



CITY OF PORT ST. LUCIE

PLANNING AREA 6 | 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 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 (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 6 (PA-6) 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-6 is generally bounded by the City boundaries to the north and south, Federal Highway (US 1) to the east, and the west bank of the St. Lucie River to the west and includes 5,653 acres, almost 8.8 square miles (see **Map 1-1**).

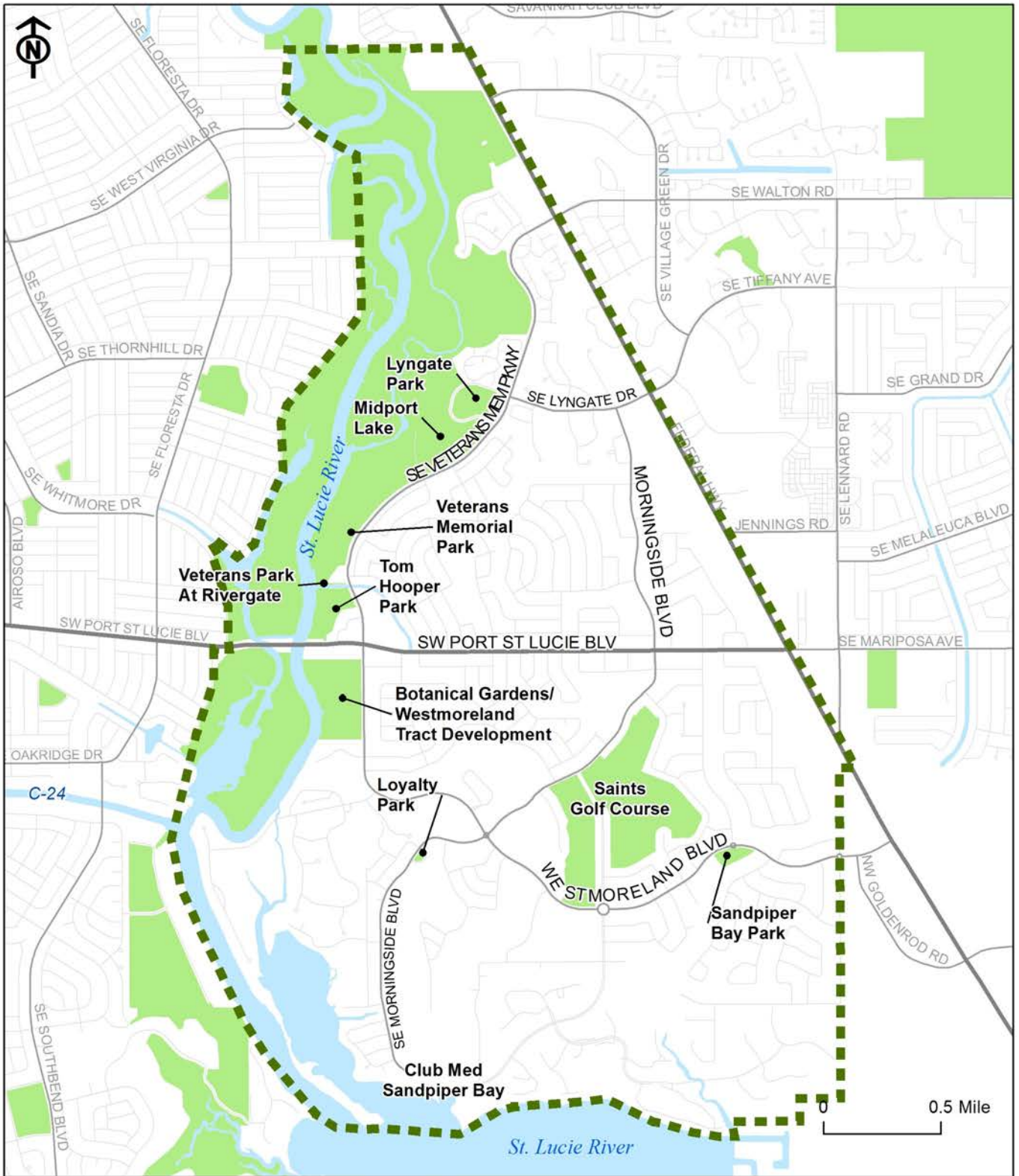
The City has undertaken a fundamental first step to establishing and implementing a Neighborhood Services Department, which is in charge of the following:

- 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-6 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-6 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-6.
- **Action Plan** – The Action Plan is the heart of the document and includes the vision for PA-6 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 6

