COUNCIL ITEM 8B
DATE 9-10-12

COUNCIL ITEM 8B
DATE 8/27/12

ORDINANCE 12-19

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

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

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

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

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

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

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

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

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

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

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

ORDINANCE 12-19

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

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

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

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

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

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

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

ORDINANCE 12-19

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this_____ day of _____, 2012.

CITY COUNCIL

CITY OF PORT ST. LUCIE, FLORIDA

BY:_____
JoAnn M. Faiella, Mayor

ATTEST:

_____
Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

_____
Roger G. Orr, City Attorney

NOTICE OF PUBLIC HEARING THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE ADOPTION HEARING FOR THE CITY OF PORT ST. LUCIE COMPREHENSIVE PLAN

ORDINANCE 12-19

The CITY COUNCIL of the CITY OF PORT ST. LUCIE will hold a Public Hearing on **August 27, 2012** at 7:00 p.m. in the CITY COUNCIL CHAMBERS in the City Hall Building "A", 121 S.W. Port St. Lucie Blvd., Port St. Lucie, Florida, to consider adoption of the Evaluation and Appraisal Report (EAR) Based Amendments to the City of Port St. Lucie Comprehensive Plan.

ORDINANCE 12-19

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

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

NOTICE: No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, any person who may seek to appeal any decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at said meeting upon which any appeal is to be based.

Planning & Zoning Department **PUBLISH: 8/13/12**

CITY OF PORT ST. LUCIE, FL - CITY COUNCIL

AGENDA ITEM REQUEST

MEETING: ***REGULAR __*** ***SPECIAL X***

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

ORDINANCE X RESOLUTION ___ MOTION ___ PUBLIC HEARING X

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

RECOMMENDED ACTION:

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

EXHIBITS:

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

SUMMARY EXPLANATION/BACKGROUND INFORMATION:

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

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

Presentations by staff and consultant.

SUBMITTING DEPARTMENT: PLANNING and ZONING
DATE: April 12, 2012

PZ041112

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

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

CALL TO ORDER

ROLL CALL

Members Present:	Ken Martin, Vice Chair Brian Battle, Alternate Steven Garrett Ernie Ojito, Secretary Susan E. Parks Ryan Strickland, Alternate
Members Not Present:	William Blazak, Chair (Excused)
Others Present:	Roger G. Orr, City Attorney Pam E. Booker, Senior Assistant City Attorney Daniel Holbrook, Planning and Zoning Director Anne Cox, Assistant Planning And Zoning Director Roxanne Chesser, Engineering Department John Finizio, Planner Bridget Kean, Senior Planner Marty Sanders, St. Lucie County School District Ryan Strickland, Alternate Member Margie L. Wilson, Deputy City Clerk

PLEDGE OF ALLEGIANCE

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

PUBLIC HEARING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

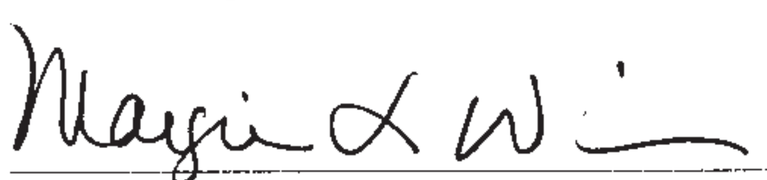
Ms. Tappen explained, "Mr. Garrett pointed out the C and D debris. That is construction and demolition. That is kept separate from household waste because the household waste leeches and is a little more toxic. You pointed out that in the future land use we said there is sufficient capacity for the long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

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

ADJOURN

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

_____
Ernie Ojito, Secretary



Margie L. Wilson, Deputy City Clerk

St. Lucie News Tribune

A SCRIPPS NEWSPAPER

USPS 523-540
Vol. 108, No. 129

Published daily by Scripps Media Inc., 760 N.W. Enterprise Drive, Port St. Lucie, FL 34986
600 Edwards Road, Fort Pierce, FL 34982

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MAIN OFFICE
Fort Pierce • 461-2050
Port St. Lucie • 337-5800
tlnc.editor@scripps.com

METRO EDITOR
Adam Neal • 978-2315
adam.neal@scripps.com

EDITORIALS, LETTERS TO EDITOR
Florence Reisman • 221-4238
florence.reisman@scripps.com

SPORTS
Mike Graham • 692-8987
mike.graham@scripps.com

FEATURES
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The buzz

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

LOS ANGELES

'Hunger Games' scores Easter feast

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

According to studio estimates Sunday, Lionsgate "The Hunger Games" raised its domestic total to $302 million. It easily out-earned two returning favorite Universal's "American Pie" sequel "American Reunion" and a 3-D version of the blockbuster "Titanic," release domestically by Paramount and overseas by 20th Century Fox.

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

Associated Press file photo

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

'60 Minutes' legend Wallace dies at 93

The Associated Press

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

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

Until he was slowed by heart surgery as he neared his 90th birthday in 2008, Wallace continued making news, doing "60 Minutes" interviews with such subjects as Jack Kevorkian and Roger Clemens. He had promised to still do occasional reports when he announced his retirement as a regular correspondent in March 2006.

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

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

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

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

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

Lottery

CASH 3

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

PLAY 4

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

FANTASY 5

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

APRIL 7	WINNERS	PAYOFF
5 numbers	1	$98,296.24
4 numbers	429	$110.50
3 numbers	12,025	$11
2 numbers	118,758	Ticket

MEGA MONEY

Fri., April 6	12-19-38-42
Mega Ball: 8	
Tues., April 3	17-37-42-44
Mega Ball: 16	

APRIL 6	WINNERS	PAYOFF
4+Mega	6	$900,000
4 numbers	3	$2,684
3+Mega	63	$331
3 numbers	905	$57.50
2+Mega	1,478	$34.50
2 numbers	29,330	$2
1+Mega	13,985	$2.50

LOTTO

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

APRIL 7	WINNERS	PAYOFF
6 numbers	0	$12 million
5 numbers	47	$4,875
4 numbers	2,440	$69
3 numbers	47,805	$5

POWERBALL

Sat., April 7	5-13-17-20-30
Powerball: 16	
Wed., April 4	1-24-33-45-49
Powerball: 6	

APRIL 7	WINNERS	PAYOFF
5+PB	0	$94 million
5 numbers	1	$1,000,000
4+PB	4	$10,000
4 numbers	153	$100
3+PB	744	$100
3 numbers	6,851	$7
2+PB	3,331	$7
1+PB	19,851	$4
0+PB	36,519	$3

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

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

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

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

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

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

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

Karen Phillips

OR 12-019
EXHIBIT "A"
CITY OF PORT ST. LUCIE 2012 EAR-BASED COMPREHENSIVE PLAN AMENDMENTS

OR 12-19

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

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

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

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

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

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

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

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

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

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

TO: CITY COUNCIL – SPECIAL MEETING APRIL 23, 2012

FROM: BRIDGET KEAN, PRINCIPAL PLANNER BK

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

DATE: MARCH 22, 2012

Background

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

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

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

Public Outreach

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

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

Additional Changes

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

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

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

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

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

STAFF RECOMMENDATION:

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

PLANNING AND ZONING BOARD ACTION OPTIONS:*

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

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

PLANNING AND ZONING BOARD RECOMMENDATION

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

The changes discussed by the Board are as follows:

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

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

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

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

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

Memorandum

DATE: March 27, 2012

TO: Daniel Holbrook, AICP, Director, Planning and Zoning
Bridget Kean, AICP, Principal Planner

FROM: Lorraine Tappen, Senior Planner, AICP, LEED Green Associate

SUBJECT: **EAR-based Comprehensive Plan Amendments**

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

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

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

Future Land Use Element

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

  See Objective 1.1.8 (p. 1-34).

