



# CITY OF PORT ST. LUCIE

## PLANNING AREA 4 SOUTH | NEIGHBORHOOD ACTION PLAN

MAY 2017



**Tindale**  
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design

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## APPENDIX A: Meeting Notes

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# 1.0 INTRODUCTION

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## 1.0 INTRODUCTION

Port St. Lucie is located in St. Lucie County and is one of the largest incorporated areas in Florida, at approximately 120 square miles, and the 8th most populous, with an estimated 2015 population of 179,413, according to the US Census Bureau. Over the years, land use changes have diversified the development pattern within the community, but it remains predominantly residential. The original City designers gave little consideration to the diversity of land uses needed to adequately service a City with a large and growing population.

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

### 1.1 Neighborhood Action Plan Purpose

The City of Port St. Lucie's intent is to develop a Neighborhood Action Plan (Action Plan) for each of the six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not master-planned communities. This Action Plan helps to guide City policy, physical change, and decision-making in Planning Area 4 South (PA-4S) over the next 10–15 years to achieve an agreed vision for the future, and to support and advance the City's strategic goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles. PA-4S is generally bounded by SW Alcantarra Boulevard, SW Tulip Boulevard, and SW Dreyfuss Boulevard to the north, Florida's Turnpike to the east, C-23/County Line to the south, and Interstate 95 to the west. It includes 6,669 acres or approximately 10.42 square miles (see **Maps 1-1** ).

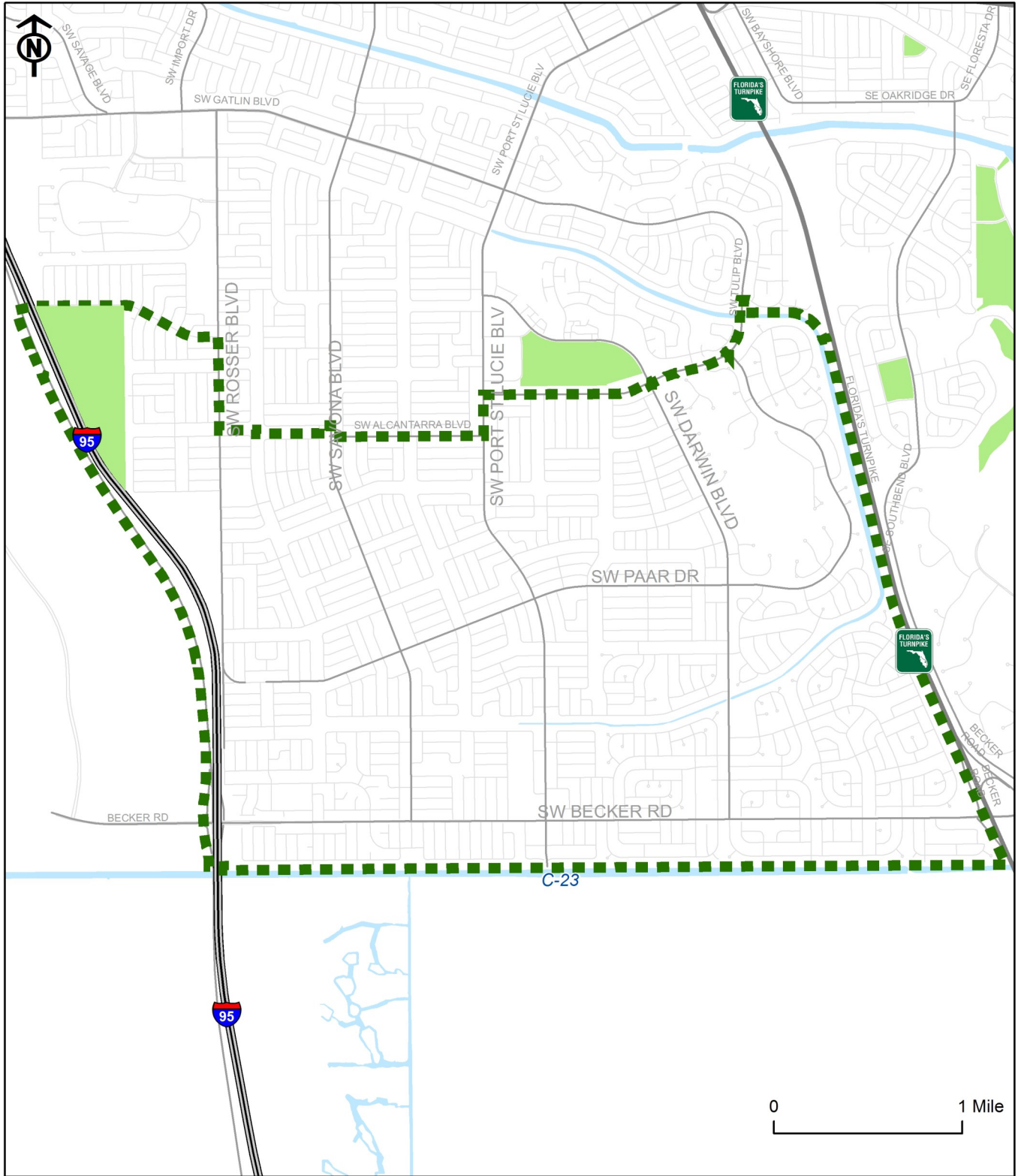
The City has undertaken a fundamental first step to establishing and implementing a Neighborhood Services Department, which is in charge of the following:

- Code Compliance and Nuisance Abatement
- Housing Programs (Community Services)
- Neighborhood Improvements (Implementation)
- Solid Waste and Keep PSL Beautiful

In addition, as noted in Volume 1, the establishment of a Planning Area Advisory Committee (PAAC) for each Planning Area is an important step for encouraging ongoing dialogue between the City and the neighborhoods. The City will also be working with local residents to establish civic/neighborhood associations for each sub-area (see **Map 1-2**) to help implement a detailed work plan with projects, programs, and initiatives designed to achieve the vision.

The PA-4S Action Plan consists of this introduction and three additional sections, as shown in **Figure 1-1**. Each section is described below as follows:

- **Planning Area Context** – This section includes a summary of existing conditions within PA-4S and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.
- **Public Engagement and Key Themes** – This section summarizes the public input and the identified specific themes to guide the Action Plan for PA-4S.
- **Action Plan** – The Action Plan is the heart of the document and includes the vision for PA-4S and specific projects, programs, and initiatives identified to accomplish the vision. This includes recommended prioritization for projects, as well as performance measures to allow the City to track key indicators related to community quality of life.
- **Becker Road Overlay District**—This section includes focused recommendations for improving the Becker Road corridor in the southern portion of PA-4S. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the corridor.



# Planning Area 4S

Study Area

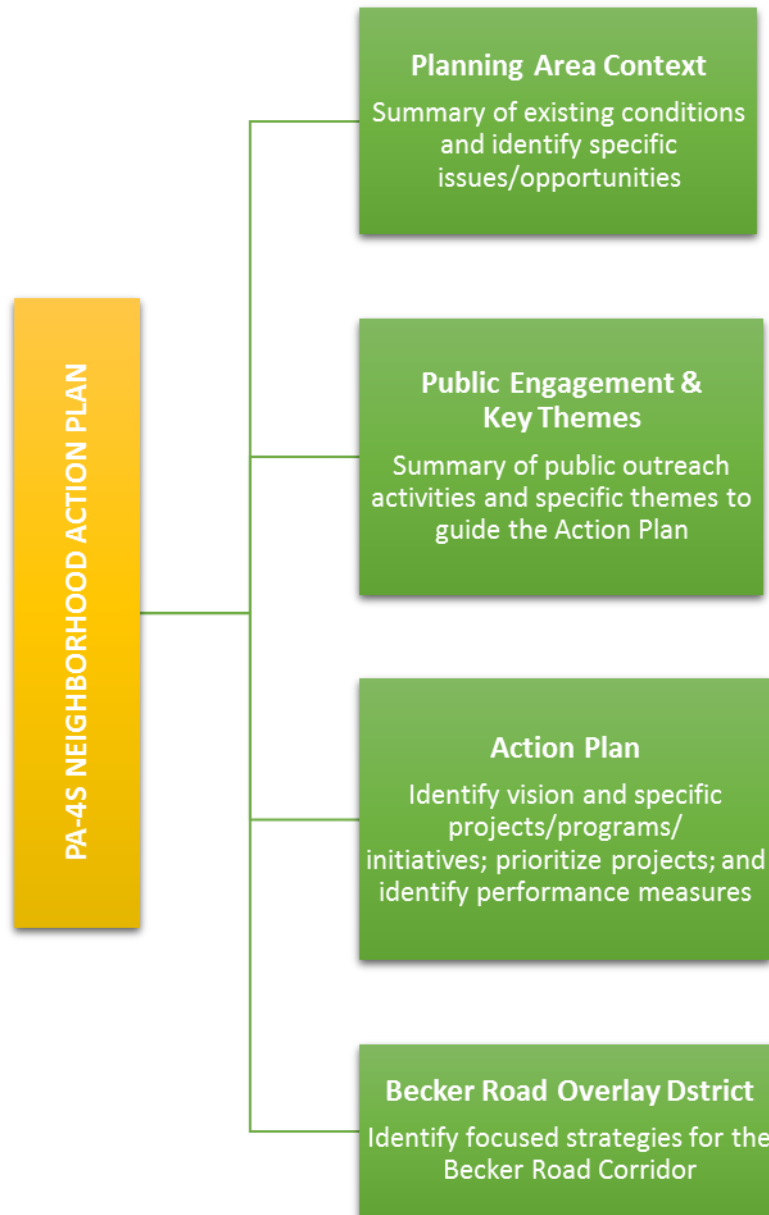
February, 2016



Map 1-1: PA-4S Study Area



**Figure 1-1: Action Plan Format**



## 1.2 Supporting Documentation

Two important pieces of supporting documentation accompany this PA-4S Action Plan. *Volume 1: Neighborhood Planning Program* includes a summary of the citywide public involvement undertaken as part of the initial neighborhood plan visioning. The findings from the public outreach activities provided general action plan themes, including building organizations and identity, creating activity centers, enhancing recreation and leisure, connecting multimodal transportation, and integrating arts and culture.

*Volume 2: Planning Area Context* includes the detailed profile for PA-4S, including documentation of demographic and socioeconomic conditions, land use characteristics, and transportation system. This information serves as the framework for understanding PA-4S and developing its future direction. Key findings are incorporated into the development of the Action Plan.

Both of these documents are provided under separate cover.





## 2.0 PLANNING AREA CONTEXT

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## 2.0 PLANNING AREA CONTEXT

The following provides a summary of existing conditions for PA-4S and the City relating to population growth, future development pattern, recreation activities, and transportation facilities to serves as the framework for understanding PA-4S and developing its future direction. For more detail information, please refer to *Volume 2: Planning Area Context*.

### 2.1 Demographics and Socioeconomics

The projected population growth for PA-4S from 2015 to 2040 is expected to be 59%. Majority of the residents within PA-4S are age 35 and older, and under age 20 with a median age of 33. Approximately 70% of the population of PA-4S is white, with minorities making up 30% of the population (see **Table 2-1**).

The average household for PA-4S is 3.24 persons, which is higher than the City’s overall household size of 2.85. Additionally the median annual household income of PA-4S is \$51,610, which is higher than the City’s overall median of \$48,898, and the citywide poverty level is high at 15% (see **Table 2-1**).

As noted in **Table 2-1** the population of PA-4S is expected to continue to grow, which will provide new investment in the area. The Action Plan seeks to ensure that future population growth is coupled with smart strategic investments to enhance aesthetics, provide for a diversifying population and improve economic conditions of the area.

### 2.2 Existing and Future Land Uses

PA-4S is dominated by single-family homes and a gated community, Sawgrass Lakes. Multi-family residences and mixed-use developments are planned for the future within PA-4S, which would help create affordability and diversity and a transitional/buffer between non-residential uses and single-family homes (see **Map 2-1**).

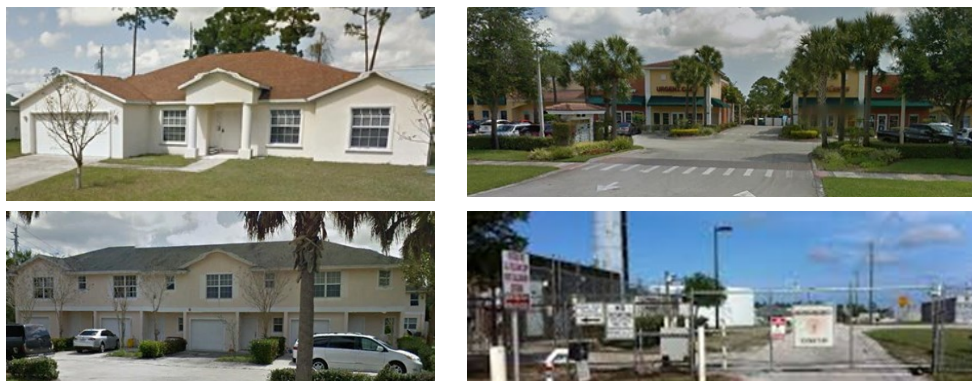
The Westport Wastewater Treatment Plant is located along Feldman Avenue at the northeast corner of the area. There are some institutional uses, such as the Global Learning Pre-School of Port Saint Lucie and NAU Imagine Charter School. The majority of commercial and office uses are concentrated at the intersection of Port St. Lucie Boulevard and Paar Drive. In addition, there are numerous vacant properties exist along Becker Road, Savona Boulevard, Port St. Lucie Boulevard, Darwin Boulevard, and in the residential neighborhoods. The future land uses along Becker Road and Port St. Lucie Boulevard include Commercial and Mixed-Use, and Medium Density Residential north of Parr Drive along Port St. Lucie Boulevard, which allow for the continued intensification of commercial, mixed-use, and residential (see **Figure 2-1** and **Map 2-1**).

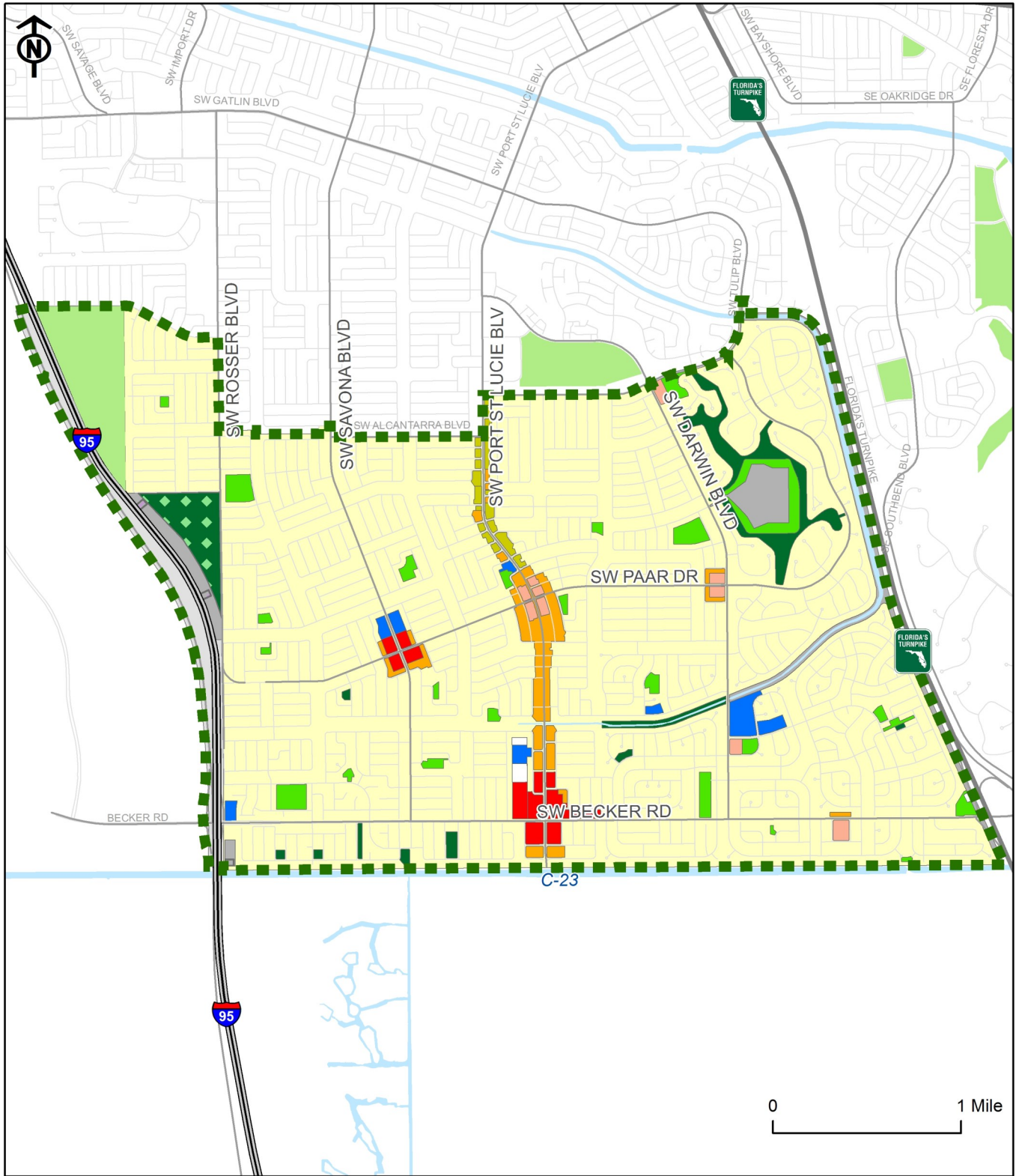
**Table 2-1: Demographics/ Socioeconomic Conditions**

Demographics	PA-4S
<b>Population</b>	
2015 Estimate	28,060
2040 Projection	44,618
Change	59%
<b>Age (2015 ACS)</b>	
Under 20	8,468
20-34	5,889
35-59	9,548
60 and over	4,155
Median Age	32.8
<b>Households (2015 ACS)</b>	
Average Household Size	3.24
Median Household Income	\$51,610
Below Poverty (Citywide)	15%
<b>Ethnicity (2015 ACS)</b>	
White	19,736
Black	4,629
Asian	524
Hispanic	9,242
Other and two or more Races	3,172

Source: 2015 American Community Survey and 2040 St. Lucie TPO LRTP

**Figure 2-1: Existing Land Uses**





# Planning Area 4S

## Future Land Use

February, 2016

- |  |                            |  |                         |  |                    |
|--|----------------------------|--|-------------------------|--|--------------------|
|  | Utility/Light Industrial   |  | Recreation              |  | Highway            |
|  | Utility                    |  | Conservation/Recreation |  | Limited Commercial |
|  | Medium Density Residential |  | Conservation            |  | Mixed Use          |
|  | Low Density Residential    |  | Institutional           |  | General Commercial |
|  |                            |  | Planning Area Boundary  |  |                    |



Map 2-1: Future Land Use

## 2.3 Parks and Recreation

PA-4S consists of only one park, O.L. Peacock Park, which is approximately 110 acres (see **Map 2-2**). The park offers opportunities for boating (non-motorized vessels), fishing, walking, and bicycling, but there are few amenities. The park has no sidewalk access or walking paths, and the parking area is unpaved and not American with Disabilities Act (ADA) compliant. The park also lacks bathroom facilities and has very minimal lighting (see **Figure 2-2**). In addition, there are numerous City-owned undeveloped open spaces within PA-4S, which could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These properties present opportunities to create new parks and recreational spaces within PA-4S.

**Figure 2-2: O.L. Peacock Park**



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

## 2.4 Transportation

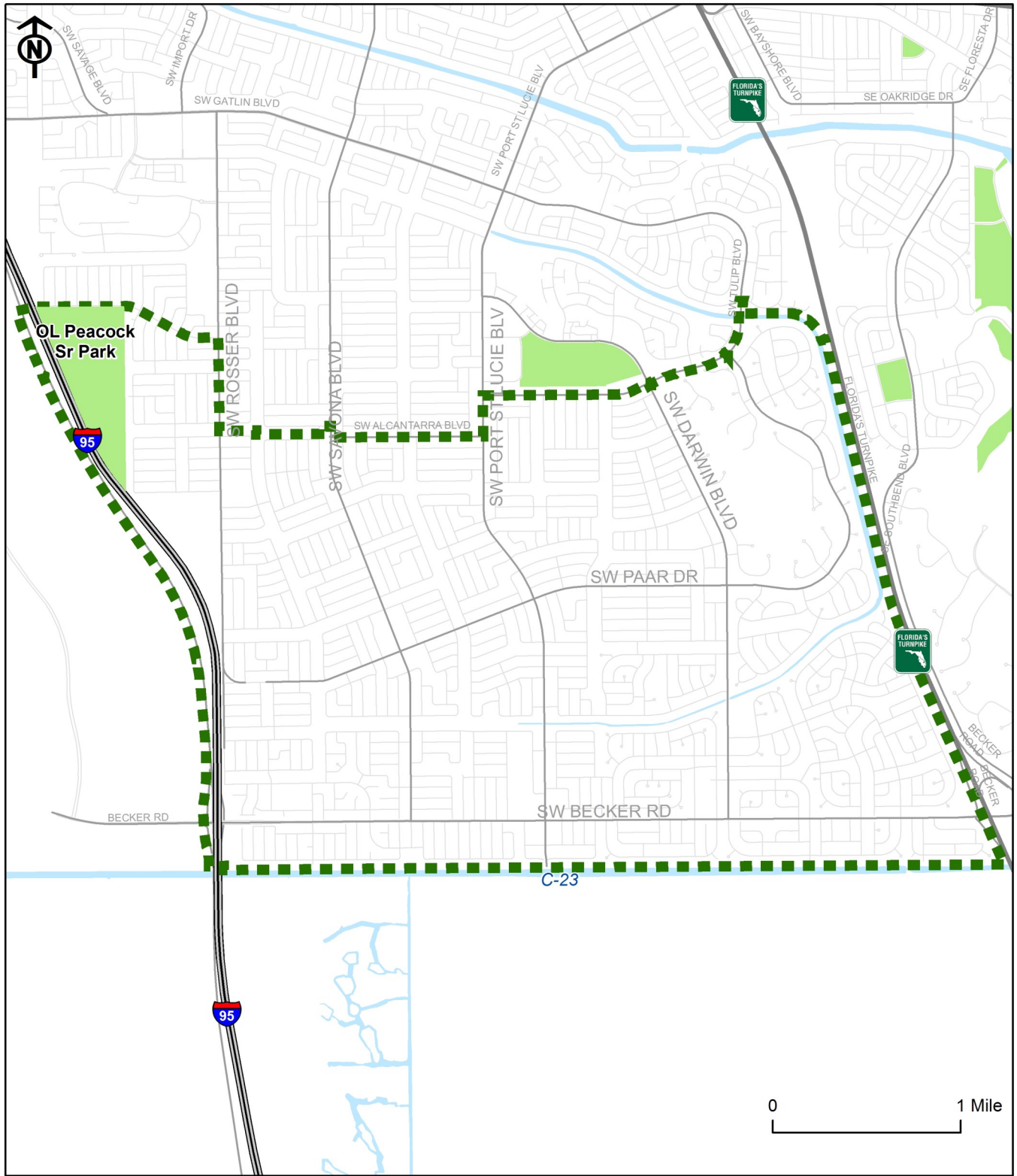
The existing roadways within PA-4S consist of 2- and 4-lane divided arterial corridors, and 2-lane undivided collector corridors. The sidewalk system within PA-4S consists of sidewalks ranging from 6–10-foot wide, primary on arterial streets. There are some 5-foot wide sidewalks within the Sawgrass Lakes neighborhood; however, the majority of the residential neighborhoods do not have sidewalks. The bicycle facilities consist of only wide sidewalks. The City has identified future bike facilities within PA-4S consisting of proposed multi-purpose trail and priority bicycle corridors (see **Map 2-3**). The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan also identified additional on-street bicycle lane along Port St. Lucie Boulevard. In addition, the Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-23 canal for pedestrians and bicyclists. Currently, there are no Treasure Coast Connector (TCC) fixed-route and paratransit services provided within PA-4S. However, the Interstate 95 Palm Beach Express is being proposed (see **Map 2-4**).