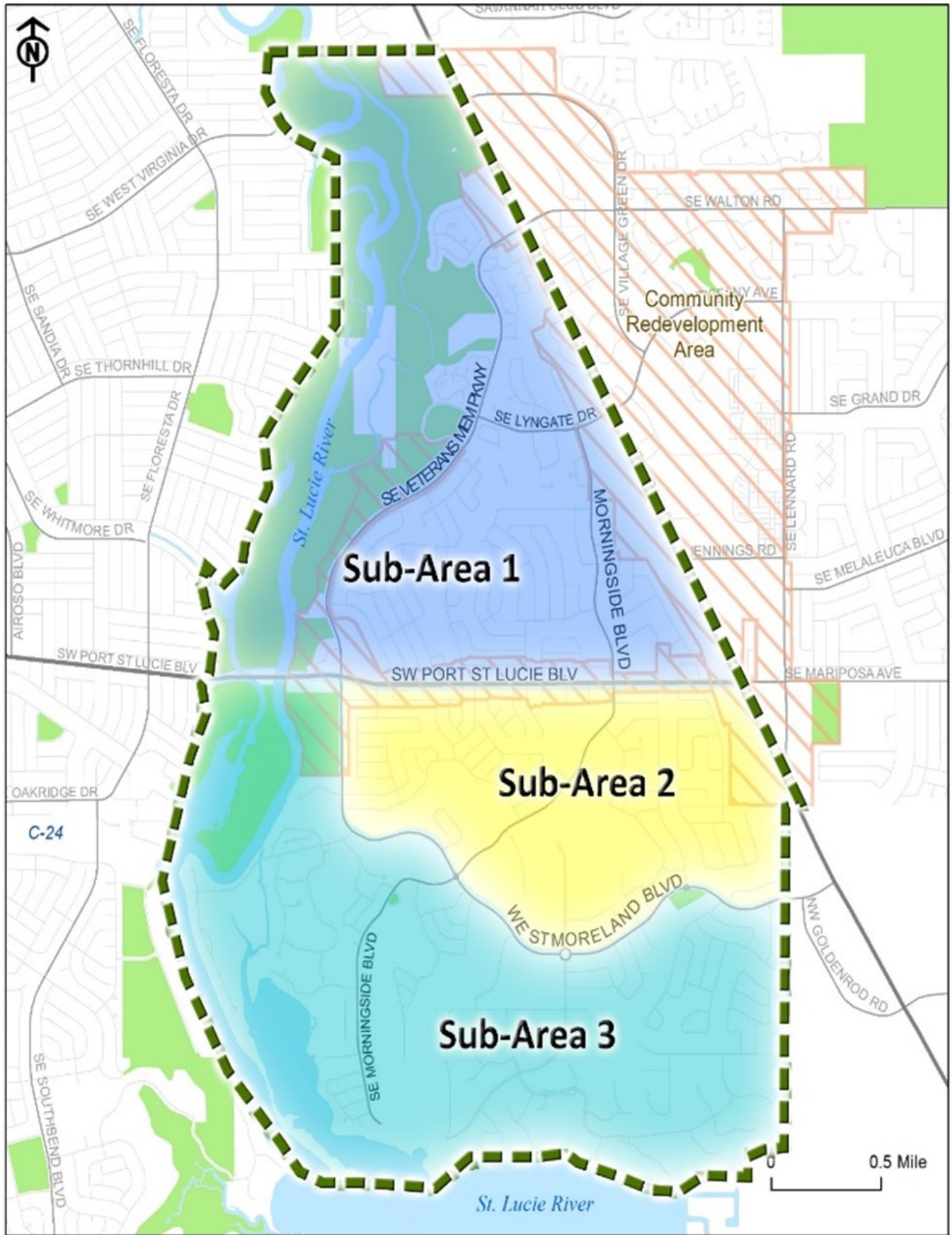
Study Area

March, 2017

-  Planning Area Boundary
-  Parks/Environmental Land

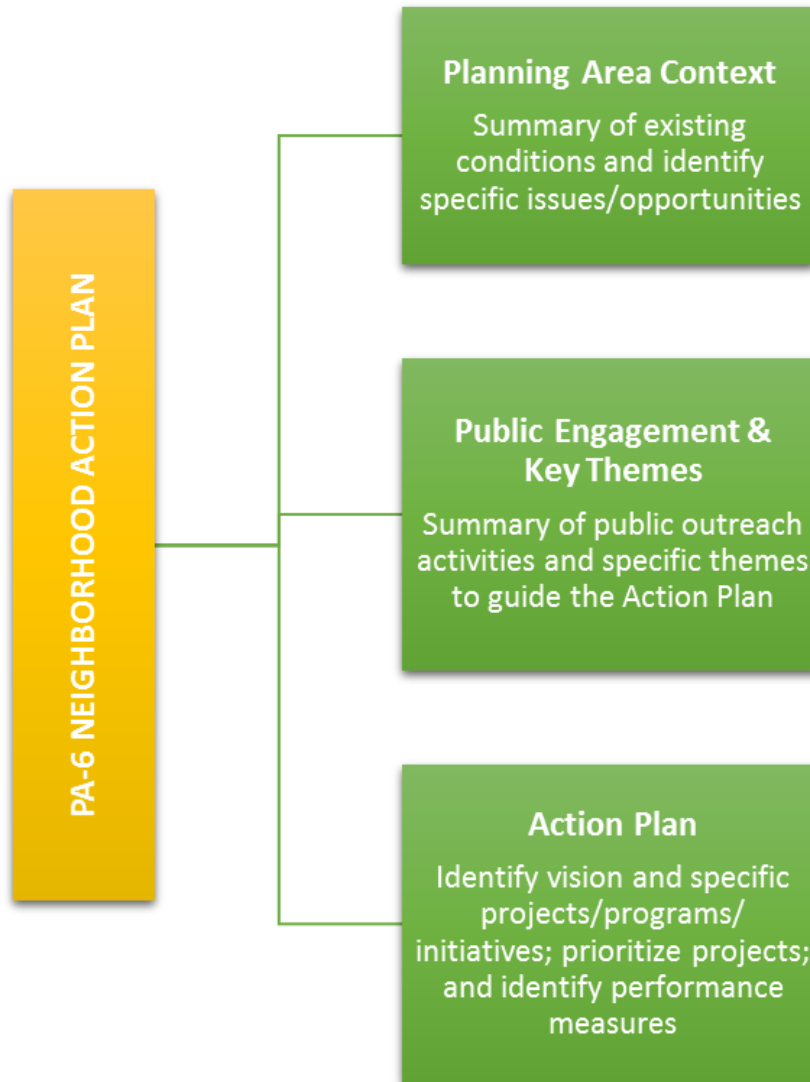


Map 1-1: PA-6 Study Area



Map 1-2: PA-6 Sub Areas

Figure 1-1: Action Plan Format



1.2 Supporting Documentation

Two important pieces of supporting documentation accompany this PA-6 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-6, including documentation of demographic and socioeconomic conditions, land use characteristics, and transportation system. This information serves as the framework for understanding PA-6 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-6 and the city relating to population growth, future development pattern, recreation activities, and transportation facilities to serves as the framework for understanding PA-6 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-6 from 2014 to 2040 is expected to be 15%. A majority of the residents within PA-6 are age 35 and older, with a median age of 52. Approximately 73% of the population of PA-6 is white, with minorities making up 27% of the population (see **Table 2-1**).

The average household for PA-6 is only 2.38 persons, which is lower than the city's overall household size of 2.85. Additionally the median annual household income of PA-6 is \$49, 285, which is slightly higher than the city's overall median of \$48,898., and the poverty level of PA-6 is very low at only 3% (see **Table 2-1**).

As noted in **Table 2-1** the population of PA-6 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-6 is dominated by single-family homes; however, multi-family residences and mixed-use developments are planned for the future within PA-6, which would help create affordability and diversity and a transitional/buffer between non-residential uses and single-family homes (see **Map 2-1**).

Most commercial and office uses are located along Federal Highway (US 1) and Port St. Lucie Boulevard (see **Map 2-1**). These corridors are filled largely with strip commercial-type developments, but with its Medium Density Residential Office Institutional (ROI) Future Land Use designation, Port St. Lucie Boulevard has the potential to evolve into a mixed-use corridor providing transitional land uses between more intensive commercial areas. The St. Lucie River is an important asset to the neighborhood and could be developed as a Riverwalk destination, with extended boardwalk and commercial uses such as restaurants and retail shops. These incremental improvements are consistent with the vision articulated in the Port St. Lucie CRA Expansion Master Plan prepared for the Community Redevelopment Agency in 2006 (see **Figure 2-1**).

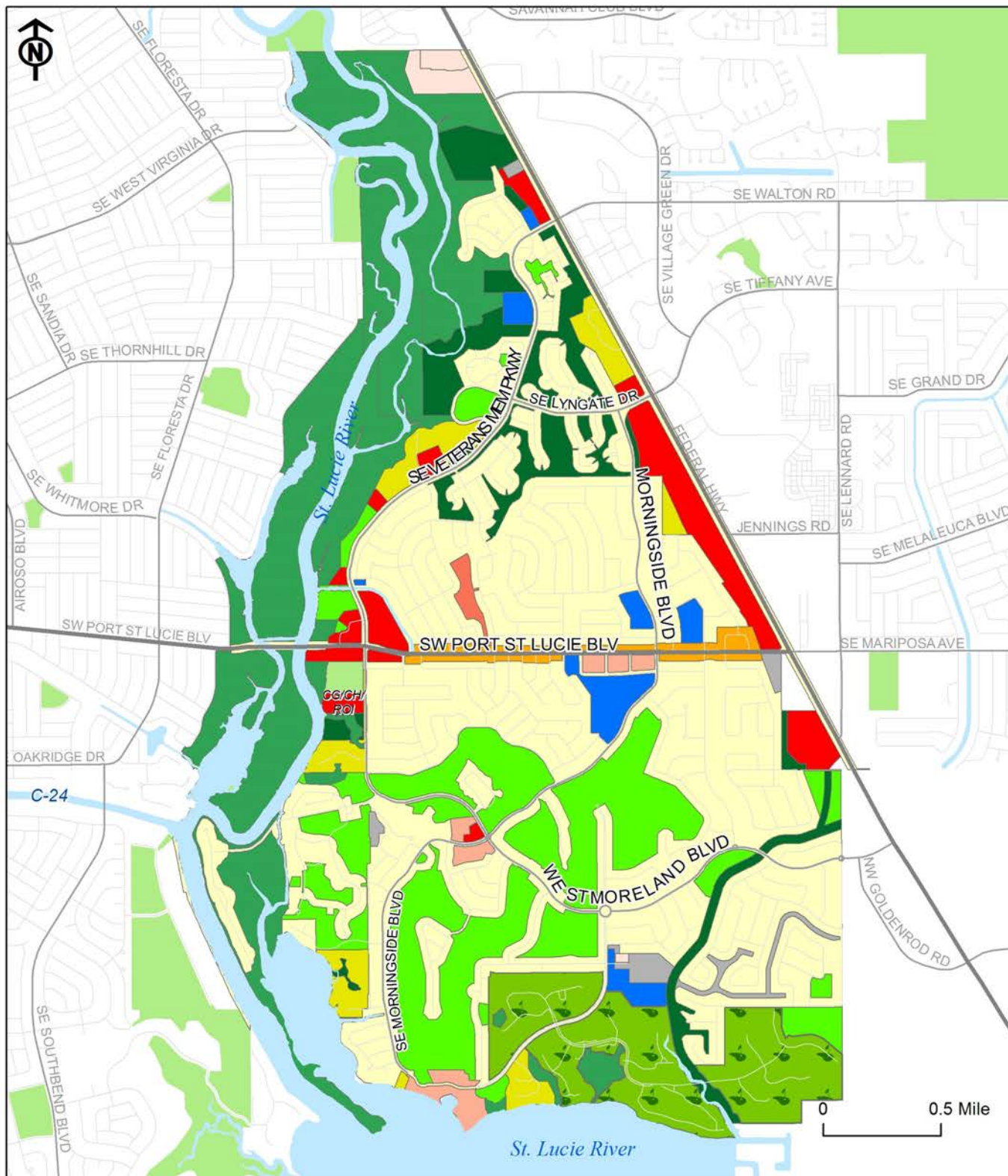


Figure 2-1: Potential Activity Center (Mixed Use/ Commercial Node)
(Source: Port St. Lucie CRA Expansion Master Plan, 2006)

Table 2-1: Demographics/ Socioeconomic Conditions

Demographics	PA-6
Population	
2014 Estimate	11,213
2040 Projection	12,881
Change	15%
Age (2014 ACS)	
Under 20	1,915 (17%)
20-34	1,439 (13%)
35-59	3,359 (30%)
60 and over	4,500 (40%)
Median Age	52.3
Households (2014 ACS)	
Average Household Size	2.38
Median Household Income	\$ 49,285
Below Poverty	3%
Ethnicity (2014 ACS)	
White	8,171 (73%)
Black	947 (8%)
Asian	247 (2%)
Hispanic	1,651 (15%)
Other; Two or More Races	197 (2%)

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



Planning Area 6
Future Land Use
 March, 2017

- | | | |
|---|--|---|
| ■ General Commercial | ■ Institutional | ■ High Density Residential |
| ■ Retail-Office-Institutional | ■ Residential Golf Course | ■ Medium Density Residential |
| ■ Commercial Service | ■ Open Space - Conservation | ■ Low Density Residential |
| ■ Commercial Highway | ■ Open Space - Preservation | ■ Utility |
| ■ Limited Commercial | ■ Open Space - Recreation | |



Map 2-1: Future Land Use

2.3 Parks and Recreation

PA-6 consists of seven public parks and one public 18-hole golf course, containing approximately 252 acres (see **Map 2-2**). These parks consist of undeveloped/unimproved open spaces, monuments, Riverwalk/boardwalk, fishing/leisure deck, pavilions, boat ramps and active recreational uses. Further programming of the existing undeveloped/unimproved open spaces could provide more park facilities to meet the growing population. In addition, there are numerous City-owned undeveloped open spaces within PA-6 that could provide pocket parks, recreational and community facilities, natural areas, greenways and cultural events for the local residents and to attract visitors. These facilities could be part of an integrated park system connected by a greenway system. Improvements to parks and recreation facilities along the St. Lucie River could include additional trailheads and public parking, and more public boat launches (see **Figure 2-2**).

To meet the needs of the various age groups and diversify population, the City should offer more recreation programs and increase promotion/advertisement of the park and recreation facilities to attract local residents and visitors.



