing better locations for economic development, and identify targeted industries.

- Economic Benchmarks. In 1995, a "Visioning Summit" was held by Luke Planning, Inc. The purpose of the summit was to define the wants and needs of the community in regard to education, quality of life, economic development, infrastructure and government. The economic benchmarks included in this section emerged from this summit.

- Non-Residential Land Use Study – Future Demand. This section discusses a study to determine whether a surplus or shortfall of non-residential land exists, and identifies the future demand for commercial development. This category discusses the Eastern Sub-Market Area, Central Sub-Market Area, Western Sub-Market Area, Commercial Office, and Light Industry.

In conclusion, the City's role is to create the best possible environment for economic development opportunities that will benefit the City's residents. The goals, objectives, and policy outlined in this element are meant to create a business climate in the City that encourages the creation, expansion, retention, and relocation of businesses.

It is the understanding that this goal can be achieved if the City pursues the following objectives:

1. Endeavor to insure that adequate areas of commercial and industrial parcels exist to meet current and future needs; and

2. Provide the proper regulatory and financial incentives to encourage beneficial development of those areas.

GOAL 8.1: THE CITY WILL SUPPORT AND PROMOTE BALANCED AND ORDERLY ECONOMIC DEVELOPMENT CONSISTENT WITH OTHER GOVERNMENTAL AGENCIES AND PRIVATE SECTOR PLANNING EFFORTS.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 8.1.1: The City will designate staff to work with other agencies and businesses in the development of Economic Development strategies. Such strategies will be consistent with the economic goals of Federal agencies and Regional and State Comprehensive Plans.	Policy 8.1.1.1: The City will provide an inventory of commercial and industrial zoned lands. This information shall be used to produce a county-wide inventory.	Policy 8.1.1.1: Policy achieved. An inventory was made of all commercial and industrial zoned land in the City.	Policy 8.1.1.1: Policy should be amended to encourage more frequent updates to reflect the current inventory.
	Policy 8.1.1.2: Examine the possibilities for the development and implementation of strategies for redevelopment, including a master development plan and the applicability of a redevelopment agency.	Policy 8.1.1.2: Policy achieved. The City is continually examining ways to increase its development opportunities.	Policy 8.1.1.2: Policy requires no change.
	Policy 8.1.1.3: Coordinate with the St. Lucie County Chamber of Commerce to develop strategies that provide attractive employment opportunities for citizens who currently live within the City and work outside the City.	Policy 8.1.1.3: Policy achieved. There is a great deal of coordination occurring between the City and the Economic Development Council of St. Lucie County to help bring new businesses and employment opportunities to the area.	Policy 8.1.1.3: Policy requires no change.
	Policy 8.1.1.4: Support the strategies of St. Lucie County, the region and the State wherever feasible, providing such action complies with the adopted Comprehensive Plan and City Council Policy.	Policy 8.1.1.4: Policy achieved. The coordination between the City, County, and the State has been instrumental in bringing new businesses to the area. Firms such as Torrey Pines, VGTI, and Wyndcrest DD Florida would not have been possible without the coordinated efforts between the State, County, and the City.	Policy 8.1.1.4: Policy requires no change.

GOAL 8.2: PROMOTE THE DEVELOPMENT OF INFRASTRUCTURE NEEDED TO SUPPORT FUTURE BUSINESS AND LIGHT INDUSTRIAL EXPANSION.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 8.2.1: Establish utility service areas and continue to upgrade its potable water and sanitary sewer facilities, allowing for adequate capacity for future economic growth.	Policy 8.2.1: Continue to expand the water and sewer system to encompass all industrial land use areas located within the City and utilize grant funds when available to provide for such.	Policy 8.2.1: Policy achieved as water and sewer systems are expanded as necessary to meet concurrency requirements.	Policy 8.2.1: Policy requires no change.
	Policy 8.2.1.1: Continue to provide for sanitary sewer and water hook up, special assessment, and usage fees to insure adequate capital for continuation of expansion. Consideration of exemption to such fees will be in accordance with other City Policies.	Policy 8.2.1.1: Policy being achieved through the Capital Improvements Element of the Comprehensive Plan.	Policy 8.2.1.1: Policy requires no change.
	Policy 8.2.1.3: Continue to maintain the established Level of Service standards as stated in the Potable Water and Sanitary Sewer Sub Elements of the adopted Comprehensive Plan.	Policy 8.2.1.3: Policy is being achieved in coordination with the Infrastructure Element of the Comprehensive Plan.	Policy 8.2.1.3: Policy requires no change.
Objective 8.2.2: Provide an adequate transportation system and capital improvements to meet the current needs and allow for future economic growth.	Policy 8.2.2.1: Continue to explore additional east/west roadway corridors to prepare for future growth in the western economic area.	Policy 8.2.2.1: Policy achieved. With the construction of the Crosstown Parkway and the widening of Becker Road, the City's east/west corridors are getting more efficient at handling future growth in the western economic area.	Policy 8.2.2.1: Policy requires no change. The City still needs to continue to look at other possible east/west corridors to help as the western economic area gets built out.
	Policy 8.2.2.2: Continue to maintain the established Level of Service Standards for roadways as stated in the Transportation Element of the Comprehensive Plan.	Policy 8.2.2.2: Policy achieved through the Transportation Element of the Comprehensive Plan.	Policy 8.2.2.2: Policy needs to be expanded to look at a truly multi-modal transportation system to help continue to maintain the established Level of Service.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 8.2.2.3: Schedule and fund capital improvements and coordinate funding with the MPO and the State for future road improvements.	Policy 8.2.2.3: Policy achieved.	Policy 8.2.2.3: With the changes brought about by SB 360, the City needs to research other ways of funding transportation concurrency.

GOAL 8.3: DEVELOP AND MAINTAIN AN ECONOMIC ENVIRONMENT THAT WILL ENCOURAGE THE CREATION, EXPANSION, AND RETENTION OF BUSINESS WITHIN CITY LIMITS WHILE MAINTAINING QUALITY OF LIFE FOR ITS RESIDENTS.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 8.3.1: Provide and maintain appropriate data bases to assist in the analysis of trends and needs for economic development.	Policy 8.3.1.1: The Planning and Zoning Department will evaluate and update land use demand data as part of the Evaluation and Appraisal Reports of the Comprehensive Plan every five years to evaluate the effectiveness of the adopted Comprehensive Plan Goals, Objectives, and Policies regarding land use and economic development.	Policy 8.3.1.1: Policy achieved.	Policy 8.3.1.1: Policy requires no change. The Planning and Zoning Department will continue to evaluate and update land use data every five years.
	Policy 8.3.1.2: Consider creating additional conversion areas such as those existing along Bayshore Drive and Port St. Lucie Blvd. to meet supply deficits and create new economic centers.	Policy 8.3.1.2: This policy is in effect.	Policy 8.3.1.2: Policy requires no change.

GOAL 8.4: IMPLEMENTATION OF THE STRATEGIES AND DIRECTION OF THIS ELEMENT WILL OCCUR WITHIN A FIVE YEAR TIME FRAME. (1997-2001)

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 8.4.1: Implement and fund appropriate actions as outlined in this element to coordinate economic development activities.	Policy 8.4.1.1: The City's Economic Growth Team shall continue to work with private enterprise and City staff in the promotion and implementation of economic development priorities established in this element.	Policy 8.4.1.1: Policy achieved. The City Manager's Office has been instrumental in working with county and state staff in helping bring new businesses like Torrey Pines to the area.	Policy 8.4.1.1: Policy requires no change.
	Policy 8.4.1.2: Consider the use of economic development specialists, or studies, to provide specific actions for economic development.	Policy 8.4.1.2: The City is currently meeting this objective. This is currently being performed by City Manager's Office.	Policy 8.4.1.2: Policy requires no change.
	Policy 8.4.1.3: Implement the Economic Development Ad Valorem Tax Exemption and explore the development of other incentives to attract new businesses and encourage the expansion of existing businesses.	Policy 8.4.1.3: The City is currently meeting this objective.	Policy 8.4.1.3: Policy requires no change.
	Policy 8.4.1.4: Establish an economic development coordinator to carry forward implementation efforts for economic development.	Policy 8.4.1.4: The City is currently meeting this objective.	Policy 8.4.1.4: Policy requires no change.
	Policy 8.4.1.5: Study the feasibility for the formulation of a redevelopment agency and master development plan to create new or redesigned commercial areas or a town center.	Policy 8.4.1.5: Policy achieved. The City has created the Community Redevelopment Area (CRA) which looks into creating new and redeveloping commercial areas. The City has also begun developing a town center. The Civic Center was completed in 2008.	Policy 8.4.1.5: Policy requires no change.

VI. 9 Capital Improvements Element

Element Overview

The purpose of the Capital Improvements Element (CIE) of the City of Port St. Lucie Comprehensive Plan is to evaluate the need for public facilities as identified in other Elements of this Plan, analyze the fiscal capability of the City to fund public facilities needed to meet adopted LOS standards, recommend financial policies to guide funding of improvements, and to schedule funding and construction to ensure that capital improvements are provided when required. The City of Port St. Lucie public facilities that require identification and funding are Transportation, Sanitary Sewer (Sub-Element), Solid Waste (Sub-Element), Stormwater (Sub-Element), Potable Water (Sub-Element), and Recreation/Open Space.

Element Assessment

The CIE is updated on a yearly basis to correspond with the adoption of the City's Capital Improvement Budget. The City of Port St. Lucie Comprehensive Plan Capital Improvements Element consists of two goals and four objectives that address the requirements contained in Section 163.3177, F.S., and Rule 9J-5019. The City is currently achieving all of the Capital Improvements Element objectives. Recommendations identified in this EAR may lead to revisions of other elements that may create the need to update information in the Capital Improvements planning and programming for the City. Any needed policy revisions will be addressed as a part of the EAR process.

Capital Improvements Element

GOAL 9.1: THE CITY SHALL UNDERTAKE ACTIONS TO ADEQUATELY PROVIDE NEEDED PUBLIC FACILITIES FOR BOTH EXISTING AND FUTURE RESIDENTS IN A TIMELY AND EFFICIENT MANNER CONSISTENT WITH AVAILABLE RESOURCES THAT WILL PROMOTE ORDERLY GROWTH.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 9.1.1: Capital improvements shall be provided as required on an annual basis to correct existing deficiencies, to accommodate projected future growth and to replace obsolete and worn-out facilities in accordance with the adopted Capital Improvement Program.	Policy 9.1.1.1: The City shall include in its 5-Year Capital Improvement Program all projects identified in other Comprehensive Plan elements determined to be of relatively large scale and high cost ($100,000 or greater); all capital improvements with costs $35,000 or greater shall be included in the City's 5-Year Capital Improvement Program and budget. Policy 9.1.1.2: The City Council shall continue to evaluate and rank in order of priority projects proposed for inclusion in the 5-Year Schedule of Improvements. Policy 9.1.1.3: Proposed capital improvement projects will be evaluated and ranked in the following order of priority: a. Replacement of obsolete or worn out facilities, including repair, remodeling, or renovation of facilities that contribute to achieving and/or maintaining levels of service.		Policy 9.1.1.1 to 9.1.1.3 – No changes required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	b. New facilities that reduce or eliminate existing deficiencies in levels of service. c. New facilities and improvements to existing public facilities, that eliminate public hazards not otherwise eliminated by improvements prioritized according to a. and b. above. d. New or expanded facilities that provide the adopted levels of service for new development and redevelopment during the next five fiscal years, as updated by the annual review of the CIE. The City may acquire land or rights-of-way in advance of the need to develop a facility for new development. e. Improvements to existing facilities and new facilities that significantly reduce the operating costs of achieving and/or maintaining levels of service. f. All facilities scheduled for construction or improvement in accordance with this policy shall be evaluated to identify any plans of State agencies or the South Florida Water Management District that affect, or will be affected by the proposed capital improvement.		

