



CITY OF PORT ST. LUCIE

PLANNING AREA 7 | NEIGHBORHOOD ACTION PLAN

DRAFT MARCH 2017



Tindale
Oliver
design

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1.0 INTRODUCTION

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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 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 of Port St. Lucie'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 (PAs 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 7 (PA-7) 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-7 is generally bounded by the City boundaries to the north, east, and south and US 1 to the west. It includes 5,585 acres or almost 8.73 square miles (see **Map 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-7 Action Plan consists of this introduction and three additional sections, as shown in **Figure 1-1**:

- **Planning Area Context** includes a summary of existing conditions within PA-7 and identifies issues and opportunities to be addressed in the Action Plan. Several focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.
- **Public Engagement and Key Themes** summarizes the public input and identified specific themes to guide the Action Plan for PA-7.
- **Action Plan** is the heart of the document and includes the vision for PA-7 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.



Planning Area 7

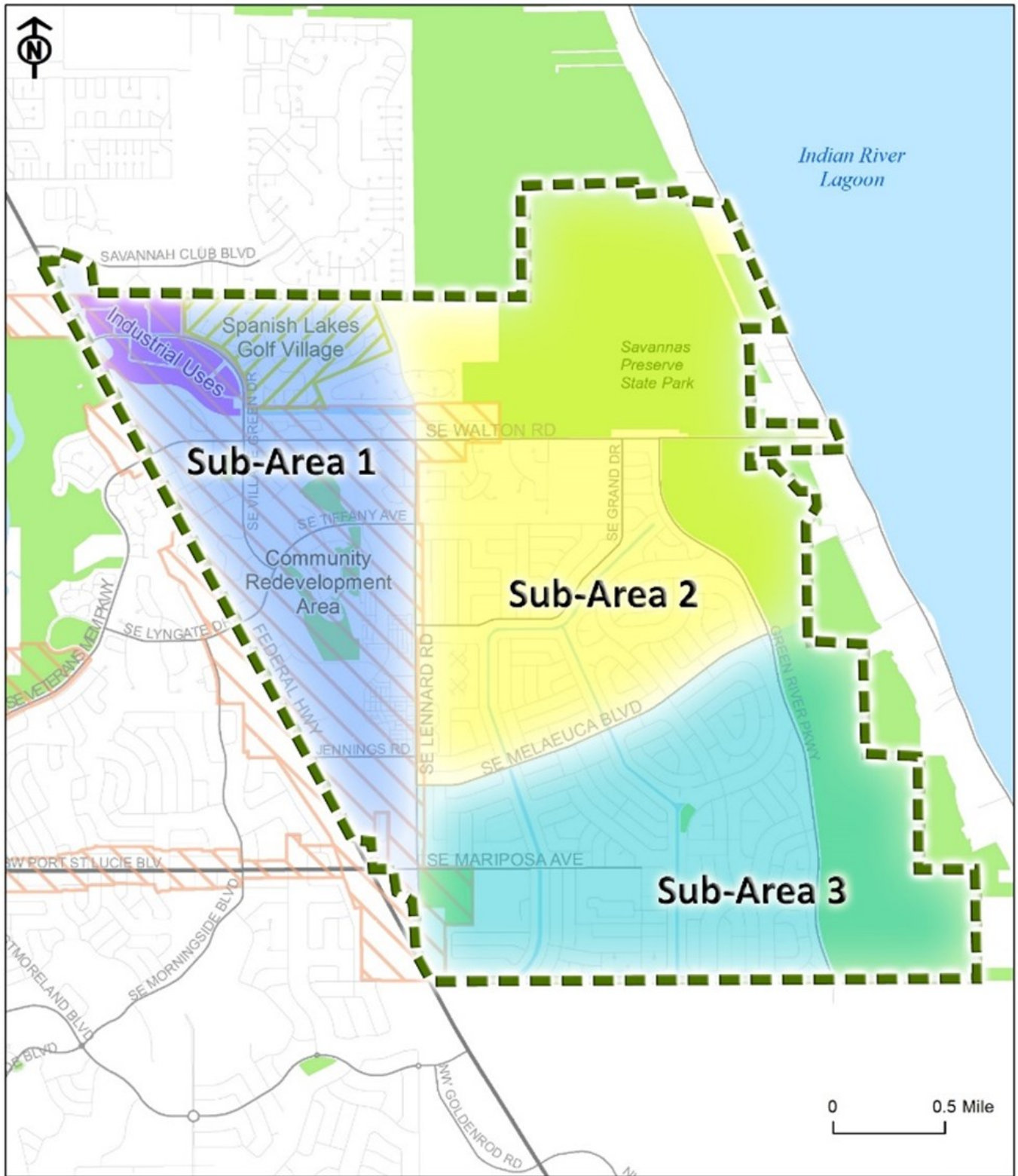
Study Area

December, 2016

-  Planning Area Boundary
-  Parks and Environmental Land

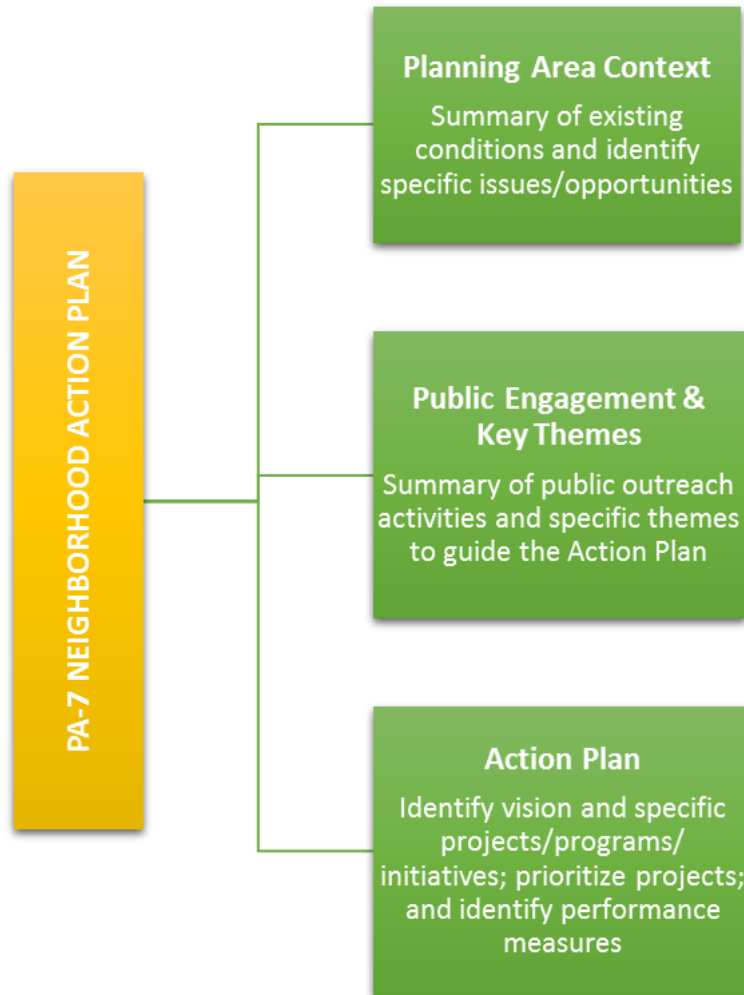


Map 1-1: PA-7 Study Area



Map 1-2: PA-7 Sub Areas

Figure 1-1: Action Plan Format



1.2 Supporting Documentation

Two important pieces of supporting documentation accompany this PA-7 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, building organizations and identity, creating activity centers, enhancing recreation and leisure, connecting multimodal transportation, and integrating arts.

Volume 2: Planning Area Context includes the detailed profile for PA-7 including documentation of demographic and socioeconomic conditions, land use characteristics, and transportation system. This information serves as the framework for understanding PA-7 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.

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2.0 PLANNING AREA CONTEXT

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The following provides a summary of existing conditions for PA-7 and the City relating to population growth, future development pattern, recreation activities, and transportation facilities to serves as the framework for understanding PA-7 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-7 from 2014 to 2040 is expected to be 22%. A majority of the residents within PA-7 are age 35 and older, with a median age of 48. Approximately 70% of the population of PA-7 is white, with minorities making up 30% (see **Table 2-1**).

The average household size for PA-7 is only 2.28 persons, which is lower than the city's overall household size of 2.85. Additionally, the median annual household income of PA-7 is \$43,054, which is lower than the City's overall median of \$48,898, and the poverty level of PA-7 is very low, at only 3% (see **Table 2-1**).