Riverwalk Expansion

Botanical Gardens Path

Potential Park (north of Westmoreland Boulevard and Morningside Boulevard)

Figure 2-2: Potential Recreation Facilities

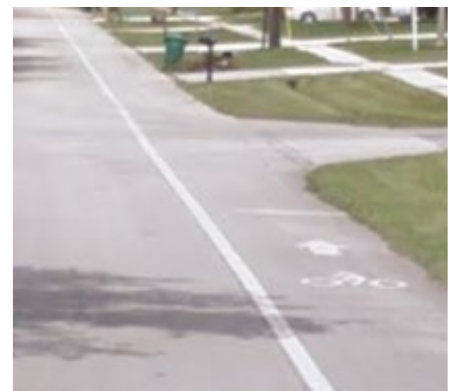
(Source: Port St. Lucie CRA Expansion Master Plan, 2006)

2.4 Transportation

The existing roadways within PA-6 consist of 2-, 4-, and 6-lane divided arterial corridors and 2-lane undivided collector corridors. The sidewalk system consists of sidewalks ranging from 5 to 8 feet wide, primarily on arterial streets. However, the majority of the residential neighborhoods do not have sidewalks. The bicycle facilities consist of bike lanes, multi-use trails, paved shoulders and wide sidewalks along the major arterial roads (see **Map 2-3**). Two Treasure Coast Connector (TCC) fixed-routes provided in PA-6 are Routes 1 and 4 (see **Map 2-4**).

As development occurs within PA-6, 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 increase bus headways where feasible and provide bus stop facilities such as pull-in/out lanes, shelters, benches, trash receptacles, and bicycle racks.