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 9.1.2: Future development shall bear 100% of the cost of facility improvements necessitated by the development in order to maintain adopted LOS standards.	Policy 9.1.2.1: The availability of public facilities shall be determined and measured using the following LOS standards for the required public facility classifications.		Policy 9.1.2.1 to 9.1.2.2 – No changes required.
	LOS A. TRAFFIC Collector-LOS D Minor urban arterial/ Primary urban arterial-LOS E* State highway urban/Limited access urban facility-LOS D* B. POTABLE WATER 1. Single and Multi Family, All Planning Areas, 100 gallons/capita/day. 2. Commercial, 125 gallons per day per 1000 square feet 3. Hotel/Motel, 112.5 gallons per day per room 4. Industrial, 150 gallons per day per 1000 square feet 5. Office/School/Institutional, 120 gallons per day per 1000 square feet C. SANITARY SEWER 85% of the Potable Water LOS. D. SOLID WASTE Citywide - 3.25 pounds per capita per day		

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	E. DRAINAGE 1. The level of service adopted for stormwater management facilities for existing platted development and surface water management systems in Planning Areas 1-7 is the 3-year frequency storm event. 2. The level of service standard adopted for stormwater management facilities in Planning Areas 1-7 (not included above) and in Planning Area 8, St. Lucie West, is the 25-year frequency storm event. F. PARKS AND RECREATION Developed Parks or Recreation Facilities5.0 acres/1000 population G. PUBLIC SCHOOLS 1. LOS Standards for High, Middle, and Elementary Schools and for Title 1 Schools [9J-5.025(3) (c) (7) F.A.C.] The uniform, district-wide LOS standards shall be 100% of permanent program capacity for elementary, middle, and high schools and for Title 1 Schools. The Florida Inventory of School Houses (FISH) capacity shall be adjusted by the ST. LUCIE COUNTY SCHOOL BOARD annually to account for measurable programmatic changes. [Definition]		

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	2. LOS Standards for Title 1 Schools [9J-5.025(3)(c) (7) F.A.C. The uniform district-wide LOS standards shall be 100% of permanent FISH capacity for Title 1 Schools. Policy 9.1.2.2: The City will continue to adopt appropriate legislation to ensure that future development will bear 100% of the costs of facilities necessitated by the development in order to maintain adopted LOS standards.		
Objective 9.1.3: The City shall coordinate the management of its fiscal resources and land use decisions to ensure the provision of needed capital improvements as identified on an annual basis in the City's Capital Improvements Program for previously issued development orders and for future development in order to maintain adopted LOS standards.	Policy 9.1.3.1: The City shall continue the review and approval process of the CIE and the Capital Improvements Program and Budget. Policy 9.1.3.2: The City shall adopt a Capital Improvement Budget at the same time it adopts an Annual Operating Budget. The Capital Budget shall include those projects as specified in the policies of the other Comprehensive Plan elements necessary to maintain the adopted levels of service. Policy 9.1.3.3. The City will maintain and update annually a long-range financial forecasting system that will include projections of revenues, expenditures, and financing of		Policy 9.1.3.1 to 9.1.3.10 – No changes required.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	capital improvements. Policy 9.1.3.4: The City shall pursue grants, private funds, and public/private partnerships, to finance capital improvements. Policy 9.1.3.5: The City shall address all identified options and recommendations as a means to insure economic feasibility through the capital improvement process and program. Policy 9.1.3.6: Through the concurrency management system the City shall manage its fiscal resources to insure the provision of needed capital improvements for previously issued development orders. Policy 9.1.3.7: The City will continue to maintain an adequate facilities ordinance to ensure that public facilities and services will meet the adopted levels of service and will be available concurrent with the impact of development. Policy 9.1.3.8: Proposed plan amendments and requests for new development shall be evaluated according to the following guidelines as to whether the proposed action		

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	would: 1. Contribute to a condition of public hazard as described in the Infrastructure and Coastal Management Elements 2. Exacerbate any existing condition of public facility deficits as described in the Traffic Circulation, Infrastructure, and Recreation and Open Space Elements; 3. Generate public facility demands that may be accommodated by capacity increases planned in the 5-year Schedule of Capital Improvements; 4. Conform with future land uses as shown on the Future Land Use Map; 5. If public facilities are developer provided, accommodate public facility demands based upon adopted LOS standards; 6. If public facilities are provided by the City demonstrate financial feasibility subject to this element; and, 7. Affect State agencies' and the South Florida Water Management District's facilities plans.		

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 9.1.3.9: To ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the New Community Development (NCD) District, public infrastructure requirements for developments within an NCD District, or any sub-Districts, shall be funded and maintained by Community Development Districts in accordance with Chapter 190, F.S. As an alternative, the City shall establish a dependent special assessment district within an NCD District, or any sub-Districts, or similar financing entity to provide for construction and maintenance of public infrastructure within an NCD District, or any sub-District, which is not financed or maintained by a Community Development District.		

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
	Policy 9.1.3.10: The City shall adopt and implement the City of Port St. Lucie Public School Facilities Element in accordance with the adopted Interlocal Agreement between the City and the St. Lucie County School District. The City hereby incorporates by reference the St. Lucie County School Board's Five-Year Work Plan, approved by the School Board on October 1, 2008. This document includes school capacity sufficient to meet anticipated student demands projected by the county and municipalities, in consultation with the St. Lucie County School Board's projections for student enrollment, based on the adopted level of service LOS standards for the public schools. The Five-Year Capital Improvements Plan ensures the level of service LOS standards for public schools are achieved and maintained within the period of covered by the five year schedule.		

GOAL 9.2: COMMUNITY FACILITIES DEVELOPMENT WILL STRIVE TO GO BEYOND MEETING THE BASIC NEEDS OF PORT ST. LUCIE RESIDENTS TO MEETING THEIR NEEDS FOR CULTURAL ENRICHMENT AND COMMUNITY IDENTITY.

Objectives	Measurable Targets/Policies	Current Conditions	Comments/Actions
Objective 9.2.1: The City shall undertake to provide a network of accessible parks and greenways to meet the residents' passive and active recreational needs			This objective has no policies.
Objective 9.2.2 – The City shall strive to provide cultural facilities that enhance the lives of Port St. Lucie residents and help define Port St. Lucie's unique cultural identity.	Policy 9.2.2.1 – The City shall work with development interests to identify a desirable site for a major cultural facility in the City west of I-95. Policy 9.2.2.2 – The City shall work with other parties to help incubate a non-profit that can oversee the development of a major cultural facility for Port St. Lucie.		No change required.

VI.10 Public Schools Facilities Element

The Public School Facilities Element is a new element that was adopted in December 2008 in conjunction with the adoption of the Interlocal Government Agreement between the City of Port St. Lucie and St. Lucie County School Board. As this is a new element that was recently reviewed by the Department of Community Affairs, it is not being included in assessment of the successes and shortcomings of the Comprehensive Plan Elements. The City does not anticipate changes to this Element as part of the EAR based amendments.

VII. ASSESSMENT OF CHANGES TO FLORIDA STATUTES, ADMINISTRATIVE RULES, AND STATE AND REGIONAL POLICY PLAN

Chapter 163.3191(2) (f) of the Florida Statutes requires that the EAR contain an assessment of relevant changes to the state comprehensive plan (187.201, F.S.), the Strategic Regional Policy Plan (SRPP), Chapter 163, F.S, and Rule 9J-5, Florida Administrative Code, since the adoption of the most recent EAR based amendments. This section reviews regulatory changes that have taken place since the adoption of the last revised comprehensive plan in 1998.

VI.1. Applicable Changes to the State Comprehensive Plan

Since the adoption of the EAR based amendments to the City of Port St. Lucie Comprehensive Plan in 1998, there have been three revisions to the State Comprehensive Plan. These revisions include:

1998 - Goal (16) now titled "Urban and Downtown Revitalization." Several new policies were added:

4. Promote and encourage communities to engage in a redesign step to include public participation of members of the community in envisioning redevelopment goals and design of the community core before redevelopment.
5. Ensure that local governments have adequate flexibility to determine and address their urban priorities within the state urban policy.
6. Enhance the linkages between land use, water use, and transportation planning in state, regional, and local plans for current and future designated urban areas.
7. Develop concurrency requirements that do not compromise public health and safety for urban areas that promote redevelopment efforts.
8. Promote processes for the state, general purpose local governments, school boards, and local community colleges to coordinate and cooperate regarding educational facilities in urban areas, including planning functions, the development of joint facilities, and the reuse of existing buildings.
9. Encourage the development of mass transit systems for urban centers, including multimodal transportation feeder systems, as a priority of local, metropolitan, regional, and state transportation planning.
10. Locate appropriate public facilities within urban centers to demonstrate public commitment to the centers and to encourage the private sector development.
11. Integrate state programs that have been developed to promote economic development and neighborhood revitalization through incentives to promote the development of designated urban infill areas.
12. Promote infill development and redevelopment as an important mechanism to revitalize and sustain urban centers.

The current Comprehensive Plan has adopted policies that enable and promote redevelopment. In 2001, the City established a Community Redevelopment Area along the U.S. 1 corridor.

2002- Goal (1) Education and its associated policies were deleted. As a result, all remaining goals were renumbered. None of these changes relate to land use or growth management.

2008- Goal (10), Policy 6 was added to read as: Encourage the development of low-carbon-emitting electric power plants. Goal (11) was revised to read as: Florida shall reduce its energy requirements through enhanced conservation and efficiency measures in all end-use sectors and shall reduce atmospheric carbon dioxide by promoting an increased use of renewable energy resources and low-carbon-emitting electric power plants. Goal (15), Policy 8 was added to read as: Provide for the siting of low-carbon-emitting electric power plants, including nuclear power plants, to meet the state's determined need for electric power generation.

A review of the City of Port St. Lucie Comprehensive Plan has found that it is generally consistent with these revisions; however, EAR-based amendments to the Comprehensive Plan need to reference new provisions added to the State Plan in 2008, relating to atmospheric carbon dioxide emissions. At this time there are no electric power plants inside the City; however, the potential exists for these plants to locate inside the City. Additionally, upcoming EAR-based text amendments need to ensure continued consistency with the State Comprehensive Plan as a whole.

VI.2. Treasure Coast Strategic Regional Policy Plan

The Strategic Regional Policy Plans are adopted and governed by Regional Planning Councils. The Treasure Coast Regional Planning Council (TCRPC) adopted its SRPP in 1995 and has not amended the plan since its adoption. The 1998 EAR-based amendments to the City of Port St. Lucie Comprehensive Plan were reviewed for consistency with the Treasure Coast Strategic Regional Policy Plan. Recommended changes were incorporated into the EAR-based amendments.

VI.3 Changes to Chapter 163, Florida Statutes (F.S.) and Rule 9J-5, Florida Administrative Code (F.A.C.)

The next section is an analysis of the changes to Chapter 163, F.S., and Rule 9J-5, F.A.C. The tabular format is the same that is suggested by the Department of Community Affairs (DCA). Changes that were procedural, optional, or those not applicable are identified. When an inconsistency was identified, such as a requirement not currently addressed in the City's Comprehensive Plan, the

appropriate element is identified for update. Amendments that may be needed will be added as part of the EAR-based amendments.

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
1998: [Ch. 98-75, s. 14; Ch. 146, ss. 2-5; Ch. 98-176, ss. 2-6 and 12-15; Ch. 98-258, ss. 4-5, Laws of Florida]					
1	**Exempted brownfield area** amendments from the **twice-a-year limitation.**	163.3187(1)(g)		Procedural	
2	Required that the **capital improvements element** set forth standards for **the management of debt.**	163.3177(3)(a)4.		Addressed in the Capital Improvements Element (CIE).	None needed.
3	Required inclusion of at least **two planning periods** – at least 5 years and at least 10 years.	163.3177(5)(a)		Procedural	
4	Allowed **multiple individual plan amendments** to be considered together as one amendment cycle.	163.3184(3)(d)		Procedural	b
5	**Defined "optional sector plan"** and created Section 163.3245 allowing local governments to address DRI issues within certain identified geographic areas.	163.3164(31) and 163.3245	N/A	Not utilized.	N/A
6	Established the requirements for a **public school facilities element.**	163.3177(12)		Not utilized. Optional at that time.	N/A
7	Established the minimum requirements for imposing **school concurrency.**	163.3180(12) **[Now: Section (13)]**		Not utilized. Optional at that time.	N/A
8	Required DCA adopt **minimum criteria** for the compliance determination of a **public school facilities element** imposing school concurrency.	163.3180(13) **[Now: Section14)]**		Not utilized. Optional at that time.	N/A
9	Required that **evaluation and appraisal reports** address coordination of the comp plan with existing public schools and the school district's 5-year work program.	163.3191(2)(i) **[Now: 163.3191(2)(k)]**		City's EAR due April 1, 2010	None needed. Interloca agreement and Public School adopted Decemt 8, 2008.
10	**Amended the definition of "in compliance"** to include consistency with Sections 163.3180 and 163.3245.	163.3184(1)(b)		Procedural	
11	Required DCA to **maintain a file with all documents received or generated** by DCA relating to plan amendments and identify; limited DCA's review of proposed plan amendments to written comments, and required DCA to identify and list all written communications received within 30 days after transmittal of a proposed plan amendment.	163.3184(2), (4), and (6)			N/A
12	Allowed a **local government to amend its plan** for a period of up to one year after the initial determination of sufficiency of an adopted EAR even if the EAR is insufficient.	163.3187(6)(b)		Procedural	
13	Substantially reworded Section 163.3191, F.S., related to **evaluation and appraisal reports.**	163.3191		City's EAR due April 1, 2010	Addressed in EAR
14	Changed the **population requirements** for municipalities and counties which are required to submit otherwise optional elements.	163.3177(6)(i)	N/A		

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
1999: [Ch. 99-251, ss. 65-6, and 90; Ch. 99-378, ss. 1, 3-5, and 8-9, Laws of Florida]					
1	Required that **ports** and local governments in the coastal area, which has **spoil disposal responsibilities**, identify dredge disposal sites in the comp plan.	163.3178(7)	N/A		
2	Exempted from the **twice-per-year limitation** certain port related amendments for **port transportation facilities** and projects eligible for funding by the Florida Seaport Transportation and Economic Development Council.	163.3187(1)(h)	N/A		
3	Required **rural counties** to base their future land use plans and the amount of land designated **industrial** on data regarding the need for job creation, capital investment, and economic development and the need to strengthen and diversity local economies.	163.3177(6)(a)	N/A		
4	**Added the Growth Policy Act to Ch. 163**, Part II to promote **urban infill and redevelopment**.	163.2511,163.25,14,163.25 17,163.2520,163.2523, and 163.2526 [New]		Procedural	
5	Required that all comp plans comply with the **school siting requirements** by October 1, 1999.	163.3177(6)(a)		Future Land Use Element and Zoning Code were amended to comply with siting requirements.	None needed.
6	Made **transportation facilities** subject to concurrency.	163.3180(1)(a)		Policy 9.1.2.1 of the CIE	None needed
7	Required use of **professionally accepted techniques** for measuring level of service for cars, trucks, transit, bikes and pedestrians.	163.3180(1)(b)		City utilizes FDOT methodology for vehicles. There is no established LOS for transit, bikes, and pedestrians.	No changes proposed at this time.
8	Excludes **public transit facilities** from **concurrency** requirements.	163.3180(4)(b)		Procedural	
9	Allowed **multiuse DRIs** to satisfy the **transportation concurrency** requirements when authorized by a local comprehensive plan under limited circumstances.	163.3180(12)		This provision has not been utilized by the City	None – optional plan provision.
10	Allowed **multimodal transportation districts** in areas where priorities for the pedestrian environment are assigned by the plan.	163.3180(15)		Procedural	
11	Exempted amendments for **urban infill and redevelopment areas**, **public school concurrency** from the **twice-per-year limitation**.	163.31879(1)(h) and (i) **[Now: (i) and (j)]**		Procedural	
12	**Defined brownfield designation** and added the assurance that a developer may proceed with development upon receipt of a brownfield designation. [Also, see Section 163.3221(1) for "brownfield" definition.]	163.3220(2)		To date, this provision has not been utilized by the City.	None – optional plan provision.