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

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

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

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

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

  See Objective 1.1.8 (p. 1-34).

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

  Policy 1.1.11.1 (p. 1-37).

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

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

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

  See Policy 1.1.4.8 (p. 1-25).

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

  See Policy 1.1.4.8 (p. 1-25)

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

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

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

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

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

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

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

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

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

  See Policy 1.1.7.1 (p. 1-32)

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

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

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

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

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

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

Transportation Element

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

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

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

  See Policy 2.1.2.13 (p.2-40)

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

  See Objective 2.3.2 (p. 2-43).

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

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

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

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

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

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

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

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

Housing Element

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

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

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

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

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

  See Policy 3.1.1.4 (p. 3-19)

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

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

Infrastructure Element

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

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

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

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

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

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

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

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

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

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

Conservation and Coastal Management

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

  See Policy 5.1.3.1 (p. 5-25)

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

  See page 5-21.

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

  See Appendix 5C.

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

  See Policy 5.2.5.2 (p. 5-31)

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

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

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

  Policy 5.2.1.3 (p. 5-28).

Intergovernmental Coordination

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

  See Policy 6.1.1.8 (p. 6-7)

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

  See Policy 6.1.1.7 (p. 6-7)

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

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

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

  Requirement struck in 2011 legislation.

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

  See Policy 6.1.2.4 (p. 6-8)

Recreation and Open Space

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

  See Policy 7.1.4.4 (p. 7-10).

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

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

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

  See Policy 7.1.2.9 (p-7-9)

Economic Development

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

  Policy 8.3.2.1 (p. 8-13)

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

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

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

  See Policy 8.3.1.12 (p. 8-13)

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

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

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

  See Policy 8.2.1.1 (p. 8-11)

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

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

Capital Improvements Element

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

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

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

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

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

Memorandum

DATE: March 27, 2012

TO: Daniel Holbrook, AICP, Director, Planning and Zoning
Bridget Kean, AICP, Principal Planner

FROM: Lorraine Tappen, Senior Planner, AICP, LEED Green Associate

SUBJECT: **Changes to EAR-based Amendments based upon workshop comments**

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

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

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

Transportation

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

Infrastructure

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

Recreation and Open Space

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

Economic Development

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

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

City of Port St. Lucie
Community Planning Workshop #1
EAR-Based Amendments
November 2011

Workshop #1

Group 1

Future Land Use

1. Concern about funding
   - Where is funding going to come from?
   - City finances

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

Group 2

Future Land Use

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

Neighborhood Planning

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

Mobility

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

Annexation

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

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

Planned Industrial Park [no comment]

Housing – Private companies should be rehabilitating housing instead of government

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

Purpose of government is to promote business and not competing.

Economic Development

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

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

Conservation

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

Workshop #2

Group 1

Transportation

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

Group 2

Transportation

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

Group 3

Transportation

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

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

Group 4

Transportation

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

Group 1

Infrastructure

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

Group 2

Infrastructure

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

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

Group 3

Infrastructure

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

Group 4

Infrastructure

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

Group 1

Capital Improvements

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

Group 2

Capital Improvements

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

Group 3

Capital Improvements

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

Group 4

Capital Improvements

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

Group 1

Intergovernmental Coordination

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

Group 2

Intergovernmental Coordination

No comments

Group 3

Intergovernmental Coordination

No comments

Group 4

Intergovernmental Coordination

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

COMMUNITY PLANNING WORKSHOP
WORKSHOP 1
November 2, 2011

PLEASE PRINT

NAME	ORGANIZATION	PHONE NO.	E-MAIL
Carol + John Moler	resident	344-0105	cjmoler@bellsouth.net
Gerrick Besl	resident	340-5807	gerrickbesl@gmail.com
Cassandra McGill	Resident of PSL	345-3798	cmcgill314@htcplus.net
CHARLES McHAST	"	"	"
Debby Mucklow	homeowner	878.3515	reachmucklows@att.net
Barry Mucklow	"	"	"
Emil Viola	Resident	337-0946	MISTIVEEC COMCAST-NET
MATTHEW RENSEN	Resident	772 340 5977	MRensen@ATT.NET
* → HEZEN RENZEL	RESIDENT	772 345-4255	COOKIEROSE8270@AOL.com
Susan Parks	Resident	772-871-5802	Neeta@comcast.net
M. Lisa Roth	Resident	772-342-0313	houndogmal@yahoo.com

* E MAIL (JF) Verano/Peacock STAFF Report

Owner staff/resident

COMMUNITY PLANNING WORKSHOP
TRANSPORTATION, INFRASTRUCTURE, INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENTS ELEMENTS OF THE COMP PLAN
WORKSHOP 2
December 7, 2011

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NAME	ORGANIZATION	PHONE NO.	E-MAIL
Marty Sanders	School District	3407100	Marty.Sanders@St Lucie schools.org
John Moler	residents	344-0105	CJMOLER@BellSouth.Net
Carol Moler		344-0105	cjmoler@bellsouth.net
James Rich	Resident	772-201-3120	jrich@autodirectmail.com
Marcia Lathoum	St Lucie TPO	462-1671	lathourm@stlucieco.org
Edward Det.	" "	" 1533	DeFwilE@STLUCIECO.ORG
Greg Oravec	PSL CMO	344-4371	goravec@cityofpsl.com
Shaun MacKenzie	resident	345-1948	shaun@mackenzieengineeringinc.c
Susan Parks	—	—	—
Keith Jones	"	8715802	—

COMMUNITY PLANNING WORKSHOP
TRANSPORTATION, INFRASTRUCTURE, INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENTS ELEMENTS OF THE COMP PLAN
WORKSHOP 2
December 7, 2011

PLEASE PRINT

NAME	ORGANIZATION	PHONE NO.	E-MAIL
R Reft ig	–	340.4372	PSLfamily@comcast.net
S. Bohovsky	P.B.C, Engineering/Traffic	561-684-4057	sbohovsk@pbcgov.org
Carol Christian			ccc3@htcplus.net
Christin Ergzo	St. Lucie News Tribune		
Robert Mucklow		772-370-5047	Reachmuckdows@ATT.net
Britton DeWitt	St Lucie Cnty		
Arthur Apicciomen	PSL	772 398 6236	ARTNELLE@ATT.NET
Gail Bird	PSL	772-337-9372	gab1108@Att.NET
NORMAN SCHEFFER	PSL	772-337-9372	"
EMIL VIOLA	PSL	772-337-0946	MISTAVEE@COMCAST.NET
Cass MCGill	PSL	772-345-3798	cmcgill314@HTCPLUS.NET
Charles Monast	"	"	cmonast314@htcplus.net
Sheri Anter	PSL - Conserv. Alliance of St. L. Cty	772-335-3484.	sranter@mac.com
MATTHEW RENSEN	—	772 359 7993	MRensen@ATT.NET

Comprehensive Plan Update

(EAR-based Comprehensive Plan Amendments)

Workshop #2

December 7, 2011

Comment Sheet

Name: CHARLES MONAST

Address: 10171 SW DOLCE RD

Email: CMONAST314@HTCPLUS.NET Phone: 772-345-3798

Comments:

1.) GENERAL – LOOK'S LIKE LARGER – "GOVE", "BUDGET" "VACANT LAND USE" – [redacted]
LESS IS MORE !