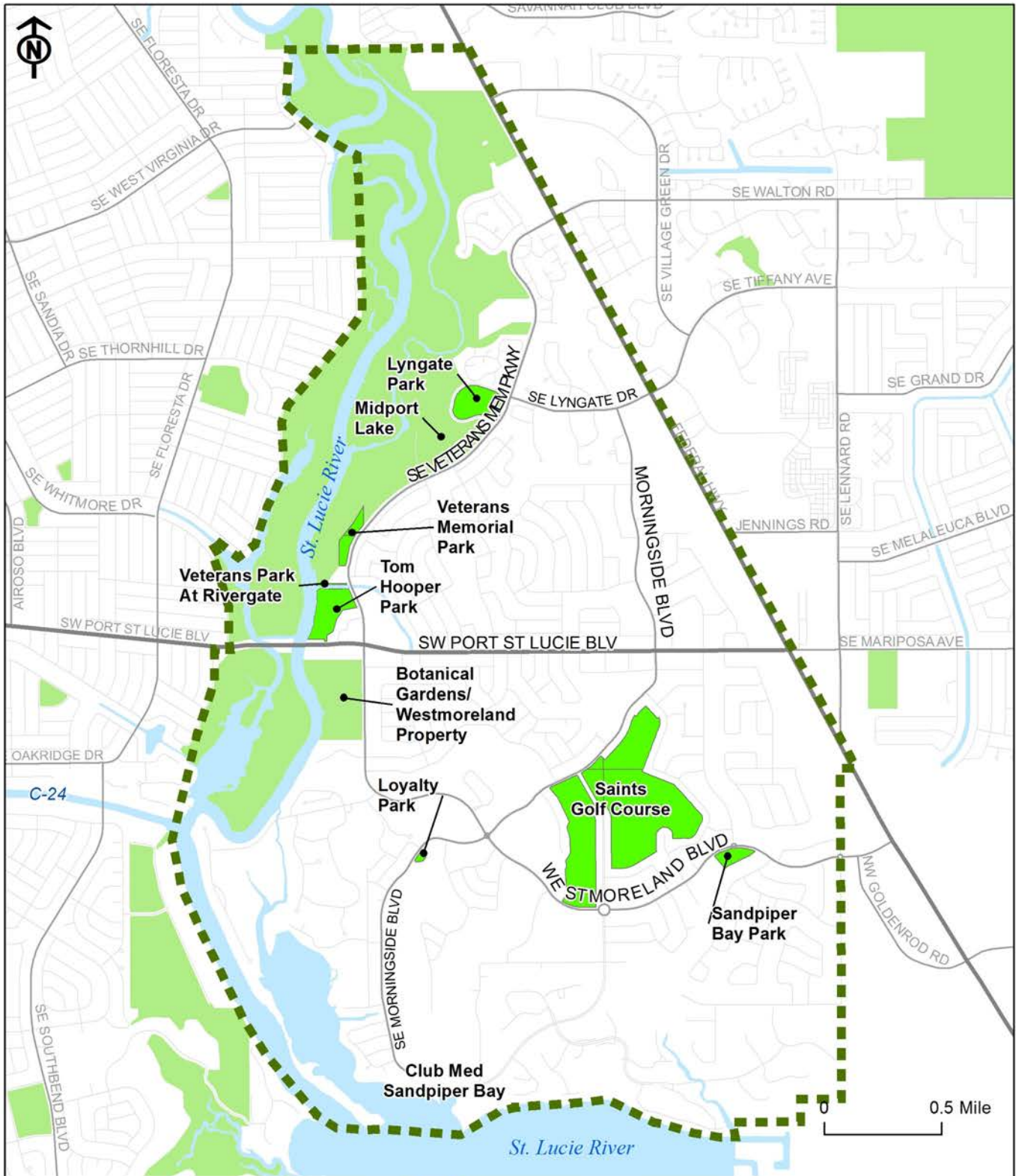
Figure 2-3: Complete Streets



Morningside Boulevard bike lanes/sidewalks



Wayfinding System



Planning Area 6

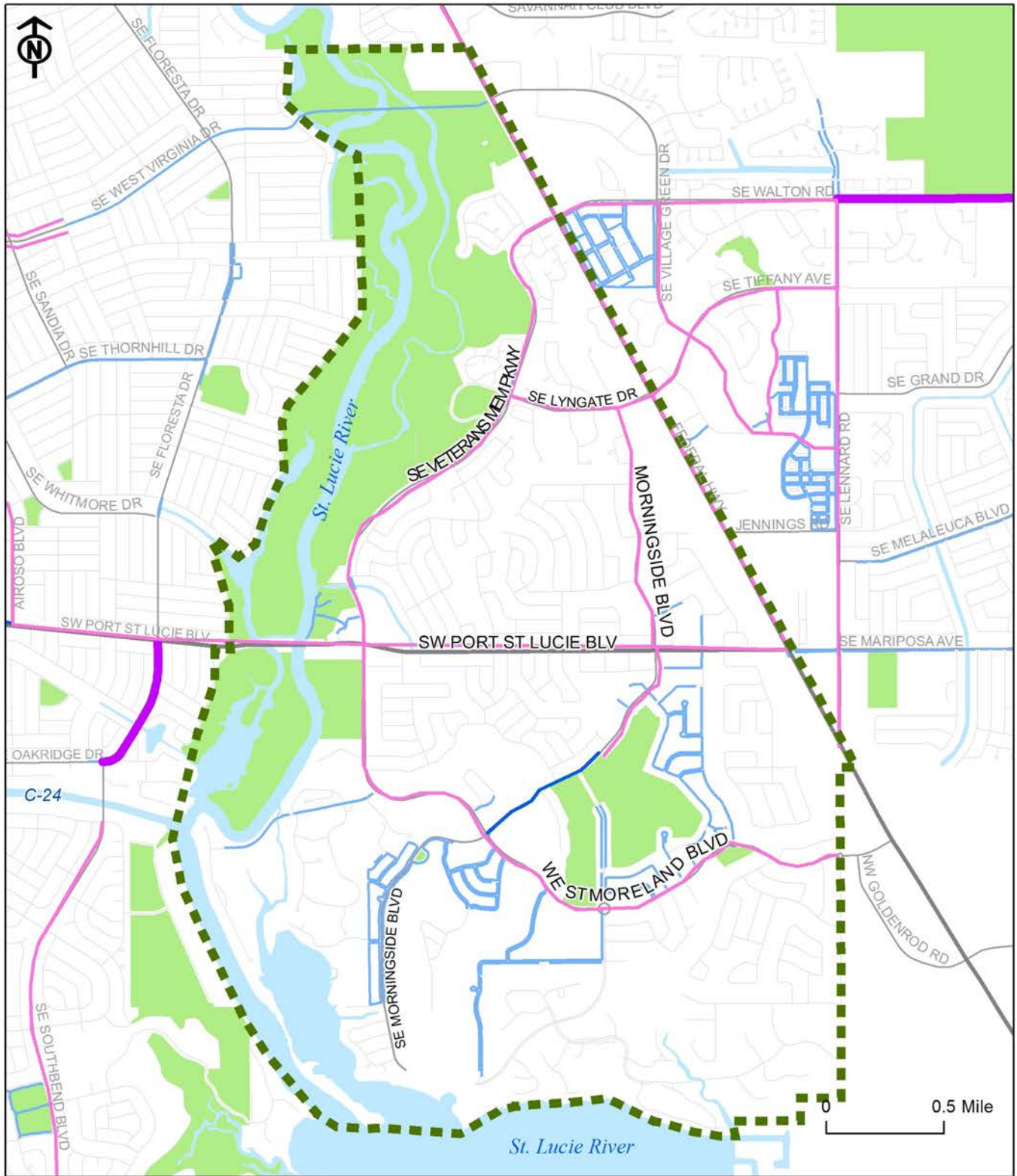
Parks

March, 2017

-  Planning Area Boundary
-  Parks/Environmental Land
-  Park



Map 2-2: City Parks within PA-6



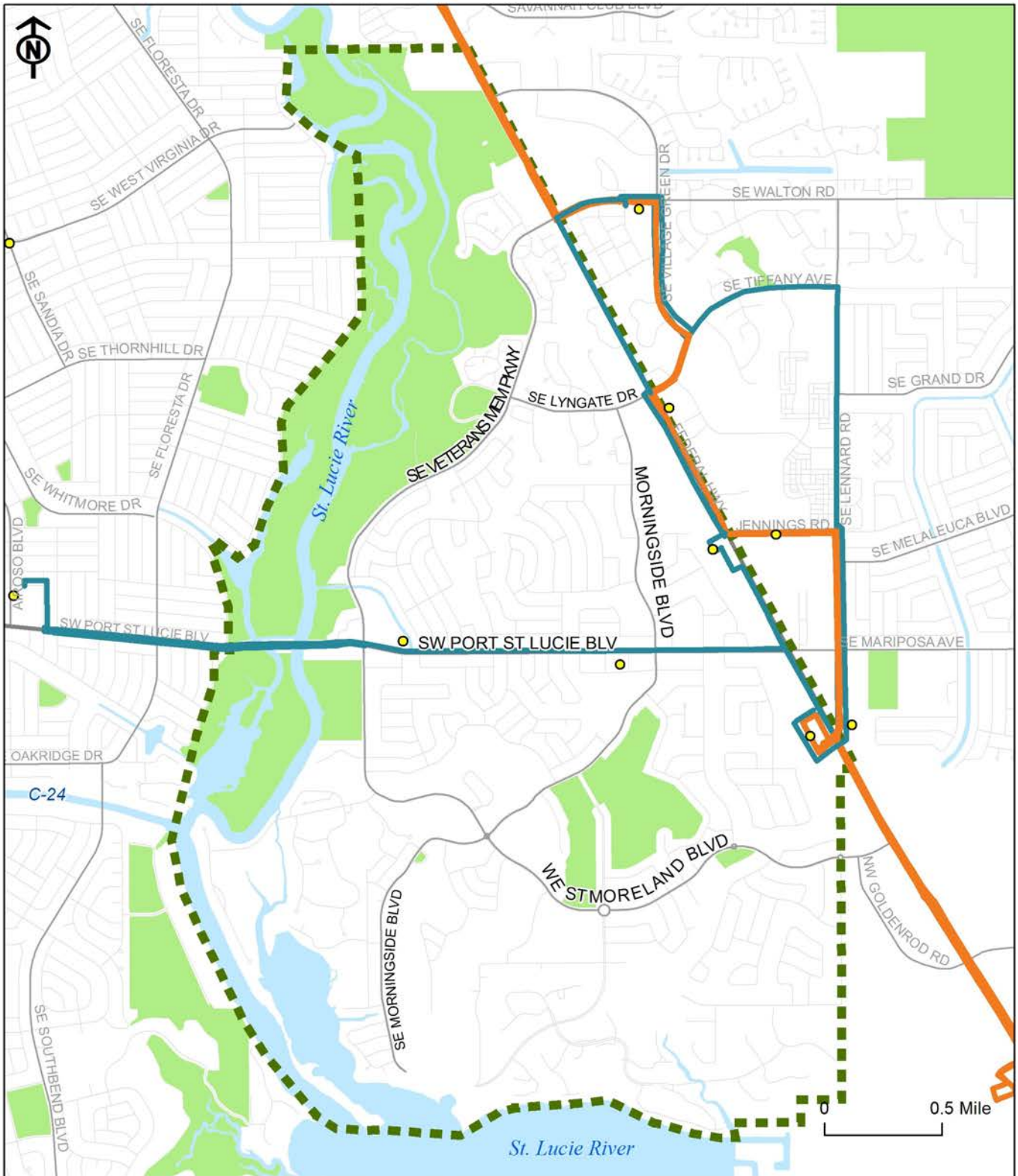
Planning Area 6

Existing/Future
Bike and Pedestrian Facilities
March, 2017

-  Planning Area Boundary
-  Parks/Environmental Land
-  Bike and Pedestrian Facility
-  Funded Sidewalks
-  Existing Sidewalks
-  Bike Facility



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



Planning Area 6

Existing
Transit Facilities
March, 2017

Transit Routes

- 1
- 4
- Bus Stop
- Planning Area Boundary



Map 2-4: Existing Bus Routes within PA-6

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3.0 PUBLIC ENGAGEMENT AND KEY THEMES

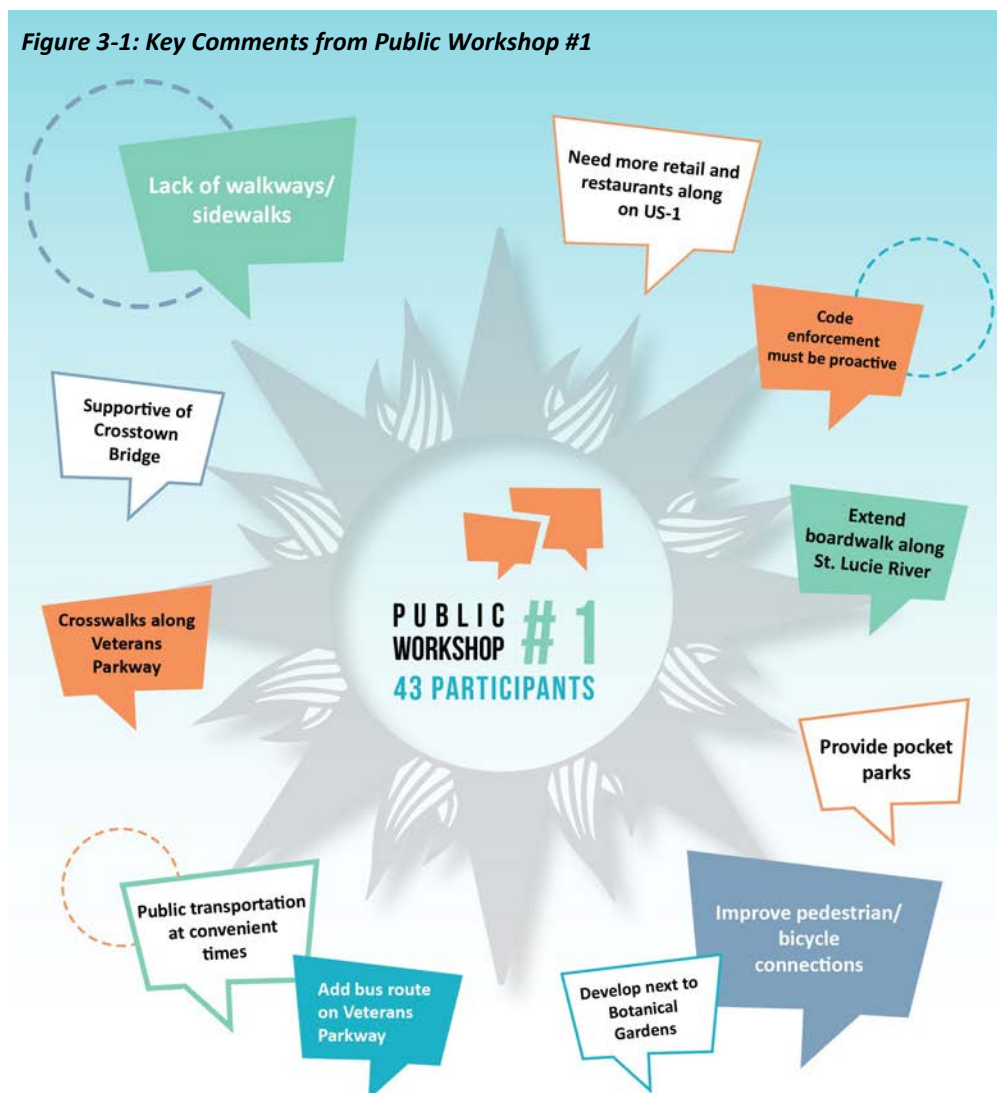
3.0 PUBLIC ENGAGEMENT AND KEY THEMES

This section summarizes the two public workshops held during the planning process for PA-6. 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, 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-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-6, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for PA-6. Afterwards, a mapping exercise and a series of breakout session consisting of eight 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-6.

Figure 3-1 and **Map 3-1** summarize key assets, issues and opportunities from the breakout session for PA-6. See **Appendix A** for the meeting notes from the Public Workshop #1.