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
2000: [Ch. 2000-158, ss. 15-17, Ch. 2000-284, s. 1, Ch. 2000-317, s. 18, Laws of Florida]					
1	**Repealed Section 163.3184(11)(c), F.S.**, that required funds from sanction for non-compliant plans go into the Growth Management Trust Fund.	163.3184(11)(c) **[Now: Repealed]**	N/A		
2	**Repealed Section 163.3187(7)**, F.S. that required consideration of an increase in the annual total acreage threshold for small scale plan amendments and a report by DCA.	163.3187(7) **[Now: Repealed]**	N/A		
3	**Repealed Sections 163.3191(13) and (15)**, F.S.	163.3191(13) and (15) **[Now: Repealed]**	N/A		
4	Allowed **small scale amendments** in **areas of critical state concern** to be exempt from the twice-per-year limitation only if they are for affordable housing.	163.3187(1)(c)1.e	N/A		
5	Added exemption of sales from local option surtax imposed under Section 212.054, F.S., as examples of **incentives** for new development within **urban infill and redevelopment areas**.	163.2517(3)(j)2.		To date, this provision has not been utilized by the City	None – optional plan provision.
2001: [Ch. 2001-279, s. 64, Laws of Florida]					
1	Created the **rural land stewardship area** program.	163.3177(11)(d)	N/A		
2002: [Ch. 2002-296, ss. 1 - 11, Laws of Florida]					
1	Required that all agencies that review comprehensive plan amendments and rezoning include a **nonvoting representative of the district school board**.	163.3174		A nonvoting representative of the School Board sits on the Planning and Zoning Board and Site Plan Review Committee as required by the Interlocal Agreement and Public Schools Facilities Element.	None needed. Public School Facilitates Eleme and revised Interlocal Agreement were adopte December 8, 2008.
2	Required **coordination of local comprehensive plan** with the regional water supply plan.	163.3177(4)(a)		Water Supply Facilities Work Plan adopted in 2007. Included amendments to the Potable Water, Sanitary Sewer sub-elements, and CIE	None needed.
3	**Plan amendments for school-siting** maps are exempt from s. 163.3187(1)'s limitation on frequency.	163.3177(6)(a)		Procedural	
4	Required that by **adoption of the EAR**, the sanitary sewer, solid waste, drainage, potable water and natural groundwater aquifer recharge element consider the regional water supply plan and **include a 10-year work plan** to build the identified water supply facilities.	163.3177(6)(c)		Water Supply Facilities Work Plan adopted in 2007. Included amendments to the Potable Water, Sanitary Sewer sub-elements and	None needed.

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
				CIE.	
5	Required **consideration of the regional water supply plan** in the preparation of the conservation element.	163.3177(6)(d)		No	Conservation Element
6	Required that the **intergovernmental coordination element (ICE)** include relationships, principles and guidelines to be used in coordinating comp plan with regional water supply plans.	163.3177(6)(h)		No	Intergovernmental Coordination Element
7	Required the local governments adopting a public educational facilities element execute an **inter-local agreement** with the district school board, the county, and non-exempting municipalities.	163.3177(6)(h)4.		Procedural	
8	Required that counties larger than 100,000 population and their municipalities submit an **inter-local service delivery agreements** (existing and proposed, deficits or duplication in the provisions of service) report to DCA by January 1, 2004. Each local government is required to update its ICE based on the findings of the report. DCA will meet with affected parties to discuss and id strategies to remedy any deficiencies or duplications.	163.3177(6)(h)6., 7., & 8.		Procedural	Intergovernmental Coordination Element
9	Required local governments and special districts to provide **recommendations for statutory changes for annexation** to the Legislature by February 1, 2003. NOTE: this requirement repealed by Ch. 2005-290, s. 2, LOF.	163.3177(6)(h)9. **[Now repealed]**	N/A		
10	Added a **new Section 163.31776** that allows a county, to adopt an optional public educational facilities element in cooperation with the applicable school board.	163.31776 [New]	N/A		
11	Added a **new Section 163.31777** that requires local governments and school boards to enter into an inter-local agreement that addresses school siting, enrollment forecasting, school capacity, infrastructure and safety needs of schools, schools as emergency shelters, and sharing of facilities.	163.31777 [New]		Procedural	
12	**Added a provision** that the concurrency requirement for transportation facilities may be waived by plan amendment for urban infill and redevelopment areas.	163.3180(4)(c)		Procedural	
13	**Expanded the definition of "affected persons"** to include property owners who own land abutting a change to a future land use map.	163.3184(1)(a)		Procedural	
14	**Expanded the definition of "in compliance"** to include consistency with Section 163.31776 (public educational facilities element).	163.3184(1)(b)	N/A		
15	**Streamlined the timing** of comprehensive plan amendment review.	163.3184(3), (4), (6), (7), and (8)		Procedural	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
16	Required that local governments provide a **sign-in form** at the transmittal hearing and at the adoption hearing for persons to provide their names and addresses.	163.3184(15)(c)		Procedural	
17	**Exempted amendments** related to providing transportation improvements to enhance life safety on "controlled access major arterial highways" from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)(k)		Procedural	
18	Required **Evaluation and Appraisal Reports** to include (1) consideration of the appropriate regional water supply plan, and (2) an evaluation of whether past reductions in land use densities in coastal high hazard areas have impaired property rights of current residents where redevelopment occurs.	163-3191(2)(1)		Address in Chapter IV.	
19	Allowed local governments to **establish a special master process** to assist the local governments with challenges to local development orders for consistency with the comprehensive plan.	163.3215		Procedural	
20	Created the **Local Government Comprehensive Planning Certification Program** to allow less state and regional oversight of comprehensive plan process if the local government meets certain criteria.	163.3246		Procedural	
21	Added a provision to Section 380.06(24), **Statutory Exemptions**, that exempts from the requirements for developments of regional impact, any water port or marina development if the relevant local government has adopted a "boating facility siting plan or policy" (which includes certain specified criteria) as part of the coastal management element or future land use element of its comprehensive plan. The adoption of the boating facility siting plan or policy is exempt from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)	N/A		
22	Prohibited a local government, under certain conditions, from denying an **application for development approval** for a requested land use for certain proposed solid waste management facilities.	163.3194(6)		Procedural	
2003: [Ch. 03-1, ss. 14-15; ch. 03-162, s. 1; ch. 03-261, s. 158; ch. 03-286, s. 61, Laws of Florida.]					
1	Creates the **Agricultural Lands and Practices Act**. (2): Provides **legislative findings and purpose** with respect to agricultural activities and duplicative regulation. (3): **Defines the terms "farm," "farm operation," and "farm product"** for purposes of the act.	163.3162 [New]	N/A N/A N/A		

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	(4): Prohibits a county from adopting any ordinance, resolution, regulation, rule, or policy to prohibit or otherwise limit a **bona fide farm operation** on land that is classified as agricultural land. (4)(a): Provides that the act does **not limit the powers of a county** under certain circumstances. (4)(b): Clarifies that a **farm operation** may not expand its operations under certain circumstances. (4)(c): Provides that the act does not limit the **powers of certain counties**. (4)(d): Provides that certain county ordinances are not deemed to be a **duplication of regulation**.		N/A N/A N/A N/A N/A		
2	Changes "State Comptroller" **references** to "Chief Financial Officer."	163.3167(6)	N/A		
3	Provides for certain **airports** to abandon DRI orders.	163.3177(6)(k)		Procedural	
4	Throughout s.163.3177, F.S., citations for Ch. 235, F.S., are changed to cite the appropriate section of Ch. 1013, F.S.	163.31776		Procedural	
5	Throughout s.163.31777, F.S., citations for Ch. 235, F.S., are changed to cite the appropriate section of Ch. 1013, F.S.	163.31777		Procedural	
2004: [Ch. 04-5, s. 11; ch. 04-37, s. 1; ch. 04-230, ss. 1-4; ch. 04-372, ss. 2-5; ch. 04-381, ss. 1-2; ch. 04-384, s. 2, Laws of Florida.]					
1	(10): Amended to **conform to the repeal** of the Florida **High-Speed Rail** Transportation Act, and the creation of the Florida High-Speed Rail Authority Act. (13): Created to require local governments to identify adequate **water supply sources** to meet future demand for the established planning period. (14): Created to limit the effect of **judicial determinations** issued subsequent to certain development orders pursuant to adopted land development regulations.	163.3167	(10) N/A	(13) Amended Infrastructure Element adopted Water Supply Facilities Work Plan in 2007 to meet these requirements. (14) Procedural	
2	(1): Provides **legislative findings** on the compatibility of development with **military installations**. (2): Provides for the **exchange of information** relating to	Creates 163.3175.	N/A		

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	proposed land use decisions between counties and local governments and military installations. (3): Provides for **responsive comments** by the commanding officer or his/her designee. (4): Provides for the county or affected local government to **take such comments into consideration**. (5): Requires the representative of the military installation to be an **ex-officio, nonvoting member** of the county's or local government's land planning or zoning board. (6): Encourages the commanding officer to provide **information on community planning assistance grants.**				
3	(6)(a): Changed to require local governments to amend the future land use element by June 30, 2006 to include criteria to achieve compatibility with **military installations**. Changed to encourage **rural land stewardship area** designation as an overlay on the future land use map. (6)(c): Extended the deadline adoption of the **water supply facilities work plan** amendment until December 1, 2006; provided for updating the work plan every five years; and exempts such amendment from the limitation on frequency of adoption of amendments. (10)(l): Provides for the coordination by the state land planning agency and the Department of Defense on compatibility issues for **military installations**. (11)(d)1.: Requires DCA, in cooperation with other specified state agencies, to provide assistance to local governments in implementing provisions relating to **rural land stewardship areas**. (11)(d)2.: Provides for **multi-county rural land stewardship areas**. (11)(d)3.-4: Revises requirements, including the acreage threshold for designating **a rural land stewardship area**.	163.3177		Procedural	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	(11)(d)6.j.: Provides that **transferable rural land use credits** may be assigned at different ratios according to the natural resource or other beneficial use characteristics of the land. (11)(e): Provides legislative findings regarding mixed-use, high-density **urban infill and redevelopment** projects; requires DCA to provide technical assistance to local governments. (11)(f): Provides legislative findings regarding a program for the transfer of development rights and **urban infill and redevelopment**; requires DCA to provide technical assistance to local governments.			Procedural	
4	(1): Provides legislative findings with respect to the shortage of **affordable rentals** in the state. (2): Provides **definitions**. (3): Authorizes local governments to permit **accessory dwelling units** in areas zoned for single family residential use based upon certain findings. (4) An application for a building permit to construct an accessory dwelling unit must include an **affidavit from the applicant**, which attests that the unit will be rented at an affordable rate to a very-low-income, low-income, or moderate-income person or persons. (5): Provides for certain **accessory dwelling units** to apply towards satisfying the affordable housing component of the housing element in a local government's comprehensive plan. (6): Requires the **DCA to report** to the Legislature.	Creates 163.31771		Procedural	
5	**Amends the definition of "in compliance"** to add language referring to the **Wekiva Parkway and Protection Act.**	163.3184(1)(b)	N/A		
6	(1)(m): Created to provide that amendments to address criteria or compatibility of land uses adjacent to or in close proximity to **military installations** do not count toward the limitation on frequency of amending comprehensive plans. (1)(n): Created to provide that amendments to establish or implement a **rural land stewardship area** do not count toward the	163.3187		Procedural Procedural	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	limitation on frequency of amending comprehensive plans.				
7	Created to provide that **evaluation and appraisal reports** evaluate whether criteria in the land use element were successful in achieving land use compatibility with **military installations**.	163.3191(2)(n)		Procedural	
2005 [Ch. 2005-157, ss 1, 2 and 15; Ch. 2005-290; and Ch. 2005-291, ss. 10-12, Laws of Florida]					
1	Added the **definition** of **"financial feasibility."**	163.3164(32) [New]		Procedural	
2	(2): Required comprehensive plans to be **"financially"** rather than "economically" **feasible**.	163.3177		(2) Procedural	
	(3)(a)5.: Required the comprehensive plan to include a **5-year schedule of capital improvements**. Outside funding (i.e., from developer, other government or funding pursuant to referendum) of these capital improvements must be **guaranteed** in the form of a **development agreement or interlocal agreement.**			(3)(a)5 Procedural	
	(3)(a)6.b.1.: Required plan amendment for the **annual update** of the schedule of capital improvements. **Deleted** provision allowing updates and change in the date of construction to be accomplished by ordinance.			(3)(a)6.b.1 Procedural	
	(3)(a)6.c.: Added **oversight and penalty** provision for failure to adhere to this section's capital improvements requirements.			(3)(a)6.c Procedural	
	(3)(a)6.d.: Required a **long-term capital improvement schedule** if the local government has adopted a long-term concurrency management system.			(3)(a)6.d Procedural	
	(6)(a): **Deleted** date (October 1, 1999) by which school siting requirements must be adopted.				
	(6)(a): Requires the future land use element to be based upon the **availability of water supplies** (in addition to public water facilities).			(6)(a) Not addressed.	(6)(a) Future Land Use Element.
	(6)(a): Add requirement that future land use element of **coastal counties** must encourage the preservation of working waterfronts, as defined in s.342.07, F.S.			(6)(a) N/A	
	(6)(c): Required the **potable water element** to be updated within			(6)(c) Water Supply Plan	

Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
18 months of an updated regional water supply plan to incorporate the **alternative water supply projects** and traditional water supply projects and conservation and reuse selected by the local government to meet its projected water supply needs. The ten-year water supply work plan must include public, private and regional water supply facilities, including development of alternative water supplies. Such amendments do not count toward the limitation on the frequency of adoption of amendments.			adopted in 2007.	
(6)(e): Added **waterways** to the system of sites addressed by the **recreation and open space element**.			(6)(e) Not addressed.	Recreation and Open Space Element.
(6)(h)1.: The intergovernmental coordination element must address coordination with **regional water supply authorities**.			(6)(h)1 not addressed.	Intergovernmental Coordination Element.
(11)(d)4.c.: Required **rural land stewardship areas** to address **affordable housing**.			(11)(d)4.c. to (11)(d)6.j. N/A	
(11)(d)5.: Required a **listed species survey** be performed on **rural land stewardship receiving area**. If any listed species present, must ensure adequate provisions to protect them.				
(11)(d)6.: Must enact an ordinance establishing a **methodology** for creation, conveyance, and use of **stewardship credits** within a **rural land stewardship area**.				
(11)(d)6.j.: Revised to allow **open space and agricultural land** to be just as important as environmentally sensitive land when assigning stewardship credits.				
(12): Must adopt **public school facilities element**.			(12) Public Schools Facilities Element adopted 12/08/08	
(12)(a) and (b): A **waiver** from providing this element will be allowed under certain circumstances.				
(12)(g): Expanded list of items to be to include **collocation**, **location of schools proximate to residential areas**, and use of schools as **emergency shelters**.				
(12)(h): Required local governments to provide maps depicting the general **location** of new schools and school improvements within				

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	future conditions maps. (12)(i): Required DCA to establish a **schedule for adoption** of the public school facilities element. (12)(j): Established **penalty** for failure to adopt a public school facility element. (13): (**New section**) Encourages local governments to develop a "**community vision**," which provides for sustainable growth, recognizes its fiscal constraints, and protects its natural resources. (14): (**New section**) Encourages local governments to develop an "**urban service boundary**," which ensures the area is served (or will be served) with adequate public facilities and services over the next 10 years. See s. 163.3184(17).	 [New] [New]		(12)(i) Procedural (12)(j) Procedural (13) Procedural (14) Procedural	
3	163.31776 is **repealed**	163.31776 **[Now: Repealed]**			
4	(2): Required the **public schools interlocal agreement** (if applicable) to address requirements for **school concurrency**. The **opt-out provision** at the end of Subsection (2) is deleted. (5): Required **Palm Beach County** to identify, as part of its EAR, changes needed in its public school element necessary to conform to the new 2005 public school facilities element requirements. (7): Provided that counties exempted from **public school facilities element** shall undergo **re-evaluation** as part of its **EAR** to determine if they continue to meet exemption criteria.	163.31777		Procedural	
5	(2)(g): Expands requirement of coastal element to include strategies that will be used to preserve recreational and commercial working waterfronts, as defined in s.342.07, F.S.	163.3178		Not addressed.	Coastal Managemen Element
6	(1)(a): Added "**schools**" as a required concurrency item. (2)(a): Required consultation with water supplier prior to issuing building permit to ensure "**adequate water supplies**" to serve new development will be available by the date of issuance of a certificate of occupancy.	163.3180		(1)(a) Capital Improvements Element amended in 2008 to include school concurrency. (2)(a) Not addressed.	 Potable Water Sub-Elen

Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
(2)(c): Required **all transportation facilities** to be in place or under construction within **3 years** (rather than 5 years) after approval of building permit.			2)(c) Policy 9.1.2.3 of the CIE	
(4)(c): The concurrency requirement, except as it relates to transportation and public schools, may be waived in urban infill and redevelopment areas. The waiver shall be adopted as a plan amendment . A local government may grant a concurrency exception pursuant to subsection (5) for transportation facilities located within an urban infill and redevelopment area.			Procedura	
(5)(d): Required **guidelines for granting concurrency exceptions** to be included in the comprehensive plan.		N/A	The City has not elected to establish concurrency exception areas.	
(5)(e) – (g): If local government has established **transportation exceptions**, the guidelines for implementing the exceptions must be "**consistent with and support a comprehensive strategy, and promote the purpose of the exceptions**." Exception areas must include mobility strategies, such as alternate modes of transportation, supported by data and analysis. FDOT must be consulted prior to designating a transportation concurrency exception area. Transportation concurrency exception areas existing prior to July 1, 2005 must meet these requirements by July 1, 2006, or when the EAR-based amendment is adopted, whichever occurs last.			(5)(e)-(g) N/A	
(6): Required local government to **maintain records** to determine whether 110% **de minimis transportation impact** threshold is reached. A summary of these records must be submitted with the annual capital improvements element update. Exceeding the 110% threshold dissolves the de minimis exceptions.			(6) Procedural	
(7): Required consultation with the Department of Transportation prior to designating a **transportation concurrency management area** (to promote infill development) to ensure adequate level-of-service standards are in place. The local government and the DOT should work together to mitigate any impacts to the Strategic Intermodal System.			(7) Procedural	
(9)(a): Allowed adoption of a **long-term concurrency**				

Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
management system for schools.				
(9)(c): **(New section)** Allowed local governments to issue approvals to commence construction notwithstanding s. 163.3180 in areas subject to a **long-term concurrency management system.**			(9)(a) Procedural (9)(c) Procedural	
(9)(d): **(New section)** Required evaluation in **Evaluation and Appraisal Repot** of progress in improving levels of service..			(9)(d) Included in this EAR	(10) Transportation Elem
(10): Added requirement that level of service standard for roadway facilities on **the Strategic Intermodal System** must be consistent with FDOT standards. Standards must consider **compatibility with adjacent jurisdictions.**			(10) No	
(13): Required **school concurrency** (not optional).				
(13)(c)1.: Requires school concurrency after five years to be applied on a "**less than districtwide basis**" (i.e., by using school attendance zones, etc).			(13) and (13)(c) 1 Public School Facilities Element adopted in December 2008.	
(13)(c)2.: Eliminated exemption from plan amendment adoption limitation for changes to service area boundaries.			(13)(c)2. Procedural	
(13)(c)3.: No application for development approval may be denied if a **less-than-districtwide measurement of school concurrency** is used; however the development impacts must to shifted to contiguous service areas with school capacity.			13)(c)3 to (13)(e) 2 Public School Facilities Element adopted in December 2008.	
(13)(e): Allowed school concurrency to be satisfied if a developer executes a **legally binding commitment** to provide mitigation proportionate to the demand.				
(13)(e)1.: Enumerated mitigation options for achieving **proportionate-share mitigation.**				
(13)(e)2.: If educational facilities funded in one of the two following ways, the local government must **credit** this amount toward any **impact fee or exaction** imposed on the community: contribution of land construction, expansion, or payment for land acquisition				

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	(13)(g)2.: **(Section deleted)** – It is no longer required that a local government and school board base their plans on consistent population projection and share information regarding planned public school facilities, development and redevelopment and infrastructure needs of public school facilities. However, see (13)(g)6.a. for similar requirement.				
	(13)(g)6.a.: **[Formerly (13)(g)7.a.]** Local governments must establish a **uniform procedure for determining if development applications are in compliance with school concurrency**.	[New]			
	(13)(g)7. **[Formerly (13)(g)8.] Deleted** language that allowed local government to terminate or suspend an interlocal agreement with the school board.			(13)(g)6.a Procedural	
	(13)(h): (**New 2005 provision**) The fact that **school concurrency** has not yet been implemented by a local government should not be the basis for either an approval or denial of a development permit.			(13)(h) Procedural	
	(15): Prior to adopting **Multimodal Transportation Districts**, FDOT must be consulted to assess the impact on level of service standards. If impacts are found, the local government and the FDOT must work together to mitigate those impacts. Multimodal districts established prior to July 1, 2005 must meet this requirement by July 1, 2006 or at the time of the EAR-base amendment, whichever occurs last.	[New]		(15): Procedural	
	(16): (**New 2005 section**) Required local governments to adopt by **December 1, 2006** a method for assessing **proportionate fair-share mitigation options**. FDOT will develop a model ordinance by December 1, 2005.				
7	(17): (**New 2005 section**) If local government has adopted a **community vision** and **urban service boundary**, state and regional agency review is eliminated for plan amendments affecting property within the urban service boundary. Such amendments are exempt from the limitation on the frequency of	163.3184 [New]		N/A	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	plan amendments. (18): (**New 2005 section**) If a municipality has adopted an urban infill and redevelopment area, state and regional agency review is eliminated for plan amendments affecting property within the urban service boundary. Such amendments are exempt from the limitation on the frequency of plan amendments.			(18) Procedural	
8	(1)(c)1.f.: Allowed approval of residential land use as **a small-scale development amendment** when the proposed density is equal to or less than the existing future land use category. Under certain circumstances, **affordable housing units** are exempt from this limitation. (1)(c)4.: (**New 2005 provision**) If the small-scale development amendment involves a **rural area of critical economic concern**, a 20-acre limit applies. (1)(o): (**New 2005 provision**) An amendment to a **rural area of critical economic concern** may be approved without regard to the statutory limit on comprehensive plan amendments.	163.3187 [New] [New]	N/A N/A	Procedural	
9	(2)(k): Required local governments that do not have either a school interlocal agreement or a public school facilities element, to determine in the **Evaluation and Appraisal Report** whether the local government continues to meet the exemption criteria in s.163.3177(12). (2)(l): The **Evaluation and Appraisal Report** must determine whether the local government has been successful in identifying **alternative water supply projects,** including **conservation and reuse**, needed to meet projected demand. Also, the Report must identify the degree to which the local government has implemented its 10-year water supply workplan. (2)(o): (**New 2005 provision**) The **Evaluation and Appraisal Report** must evaluate whether any **Multimodal Transportation District** has achieved the purpose for which it was created. (2)(p): (**New 2005 provision**) The **Evaluation and Appraisal Report** must assess **methodology for impacts on transportation facilities.**	163.3191 [New] [New]	N/A N/A	Addressed in Chapter IV Addressed in Chapter III	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	(10): The **Evaluation and Appraisal Report -based amendment** must be **adopted within a single amendment cycle**. Failure to adopt within this cycle results in **penalties**. Once updated, the comprehensive plan must be submitted to the DCA.			(10) Procedural	
10	(10) New section designating Freeport as a **certified community**. (11) New section exempting proposed DRIs within Freeport from review under s.380.06, F.S., unless review is requested by the local government.	163.3246 [New]	N/A		
2006 [Ch. 2006-68, Ch. 2006-69, Ch. 2006-220, Ch. 2006-252, Ch. 2006-255, Ch. 2006-268, Laws of Florida]					
1	Establishes plan amendment procedures for **agricultural enclaves** as defined in s.163.3164(33), F.S. Ch. 2006-255, LOF.	163.3162(5) [New]	N/A		
2	Defines **agricultural enclave**. Ch. 2006-255, LOF.	163.3164(33) [New]	N/A		
3	(6)(g)2.: Adds new paragraph encouraging local governments with a **coastal management element** to adopt recreational surface water use policies; such adoption amendment is exempt from the twice per year limitation on the frequency of plan amendment adoptions. Ch. 2006-220, LOF.	163.3177(6)(g)2. [New]		Not addressed.	Conservation and Coas Management Elemen
4	Allows the effect of a proposed receiving area to be considered when projecting the 25-year or greater population with a **rural land stewardship area**. Ch. 2006-220, LOF.	163.3177(11)(d)6.		Procedural	
5	Recognizes "extremely-low-income persons" as another income groups whose housing needs might be addressed by **accessory dwelling units** and defines such persons consistent with s.420.0004(8), F.S. Ch. 2006-69, LOF.	163.31771(1), (2) and (4)		Procedural	
6	Assigns to the Division of Emergency Management the responsibility of ensuring the preparation of **updated regional hurricane evacuation plans**. Ch. 2006-68, LOF.	163.3178(2)(d)	N/A		
7	Changes the definition of the **Coastal High Hazard Area (CHHA)** to be the area below the elevation of the category 1 storm surge line as established by the SLOSH model. Ch. 2006-68, LOF.	163.3178(2)(h)		Not addressed.	Conservation and Coast Management Element
8	Adds a new section allowing a local government to comply with the requirement that its comprehensive **plan direct population concentrations away from the CHHA** and maintains or reduces hurricane evacuation times by maintaining an adopted LOS Standard for out-of-county hurricane evacuation for a category 5 storm, by maintaining a 12-hour hurricane evacuation time or by providing mitigation that satisfies these two requirements. Ch.	163.3178(9)(a) [New]		Not addressed.	Conservation and Coast Management Element