As noted in **Table 2-1**, the population of PA-7 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-7 is dominated by single-family homes; however, there currently are some multi-family residences and mixed-use developments, and more are planned for the future. Additionally, multi-family developments can help provide a land use transition/buffer between non-residential uses and single-family homes (see **Map 2-1**).

Most commercial and office uses are located along US 1, which are largely filled with strip commercial-type developments. (see **Map 2-1**). There are two vacant parcels along Melaleuca Boulevard with a Limited Commercial Future Land Use designation, which is ideal for providing more services (i.e., grocery stores, personal services, restaurants, etc.) within the residential neighborhoods. There is also the potential to create a City Center with public plazas and commercial/mixed-use developments. These incremental improvements, particularly the Activity Center, are consistent with the Town Center concept in the Port St. Lucie Community Redevelopment Plan prepared for the Community Redevelopment Agency in 2001 (see **Figure 2-1**).

Figure 2-1: Potential City Center

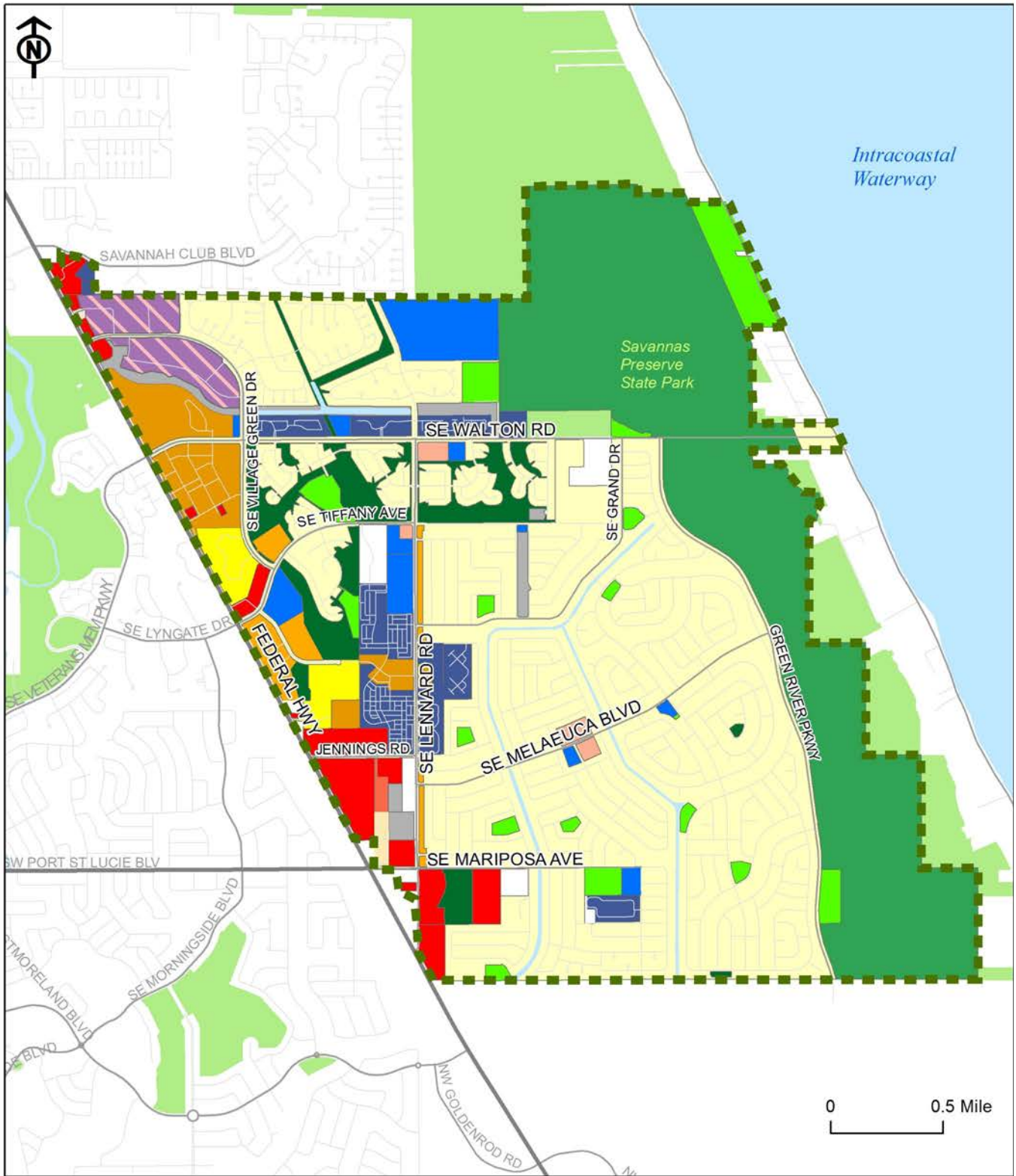


(Source: Port St. Lucie Community Redevelopment Plan, 2001)

Table 2-1: Demographics/ Socioeconomic Conditions

| Demographics | PA-7 |
|------------------------------|--------------|
| Population | |
| 2014 Estimate | 16,359 |
| 2040 Projection | 19,994 |
| Change | 22% |
| Age (2014 ACS) | |
| Under 20 | 3,209 (20%) |
| 20–34 | 2,906 (18%) |
| 35–59 | 5,512 (34%) |
| 60 and over | 4,732 (29%) |
| Median Age | 48.14 |
| Households (2014 ACS) | |
| Average Household Size | 2.28 |
| Median Household Income | \$ 43,054 |
| Below Poverty | 3% |
| Ethnicity (2014 ACS) | |
| White | 11,389 (70%) |
| Black | 1,682 (10%) |
| Asian | 553 (3%) |
| Hispanic | 2,208 (14%) |
| Other and two or more races | 527 (3%) |

Source: 2040 Long Range Transportation Plan (LRTP) data and 2014 American Community Survey



Planning Area 7
Future Land Use
 February, 2017

| | | |
|--------------------|---------------------------------------|--------------------------|
| CH/RH | General Commercial/Highway Commercial | Open Space - Recreation |
| ROI/CG/RH/I | Limited Commercial | High Density Residential |
| ROI | Institutional | Medium Residential |
| General Commercial | Light Industrial/Service Commercial | Low Density Residential |
| Commercial Service | Open Space - Conservation | Utility |
| Highway Commercial | Open Space - Preservation | Parks/Environmental Land |



Map 2-1: Future and Land Use

2.3 Parks and Recreation

PA-7 contains six City parks and the Civic Center, which collectively contain approximately 130 acres (see **Map 2-2**). These parks consist of pavilions, playgrounds, nature/multi-use trails, observation/fishing decks, open plazas, active recreational uses, and the Civic Center, which provides a fitness center, community meeting spaces and an art gallery. In addition, Savannas Preserve State Park is located along the eastern boundary of PA-7. There are numerous City-owned undeveloped open spaces within PA-7 that could provide ample parks, recreational and community facilities, natural areas, greenways, and cultural events for local residents and to attract visitors. These facilities could be part of an integrated park system connected by a greenway system to Savannas Preserve State Park. However, the City will need to balance the needs of existing parks facilities with the desire to create new park spaces throughout the area (see **Figure 2-2**).

To meet the needs of the various age groups and diversify the population, the City should offer more recreation programs

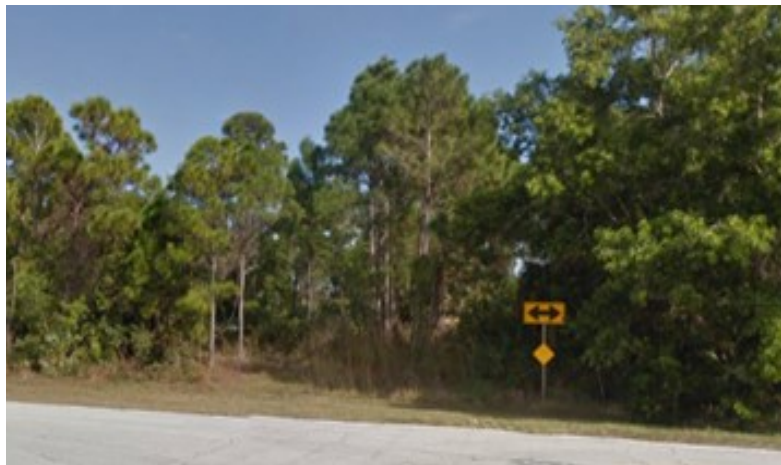
Figure 2-2: Potential Recreation Facilities



Extend Woodstork Trail



Provide shaded rest areas along the Green River Trail



Potential Park at Tiffany Avenue and Grand Drive



Planning Area 7

Parks and Community Facilities

December, 2016

Parks and Recreation

- Park
- Community Facility

Planning Area Boundary

Other Park and Preserved Land



Map 2-2: City Parks within PA-7

and increase promotion/advertisement of the park and recreation facilities to attract local residents and visitors.