As new development occurs within PA-4S, the potential for traffic congestion may be significant, particularly along the arterial corridors. In order to help address increasing traffic, the City should continue to invest in complete streets that provide safe access for all users with well-connected sidewalks, bicycle lanes, greenways, roadways and public transit. A themed wayfinding system should be developed to direct visitors and local residents to community facilities such as City parks, greenways/trails, and commercial/mixed-use areas (see **Figure 2-3**). As redevelopment occurs and efforts to ensure multimodal improvements including transit are implemented, the City should coordinate with TCC to implement addition bus routes with increase headways where feasible and provide bus stop facilities such as pull-in/out lanes, shelters, benches, trash receptacles, and bicycle racks.

**Figure 2-3: Wayfinding System**







# Planning Area 4S

Existing Parks

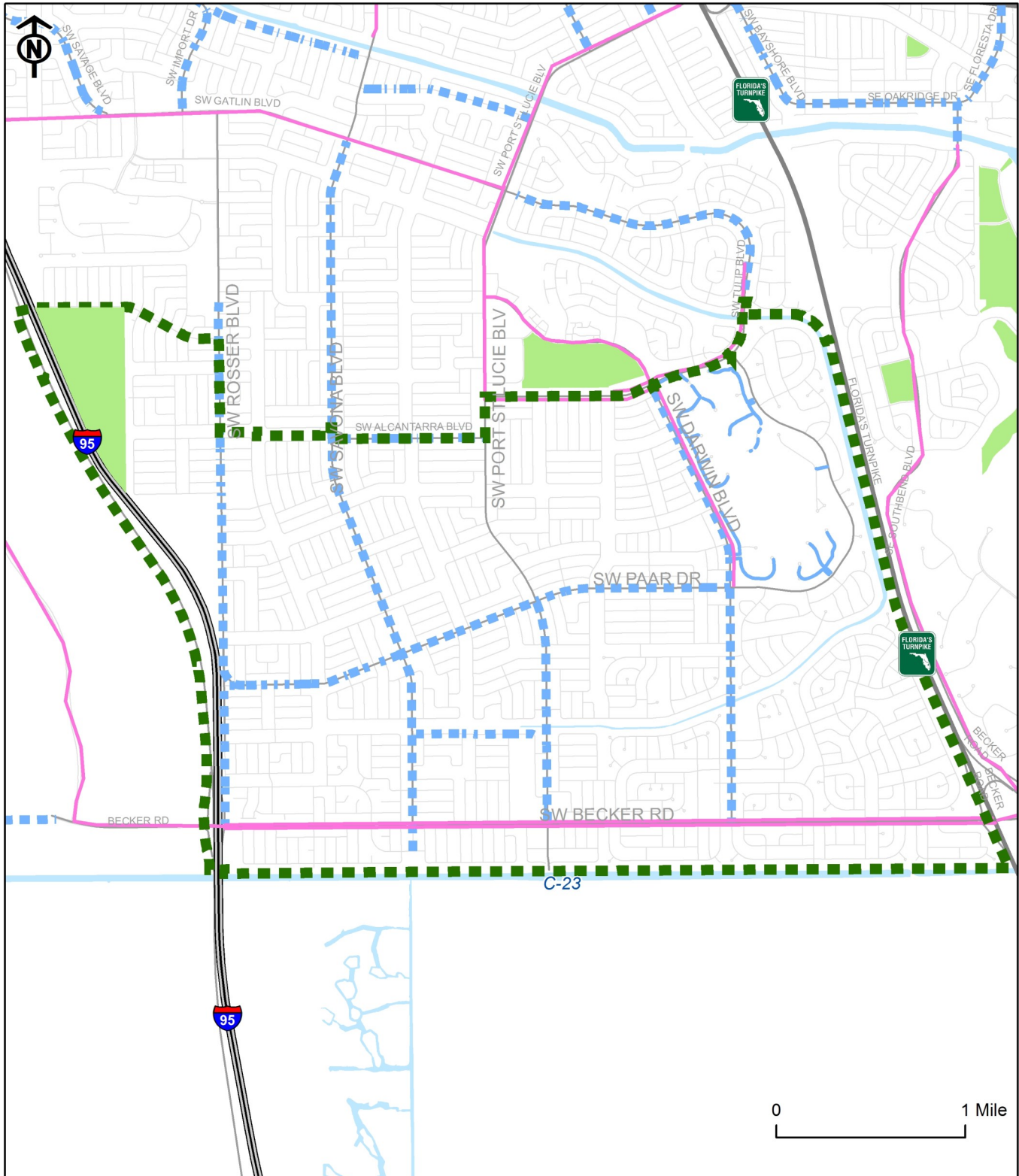
February, 2016

- Park
- Planning Area Boundary

- Canal/Ditch



Map 2-2: City Parks within PA-4S

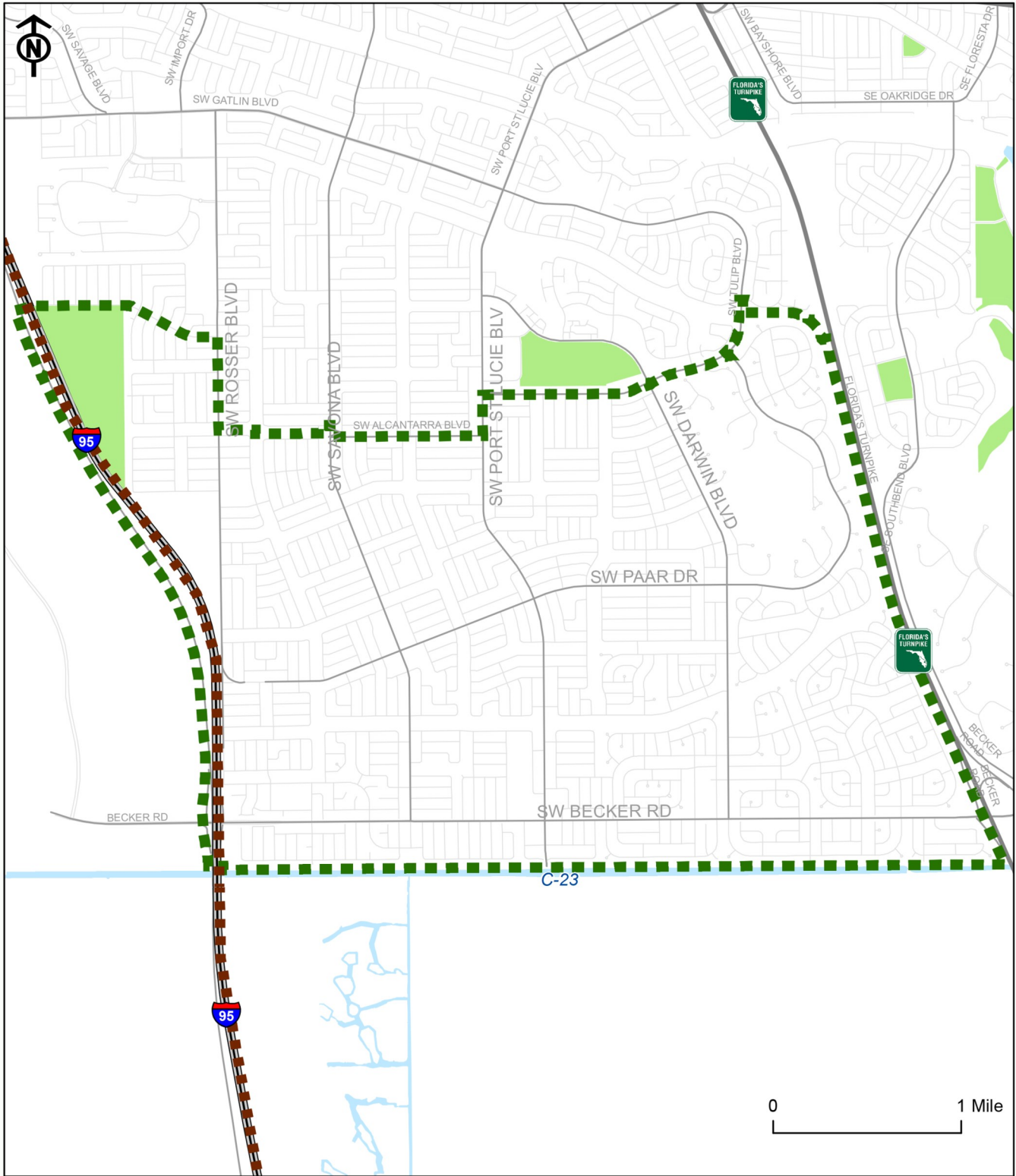


**Planning Area 4S**  
 Existing/Future  
 Bike-Pedestrian Facilities  
 February, 2016

- Park
- Planning Area Boundary
- Existing Sidewalks
- Proposed Sidewalk
- Sidewalk and Bike Facility
- Bicycle Facility





**Map 2-3: Existing and Future Bike-Pedestrian Network within PA-4S**



# Planning Area 4S

## Future Transit Facilities

January, 2016

-  I-95 Palm Beach Express
-  Planning Area Boundary



Map 2-4: Future Bus Route within PA-4S





## 3.0 PUBLIC ENGAGEMENT AND KEY THEMES

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## 3.0 PUBLIC ENGAGEMENT AND KEY THEMES

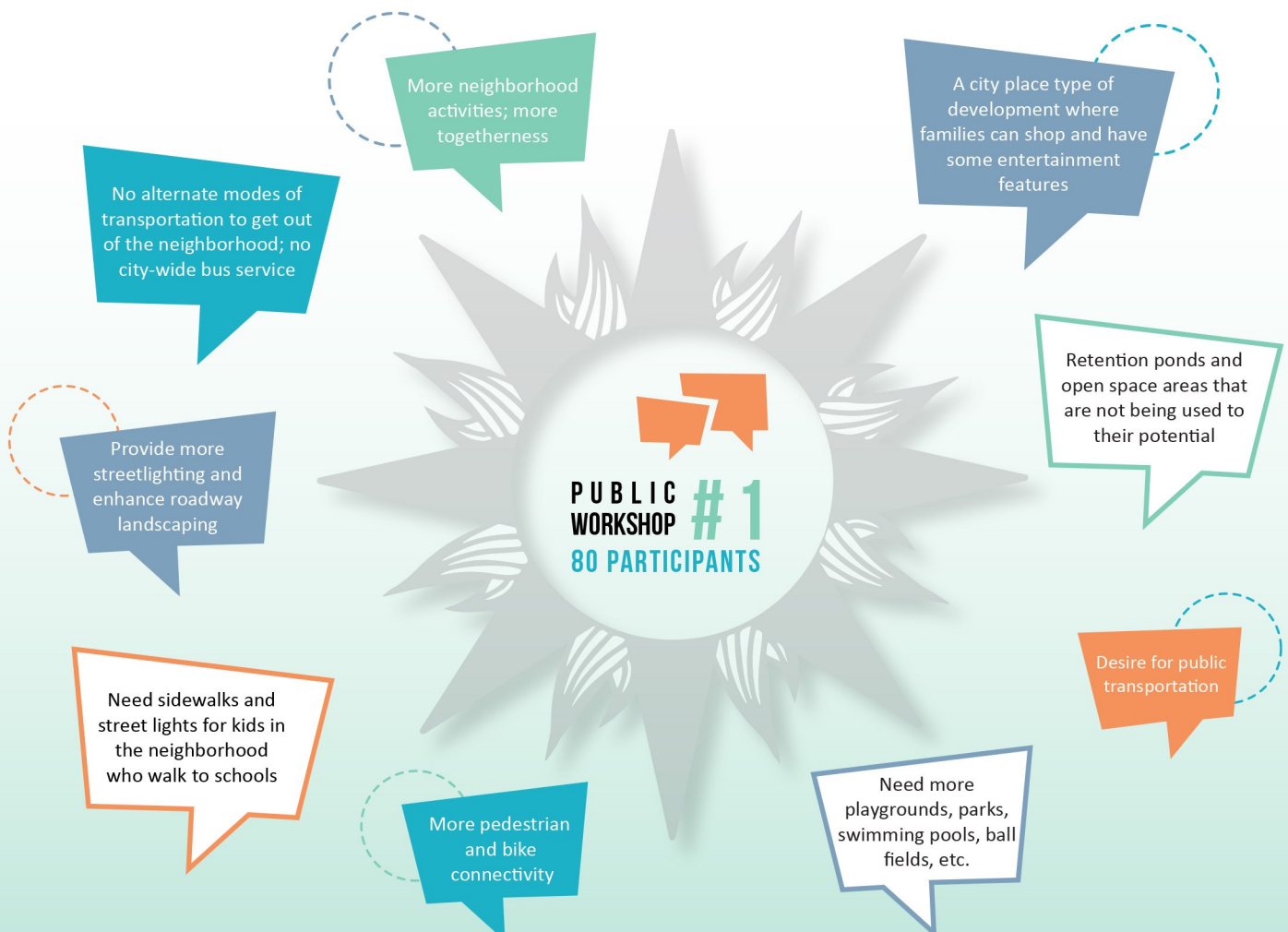
This section summarizes the two public workshops held during the planning process for PA-4S. The intent of the first workshop was to collect input from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future. The second workshop was held to present the Action Plan structure and recommendations, and solicit additional comments and input for the final document. In addition, a Becker Road focus group meeting was held to discuss improvements to aesthetics and function of the Becker Road Corridor.

### 3.1 Public Workshop #1

On July 23, 2015, the City of Port St. Lucie Planning and Zoning Department hosted a public workshop to discuss the scope of the project and collect input on issues and opportunities related to key elements of the Action Plan. The workshop focused on PA-4N and 4S simultaneously, and included 80 local residents (see **Figure 3-3**). The workshop began with a PowerPoint presentation that provided background information on the project and specific characteristics of PA-4S, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for PA-4S. Afterwards, a mapping exercise and a series of breakout sessions were conducted to gain an understanding of the direction for projects and programs desired by the community and to determine direct assets and issues within the PA-4S.

**Figure 3-1** and **Map 3-1** summarize key assets, issues and opportunities from the breakout session for PA-4S. See **Appendix A** for the meeting notes from the Public Workshop #1.

**Figure 3-1: Key Comments form Public Workshop #1**



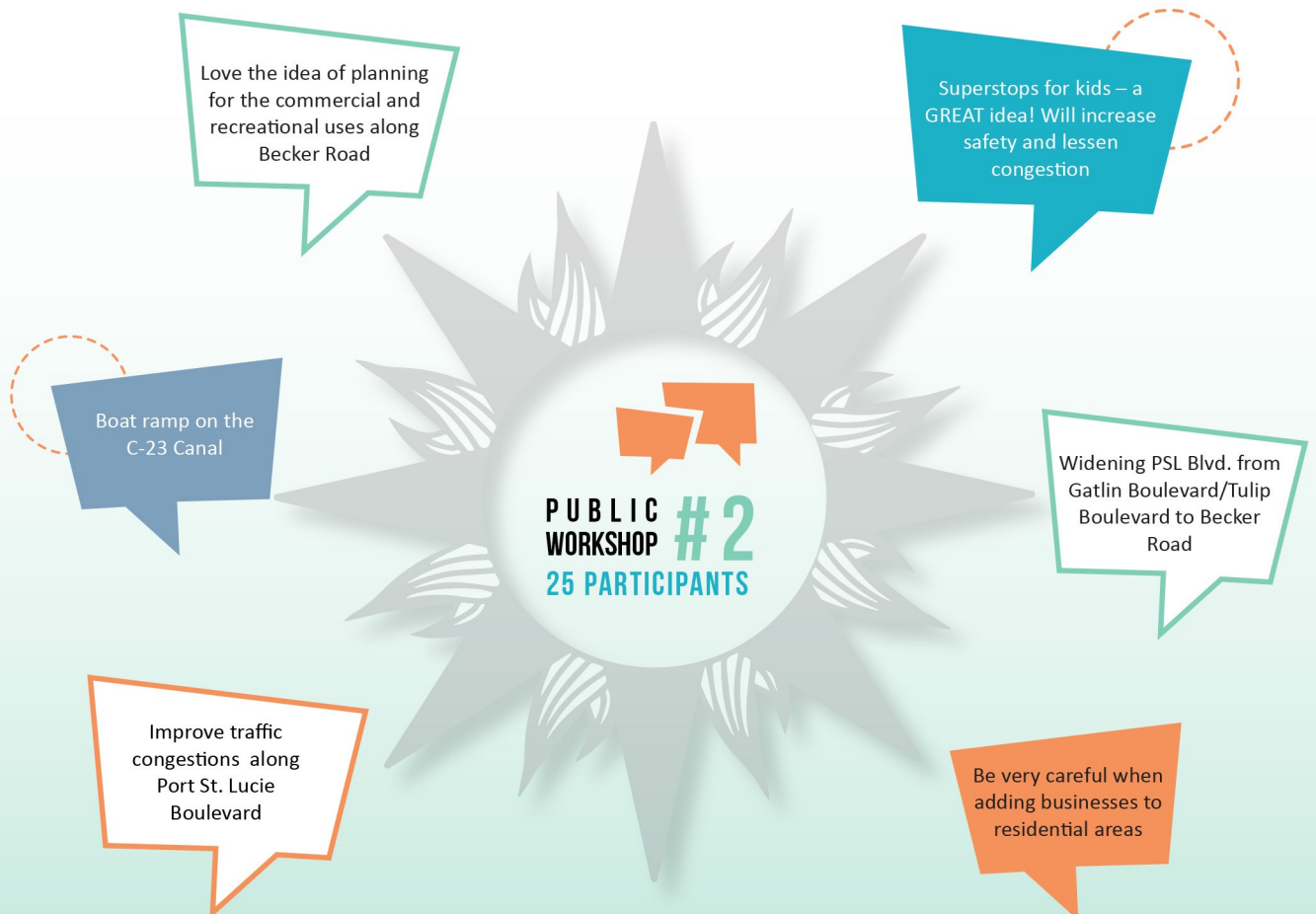
## 3.2 Public Workshop #2

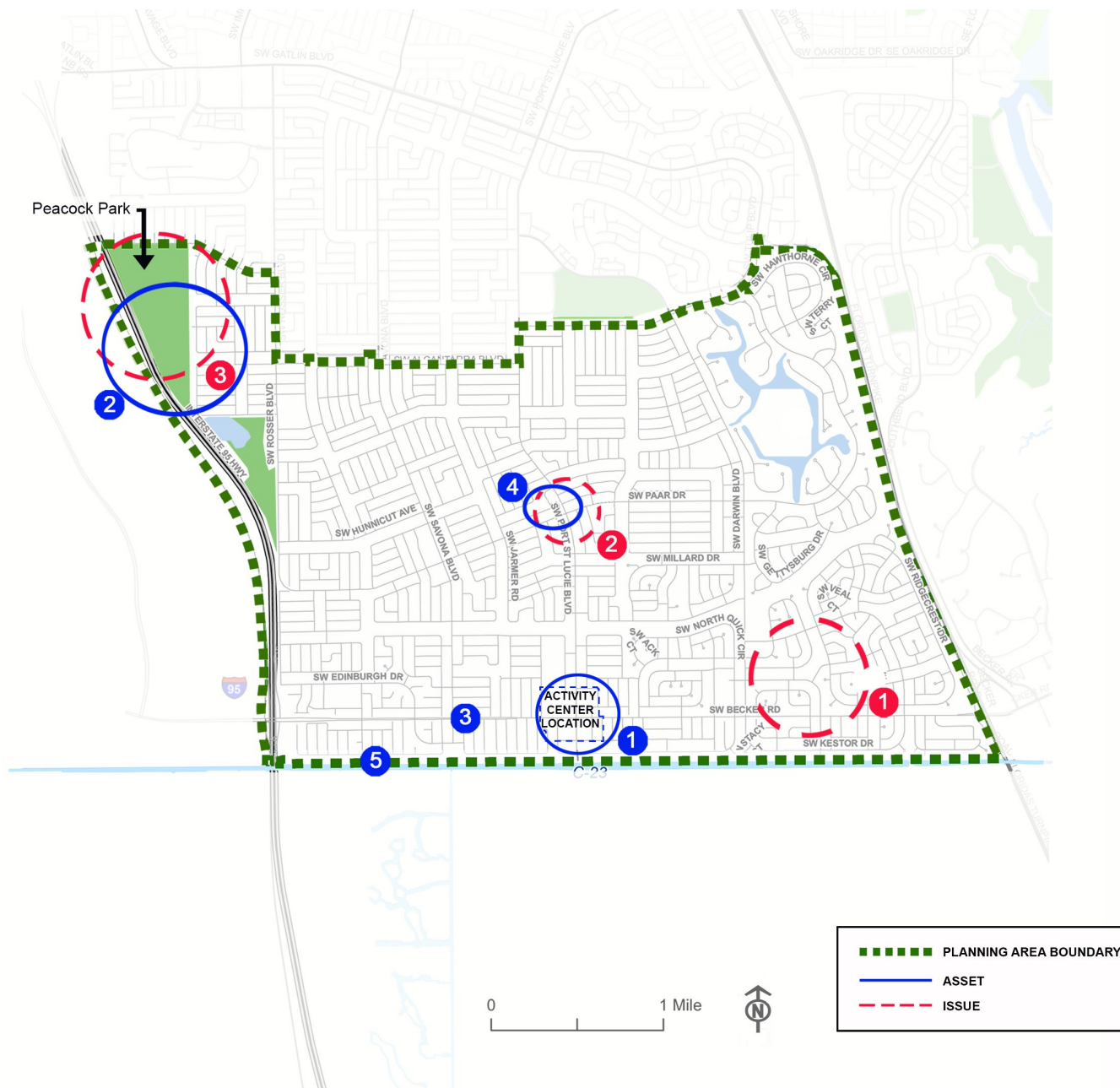
On October 29, 2015, the City of Port St. Lucie Planning and Zoning Department hosted a second public workshop to receive public input on proposed recommendations included in the Neighborhood Action Plan for PA-4S. The workshop focused on PA-4N and 4S simultaneously, and included 25 local residents (see **Figure 3-3**). Public Works Department also presented some specific projects it included in the current Capital Improvements Plan (CIP) that are consistent with the themes identified for the Action Plan themes, such as the development of the C-23 Canal path. The workshop began with a PowerPoint presentation that provided a brief summary of the results from the previous public workshop held on July 23, 2015, followed by the recommendations for improving features throughout both planning areas in addition to the overall issues and opportunities graphics, generated by comments provided during the July workshop. Following completion of the presentation, attendees participated in an open discussion, which offered the opportunity to comment on neighborhood issues and recommendations. Additionally each attendee was given a comment sheet to fill out if desired.

