

ORDINANCE 12-19

**AN ORDINANCE OF THE CITY OF PORT ST. LUCIE, FLORIDA, AMENDING THE CITY OF PORT ST. LUCIE COMPREHENSIVE PLAN BY ADOPTING THE EVALUATION AND APPRAISAL REPORT (EAR)-BASED COMPREHENSIVE PLAN AMENDMENTS; AMENDING THE GOALS, POLICIES AND OBJECTIVES IN THE FUTURE LAND USE ELEMENT, TRANSPORTATION ELEMENT, INFRASTRUCTURE ELEMENT, CONSERVATION AND COASTAL MANAGEMENT ELEMENT, INTERGOVERNMENTAL COORDINATION ELEMENT, RECREATION AND OPEN SPACE ELEMENT, ECONOMIC DEVELOPMENT ELEMENT, AND CAPITAL IMPROVEMENTS ELEMENT; PROVIDING THE INVALIDITY OF ANY PORTION SHALL NOT AFFECT THE REMAINING PORTIONS OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE.**

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

**WHEREAS**, Section 163.3191, Florida Statutes, requires and encourages local governments to periodically conduct an evaluation and appraisal of the adopted comprehensive plan to determine if plan amendments are necessary to reflect changes in state requirements since the last update of the comprehensive plan and to comprehensively evaluate and, as necessary, update the comprehensive plan to reflect changes in local conditions; and

**WHEREAS**, the City of Port St. Lucie adopted its Evaluation and Appraisal Report (EAR) of the Port St. Lucie Comprehensive Plan on April 26, 2010 and was found sufficient by the state land planning agency on July 6, 2010; and

**WHEREAS**, the City has prepared the EAR-Based Comprehensive Plan amendments necessary to update the Comprehensive Plan to address the issues and opportunities identified in the adopted Evaluation and Appraisal Report in accordance with

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Section 163.3184, Florida Statutes, and as shown in Exhibit "A" attached hereto and incorporated herein by this reference, and

**WHEREAS**, the City of Port St. Lucie Affordable Housing Advisory Committee reconvened in 2012 to review and revise the City's Affordable housing incentives as shown in Exhibit "B" attached hereto and incorporated herein by this reference, and

**WHEREAS**, the City of Port St. Lucie Planning and Zoning Board having been duly designated as the local planning agency pursuant to Section 163.3174 et seq., Florida Statutes, and having held a public hearing thereon, has considered the proposed EAR-Based Comprehensive Plan amendments (P10-109) and submitted its recommendations thereon to the City Council; and

**WHEREAS**, having considered the recommendations of the Planning and Zoning Board, The Port St. Lucie City Council has reviewed the proposed EAR-Based Comprehensive Plan amendments (P10-109) and finds the amendments in the best interest and welfare of the residents of Port St. Lucie, and the proposed amendments have been reviewed by the State Land Planning Agency; and

**WHEREAS**, two (2) public hearings with due notice have been held by the City Council to inform the public and receive comments and objections; and

**WHEREAS**, the Port St. Lucie City Council desires to hereby formally adopt the proposed EAR-Based Comprehensive Plan amendments (P10-109) to the City's Comprehensive Plan.

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

Section 1. The Comprehensive Plan of the City of Port St. Lucie is hereby amended as shown in Exhibits "A" (EAR-Based Amendments) and "B" (Recommendations of the 2012 Affordable Housing Advisory Committee), attached hereto and incorporated herein by this reference, with additions shown as underlined and deletions shown as ~~strikethrough~~ and consisting of the following:

1. Amendments to the Goals, Objectives, and Policies of the Future Land Use Element.
2. Amendments to the Goals, Objectives, and Policies of the Transportation Element.
3. Amendments to the Goals, Objectives, and Policies of the Housing Element as shown in Exhibits "A" and "B".
4. Amendments to the Goals, Objectives, and Policies of the Infrastructure Element.
5. Amendments to the Goals, Objectives, and Policies of the Conservation and Coastal Management Element and related maps.
6. Amendments to the Goals, Objectives, and Policies of the Intergovernmental Coordination Element.
7. Amendments to the Goals, Objectives, and Policies of the Recreation and Open Space Element.
8. Amendments to the Goals, Objectives, and Policies of the Economic Development Element.
9. Amendments to the Goals, Objectives, and Policies of the Capital Improvements Element.

Section 2. The remaining portions of the City of Port St. Lucie Comprehensive Plan which are not in conflict with the provisions of this Ordinance remain in full force and effect.

Section 3. The provisions of the Ordinance are severable and, if any section, sentence, clause or phrase is for one reason held to be unconstitutional, invalid or ineffective, this holding shall not affect the validity of the remaining portions of this

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Ordinance, it being expressly declared to be the City Council's intent that it would have passed the valid portions of this Ordinance without inclusion of any invalid portion or portions.

Section 4. The effective date of the EAR-based comprehensive plan amendments, if the amendments are not timely challenged, shall be the date the state land planning agency posts a notice of intent determining that these amendments are in compliance. If timely challenged, or if the state land planning agency issues a notice of intent determining that these amendments are not in compliance, these amendments shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining these adopted amendments to be in compliance. No development orders, development permits, or land uses dependent on these amendments may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, these amendments may nevertheless be made effective by adoption of a resolution affirming their effective status, a copy of which resolution shall be sent to the State Land Planning Agency.

**ORDINANCE 12-19**

**PASSED AND APPROVED** by the City Council of the City of Port St. Lucie, Florida,  
this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

CITY COUNCIL

CITY OF PORT ST. LUCIE, FLORIDA

BY: \_\_\_\_\_  
JoAnn M. Faiella, Mayor

ATTEST:

\_\_\_\_\_  
Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Roger G. Orr, City Attorney

CITY OF PORT ST. LUCIE, FL - CITY COUNCIL

AGENDA ITEM REQUEST

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**MEETING:**                      **REGULAR** \_\_\_                      **SPECIAL** **X**

**DATE:** April 23, 2012 – Large Scale Comprehensive Plan Transmittal to State Land Planning Agency Hearing. Adoption hearing will be scheduled in Fall 2012 following receipt of Objections, Recommendations, and Comments Report.

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**ORDINANCE** **X** **RESOLUTION** \_\_\_    **MOTION** \_\_\_    **PUBLIC HEARING** **X**

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**ITEM:**                      **P10-109 - City of Port St. Lucie Large Scale EAR-Based Amendments to City of Port St. Lucie Comprehensive Plan**

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**RECOMMENDED ACTION:**

On April 11, 2012, a special meeting of the Planning and Zoning Board was held to review the EAR-based amendments. A motion was made and seconded to recommend adoption of the EAR-based amendments to the City Council based on the changes that were discussed by the Board at the meeting. The motion passed unanimously by roll call vote. The changes are discussed on page 4 of the staff report.

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**EXHIBITS:**

- A. Ordinance
- B. Staff Report
- C. Support Materials

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**SUMMARY EXPLANATION/BACKGROUND INFORMATION:**

The Planning and Zoning Department is submitting the EAR-based amendments to the City's Comprehensive Plan for transmittal to the state land planning agency (Department of Economic Opportunity). The EAR-based amendments are the final step in updating the City's comprehensive plan. The first step was the adoption of the Evaluation and Appraisal Report of the City of Port St. Lucie Comprehensive Plan in 2010 (10-R19). The state land planning agency has sixty days to review the amendments and issue an Objections, Recommendations, and Comments (ORC) report. Following receipt of the ORC Report, staff will review the comments and revise the document, if necessary, and schedule the adoption hearing.

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**IF PRESENTATION IS TO BE MADE, HOW MUCH TIME WILL BE REQUIRED?**

Presentations by staff and consultant.

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**SUBMITTING DEPARTMENT: PLANNING and ZONING**

**DATE:** April 12, 2012

**CITY OF PORT ST. LUCIE  
PLANNING AND ZONING BOARD MEETING MINUTES  
APRIL 11, 2012**

A Special Meeting of the PLANNING AND ZONING BOARD of the City of Port St. Lucie was called to order by Vice Chair Martin at 7:00 p.m., on April 11, 2012, at Port St. Lucie City Hall, 121 SW Port St. Lucie Boulevard, Port St. Lucie, Florida.

**CALL TO ORDER**

**ROLL CALL**

Members Present: Ken Martin, Vice Chair  
Brian Battle, Alternate  
Steven Garrett  
Ernie Ojito, Secretary  
Susan E. Parks  
Ryan Strickland, Alternate

Members Not Present: William Blazak, Chair (Excused)

Others Present: Roger G. Orr, City Attorney  
Pam E. Booker, Senior Assistant  
City Attorney  
Daniel Holbrook, Planning and Zoning  
Director  
Anne Cox, Assistant Planning  
And Zoning Director  
Roxanne Chesser, Engineering Department  
John Finizio, Planner  
Bridget Kean, Senior Planner  
Marty Sanders, St. Lucie County  
School District  
Ryan Strickland, Alternate Member  
Margie L. Wilson, Deputy City Clerk

**PLEDGE OF ALLEGIANCE**

Ms. Parks led the assembly in the Pledge of Allegiance.

**PUBLIC HEARING**

**P10-109 CITY OF PORT ST. LUCIE - COMPREHENSIVE PLAN UPDATE**

Mr. Holbrook stated, "Good evening. Thank you for allowing us to have this special meeting, and to everyone who is in attendance. This is a unique and timely application. It is the update to the

City's Comprehensive Plan, based on the Evaluation and Appraisal Report (EAR). We have a team that has been working on this update; it's not one person or entity. I would like to recognize them: the Planning and Zoning Department; our consultant is Lorraine Tappen, the Project Manager, with Calvin, Giordano and Associates; Bridget Kean, Principal Planner with the City; Anne Cox, Assistant Director of Planning and Zoning; Roxanne Chesser, Civil Engineer with the City; Pam Booker, Senior Assistant City Attorney; we've had participation from the City Manager's Office, Parks and Recreation, Utilities, and the Police Department. The public has put in hours to this over the years. I thank them."

Mr. Holbrook continued, "This is a one-topic item Agenda. The format will be my opening comments, followed by our consultant, who will provide a PowerPoint presentation on an overview of the proposed changes. Ms. Kean will give a staff review, analysis, and recommendation. We will open questions and comments from the board, followed by the Public Hearing. We would ask that you allow staff and our consultant to respond to any questions or comments. At the end we will ask the Board to make a recommendation, so that this can go forward to City Council for their consideration to transmit it to the state. This is the first of three Public Hearings that are required by the state. There is more opportunity for folks who may not have been able to participate tonight. As always, people may submit comments by mail and e-mail. What's the big picture? The Comprehensive Plan is a requirement of the State of Florida. We have had an adopted Comprehensive Plan for over three decades. This isn't foreign to the City. It is timely and it is required that we update it. In your materials any proposed text is underlined, and deleted text has a strike through. The remainder of the text is existing language, which is part of the City's Comprehensive Plan."

Lorraine Tappen, Calvin, Giordano & Associates, stated, "It's a pleasure to present to you the EAR-based amendments. You are all familiar with the Comprehensive Plan. The elements of the Plan are as follows: Future Land Use, Transportation, Housing, Infrastructure, Conservation and Coastal Management, Intergovernmental Coordination, Recreation and Open Space, Economic Development, and Capital Improvements. Let's go back through history and how planning has taken place in the City of Port St. Lucie. The City was incorporated in 1961. The General Development Corporation platted and developed a large part of the City, especially on the east side until 1984. In 1971 the City adopted a Zoning Code. In 1980 a Comprehensive Plan was adopted. Soon after that the Conversion Manual was adopted into the Plan to allow some single-family homes along arterials to convert to commercial uses. In 2001 the Community Redevelopment

Area was designated. In 2004 the Urban Land Institute (ULI) Development Strategy was reviewed by the City."

Ms. Tappen said, "This project has a very unsexy name: EAR-Based Comprehensive Plan Amendments. You adopted the Evaluation and Appraisal Report in April 2010. That was approved by the state. The second part of the project is updating the Comprehensive Plan to make changes based upon the recommendations in the EAR. I will review some of the recommendations in the EAR and the proposed changes. The Future Land Use Element designates a future full mix of uses for current and future residents, ensuring that the environment is protected and that facilities are provided concurrent with development. The 2004 ULI Study and the EAR mentioned a need for neighborhood plans, particularly for the eastern neighborhoods. Those are the older neighborhoods. You're getting newer, shinier neighborhoods on the west side. You want to make sure all neighborhoods are maintained in good condition. The EAR and the ULI both suggested neighborhood planning. This would be a multi-department team who would target specific areas. It would include public participation with homeowners' groups and neighborhood associations. There may be façade and landscape programs and capital improvement plans. Another EAR recommendation was to promote mobility, including transit-supported development, upgrading roads to complete streets, and shortcuts between neighborhoods to create interconnectivity. These concepts have been around the City for more than ten years."

Ms. Tappen said, "The City has grown over 150% over the last ten to twenty years. In the Future Land Use Element are criteria to judge annexations. How should they come in and what development should be expected? Do they provide for mixed uses and complete streets? Are there parks near residential areas? Are there techniques to minimize water use? Are future transit and parking lot facilities provided for? Do they pay their fair share for the needed infrastructure? At the same time, we would like to see more flexibility. We want to give private property owners options for developing their land. We have two new future land use categories. One is a mixed use category that would allow vertical mixed use with residential over commercial. Another new category is Planned Industrial Park. This is for people who want to build and develop to accommodate those industries on the targeted industry list and that have complementary uses. This is to encourage economic activity centers. There are no future land use map changes in this package. This is to introduce new categories for landowners."

Ms. Tappen said, "Another EAR recommendation was to provide criteria for evaluating future land use map amendments. This

will help the Planning and Zoning Board and the City Council review the future amendments considering priorities of the City: satisfying a deficiency of uses, accommodating population growth, and diversifying housing choices. What about the compatibility with nearby developments, preserves or neighborhoods? Can the targeted industry list be accommodated through the future land use map amendment? Commercial development will be supported, particularly in the eastern areas. When GDC developed their focus was residential, not commercial development. Recommend policies include encouraging redevelopment of strict commercial uses to commercial nodes or mixed use. This might occur at major intersections to bring services to the folks who live nearby. Residences on arterial roadways would be evaluated for redevelopment. As the roads get wider you have a residence up against a six-lane road. It's not comfortable. Perhaps those homes could be converted to commercial or office uses. The public has requested allowing greater flexibility in the Zoning Code. Make sure businesses can open in Port St. Lucie."