2.4 Transportation

The existing roadways within PA-7 consist of 2-, 4-, and 6-lane divided arterial corridors, and 2-lane undivided collector corridors. The pedestrian system within PA-7 ranges from 5–12-ft -wide sidewalks and multi-purpose trails primarily on arterial streets. The Woodstork Trail is located around Hillmoor Lake Park. However, the majority of the single-family residential neighborhoods do not have sidewalks. The existing bicycle facilities within PA-7 consist of bike lanes, multi-use trails and wide sidewalks along the major arterial roads and at the Woodstork Trail. The proposed wide sidewalks along Tiffany Avenue and Walton Road would continue to connect the bicycle network (see **Map 2-3**). Two Treasure Coast Connector (TCC) fixed-routes provided in PA-7 are Routes 1 and 4 (see **Map 2-4**).

As development occurs within PA-7, 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 multi-modal improvements including transit are implemented, the City should coordinate with TCC to increase bus headways where feasible and provide bus stop facilities such as pull-in/out lanes, shelters, benches, trash receptacles, and bicycle racks.

Figure 2-3: Complete Streets



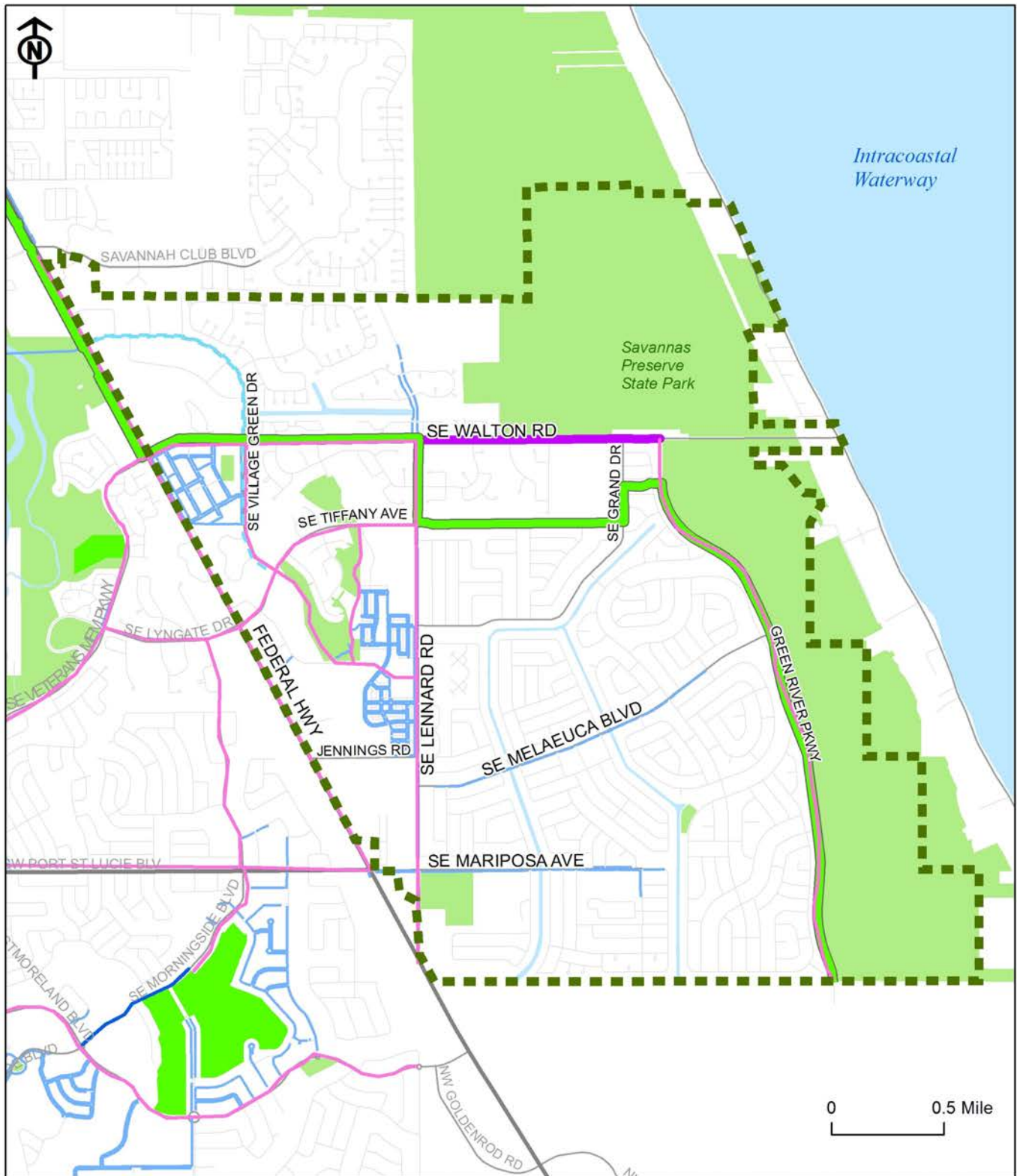
Walton Road – bike lanes/sidewalks



Woodstork Trail



Wayfinding System



Planning Area 7

Existing/Future
Bike and Pedestrian Facilities
February, 2017

- Planning Area Boundary
- East Coast Greenway
- Bike Facility
- Funded Sidewalk
- Bike and Pedestrian Facility
- Proposed Sidewalk
- Existing Sidewalks



Map 2-3: Existing and Future Bike-Pedestrian Network within PA-7



Planning Area 7

Existing
Transit Facilities
March, 2016



Planning Area Boundary

● Bus Stop

Transit Routes

— 1

— 4



Map 2-4: Existing Bus Routes within PA-7



3.0 PUBLIC ENGAGEMENT AND KEY THEMES

3.0 PUBLIC ENGAGEMENT AND KEY THEMES

This section summarizes the two public workshops held during the planning process for PA-7. 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.

3.1 Public Workshop #1

On July 27, 2016, 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-6 and 7 simultaneously, and included 43 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-7, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for PA-7. Afterwards, a mapping exercise and a series of breakout session consisting of seven groups 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-7.

Figure 3-1 and **Map 3-1** summarize key assets, issues and opportunities from the breakout session for PA-7. See **Appendix A** for the meeting notes from the Public Workshop #1.



3.2 Public Workshop #2

On November 16, 2016, 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 draft Neighborhood Action Plan for PA-7. The workshop focused on PA- 6 and 7 simultaneously and included 35 local residents (see **Figure 3-3**). The workshop began with a PowerPoint presentation that provided a brief summary of the results from the previous public workshop held on July 27, 2016, 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 the 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-7 Neighborhood Action Plan. See **Appendix A** for the meeting notes and comment sheets from the Public Workshop #2:

Traffic/Speeding – Reducing speed limits, incorporating traffic calming measures, installing additional signage, and enforcing speed limits.

