

# **City of Port St. Lucie**



## **EAR-Based Amendments Public Hearing Draft**

**March 2012**

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# FUTURE LAND USE ELEMENT

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## INTRODUCTION

The Future Land Use Element designates the proposed future general distribution, location, and extent of the uses of land for residential uses, commercial uses, industry, agriculture, recreation, conservation, education, public buildings and grounds, other public facilities, and other categories of the public and private uses of land. The element shall establish the long-term end toward which land use programs and activities are ultimately directed. Chapter 163, F.S. also requires that the Future Land Use Element also achieve the compatibility of adjacent lands and the following community development goals:

- Encourage preservation of water dependent uses.
- Encourage the location of schools proximate to urban residential areas.
- Coordinate future land uses with the topography and soil conditions, and the availability of facilities and services.
- Ensure the protection of natural and historic resources.
- Provide for the compatibility of adjacent land uses.
- Provide guidelines for the implementation of mixed use development.
- Density and intensity of each use.
- A balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns.

The Future Land Use Map is a regulatory map that designates the future land use of parcels within the City. The Goals, Objectives and Policies of the Future Land Use Element provide the basis for the zoning code and land development regulations.

## Planning Timeframes

The Port St. Lucie Comprehensive Plan provides guidance on development and redevelopment over two planning periods: a 5-year period ending FY 2016 (short term) and a long term planning timeframe ending FY 2035 (long term).

## General Setting

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

The GDC legacy is the reason the City is often identified as being one of Florida's platted lands or pre-platted communities. These communities date back to the land sale practices of the

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

The City of Port St. Lucie shares many of the challenges and opportunities common to pre-platted communities. It has experienced the rapid population growth that is often associated with pre-platted communities. In 1970, the population of the City of Port St. Lucie was 330 and the population reached 14,690 by 1980. Between, 1980 and 1990, the City's population increased by 280 percent to reach 55,866. Between 1990 and 2000, the population increased by 59 percent to reach 88,769. The latest estimate by the United States Census lists the City's population at 164,603 per the 2010 Census. This represents an increase of 85 percent from the 2000 Census largely due to new construction in annexed areas of the City.

Between 2000 and 2008, the City of Port St. Lucie annexed approximately 24,000 acres. The majority of the acreage is located west of Interstate 95 in the area known as the City's Western Annexation Area. The City's Western Annexation Area reflects the sewer and water service boundary lines that were established in a mutual transfer agreement when the City purchased General Development Utilities from St. Lucie County in 1994. It includes seven large scale Developments of Regional Impact (DRIs) and several smaller planned mixed use and residential PUD type communities. These annexations were the result of requests for voluntary annexation by the individual property owners.

### **Existing Land Uses**

Residential uses are a primary feature of Port St. Lucie development. The residential uses are primarily single family homes. Another large portion of the City west of I-95 has agricultural uses, making up 22.85% of the City. Another 15.36% of City's land area is Master Planned Unit Development which are primarily residential with some commercial, industrial, institutional, and recreational uses. Exclusive commercial and industrial uses make up 1.68% and 0.2964% respectively.

**Table 1-1  
Existing Land Uses**

Existing Land Use		Acreage	Percent
CG	Commercial General	993.56	1.36%
CH	Commercial Highway	29.08	0.04%
CN	Commercial Neighborhood	57.18	0.08%
CS	Commercial Service	37.79	0.05%
P	Professional	109.29	0.15%
GU	General Use	2,693.14	3.68%
I	Institutional	2,520.48	3.44%
IN	Industrial	213.96	0.29%
Residential	Residential	30,309.96	41.42%
LMD	Limited Mixed Use	71.67	0.10%
MPUD	Master Planned Unit Development	3,450.66	4.72%
PUD	Planned Unit Development	11,239.92	15.36%
NFSLR	North Fort St. Lucie River	661.49	0.90%
Open Space	Open Space	3,075.04	4.20%
Agriculture	Agriculture	16,718.39	22.85%
U	Utilities	668.23	0.91%
WI	Warehouse-Industrial	331.23	0.45%
<b>TOTALS</b>		<b>73,181.08</b>	<b>100.00%</b>

Source: City of Port St. Lucie, 2011

**Future Land Uses**

The predominant future land use in the City of Port St. Lucie is Low Density Residential making up 42% of the total land area. The land use category with the second highest acreage is New Community Development (NCD). NCD accounts for approximately 20 percent of the total land area in the City. The NCD District was created as a land use for Developments of Regional Impact to reflect the mixed use nature of these projects and allows residential, commercial, industrial, and institutional uses. The New Community Development District (NCD) was adopted into the Comprehensive Plan in 2003 as part of the Westchester (Tradition) Future Land Use Map and Text Comprehensive Plan Amendment. The Tradition DRI, the Western Grove DRI, the Southern Grove DRI, the Riverland/Kennedy DRI, and the Wilson Grove DRI fall under this category.

Approximately 11% of the total land area of the City has an Open Space future land use designation. This category includes the acreage adjacent to the North Fork of the St. Lucie River (NFSLR), the Savannas State Preserve, and other city, county, and privately owned conservation land.

Lands with a Commercial or Industrial future land use designation made up 3% and 1% of the land area of the City respectively. As required by Chapter 163, F.S., the future land uses allow for operation of real estate markets to provide adequate choices for permanent and seasonal

businesses.

**Table 1-2  
Future Land Uses**

<b>Future Land Uses</b>		<b>Acreage</b>	<b>Percent</b>
CG	General Commercial	1,664.72	2.26%
CH	Highway Commercial	320.88	0.43%
CL	Limited Commercial	166.61	0.23%
CS	Service Commercial	924.66	1.25%
HI	Heavy Industrial	178.69	0.24%
HWY	Highway	1,168.23	1.58%
I	Institutional	1,090.94	1.48%
LI	Light Industrial	712.80	0.97%
NCD	New Community District	14,236.77	19.29%
NFSLR	North Fort St. Lucie River	541.32	0.73%
OSC	Open Space-Conservation	2,803.59	3.80%
OSP	Open Space- Preservation	2,973.47	4.03%
OSR	Open Space- Recreation	2,507.98	3.40%
RGC	Residential Golf Course	5,473.20	7.41%
RH	High Density Residential	1,136.00	1.54%
RL	Low Density Residential	30,945.45	41.92%
RM	Medium Density Residential	1,759.71	2.38%
ROI	Medium Density Residential Office Institutional	2,855.64	3.87%
RU-SLC	Residential Urban (St. Lucie County)	2.03	0.00%
SLC MXD	Mixed Use District (St. Lucie County)	75.89	0.10%
SLC T/U	Transportation Utilities (St. Lucie County)	41.37	0.06%
U	Utilities	2,241.42	3.04%
<b>TOTALS</b>		<b>73,821.36</b>	<b>100.00%</b>

Source: City of Port St. Lucie, 2012

<b>Future Land Uses</b>		<b>Acreage</b>	<b>Percent</b>
CG	General Commercial	1,664.72	2%
CH	Highway Commercial	320.88	0%
CL	Limited Commercial	166.61	0%
CS	Service Commercial	924.66	1%
HI	Heavy Industrial	178.69	0%
I	Institutional	1,090.94	2%
LI	Light Industrial	712.80	1%
NCD	New Community District	14,236.77	20%
OSC	Open Space Conservation	2,803.59	4%
OSP	Open Space Preservation	2,973.47	4%

OSR	Open Space-Recreation	2,507.98	3%
RGC	Residential Golf Course	5,473.20	8%
RH	High Density Residential	1,136.00	2%
RL	Low Density Residential	30,945.45	43%
RM	Medium Density Residential	1,759.71	2%
ROI	Medium Density Residential Office Institutional	2,855.64	4%
RU-SLG	Residential Urban (St. Lucie County)	2.03	0%
SLG-MXD	Mixed Use District (St. Lucie County)	75.89	0%
SLG-T/U	Transportation Utilities (St. Lucie County)	41.37	0%
U	Utilities	2,270.89	3%
<b>TOTALS</b>	-	<b>72,141.29</b>	<b>100%</b>

Source: City of Port St. Lucie, 2011

### Multiple Land Use Designations

Beginning in the 1980s, a number of properties within the City received multiple future land use designations. The purpose of providing multiple land use designations was to allow flexibility and to encourage a mix of uses. Approximately 7,000 acres have multiple land use designations.

In the future, the City wishes to provide a specific mixed use category to ensure a true mix of uses is provided for existing and future Port St. Lucie residents. Additionally, zoning regulations will be drafted to provide guidance for vertical mixed use with design standards that ensure neighborhoods are adequately buffered.

### Vacant Lands

An analysis of vacant lands indicates potential for more significant growth. Approximately 4354% of Port St. Lucie is undeveloped. More than 3540% of the vacant land area has the New Community District future land use designation and is subject to a Development of Regional Impact (DRI). Another 2024.77% is designated as Low Density Residential.

**Table 1-3  
Vacant Lands**

<b>Vacant Lands with Future Land Use</b>		<b>Acreage</b>	<b>Percentage</b>
CG	General Commercial	609.04	1.91%
CH	Highway Commercial	45.39	0.14%
CL	Limited Commercial	57.79	0.18%
CS	Service Commercial	701.64	2.20%
HI	Heavy Industrial	89.42	0.28%
HWY	Highway Commercial	0.15	0.00%
I	Institutional	128.77	0.40%
LI	Light Industrial	69.68	0.22%
NCD	New Community District	11,925.02	37.35%
NFSLR	North Fort St. Lucie River	0.27	0.00%
OSC	Open Space-Conservation	427.60	1.34%
OSP	Open Space- Preservation	2,398.37	7.51%
OSR	Open Space- Recreation	868.04	2.72%
RGC	Residential Golf Course	4,139.13	12.96%
RH	High Density Residential	0.55	0.00%
RL	Low Density Residential	6,653.39	20.84%
RM	Medium Density Residential	400.78	1.26%
ROI	Medium Density Residential Office Institutional	2,591.87	8.12%
U	Utilities	823.37	2.58%
<b>TOTALS</b>		<b>31,930.28</b>	<b>100.00%</b>

Source: City of Port St. Lucie, 2012

<b>Vacant Lands with Future Land Use</b>		<b>Acreage</b>	<b>Percentage</b>
CG	General Commercial	790.69	2.61%
CH	Highway Commercial	218.28	0.72%
CL	Limited Commercial	63.59	0.21%
CS	Service Commercial	444.10	1.47%
HI	Heavy Industrial	73.66	0.24%
I	Institutional	321.68	1.06%
LI	Light Industrial	257.98	0.85%
NCD	New Community District	12,132.96	40.09%
RGC	Residential Golf Course	2,859.71	9.45%
RH	High Density Residential	522.46	1.73%
RL	Low Density Residential	7,496.40	24.77%
RM	Medium Density Residential	923.84	3.05%
ROI	Medium Density Residential Office Institutional	2,580.13	8.53%
U	Utilities	1,575.47	5.21%
<b>TOTALS</b>	-	<b>30,260.94</b>	<b>100.00%</b>

Source: City of Port St. Lucie, 2011

## Developments of Regional Impact

At present, the City of Port St. Lucie has nine active Developments of Regional Impact. The list of DRIs, their development thresholds, and approval dates are shown in the following table. With the exception of the St. Lucie West DRI and the Reserve DRI, these DRIs represent recent annexations west of Interstate 95 that occurred between the years 2000-2006. Approximately 229 acres of the Reserve DRI fall within the municipal boundary of the City of Port St. Lucie, with the remainder located in St. Lucie County.

**Table 1-4  
Active Developments of Regional Impact**

Name	Year Approved	Acreage	DUs	Retail S.F.	Industrial S.F.	Office S.F.	Research & Office S.F.	Other	Year DRI Exp.
LTC Ranch DRI	5/22/2000	2,455	2,500	305,000	980,100	349,750			2020
PGA Village DRI (Verano)	10/27/2003	3,026	6,000	225,000		25,000		Hotel Room 250	2023
Reserve (City of Port St. Lucie and St. Lucie County)	3/27/1989	2,680 (± 229 City of PSL)	3,200*	290,000	500,000	1,076,500		Hotel Room 250	2013
Riverland Kennedy (GL Homes) DRI	10/9/2006	3,845	11,700	892,668	1,361,250		1,361,250		2028
Southern Grove DRI	9/25/2006	3,606	7,388	2,164,061	1,999,405	2,073,238		Hotel Room 500	2032
St. Lucie West	2/9/1987	4,614	7,125	2,125,287	2,499,528	1,562,899		Hotel Room 800	2013
Tradition DRI	9/22/2003	3,015	6,945	950,000	90,000	700,000		ALF 300	2035
Western Grove DRI	2/26/2007	1,593	4,062	365,904		250,906			2027
Wilson Groves (Ansca) DRI	10/23/2006	2,499	7,700	765,000	1,361,250	1,583,250	1,361,250		2035

\*The residential portion of the Reserve DRI is within unincorporated St. Lucie County.

Source: City of Port St. Lucie, 2011

## Population

Population projections for the Port St. Lucie Comprehensive Plan are from the University of Florida Shimberg Center. The projections are based upon the medium Bureau of Economic and Business Research (BEBR) projections released in June 2011 for St. Lucie County.

Per Chapter 163, F.S., the comprehensive plan shall be based upon permanent and seasonal population estimates and projections, which shall either be those provided by the University of Florida's Bureau of Economic and Business Research or generated by the local government based upon a professionally acceptable methodology. The plan must be based on at least the minimum amount of land required to accommodate the medium projections of the University of Florida's Bureau of Economic and Business Research (BEBR).

**Table 1-5  
Population Projections**

<u>Year</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
<u>Population</u>	164,604	166,041	203,262	235,449	273,429	309,496	341,137

**Population and Need for Development**

As required by Florida Statutes, the comprehensive plan must be based on at least the minimum amount of land requires to accommodate the medium projections of the University of Florida's Bureau of Economic and Business Research for at least a 10-year planning period. In order to calculate the ability of the plan to accommodate projected population, the number of residential units that can be built on vacant lands and unbuilt residential dwelling units in approved DRIs was totaled. Then, using an average household size of 2.74 persons per the 2010 Census, an estimate was made of the population that might reside when the vacant lands and DRIs are built out. The following table shows that these lands can provide for more than 350,000 future residents which is more than the projected increase in population with a ten year period and over the long term planning timeframe (2035).

**Table 1-6  
Vacant Land and Ability to Accommodate Population**

<u>Future Land Use</u>		<u>Maximum Residential Density (du/acre)</u>	<u>Vacant Acreage</u>	<u>Maximum Number of Dwelling Units</u>	<u>Population</u>
RGC	<u>Residential Golf Course</u>	5	4,139.13	20,695	56,704
RH	<u>High Density Residential</u>	15	0.55	8	21
RL	<u>Low Density Residential</u>	5	6,653.39	33,266	91,148
RM	<u>Medium Density Residential</u>	11	400.78	4,408	12,077
ROI	<u>Medium Density Residential Office Institutional</u>	11	2,591.87	28,510	78,117
<u>Unbuilt Dwelling Units in Approved DRIs</u>		NA		44,414	121,694
<b><u>Total Population to be Accommodated on Vacant Acres</u></b>					<b>359,761</b>

Source: 2010 US Census, City of Port St. Lucie, 2012

Note: Based upon the 2010 Census average household size of 2.74 persons.

**Public Facility Needs**

*Transportation*

The City of Port St. Lucie maintains approximately 877 centerline miles of roadway. Transportation is coordinated with the County and regionally through the 2035 Regional Long Range Transportation Plan (RLRTP). Designated Strategic Intermodal System facilities in St. Lucie County include I-95, the Florida Turnpike, the Florida East Coast Railroad, and the Atlantic Intracoastal Waterway. Emerging SIS facilities include SR 70/Okeechobee Road, and the South Central Florida Express Railroad.

Most roads in Port St. Lucie were platted and originally constructed by the General Development Corporation under a provision in their land sales program to provide improved access to the lots at the time of their development. Streets, for the most part, were constructed as two-lane residential streets with a right-of-way width of sixty feet. The City completed the paving of all of the roads in 2005.

Current transportation planning in Port St. Lucie focuses on east – west corridors, north-south corridors through St. Lucie West, connectors to Martin County, access to the Florida Turnpike and I-95, mass transit, bicycle paths, and pedestrian access. In regard to roadway level of service, only St. Lucie West Boulevard west of Florida's Turnpike operates below Level of Service "D". It is anticipated that the Crosstown Parkway which runs east-west will help alleviate some of the congestion on St. Lucie West Boulevard. Several new roadways and extension of existing roadways have been identified in the Western Annexation area traffic study. The new annexation area roadway network will provide access and connection to the different areas through a grid network.

~~The City of Port St. Lucie is moving toward a multi-modal approach to mobility and would like to ensure that existing and future development evolves to allow for greater mobility and transportation choices. The City will require that new development along existing or proposed transit routes be transit-supportive. Using traffic demand management and enhancing bike and pedestrian facilities will also decrease greenhouse gas emissions. The City of Port St. Lucie also has a separate sidewalk program to install sidewalks throughout the City based on a City Council approved priority list. Through the sidewalk program alone, the City has installed approximately 10.5 miles of sidewalk. The City is continuing to install more sidewalks in older GDC neighborhoods.~~

~~The Council On Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector which is a fixed route service provides service along specific routes with scheduled arrival times at predetermined bus stop areas. This is the type of system most people refer to when they mention a city bus; and 2) Community Transit, a demand response system which is an origin to destination system where passenger trips are generated by calls from individuals who cannot access the fixed route service due to some disability.~~

~~Council On Aging of St. Lucie, Inc. (COASL) is the public transit provider and provides door to door paratransit services for the American Disability Act of 1990 (ADA) program and the transportation disadvantaged program throughout St. Lucie County. All fixed route/Community Transit services are provided by the Treasure Coast Connector (TCC). The Community Transit consists of four fixed bus routes that run through the City of Port St. Lucie.~~

The Transportation Element provides information of existing and projected level of services standards, transportation improvement strategies, and long term transportation planning programs.

#### *Potable Water*

The City of Port St. Lucie is the responsible entity for the potable water treatment facilities and distribution system. The facilities are managed and operated by the Port St. Lucie Utility Services District (PSLUSD). The PSLUSD owns and operates three water treatment facilities. Port St. Lucie adopted the 10-Year Water Supply Facilities Work Plan and the Water and Wastewater Master Plan in 2008 which will serve as the overall planning documents for potable water facilities. Major regional facilities include the Port St. Lucie Utility Systems Department, plus ~~the two private facilities~~ St. Lucie West Services Department (Community Development District private utility) and The Reserve (private utility.) Approximately 15,000 homes have their own potable water wells.

There is sufficient capacity to serve City of Port St. Lucie residents in the short term and long term planning timeframes.

### *Wastewater*

Major regional facilities include the Port St. Lucie Utility Systems Department, St. Lucie West Services Department (Community Development District) and The Reserve (private utility.) The Port St. Lucie Utility Systems Department operates two wastewater treatment facilities – the Glades Wastewater Treatment Facility (WWTF) and the Westport WWTF. One package plant, the Savannah Club WWTF and private individual septic tanks also provide wastewater treatment.

The wastewater utility providers have sufficient capacity to serve City of Port St. Lucie residents in the short term and long term planning timeframes.

### *Solid Waste*

All solid waste including yard waste generated within the City is disposed of at the St. Lucie County Baling and Recycling Facility as per an interlocal agreement with the County.

Total estimated remaining capacity of Class I Landfill is 15,598,190 cubic yards (per St. Lucie County Comprehensive Plan). At the current rate of use, the landfill will be able to meet demand for Class I waste until year 2047. Total estimated capacity of the C & D Debris landfill is 1,646,624 pounds. At the current rate of use, the landfill will be able to meet demand for C & D Debris until year 2024.

There is sufficient capacity to serve Port St. Lucie residents in the short term and long term planning timeframes.

### *Drainage*

Major drainage modifications and improvements in St. Lucie County commenced with the formation of the North St. Lucie River Water Management District and the Fort Pierce Farms Water Management District.

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

The City is now in the latter stages of a \$36 million project to provide additional stormwater management, provide additional stormwater treatment areas, improve conveyance channels, supply back-up pump capacity and correct deficiencies within the eastern part of the city. This project, the Eastern Watershed Improvement Project (EWIP) will provide added stormwater storage capacity, improve flood protection levels, provide improved pump systems (with remote control capability) and improve water quality thus providing both flooding protection and ecological improvements within the Howard Creek, Midport and Eastport drainage basins.

~~Over the past ten years, the City has completed four comprehensive drainage studies using today's accepted and more conservative flood elevation protection levels rather than the permitted values. As a result of the studies, the City has completed three major stormwater construction projects. These projects include: the C-24 Emergency Relief Canal, Southbend~~

~~Equalization Pipes, and the C-23 Emergency Relief Canal. The City is now finalizing a \$36 Million Dollar Bond Issue to purchase property and create additional stormwater management areas within the eastern part of the City. This project, the Eastern Watershed Improvement Project (EWIP), will provide additional storage capacity, improve flood protection levels, and improve water quality prior to discharge to Howard Creek.~~

The City is reviewing alternatives to traditional drainage systems by attempting to mimic a site's predevelopment hydrology through Low Impact Development (LID) techniques. LID is a stormwater management strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution. LID comprises a set of site design approaches and small-scale stormwater management practices that promote the use of natural systems for infiltration and reuse of rainwater. LID techniques include grassed swales, pervious paving systems, and rain gardens barrels or retention areas.

#### *Parks*

At present, there are ~~848.09~~ 573.99 acres of developed City recreation facilities and 1,520 acres of county and state owned public recreation land (Savannas Preserve State Park and the SLC Spruce Bluff and Oxbow Center natural areas). Recreational facilities are now meeting the LOS standards and are largely sufficient to serve the citizens of the City, based on the adopted LOS standards and the projected population. In addition, the City has required the dedication of park and recreation land as part of the annexation agreements for the western annexed lands. The City also strives to ensure a park space is available throughout the City and within a reasonable walking or driving radius for all Port St. Lucie residents.

#### *School Capacity*

Public education is under the jurisdiction of the elected School Board of St. Lucie County. The public school system in St. Lucie County is based on a countywide district, encompassing all municipalities within the County and unincorporated area. The City of Port St. Lucie has signed the Interlocal Agreement for Public School Facility Planning which shall be used for school capacity planning, the School Concurrency Service Areas (SCSA), and land use planning. The School District notifies the City of needs pertaining to onsite or offsite improvements to support new facilities or the proposed expansion or redevelopment of existing schools within the jurisdiction of the City. The Public School Facilities Element of this Plan further describes the roles and responsibilities of the City, County, and other municipalities and the School Board of St. Lucie County. As of the FY 11 Public School Facilities Work Plan, only the Treasure Coast High School was slightly over capacity. This issue will be alleviated by the construction of a new high school and one K-8 school is planned in southwest Port St. Lucie in the five year planning period.

## **CONSERVATION ISSUES**

### **Natural Resources**

The following Future Land Use Element Data Inventory and Analysis requirements are provided in other Comprehensive Plan Elements as follows:

- *Infrastructure*  
Wellfield Protection
- *Conservation and Coastal Management*  
Wetlands  
Topography

Soils  
Water Resources  
Flood Zones  
Commercially Valuable Minerals  
Hazard Mitigation

### **Sprawl and Energy Efficiency**

The City of Port St. Lucie Future Land Use Element provides for a balance of uses that foster a vibrant, viable community. Additionally, the Comprehensive Plan requires the inclusion of strategies to reduce greenhouse gasses, sprawl, and increase energy efficiency in the Future Land Use, Transportation, Housing and Conservation Elements.

Specific strategies to prevent sprawl and support energy efficiency include the following:

#### **Utility Service Area**

The City's utility service area is currently comprised of approximately 132 square miles, including the entire city limits and some unincorporated areas of St. Lucie County adjacent to the city limits. As shown in map INF-1, this service area is bordered to the north by Midway Road, to the east by the Indian River, to the west by Rangeline Road and to the south by the St. Lucie County southern boundary.

#### **Keep Port St. Lucie Beautiful**

Taking its lead from Keep Florida Beautiful and Keep America Beautiful, Keep Port St. Lucie Beautiful's mission is "to improve our quality of life through education, beautification, and litter control by empowering individuals to take greater responsibility for their community." The KPSLB Committee, an advisory board for the City Council, addresses issues that relate to the physical and visual aspects of our community's environment and shows individuals how they can personally and directly impact that environment through their own actions. The KPSLB Committee plans various public events to build environmental awareness and encourage volunteer efforts for litter pick-up, landscape beautification, and the proper disposal of household chemicals. The Committee's activities also include beautification and community improvement including the Neighborhood Beautification and Business Beautification Award programs; tree plantings, including a tree-canopy assessment and master tree-planting plan; tree give-aways; and landscape grant funding for local businesses.

On the green side, the KPSLB Committee also organizes local television programming, including "Re-useful," a half-hour program demonstrating ways to make new things for your home out of old and minimizing the impacts of waste on the community (Household Hazardous Waste Collection Day). Household Hazardous Waste Collection Day and anti-litter campaigns also help minimize the impacts of waste on water quality in lakes, wetlands and rivers.

#### **Conversion Manual**

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

industrial, or multi-family. Within these conversion zones, single-family lots could be assembled to create larger parcels suitable for development.

### **Commercial and Mixed Use Nodes**

The City has created a mixed use land use category to promote infill development and bringing commercial services closer to Port St. Lucie residents. The City recognizes a need for more mixed use development or nodes at major intersections to allow for greater flexibility and to ensure that services are available where people live to reduce vehicular miles traveled. Future development and redevelopment may apply commercial or mixed use land use designations at or near arterial intersections.

### **Community Redevelopment Area/City Center**

The City of Port St. Lucie was designed primarily as a bedroom and retirement community without a town center or centralized commercial business district. The city has taken various steps to diversify their land uses. One such action was to consider the formation of a community redevelopment agency. The city spent several years of analysis of alternative areas for potential redevelopment. After careful consideration, the City Council formed City of Port St Lucie Community Redevelopment Agency (CRA) on February 12, 2001 (Ordinance 01-1).

Community Redevelopment Agency (CRA) refers to a public entity created by a city or a county to implement the community redevelopment activities outlined under Chapter 163, Part III, Florida. CRAs encourage economic development activities and redevelopment projects in areas indicating conditions of slum and blighted areas. The Community Redevelopment Act of 1969 allows for the designation of special districts known as Community Redevelopment Areas and confers upon the CRA's governing board special regulatory abilities. These abilities include issuing revenue bonds, and utilizing tax increment financing (TIF), ~~and exercising limited powers of eminent domain within the geographic boundaries of the CRA.~~ However, these abilities are contingent upon the redevelopment plan having been approved by the governing body under whom these powers are vested and which created the CRA. When carrying out community redevelopment initiatives, CRAs may acquire land, construct streets and utilities, improve property, mortgage or pledge property, or borrow money for redevelopment projects,

The Community Redevelopment Plan was approved by the City Council and CRA Board in 2001. The plan covers a 1,700-acre area along the Highway US 1 corridor. It is divided into various districts for further review and study.

In 2001, the City established a Community Redevelopment Area (CRA) along the city's U.S. 1 corridor. The CRA comprises approximately 2000 acres. The general boundaries of the CRA are the U.S. 1 corridor from just north of Village Green Drive and south to the St. Lucie/Martin County line. Lennard Road forms most of the eastern boundary. The western boundary line is predominantly the rear property lines of those properties fronting U.S. 1 (Federal Highway). Two additional areas have been formally designated as part of the CRA, Lentz Grove (East Lake Village) in 2003 and the Port St. Lucie Boulevard/Riverwalk District in 2006. Although located within the CRA original study area, Lentz Grove was an unincorporated St. Lucie County enclave and could not be incorporated into the CRA plan until the property was annexed into the City of Port St. Lucie in 2003.

The Port St. Lucie Riverwalk District extends along Port St. Lucie Boulevard from Gowin Drive west to the edge of the North Fork St. Lucie River. The area is approximately 321 acres in size and includes portions of Westmoreland Boulevard, (Riverwalk South District) and Veterans

Memorial Parkway (Riverwalk North District). The Port St. Lucie Botanical Gardens is located in Riverwalk South District.

By 2005, the city had moved forward in implementation of a plan to redevelop the city center site. The City Council, staff and CRA is actively involved with developer partnerships to help provide a cost sharing and cost feasible implementation plan to take place in the near future. As a part of the implementation actions, an "urban infill and redevelopment" designation for the city center parcels has been set in order to recognize the unique efforts and opportunities in development of an urban center for the fastest growing community in the country (as of 2005). The urban infill and redevelopment area allows the site to qualify for regulatory and economic benefits through recognition of this site within the comprehensive plan.

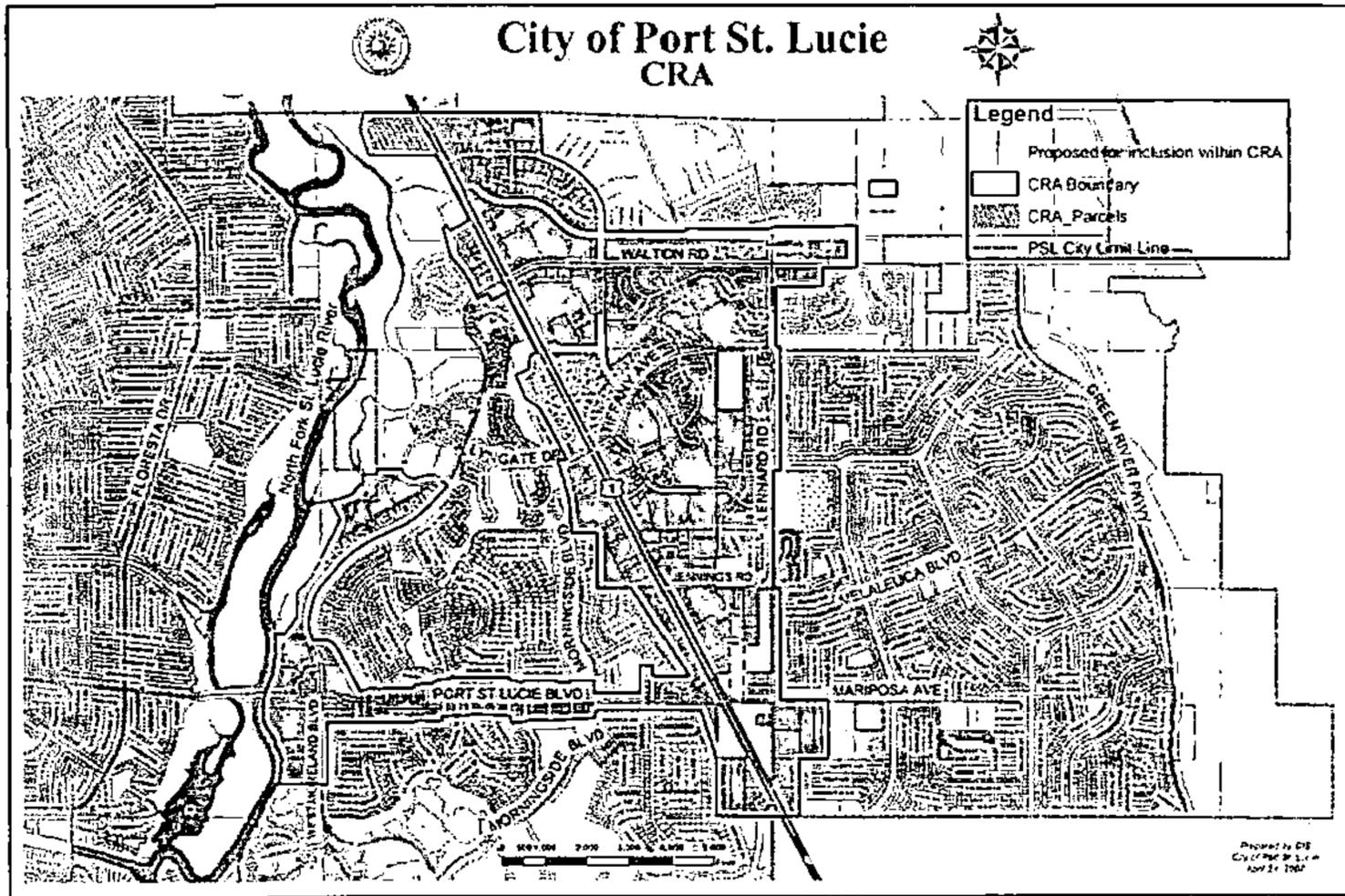
The state-of-the art Port St. Lucie Civic Center built in 2007 is a 100,000 square-foot, multi-purpose complex. It was built to be the cornerstone of a mixed use development that would provide various civic and commercial services to the eastern part of the City.

Another key feature of the CRA is the Wood Stork Trail which will include three miles of greenway and blueway for residents and visitors to enjoy. Other significant projects include improvements to Walton Road, a critical marketing corridor to City Center which has experienced flooding in the past. The Community Redevelopment Agency also sponsors community events such as Oktoberfest and jazz festivals.