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	2006-68, LOF.				
9	Adds a new section establishing **a level of service for out-of-county hurricane evacuation** of no greater than 16 hours for a category 5 storm for any local government that wishes to follow the process in s.163.3178(9)(a) but has not established such a level of service by July 1, 2008. Ch. 2006-68, LOF.	163.3178(9)(b) [New]		Not addressed.	Conservation and Coast Management Element
10	Requires local governments to amend their **Future Land Use Map** and **coastal management element** to include the new definition of the **CHHA**, and to depict the CHHA on the FLUM by July 1, 2008. Ch. 2006-68, LOF.	163.3178(2)(c)		Not addressed.	Future Land Use Elemei
11	Allows the **sanitary sewer concurrency requirement** to be met by onsite sewage treatment and disposal systems approved by the Department of Health. Ch. 2006-252, LOF.	163.3180(2)(a)		Procedural	
12	Changes s.380.0651(3)(i) to s.380.0651(3)(h) as the citation for the standards a multiuse DRI must meet or exceed. Ch. 2006-220, LOF.	163.3180(12)(a)		Procedural	
13	Deletes use of extended use agreement as part of the definition of small scale amendment. Ch. 2006-69, LOF.	163.3187(1)(c)1.f.	N/A		
14	Creates a new section related to **electric distribution substations**; establishes criteria addressing land use compatibility of substations; requires local governments to permit substations in all FLUM categories (except preservation, conservation or historic preservation); establishes compatibility standards to be used if a local government has not established such standards; establishes procedures for the review of applications for the location of a new substation; allows local governments to enact reasonable setback and landscape buffer standards for substations. Ch. 2006-268, LOF.	163.3208 [New]		Procedural	
15	Creates a new section preventing a local government from requiring for a permit or other approval vegetation maintenance and tree pruning or trimming within an established **electric transmission and distribution line right-of-way**. Ch. 2006-268, LOF.	163.3209 [New]		Procedural	
16	**Community Workforce Housing Innovation Pilot Program**; created by Ch. 2006-69, LOF, section 27. Establishes a special, expedited adoption process for any plan amendment that implements a pilot program project.	New		Procedural	
17	**Affordable housing land donation density incentive bonus**; created by Ch. 2006-69, LOF, section 28. Allows a density bonus for land donated to a local government to provide affordable	New		Procedural	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	housing; requires adoption of a plan amendment for any such land; such amendment may be adopted as a small-scale amendment; such amendment is exempt from the twice per year limitation on the frequency of plan amendment adoptions.				
2007 [Ch. 2007-196, Ch. 2007-198, Ch. 2007-204, Laws of Florida]					
1	(26) Expands the definition of "**urban redevelopment**" to include a community redevelopment area. Ch. 2007-204, LOF. (32) Revises the definition of "**financial feasibility**" by clarifying that the plan is financially feasibility for transportation and schools if level of service standards are achieved and maintained by the end of the planning period even if in a particular year such standards are not achieved. In addition, the provision that level of service standards need not be maintained if the proportionate fair share process in s.163.3180(12) and (16), F.S., is used is deleted. Ch. 2007-204, LOF.	163.3164		Procedural	
	(2) Clarifies that **financial feasibility** is determined using a five-year period (except in the case of long-term transportation or school concurrency management, in which case a 10 or 15-year period applies). Ch. 2007-204, LOF. (3)(a)6. Revises the citation to the **MPO's TIP and long-range transportation plan**. Ch. 2007-196, LOF. (3)(b)1. Requires an annual update to the Five-Year Schedule of Capital Improvements to be submitted by December 1, 2008 and yearly thereafter. If this date is missed, no amendments are allowed until the update is adopted. Ch. 2007-204, LOF. (3)(c) Deletes the requirement that the Department must notify the Administration Commission if an annual update to the **capital**	163.3177		(2)-(3)(e) Procedural.	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	improvements element is found not in compliance (retained is the requirement that notification must take place is the annual update is not adopted). Ch. 2007-204, LOF. (3)(e) Provides that a comprehensive plan as revised by an amendment to the future land use map is **financially feasible** if it is supported by (1) a condition in a development order for a development of regional impact or binding agreement that addresses proportionate share mitigation consistent with s.163.3180(12), F.S., or (2) a binding agreement addressing proportionate fair-share mitigation consistent with s.163.3180(16)(f), F.S., and the property is located in an urban infill, urban redevelopment, downtown revitalization, urban infill and redevelopment or urban service area. Ch. 2007-204, LOF. (6)(f)1.d. Revises the housing element requirements to ensure adequate sites for affordable **workforce housing** within certain counties. Ch. 2007-198, LOF. (6)h. and i. Requires certain counties to adopt a plan for ensuring **affordable workforce housing** by July 1, 2008 and provides a penalty if this date is missed. Ch. 2007-198, LOF.	[New] [New]			Housing Element will be reviewed and revised as necessary to incorporate workforce housing provisions.
3	(4)(b) Expands transportation concurrency exceptions to include **airport facilities**. Ch. 2007-204, LOF. (5)(b)5 Adds specifically designated **urban service areas** to the list of transportation concurrency exception areas. Ch. 2007-204, LOF. (5)(f) Requires consultation with the state land planning agency regarding mitigation of impacts on Strategic Intermodal System facilities prior to establishing a **concurrency exception area**. Ch. 2007-204, LOF. (12) and (12)(a) Deletes the requirement that the comprehensive plan must authorize a **development of regional impact** to satisfy concurrency under certain conditions. Also, deletes the requirement that the development of regional impact must include	163.3180 [New]		(4)(b)- (17) Procedural	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	a residential component to satisfy concurrency under the conditions listed. Ch. 2007-204, LOF. (12)(d) Clarifies that any **proportionate-share mitigation** by development of regional impact, Florida Quality Development and specific area plan implementing an optional sector plan is not responsible for reducing or eliminating backlogs. Ch. 2007-204, LOF. (13)(e)4. A development precluded from commencing because of **school concurrency** may nevertheless commence if certain conditions are met. Ch. 2007-204, LOF. (16)(c) and (f) Allows **proportionate fair-share mitigation** to be directed to one or more specific transportation improvement. Clarifies that such mitigation is not to be used to address backlogs. Ch. 2007-204, LOF. (17) Allows an exempt from concurrency for certain **workforce housing** developed consistent with s.380.061(9) and s.380.0651(3). Ch. 2007-198, LOF.	[New] [New]			
4	Allows a local government to establish a **transportation concurrency backlog authority** to address deficiencies where existing traffic volume exceeds the adopted level of service standard. Defines the powers of the authority to include tax increment financing and requires the preparation of transportation concurrency backlog plans. Ch. 2007-196, LOF and Ch. 2007-204, LOF.	163.3182 [New]		Procedural	
5	Allows plan amendments that address certain **housing** requirements to be expedited under certain circumstances. Ch. 2007-198, LOF.	163.3184(19) [New]		Procedural	
	Exempts from the twice per year limitation on the frequency of adoption of plan amendments any amendment that is consistent with the **local housing incentive strategy** consistent with s.420.9076. Ch. 2007-198, LOF.	163.3187(1)(p) [New]		Procedural	
	Add an amendment to integrate a **port master plan** into the coastal management element as an exemption to the prohibition in ss.163.3191(10). Ch. 2007-196, LOF and Ch. 2007-204, LOF.	163.3191(14) [New]		Procedural	
	Extends the duration of a **development agreement** from 10 to 20	163.3229		Procedural	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	years. Ch. 2007-204, LOF.				
	Establishes an **alternative state review process pilot program** in Jacksonville/Duval, Miami, Tampa, Hialeah, Pinellas and Broward to encourage urban infill and redevelopment. Ch. 2007-204, LOF.	163.32465 [New]	N/A		
	If a property owner contributes right-of-way and expands a state transportation facility, such contribution may be applied as a **credit against any future transportation concurrency requirement**. Ch. 2007-196, LOF.	339.282 [New}		Procedural	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
11	Establishes an expedited plan amendment adoption process for amendments that implement the **Community Workforce Housing Innovation Pilot Program** and exempts such amendments from the twice per year limitation on the frequency of adoption of plan amendments. Ch. 2007-198, LOF.	420.5095(9)		Procedural	
2008 [Ch. 2008-191 and Ch. 2008-227, Laws of Florida]					
1	The future land use plan must discourage urban sprawl. Ch. 2008-191, LOF.	163.3177(6)(a)		Future Land Use Element Objective 1.1.7	
2	The future land use plan must be based upon energy-efficient land use patterns accounting for existing and future energy electric power generation and transmission systems. Ch. 2008-191, LOF.	163.3177(6)(a)		Not addressed.	Future Land Use Elemei
3	The future land use plan must be based upon greenhouse gas reduction strategies. Ch. 2008-191, LOF.	163.3177(6)(a)		Not addressed.	Future Land Use Elemei
4	The traffic circulation element must include transportation strategies to address reduction in greenhouse gas emissions. Ch. 2008-191, LOF.	163.3177(6)(b)		Not addressed.	Transportation Element
5	The conservation element must include factors that affect energy conservation. Ch. 2008-191, LOF.	163.3177(6)(d)		Not addressed.	Conservation Element
6	The future land use map series must depict energy conservation. Ch. 2008-191, LOF.	163.3177(6)(d)		Not addressed.	Future Land Use Elemei
7	The housing element must include standards, plans and principles to be followed in energy efficiency in the design and construction of new housing and in the use of renewable energy resources. Ch. 2008-191, LOF.	163.3177(6)(f)1.h. and i.		Not addressed.	Housing Element
8	Local governments within an MPO area must revise their transportation element to include strategies to reduce greenhouse gas emissions. Ch. 2008-191, LOF.	163.3177(6)(j)		Not addressed.	Transportation Element
9	Various changes were made in the State Comprehensive Plan (Chapter 187, F.S.) that address low-carbon-emitting electric power plants. See Section 5 of Chapter 2008-227, LOF.	State Comprehensive Plan			
2009 [Chapters 2009-85 and 2009-96, Laws of Florida]					
1	Changes "Existing Urban service area" to "**Urban service area**" and revises the definition of such an area. Section 2, Chapter 2009-96, LOF.	163.3164(29)		Procedural	
2	Adds definition of "**Dense urban land area**." Section 2, Chapter 2009-96, LOF.	163.3164(34)		Procedural	
3	Postpones from December 1, 2008 to December 1, 2011, the need for the annual update to the capital improvements element to be	163.3177(3)(b)1.		Procedural	

	Changes to Chapter 163, F.S. 1998-2009	Chapter 163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
	financially feasible. Section 3, Chapter 2009-96, LOF.				
4	Requires the future land use element to include by June 30, 2012, criteria that will be used to achieve compatibility of lands near **public use airports**. For military installations, the date is changed from June 30, 2006, to June 30, 2012. Section 3, Chapter 2009-85, LOF.	163.3177(6)(a)	N/A		
5	Requires the intergovernmental coordination element to recognize **airport master plans**. Section 3, Chapter 2009-85, LOF.	163.3177(6)(h)1.b.	N/A		
6	Requires the intergovernmental coordination element to include a mandatory (rather than voluntary) **dispute resolution process** and requires use of the process prescribed in section 186.509, F.S., for this purpose. Section 3, Chapter 2009-96, LOF.	163.3177(6)(h)1.c.		Not addressed.	Intergovernmental Coordination Element.
7	Requires the intergovernmental coordination element to provide for **interlocal agreements** pursuant to s.333.03(1)(b), F.S., between adjacent local governments regarding **airport zoning regulations**. Section 3, Chapter 2009-85, LOF.	163.3177(6)(h)1.d.	N/A		
8	Defines "**rural agricultural industrial center**" and provides for their expansion though the plan amendment process. Section 1, Chapter 2009-154, LOF	163.3177(15)(a) [New]	N/A		
9	Allows a **municipality** that is not a dense urban land area to amend its comprehensive plan to designate certain areas as **transportation concurrency exception areas**. Section 4, Chapter 2009-96, LOF.	163.3180(5)(b)2.	N/A		
10	Allows a **county** that is not a dense urban land area to amend its comprehensive plan to designate certain areas as **transportation concurrency exception areas**. Section 4, Chapter 2009-96, LOF.	163.3180(5)(b)3.	N/A	Not addressed at this time.	
11	Requires local governments with state identified **transportation concurrency exception areas** to adopt land use and transportation **strategies to support and fund mobility** within such areas. Section 4, Chapter 2009-96, LOF.	163.3180(5)(b)4.		Not addressed.	Transportation Element
12	Except in **transportation concurrency exception areas**, local governments must adopt the level-of-service established by the Department of Transportation for roadway facilities on the **Strategic Intermodal System**. Section 4, Chapter 2009-96, LOF.	163.3180(10)		Not addressed.	Transportation Element
13	Defines a **backlogged transportation facility** to be one on which the adopted level-of-service is exceeded by existing trips, plus additional projected background trips. Section 5, Chapter 2009-85, LOF.	163.3180(12)(b) & (16)(i)		Procedural	