Ms. Tappen said, "The Transportation Element provides for all modes of transportation: autos, pedestrians, bicyclists, and transit. I do want to emphasize that the car is still what we use. Some of the proposed changes suggest looking at other modes of transportation and preparing for the future at the same time as we accommodate how we move today. We need to have our roads working efficiently. Let's talk about level of service (LOS) standards. Levels A/B mean you're moving to your destination quickly and efficiently. Levels C/D give you a few delays. Levels E/F mean that there are significant delays in your travel time. For Port St. Lucie we're maintaining LOS standards of D and E. This is very important, because when development applications come in they do have to accommodate their impacts on the roadways. You want to make sure you have that flexibility, so you don't have major infrastructure costs. At the same time, the City wants the roadways to continue to be efficient. The City is already doing a number of things, and we're proposing policies to be included in the Transportation Element to reflect some of those strategies. One method to increase efficiency is to provide park and ride facilities. There is one near the turnpike. I went by one day at 3 p.m. and it was completely full. A policy is to encourage the addition and development of more park and ride facilities. The City can also improve intersections and signalization and manage access to and from properties. The City is continuing the Crosstown Parkway. We are proposing the concept of complete streets. Those are streets that accommodate all users: motorists, bikers, pedestrians, and transit users. New policies include considering complete streets for new roadways and for existing roadways when

they are reconfigured. Another policy is to consider quality LOS standards for bicycles, pedestrians, and transit. LOS A includes a bike lane and not much traffic to interact with. LOS C means a bike lane with cars on the road. LOS E means you are riding in traffic and it's not comfortable. There is a proposal to encourage the development of bike facilities on collector or arterial roadways and to encourage the development of trails on canal banks, and in parks and utility right-of-ways. The pedestrian LOS could be considered in the future; it is not being instituted in the plan at this time. The City has undertaken an ambitious sidewalk program. More than ten miles of sidewalk have been constructed, especially in the east, to accommodate those neighborhoods that were built without sidewalks. The City has received Safe Routes to School grant funding for a large part of that. We have a proposed policy to prioritize new sidewalks close to schools, parks, and areas where there are existing sidewalk systems, which reflects the City's current practices. For buses there are four transit routes in Port St. Lucie. Proposed policies in the Transportation Element include coordinating with the Regional Transit Development Plan, supporting new bus stops and transit amenities, and encouraging new development to construct these if it is applicable. The City is building a transfer center on Deacon Avenue."

Ms. Tappen said, "The main purpose of the Housing Element is to ensure that there is adequate housing for existing and future residents, to ensure that housing standards are met and kept up, and to make sure there is sufficient affordable and workforce housing. The City has an Affordable Housing Incentive Plan. We have incorporated that into the Housing Element. Proposed policies include expedited permitting for affordable housing projects, considering changes in setback and parking requirements if that gives the private property owner more leeway to create more units, and making affordable housing convenient to transit. The EAR also recommended supporting Communities of Lifetime Principles. These are principles to make sure there are recreational facilities and services close by for seniors. You do have a significant senior population. Projections are that the proportion will increase over the next twenty years. It is also important to review the existing housing stock. How old are the homes? Do they need new rooftops? Some families don't have the means; do they need assistance? That could be considered in a neighborhood plan. Energy efficiency was recommended. Residents could be educated in simple energy reduction in their home. Affordable housing projects could include renewable energy resources and water re-use could be encouraged."

Ms. Tappen said, "The Infrastructure Element talks about potable water, sanitary sewers, stormwater, and solid waste. They must be made concurrent and available for existing and future development. Potable water and sewer service providers include the Port St. Lucie Utility Service Department, St. Lucie West, and The Reserve. We updated the LOS standard for potable water and sanitary sewer. When a development application comes in the Planning and Zoning Department in conjunction with Utilities calculates the number of gallons expected to be used by that development. They make sure Utilities has the capacity to accommodate that. If there isn't capacity, a conversation can occur and maybe capacity can be made available. Some of you may still be traumatized by the flooding from Tropical Storm Fay, which greatly affected a lot of people, especially on the eastern side of the City. Since that time the City undertook the Eastern Watershed Improvement Program (EWIP). It includes extensive stormwater treatment areas, improved collection and transmission systems, and new pumps. A policy suggested in the Infrastructure Element is to continue that program and to encourage low impact development techniques. That term is extremely unproductive. That means improved stormwater techniques using vegetation and soil, rather than asphalt and other materials. It uses the natural system to drain your property. In the long term it reduces the impact on the existing municipal systems. Building floor elevations for new development should be at or above the 100-year flood elevation. It is encouraged that stormwater management facilities provide joint use of retention areas, and there should be passive recreation opportunities. All solid waste is brought to the St. Lucie County Baling and Recycling Facility. That landfill has sufficient landfill through 2024. New policies recommend continuing to support curbside recycling and hazardous household waste collection."

Ms. Tappen continued, "We'll move on to the Conservation and Coastal Management Element. The EAR recommended that we incorporate more language to support the acquisition, conservation, and preservation of natural habitats. To reflect some of the existing policies and the Natural Resource Code, an Environmental Assessment Report should be submitted for any future land use map amendment for development on properties that are two acres or greater. Native communities and listed species should be protected through the Natural Resource Code. You have had a number of studies in the past: the ULI Study, the Community Redevelopment Plan, and the EAR. The Planning and Zoning Department and other City staff have updated your Code over time. The Comprehensive Plan is now bringing that all together. It is showing the big picture of what the City wants to do in the future, and what it is doing now. The North Fork of

the St. Lucie River is tidally influenced, and that is where you have your coastal high hazard area. The State requires that you designate that area in your Comprehensive Plan. We have it mapped and defined in the proposed policies for the Conservation and Coastal Management Element. That is the area below the storm surge line for a Category 1 hurricane as designated by the SLOSH model. Policies limit and regulate the types of uses in the coastal high hazard area. The good news is that a lot of that area is already a preserve owned by the state, the county and the City. As over time you prepare capital improvements, is there an opportunity for greater flood control or other hazard mitigation measures? Prepare for post disaster redevelopment."

Ms. Tappen said, "The Intergovernmental Coordination Element proposed policies include greater coordination with the county on annexations and continued coordination for the impacts of development on the St. Lucie River, the Indian River Lagoon, and the Savanna State Park."

Ms. Tappen said, "The Recreation and Open Space Element is very important for a high quality of life for everybody who lives here and for attracting new businesses. Proposed policies include coordinating the City's trail system with the county's greenway and trail program; using the Conservation Trust Fund for purchasing additional upland preserves; and encourage parks to be built within at least a three-mile radius of residences. The Economic Development Element is next. The City has been very active in economic development and had recruited a number of high profile businesses to the area. This is a very important element of the Comprehensive Plan. Most places do not have an Economic Development Element. Because it is a high profile subject and very important to the City, it has been included in the Comprehensive Plan. We have a few recommended proposed changes, including incorporating the targeted industry list, encouraging the development of industries within that list with the hope that they pay higher than average wage levels, bring new skills and capital, and diversify the economic base. We also want to make sure we have enough industrial and commercial land for new companies. The future land use map must allocate sufficient land for commercial and industrial development, and it must ensure that there is adequate infrastructure for the business climate. We propose continued coordination with the Economic Development Council of St. Lucie County and the Florida Research Coast. There should also be coordination with the colleges and schools to make sure they have the programs you need to accommodate these new businesses. It is important that you have great facilities to attract people to the area, not only for businesses but also for tourism. Recommended policies include promoting tourism and recreation based upon your natural

resources. There should be coordination with the St. Lucie County Tourism Office, support of arts and culture, and continuation of the public art program. Make sure you support your local businesses, as well. Support the preference system for local businesses in the City's bid system and new business training. The Building Department and Planning and Zoning Department meet with new businesses to let them know how to get the permits they need. See if there is flexibility in the Zoning Code to help people get up and running faster."

Ms. Tappen said, "The Capital Improvements Element ensures that you have the infrastructure planned and improved for your existing and future development, and that you have the money for it. It is already required that you assess a fair share from anyone developing their property for any improvements that might need to be made to accommodate that development. A proposed policy is to require a fiscal impact analysis for any future annexation. If someone wants to be annexed into the City and they have a development proposal, let them bring forward an analysis to make sure there isn't a negative impact on the City's finances. Scheduled capital improvements are included in this element. These include planned projects, such as widening Port St. Lucie Boulevard, the Crosstown Parkway, stormwater, canal excavation, and the EWIP, and a new boat launch."

Ms. Tappen said, "I would like to go over the schedule involved in the EAR-based amendments. We had two community planning workshops last fall in November and December with a similar presentation. We met in small groups to get comments, which we will go over. You have the opportunity to recommend to the City Council that they transmit the amendments to the state planning agency, which is now called the Department of Economic Opportunity (DEO). In a couple of weeks we will do this presentation for the City Council. If they choose to transmit it, the amendments will be evaluated by DEO. They will send back a report called the Objections, Recommendations, and Comments Report (ORC). We will make adjustments based on their recommendations and bring it back for final adoption by October 30, 2012."

Ms. Kean stated, "I want to point out that Ms. Tappen has also prepared a memo which outlines the proposed additions and changes to the Comprehensive Plan that were based on the EAR recommendations and the public workshops. I would like to go over the ordinance and point out that the City is adopting only the new and revised goals, objectives, and policies for the future land use: transportation, housing, infrastructure, conservation, intergovernmental coordination, parks, economic development, and capital improvements elements. Staff is not

proposing any changes to the Public School Facilities Element, so that will stay as is. Each of the elements in the document includes supporting documentation, data and analysis to clarify and elaborate on the rationale for adopting the goals, objectives and policies. The City will not be adopting the data and analysis section. That is so that the City can make changes in the future as things change. We can make changes to that information without going through the Comprehensive Plan amendment process. That was recommended by the state's land planning agency. The submittal packet includes a write-up of the comments from the public workshops as well as the written comments we received. All of these comments were reviewed and considered by staff and our consultant. The amendments were revised where appropriate to reflect the input from the meetings. There is a second memo based on the feedback from the public workshops. This contains various recommendations that could be made to the document if the board chooses. They are not now included in the document. In addition to the public workshops on November 2 and December 7, we ran an online survey for bicycle, pedestrian, and transit use in June 2011. There were over 800 responses. It was part of our reference material; it is in your packet. The ordinance also amends the recommendations of the City's Affordable Housing Advisory Committee, which adopted a specific list of recommendations to be included in the Comprehensive Plan update. They are listed as Objective 3.1.10 and subsequent Policies 3.1.10.1 to 3.1.10.7 of the Housing Element. The Affordable Housing Committee was reconvened in 2012, and they revised some of their recommendations. They are attached to the ordinance as Exhibit B. The Planning and Zoning Department is recommending that they be adopted. If the Board and City Council adopt them, they will be added to the document when it goes to the DEO. Updated roadway LOS is included, based on 2011 traffic counts. There are update population projections from the Shimberg Center at the University of Florida. The Planning and Zoning Department finds the petition to be consistent with the recommendations contained in the adopted EAR and recommends that the ordinance be approved for transmittal of the amendments to the Department of Economic Opportunity for review and issuance of the ORC Report."

Mr. Ojito asked for a brief summary as to how the public input was incorporated. Ms. Kean explained, "Some items were taken out that people at the public workshops felt may not be something government is telling people to do. We took out references in some areas to green building." Mr. Holbrook added, "As a part of the EAR process major issues were identified during a public workshop. Those were a part of the foundation for the update. There were several public involvements, as well as the survey. Staff and our consultant have tried to accommodate those

requests. Some of the comments you have and some of the policies concerning annexations and future Comprehensive Plan amendments come directly from public comments. They said they wanted to ensure that if there is an impact to the City outside of what the state requires they would like to see what that is. Those are reflected in some of the proposed policies."

Vice Chair Martin opened the Public Hearing and advised, "Anyone wishing to speak on any item may approach the podium after the issue has been opened for the public to comment. Each person wishing to speak may do so for not more than three minutes. Your comments and concerns are very welcome. However, we must maintain order and provide time for everyone."

**JOHN MULLER** said, "I live in Port St. Lucie in the Torino area. Do we need a \$351,000 dog park? I don't own a dog and I don't know that many people in my neighborhood who do. Is there any way to combine bike paths and sidewalks? If buses run at a profit, I can understand doing it and expanding. Every time I see a bus, I usually see only one or two people in it. I'm sure it's running at a deficit. Where are we getting the money? I was confused about what you said about two acres. Do you have to have an environmental study if you have more than two acres that you want to do something with? I can understand 50 acres, but two acres is rather small. Those are my issues."

**GARRICK BUSSEL** said, "I live in the Southbend area. Can the public get a copy of the packet?" Mr. Holbrook answered, "Yes. All of this is public document. We can provide a hard copy. We also have all documents on the City's web site. Everything will be posted. Most of it has been posted as of tonight." Mr. Bussel asked why the City would build bike paths on collectors and arterials.