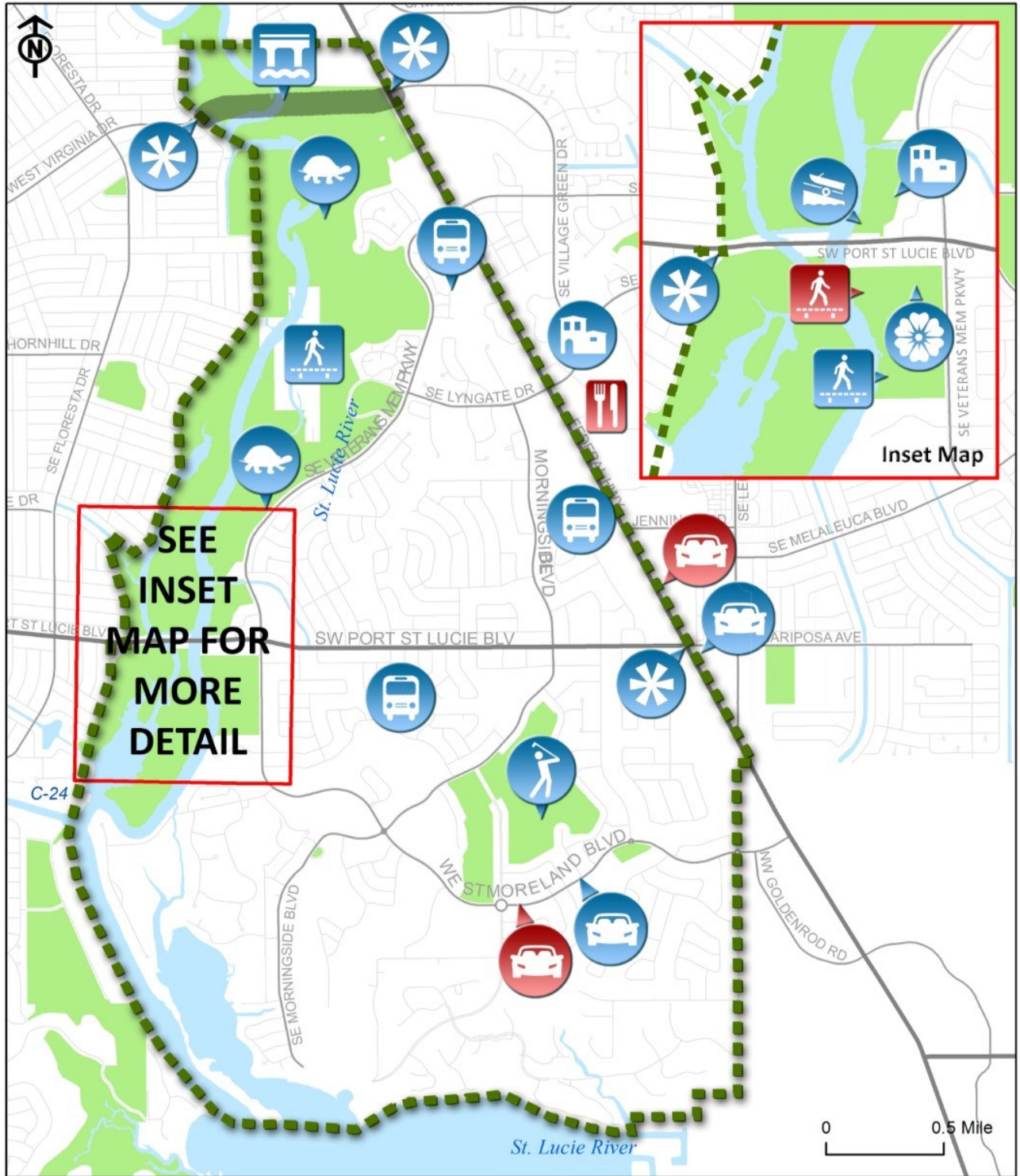
3.2 Public Workshop #2

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-6. 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 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-6 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.
- **Diverse Businesses** – Attracting and having more diverse and higher quality restaurants and shops at the Riverwalk District and Wilderness Park.
- **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.





See adjacent page for icon descriptions

Planning Area 6
Issues & Opportunities
 August 2016



Important Assets



Port St. Lucie Botanical Garden



Saints at Port St. Lucie Golf Course



Riverwalk on St. Lucie River

Map 3-1: Workshop Exercise - Assets, Issues and Opportunities (legend on page 17)

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**
- Truck cut-through traffic
 - Poor road maintenance



- Park Improvements**
- Need more neighborhood/pocket parks
 - More 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



- Flooding Issues**
- Need to improve stormwater maintenance and drainage canals



- Unkempt Private Properties**
- Poor yard and building maintenance
 - Need to improve code compliance

Focused Issues



- Traffic and Safety Concerns**
- Speeding along US-1 and Westmoreland Blvd.



- Underutilized Riverfront**
- Lack of restaurants and retail uses
 - Limited boardwalk along riverfront
 - Need more parking and boat launches to access the St. Lucie River



- Limited Commercial Uses along US-1**
- Few retail and restaurant options

Area Wide Opportunities



- Create neighborhood identity through branding



- Improve signalization, limit truck access through neighborhoods and repave neighborhood streets



- Develop pocket parks on vacant and/or city owned lands



- Provide bike lanes and related facilities



- Increase sidewalk connections and crosswalks



- Develop a street tree planting program



- Improve and better maintain stormwater and drainage canal facilities



- Implement more proactive code compliance

Focused Opportunities



- Install welcome signs at Port St. Lucie Blvd (east and west entrances), and at each end of the Crosstown Bridge



- Create incentives and programs to encourage the development of the riverfront and US 1



- Reduce speed limit or install traffic calming devices along US-1 and Westmoreland Blvd.



- Extend Crosstown Bridge



- Develop an extended boardwalk system along the St. Lucie River



- Enhance the natural areas along the St. Lucie River with appropriate environmental signage



- Provide additional canoe/kayak launches along the St. Lucie River



- Explore options for a bus route along Veterans Memorial Pkwy. and enhance bus stops with shelters and bus pull-in/out lanes at existing bus routes (Port St. Lucie Blvd. and US-1)

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-6. 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-6 is the following:

A connected community, where neighborhoods connect to the St. Lucie River and natural assets through a safe, effective, and efficient system of roadways, sidewalks, bicycle lanes, boardwalks and blueways, where neighbors connect with each other at a river-themed activity center through community associations and volunteer opportunities and where businesses connect with residents and invest in the riverfront and along mixed-use and commercial corridors.

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

- A central activity center and riverfront district where people can work and shop at a variety of local businesses and where those businesses can thrive. Mixed-use developments will increase positive interactions between residents and business owners.
- A vibrant mixed-use corridor (residential/office/commercial/institutional) along Port St. Lucie Boulevard.
- A vibrant and attractive commercial/mixed-use corridor along Federal Highway (US 1).
- Extended boardwalk system from Veterans Park at Rivergate to the Westmoreland Tract Development.
- Easy access to the St. Lucie River for boating and canoeing/kayaking.
- Neighborhood parks that will provide a variety of passive recreational uses, all connected by pedestrian and bicycle trails.
- 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

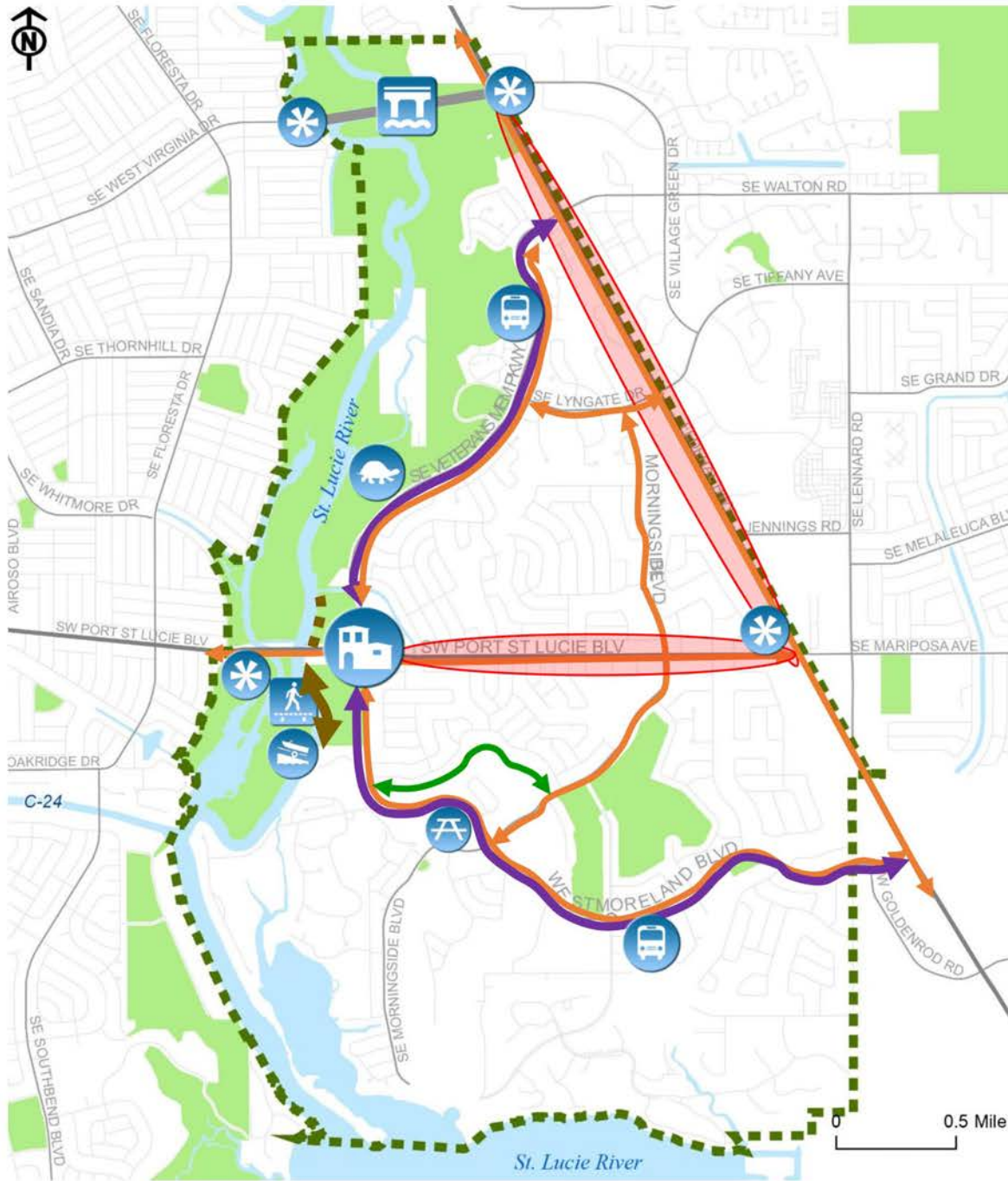
The Action Plan addresses the Vision Concept based on input from the general public and city staff. To accomplish the Vision Concept, an Activity Center is identified to create a sense of community, embrace the riverfront, encourage economic development and provide housing opportunities, along with specific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

In PA-6, the designated Activity Center is located at the intersection of Port St. Lucie Boulevard and Veterans Memorial Parkway/Westmoreland Boulevard, which overlaps all three sub-areas and centrally located adjacent to the St. Lucie River. This site is identified as a mixed-use/commercial node in the Port St. Lucie CRA Expansion Master Plan developed by the Community Redevelopment Agency in 2006 (see **Figure 4-1**). The purpose of this mixed-use/commercial node is to promote local and regional entertainment attractions including a Riverwalk, restaurants, shopping, and recreation along with diverse housing types.