Changes to Chapter 9J-5, F.A.C. 1998-2003

	Changes to Rule 9J-5, F.A.C.	9J-5, F.A.C. Citations	NA	Addressed (where/how)	Amendment Needed By Element
October 20, 1998					
1	Established requirements for the **Public School Facilities Element** for Public School Concurrency for local governments that adopt school concurrency.	9J-5.025		Public School Facilities Element adopted December 2008.	
		March 21, 1999			
2	Defined **public transit** and **stormwater management facilities**	9J-5.003		Procedural	Will review definitions and use of terms for consistency throughout plan.
3	Revised the definitions of **affordable housing**, **coastal planning area**, **port facility**, and **wetlands**.	9J-5.003		Procedural	Will review definitions and use of terms for consistency throughout plan.
4	Repeal the definitions of **adjusted for family size**, **adjusted gross income**, **development**, **high recharge area or prime recharge area**, **mass transit**, **paratransit**, **public facilities**, **very low-income family**.	9J-5.003		Repealed	
5	Revised provisions relating to **adoption by reference** into the local comprehensive plan.	9J-5.005(2)(g) and (8)(j)		Procedural	
6	Repealed transmittal requirements for proposed **evaluation and appraisal reports**, submittal requirements for adopted evaluation and appraisal reports, criteria for determining the sufficiency of adopted evaluation and appraisal reports, procedures for adoption of evaluation and appraisal reports. *Note: transmittal requirements for proposed evaluation and appraisal reports and submittal requirements for adopted evaluation and appraisal reports were incorporated Rule Chapter 9J-11, F.A.C.*	9J-5.0053(2) through (5)		Repealed	
7	Repealed conditions for **de minimis impact** and referenced conditions in subsection 163.3180(6), F.S.	9J-5.0055(3)6		Repealed	

	Changes to Rule 9J-5, F.A.C.	9J-5, F.A.C. Citations	NA	Addressed (where/how)	Amendment Needed By Element
8	Required the future land use map to show the **transportation concurrency exception area** boundaries of such areas have been designated and areas for possible future municipal incorporation.	9J-5.006(4)		The City did not establish transportation concurrency exception areas.	
9	Required objectives of the Sanitary Sewer, Solid Waste, Stormwater Management, Potable Water and Natural Groundwater Aquifer Recharge Element to address protection of **high recharge** and **prime recharge** areas.	9J-5.011(2)		Not addressed.	Infrastructure Element: Potable Water, Sanitary Sewer, Solid Waste, and Stormwater sub-elements.
10	Repealed the **Intergovernmental Coordination** Element process to determine if development proposals would have significant impacts on other local governments or state or regional resources or facilities, and provisions relating to resolution of disputes, modification of development orders, and the rendering of development orders to the Department of Community Affairs (DCA)	9J-5.015(4)		Repealed	
11	Clarified that local governments not located within the urban area of a Metropolitan Planning Organization are required to adopt a **Traffic Circulation Element** and that local governments with a population of 50,000 or less are not required to prepare **Mass Transit and Ports, Aviation and Related Facilities Elements**.	9J-5.019(1)	N/A		
12	Required objectives of the Transportation Element to:	9J-5.019(4)(b)			
	• Coordination the siting of new, or expansion of existing **ports, airports, or related facilities** with the Future Land Use, Coastal Management, and Conservation Elements;				Transportation Element will be revised as needed to incorporate this regulation.
	• Coordination surface transportation access to ports, airports, and related facilities with the traffic circulation system;				Transportation Element will be revised as needed to incorporate this regulation.
	• Coordination ports, airports, and related facilities plans with plans of other transportation providers; and				Transportation Element will be revised as needed to incorporate this regulation.

	Changes to Rule 9J-5, F.A.C.	9J-5, F.A.C. Citations	NA	Addressed (where/how)	Amendment Needed By Element
	• Ensure that access routes to ports, airports and related facilities are properly integrated with other modes of transportation.				Transportation Element will be revised as needed to incorporate this regulation.
13	Required policies of the Transportation Element to:	9J-5.019(4)(c)			
	• Provide for safe and convenient **on-site traffic flow**;			Transportation Element Objective 2.1.1	
	• Establish measures for the acquisition and preservation of public **transit** rights-of-way and corridors;				Transportation Element will be revised as needed to incorporate this regulation.
	• Promote **ports, airports and related facilities** development and expansion;		N/A		
	• Mitigate adverse structural and non-structural impacts from ports, airports and related facilities;		N/A		
	• Protect and conserve natural resources within ports, airports and related facilities;		N/A		
	• Coordinate intermodal management of surface and water transportation within ports, airports and related facilities; and		N/A		
	• Protect ports, airports and related facilities from encroachment of incompatible land uses.		N/A		
14	Added standards for the review of **land development regulations** by the Department.	9J-5.022		Procedural	
15	Added criteria for determining consistency of **land development regulations** with the comprehensive plan.	9J-5.023		Procedural	
	February 25, 2001				
16	Defined **general lanes**	9J-5.003		Procedural	
17	Revised the definition of "**marine wetlands**."	9J-5.003		Procedural	
18	Repeal the definition of "**public facilities and services**."	9J-5.003		Repealed	
19	Revised procedures for **monitoring**, evaluating and appraising implementation of local comprehensive plans.	9J-5.005(7)		Procedural	
20	Repealed requirements for **evaluation and**	9J-5.0053		Repealed	

	Changes to Rule 9J-5, F.A.C.	9J-5, F.A.C. Citations	NA	Addressed (where/how)	Amendment Needed By Element
	appraisal reports and evaluation and appraisal amendments.				
21	Revised concurrency management system requirements to include provisions for establishment of **public school concurrency**.	9J-5.005(1) and (2)		Adopted December 2008.	
22	Authorized local governments to establish multimodal transportation **level of service standards** and established requirements for **multimodal transportation districts**.	9J-5.0055(2)(b) and (3)(c)		The City of Port St. Lucie has not established a multimodal district. If such a district is established, all applicable maps and elements will be amended.	
23	Authorized local governments to establish **level of service standards** for general lanes of the Florida Intrastate Highway System within urbanized areas, with the concurrence of the Department of Transportation.	9J-5.0055(2)(c)		The City of Port St. Lucie has adopted level of service standards as prescribed by FDOT and adheres to the Department of Transportation's level of service standards on all FIHS facilities.	
24	Provide that **public transit** facilities are not subject to concurrency requirements.	9J-5.0055(8)		Procedural	
25	Authorized local comprehensive plans to permit multi-use developments of regional impact to satisfy the transportation concurrency requirements by payment of a **proportionate share contribution**.	9J-5.0055(9)		Procedural	
26	Required the future land use map to show **multimodal transportation district** boundaries, if established.	9J-5.006(4)		At this time, the City has not established a multimodal district. If such a district is established, all applicable maps and elements will be amended.	
27	Authorized local governments to establish **multimodal transportation districts** and, if established, required local governments to establish design standards for such districts.	9J-5.006(6)		At this time, the City has not established a multimodal district. If such a district is established, all applicable maps and elements will be amended.	
28	Required data for the Housing Element include a description of **substandard dwelling units** and repealed the requirement that the housing inventory include a locally determined definition of standard and substandard housing conditions.	9J-5.010(1)(c)		Housing Element includes definition of substandard dwelling units.	
29	Authorized local governments to supplement the **affordable housing needs assessment** with	9J-5.10(2)(b)		Procedural	

	Changes to Rule 9J-5, F.A.C.	9J-5, F.A.C. Citations	NA	Addressed (where/how)	Amendment Needed By Element
	locally generated data and repealed the authorization for local governments to conduct their own assessment.				
30	Required the Intergovernmental Coordination Element to include objectives that ensure adoption of **interlocal agreements** within one year of adoption of the amended Intergovernmental Coordination Element and ensure intergovernmental coordination between all affected local governments and the school board for the purpose of establishing requirements for **public school concurrency**.	9J-5.015(3)(b)		Public Schools Facilities Element and Interlocal Agreement adopted December 2008.	Intergovernmental Coordination Element will be revised as needed to incorporate this regulation.
31	Required the Intergovernmental Coordination Element to include:	9J-5.015(3)(c)			
	• Policies that provide procedures to identify and implement **joint planning areas** for purposes of annexation, municipal incorporation and joint infrastructure service areas;				Intergovernmental Coordination Element will be revised as needed to incorporate this regulation.
	• Recognize **campus master plan** and provide procedures for coordination of the campus master development agreement;				Intergovernmental Coordination Element will be revised as needed to incorporate this regulation.
	• Establish joint processes for **collaborative planning** and decision-making with other units of local government;			Objectives 8.1.1, 8.1.2, 8.1.3, and 8.1.4 of the Intergovernmental Coordination Element	
	• Establish joint processes for collaborative planning and decision making with the school board on **population projections** and siting **of public school facilities**;			Public Schools Facilities Element and Interlocal Agreement adopted December 2008.	
	• Establish joint processes for the siting of facilities with **county-wide significance**; and				Intergovernmental Coordination Element will be revised as needed to incorporate this regulation.
	• Adoption of an interlocal agreement for **school concurrency**.			Public Schools Facilities Element and Interlocal Agreement adopted December 2008.	

	Changes to Rule 9J-5, F.A.C.	9J-5, F.A.C. Citations	NA	Addressed (where/how)	Amendment Needed By Element
32	Required the Capital Improvements Element to include implementation measures that provide a five-year financially feasible **public school facilities** program that demonstrates the adopted level of service standards will be achieved and maintained and a schedule of capital improvements for **multimodal transportation districts**, if locally established.	9J-5.016(4)(a)		Amendment to CIE as part of public school concurrency was adopted in December 2008 in conjunction with the adoption of the Public Schools Facilities Element.	
33	Required the Transportation Element analysis for **multimodal transportation districts** to demonstrate that community design elements will reduce vehicle miles of travel and support an integrated, multi-modal transportation system.	9J-5.019(3)		At this time, the City has not established a multimodal district. If such a district is established, all applicable maps and elements will be amended.	
34	Required Transportation Element objectives for **multimodal transportation districts** to address provision of a safe, comfortable and attractive pedestrian environment with convenient access to public transportation.	9J-5.019(4)		At this time, the City has not established a multimodal district. If such a district is established, all applicable maps and elements will be amended.	
35	Authorized local governments to establish **level of service standards** for general lanes of the Florida Intrastate Highway System within urbanized areas, with the concurrence of the Department of Transportation.	9J-5.019(4)(c)		The City of Port St. Lucie has adopted level of service standards as prescribed by FDOT and adheres to the Department of Transportation's level of service standards on all FIHS facilities.	

VIII. CONCLUSIONS AND RECOMMENDATIONS

The EAR is intended to recommend those changes to the Comprehensive Plan necessary to address (1) deficiencies in the existing Plan relative to new State requirements and (2) the Major Issues. The following is a summary of changes noted in this Evaluation and Appraisal Report by Element. The recommendations included in this report provide the basis for the City's EAR-based amendments. In addition to amendments to the goals, objectives, and policies, the data inventory, and analysis of each element should be revised to current conditions and ensure compliance with Chapter 163 of the Florida Statutes, and 9J-5 of the Florida Administrative Code. The Future Land Use Map series should be amended to include the new definition for the Coastal High Hazard Area and to depict energy conservation.

Future Land Use Element

- Incorporate new objectives and policies to facilitate neighborhood planning. Ensure that policies address the neighborhood preservation needs of the City and the strategic review of infill development and redevelopment opportunities. (Major Issue No. 1)

- Add policy or policies to promote the study and identification of acceptable locations for potential infill and redevelopment. Updated policies should address mixed use and transit supportive developments and include design standards and review criteria to ensure compatibility with surrounding neighborhoods. (Major Issue No. 1)

- Consider establishing priorities or programs that promote targeted infill development identified through the strategic review of infill development and redevelopment opportunities. (Major Issue No. 1)

- Identify infrastructure deficits in existing neighborhoods and identify how to address whether through partnerships, grant funding, or as part of capital improvement program. (Major Issue No. 1)

- Establish location criteria and development standards for transit supportive development. (Major Issue No. 1)

- Incorporate new objectives and/or policies to facilitate redevelopment in the City of Port St. Lucie CRA. Policies should encourage mixed use and multi-modal and energy efficient development. (Major Issue No. 1)

- Incorporate a mixed land use category to replace the current practice of designating multiple land uses on a parcel to allow mixed use development. (Recommended following review of Future Land Use Element)

- Foster more true mixed-use development through the Land Development Code and PUD processes. (Recommended following review of Future Land Use Element)

- Incorporate new objectives, policies, and data as required by 2008 legislation regarding greenhouse gas reduction strategies and energy-efficient land use patterns. (Chapter 163, F.S.)

- Incorporate new objectives and policies which specifically address incorporation of green development standards and transit supportive land use and site design guidelines. (Chapter 163, F.S.)

- The Future Land Use Element needs to be revised to address annexations. Include policies that provide procedures to identify and implement joint planning areas for purposes of annexation, and joint infrastructure service areas. (Major Issue No. 1)
    - Identify potential future annexation and joint planning area(s) as part of the future land use map series.

- Add new objectives and policies to establish criteria for evaluating annexation proposals based on the following: (Major Issue No. 1)
    - City and County future land use
    - Existing enclaves
    - A demonstrated need for additional land to accommodate projected population growth
    - Potential for economic opportunity and job growth
    - Availability of existing utilities and logical and practical service area expansions
    - Analysis of the public facilities that are necessary and desirable for providing community services to the projected population/need.
    - Compact and efficient growth patterns
    - Fair share obligations to major community infrastructure required for the overall Urban Service Area that exceed the development and required improvements.
    - A fiscal impact analysis that provides a cost/benefit analysis of each of the proposed annexations and demonstrates that each development area will pay for itself and will cover costs of the city's ongoing maintenance.
    - A conceptual phasing plan that ties development levels to provision of services and infrastructure.
    - Use of development agreements for all annexation projects to provide the city with certainty as to the completion of improvements in conjunction with development, and to provide developers with certainty of the protection of entitlements.