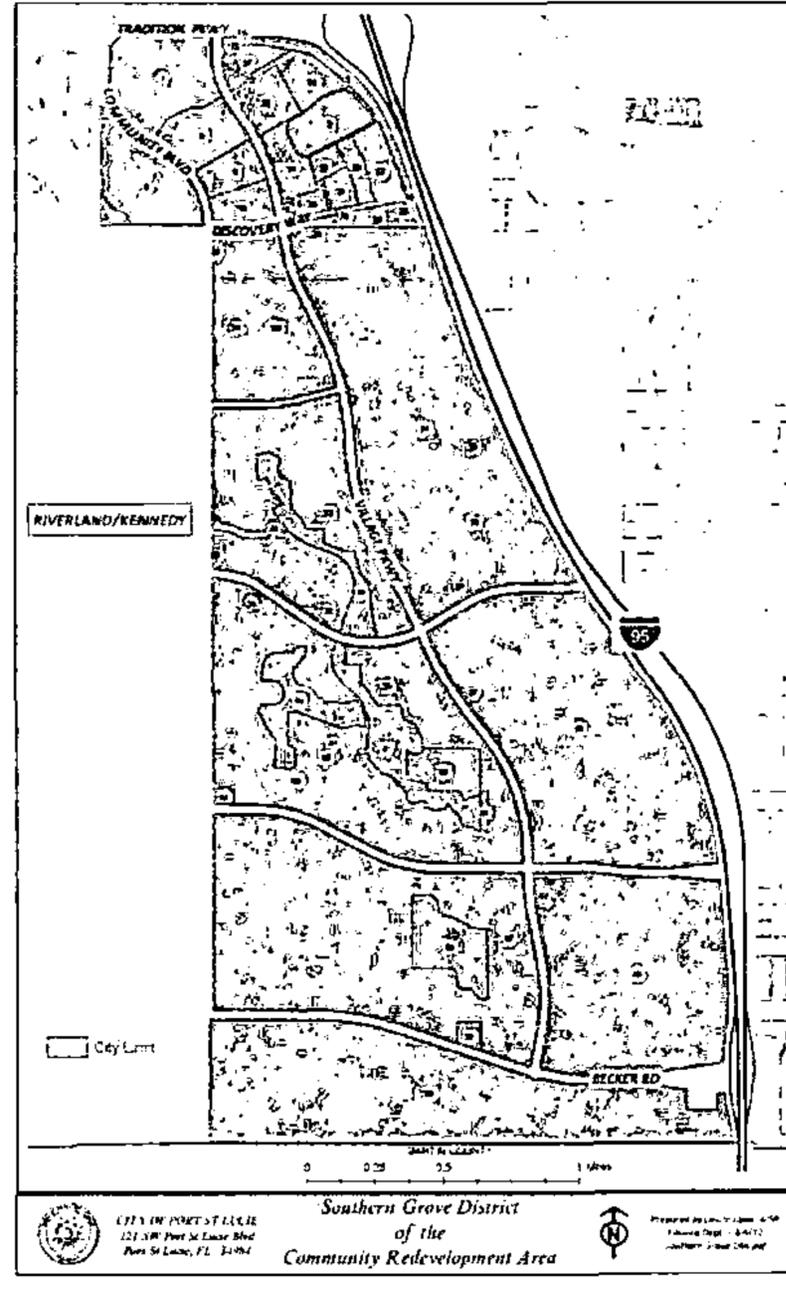
In 2011, the CRA was expanded to include the Southern Grove District west of Interstate 95. The Southern Grove District corresponds to the boundary lines for the Southern Grove Development of Regional Impact. The Southern Grove DRI is comprised of 3,606 acres with four miles of frontage on Interstate 95. It borders Tradition Parkway to the north, Martin County to the south, Interstate 95 to the east and Community Boulevard to the west. The Southern Grove DRI was added to the CRA in recognition of the significant infrastructure and other investments that have been made to establish a jobs corridor along Interstate 95. The area is home to the Torrey Pines Institute for Molecular Studies, the Vaccine and Gene Therapy Institute of Florida, and the 90 bed Tradition Medical Center.

The following page and exhibit illustrates the adopted Community Redevelopment Area boundary as approved by the CRA and designated in the Community Redevelopment Plan. It also shows the urban infill and redevelopment area as well. The urban infill and redevelopment boundary may be expanded in the future as other development opportunities are defined and implemented.

Figure 1-1  
Community Redevelopment Area



**Figure 1-2  
Community Redevelopment Area  
(Southern Grove District)**



**Gatlin Boulevard Regional Activity Center**

The City has long recognized the need for more commercial development at the Gatlin Boulevard and I-95 Interchange to relieve ongoing traffic impacts near eastern commercial centers located along Port St. Lucie Boulevard and at U.S. 1. The Gatlin Boulevard Regional Activity Center was adopted to encourage high-density residential and commercial uses plus hospital/medical uses. The creation of a commercial center in western Port St. Lucie allows those residents to obtain retail goods and commercial and medical services closer to home. This reduces the number of vehicle miles traveled from the west areas of the City to the east, relieving congestion and conserving energy.

**Citywide Design Standards**

These standards are intended to promote the development of a sense of place by improving the visual quality of the built environment and to foster economic development opportunities that will benefit the city's future.

The goals of the Citywide Design Standards are as follows:

- Implement performance-oriented design standards to enhance the appearance of development within the City through the evaluation of architectural features, articulation, building siting, lighting, and signage.
- Make a positive and memorable statement to residents, merchants, developers, and visitors.
- Improve the function/aesthetics and safety of circulation systems (pedestrian, vehicular, bicycle, and mass transit).
- Encourage water conservation and energy efficiency through “green” building practices and site design including setback incentives for Florida Green Building Coalition (FGBC) and the US Green Building Council (USGBC) certified green buildings.

### **Conservation Trust Fund**

The City’s Conservation Trust Fund accumulates mitigation fees paid by developers who choose to make this payment in lieu of preserving a portion of their sites as required under the City’s Land Development Code. These fees can be used for preservation of conservation land. Funds from the Conservation Trust Fund have been used for the City parks such as the Port St. Lucie Botanical Garden.

### **Economic Development**

The Economic Development Element provides information on City of Port St. Lucie economic development programs, and programs done in cooperation with St. Lucie County and the Economic Development Council of St. Lucie County. Assisting in the creation of new jobs within the City will create a more favorable job-housing balance, reduce overall vehicle miles travelled by Port St. Lucie residents, and provide for a more sustainable community.

### **Annexation**

At the time of the adoption of the 1998 Comprehensive Plan, the City of Port St. Lucie consisted of 78 square miles. The current size is approximately 114.5 square miles. There were 35 annexations between 2000 and 2008 for a total of 24,013 acres, or 37.5 square miles. These annexations were voluntary annexations undertaken at the request of the property owner(s). The area is generally referred to as the City’s Western Annexation Area adopted in 2003. It includes seven large scale Developments of Regional Impact and several smaller planned or approved PUD type developments.

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

~~In addition to providing for a strong positive fiscal impact or economic development, the City would like to ensure future annexations will follow standards such as Green Communities per the~~

~~Green Community Research Center, American Planning Association National Center for Planning, or LEED for Neighborhood Development (LEED ND), a U.S. Green Building Council standard for development. Such development would be based upon reduced vehicle miles travelled, internal trip capture, efficient use of water and utilities, and availability of parks and services near residential uses.~~

The annexations west of Interstate 95 represent an opportunity to incorporate additional land use patterns into the overall design of the City to address the lack of developed land for office, industrial, and commercial use. The development plans for the western annexation area include the creation of a jobs corridor along Interstate 95, mixed use, and master planned residential communities.

### **Planning Areas**

For planning purposes, the City has been divided into fourteen planning areas. The planning areas range in size from 3,000 acres to 8,500 acres. Map FLU-12 illustrates the City's planning areas. Within the City lie five important features affecting future growth and development. These features include two expressways (Interstate 95 and the Florida Turnpike), one highway (U.S.1) and two natural features (the North Fork of the St. Lucie River and the Savannahs).

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## GOALS, OBJECTIVES AND POLICIES

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**GOAL 1.1: PROVIDE AN APPROPRIATE MIX OF LAND USES WHICH MEET THE NEEDS OF CURRENT AND FUTURE RESIDENTS OF PORT ST. LUCIE IN A WAY WHICH IS ENVIRONMENTALLY ACCEPTABLE; AND DEVELOPED CONCURRENT WITH NEEDED FACILITIES AND SERVICES.**

*Objective 1.1.1: Development orders and permits for development or redevelopment activities shall be issued only if the protection of natural and historic resources is ensured and consistent with the goals, objectives, and policies of the Conservation and Coastal Elements of this Comprehensive Plan.*

Policy 1.1.1.1: No development activities shall occur within areas designated on the Future Land Use Map as Open Space Preservation.

Policy 1.1.1.2: Species of flora and fauna listed in the Conservation and Coastal Management Elements of this Comprehensive Plan as endangered, threatened or species of special concern shall be protected through inclusion of their habitats in the Preservation designations.

Policy 1.1.1.3: The City shall protect potable water wellfields and prime aquifer recharge areas through the implementation of a Wellfield Protection Ordinance. The Ordinance shall include types of permitted uses and buffer area requirements around such sites in order to protect water supplies.

Policy 1.1.1.4: Proposals for development within the 100-year floodplain as identified by the Federal Emergency Management Agency shall conform with local regulations for development in such areas.

Policy 1.1.1.5: Through the site plan review process the developer/owner of any site shall be responsible for the on-site management of stormwater runoff so that post development runoff rates, volumes, and pollutant loads do not exceed adopted level of service standards.

Policy 1.1.1.6: A soil erosion and sedimentation control plan shall be required as part of an application for a building permit or grading and excavating permit whenever a development will involve any clearing, grading, transportation, or other form of disturbing land by the movement of earth, including the mining of minerals, sand and gravel.

Policy 1.1.1.7: Extraction of natural resources shall be permitted only where compatible with existing and proposed land uses and in a manner consistent with the goals, objectives, and policies of the Conservation Element of this Comprehensive Plan.

Policy 1.1.1.8: Continue to implement existing Land Development Regulations which contain criteria for the identification, designation and protection of historic resources. Sites shall be identified either on the Florida State Master Site File; by the City as part of a historic site survey; or by property owners, qualified professionals or site developers. The City shall apply to designate historic sites based on historic significance. Historic significance shall be determined utilizing the criteria for listing in the National Register of Historic Places. The City shall protect

significant sites by requiring preservation, reorientation of project sites, sensitive reuse or other similar actions.

Policy 1.1.1.9: An Environmental Assessment Report should~~shall~~ be submitted for all future land use map amendments. An Environmental Assessment Report may~~shall~~ be required for all development or redevelopment plans that are greater than two acres. An environmental assessment shall be required for all significant land use and policy decisions for which there are potentially adverse environmental impacts.

Policy 1.1.1.10: The City may~~shall~~ encourage the preservation of recreational and commercial waterfronts for water dependent uses.

Policy 1.1.1.11. Future land development activities within the identified Coastal High Hazard Area should~~shall~~ be consistent with evacuation plans and the Conservation and Coastal Management Element.

Policy 1.1.1.12: The City may~~will~~ consider review-hazard mitigation options and post-disaster redevelopment plans when reviewing future land use map amendments and development applications.

*Objective 1.1.2: Development orders and permits for development and redevelopment activities shall be issued only in those areas where suitable topography and soil conditions exist to support such development.*

Policy 1.1.2.1: As~~required,~~ a~~All~~ proposed development other than individual residences may~~shall~~ include a soil analysis prepared by a registered professional engineer which may~~shall~~ include the ability of the soil structure to support the proposed development.

Policy 1.1.2.2: All proposed development shall be located in a manner such that the natural topographic features of a site are not adversely altered so as to negatively affect the drainage of neighboring properties or visual aesthetics of the area.

*Objective 1.1.3: Development orders and permits for development and redevelopment activities shall be issued only in areas where public facilities necessary to meet level of service standards (which are adopted as part of the Traffic, Infrastructure, Recreation and Open Space, Public School Facilities and Capital Improvements Elements of this Comprehensive Plan) are available concurrent with the impacts of development.*

Policy 1.1.3.1: The development of residential, commercial and industrial land shall be timed and staged in conjunction with provision of supporting community facilities and services identified as being required, such as:

- a. Potable water;
- b. Sanitary sewers;
- c. Solid waste removal;
- d. Vehicular and pedestrian circulation;
- e. Public safety;
- f. Recreation;
- g. Public schools;
- h. Electricity; and
- i. Drainage.

Policy 1.1.3.2: Permit only those proposed public facilities and utilities through the Capital Improvements Element which maximize the efficiency of services provided, minimize their costs, minimize their impacts on the natural environment, and maximize consistency with the goals, objectives, and policies of this Comprehensive Plan.

Policy 1.1.3.3: Potable Water: All new and existing development shall be required to connect to a public water system or a private central water system regulated by the City's Utility Department. Where a regulated system for central water service is unavailable, the applicant shall:

- a. Provide an interim water system approved by the City Engineer and the St. Lucie County Director of Public Health;
- b. Agree to connect to a regulated central water utility when the central water service becomes available;
- c. Pay all connection charges and other improvement costs with no such costs being absorbed by the City; and
- d. Be consistent with the Infrastructure Element of this plan.

Policy 1.1.3.4: Wastewater Service: All new and existing development shall be required to connect to central wastewater utility regulated by the City's Utility Department or other public wastewater system. Where such a system for central wastewater service is unavailable, the applicant shall:

- a. Provide an interim wastewater system approved by the City Engineer and other applicable regulatory agencies;
- b. Agree to connect to a regulated central wastewater utility or other public wastewater system when such central wastewater service becomes available (within 300 feet);
- c. Pay all connection charges and other improvement costs with no such costs being absorbed by the City;
- d. Ensure that all lots accommodating individual wastewater systems must be one acre or greater if such lot is serviced by a private well, and such lot shall accommodate only one dwelling unit;
- e. Ensure that all lots accommodating individual wastewater systems must be at least one-half acre when the subdivision, including the respective lot, is serviced by a regulated central water system, and such lot shall accommodate only one dwelling unit; and
- f. Be consistent with the Infrastructure Element of this plan.

Policy  
1.1.3.6  
and Policy  
1.1.3.7  
relocated  
from  
Western  
Annexatio  
n Area  
Sub-  
element.

Policy 1.1.3.5: The City shall ensure the availability of suitable land for utility facilities to support proposed development.

Policy 1.1.3.6: Development reviews may be scheduled with a limited number of reviews per month to ensure that the City of Port St. Lucie has adequate staff and time to review the impacts of proposed developments. Development orders and permits for development and redevelopment activities shall be issued only after there is adequate staff review. The City

Manager, in his or her sole discretion, may create a special staff review task force to insure timely and thorough reviews of specific projects that the City Manager deems appropriate.

Policy 1.1.3.7: All relevant City of Port St. Lucie departments with responsibility for city infrastructure will participate in the development review process to ensure that adequate infrastructure is available concurrent with the impacts of development for potable water, sanitary sewers, vehicular and pedestrian circulation, public safety, recreation, and drainage.

Policy  
1.1.3.8  
and Policy  
1.1.3.9  
relocated  
from  
Objective  
1.1.7.

Policy 1.1.3.8: Central water and sewer facilities and other municipal services, requiring capital investment shall be extended and provided in the service districts to facilitate compact development in accordance with the Capital Improvement Element.

Policy 1.1.3.9: Future development will be encouraged to locate within the utility service area.

Objective 1.1.4: Future growth, development and redevelopment ~~should~~ be directed to appropriate areas as depicted on the Future Land Use Map. The land use map ~~should~~ be consistent with: sound planning principles including the prevention of sprawl; energy efficiency, ~~minimal~~ natural limitations; the goals, objectives, and policies contained within this Comprehensive Plan; and the desired community character, and to ensure availability of land for future demand and utility facilities.

Policy 1.1.4.1: The following residential future land use designations and associated maximum densities shall apply to the City:

- a. Low Density Residential (RL) - a maximum density of 5.0 DUs per gross acre;
- b. Medium Density Residential (RM) - a maximum density of 11.0 DUs per gross acre;
- c. High Density Residential (RH) - a maximum of density 15.0 DUs per gross acre.
- d. Residential Golf Course (RGC) - a maximum density of 5.0 DUs per gross acre. Each development designated RGC shall include a minimum of one 18-hole golf course. No more than ten percent of the land area of each development designated RGC, excluding the actual golf course area, shall be developed with non-residential uses. Which uses may include: hotel, retail, conference center, recreational and maintenance facilities, institutional uses as defined in this land use plan, and office. A minimum of twenty percent and a maximum of thirty-five percent of the residential dwellings within the land area of each development designated RGC shall be multifamily dwelling units. Where an area designated RGC is part of a "multiuse" Development of Regional Impact (DRI) which meets or exceeds the guidelines and standards of Section 380.0651(3)(i), F.S. and Rule 28-24.032(2), F.A.C., and contains at least 100 residential dwelling units or 10% of the applicable residential threshold in St. Lucie County, whichever is greater, and otherwise meets the criteria of Section 163.3180(5-2), F.S., such DRI may satisfy the transportation concurrency requirements of the City of Port St. Lucie Comprehensive Plan, the City of Port St. Lucie's concurrency management system and Chapter 380, F.S., by payment of a proportionate share contribution that is sufficient to pay for one or more required improvements that will benefit a regionally significant transportation facility. The proportionate share contributions shall be determined in accordance with the proportionate share methodology of Section 163.3180(5).

Policy 1.1.4.2: The City shall provide the following commercial land use designation for commercial development (a detailed description of each is provided for in the land use element text):

- a. Residential, Office and Institutional (ROI). A mixed use category to serve development along major corridors as transitional land uses between more intensive commercial areas.
- b. Commercial Limited (CL). Commercial sites accessible to major thoroughfares near residential neighborhoods. Intended to provide essential household services with certain restrictions on more intensive uses such as gasoline stations, fast foods, automotive services, department stores, etc. as stipulated by the zoning code;
- c. Commercial General (CG). Designated to accommodate general retail sales and services with restrictions on heavy vehicular sales, services, wholesale, warehouse uses, outdoor storage, or other nuisance uses.
- d. Commercial Service (CS). Intended for the most intensive commercial development including wholesale, warehouses, vehicle sales, lumber yards, etc. Adequate buffering is required based on site plan reviews.
- e. Commercial Highway (CH). Highway oriented commercial uses designed to service the traveling public and located adjacent to major arterials.

Policy 1.1.4.3: The City shall provide the following industrial land uses:

- a. Light Industrial (LI). Primarily for light manufacturing and assembling and warehousing and storage. Excludes the more intensive industrial uses as defined in the zoning code.
- b. Heavy Industrial (HI). Uses with access to major transportation corridors and allows for traditionally more intensive industrial uses, as well as those within the LI designation. Large scale manufacturing and assembling, citrus processing and other intensive uses as defined by the zoning code. Standards shall be included in the zoning code to prohibit harmful materials and wastes.

Both land use categories shall be controlled through appropriate zoning regulations which address concerns such as buffering and limitations on uses considered hazardous or a nuisance.

- c. Planned Industrial Park (PIP). Economic activity center primarily designed to accommodate the City's targeted industries list and economic development directives, and promote Uses include manufacturing, research, development, other value-added activities and support uses. Uses such as hotels, offices, commercial and institutional that serve the projected workforce and residential population and/or encourage internal automobile trip capture shall be permitted, along with accessory uses.

Policy 1.1.4.4: The City shall provide the following land use designation for institutional land uses:

- a. Institutional (I). This category combines both public and private institutional land uses from previous plans into one category. It is designed to accommodate both public and private institutional sites such as schools, public buildings and libraries, government buildings and hospitals, child care, various group home categories as well as other

uses defined in the zoning code.

Policy 1.1.4.5: The City shall provide the following land use designation for utility land uses:

- a. Utility (U). The Future Land Use Map allocates a utility designation to lands accommodating major public and private utilities generally requiring two or more acres of land.

Policy 1.1.4.6: The Future Land Use Map allocates an open space designation to: a) recreation areas; b) conservation areas; c) preservation areas.

- a. Open Space Recreation (OSR). These are areas are designated for existing or future parks.
- b. Open Space Conservation (OSC). Conservation areas are comprised of lands that should, to the maximum reasonable extent, maintain the natural character of the land.
- c. Open Space Preservation (OSP). Preservation areas are those areas having unique ecological, hydrological, physiographic, historical or socioeconomic importance.

Policy 1.1.4.7: The City shall review and revise as needed land development regulations and modify the site plan development review process to, at a minimum ensure:

- a. Residential.
  1. Require 50 percent of site remain as open space (30 percent open space shall be required for residential areas within the NCD land use as defined under Policy 1.2.5.1);
  2. Require one half of designated open space area (15 percent to 25 percent as applicable) remain in native state when native vegetation exists in enough quantity to satisfy this requirement;
  3. Require wildlife corridors between preserved areas; and
  4. In situations where preserved areas would be ten acres or less, and could not be interconnected with other preserved areas which would result in an area of ten acres or more, the City Council shall consider accepting a monetary donation to its Conservation Trust Fund to be used towards purchase of habitats of ten acres or more.
- b. Non-residential.
  1. Require 25 percent of site remain as open space (10 percent open space shall be required for non-residential areas within the NCD land use as defined under Policy 1.2.5.1);
  2. Require wildlife corridors between preserved areas; and
  3. In situations where preserved areas would be ten acres or less, and could not be interconnected with other preserved areas which would result in an area of ten acres or more, the City Council shall consider accepting a monetary donation to its Conservation Trust Fund to be used towards purchase of habitats of ten acres or more.

Policy 1.1.4.8: The City shall provide the following land use designation for mixed use development. The intent of the category is to provide for a mixture of uses on single parcels in order to develop sites which are sensitive to the surrounding uses, desired character of the community, and the capacity of public facilities to service existing and proposed developments. This future land use category is also intended to foster infill and redevelopment efforts, to deter urban sprawl and to encourage new affordable housing opportunities, as well as lessen the need for additional vehicular trips through the internalization of trips within a neighborhood or project.

a. Mixed Use (MU).

1. This category allows for vertical mixed use where commercial/retail uses are located on the ground floor with residential uses on the upper floor(s).
2. A minimum of two (2) uses are required within the development and a minimum percentage of 2010% for any one use. Residential development is a required use.
3. The City shall amend the zoning code to create mixed use zoning district regulations. by and establish design criteria within the new mixed use zoning district.

~~Policy 1.1.4.8: By the year 2000 the City shall review and revise as needed land development regulations that permit;~~

- ~~a. Planned unit developments;~~
- ~~b. Mixed-use developments;~~
- ~~c. Transfer of development rights.~~

Policy 1.1.4.9: Upon completion of any update of the Treasure Coast Regional Planning Council's Hurricane Evacuation Plan, or during any update of the City's Comprehensive Plan, the City will review, and revise as necessary, its coastal area densities to ensure that they do not result in an increase in hurricane evacuation times or shelter capacity deficiencies as contained in the Region's Plan.

Policy 1.1.4.10: The following densities and intensities shall apply to the future land use designations:

LAND USE DESIGNATIONS	DENSITY	MAXIMUM INTENSITIES -----		
		COVERAGE	HEIGHT	IMPERVIOUS <sup>1</sup>
RGC (Residential Golf Course)	1-5du/acre	50%		
RL (Low Density Residential)	1-5du/acre	50%		
RM (Medium Density Residential)	1-11du/acre	50%		
RH (High Density Residential)	1-15du/acre	50%		
ROI (Medium Density Residential,	1-11du/acre			
Office	N/A	30%	35/75* feet	80%
Institutional	N/A	30%	35/75* feet	80%
Office/Com <sup>2</sup>	N/A	40%	35/75*feet	80%
NCD-New Community District <sup>3</sup>	1-35du/acre***	60%/80%	35/50/100/150 feet***	80%/90%
CL (Limited Commercial)	N/A	40%	35 feet	80%

CG (General Commercial) <sup>4</sup>	N/A	40%	35/75*/120** feet	80%
CS (Service Commercial)	N/A	40%	35 /75* feet	80%
CH (Highway Commercial)	N/A	40%	50 feet	80%
I (Institutional)	N/A	30%	35/75*feet	80%
U (Utility)	N/A	30%	50 feet	80%
OSR (Open Space Recreation)	N/A	30%	35 feet	80%
OSC (Open Space Conservation)	N/A	10%	35 feet	20%
OSP (Open Space Preservation)	N/A	10%	35 feet	20%
LI (Light Industrial)	N/A	50%	35/75* feet	80%
HI (Heavy Industrial)	N/A	50%	35/75* feet	80%
<u>MU (Mixed Use)</u>	<u>1-11du/acre</u>	<u>60%</u>	<u>35/75*feet</u>	<u>80%/90%</u>
<u>PIP (Planned Industrial Park)</u>	<u>NA</u>	<u>50%</u>	<u>35/75*feet</u>	<u>80%</u>

N/A - Not Applicable

<sup>1</sup>Impervious coverage is subject to upland preservation as required by land development regulations. 80% coverage may not always be possible if 25% of the site consists of native upland vegetation.

<sup>2</sup>Office/Com. Per LMD zoning allows up to 50% retail personal service related, or a maximum of 5,000 sf, in conjunction with other office uses.

<sup>3</sup>See the Objectives and Policies contained under Goal 1.2 for provisions related to the NCD – New Community Development District.

<sup>4</sup>Commercial districts allow for one dwelling unit for owner/manager through special exception public hearing process.

\*Within a PUD, greater than five acres, the maximum height permitted is 75 feet. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

\*\*The maximum height for commercial, uses within a PUD located in the Port St. Lucie Community Redevelopment Area may be 120 feet or 10 stories, whichever is less. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

\*\*\*The 35 dwelling units per acre maximum density allowance and 150 foot maximum height limit are only permitted in the Regional Business Centers. The 150 foot maximum height shall also be permitted for hospital uses in Employment Centers.

Policy 1.1.4.11: The City Council may limit the densities or intensities to less than the maximums allowed by Policy 1.1.4.10. These limitations shall be illustrated on the Future Land Use Map and included in the adopting ordinance. If the property owner desires to increase the density or intensity limitation imposed by an ordinance amending the Future Land Use Map, a new comprehensive plan future land use amendment application shall be submitted and reviewed pursuant to the amendment procedures outlined in Chapter 163, F.S. Or 94-54 10/94

Policy 1.1.4.12: A manual shall be established to implement conversion areas of the Future Land Use Map. It shall include development of performance standards to allow conversions and include variance procedures for exception to such standards only in appropriate locations. The Planning and Zoning Board shall review these variance requests and forward a recommendation

to the City Council for final approval or denial authority regarding such requests. Ord. 95-48 11/95

Policy 1.1.4.13: The following conversion chart is established to illustrate compatible land use and zoning categories:

<u>FUTURE LAND USE CLASSIFICATION</u>	<u>COMPATIBLE ZONING DISTRICT(S)</u>
RGC (Residential Golf Course)	PUD, GU, I
RL (Low Density Residential)	GU, RE, RS-1 through RM-5, RMH, I
RM (Medium Density Residential)	RM-5 or Residential PUD (Planned Unit Development) between 5-11 units per acre, I
RH (High Density Residential)	RM-5 or Residential PUD (Planned Unit Development) between 5-15 units per acre, I
ROI (Residential, Office & Institutional)	P, I, LMD, RM-5 or Residential PUD (Planned Unit Development) between 5-11 units per acre
NCD (New Community Development)	MPUD
CL (Limited Commercial)	GU, CN, P, LMD
CG (General Commercial)	CN, CG, P, GU, LMD
CH (Highway Commercial)	CH, GU
CS (Service Commercial)	CS, GU, WI
I (Institutional, Private & Public)	I, GU
U (Utility)	U
OSR (Open Space - Recreation)	OSR, GU
OSC (Open Space - Conservation)	OSC, GU
OSP (Open Space - Preservation)	OSC, GU
LI (Light Industrial)	WI, GU, IN
HI (Heavy Industrial)	WI, GU, IN*
<u>MU (Mixed Use)</u>	<u>PUD</u>
<u>PIP (Planned Industrial Park)</u>	<u>PUD</u>

NOTE: Planned Unit Developments (PUD's) can be compatible with all Future Land Use Classifications depending on the range of permitted uses submitted as part of the PUD Concept Plan. ~~Special District (SD) zoning can also be developed and applied to any land use category within the City's Community Redevelopment Area (C.R.A.).~~

\* Special Exception Uses have been designated for all heavy industrial land uses.

Policy 1.1.4.1415: The City may shall encourage economic development by revising the zoning code to allow for more flexibility in non-residential zoning districts.

Policy 1.1.4.15: The City shall allow agricultural uses in the all future land use categories except RGC, RL, RM, RH, ROI, I, OSC, OSP, and MU.

Policy 1.1.4.1644: Gatlin Commons Regional Activity Center. The purpose of this overlay is ~~to~~ order to promote the development of a compact, high-intensity, high-density, multi-use area, and to designate an area for intensive growth that includes land uses such as residential, commercial, retail, cultural, recreational, hospital/medical and entertainment facilities. ~~the Gatlin Commons Regional Activity Center ("RAC") Overlay is hereby established within the boundaries delineated on the City's Future Land Use Map.~~ This area generally includes the property located east of Interstate 95, south of Gatlin Boulevard and west of Rosser Boulevard. The total acreage of the Gatlin Commons RAC is approximately 124.59 acres.

Policy 1.1.4.1745: Pursuant to Section 380.06(2)(e), Florida Statutes and Rule 28-24.014(10)(a), Florida Administrative Code, the Gatlin Commons Regional Activity Center Overlay shall be used to increase the Development of Regional Impact ("DRI") development thresholds on the property located within the RAC boundaries. As such, the development thresholds within the Gatlin Commons RAC shall be increased by the following:

- a. The thresholds shall be increased by 50 percent for the following land uses:
  - residential (to 1,500 dwelling units);
  - hotel/motel (to 525 rooms);
  - office (to 450,000 square feet); and
  - retail (to 600,000 square feet).

Policy 1.1.4.1846: Lulfs Groves Business Park Area. This area is designated pursuant Pursuant to the provisions of Policy 1.1.78.42, in order to promote the development of a compact, high-intensity, multi-use area, and to designate an area for intensive growth that includes land uses such as industrial, commercial, retail, and residential, which supports the City's biotech and life sciences industries. ~~the Lulfs Groves Business Park Area is hereby established within the boundaries on the City's Future Land Use Map.~~ This area generally includes the property west of Glades Cut-Off Road, north of the Copper Creek PUD, and south of the City's Glades Road Wastewater Treatment Facility and LTC Ranch. The total acreage of the Lulfs Groves Business Park Area is approximately 464.5 acres.

Policy 1.1.4.1947: Development within the Lulfs Groves Business Park Area shall be consistent with the land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

- a. Within the Lulfs Groves Business Park Area, the following land uses shall be allowed either individually or in combination:
  - i. Residential, Office and Institutional (ROI);
  - ii. General Commercial (CG);
  - iii. Service Commercial (CS);
  - iv. Light Industrial (LI); and
  - v. Heavy Industrial (HI).
- b. Overall distribution of mix of uses/density and intensity proposed:

Table A.1 - Distribution Mix of Uses/Density and Intensity Proposed (Overall)

Use	Square Feet/Units
Industrial	1,000,000 s.f. - 2,400,000 s.f.
Retail	100,000 s.f. - 200,000 s.f.
Office	50,000 s.f. - 200,000 s.f.
Institutional	50,000 s.f. - 200,000 s.f.
Residential	up to 500 units

c. Distribution of mix of uses/density and intensity proposed by 2013:

Table A.2 Distribution Mix of Uses/Density and Intensity Proposed (5 Year)

Use	Square Feet/Units
Industrial	Up to 675,000 s.f.
Retail	Up to 50,000 s.f.
Office or Institutional	Up to 100,000 s.f.
Residential	Up to 135 units

These figures are based on the traffic analysis prepared by Susan O'Rourke, P.E., Inc. stating that the maximum number of vehicular trips permitted within the first 5 years is 227 trips in and 628 trips out.

Policy 1.1.4.2018: Orange Lake Crossings Area. This area is designated pursuant Pursuant to the provisions of ~~Policy 1.1.8.1~~, ~~Policy 1.1.78.2~~, and ~~Policy 1.1.78.34~~, in order to promote the development of a compact, mixed use community with an appropriate commercial node, the ~~Orange Lake Crossings Area is hereby established within the boundaries of the Future Land Use Map.~~ This area generally includes property south of Williams Road at the intersection of McCarty Road, north of the City of Port St. Lucie Wastewater Plant and east of Shinn Road and contains a total of approximately 177.1 acres.

Policy 1.1.4.2119: Development within the Orange Lake Crossings Area shall be consistent with land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

- a. Within the Orange Lake Crossings Area, the following land uses shall be allowed.
  - i. Low Density Residential (RL)
  - ii. Medium Density Residential (RM)
  - iii. General Commercial (CG)
  - iv. Residential/Office/Institutional (ROI)
  - v. Open Space Recreation (OSR)
  - vi. Utilities (U)

b. Overall distribution of mix of intensity and density proposed at buildout:

Table A.3 – Distribution Mix of Uses/Density and Intensity Proposed (Overall)

Use	Units/Square Footage
Single Family Residential	330 units*
Multifamily Residential	698 units*
Commercial	154,202 s.f.
ROI	161,912 s.f.
Utility	121,400 s.f.

\*The mix of multifamily and single family residential units may change so long as the maximum number of residential units does not exceed 1,028 and the total traffic generation is comparable.