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



LEGEND

- | | | | | | |
|---|-----------------------------------|---|---|--|----------------------------|
|  | Potential Welcome Sign |  | Potential Park |  | Potential Bus Route |
|  | Extend Crosstown Bridge |  | Extend Boardwalk |  | Multi-Purpose Trail |
|  | Potential Activity Center |  | Enhance Natural Areas |  | Potential Recreation Trail |
|  | Create Vibrant Mixed-use Corridor |  | Install additional canoe/kayak launches |  | Existing Boardwalk |

Map 4-1: Vision Concept Plan

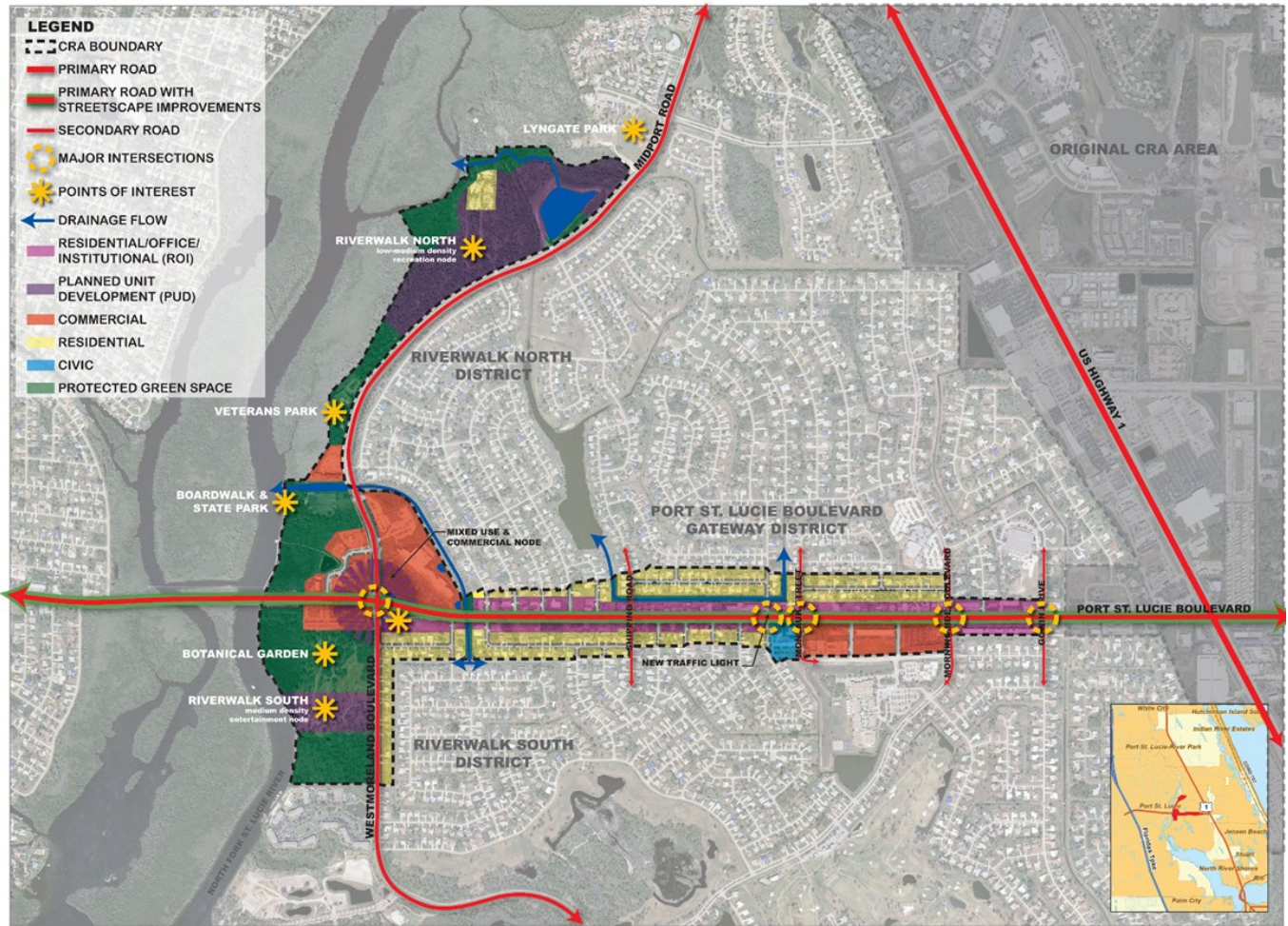


Figure 4-1: Port St. Lucie CRA Expansion Master Plan, 2006

Existing Assets (see Figure 4-2)

- Port St. Lucie Botanical Gardens
- Tom Hooper Park/Boardwalk
- St. Lucie River
- Saints at Port St. Lucie Golf Course
- Parks, open spaces/preservation areas

- Main intersection of Port St. Lucie Boulevard and Veterans Memorial Parkway/ Westmoreland Boulevard
- Access to Florida’s Turnpike and Federal Highway (US 1)

Potential Opportunities (see Figure 4-3)

- Community gathering place for events and festivals
- Potential for a mixed-use/commercial node with a river

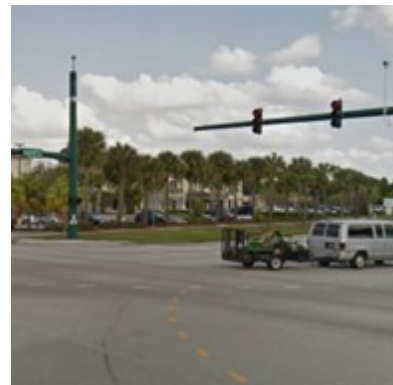
Figure 4-2: Existing Assets



Port St. Lucie Botanical Gardens
(Source: Port St. Lucie Botanical Gardens)



Tom Hooper Park/Boardwalk
(Source: Kim Seng/ CaptainKimo.com)



Intersection of Port St. Lucie Boulevard and Veteran Memorial Parkway/Westmoreland Boulevard

-themed entertainment (shopping restaurants, hotel, botanical garden), recreation and diverse housing types

- Widened sidewalks with pedestrian elements such as lighting, seating, informational signs and shade trees
- Safer, well-defined and designed pedestrian crosswalks
- Access to the riverfront and passive parks via extended boardwalk system
- Potential gateway opportunity

The illustrative Activity Center Plan (see **Figure 4-5** on next page) identifies how, over time and with strategic investments from both the public and private sectors, a more formal center will begin to evolve that could better serve the workers and residents who live in the immediate vicinity, as well as those who live in the surrounding area. The concept shown in **Figure 4-5** is to develop a mixed-use node at the intersection of Port St. Lucie Boulevard and Veterans Memorial Parkway/Westmoreland Boulevard to draw people traveling to/from Florida’s Turnpike and US 1 and to serve as the center of economic activity within PA-6. Appropriate landscape buffering will be implemented to transition from the mixed-use developments to adjacent residential neighborhoods. **Figures 4-4 and 4-5** also illustrate opportunities to create a sense of place and promote health and wellness through the extended Riverwalk to the Westmoreland Tract Development, and the boardwalk system connecting to the Botanical Gardens, city parks and the Westmoreland Tract Development. New and enhanced pedestrian crossings will provide safe connections to the Activity Center and the trail system. The evolution of the Activity Center will provide opportunities for public art, programming and events.