- Establish criteria for the review of amendments to the Future Land Use Map based on consistency with the Goals, Objectives, and Policies of all Elements of the Comprehensive Plan and other considerations such as: (Recommended following review of Future Land Use Element)
    - satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the City
    - diversify the housing choices in the City
    - enhance or impede provision of services at adopted LOS Standards
    - compatibility with abutting and nearby land uses
    - enhance or degrade environmental resources

- Require amendments to the Future Land Use Map to incorporate mixed use developments and compact and efficient growth patterns. (Recommended following review of Future Land Use Element)

- Revise the Future Land Use Element to remove the Western Annexation Area sub-element. Incorporate the data and analysis and goals, objectives, and policies contained in the Western Annexation Area sub-element into the overall Future Land Use Element. Strengthen the GOPs to include appropriate development controls to discourage urban sprawl, encourage mixed use development, a well planned network for public infrastructure, employment opportunities, and a diversity of housing choices and affordability. (Major Issue No. 1)

- Evaluate the need for a master plan for the Western Annexation Area. (Major Issue No. 1)

Transportation Element

- To address the major transportation issue and to meet state requirements for strategies to reduce greenhouse gas emissions, develop appropriate Goals, Policies, and Objectives to support the establishment of a multimodal approach to transportation planning by raising the priority of the transit user, cyclist, and pedestrian. Areas to be addressed include: (Major Issue No. 3) (Chapter 163, F.S.)
    - Pedestrian facilities including well maintained sidewalks, shelters, and crosswalks
    - Bicycle parking facilities
    - Transit bus stops and transit stop amenities (i.e., bench, bus shelter, etc.)
    - Phased traffic signals to accommodate pedestrian movements
    - Removal of barriers that discourage walking
    - Compliance with Americans with Disabilities Act requirements
    - Buffering between vehicular areas and sidewalks

- Linkage to existing or future sidewalks and/or bikeway network and transit route

- Evaluate existing policies relating to design standards for reconstructed roadways to incorporate requirements for bicycle and pedestrian facilities. (Major Issue No. 3)

- Add policies to promote cooperation with the County on their Greenways and Trails program and with the St. Lucie County TPO on their Bicycle and Pedestrian Plan. (Major Issue No. 3)

- Strengthen existing policies to require better coordination with adjacent jurisdictions on multi-modal approaches to transportation planning and implementation of concurrency or mobility. (Major Issue No. 3)

- Strengthen policies requiring interconnection of developments. Ensure that new development has more than one access point. (Recommended following review of Transportation Element)

- Address 2008 legislation that requires the Transportation Elements to address greenhouse gas reduction strategies. Consider revisions to the Transportation Element and Future Land Use Element to better understand and evaluate the impacts of current land use patterns on the transportation system. (Chapter 163, F.S.)

- Revise the Transportation Element to remove the Western Annexation Area sub-element. Incorporate data and analysis and goals, objectives, and policies on the development of the Western Annexation Area into the overall Transportation Element. (Major Issue No. 1)

Housing Element

- Revise Element to add Affordable Housing Advisory Committee recommendations approved by the City Council: (2008 Affordable Housing Committee Recommendations)
    - Support of development of affordable and/or workforce housing near (within ½ mile) of a transportation hub, major employment centers, and mixed use developments.
    - Allow for the reduction of parking and setback requirements for affordable housing projects where it can be shown such reduction would be compatible with surrounding neighborhood and not have adverse impact on neighborhood.
    - Include policy or policies requiring large scale land use amendments and or Developments of Regional Impact to include an affordable housing component by means of a local condition. (Under Senate Bill 360, large developments in the city would no

longer be subject to DRI requirements. The City could establish its own threshold or adopt the DRI threshold of 1000 units or greater for requiring an affordable housing component.)

- Address 2008 legislation that requires the Housing Element to address energy efficiency in the design and construction of new housing and the use of renewable energy resources. (Chapter 163, F.S.)

- Incorporate policies to address the housing needs of an aging population such as participating in the Florida Department of Elderly Affairs Communities for a Lifetime program and other programs that provide technical assistance and support for elderly housing. (Major Issue No.1)

- Consider adding a policy addressing a jobs-to-housing ratio as part of the review of proposed residential future land use map amendments. (Major Issue No. 2)

Infrastructure Element

- Revise the Sanitary Sewer Sub-Element to promote water conservation through greater use of reclaimed water. (Major Issue No. 4)

- Revise the Potable Water Sub-Element to promote water conservation through the establishment of programs and/or policies that endorse the use of ultra low flow fixtures, waterless urinals, rain harvesting for irrigation, and programs to assist in retrofitting existing structures. (Major Issue No. 4)

- Under the Stormwater Sub-Element, develop policy language supportive of surface water quality protection and improvement. Such language should promote the development of innovative stormwater management programs which protect and conserve the City's water resources and protect surface waters from nutrient enrichment. This shall include, but not be limited to, the use of Low Impact Development (LID) strategies to increase infiltration, minimize the size of stormwater ponds, and decrease the amount of stormwater runoff. (Major Issue No. 4)

- Under the Stormwater Sub-Element, add a policy or policies to identify projects and actions the City will take to help implement the Basin Management Action Plan for the St. Lucie Estuary. (Chapter 403, F.S.)

- Revise the Infrastructure Element to remove the Western Annexation Area sub-element. Incorporate data and analysis and goals, objectives, and policies on the development of the Western Annexation Area into the overall Infrastructure Element.

Conservation and Coastal Management

- Revise the definition of coastal planning area and the coastal high hazard area. (Section 163.3178(2)(h) and (9), Florida Statutes)

- Update data and analysis specific to the Coastal High Hazard Area and hurricane evacuation. (Section 163.3178(2)(h) and (9), Florida Statutes)

- Incorporate updated data on the status of threatened, endangered and species of special concern. (Recommended following review of the Conservation and Coastal Management Element)

- Create objectives and policies for the acquisition, conservation, and preservation of native habitats. (Recommended following review of the Conservation and Coastal Management Element)

- Include data on energy conservation as required in 2008 legislation for Conservation Element. (Chapter 163, F.S.)

- Include policy to facilitate energy conservation in existing public buildings. (Recommended to implement requirements for energy conservation)

Intergovernmental Coordination

- Include policy to ensure adoption of interlocal agreements within one year of adoption of the amended intergovernmental coordination element, pursuant to the requirements of Section 163.3177(6)(h)2., F.S. (Chapter 163 F.S.)

- Include policies that provide procedures to identify and implement joint planning areas for purposes of annexation, municipal incorporation, and joint infrastructure service areas. (Major Issue No. 1) (Section 163.3177(6)(h)1.a., F.S.)

- Add a policy requiring the City to adopt the Treasure Coast Regional Planning Council's regional dispute resolution process as a means to resolve intergovernmental coordination disputes. (Chapter 163, F.S.)

- Create a policy addressing the requirements of Sections 163.3177(6)(h)6., 7., and 8., F.S., for the City to submit a report to the Department of Community Affairs which: Identifies all existing or proposed interlocal service delivery agreements regarding the education; sanitary sewer; public safety; solid waste; drainage; potable water; parks and recreation; and transportation facilities. The report must identify any deficits or duplication in the provision of services within whether capital or operational. (Chapter 163, F.S.)

- Add a policy to address coordination with the South Florida Water Management District on water supply planning. (Chapter 163, F.S.)

Recreation and Open Space

- Create objectives and policies to promote greenways and trails as part of the City's recreation component. (Major Issue No. 3)

- Create policies to encourage passive recreation in conservation areas, where feasible. (Recommended following review of Recreation and Open Space Element)

- Create policies to promote partnerships with local arts/cultural organizations and sports organizations, and promote recreational tourism opportunities. (Major Issue No. 2)

Economic Development

- Incorporate objectives and policies to promote recreation and tourism based on the natural resources in the area. (Major Issues No. 2 and No. 4)

- Create objectives and policies to support coordination with local and regional job creation and retention efforts. (Major Issue No. 2)

- Create policies to support working with educational partners to ensure there are appropriate educational opportunities, job skills programs, and facilities to meet business and industry needs. (Major Issue No. 2)

- Create a policy to provide a target ratio for jobs/housing balance. (Major Issue No. 1 and No. 2)

- Create policies that provide stronger guidance for land use decisions to ensure that there is adequate industrial land for economic development. (Major Issue No. 2)

- Create policies relating to Industrial and Office land uses to facilitate recruiting of targeted industries to the City, consistent with employer workforce needs and emerging Industrial and Office land use trends. (Major Issue No. 2)

Capital Improvements Element

- Revise the Capital Improvements Element to remove the Western Annexation Area sub-element. Incorporate data and analysis and goals, objectives, and policies on the development of the Western Annexation Area into the overall Capital Improvements Element. (Major Issue No. 1)

APPENDICES

References

Bureau of Economic and Business Research, University of Florida

City of Port St. Lucie 2008 Affordable Housing Advisory Committee: Affordable Housing Incentives and Recommendations Report, December 2008.

City of Port St. Lucie Water Supply Facilities Work Plan prepared by Reiss Environmental, November 2007.

Committee for a Sustainable Treasure Coast Final Report, 2006.

Economic Development Council of St. Lucie County, Florida
http://www.youredc.com/

Florida Housing Data Clearinghouse, Shimberg Center for Affordable Housing, University of Florida

Municipal Population Forecast City of Port St. Lucie Florida, prepared by Fishkind and Associates, Inc., 2007.

Palm Beach County Light Industrial Land Use Study: White Paper prepared by Swiger Consulting

Palm Beach County Light Industrial Land Use Study: Land Use Toolkit prepared by Swiger Consulting

Salvesen, D. and H. Renski. The Importance of Quality Of Life in the Location Decisions of New Economy Firms, University of North Carolina at Chapel Hill, January 2003.
http://www.daapspace.daap.uc.edu/~stedmabn/realestate base/www/text/location.pdf

St. Lucie County Evaluation and Appraisal Report, October 2008

St. Lucie County Transportation Planning Organization
http://www.stluciempo.org/

United States Bureau of the Census. http://www.census.gov/

United States Global Change Research Program. http://www.globalchange.gov/

Urban Land Institute, Charlotte County Florida. A Platted Lands Development Strategy, May 2002.

Urban Land Institute, Port St. Lucie Florida: A Comprehensive Development Strategy for Port St. Lucie and Policy Framework for the Annexation Area, February 2004.

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

CHARLIE CRIST
Governor

THOMAS G. PELHAM
Secretary

RECEIVED
OCT 13 2009
PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE, FL

October 8, 2009

Daniel Holbrook, AICP, Director
Planning and Zoning
City of Port St. Lucie
121 Southwest Port St. Lucie Boulevard
Port St. Lucie, Florida 34984-5099

Re: City of Port St. Lucie Evaluation and Appraisal Report
Letter of Understanding

Dear Mr. Holbrook:

Thank you for the your letter dated September 17, 2009 regarding the Department's response to the City's Letter of Understanding (dated June 9, 2009) for the Evaluation and Appraisal Report. Based on your letter and conversation with you, the Department's second scope of work recommendation has been revised. The Department is recommending that the scope of work be revised to address:

- the need for greater diversity of housing choices in all areas of the City, rather than just City-wide as stated in the third issue under Land Use and Development.

- rather than evaluate the "need to explore an annexation boundary map and joint planning areas", the Evaluation and Appraisal Report (EAR) should establish the need for an annexation boundary map and joint planning areas. The EAR should recommend the inclusion of specific policies in the comprehensive plan, as EAR-based amendments, to develop an annexation boundary map and joint planning areas.

We hope that you will find these recommendations beneficial and that they will be incorporated into the City's Evaluation and Appraisal Report scope of work. Please notify the Department, by return letter, of your acceptance of these additions. We very much appreciate the City's cooperation and effort in working with the Department to ensure that the important issues identified in the City's scope of work will be addressed in the Evaluation and Appraisal Report.

2555 SHUMARD OAK BOULEVARD ♦ TALLAHASSEE, FL 32399-2100
850-488-8466 (p) ♦ 850-921-0781 (f) ♦ Website: www.dca.state.fl.us
♦ COMMUNITY PLANNING 850-488-2356 (p) 850-488-3309 (f) ♦ FLORIDA COMMUNITIES TRUST 850-922-2207 (p) 850-921-1747 (f) ♦
♦ HOUSING AND COMMUNITY DEVELOPMENT 850-488-7956 (p) 850-922-5623 (f) ♦

If you or your staff have any questions or if we can be of further assistance as the City proceeds with preparing its Evaluation and Appraisal Report, please contact Laura Regalado, Community Planner, at (850) 922-5315.

Sincerely,

Mike McDaniel, Chief
Office of Comprehensive Planning

MM/lmr

cc: Wendy Evans, Florida Department of Agriculture and Consumer Services
Tracy Suber, Florida Department of Education
Jim Quinn, Florida Department of Environmental Protection
Susan Harp, Florida Department of State
Mary Ann Poole, Florida Fish and Wildlife Conservation Commission
Gerry O'Reilly, Florida Department of Transportation, District 4
Jim Jackson, South Florida Water Management District
Michael Busha, AICP, Executive Director, Treasure Coast Regional Planning
Peter Jones, AICP, Planning Manager, St. Lucie County Growth Management

Bridget Kean

From: Bridget Kean
Sent: Monday, September 28, 2009 10:32 AM
To: 'Laura.Regalado@dca.state.fl.us'; Daniel Holbrook
Cc: 'Bob.Dennis@dca.state.fl.us'
Subject: RE: Letter of Understanding

That's fine.