**ROBERT BARRY MUCKLOW** said, "I have handouts but I don't have enough. I apologize. I live on Aires Lane. Some of what I will say will seem far out to you. One of the first things Lorraine Tappen said was to protect the environment. I submit that that is a false premise. This meeting is one of a series that is nothing more than a façade to hide a pre-planned outcome. If the public was aware of the contents and final outcome of this plan, there would be gridlock surrounding this building. Instead there are a few here to stand against a metastasizing cancer that has invaded our area. It has been attacking private property rights that make this country the freest and most prosperous nation on earth. The name of this cancer is sustainability. I know to some of you that word has a nice ring. I submit that it is totally deceptive. A little bit of sugar helps the poison go down. We are being told to change our lives and our economy because our

environment is at risk. You are being coerced into misusing your authority by groups that are using fraudulent scientific data to give them credibility, and scientists who have confessed to bias and corruption. This entire Comprehensive Plan lacks a constitutional basis of any kind. It did not originate in this country, nor does it have any authority from any duly elected representative legislature at any level. This was instituted by executive authority. Its premises are false, the science is a fraud and the authority is nonexistent. I'm sure some of you have never heard what I'm telling you tonight. I am sure of what I'm telling you. This document is a Trojan horse. While claiming to provide solutions for problems that do not exist, it negates solutions that do exist. Our economy depends on land, not resource restrictions. Our economy depends on efficient transportation, not a bicycle and pedestrian system. We have a six-lane thoroughfare from I-95 to nowhere. Why are we even thinking about complete streets, sidewalks, and bicycle greenways? We don't have the money for them. We're looking at layers of bureaucracy, money whose sources are yet to be found, private property rights and a free economy subservient to a hazy ephemeral goal, such as fairness, social equity, and sustainable. None of these are defined, nor is it indicated how these goals benefit mankind. The truth is, they do not. Every detail of life is being planned for the government's benefit."

**MATTHEW RENSON**, Port St. Lucie, said, "I have three questions. This plan will be submitted to the state. Are you required to change this?" Vice Chair Martin said that it must be revised on a regular basis. Mr. Renson asked, "If you returned it with nothing, would that be acceptable?" Vice Chair Martin answered, "What's in place needs to stay in place, and we have the opportunity to amend it." Mr. Renson asked, "Once it's submitted, can it be changed after that?" Mr. Holbrook replied, "Yes, the City can amend the Comprehensive Plan. The City is required by state law to review its Comprehensive Plan every seven years and to make recommendations to change it. Those recommendations are based off either changes in state law or changes in policy direction from the City. What we have tonight is both. The City has changed dramatically since the last time this was adopted in 1998. The City has grown in area and population. Diversity and infrastructure has increased citywide. This plan is working to address current needs and to plan for the future. The history of the City is that the population is continuing to grow. This plan is to accommodate that." Mr. Renson asked if when people decide they don't like it, it can be amended and changed. Mr. Holbrook responded, "The state does allow for the City to submit amendments and changes for review."

There being no further comments, Vice Chair Martin closed the Public Hearing.

Mr. Holbrook said, "A series of questions have been raised. We can address the questions to provide answers or comments. The question was raised as to whether we need a dog park. This is part of the Capital Improvement Plan, which has been adopted by the City Council already. There has been a demand from the public for that type of facility. If funds are available it is proposed to be constructed. Everyone doesn't use all the facilities in parks and recreation. There is passive and active recreation, and sometimes people do both, or they don't use any of them. As far as combining sidewalks and bike paths, that is an option. This Comprehensive Plan doesn't dictate how that design is going to be accommodated in future road projects. It really is road specific. There are many right of ways in the City that are constrained; that would limit the design. Becker Road is a good example of where there was a policy decision to accommodate those facilities in the sidewalk, so you have a multi-purpose path. It's a wider sidewalk for walkers and cyclists to use the same facility. The design is dictated by how the roads are and what the proposed demand is. It is not specific to the Comprehensive Plan as far as design. It is asking that it be considered in the design. Concerning the bus system, that is not operated by the City. Part of the interlocal discussion is to have the dialog. They changed services last year to better accommodate citizens. We will make note concerning the environmental study and acreage size. The report will be available on line. The entire Comprehensive Plan draft is available. PowerPoints will be on the City's web site. If you don't see something, call us. Concerning the constitutional basis for the Comprehensive Plan, I will ask Ms. Booker to respond."

Ms. Booker advised, "The constitutionality of Comprehensive Plan amendments has been challenged more than once in court. It is a requirement of the state that has been upheld. Other property rights issues have been litigated in the state and on the federal level. The Comprehensive Plan is a requirement of the state. We are following requirements as set forth in the Florida statutes. What we are doing is legal and proper. What we are doing is required. Even last year with some of the amendments to Chapter 163 there have been numerous lawsuits; some of those are still proceeding through the court process. At this point what we are doing is legal and valid. Even though people have challenged the state's right to proceed as they are proceeding and there are several property owners like the gentleman who spoke who believe in property owners' rights superseding what the government chooses to do on limiting those property rights,

the courts have upheld the state's ability to restrict property right use. What we're doing is valid and complies with that. On the dog park issue and funding, the Parks and Recreation Department is working on that. A tower company is looking to install a tower on one of the park properties, as they have done in several other City-owned facilities. The revenue generated from that tower could fund it, so it would not be tax-payer revenue. If that works out it would fund the construction of the dog park at that location. The City is aware that some residents don't use these facilities, but there are several residents who have requested the facility for quite some time."

Mr. Holbrook said, "I would remind the Board that the Goals, Objectives, and Policies are what is proposed to be adopted. If there are specific comments about any policy, this would be the appropriate time. This plan is for the City. When we say the City, it is for residents, property owners, business owners, and people who are coming here. If you have a specific concern about a specific policy, share that with us so we can give you the information."

Mr. Garrett said, "On Page 1-10 on future land use, it mentions Class C and D debris in regard to the landfill. What is that? On Page 1-10 it states that we have capacity for that until 2024, versus 2035. It also says that we have both short and long term needs met. On Page 4-5 that is clarified a little more. Maybe we need clarity. I don't know if 2024 meets the long term objective. Secondly, on Page 1-48 Southern Grove, Kennedy/Riverland and Western Grove are mentioned. Has that been updated with the most recent increases in square footage and capacity? Do the maps need to be adjusted? I have a question on level of service evaluation. We state the current LOS and then it is further evaluated in the future. Was the extension of the Crosstown Parkway to US 1 considered in the future projections? I have some general comments. Is it possible to double-side this huge document to conserve resources? Secondly, under home ownership there is an interesting fact that the public should be aware of. I was rather proud to read on Page 3-4 that the 2010 Census Report says that 78.1% of households in Port St. Lucie are owner occupied. That is well above the state average of 67.4%. We should be proud of that statistic. Lastly, on Page 8-10, Goal 8-2 is being added. I think it's great. You are adding to support the retention and growth of the industrial sector, retain existing businesses and small firms, and industrial businesses. You have stricken that the City will promote the development of infrastructure needed to support future businesses and light industrial expansion. That's a key point. It goes to the fact that we're using dollars that are in the ground today that the City has invested to pay dividends to the

residents in the form of new jobs. It's a great element in the Plan."

Mr. Sanders stated, "On behalf of the School Board I want to thank you for the continued cooperation from the City. We have worked over the last decade on sidewalks, land use, and public school facilities elements. Everything in here continues that collaboration. We are in agreement that we do not need to amend the schools element. We thank you. If you think about the changes to public policy today versus 1961 when GDC came in, the environment has changed and the needs for students to have sidewalks is so much more important today. That sums up why we have to do Comprehensive Plan changes to adjust to the citizens' needs."

Vice Chair Martin said, "I have a couple of comments in response to the people who showed up tonight. I agree with freedom and liberty. But we live in a City of 165,000 people. The capacity for the City is 500,000. I don't necessarily like what my neighbors do a lot of the time, so I'm glad there are some limitations and restrictions to what people can do with their own property. We do live in a civilized society. I believe that the regulations are just a necessary evil. Your concerns about the green environment are more political. I don't believe any of us are scientists. I've lived here almost 13 years. It's a great City. I encourage people to come here. Part of the multi-modal transportation is a reflection of that. The demographics are changing on a daily basis. Every year Port St. Lucie grows with different types of people. Twenty years from now they may be riding bicycles everywhere. None of us knows what is going to happen. But the experts, which I believe the staff is, are trying to help the citizens mold this City into something that will be acceptable decades from now for everybody. I hope I live long enough to see 500,000 neighbors in Port St. Lucie. There are some changes I don't necessarily agree with. I think we should focus more on economic development. I'm glad to see that was added. There's an open door policy here. You can speak to these people if you have concerns. Attend meetings. Make recommendations."

Mr. Holbrook said, "Concerning the double sided paper, that's an easy one. We appreciate you reading through and finding the facts. We are a predominantly owner-occupied City. We are a suburban City. That's the trend. The City will become denser as time goes by. GDC platted single family lots and there wasn't a build out. Sometimes with the build out there would be one house on a block or a street. There weren't the same issues. Now there is a neighbor-to-neighbor issue. Mr. Garrett, we will verify

that the densities and intensities are increased. That change just occurred; this document will be updated."

Ms. Tappen explained, "Mr. Garrett pointed out the C and D debris. That is construction and demolition. That is kept separate from household waste because the household waste leeches and is a little more toxic. You pointed out that in the future land use we said there is sufficient capacity for the long range planning time frame. But in the Infrastructure Element we say it is only through 2024 and the county needs to come up with a plan. I agree that we should refine that statement. In the LOS table in the Transportation Element regarding the 2035 figures, those are from the 2035 long range transportation plan put out by the St. Lucie Transportation Planning Organization. It does take the Crosstown Parkway into account. The housing tenure is impressive. This is a very stable community. The City should take pride in that. And it is very important that industrial businesses are supported and that infrastructure is available."

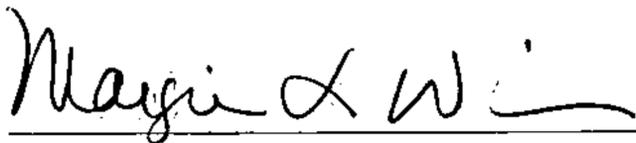
Vice Chair Martin stated, "We have three options. We can recommend approval, or approval with conditions, or we can deny moving this forward." Mr. Strickland **moved** to adopt the proposed EAR-based amendments to the City of Port St. Lucie Comprehensive Plan based on the changes that were discussed today are amended before going to City Council. Mr. Ojito **seconded** the motion, which **passed unanimously** by roll call vote.

#### ADJOURN

There being no further business, the meeting adjourned at 8:15 p.m.

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Ernie Ojito, Secretary



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Margie L. Wilson, Deputy City Clerk

St. Lucie News Tribune



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# The buzz

LOS ANGELES

## 'Hunger Games' scores Easter feast

Film fans are still forking over for "The Hunger Games," which took in \$33.5 million to lead the box office for a third-straight weekend.

According to studio estimates Sunday, Lionsgate's "The Hunger Games" raised its domestic total to \$302.2 million. It easily out-earned two returning favorites: Universal's "American Pie" sequel "American Reunion" and a 3-D version of the blockbuster "Titanic," released domestically by Paramount and overseas by 20th Century Fox.

Both newcomers opened solidly, though. "American Reunion" pulled in \$21.5 million.



MIKE WALLACE FOR THE PHOTOS

Mike Wallace, longtime CBS "60 Minutes" correspondent, listens during an interview at his office in New York in 2006.

## '60 Minutes' legend Wallace dies at 93

The Associated Press

NEW YORK — CBS newsman Mike Wallace, the dogged, merciless reporter and interviewer who took on politicians, celebrities and other public figures in a 60-year career highlighted by the on-air confrontations that helped make "60 Minutes" the most successful prime-time television news program ever, has died. He was 93.

Wallace died Saturday night, CBS spokesman Kevin Tedesco said. On CBS' "Face the Nation," host Bob Schieffer said Wallace died at a care facility in New Haven, Conn., where he had lived in recent years.

Until he was slowed by heart surgery as he neared his 90th birthday in 2008, Wallace continued making news, doing "60 Minutes" interviews with such subjects as Jack Kevorkian and Roger Clemens. He had promised to still do occasional reports when he announced his retirement in March 2008.

Wallace said then that he had long vowed to retire "when my toes turn up" and "they're just beginning to curl a trifle. ... It's become apparent to me that my eyes and ears, among other appurtenances, aren't quite what they used to be."

Among his later con-

tributions, after bowing out as a regular, was a May 2007 profile of GOP presidential hopeful Mitt Romney, and an interview with Kevorkian, the assisted suicide doctor released from prison in June 2007 who died June 3, 2011, at age 83.

In December 2007, Wallace landed the first interview with Clemens after the star pitcher was implicated in the Mitchell report on performance-enhancing drugs in baseball. The interview, in which Clemens maintained his innocence, was broadcast in early January 2008.

Wallace was the first man hired when late CBS news producer Don Hewitt put together the staff of "60 Minutes" at its inception in 1968. The show wasn't a hit at first, but it worked its way up to the top 10 in the 1977-78 season and remained there, season after season, with Wallace as one of its mainstays. Among other things, it proved there could be big profits in TV journalism.

The top 10 streak was broken in 2001, in part due to the onset of big-drawing rated reality shows. But "60 Minutes" remained in the top 25 in recent years, ranking 15th in viewers in the 2010-11 season.

## Lottery

CASH!	
Sun. aft., April 8	1-3-0
Sat. eve., April 7	1-5-1
Sat. aft., April 7	1-2-9
Sat. eve., April 7	8-9-2

PLAY 4	
Sun. aft., April 8	3-4-2-9
Sun. eve., April 8	0-0-3-8
Sat. aft., April 7	5-7-4-5
Sat. eve., April 7	3-5-0-5

FANTASY 5	
Sun., April 8	2-9-21-35-36
Sat., April 7	14-16-24-26-36

APRIL 7 WINNERS PAYOFF	
5 numbers	\$58,296.24
4 numbers	\$110.50
3 numbers	\$11
2 numbers	1 ticket

MEGA MONEY	
Fri., April 6	12-19-38-42
Mega Ball: 8	
Thurs., April 5	17-37-42-44
Mega Ball: 16	

APRIL 6 WINNERS PAYOFF	
4+1 Mega	\$300,000
4 numbers	\$2,684
3+1 Mega	\$333
3 numbers	\$57.50
2+1 Mega	\$24.50
2 numbers	\$2
1+1 Mega	\$1.50

LOTTO	
Sat., April 7	1-14-16-23-36-43
Wed., April 4	4-15-26-28-35-47

APRIL 7 WINNERS PAYOFF	
6 numbers	\$12 million
5 numbers	\$4,475
4 numbers	\$67
3 numbers	\$5

POWERBALL	
Sat., April 7	5-13-17-26-30
Powerball: 18	
Wed., April 4	1-24-33-45-49
Powerball: 6	

APRIL 7 WINNERS PAYOFF	
5+PB	\$54 million
5 numbers	\$1,000,000
4+PB	\$10,000
4 numbers	\$100
3+PB	\$10
3 numbers	\$7
2+PB	\$7
2 numbers	\$4
1+PB	\$4
0+PB	\$4

www.flalottery.com

“Somebody said, 'You're sure there's not two?' I keep asking my doctor the same thing.”  
Alyson Hannigan, very pregnant and due in a couple of months

## CITY OF PORT ST. LUCIE CITY COUNCIL NOTICE OF SPECIAL PUBLIC MEETING

A PUBLIC HEARING will be conducted before the CITY COUNCIL of the City of Port St. Lucie on Monday, April 23, 2012 at 4:00 P.M. in the PORT ST. LUCIE CITY HALL, Building A, located at 121 S.W. Port St. Lucie Blvd., Port St. Lucie, Florida, on the following:

P10-109 CITY OF PORT ST. LUCIE - COMPREHENSIVE PLAN UPDATE. This meeting is to consider the adoption of the proposed Evaluation and Appraisal Report (E.A.R.) Based Amendments to the City of Port St. Lucie Comprehensive Plan (Ordinance No. 12-19) for transmittal to the Florida Department of Economic Opportunity (DEO) for its review pursuant to Chapter 163.3191 Florida Statutes.