4.2.2 Recommendations

The Action Plan is divided into area wide and specific recommendations pertaining to the entire PA-6 based on the major focused themes identified in

Figure 4-3: Potential Opportunities
(Source: Port St. Lucie CRA Expansion Master Plan, 2006)



Potential mixed-use development



Streetscape improvements



Riverwalk expansion

Figure 4-4: Active Center Character Concepts



Source: City of Lewiston, Maine



Source: City of New Albany, Indiana



Source: City of Monona, Wisconsin

Figure 4-5: Active Center Illustrative Plan





LEGEND

 Mixed Use Infill and Redevelopment

 New Pedestrian Crossing

 Existing Riverwalk
 Future Riverwalk

 Enhanced Pedestrian Crossing

 Existing Boardwalks/Paths/Trails
 Future Boardwalks/Paths/Trails

Volume 1: Neighborhood Planning Program, such as:

- Building Identity
- Creating Activity Centers
- 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-6 Recommendations

Focused Themes	Area Wide	Specific Locations
<p>Building Identity</p>	<ul style="list-style-type: none"> • Conduct public survey to identify preferred sub-area name and logo. 	<ul style="list-style-type: none"> • Install potential welcome signs: <ul style="list-style-type: none"> ◇ Port St. Lucie Boulevard at Westmoreland Boulevard ◇ Port St. Lucie Boulevard at Federal Highway (US 1) ◇ Each end of Crosstown Bridge • Develop wayfinding signage system to public destinations (i.e., Riverwalk, City parks, boardwalks, boat ramps, canoe/kayak launches, The Saints at Port St Lucie Golf Course, Port St. Lucie Botanical Gardens, etc.) at strategic locations along major arterial roadways: <ul style="list-style-type: none"> ◇ Federal Highway (US 1) ◇ Port St. Lucie Boulevard ◇ Veterans Memorial Parkway ◇ Westmoreland Boulevard) • Implement banner program along major arterial roadways: <ul style="list-style-type: none"> ◇ Federal Highway (US 1) ◇ Port St. Lucie Boulevard ◇ Veterans Memorial Parkway ◇ Westmoreland Boulevard



*Welcome sign
Costa Mesa, CA
(Source: A Bubbling
Cauldron)*



*Street banner
Winter Park, FL
(Source: City of Winter Park, FL)*



Wayfinding signage system

Table 4-1: PA-6 Recommendations (continued)

Focused Themes	Specific Locations
<p>Enhancing Activity Center/ Commercial Corridor</p>	<ul style="list-style-type: none"> • Coordinate with CRA to create partnerships and incentives/programs to encourage more quality retail and restaurant uses within Riverwalk District. • Coordinate with CRA in creating incentives and programs to encourage mix of commercial, institutional, office, and residential uses along Port St. Lucie Boulevard and Federal Highway (US 1). • Implement development guidelines to create riverfront entertainment, education, recreation, and residential district. • See Section 4.2.1 for more information.



Potential mixed-use development



Streetscape improvements



Riverwalk expansion

(Source: Port St. Lucie CRA Expansion Master Plan, 2006)

Table 4-1: PA-6 Recommendations (continued)

Focused Themes	Area Wide	Specific Locations
<p>Enhancing Recreation and Leisure</p>	<ul style="list-style-type: none"> • 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"> ◊ Northwest corner of Morningside Boulevard and Cambridge Drive ◊ Southeast corner of Tickridge Road and Carthage Road ◊ Southeast corner of Bur Street and Bryson Avenue • Improve existing park facilities: <ul style="list-style-type: none"> ◊ Lyngate Park – ADA accessibility to restrooms ◊ Veterans Park at Rivergate – sidewalk repairs, restroom/maintenance building repairs, convert to LED lighting along boardwalk, and upgrade parking lot lighting • Extend the boardwalk system from Veterans Park at Rivergate to Westmoreland Tract Development. • Incorporate environmental signage along boardwalk. • Install additional canoe/kayak launches along St. Lucie River. • Develop trail system within conservation areas (north and south of Lyngate Drive) connecting to St. Lucie River and within open spaces and along canals connecting to City parks.



Extend existing boardwalk
(Source: Kim Seng|CaptainKimo.com)



Install additional canoe/kayak launches
Daytime boat docking
(Source: City of Port St. Lucie)



Lyngate Park - Create more dog-friendly areas/parks
(Source: Yelp)

Table 4-1: PA-6 Recommendations (continued)

Focused Themes	Area Wide	Specific Locations
Connecting Multimodal Transportation	<ul style="list-style-type: none"> • Increase neighborhood sidewalk connections and crosswalks. • Develop street tree planting program along major arterial roadways adjacent to sidewalks. • Coordinate with TCC to enhance bus stops with shelters and bus pull-in/out lanes at existing bus routes. 	<ul style="list-style-type: none"> • Complete proposed sidewalks along Morningside Boulevard. • Coordinate with TCC for a potential fixed bus route along Veterans Memorial Parkway.



*Provide pedestrian connections
Lyngate Drive – multi-purpose trail*



*Provide bicycle connections
Westmoreland Boulevard—bike lanes*



*Enhance transit routes/facilities
(Source: Treasure Coast Observer)*

Table 4-1: PA-6 Recommendations (continued)

Focused Themes	Area Wide	Specific Locations
Integrating Arts and Culture (Public Art Activities)	<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"> ◇ Federal Highway (US 1) ◇ Morningside Boulevard ◇ Port St. Lucie Boulevard ◇ Veterans Memorial Parkway ◇ Westmoreland Boulevard • Incorporate public art at city parks, trails and facilities, and private sites: <ul style="list-style-type: none"> ◇ Botanical Gardens ◇ Loyalty Park ◇ Lyngate Park ◇ Midport Lake Park ◇ Riverfront Boardwalk ◇ Sandpiper Bay Park ◇ Tom Hooper Park ◇ Westmoreland properties ◇ Stormwater Ponds



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



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



Public art in parks
(Source: Council on Culture & Arts for Tallahassee/Leon County)

Table 4-1: PA-6 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: Puerto Rican Association for Hispanic Affairs)



Provide senior programs
 (Source: Choose Tallahassee)



Provide youth programs
 (Source: Youth Arts Group)



Increase culture spaces
 (Source: Charleston Regional Development Alliance)

Table 4-1: PA-6 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 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. 	<ul style="list-style-type: none"> • Coordinate with Public Works and FDOT to provide safer pedestrian crossing along Federal Highway (US 1).



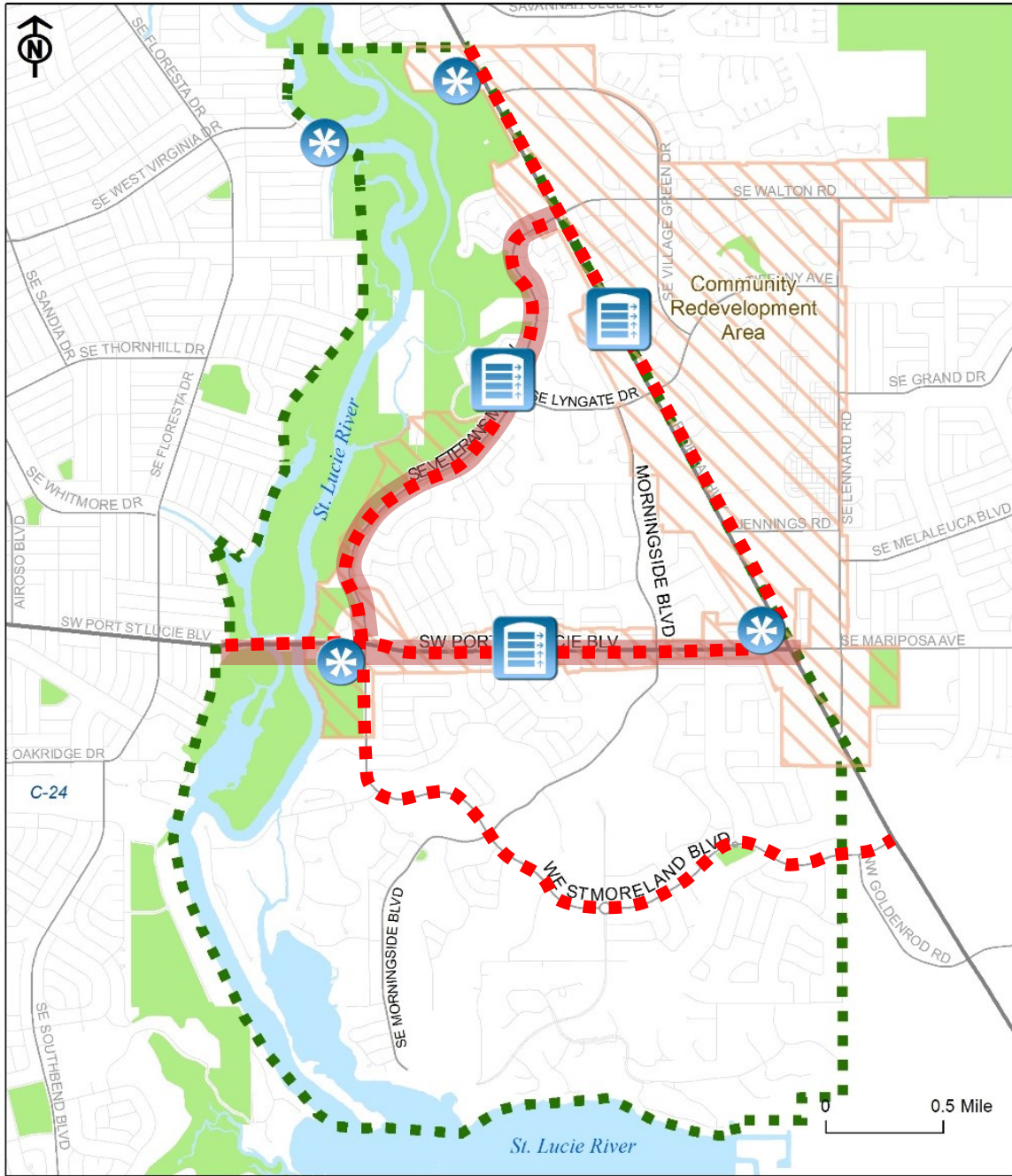
*Provide safer pedestrian crossings
(Source: Federal Highway Administration)*