From: Laura.Regalado@dca.state.fl.us [mailto:Laura.Regalado@dca.state.fl.us]
Sent: Thursday, September 24, 2009 11:11 AM
To: Daniel Holbrook; Bridget Kean
Cc: 'Bob.Dennis@dca.state.fl.us'
Subject: RE: Letter of Understanding

Hi Daniel and Bridget,

Thank you for the City's letter dated September 17, 2009 regarding the Department's response to the City's Letter of Understanding for the Evaluation and Appraisal Report. We have discussed the City's concern regarding the second recommendation and have revised the recommendation as follows:

-rather than evaluate the "need to explore an annexation boundary map and joint planning areas", the Evaluation and Appraisal Report (EAR) should establish the need for an annexation boundary map and joint planning areas. The EAR should recommend the inclusion of specific policies in the comprehensive plan, as EAR-based amendments, to develop an annexation boundary map and joint planning areas.

Please review the proposed revision and notify the Department of your acceptance by responding to this email. At that time, the department will revise our letter to the City to include this language in place of the previous second recommendation.

Thank you and please contact me with any questions,

Laura M. Regalado
Department of Community Affairs
Division of Community Planning
2555 Shumard Oaks Blvd.
Tallahassee, FL. 32399-2100
(850) 921-3762 Direct Line
(850) 488-3309 Fax Line
laura.regalado@dca.state.fl.us

We are committed to maintaining the highest level of service and we value your feedback. Please complete our Customer Service Survey by visiting http://www.dca.state.fl.us/CustomerServiceSurvey/. However, if you require direct assistance or a response, please visit http://www.dca.state.fl.us/contactus/.

Affordable, quality health insurance coverage is now available for any uninsured Floridians ages 19-64. To learn more, visit www.CoverFloridaHealthCare.com.

Florida has a broad public records law and all correspondence, including email addresses, may be subject to disclosure.

City of Port St. Lucie
Planning & Zoning Department
121 S.W. Port St. Lucie Blvd.
Port St. Lucie, Florida 34984-5099
(772) 871-5212
(772) 871-5124 Fax
TDD (772) 873-6339

September 17, 2009

Mike McDaniel, Chief
Office of Comprehensive Planning
Florida Department of Community Affairs
Bureau of Local Planning
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

Re: DCA's Response to City of Port St. Lucie Letter of Understanding for Evaluation and Appraisal Report

Dear Mr. McDaniel:

The City of Port St. Lucie Planning and Zoning Department has received the Department of Community Affairs (DCA) response to the City's Letter of Understanding for its Evaluation and Appraisal Report (EAR). DCA has requested two changes to the City's Scope of Work. The City agrees to the first revision to the Scope of Work but respectfully requests the second revision be modified or removed. The Scope of Work states that the City will explore establishing an annexation boundary map and joint planning areas or annexation boundary areas with St. Lucie County and the City of Fort Pierce to avoid duplication of services, extra jurisdictional impacts, and to preserve open space and agriculture. Merriam Webster defines the word explore to mean "to investigate, study, or analyze."

DCA is requesting the language be changed to require the City to evaluate and decide upon an annexation boundary map and joint planning areas. The City believes the request exceeds the requirements of the EAR. The EAR is intended as a review of the existing comprehensive plan. Actual plan amendments are not due at the time of the submittal of the EAR.

Thank you for your attention to this matter. The Planning and Zoning Department looks forward to the successful adoption of the City's Evaluation and Appraisal Report. If you have any questions, I can be reached at (772) 871-5213.

Sincerely,

Daniel Holbrook, Director of Planning and Zoning

cc: Donald B. Cooper, City Manager
Jerry Bentrott, Assistant City Manager
Pam Hakim, Assistant Senior City Attorney

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

CHARLIE CRIST
Governor

THOMAS G. PELHAM
Secretary

September 9, 2009

RECEIVED
SEP 11 2009
PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE, FL

Daniel Holbrook, AICP, Director
Planning and Zoning
City of Port St. Lucie
121 Southwest Port St. Lucie Boulevard
Port St. Lucie, Florida 34984-5099

Re: City of Port St. Lucie Evaluation and Appraisal Report
Letter of Understanding

Dear Mr. Holbrook:

The Department has reviewed your proposed Letter of Understanding dated June 9, 2009, outlining the major issues that will be the focus of the City's Evaluation and Appraisal Report. We have also discussed the scope of work outlined in your letter with the state and regional agencies that will be reviewing the Evaluation and Appraisal Report when it is submitted. Based upon the comments received from these agencies, the Department is recommending that the scope of work be revised to address:

-the need for greater diversity of housing choices in all areas of the City, rather than just City-wide as stated in the third issue under Land Use and Development.

-rather than evaluate the "need to explore an annexation boundary map and joint planning areas", the Evaluation and Appraisal Report should evaluate and decide upon an annexation boundary map and joint planning areas.

We hope that you will find these recommendations beneficial and that they will be incorporated into the City's Evaluation and Appraisal Report scope of work. Please notify the Department, by return letter, of your acceptance of these additions. We very much appreciate the City's cooperation and effort in working with the Department to ensure that the important issues identified in the City's scope of work will be addressed in the Evaluation and Appraisal Report.

2555 SHUMARD OAK BOULEVARD ♦ TALLAHASSEE, FL 32399-2100
850-488-8466 (p) ♦ 850-921-0781 (f) ♦ Website: www.dca.state.fl.us
♦ COMMUNITY PLANNING 850-488-2356 (p) 850-488-3309 (f) ♦ FLORIDA COMMUNITIES TRUST 850-922-2207 (p) 850-921-1747 (f) ♦
♦ HOUSING AND COMMUNITY DEVELOPMENT 850-488-7956 (p) 850-922-5623 (f) ♦

If you or your staff have any questions or if we can be of further assistance as the City proceeds with preparing its Evaluation and Appraisal Report, please contact Laura Regalado, Community Planner, at (850) 922-5315.

Sincerely,

Mike McDaniel, Chief
Office of Comprehensive Planning

MM/lmr

cc: Wendy Evans, Florida Department of Agriculture and Consumer Services
Tracy Suber, Florida Department of Education
Jim Quinn, Florida Department of Environmental Protection
Susan Harp, Florida Department of State
Mary Ann Poole, Florida Fish and Wildlife Conservation Commission
Gerry O'Reilly, Florida Department of Transportation, District 4
Jim Jackson, South Florida Water Management District
Michael Busha, AICP, Executive Director, Treasure Coast Regional Planning
Peter Jones, AICP, Planning Manager, St. Lucie County Growth Management

City of Port St. Lucie
Planning & Zoning Department
121 S.W. Port St. Lucie Blvd.
Port St. Lucie, Florida 34984-5099
(772) 871-5212
(772) 871-5124 Fax
TDD (772) 873-6339

June 9, 2009

Mr. Ray Eubanks
Florida Department of Community Affairs
Bureau of Local Planning
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

Re: Letter of Understanding for the City of Port St. Lucie Evaluation and Appraisal Report

Dear Mr. Eubanks:

On April 23, 2009, the City of Port St. Lucie conducted a public workshop to solicit comments from City of Port St. Lucie citizens and representatives from state and local agencies regarding the major issues the City should evaluate in the Evaluation and Appraisal Report (EAR) of the Comprehensive Plan. The attendees were asked to identify the major planning issues facing the city under each of the elements in the comprehensive plan. This approach resulted in a number of issues which the Planning and Zoning Department has placed into four broad categories identified below. These categories and the detailed descriptions that follow will serve as the City's list of major issues for Evaluation and Appraisal Report. The list was approved by the City Council on June 8, 2009.

The City will address the required topics pursuant to Section 163.3191 Florida Statutes. Please note that the City does not include any military installations (§ 163.2191 (2) (n).

Major Issues Identified:

A. Land Use and Development
   1. The need to maintain the older areas of the city through neighborhood preservation and/or redevelopment to avoid decline.
   2. The need for more mixed use development or nodes at major intersections to allow for greater flexibility and to ensure that services are available where people live to reduce vehicular miles traveled.
   3. The need for greater diversity in housing choices in the city to serve a variety of ages and incomes.
   4. The need to create goals, objectives, and policies that guide growth and development of the City's Western Annexation area. The GOPs should include evaluation criteria for reviewing future annexation proposals.

5. The need to explore establishing an annexation boundary map and joint planning areas or annexation boundary areas with St. Lucie County and the City of Fort Pierce to avoid duplication of services, extra jurisdictional impacts, and to preserve open space and agriculture.

B. Economic Development
   1. The need to create a diverse economic base to keep up with population growth.
   2. The need for an evaluation of the amount of non-residential land uses available in the city to ensure the Future Land Use Map designates an adequate amount of such uses to address economic development needs.
   3. In order to provide a broader job base, the City should ensure that sufficient land is available for industry and commerce and evaluate the appropriate balance of residential and non-residential development to ensure a jobs/housing balance.
   4. The need to evaluate and/or address factors that may limit recruitment of businesses to area.
      i. Perception of quality of education
      ii. Limited opportunities for higher education compared to other cities of similar size
      iii. Perception that City lacks cultural, arts, and entertainment facilities compared to other areas
   5. The need to explore establishing an economic development plan for the city and developing strategies for job creation, diversification, retention, and attracting target industries.

C. Transportation Choices
   1. The need for greater road network connectivity, including the completion of a third east/west corridor from U.S. 1 to Interstate 95.
   2. The need for more sidewalks, bikepaths, and/or bike lanes for an integrated pedestrian and bicycle system throughout the city.
   3. The need for the City to incorporate a multi-modal approach to transportation management that includes pedestrian and bicycle facilities, buses, ride sharing, and park and ride lots.
   4. The need to coordinate efforts with FDOT, St. Lucie County TPO, and other transportation related agencies to ensure the needs of the City are incorporated into their plans and to promote participation in ridesharing, bicycle and pedestrian studies, and other traffic management programs.

D. Infrastructure, Energy, and Environment
   1. The need for the City to continue to coordinate with the South Florida Water Management District on alternative water supply projects to ensure that adequate water supplies are in place to serve projected population.
   2. The need to promote water conservation and reuse strategies.
   3. The need to evaluate the adequacy of the city's open space and wetland protection regulations.

4. The need to assess the adequacy of the City's stormwater management system and storage capacity and evaluate innovative or alternative methods of stormwater treatment including low impact or sustainable development techniques.
5. The need for the city to create multipurpose facilities that are designed to serve an infrastructure purpose, such as stormwater management or water storage, and provide opportunities for passive recreation and habitat protection.
6. The need for the City to develop policies in the Comprehensive Plan to meet state requirements regarding greenhouse gas reductions, energy conservation, and energy efficient housing.

The City proposes that these major issues form the basis of the Letter of Understanding between the Department of Community Affairs and the City of Port St. Lucie. Please contact Bridget Kean, Principal Planner, at (772) 873-6489 should you have any questions or need additional information.

Sincerely,

Daniel Holbrook, AICP
Director of Planning and Zoning

cc: City of Port St. Lucie City Council
Donald B. Cooper, City Manager
Jerry Bentrott, Assistant City Manager
Greg Oravec, Assistant City Manager
Pam Hakim, Senior Assistant City Attorney
Treasure Coast Regional Planning Council
Florida Department of Transportation
South Florida Water Management District
Florida Department of Environmental Protection
St. Lucie County Community Development
Department of State, Bureau of Historic Preservation
St. Lucie County School Board
Martin County Community Development
St. Lucie County Metropolitan Planning Organization
Martin County Metropolitan Planning Organization
City of Fort Pierce Planning and Zoning Department

CITY OF PORT St. LUCIE EVALUATION AND APPRAISAL REPORT
SCOPE OF WORK

Pursuant to Florida Statutes, the City of Port St. Lucie will conduct the following Scope of Work to complete and adopt the Evaluation and Appraisal Report (EAR) of the Comprehensive Plan by April 1, 2010:

- Identification of the major issues for the community as summarized in the cover letter (§163.3191 (1) (c).
- Population growth and changes in land area, including annexation. (§163.3191(2) (a) F.S.).
- The extent of vacant and developable land (§163.3191(2) (b) F.S.).
- The financial feasibility of providing needed infrastructure to achieve and maintain adopted level of service standards and sustain concurrency through capital improvements, as well as the ability to address infrastructure backlogs and meet the demands of growth on public services and facilities (§163.3191(2)(c) F.S.).
- The location of existing development in relation to the location of development anticipated by the plan (§163.3191(2) (d) F.S.).
- Identification of the major planning issues for the jurisdiction and, where pertinent, the potential social, economic, and environmental impacts (§163.3191(2) (e) F.S.).
- Relevant changes to the state comprehensive plan, the requirements of this part, the minimum criteria contained in chapter 9J-5, Florida Administrative Code, and the appropriate strategic regional policy plan (§163.3191(2)(f) F.S.).
- An assessment of whether the plan objectives within each element, as they relate to major issues, have been achieved (§163.3191(2) (g) F.S.).
- A brief assessment of successes and shortcomings related to each element (§163.3191(2) (h) F.S.).
- Identification of any actions or corrective measures, including whether plan amendments are anticipated to address the major issues identified and analyzed in the Evaluation and Appraisal Report (§163.3191(2)(i) F.S.).
- A summary of the public participation program and activities undertaken in preparing the plan (§163.3191(2) (j) F.S.).
- Coordination of land use and public school facilities planning (§163.3191(2) (k) F.S.)
- An assessment of whether the City has been successful in identifying alternative water supply projects and traditional water supply projects (§163.3191(2) (l) F.S.)
- The City will address the requirements for (§163.3191(2) (m), (n), (o), and (p), F.S. to the extent these requirements are applicable.