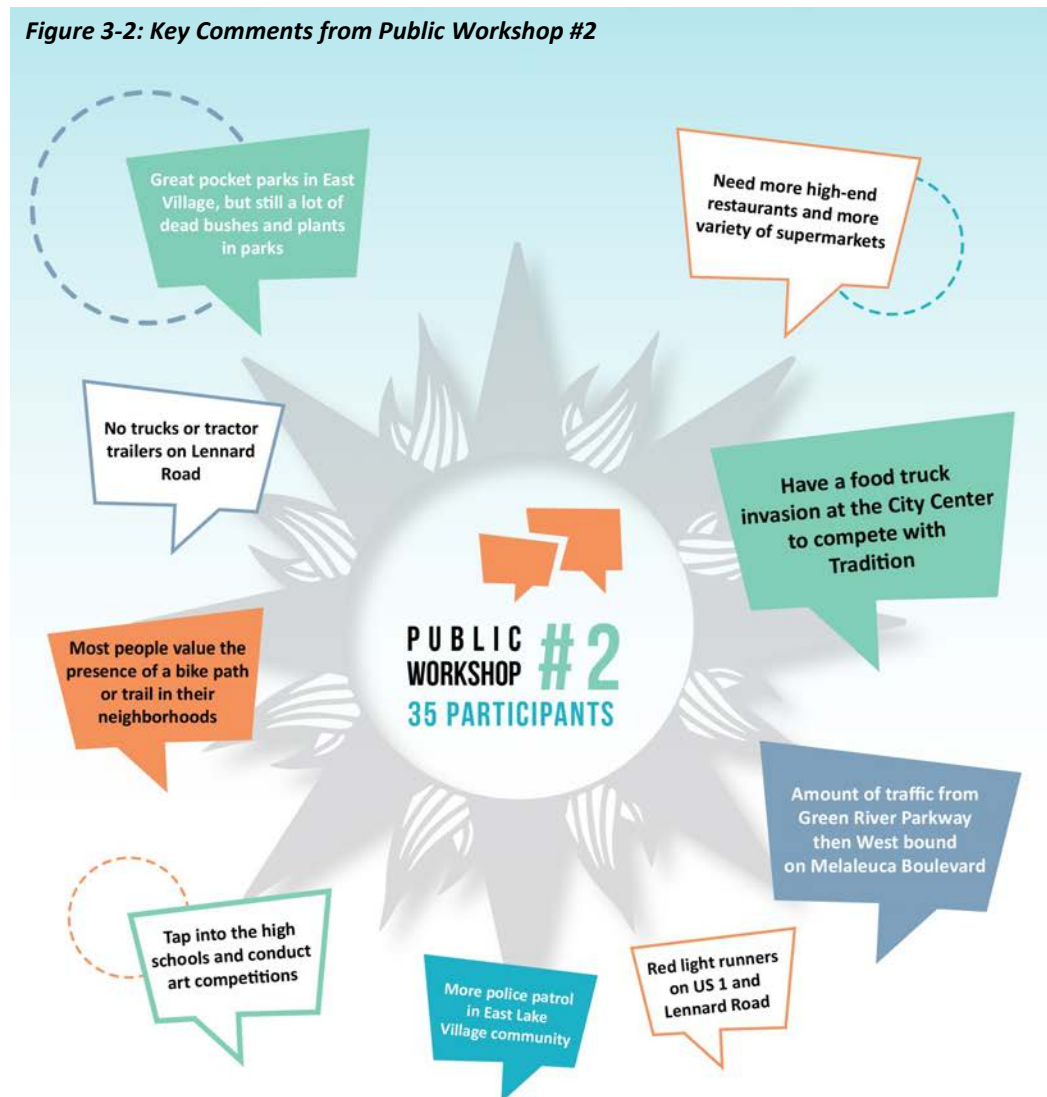
- Walton Rd
- Lennard Rd
- Mariposa Ave
- Green River Pkwy
- Berkshire Blvd

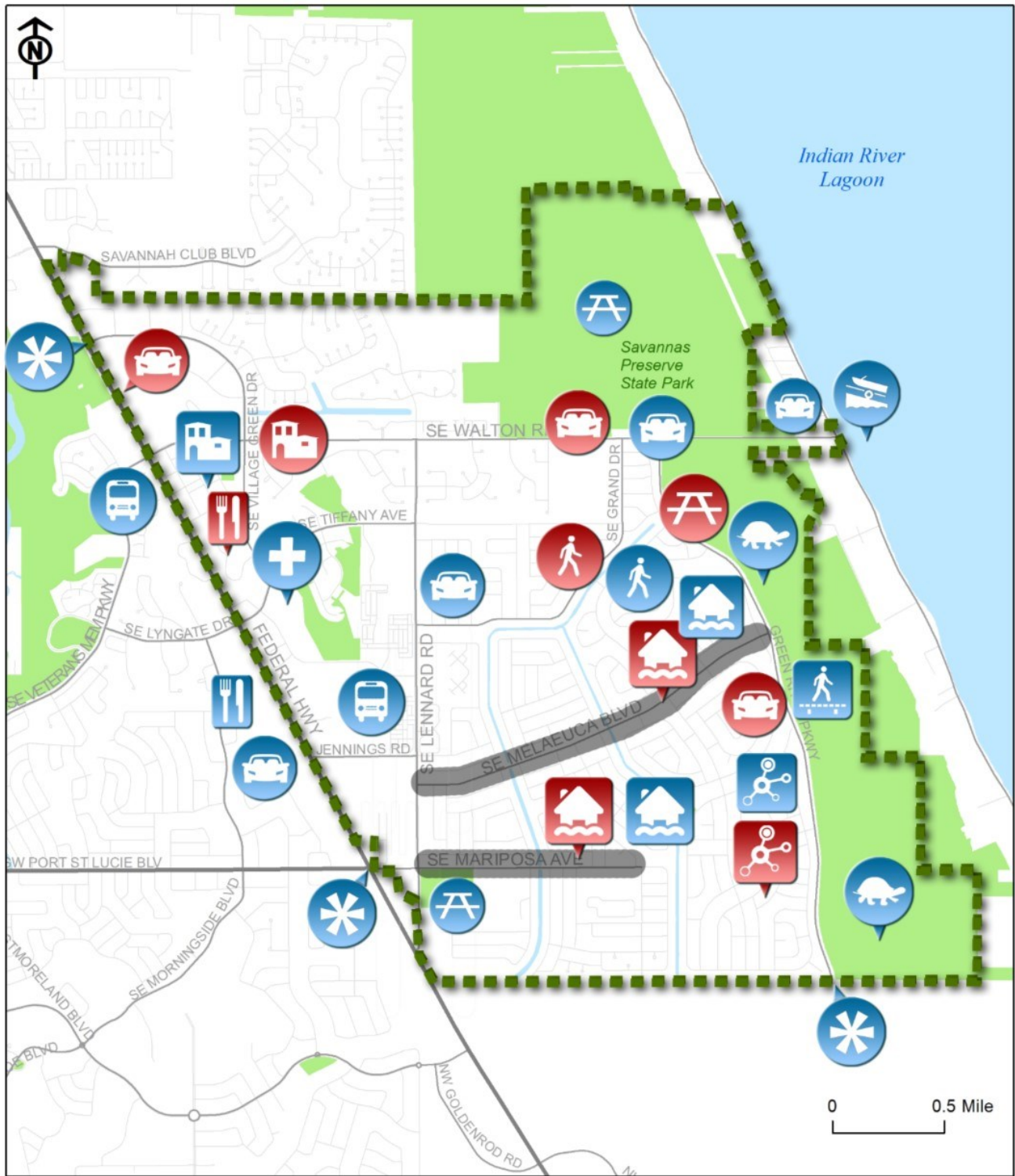
Diverse Businesses –

Attracting and having more diverse and higher quality restaurants and shops at the City Center.

Art and Culture – Providing additional arts, culture and entertainment and incorporating local artwork on sidewalks, bus terminals, electrical boxes, etc. to increase attractiveness of Port St. Lucie.

Figure 3-2: Key Comments from Public Workshop #2





See adjacent page for icon descriptions



Planning Area 7
Issues & Opportunities
 August 2016

Important Assets

-  Civic Center
-  St. Lucie Medical Center
-  Green River Parkway Trail
-  Savannas Preserve State Park

Map 3-1: Workshop Exercise - Assets, Issues, and Opportunities (see legend on next page)

Area Wide Issues



Lack Gateways/Welcome Signs

- Lack sense of community/identity
- Need for sense of entry



Absence of Wayfinding Signs

- Need directions to public destinations



Traffic and Safety Concerns

- Poor road maintenance



Park Improvements

- Limited trail connections and parking
- Need more neighborhood/pocket parks
- Need advertising of park facilities



Poor Pedestrian Connections

- Lack of sidewalks/walkways
- Provide more safe crosswalks
- Need more shade trees



Poor Streetlighting

- Lack adequate streetlighting



Limited Bicycle Facilities

- Lack of bicycle lanes and connectivity
- Limited bicycle racks/parking



Limited Transit Facilities

- Lack bus routes and passenger facilities
- Avoid blocking traffic at bus stops



Unkempt Private Properties

- Poor yard and building maintenance
- Need to improve code compliance

Focused Issues



Traffic and Safety Concerns

- Speeding along US-1, Greenway Pkwy., Walton Rd., and Lennard Rd.
- Truck cut-through traffic along Green River Parkway
- Need a traffic signal at Walton Rd. and Indian River Dr.



Underutilized Civic Center

- Lack of events/festivals
- Limited retail and restaurant uses



Limited Commercial Uses along US-1

- Increase retail and restaurant options



Park Improvements

- Lack shaded rest areas and drinking fountains along the Green River Pkwy. Trail
- Need wildlife crossing signs along the Green River Pkwy.
- Need more boat access to the Indian River Lagoon



Poor Pedestrian Connections

- Lack sidewalk connections along Grand Dr., Earl Blvd. and Berkshire Blvd.
- No shade trees adjacent to sidewalk along Lennard Rd.



Vehicle Connectivity

- Need to improve vehicle access/connection - Blackwell Dr., Ibis Ave. and Mariposa Ave.



Flooding Issues

- Need to improve stormwater management along Mariposa Ave. and Melaleuca Blvd.