**Figure 3-2** summarizes major issues/guidance for the PA-4S Neighborhood Action Plan. See **Appendix A** for the meeting notes and comment sheets from the Public Workshop #2:

- **Creating Identity:** Improve neighborhood recognition.
- **Commercial Development:** Modify City code in create vibrant commercial and mixed-uses along Becker Road.
- **Parks and Recreation:** Provide more parks and connections to trails, including the C-23 Canal for greenways/blueways.
- **Roadway Improvements:** Continue with roadway improvements to reduce congestion and enhance streetscaping to unify the City.

**Figure 3-2: Key Comments form Public Workshop #2**





	PLANNING AREA BOUNDARY
	ASSET
	ISSUE



PLANNING AREA 4S ASSETS AND ISSUES	
<p><b>1</b> ASSET: Main intersection of Becker Road and SW Port St Lucie Boulevard; nearby schools and park; potential for activity center; access to Martin County</p> <p><b>2</b> ASSET: Peacock Park area and land for potential recreation area</p> <p><b>3</b> ASSET: Access to Florida Turnpike and I-95</p> <p><b>4</b> ASSET: Commercial node at Paar and SW Port St. Lucie Boulevard</p> <p><b>5</b> ASSET: Canal access south of SW Becker Road</p>	<p><b>1</b> ISSUE: Kestor Drive traffic and speeding; need for more streetlights</p> <p><b>2</b> ISSUE: SW Port St Lucie Boulevard in need of sidewalk and streetlights; "bad architecture" opinion given</p> <p><b>3</b> ISSUE: Peacock Park needs improvements and signage, as well as more utilization</p> <p><b>4</b> ISSUE: Multiple locations of requested street lights and sidewalks</p> <p><b>5</b> ISSUE: Care and maintenance of vacant lots</p> <p><b>6</b> ISSUE: Needs for parks and recreation options</p>

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



Figure 3-3: Public Workshops



Public Workshop #1



Public Workshop #2



### 3.3 Becker Road Focus Group

An additional focus group was held to discuss improvements to aesthetics and function of the Becker Road Corridor, located along Becker Road from Interstate 95 to the west, properties within approximately ½ mile north of Becker Road, Florida’s Turnpike to the east, and C-23 canal to the south (see **Figure 3-4**). Specific themes included:

- Addressing lot sizes, depths and other zoning code updates
- Designating commercial and mixed-use zoning transitions
- Developing appropriate building scale and orientation
- Providing neighborhood services (i.e., grocery stores, personal services, restaurants, etc.)
- Creating public parks and recreation centers
- Improving gateway/entry signage

See **Appendix A** for the meeting notes and **Section 5.0** for specific recommendations.

**Figure 3-4: Becker Road Character**



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## 4.0 NEIGHBORHOOD ACTION PLAN

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## 4.0 NEIGHBORHOOD ACTION PLAN

The Action Plan includes the Planning Area vision, specific projects, programs, and initiatives identified to accomplish the vision of PA-4S. This includes recommended prioritization for projects, as well as performance measures to allow the City to track key indicators related to community quality of life.

### 4.1 Planning Area Vision

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

The proposed Vision for PA-4S is the following:

*The southern gateway to Port St. Lucie with easy access to Florida's Turnpike and Interstate system, where a safe, effective, and efficient system of roadways, greenways, and blueways connect to the heart of the City and the larger region. The Becker Road mixed-use corridor and the designated Activity Center provide diverse housing opportunities, attractive parks and open spaces, and employment opportunities to help build community and economic opportunity.*

The Vision Concept is a visual representation of the Vision statement and major concepts that make up the Plan (see **Map 4-1**). The Vision Concept illustrates important elements including:

- Gateway elements at key locations welcoming visitors to PA-4S and Port St. Lucie as a whole.
- A central activity center and business district where people can work and shop at a variety of local businesses and where those businesses can thrive. Mixed-use developments will increase the positive interactions between residents and business owners.
- An improved transportation system where people will feel comfortable walking, riding a bicycle, and using public transportation, driving a vehicle, and where streets are pleasant public spaces.
- Neighborhood parks will provide a variety of passive and active recreational uses, all connected by a greenway with walkways and bicycle trails, and a blueway with scenic views of the canal.

### 4.2 Action Plan

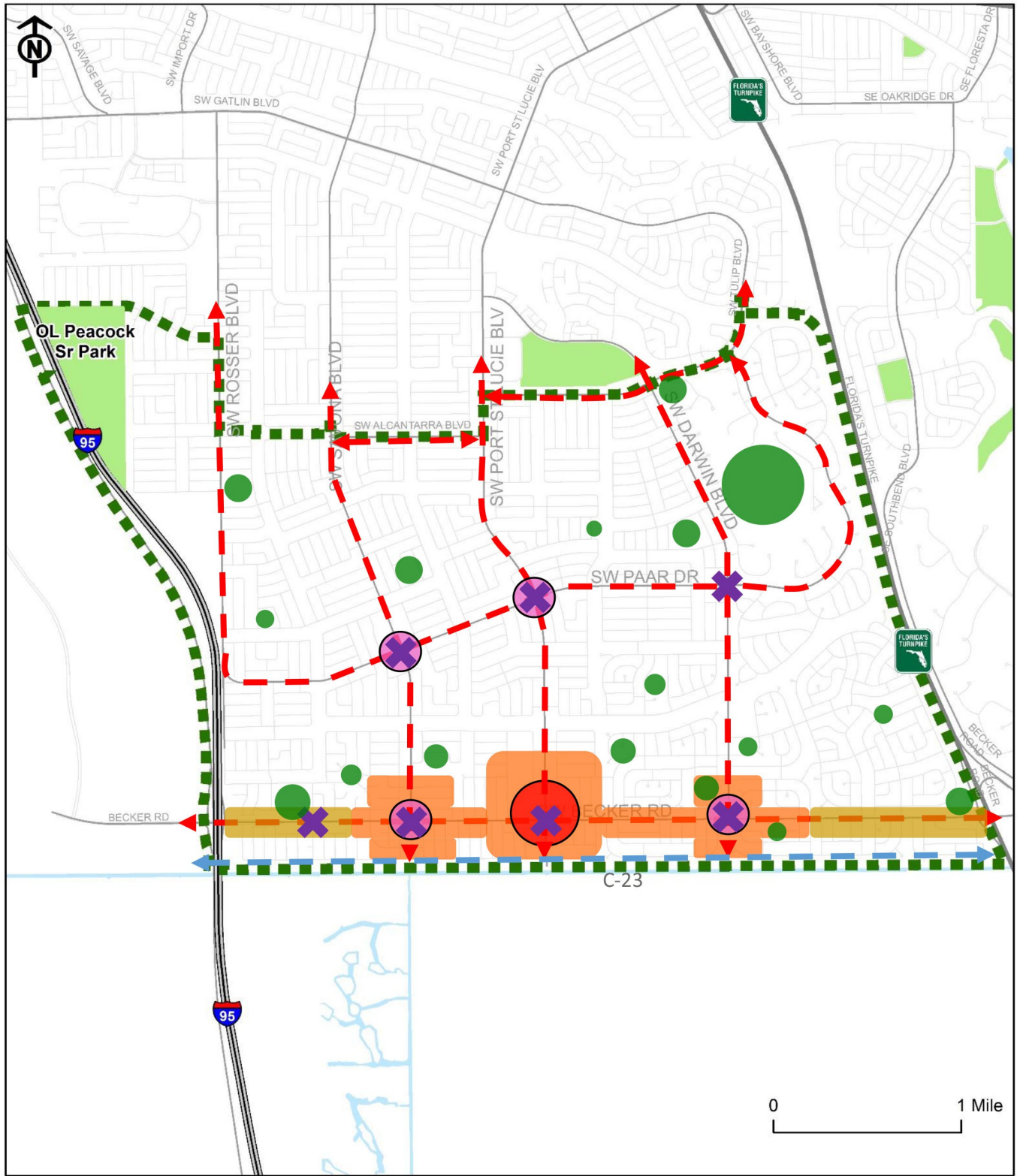
The Action Plan addresses the Vision Concept based on input from the general public and City staff. To accomplish the Vision Concept, an Activity Center is identified to create a sense of community, encourage economic development and provide housing opportunities, along with specific projects, programs, and initiatives.







Implementation of the Action Plan will require a concerted long-term effort by the Neighborhood Services Department and the PAAC and, subsequently, civic/neighborhood associations at the sub-area level.

#### 4.2.1 Creating Activity Center

In PA-4S, the designated Activity Center is located at the intersection of Becker Road and Port St. Lucie Boulevard, which would service as a primary node along the corridor (see **Map 4-2**). Secondary mixed-use/commercial nodes could be located at Becker Road and Savona Boulevard and at Becker Road and Darwin Boulevard. This area is largely undeveloped at this time but has the potential to develop into a mixed-use/commercial corridor to serve the local community and to solidify the neighborhood's re-emergence as a premier location to raise a family and operate a business.

There are a number of assets and opportunities which the City can build upon to reinforce the development of this Activity Center (see **Map 4-3** and **4-4**, and **Figure 4-1**). They include the following:

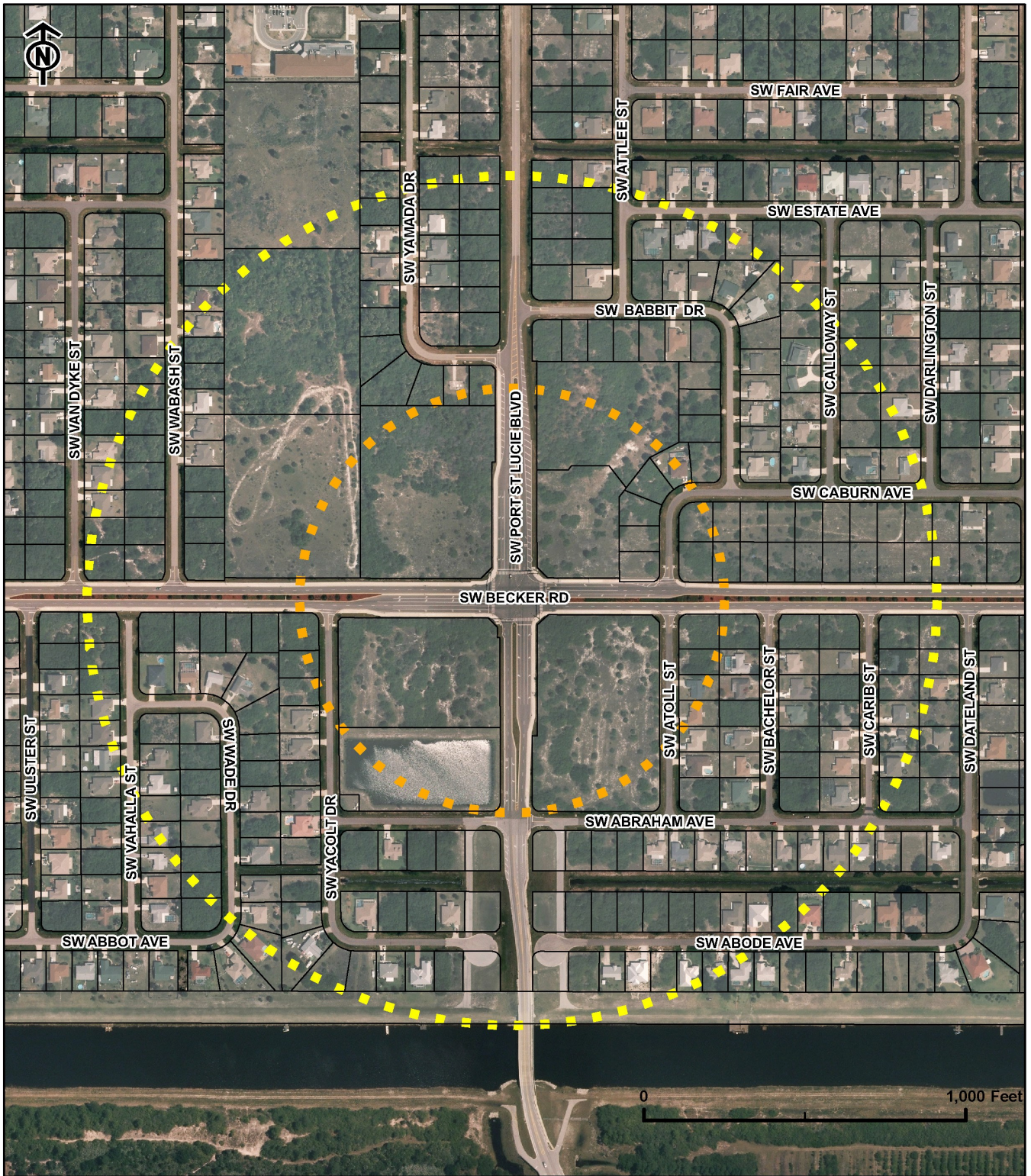


-  Potential Active Center
-  Potential Parks
-  Park
-  Primary Pedestrian & Bicycle Network
-  Potential Commercial/ Mixed-Use Node
-  Potential Welcome Sign
-  Planning Area Boundary
-  Greenway/ Blueway
-  Potential Mixed Use (Commercial, Office, Institutional, Residential)
-  Potential Multi-Family Residential



Map 4-1: Vision Concept Plan







### Planning Area 4S

Activity Center -  
Walking Distance

January, 2016

-  1/2 Mile or 10 Minute Walk
-  1/4 Mile or 5 Minute Walk



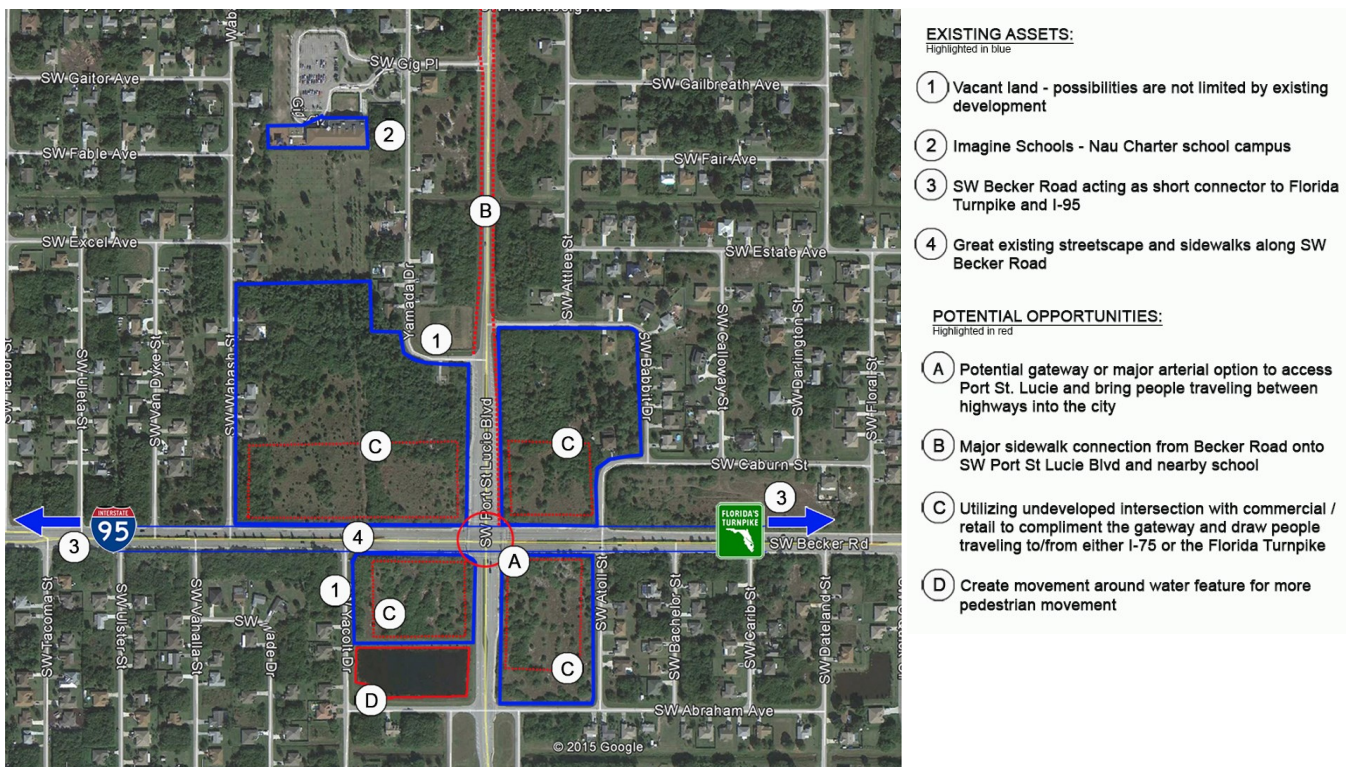
Map 4-2: Activity Center Location (with 5- and 10-minute walk radii)



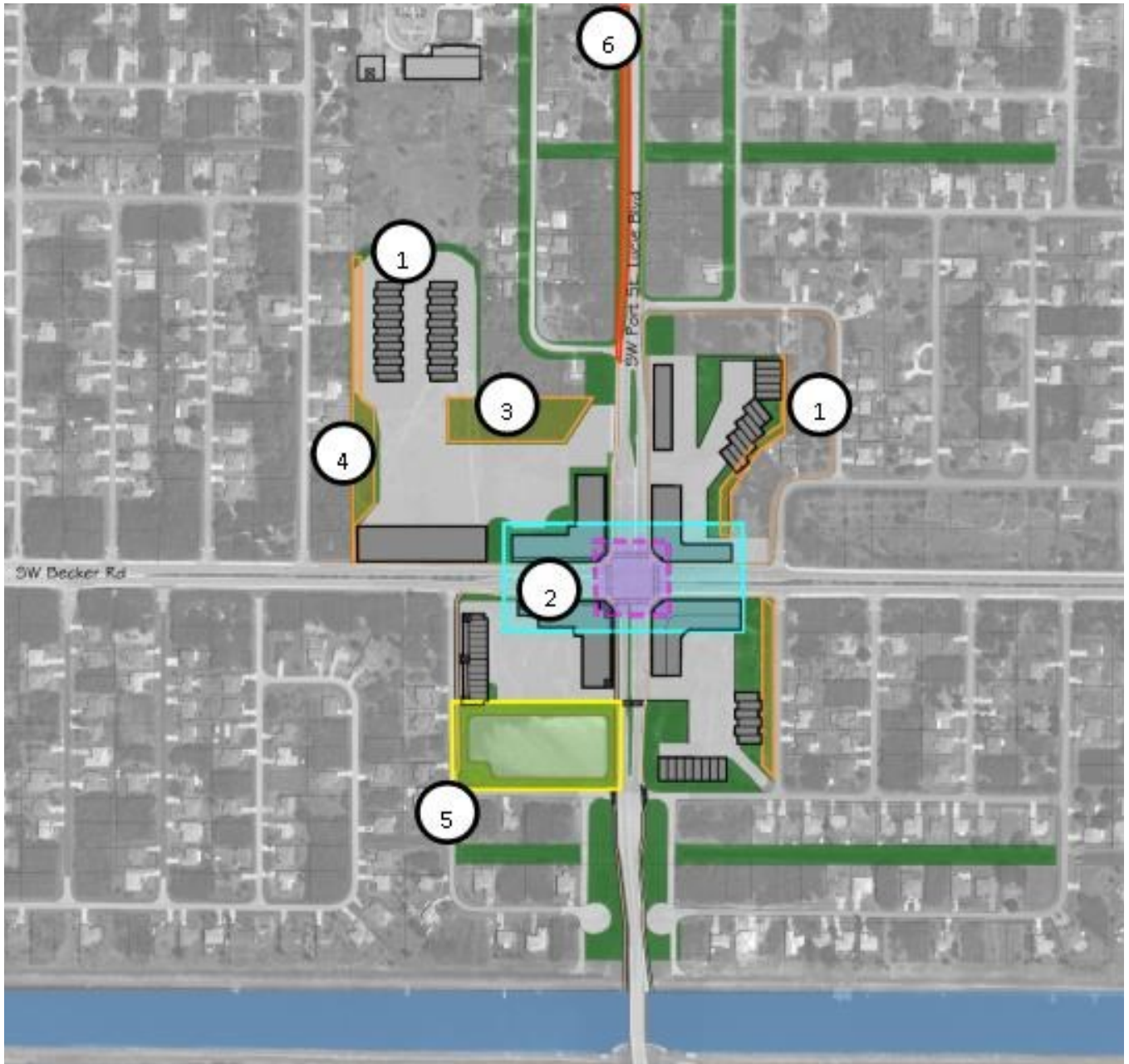
## Existing Assets

- Main intersection of Becker Road and Port St. Lucie Boulevard
- Existing streetscape and sidewalks along Becker Road
- Access to the C-23 Canal
- Access to Interstate 95 and Florida's Turnpike
- **Potential Opportunities**
  - Vacant lands with the potential for mixed-use and commercial development opportunities
  - Development opportunities for a variety of housing types
  - Potential passive parks located at existing stormwater ponds and undeveloped open spaces
  - Potential sidewalk connections along Savona Boulevard, Port St. Lucie Boulevard and Darwin Boulevard
  - Potential access to the C-23 Canal
  - Potential gateways at major intersections
  - Widening of Port St. Lucie Boulevard will offer improved access and bike/pedestrian facilities

The illustrative Activity Center Plan (see **Map 4-4**) identifies how, over time and with strategic investments from both the public and private sectors, a more formal center will begin to emerge that could better serve the workers and residents who live in the immediate vicinity as well as those from throughout PA-4S and the City as a whole. The concept for PA-4S is to develop a primary mixed-use node at the intersection of Becker Road and Port St. Lucie Boulevard to draw people traveling to/from Interstate 75 and Florida's Turnpike and to serve as the center of economic activity within PA-4S. Appropriate landscape buffering will be implemented to transition from the mixed-use developments to adjacent residential neighborhoods. Additionally, land use transitions will also be employed in the form of townhomes and multi-family residential. Specifically, as shown in **Figure 4-1**, there are opportunities to create a sense of place and promote health and wellness through the integration of small passive parks connected by trails and sidewalks to neighborhoods and nearby schools. The evolution of the Activity Center will provide opportunities for public art, programming and events, and easy connectivity between the larger employee population and nearby commercial uses.