- c. Year 2013 overall 5 year maximum distribution of mix of intensity and density or an alternative mix of uses equivalent to the PM peak hour trips generated by the following uses:

Table A.4 – Distribution Mix of Uses/Density and Intensity Proposed (5 Year)

Use	Units/Square Footage
Single Family Residential	120 units
Multifamily Residential	225 units
Commercial Office	70,000 s.f.
Retail	40,000 s.f.
Utility	121,400 s.f.
Recreation	8 Acres

These figures are based on the traffic analysis prepared by Susan O'Rourke, P.E., Inc. stating that the maximum number of vehicular trips permitted within the first 5 years is 291 trips in and 310 trips out.

Policy 1.1.4.2220: Graves Brothers Area. This area is designated pursuant to the provisions of Policy 1.1.78.4-2 and Policy 1.1.78.34, in order to promote development with a mix of uses and an appropriate commercial node, ~~the Graves Brothers Area is hereby established within the boundaries of the Future Land Use Map.~~ This area generally includes property at the southeast intersection of Midway Road and Shinn Road and contains a total of approximately 304 acres.

Policy 1.1.4.2321: Development within the Graves Brothers Area shall be consistent with land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

- a. Within the Graves Brothers Area, the following land uses shall be allowed:
  - i. Low Density Residential (RL)
  - ii. General Commercial (CG)
  - iii. Institutional (I)
  - iv. Open Space Recreation (OSR)
- b. Overall Distribution of mix of intensity and density proposed at buildout:

Table A.5 – Distribution Mix of Uses/Density and Intensity Proposed (Overall)

Use	Units/Square Footage
Residential	1,314 units
Commercial	175,000 s.f.
Institutional/Office	65,340 s.f.

- c. Year 2013 overall 5 year maximum distribution of mix of intensity and density or an alternative mix of uses equivalent to the PM peak hour trips generated by the following uses:

Table A.6 – Distribution Mix of Uses/Density and Intensity Proposed (5 Year)

Use	Units/Square Footage
Residential	340 units
Commercial	45,000 s.f.
Institutional/Office	20,000 s.f.

These figures are based on the traffic analysis prepared by Susan O'Rourke, P.E., Inc. stating that the maximum number of vehicular trips permitted within the first 5 years is 287 trips in and 230 trips out.

*Objective 1.1.5: ~~The City may~~ shall continue to identify ~~existing~~ land uses, which are incompatible or inconsistent with the Future Land Use Plan, shall be eliminated by the year 2000.*

Policy 1.1.5.1: Expansion or replacement of land uses which are incompatible with the Future Land Use Plan shall be prohibited. The City shall include provisions within the land development regulations which amortize land uses which are not compatible or consistent.

Policy 1.1.5.2: ~~By the year 2000, t~~The City may shall continue to implement ~~review and revise as needed~~ regulations for buffering incompatible land uses as set forth in the City's land development regulations.

*Objective 1.1.6: Future growth and development will be managed through the preparation, adoption, implementation and enforcement of land development regulations, including the use of PUD's, mixed use projects and to ensure coordination and consistency with interagency hazard mitigation plans of resource planning and management plans pursuant to Chapter 380.F.S.*

Policy 1.1.6.1: ~~By the year 2000, t~~The City may shall continue to implement ~~review and update as needed~~ land development regulations, consistent with F.S. Section 163.3202(4), as amended, that ~~may~~ shall contain provisions required to implement the Comprehensive Plan, and which include the following:

- a. Regulate the subdivision of land;
- b. Regulate the use of land and water consistent with the Comprehensive Plan and ensure the compatibility of adjacent land uses and provide for open space;
- c. Protect those areas designated Open Space Conservation or Open Space Preservation on the Future Land Use Map;
- d. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
- e. Protect potable water wellfields and aquifer recharge areas;
- f. Regulate signage;
- g. Ensure safe and convenient on-site traffic flow and vehicle parking needs;
- h. Provide that development orders and permits shall not be issued which result in a reduction of the level of service for the affected public facilities below the level of service standards

adopted in the Comprehensive Plan; and,

- i. Provide for procedures and time schedules for amendments to the Comprehensive Plan consistent with the provisions of F.S. Section 163.3187.
- j. Provide for the preservation of existing native and specimen trees and other vegetation during land clearing or development.

Policy 1.1.6.2: Review regional and state agency plans, and amend local plans and development regulations as needed to ensure consistency between various levels of government.

~~Policy 1.1.6.3: The City may adopt Special District (SD) zoning designations for land uses within the City's Community Redevelopment Area (C.R.A.) to allow for mixed, multiple or single uses and consistent with the adopted Community Redevelopment Plan.~~

~~Policy 1.1.6.4: The city will support planning programs, partnerships, and activities within designated "urban infill and redevelopment" areas which results in fulfilling the intent of the approved Community Redevelopment Plan and as consistent with state growth management rules and statutes.~~

Policy 1.1.6.63: The implementation of a multi-use development within a designated urban infill and redevelopment area may satisfy transportation concurrency by paying to Port St Lucie a proportionate share contribution, provided there are sufficient funds to pay for one or more improvements that will benefit a regionally significant roadway. The proportionate fair shares shall be calculated in accordance with Chapter 163.3180(12), F.S.

~~Objective 1.1.7: Future development will be encouraged to locate in the sewer and water assessment districts as shown and adopted in the infrastructure element to discourage urban sprawl.~~

~~Policy 1.1.7.1: Maintain sewer/water assessment (USA) maps.~~

~~Policy 1.1.7.2: Central water and sewer facilities and other municipal services, requiring capital investment shall be extended and provided in the service districts to facilitate compact development in accordance with the Capital Improvement Element.~~

~~Policy 1.1.7.3: The City will extend urban services based on approved special assessment districts.~~

~~Objective 1.1.78: The City shall initiate and utilize planning and development controls to discourage the proliferation of urban sprawl, encourage innovative development, greater diversity of land uses, and to improve community appearance.~~

Policy 1.1.78.1: Future Land Use Map amendment will be reviewed based on consistency with the Goals, Objectives, and Policies of all Elements of the Comprehensive Plan and other considerations such as:

- satisfy a deficiency or mix of uses in the Plan map;
- 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;
- job creation within the targeted industry list;

~~Policy 1.1.8.1: The City shall encourage developers to build mixed-use projects which integrate several land uses within the same project.~~

~~a. The City may establish mixed-use areas on specific property where appropriate and compatible with adjacent properties. Such mixed-use development shall allow for a variety of land uses, either individually or in combination, to provide greater flexibility for development as well as to decrease reliance on motor vehicles, increase pedestrian and non-vehicular use, or promote the synergy of uses through the co-location of complimentary uses within a single development.~~

~~Each mixed-use area shall be established by an amendment to the Future Land Use Map and be established within the text of the City's Comprehensive Plan by name and with sub-area policies. The Future Land Use Map amendment and the sub-area policies shall provide a general location and allowable mix or combination of future land use designations and establish the following development criteria:~~

- ~~the types of uses proposed; and~~
- ~~the density or intensity proposed for each use.~~

~~Policy 1.1.78.23: For large scale projects, utilize PUD zoning, and design and architectural controls to better integrate mixed uses into neighborhoods.~~

Policy  
1.1.8.3  
now  
Objective  
1.1.9

~~Policy 1.1.8.3: Develop a neighborhood planning program to help build citizen consensus on zoning, diversify land uses, enhance neighborhoods, promote infill and redevelopment, and integrate open space and development.~~

~~Policy 1.1.78.34: Encourage~~Expand and define cCommercial and mixed use nodes where appropriate at or near arterial intersections and utilize urban design standards and techniques to beautify and enhance community appearance along major corridors.

~~Policy 1.1.78.45: The City may~~will encourage the upgrading and redevelopment of existing strip commercial areas to become commercial nodes or mixed use areas by facilitating cooperative efforts between the City, property owners, and neighborhoods to develop specific plans and strategies.

~~Policy 1.1.78.56: Evaluate the redevelopment of existing residences having direct access onto an arterial road to allow for office/residential uses while maintaining the residential character of the surrounding neighborhood and minimizing the impacts to traffic flow on the arterial.~~

~~Policy 1.1.78.67: Discourage the issuance of single family building permits in land use conversion areas with a non-residential land use designation.~~

~~Policy 1.1.78.78: Permit telecommunication towers only in land use categories with HI, LI, CS, I, OSR, OSC, and NCD designations in accordance with land development standards adopted in the zoning code.~~

~~Policy 1.1.8.98: Transit supportive development and redevelopment shall be encouraged along existing and proposed transit routes. Site design guidelines shall be developed in the City's update~~

to the land development regulations by December 2015.

Objective 1.1.8: Develop a neighborhood planning program to help build citizen consensus on zoning, diversify land uses, enhance neighborhoods, promote infill and redevelopment, and integrate open space and development.

Policy 1.1.8.1: Establish a multi-departmental team to address neighborhood issues including Planning and Zoning, Building/Code Enforcement, Engineering, Police, Public Works and the Community Services departments.

Policy 1.1.8.2: Identify target areas for neighborhood planning programs by 2016.

Policy 1.1.8.3: Neighborhood plans will include public participation through meetings and charrettes with neighborhood associations, homeowners groups, and business groups as appropriate.

Policy 1.1.8.4: Neighborhood plans may include ~~shall review~~ incentives for neighborhood enhancement such as commercial façade improvement grants, landscape enhancements and technical assistance.

Policy 1.1.8.5: Neighborhood plans may include ~~shall review~~ the existing infrastructure and make recommendations on capital improvement projects and funding opportunities.

Objective 1.1.9: The City may ~~shall~~ ensure all future annexations provide the City with a net benefit, sound urban development and accommodation for growth, reflect an orderly progression of urban expansion, and promote efficient delivery of urban services.

Policy: 1.1.9.1: The City may ~~shall~~ encourage voluntary annexation of enclaves.

Policy 1.1.9.2: In order to evaluate a proposed annexation request, the City may ~~shall~~ consider ~~but is not limited to~~, the following factors:

1. Adequacy of governmental services for both existing and proposed land uses within the annexation territory including:
  - a. The ability to provide needed public services and facilities including the sufficiency of revenue sources for those services.
  - b. Demonstration that provision of public services may ~~will~~ not negatively impact provision of public services within existing areas of the City. ~~be provided to annexing territory to the detriment of territory already with the city.~~
2. The proposed annexation boundary is appropriate in relation to existing city boundaries.
3. The annexation territory is designated for urban land uses in the County's Comprehensive Plan.
4. Job creation related to targeted industries list.
5. The proposed annexation promotes a balance of housing for persons and families of all income levels.
6. The amount of existing vacant land within the City that is available for similar types of development to the proposed annexation.
7. The need to avoid potential detrimental effects to the City if the property developed outside of the city.

Annexations may be approved if they enhance City priorities and future plans according to the

following criteria:

- Job creation related to targeted industry list;
- Economic opportunity;
- Strong projected fiscal benefit;
- Availability of existing utilities and service area expansion;
- Quality of life;
- Environmental preservation;
- City vision.

Policy 1.1.9.3: If the annexation will result in urban development adjacent to existing agricultural lands, the City may shall require measures to minimize potential conflicts such as land use transitions or buffers.

Policy 1.1.9.4: In consideration of any proposed annexation, the City may request a fiscal impact assessment of the proposed annexation, including such information as costs to provide services and tax revenues. The cost of such analysis or additional information should shall be borne by the applicant(s). The City has the ability to retain professional assistance in either reviewing and/or conducting the assessment.

Policy 1.1.10.3: The City will review fiscal impact analysis on proposed annexations 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.

Policy 1.1.10.4: Annexation agreements shall include requirements for creation of green communities including:

- Use of alternate sources of energy such as solar panels;
- Responsible use of water including water re-use for irrigation;
- Enhancement stormwater quality, reuse, and rain harvesting;
- Consistency with Comprehensive Everglades Restoration Plan and the Northern Everglades and Estuaries Protection Program;
- Incorporation of design and development standards that meet the energy efficiency criteria of the US Green Building Council, Florida Green Building Coalition, US Environmental Protection Agency Energy Star program, or similar third party green building certification program;
- Ensuring residential areas have parks within walking distance;
- Minimizing vehicle miles travelled (VMT) by locating employment intensive uses close to transit/alternate transit modes or in close proximity to existing and planned residential areas;
- Providing a mix of uses to promote internal trip capture;
- Providing transportation demand management strategies;
- Designating property for existing or future transit;
- Incorporate a greenway trail system interconnecting areas to the extent feasible;
- Provide Park N' Ride facility in proximity to transit;

- Fair share obligations to major community infrastructure required for the utility service overall Urban Service Area that exceed the development and required improvements.

Policy 1.1.9.5: The City maywill use 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.

Policy 1.1.9.6: An annexation and/or development agreement(s) to address issues such as timing, cost, extension of infrastructure and expectations related to the annexation or development of the property mayshall be in place prior to adopting an annexation ordinance.

Policy 1.1.9.7: Future annexed properties shouldshall consider the following criteria for creation of green communities including:

- Providing a mix of uses to reduce vehicle miles travelled;
- Transportation improvements that are recognized as contributing to complete streets, including pedestrian and bicycle safety; compliance with the Americans with Disabilities Act; public transit facilities, street trees and landscaping, street and sidewalk lighting;
- Ensuring residential areas have parks within walking distance;
- Use of alternative sources of energy such as solar panels;
- Measures to ensure the responsible use of water, including implementation of water re-use requirements for irrigation and use of drought tolerant or Florida Friendly landscaping plants to minimize use of pesticides and water consumption;
- Enhanced stormwater quality including Low Impact Development measures and rain harvesting;
- Incorporation of design and development standards that meet the energy efficiency criteria of the U.S. Green Building Council, Florida Green Building Coalition, U.S. Environmental Protection Agency Energy Star program, or similar third party green building certification program;
- Designating property for existing or future transit;
- Providing for "park-n-ride" or commuter parking facilities within the annexation property;
- Fair share obligations to major community infrastructure required for the overall Urban Service Area that exceed the development and required improvements.

Policy 1.1.9.8: - The City mayshall encourage multiple property owners within an annexation area to work collaboratively to resolve issues related to utilities, parks, stormwater facilities, roads, and other issues determined by the City to be prerequisites to annexation. The City mayshall not accept or process annexation applications until it is satisfied that the issues have been resolved or that a "good faith effort" has been made by property owners.

Policy 1.1.9.9: – Land use amendments shall be prepared for all annexed properties within one year of annexation.

Objective 1.1.10: The City maywill continue to identify areas of the City in need of redevelopment to preserve property values and encourage livable neighborhoods.

Policy 1.1.10.1: The City mayshall continue to support the Community Redevelopment Agency in

implementation of the Wood Stork Trail Master plan to create a vibrant greenway and blueway trail system.

Policy 1.1.10.2: The City mayshall continue implementation of the Community Redevelopment Area (CRA) Master Plan including support for City Center and development of a variety of mixed use, commercial, office, residential and recreational uses in the CRA.

Policy 1.1.10.3: The City mayshall continue to support the Community Redevelopment Agency in marketing and community activities of City Center as a cultural and civic resource for the CRA and eastern communities.

Objective: 1.1.11: Promote mobility through viable transportation and land uses that incorporate walking, bicycling, and transit.

Policy 1.1.11.1: Transit supportive development and redevelopment mayshall be encouraged along existing and proposed transit routes. Site design guidelines mayshall be developed in the City's update to the land development regulations.

Policy 1.1.11.2: The City mayshall encourage all new roadways to be developed as complete streets and to consider reconfiguring existing roadways to a complete street design.

Policy 1.1.11.3: The City mayshall encourage the creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and commercial areas.

Policy 1.1.11.4: The City should strive to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a neighborhood and prevent barriers between neighborhoods.

Policy 1.1.11.5: The City mayshall continue to allow home occupations in all residential areas provided they do not generate excessive traffic and parking.

Policy 1.1.11.6: Encourage the location of schools proximate to urban residential areas to the greatest extent possible.

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

*Objective 1.2.1: Adopt/Maintain a New Community Development District (NCD District) Future Land Use designation, which will facilitate the development of a mixed-use community.*

Policy 1.2.1.1: The New Community Development District shall be planned to incorporate a mixture of land uses, consistent with the densities and intensities authorized by the overall land use designation. At the option of the landowner(s), the NCD District may be broken into defined sub-districts, however each sub-district shall be included in or approved as part of a Development of Regional Impact as provided for in Policy 1.2.7.1.

Policy 1.2.1.2: The density and intensity of the NCD District, or any sub-districts, shall be indicated in the Future Land Use Element. The transfer of dwelling units, hotel rooms, and non-residential square footage shall be permitted between any designated sub-district areas. A Comprehensive Plan Amendment shall not be required for the transfer of dwelling units, hotel rooms, and non-residential square footage between any designated sub-district areas provided that the transfer does not exceed 50% of the receiving sub-district's allocation of a particular use. Transfers shall also require consent from the affected property owners of any property from and

to which the density is transferred and an amendment of any zoning adopted pursuant to Policies 1.2.6.2 and 1.2.6.3.

Policy 1.2.1.3: A conceptual master plan shall be developed to illustrate how the seven land use sub-categories (Residential, Neighborhood/Village Commercial Areas, Town Center, Resort, Employment Center, Regional Business Center and Mixed-Use) would be allocated, where they would be located, and how they would function in relation to each other. The conceptual master plan for the NCD District shall be adopted as part of the Future Land Use Element of the Comprehensive Plan.

Objective 1.2.2: *Implement policies that ensure that development within the New Community Development District will be:*

- a. Mixed-Use, providing a greater variety of uses closer to home and work;
- b. Pedestrian oriented, reducing reliance on the automobile and building a sense of place and community;
- c. Environmentally sensitive, providing wildlife corridors and upland habitat preservation; and,
- d. Able to provide a diversity of housing types to enable citizens from a wide range of economics levels and age groups to live within its boundaries.

Policy 1.2.2.1: The NCD District shall contain a minimum of three of the land use sub-districts described above in Policy 1.2.1.3.

Policy 1.2.2.2: Residential Areas shall:

- a. Contain neighborhoods of housing, which neighborhood may also contain schools, parks, places of worship and civic facilities essential to the daily life of the residents;
- b. Contain a central public focal point consisting of any one, all, or a combination of parks and public facilities such as places of worship, schools, or community centers as described below;
- c. Provide one site for institutional uses for each 600 acres of Residential Area;
- d. Link and co-locate schools and school sites with park, recreational, conservation, and residential uses;
- e. Integrate the natural terrain, drainage, and vegetation within parks or greenbelts where feasible.

Policy 1.2.2.3: The following standards shall be met in designing Neighborhoods within the Residential Area and incorporated into any MPUD Conceptual Plan and Regulation Book adopted pursuant to Policies 1.2.6.1 and 1.2.6.2:

a. Minimum Size Neighborhood:	10 acres
Maximum Size Neighborhood:	600 acres
Minimum Density:	1.00 units/gross acre <sup>1</sup>
Maximum Density:	20.0 units/gross acre
Maximum Building Lot Coverage:	60%
Maximum Impervious:	80%
Maximum Building Height:	35 feet

<sup>1</sup> Unless a higher minimum density is specified by the Conceptual Land Use Plan.

- b. Neighborhoods within the Residential Area shall be within a 2-mile radius of shops, services, and other activities. The radius may be relaxed where natural or community facilities and services interrupt the design;
- c. Neighborhoods within the Residential Area shall contain a variety of dwelling and/or lot types;
- d. Neighborhoods within the Residential Area shall contain useable open space in uses such as squares, greens and parks whose uses are encouraged through placement and design; and,
- e. Neighborhoods within the Residential Area shall contain local and collector streets, pedestrian paths and bike paths that contribute to a system of fully connected routes from individual neighborhoods to neighborhood commercial uses, schools and other neighborhoods.
- f. Gated neighborhoods are permitted provided they are integrated into the overall community via pedestrian and bicycle connections and arterial or collector roads are not gated.

Policy 1.2.2.4: Neighborhood/Village Commercial Areas shall function as a community of compatible uses in a compact setting serving adjoining neighborhoods and may provide for a mix of residential and non-residential land uses. Non-residential uses include commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds, and other similar services designed to meet the needs of adjoining neighborhoods. The following standards shall be met in designing Neighborhood/Village Commercial Areas:

a. Minimum Size:	3 acres
Maximum Size:	35 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Minimum Density of Residential Area:	5.0 units/net acre
Maximum Density of Residential Area:	20.0 units/net acre
Maximum Building Height	50 feet <sup>1</sup>

<sup>1</sup>Steeple and similar architectural embellishments shall have a maximum height of 100 feet.

- b. Shall contain a minimum of two or more uses as described above. The minimum two-use requirement shall be identified for each Neighborhood/Village Commercial Area as part of an MPUD master plan. The minimum two-use requirement shall be identified for each Neighborhood/Village Commercial Area as part of the MPUD master plan with one required use being commercial/retail. Individual parcels within a Neighborhood/Village Commercial Area may undergo separate site specific applications for development approvals without individually meeting such multi-use requirement provided the site specific development application is consistent with the MPUD master plan;
- c. Shall have frontage on roads which function as a collector or arterial or at the junction of two such roads. The collector road may not split the commercial area unless alternative pedestrian access is provided; and,
- d. Within open space areas include a minimum of 5% useable open space for employees and visitors in uses such as squares, greens, parks, recreation areas, and/or

conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.5: Town Centers shall be established that include commercial and office uses, hospital and medical uses, restaurants, hotels, institutional uses, public facilities (including utilities), residential and other similar services designed to meet the needs of the larger area. The following standards shall be met in designing Town Centers:

a. Minimum Size:	30 acres
Maximum Size:	150 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Minimum Density of Residential Area:	5.0 units/net acre
Maximum Density of Residential Area:	20.0 units/net acre
Maximum Building Height:	50 feet <sup>1</sup>

<sup>1</sup>Steeple and similar architectural embellishments shall have a maximum height of 100 feet.

- b. Shall contain a minimum of three or more uses as described above, one of which shall be residential. The minimum three-use requirement shall be identified for each Town Center as part of an MPUD master plan. The minimum three-use requirement shall be identified for each Town Center as part of the MPUD master plan with a minimum of one use being commercial/retail designed to serve the needs of the residents. Individual parcels within a Town Center may undergo separate site specific applications for development approvals without individually meeting such multi-use requirement provided the site specific development application is consistent with the MPUD master plan;
- c. A minimum of 30% and a maximum 50% of the net developable area within a Town Center shall be residential;
- d. A minimum of 800 residential units shall be located within ½ mile of the Town Center; and,
- e. Within open space areas include a minimum of 5% useable open space for employees and visitors in the form of squares, greens, parks, recreation areas, and/or conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.6: Resort Areas offering, but not limited to public and private golf courses, may be included in the development components of the NCD District and may provide for a mix of residential and non-residential land uses. Residential uses may include single-family detached, single family attached, townhomes, condominiums, and multi-family uses. Non-residential uses include retail shops, office uses, hotels, restaurants, personal service establishments, institutional uses, public facilities, parks, playgrounds, and other similar services designed to meet the needs of adjoining resort neighborhoods. The following standards shall be met in designing Resort Areas:

a. Minimum Size:	100 acres
Minimum Density:	1.0 units/net acre
Maximum Density:	10.0 units/net acre
Maximum Building Lot Coverage:	
Single-Family Detached	50%
All Other Uses	70%

Maximum Impervious Lot Area:	
Single-Family Detached	70%
All Other Uses	90%
Maximum Building Height:	35 feet

- b. Non-residential uses shall be located on a road which functions as a collector or at the junction of two such collector roads. The collector road may not split the commercial area unless alternative pedestrian access is provided; and,
- c. Within open space, areas include a minimum of 15% useable open space in uses such as squares, greens, parks, recreation areas, golf courses and/or conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.7: Mixed-Use Areas shall be established that include commercial and office uses, hospital and medical uses, restaurants, theaters, hotels, institutional uses, public facilities (including utilities), light industrial, warehouse/distribution, residential and other similar services designed to meet the needs of the larger area. The following standards shall be met in designing Mixed-Use Areas:

a.	Minimum Size:	30 acres
	Maximum Size:	500 acres
	Maximum Building Lot Coverage:	80%
	Maximum Impervious Lot Area:	90%
	Minimum Density of Residential Area:	5.0 units/net acre
	Maximum Density of Residential Area:	20.0 units/net acre
	Maximum Building Height:	100 feet

- b. Shall contain a minimum of three or more uses as described above, one of which shall be residential. The minimum three-use requirement shall be identified for each Mixed-Use Area as part of an MPUD master plan. Individual parcels within a Mixed-Use Area may undergo separate site specific applications for development approvals without individually meeting such multi-use requirement provided the site specific development application is consistent with the MPUD master plan;
- c. A minimum of 30% and a maximum 70% of the net acreage within a Mixed-Use Area shall be residential; and,
- d. Within open space, areas include a minimum of 5% useable open space for employees and visitors in uses such as squares, greens, parks, recreation areas, and/or conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.8: Regional Business Centers (developments with more than 1,000,000 non-residential square feet) shall be established that include retail, commercial and office uses, and medical uses, restaurants, theaters, hotels, institutional uses, public facilities (including utilities), residential and other similar services designed to meet the needs of the larger area. The following standards shall be met in designing Regional Business Center sub-districts:

a.	Minimum Size:	30 acres
	Maximum Size:	500 acres
	Maximum Building Coverage:	80%
	Maximum Impervious Area:	90%
	Minimum Density of Residential Area:	5.0 units/net acre

Maximum Density of Residential Area	35.0 units/net acre
Maximum Building Height:	150 feet

- b. Shall contain a minimum of two or more uses as described in the paragraph above. The minimum two-use requirement shall be identified as part of a MPUD master plan. Individual parcels within a Regional Business Center may undergo separate site specific applications for development approvals without individually meeting such multi-use requirement provided the site specific development application is consistent with the MPUD master plan;

**Policy 1.2.2.9:** The following unique term shall apply to regional mall/lifestyle center projects within the Regional Business Centers of the NCD district.

- a. Gross Leasable Area ("GLA"), shall be defined as the sum of gross horizontal areas of all floors of a building designed for the tenants' occupancy and exclusive use, expressed in sq. ft. and measured from the inside face of the exterior walls. GLA does not include public or "common areas" i.e., hallways and exit corridors, stairwells, elevators, escalators, lobbies, mall concourses or mall management offices nor does it include mechanical rooms, mechanical chases, basement, mezzanines (unless used as retail sales space), public and private restrooms, outdoor lumber and garden areas and storage areas that are roofed and enclosed but not served by a HVAC system or other unoccupied areas.

**Policy 1.2.2.10:** Employment Centers that include office and medical office, hospitals, light industrial, warehouse/distribution, research and development designed to meet the needs of the larger area may be established together with support hotel, retail, child care and other similar services to support such uses. The following standards shall be met in designing Employment Centers:

a. Minimum Size:	50 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Maximum Building Height:	100 feet (150 feet for hospitals)
Maximum Retail Uses	100,000 gross square feet Maximum of 20% of gross sq. ft.

- b. Within open space areas include a minimum of 5% useable open space for employees and visitors in the form of squares, greens, parks, recreation areas, and/or conservation areas whose uses are encouraged through placement and design.

**Policy 1.2.2.11:** To facilitate infrastructure construction, the City shall consider providing incentives to encourage the development of Regional Business Centers and Employment Centers, which will result in new jobs above minimum wage. Such incentives may include expedited permit review, tax abatements, tax increment financing, tax exemptions, and tax credits, subsidized loans, publicly provided infrastructure, assistance with work-force training, industrial development bonds, and waivers of impact and permit fees.

**Policy 1.2.2.12:** To facilitate business relocation and retention, the City shall consider providing incentives to encourage end users to locate within Regional Business Centers and Employment Centers, including tax incentives such as tax abatements, tax exemptions, and tax credits,

subsidized loans, assistance with training, industrial development bonds, creation of foreign trade zone and waivers of impact and permit fees.

Policy 1.2.2.13: The City will use its best efforts to assist developers and end users within any Regional Business Center or Employment Center with any application for and the pursuit of tax and economic incentives from St. Lucie County, the State of Florida, and the United States.

Policies  
1.2.2.15  
through  
1.2.2.19  
are  
relocated  
from the  
Western  
Annexatio  
n Area  
Sub-  
element.

Policy 1.2.2.14: Agriculture and agriculture related activities, such as citrus, cash crops and ranching, shall be permitted in areas intended for future development until such time as construction for non-agricultural uses has begun in a particular sub-district. The commencement of construction activities on one portion of a sub-district property shall not prohibit agriculture and agriculture related activities on those portions of the sub-district where construction activities have not commenced. Agriculture and agriculture related activities, such as citrus, cash crops and ranching, shall be permitted in the transitional buffer areas.

Policy 1.2.2.15: Block lengths and Cul-de-sacs shall be of reasonable lengths. Gated communities shall promote public access road connectivity.

Policies  
1.2.2.15  
through  
1.2.2.19  
are  
relocated  
from the  
Western  
Annexatio  
n Area  
Sub-  
element.

Policy 1.2.2.16: The edge of a New Community Development District residential area may be formed by a major arterial. The land uses directly along this major arterial should be mixed-use or multifamily housing.

Policy 1.2.2.17: Pedestrian connectivity between residential areas and village commercial areas shall be promoted through the provision of sidewalks along low-traffic, low-volume streets, and through the creation of greenway links.

Policy 1.2.2.18: Elementary and middle schools should be encouraged to locate within residential areas where possible. The City will encourage the design of school sites to promote safe and convenient walking and biking to school.

Policy 1.2.2.19: The City shall create urban design standards for village centers about the location of buildings, parking, alleys, facades, materials, transparency, streetscape standards, and other elements of urban design.

*Objective 1.2.3: The NCD District shall serve to reduce transportation and land use pattern deficiencies along the US 1 corridor by employing innovative planning principles and an appropriate mix of land uses in the western portion of the City to create large-scale mixed-use development nodes that provide for multi-modal transportation to redirect transportation patterns away from the US 1 corridor and reduce infrastructure costs.*

Policy 1.2.3.1: Require a mix of land uses within close proximity to work and home.

Policy 1.2.3.2: The NCD District shall establish a hierarchy of interconnected streets within and between the land uses that promotes internal capture of vehicle trips.

Policy 1.2.3.3: The arrangement and design of streets shall promote a pleasant, pedestrian-and-bicycle-friendly environment with an emphasis on convenient access to surrounding neighborhoods and community amenities. Generally, a connected system of two-lane streets are favored over four-lane and six-lane collectors and arterials that tend to require significant buffering that will then fragment rather than unify neighborhoods. On-street parking should be permitted throughout the community to calm traffic.

Policy 1.2.3.4: ~~In order to provide shortcuts and alternatives to travel along high-volume streets, a network of pedestrian/bicycle paths and accommodations for low speed vehicles may~~ shall be provided within the residential areas and to interconnect residential and non-residential areas. ~~A network of pedestrian trails and bicycle paths, with shortcuts and alternatives to travel along high-volume streets shall be provided within or in proximity to each residential area.~~

Policy 1.2.3.5: Incorporate transit-oriented design features such as:

- a. Mix of land uses vertically as well as horizontally;
- b. Inclusion of civic uses;
- c. Locate higher density housing within or near Neighborhood/Village Commercial Areas, Town Centers, Employment Centers, Regional Business Centers and Mixed-Use Areas;
- d. Design of street networks with multiple connections and relatively direct routes;
- e. Land Development Code regulations and policies which encourage shared use of parking areas and innovative parking design.

*Objective 1.2.4: The new community shall be developed in conjunction with the provision of adequate public facilities.*

Policy 1.2.4.1: To ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the NCD District, public infrastructure requirements for developments within an NCD District, or any sub-districts, shall be funded and maintained by Community Development Districts in accordance with Chapter 190, F.S. As an alternative to ensure fiscal neutrality and avoid inequitable burdens on parties outside the NCD District, the City shall establish a dependent special assessment district within a NCD District, or any district, or similar financing entity to provide for construction and maintenance of public infrastructure within a NCD District, or any district, which is not to be financed or maintained by a Community Development District.

Policy 1.2.4.2: The implementation of an approved multi-use Development of Regional Impact Development Order within the NCD District, that meets the requirements of Chapter 163.3180(12), F.S., may satisfy transportation concurrency by paying to Port St. Lucie a proportionate-share contribution, provided there are sufficient funds to pay for one or more improvements that will benefit a regionally significant roadway. The proportionate-share contribution shall be calculated in accordance with Chapter 163.3180(542), F.S.

Policy 1.2.4.3: To facilitate school planning within the NCD District the developer(s) shall coordinate with the School Board of St. Lucie County for the provision of schools and school sites concurrent with the need for such facilities. The provision of facilities shall be effectuated through the payment of required impact fees, dedication of sites in exchange for impact fee credit and/or the execution of Developer Agreements, or similar binding legal agreements to finance, construct, operate, and maintain school facilities designed to serve a given population. The location of each proposed school site shall be in proximity to neighborhoods, park facilities and other public open space and civic facilities.

*Objective 1.2.5: Require a systems approach to environmental planning and design that protects adjacent agricultural resources and other natural resources.*

Policy 1.2.5.1: Consistent with the other Policies governing the NCD District, open space shall be provided in accordance with Policy 1.1.4.7. Open Space areas may include pervious lot area as well as areas set aside for parks, recreation, golf course, lakes, linear parks, greens, town squares, buffers, preservation, and conservation areas. These areas shall be designed for maximum environmental value and located close to planned neighborhoods so that they compliment the living experience of the residents within and around the community. Where regulatory protocols will allow, efforts should be made to provide limited trail access for controlled, passive recreation within the preservation and conservation areas to create an environmental network within the community that effectively integrates the natural environment with the built environment.