The proposed E.A.R. based amendments may be inspected by the public at the Planning and Zoning Department at the address listed above between the hours of 8 a.m. to 5 p.m. or on the city's website at <http://www.cityofpsl.com>. Interested parties are encouraged to attend the meeting and provide comment regarding the proposed E.A.R. based amendments. For information on the update to the comprehensive plan please contact Bridget Kean at (772) 683-6489 or [bkean@cityofpsl.com](mailto:bkean@cityofpsl.com).

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

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the City Clerk's office at 772-871-5157 for assistance.

NOTICE: No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, any person who may seek to appeal any decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at said meeting upon which any appeal is to be based. Items listed in this public notice may not appear in the same order on the Board's final agenda. Please contact the Planning & Zoning Department at 871-5212 to obtain a copy of the final agenda.

Karen Phillips

OR 12-019  
EXHIBIT "A"

CITY OF PORT ST. LUCIE 2012 EAR-BASED  
COMPREHENSIVE PLAN AMENDMENTS

OR 12-19

Exhibit B: 2012 Affordable Housing Advisory Committee Recommendations to the Goals, Objectives and Policies in the Housing Element

Objective 3.1.10: Continue to support the implementation of the adopted Affordable Housing Incentive Plan recommendations of the Affordable Housing Advisory Committee.

Policy 3.1.10.1: The City ~~may~~ shall continue to provide expedited permitting procedures for affordable housing projects developed with state or federal funds.

Policy 3.1.10.2: Coordinate with the Treasure Coast Builders Association (TCBA) to review any increases in building fees.

Policy 3.1.10.3.: The City ~~may~~ shall reduce, waive or support alternative methods of impact fee payment for affordable housing.

Policy 3.1.10.4: The City ~~may~~ shall establish guidelines that require changes to land development regulations to allow parking and setback requirements reductions to be reduced for affordable housing projects where it can be shown that such reduction will be compatible with the surrounding neighborhood and will not cause an adverse impact to the neighborhood. by 2013.

Policy 3.1.10.5: The City ~~may~~ shall support the encourage development of affordable housing and/or workforce housing near (within ½ mile) of a transportation hub, major employment center and mixed use development.

Policy 3.1.10.6. The City ~~may~~ shall require all residential future land use amendments to include an affordable housing component.

Policy 3.1.10.7: The City ~~may~~ shall establishing a requirements that new residential or mixed use development provide either for affordable housing ~~in new development~~ or contributions to an Affordable Housing Trust Fund.



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

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**TO:** CITY COUNCIL – SPECIAL MEETING APRIL 23, 2012

**FROM:** BRIDGET KEAN, PRINCIPAL PLANNER BK

**RE:** P10-109 - EVALUATION AND APPRAISAL REPORT AMENDMENTS  
TO THE CITY OF PORT ST. LUCIE COMPREHENSIVE PLAN

**DATE:** MARCH 22, 2012

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**Background**

Chapter 163, Part II, Florida Statutes, also known as the Local Government Comprehensive Planning Act, requires all local governments within the State of Florida to maintain an adopted local government comprehensive plan. The Act requires each local government to evaluate its comprehensive plan at least once every seven years to determine if plan amendments are necessary to reflect changes in state requirements since the last update of the comprehensive plan. If the local government determines amendments are necessary, the local government has to prepare and transmit the amendments within one year. The amendments to update the comprehensive plan are referred to as the EAR-based amendments.

The City of Port St. Lucie Evaluation and Appraisal Report was adopted in April 2010 (10-R19) and found sufficient by the state land planning agency in July 2010. In 2011, the City contracted with Calvin, Giordano and Associates, planning consultants, to assist staff with the EAR-based amendments. The draft EAR-based amendments are based on the background information, data, and analysis, and recommendations contained in the adopted EAR. The update is organized into nine chapters or elements that address future land use, transportation, housing, infrastructure, conservation and coastal management, intergovernmental coordination, parks and recreation, economic development, and capital improvements. Staff is not proposing any changes to the Public School Facilities Element.

The City is adopting only the new and revised Goals, Objectives, and Policies by ordinance. Each element has a support document that includes data and analysis to clarify and elaborate on the rationale for adopting the goals, objectives and policies. The support documents are for reference purposes and are not being adopted as part of the EAR-based amendments. This will allow the City to update the data and analysis as conditions change over time without having to process these changes as large scale comprehensive plan amendments. All revisions are contained within the draft document provided to the Planning and Zoning Board. The consultant from Calvin, Giordano and Associates has prepared a memo that summarizes the proposed changes based on the recommendations contained in the EAR. Following the public hearings before the Planning and Zoning Board and City Council, the amendments will be transmitted to the Florida Department of Economic Opportunity (state land planning agency) for review and issuance of the Objections, Recommendations, and Comments (ORC) report.

### **Public Outreach**

The City of Port St. Lucie held two public workshops to present the EAR-based comprehensive plan amendments and obtain feedback from the public. The first workshop was held on November 2, 2011 and it covered the changes to the Future Land Use, Conservation and Coastal Management, Recreation and Open Space, Housing, and Economic Development elements. A second workshop was held on December 7, 2011 and it focused on the changes to the Transportation, Infrastructure, Intergovernmental Coordination, and Capital Improvements elements. The submittal packet contains a write up of the comments from the two public workshops as well as public comment documentation. All public comments were reviewed and considered by staff and the City's consultant. The EAR-based amendments were revised, where appropriate, to reflect the input from the public meetings and the recommendations in the Evaluation and Appraisal Report. A second memo from Calvin, Giordano and Associates outlines additional changes that could be made to the document based on the feedback from the public workshops. These changes are not incorporated into the document. They are presented to the Planning and Zoning Board and City Council for review and comment.

In June 2011, the City conducted an online bicycle, pedestrian, and transit user survey. The survey was available for a month and over 800 people participated. Roadway connectivity and the need for an integrated pedestrian and bicycle system were identified as a major community issue in the Evaluation and Appraisal Report. The survey was conducted to assess current bicycle, pedestrian, and transit conditions in the city to prioritize needs, and develop strategies for making these important modes of transportation and recreation more accessible. An abbreviated summary of the survey findings are included in the submittal packet. The full report is available in the Planning and Zoning Department.

### **Additional Changes**

Section 420.9076, Florida Statutes, requires each county or eligible municipality participating in the State Housing Initiatives Partnership Program to establish an affordable housing advisory committee that meets every three years to review established affordable housing policies, procedures, ordinances, land development regulations, and adopted local government comprehensive plan and to recommend specific actions or initiatives as defined in Section 420.9071(16), Florida Statutes, to encourage or facilitate affordable housing while protecting the ability of the property to appreciate in value. In 2008, the City Council adopted a list of recommendations from the City of Port St. Lucie Affordable Housing Advisory Committee that were to be included in the update to the Comprehensive Plan (EAR-based amendments) following review and approval of the Evaluation and Appraisal Report. The recommendations are listed as Objective 3.1.10 and subsequent policies 3.1.10.1 to 3.1.10.7 of the Goals, Policies, and Objectives of the Housing Element.

The City of Port St. Lucie Affordable Housing Advisory Committee was reconvened in 2012. The Committee reviewed and voted to revise some of the recommendations from 2008. The revisions are attached as Exhibit "B" of the ordinance. The Planning and Zoning Department is recommending the City adopt the revised Affordable Housing Advisory Committee recommendations as part of the EAR-based amendments. The revisions will be added to the Housing Element before the amendments are transmitted to the Department of Economic Opportunity.

Staff from the Engineering Department, Utility Systems Department, Parks and Recreation, and Community Services assisted in the review and revisions of the EAR-based amendments. In addition, the EAR-based amendments were reviewed by the City Manager's office in February 2012. The EAR-based amendments were revised to address the City Manager's comments. The current draft was approved by the City Manager's office on March 23, 2012 for the scheduling of the public hearing before the Planning and Zoning Board.

The current draft includes updated roadway level of service analysis in the Transportation Element following release of the fall 2011 traffic counts by the St. Lucie County Transportation Organization and updated population projections in the Future Land Use Element following release of updated population projections for the City of Port St. Lucie from the University of Florida Shimberg Center. In accordance with Section 163.3177 (1) (f) (3), the population projections are based on the medium projections of the University of Florida's Bureau of Economic and Business Research for St. Lucie County released in June 2011. BEBR prepares population projections for

all counties in Florida. The Shimberg Center for Affordable Housing prepares population projections for the municipalities.

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**STAFF RECOMMENDATION:**

The Planning and Zoning Department staff finds the petition to be consistent with the recommendations contained in the adopted Evaluation and Appraisal Report and recommends the ordinance be approved for transmittal of the EAR-based comprehensive plan amendments to the Department of Economic Opportunity for review and issuance of the Objections, Recommendations, and Comment Report.

**PLANNING AND ZONING BOARD ACTION OPTIONS:\***

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

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

**PLANNING AND ZONING BOARD RECOMMENDATION**

On April 11, 2012, a special meeting of the Planning and Zoning Board was held to review the EAR-based amendments. A motion was made and seconded to recommend approval of the EAR-based amendments to the City Council and to include the changes that were discussed by the Board at the meeting. The motion passed unanimously by roll call vote.

The changes discussed by the Board are as follows:

1. Update Policies 1.2.8.1 and 1.2.9.1 in the Future Land Use Element to reflect the adoption of ordinance 11-29. Policy 1.2.8.1 establishes the densities and intensities in the Tradition/Western Grove NCD District and Policy 1.2.9.1 establishes the densities and intensities in the Southern Grove NCD District. These policies were amended on March 26, 2012 by Ordinance 11-29 as part of the PSL Acquisitions Large Comprehensive Plan Amendment. Staff has revised the document to include the revised policies.

- 
2. The Planning and Zoning Board also recommended double sided printing of the document to save paper. Staff is in agreement that the document should be double-sided when completed. During the review process, it is easier to review and scan the draft document as single-sided pages.



Calvin, Giordano & Associates, Inc.  
EXCEPTIONAL SOLUTIONS

# Memorandum

Fort Lauderdale Office - 1800 Eller Drive, Suite 600, Fort Lauderdale, Florida 33316  
Phone: 954.921.7781 • Fax: 954.921.8807

Palm Beach Office - 560 Village Blvd., Suite 340, West Palm Beach, Florida 33409  
Phone: 561.684.6161 • Fax: 561.684.6360

**DATE:** March 27, 2012  
**TO:** Daniel Holbrook, AICP, Director, Planning and Zoning  
Bridget-Kean, AICP, Principal-Planner  
**FROM:** Lorraine Tappen, Senior Planner, AICP, LEED Green Associate  
**SUBJECT:** **EAR-based Comprehensive Plan Amendments**

Florida Statutes require the Comprehensive Plan to be updated based upon the Evaluation and Appraisal Report. The EAR identifies how the Plan should be revised to better address community objectives, changing conditions and trends affecting the community and changes in state requirements.

The City of Port St. Lucie adopted their EAR in April 2010 and the state planning agency approved the report in July 2010. If the City Council approves transmittal of the amendments to the state planning agency for formal review, the state planning agency will issue an Objections, Recommendations, and Comments (ORC) Report which gives input potentially resulting in revisions to the proposed amendments. Once revised, the City Council may consider adoption of the amendments in order to complete the EAR process.

The following is a list of recommended changes to the Comprehensive Plan adopted in the EAR. Each recommendation is followed by the correlating amendment in *italics*.