Area Wide Opportunities



- Create neighborhood identity through branding and signage



- Limit truck access through neighborhoods and repave neighborhood streets



- Evaluate and improve vehicle connections through neighborhoods



- Provide parking at trailheads and parks



- Provide bike lanes and related facilities



- Increase sidewalk connections and crosswalks



- Develop a street tree planting program



- Implement a more proactive code compliance

Focused Opportunities



- Install welcome signs at US-1 and Mariposa Ave., US-1 and Village Green Dr., and Green River Pkwy. and southern boundary



- Reduce speed limit or install traffic calming devices along US-1, Green River Pkwy., Walton Rd., and Lennard Rd. and install traffic signal at Walton Rd. and Indian River Dr.



- Develop Civic Center with restaurant and retail uses



- Create incentives and programs to encourage the redevelopment of US 1



- Provide shaded rest areas and drinking fountains along the Green River Pkwy. Trail



- Provide wildlife crossing signs along Green River Parkway and near Savannas Preserve State Park



- Construct boat launch at terminus of Walton Rd. on Indian River Lagoon



- Potential park development at SE Tiffany Ave. and SE Grand Dr; and Mariposa Ave. and SE Lennard Rd.



- Improve sidewalk connections along Grand Dr., Earl Blvd. and Berkshire Blvd.



- Explore options for a bus route along Melaleuca Blvd.; and enhance bus stops with shelters and bus pull-in/out lanes at existing bus routes (Lennard Rd., Village Green Dr. and US-1)



- Improve stormwater management along Mariposa Ave. and Melaleuca Blvd.

Map 3-1: Workshop Exercise – Assets, Issues, and Opportunities (continued)

Figure 3-3: Public Workshops



Public Workshop #1



Public Workshop #2



4.0 NEIGHBORHOOD ACTION PLAN

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-7. 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-7 is the following:

A strong and diverse community with a thriving City Center that creates a central gathering place and provides entertainment and economic opportunities; and unique natural and recreational assets connected with greenways, and a network of complete streets with bicycle and pedestrian accommodations.

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

- A vibrant City Center with mixed-use development that contains office, commercial, and housing uses that will serve as a regional destination.
- A vibrant and attractive commercial/mixed-use corridor along US 1.
- A greenway system with walkways and bicycle trails connecting to neighborhood parks and conservation areas.
- Pocket parks that provide passive recreational uses, all connected by the greenway system.
- Easy access to the Indian River Lagoon for boating and canoeing/kayaking.
- An improved transportation system where people will feel comfortable walking, riding a bicycle, using public transportation, and driving a vehicle and where streets are pleasant public spaces.

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, the City Center is identified to create a sense of community, encourage economic development, and provide housing opportunities, along with specific projects, programs, and initiatives for each sub-area.

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 City Center

There are a number of assets and opportunities which the City can build upon to reinforce the development of this City Center. They include the following:

Existing Assets (see **Figure 4-1**)

- Port St. Lucie Civic Center
- St. Lucie Medical Center
- Woodstork Trail
- Main intersection of US 1 and Walton Road

Potential Opportunities (see **Figure 4-2**)

- Community gathering place for events and festivals
- Potential for a mixed-use node
- Widened sidewalks with pedestrian elements such as lighting, seating, informational signs and shade trees



LEGEND

-  Potential Welcome Sign
-  Potential City Center
-  Potential Mixed-use Corridor
-  Potential Park
-  Improve Trail Amenities
-  Potential Wildlife Crossing Signs
-  Potential Boat Ramp
-  Potential Bus Route
-  Multi-Purpose Trail
-  Potential Recreation Trail
-  Existing Trail

Map 4-1: Vision Concept Plan

- Safer, well-defined and designed pedestrian crosswalks
- Connection to the greenway system
- Potential gateway opportunities

Figure 4-1: Existing Assets



Port St. Lucie Civic Center



Port St. Lucie Medical Center



Woodstork Trail

Figure 4-2: Potential Opportunities (Source: Port St. Lucie Community Redevelopment Plan, 2001)



City Center



Pedestrian Scale Streetscape



Greenway Connections

4.2.2 Recommendations

The Action Plan is divided into area wide and specific recommendations pertaining to PA-7 based on the major focused themes identified in *Volume 1: Neighborhood Planning Program*, such as:

- Building Identity
- Enhancing City Center
- Enhancing Recreation and Leisure
- Connecting Multimodal Transportation
- Integrating Arts and Culture

In addition, infrastructure and public safety improvements have also been identified (see **Table 4-1** and **Maps 4-2, 4-3** and **4-4**).

Table 4-1: PA-7 Recommendations

| Focused Themes | Area Wide | Specific Locations |
|---------------------------------|---|---|
| <p>Building Identity</p> | <ul style="list-style-type: none"> Conduct public survey to identify preferred neighborhood name and logo. | <ul style="list-style-type: none"> Install potential welcome signs: <ul style="list-style-type: none"> Federal Highway (US 1) at Village Green Drive Federal Highway (US 1) at Cane Slough Road/Port St. Lucie Boulevard Walton Road and Indian River Drive Green River Parkway and southern boundary Develop wayfinding signage system to public destinations (i.e., Port St. Lucie Civic Center, Savannas Preserve State Park, City parks, Green River Trail, etc.) at strategic locations along major arterial roadways: <ul style="list-style-type: none"> Federal Highway (US 1) Green River Parkway Lennard Road Melaleuca Boulevard Walton Road Implement banner program along major arterial roadways: <ul style="list-style-type: none"> Federal Highway (US 1) Green River Parkway Lennard Road Melaleuca Boulevard Walton Road |



Welcome Sign
Goodyear, AZ
(Source: Hunt Design)



Street Banners
(Source: The Décor Plan)



Wayfinding System

Table 4-1: PA-7 Recommendations (continued)

| Focused Themes | Specific Locations |
|---|---|
| Enhancing City Center/ Commercial Corridor | <ul style="list-style-type: none"> • Coordinate with Community Redevelopment Agency (CRA) to develop City Center at southeast corner of US 1 and Walton Road, create partnerships and incentives/programs to encourage more quality retail, restaurant, and hotel uses. • Implement development guidelines to create City Center. • Coordinate with CRA to redevelop US 1 and create incentives and programs to encourage more quality retail and restaurant uses. |



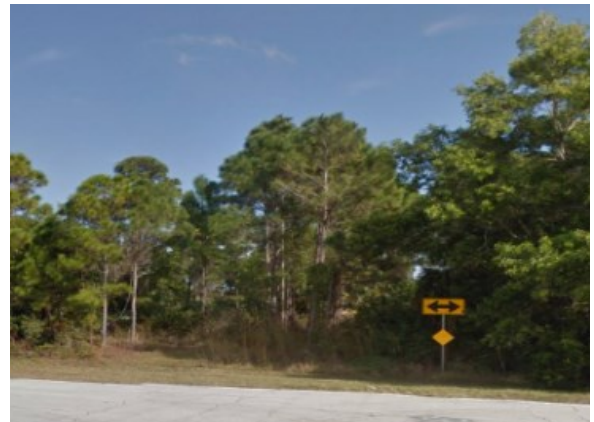
*Improve mixed-use/commercial district along US 1
(Source: Port St. Lucie Community Redevelopment Plan, 2001)*

Table 4-1: PA-7 Recommendations (continued)

| Focused Themes | Area Wide | Specific Locations |
|--|---|---|
| <p>Enhancing Recreation and Leisure</p> | <ul style="list-style-type: none"> • Create connections to East Coast Greenway. • Develop trail system along canals connecting to pocket parks. • Create more dog-friendly areas/parks. • Develop partnerships with athletic associations for funding and attracting tournaments. | <ul style="list-style-type: none"> • Potential pocket parks within open space/conservation areas to be further evaluated: <ul style="list-style-type: none"> ◇ Tiffany Avenue and Grand Drive ◇ Berkshire Boulevard and Earl Boulevard ◇ Northwest corner of Grand Drive and Avalon Road ◇ Northwest corner of Maslan Avenue and Mary Terrace ◇ End of Ross Court ◇ Northeast corner of Berkshire Boulevard and Rock Spring Drive ◇ Northwest corner of Dill Lane and Seamist Street • Improve existing park facilities: <ul style="list-style-type: none"> ◇ Rotary Park – Pavilion renovation, sidewalk repair, and ADA access to restroom ◇ Police Athletic League – Design for new gymnasium next to PAL building ◇ Sandhill Crane Park – Pavilion, restroom, announcement booth, and concession renovations; ADA access; and update security cameras • Extend Woodstork Trail north of Walton Road to the Savannas. • Provide shade shelters at existing rest areas along Green River Parkway Trail • Potential drinking fountains along the eastern right-of-way of Green River Parkway Trail, north of Charleston Drive • Provide wildlife crossing signs along Green River Parkway and near Savannas Preserve State Park. |