Policy 1.2.5.2: A buffer zone shall be created as a transition area between urban uses within the NCD District and those agricultural uses west of Range Line Road and Glades Cut-Off Road in accordance with the sub-policies below. This zone shall be identified on the Future Land Use Map.

Policy 1.2.5.2.i: Where 75 percent or more by coverage of native vegetation exists over the 500 foot wide area east of Range Line Road, the buffer zone shall range in width from 250 feet to 1,000 feet, with an average width of 500 feet. A conservation easement shall be placed on the buffer zone. Notwithstanding the foregoing, the buffer zone and the conservation easement to be recorded thereon shall allow for agriculture and agricultural-related activities, passive recreation uses and the on-going construction, improvement and maintenance of applicable mitigation areas for, without limitation hereby, wetland mitigation, threatened and endangered species mitigation, and upland habitat mitigation.

Policy 1.2.5.2.ii: Where less than 75 percent by coverage of native vegetation exists over the 500 foot wide area east of Range Line Road, the buffer zone shall be an average width of 50 feet with a minimum width of 30 feet. An open space easement shall be placed on the buffer zone prior to the start of construction. The buffer zone and the open space easement to be recorded thereon shall allow for agricultural and agricultural-related activities, passive recreation uses, landscaping, linear parks, and the on-going construction, improvement and maintenance of applicable mitigation areas for, without limitation hereby, wetland mitigation, threatened and endangered species mitigation, and upland habitat mitigation. At the time of development of the adjacent use within the NCD, a re-vegetation plan shall be provided for the required buffer that is consistent with intended use of the buffer and the adjacent development within the NCD.

*Objective 1.2.6: Replace piecemeal planning which reacts to development on a project-by-project basis with a long-range vision to create an integrated new community.*

Policy 1.2.6.1: The City shall allow development of part or all of the NCD District, or any sub-district, as a Master Planned Unit Development (MPUD) zoning category and will require the preparation, submission and approval of a Conceptual Master Plan and MPUD Regulation book prior to the initiation of construction within the NCD District, or any sub-districts, or portion thereof. Map H, as approved and appended to a DRI Development Order, may serve as the Conceptual Master Plan. The MPUD Regulation Book shall contain planning and design principles and standards that shall govern development within the MPUD. Where the MPUD Regulation Book conflicts with City Land Development Regulations, the MPUD Regulation book shall prevail.

Policy 1.2.6.2: Adoption of MPUD zoning must be accompanied by a MPUD Conceptual Master Plan and Regulation Book that will serve as the District or sub-district zoning and meet the following criteria:

- a. Contain a minimum area of 100 acres;
- b. Identification of MPUD boundaries;
- c. Identification of extent and location of natural features in the MPUD area;
- d. Identification of the preliminary areas suitable to address stormwater management requirements;
- e. Identification of Residential, Neighborhood/village Commercial, Town Center, Resort or Mixed-Use Areas consistent with Policies 1.2.2.1 through 1.2.2.10. A computation of residential density and non-residential intensity shall be provided along with permitted uses, the character of proposed uses and proposed lot sizes;
- f. Identification of open space and recreational areas consistent with Policy 1.2.2.1;
- g. Circulation routes for automobiles, pedestrians, and bicycles, including consideration for connection with surrounding areas. For each facility to be included in the MPUD, design criteria shall be included addressing:
  - Right-of-way width
  - On-street parking (if applicable)
  - Design cross-sections
  - Streetscape design
- h. Preliminary design criteria for each land use proposed including, but not limited to:
  - Minimum lot size
  - Setbacks and build-to lines
  - Building Height
  - Density
  - Building Coverage

Policy 1.2.6.3: Deviations from the established MPUD may be allowed since it is the intention of the City to encourage innovation planning and land use management techniques for the MPUD zoning and provide the flexibility needed to react to market dynamics. The Planning and Zoning Director may authorize all minor adjustments to an approved MPUD, subject to the following exceptions:

- a. A change which would include a land use not previously permitted under the MPUD;
- b. A change which would alter a land use type adjacent to a property boundary, except where it is (1) a reduction in density, or (2) a reduction of intensity of approved residential development, unless the reduction locates the residential use adjacent to an incompatible use;
- c. A change which would require an amendment to the City Council's conditions of approval;
- d. A change which would increase the land use intensity within any development phase without a corresponding decrease in some other portion of the overall MPUD;

- e. An amendment to the phasing which would propose a land use in advance of the development it is designed to support.

In addition, the Planning and Zoning Director may consider a minor change where the developer proposes to reduce the number of units or floor area in one (1) phase of the project, and make a corresponding increase in the number of units or floor area in another portion of the project, if other conditions of approval are not adversely affected, nor any other change is proposed which would be considered a substantial change to the MPUD.

The Planning and Zoning Director may refer minor adjustments to an approved MPUD to the Site Plan Review Committee. Any denial of a proposed change consistent with Policy 1.2.6.3 by the Director or the Site Plan Review Committee may be appealed to the City Council. All major adjustments shall be subject to City Council approval.

Policy 1.2.6.4: The City shall ~~amend~~ continue to implement Chapter 156, Subdivision Regulations of the Port St. Lucie Land Development Regulations ~~by December 2012~~ to provide that the subdivision plat approval process for development within an NCD district and an approved MPUD shall be in accordance with the review for a minor subdivision plat.

Policy 1.2.6.5: The City shall continue to permit site plan approval for development of less than 25 acres in an NCD District and an approved MPUD to be conducted by the City's Site Plan Review Committee. Site plan approval for development of 25 acres or greater in an NCD District and an approved MPUD shall be forwarded to City Council for review. The Planning and Zoning Director may refer any site plan to City Council if the Committee or the staff is not in agreement with proposed changes.

Objective 1.2.7: *To ensure that development within the NCD District is in conformance with the Objectives, Policies, Principles, standards and criteria contained herein.*

Policy 1.2.7.1: Development within the NCD District shall be included in a Development of Regional Impact approval, as specified in Chapter 380, F.S. (as may be amended from time to time), prior to development within the NCD District.

Policy 1.2.7.2: A written status report shall be provided to the City for the NCD District or any sub-district every two years. If the property has an approved DRI Development Order in effect at the time, the required DRI biennial report may be submitted in lieu of the written status report. The biennial status report shall include the following information:

- a. A summary of the development completed for the prior two years;
- b. A summary of ongoing agricultural uses on undeveloped tracts of land;
- c. A cumulative total of all development completed;
- d. Identification of undeveloped tracts of land that have been sold to a separate entity or developer; and,
- e. Identification of significant local, state, and federal permits which have been obtained or which are pending by agency, type of permit, permit number, and purpose of permit.
- f. A summary of any dwelling units, hotel rooms, and non-residential square footage transferred between sub-districts.

Objective 1.2.8: *The Tradition/Western Grove NCD District is hereby established.*

Policy 1.2.8.1: The density and intensity of the of the Tradition/Western Grove NCD District shall be limited to 11,307 residential units, 2,358,810 non-residential square feet, 150 hotel rooms, and institutional, civic, recreation and accessory uses. The City may increase or decrease the above development units as may be provided for in an Equivalency Matrix adopted as part of an approved DRI Development Order.

Objective 1.2.9: *The Southern Grove NCD District is hereby established.*

Policy 1.2.9.1: The density and intensity of the of the Southern Grove NCD District shall be limited to 7,388 residential units, 13,187,743 non-residential square feet, 791 hotel rooms, 300 hospital beds and institutional, civic, recreation and accessory uses. The City may increase or decrease the above development units as may be provided for in an Equivalency Matrix adopted as part of an approved DRI Development Order. The Southern Grove NCD District shall, at a minimum, contain the Residential, Mixed Use and Employment Center as the three areas required by Policy 1.2.2.1.

Policy 1.2.9.2: The Residential Area will be developed at a minimum overall average density of 3.75 du/ac, when the Residential Area is located within one quarter mile of Employment Center or Mixed-Use Areas.

Objective 1.2.10: *The Riverland/Kennedy NCD District is hereby established and shall be developed consistent with the development order adopted by the City pursuant to section 380.06, F.S., and with the Annexation Agreement, dated July 19, 2004, as amended.*

Policy 1.2.10.1: The density and intensity of the Riverland/Kennedy NCD District shall be limited to 11,700 residential units and a maximum 3,942,495 GSF of retail, research and office, light industrial and institutional and civic, plus amenities and ancillary uses.

Policy 1.2.10.2: The allocation of land uses within the Riverland/Kennedy NCD shall be as shown in Figure 18 providing for 125 acres of Employment Center, 179 acres of Neighborhood/Village Commercial Areas, 205 acres of Mixed-Use, and 3,335 acres of Residential.

Policy 1.2.10.3: Within the Riverland/Kennedy NCD, 50 acres will be dedicated toward a 100-acre regional park and an additional 140 acres of neighborhood and community parks will be provided.

Policy 1.2.10.4: The Riverland/Kennedy NCD District shall provide a mix of land uses within close proximity to work and home; establish a hierarchy of interconnected streets and pedestrian/bike paths within and between uses that promote internal trip capture; and incorporate transit-oriented design features. In conjunction with development of the Riverland/Kennedy NCD District, land may be reserved for schools, fire stations, utilities, civic sites, private institutional sites for religious institutions, clubs, private schools, adult congregate living facilities and other uses that may be identified throughout the development process.

Policy 1.2.10.5: The Riverland/Kennedy NCD District shall provide the following transportation and other public facilities, in the manner prescribed by the development order adopted pursuant to section 380.06, F.S., and the Annexation Agreement dated July 19, 2004, as amended:

- a. Convey right-of-way to the City for Becker Road within the portion of the property;
- b. Pay for the construction of a two-lane roadway section on Becker Road through the

property;

- c. Fund the design, construction, property acquisition for stormwater drainage (but no other property acquisition) and all associated expenses of a four-lane divided roadway section within a 100' right-of-way for Becker Road east of I-95 to the Florida Turnpike (total funding not to exceed \$12,500,000.00);
- d. Convey right-of-way to the City consistent with Map 7 Transportation Series Map 2, 2035 Needs Assessment Map of the Transportation Element, including all intersection connections to Range Line Road;
- e. No later than July 19, 2007, contribute \$10,000,000.00 toward the of development of an interchange on I-95 subject to a future determination of need by the City;
- f. Construct all intersection connections to Range Line Road within the property.

*Objective 1.2.11: The Wilson Groves NCD District is hereby established and shall be developed consistent with the development order adopted by the City pursuant to section 380.06, F.S., and with the Annexation Agreement dated July 19, 2004, as amended.*

Policy 1.2.11.1: The density and intensity of the Wilson Groves NCD District shall be limited to 7,700 residential units and a maximum of 4,092,372 GSF of retail, office, light industrial, and institutional and civic, plus amenities and ancillary uses.

Policy 1.2.11.2: The allocation of land uses within the Wilson Groves NCD District shall be as shown in Figure 19 providing for 57 acres of Neighborhood/Village Commercial, 566 acres of Mixed-Use, and 1,876 acres of Residential.

Policy 1.2.11.3: Within Wilson Groves NCD, 50 acres will be dedicated toward a 100 acre regional park and an additional 40 acres of neighborhood and community parks will be provided.

Policy 1.2.11.4: The Wilson Groves NCD District shall provided a mix of land uses within close proximity to work and home; establish a hierarchy of interconnected streets and pedestrian/bike paths within and between uses that promote internal trip capture; and incorporate transit-oriented design features. In conjunction with development of the Wilson Groves NCD District, land may be reserved for schools, fire stations, utilities, civic sites, private institutional sites for religious institutions, clubs, private schools, adult congregate living facilities and other uses that may be identified throughout the development process.

Policy 1.2.11.5: The Wilson Groves NCD District shall provide the following transportation and other public facilities, in the manner prescribed by the development order adopted pursuant to Section 380, F.S., and the Annexation Agreement dated July 19, 2004, as amended:

- a. Convey right-of-way to the City for Becker Road within the Wilson Groves NCD District portion of the property (completed);
- b. Pay for the construction of a two-lane roadway section on Becker Road through the property;
- c. Fund the design, construction, property acquisition for storm water drainage (but no other property acquisition) and all associated expenses of a four-lane divided roadway section within a 100' right-of-way for Becker Road east of I-95 to the Florida Turnpike (total funding not to exceed \$12,500,000.00) (completed);

- d. Convey right-of-way within the property to the City consistent with Map 7 Transportation Series Map 2, 2035 Needs Assessment Map of the Transportation Element, including all intersection connections to Range Line Road related thereto (completed);
- e. No later than July 19, 2007, contribute \$10,000,000.00 toward the development of an interchange on 1-95 subject to a future determination of need by the City (completed per amended Annexation Agreement, dated November 16, 2009);
- f. Construct all intersection connections within the property to Range Line Road.

~~WESTERN SUB-AREA ELEMENT  
GOALS, OBJECTIVES, AND POLICIES~~

Policies  
relocated  
under  
Objective  
1.2.2.

~~Policy 1.2.2.8: Block lengths and Cul-de-sacs shall be of reasonable lengths. Gated communities shall promote public access road connectivity.~~

~~Policy 1.2.2.9: The edge of a New Community Development District residential area may be formed by a major arterial. The land uses directly along this major arterial should be mixed-use or multifamily housing.~~

~~Policy 1.2.2.10: Pedestrian connectivity between residential areas and village commercial areas shall be promoted through the provision of sidewalks along low-traffic, low-volume streets, and through the creation of greenway links.~~

~~Policy 1.2.2.11: Elementary and middle schools should be encouraged to locate within residential areas where possible. The City will encourage the design of school sites to promote safe and convenient walking and biking to school.~~

~~Policy 1.2.2.12: The City shall create urban design standards for village centers about the location of buildings, parking, alleys, facades, materials, transparency, streetscape standards, and other elements of urban design.~~

Policies  
relocated  
under  
Objective  
1.1.3.

~~Policy 1.1.3.5: Development reviews may be scheduled with a limited number of reviews per month to ensure that the City of Port St. Lucie has adequate staff and time to review the impacts of proposed developments. Development orders and permits for development and redevelopment activities shall be issued only after there is adequate staff review. The City Manager, in his or her sole discretion, may create a special staff review task force to insure timely and thorough reviews of specific projects that the City Manager deems appropriate.~~

~~Policy 1.1.3.6: All relevant City of Port St. Lucie departments with responsibility for city infrastructure will participate in the development review process to ensure that adequate infrastructure is available concurrent with the impacts of development for potable water, sanitary sewers, vehicular and pedestrian circulation, public safety, recreation, and drainage.~~

Figure 1-3

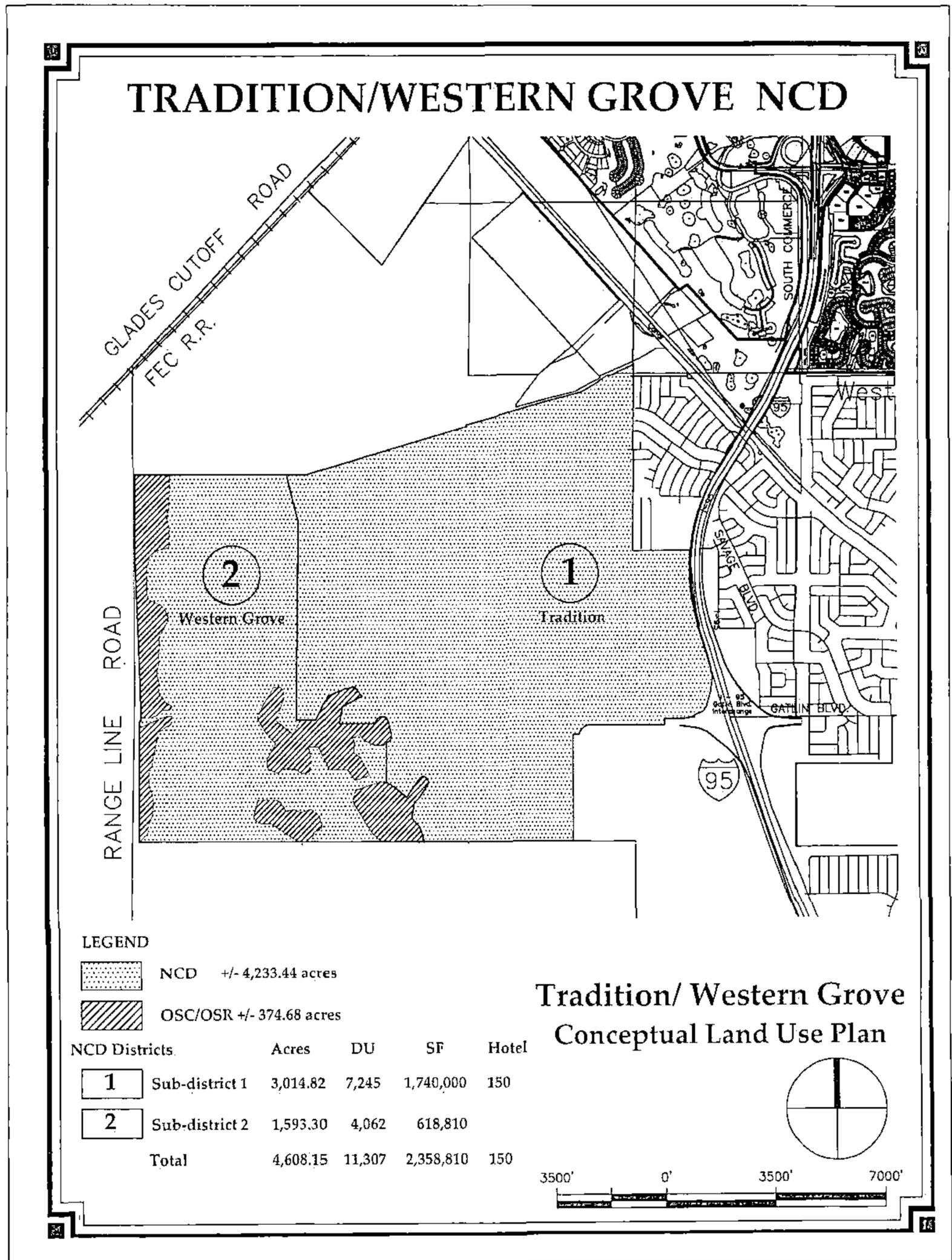


Figure 1-4

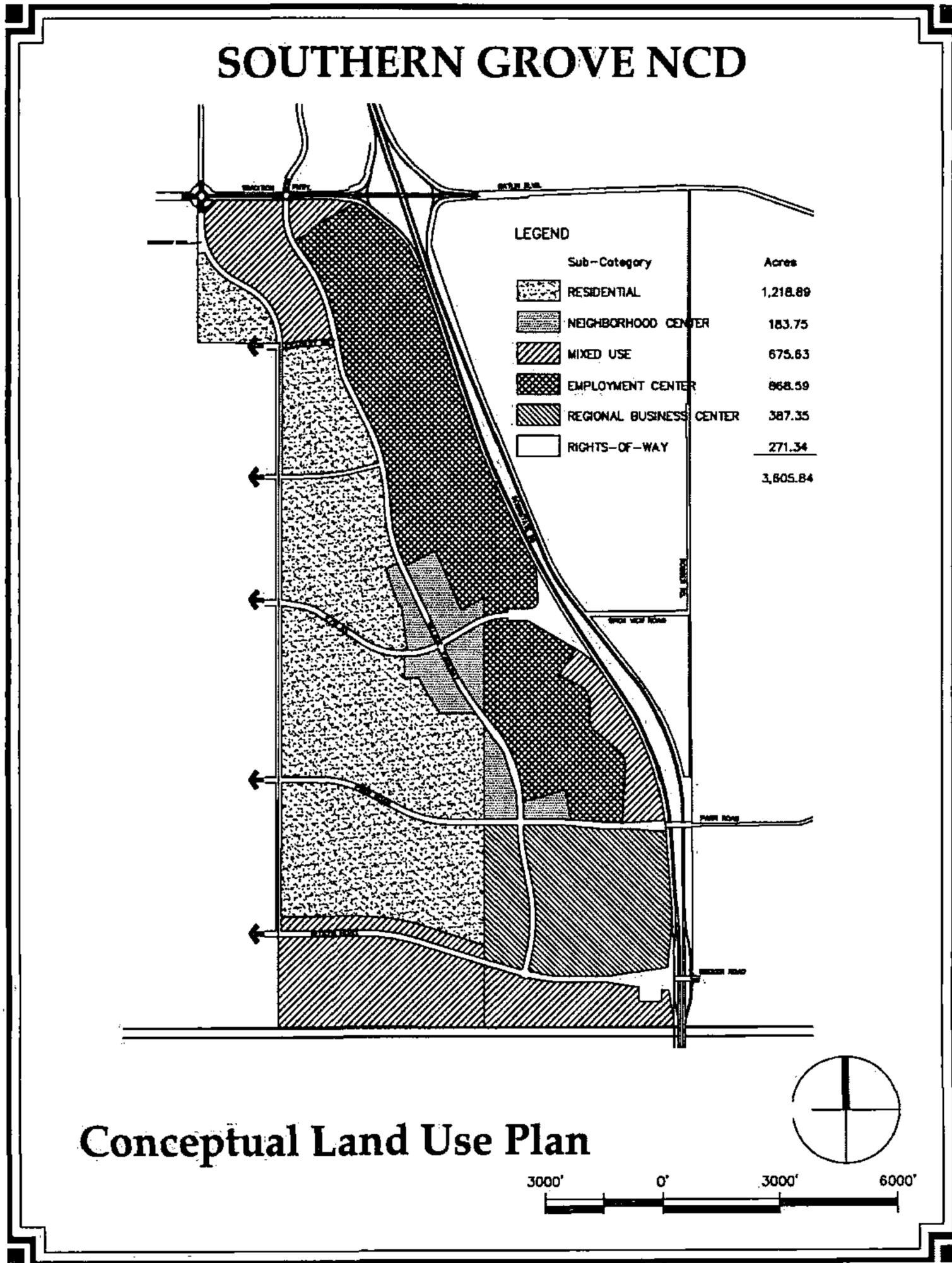
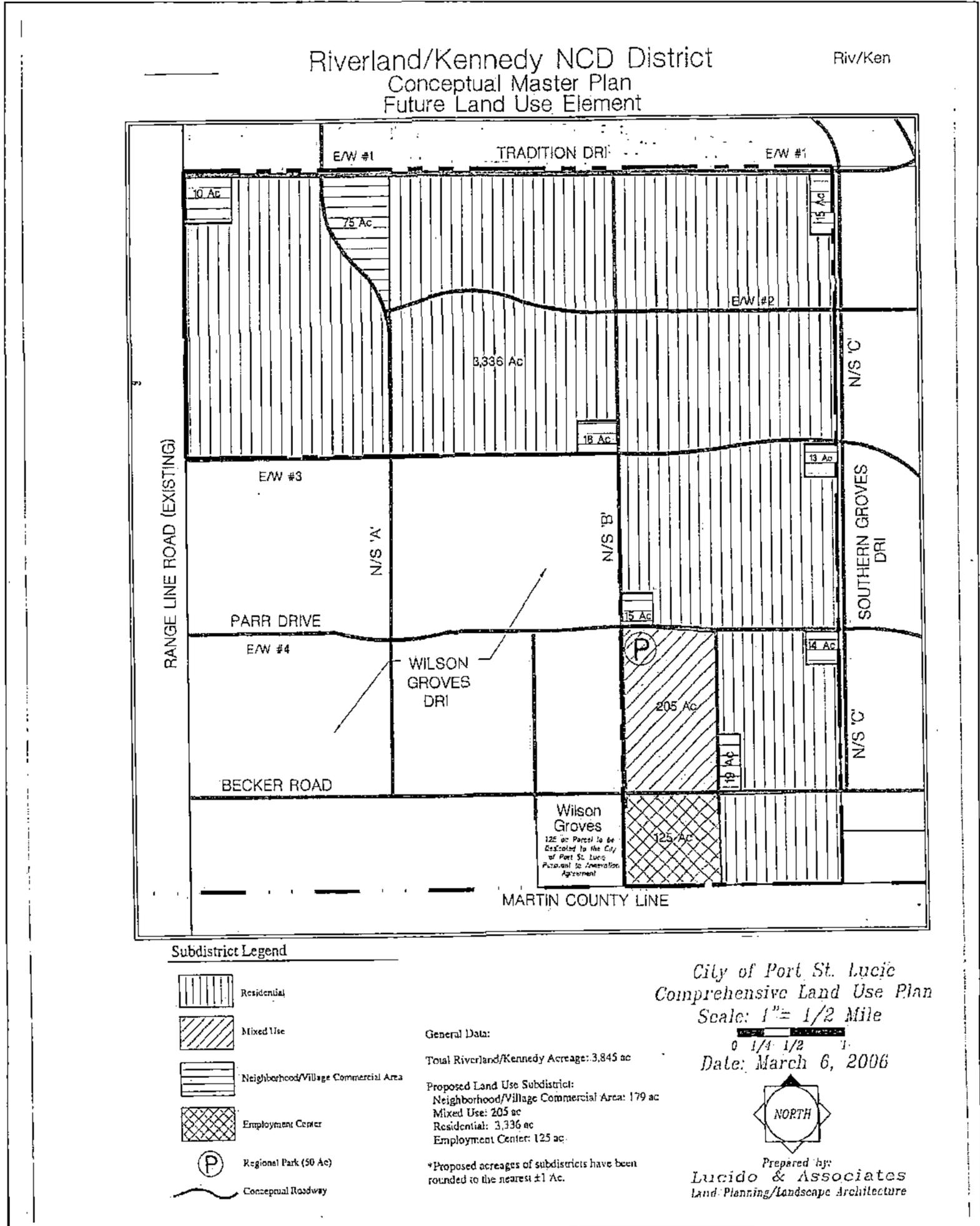


Figure 1-5





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# TRANSPORTATION ELEMENT

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## DATA, INVENTORY AND ANALYSIS

### INTRODUCTION

The purpose of the Transportation Element is to plan for an efficient, safe, and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users. This element has been developed in coordination with the St. Lucie Transportation Planning Organization (TPO) and the 2035 Martin/St. Lucie County Regional Long Range Transportation Plan. ~~This element~~ It provides for the coordination between the Future Land Use Element of the County's Comprehensive Plan and both the short and long term transportation needs for the City of Port St. Lucie.

### EXISTING ROADWAY CONDITIONS

The City of Port St. Lucie maintains approximately ~~887~~<sup>877</sup> centerline miles of roadway. Table 2-1 provides a summary of the major traffic arteries in the City and their functional classification. The roadway information identified in Table 2-1 is not intended to be inclusive of all roadways in the community. Table 2-2 provides a summary of the roadways on the State Roadway System in the City of Port St. Lucie.

#### Functional Classification

Roadways are classified according to their purpose in the network, speed of travel in the roadway, and several other characteristics. The four classifications for roadways are- principal arterials, minor arterials, collectors, and local streets. A rural or urban designation is also included in the roadway classification based on the population. The federal functional classification are from FDOT and the City's own functional classification determination. The City is currently coordinating with the FDOT to reconcile the differences in the classification of the City's roadways. A description of each type of roadway is described below:

The functional classifications are defined as follows:

Principal Arterial Road – primarily focuses on carrying through traffic. Principal arterials usually provide service that is relatively continuous, long in trip length, and high operative speeds.

Minor Arterial Road – provides service for through traffic movement similar to a principal arterial but provides greater land access and distributes traffic to smaller geographical areas than the principal arterial.

Collector Street – provides both land access and traffic circulation between local roads and/or arterial roads. A collector provides service that is relatively moderate in volume, of moderate trip length, and moderate speed.

Local Street – permits direct access to abutting property and connections to a higher order roadway. A local street provides service that is relatively low in volume and short average trip length or minimal through-traffic movements.

**Table 2-1 Local Roadway System**

<u>Local Name</u>	<u>From</u>	<u>To</u>	<u>Federal Functional Classification System</u>	<u>Port St. Lucie Functional Classification</u>
<u>Airosa Boulevard</u>	<u>St. James Drive</u>	<u>Port St. Lucie Boulevard</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
<u>Alcantarra Boulevard</u>	<u>Savona Boulevard</u>	<u>Port St. Lucie Boulevard</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>Bayshore Boulevard</u>	<u>St. James Drive</u>	<u>Port St. Lucie Boulevard</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
	<u>Port St. Lucie Boulevard</u>	<u>Oakridge Boulevard</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
	<u>Village Parkway</u>	<u>Savona Blvd</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>Becker Road</u>	<u>Savona Boulevard</u>	<u>Port St. Lucie Boulevard</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
	<u>Port St. Lucie Boulevard</u>	<u>Florida Turnpike</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
	<u>Florida Turnpike</u>	<u>Gilson Road</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
<u>Biltmore Street</u>	<u>S. Macedo Boulevard</u>	<u>Thornhill Drive</u>	<u>NDA</u>	<u>Urban Collector</u>
	<u>Del Rio Boulevard</u>	<u>Savona Blvd</u>	<u>Urban Collector</u>	<u>NDA</u>
<u>California Boulevard</u>	<u>Savona Boulevard</u>	<u>St. Lucie West Blvd</u>	<u>Urban Minor Arterial</u>	<u>U-PA south SLW Blvd to Crosstown Pkwy</u>
	<u>St. Lucie West</u>	<u>West Torino Parkway</u>	<u>Urban Minor Arterial</u>	<u>Urban Minor Arterial</u>
<u>Cameo Boulevard</u>	<u>Crosstown Parkway</u>	<u>Port St. Lucie Boulevard</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>Cane Slough Road</u>	<u>U.S. 1</u>	<u>Lennard Road</u>	<u>Urban Minor Arterial</u>	<u>Urban Minor Arterial</u>
	<u>Del Rio Boulevard</u>	<u>Crosstown Parkway</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
<u>Cashmere Boulevard</u>	<u>Crosstown Parkway</u>	<u>St. Lucie West Blvd</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
	<u>St. Lucie West Blvd</u>	<u>East Torino Parkway</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>Commerce Center Parkway</u>	<u>North City Limit</u>	<u>Crosstown Parkway</u>	<u>Urban Minor Arterial</u>	<u>Urban Minor Arterial</u>
<u>Community Boulevard</u>	<u>Westcliffe Lane</u>	<u>Discovery Way</u>	<u>NDA</u>	<u>Urban Principal Arterial</u>
<u>Crosstown Parkway</u>	<u>Village Parkway</u>	<u>Manth Lane</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>

<u>Local Name</u>	<u>From</u>	<u>To</u>	<u>Federal Functional Classification System</u>	<u>Port St. Lucie Functional Classification</u>
<u>Darwin Boulevard</u>	<u>Becker Road</u>	<u>Port St. Lucie Boulevard</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>Del Rio Boulevard</u>	<u>Port St. Lucie Boulevard</u>	<u>California Boulevard</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>Discovery Way</u>	<u>California Boulevard</u>	<u>McKenzie Street</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
<u>East Torino Pkwy/Torino Pkwy</u>	<u>Community Boulevard</u>	<u>Village Parkway</u>	<u>NDA</u>	<u>Urban Principal Arterial</u>
<u>Floresta Drive</u>	<u>California Boulevard</u>	<u>Midway Road</u>	<u>Urban Minor Arterial</u>	<u>Urban Minor Arterial</u>
	<u>Bayshore Boulevard</u>	<u>Prima Vista Boulevard</u>	<u>Urban Minor Arterial from Prima Vista Boulevard to Airoso Boulevard and Urban Collector from Airoso Boulevard to Bayshore Boulevard</u>	<u>Urban Collector</u>
	<u>Prima Vista Boulevard</u>	<u>Port S. Lucie Blvd</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
	<u>Port S. Lucie Blvd</u>	<u>Southbend Boulevard</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
<u>Florida Turnpike</u>	<u>South City Limit</u>	<u>North City Limit</u>	<u>FIHS</u>	<u>FIHS</u>
<u>Gattin Boulevard</u>	<u>I-95</u>	<u>Port St. Lucie Blvd</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
<u>Glades Cut-Off Road (SLC)</u>	<u>Range Line Road</u>	<u>Midway Road</u>	<u>Urban Minor Arterial</u>	<u>Urban Minor Arterial</u>
<u>Gowin Drive</u>	<u>Port St. Lucie Boulevard</u>	<u>Westmoreland Blvd</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>Grand Drive</u>	<u>Jennings Road</u>	<u>Walton Road</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>Green River Parkway</u>	<u>Walton Road</u>	<u>Martin County Line</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
<u>Heatherwood Boulevard</u>	<u>California Boulevard</u>	<u>Cashmere Boulevard</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>Hillmoor Drive</u>	<u>Tiffany Avenue</u>	<u>Lennard Road</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>Import Drive</u>	<u>Salvateira Boulevard</u>	<u>Gattin Boulevard</u>	<u>Urban Collector</u>	<u>Urban Collector</u>
<u>Indian River Drive</u>	<u>South City Limit</u>	<u>North City Limit</u>	<u>Urban Minor Arterial</u>	<u>Urban Minor Arterial</u>
<u>Interstate 95</u>	<u>South City Limit</u>	<u>North City Limit</u>	<u>FIHS</u>	<u>FIHS</u>
<u>Jennings Road</u>	<u>U.S. 1</u>	<u>Lennard Road</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>