**Map 4-3: Activity Center Assets and Opportunities**



**Map 4-4: Activity Center Illustrative Plan**



**Figure 4-1: Activity Center Character Concepts**



1 *Multi-family townhomes behind commercial*



2 *Mixed-use corner development*



3 *Landscape buffering*



4 *Masonry wall buffering*



5 *Outdoor space around pond*



6 *Extended sidewalks on Port St. Lucie Blvd.*

## 4.2.2 Recommendations

The Action Plan is divided into area wide and specific recommendations pertaining to the entire PA-4S based on the major focused themes identified in Volume 1: Neighborhood Planning Program, such as:

- Building Identity
- Creating Activity Centers
- Enhancing Recreation and Leisure
- Connecting Multimodal Transportation
- Integrating Arts and Culture

(See **Table 4-1** and **Maps 4-5, 4-6, and 4-7**).

Table 4-1: PA-4S Recommendations

Focused Themes	Area Wide	Specific Locations
<p><b>Building Identity</b></p>	<ul style="list-style-type: none"> <li>• Conduct public survey to identify preferred sub-area name and logo.</li> </ul>	<ul style="list-style-type: none"> <li>• Install potential welcome signs:                             <ul style="list-style-type: none"> <li>◇ Savona Boulevard/Paar Drive (Savona Central)</li> <li>◇ Port St. Lucie Boulevard/Paar Drive and Becker Road/Port St. Lucie Boulevard (Tulip Paar)</li> <li>◇ Darwin Boulevard/Paar Drive (Tulip South)</li> <li>◇ Becker Road/Hallmark Street (Savona South)</li> <li>◇ Becker Road/Savona Boulevard (Paar South)</li> <li>◇ Becker Road/Darwin Boulevard (Darwin Park)</li> </ul> </li> <li>• Develop wayfinding signage system to public destinations (i.e., City parks, greenways/trails, commercial areas, etc.) at strategic locations along major arterial roadways.</li> <li>• Implement banner program along major arterial roadways:                             <ul style="list-style-type: none"> <li>◇ Savona Boulevard (Savona Central)</li> <li>◇ Tulip Boulevard (Tulip Paar)</li> <li>◇ Paar Drive (Tulip South)</li> <li>◇ Savona Boulevard and Becker Road (Savona South)</li> <li>◇ Port St. Lucie Boulevard and Becker Road (Paar South)</li> <li>◇ Darwin Boulevard and Becker Road (Darwin Park)</li> </ul> </li> </ul>



Welcome Sign  
El Cajon, CA  
(Source: Hunt Design)



Street Banner  
Winter Park, FL  
(Source: City of Winter Park, FL)

PA 4S Signage Concepts

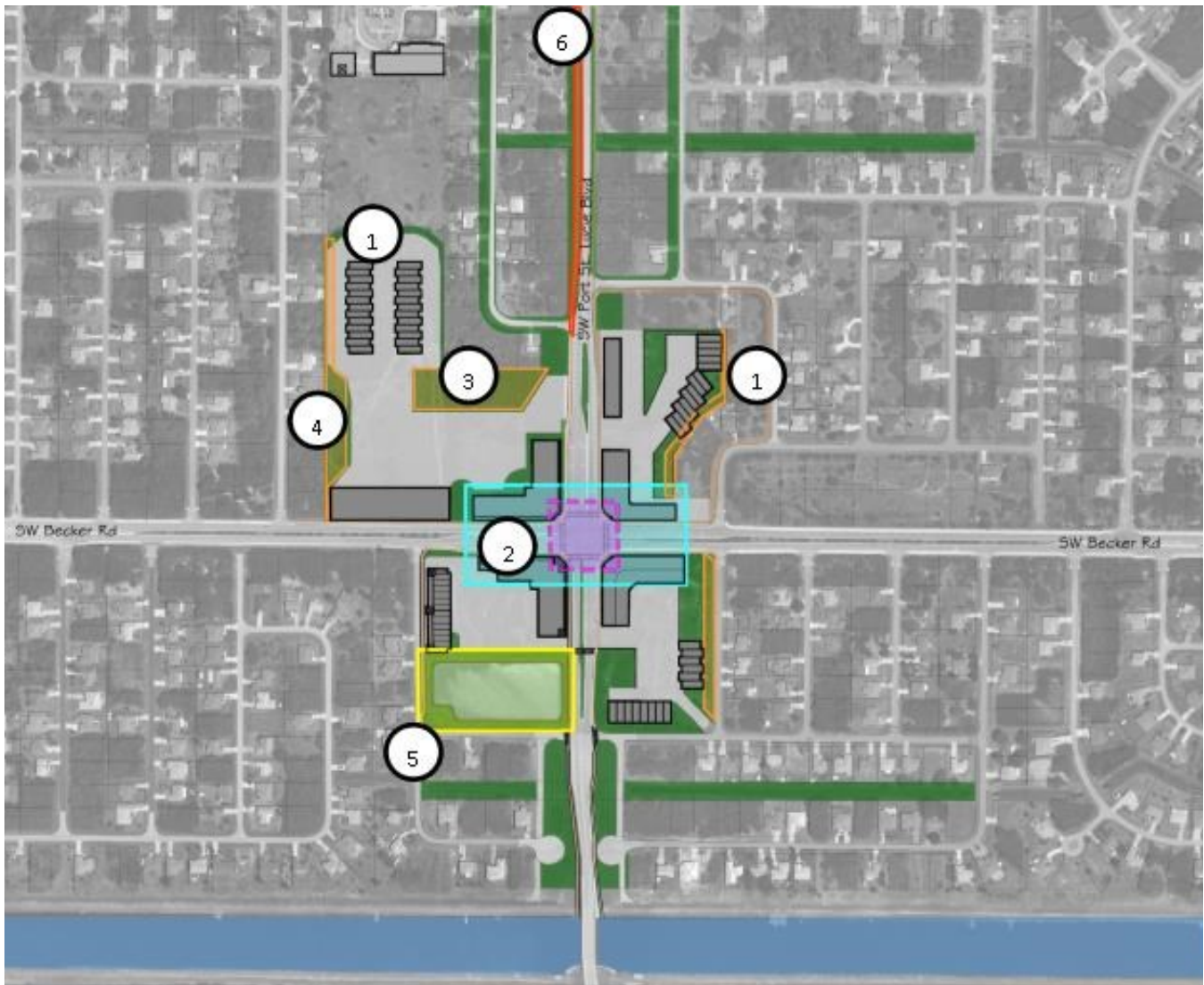


Wayfinding Signage System



**Table 4-1: PA-4S Recommendations (continued)**

Focused Themes	Specific Locations
<p><b>Creating Activity Center</b></p>	<ul style="list-style-type: none"> <li>• Designate the Activity Center as a primary node by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity</li> <li>• Identify modifications to the Land Development Regulations (Development Standards/Programs)</li> <li>• Install a gateway at Becker Road and Port St. Lucie Boulevard</li> <li>• Improve sidewalk connections</li> <li>• Implement passive park improvements and sidewalk loop at stormwater pond</li> <li>• See <b>Section 4.2.1</b> for more information.</li> </ul>



*Activity Center Illustrative Plan*

**Legend**

- |   |   |
|---|---|
| 1. Multi-family townhomes behind commercial | 4. Masonry wall buffering                         |
| 2. Mixed-use corner development             | 5. Outdoor space around pond                      |
| 3. Landscape buffer                         | 6. Extended sidewalks on Port St. Lucie Boulevard |



**Table 4-1: PA-4S Recommendations (continued)**

Focused Themes	Area Wide	Specific Locations
<p><b>Enhancing Recreation and Leisure</b></p>	<ul style="list-style-type: none"> <li>• Explore opportunities to create parks and recreational facilities on City-owned undeveloped open spaces and stormwater facilities.</li> <li>• Connect recreational facilities with a pedestrian and bicycle-friendly greenway trail.</li> <li>• Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in developing them.</li> </ul>	<ul style="list-style-type: none"> <li>• Formalize the existing park at O.L. Peacock through investments in basic amenities including parking, shaded seating areas, sidewalks, and a boat ramp (non-motorized).</li> <li>• Investigate opportunities for a multi-use trail around the West Port Wastewater Treatment Plant. These trails would be located outside of the existing fence at the facility and would provide views of the existing water bodies at Sawgrass. This trail would connect to the sidewalk along Darwin Avenue.</li> <li>• Implement the C-23 Canal multi-use path, as identified in the Capital Improvements Plan.</li> <li>• Implement a blueway along the C-23 Canal with canoe/kayak launches along the canal at key locations.</li> </ul>



*Stormwater park*  
(Source: Skip Milos Productions)



*Multi-use trail*  
(Source: BikeFlorida.net.)



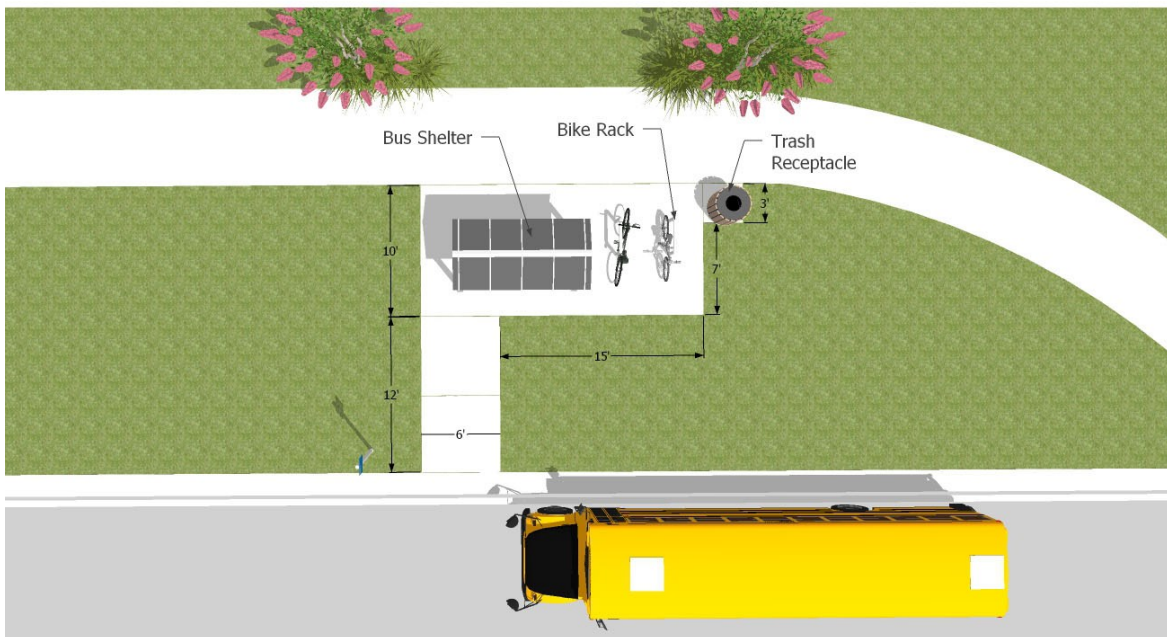
*Blueways*  
(Source: Manatee County, FL)



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

**Table 4-1: PA-4S Recommendations (continued)**

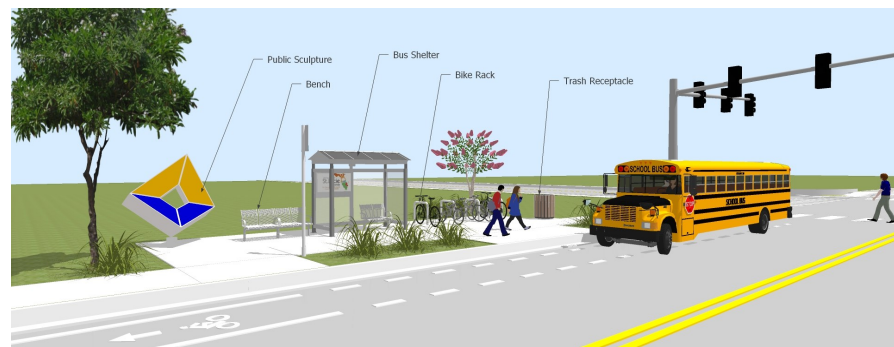
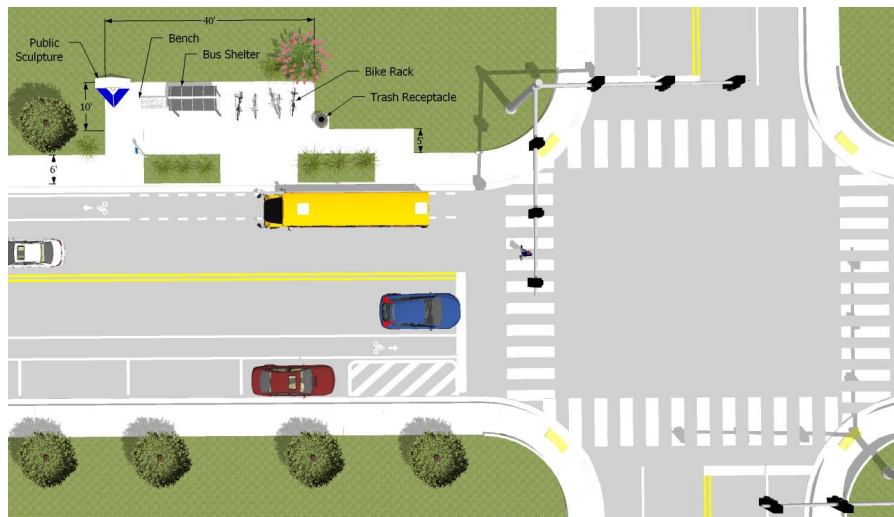
Focused Themes	Area Wide
Connecting Multimodal Transportation	<ul style="list-style-type: none"> <li>• Develop performance measures for construction of bicycle/pedestrian facilities and report them at quarterly PAAC Meetings.</li> <li>• Update sidewalk prioritization process to include PAAC priorities</li> <li>• Create a funding process that would allow property owners to fund sidewalk construction by taxing themselves</li> <li>• Coordinate with TCC to implement additional bus routes with increase headways where feasible and provide bus stop facilities such as pull-in/out lanes, shelters, benches, trash receptacles, and bicycle racks.</li> <li>• Coordinate with the St. Lucie County School District to improve safety and comfort at school bus pick-up/drop-off areas by creating transit “superstops” at strategic locations (in right-of-way or publicly-owned property).</li> </ul>



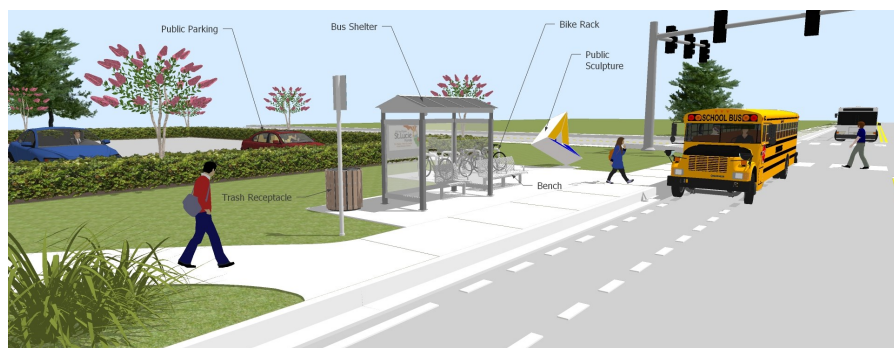
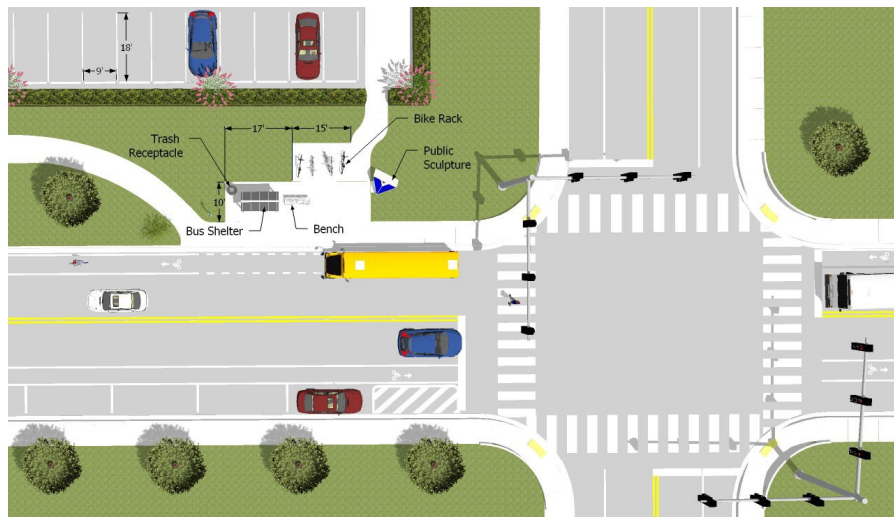
*Prototypical Superstop Concept—Compact Model*



Table 4-1: PA-4S Recommendations (continued)



Prototypical Superstop Concept—Standard Model



Prototypical Superstop Concept - Park and Pick-Up Model

**Table 4-1: PA-4S Recommendations (continued)**

Focused Themes	Area Wide	Specific Locations
<p><b>Integrating Arts and Culture (Public Art Activities)</b></p>	<ul style="list-style-type: none"> <li>• Create action plan for integrating public art on entry arterials.</li> <li>• Identify walking streets where public art installations can be integrated.</li> <li>• Partner with TCC to install art at bus stops and other transit facilities.</li> <li>• Coordinate with civic organizations or local schools for street paintings or bench projects.</li> <li>• Fund design and installation of decorative transformer/ signal box wraps.</li> <li>• Organize annual, curated temporary art exhibition at public venues.</li> <li>• Develop public art plan to identify locations for installations along existing/future trail network</li> <li>• Adopt public art requirement for new stormwater ponds</li> <li>• Have PAAC identify locations for neighborhood murals</li> <li>• Exhibit portable street art at different times/seasons and during special events.</li> </ul>	<ul style="list-style-type: none"> <li>• Install public art at entry arterials:                             <ul style="list-style-type: none"> <li>◇ Port St. Lucie Boulevard</li> <li>◇ Becker Road</li> <li>◇ Savona Boulevard</li> <li>◇ Darwin Boulevard</li> <li>◇ Paar Drive</li> </ul> </li> <li>• Incorporate public art at City parks, trails, public facilities, and commercial nodes:                             <ul style="list-style-type: none"> <li>◇ O.L. Peacock Park</li> <li>◇ C-23 Canal Path</li> <li>◇ Future Activity Center (Port St. Lucie Boulevard and Becker Road)</li> <li>◇ Commercial nodes (Paar Drive and Port St. Lucie Boulevard)</li> </ul> </li> </ul>



*Public art along entry arterials*  
(Source: Council on Culture & Arts for Tallahassee/Leon County)



*Signal box wrap*  
(Source: City of Port St. Lucie, FL)



*Public art along trails*  
(Source: American Trails)



*Public art in parks*  
(Source: Bradenton Downtown Development Authority)



*Portable art*  
(Source: Art Daily)



Table 4-1: PA-4S Recommendations (continued)

Focused Themes	Area Wide
<b>Integrating Arts and Culture</b> <b>(Cultural Activities)</b>	<ul style="list-style-type: none"> <li>• Implement programs, grants, marketing, outreach and partnerships that attract artists, visitors and residents from one neighborhood to experience another neighborhood.</li> <li>• Provide neighborhood connections with Active Center festivals; marketing, programming, and partnerships with local cultural initiatives that link major festivals with neighborhood initiatives.</li> <li>• Coordinate and partner with festival organizers and cultural association/clubs in hosting public events.</li> <li>• Provide older adult outreach with targeted marketing and increased accessibility for older adults to participate in cultural events.</li> <li>• Develop youth arts conferences and provide dedicated space featuring youth-only art.</li> <li>• Develop family- and child-friendly programming and exhibits with curricula for early learning programs.</li> <li>• Increase cultural spaces in every neighborhood: <ul style="list-style-type: none"> <li>◇ Revise zoning and licenses to allow for cultural uses to populate vacant and underused commercial and industrial spaces and foster new districts of cultural uses</li> <li>◇ Permit pop-up cultural spaces in underused storefronts</li> <li>◇ Donate/lease vacant land or buildings to arts groups, artists, or community cultural groups</li> <li>◇ Conduct a comprehensive space inventory for cultural uses</li> <li>◇ Collaborate among neighborhood spaces and parks and local cultural organization responsible for activating the space with cultural initiatives</li> </ul> </li> </ul>



*Collaborate with cultural associations*  
 (Source: Puerto Rican Association for Hispanic Affairs)



*Provide senior programs*  
 (Source: Choose Tallahassee)

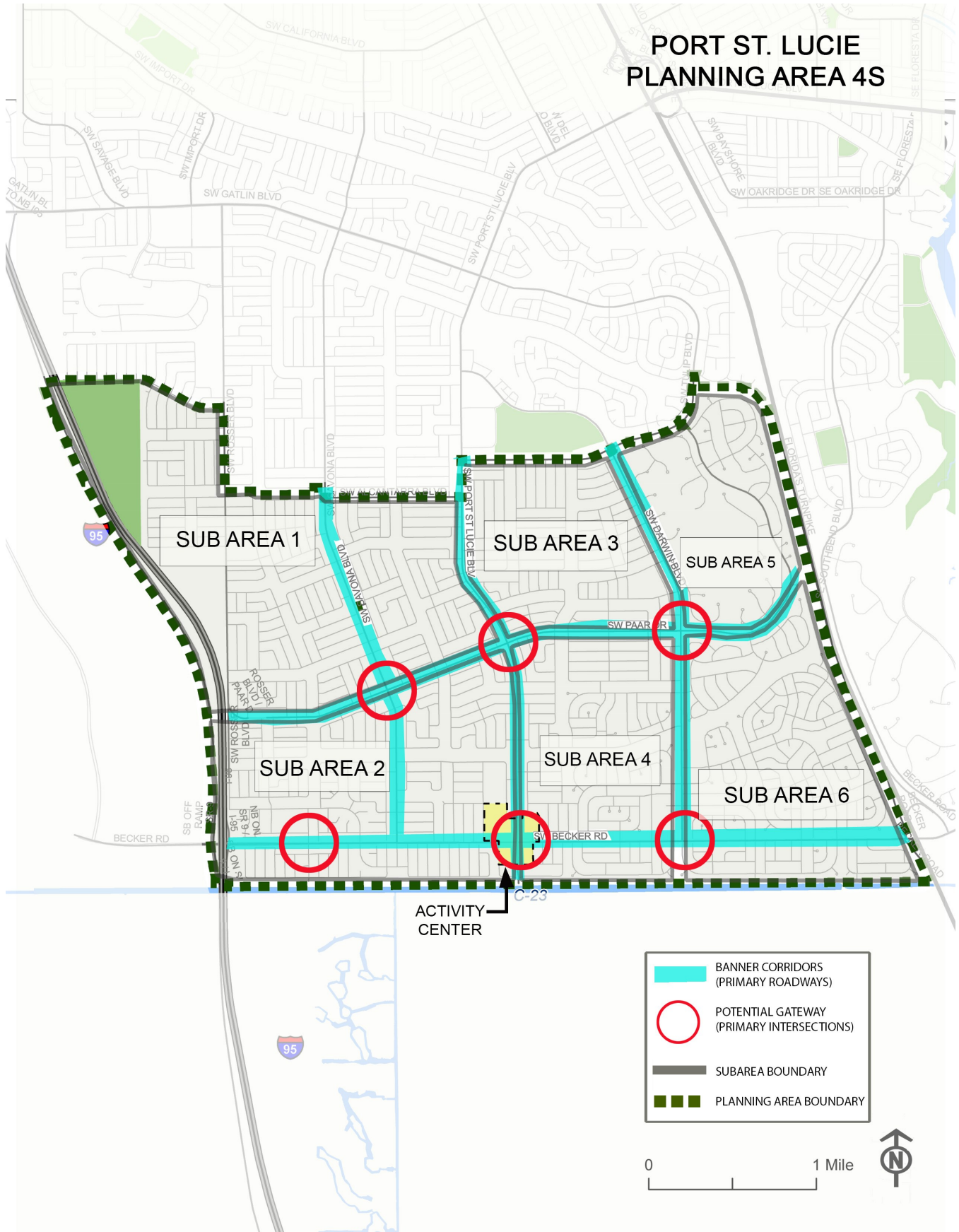


*Provide youth programs*  
 (Source: Youth Arts Group)