### Future Land Use Element

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

*See Objective 1.1.8 (p. 1-34).*

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

*See Policy 1.1.4.8 (p. 1-25) and Policy 1.1.11.1 (p. 1-37).*

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

*See Policy 1.1.4.8 (p. 1-25), Objective 1.1.8 (p. 1-34), and Objective 1.1.10 (1-36) and related policies.*

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

*See Objective 1.1.8 (p. 1-34).*

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

*Policy 1.1.11.1 (p. 1-37).*

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

*See Policy 1.1.4.8 (p. 1-25), Objective 1.1.10 (p. 1-36), and Objective 1.1.11 (1-37) and related policies.*

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

*See Policy 1.1.4.8 (p. 1-25).*

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

*See Policy 1.1.4.8 (p. 1-25)*

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

*See page 1-11 which outlines greenhouse gas reduction strategies. Note: this requirement struck from Florida Statutes in 2011 legislation.*

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

*See Objective 1.1.11 and related policies (p. 1-37)*

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

*The Planning and Zoning Department will maintain a Western Annexation area map. Also, see Objective 1.1.9 and related policies (p. 1-34).*

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

*See Objective 1.1.9 and related policies (p. 1-34).*

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

*See Policy 1.1.7.1 (p. 1-32)*

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

*This recommendation was re-evaluated and it was determined that compact or mixed use was not appropriate for all Future Land Use Map amendments (i.e., changes to Open Space-Conservation.) Policy 1.1.7.1 (p. 1-32) provides adequate criteria for decision-making for Future Land Use Map amendments.*

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

*Western Annexation policies were relocated under Objective 1.2.2 (p. 1-38) and Objective 1.1.3 (p.1-20). Sprawl added to Objective 1.1.4 (p. 1-22). Policy 1.1.7.1 (p. 1-32) added to address a need to diversify housing and employment opportunities. Policy 1.1.9.8 (p. 1-36) added to address planning infrastructure for future annexation areas.*

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

*This recommendation was re-evaluated during the EAR-based amendment process and it was determined that Objective 1.1.9 and related policies provide sufficient guidance on annexation (1-34).*

### Transportation Element

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

*See Policy 2.1.2.13 (p. 2-40), Objective 2.3.1 and related policies (2-42), Policy 2.3.3.1 (2-43) and Policy 2.3.3.3 (2-43).*

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

*See Policy 2.1.2.13 (p.2-40)*

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

*See Objective 2.3.2 (p. 2-43).*

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

*See Policy 2.1.2.1 (p. 2-39) and Policy 6.1.1.13 (p. 6-8).*

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

*See Existing Policy 2.1.2.3 (p. 2-39).*

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

*Requirements removed from Florida Statutes in 2011. Also see Conservation Element Policy 5.2.1.2 (p. 5-28) and 5.2.1.4 (p. 5-28).*

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

*Policies relocated to Objective 2.6.1 (p. 2-45).*

#### **Housing Element**

- Revise Element to add Affordable Housing Advisory Committee recommendations approved by the City Council: (2008 Affordable Housing Committee Recommendations)
  - Support of development of affordable and/or workforce housing near (within ½ mile) of a transportation hub, major employment centers, and mixed use developments.
  - Allow for the reduction of parking and setback requirements for affordable housing projects where it can be shown such reduction would be compatible with surrounding neighborhood and not have adverse impact on neighborhood.
  - Include policy or policies requiring large scale land use amendments and or Developments of Regional Impact to include an affordable housing component by means of a local condition. (Under Senate Bill 360, large developments in the city would no longer be subject to DRI requirements. The City could establish its own threshold or adopt the DRI threshold of 1000 units or greater for requiring an affordable housing component.)

*See Objective 3.1.10 and related policies (p. 3-21).*

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

*See Objective 3.1.11 and related policies (p. 3-21). Please note that this requirement was removed from Florida Statutes in 2011.*

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

*See Policy 3.1.1.4 (p. 3-19)*

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

*This recommendation was re-evaluation during the EAR-based Amendment process. Future Land Use Element Policy 1.1.7.1 (p. 1-32) allows for the evaluation of job creation in future land use map amendments.*

#### **Infrastructure Element**

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

*See Existing Goal 4.A.2 and related policies (p.4-11).*

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

*See Existing Policy 4D.2.2 (p. 4-20).*

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

*See Policies 4C.1.4.3 (p. 4-15).*

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

*See Intergovernmental Coordination Element Policy 6.1.1.10 (p. 6-7).*

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

*Removed Western Annexation Area sub-element. Related policies were already part of element.*

### **Conservation and Coastal Management**

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

*See Policy 5.1.3.1 (p. 5-25)*

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

*See page 5-21.*

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

*See Appendix 5C.*

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

*See Policy 5.2.5.2 (p. 5-31)*

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

*Included in Future Land Use Element (p.1-12). Please note that these requirements were struck from Florida Statutes in 2011.*

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

*Policy 5.2.1.3 (p. 5-28).*

### **Intergovernmental Coordination**

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

*See Policy 6.1.1.8 (p. 6-7)*

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

*See Policy 6.1.1.7 (p. 6-7)*

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

*See existing Policy 6.1.1.5 (p. 6-7).*

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

*Requirement struck in 2011 legislation.*

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

*See Policy 6.1.2.4 (p. 6-8)*

#### **Recreation and Open Space**

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

*See Policy 7.1.4.4 (p. 7-10).*

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

*See Policies 7.1.2.4 (p. 7-8) and 7.1.2.8 (p. 7-9).*

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

*See Policy 7.1.2.9 (p-7-9)*

### **Economic Development**

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

*Policy 8.3.2.1 (p. 8-13)*

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

*Objective 8.2.1 and related policies (p. 8-10)*

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

*See Policy 8.3.1.12 (p. 8-13)*

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

*This recommendation was re-evaluated during the EAR-based Amendment process and it was determined a jobs/housing balance may not provide an accurate assessment of economic development considering the current housing market.*

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

*See Policy 8.2.1.1 (p. 8-11)*

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

*Objective 8.2.1 and related policies (p.8-10). Also, Future Land Use Element Policy 1.1.4.3 for new Planned Industrial Park future land use designation (p.1-23).*

### **Capital Improvements Element**

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

*See Goal 9.2 and related objective and policies (p. 9-19)*



**Calvin, Giordano & Associates, Inc.**  
EXCEPTIONAL SOLUTIONS

# Memorandum

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**DATE:** March 27, 2012  
**TO:** Daniel Holbrook, AICP, Director, Planning and Zoning  
Bridget-Kean, AICP, Principal Planner  
**FROM:** Lorraine Tappen, Senior Planner, AICP, LEED Green Associate  
**SUBJECT:** **Changes to EAR-based Amendments based upon workshop comments**

Two public workshops were held to present the EAR-based Comprehensive Plan Amendments and to obtain feedback. The workshops were held on November 3, 2011 at the Community Center and December 7, 2011 at the Civic Center. Twelve participants were in attendance at the first workshop in November and twenty-four attended the December workshop.

A PowerPoint presentation was given on the amendments, and then workshop participants were divided into small groups to provide feedback. Comments from the workshop were noted and are attached to this memorandum.

The following are additional changes to the Comprehensive Plan based upon workshop participant comments and written comments received by the Planning and Zoning Department that the City Council may consider incorporating into the EAR-based Amendments.

## **Transportation**

- Add new Policy 2.3.1.5: Review feasibility of separated or elevated bicycle lanes or bicycle paths in new bicycle facility projects.
- Add new Policy 2.3.2.5: Include unpaved greenways and trails in plans for future bicycle and multi-use facilities where passive recreational opportunities are also available.
- Add "through the South Florida Commuter Services" to Policy 2.3.3.5 regarding carpooling and vanpooling

## **Infrastructure**

- Add Policy 4C.1.2.7: The City shall maintain drainage canals to ensure adequate stormwater drainage.

## **Recreation and Open Space**

- Add new Policy 7.1.2.10: Review potential for creating community garden activities within the City's existing Park and Open space facilities.

**Economic Development**

- Add new Policy 8.2.1.6: The City shall continue to review City and outside agency development fees in order to encourage economic development consistent with the Comprehensive Plan.
- Add new Policy 8.3.1.14: The City shall consider providing training on regulations pertaining to home-based businesses and promote home-based businesses through City fairs and events.
- Unstrike language regarding boating, fishing, and provision of water-dependent uses in Policy 8.3.2.1. Also add blueways to the policy.

With City Council approval, adjustments to the EAR-based Comprehensive Plan Amendments language can be made before transmittal to the state planning agency.

## Workshop #1

---

### Group 1

### Future Land Use

1. Concern about funding
  - Where is funding going to come from?
  - City finances
2. Stripping away of private rights.
3. Retaining property values and rights
  - Affordable house – where?
4. Concern about “agenda 21”.
5. Our voices not being heard.
  - Council members not here to hear what we think.
6. Do not want outside agency advising City officials what to do.
  - Would like City to do the research.
7. Commercial tax base
8. Paying for bonds
9. (Should be No. 1) Priorities – more commercial
  - How are we going to raise tax base?
10. Public/Private working together.
  - No. 1 priority should be jobs and tax base.
11. People don't want to move here because the education system is so bad. (High Tech jobs being created)
12. Ohs and ahs – then how come this doesn't work?
13. Too little FLU devoted to Commercial.
14. Voluntary becomes mandatory.
15. Amend zoning code for greater flexibility.
16. Why aren't all lights solar powered? – go green

## Group 2

### Future Land Use

1. How will this be funded and when does Public get to vote on it?

#### Neighborhood Planning

2. If existing staff is to be involved and there is a cost involved shouldn't be done.
3. Community Gardens

#### Mobility

- Too costly
- Finish 6-lane roadway to nowhere instead of building sidewalks and bike paths.

#### Annexation

- Renewable energy, not a necessity.
- Don't support green building requirements.

Mixed Use – Don't see a problem if keeping all the old designations.

Planned Industrial Park [no comment]

Housing – Private companies should be rehabilitating housing instead of government

1. Invasion of personal and real property rights.
2. Negative economic impact
3. Increases tax burden while growing government at a time when tax base is shrinking.
4. Limits transportation which is a major component of our economy
5. These goals cannot be accomplished without diversion of funds from other than their original purpose.

Purpose of government is to promote business and not competing.

## Economic Development

1. We'd love to have it.
2. Leave it to the private sector.
3. Promote ED
4. Business Recruitment to use what we have.

5. Repurpose what is already here.
6. No more strip malls.
7. Home based businesses
  - Bedroom community
  - City encourage HBB.
  - Specific training for HBB (criteria and regs on it)
8. Funds for City regulations and permits hurt businesses.
9. City = Hero to encourage HBB.
10. Promote HBB through City fairs and events.
11. Promote sport fishing/sail fishing
12. More parks
13. Promote City as Hub to get to other places
14. More manufacturing
15. Kids not going to college need jobs such as in manufacturing
16. If trying to solve problems, City needs to be reasonable.
17. FPL monopoly – need to deregulate

## **Conservation**

1. Don't put dirt and critters ahead of people.
2. Private property (docks, etc.) should not be regulated by government.

## **Workshop #2**

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### **Group 1**

#### **Transportation**

1. Any arterial flow could be improved by controlling flow – eg., timing of traffic lights. The poor timing of current lights is a major reason for the aggressive driving, behavior, and the poor flow of traffic. Can anything be done about this?
2. Use of Informational Signage – The kind that alerts drivers to delays, accidents, time estimated to certain destinations – would give motorists options that could alleviate congestion
3. Level of Service 'D'
  - Should be adopted for all roadway links
  - Other methodologies should be considered for over capacity links such as CRALLS Designations
4. Need dedicated fund source for pedestrian, bicycles, and mass traffic.

### **Group 2**

#### **Transportation**

1. Bicycle Lane
  - Elevated or separate, or with sidewalk for less damaging things in bike lane
2. Sidewalk in Torino Parkway area to get to school
3. Accommodation for low-speed vehicles
4. Use of roundabouts

### **Group 3**

#### **Transportation**

1. Better transportation design differential between built 20-story city buildings and 80 x 125 lots, 1-story single family.
2. Metropolitan Planning Organization – Wikipedia
3. Build the road, etc. to need not to plan. This plan looks more for pedestrians, bicyclists and transit users. Are we supposed to alter if our life and economy to that like nations like China and Viet Nam?
4. Transit users have no basis in the economic reality so why do only 3 elements have a basis that reflects the economy?

5. No demand – Why do it? Where is the study for demand on roads?
6. 500k at buildout
  - % of population =
  - % of pedestrians need =
  - % of bike need =
  - % of vehicle need =
7. What is demand for buses? Where to where from? (buses)
8. Dirt Paths (need more in place of sidewalks)
9. Wheelchair users – demand?
10. Carpooling – advertising on Craig's List will do

## **Group 4**

### **Transportation**

1. Emphasis on pedestrian and bicycles and am opposed to any public funds being spent on these at this time.
2. Provide some place for large trucks to park overnight.
3. Encourage neighborhood commercial areas where residents could walk to fulfill everyday needs.
4. More shade trees to encourage walking.
5. Oppose mobility fee and the loose way it is written
6. Improve vehicular access to linear parkways like Crosstown Parkway
7. Improved connectivity between commercial parcels
  - Vehicular
  - Bike/Pedestrian

## **Group 1**

### **Infrastructure**

1. Maintenance of drainage canals – should be part of the comprehensive plan.

## **Group 2**

### **Infrastructure**

1. New infrastructure expense by developer directly or through SADS?

2. Elevation levels of new developments – what happens to adjacent property at lower elevation?
3. Solid Waste – trash pick-up once a week
4. More frequent hazard waste drop-off events
5. If pick-up day is one of 3 holidays, need next day pick-up and not wait until next scheduled day

### **Group 3**

#### **Infrastructure**

1. Percentage of County in 100-year Flood Zone
2. How does 100-Year flood level affect the “private property” rights of a private homeowner in any way that involves the government!
3. Waste collection – doing a good job, roads are in good shape.

### **Group 4**

#### **Infrastructure**

1. Do we have the authority to prevent rebuilding in flood prone areas damaged by 50%?  
(See 4.C.1.2)
2. City shall pursue IQ Grants.
3. Policy 4.A.1.1.1 – New text. This does not allow for unique conditions or circumstances, and significant costs in built-out areas of gravity sewer.
4. City should take additional opportunities for active recreational use of retention ponds where financially feasible (like the Wood Stork Trail)

## **Group 1**

### **Capital Improvements**

1. Completion of Crosstown Parkway.
2. Development – Radius of Impact: When a project impacts, reaching a level of service, it should be required to make improvements.

## **Group 2**

### **Capital Improvements**

1. No Dog Park – No need to spend \$350,000, use the money to fund Skate Park and hire staff.
2. Private property (docks, etc.) should not be regulated by government.

## **Group 3**

### **Capital Improvements**

1. Bus transfer at Mall, not new station
2. Gambling legalized
3. Shooting Range
4. RC Park, model airplanes
5. Annexation – not without cost vs. benefit analysis
6. Community Garden

## **Group 4**

### **Capital Improvements**

1. Pursue more joint-use facilities to keep libraries open longer hours (for example, St. Lucie West IRSC and the County Library).

## **Group 1**

### **Intergovernmental Coordination**

1. Would like to see a return of development dollars to PSL commensurate with our contribution to the County revenues.

## **Group 2**

### **Intergovernmental Coordination**

No comments

## **Group 3**

### **Intergovernmental Coordination**

No comments

## **Group 4**

### **Intergovernmental Coordination**

1. Ensure the impacts of large scale developments at the City boundaries are evaluated and impacts are coordinated with adjacent jurisdictions.