<u>Local Name</u>	<u>From</u>	<u>To</u>	<u>Federal Functional Classification System</u>	<u>Port St. Lucie Functional Classification</u>
<u>Lennard Road</u>	<u>U.S. 1</u>	<u>Walton Road</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
<u>LTC Parkway</u>	<u>Walton Road</u>	<u>North City Limit</u>	<u>NDA</u>	<u>Urban Minor Arterial</u>
<u>Lyngate Drive</u>	<u>Midway Road</u>	<u>Glades Cut-Off Road</u>	<u>NDA</u>	<u>NDA</u>
<u>Manville Drive</u>	<u>Veteran's Memorial Parkway</u>	<u>U.S. 1</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
<u>Mariposa Avenue</u>	<u>Selvitz Road</u>	<u>St. James Drive</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>Melaleuca Boulevard</u>	<u>Lennard Road</u>	<u>Calais Street</u>	<u>Urban Collector</u>	<u>Urban Collector</u>
<u>Midway Road<sup>(1)</sup></u>	<u>Lennard Road</u>	<u>Green River Parkway</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>Morningside Boulevard</u>	<u>West City Limit</u>	<u>McCarty Road</u>	<u>Rural Principal Arterial</u>	<u>NDA</u>
	<u>McCarty Road</u>	<u>East City Limit</u>	<u>Urban Principal Arterial</u>	<u>NDA</u>
<u>North Macedo Blvd</u>	<u>Lyngate Drive</u>	<u>River Vista Drive</u>	<u>Urban Collector to Westmoreland, Urban Local to end</u>	<u>Urban Collector</u>
<u>North Torino Parkway</u>	<u>Selvitz Road</u>	<u>Bayshore Boulevard</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>Oakridge Boulevard</u>	<u>Torino Parkway</u>	<u>West Blanton Road</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
<u>Paar Drive</u>	<u>Bayshore Boulevard</u>	<u>Southbend Boulevard</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
<u>Peacock Boulevard</u>	<u>Rosser Boulevard</u>	<u>Darwin Boulevard</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>Port St. Lucie Boulevard</u>	<u>Cashmere Boulevard</u>	<u>St. Lucie West Boulevard</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>Prima Vista Boulevard</u>	<u>South City Limit</u>	<u>U.S. 1</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
<u>Range Line Road<sup>(1)</sup></u>	<u>Bayshore</u>	<u>U.S. 1</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
<u>Rosser Boulevard</u>	<u>South City Limit</u>	<u>Midway Road</u>	<u>Urban Minor Arterial</u>	<u>Urban Minor Arterial</u>
<u>Savage Boulevard</u>	<u>Gatlin Boulevard</u>	<u>Paar Drive</u>	<u>Urban Collector</u>	<u>Urban Collector</u>
<u>Savona Boulevard</u>	<u>Import Drive</u>	<u>Gatlin Boulevard</u>	<u>Urban Collector</u>	<u>Urban Collector</u>
	<u>Becker Road</u>	<u>California Boulevard</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>

<u>Local Name</u>	<u>From</u>	<u>To</u>	<u>Federal Functional Classification System</u>	<u>Port St. Lucie Functional Classification</u>
<u>Selvitz Road</u>	<u>Midway Road</u>	<u>Bayshore Boulevard</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
<u>Southbend Boulevard</u>	<u>Bayshore Boulevard</u>	<u>Floresta Drive</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>South Macedo Boulevard</u>	<u>Becker Road</u>	<u>Floresta Drive</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
<u>St. James Drive</u>	<u>Bayshore Boulevard</u>	<u>Thornhill Drive</u>	<u>NDA</u>	<u>Urban Collector</u>
<u>St. Lucie West Blvd</u>	<u>Airosa Boulevard</u>	<u>Midway Road</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
<u>Thornhill Drive</u>	<u>I-95</u>	<u>Bayshore Boulevard</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
<u>Tiffany Avenue</u>	<u>Bayshore Boulevard</u>	<u>Floresta Drive</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
<u>Tradition Parkway</u>	<u>U.S. 1</u>	<u>Grand Drive</u>	<u>Urban Collector</u>	<u>Urban Collector</u>
<u>Tulip Boulevard</u>	<u>Stony Creek Way</u>	<u>I-95</u>	<u>NDA</u>	<u>Urban Principal Arterial</u>
<u>U.S. 1</u>	<u>Port St. Lucie Boulevard</u>	<u>Port St. Lucie Boulevard</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
<u>Veterans Memorial Parkway</u>	<u>South City Limit</u>	<u>North City Limit</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
<u>Village Green Drive</u>	<u>U.S. 1</u>	<u>Port St. Lucie Boulevard</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
<u>Village Parkway</u>	<u>U.S. 1</u>	<u>Tiffany Avenue</u>	<u>Urban Collector</u>	<u>Urban Principal Arterial</u>
<u>Walton Road</u>	<u>Crosstown Parkway</u>	<u>Becker Road</u>	<u>Urban Principal Arterial</u>	<u>Urban Principal Arterial</u>
<u>Westcliffe Lane</u>	<u>U.S. 1</u>	<u>Indian River Drive</u>	<u>Urban Minor Arterial</u>	<u>Urban Principal Arterial</u>
<u>Westmoreland Boulevard</u>	<u>SW Community Boulevard</u>	<u>Village Parkway</u>	<u>NDA</u>	<u>Urban Principal Arterial</u>
<u>West Torino Parkway</u>	<u>U.S. 1</u>	<u>Port St. Lucie Boulevard</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>
	<u>West Blanton Road</u>	<u>California Boulevard</u>	<u>Urban Collector</u>	<u>Urban Minor Arterial</u>

Source: FDOT, City of Port St. Lucie, 2012

NDA - No data available

(1) Not maintained by City of Port St. Lucie.

## Strategic Intermodal System (SIS) Facilities

In 2003, the Strategic Intermodal System was established through Florida legislation to efficiently serve the mobility needs of Florida's population, visitors, and businesses. The current designated SIS is a network of high-priority facilities that includes the state's most significant and largest roadways, railroads, waterways, and other transportation facilities. The state sets level of service standards for the SIS facilities. It is strongly recommended by the Florida Department of Transportation (FDOT) that local governments involve the FDOT in the development review process at an early stage if the proposed development impacts any SIS facility. It is important that local governments assist the FDOT to ensure that the SIS facilities maintain their established LOS standards.

A list of all designated and emerging SIS facilities in the City of Port St. Lucie are shown in Table 2-2.

**Table 2-2**  
**SIS Facilities in The City of Port St. Lucie**

Facility	Designated SIS	Emerging SIS
Roadways	I-95	
	Turnpike	
Railroad	Florida East Coast Railroad (FEC)	South Central Florida Express Railroad
Waterways	Atlantic Intracoastal Waterway	

Source: FDOT, 2010

## Florida Intrastate Highway System (FIHS)

The Florida Intrastate Highway System (FIHS) was created in 1990 by the Florida Legislature and is composed of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is a statewide transportation network that provides for high-speed and high-volume traffic movement within the state. The primary function of the system is to serve interstate and regional commerce and other long distance trips. The system is intended to accommodate High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service.

In the City of Port St. Lucie, there are two roadways that are part of the FIHS: the Florida Turnpike and I-95. Table 2-3 lists all the State Highway System roadways in the City.

**Table 2-3  
State Highway System within Port St. Lucie**

<b>State Road Number</b>	<b>Local Name</b>	<b>From</b>	<b>To</b>
9	I-95	Martin County Line	Port St. Lucie Northern Boundary
5	US-1	Martin County Line	Port St. Lucie Northern Boundary
716	Port St. Lucie Blvd	Underpass SR 91/ FL Turnpike	SR 5/ US-1
91	FL Turnpike	Martin County Line	Port St. Lucie Northern Boundary

Source: FDOT, 2010

**Regional Freight and Goods Movement**

Heavy rail freight service in St. Lucie County is provided by the *Florida East Coast* (FEC) Railroad which serves the east coast of Florida from Jacksonville to Miami. The Florida East Coast (FEC) Railroad runs through the eastern part of Port St. Lucie parallel to US 1, and ties into another track which runs across the western portion of the City. The Florida East Coast (FEC) is a SIS-Designated facility in St. Lucie County.

The South Central Florida Express (SCFE) is an independent short line railroad, owned and operated by US Sugar, along Glades Cutoff Road. The SCFE provides the service from the southwest to northeast portions of St. Lucie County running partially through Port St. Lucie.

**Transit**

The Council On Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector which is a fixed route service provides service along specific routes with scheduled arrival times at predetermined bus stop areas. This is the type of system most people refer to when they mention a city bus; and 2) Community Transit, a demand response system which is an origin to destination system where passenger trips are generated by calls from individuals who cannot access the fixed route service due to some disability.

The City of Port St. Lucie current transit system consists of fixed route buses and demand response service. The St. Lucie County Board of County Commissioners serves as the Community Transportation Coordinator (CTC). The CTC is responsible for coordinating transit service among public service agencies in the City of Port St. Lucie and all of St. Lucie County. The demand response services are provided by Community Transit, a division of Council On Aging of St. Lucie, Inc. (COASL). COASL is the public transit provider for St. Lucie County through a contract with the Board of County Commissioners of St. Lucie County. Community Transit has been servicing St. Lucie County since 1990. Community Transit provides door to door paratransit services for the American Disability Act of 1990 (ADA) program and the transportation disadvantaged program throughout St. Lucie County.

All fixed route/Community Transit services are provided by the Treasure Coast Connector (TCC). This system consists of four fixed bus routes that run through the City of Port St. Lucie. All bus routes are provided Monday through Friday between the hours of 7:00 am and 6:00 pm. The ridership has been constantly increasing since the bus service program started based upon data from the St. Lucie Regional Transit Plan. A general description of existing fixed-route and paratransit services provided in the City of Port St. Lucie are summarized, as follows:

### **Treasure Coast Connector - Fixed Route Service**

#### **Route 1:**

Route 1 operates along US 1 and connects Port St. Lucie to Stuart and to downtown Fort Pierce on weekdays, between hours 7:00 am to 6:00 pm with headways of one hour. This route serves all major trip generators and attractors on this corridor.

#### **Route 4:**

Route 4 is known as the Port St. Lucie Downtown Trolley, which runs in downtown Port St. Lucie. This route runs from 7:00 am to 6:00 pm with headways of one hour in the vicinity of Morningside Library and connects to the Port St. Lucie Community Center, Walton Road and transfer riders to the US-1 Treasure Coast Connector Route.

#### **Route 5:**

Route 5 provides transit service between the Port St. Lucie Community Center and Tradition Landings using Gatlin Boulevard and Port St. Lucie Boulevard. Similar to the other fixed bus routes, Route 5 operates from 7:00 am to 6:00 pm with headways of one hour.

#### **Route 6:**

Route 6 operates from the Port St. Lucie Community Center to Prima Vista Crossing, and then to the Shoppes at St. Lucie West Publix Shopping Center and Tradition Field Stadium. Route 6 operates from 7:00 am to 6:00 pm with headways of one hour.

### **Park and Ride**

Park and ride lots are dedicated (joint use or stand-alone) locations for private automobiles for carpooling and, in some cases, transit. There are currently two park and ride lots located in the City of Port St. Lucie. One is located at Bayshore Boulevard just south of Thornhill Drive, near the Florida's Turnpike St. Lucie Boulevard interchange and the second one is located on Oakridge Drive between Southbend Boulevard and Florida's Turnpike.

### **Demand Response System**

COASL also operates a demand response system, which is an origin to destination system where passenger trips are generated by calls from passengers or their agents at least twenty-four (24) hours in advance, to the Transit Reservationist, who then schedules a vehicle to pick up the passenger, with reservations accepted up to two weeks in advance. The demand response system is for individuals who cannot access the fixed route service due to some disability. Eligibility for the system is required.

## **Seaport/Airport/Waterway**

There are no current or planned airports or deep water ports located within the City of Port St. Lucie. However, the St. Lucie County International Airport is situated north of Fort Pierce in unincorporated St. Lucie County. The region's only deep water port is located in the City of Fort Pierce. The Port of Fort Pierce is one of 14 deep water ports in Florida. It is bounded by State Road A1A on the north and south, on the west by US 1 and the Florida East Coast (FEC) Railroad, and on the east by the Indian River Lagoon. St. Lucie County is the port authority for the Port of Fort Pierce. The Atlantic Intracoastal Waterway passes through the eastern part of the city via the Indian River Lagoon.

## **Parking**

Generally, Port St. Lucie has sufficient capacity of public and private parking facilities. Both City Hall and the Civic Center have a large amount of parking spaces that serve the public facilities within the City of Port St. Lucie.

## **Bicycle and Pedestrian Facilities**

The City of Port St. Lucie recognizes the need for pedestrian and bicycle accommodations as an integral component of a Citywide transportation system. The development of bicycle and pedestrian facilities and the encouragement of their use serve several important purposes which benefit all of the citizens of Port St. Lucie including:

- 1) Health and physical benefits
- 2) Environmental benefits
- 3) Transportation benefits
- 4) Recreational benefits
- 5) Quality of life benefits

## **Sidewalk Program**

Through the sidewalk program alone, the City has installed approximately 10.5 miles of sidewalk. In addition to the City's funds, the City has applied for and received confirmation of funding for an additional sidewalk project through the American Recovery And Reinvestment Act of 2009 (ARRA) stimulus program. In coordination with St. Lucie County, the City has received grant funding for sidewalks through the Safe Route to Schools Program.

The City currently requires that pedestrian and bicycle accommodations be incorporated into all development projects and urban roadway projects. Federal, State, and County guidelines also address the provision of bicycle and pedestrian facilities in conjunction with roadway improvement projects.

The St. Lucie TPO recently completed the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008. The Master Plan inventoried all the existing sidewalks, bike paths, missing sidewalks, and provided suggestions to improve the system, many of which were located within the City of Port St. Lucie. These improvements primarily consisted of proposed sidewalks and bike lanes along arterials; proposed greenways and recreational trails, multi-purpose trails and canal trails. The analysis portion of the plan identified US-1, Port St. Lucie Boulevard, and St. Lucie West Boulevard as high bicycle and pedestrian crash corridors.

The City would like to continue to work towards the implementation of the St. Lucie TPO Bicycle and Pedestrian Plan. In addition, the plan calls for the establishment of sidewalks on both sides of arterial and collector streets, where they do not currently exist.

The City has developed a process for reviewing and prioritizing sidewalk locations for construction with the assistance of the Engineering Department, Planning and Zoning Department, Parks Department, members of the School Board, and the Police Department. Many factors are considered when selecting the locations including the proximity to a school, number of bus stops, existing sidewalks in the area, number of users, the speed limit on adjacent roads, existing drainage conditions, obstacles, right-of-way width, safety hazards, and estimated costs. Ultimately, the priority locations are approved by City Council and constructed as funding permits.

The Martin MPO/St. Lucie TPO 2035 Regional Long Range Transportation Plan (RLRTP) outlines plans for the Treasure Coast Loop Trail. The project, which will be built to multi-use trail standards, is planned to be a greenway trail connecting Martin and St. Lucie Counties. The Treasure Coast Trail will also serve to improve non-motorized access to areas within the eastern core of the Counties, as well as access to and from Hutchinson Island. The Trail is projected to extend along Green River Parkway through the City.

**EXISTING TRANSPORTATION ANALYSIS**

**Adopted Level of Service Analysis**

Level of Service is a method of describing the operating condition of a roadway in relation to the volume of traffic using that roadway. Factors which influence level of service include the number of vehicle lanes, the number of vehicles on the roadway, speed of these vehicles, traffic interruptions, ability to maneuver freely and safely as well as the driving comfort and convenience of the public. Level of Service Standards are to be used as a guide for transportation planning purposes to identify roadway needs and to provide a measure for determining time and type of roadway improvement.

Table 2-4 shows the non-SIS level of service standards for urban and non-urban roadways in Port St. Lucie. Table 2-5 shows the SIS level of service standards.

**Table 2-4  
Non-SIS Minimum Level of Service Standards for  
Urban and Non-Urban Roadways in Port St. Lucie**

Roadway Facility Type	LOS Standard
Collector Road	D
Minor Urban Arterial	E*
Major (Principal) Urban Arterial	E*
Major (Principal) Rural Arterial	D
Limited Access Urban Facility	D
Constrained Facility	Maintain*
Backlogged Facility	Maintain & Improve*

(Level of service for roadways shall be determined based on peak hour traffic conditions.)

\*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

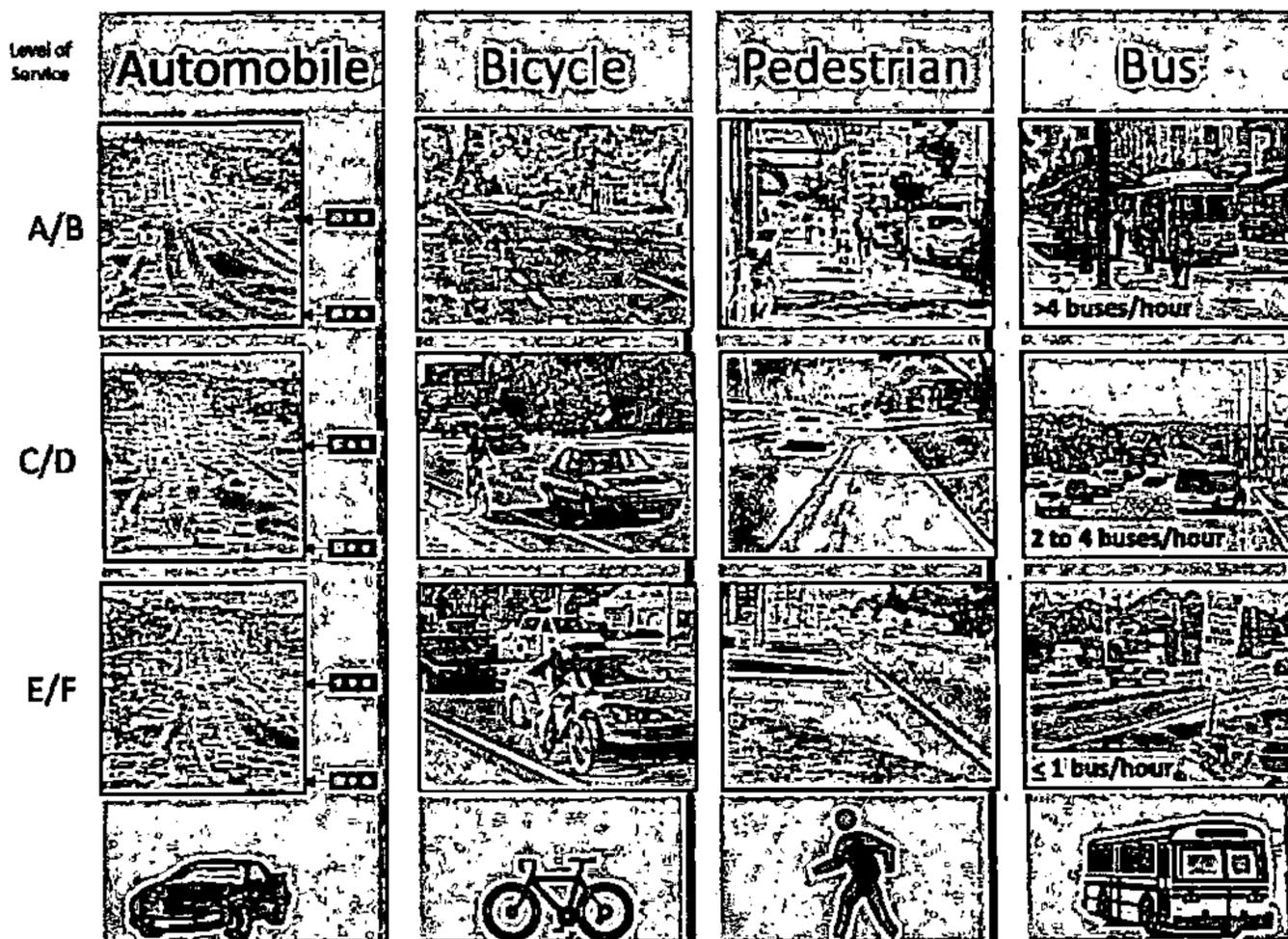
**Table 2-5  
SIS Facilities Level of Service Standards**

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatlin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C
Florida's Turnpike	Martin County Line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	C

Source: SIS LOS Standards from FDOT, 2010

Figure 2-1 depicts level of service conditions for different modes of transportation.

**Figure 2-1  
LOS Conditions for Different Modes of Transportation**



Source: 2009 FDOT Quality/Level of Service Handbook

## Existing Level of Service Analysis

The St. Lucie County TPO and FDOT collect the traffic counts on the state and major roadways within the City. Table 2-6, shows the most recent generalized peak hour traffic volumes and level of service conditions for the City's roadway network based on the minimum levels of service standards identified in Tables 2-4 and 2-5. For the purpose of this plan, the 2009 Quality/Level of Service Handbook has been used to establish Levels of Service for all roads on the roadway network in Port St. Lucie. The existing Level of Service Analysis is based on 2011 traffic volumes unless otherwise noted. The FDOT generalized planning tables are just one form of capacity analysis that can be utilized. Additional forms of roadway capacity analysis may take into account more variables including turn percentages, heavy vehicle percentages, signal timing, and additional vehicle flow parameters.

**Table 2-6  
Roadway Existing Conditions Level of Service Analysis**

<u>Roadway Name</u>	<u>Location</u>	<u>Roadway Classification</u>	<u>Number of Lanes</u>	<u>LOS Adopt.</u>	<u>AADT LOS Capacity</u>	<u>AADT</u>	<u>Daily LOS</u>	<u>Directional Peak Hour LOS Capacity</u>	<u>Directional Peak Hour Volume</u>	<u>Directional Peak Hour LOS</u>
<u>Airosa Blvd</u>	<u>N. of Prima Vista Blvd</u>	<u>Major City/County Road</u>	<u>4</u>	<u>E</u>	<u>33,000</u>	<u>13,065</u>	<u>B</u>	<u>1,760</u>	<u>672</u>	<u>B</u>
	<u>N. of Crosstown Pkwy</u>		<u>4</u>	<u>E</u>	<u>34,700</u>	<u>14,380</u>	<u>B</u>	<u>1,850</u>	<u>1,160</u>	<u>B</u>
	<u>N. of Floresta Dr</u>		<u>4</u>	<u>E</u>	<u>34,700</u>	<u>20,927</u>	<u>B</u>	<u>1,850</u>	<u>1,195</u>	<u>B</u>
	<u>N. of Port St. Lucie Blvd</u>		<u>4</u>	<u>E</u>	<u>34,700</u>	<u>17,032</u>	<u>B</u>	<u>1,850</u>	<u>1,054</u>	<u>B</u>
<u>Bayshore Blvd</u>	<u>N. of Floresta Dr</u>	<u>Major City/County Road</u>	<u>2</u>	<u>E</u>	<u>14,900</u>	<u>12,000</u>	<u>C</u>	<u>790</u>	<u>637</u>	<u>C</u>
	<u>N. of Prima Vista Blvd</u>		<u>2</u>	<u>E</u>	<u>15,600</u>	<u>15,992</u>	<u>F</u>	<u>830</u>	<u>844</u>	<u>F</u>
	<u>N. of Crosstown Pkwy</u>		<u>4</u>	<u>E</u>	<u>34,700</u>	<u>24,925</u>	<u>B</u>	<u>1,850</u>	<u>1,273</u>	<u>B</u>
	<u>N. of Port St. Lucie Blvd</u>		<u>4</u>	<u>E</u>	<u>33,200</u>	<u>24,731</u>	<u>C</u>	<u>1,770</u>	<u>1,257</u>	<u>C</u>
	<u>N. of Oak Ridge Dr</u>		<u>2</u>	<u>E</u>	<u>11,300</u>	<u>5,300</u>	<u>B</u>	<u>600</u>	<u>327</u>	<u>B</u>
<u>Becker Rd</u>	<u>E. of Darwin Blvd*</u>	<u>Major City/County Road</u>	<u>2</u>	<u>E</u>	<u>14,900</u>	<u>11,000</u>	<u>C</u>	<u>790</u>	<u>649</u>	<u>C</u>
	<u>E. of Port St. Lucie Blvd*</u>		<u>4</u>	<u>E</u>	<u>33,000</u>	<u>8,100</u>	<u>B</u>	<u>1,760</u>	<u>425</u>	<u>B</u>
	<u>E. of Savona Blvd*</u>		<u>4</u>	<u>E</u>	<u>33,000</u>	<u>5,700</u>	<u>B</u>	<u>1,760</u>	<u>340</u>	<u>B</u>
	<u>E. of Rosser Blvd*</u>		<u>4</u>	<u>E</u>	<u>33,000</u>	<u>8,900</u>	<u>B</u>	<u>1,760</u>	<u>575</u>	<u>B</u>
<u>California Blvd.</u>	<u>N. of St. Lucie West Blvd</u>	<u>Major City/County Road</u>	<u>2</u>	<u>D</u>	<u>15,600</u>	<u>7,910</u>	<u>B</u>	<u>830</u>	<u>471</u>	<u>B</u>
	<u>N. of Crosstown Pkwy</u>		<u>2</u>	<u>D</u>	<u>14,400</u>	<u>11,880</u>	<u>D</u>	<u>770</u>	<u>660</u>	<u>D</u>
	<u>N. of Del Rio Blvd</u>		<u>2</u>	<u>D</u>	<u>14,400</u>	<u>11,500</u>	<u>D</u>	<u>770</u>	<u>750</u>	<u>D</u>
	<u>N. of Savona Blvd</u>		<u>2</u>	<u>D</u>	<u>15,600</u>	<u>10,000</u>	<u>C</u>	<u>830</u>	<u>682</u>	<u>C</u>
<u>Cashmere Blvd</u>	<u>S. of Savona Blvd</u>	<u>Major City/County Road</u>	<u>2</u>	<u>D</u>	<u>15,600</u>	<u>10,500</u>	<u>C</u>	<u>830</u>	<u>629</u>	<u>C</u>
	<u>N. of St. Lucie West Blvd</u>		<u>2</u>	<u>D</u>	<u>15,600</u>	<u>8,637</u>	<u>B</u>	<u>830</u>	<u>476</u>	<u>B</u>
	<u>N. of Crosstown Pkwy</u>		<u>2</u>	<u>D</u>	<u>14,400</u>	<u>10,328</u>	<u>D</u>	<u>770</u>	<u>616</u>	<u>D</u>
	<u>N. of Del Rio Blvd</u>		<u>2</u>	<u>D</u>	<u>14,400</u>	<u>8,400</u>	<u>C</u>	<u>770</u>	<u>540</u>	<u>D</u>

<u>Roadway Name</u>	<u>Location</u>	<u>Roadway Classification</u>	<u>Number of Lanes</u>	<u>LOS Adopt.</u>	<u>AADT LOS Capacity</u>	<u>AADT</u>	<u>Daily LOS</u>	<u>Directional Peak Hour LOS Capacity</u>	<u>Directional Peak Hour Volume</u>	<u>Directional Peak Hour LOS</u>
<u>Crosstown Pkwy</u>	<u>W. of I-95</u>	<u>Major City/County Road</u>	4	E	34,700	5,100	B	1,850	304	B
	<u>W. of California Blvd</u>		6	E	52,300	13,000	B	2,780	956	B
	<u>W. of Cashmere Blvd</u>		6	E	52,300	14,000	B	2,780	856	B
	<u>W. of Cameo Blvd</u>		6	E	52,300	16,500	B	2,780	860	B
	<u>W. of Bayshore Blvd</u>		6	E	50,200	20,000	C	2,670	1,036	C
	<u>W. of Airoso Blvd</u>		6	E	52,300	12,500	B	2,780	695	B
<u>Darwin Blvd</u>	<u>W. of Sandia Dr</u>	<u>Other County Road</u>	6	E	50,200	7,100	C	2,670	426	C
	<u>W. of Ocean Ln</u>		2	E	11,300	4,800	B	600	262	B
	<u>W. of Floresta Dr</u>		2	E	8,600	3,900	B	460	243	B
	<u>N. of Tulip Blvd</u>		2	D	15,600	11,500	C	830	706	C
<u>Del Rio Blvd</u>	<u>N. of Paar Dr</u>	<u>Major City/County Road</u>	2	D	15,600	4,814	B	830	470	B
	<u>N. of Becker Rd</u>		2	D	11,900	4,814	B	630	470	C
	<u>N. of California Blvd</u>		2	D	14,900	8,400	B	790	503	C
<u>Floresta Dr</u>	<u>N. of Port St Lucie Blvd</u>	<u>Major City/County Road</u>	2	D	15,600	12,428	C	830	658	C
	<u>W. of Airoso Blvd</u>		2	D	14,900	3,347	B	790	239	B
	<u>N. of Prima Vista Blvd</u>		2	E	15,600	11,383	C	830	677	C
	<u>N. of Crosstown Pkwy</u>		2	E	15,600	14,065	C	830	931	E
	<u>N. of Port St Lucie Blvd</u>		2	D	14,900	16,155	E	790	1,107	E
<u>Gatlin Blvd</u>	<u>N. of Oak Ridge Dr</u>	<u>Major City/County Road</u>	2	D	15,600	11,876	C	830	891	E
	<u>E. of I-95</u>		6	E	50,200	41,426	D	2,670	3,117	E
	<u>E. of Savona Blvd</u>		6	E	52,300	31,516	B	2,780	1,516	B
<u>Gilson Rd</u>	<u>N. of Becker Rd</u>	<u>Major City/County Road</u>	2	D	11,900	11,956	F	630	E	

Roadway Name	Location	Roadway Classification	Number of Lanes	LOS Adopt.	AADT LOS Capacity	AADT	Daily LOS	Directional Peak Hour LOS Capacity	Directional Peak Hour Volume	Directional Peak Hour LOS
Glades Cut-Off Rd <sup>(1)</sup>	N. of Commerce Center Dr	Major City/County Road	2	D	15,600	2,200	B	830	167	B
	S. of Commerce Center Dr	Uninterrupted Flow	2	D	22,200	2,818	B	1,120	400	B
Green River Pkwy	S. of Walton Rd	Major City/County Road	2	D	22,200	3,141	B	1,140	265	B
	N. of US-1	Major City/County Road	4	D	31,400	16,217	C	1,670	925	C
Lennard Rd	N. of Tiffany Rd	Major City/County Road	4	D	31,400	4,616	C	1,670	279	C
	W. of US 1	Major City/County Road	2	D	15,600	9,314	C	830	695	C
Mariposa Ave	E. of Lennard Rd	Other County Road	2	D	10,700	6,888	D	570	586	E
	W. of Selvitz Rd		2	E	15,600	17,198	E	830	910	E
Midway Rd West <sup>(1)</sup>	W. of Torino Pkwy	Major City/County Road	4	E	33,200	13,400	C	1,770	788	C
	W. of Glades Cut Off Rd		4	E	33,200	16,027	C	1,770	988	C
	W. of I-95		2	E	10,900	4,970	B	580	365	C
	N. of Port St Lucie Blvd	Major City/County Road	2	D	14,900	5,147	B	790	431	B
Morningside Blvd	S. of Port St Lucie Blvd	Major City/County Road	2	D	15,600	3,736	B	830	260	B
	E. of Port St Lucie Blvd	Major City/County Road	2	D	11,900	878	B	630	61	B
Paar Drive	E. of Morningside Blvd <sup>(1)</sup>		6	D	52,800	40,326	C	2,810	3,062	E
	E. of Veterans Memorial Pkwy <sup>(1)</sup>		6	D	55,300	43,150	B	2,940	2,597	C
	E. of Floresta Dr <sup>(1)</sup>	State Two-Way Arterial	6	D	55,300	60,364	E	2,940	4,326	E
	E. of Airoso Blvd <sup>(1)</sup>		6	D	55,300	51,243	C	2,940	3,155	E
	E. of Bayshore Blvd <sup>(1)</sup>		6	D	55,300	53,201	C	2,940	3,362	E
	E. of Del Rio Blvd	Major City/County Road	6	D	47,500	48,256	E	2,530	2,929	E
W. of Del Rio Blvd	W. of Del Rio Blvd	Major City/County Road	6	E	50,200	37,500	D	2,670	2,517	D
	W. of US 1 South <sup>(1)</sup>		4	E	33,200	31,187	D	1,770	1,790	E
Prima Vista Blvd	W. of Rio Mar Dr <sup>(1)</sup>	Major City/County Road	4	E	31,600	36,549	E	1,680	2,233	E
	W. of Floresta Dr <sup>(1)</sup>		4	E	34,700	27,232	B	1,850	1,465	B
	W. of Airoso Blvd		4	E	34,700	29,309	C	1,850	1,440	B