*Increase cultural spaces*  
 (Source: Notre Dame College)

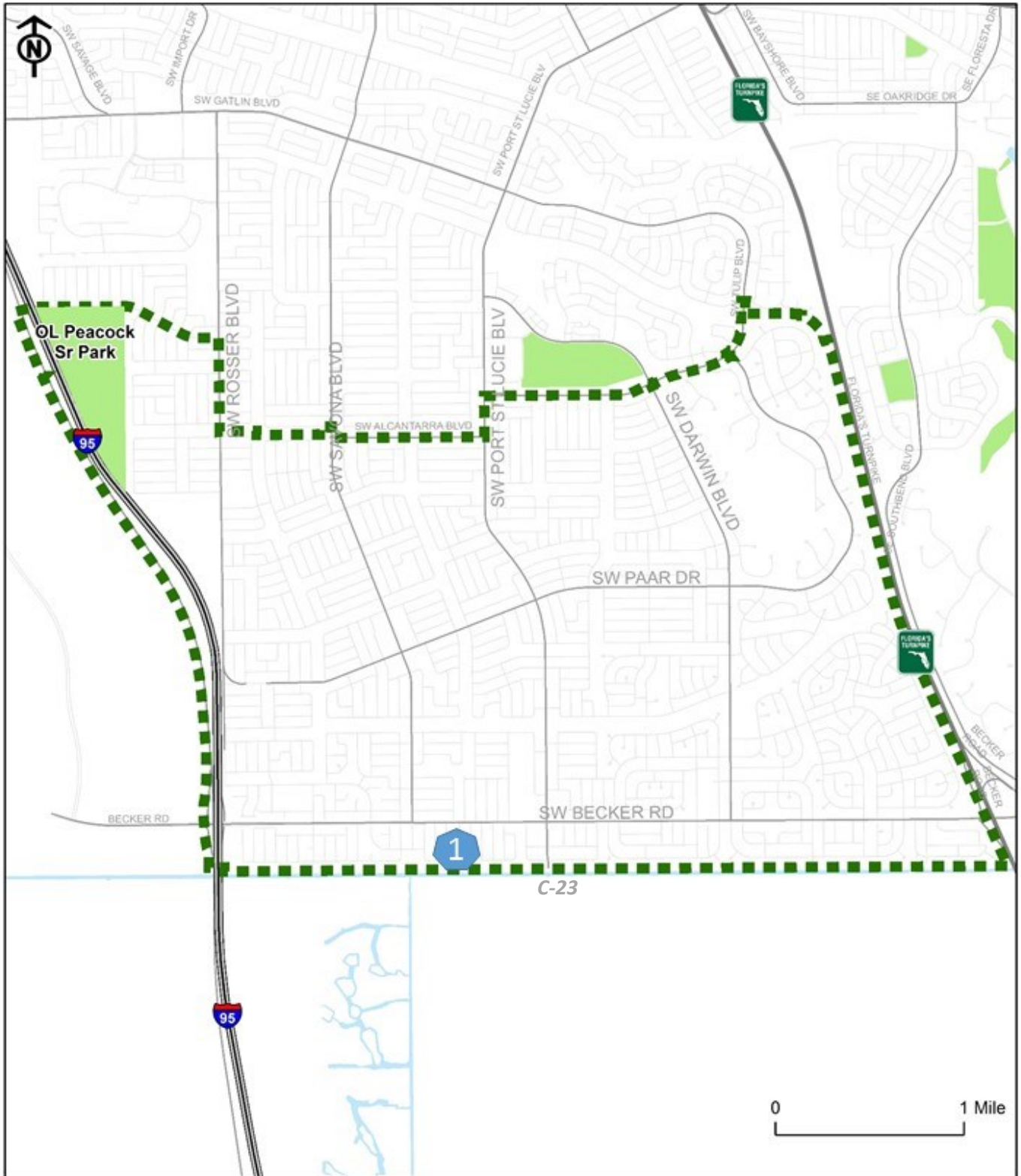
# PORT ST. LUCIE PLANNING AREA 4S



	BANNER CORRIDORS (PRIMARY ROADWAYS)
	POTENTIAL GATEWAY (PRIMARY INTERSECTIONS)
	SUBAREA BOUNDARY
	PLANNING AREA BOUNDARY





Map 4-5: Potential Welcome Sign Locations and Banner Corridors



### Planning Area 4S

CIP Team Projects  
Parks and Open Space

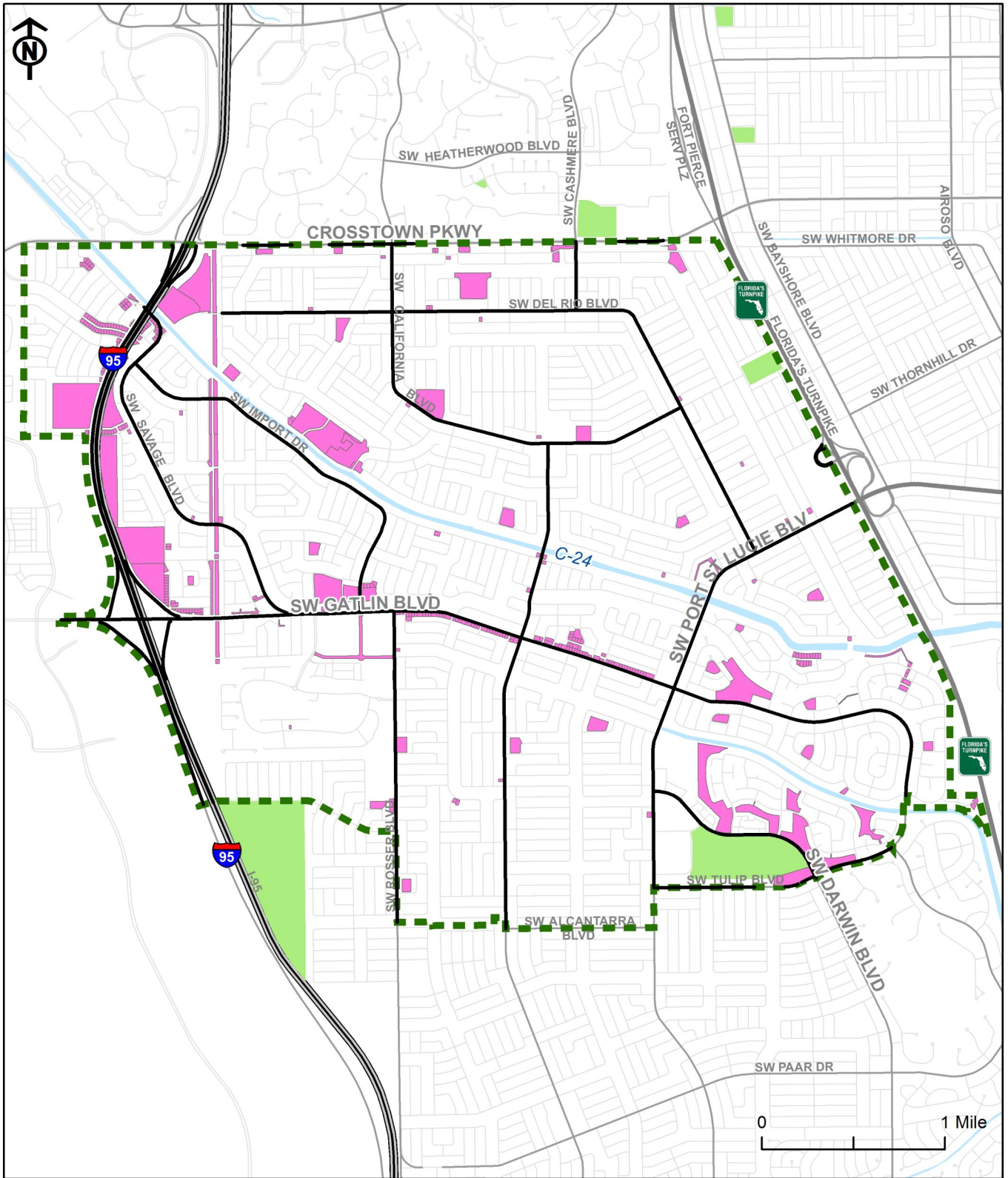
-  Park
-  Planning Area Boundary



#### 1. C-23 Canal Path

Map 4-6: Capital Improvement Projects





This is

# Planning Area 4N

## Bus Stop Corridors

February, 2016

-  Major Roads
-  City Owned Land
-  Planning Area Boundary



Map 4-7: Potential Superstop Locations

### 4.2.3 Performance Measures and Prioritization

This section of the Action Plan includes recommendations for performance measures that can be adopted to track plan implementation progress and a prioritization matrix that categories projects/initiatives into short, medium, or long terms.

#### A. Performance Measures

Performance measures are metrics that help the community, City staff, and elected officials track plan implementation progress over time. These measures can apply to a number of different areas of implementation, both qualitative and quantitative. Each PAAC is encouraged to develop the right set of performance measures to track plan progress for each Planning Area.

##### 1. St. Lucie TPO Performance Measures

The St. Lucie TPO recently adopted a series of performance measures to help track the successful implementation of the Long Range Transportation Plan (LRTP). The City should consider coordinating with the TPO to share data for the purposes of some of these measures. This is particularly relevant to this planning effort, as many of the recommendations are related to multimodal transportation. The measures below have either been pulled from the TPO document or are related to transportation and neighborhood planning:

- % of roadways with sidewalks and bike lanes
- % of transit stops with sidewalk access
- Lane feet of sidewalks
- Miles of fixed-route transit service
- % of low-income, older adults, and persons with disabilities within ¼ mile of transit route
- Community walk scores
- Number of bicycle riders
- Number of fatalities/serious injuries—car/motorized
- Number of fatalities/serious injuries—bicyclist/pedestrian

##### 2. Other Potential Performance Measures

Additional performance measures that should be considered include the following:

- Attendance at PAAC Meetings
- Attendance at public workshops/forums
- Number of civic/neighborhood associations formed
- Civic/neighborhood association membership
- Number of events hosted by civic/neighborhood associations
- Grant dollars awarded by the City through its Neighborhood Grant Program
- Number of households in adopted street lighting/sidewalk funding districts

It is important to remember that selecting the right performance measures is a very important step for the City and the PAAC as plan implementation begins. The measures selected should be relevant to the PAAC, and implementation of the plan and data should be readily available and fairly easy to update/maintain. Measures can be very useful, particularly over the long term, but due to the work involved they are often not maintained. It is recommended that the PAAC and City adopt a mix of those measures listed in the previous sections to address both multimodal improvements and community engagement and capacity building. Once the right set of measures is selected, the City should publish them on the Neighborhood Services Department website for easy public access. It is recommended that these measures should be updated annually and reported at a quarterly meeting of the PAAC.

#### B. Prioritization Matrix

The prioritization matrix on the following pages categorizes each of the major initiatives of the Action Plan as either short-, mid-, or long-term priorities (see **Table 4-2**). This matrix is designed to help build energy and enthusiasm by achieving small victories to increase momentum for implementation. Working with City staff, the PAAC should review and prioritize these priorities every year as they identify a work plan.

Table 4-2: Prioritization Matrix for PA-4S

Activities	PA-4S		
	Short-Term Years	Mid-Term Years	Long-Term Years
	1-2	3-5	6+
<b>Building Identity</b>			
Conduct public survey to identify preferred sub-area name and logo	Yellow	White	White
Install welcome signs at entry corridors	White	Yellow	White
Develop wayfinding signage system to public destinations	Yellow	Yellow	White
Implement Banner Program along primary roadways	Yellow	Yellow	White
<b>Creating Activity Center</b>			
Adopt Activity Center location and policies in Comprehensive Plan	Yellow	White	White
Identify modifications to Land Development Regulations	Yellow	White	White
Install a gateway at Becker Road and Port St. Lucie Boulevard	White	Yellow	White
Improve sidewalk connections	White	Yellow	White
Implement passive park improvements and sidewalk loop at stormwater pond	White	Yellow	White
<b>Enhancing Recreation and Leisure</b>			
Explore opportunities to create parks and recreational facilities on City-owned undeveloped open spaces.	Yellow	Yellow	Yellow
Connect recreational facilities with a pedestrian and bicycle-friendly greenway trail	Yellow	Yellow	Yellow
Formalize O.L. Peacock Park with parking, shaded seating areas, sidewalks, and a boat ramp (non-motorized)	Yellow	White	White
Investigate opportunities for a multi-use trail around the West Port Wastewater Treatment Plant	Yellow	Yellow	White
Implement the C-23 Canal multi-use path	White	Yellow	White
Create grant program to provide technical assistance for community gardens	White	Yellow	White
Open community gardens in PA-4S	White	Yellow	Yellow
<b>Connecting Multi-Modal Transportation</b>			
Develop performance measures for construction of bicycle/pedestrian facilities and report on them at quarterly PAAC meetings	Yellow	White	White
Update sidewalk prioritization process to include PAAC priorities	Yellow	Yellow	Yellow
Create funding process to allow property owners to fund sidewalks	White	Yellow	Yellow
Coordinate with TCC to implement additional bus routes	White	Yellow	White
Identify locations of potential bus superstops	White	Yellow	Yellow
Collaborate with St. Lucie County schools to implement first superstops	White	Yellow	Yellow

Table 4-2: Prioritization Matrix for PA-4S

Activities	PA-4S		
	Short-Term Years	Mid-Term Years	Long-Term Years
	1-2	3-5	6+
<b>Integrating Arts and Culture</b>			
Identify entry arterials where streetscape improvements are integrated with public art features			
Create action plan for integrating public art on entry arterials			
Identify walking streets where public art installations can be integrated			
Partner with TCC to install art work at bus stops and other transit facilities			
Coordinate with civic organizations or local schools to conduct street and/or bench painting projects			
Fund design and installation of decorative transformer/signal box wraps			
Organize annual temporary art exhibition at public venues			
Develop public art plan to identify locations for art installations within parks and public facilities, and along existing/future trail network			
Adopt public art requirement for new stormwater ponds			
Have PAAC identify locations for neighborhood murals			
Identify opportunities for portable street art installations			
Implement programs, grants, marketing, outreach and partnerships to attract artists, visitors and residents			
Incorporate public art at City parks, trails, public facilities, and commercial nodes			
Provide neighborhood connections with Active Center festivals			
Coordinate community festivals with local cultural association/clubs			
Improve/provide art and cultural programs for all ages			
Conduct comprehensive space inventory for cultural uses			
Modify LDR to allow for flexible use of vacant space for art/culture activities			



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## **5.0 BECKER ROAD OVERLAY DISTRICT**

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## 5.0 BECKER ROAD OVERLAY DISTRICT

In addition to the overall neighborhood planning effort, the City has requested that a more detailed planning assessment along Becker Road to create a corridor plan and recommendations for a possible “overlay district” that can guide the look and feel of future development/redevelopment of the properties. An overlay district is a specific geographic area in which additional land use/zoning requirements are applied in addition to the underlying zoning code to account for unique conditions or to accomplish a specified goal.

The Becker Road Overlay District Study Area boundary (Study Area) is confined along Becker Road from Interstate 95 to the west, properties within approximately ½ mile north of Becker Road, Florida’s Turnpike to the east, and C-23 to the south. The area consists of approximately 1,494 acres (see **Map 5-1**). The ½-mile study area boundary to the north was chosen to analyze the potential impact of activity centers, particularly at Becker Road and Port St. Lucie Boulevard and surrounding transitional land uses, as well as close walking proximity to Becker Road (see **Figure 5-1**).

### 5.1 Community Direction

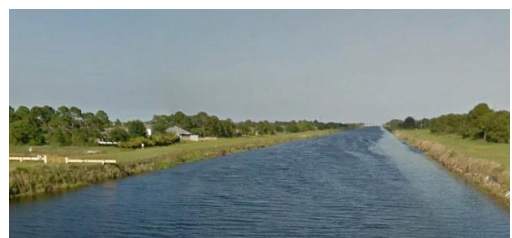
On August 25, 2015, a public meeting was held with local residents, property owners, and business owners to gain a deeper understanding of the Becker Road Overlay District Study Area’s assets, challenges, and opportunities. The meeting is summarized in **Appendix A**. The general comments and opinions of the meeting can be used to in identifying specific improvements and in building the framework for the overlay district, such as the following:

- Create a sense of place and community.
- Address the current land use and zoning issues which are impeding redevelopment.
- Promote the development of mixed-use and commercial uses.
- Establish site and building design standards.
- Reduce driveway access conflicts along Becker Road.
- Increase parks, open spaces and recreational facilities.
- Provide gateway signs.

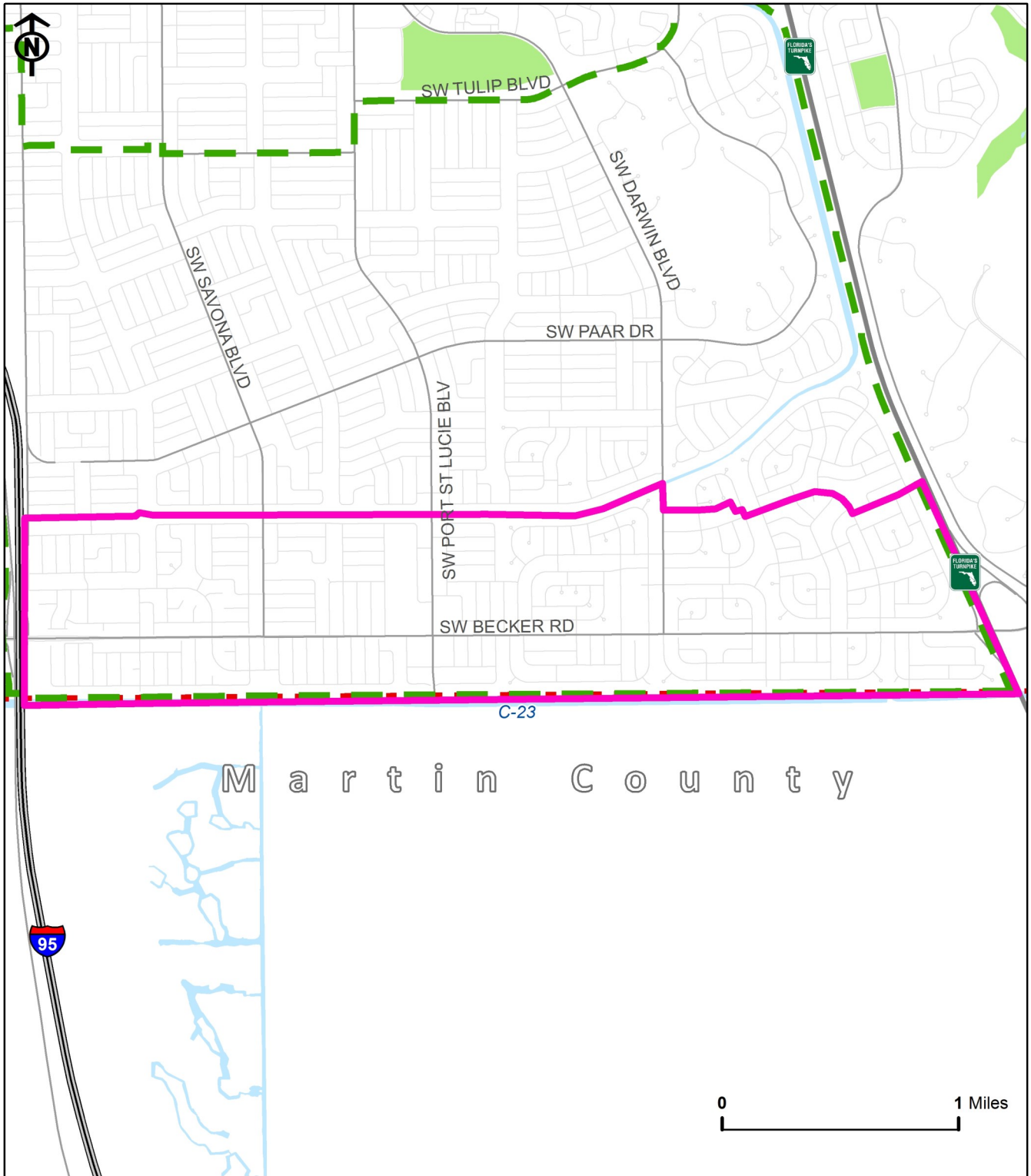
### 5.2 Existing and Future Land Uses

The existing land uses along Becker Road are largely single-family and vacant lots (zoned single-family), as well as some government uses. This Low Density Residential continues to be the predominant Future Land Use adjacent to Becker Road. However, Port St. Lucie Boulevard will become a primary commercial and mixed-use corridor with medium-density residential (see **Map 5-2a** and **5-2b**). An Activity Center is desired at the intersection of Port St. Lucie Boulevard and Becker Road and two other commercial nodes at Becker Road and Savona Boulevard and at Becker Road and Darwin Boulevard which will require future land use amendments to realize the desired vision for the Becker Road Overlay District. It will also be important to encourage land use conversion to consolidate smaller parcels into viable commercial, mixed-use and residential developments to accommodate onsite requirements, such as parking, storage, loading, buffers, etc.