**COMMUNITY PLANNING WORKSHOP  
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November 2, 2011**

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**COMMUNITY PLANNING WORKSHOP  
 TRANSPORTATION, INFRASTRUCTURE, INTERGOVERNMENTAL  
 COORDINATION, CAPITAL IMPROVEMENTS ELEMENTS  
 OF THE COMP PLAN**

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**COMMUNITY PLANNING WORKSHOP  
TRANSPORTATION, INFRASTRUCTURE, INTERGOVERNMENTAL  
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OF THE COMP PLAN**

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December 7, 2011**

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CHRISTIN ERZD	St. Louis Health Trade		
Robert Mucklow		772-370-5047	Readdmuckdew@ATT.NET
Britton DeWitt	St. Louis County		
Arthur Apisimman	PSC	772 398 6236	ARTNEUE@ATT.NST
David Bird	PSC	772-337-9372	gab1208@ATT.NET
NORMAN SHERIFF	PSC	772-337-9372	"
EMIL VIOLA	PSh	772-337-0946	MISTAVEL@GOMERAST.NET
Cass McGill	PSL	772-345-3798	CMCGILL34@HTCPUS.NET
Charles Monast	"	"	CMONAST34@htepus.net
Shari Antec	PSL - Conserv. Alliance of St. L. City	772-335-3484	SRANKER@MAC.COM
MATTHEW RENSEN		772 359 7993	MRENSEN@ATT.NET



Comprehensive Plan Update

(EAR-based Comprehensive Plan Amendments)

Workshop #2

December 7, 2011

Comment Sheet

Name: CHARLES MONAST

Address: 10171 SW DOLCE RD

Email: CMONAST314@HTCPlus.net Phone: 772-345-3798

Comments: \_\_\_\_\_

1.) GENERAL - LOOK'S LIKE LARGER - "GOVE" "BUDGET"  
"VACANT LAND USE" - ~~DEVELOPERS~~  
LESS IS MORE!

2.) LESS FEE'S - GAS TAXES ETC, ETC

3.) LAND USE - CAN WE GET A DEFINITIVE  
MAP & USE MORE LAND

CONSERVATION FUND - DEVELOPERS FEED THE  
FUND - WOULD LIKE LESS LAND USE  
BY CITY

Contact information for additional comments: Bridget Kean, AICP  
Email: BKean@cityofpsl.com, Phone: 772-873-6489, Fax: 772-871-5128

Draft Comprehensive Plan Amendments available on City  
website: <http://www.cityofpsl.com/planning-zoning/update-comprehensive-plan.html>



Comprehensive Plan Update

(EAR-based Comprehensive Plan Amendments)

Workshop #2

December 7, 2011

Comment Sheet

Name: Carol D. Christensen

Address: 12045 SW Blainore Dr 34987

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

Comments: Sidewalks new construction  
Transportation needs for slo-speed vehicles  
& household hazardous waste P/U in city

Contact information for additional comments: Bridget Kean, AICP  
Email: BKean@cityofpsl.com, Phone: 772-873-6489, Fax: 772-871-5128

Draft Comprehensive Plan Amendments available on City  
website: <http://www.cityofpsl.com/planning-zoning/update-comprehensive-plan.html>



Comprehensive Plan Update  
(EAR-based Comprehensive Plan Amendments)

Workshop #2

December 7, 2011

Comment Sheet

Name: Marty Sanders, SIC School District

Address: 327 NW Commerce Park Drive, PSC 34986

Email: Marty.Sanders@StLucieSchools.org Phone: 340 7100

Comments: The City continues to work to address lack of  
pedestrian facilities that have created a hazard for students, Adults  
trying to walk/bike to schools or bus stops. This plan continues  
to move the city forward in a positive manner addressing  
the problems of the past.

Contact information for additional comments: Bridget Kean, AICP  
Email: BKean@cityofpsl.com, Phone: 772-873-6489, Fax: 772-871-5128

Draft Comprehensive Plan Amendments available on City  
website: <http://www.cityofpsl.com/planning-zoning/update-comprehensive-plan.html>

*Shari R. Anker*  
2402 SE Burton Street  
Port St. Lucie, FL 34952  
*sranke@mac.com*

December 17, 2011

Ms. Bridget Kean  
Planning and Zoning Department  
City of Port St. Lucie  
121 S.W. Port St. Lucie Blvd.  
Port St. Lucie, FL 34984

Dear Bridget,

I apologize again for not being able to fully participate in the Comprehensive Plan Update sessions. I do, however, wish to share my ideas with you, both general and specific, as I have done some thinking on the future of Port St. Lucie. Thank you for allowing me this opportunity. Please bear with me as I begin with Port St. Lucie's past, its present, and where it might go if my vision has any resonance with others in the City.

As you know, Port St. Lucie's (PSL) development did not begin as most traditional towns do. It is the product of a development corporation, GDC, which set about to offer inexpensive homes throughout large land tracts. To facilitate fast and easy growth, large areas were platted, removed of vegetation and made ready for construction. And because the City's growth was not an organic one, arising from new residents being attracted to its natural beauty, homegrown businesses and cultural offerings they never created an essential downtown with attractive and identity-creating businesses like Stuart, Ft. Pierce, or Vero Beach did.

To a native Floridian like myself, born in Ft. Lauderdale in the mid-1950s, the GDC plan is axiomatic of the failure of Florida's runaway growth in which moneyed interests took no account of its natural beauty, its ecological services, and the need of its citizenry for meaningful participation in a community they could be proud of. I encourage anyone still considering huge unrestricted growth to visit Broward County, where despite plentiful roads it is highly congested with long car commutes in a great suburban sprawl that goes on and on, its air and water is polluted, and its sense of community diminished. Is this what we want for PSL?

Today, PSL is still known for the availability of affordable housing. Just before the Great Recession in 2008, it had one of the highest growth rates in the country. However, PSL's reputation locally is not a good one. Perhaps you've heard of it being referred to as "Port St. Lousy." My niece who graduated from Jensen Beach High School a few years ago told me her friends referred to it as "Pizzle." Among environmentalists, its decision-making history has been alarming and, until recently, they learned not to expect much in the way of conservation at all. Kudos have been freely given to the City for decisions such as the establishment of the Mariposa Cane Slough Preserve.

On the other hand, from my own recent experience in interaction with the City Council and City Staff, I can wholeheartedly say that PSL has been quietly developing the very asset that will insure a better future: a sincere willingness to reach out and listen to its citizenry as it decides and acts on its goals. It is because of this positive experience that I am submitting this letter today.

Briefly touching on PSL's past and present is my departure point to outline my thoughts for its future. And beyond my status as a native Floridian and longtime Florida resident, I taught a course I created called "Society & the Environment" at Broward College in the 1990s, and have done doctoral work in Environmental Studies, with a focus on a "new paradigm of sustainability." I ended up in PSL, admittedly not out of choice, but because a chronic health condition limits where I can live. Below are my ideas in Q&A format beginning with a new branding for PSL.

## **Port St. Lucie**

### **Beauty. Distinction. Sustainable.**

#### **A Great Place To Be Home**

##### **1. How do we de-corporatize PSL and allow its own organic growth?**

By separating the City into its already-distinct sections, and encouraging downtown areas to take root. For example, the City could be divided into PSL East and PSL West. PSL East has incredible natural resources such as the: St. Lucie River, Indian River, the Savannas State Preserve, and the Atlantic Ocean. PSL West is more of a suburban setting with the sports area being the main attraction. Or, perhaps even better, the City could be divided into quadrants. Instead of burroughs or districts these could be called "ports": Southport, Eastport, Northport, Westport.

##### **2. How might these downtown areas come about?**

One idea particularly relevant to our current economy is to choose locations where foreclosed houses could be offered to artists, micro-entrepreneurs, sustainably-focused innovators, green businesses, and others at reduced or no-cost for a limited time. As part of the deal, they would provided some type of service or product that would benefit their local neighborhoods and the PSL community as a whole.

##### **3. What would these downtown areas look like?**

The most important thing is scale. Small and intimate is best for community building. Even just a block or two of walkable streets surrounding the center is enough. Too large of an area with too-wide streets and fast-moving vehicles is enough to discourage citizen visits and the development of relationships among neighbors.

##### **4. Would this negatively impact the Civic/City Center?**

No, I don't think so. I lived close to San Francisco for a few years, one of the greatest cities in the world, and its distinct districts such as Broadway and North Beach, Union Street, Fisherman's Wharf, Chinatown, etc. were all fun destinations with unique identities and communities but people still were active in the city's civic center functions. Indeed my life there is one inspiration for the sectioning idea.

## 5. What does sustainability mean for PSL?

What it means for all of Florida: the acknowledgment that unlimited and unrestricted growth is simply not possible. It's not only unaffordable for taxpayers but it destroys the very foundation of sustainability: healthy, well-functioning ecosystems. Because of the way PSL has been developed opportunity yet remains to restore some of the functions of the ecosystems that used to exist here. It's an opportunity to think differently about our roads and infrastructure, our homes and our neighborhoods, our work, and our daily activities. It also means thinking creatively about doing more with less using the "nega-" strategy: nega-watts, nega-roads, nega-reservoirs, nega-dumps.

## 6. What are examples of this nega-strategy?

In an Oct. 18, 2011 letter to Councilman Kelly, Mr. Gregory Oravec, and Mr. Daniel Holbrook I attached an article from the October 3rd 2011 edition of *Time* magazine entitled "Street Smarts: Repairing roofs, roads, bridges, and our electric grid would give the economy a kick-start. But only if we do it wisely," by Michael Grunwald (well-known author of *The Swamp*, a book about the intersection of politics and Florida's ecology).

Grunwald uses the example of Mayor Michael Nutter in Philadelphia to highlight the most recent thinking in how to make cities sustainable. One of the first principles is to do less with more, "the "nega strategy," i.e., don't build more roads and infrastructure if at all possible. Instead, devise and use alternative ways to meet the needs of the city's population. Encouraging telecommuting, car-pooling, and mass transit to take cars off the road so that new roads don't have to be built is one example. The City could formulate a goal to encourage residents to work at home or close to home.

Or, another particularly relevant example for PSL is water and its more efficient use. Grunwald:

"Instead, the city (Philadelphia) has launched a remarkably aggressive campaign to keep storm water out of its sewers in the first place with the help of rain barrels and rain gardens, vegetated green roofs and permeable green roads, new trees and new parks. A green road looks like any other road, but rain that falls on it slowly percolates underground instead of zipping into a storm drain. The eventual goal is to capture runoff from one-third of the city's impervious surfaces and make 15 sq. mi. of man-made, urban jungle function more like a natural forest. Nutter, who has pledged to turn Philadelphia into the greenest city in America, has a nice riff about treating water as a resource instead of a waste product and how it's fun to convert parking lots into parks. ... 'It's revolutionary, but it's really a no brainer,' Nutter says. 'We help the environment, and we don't have to waste all that money tearing up the city.'"

It's an important function of our ecosystems in this area to absorb, filter, and replenish our wells and aquifers. But as we pave over and/or elevate the land with fill the area absorbs less and less water. Our stormwater infrastructure becomes insufficient and we have to build more of it. (Climate change adds more incentive to adopt this nega-strategy because droughts may well become the rule and not the exception in the near future.)

I would suggest the City construct only permeable "green" roads from now on, and institute a policy or other tool of encouragement that all existing parking lots be made permeable as well. Besides the problem with drainage, asphalt and tarmac are highly polluting and add heat

to the immediate area. Concrete squares or pavers widely spaced (preferably with native grasses) are cooler choices and could open up access for soils to absorb water.

### 7. What does beauty have to do with PSL's future?

It has everything to do with it, in fact, I would argue it is the linchpin that will create an exciting, meaningful, and sustainable future for PLS.

One of the first things noticeable about much of PSL's landscape is its barrenness, a scarring from the GDC bulldozers. When I first arrived here it was depressing, but using the reframe of sustainability I saw the opportunity for restoration of ecosystem functions. Not only that but anyone who has lived in a lushly vegetated city knows how emotionally and spiritually nourishing, calming, and inspirational it can be.

Richard Louv, author of *The Last Child in the Woods* and more recently *The Nature Principle: Human Restoration and the End of Nature-Deficit Disorder* cites study after study finding that not only our emotional and spiritual health is improved by time in natural settings but children develop certain cognitive abilities *only* when they have time in nature. I can't recommend Louv's later book strongly enough to city planners and policy makers: I consider it one of the must-reads if human and ecological sustainability is our goal.

One succinct summary statement from his book is this: in the future all cities will not just have botanical gardens, but will *be* botanical gardens. Besides the beauty it will add to the City revegetating with native plants is critical to reestablishing ecosystem function and the connectivity between species, also key to ecosystem health.

### 8. How do we get there from here?

Several strategies come to mind:

a. Section the City at least in quadrants, preferably in even smaller sections, like large neighborhoods. In each section at least one home and/or business will be selected by some means. Homeowners or business owners will volunteer their yards to be models of native plant landscaping, and rain barrel usage. They will work with knowledgeable local experts and native plant enthusiasts, like the Native Plant Society of St. Lucie County. Perhaps labor and plants could be donated, or funding could be located. Neighbors can then be encouraged to drive by, even visit. Records could be kept on water usage to document cost savings.

Instead of artificial "chem lawns" that are polluting our air and water and soils, these yards could demonstrate how nature easily keeps it clean and green. (Fertilizer bans or restrictions already exist in Florida cities like Sarasota and if we want clean water these policies will spread. The use of pesticides on lawns would also decrease as native grasses and vegetation do not attract insect infestation to the same degree that the more monoculture exotic vegetation landscape does.)

b. Fully implement the Green Ways and Blue Ways corridors. Again work with native plant people to plan for restoration of vegetation. Audubon should be included as well because they know which native plants directly or indirectly feed birds. As above, encourage drive-bys and visitation so that local residents learn the importance of beauty of native vegetation, and how they might replicate it in their own yards.

c. Land surrounding City buildings should be fully and lushly landscaped with a *wide* variety of native vegetation. Large rain barrels should be employed. The City Center has much vacant area that could be beautifully landscaped with native vegetation and walking paths and benches.