<u>Roadway Name</u>	<u>Location</u>	<u>Roadway Classification</u>	<u>Number of Lanes</u>	<u>LOS Adopt.</u>	<u>AAAT LOS Capacity</u>	<u>AAAT</u>	<u>Daily LOS</u>	<u>Directional Peak Hour LOS Capacity</u>	<u>Directional Peak Hour Volume</u>	<u>Directional Peak Hour LOS</u>
<u>Range Line Rd<sup>(1)</sup></u>	<u>N. of Martin County Line</u>	<u>Uninterrupted Flow</u>	2	<u>D</u>	<u>13,800</u>	<u>1,442</u>	<u>B</u>	<u>740</u>	<u>126</u>	<u>B</u>
<u>Rio Mar Dr</u>	<u>N. of Prima Vista Blvd</u>	<u>Major City/County Road</u>	2	<u>D</u>	<u>14,900</u>	<u>5,083</u>	<u>B</u>	<u>790</u>	<u>316</u>	<u>B</u>
<u>Savage Blvd</u>	<u>N. of Gallin Blvd</u>	<u>Major City/County Road</u>	2	<u>E</u>	<u>15,600</u>	<u>3,673</u>	<u>B</u>	<u>830</u>	<u>263</u>	<u>B</u>
<u>Savona Blvd</u>	<u>N. of Becker Rd</u>	<u>Major City/County Road</u>	2	<u>D</u>	<u>15,600</u>	<u>3,557</u>	<u>B</u>	<u>830</u>	<u>250</u>	<u>B</u>
<u>Southbend Blvd</u>	<u>S. of Floresta Dr.</u>	<u>Major City/County Road</u>	2	<u>D</u>	<u>14,900</u>	<u>9,100</u>	<u>C</u>	<u>790</u>	<u>480</u>	<u>C</u>
<u>St Lucie West Blvd</u>	<u>W. of Bayshore Blvd</u>	<u>Major City/County Road</u>	6	<u>E</u>	<u>50,200</u>	<u>45,960</u>	<u>C</u>	<u>2,670</u>	<u>2,316</u>	<u>D</u>
	<u>W. of Cashmere Blvd</u>		4	<u>E</u>	<u>33,200</u>	<u>38,434</u>	<u>E</u>	<u>1,770</u>	<u>1,850</u>	<u>E</u>
	<u>W. of I-95</u>		2	<u>E</u>	<u>11,700</u>	<u>12,151</u>	<u>E</u>	<u>620</u>	<u>734</u>	<u>E</u>
<u>St. James Dr<sup>(1)</sup></u>	<u>S. of Midway Rd</u>	<u>State Two-Way Arterial</u>	4	<u>D</u>	<u>38,500</u>	<u>19,030</u>	<u>B</u>	<u>2,060</u>	<u>1,435</u>	<u>B</u>
	<u>S. of Peachtree Blvd</u>		4	<u>D</u>	<u>34,900</u>	<u>17,750</u>	<u>C</u>	<u>1,860</u>	<u>1,385</u>	<u>C</u>
	<u>S. of St. James Blvd</u>		4	<u>D</u>	<u>38,500</u>	<u>23,550</u>	<u>B</u>	<u>2,060</u>	<u>1,374</u>	<u>B</u>
<u>E. Torino Pkwy</u>	<u>S. of Midway Rd</u>	<u>Major City/County Road</u>	2	<u>D</u>	<u>14,900</u>	<u>9,508</u>	<u>C</u>	<u>790</u>	<u>753</u>	<u>D</u>
<u>W. Torino Pkwy</u>	<u>E. of California Blvd</u>	<u>Major City/County Road</u>	2	<u>D</u>	<u>11,900</u>	<u>1,980</u>	<u>B</u>	<u>630</u>	<u>107</u>	<u>B</u>
	<u>W. of Village Green Dr</u>	<u>Major City/County Road</u>	4	<u>D</u>	<u>34,700</u>	<u>7,221</u>	<u>B</u>	<u>1,850</u>	<u>770</u>	<u>B</u>
<u>Tiffany Ave</u>	<u>W. of Lennard Rd</u>	<u>Major City/County Road</u>	2	<u>D</u>	<u>14,850</u>	<u>5,158</u>	<u>B</u>	<u>830</u>	<u>377</u>	<u>B</u>
	<u>N. of Prima Vista Blvd</u>	<u>State Two-Way Arterial</u>	6	<u>D</u>	<u>58,100</u>	<u>36,972</u>	<u>B</u>	<u>3,090</u>	<u>1,710</u>	<u>B</u>
<u>S. of Prima Vista Blvd</u>	6		<u>D</u>	<u>52,800</u>	<u>52,773</u>	<u>D</u>	<u>2,810</u>	<u>2,803</u>	<u>D</u>	
<u>S. of Walton Rd</u>	6		<u>D</u>	<u>55,300</u>	<u>36,299</u>	<u>B</u>	<u>2,940</u>	<u>1,850</u>	<u>B</u>	
<u>US 1 South<sup>(1)</sup></u>	<u>S. of Port St Lucie Blvd</u>	<u>State Two-Way Arterial</u>	8	<u>D</u>	<u>67,300</u>	<u>49,599</u>	<u>C</u>	<u>3,590</u>	<u>2,656</u>	<u>C</u>
	<u>N. of Lyngate Dr.</u>		4	<u>D</u>	<u>34,700</u>	<u>16,767</u>	<u>B</u>	<u>1,850</u>	<u>988</u>	<u>B</u>
<u>Veterans Memorial Pkwy</u>	<u>S. of Lyngate Dr.</u>	<u>Major City/County Road</u>	4	<u>D</u>	<u>34,700</u>	<u>11,243</u>	<u>B</u>	<u>1,850</u>	<u>685</u>	<u>B</u>
	<u>N. of Westcliffe Ln</u>	<u>Major City/County Road</u>	4	<u>D</u>	<u>34,700</u>	<u>5,400</u>	<u>B</u>	<u>1,850</u>	<u>336</u>	<u>B</u>
<u>N. of Tradition Pkwy</u>	4		<u>D</u>	<u>34,700</u>	<u>16,000</u>	<u>B</u>	<u>1,850</u>	<u>979</u>	<u>B</u>	
<u>N. of Becker Rd</u>	4		<u>D</u>	<u>31,900</u>	<u>1,800</u>	<u>B</u>	<u>1,700</u>	<u>89</u>	<u>B</u>	

<u>Roadway Name</u>	<u>Location</u>	<u>Roadway Classification</u>	<u>Number of Lanes</u>	<u>LOS Adopt.</u>	<u>AADT LOS Capacity</u>	<u>AADT</u>	<u>Daily LOS</u>	<u>Directional Peak Hour LOS Capacity</u>	<u>Directional Peak Hour Volume</u>	<u>Directional Peak Hour LOS</u>
<u>Walton Road<sup>(1)</sup></u>	<u>E. of Green River Pkwy</u>	<u>Major City/County Road</u>	2	D	11,900	4,775	B	630	372	C
	<u>E. of Lennard Rd.</u>		2	D	14,900	7,613	B	790	469	C
	<u>E. of Village Green Dr.</u>		4	D	34,700	11,059	B	1,850	642	B
	<u>E. of US 1</u>		4	D	31,400	13,322	C	1,670	727	C
<u>Westmoreland Blvd</u>	<u>S. of Morningside Blvd</u>	<u>Major City/County Road</u>	2	D	15,600	8,633	B	830	573	C
	<u>S. of Port St Lucie Blvd</u>		2	D	15,600	12,157	C	830	689	C

Note:

All traffic volumes from St. Lucie TPO Fall 2011 Traffic Counts unless otherwise noticed

<sup>(1)</sup>Data obtained from St. Lucie TPO 2010 Spring Traffic Count Analysis

Source: St. Lucie TPO and City of Port St. Lucie, 2012

## Existing Roadway Needs

Most of the existing roads within the City were constructed by the developer, General Development Corporation. There were few arterial and collector roads and few specific plans for expansion of capacity to meet the potential demand generated by construction on the existing platted lots. In addition, there were a number of transportation issues which were given less than full emphasis by earlier Comprehensive Plans that are now a focus of the City. These issues include: east – west corridors; north-south corridors through St. Lucie West, connectors to Martin County, access to the Florida Turnpike and I-95, mass transit, bicycle paths, and pedestrian access.

The existing conditions Level of Service Analysis demonstrated that there are several roadways that are currently operating below their acceptable Level of Service threshold during the peak hour including segments from the following roadways: St. Lucie West Boulevard west of Florida's Turnpike is the only arterial that operates. Several roadway links operate below Level of Service "D" based on peak season daily traffic volumes

- Bayshore Boulevard
- Floresta Drive
- Gatlin Boulevard
- Gilson Road
- Mariposa Avenue
- Midway Road
- Port St. Lucie Boulevard
- Prima Vista Boulevard
- St. Lucie West Boulevard

Roadway widening to increase roadway capacity is not always a feasible option due to funding constraints, right-of-way limitations, and adverse environmental impacts. Therefore, other roadway improvement strategies will be considered when roadway widening is not practical. Additional roadway improvement strategies may include alternate corridors, increased transit options, Transportation Demand Management, Transportation System Management, and Congestion Management.

## HURRICANE EVACUATION

The Florida Division of Emergency Management, Division of Community Planning and Development, and Department of Transportation, in coordination with the Regional Planning Councils developed a Statewide Regional Evacuation Study Program. The 2010 Statewide Regional Evacuation Study for the Treasure Coast Region updates the region's evacuation population estimates, evacuation clearance times and public shelter demand.

Within the City of Port St. Lucie, there are eleven temporary emergency shelters including Bayshore Elementary, Mariposa Elementary, Manatee Academy K-8, and Morningside Elementary. The complete list is contained within the Conservation and Coastal Management Element.

The In-County evacuation time for St. Lucie County, under the worst case scenario circumstances, is 25 hours. The primary means, available to the City, to reduce evacuation

times would be the implementation of physical improvements to those portions of its local roadways designated as evacuation routes. Other means the City could pursue to reduce evacuation times include the development of an additional roadway and bridge over the North Fork to provide an additional east-west thoroughfare and reduce evacuating traffic on existing east-west thoroughfares. Currently, there are plans to construct a Crosstown Parkway bridge that would span the North Fork of the St. Lucie River.

The following roadways have been identified as hurricane evacuation routes within the City of Port St. Lucie:

- I-95
- Florida's Turnpike
- Becker Road
- Gatlin Boulevard
- Port St. Lucie Boulevard
- Veteran's Memorial Parkway (formerly Midport Road)
- Walton Road
- Crosstown Parkway
- West Virginia Drive
- St. Lucie West Boulevard
- Prima Vista Boulevard
- Midway Road
- US-1

## **MOBILITY**

Because of the City's interest in the development of multi-modal options particularly pedestrian and bicycle facilities, efficient roadways and transit (when and where available), the City may consider implementing a mobility fee that provides for capital improvements on the entire transportation system. The City will consider reviewing mobility fees or other fee structures in the future to determine the practicality and applicability to planned development and capital improvements.

The establishment of a mobility fee is only one option for funding alternative modes of transportation. A mobility plan would be required prior to the implementation of the mobility fee.

## **ROADWAY IMPROVEMENT STRATEGIES**

### **Transportation Regional Incentive Program (TRIP)**

The Transportation Regional Incentive Program (TRIP) was enacted by the Florida Statutes through Senate Bill 360 in 2005. To encourage regional planning and improvements of regional facilities, the State matches funds with regional partners. The City plans to continue working with the St. Lucie TPO to secure TRIP funds when available to aid in transportation infrastructure improvements.

TRIP funds are to be used to match local funds on a 50/50 split. There are eligibility requirements for TRIP projects that include supporting facilities that serve regional functions and function as an integrated transportation system, be consistent with local comprehensive plans, be consistent with the SIS, be in compliance with local management policies, and have commitment of local, regional, or private matching funds.

The FDOT also gives priority to certain types of projects including those that provide connectivity to the SIS, support economic development and goods movement in rural areas of critical economic concern, are subject to local ordinances that establish corridor management techniques, and improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

### **Transportation Demand Management (TDM)**

Transportation Demand Management strategies and techniques can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. These strategies and techniques include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than are required for most public transit and pedestrian and bicycle programs.

A proposed candidate roadway located within the City of Port St. Lucie for TDM/TSM strategies is Floresta Drive from Airoso Boulevard to Southbend Boulevard. For roads on which both road widening and TDM/TSM are proposed, TDM/TSM projects could replace the widening project.

### **Transportation System Management (TSM)**

TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Intersection improvement, signal timing improvements, and access management are the part of TSM currently used in Port St. Lucie.

### **Congestion Management System (CMS)**

Congestion Management Processes are required by all MPOs in the state of Florida. The objective of a CMP is to develop processes for short and long term solutions for congested corridors utilizing a wide range of strategies. The most recent St. Lucie CMS, developed in 2008, utilizes two tiers. The first tier identifies congested roadways while the second tier identifies strategies that can be funded. The City of Port St. Lucie plans to continue working with the St. Lucie TPO and the County on congestion management strategies.

### **Backlogged Facilities/ Constrained Corridors**

The St. Lucie TPO has identified several constrained corridors where additional lanes are not feasible. The County has implemented different CMS strategies to mitigate the failing roadway segments. The US 1 Corridor Retrofit project is a proposed solution to increase travel capacity along sections of US 1 through Port St. Lucie where roadway widening is not a feasible plan.

### **Road Impact Fee**

As of October 1, 2005, any person that seeks to make improvements to land which can generate additional traffic and which requires the issuance of a building permit or certificate of occupancy or other development permit, or who seeks to change the use of land to a use which can produce or attract additional traffic, shall be required to pay a City road impact fee. The City and St. Lucie County are parties to a road impact fee agreement that provides for the City to collect road impact fees within the City pursuant to a County ordinance.

## **ENERGY CONSERVATION AND REDUCTION OF GREENHOUSE GAS EMISSIONS**

Decreasing the number of vehicles and time spent on the roadways can reduce Greenhouse gas emissions. Effective strategies to reduce greenhouse gas emissions include increased transit ridership, more efficient roadways, and promoting transportation by walking and bicycling.

The City of Port St. Lucie will continue to cooperate with the County on plans to increase the number of future transit routes and ridership numbers. It is also important that all new development and redevelopment promote the City transit goals. The City of Port St. Lucie will coordinate with the County with these efforts. The South Florida Commuter Services ride sharing program also promotes energy conservation by reducing the number of vehicles on the roadway network.

Strategies such as TDM and TSM can effectively increase the efficiency of the roadways within the City. Congested roadways and the time vehicles spend idling at intersections greatly increase the production of greenhouse gases into the environment. The signal timing optimization of key roadways in the City can provide a great benefit to the reduction of greenhouse gases by minimizing the number of vehicle stops.

The City promotes multi-modal transportation through the means of new sidewalks, bicycle lanes, and greenways. The Treasure Coast Trail which is planned in the 2035 Regional Long Range Transportation Plan (RLRTP) will provide a greenway multi-use trail connecting Martin and St. Lucie Counties. The Treasure Coast Trail will consist of non motorized improvements along the A1A corridor and the Florida East Coast Greenway corridor. The City will continue to coordinate with St. Lucie County, St. Lucie TPO, and other agencies to ensure that multi-modal improvements, including transit, bicycle and pedestrian facilities, are prioritized in future road improvement projects.

## **FUTURE CONDITIONS**

### **Capital Improvement Projects**

The Capital Improvement Element identifies funded projects for the City of Port St. Lucie for the next 5 years. Table 2-7 lists all roadway projects in the City of Port St. Lucie for the next 5 years as listed in the St. Lucie County TPO Transportation Improvement Program (TIP). Capacity improvements are planned for Midway Road, Crosstown Parkway, Marion Avenue, and Lennard Road.

**Table 2-7  
Capital Improvement Plan – State Roadway Projects**

Project #	Project Title	Phase	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
4097312	PORT ST. LUCIE SIGNAL SYSTEM, ENHANCED OPERATIONS, TRAFFIC SIGNAL UPDATE	CST	78,000				
4097313	PORT ST. LUCIE SIGNAL SYSTEM, ENHANCED OPERATIONS, TRAFFIC SIGNAL UPDATE	CST	148,486				
4108441	CROSSTOWN PKWY, FR. MANTH LN TOSR-5/US-1, PD&E STUDY	LAR	1,750,000				
4108444	CROSSTOWN PKWY, FR. MANTH LN TO SR-5/US-1, ROW ACTIVITIES	ROW		19,174,000			
		ROW			1,060,000		
		ROW		826,000			
		ROW		21,955,588			
		ROW			940,000		
		ROW			2,120,993		500,270
		ROW		2,159,760			
		ROW	920,000				
		ROW			579,007	2,000,000	3,854,006
				346,497		4,043,910	
4226813	I-95/SR-9, FR. N. OF GLADES C/O RD TO SR-70, PD&E STUDY	PE				4,500,000	
4231151	SR-5 @ PORT ST. LUCIE BLVD, SAFETY PROJECT	CST	58,818				
		CST	509,784			10,593,000	
4251521	W. MIDWAY RD/RESERVE, FR. S. 25TH ST TO US-1, FUNDING ACTION	CST					1,320,229
		CST					1,320,229
		CST					11,671,921
4252581	SR-716/PORT ST LUCIE, FR. BAYSHORE BLVD TO PETUNIA AVE, LANDSCAPING	CST	19,956				
		CST	100,000				
		CST	997,788				1,444,000
4257141	MARION AVE, FR. BAYSHORE BLVD TO CURTIS ST, SAFETY PROJECT	CST	12,702				
		CST	7,000				
		CST	628,148				
4257741	SR-5/US-1, FR. MARTIN C/L TO PORT ST LUCIE BLVD, SIDEWALK	CST		85,037			
		CST		18,623			
4276121	SAVONA BLVD, FR. GATLIN BLVD TO NORTH OF THE C-24, SAFETY PROJECT	CST		20,000			
		CST		127,633			
		CST		1,641,813			

Project #	Project Title	Phase	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
4276141	MARIPOSA	CST			5,000		
	ELEMENTARY SCHOOL, SAFETY PROJECT	CST			456,214		
4276561	MALALEUCA BLVD- PH I, FR. CAMDEN ST TO BERKSHIRE BLVD, SIDEWALK	CST		7,420			
		CST		371,000			
4276562	MALALEUCA BLVD- PH II, FR. BERKSHIRE BLVD TO GREEN RIVER PARKWAY, SIDEWALK	CST		8,120			
		CST		406,000	414,120		
4276563	MALALEUCA BLVD- PH III, FR. LENNARD RD TO CAMDEN ST, SIDEWALK	CST				306,874	
4278053	JPS SIGNAL MAINTENANCE AND OPERATIONS ON SHS, TRAFFIC SIGNALS	OPS	25,400	26,200	27,000	28,000	
4278056	JPS SIGNAL MAINTENANCE AND OPERATIONS ON SHS, TRAFFIC SIGNALS	OPS					28,900
4278541	WESTMORELAND BLVD, FR. MORNINGSIDE BLVD TO LENNARD RD, OTHER ITS	CST	71,243				
		CST	71,243				
4296311	BAYSHORE/AIROSO BLVD, FR. PRIMA VISTA BLVD TO ST. JAMES BLVD, BIKE	CST				306,000	
			5,398,568	47,173,691	5,909,208	17,427,000	24,183,465

**Phase**

PE= Design

ROW= Right-of-way Acquisition

CST= Construction

OPS= Traffic Signal Operations

LAR= Local Agency Reimbursement

Source: St. Lucie TPO Transportation Improvement Program FY 2011/12 – 2015/16.

## 2035 Regional Long Range Transportation Plan

The 2035 St. Lucie/Martin County Regional Long Range Transportation Plan (RLRTP) is a comprehensive, long range outline of all major needed or desired transportation projects through the planning year 2035 in Martin and St. Lucie County. The goal of the RLRTP is to improve general mobility and the quality of life. The plan is put together through a collaborative effort of several local governments and agencies with extensive public outreach and input.

The Greater Treasure Coast Regional Planning Model (GTCRPM) was developed using the Florida Standard Urban Transportation Modeling Structure (FSUTMS) travel demand modeling software. The geographical area encompassed by the GTCRPM includes Indian River, St. Lucie, and Martin Counties. The validation year for the model is 2005 and the planning horizon is the year 2035.

To estimate future travel demand, socioeconomic forecasts were developed by the St. Lucie TPO. The socioeconomic data is divided into Traffic Analysis Zones (TAZs) throughout the region. These zones represent specific geographic units that are coordinated to the existing traffic circulation network. Each TAZ contains existing and future year employment data, population data, school enrollment, and other socioeconomic characteristics. The socioeconomic forecasts are then used to generate trips and are assigned to the existing and future roadway network. The next step in the Regional Long Range Transportation Plan is to evaluate the existing + committed network.

### Existing + Committed (E+C) Network

To determine the E+C network, the existing roadway network was updated to include new roadway infrastructure improvements from the following sources:

- 1) Roadway improvements completed since 2005
- 2) St. Lucie County TPO Transportation Improvement Program (TIP)
- 3) Developer funded projects and roadways
- 4) FDOT's 5-Year Work Program

~~Together, these sources list all transportation projects programmed through the year 2016. The improvements outlined in the following table, represent the existing plus committed projects used to develop the 2035 Long Range Regional Transportation Plan. The projects identified as Built/Committed represent projects that have already been constructed or are planned to be built between the year 2005 and 2011. Developer projects indicate projects that will be funded by a developer by 2035.~~

Analysis of the model runs indicated that much of the existing or expected congestion lies on the major north-south corridors, such as U.S. Highway 1, Glades Cut-Off Road, and I-95. However, east-west roads connecting to these north-south corridors will also see their share of capacity deficiencies. Roads such as Tradition Parkway, Port St. Lucie Boulevard, and Midway Road can expect to see significant congestion by 2035, if capacity improvements are not made.

~~Continuing development, particularly in the southwest part of the City, is expected to put additional strain on roads serving certain areas. This is particularly true of roads such as Glades Cut-Off Road, Tradition Parkway, Village Parkway, and Range Line Road, all of which provide access to developing residential areas. The following table lists the congested roadway segments that can be expected in the year 2035 if no improvements are made beyond those shown in the E+C Network plan.~~

## Roadway Needs Assessment

The next step in the development of the 2035 Long Range Transportation Plan is to identify those projects necessary to relieve, to the greatest extent possible, the levels of existing or projected congestion forecast by the GTCRPM. ~~The following Table 2-8 documents the roadway needs network for the City of Port St. Lucie by 2035. Lanes were added to the facilities where forecast volumes exceeded the roadways Level of Service capacity threshold. No new roadways were included in the roadway needs assessment beyond those identified in the Existing + Committed roadway network or developer funded projects. Additionally, no~~ lanes were added to facilities identified as congested by the St. Lucie TPO or where more than eight lanes were needed.

The City of Port St. Lucie has identified additional projects needs in response to the significant activity associated with the Western Annexation area Development of Regional Impact (DRIs) in addition to the needs assessment. Both the Turnpike interchange and the I-95 interchange have been completed. The most notable projects now ~~include~~ involves the widening of Becker Road and the construction of the roadway network in the Port St. Lucie Western Annexation Area.

As new development occurs in the Western Annexation area, the roadway network must be able to accommodate the additional vehicle trips. The existing roadway network in the western annexation area is currently limited. Therefore, additional roadways will need to be constructed to serve the residents and to connect the Western Annexation area to I-95 and other parts of Port St. Lucie. Several new roadways and extensions of existing roadways have been identified in the Western Annexation area traffic study. The new annexation area roadway network will provide access and connection to the different areas through a grid network. Roadway improvements are outlined in the DRIs. The anticipated annexation development and proposed roadways have been accounted for in to the 2035 RL RTP.

**Table 2-8**  
**Roadway Needs Assessment**

<u>Facility</u>	<u>From</u>	<u>To</u>	<u>Project</u>	<u>2035 Total Lanes</u>
<u>Arterial A</u>	<u>Glades Cut-Off Rd</u>	<u>Midway Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Bayshore Boulevard</u>	<u>Port St. Lucie Boulevard</u>	<u>Oakridge Boulevard</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Bayshore Boulevard</u>	<u>St. Lucie West Boulevard</u>	<u>Selvitz Road</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Becker Rd (West)</u>	<u>Range Line Rd</u>	<u>Becker Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Becker Road (East)</u>	<u>Via Tesoro</u>	<u>Gilson Road</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Becker Road (West)</u>	<u>Range Line Road</u>	<u>N/S B</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Becker Road (West)</u>	<u>N/S B</u>	<u>I-95 Interchange</u>	<u>New 6 Lane</u>	<u>6</u>
<u>California Blvd</u>	<u>St. Lucie West Blvd</u>	<u>Peacock Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>California Blvd</u>	<u>Del Rio Blvd</u>	<u>St. Lucie West Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>California Blvd</u>	<u>Savona Blvd</u>	<u>Del Rio Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>

<u>Facility</u>	<u>From</u>	<u>To</u>	<u>Project</u>	<u>2035 Total Lanes</u>
<u>Cashmere Boulevard</u>	<u>Crosstown Parkway</u>	<u>St. Lucie West Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Community Blvd (West)</u>	<u>Parr Dr (West)</u>	<u>Community Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Community Boulevard</u>	<u>E/W 1</u>	<u>Becker Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Crosstown Pkwy</u>	<u>Manth Ln</u>	<u>US 1</u>	<u>New 6 Lane</u>	<u>6</u>
<u>Crosstown Pkwy (West)</u>	<u>Range Line Rd</u>	<u>Exist Crosstown Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Darwin Boulevard</u>	<u>Becker Road</u>	<u>Port St. Lucie Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 1</u>	<u>Rangeline Road</u>	<u>N/S B</u>	<u>New 2 Lane</u>	<u>2</u>
<u>E/W 1</u>	<u>N/S B</u>	<u>Community</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 1 (Discovery Way)</u>	<u>Range Line Rd</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 2</u>	<u>N/S A</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 3</u>	<u>Range Line Rd</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 3</u>	<u>Village Pkwy</u>	<u>Rosser Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 3</u>	<u>Range Line Rd</u>	<u>N/S A</u>	<u>New 2 Lane</u>	<u>2</u>
<u>E/W 3</u>	<u>Village Pkwy</u>	<u>S.W. Open View Drive</u>	<u>New 6 Lane</u>	<u>6</u>
<u>E/W 3</u>	<u>N/S A</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 5</u>	<u>McCarty Rd</u>	<u>Glades Cut-Off Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 6</u>	<u>Shinn Rd</u>	<u>Glades Cut-Off Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Floresta Dr</u>	<u>Oakridge Dr</u>	<u>Thornhill Dr</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Floresta Dr</u>	<u>Thornhill Dr</u>	<u>Crosstown Pkwy</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Floresta Dr</u>	<u>Crosstown Pkwy</u>	<u>Prima Vista Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Floresta Dr</u>	<u>Port St. Lucie Boulevard</u>	<u>Prima Vista Boulevard</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Glades Cut-Off Rd<sup>(1)</sup></u>	<u>Reserve Blvd</u>	<u>Selvitz Rd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Lennard Rd</u>	<u>Walton Rd</u>	<u>Savanna Club Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>McCarty Rd<sup>(1)</sup></u>	<u>Glades Cut-Off Rd</u>	<u>Midway Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Midway Rd<sup>(1)</sup></u>	<u>Okeechobee Rd</u>	<u>I-95</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Midway Rd<sup>(1)</sup></u>	<u>Glades Cut Off Rd</u>	<u>Selvitz Rd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Midway Rd<sup>(1)</sup></u>	<u>Selvitz Rd</u>	<u>25th St</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>N/S A</u>	<u>Becker Rd (West)</u>	<u>Crosstown Pkwy (West)</u>	<u>New 4 Lane</u>	<u>4</u>
<u>N/S A (Verano)</u>	<u>Crosstown Parkway</u>	<u>Glades Cut-Off Road</u>	<u>New 2 Lane</u>	<u>2</u>
<u>N/S B</u>	<u>Becker Rd (West)</u>	<u>E/W 1</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Newell Rd<sup>(1)</sup></u>	<u>Shinn Rd</u>	<u>Arterial A</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Oakridge Boulevard</u>	<u>Bayshore Blvd</u>	<u>Southbend Blvd</u>	<u>New 4 Lane</u>	<u>4</u>

<u>Facility</u>	<u>From</u>	<u>To</u>	<u>Project</u>	<u>2035 Total Lanes</u>
<u>Paar Drive (East)</u>	<u>Rosser Blvd</u>	<u>Savona Blvd</u>	<u>New 6 Lane</u>	<u>6</u>
<u>Paar Drive (East)</u>	<u>Savona Blvd</u>	<u>Port St. Lucie Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Paar Drive (West)</u>	<u>Range Line Rd</u>	<u>N/S A</u>	<u>New 2 Lane</u>	<u>2</u>
<u>Paar Drive (West)</u>	<u>N/S A</u>	<u>Rosser Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Parr Dr (West)</u>	<u>Range Line Rd</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Parr Dr (West)</u>	<u>Village Pkwy</u>	<u>Rosser Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Port St. Lucie Blvd</u>	<u>Becker Rd</u>	<u>Paar Dr</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Port St. Lucie Blvd</u>	<u>Paar Dr</u>	<u>Darwin Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Port St. Lucie Blvd</u>	<u>Darwin Blvd</u>	<u>Gatlin Rd</u>	<u>Add 2 Lanes</u>	<u>6</u>
<u>Port St. Lucie Blvd<sup>(1)</sup></u>	<u>FL Turnpike</u>	<u>Floresta Dr</u>	<u>Add 2 Lanes</u>	<u>8</u>
<u>Range Line Rd<sup>(1)</sup></u>	<u>Glades Cut-Off Rd</u>	<u>Midway Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Range Line Road<sup>(1)</sup></u>	<u>Martin County Line</u>	<u>Becker Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Rosser Blvd</u>	<u>Paar Drive</u>	<u>Gatlin Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Savona Blvd</u>	<u>Gatlin Blvd</u>	<u>California Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Savona Blvd</u>	<u>Becker Road</u>	<u>California Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Shinn Rd<sup>(1)</sup></u>	<u>Glades Cut-Off Rd</u>	<u>Midway Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>St. Lucie West Blvd</u>	<u>Commerce Center Parkway</u>	<u>Peacock Boulevard</u>	<u>New 6 Lane Bridge</u>	<u>6</u>
<u>St. Lucie West Blvd</u>	<u>Peacock Boulevard</u>	<u>Cashmere Boulevard</u>	<u>New 6 Lane</u>	<u>6</u>
<u>Tradition Pkwy Loop A</u>	<u>Range Line Rd</u>	<u>Tradition Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Tradition Pkwy Loop B</u>	<u>Range Line Rd</u>	<u>Tradition Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Village Parkway</u>	<u>Becker Road</u>	<u>Tradition Parkway</u>	<u>New 6 Lane</u>	<u>6</u>
<u>Village Parkway</u>	<u>Tradition Parkway</u>	<u>Crosstown Parkway</u>	<u>New 6 Lane</u>	<u>6</u>
<u>Village Pkwy Extension</u>	<u>Martin Co Line</u>	<u>Becker Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Walton Rd<sup>(1)</sup></u>	<u>Lennard Rd</u>	<u>Green River Pkwy</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Westcliffe Lane</u>	<u>N/S A</u>	<u>Community Blvd</u>	<u>New 2 Lane</u>	<u>2</u>
<u>Williams Rd<sup>(1)</sup></u>	<u>Shinn Rd</u>	<u>McCarty Rd</u>	<u>New 2 Lane</u>	<u>2</u>

Source: St. Lucie County 2035 RL RTP and the City of Port St. Lucie

<sup>(1)</sup> Roadway is not maintained by the City

## Cost Feasible Roadway Projects

It is not reasonable to expect funding to be made available for all capacity deficits identified in the Roadway Needs Assessment. Therefore, certain projects have been identified as cost feasible and it is expected that funding will be made available for these projects by 2035. If additional funding beyond the cost feasible projects becomes available, then the funding may go to the remaining unfunded projects identified in the Roadways Needs Assessment.

Major capacity improvements are planned for several corridors in the City of Port St. Lucie, as listed in Table 2-940.