**Figure 5-1: Becker Road Character**







### Planning Area 4S

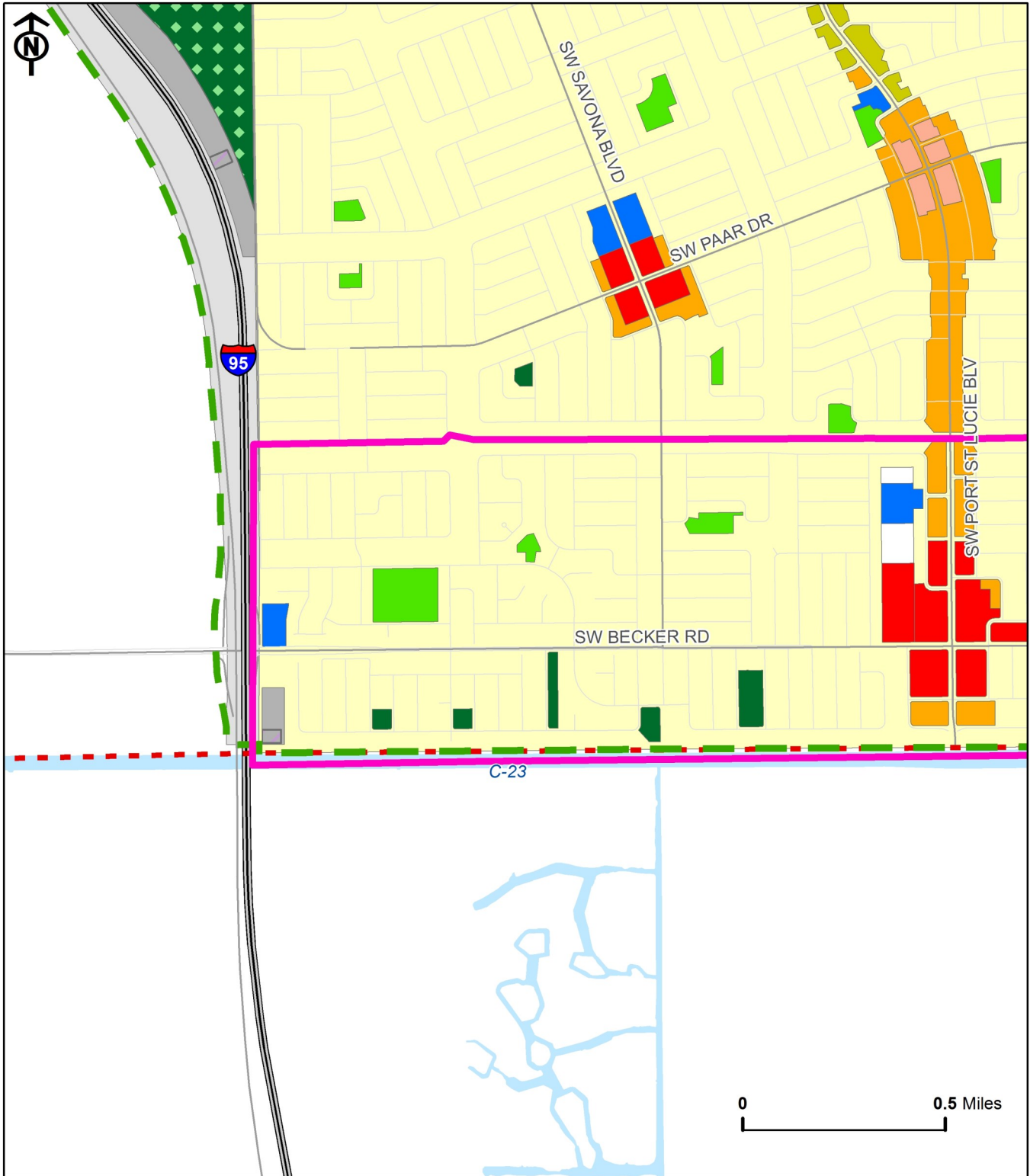
Becker Overlay District  
Study Area

February, 2016

 Becker Overlay District



**Map 5-1: Becker Road District**



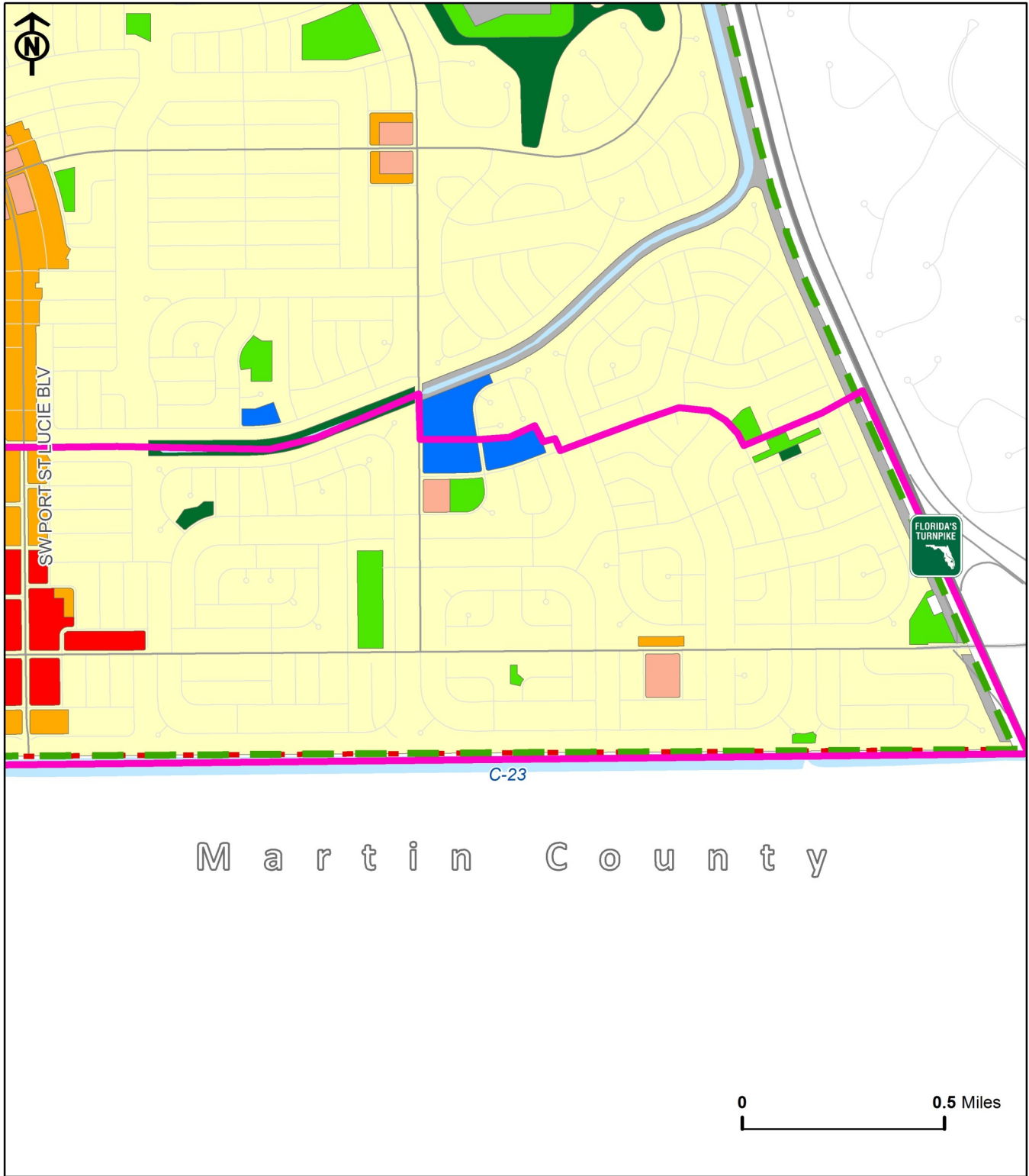
**Planning Area 4S**  
 Becker Overlay District West  
 Future Land Use

February, 2016

- |                            |                         |                    |
|----------------------------|-------------------------|--------------------|
| Becker Overlay District    | Low Density Residential | Institutional      |
| Utility/Light Industrial   | Recreation              | Highway            |
| Utility                    | Conservation/Recreation | Limited Commercial |
| Medium Density Residential | Conservation            | Mixed Use          |
|                            |                         | General Commercial |



**Map 5-2a: Future Land Uses - West**



M a r t i n C o u n t y

**Planning Area 4S**  
 Becker Overlay District East  
 Future Land Use  
 February, 2016

- |                            |                         |                    |
|----------------------------|-------------------------|--------------------|
| Becker Overlay District    | Low Density Residential | Institutional      |
| Utility/Light Industrial   | Recreation              | Highway            |
| Utility                    | Conservation/Recreation | Limited Commercial |
| Medium Density Residential | Conservation            | Mixed Use          |
|                            |                         | General Commercial |



**Map 5-2b: Future Land Uses - East**



### 5.3 Land Use Conversion Manual

The dominant land pattern use in Port St. Lucie is low-density residential development. In the original design for the City, sufficient land was not set aside for commercial uses to meet the needs of future populations or to create opportunities for economic development. In the 1980s, the City adopted a program for converting single-family platted lots along major roadways to non-residential uses. The *City of Port St. Lucie Conversion Manual* was adopted in 1984 to accommodate and modernize antiquated subdivisions. Under the conversion process, the City processed zoning amendments to change the land use along designated segments of roadways. Depending on the conversion plan for the area, the land use would either be commercial, professional, or multi-family.

There is a current land use conversion area identified along Port St. Lucie Boulevard, north of Becker Road, which enables the consolidation of smaller parcels to viable commercial, mixed-use and multi-family uses within the Study Area. However, only a small conversion area has been identified along Becker Road near the intersection with Port St. Lucie Boulevard (see **Map 5-3**). Consideration should be given to expanding the land use conversion area to encourage the desired land uses along the corridor and to minimize negative impacts of single family development, particularly excessive driveways.

### 5.4 Recommendations for Physical Improvements and Programs

To implement the public’s vision of a mixed-use, safe, and aesthetically pleasing corridor to accommodate future population growth and development along Becker Road, the following identifies preliminary recommendations designed to identify areas that should be addressed through policy/regulatory changes, and they should be considered as guidance only. The City will need to further develop these recommendations to update the Comprehensive Plan Future Land Use Element and draft specific land development code language and/or design standards (see **Table 5-1**).

**Table 5-1: Recommendations for Physical Improvements and Programs**

Physical Improvements and Programs	Becker Road Overlay District
Vision	<ul style="list-style-type: none"> <li>• Adopt a vision for the Study Area to clarify the intent of the planning activities and focus efforts on smart, achievable, and incremental goals to deliver results.</li> <li>• Propose a vision for discussion such as:                     <p style="text-align: center;"><i>“The Becker Road Overlay District will become a corridor targeted for sustainable growth with commercial/mixed-use areas that offer visitors and residents a high quality local destination with a safe transportation network, pedestrian connections, and public space/ recreation facilities in a manner that promotes a positive environment for the City of Port St. Lucie while providing a variety of housing types to accommodate future growth.”</i></p> </li> </ul>



Commercial Vision



Public Plaza  
(Source: Orlando Local Guide)







Table 5-1: Recommendations for Physical Improvements and Programs (continued)

Physical Improvements and Programs	Becker Road Overlay District
Land Use	<ul style="list-style-type: none"> <li>• Develop commercial and mixed-use nodes at primary intersections along Becker Road to anchor the corridor and create local destinations and create transitional areas between the three nodes and the single-family homes (see <b>Map 5-4</b>):               <ul style="list-style-type: none"> <li>◇ Designate Becker Road and Port St. Lucie Boulevard as the primary node, as these are the main crossroads and the area is defined in the FLUM as General Commercial and Mixed Use.</li> <li>◇ Create two secondary mixed-use nodes at Becker Road and Savona Boulevard, and Becker Road and Darwin Drive by amending the FLUM from Low Density Residential to Mixed Use.</li> <li>◇ Create transitional uses to buffer adjacent single-family residential uses: 1) Transitional – Mixed Use/Commercial closer to the primary and secondary nodes and 2) Transitional – Multi-Family Residential further away from the nodes and adjacent to single-family residential uses by amending the FLUM Low Density Residential to Mixed-Use, General Commercial and Medium Density.</li> <li>◇ Amend the Land Use Conversion Manual to identify land use conversion areas within the Study Area to consolidate the smaller parcels into viable commercial, mixed-use and multi-family developments. Modify the buildable lot depth from 125 feet to a maximum buildable lot depth of 250 feet (approximately two lots).</li> </ul> </li> <li>• Increase density/intensity/height (see <b>Map 5-4</b>):               <ul style="list-style-type: none"> <li>◇ Primary Node – Maximum 15 du/ac; Maximum 1.5 FAR; Maximum 3 stories</li> <li>◇ Secondary Node – Maximum 12du/ac; Maximum 1.0 FAR; Maximum 3 stories</li> <li>◇ Transitional Areas – Maximum 10 du/ac; Maximum 0.75 FAR; Maximum 3 stories</li> </ul> </li> <li>• Provide incentives for developing under the Becker Road Overlay District (i.e., elimination of the PUD zoning requirement, higher allowable densities, increased building heights, additional permitted land uses, and reduced parking and stormwater management requirements).</li> </ul>



Map-5-4: Conceptual Land Use Plan/Overlay District

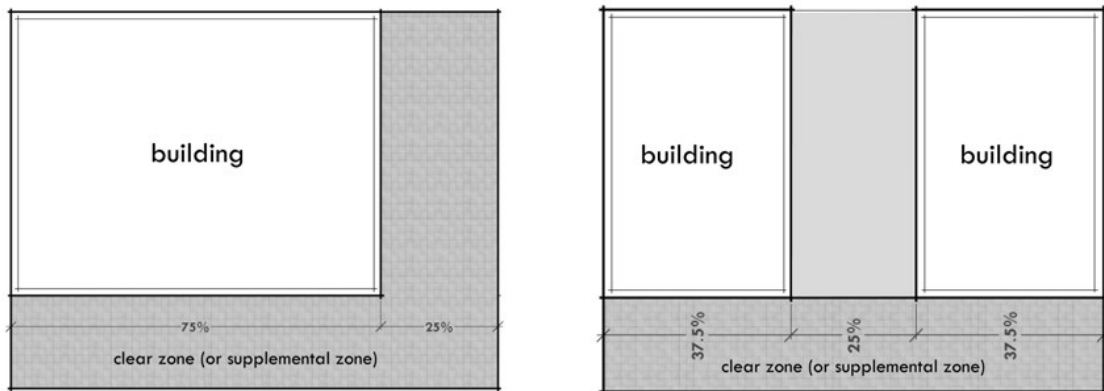
LEGEND

- Primary Node
- Transitional Mixed Use
- Secondary Node
- Transitional Multi-Family

**Table 5-1: Recommendations for Physical Improvements and Programs (continued)**

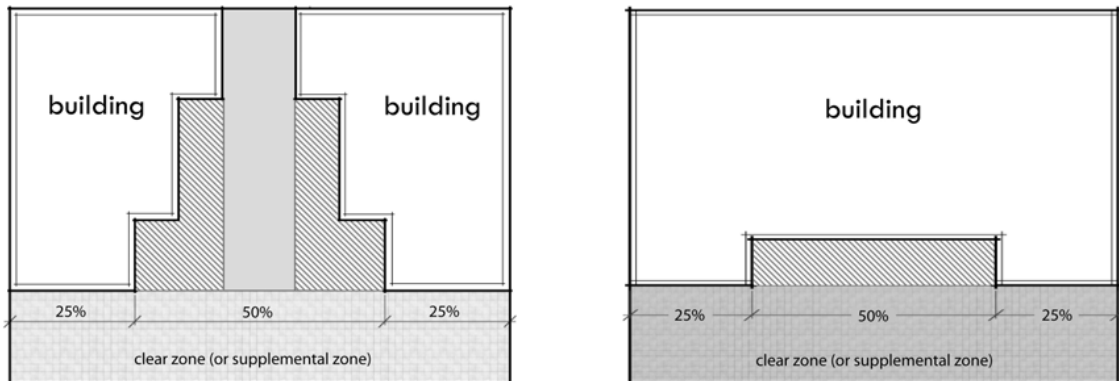
Physical Improvements and Programs	Becker Road Overlay District
Development Standards/ Programs	<ul style="list-style-type: none"> <li>The site and building design must comply with the City of Port St. Lucie Design Standards manual, in addition to the following requirements relating to building form, not building style (to be further developed):</li> </ul> <p><u>Site Design</u></p> <ol style="list-style-type: none"> <li>Building Placement             <ol style="list-style-type: none"> <li>Setbacks                 <ul style="list-style-type: none"> <li>◇ <b>Front Setback</b> – Minimum 10 feet and maximum 60 feet (Includes landscape/ multi-use buffer, one-90 degree or angle parking bay, two-way travel lane and walkway).</li> <li>◇ <b>Side Setback</b> – 20 feet adjacent to residential; 10 feet adjacent to all other uses.</li> <li>◇ <b>Side Setback Adjacent to Street</b> – Maximum 15 feet (Opportunity for a storefront zone to allow for seating areas, planters/planting areas, bicycle racks, temporary sale/display of merchandise, moveable sandwich boards, public art, etc.).</li> <li>◇ <b>Rear Setback</b> – 20 feet adjacent to residential; 10 feet adjacent to all other uses.</li> </ul> </li> <li>75% of the building frontage length along Becker Road (see <b>Figure 5-2</b>).</li> <li>50 % of the building frontage length along all other roads (see <b>Figure 5-3</b>)</li> </ol> </li> </ol>

**Figure 5-2: 75% Building Frontage Along Becker Road**



(Source: City of Austin, 2009)

**Figure 5-3: 50% Building Frontage Along All Other Roads**



(Source: City of Austin, 2009)



Table 5-1: Recommendations for Physical Improvements and Programs (continued)

Physical Improvements and Programs	Becker Road Overlay District
Development Standards/ Programs	<p><u>Site Design</u> (continued)</p> <p>2. Transitions</p> <ul style="list-style-type: none"> <li>a. Building Transitions - Height and scale of new development and redevelopment should be compatible with that of surrounding development (see <b>Figure 5-4</b>).</li> <li>b. Green/Open Space Transitions - Public spaces and natural features can be used to provide a seamless buffer/transition from varying development activities and intensities, and maintaining an attractive streetscape (see <b>Figure 5-5</b>).</li> <li>c. Parking Lot/Landscape Buffer Transition – Parking lot and landscape buffer can be used to reduce the impact of a use of land on adjacent areas (see <b>Figure 5-6</b>).</li> <li>d. Intensity Transitions - Site the less-intensive uses as transitions to lower-intensity, adjacent uses (i.e., neighborhood stores, community facilities, etc. (see <b>Figure 5-7</b>).</li> </ul>

Figure 5-4: Building Transitions

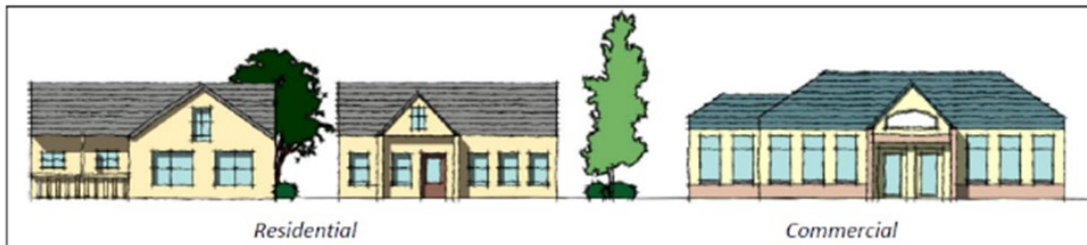


Figure 5-5: Green/Open Space Transitions

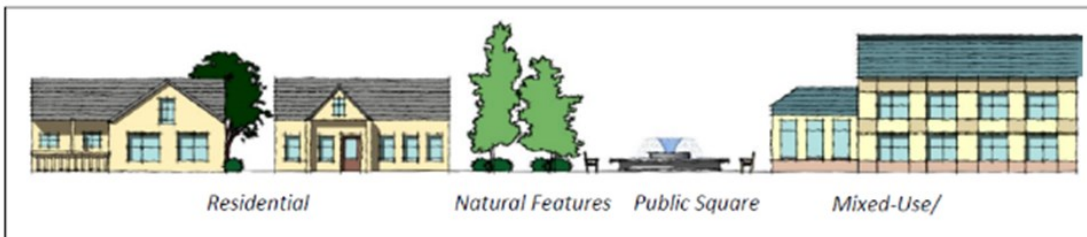


Figure 5-6: Parking Lot/Landscape Buffer Transition

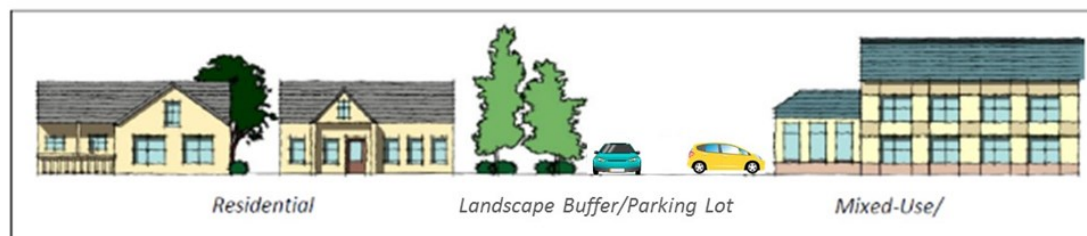


Figure 5-7: Intensity Transitions



Table 5-1: Recommendations for Physical Improvements and Programs (continued)

Physical Improvements and Programs	Becker Road Overlay District
Development Standards/Programs	<p data-bbox="480 247 730 279"><u>Site Design</u> (continued)</p> <p data-bbox="480 294 706 325">3. Off-Street Parking</p> <p data-bbox="516 336 909 367">a. Maximum parking requirements:</p> <ul style="list-style-type: none"> <li data-bbox="548 378 852 409">◇ Multi-Family Residential <ul style="list-style-type: none"> <li data-bbox="584 420 1185 451">- 2 spaces per dwelling unit with 2 or more bedrooms</li> <li data-bbox="584 462 1323 493">- 1 space per dwelling unit for 1 bedroom or efficiency apartments</li> <li data-bbox="584 504 1445 567">- Guest parking: At least 1 guest parking space should be provided for every 5 units</li> </ul> </li> <li data-bbox="548 577 1437 682">◇ Live/Work (including residential parking), Commercial/Retail/Shopping Center and Office/Convenience Retail/Restaurant – 1 parking space per 250 gross floor area</li> </ul> <p data-bbox="516 703 722 735">b. Bicycle Parking:</p> <ul style="list-style-type: none"> <li data-bbox="548 745 1388 808">◇ Bicycle racks provided on site at a ratio of 1 space for every 15 automobile parking spaces</li> <li data-bbox="548 819 1136 850">◇ Bicycle parking do not obstruct sidewalk clear zone</li> <li data-bbox="548 861 1404 892">◇ Bicycle parking facilities either lockable enclosures or secure stationary rack</li> <li data-bbox="548 903 1421 976">◇ Parking spaces at least 6 feet long and 3 feet wide, and overhead clearance in covered spaces min. 7 feet</li> <li data-bbox="548 987 974 1018">◇ 5-foot aisle for bicycle maneuvering</li> <li data-bbox="548 1029 1039 1060">◇ Bicycle racks or lockers securely anchored</li> </ul> <p data-bbox="516 1071 1364 1102">c. Provisions for the reduction of off-street parking may include the following:</p> <ul style="list-style-type: none"> <li data-bbox="548 1113 958 1144">◇ By up to 10% for tree preservation</li> <li data-bbox="548 1155 1079 1186">◇ By 10 spaces for every car/van pooling vehicle</li> <li data-bbox="548 1197 1323 1228">◇ By 1 space for each employee shower facility with 3 or more lockers</li> <li data-bbox="548 1239 1323 1270">◇ By 1 space for each fully enclosed and lockable bicycle parking space</li> <li data-bbox="548 1281 1356 1312">◇ By 1 space for every 3 electric car parking spaces with a recharge outlet</li> <li data-bbox="548 1323 1453 1428">◇ Motorcycle/scooter parking may substitute for up to 5 automobile spaces or 5% of required parking spaces; reduce by 1 space for every 4 motorcycle/ scooter parking spaces</li> <li data-bbox="548 1438 1421 1501">◇ In no case may the maximum off-street parking requirements for a project be reduced by more than 50%</li> </ul> <p data-bbox="516 1522 1453 1627">d. All non-residential parking lots located within front half of parcel or in front of principal structure should be used only for parking of passenger vehicles and should include no more than 50% of planned parking spaces.</p> <p data-bbox="516 1638 1421 1701">e. All residential parking lots along Becker Road should be located at the rear of the principal structure.</p> <p data-bbox="516 1711 1421 1785">f. Minimize driveway curb-cuts and encourage cross access along Becker Road (see <b>Figure 5-8</b>).</p> <p data-bbox="516 1795 1445 1984">g. Shared parking is strongly encouraged – reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of peak parking demand of the uses do not coincide, and that the accumulated parking demand at any one time should not exceed the total capacity of the facility.</p>