Extend Woodstork Trail



Potential Park at Tiffany Avenue and Grand Drive



Provide shade shelters at existing rest areas along Green River Parkway Trail



Potential drinking fountains along the eastern right-of-way of Green River Parkway Trail, north of Charleston Drive

Table 4-1: PA-7 Recommendations (continued)

| Focused Themes | Area Wide | Specific Locations |
|---|---|--|
| Connecting Multimodal Transportation | <ul style="list-style-type: none"> • Develop street tree planting program along major arterial roadways adjacent to sidewalks. • Increase bike lane connections and related facilities. • Coordinate with Treasure Coast Connector (TCC) to enhance bus stops with shelters and bus pull-in/out lanes at existing bus routes. • Improve multi-modal connections to the City Center. | <ul style="list-style-type: none"> • Increase neighborhood sidewalk connections and crosswalks (i.e., Grand Drive, Earl Boulevard, Berkshire Boulevard, Village Green Drive and Tiffany Avenue). • Coordinate with the TCC for a potential fixed bus route along Melaleuca Boulevard. • Continue multi-use trail eastward along Walton Road and west side of Village Green Drive. |



Improve Crosswalk Connections to Green River Trail



*Enhance Transit Routes/Facilities
(Source: Treasure Coast Observer)*



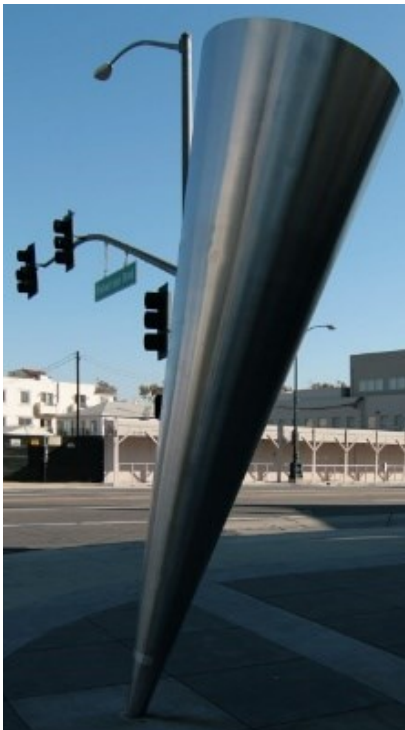
Enhance Trail Connections



Enhance Pedestrian/Bicycle Connections

Table 4-1: PA-7 Recommendations (continued)

| Focused Themes | Area Wide | Specific Locations |
|--|---|---|
| <p>Integrating Arts and Culture (Public Art Activities)</p> | <ul style="list-style-type: none"> • Create action plan for integrating public art on entry arterials. • Partner with TCC to install art at bus stops and other transit facilities. • Coordinate with civic organizations or local schools for street paintings or bench projects. • Organize annual, curated temporary art exhibition at public venues. • Fund design and installation of decorative transformer/signal box wraps. • Exhibit portable street art at different times/seasons and during special events. | <ul style="list-style-type: none"> • Install public art at entry arterials: <ul style="list-style-type: none"> ◊ US 1 ◊ Green River Boulevard ◊ Lennard Road ◊ Mariposa Avenue ◊ Melaleuca Boulevard ◊ Village Green Drive ◊ Walton Road • Incorporate public art at city parks, trails and facilities: <ul style="list-style-type: none"> ◊ Elks Lodge/Friendship Park ◊ Green River Trail ◊ Mariposa Cane Slough Preserve ◊ Mary Ann Ceruto Park ◊ Port St. Lucie Civic Center ◊ Rotary Park/P.A.L ◊ Sandhill Crane Park ◊ Woodstork Trail ◊ Stormwater Ponds • Organize annual, curated temporary art exhibition at Port St. Lucie Civic Center. • Improve use of the Port St. Lucie Civic Center to enhance cultural participation. |



Public Art at Entry Arterials
(Source: Public Art Network)



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



Public Art in Parks
(Source: Bradenton Downtown Development Authority)

Table 4-1: PA-7 Recommendations (continued)

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



Collaborate with Cultural Associations
 (Source: TCPalm)



Provide Senior Programs
 (Source: Choose Tallahassee)



Provide Youth Programs
 (Source: Youth Arts Group)



Increase Culture Spaces
 (Source: Notre Dame College)

Table 4-1: PA-7 Recommendations (continued)

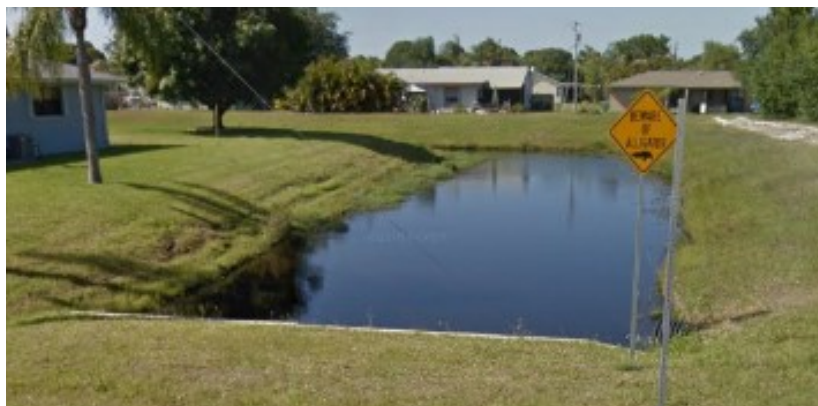
| Focused Themes | Area Wide | Specific Locations |
|---|---|--|
| <p>Improving Infrastructure/ Public Safety</p> | <ul style="list-style-type: none"> • Update neighborhood street repaving prioritization to include PAAC priorities. • Coordinate with Public Works to evaluate truck access through neighborhoods and post weight limit signs, where necessary. • Coordinate with Public Works to evaluate placement of traffic calming devices, where necessary. • Coordinate with Police Department to enforce speeding and running red lights. • Coordinate with Public Works to maintain sightlines through vegetation. • Coordinate with Public Works to evaluate and improve stormwater and drainage canal facilities. • Increase code compliance activities and coordinate with Neighborhood Services Liaison in correcting code violations. • Assign Police Liaison to report crime incidents at neighborhood meetings. | <ul style="list-style-type: none"> • Coordinate with Public Works to evaluate and improve traffic signalization at major intersections (i.e., Walton Road and Indian River Drive). • Coordinate with Public Works to evaluate and improve vehicle connections through neighborhoods, particularly at Blackwell Drive, Ibis Avenue and Mariposa Avenue. • Coordinate with Public Works and FDOT to provide safer pedestrian crossings: <ul style="list-style-type: none"> ◇ US 1 ◇ Green River Parkway ◇ Lennard Road ◇ Walton Road |