2.) LESS FEE'S – GAS TAXES ETC, ETC.

3.) LAND USE – CAN WE GET A DEFINITIVE MAP & USE MORE LAND...
CONSERVATION FUND – DEVELOPERS FEED THE FUND —— WOULD LIKE LESS LAND USE BY CITY...

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

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

Comprehensive Plan Update

(EAR-based Comprehensive Plan Amendments)

Workshop #2

December 7, 2011

Comment Sheet

Name: Carol D. Christiansen

Address: 12045 SW Elsinore Dr 34987

Email: Phone:

Comments: Sidewalks, new Construction
Transportation needs for Slo-speed vehicles
& Household hazardous waste P/U in City.

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

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

Comprehensive Plan Update

(EAR-based Comprehensive Plan Amendments)

Workshop #2

December 7, 2011

Comment Sheet

Name: Marty Sanders, SLC School District

Address: 327 NW Commerce Park Drive, PSL 34986

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

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

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

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

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

December 17, 2011

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

Dear Bridget,

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

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

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

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

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

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

Port St. Lucie

Beauty. Distinction. Sustainable.

A Great Place To Be Home

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

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

2. How might these downtown areas come about?

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

3. What would these downtown areas look like?

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

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

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

5. What does sustainability mean for PSL?

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

6. What are examples of this nega-strategy?

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

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

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

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

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

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

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

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

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

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

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

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

8. How do we get there from here?

Several strategies come to mind:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely yours,

Shari Anker

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

RECEIVED
JAN 12 2011
CITY OF PORT ST. LUCIE

January 10, 2011

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

Dear Sir or Madam:

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

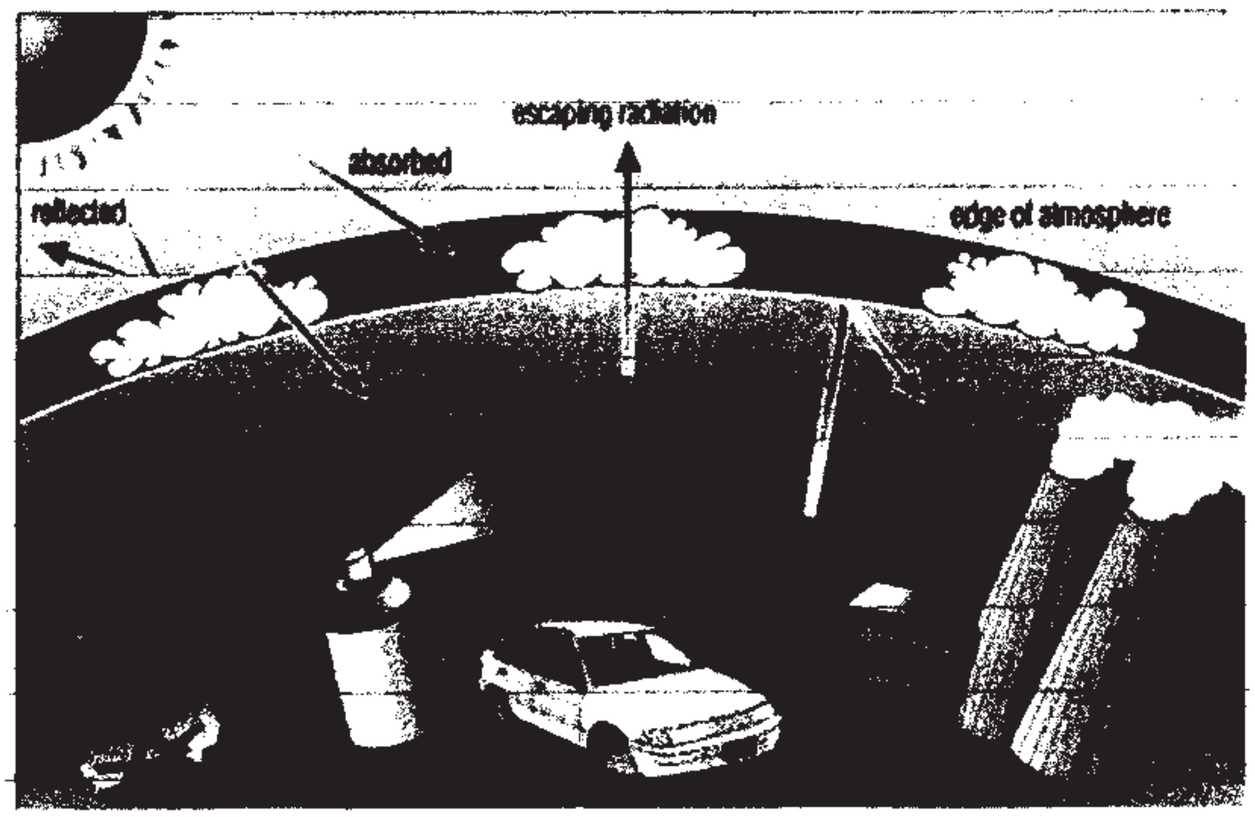
My mother explained to me that car pollution is impacting our planet, since then we have decided to care for our environment and we have started to walk after school to my house. There is a cross guard available but no safe sidewalks. Maybe if a sidewalk becomes available I can ride my bike or roller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

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

Sincerely,

Luis Farias

Luis Daniel Farias
Windmill Point Second Grade Student



Think green for our planet

Bridget Kean

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

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

Bus hearing Questing and answers

1) Attitude – changes
2) Sensitivity- classes: understand passengers and challengers, reservations people (Harriet) is the best.
3) Passengers have some medical devices, example (catheter).
4) Priority: (A) Doctors, medical Appointments. X-rays, MRI, lab tests
5) Priority (B), picking up friends Work, Supermarket.
6) Connector should be the same fare TC connectors.
7) The Connector doesn't work, not every one is in the rout, people can't walk to the rout, and if they go to the community transit it's a double fare.

8) If, the connector can work we need different management, professional people." Just clean house."

9) The bus drivers are just wonderful, and under paid.

To Commissioner Cris Craft :
07/01/2010

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

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

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

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

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

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

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

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

Sincerely

Robert Rao

ATT: Bridget Kean AICP
Survey

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

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

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

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

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

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

The survey takes only about five minutes to complete, and will be available online until Thursday, June 30. To access the survey go to www.cityofpsl.com

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

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

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

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

City of Port St. Lucie Bicycle, Pedestrian, and Transit Use Survey

SurveyMonkey

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

	Response Percent	Response Count
Very important	**76.5%**	**670**
Somewhat important	19.5%	171
Not important	4.0%	35
answered question		**876**
skipped question		**5**

2. How often do you walk now?

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

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

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

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

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

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

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

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

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

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

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

answered question

skipped question

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

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

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

	Response Count
	510
answered question	**510**
skipped question	**371**

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

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

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

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

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

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

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

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

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

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

15. Which statement below best describes you?

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

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

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

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

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

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

	Response Count
	314
answered question	**314**
skipped question	**567**

19. How often do you ride the bus?

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

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

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

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

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

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

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

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

	Response Count
	469
answered question	469
skipped question	412

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

	Response Count
	430
answered question	430
skipped question	451

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

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

City of Port St. Lucie

EAR-Based Amendments
Public Hearing Draft

March 2012

FUTURE LAND USE ELEMENT

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.~~29~~64% 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%
TOTALS		**73,181.08**	**100.00%**

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 ~~of~~ 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

Future Land Uses		Acreage	Percent
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%
TOTALS		73,821.36	100.00%

Source: City of Port St. Lucie, 2012

~~Future Land Uses~~	-	~~Acreage~~	~~Percent~~
~~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-SLC~~	~~Residential Urban (St. Lucie County)~~	~~2.03~~	~~0%~~
~~SLC MXD~~	~~Mixed Use District (St. Lucie County)~~	~~75.89~~	~~0%~~
~~SLC T/U~~	~~Transportation Utilities (St. Lucie County)~~	~~41.37~~	~~0%~~
~~U~~	~~Utilities~~	~~2,270.89~~	~~3%~~
~~**TOTALS**~~	-	~~**72,141.29**~~	~~**100%**~~

~~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 43~~51~~% of Port St. Lucie is undeveloped. More than 35~~40~~% 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 20~~24.77~~% is designated as Low Density Residential.