Table 5-1: Recommendations for Physical Improvements and Programs (continued)

Figure 5-8: Access Management



Physical Improvements and Programs	Becker Road Overlay District
Development Standards/Programs	<p><u>Site Design (continued)</u></p> <p>4. Parking Structure</p> <ul style="list-style-type: none"> <li>◇ Parking structures fronting a public street or public space should be masked by a liner building a minimum of 30 feet deep.</li> <li>◇ The first 30 feet of depth of the liner building should be occupied by office, residential or other non-parking commercial uses.</li> <li>◇ Liner buildings may be detached from or incorporated into parking structures</li> <li>◇ When a liner building is not possible due to unusually shallow lot depth or unique topographical features, provide a landscaped seating area between the structure and the street.</li> <li>◇ The parking structure/liner buildings should be designed to have similar façade treatments with respect to building materials and articulations to complement the architectural theme of the development.</li> </ul> <p>5. Loading/Delivery Docks</p> <ul style="list-style-type: none"> <li>◇ All service areas and loading docks should be, to the maximum extent achievable, located in the rear of the lot or behind the principal structure.</li> <li>◇ Loading and service docks should be screened. The screening should be done so that it blends with the architecture of the building.</li> </ul> <p>6. Equipment and Utilities</p> <ul style="list-style-type: none"> <li>◇ Mechanical equipment located on the ground, such as air conditioning and heating units, satellite dishes, irrigation pumps, utilities lift stations and the like should be screened from public view.</li> </ul> <p>7. Trash Container Screening</p> <ul style="list-style-type: none"> <li>◇ Trash containers should be placed at the side or rear of the building and/or centrally located in the parking lot away from residential uses and screened from public view. The screening should be done so that it blends with the architecture of the building.</li> </ul>



**Table 5-1: Recommendations for Physical Improvements and Programs (continued)**



*Parking structure with liner buildings*



*Mechanical equipment screening*



*Service area screening*



*Trash container screening*

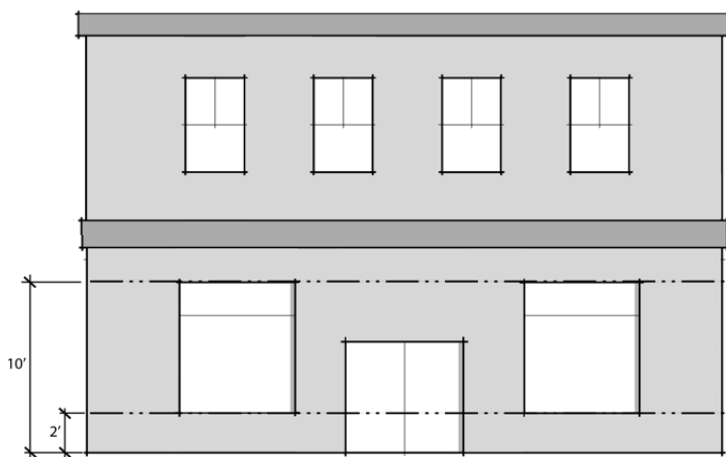




Table 5-1: Recommendations for Physical Improvements and Programs (continued)

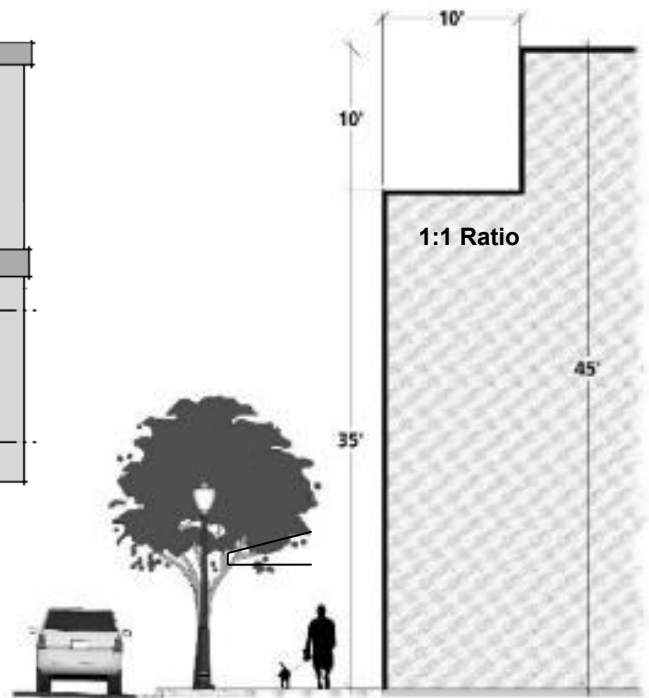
Physical Improvements and Programs	Becker Road Overlay District				
Development Standards/ Programs	<u>Building Design</u>				
	1. Window Glazing				
	<ul style="list-style-type: none"> <li>◇ Provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street, promotes reusability, and provides a human-scale element on building facades (see <b>Figure 5-9</b>).</li> </ul>				
	Percentage of Window Glazing (Minimum Wall Area)	Primary Node	Secondary Node	Transitional Areas (Mixed-Use)	Transitional Area (Multi-Family)
	Ground Floor (between 2 and 10 feet)	80	65	40	20
	Upper Floors	35	25	20	20
	2. Building Height Variations				
	<ul style="list-style-type: none"> <li>◇ The building heights for mixed-use developments should increase at a 1:1 ratio beyond the 35 feet height until it reaches the maximum 45 feet to provide variations in height to maintain a pedestrian scale along the street front (see <b>Figure 5-10</b>).</li> </ul>				

Figure 5-9 Window Glazing Placement



(Source: City of Austin, 2009)

Figure 5-10: Building Height Variations



**Table 5-1: Recommendations for Physical Improvements and Programs (continued)**

Physical Improvements and Programs	Becker Road Overlay District
Development Standards/ Programs	<ul style="list-style-type: none"> <li>• Encourage infill and development opportunities within the Becker Road Overlay District to support commercial, mixed-use, office, multi-family residential and public/recreational uses, as it is an integral component of the Becker Road corridor vision.               <ol style="list-style-type: none"> <li>1. When feasible, encourage acquisition and subsequent redevelopment and/or improvements by the private market. If not feasible, develop a Property Acquisition Plan to explore the acquisition of critical properties in the Study Area to facilitate redevelopment. Such Property Acquisition Plan may include the following:                   <ol style="list-style-type: none"> <li>a. Map and index all non-residential and residential properties in the Becker Road Overlay District to provide detailed information on parcel boundaries, sizes, and ownership.</li> <li>b. Identify and inventory all relevant substandard properties.</li> <li>c. Document and analyze overall market demands and infrastructure constraints throughout the Becker Road Overlay District.</li> <li>d. Document site criteria for modern mixed-use developments by business type to facilitate understanding of contemporary developer site and parking requirements.</li> <li>e. Facilitate aggregation and redevelopment of “problem” or constrained parcels or groups of parcels.</li> <li>f. Assist in the purchase, sale, negotiation, and coordination of land assembly.</li> <li>g. To assure the City’s success, dedicate public resources to fund mapping and indexing of all properties in the Becker Road Overlay District, provide City resources and staff time to negotiate acquisitions and public/private partnerships with potential developers, and consider the financing of land acquisitions by the City (some of which will be recovered or rolled over as properties are resold).</li> </ol> </li> </ol> </li> <li>• Support and assist local businesses to succeed and attract new businesses to encourage private reinvestment in the Becker Road Overlay District.               <ol style="list-style-type: none"> <li>1. Create a logo, identity package, and website that can be used to identify the Becker Road Overlay District.</li> <li>2. Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information for current and planned events</li> <li>3. Establish one or more public/private partnerships to encourage and use the expertise of private enterprise to implement the development vision. Strategies could include the following:                   <ol style="list-style-type: none"> <li>a. Form an Advisory Committee to look into development proposals and incentives to promote quality development within the Becker Road Overlay District. The Advisory Committee may also proactively look into property acquisition for this purpose.</li> <li>b. Target strategic development projects and solicit developers and property owners, then negotiate a public/private development agreement that sets forth terms and conditions involving the disposition of land, the nature of the prospective development, City incentives, the site plan, the project schedule, and other conditions pertaining to the project.</li> <li>c. Develop public/private partnerships at the Primary Node, perhaps City office or recreational facilities such as a community center or library can be located at the Activity Center.</li> </ol> </li> </ol> </li> </ul>

**Table 5-1: Recommendations for Physical Improvements and Programs (continued)**

Physical Improvements and Programs	Becker Road Overlay District
Public Realm Standards	<ul style="list-style-type: none"> <li>• Develop a streetscape plan to strengthen the image of the Becker Road Overlay District by visually unifying Becker Road, Savona Boulevard, Port St. Lucie Boulevard, Darwin Boulevard and Kestor Drive; and the commercial, mixed-use and residential areas to create a pleasant, attractive, and pedestrian-friendly environment, and also where local businesses can flourish. This plan will build off of the streetscape plan implemented along Becker Road. Streetscape features should include:               <ul style="list-style-type: none"> <li>◇ Special paving pattern for sidewalks and walkways particularly at identified primary and secondary nodes.</li> <li>◇ Decorative traffic signal mast arms at the primary and secondary nodes to anchor the intersections.</li> <li>◇ Additional decorative roadway and pedestrian lights, equipped with banner poles to provide public safety and a consistent rhythm pattern. Decorative intersection treatments at the primary and secondary nodes to enhance the visual appearance and to serve as traffic calming devices.</li> <li>◇ Decorative site furnishings to unify the street and provide pedestrian comfort to be located in high pedestrian activity areas next to public facilities, building entrances, and promenades/plazas under shade.</li> <li>◇ Additional landscaping (particularly shade trees) to provide shade and a consistent rhythm pattern.</li> <li>◇ As transit routes become available, install transit stops to promote ridership consisting of a shelter, bench, trash receptacle, and bicycle rack.</li> <li>◇ Promote the Becker Road Overlay District through designing and implementing gateways, banners, street name signs, and wayfinding system. Gateways and wayfinding signs could be located at the primary and secondary nodes, which may require corner clip easements from property owners.                   <ul style="list-style-type: none"> <li>- Becker Road and Savona Boulevard</li> <li>- Becker Road and Port St. Lucie Boulevard</li> <li>- Becker Road and Darwin Boulevard</li> <li>- Becker Road and Kestor Drive</li> </ul> </li> </ul> </li> </ul>



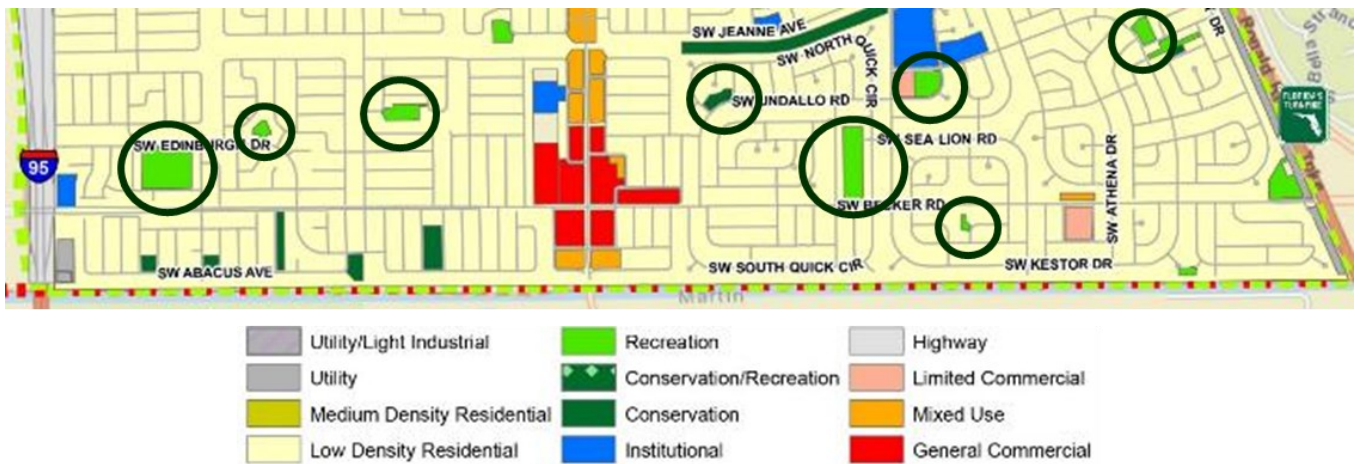
*Develop a unify streetscape  
(Source: Bold Real Estate Group)*



*Decorative sidewalk  
(Source: City of Deerfield Beach, FL)*

**Table 5-1: Recommendations for Physical Improvements and Programs (continued)**

Physical Improvements and Programs	Becker Road Overlay District
Public Realm Standards	<ul style="list-style-type: none"> <li>• Provide and improve recreation facilities and public spaces in a manner that will enhance the Becker Road Overlay District by creating exciting, inviting, and viable public open space to strengthen economic development and job opportunities, and overall community livability.                             <ul style="list-style-type: none"> <li>◇ Develop City parks and partner with developers to provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors.</li> <li>◇ Potential City Parks could be developed on City-owned properties managed by the City including existing stormwater facilities along Becker Road (see <b>Map 5-5</b>).</li> <li>◇ Develop an integrated park system connected to existing and proposed multi-use trails, sidewalks and bicycle lanes within the Becker Road Corridor. Typical park amenities may include the following:                                     <ul style="list-style-type: none"> <li>- Park/trail identity sign</li> <li>- Pathway/walkway connecting to sidewalks, bicycle lanes or multi-use trails</li> <li>- Park benches</li> <li>- Picnic areas</li> <li>- Playgrounds</li> <li>- Community gardens</li> <li>- Multi-purpose courts</li> <li>- Lighting</li> <li>- Landscaping</li> <li>- Bicycle racks</li> </ul> </li> </ul> </li> </ul>



**Map 5-5: Potential City Parks within the Becker Road Overlay District**



## 5.5 Prioritization

The prioritization matrix categorizes each of the major initiatives for the Becker Road Overlay District as either short-, mid-, or long-term priorities (see **Table 5-2**). This matrix is designed to help build energy and enthusiasm by achieving small victories to increase momentum for implementation. Working with City staff, the PAAC should review and prioritize these priorities every year as they identify a work plan.

**Table 5-2: Prioritization Matrix for Becker Road Overlay District**

Activities	PA-4S		
	Short-Term Years	Mid-Term Years	Long-Term Years
	1-2	3-5	6+
<b>Becker Road Overlay District</b>			
Complete public involvement meeting series to discuss Becker Road recommendations and adopt a vision statement			
Designate the Activity Center as a primary node by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity			
Designate two secondary mixed-use nodes at Becker Road and Savona Boulevard, and Becker Road and Darwin Drive by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity			
Create transitional uses to buffer adjacent single-family residential uses by amending the FLUM Low Density Residential to Mixed-Use, General Commercial and Medium Density and modify the density/intensity			
Amend the Land Use Conversion Manual to identify land use conversion areas within the Study Area to consolidate the smaller parcels into viable commercial, mixed-use and multi-family developments			
Identify modifications to the Land Development Regulations to implement a zoning overlay district implementing the Development Standards/Programs and Public Realm Standards			
Design and install gateway features at key intersections			
Develop a signage/wayfinding plan to unify the Becker Road corridor			

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# APPENDIX A: MEETING NOTES



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Session Name: New Session 7-23-2015 8-16 PM

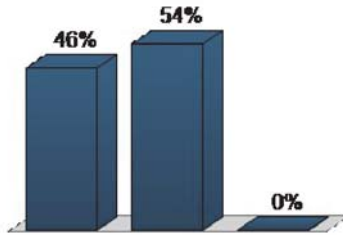
Date Created: 7/23/2015 6:32:57 PM Active Participants: 80 of 80

Average Score: 0.00% Questions: 20

## Results by Question

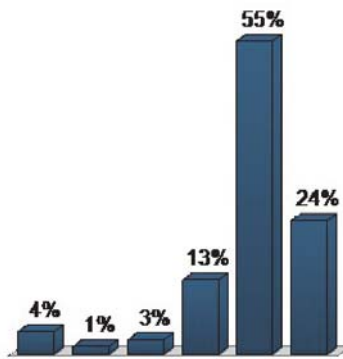
### 1. What's your gender?(Choose 1) (Multiple Choice)

Responses		
	Percent	Count
Male	46.48%	33
Female	53.52%	38
Other	0 %	0
<b>Totals</b>	<b>100 %</b>	<b>71</b>



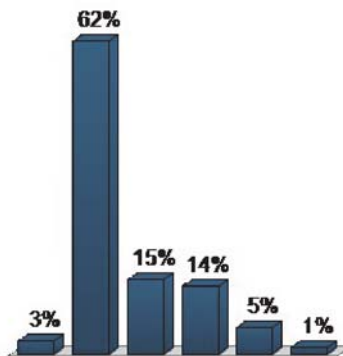
### 2. What is your age group?(Choose 1) (Multiple Choice)

Responses		
	Percent	Count
0-17	3.95%	3
18-24	1.32%	1
25-35	2.63%	2
36-50	13.16%	10
51-70	55.26%	42
Over 70	23.68%	18
<b>Totals</b>	<b>100 %</b>	<b>76</b>



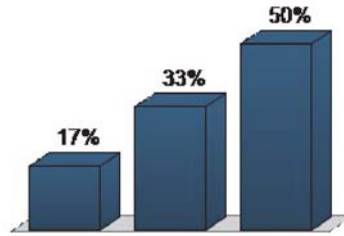
### 3. How many live in your home?(Choose 1) (Multiple Choice)

Responses		
	Percent	Count
1	2.7%	2
2	62.16%	46
3	14.86%	11
4	13.51%	10
5	5.41%	4
More than 5	1.35%	1
<b>Totals</b>	<b>100 %</b>	<b>74</b>



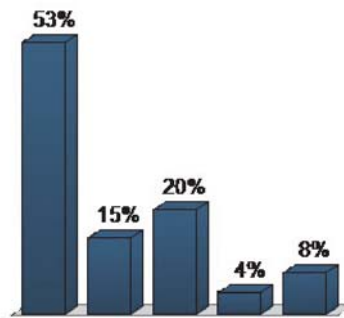
4. Do you work in port st. lucie?(Choose 1) (Multiple Choice)

Responses		
	Percent	Count
Yes	17.11%	13
No	32.89%	25
Other	50%	38
<b>Totals</b>	<b>100%</b>	<b>76</b>



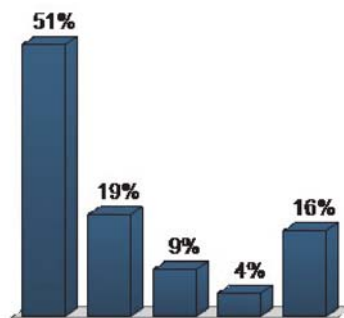
5. In five years, I will be living in Port st. lucie(Choose 1) (Multiple Choice)

Responses		
	Percent	Count
Very True	52.7%	39
Somewhat True	14.86%	11
Neutral	20.27%	15
Somewhat False	4.05%	3
Very False	8.11%	6
<b>Totals</b>	<b>100%</b>	<b>74</b>



6. In five years, I will be living in my neighborhood(Choose 1) (Multiple Choice)

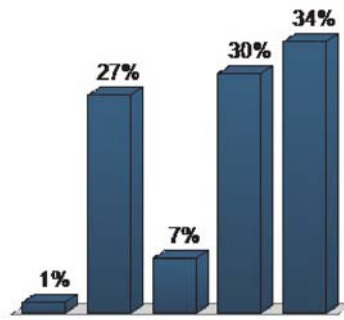
Responses		
	Percent	Count
Very True	51.47%	35
Somewhat True	19.12%	13
Neutral	8.82%	6
Somewhat False	4.41%	3
Very False	16.18%	11
<b>Totals</b>	<b>100%</b>	<b>68</b>





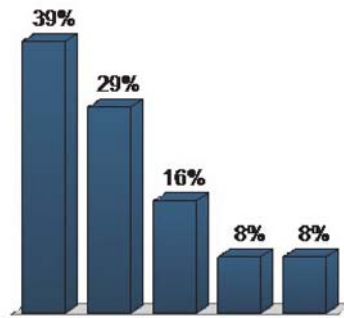
**7. My neighborhood provides everything I need(Choose 1) (Multiple Choice)**

Responses		
	Percent	Count
Very True	1.37%	1
Somewhat True	27.4%	20
Neutral	6.85%	5
Somewhat False	30.14%	22
Very False	34.25%	25
<b>Totals</b>	<b>100%</b>	<b>73</b>



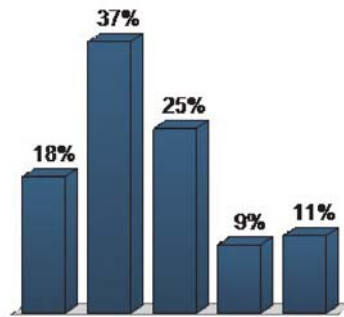
**8. My neighborhood is a great place to live (Choose 1) (Multiple Choice)**

Responses		
	Percent	Count
Very True	38.67%	29
Somewhat True	29.33%	22
Neutral	16%	12
Somewhat False	8%	6
Very False	8%	6
<b>Totals</b>	<b>100%</b>	<b>75</b>



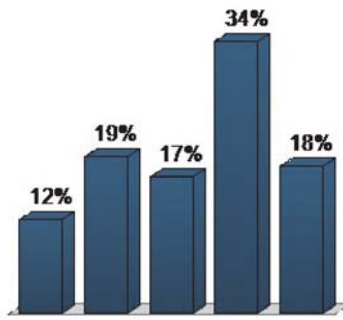
**9. I know my neighbors well (Choose 1) (Multiple Choice)**