Evaluate and improve stormwater and drainage canal facilities



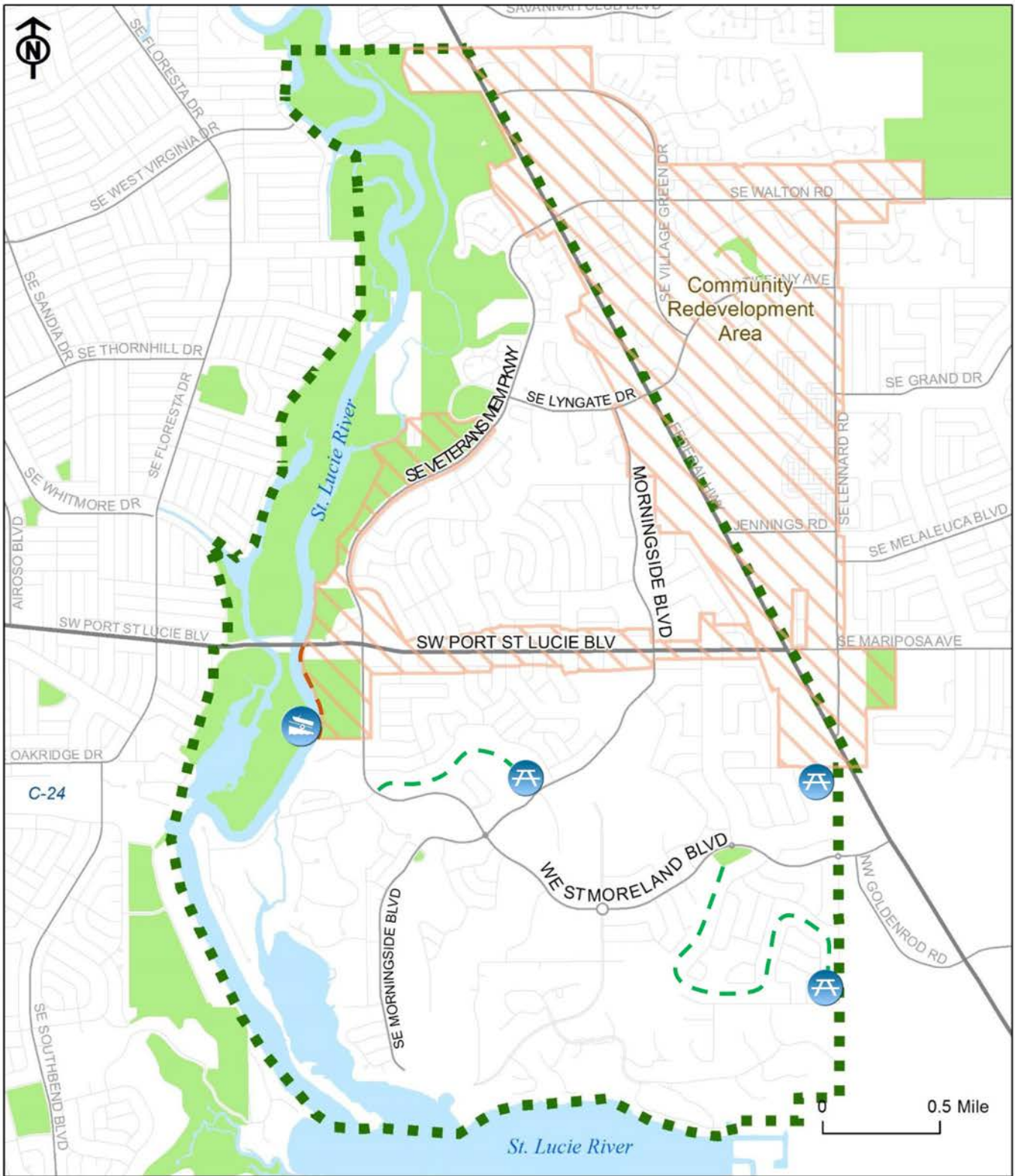
*Repave deteriorated neighborhood streets
(Source: Sun City Center, FL)*



Legend

-  Welcome Signs
-  Wayfinding Signs
-  Street Banners

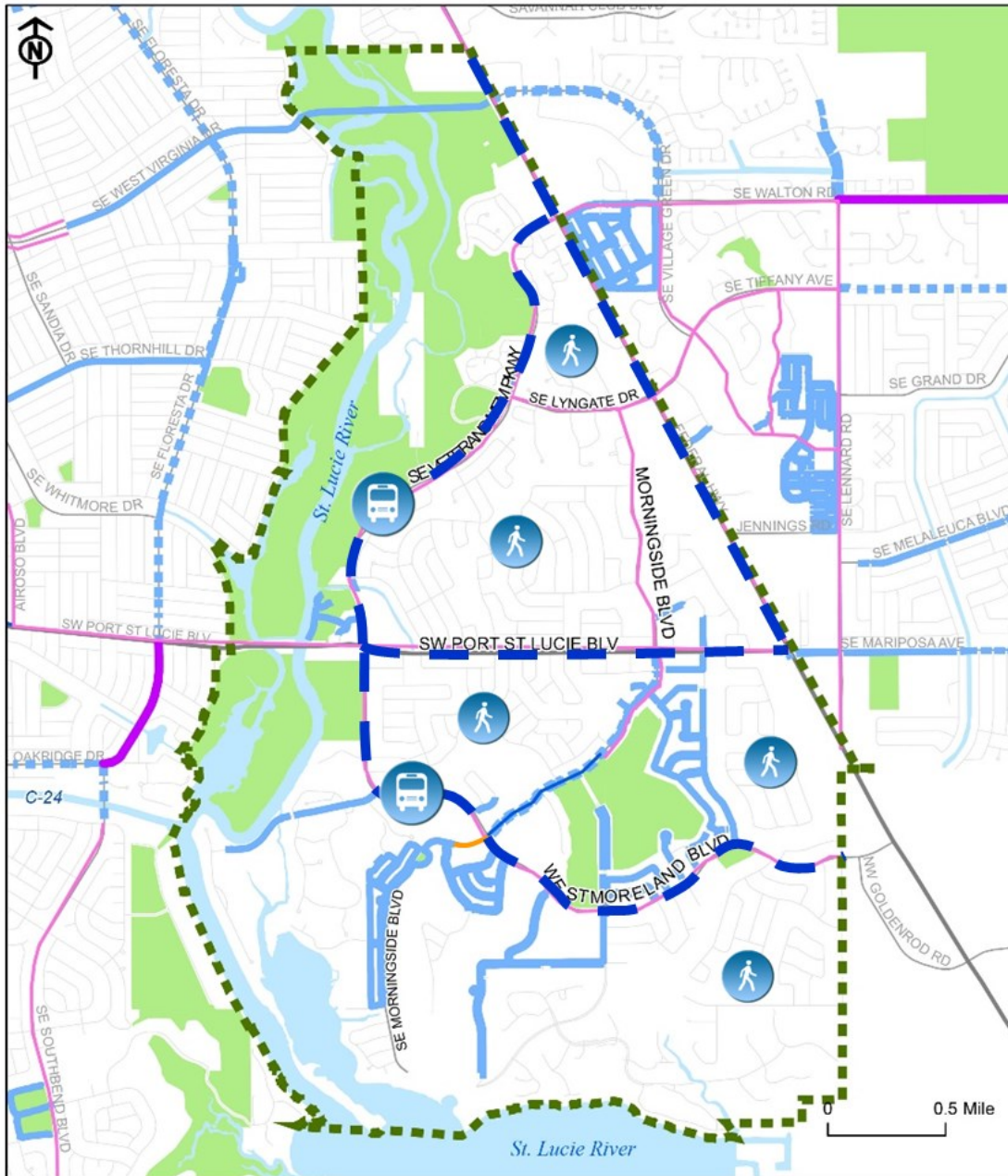
Map 4-2: Potential Identity Signage Locations



Legend

-  Potential Pocket Parks
-  Canoe/Kayak Launch
-  Boardwalk with Environmental Signage
-  Trail System

Map 4-3: Potential Recreation and Leisure Facilities



Planning Area 6

Existing/Future
Bike and Pedestrian Facilities
March, 2016

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



Neighborhood Sidewalk Connections



Proposed Morningside Boulevard Sidewalk



Improved Landscaping/Street Trees



Potential TCC Fixed Bus Route

Map 4-4: Potential Multimodal Facilities

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 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 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-6

Activities	PA-6		
	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.			
Install welcome signs at entry corridors.			
Develop wayfinding signage system to public destinations.			
Implement Banner Program along primary roadways.			
Enhancing Activity Center/Commercial Corridor			
Coordinate with CRA to create partnerships and incentives/programs to encourage more quality retail and restaurant uses within Riverwalk District.			
Coordinate with CRA in creating incentives and programs to encourage mix of commercial, institutional, office, and residential uses along Port St. Lucie Boulevard and Federal Highway (US 1).			
Implement development guidelines to create riverfront entertainment, education, recreation, and residential district.			
Create access to riverfront and passive parks via extended riverwalk/boardwalk system.			
Enhancing Recreation and Leisure			
Create more dog-friendly areas/parks.			
Develop partnerships with athletic associations for funding and attracting tournaments.			
Evaluate and develop pocket parks within open space/ conservation areas.			
Improve existing park facilities (Lyngate park and Veterans Park at Rivergate)			
Extend the boardwalk system from Veterans Park at Rivergate to Westmoreland Tract Develop.			
Incorporate environmental signage along boardwalk.			
Install additional canoe/kayak launches along St. Lucie River.			
Develop trail system within conservation areas (north and south of Lyngate Drive) connecting to St. Lucie River and within open spaces and along canals connecting to City parks.			

Table 4-2: Prioritization Matrix for PA-6 (Continued)

Activities	PA-6		
	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.			
Develop street tree planting program along major arterial roadways adjacent to sidewalks			
Complete proposed sidewalks along Morningside Boulevard			
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 Veterans Memorial Parkway.			
Integrating Public Art			
Create 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.			
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-6 (Continued)

Activities	PA-6		
	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).			