Table 1-3
Vacant Lands

Vacant Lands with Future Land Use		Acreage	Percentage
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%
TOTALS		31,930.28	100.00%

Source: City of Port St. Lucie, 2012

~~Vacant Lands with Future Land Use~~		~~Acreage~~	~~Percentage~~
~~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%~~
~~**TOTALS**~~	~~-~~	~~**30,260.94**~~	~~**100.00%**~~

~~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,~~0~~76,500		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

Year	2010	2011	2016	2020	2025	2030	2035
Population	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

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

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
  Topgography

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 KPLSB 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

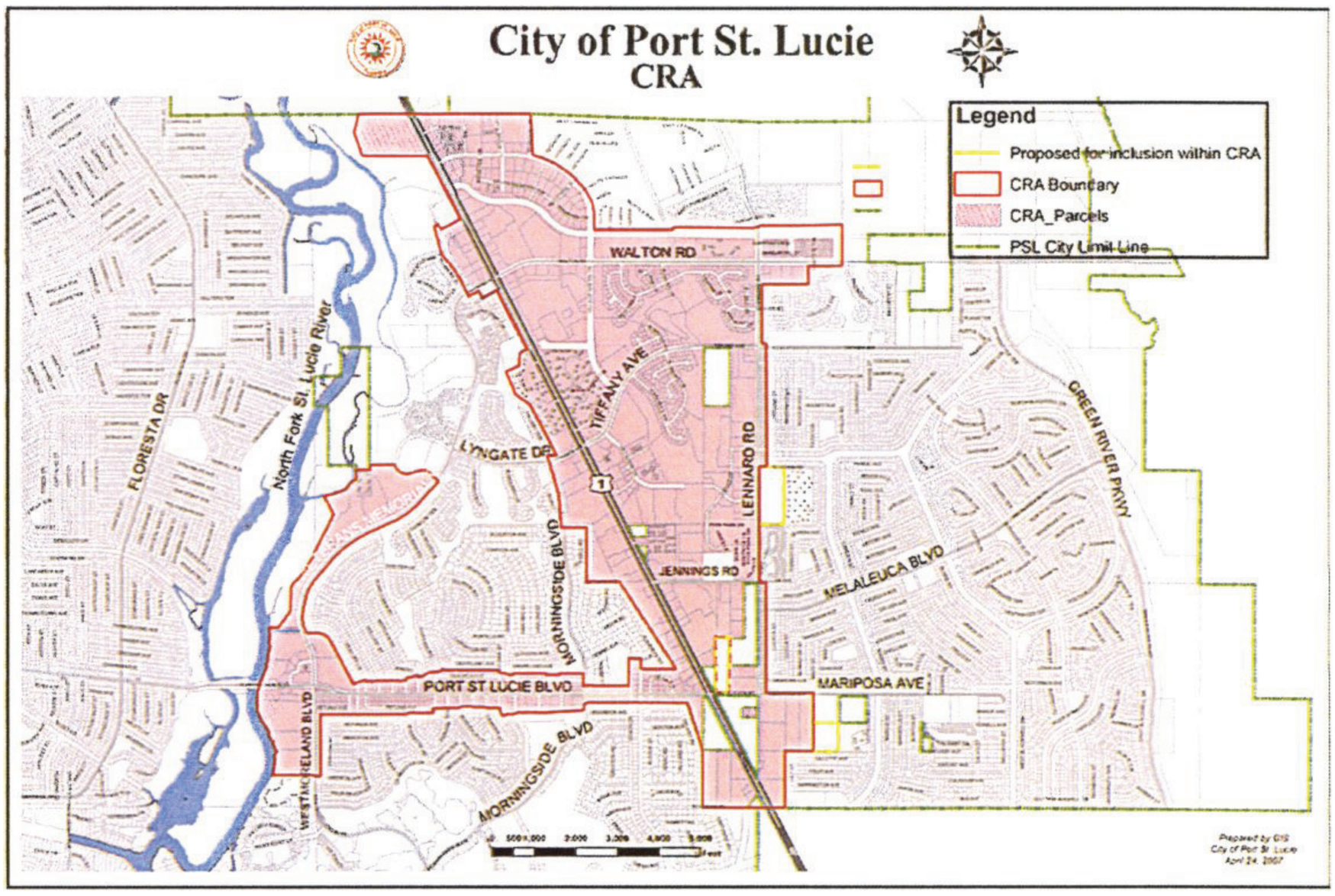
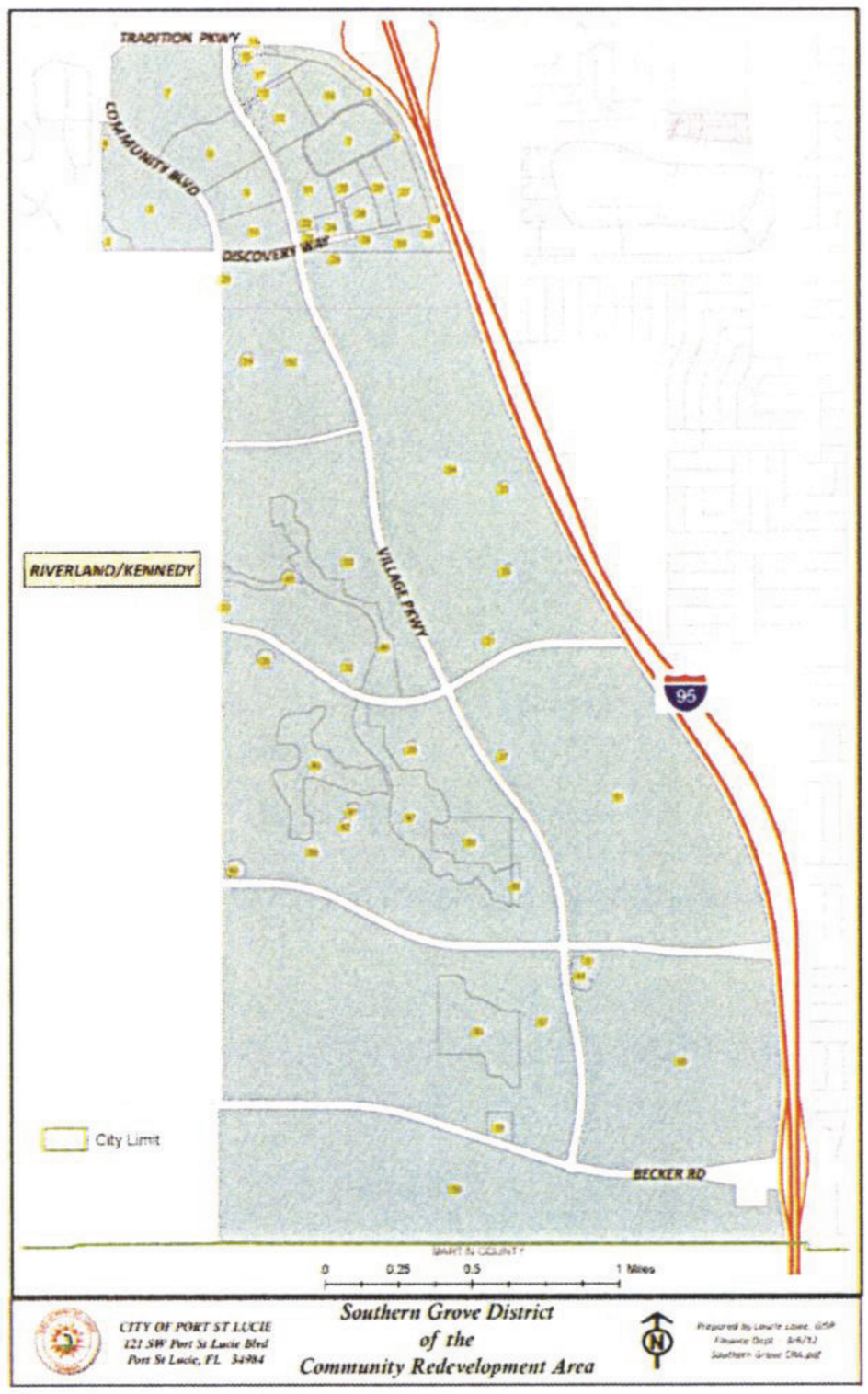