**Table 2-940**  
**2035 Cost Feasible Projects**  
**Roadway Needs Assessment (2016-2035)**

<u>Facility</u>	<u>From</u>	<u>To</u>	<u>Project</u>	<u>2035 Total Lanes</u>
<u>Port St. Lucie Blvd<sup>(2)</sup></u>	<u>FL Turnpike</u>	<u>Floresta Dr</u>	<u>Add 2 Lanes</u>	<u>8</u>
<u>Becker Rd</u>	<u>Range Line Rd</u>	<u>Becker Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Crosstown Pkwy</u>	<u>Range Line Rd</u>	<u>Existing Crosstown</u>	<u>New 4 Lane</u>	<u>4</u>
<u>EW 1 (Discovery Way)</u>	<u>Range Line Rd</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>EW 2</u>	<u>N/S A</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>EW 3</u>	<u>Range Line Rd</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>EW 3<sup>(2)</sup></u>	<u>Village Pkwy</u>	<u>Rosser Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>N/S A</u>	<u>Becker Rd</u>	<u>Crosstown Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>N/S B</u>	<u>Becker Rd</u>	<u>EW 1</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Paar Dr</u>	<u>Range Line Rd</u>	<u>Village Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Paar Dr<sup>(2)</sup></u>	<u>Village Pkwy</u>	<u>Rosser Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Tradition Pkwy Loop A</u>	<u>Range Line Rd</u>	<u>Tradition Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Tradition Pkwy Loop B</u>	<u>Range Line Rd</u>	<u>Tradition Pkwy</u>	<u>New 4 Lane</u>	<u>4</u>
<u>California Blvd<sup>(2)</sup></u>	<u>St. Lucie West Blvd</u>	<u>Peacock Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>California Blvd</u>	<u>Del Rio Blvd</u>	<u>St. Lucie West Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>California Blvd</u>	<u>Savona Blvd</u>	<u>Del Rio Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>

<u>Facility</u>	<u>From</u>	<u>To</u>	<u>Project</u>	<u>2035 Total Lanes</u>
<u>Floresta Dr<sup>(2)</sup></u>	<u>Oakridge Dr</u>	<u>Thornhill Dr</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Floresta Dr<sup>(2)</sup></u>	<u>Thornhill Dr</u>	<u>Crosstown Pkwy</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Floresta Dr<sup>(2)</sup></u>	<u>Crosstown Pkwy</u>	<u>Prima Vista Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Glades Cut-Off Rd<sup>(1,2)</sup></u>	<u>Reserve Blvd</u>	<u>Selvitz Rd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Port St. Lucie Blvd</u>	<u>Parr Dr</u>	<u>Darwin Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Port St. Lucie Blvd<sup>(2)</sup></u>	<u>Darwin Blvd</u>	<u>Gatlin Blvd</u>	<u>Add 2 Lanes</u>	<u>6</u>
<u>Savona Blvd</u>	<u>Gatlin Blvd</u>	<u>California Blvd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Walton Rd<sup>(1)</sup></u>	<u>Lennard Rd</u>	<u>Green River Pkwy</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Crosstown Pkwy</u>	<u>Manth Ln</u>	<u>US 1</u>	<u>New 6 Lane Bridge</u>	<u>6</u>
<u>E/W 5</u>	<u>McCarty Rd</u>	<u>Glades Cut-Off Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>E/W 6</u>	<u>Shinn Rd</u>	<u>Glades Cut-Off Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Midway Rd<sup>(1)</sup></u>	<u>Glades Cut Off Rd</u>	<u>Selvitz Rd</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>McCarty Rd<sup>(1)</sup></u>	<u>Glades Cut-Off Rd</u>	<u>Midway Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Newell Rd<sup>(1)</sup></u>	<u>Shinn Rd</u>	<u>Arterial A</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Range Line Rd<sup>(1)</sup></u>	<u>Glades Cut-Off Rd</u>	<u>Midway Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Williams Rd<sup>(1)</sup></u>	<u>Shinn Rd</u>	<u>McCarty Rd</u>	<u>New 2 Lane</u>	<u>2</u>
<u>Port St. Lucie Blvd</u>	<u>Becker Rd</u>	<u>Parr Dr</u>	<u>Add 2 Lanes</u>	<u>4</u>
<u>Lennard Rd<sup>(2)</sup></u>	<u>Walton Rd</u>	<u>Savanna Club Blvd</u>	<u>New 24 Lane</u>	<u>24</u>
<u>Community Blvd (West)</u>	<u>Parr Dr (West)</u>	<u>Community Blvd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Arterial A</u>	<u>Glades Cut Off Rd</u>	<u>Midway Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>Shinn Rd</u>	<u>Glades Cut Off Rd</u>	<u>Midway Rd</u>	<u>New 4 Lane</u>	<u>4</u>
<u>US 1 Corridor Retrofit Project</u>				
<u>Treasure Coast Loop Trail Project</u>				

Source: Information obtained from Cost Feasible Plan contained in the St. Lucie TPO 2035 RL RTP

- (1) Roadway is not maintained by the City.  
(2) Not currently funded by 2035.

### **Future Level of Service Analysis**

The 2035 Future Level of Service Analysis is provided on Table 2-4410.– The 2035 AADT determined from the cost feasible roadway network was multiplied by a “K” factor of 0.095 to derive the peak hour roadway volume and LOS.

TABLE 2-10  
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
Airosa Blvd	Prima Vista Blvd	Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	19,055	B	3,560	1,810	B
	Crosstown Pkwy	Lakehurst Dr		4	4	36,700	22,767	B	3,560	2,163	B
	Lakehurst Dr	Prima Vista Blvd		4	4	36,700	28,285	B	3,560	2,687	B
	Floresta Dr	St. James Dr		4	4	36,700	23,467	B	3,560	2,229	B
Baysshore Blvd	Port St. Lucie Blvd	Thornhill Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	14,004	B	3,560	1,330	B
	Prima Vista Blvd	Selvitz Rd		4	4	36,700	13,626	B	3,560	1,294	B
	Crosstown Pkwy	Lakehurst Dr		4	4	36,700	12,069	B	3,560	1,147	B
	Lakehurst Dr	Prima Vista Blvd		4	4	36,700	14,248	B	3,560	1,354	B
Becker Rd	Port St. Lucie Blvd	Thornhill Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	17,739	B	3,560	1,685	B
	Port St. Lucie Blvd	Darwin Blvd		4	4	36,700	18,052	B	3,560	1,715	B
	Savona Blvd	Port St. Lucie Blvd		4	4	36,700	27,642	B	3,560	2,626	B
	Rosser Blvd	Savona Blvd		4	4	36,700	30,875	C	3,560	2,933	C
California Blvd	Peacock Blvd	St. Lucie West Blvd	Major City/County Road	2	4	33,030	15,780	B	3,204	1,499	B
	St. Lucie West Blvd	Crosstown Pkwy		2	4	33,030	24,105	B	3,204	2,290	B
	Crosstown Pkwy	Del Rio Blvd		2	4	33,030	29,669	C	3,204	2,819	C
	Del Rio Blvd	Savona Blvd		2	4	33,030	23,386	B	3,204	2,222	B
Cashmere Blvd	St. Lucie West Blvd	Torino Pkwy	Major City/County Road	2	2	14,850	9,986	C	1,440	949	C
	St. Lucie West Blvd	Heatherwood Blvd		2	2	14,850	9,948	C	1,440	945	C
Crosstown Pkwy	I-95	California Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	38,146	B	5,360	3,624	B
	California Blvd	Cashmere Blvd		6	6	55,300	29,508	B	5,360	2,803	B
	Cashmere Blvd	Bayshore Blvd		6	6	55,300	35,463	B	5,360	3,369	B
	Bayshore Blvd	Airosa Blvd		6	6	55,300	38,702	B	5,360	3,677	B
Darwin Blvd	Airosa Blvd	Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	26,931	B	5,360	2,558	B
	Port St. Lucie Blvd	Paar Dr		2	2	16,500	11,288	C	1,600	1,072	C
	Paar Dr	Becker Rd		2	2	16,500	9,386	B	1,600	892	B

TABLE 2-10  
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2036 AADT	2036 Daily LOS	Peak Hour LOS "D" Capacity	2036 Peak Hour Volume	2036 Peak Hour LOS
Del Rio Blvd.	Cashmere Blvd	California Blvd	Major City/County Road	2	2	14,850	16,842	F	1,440	1,600	F
	California Blvd	Port St. Lucie Blvd		2	2	14,850	15,245	F	1,440	1,448	F
East Torino Pkwy	Midway Rd.	Cashmere Blvd	Major City/County Road	2	2	14,850	13,127	C	1,440	1,247	C
	Airosa Blvd	Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	13,081	C	1,600	1,243	C
Floresta Dr	Prima Vista Blvd	West Virginia Dr		2	4	36,700	18,404	B	3,560	1,748	B
	West Virginia Dr	Port St. Lucie Blvd	2	4	36,700	15,906	B	3,560	1,511	B	
Gatlin Blvd*	Port St. Lucie Blvd	Oakridge Dr	Major City/County Road	2	4	36,700	16,000	B	3,560	1,520	B
	I-95	Port St. Lucie Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	49,645	C	5,360	4,716	C
Gilson Rd	Martin C/L	Becker Rd	Major City/County Road	2	2	14,850	12,792	C	1,440	1,215	C
	I-95	Midway Rd	State Two-Way Arterial - Interrupted Flow Class I	2	4	36,700	29,614	C	3,560	2,813	B
Glades Cut-Off Rd <sup>(1)</sup>	Commerce Centre Dr	Reserve Blvd		2	4	36,700	16,401	B	3,560	1,558	B
	Reserve Blvd	Range Line Rd	2	2	16,500	11,377	C	1,600	1,081	C	
Green River Pkwy*	Walton Rd	Melaleuca Blvd	Major City/County Road	2	2	14,850	11,279	C	1,440	1,072	C
	Walton Rd	Mariposa Ave	Major City/County Road	4	4	13,680	13,404	D	2,898	1,273	C
Lennard Rd	Mariposa Ave	US 1		4	4	13,680	14,875	F	2,898	1,413	C
	Lyngate Dr	Veterans Memorial Pkwy	US 1	2	2	14,850	9,042	C	1,440	859	C
Midway Rd West <sup>(1)</sup>		Florida's Turnpike	Selvitz Rd	2	4	36,700	20,558	B	3,560	1,953	B
	Glades Cut Off Rd	I-95	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	19,064	B	3,560	1,811	B
Paar Drive	I-95	McCarty Rd	State Two-Way Arterial - Uninterrupted Flow	2	2	22,200	27,317	F	2,080	2,595	F
	Rosser Blvd	Savona Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	3,622	B	1,600	344	B
Paar Drive	Savona Blvd	Port St. Lucie Blvd		2	2	16,500	7,900	B	1,600	751	B
	Port St. Lucie Blvd	Darwin Blvd	2	2	16,500	1,668	B	1,600	158	B	

TABLE 2-10  
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2036 AADT	2036 Daily LOS	Peak Hour LOS "D" Capacity	2036 Peak Hour Volume	2036 Peak Hour LOS
Port St Lucie Blvd*	US 1 <sup>(1)</sup>	Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	34,710	B	5,360	3,297	B
	Morningside Blvd <sup>(1)</sup>	Veterans Memorial Pkwy		6	6	55,300	43,693	B	5,360	4,151	B
	Veterans Memorial Pkwy <sup>(1)</sup>	Floresta Dr		6	6	55,300	66,012	F	5,360	6,271	F
	Floresta Dr <sup>(1)</sup>	Airosa Blvd		6	8	73,800	51,889	B	7,160	4,929	B
	Airosa Blvd <sup>(1)</sup>	Bayshore Blvd		6	8	73,800	60,566	B	7,160	5,754	B
	Bayshore Blvd	Del Rio Blvd		6	6	55,300	58,404	F	5,360	5,548	F
	Del Rio Blvd	Gatlin Blvd		6	6	55,300	50,126	C	5,360	4,762	C
	Gatlin Blvd	Darwin Blvd		4	6	55,300	41,684	B	5,360	3,960	B
	Darwin Blvd	Becker Rd		2	4	36,700	33,633	C	3,560	3,195	C
	US 1 <sup>(1)</sup>	Floresta Dr		4	4	36,700	33,214	C	3,560	3,155	C
Prima Vista Blvd	Floresta Dr <sup>(1)</sup>	Airosa Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	32,200	C	3,560	3,059	C
	Airosa Blvd	Bayshore Blvd		4	4	36,700	28,474	B	3,560	2,705	B
Range Line Rd <sup>(1)</sup>	Becker Rd	Tradition Pkwy	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	6,427	B	1,600	611	B
	Tradition Pkwy	Glades Cut Off Rd		2	2	16,500	10,736	C	1,600	1,020	C
Savona Blvd*	California Blvd	Gatlin Blvd	State Two-Way Arterial - I	2	4	36,700	15,868	B	3,560	1,507	B
	Oakridge Dr	SE Eagle Dr		2	2	14,850	16,060	F	1,440	1,526	F
Southbend Blvd	SE Eagle Dr	Becker Rd	Major City/County Road State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	7,749	B	1,600	736	B
	Cashmere Blvd	California Blvd		4	4	36,700	35,821	D	3,560	3,403	C
St Lucie West Blvd	California Blvd	Peacock Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	45,329	F	3,560	4,306	F
	Peacock Blvd	I-95		4	4	36,700	28,581	B	3,560	2,715	B
St. James Dr <sup>(1)</sup>	Peachtree Blvd	Airosa Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	27,651	B	3,560	2,627	B
Tiffany Ave	US 1	Village Green Dr	Major City/County Road	2	2	14,850	6,082	B	1,440	578	B
	Village Green Dr	Lennard Rd		2	2	14,850	8,041	B	1,440	764	B

TABLE 2-10  
ROADWAYS FUTURE PEAK HOUR LEVEL OF SERVICE ANALYSIS

Roadway Name	From	To	Roadway Classification	Existing Number of Lanes	Future Number of Lanes	AADT LOS "D" Capacity	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
US 1 South <sup>(1)</sup>	Riomar Dr	Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	70,498	F	5,360	6,697	F
	Prima Vista Blvd	Tiffany Ave		6	6	55,300	53,900	D	5,360	5,121	C
	Tiffany Ave	Port St. Lucie Blvd		6	6	55,300	53,025	C	5,360	5,037	C
Village Pkwy	Port St. Lucie Blvd	Lennard Rd	Major City/County Road	8	8	73,800	66,500	C	5,360	6,318	F
	Tradition Pkwy	SW Academic Way		4	4	33,030	19,834	B	3,204	1,884	B
	SW Academic Way	Crosstown Pkwy		4	4	33,030	7,222	B	3,204	686	B
Walton Road <sup>(1)</sup>	Green River Pkwy	Lennard Rd	Major City/County Road	2	4	33,030	16,961	B	3,204	1,611	B
	Lennard Rd	Village Green Dr		2	2	14,850	16,459	F	1,440	1,564	F
	Village Green Dr	US 1		4	4	33,030	5,723	B	3,204	544	B
West Torino Pkwy Rd	California Blvd	East Torino Pkwy	Major City/County Road	2	2	14,850	1,406	B	1,440	134	B
	Port St. Lucie Blvd	Morningside Blvd		2	2	16,500	11,045	C	1,600	1,049	C
Westmoreland Blvd	Morningside Blvd	Martin C/L	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	15,332	C	1,600	1,457	B

Note: The 2035 AADT determined from the east feasible roadway network was multiplied by a "K" factor of 0.995 to derive the peak hour.

(1) Roadway is not maintained by the City

## FUTURE TRANSIT NEEDS

It is possible that some of the projects outlined in the Regional Long Range Transportation Plan may not be built due to funding constraints. Therefore, it is important to consider transit alternatives that would provide city residents a viable transportation method. Sufficient transit alternatives, increase of bicycle and pedestrian facilities, and proper land use planning will help alleviate roadway congestion and reduce greenhouse gas emissions within the City.

St. Lucie County and Martin County have recently worked together to complete a Regional Transit Development Plan for the Port St. Lucie Urbanized Area. The final plan was adopted in September 2009. The Regional Transit Development Plan evaluated the existing transit network and prepared future transit alternatives.

A total of 16 new routes were developed for the conceptual transit network in St. Lucie and Martin County. However, several infrastructure improvements will be necessary to accommodate the new conceptual routes including the development of transit transfer centers.

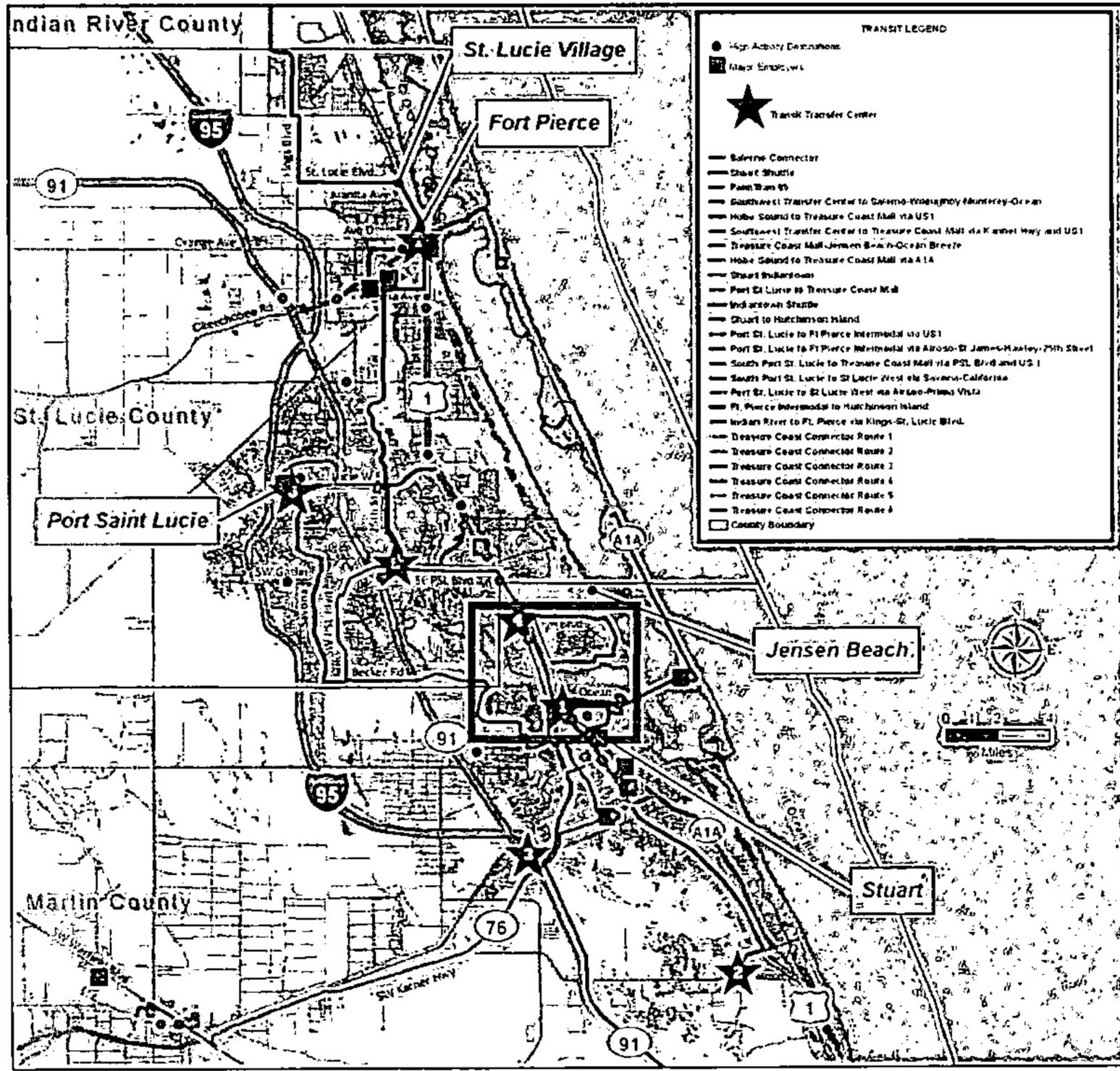
### Transit Transfer Centers

Two transfer centers are proposed for the conceptual transit network within the City. The locations are summarized below:

- *St. Lucie West* – The St. Lucie West transit transfer station is proposed to provide regional connections to the western St. Lucie developments such as the Port St. Lucie Annex area and the Tradition DRI.
- *Port St. Lucie Transit Facility* – The Port St. Lucie Transit Facility is located at the intersection of Deacon Avenue and Airoso Boulevard and across from the Port St. Lucie Community Center.

Several of the conceptual 16 new routes developed in the Regional Transit Development Plan are located within the City of Port St. Lucie and will provide better connectivity between transit centers, focus the transit network on US-1, and be accessible to a larger percent of the population than the existing transit network. The City plans to continue giving input and working with the St. Lucie TPO on future bus routes within the City. Additionally, each of the Transit Transfer Centers identified in the Regional Transit Development Plan can be potentially utilized as a park and ride location. Figure 2-2 from the Regional Transit Development Plan depicts the high activity destinations and major employers with the conceptual transit network.

**Figure 2-2  
High Activity Destinations and Major Employers with Concept Transit Network**



Source: 2009 Regional Development Plan

**POTENTIAL TRANSIT IMPROVEMENT AND EXPANSION**

**Intercity Passenger Rail Service (Amtrak)**

Intercity passenger rail service, operated by Amtrak, could be established on the Florida East Coast corridor from Jacksonville to West Palm Beach, where its service would continue on its current CSX alignment into Miami. The new Florida East Coast service would likely include new stations in downtown Stuart and downtown Fort Pierce, as well as six additional stations between Vero Beach and St. Augustine.

### **Commuter Rail Service (Tri-Rail)**

Another possible transit service could be commuter rail service, likely operated by Tri-Rail. The St. Lucie Transportation Planning Organization has identified such a service as a long-term priority. The Tri-Rail is currently being considered for extension into northern Palm Beach County, likely ending in Jupiter. If the aforementioned Amtrak project achieves funding, it will include the construction of a CSX/Florida East Coast rail interconnection in West Palm Beach. Necessary for the service's northern extension, this rail interconnection would reduce capital costs of a Tri-Rail extension and would in effect improve the likelihood of gaining federal funding for the extension. FDOT estimates the potential timeframe of the northern extension of Tri-Rail into Jupiter to be about seven to ten years. Then, presuming the project is enabled, further extensions northward into the City of Port St. Lucie may be expected between ten and twenty years.

### **Regional Bus Connections**

The City will continue working with other local jurisdictions to expand existing programs such as park and ride lots, South Florida commuter services, and carpool and vanpool programs. The City will also explore more regional transit alternatives that connect Port St. Lucie to Martin County and Palm Beach County. The Palm Beach County I-95 express bus service currently runs from West Palm Beach to Martin County with intermediate stops. The City would like to expand this bus route into Port St. Lucie.

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## GOALS, OBJECTIVES, AND POLICIES

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The Goals, Objectives and Policies section for the Transportation Element establish the long term end towards which traffic circulation and mass transit programs and activities are ultimately directed. For this reason, input on the Goals, Objectives and Policies was received from various sources such as the public, local agencies, and the local government in the City of Port St. Lucie.

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

*Objective 2.1.1: The City's roadway transportation system shall be reviewed annually in coordination and consistent with changes to the Future Land Use Element. A report on the status of the system and impacts on the system by proposed land use changes shall be prepared.*

Policy 2.1.1.1: Develop an annual report on the level of service provided on the City roadway system and identify improvement needs and costs to provide the levels of service.

Policy 2.1.1.2: In coordination with the Florida Department of Transportation, St. Lucie Metropolitan ~~Transportation Planning Organization (TPO), Florida Department of Community Affairs Development and Treasure Coast Regional Planning Council~~ annually review the transportation network and define any Special Interest Areas that may warrant LOS standards lower than those listed in Policies 2.1.2.7 and 2.1.2.8.

Policy 2.1.1.3: Facilities currently operating at conditions below those standards listed in Policy 2.1.2.7 shall be maintained at least at their current LOS through development order conditions for roadway improvements within the radius of influence of a proposed development. The radius of influence for a given development shall be further defined in the City's Land Development Regulations traffic monitoring provisions. Radius of influence or study area will be defined using a comparison of project traffic to thresholds of the percentage of the maximum service flow rate at an established LOS criterion.

Policy 2.1.1.4: Maintain our existing signal inventory study for all roads for which Port St. Lucie has operational, maintenance and jurisdictional responsibility as a basis for implementing the ~~49852010~~ Highway Capacity Manual city-wide.

Policy 2.1.1.5: Coordinate with the St. Lucie TMPO a regular review of accident data and identify above average accident locations. Prepare ~~an annual~~ a report every two years on high accident locations including proposed corrective measures and costs.

Objective 2.1.2: Existing and future roadway deficiencies based on standards established in this plan shall be mitigated through a continuous roadway improvement program.

Policy 2.1.2.1: In coordination with the St. Lucie TPO, continue to develop and implement a Transportation Improvement Program (TIP) that is consistent with the goals and policies of this plan.

Policy 2.1.2.2: Review all proposed development for consistency with the goals, objectives, and policies of this plan and require coordination of traffic circulation plans and improvements with land use, right-of-way and infrastructure plans, before development approval. Traffic circulation plans shall address the mitigation of all potential project impacts on the roadway system.

Policy 2.1.2.3: Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity as a condition of development approval based on the City's existing access standards, which are equal to or greater than those of FDOT. New development shall attempt to accommodate more than one access point.

Policy 2.1.2.4: Review on-street parking to assure adequate sight distance to provide safe entry and exit for all new development and roadway projects.

Policy 2.1.2.5: Consider an equitable pro rata share of the costs to provide roadway improvements to serve new development as credit for required impact fees.

Policy 2.1.2.6: Maintain the operation of the roadway network at or above the LOS standards as listed in Policy 2.1.2.7.

Policy 2.1.2.7: The City adopts the following level of service standards for SIS and non SIS facilities:

**MINIMUM LEVEL OF SERVICE STANDARDS**

<u>Facility Type (Non SIS)</u>	<u>LOS Standard</u>
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

(Level of service for roadways shall be determined based on peak hour traffic conditions, transportation is measured by average annual daily traffic counts: AADT, as the best available information provided by the MPO)

**LEVEL OF SERVICE STANDARDS**

**Facility Type**

Backlogged Facilities  
 Constrained Facilities

**Standards**

maintain & improve  
 maintain\*

\*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

**SIS Facilities Level of Service Standards**

<u>SIS Roadway Corridors</u>	<u>Roadway Segment</u>	<u>LOS Standard</u>
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatlin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C
Florida's Turnpike	Martin County Line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	C

Policy 2.1.2.8: In coordination with FDOT, designate as constrained facilities those roadways in the City which operate below acceptable levels of service and where capacity improvements are not feasible due to physical or policy barriers.

Policy 2.1.2.9: Continue to review all development proposals for conformance with the requirements of Chapter 160 Concurrency Management System.

Policy 2.1.2.10: Up to the fiscal year indicated for improvements, operating conditions for backlogged or constrained facilities ~~may~~ shall be maintained or improved through Transportation traffic Systems Management and Transportation traffic Demand Management measures.

Policy 2.1.2.11: Provide timely resurfacing and repair of roads and bridges to minimize costly reconstruction and enhance safety.

~~Policy 2.1.2.12: The City will review development plans, and endeavor to limit such plans for development in right-of-way expansion areas.~~

Policy 2.1.2.123: The City shall not be required to stop issuance of final development orders for projects which affect backlogged county or state roads outside of City jurisdiction.

Policy 2.1.2.13: The City ~~may~~ shall consider the establishment of a multimodal quality level of service standards that includes bicycle facilities including bicycle lanes, pedestrian facilities, and transit in addition to vehicular roadway capacity level of service standards. The City ~~shall~~ should coordinate with the FDOT, St. Lucie County, and the St. Lucie County TPO in developing planning studies in the feasibility of a multimodal quality level of service standards.

Policy 2.1.2.14: ~~The City will evaluate and revise the existing Land Development Regulations to be in compliance with Florida Statutes HB 7207 on all transportation related regulations including the establishment of a proportionate fair share calculation for transportation impact fees.~~

Objective 2.1.3: ~~Acquire the right-of-way needed for the major future roadway network based upon the Regional Long Range Transportation Plan traffic circulation element and the future land use element of this plan. (See Table 7)~~

Policy 2.1.3.1: Prohibit encroachment of development and required setbacks into established present and future rights-of-way and within the law require dedication of right -of-way through development orders issued by the City.

Policy 2.1.3.2: Review proposed development plans for impact on the future land use plan and assess the capacity needs of each project as it relates to the thoroughfare right-of-way protection plan by requiring a traffic impact analysis.

Objective 2.1.4: The City should~~shall~~ reduce greenhouse gases by promoting increased usage of transit, improved bicycle and pedestrian facilities, and more efficient roadways.

Policy 2.1.4.1: The City may~~shall~~ seek to secure and utilize TRIP funds for transportation related projects when funds are made available.

Policy 2.1.4.2: The City may~~will~~ work with the County in budgeting and planning Transportation Demand Management (TDM) and Transportation System Management (TSM) measures to reduce traffic congestion, improve levels of service, and reduce greenhouse gas emissions.

Policy 2.1.4.3: The City should~~shall~~-continue working with the St. Lucie TPO and the County in establishing new transit facilities and routes that meets the demand of the residents and the future land use map to reduce traffic congestion. The City should~~shall~~ also seek to construct new bus stops and transit amenities such as benches and bus shelters on new and existing bus routes.

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

Objective 2.2.1: Motorized and non-motorized needs shall be addressed and met for each new development approved.

Policy 2.2.1.1: Review development projects to require improvements for pedestrian and bicycle facilities~~lanes~~.

Policy 2.2.1.2: Review on-site traffic flow to assure adequate circulation for motorized and non-motorized vehicles and pedestrians is provided.

Policy 2.2.1.3: Review development projects to ensure that adequate parking is provided for the proposed use consistent with the parking requirements identified in the latest Land Development Regulations. ~~Include review of parking requirements in the 1999 revision of the Land Development Regulations~~

Policy 2.2.1.4: Encourage new developments to construct bus stops and other transit amenities along with bicycle parking facilities.

Policy 2.2.1.5: The City may~~shall~~ encourage all new roadways as complete streets and to consider reconfiguring existing roadways to a complete street design.

Objective 2.2.2: In cooperation with the county, review and revise as needed plans to provide transportation services to the transportation disadvantaged.

Policy 2.2.2.1: In coordination with Participate with the efforts of the St. Lucie County Council on Aging or other designated provider to assess the needs of and the City may continue develop ato plan to provide effective service for work, meals, and other necessary trips to the transportation disadvantaged within the City.

Policy 2.2.2.2: In cCoordinateien with the St. Lucie MTPO ~~toin assurance of,~~ the city will study the feasibility of maintaining and establishing transit services to meet the needs of the general public including those in the Western annexation areas. Such study shall include identification of transit needs by the general public, identification of potential transit demand, and comparison of needs, demand, service costs, and potential funding to determine feasibility.

Policy 2.2.2.3: Participate with St. Lucie County, and the City of Fort Pierce, and other local jurisdictions via the St. Lucie MTPO in implementation of cost effective transit service.

Policy 2.2.2.4: During the 1999 review of the Land Development Regulations, consideration of standards includeproject impact reviews, of project impacts on potential transit needs and service. tThe review shall consider multimodal transportation system impacts and the encouragement of transit patronage through physical design of the project.

Policy 2.2.2.45: Ensure that all new parking facilities, pedestrian facilities, transit amenities, and all other transportation infrastructure is in compliance with ADA standards.

**GOAL 2.3: MEET THE CURRENT AND FUTURE MOBILITY NEEDS OF RESIDENTS, BUSINESSES, AND VISITORS WITH A BALANCED TRANSPORTATION SYSTEM. TO DEVELOP A SAFE BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM ACCESSIBLE TO ALL MAJOR PUBLIC AND PRIVATE FACILITIES.**

Objective 2.3.1: The transportation system shall be improved to appropriately accommodate bicycle and pedestrian roadway design and facility requirements where determined feasible and when funding is made available.

Policy 2.3.1.1: Consider new Lland Ddevelopment Rregulations, design criteria and standards to be used in addressing the needs of bicyclists and pedestrians including but not limited to roadway typical sections.

Policy 2.3.1.2: Develop a GIS-based program to systematically inventory all significant streets within the City, with particular attention given to hazards, bottlenecks, and barriers.

Policy 2.3.1.3: Continue to implement theInclude within the land development regulations a requirements outlined in the Land Development Regulations that all new developments provide bicycle facilities and/or sidewalks along all major collectors and arterials within and adjacent to the proposed development.

Policy 2.3.1.4: Continue to implement the City's Sidewalk Program to connect or complete either existing or proposed sidewalks in a manner that provides a complete pedestrian circulation system. Sidewalk projects mayshall be prioritized based upon nearby schools, parks, and existing sidewalks.

Policy 2.3.1.4: During the revision of the LDRs in 1999 include appropriate regulations for implementation of the St. Lucie MPO Congestion Management System.

Objective 2.3.2: By 2002, a bicycle transportation system shall be developed into a network connecting all major travel destinations to population concentrations. Cooperate with the County on their Greenways and Trails program and with the St. Lucie County TPO on their Bicycle and Pedestrian Plan.

Policy 2.3.2.1: Establish bicycle and pedestrian facilities in accordance with AASHTO guidelines and the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways in the vicinity of around-schools, with emphasis placed upon the area encompassing schools that are not serviced by the school bus system.

Policy 2.3.2.2: Use the County's Bicycle Advisory Committee to develop recommendations for a bicycle and pedestrian transportation plan. The plan should provide access to major public and private facilities including parks, schools, beach accesses and major shopping facilities. Cooperate with the St. Lucie TPO in implementation of the 2008 St. Lucie Bicycle, Pedestrian, Greenways & Trails Master Plan. The policies and regulations in the Master Plan should be adopted into the LDR's.

Policy 2.3.2.3: Work with local recreation departments, the South Florida Water Management District, and the State Department of Environmental Protection to develop bicycle facilities and trails within community and regional parks, off road trails such as drainage canals and utility right-of-way property, and other major recreational facilities.

Policy 2.3.2.4: Consider off-roadway travel corridors, such as drainage canal, railroad, and utility right-of-way property, as potential corridors in the bicycle facility system.

Policy 2.3.2.45: Coordinate bicycle planning activities with other agencies associated with bicycle planning activities.

Objective 2.3.3: Manage the street system safely and efficiently for all modes of users and seek to balance limited street capacity among competing uses.

Policy 2.3.3.1: Promote safe and convenient bicycle and pedestrian access throughout the transportation system and support the establishment of bicycle and pedestrian facilities within arterial and collector roadways.

Policy 2.3.3.2: Support the development of an integrated, regional transit system and work with transit providers to provide safe and convenient access to transit stops and facilities.

Policy 2.3.3.3: Encourage transit services that address the needs of persons with disabilities, elderly, people with special needs, and people who depend on public transit for their mobility.

Policy 2.3.3.4: The City may shall require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as park-and-ride facilities.