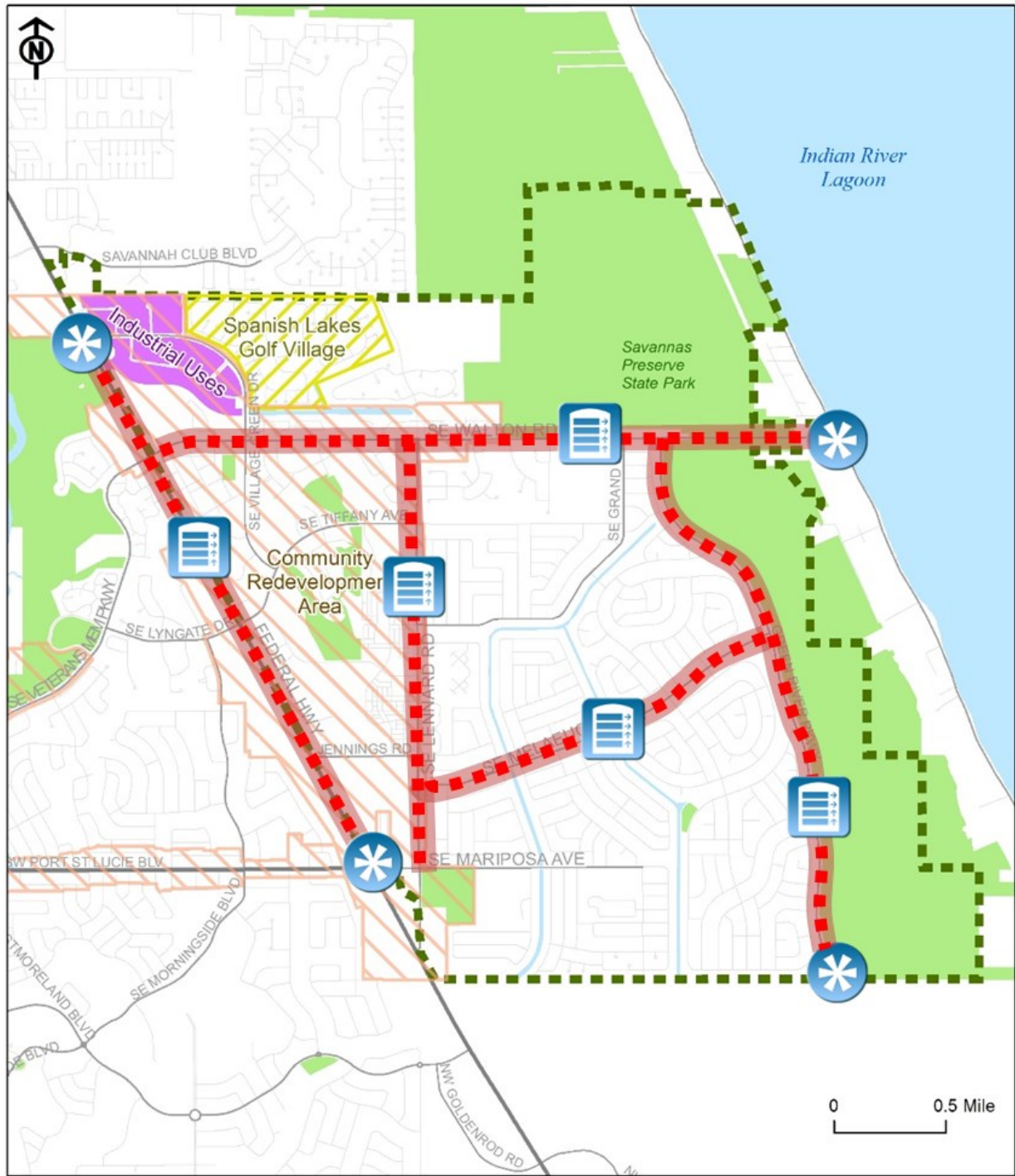
Provide safer pedestrian crossings
(Source: Federal Highway Administration)



Repave deteriorated neighborhood streets
(Source: Sun City Center, FL)



Evaluate and improve stormwater and drainage canal facilities



Legend



Welcome Signs

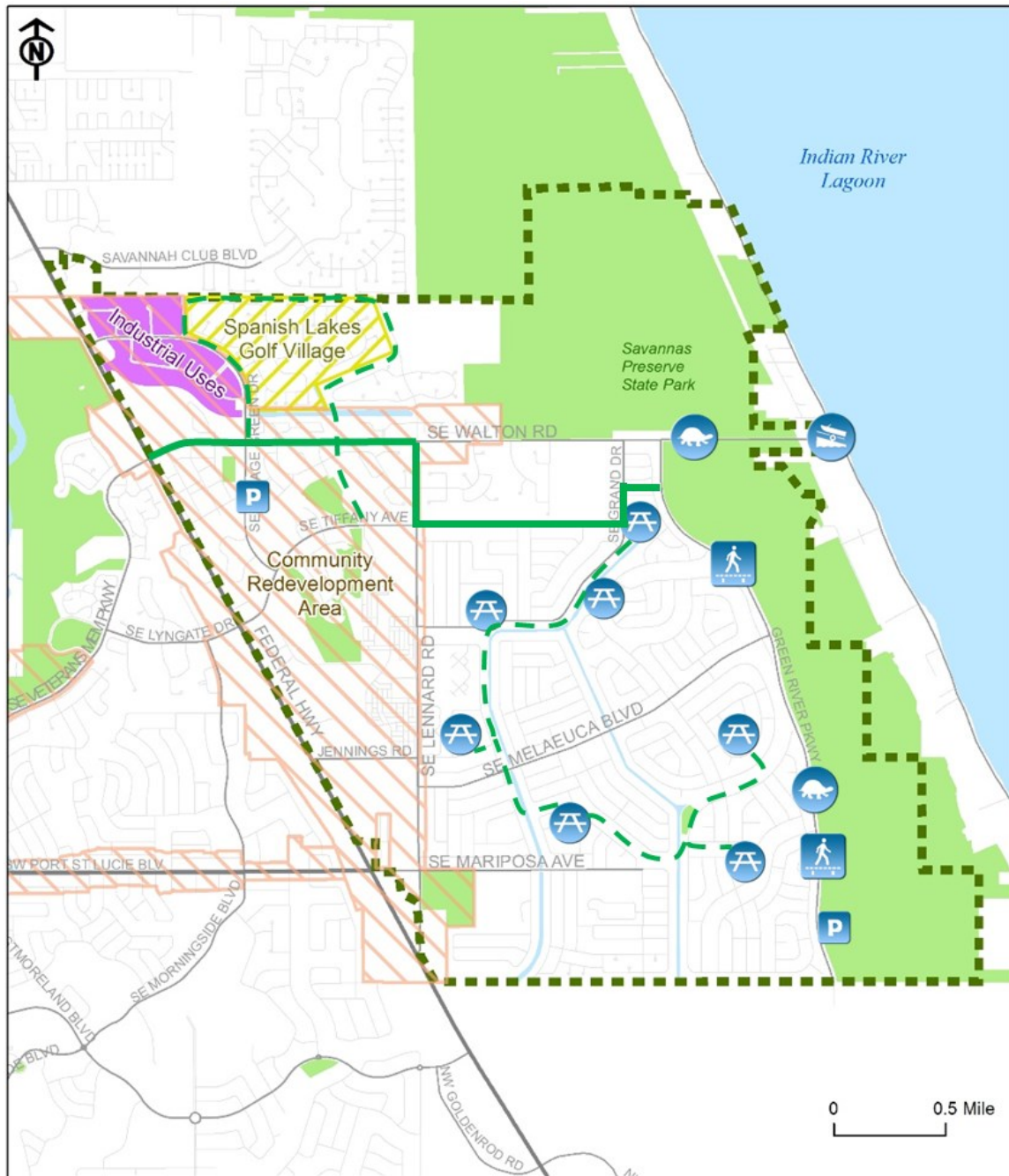


Wayfinding Signs



Street Banners

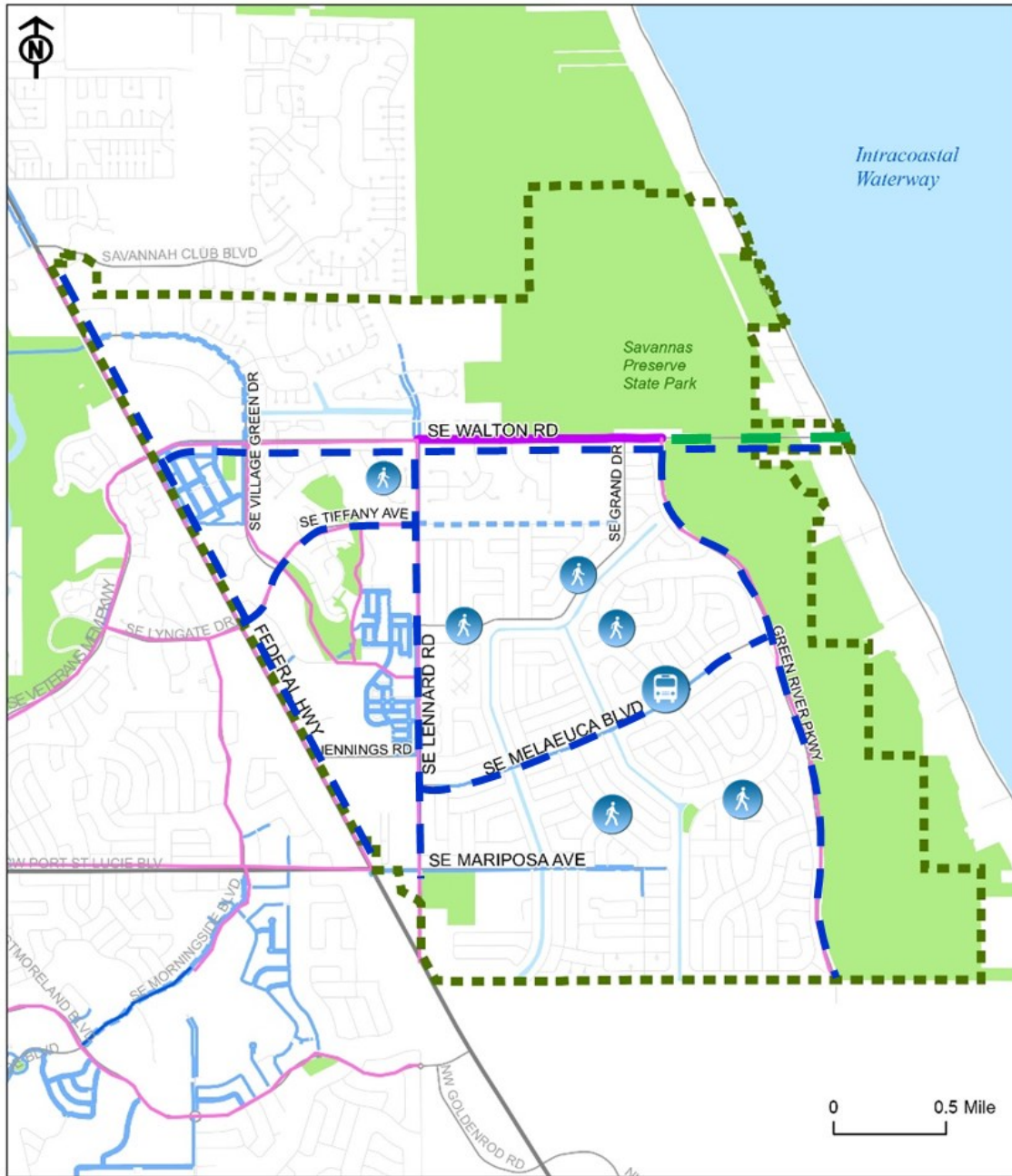
Map 4-2: Potential Identity Signage Locations