Figure 1-2
Community Redevelopment Area
(Southern Grove District)



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 Reearch Center, American Planning Assocation 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).

GOALS, OBJECTIVES AND POLICIES

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 Annexation 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~~shall~~ be directed to appropriate areas as depicted on the Future Land Use Map. The land use map should~~shall~~ 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 l00 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~~12~~), 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 ~~20~~10% for any one use. Residential development is a required use.
3. The City shall amend the zoning code to create mixed use zoning ~~district~~ 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:

		MAXIMUM INTENSITIES ------		
LAND USE DESIGNATIONS	DENSITY	COVERAGE	HEIGHT	IMPERVIOUS[1]
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[2]	N/A	40%	35/75*feet	80%
NCD-New Community District [3]	1-35du/acre***	60%/80%	35/50/100/150 feet***	80%/90%
CL (Limited Commercial)	N/A	40%	35 feet	80%

CG (General Commercial)[4]	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%
MU (Mixed Use)	1-11du/acre	60%	35/75*feet	80%/90%
PIP (Planned Industrial Park)	NA	50%	35/75*feet	80%

N/A - Not Applicable

[1]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.

[2]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.

[3]See the Objectives and Policies contained under Goal 1.2 for provisions related to the NCD – New Community Development District.

[4]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:

FUTURE LAND USE CLASSIFICATION	COMPATIBLE ZONING DISTRICT(S)
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*
MU (Mixed Use)	PUD
PIP (Planned Industrial Park)	PUD

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 1.1.4.14~~15~~: 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 1.1.4.16~~14~~: Gatlin Commons Regional Activity Center. The purpose of this overlay is ~~In 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 1.1.4.17~~15~~: 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 with 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 1.1.4.18~~16~~: Lulfs Groves Business Park Area. This area is designated pursuant ~~Pursuant~~ to the provisions of Policy 1.1.7~~8~~.1~~2~~, 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 1.1.4.19~~17~~: 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 1.1.4.20~~18~~: Orange Lake Crossings Area. This area is designated pursuant ~~Pursuant~~ to the provisions of ~~Policy 1.1.8.1~~, Policy 1.1.7~~8~~.2, and Policy 1.1.7~~8~~.3~~4~~, 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 1.1.4.21~~19~~: 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 1.1.4.22~~20~~: Graves Brothers Area. This area is designated pursuant to the provisions of Policy 1.1.7~~8~~.~~1~~ 2 and Policy 1.1.7~~8~~.3~~4~~, 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 1.1.4.23~~21~~: 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 ~~E~~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(1)~~, 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 ads consistent wit 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 grown management rules and statutes~~.

Policy 1.1.6.~~6~~3: 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 1.1.7~~8~~: 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 1.1.7~~8~~.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 1.1.7~~8.23~~: 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 1.1.7~~8.34~~: Encourage~~Expand and define~~ c~~C~~ommercial 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 1.1.7~~8.45~~: 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 1.1.7~~8.56~~: 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 1.1.7~~8.67~~: Discourage the issuance of single family building permits in land use conversion areas with a non-residential land use designation.

Policy 1.1.7~~8.78~~: 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 may~~will~~ 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 may~~shall~~ be in place prior to adopting an annexation ordinance.

Policy 1.1.9.7: Future annexed properties should~~shall~~ 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 may~~shall~~ 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 may~~shall~~ 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 may~~will~~ 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 may~~shall~~ 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 may~~shall~~ 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 may~~shall~~ 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 may~~shall~~ be encouraged along existing and proposed transit routes. Site design guidelines may~~shall~~ be developed in the City's update to the land development regulations.

Policy 1.1.11.2: The City may~~shall~~ 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 may~~shall~~ 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 may~~shall~~ 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[1]
Maximum Density:	20.0 units/gross acre
Maximum Building Lot Coverage:	60%
Maximum Impervious:	80%
Maximum Building Height:	35 feet

[1] 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[1]

[1]Steeples 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 of 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: Maximum Size:	30 acres 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 [1]

[1]Steeples 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: Maximum Size:	30 acres 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: Maximum Size:	30 acres 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 Annexation 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 Annexation 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(5~~12~~), 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 1-95 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.