Policy 2.3.3.5: the City may shall support and encourage the use of carpooling and vanpooling as effective mechanisms for increasing vehicle occupancy rates and decreasing greenhouse gas emissions.

Policy 2.3.3.6: Proposed development may shall be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities.

Policy 2.3.3.7: Transportation facilities may shall be designed to result in a pleasing environment enhanced by trees and landscaping that will present an attractive community appearance, enhance safety, reduce heat island effects, and provide shade for pedestrians, bicyclists and transit uses.

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

Objective 2.4.1: Share common transportation goals, objectives, and policies with the transportation-related agencies listed above where common interests are involved. The City should shall coordinate with adjacent jurisdictions on multi-modal approaches to transportation planning and implementation of concurrency or mobility.

Policy 2.4.1.1: Review the existing Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for the City.

Policy 2.4.1.2: Continue to ensure that all interested agencies listed above are informed of transportation related activities and improvements via copies of correspondence.

Policy 2.4.1.3: As part of the Capital Improvements Element update process, annually review transportation improvements planned for the City indicating the agency responsible for the improvement and the estimated date of completion.

Policy 2.4.1.4: The City should shall consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

Policy: 2.4.1.5: The City may shall consider reviewing existing fee structures to fund alternative modes of transportation: ~~adopting a~~ including a mobility fee based upon multi-modal capital improvement projects, system efficiency, and congestion management.

*Objective 2.4.2: Applicable agencies listed in Goal 2.4 shall be advised of development proposals which may have impacts within their respective jurisdictions and request comments, as applicable.*

Policy 2.4.2.1: Continue to utilize the standard checklist procedure to advise applicable agencies of proposed developments.

Policy 2.4.2.2: Evaluate existing policies relating to design standards for reconstructed roadways to incorporate requirements for bicycle and pedestrian facilities.

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

Objective 2.5.1: The City of Port St. Lucie should~~shall~~ cooperate with St. Lucie County in ~~maintaining~~seeking to designate those roadway and transportation corridors that have unique social, environmental or historic resources as a Scenic Highway consistent with the general requirements of the State Florida Scenic Highway Program. Designation as a National Scenic Byway will be sought consistent with Federal program guidelines.

Policy 2.5.1.1: The following roadway is~~designated~~a candidate for designation as a Scenic Highway under the Florida Scenic Highway Program, as administered by the Florida Department of Transportation:

- a.) Indian River Drive -- All segments of Indian River Drive that are within the City of Port St. Lucie

Policy 2.5.1.2: The City of Port St. Lucie shall, consistent with the other elements of this Plan (Future Land Use, Conservation and Coastal Management, Recreation and Open Space), encourage the protection and preservation of the scenic features, natural resources, and historic sites along the candidate roadway or transportation corridors, while minimizing any potential negative impacts on adjacent properties.

#### GOAL 2.6 – PROVIDE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM FOR THE WESTERN ANNEXATION AREAS

Objective 2.6.1: Provide a comprehensive transportation system for the Western Study Area that provides a sufficient roadway grid network that accommodates the planned uses identified in the future land use map.

Policy 2.6.1.1: Encourage proposed development in the Western Annexation areas to incorporate a local grid street network with spacing of collector roads approximately one-half mile to one mile apart. The collector roads should provide public access to the area-wide network with multiple connections to the local and arterial roadways.

Policy 2.6.1.2: Encourage proposed development in the Western Annexation areas to incorporate a local grid street network with spacing of local roads approximately one-quarter to one-half mile apart. The local roads should provide public access to the area-wide network with multiple connections to the collector and arterial roadways.

Policy 2.6.1.3 The city shall enforce the Northwest Annexation Area Right-of-Way Network Map and protect right-of-way by requiring all appropriate land to be deeded to the City at the time of the first subdivision plat approval.

Policy 2.6.1.4: Right-of-way deficiencies in the Western Annexation areas shall be satisfied by deeding of equal amounts of right-of-way from each side of the deficient roadway, unless the following conditions apply:

- a. Where right-of-way must be dedicated for site related improvements, all such dedicated right-of-way shall come from the development project side of the roadway.
- b. Where a drainage district canal right-of-way, a railroad right-of-way, a high voltage power line, or similar impediment abuts one (1) side of a deficient road right-of-way, the entire right-of-way deficiency shall be made up from the property on the opposite side.

- c. Where at least one-half (1/2) of the required road right-of-way has been provided from the property on one (1) side of a deficient road right-of-way, the remaining right-of-way deficiency shall be made up from the property on the opposite side.

Policy 2.6.1.5: The roadway plan for the Western Annexation Area, as depicted in Transportation Series Map 2, 2035 Needs Assessment Map, will be built as development occurs in the study area and will be financed or constructed by developers as part of the development approval process.

Policy 2.6.1.6: All new developments must provide the appropriate infrastructure to facilitate the use of public transportation such as bus stops locations and shelters.

Policy 2.6.1.7: Sufficient pedestrian, parking and bicycle facilities shall be constructed pursuant to the latest Land Development Regulations for all new development and roadway projects within the Western Annexation areas.

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## WESTERN ANNEXATION SUB-ELEMENT GOALS, OBJECTIVES, AND POLICIES

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The Goals, Objectives, and Policies section for the Transportation Element of the Comprehensive Plan Addendum establish the long-term end towards which traffic circulation and mass transit programs and activities are ultimately directed. For this reason, input on the Goals, Objectives and Policies were received from various sources such as the public, local agencies, and the local government in the City of Port St. Lucie. The Goals listed in this Addendum reiterate the Goals adopted in the Comprehensive Plan. The Objectives and Policies listed in this Addendum are relevant to the Western Study area and are an extension of the Objectives and Policies listed in the Comprehensive Plan.

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

~~*Objective A.1.1: Provide a comprehensive transportation system for the Western Study Area with consideration of an east-west connectivity, north-south connectivity, providing an area-wide grid system, providing a sufficient number of arterials and collectors, the need for more interchanges with I-95, and impacts on adjacent jurisdictions. The grid network of roads should include arterial and collector roads spaced approximately one to two miles apart.*~~

~~*Policy A.1.1.1: Adopt the Western Study Area Roadway Network Plan as a thoroughfare plan to be incorporated into the Comprehensive Plan.*~~

~~*Policy A.1.1.2: Request St. Lucie County MPO to identify improvements listed in the Comprehensive Plan Addendum in the next round of the Long Range Transportation Plan.*~~

~~*Policy A.1.1.3: Encourage proposed development to incorporate a local grid street network with spacing of collector roads approximately one half mile to one mile apart. The collector roads should provide public access to the area-wide network with multiple connections to the local and arterial roadways.*~~

~~*Policy A.1.1.4: Table A2 is the adopted 20-year plan for roadways for the Western Study Area. These roadways will be built as development occurs in the study area that would impact these corridors, and will be financed or constructed by developers as part of the development approval process.*~~

~~*Objective A.1.2: Provide local roadway grid networks to compliment the area-wide network.*~~

~~*Policy A.1.2.1: Encourage proposed development to incorporate a local grid street network with spacing of local roads approximately one-quarter to one-half mile apart. The local roads should provide public access to the area-wide network with multiple connections to the collector and arterial roadways.*~~

~~*Policy A.1.2.2: Approval of Comprehensive Plan amendment requests and rezoning*~~

~~applications should be subject to good planning practices including the provision of local streets that connect to multiple collectors and arterials.~~

~~Policy A.1.2.3: Approval of Comprehensive Plan amendment requests and rezoning applications should be subject to access management guidelines consistent with Florida Department of Transportation standards.~~

~~Objective A.1.3: Adopt a grid network thoroughfare right-of-way protection plan for the City's northwest annexation area to be incorporated into the Comprehensive Plan.~~

~~Policy A.1.3.1: The Northwest Annexation Area Right-of-Way Network Map identifies the proposed roadway network and right-of-way width requirements for the northwest annexation area. The location of each road is a general guide to establish a network of connected roads, not a designation for a specific location.~~

~~Policy A.1.3.2: The city recognizes that road right-of-way must accommodate the travel way, roadway side recovery areas, bicycle and pedestrian facilities, drainage facilities, and utility lines. Accordingly, the City hereby adopts the minimum right-of-way standards depicted on the Northwest Annexation Area Right-of-Way Network Map. Additional width may be necessary as determined by the City Engineer depending upon the approved roadway cross section, design elements, within the right-of-way, and drainage requirements.~~

~~Policy A.1.3.3 The city shall enforce the Northwest Annexation Area Right-of-Way Network Map and protect right-of-way by requiring all appropriate land to be deeded to the City at the time of the first subdivision plat approval.~~

~~Policy A.1.3.4: Right-of-way deficiencies shall be satisfied by deeding of equal amounts of right-of-way from each side of the deficient roadway, unless the following conditions apply:~~

- ~~a. Where right-of-way must be dedicated for site related improvements, all such dedicated right-of-way shall come from the development project side of the roadway.~~
- ~~b. Where a drainage district canal right-of-way, a railroad right-of-way, a high voltage power line, or similar impediment abuts one (1) side of a deficient road right-of-way, the entire right-of-way deficiency shall be made up from the property on the opposite side.~~
- ~~c. Where at least one half (1/2) of the required road right-of-way has been provided from the property on one (1) side of a deficient road right-of-way, the remaining right-of-way deficiency shall be made up from the property on the opposite side.~~

~~Policy A.1.3.5: The City will continue to coordinate with FDOT on access management issues and other impacts on SIS facilities in or near the Northwest Annexation Area.~~

~~Policy A.1.3.6: The City will continue to coordinate with FDOT on the final alignment for GR-609 Multimodal PACE Study. The City will submit any changes to the Northwest Annexation Area Right-of-Way Network Map as necessary to address the mobility needs of the community.~~

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

~~Objective A.2.1: Transportation alternatives should be implemented as appropriate to enhance accessibility and quality of life as the City expands its boundaries and the Western Study Area develops.~~

~~Policy A.2.1.1: Public Transit should be implemented connecting major activity centers within the Western Study Area to activity centers within the current City boundaries.~~

~~Policy A.2.1.2: Adopt appropriate parking requirements for development within the activity centers that will encourage the use of other transportation modes.~~

~~Policy A.2.1.2: All new developments must provide the appropriate infrastructure to facilitate the use of public transportation such as bus stops locations and shelters.~~

~~Policy A.2.1.3: The City will study Transportation Demand Management and Transportation System Management policies to see if they are appropriate for the Western Study Area.~~

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

~~Objective A.3.1: Regional planning and development opportunities should be used to implement a comprehensive pedestrian and bikeways system throughout the Western Study Area and connecting to the current City system.~~

~~Policy A.3.1.1: Develop a regional Bicycle and Pedestrian Plan that includes the Western Study Area. The plan should include sidewalks, bicycle trails systems, and greenways.~~

~~Policy A.3.1.2: Use the development review process to obtain sidewalks and bicycle trails within and along individual parcels.~~

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# HOUSING ELEMENT

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## INTRODUCTION

The Housing Element of the Port St. Lucie Comprehensive Plan documents existing housing conditions in the City, projects future needs, and identifies existing and potential deficiencies in the housing supply. By doing so, goals, objectives, and policies can be prepared which develop a strategy for meeting deficiencies in the housing supply.

~~Port St. Lucie is one of three municipalities found within St. Lucie County. Each of the cities must prepare a housing element pursuant to Chapter 163, Florida Statutes F.S. Generally, the issues discussed here are exclusive to Port St. Lucie only. The data in this element is derived from the U.S. Census 2005-2009 American Community Survey and the 2010 Census, and the Shimberg Center for Housing Studies. For each housing element requirement, the most recent data was used. In some cases, data for the City is compared with data for St. Lucie County and the State of Florida. Such comparisons are intended to identify similarities or differences between the various locations. Conclusions from the data and strategies for addressing apply only to the City of Port St. Lucie.~~

## PORT ST. LUCIE HOUSING OVERVIEW

### City Housing Program

The Community Services Department is responsible for administering the housing program with grant funding from the State Housing Initiatives Partnership (SHIP) program and the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Program. The Department also administers community development and public service projects with federal CDBG funding. The Department implements the affordable housing policy of the City Council including housing incentives.

### Repair/Rehabilitation Assistance

The Community Services Department administers a state funded housing repair and rehabilitation program (SHIP) when funds are available. (The City did not receive these funds for FY10 and FY11). The City utilizes Community Development Block Grant (CDBG) funding in order to assist households on the current repair and rehabilitation waiting list.

### Home Purchase Assistance

The Community Services Department administers a state funded home purchase program (SHIP) when funds are available. (The city did not receive these funds for FY10 and FY11.) The City will be utilizing Neighborhood Stabilization Program (NSP) funding to purchase and repair foreclosed properties. These homes will be resold to income-qualified households as needed.

### Affordable Housing Advisory Committee

The City of Port St. Lucie Affordable Housing Advisory Committee (AHAC) was established pursuant to Section 420.9076 Florida Statutes. The Affordable Housing Advisory Committee meets triennially to review established policies and procedures, ordinances, land development regulations, and the Comprehensive Plan, and makes recommendations to encourage or facilitate affordable housing while protecting the ability of the property to appreciate in value.

The Committee is appointed by the City Council to make recommendations to the City Council on Affordable Housing Issues. The AHAC consists of 11 members who are subject to the provisions of the Sunshine Law and serve on a voluntary basis.

### **Affordable Housing Incentives**

The Community Services Department administers the Affordable Housing Advisory Committee's recommendations and a number of City Council housing policies and incentives. The following is a list of the housing incentives recommended by the Affordable Housing Advisory Committee and approved by the City Council:

1. Expedited Permitting: Any affordable housing project that experiences a delay of over three weeks in any phase of the permitting and/or planning process will be processed ahead of other projects waiting to be considered. Affordable housing projects are identified as those projects assisted with state or federal funds.
2. Ongoing Review Process: This strategy involves an ongoing process for review of local policies, ordinances, regulations, and plan provisions that may increase the cost of housing prior to their adoption. All regulations and policies that may impact the cost of housing are forwarded to the Community Services Department for possible revisions. Any proposed increase in building fees is brought to the Treasure Coast Builders Association (TCBA) for review in addition to public hearing and public comment processes.
3. Modification of impact fee requirements, including the reduction or waiver of impact fees and alternative methods of fee payment for affordable housing: The City Council approved deferring impact fees for eligible homeowner applicants under the City's Affordable Housing guidelines (for SHIP) on single family owner occupied residential housing.
4. The reduction of parking and setback requirements for affordable housing: The City Council approved allowing parking and setback requirements to be reduced for affordable housing projects where it can be shown that such reduction will be compatible with the surrounding neighborhood, and will not cause an adverse impact to the neighborhood.
5. The support of development near transportation hubs and major employment centers and mixed-use developments: The City Council supports the development of affordable housing and/or workforce housing near (within ½ mile) of a transportation hub, major employment center, and mixed-use development.
6. All residential future land use amendments and Developments of Regional Impact are required to include an affordable housing component.

### **Foreclosure Prevention**

#### *State Housing Initiatives Partnership (SHIP)*

In FY09, the State Housing Initiatives Partnership (SHIP) provided assistance to help Port St. Lucie households to avoid foreclosure if the delinquency is due to circumstances beyond their control. The total amount of assistance was limited to \$5,000. Eligible expenses include past due mortgage payments (principal, interest, taxes and insurance), delinquent condominium fees or assessments, attorney's fees, late fees and other customary fees associated with defaulted mortgages. The program was open to extremely low, very-low, low and moderate-income households.

*Neighborhood Stabilization Program*

In 2009, the City utilized funds from the Neighborhood Stabilization Program (NSP) to start curbing the impacts of foreclosures. In 2009 the City received \$13,523,000 in grant funding to purchase foreclosed properties, repair them, and make them affordable, with financial assistance as needed, to income-qualified households. The City received an additional \$3.5 million in 2010 to continue this program.

The City administers the Hardest Hit Program. This is a federal program funded through the state down to the local level. The Hardest Hit Program will provide:

- Mortgage funding for eligible clients for up to six months of mortgage payments, or
- Bring the homeowner's past due first mortgage current

Unemployment or under-employment figures heavily in the eligibility requirements and other restrictions apply.

**HOUSING INVENTORY**

The following is a series of topics which together provide a description of the existing housing conditions in the City of Port St. Lucie. Data from the 2010 Census have been supplemented with data from the ~~US Census 2005-2009 American Community Survey, and the Shimberg Center for Housing Studies Institute~~ (Florida Housing Data Clearinghouse). ~~Data was also derived from building permit and certificate of occupancy information supplied by the City's Building Department.~~

**Housing Type:** The Census data indicates that approximately ~~90%percent~~ of the City's housing units are single family, while multifamily homes made up approximately ~~8%percent~~ of the housing stock. A total of ~~686 4,059~~ mobile homes were identified in the 2010 US Census 2005-2009 American Community Survey. Total units and the percentage of housing inventory by type of unit are shown in the table below.

**Table 3-1  
Housing Type, 2010**

<u>Housing Type</u>	<u>City of Port St. Lucie</u>		<u>St. Lucie County</u>	
	<u>Estimate</u>	<u>Percent</u>	<u>Estimate</u>	<u>Percent</u>
<u>Single Family:</u>				
<u>1, detached</u>	61,636	87.5%	90,410	66.0%
<u>1, attached</u>	2,320	3.3%	4,339	3.2%
<u>Multi-Family:</u>				
<u>2</u>	70	0.1%	4,017	2.9%
<u>3 or 4</u>	496	0.7%	3,042	2.2%
<u>5 to 9</u>	1,992	2.8%	5,041	3.7%
<u>10 to 19</u>	1,845	2.6%	5,050	3.7%
<u>20 to 49</u>	1,374	2.0%	12,202	8.9%
<u>Mobile Homes</u>	686	1.0%	12,880	9.4%
<u>Boat, RV, Van, Etc.</u>	0	0.0%	57	0.0%
<b>Total:</b>	<b>70,419</b>	<b>100.00%</b>	<b>137,038</b>	<b>100.00%</b>

Source: U.S. Census Bureau, 2010 American Community Survey, 2012

**Table 3-1  
Dwelling Units by Structure, 2005-2009**

Dwelling Units	Port St. Lucie City		St. Lucie County,	
	Estimate	Percent	Estimate	Percent
<b>Single-Family:</b>				
1, detached	56,057	87.35%	85,429	66.93%
1, attached	1,906	2.97%	3,599	2.82%
<b>Multi-Family:</b>				
2	154	0.24%	3,508	2.75%
3 or 4	1,146	1.79%	4,275	3.35%
5 to 9	1,315	2.05%	3,583	2.81%
10 to 19	1,657	2.58%	5,551	4.35%
20 to 49	595	0.93%	3,174	2.49%
50 or more	255	0.40%	5,529	4.33%
<b>Mobile Homes</b>	1,059	1.65%	12,852	10.07%
<b>Other</b>	28	0.04%	148	0.12%
<b>Total:</b>	<b>64,172</b>	<b>100.00%</b>	<b>127,648</b>	<b>100.00%</b>

Source: U.S. Census Bureau, 2005-2009 American Community Survey, 2011

**Housing Tenure:** Housing tenure refers to the occupancy of a unit, either owner-occupied or renter-occupied. The 2010 Census reported 78.1 %percent of households in Port St. Lucie were owner-occupied. (Statewide, Florida's homeownership rate is 67.4 %percent.) The remaining 21.9 %percent were renter-occupied households.

**Table 3-2  
Housing Units Households by Tenure, Port St. Lucie 2010**

Occupied Housing Units	Owner-Occupied Housing Units	Percent	Renter-Occupied Housing Units	Percent
60,902	47,541	78.1%	13,361	21.9%

**Table 3-3  
Housing Units by Tenure, St. Lucie County, 2010**

Occupied Housing Units	Owner-Occupied Housing Units	Percent	Renter-Occupied Housing Units	Percent
108,523	80,766	74.4%	27,757	25.6%

Source: U.S. Census Bureau, 2010 Census, 2011

**Age of Housing Units:** The age of housing units in the City of Port St. Lucie is shown in the next table. Nearly 41% of the homes in the City were built in the year 2000 or later. However, over 30,000 units were built between 1980 and 1999 which was prior to the adoption of the new building codes which mandated greater hurricane safety requirements.

**Table 3-4  
Age of Housing Units**

Year Structure Built	Port St. Lucie		St. Lucie County	
		Percent		Percent
Built 2005 or later	13,102	12.50%	16,485	8.20%
Built 2000 to 2004	16,842	28.30%	24,319	19.20%
Built 1990 to 1999	15,604	21.00%	26,451	17.30%
Built 1980 to 1989	17,512	26.70%	34,187	27.20%
Built 1970 to 1979	6,426	9.70%	18,512	16.80%
Built 1960 to 1969	721	1.20%	8,050	5.30%
Built 1950 to 1959	112	0.40%	5,997	4.00%
Built 1940 to 1949	33	0.20%	1,668	1.10%
Built 1939 or earlier	67	0.10%	1,369	0.90%
<b>Total housing units</b>				

Source: U.S. Census Bureau, 2010, American Community Survey, 2012

**Table 3-3  
Age of Housing Structures**

Year Structure Built	Port St. Lucie		St. Lucie County	
		Percent		Percent
Built 2005 or later	8,024	12.50%	10,519	8.20%
Built 2000 to 2004	18,140	28.30%	24,483	19.20%
Built 1990 to 1999	13,485	21.00%	22,054	17.30%
Built 1980 to 1989	17,120	26.70%	34,674	27.20%
Built 1970 to 1979	6,200	9.70%	21,407	16.80%
Built 1960 to 1969	778	1.20%	6,826	5.30%
Built 1950 to 1959	244	0.40%	5,124	4.00%

Year Structure Built	Port St. Lucie		St. Lucie County	
		Percent		Percent
Built 1940 to 1949	112	0.20%	1,401	1.10%
Built 1939 or earlier	69	0.10%	1,160	0.90%
<b>Total housing units</b>	<b>64,172</b>	<b>100%</b>	<b>127,648</b>	<b>100%</b>

Source: U.S. Census Bureau, 2005-2009 American Community Survey, 2011

**Historically Significant Housing:** A small portion of the housing units in the City were constructed prior to 1970. Census data revealed that 212,425 structures exist that were built prior to 1960. However, the City has no evidence these structures still exist and the Census data available before incorporation cannot be confirmed. Of the relatively small number of housing units indicated as having been built prior to 1960, none of these are considered historically significant.

**Monthly Housing Rent:** The median rent paid in Port St. Lucie was ~~\$1,092~~ \$1,193 compared to ~~\$922~~ \$1,034 in St. Lucie County for 2010 ~~2009~~ per the US Census. The HUD Fair Market Rent in 2010 in St. Lucie County and the surrounding metro area (Port St. Lucie MSA), rent for a typical modest apartment, was \$763 for a studio apartment, \$765 for a one-bedroom, \$969 for a two-bedroom, \$1,281 for a three-bedroom, and \$1,320 for a four-bedroom unit.

**Homeusing Values:** The following table shows the value of owner-occupied housing units in Port St. Lucie and St. Lucie County in ~~2010~~ 2009. The median value for Port St. Lucie was \$136,400 in 2010 compared to \$213,900 in 2009, a significant decrease in value.

**Table 3-5**  
**Home Values, 2010**

Home Value - Owner Occupied				
	City of Port St. Lucie		St. Lucie County	
	# of Units	Percent	# of Units	Percent
<b>Owner Occupied</b>	<b>46,779</b>		<b>78,303</b>	
Less than \$50,000	1,400	3.00%	7,945	10.1%
\$50,000 to \$99,999	12,185	26.0%	21,214	27.1%
\$100,000 to \$149,999	13,327	28.5%	17,879	22.8%
\$150,000 to \$199,999	10,880	23.3%	13,605	17.4%
\$200,000 to \$299,999	6,326	13.5%	10,376	13.3%
\$300,000 to \$499,999	2,509	5.4%	5,146	6.6%
\$500,000 to \$999,999	111	0.2%	1,849	2.4%
\$1,000,000 or more	41	0.1%	289	0.4%
<b>Median (dollars)</b>	<b>\$136,400</b>	<b>(X)</b>	<b>\$126,000</b>	<b>(X)</b>

Source: U.S. Census Bureau, 2010 American Community Survey, 2012

**Table 3-5**

Home Values, 2009

Home Value	Port St. Lucie		St. Lucie County	
	# of Units	Percent	# of Units	Percent
<b>Owner-Occupied</b>	<b>43,112</b>		<b>76,209</b>	
Less than \$50,000	1,295	3.00%	5,976	7.80%
\$50,000 to \$99,999	2,569	6.00%	8,077	10.60%
\$100,000 to \$149,999	5,186	12.00%	11,091	14.60%
\$150,000 to \$199,999	9,933	23.00%	15,354	20.10%
\$200,000 to \$299,999	15,622	36.20%	20,395	26.80%
\$300,000 to \$499,999	7,391	17.10%	11,327	14.90%
\$500,000 to \$999,999	901	2.10%	3,382	4.40%
\$1,000,000 or more	215	0.50%	607	0.80%
<b>Median (dollars)</b>	<b>\$213,900</b>		<b>\$191,700</b>	

Source: U.S. Census Bureau, 2005-2009 American Community Survey, 2011

**Monthly Owner-Occupied Housing Unit Costs:** The following table shows the sum of payments for mortgages, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees. The table includes information on housing units with a mortgage only. The median monthly cost is ~~\$1,433~~\$1,634, slightly higher than the County median monthly cost of ~~\$1,407~~\$1,486.

**Table 3-6**  
**Monthly Owner-Occupied Housing Unit Costs, 2010**

Selected Monthly Owner Costs of Owner-occupied Housing	City of Port St. Lucie		St. Lucie County	
	# of Units	Percent	# of Units	Percent
<b>Housing units with a mortgage</b>	<b>34,654</b>		<b>48,633</b>	
Less than \$300	0	0.0%	0	0.0%
\$300 to \$499	456	1.30%	1,003	2.1%
\$500 to \$699	1,740	5.0%	3,117	6.4%
\$700 to \$999	4,516	13.0%	7,123	14.6%
\$1,000 to \$1,499	12,284	35.4%	16,065	33.0%
\$1,500 to \$1,999	8,394	24.2%	11,663	24.0%
\$2,000 or more	7,264	21.0%	9,662	19.9%
<b>Median (dollars)</b>	<b>1,433</b>	<b>(X)</b>	<b>1,407</b>	<b>(X)</b>

Source: U.S. Census Bureau, 2010 American Community Survey, 2012

**Table 3-6  
Monthly Costs of Owner-Occupied Housing Units, 2005-2009**

<b>Selected Monthly Owner Costs of Owner-occupied Housing</b>				
<b>Housing units with a mortgage</b>	<b>Port St. Lucie</b>		<b>St. Lucie County</b>	
	<b># of Units</b>	<b>Percent</b>	<b># of Units</b>	<b>Percent</b>
	<b>32,045</b>		<b>48,909</b>	
Less than \$300	51	0.20%	113	0.20%
\$300 to \$499	425	1.30%	894	1.80%
\$500 to \$699	872	2.70%	1,929	3.90%
\$700 to \$999	3,033	9.50%	6,822	13.90%
\$1,000 to \$1,499	9,260	28.90%	14,827	30.30%
\$1,500 to \$1,999	8,408	26.20%	11,069	22.60%
\$2,000 or more	9,996	31.20%	13,255	27.10%
<b>Median (dollars)</b>	<b>\$1,634</b>		<b>\$1,496</b>	

Source: U.S. Census Bureau, 2005-2009 American Community Survey, 2011

**AFFORDABLE HOUSING NEEDS:**

**Cost Burden:** Cost-burdened households pay more than 30 percent of income for rent or mortgage costs. The data in the following table titled *Amount of Income Paid for Housing, 2010*, suggests that more than 50% of housing units with a mortgage and occupied units paying rent have a housing cost burden which is similar to the County. 46,541 households in Port St. Lucie—about 27 percent—paid more than 30 percent of income for housing which is the same percentage in the County.

**Table 3-7  
Amount of Income Paid for Housing, 2010-2009  
(Cost Burden)**

% of Income Paid for Housing	City of Port St. Lucie		St. Lucie County	
	Households	Percent	Households	Percent
<b>Housing units with a mortgage (excluding units where cost cannot be computed)</b>				
	34,166		47,891	
0-30%	14,178	41.50%	20,680	43.20%
30% or more	19,988	58.50%	27,211	56.80%
<b>Housing unit without a mortgage (excluding units where costs cannot be computed)</b>				
	12,125		29,234	
0-30%	9,694	79.90%	22,106	75.60%
30% or more	2,431	20.10%	7,128	24.40%
	Households	Percentage	Households	Percentage
<b>Occupied units paying rent (excluding units where costs cannot be computed)</b>				
	12,529		25,316	
0-30%	5,864	46.80%	10,368	40.90%
30% or more	6,665	53.20%	14,948	59.10%

Source: Shimberg Center for Housing Studies, 2012

% of Income Paid for Housing		0-30%	30-50%	50% or more
Port St. Lucie	Owner	37,070	7,970	4,542
	Renter	6,656	2,302	1,727
St. Lucie County	Owner	65,343	12,916	7,924
	Renter	14,786	4,803	4,305

Source: Shimberg Center, 2011

**Household Income:** In the following table, household income is measured as a percentage of the median income for the county or area, adjusted for family size. In Port St. Lucie and the surrounding metro area, the HUD-estimated median income for a family of four is \$56,200 in 2011 and \$59,600 in 2010.

The data in the following table titled Households by Income and Cost Burden, 2011 shows that 12,909 households are both cost burdened and in the very-low and low income bracket (21% of the total number of households.) Additional analysis indicates that 67% of Port St. Lucie residents in the very low and low income bracket were cost burdened in the year 2011.

**Table 3-8  
Households by Income and Cost Burden, 2011/2009**

<b>A. Owner-Occupied Households, 2011</b>				
	<b>Household Income as a Percentage of Area Median Income (AMI)</b>			
	<b>0 - 50% AMI</b>	<b>50.01 - 80% AMI</b>	<b>80.01 - 120% AMI</b>	<b>120.01%+ AMI</b>
	<b>Very Low</b>	<b>Low</b>	<b>Moderate</b>	<b>Above Moderate</b>
No Cost Burden	1,594	4,600	9,772	21,090
At 30% or More Cost Burden	1,151	3,633	2,216	1,038
At 50% or More Cost Burden	3,290	945	203	121
Total Number of Households	6,035	9,178	12,191	22,249
<b>B. Renter-Occupied Households, 2011</b>				
	<b>Household Income as a Percentage of Area Median Income (AMI)</b>			
	<b>0 - 50% AMI</b>	<b>50.01 - 80% AMI</b>	<b>80.01 - 120% AMI</b>	<b>120.01%+ AMI</b>
	<b>Very Low</b>	<b>Low</b>	<b>Moderate</b>	<b>Above Moderate</b>
No Cost Burden	359	1,108	2,701	2,997
At 30% or More Cost Burden	622	1,544	247	39
At 50% or More Cost Burden	1,598	126	96	-
Total Number of Households	2,579	2,778	3,044	3,036

Source: Shimberg Center for Housing Studies, 2012

<b>Port St. Lucie</b>				
	<b>Household Income as Percentage of Area Median Income</b>		<b>Number of Households</b>	
			<b>0-30%</b>	<b>30-50%</b>
Extremely Low Income	<=30% AMI	864	236	2,443
Very Low Income	30.01-50% AMI	1,159	1,563	2,365
Low Income	50.01-80% AMI	5,818	5,015	1,055
Moderate	80.01+% AMI	35,885	3,458	406
<b>Total</b>		<b>43,726</b>	<b>10,272</b>	<b>6,269</b>

St. Lucie County					
Household Income as Percentage of Area Median Income			Number of Households		
	0-30%	0-30%	30-50%	50% or more	
Extremely Low Income	<=30% AMI	<=30% AMI	2,726	1,197	5,835
Very Low Income	30.01-50% AMI	30.01-50% AMI	3,516	4,374	4,044
Low Income	50.01-80% AMI	50.01-80% AMI	12,588	7,021	1,740
Moderate	80.01+% AMI	80.01+% AMI	61,299	5,127	610
	<b>Total</b>	<b>Total</b>	<b>80,129</b>	<b>17,719</b>	<b>12,229</b>

Source: Shimberg, 2014

### HOUSING CONDITIONS

**Substandard Housing:** Individual housing units may be considered substandard if the unit lacks complete plumbing for exclusive use of the residents, lack of complete kitchen facilities, lack of central heating, and overcrowding. As can be seen in the table below, substandard housing is not a significant housing issue in Port St. Lucie:

**Table 3-9  
Substandard Housing Condition of Housing Stock Summary, 2010-2000**

Substandard Condition	City of Port St. Lucie	City of Port St. Lucie	St. Lucie County	St. Lucie County
	# of Units	Percent	# of Units	Percent
Overcrowded (more than one person per room) (2000)	757973	1.32.9%	1,4573,485	1.34.5%
Lacking complete plumbing facilities (2010-2009)	21275	0.40.1%	406326	0.40.3%
Lacking complete kitchen facilities (2010-2009)	346206	0.60.4%	540420	0.50.4%

Source: US Census, 2010 American Community Survey, 2012 2000 Census of Population and Housing, and 2005-2009 American Community Survey

**Subsidized Housing:** The following table provides an inventory of federal, state, and/or local assisted rental housing within the City. The table shows a total of 1,1564,344 units with rent and/or income restrictions.