[As an aside from the mission of this paper may I add that when I was in my teens both my junior and senior high schools were within walking distance of great clay tennis courts and an olympic-size pool in Pompano Beach. I spent many wonderful afternoons there. Now, the civic center is located in the same complex. These are features I think important for PSL to consider as well.]

d. Schools provide excellent opportunity for demonstration projects. I believe that each school should have an outdoor classroom. (Village Green Elementary on Lennard Road has used its "undeveloped" land on their north side for just such a purpose.) Students could be involved in landscaping with native vegetation, or restoring areas like that found at Village Green, water conservation and rain barrels, planting vegetation on roofs, soil fertility, etc. At every juncture science teachers have a gold mine for instruction.

e. The visual appeal of strip malls would be enhanced if clever native-plant landscaping, along with local art displays, was used. Perhaps a contest could motivate landlords to take action.

f. Preserve wherever possible any remnants of native vegetation, on both large and small tracts. Mariposa Cane Slough Preserve is one achievement here. But even individual undeveloped home lots with native vegetation predominating that are in neighborhoods now and which local children and adults prize are worthy of the effort to preserve if any means can be found.

g. Continue native tree giveaways, but provide lots of publicity. Tree-lined streets have been shown to be ten degrees cooler than non-tree-lined streets, another means to keep energy usage and costs down.

#### **9. What about other aspects of sustainability like energy conservation?**

Sustainability is a BIG topic, however, in structuring the City to re-localize, broad momentum can be ignited. For example, in each of the "ports" of PSL, a home that is fully vegetated with native plants can also demonstrate what a green home would look like not only on the outside but on the inside. It could serve as a model for both home renovations and new construction. Sarasota exhibits such a home with beautiful native vegetation, walkways, green interiors, and shows how to reduce energy consumption.

Re-localizing encourages citizens to obtain more of the services they need close to home. That means less driving. It means building a sense of community right where one lives and providing opportunity for small businesses to take root. In our ports we could encourage green builders, sustainability entrepreneurs and innovators to construct, for example, energy systems that are home-based (like solar) or even neighborhood-based.

Even more of our food could be obtained locally. This is a nationwide movement: it saves on energy costs and carbon emissions to transport food grown around the country and globe and it reduces chemical pollution. Each of the four ports and each school should have a

Ms. Bridget Kean  
Page Six

community garden. Growers from each garden could participate at the weekly Green Market at the Civic Center. I know of one PSL woman who would love to start a community garden, and another man, originally from Jamaica, who is eager to share his knowledge of how to grow food. It's a great community-building activity.

Although there are many other aspects of sustainability that could be discussed I'd like to end with one important advantage in undertaking the route I am suggesting. That is, we must give our children hope for them to remain in Port St. Lucie and help us build a viable future. Without our young people our vitality is lost. The young people I know don't want to remain here. One brief story: two delightful, talented, and forward-thinking Americorps workers at Savannas Preserve State Park loved the eastern "port" of St. Lucie. They were also fond of the great sense of community formed from the extensive volunteer (and state recognized) network there. They explained to me the kinds of amenities that would have held them here: bike trails, community gardens, local new music and arts, improved library, and green housing. Additionally, they did not want to live in "God's waiting room." Young people understand changes need to be made to reach a sustainable future for themselves and their families. They will put their heart and soul into making that future happen if given a chance by policy-makers as forward-looking as they.

In conclusion, to quote Peter Binny, from the American Society of Civil Engineers, who is leading an effort to rate public works according to sustainability, "We're making decisions today that we'll have to live with for 50 years. We can't keep doing things the way we always have." (From *Time* article cited above.)

It is my fervent hope that Port St. Lucie will choose *not* to develop as Broward County (along with the rest of the southern megalopolis below Martin County) did.

Instead, we can choose to be a City of the Future: a City that promotes Florida's native beauty and resources knowing how deeply enriching that is to our citizens; a City which understands that restoring its ecosystem functions insures healthy air and water for all; a City that encourages re-localization enabling residents to meet more of their needs right where they live; a City that entices community builders like artists and green innovators and businesses to locate here. Taking these steps will give Port St. Lucie a unique distinction, but of the kind to be proud of. As our citizens bond with each other and the land and water they live on and by they will become fully invested in a sustainable future.

I am most grateful for your generous indulgence in considering my vision for Port St. Lucie.

Sincerely yours,

Shari Anker

Luis Daniel Farias  
933 SW McDevitt Ave.  
Port Saint Lucie, FL 34953

.....  
January 10, 2011



RECEIVED

JAN 12 2011

CITY OF PORT ST. LUCIE, FL

121 SW Port Saint Lucie Blvd.  
Port Saint Lucie, FL 34984

Dear Sir or Madam:

My name is Luis Daniel, I am 8 years old and attend Windmill Point Elementary school. I would like for the planning and zoning department to know how important and convenient would it be to have a safe sidewalks to walk on from my school to my house.

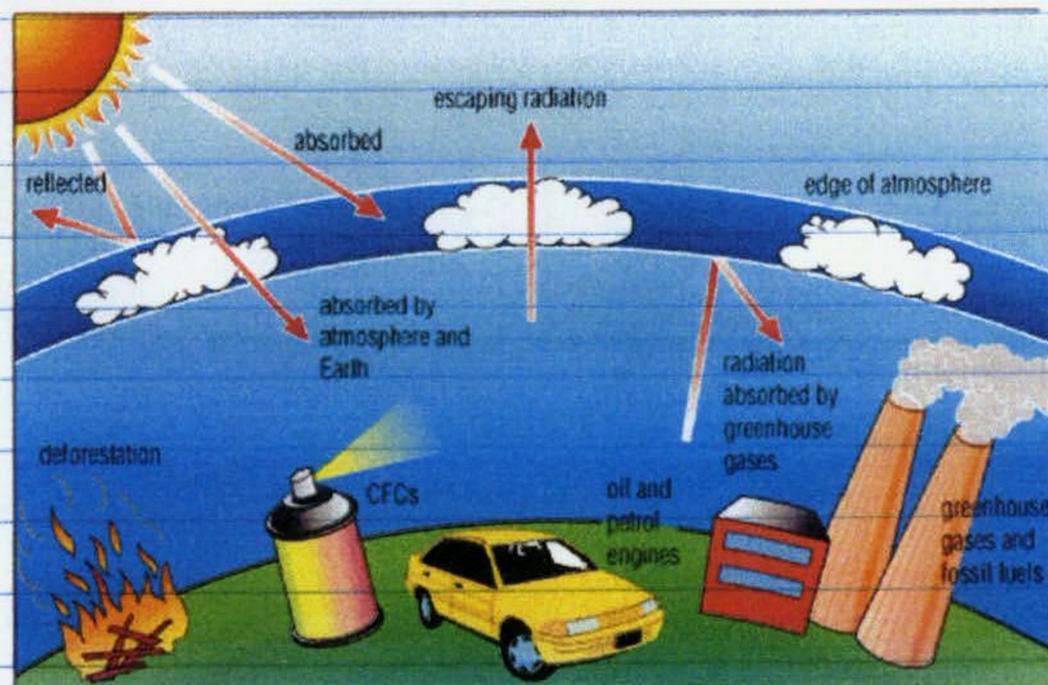
My mother explained to me that car pollution is impacting our planet, since then we have decided to care for our environment and we have started to walk after school to my house. There is a cross guard available but no safe sidewalks. Maybe if a sidewalk becomes available I can ride my bike or roller blades to school in the morning and after school.

My mother convinced me of writing to the Planning and Zoning Department because she said if you want something done in your community you need to write to the right department that cares for your community. Hope she is right. Please let me know if I have to write another letter to someone else.

Sincerely,

Luis Farias

Luis Daniel Farias  
Windmill Point Second Grade Student



.....  
**Think green for our planet**

**Bridget Kean**

---

**From:** dcowan2@comcast.net  
**Sent:** Wednesday, June 08, 2011 9:42 AM  
**To:** Bridget Kean  
**Subject:** Bicycle, Pedestrian and Transit Use

This is a subject that I feel has not been addressed, not only here in Port St. Lucie, but our State and our Nation. Especially those who ride a Bike. They should be required to wear a Bright Vest (probably orange). At night a reflected vest. Nothing gives me a more sick feeling as when I, out of the corner of my eye, realize I just passed a bike rider. It is really bad after dark. Bike riders must be required to wear a bright colored vest. This could also be considered for children walking to school. Until the laws are changed, I feel the bike rider should hold some responsibility for an accident. The bike is a moving object the same as a automobile and there are very few requirements fo a bike rider. And these bike lanes are something else!

## **Bus hearing Questioning and answers**

- 1) Attitude - changes**
- 2) Sensitivity- classes: understand passengers and challengers, reservations people (Harriet) is the best.**
- 3) Passengers have some medical devices, example (catheter).**
- 4) Priority: (A ) Doctors, medical Appointments. X-rays, MRI, lab tests**
- 5) Priority (B), picking up friends Work, Supermarket.**
- 6) Connector should be the same fare TC connectors.**
- 7) The Connector doesn't work, not every one is in the rout, people can't walk to the rout, and if they go to the community transit it's a double fare.**
- 8) If, the connector can work we need different management, professional people." Just clean house."**
- 9) The bus drivers are just wonderful, and under paid.**

To Commissioner Cris Craft :  
07/01/2010

I am asking you to look into poor mismanagement to the Community Transit, and the Connector bus company, and look into auditing within management.

I am asking to have a volunteer Group to ride the buses, and ask the bus drivers, and passengers information, and policies , complaints, and once a month we will come to the commissioners.

The Community Transit cost much more then the connector. We need to continue the connector, and more routs we will save taxes (budget).

It's to the Commissioners to have responsibility for the tax payer, and possible to look into poor management, and practices.

Finale, the bus drivers are just wonderful, and caring professionals, and unpaid, and also reservations the best is Harriet.

Bus drivers are being cuts, but there no management cuts why? Yes

why? We need more drivers to be on the road .If we need cuts do management, and cut there pay. We need driver on the road, that's what we need , and they are the brains of the system. Why should the drivers be sacrificed?

Robert Rao  
1742 SW Buttercup Ave.  
Port St. Lucie, FL 34953  
344-7163

Sincerely

Robert Rao

**ATT: Bridget Kean AICP  
Survey**

**Robert Rao  
1742 SW Buttercup Ave.  
Port St. Lucie, FL 34953  
344-7163**

BICYCLE, PEDESTRIAN, AND TRANSIT RIDERSHIP  
SURVEY RESULTS AND PUBLIC COMMENT



## Take the Port St. Lucie Online Bicycle, Pedestrian, and Transit Use Survey



The City of Port St. Lucie has launched an online Bicycle, Pedestrian, and Transit Use Survey to gather information on walking, bicycling, and transit ridership in Port St. Lucie as part of an update to the city's Comprehensive Plan.

We encourage everyone to complete the survey so that the city can make planning decisions that take into account a broad spectrum of residents' preferences

The goal of the survey is to assess current bicycle, pedestrian, and transit conditions in the city, prioritize needs, and develop strategies for making these important modes of transportation and recreation more accessible.

The survey takes only about five minutes to complete, and will be available online until Thursday, June 30. To access the survey go to [www.cityofpsl.com](http://www.cityofpsl.com)

**For more information about the survey and the update to the Comprehensive Plan, contact:**

Bridget Kean, AICP  
Planning and Zoning Department  
City of Port St. Lucie  
(772) 873-6489  
[bkean@cityofpsl.com](mailto:bkean@cityofpsl.com)

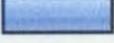
**For more information about the city's sidewalk program, contact:**

Jennifer Gent  
Engineering Department  
City of Port St. Lucie  
(772) 871-7340  
[jgent@cityofpsl.com](mailto:jgent@cityofpsl.com)

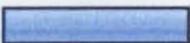
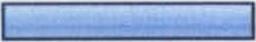
1. How important to you is the goal of creating a walkable community?

		Response Percent	Response Count
Very important		76.5%	670
Somewhat important		19.5%	171
Not important		4.0%	35
<b>answered question</b>			<b>876</b>
<b>skipped question</b>			<b>5</b>

2. How often do you walk now?

		Response Percent	Response Count
5+ times per week		29.7%	260
3 to 4 times a week		32.0%	280
At least once a week		19.4%	170
A few times a month		12.4%	109
Never		6.5%	57
<b>answered question</b>			<b>876</b>
<b>skipped question</b>			<b>5</b>

**3. For what purpose(s) do you walk now or would want to walk in the future? (Check all that apply)**

		Response Percent	Response Count
<b>Fitness or recreation</b>		91.5%	800
To church or other community events		12.1%	106
Transportation to some destination		21.3%	186
To lunch or other errands		22.7%	198
To reach public transportation		17.0%	149
To school		11.1%	97
To shop		29.2%	255
To work		11.0%	96
Social visits		35.6%	311
<b>answered question</b>			<b>874</b>
<b>skipped question</b>			<b>7</b>

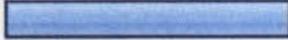
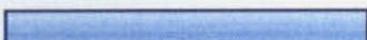
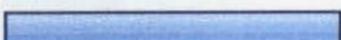
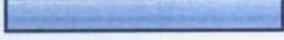
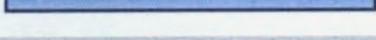
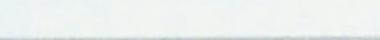
**4. How long are you willing to walk to each of the following destinations?**

	Less than 10 minutes	10-15 minutes	15-20 minutes	20-30 minutes	More than 30 minutes	Response Count
Shopping	30.7% (234)	<b>34.6% (264)</b>	19.7% (150)	9.8% (75)	5.1% (39)	762
Social	22.4% (167)	<b>34.9% (260)</b>	20.7% (154)	13.3% (99)	8.6% (64)	744
Transit	<b>44.5% (310)</b>	32.3% (225)	12.6% (88)	6.6% (46)	4.0% (28)	697
Work/School	31.8% (216)	<b>33.0% (224)</b>	19.6% (133)	10.8% (73)	4.9% (33)	679
<b>answered question</b>						<b>771</b>
<b>skipped question</b>						<b>110</b>