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.~~

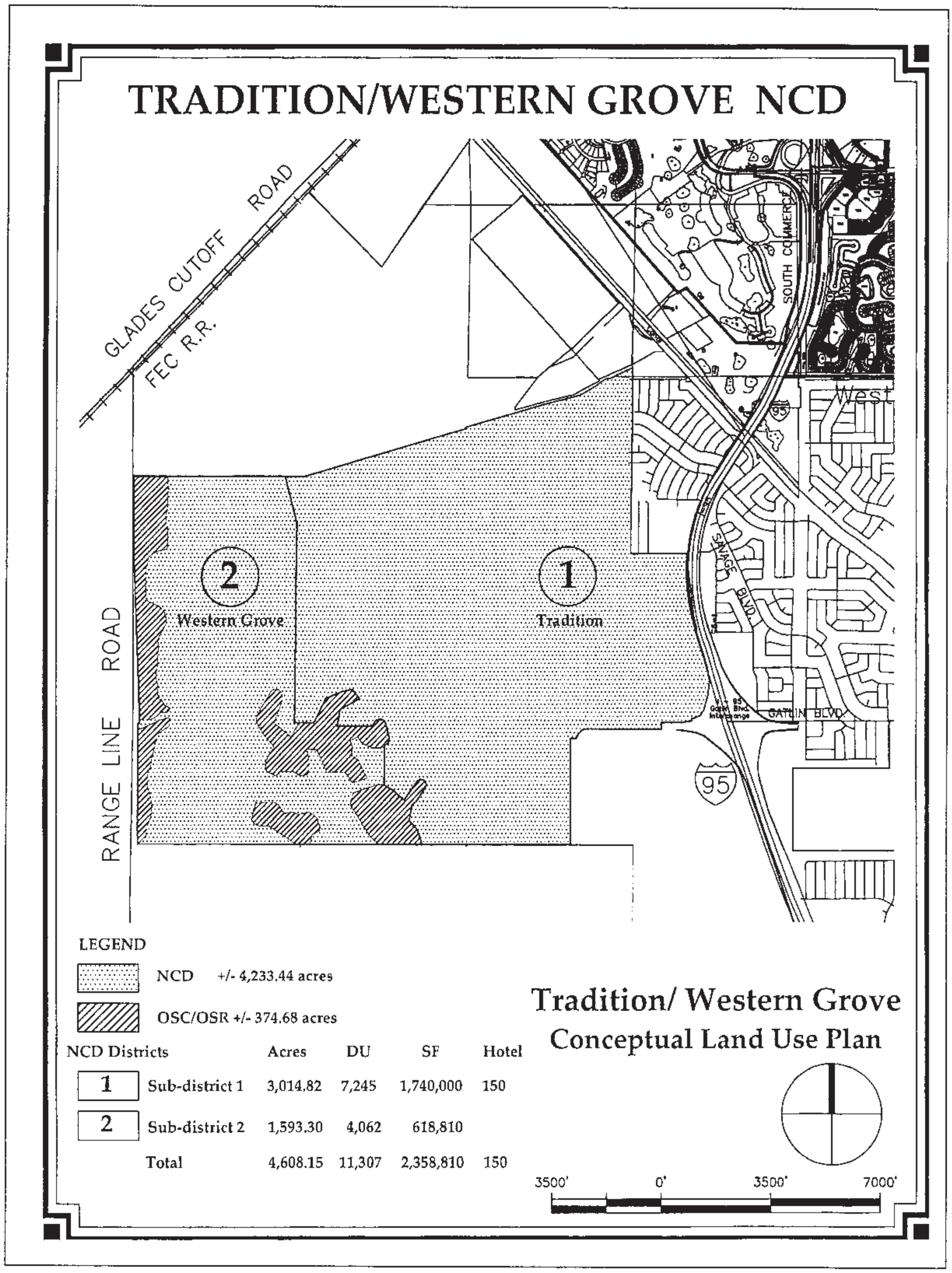
~~Policy 1.2.2.12: The City shall create urban design standards for village centers about the location of buildings, parking, alleys, facades, materials, transparency, streetscape standards, and other elements of urban design.~~

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



NCD Districts		Acres	DU	SF	Hotel
1	Sub-district 1	3,014.82	7,245	1,740,000	150
2	Sub-district 2	1,593.30	4,062	618,810	
	Total	4,608.15	11,307	2,358,810	150

Figure 1-4

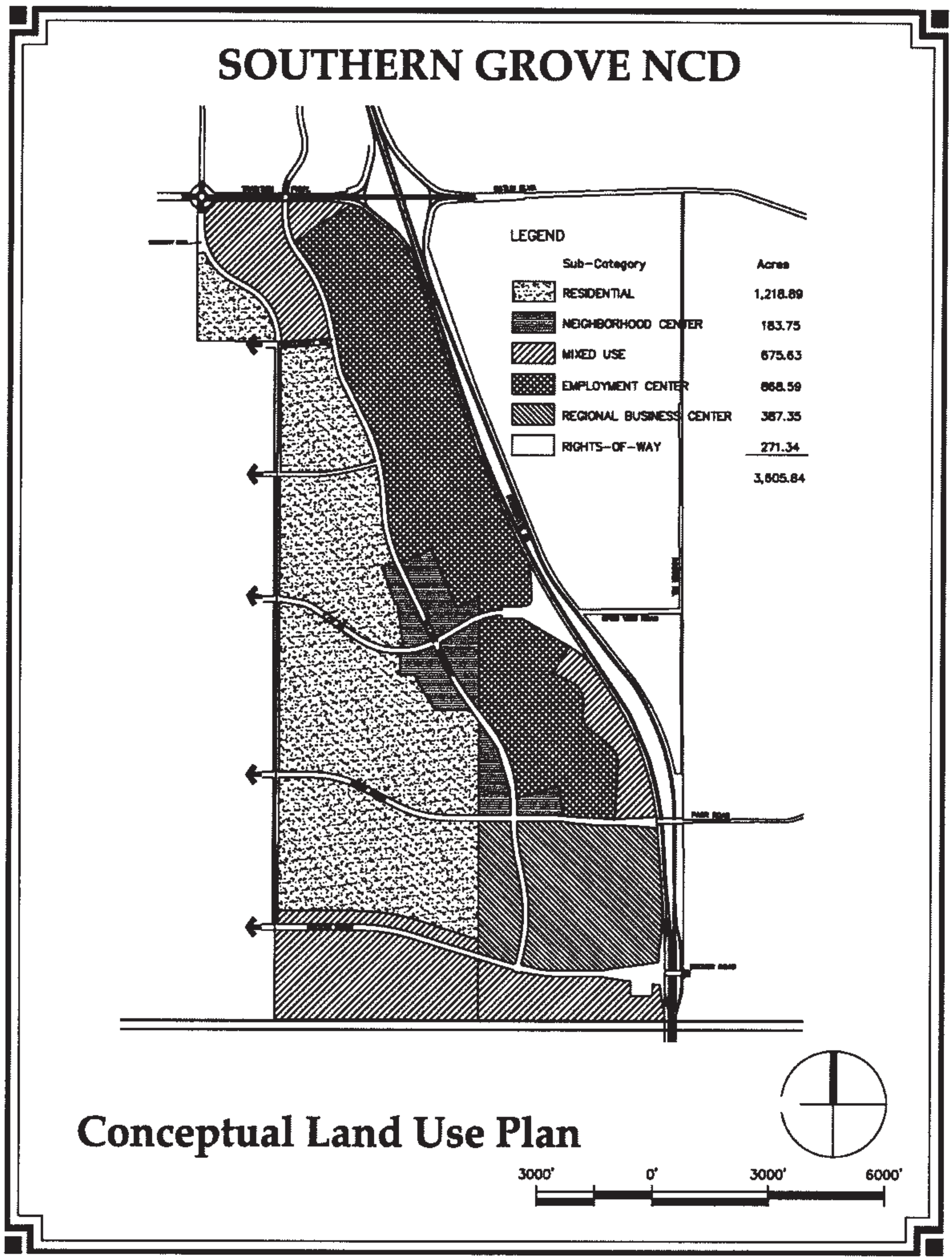

SOUTHERN GROVE NCD
LEGEND
Sub-Category
Acres
RESIDENTIAL
1,218.89
NEIGHBORHOOD CENTER
183.75
MIXED USE
675.63
EMPLOYMENT CENTER
868.59
REGIONAL BUSINESS CENTER
387.35
RIGHTS-OF-WAY
271.34
3,605.84
Conceptual Land Use Plan
3000'
0'
3000'
6000'