Responses		
	Percent	Count
Very True	18.42%	14
Somewhat True	36.84%	28
Neutral	25%	19
Somewhat False	9.21%	7
Very False	10.53%	8
<b>Totals</b>	<b>100%</b>	<b>76</b>



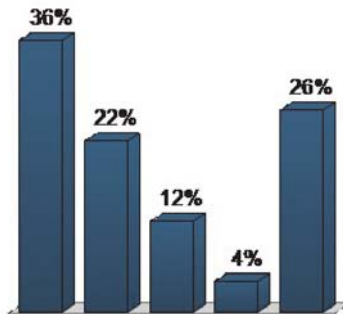
**10. I regularly attend public workshops/meetings (Choose 1) (Multiple Choice)**

Responses		
	Percent	Count
Very True	11.69%	9
Somewhat True	19.48%	15
Neutral	16.88%	13
Somewhat False	33.77%	26
Very False	18.18%	14
<b>Totals</b>	<b>100%</b>	<b>77</b>



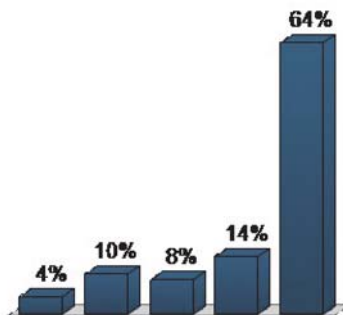
**11. I volunteer regularly (Choose 1) (Multiple Choice)**

Responses		
	Percent	Count
Very True	35.53%	27
Somewhat True	22.37%	17
Neutral	11.84%	9
Somewhat False	3.95%	3
Very False	26.32%	20
<b>Totals</b>	<b>100%</b>	<b>76</b>



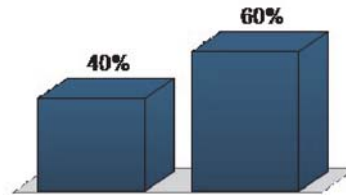
**12. I watch PSL TV20 regularly (Choose 1) (Multiple Choice)**

Responses		
	Percent	Count
Very True	4.11%	3
Somewhat True	9.59%	7
Neutral	8.22%	6
Somewhat False	13.7%	10
Very False	64.38%	47
<b>Totals</b>	<b>100%</b>	<b>73</b>



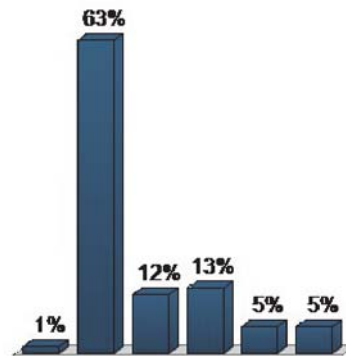
13. I have visited www.pslneighborhoods.com (Multiple Choice)

Responses		
	Percent	Count
True	39.74%	31
False	60.26%	47
<b>Totals</b>	<b>100%</b>	<b>78</b>



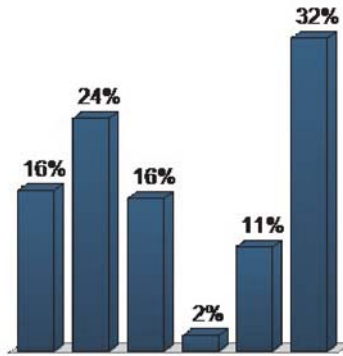
14. How do you define where you live (select one)? (Multiple Choice)

Responses		
	Percent	Count
By Neighborhood Planning Area	1.32%	1
By street name	63.16%	48
By neighborhood name	11.84%	9
By subdivision name	13.16%	10
By the name of nearby park or school	5.26%	4
Other	5.26%	4
<b>Totals</b>	<b>100%</b>	<b>76</b>



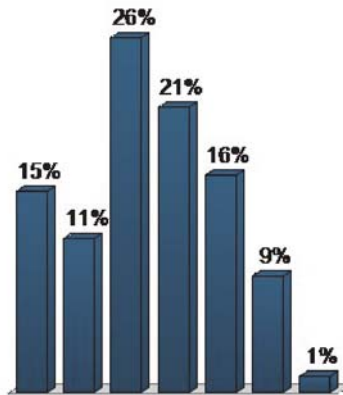
**15. What are some key assets in your neighborhood? (Select up to 3)  
(Multiple Choice - Multiple Response)**

	Responses	
	Percent	Count
Open spaces	16.39%	20
Parks and recreation facilities	23.77%	29
Walking/biking trails	15.57%	19
Cultural and historic resources	1.64%	2
Neighborhood commercial	10.66%	13
Other	31.97%	39
<b>Totals</b>	<b>100 %</b>	<b>122</b>



**16. What are the greatest challenges in your neighborhood today? (Select up to 3)  
(Multiple Choice - Multiple Response)**

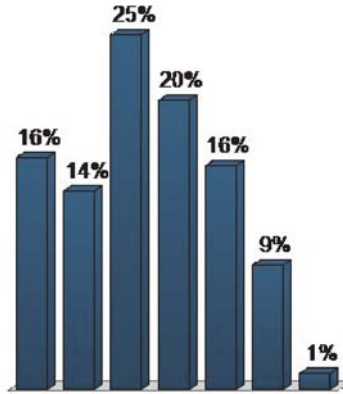
	Responses	
	Percent	Count
Traffic congestion	14.94%	26
Crime/safety	11.49%	20
Poor walkability	26.44%	46
Lack of a sense of community/sense of place	21.26%	37
Economy/employment	16.09%	28
Other	8.62%	15
None	1.15%	2
<b>Totals</b>	<b>100 %</b>	<b>174</b>





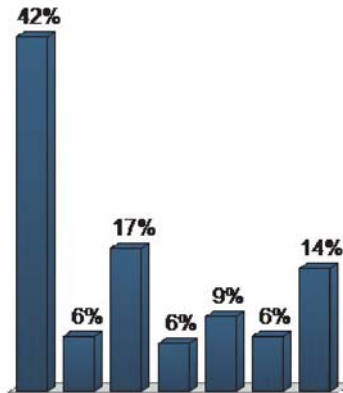
**17. What are the greatest challenges in your neighborhood today?  
(Select up to 3) (Multiple Choice - Multiple Response)**

	Responses	
	Percent	Count
Traffic congestion	16.09%	28
Crime/safety	13.79%	24
Poor walkability	24.71%	43
Lack of a sense of community/sense of place	20.11%	35
Economy/employment	15.52%	27
Other	8.62%	15
None	1.15%	2
<b>Totals</b>	<b>100 %</b>	<b>174</b>



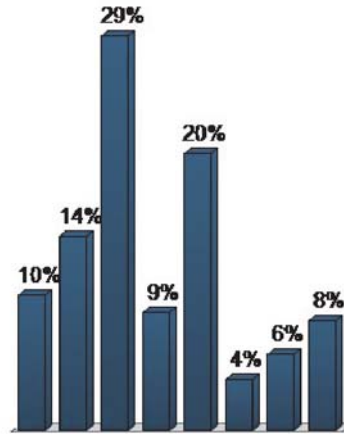
**18. What type of residential uses would you like to see in the neighborhood (Select up to 3) (Multiple Choice - Multiple Response)**

	Responses	
	Percent	Count
Single Family Homes	41.6%	52
Duplexes/triplexes	6.4%	8
Townhomes	16.8%	21
Apartments	5.6%	7
Condominiums	8.8%	11
Other	6.4%	8
None	14.4%	18
<b>Totals</b>	<b>100 %</b>	<b>125</b>



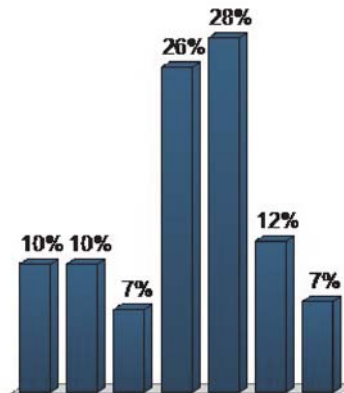
**19. What type of commercial/non residential uses would you like to see in your neighborhood (Select up to 3) (Multiple Choice - Multiple Response)**

	Responses	
	Percent	Count
Grocery Stores	9.94%	16
Coffee shops	14.29%	23
Restaurants	29.19%	47
Bars	8.7%	14
Retail stores (hardware, clothing, etc.)	20.5%	33
Hotels/motels	3.73%	6
Other	5.59%	9
None	8.07%	13
<b>Totals</b>	<b>100%</b>	<b>161</b>



**20. What would help create a better sense of community / sense of place (Select up to 3) (Multiple Choice - Multiple Response)**

	Responses	
	Percent	Count
Gateway signs / wayfinding	10.18%	17
Community gardens	10.18%	17
Architectural styles	6.59%	11
Parks, plazas, and gathering areas	25.75%	43
Improved streetscaping and landscaping features	28.14%	47
Neighborhood /civic associations	11.98%	20
Other	7.19%	12
<b>Totals</b>	<b>100%</b>	<b>167</b>



## **Port St Lucie Planning Areas Assessment**

### **Becker Road Corridor Meeting Summary**

**Meeting Date:** August 25, 2015 – 6:00PM – 8:00PM

**Meeting Location:** Park's Edge Clubhouse, 3201 SW Landale Blvd

**City of Port St Lucie Staff Present:** Patti Tobin, Daniel Holbrook, John Finizio and Katherine Huntress; additionally Mayor Gregory Oravec and County Commissioner Tod Mowery

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## **I. Introduction**

On August 25, 2015, the City of Port St Lucie, along with its Project Consultant, Tindale Oliver Design hosted a Becker Road Corridor Area Meeting. The Becker Road Corridor is a more detailed assessment of the district overlay for Planning Area (PA) 4S within the overall planning vision for Port St Lucie. The purpose of the meeting was to discuss the project outline, results from previous planning workshops, issues/assets based on existing conditions, and to allow for people within the community to give input through open discussion. The format of the workshop included a short presentation by Tindale Oliver Design staff and followed by question/answer by the community members present.

This document serves as a summary of the community comments received during the meeting. These comments were received either verbally during discussion or in writing using comment forms provided.

## **II. Project Suggestions**

- Accommodate for families by providing parks and other options for outdoor recreation, including the suggestion for a dog park
- More options for retail so local residents do not have to travel far for shopping, including grocery and/or local convenience stores
- As a connection point between I-95 and the Florida Turnpike, great potential for development, including the need for a gas station
- More entertainment options
- Find a specific industry to target and development within the area in order to bring more high tech jobs and viability
- Address lot sizes and depths, including the option for rear access roads to reduce potential conflict points with driveways
- Provide landscaping and district level design transitions to provide “sense of place” and distinction
- Focus between what type of development happens to the east of the Florida Turnpike and West of I-95

- Do not want to compete, but only compliment surrounding infrastructure and demographics
- Option to becoming a transition corridor
  - East: Veranda Falls (about 3000 units)
  - West: Southern Grove (intense commercial of 15 million sq. ft. of retail, office, research development, etc.)
- Potential future sources of funding
  - It is important to recognize the costs associated with developing new parks and public facilities
  - There may be an opportunity for the YMCA partnership with the City to help provide facilities in the Becker Road area

### III. Project Challenges

- Current land use and zoning
  - Majority of single-family housing
  - Commercial and mixed-use zoning transitions
- Future Land Use
  - Primarily low density residential
- Platted lots throughout the City
  - Need to address as prioritized and addressed before moving forward because current layout of lot sizes and land use will not support any type of commercial development
  - Change zoning and future land use
- Discovering a regulatory framework for what is needed and what should be provided
- Overlay framework
  - Address form and function
- Identifying financing for the development
- Identifying current issues for local residents
  - Speeding and traffic congestion
- Maintaining quality
- Identifying what the residents need

### IV. Project Opportunities

- Sense of place and community
  - Give Port St Lucie an identity
  - Gateway options and signage
- Creating a central location for not only Port St Lucie residents but people traveling between I-95 and the Turnpike
- Overlay framework
  - Address form and function
- Great landscaping, sidewalks and street lighting in place



- Public ownership
  - Significant number of publicly-owned properties along Becker Road
- Possibility of nodes
  - Darwin and Becker
  - Savona and Becker
  - Castor and Becker
  - Port St Lucie Boulevard and Becker Road
    - Established mixed-use and commercial land use in place
    - Nearby school and conservation space

### **Desired Land Uses**

The top three desired land uses included the following:

- Recreational/green space
- Low intensity or small scale commercial space
- Entertainment options

These uses were largely consistent with the input received during Workshop #1 and the stakeholder interviews.

## **V. Major Takeaways**

The general comments and opinions of the meeting can be used to guide conceptual decisions about look and feel of the Becker Road Corridor. The major takeaways from this meeting include the following:

- a. Must address lot sizes, depth and other zoning code updates. Also need to understand the potential infrastructure needed to support future vision.
- b. Strong desire for parks and outdoor recreational activity centers.
- c. Need for providing options for local residents to not have to travel for retail or groceries.
- d. Building scale should be low intensity with no more than 2-3 stories, and buildings should be oriented towards the street to create an urban edge with possible access roads from behind.
- e. The future development should complement surrounding developments, as well as keep within the mindset of the market and local demographics.
- f. Port St Lucie gateway and entry signage is desired.

## **Port St Lucie Planning Areas Assessment**

### **Planning Area 4N & 4S Public Workshop Summary**

**Meeting Date:** October 29, 2015 – 6:00PM – 8:00PM

**Meeting Location:** Park's Edge Clubhouse, 3201 SW Landale Blvd

**City of Port St Lucie Staff Present:** Patti Tobin, John Finizio, Katherine Huntress, Roxanne Chesser, Nick Dibenedetto, and Dan Giese

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## **I. Introduction**

On October 29, 2015, the City of Port St Lucie, along with its Project Consultant, Tindale Oliver hosted a Planning Area 4N and 4S Public Workshop at the Park's Edge Clubhouse. The purpose of the workshop was to present the comments/suggestions taken from the July workshops, list some of the key recommendations for Planning Area 4N and 4S, talk about the next steps of the project, and engage the community members through open discussion. The meeting included a short presentation by Port St Lucie Public Works Department on their current Capital Improvements Projects (CIP) occurring within the area, including park projects around Port St. Lucie (including a dog park), the C-24 Canal Multi-Use trail, and other projects. This was followed with a presentation by Tindale Oliver staff and an open discussion.

This document serves as a summary of the community comments received during the meeting. These comments were received either verbally during discussion or in writing using comment forms provided.

## **II. Plan Recommendations**

- Develop a Community Planning Division, coordinated with City Staff, that allows for the community members to be engaged with representatives and involved with the Port St. Lucie Planning Areas.
  - Community members were pleased with the idea of the City providing training to the community associations to help with administration and prioritization of projects.
  - Develop an interactive website for residents to find the list of potential projects and information regarding each Planning Area is something the City and the citizens present were interested in.
- Develop a more formal structure to create a sense of place and neighborhoods within each of the Planning Areas.

- Identify neighborhood improvement projects and new funding mechanisms for both Planning Areas.
  - Citizens are not familiar with how to setup these types of programs so the recommendation to develop a “How to” manual and a step-by-step guide once again seemed like a popular idea.
  - Develop a project priority list for improvements, including sidewalks, lighting and parks.
  - Conduct more neighborhood and community block parties in order for residents to meet City representatives and other residents of the Port St. Lucie areas where they can openly discuss projects and priorities.

### III. The Action Plan

- Building identity and branding.
  - Improve neighborhood recognition.
  - Create a vision or “design standard” for developers that want to build in the market.
- Prioritize improvement projects throughout the City and work hand-in-hand with locals in order to find out what is more of a higher priority to them.
  - Becker Road code changes in the Comprehensive Plan and Zoning Map, based on recommendations from consultant.
  - Improve and push for the expansion of Port St. Lucie Boulevard to reduce traffic issues. There were concerns particularly with the FDOT project schedule.
- Need for finding ways to connect the City overall.
  - Accelerate the road improvements on main corridors.
  - Keep up the landscaping and road improvements that have been happening in the last 20 years. Participants were positive on these and other improvements that the City had undertaken.
  - Overall connection to trails and parks, including the C-24 canal park development. Some concern from a small number of participants over allowing public access to that area.
- Recommendation to spend less money on parks and instead “think outside the box” for way to improve the local area, in order to drive the economy and development of the area.
- Recommendation to address the many stormwater ditches within the Planning Areas. There was a feeling that these might be able to be dredged

and used for some type of water access, which would increase property values.

- Desire to create a lock system on some of the larger canals to allow for ocean access.
- Need for more recreation areas/parks in Planning Area 4S.
- Desire to develop waterfront Activity Centers with uses and amenities along waterfront.
- Desire to make improvements



Port St Lucie Neighborhood Workshops #2 –Comment Sheet Summaries

Questions/Answers/Comments – PA 4N & 4S – October 29, 2015

Question	Responses
What do you think of the Planning Area Name Gatlin South (4N)?	Strongly Approve (1) Approve (3) Neutral (3) Disapprove Strongly Disapprove (1)
What do you think of the Planning Area Name Becker South (4S)?	Strongly Approve Approve Neutral (4) Disapprove (2) Strongly Disapprove (1)
Do you have other name suggestions for Planning Area 4N and 4S? If so, share	<ol style="list-style-type: none"> <li>(1) Sidewalks on Tulip Blvd. to PSL Blvd.</li> <li>(2) Sidewalks on Tulip Blvd. to Gatlin Blvd. or at least to PSL Blvd.</li> <li>(3) Although we’re calling it Gatlin South, isn’t it really Gatlin North</li> <li>(4) 4N use Gatlin Blvd., 4S use Becker Rd.</li> <li>(5) Sawgrass Lakes should not have an additional area name or it’s confusing. I like Gatlin South/Del Rio – it describes where I live!</li> <li>(6) Becker South is a terrible name. Just call it Becker or put it to a vote. Waterway access.</li> <li>(7) Do something with Becker Rd. Enough money has been spent on studies. It is time to allow development.</li> <li>(8) Prefer just Becker.</li> </ol>
Overall, what do you think of the Sub Area Names for Planning Area 4N?	Strongly Approve Approve (4) Neutral (4) Disapprove Strongly Disapprove

Overall, what do you think of the Sub Area Names for Planning Area 4S?	Strongly Approve Approve (2) Neutral (4) Disapprove Strongly Disapprove (1)
Do you have other name suggestions for the sub areas? If so, share them	<ul style="list-style-type: none"> <li>(1) Build a city nightlife area like Harborside in Jupiter at the Becker Rd. – PSL Blvd. intersection.</li> <li>(2) Turtle Run - we have a park, it's small, named "Turtle Run" – would also make a cute logo.</li> </ul>
Other comments	<ul style="list-style-type: none"> <li>(1) We are having major problems with traffic volume and speed along the 800 block of SW McCoy Ave. Even though there are five other access streets to PSL Blvd. for the surrounding neighborhood traffic, the area residents insist on using McCoy Ave. as a "thru-street." High volume (compared to neighboring streets), disregard for the posted speed limit and excessive noise from the vehicle traffic. Would the City please consider minor changes to the current entrance/exit for 800 block McCoy Ave. onto PSL Blvd. Maybe the possibility of permitting only one way access onto PSL Blvd. and diverting traffic exiting PSL Blvd. onto one of the streets south of McCoy Ave. This would help to alleviate the high volume, noise and speed problems at least by half. A total closure of McCoy Ave. access onto PSL Blvd. would be a dream come true, however sharing the traffic load with the five other PSL Blvd. entrance streets would be greatly appreciated. Also a police department sub-station nearby fire station #16 (?) located on PSL Blvd. near SW McCall Rd.</li> <li>(2) Empty lots are being used as a hangout by people for illegal activities. The one off the 3000 block of Ann Arbor Rd. and Bowden Ave. (dead end) people also used it as a dumping ground. There should be a way that the City can force the owner to clean the area to prevent people to use it. I</li> </ul>

believed people are using it to have sex and do drugs as I have found condoms and syringes.

- (3) I do not want commercial properties because afraid of bars and adult clubs going in. I do not want gas stations on PSL Blvd. and Becker Rd. I would like to have a Lowe's or big box stores on the west end of Becker Rd. Can we install locks on the C-23 or C-24 and remove the S-97 to allow ocean access. Would increase property values. I would install the lock at the fixed spillway.

Can we make the PSL Blvd. a better theme then what is currently built, a better design?

Keep the landscaping in the better trees.

The Becker Rd. and Citrus Bridge area to plant trees to make the open areas with trees for walk and resting areas. The PSL Blvd. needs to be 3 way each way, not two lanes.

- (4) I like the concepts – Good job!

Gatlin Blvd. & PSL Blvd. intersection as well as widening of PSL Blvd. need to be a HIGH priority!

- (5) To begin construction on PSL Blvd. between Darwin Blvd. & Paar Dr. in 2020-2021 is ludicrous you people should be ashamed of yourselves. You have wasted our tax dollars on unfinished and failed projects and once again have left the Southwest section out in the cold.

- (6) Super stops are a good idea.

Roadside memorials are over-the-top, should be a standard "lollypop" style. Eliminate candles, flowers and crosses  
Traffic is getting heavier on Aviation Ave. and PSL Blvd. impossible to cross Aviation Ave. and left turn on PSL Blvd. Eliminate vehicles making left on PSL Blvd. to skip light. They cause additional congestion eliminating opportunity to make turn from Aviation Ave. Perhaps a no left turn would help.  
Signage: Owners permitted to name their homes with a "standard" yard sign.

	<p>Attract a better variety of businesses. No more barbers, check cashing, auto parts or nail salons.</p> <p>(7) Turn ditches into waterways via weir structures and dams. Boat ramp on C-23 and PSL Blvd. Ocean access lock at TPKE – remove gate structure. The consultant’s recommendations should be made public.</p> <p>(8) Instead of spending money on projects, how about letting businesses come in on Becker Rd. bringing tax money and conveniences for the residents.</p> <p>(9) Thanks for looking into creating ways to make us a community in every sense of the word. As for the super bus stops, I can’t disagree more. Our kids walk to these stops. This is a working, blue collar community. Every child doesn’t have the available parent to sit at a bus stop (creating pollution by the way) waiting for the bus. Most are walking because mom and dad have to work. I prefer 1,000 bus stops, over pretty centralized bus stops. Love the idea of planning for the commercial and recreational uses of Becker Rd. Need public transportation to go down Rosser Blvd., Savona Blvd. and Port St. Lucie Blvd.</p> <p>(10) Hold meeting at 7:00 – working people can’t make 6:00pm meetings. Three of us who do not work must have work at 5:00 pm or later.</p> <p>(11) Superstops for kids – a GREAT idea! Will increase safety and lessen congestion. Be very careful when adding businesses to residential areas – creates big problems.</p> <p>(12) Widening PSL Blvd. from Gatlin Blvd./Tulip Blvd. to Becker Rd. Must be done sooner. Promised the last 15 years.</p>
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