## 5. Why don't you walk more frequently? (Check all that apply)

		Response Percent	Response Count
Inadequate or missing sidewalks or pathways		73.7%	610
Too many cars/cars drive too fast		47.5%	393
No destinations within walking distance		40.0%	331
Poor accommodations for those with disabilities or in a wheelchair		8.5%	70
Insufficient lighting on streets/paths		47.6%	394
Wide roads/streets that are difficult to cross		25.1%	208
Lack of pedestrian crosswalks/pedestrian cross signal		34.1%	282
I have too many things to carry		16.1%	133
I travel with small children		15.2%	126
Weather		22.5%	186
I am concerned for my personal security		34.4%	285
	Other (please specify)		70
<b>answered question</b>			<b>828</b>
<b>skipped question</b>			<b>53</b>

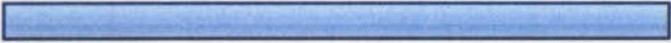
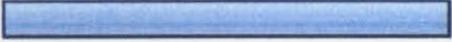
**6. What actions do you think are the most needed to increase walking in the community?  
(Check all that apply)**

		Response Percent	Response Count
Crossing improvements		33.0%	269
More pedestrian friendly destinations		49.9%	407
<b>New sidewalks/wider sidewalks</b>		<b>76.2%</b>	<b>622</b>
Education for pedestrians and drivers		20.6%	168
Improved public transportation		42.4%	346
Planting street trees/ Areas with shade		39.1%	319
Traffic calming projects		19.5%	159
Low traffic volume/speed		22.2%	181
Multiple types of destinations in one area		32.4%	264
Places to rest		34.3%	280
Presence of off road paths		43.3%	353
Street lights		46.4%	379
Creation of destinations within a walkable distance		43.5%	355
		<b>answered question</b>	<b>816</b>
		<b>skipped question</b>	<b>65</b>

**7. What should be the most important considerations in determining areas to develop future sidewalks? Rank from 1 (highest) to 8 (lowest).**

	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	Rank 6	Rank 7	Rank 8	Rating Average	Respon Co
Pedestrian safety	<b>55.3%</b> (366)	15.4% (102)	10.7% (71)	5.7% (38)	3.6% (24)	2.9% (19)	2.1% (14)	4.2% (28)	2.25	
Filling gaps of missing sidewalk	12.8% (77)	<b>24.3%</b> (146)	14.8% (89)	12.6% (76)	9.7% (58)	10.1% (61)	8.7% (52)	7.0% (42)	3.82	
Greenway trails	7.5% (42)	12.1% (68)	13.0% (73)	14.2% (80)	11.2% (63)	13.2% (74)	12.5% (70)	<b>16.4%</b> (92)	4.81	
Residential neighborhoods	10.8% (63)	14.6% (85)	17.7% (103)	<b>19.2%</b> (112)	12.9% (75)	11.5% (67)	6.7% (39)	6.7% (39)	4.03	
Schools	14.2% (86)	<b>20.0%</b> (121)	19.4% (117)	14.2% (86)	11.8% (71)	8.1% (49)	7.8% (47)	4.5% (27)	3.67	
Parks	3.0% (18)	8.4% (51)	13.7% (83)	16.0% (97)	<b>25.4%</b> (154)	17.0% (103)	12.2% (74)	4.6% (28)	4.76	
Access to public transportation	8.5% (51)	7.2% (43)	11.1% (66)	15.7% (94)	11.9% (71)	<b>19.9%</b> (119)	16.8% (100)	8.9% (53)	4.86	
Business or commercial areas	3.7% (21)	5.7% (33)	6.6% (38)	6.6% (38)	13.0% (75)	13.7% (79)	24.0% (138)	<b>26.6%</b> (153)	5.90	
Americans with Disabilities Act (ADA) Improvements	9.2% (55)	9.2% (55)	9.2% (55)	10.8% (64)	8.4% (50)	11.1% (66)	14.6% (87)	<b>27.4%</b> (163)	5.29	
<b>answered question</b>										
<b>skipped question</b>										

**8. What barriers have you experienced that prevent pedestrian trips along City of Port St. Lucie roads? List in priority order.**

		Response Percent	Response Count
Priority 1		99.8%	616
Priority 2		78.0%	481
Priority 3		52.0%	321
Priority 4		32.9%	203
		answered question	617
		skipped question	264

**9. What do you think are the top roadway corridors most needing sidewalk or trail improvements?**

	Response Count
	510
answered question	510
skipped question	371

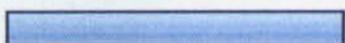
**10. How important to you is the goal of improving conditions for bicycling in the community?**

		Response Percent	Response Count
Very important		62.5%	490
Somewhat important		30.9%	242
Not important		6.6%	52
		answered question	784
		skipped question	97

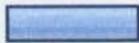
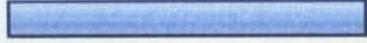
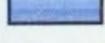
**11. What is your overall opinion of the bikeways and trails in Port St. Lucie?**

		Response Percent	Response Count
Excellent		3.0%	23
Good		17.3%	134
Fair		44.3%	343
Poor		35.4%	274
		answered question	774
		skipped question	107

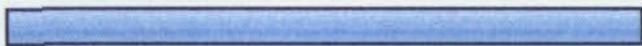
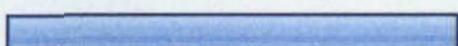
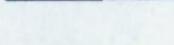
### 12. Which terms most describe your level of bicycling activity?

		Response Percent	Response Count
Regular on-road recreational cyclist		20.2%	158
Regular off-road mountain biker		3.2%	25
Bicycle commuter		2.6%	20
Regularly bicycle to various transportation destinations		3.8%	30
<b>Bicycle occasionally on-road for fitness recreation or short trips</b>		<b>39.1%</b>	<b>305</b>
Occasional off-road mountain biker		2.4%	19
Regular bike to bus commuter		0.9%	7
Not a bicyclist		27.8%	217
<b>answered question</b>			<b>781</b>
<b>skipped question</b>			<b>100</b>

### 13. How far do you generally travel by bike on each time that you ride?

		Response Percent	Response Count
Less than 1 mile		15.1%	108
<b>1-5 miles</b>		<b>41.6%</b>	<b>297</b>
6-10 miles		18.5%	132
11-20 miles		8.7%	62
20+ miles		5.6%	40
Not sure		10.5%	75
<b>answered question</b>			<b>714</b>
<b>skipped question</b>			<b>167</b>

**14. What prevents you from biking more often? (Check all that apply)**

		Response Percent	Response Count	
No bike paths, bike lanes, or bike routes		74.2%	524	
Insufficient bike parking or storage		26.6%	188	
Too many cars/cars drive too fast		58.2%	411	
Drivers don't share the road		52.4%	370	
Destinations are too far away		25.4%	179	
I have too many things to carry		12.5%	88	
I travel with small children		12.0%	85	
I don't have enough time		11.5%	81	
Insufficient lighting on streets/paths		33.9%	239	
Weather		18.8%	133	
		Other (please specify)	86	
			<b>answered question</b>	<b>706</b>
			<b>skipped question</b>	<b>175</b>

### 15. Which statement below best describes you?

		Response Percent	Response Count
I don't mind riding a bicycle in a bike lane on streets with heavy car traffic		8.9%	66
I don't mind riding a bicycle on a street with heavy car traffic		0.8%	6
I prefer to ride a bicycle on lower traffic volume streets when possible (e.g., signed bicycle routes, local streets)		22.2%	165
<b>I prefer to ride a bicycle on routes completely separated from cars when possible (e.g., paths, trails, or sidewalks)</b>		<b>38.4%</b>	<b>285</b>
I will only ride my bicycle on routes completely separated from cars (e.g., paths, trails, or sidewalks)		13.1%	97
I have never tried riding a bicycle in Port St. Lucie		6.9%	51
I would never ride a bicycle in Port St. Lucie		4.4%	33
Riding a bicycle is not an option for me because: (please specify)		5.3%	39
		<b>answered question</b>	<b>742</b>
		<b>skipped question</b>	<b>139</b>

**16. When deciding to use a route for cycling, how important are the following factors in your decision?**

	<b>Extremely Important</b>	<b>Important</b>	<b>Somewhat Important</b>	<b>Not Important</b>	<b>Response Count</b>
Traffic volume	<b>65.9% (454)</b>	23.9% (165)	7.4% (51)	2.8% (19)	689
Amount of truck traffic	<b>54.6% (356)</b>	26.1% (170)	14.3% (93)	5.1% (33)	652
Speed of vehicles	<b>65.0% (440)</b>	23.9% (162)	8.3% (56)	2.8% (19)	677
Width of roadway	<b>58.7% (381)</b>	28.2% (183)	9.7% (63)	3.4% (22)	649
Presence of sidewalks	<b>67.1% (451)</b>	17.9% (120)	8.3% (56)	6.7% (45)	672
Destination	28.0% (175)	<b>35.4% (221)</b>	24.7% (154)	11.9% (74)	624
Length of trip	25.2% (159)	<b>38.7% (244)</b>	23.2% (146)	12.9% (81)	630
Presence of bike lane	<b>56.5% (372)</b>	27.7% (182)	11.2% (74)	4.6% (30)	658
Presence of paved shoulder	<b>51.2% (327)</b>	33.0% (211)	11.1% (71)	4.7% (30)	639
Other	28.6% (30)	17.1% (18)	13.3% (14)	<b>41.0% (43)</b>	105
<b>answered question</b>					<b>707</b>
<b>skipped question</b>					<b>174</b>

**17. Would the following improvements influence you to bike more often? (Please rate each improvement by likelihood of influencing you to bike more often)**

	Very Likely	Likely	Somewhat Likely	Somewhat Unlikely	Unlikely	Very Unlikely	Response Count
More bike lanes (Separate lanes for bikes) on major streets	<b>52.3%</b> <b>(342)</b>	21.1% (138)	13.6% (89)	3.1% (20)	4.7% (31)	5.2% (34)	654
More bike routes	<b>50.4%</b> <b>(327)</b>	29.7% (193)	12.0% (78)	2.0% (13)	2.0% (13)	3.9% (25)	649
More paved (off-street) bike paths	<b>62.4%</b> <b>(417)</b>	21.0% (140)	7.8% (52)	2.7% (18)	2.7% (18)	3.4% (23)	668
More on-road bike signage	22.6% (139)	22.9% (141)	<b>26.2%</b> <b>(161)</b>	9.8% (60)	10.7% (66)	7.8% (48)	615
New sidewalks/wider sidewalks	<b>56.4%</b> <b>(375)</b>	20.3% (135)	11.3% (75)	4.2% (28)	3.8% (25)	4.1% (27)	665
More education, encouragement and enforcement programs	<b>26.3%</b> <b>(163)</b>	24.2% (150)	19.2% (119)	11.9% (74)	10.8% (67)	7.6% (47)	620
More bicycle parking/storage	20.8% (127)	21.4% (131)	<b>25.2%</b> <b>(154)</b>	12.6% (77)	10.5% (64)	9.6% (59)	612
Showers and lockers at work	15.8% (91)	11.6% (67)	17.9% (103)	12.3% (71)	15.6% (90)	<b>26.7%</b> <b>(154)</b>	576
<b>answered question</b>							<b>699</b>
<b>skipped question</b>							<b>182</b>

**18. What do you think are the top roadway corridors most needing bicycling improvements?**

	Response Count
	314
<b>answered question</b>	<b>314</b>
<b>skipped question</b>	<b>567</b>

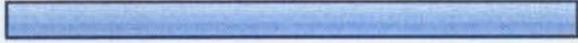
### 19. How often do you ride the bus?

		Response Percent	Response Count
Occasionally		7.2%	53
Once a month		0.9%	7
Once a week		1.4%	10
Most Days		1.9%	14
<b>Never</b>		<b>88.6%</b>	<b>656</b>
<b>answered question</b>			<b>740</b>
<b>skipped question</b>			<b>141</b>

### 20. What transit services do you use? (Check all that apply)

		Response Percent	Response Count
Treasure Coast Connector		7.6%	55
Community Transit (Demand Response)		3.2%	23
City of Port St. Lucie Downtown Trolley		2.9%	21
Commuter Van/Park and Ride Lot		1.1%	8
<b>None</b>		<b>86.0%</b>	<b>622</b>
Other (please specify)		4.7%	34
<b>answered question</b>			<b>723</b>
<b>skipped question</b>			<b>158</b>

**21. If a transit service could get you to and from your travel destination(s), would you:  
(Select all that apply)**

		Response Percent	Response Count
Use transit to go to and from work		68.6%	389
Use transit to go to the doctor and other medical trips		43.7%	248
Use transit to go shopping or go on errands		54.3%	308
Use transit for social and recreational purposes (going to the movies, lunch/dinner, the park, library, church, etc.)		66.7%	378
		answered question	567
		skipped question	314

**22. Do you ever use your bicycle with transit (trains/bus bike racks)?**

		Response Percent	Response Count
Yes		5.3%	38
No		94.7%	677
		answered question	715
		skipped question	166

**23. Over the next five years, what should be the primary goal of public transit systems in this area? Please name specific objectives that can be met in trying to achieve this goal.**

**Response  
Count**

469

**answered question 469**

**skipped question 412**

**24. What changes could be made that would make public transit more accessible to you or to those in your family?**

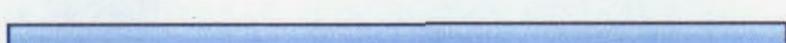
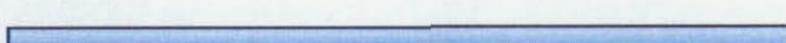
**Response  
Count**

430

**answered question 430**

**skipped question 451**

25. If you would like to be added to the project mailing list, please provide us with your contact information below. (This information will not be actively shared with any outside parties and will only be used to keep you updated on the project.)\*

		Response Percent	Response Count
Name:		92.3%	217
Address:		85.1%	200
Address 2:		8.9%	21
City/Town:		89.4%	210
State:		90.6%	213
ZIP:		91.1%	214
E-mail Address:		79.6%	187
Phone Number:		50.6%	119
		<b>answered question</b>	<b>235</b>
		<b>skipped question</b>	<b>646</b>