Figure 1-5

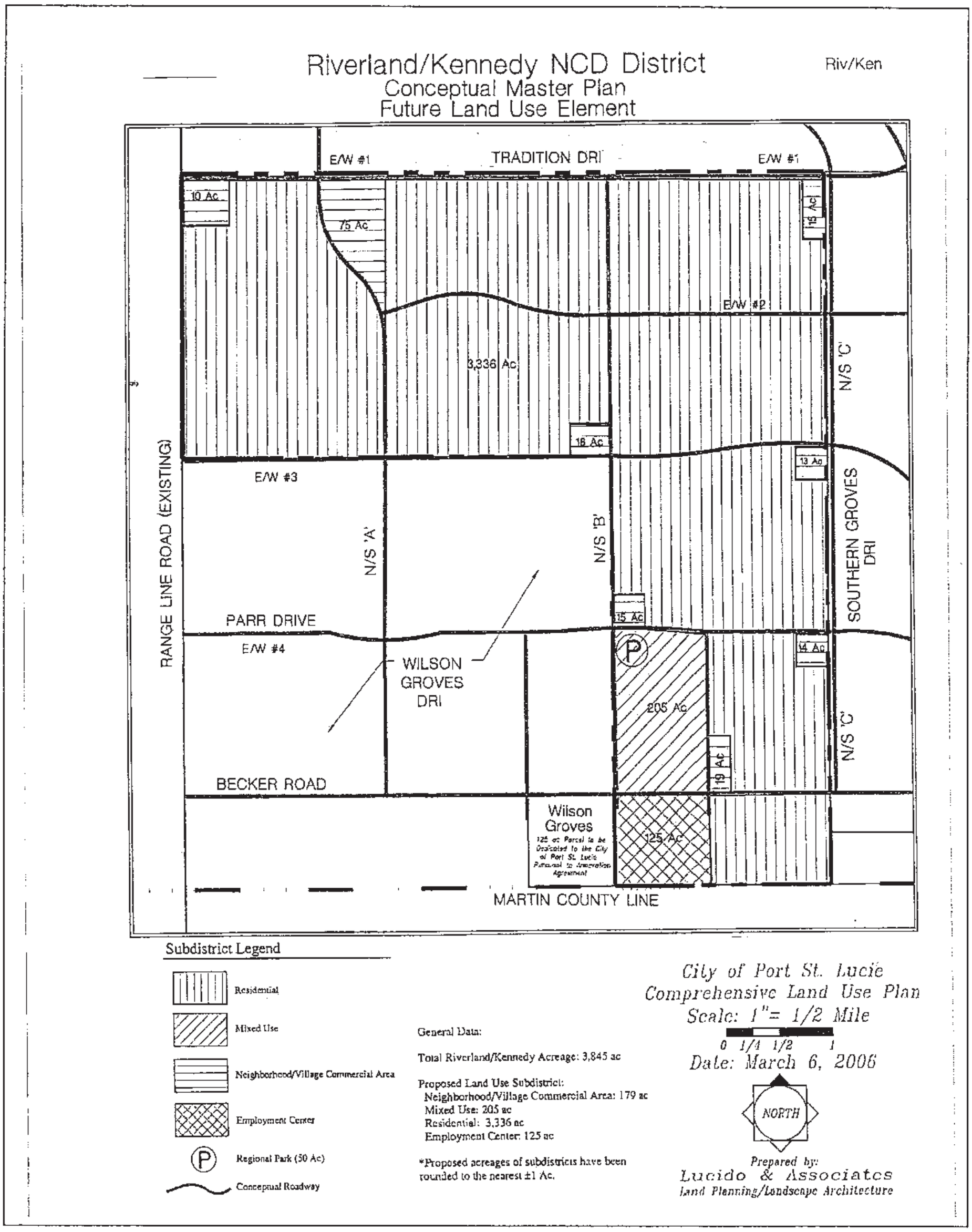
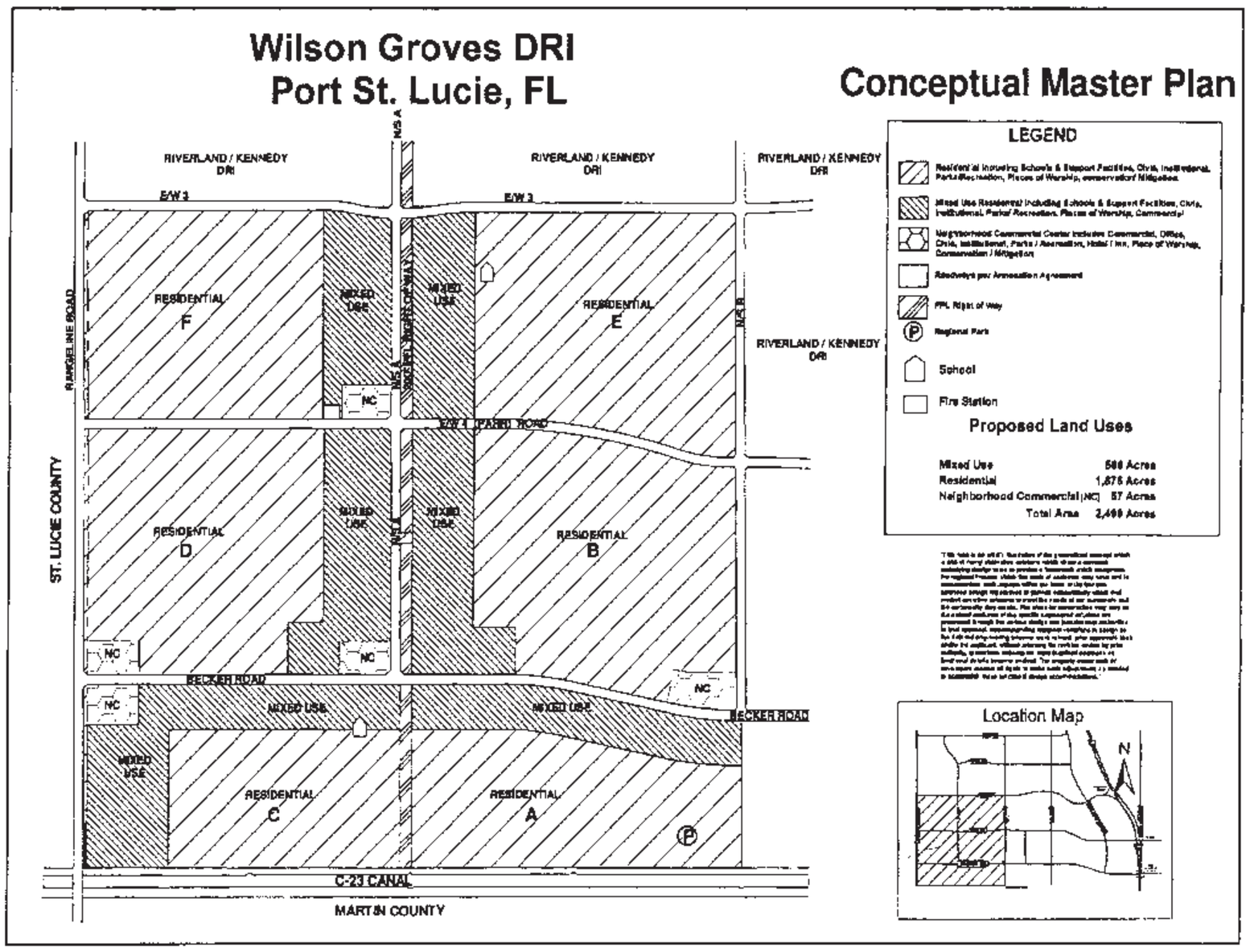