Legend








- | | | | |
|---|--------------------------------|--|---------------------------------------|
|  | Potential Pocket Parks |  | Green River Trail Improvements |
|  | Trail System | <ul style="list-style-type: none">• Shade Shelters• Drinking Fountains along the eastern right-of-way of Green River Parkway Trail, north of Charleston Drive | |
|  | East Coast Greenway Connection |  | Wildlife Crossing |
|  | Trail Head Parking |  | Boat Launch |

Map 4-3: Potential Recreation and Leisure Facilities



Planning Area 7

Existing/Future
Bike and Pedestrian Facilities
March, 2016

-  Planning Area Boundary
-  Bike and Pedestrian Facility
-  Funded Sidewalk
-  Neighborhood Sidewalk Connections
-  Improved Landscaping/Street Trees
-  Potential TCC Fixed Bus Route
-  Multi-Use Trail
-  Bike Facility
-  Existing Sidewalks
-  Proposed Sidewalk



Map 4-4: Potential Multimodal Facilities

4.2.3 Performance Measures and Prioritization

This section includes recommendations for performance measures that can be adopted to track plan implementation progress and a prioritization matrix that categorizes projects/ initiatives into short-, medium-, or long-term.

A. Performance Measures

Performance measures are metrics that help the community, City staff, and elected officials track plan implementation progress over time. They 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 Transportation Planning Organization (TPO) has recently adopted a series of performance measures to help track the successful implementation of the Long Range Transportation Plan (LRTP). The City should consider coordinating with the TPO to share data for the purposes of some of these measures. This is particularly relevant to this planning effort as many of the recommendations are related to multimodal transportation. The measures below have either been pulled from the TPO document or are related to transportation and neighborhood planning:

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

2. Other Potential Performance Measures

Additional performance measures that should be considered to track the implementation of the Plan include the following:

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

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

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**). The 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-7

| Activities | PA-7 | | |
|---|----------------------|--------------------|--------------------|
| | Short-Term Years 1-2 | Mid-Term Years 3-5 | Long-Term Years 6+ |
| Building Identity | | | |
| Conduct public survey to identify preferred sub-area name and logo. | Yellow | | |
| Install welcome signs at entry corridors. | | Yellow | |
| Develop wayfinding signage system to public destinations. | Yellow | Yellow | |
| Implement Banner Program along primary roadways. | Yellow | Yellow | |
| Enhancing City Center/Commercial Corridor | | | |
| Coordinate with Community Redevelopment Agency (CRA) to develop City Center at southeast corner of Federal Highway (US-1) and Walton Road, create partnerships and incentives/programs to encourage more quality retail, restaurant and hotel uses. | | Yellow | Yellow |
| Implement development guidelines to create City Center. | | Yellow | |
| Coordinate with CRA to redevelop Federal Highway (US-1) and create incentives and programs to encourage more quality retail and restaurant uses. | | Yellow | Yellow |
| Enhancing Recreation and Leisure | | | |
| Create connections to East Coast Greenway. | | Yellow | Yellow |
| Develop trail system along canals connecting to pocket parks. | | Yellow | Yellow |
| Create more dog-friendly areas/parks. | | Yellow | Yellow |
| Develop partnerships with athletic associations for funding and attracting tournaments. | | Yellow | |
| Evaluate and develop pocket parks within open space/ conservation areas. | | Yellow | Yellow |
| Improve existing park facilities (Rotary Park, Police Athletic League, Sandhill Crane Park) | Yellow | | |
| Extend Woodstork Trail north of Walton Road to the Savannas. | | Yellow | |
| Provide shade shelters at existing rest areas along Green River Parkway Trail | Yellow | Yellow | |
| Potential drinking Fountains along the eastern right-of-way of Green River Parkway Trail, north of Charleston Drive | Yellow | Yellow | |
| Provide wildlife crossing signs along Green River Parkway and near Savannas Preserve State Park. | Yellow | | |

Table 4-2: Prioritization Matrix for PA-7 (continued)

| Activities | PA-7 | | |
|--|----------------------|--------------------|--------------------|
| | Short-Term Years 1-2 | Mid-Term Years 3-5 | Long-Term Years 6+ |
| Connecting Multimodal Transportation | | | |
| Develop performance measures for construction of bicycle/pedestrian facilities and report on them at quarterly PAAC meetings. | | | |
| Increase neighborhood sidewalk connections and crosswalks. | | | |
| Increase bike lane connections and related facilities. | | | |
| Develop street tree planting program along major arterial roadways adjacent to sidewalks. | | | |
| Continue the multi-use trail eastward along Walton Road and west side of Village Green Drive | | | |
| Improve multi-modal connections to City Center. | | | |
| Coordinate with TCC to enhance bus stops with shelters and bus pull-in/out lanes at existing bus routes. | | | |
| Coordinate with TCC for potential fixed bus route along Melaleuca Boulevard. | | | |
| Integrating Public Art | | | |
| Create an action plan for integrating public art on entry arterials. | | | |
| Install public art at entry arterials. | | | |
| Partner with TCC to install art at bus stops and other transit facilities. | | | |
| Coordinate with civic organizations or local schools for street paintings or bench projects. | | | |
| Organize annual, curated temporary art exhibition at public venues and Port St. Lucie Civic Center. | | | |
| Improve use of Port St. Lucie Civic Center to enhance cultural participation. | | | |
| Fund design and installation of decorative transformer/signal box wraps. | | | |
| Exhibit portable street art at different times/seasons, and during special events. | | | |
| Incorporate public art at city parks, trails and facilities, and private sites. | | | |
| Integrating Cultural Activities | | | |
| Coordinate and partner with festival organizers and cultural association/ clubs in hosting public events. | | | |
| Provide older adult outreach with targeted marketing and increased accessibility for older adults to participate in cultural events. | | | |
| Develop youth arts conferences and provide dedicated space featuring youth-only art. | | | |
| Develop family- and child-friendly programming and exhibits with curricula for early learning programs. | | | |
| Increase cultural spaces in every neighborhood. | | | |

Table 4-2: Prioritization Matrix for PA-7 (continued)

| Activities | PA-7 | | |
|---|----------------------|--------------------|--------------------|
| | Short-Term Years 1-2 | Mid-Term Years 3-5 | Long-Term Years 6+ |
| Improving Infrastructure/Public Safety | | | |
| Update neighborhood street repaving prioritization to include PAAC priorities. | | | |
| Coordinate with Public Works to evaluate and improve traffic signalization at major intersections. | | | |
| Coordinate with Public Works to evaluate truck access through neighborhoods and post weight limit signs, where necessary. | | | |
| Coordinate with Public Works to evaluate placement of traffic calming devices, where necessary. | | | |
| Coordinate with Police Department to enforce speeding and running red lights. | | | |
| Coordinate with Public Works to maintain sightlines through vegetation. | | | |
| Coordinate with Public Works to evaluate and improve stormwater and drainage canal facilities. | | | |
| Increase code compliance activities and coordinate with Neighborhood Services Liaison in correcting code violations. | | | |
| Assign Police Liaison to report crime incidences at neighborhood meetings. | | | |
| Coordinate with Public Works and FDOT to provide safer pedestrian crossing along Federal Highway (US-1), Green River Parkway, Lennard Road and Walton Road. | | | |