Riverland/Kennedy NCD District
Conceptual Master Plan
Future Land Use Element
Riv/Ken
TRADITION DRI
E/W #1
E/W #1
10 Ac
75 Ac
3,336 Ac
E/W #2
N/S 'C'
18 Ac
13 Ac
E/W #3
N/S 'A'
N/S 'B'
SOUTHERN GROVES DRI
RANGE LINE ROAD (EXISTING)
PARR DRIVE
E/W #4
15 Ac
14 Ac
WILSON GROVES DRI
205 Ac
N/S 'C'
19 Ac
BECKER ROAD
Wilson Groves
125 Ac
MARTIN COUNTY LINE
Subdistrict Legend
Residential
Mixed Use
Neighborhood/Village Commercial Area
Employment Center
Regional Park (50 Ac)
Conceptual Roadway
General Data:
Total Riverland/Kennedy Acreage: 3,845 ac
Proposed Land Use Subdistrict:
Neighborhood/Village Commercial Area: 179 ac
Mixed Use: 205 ac
Residential: 3,336 ac
Employment Center: 125 ac
*Proposed acreages of subdistricts have been rounded to the nearest ±1 Ac.
City of Port St. Lucie
Comprehensive Land Use Plan
Scale: 1"= 1/2 Mile
0 1/4 1/2 1
Date: March 6, 2006
NORTH
Prepared by:
Lucido & Associates
Land Planning/Landscape Architecture

Figure 1-6



1-37

TRANSPORTATION ELEMENT

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~~877~~ 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 proves service that is relatively low in volume and short average trip length or minimal through traffic movements.

Table 2-1 Local Roadway System

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

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

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

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

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

State Road Number	Local Name	From	To
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 ANALYISIS

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.

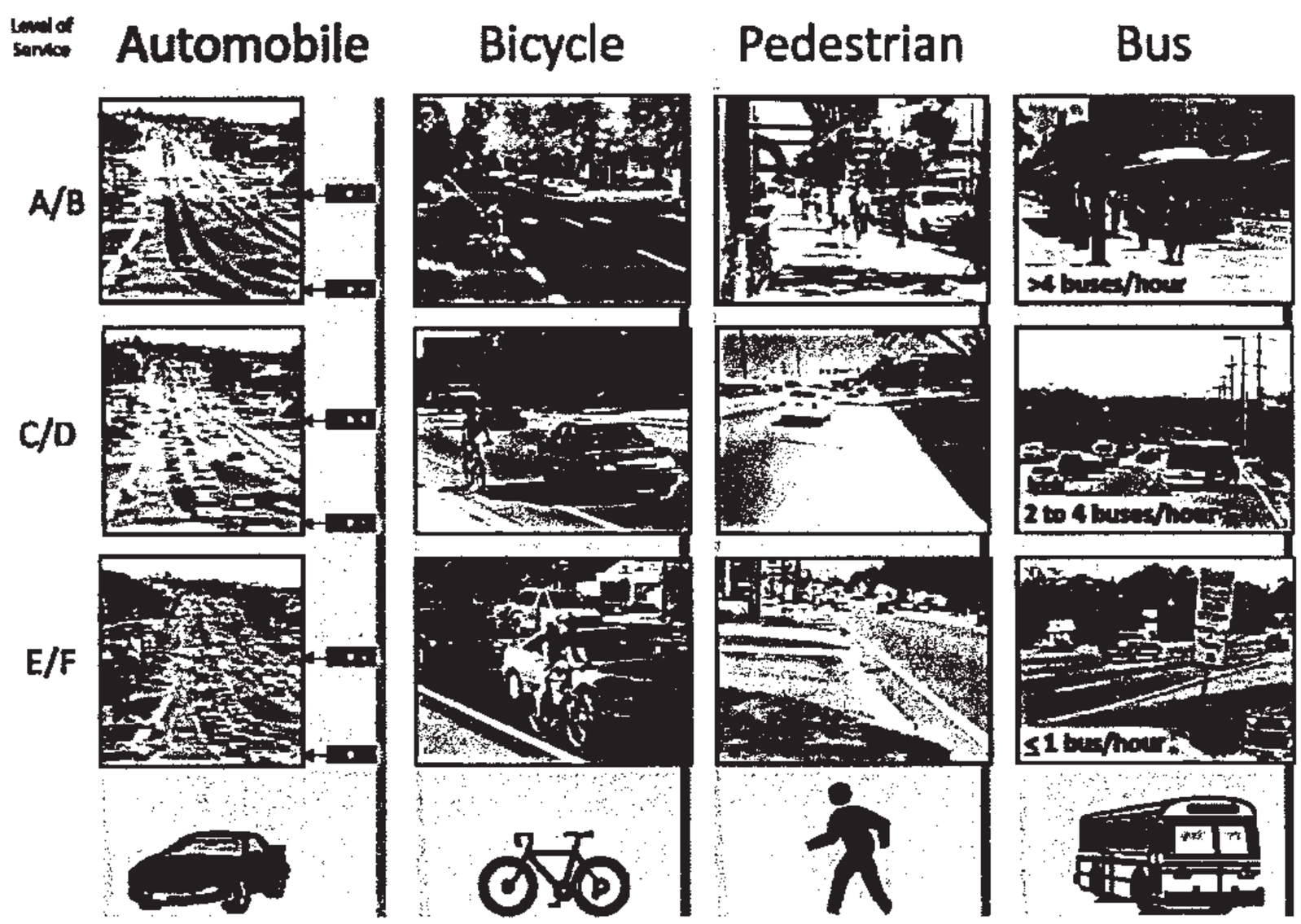
Table 2-5
SIS Facilities Level of Service Standards

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

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

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
Crosstown Pkwy	W. of I-95	Major City/County Road	4	E	34,700	5,100	B	1,850	304	B
	W. of California Blvd		6	E	52,300	13,000	B	2,780	956	B
	W. of Cashmere Blvd		6	E	52,300	14,000	B	2,780	856	B
	W. of Cameo Blvd		6	E	52,300	16,500	B	2,780	860	B
	W. of Bayshore Blvd		6	E	50,200	20,000	C	2,670	1,036	C
	W. of Airoso Blvd		6	E	52,300	12,500	B	2,780	695	B
	W. of Sandia Dr		6	E	50,200	7,100	C	2,670	426	C
	W. of Ocean Ln	Other County Road	2	E	11,300	4,800	B	600	262	B
	W. of Floresta Dr		2	E	8,600	3,900	B	460	243	B
Darwin Blvd	N. of Tulip Blvd	Major City/County Road	2	D	15,600	11,500	C	830	706	C
	N. of Paar Dr		2	D	15,600	4,814	B	830	470	B
	N. of Becker Rd		2	D	11,900	4,814	B	630	470	C
Del Rio Blvd	N. of California Blvd	Major City/County Road	2	D	14,900	8,400	B	790	503	C
	N. of Port St Lucie Blvd		2	D	15,600	12,428	C	830	658	C
Floresta Dr	W. of Airoso Blvd	Major City/County Road	2	D	14,900	3,347	B	790	239	B
	N. of Prima Vista Blvd		2	E	15,600	11,383	C	830	677	C
	N. of Crosstown Pkwy		2	E	15,600	14,065	C	830	931	
	N. of Port St Lucie Blvd		2	D	14,900	16,155		790	1,107	
	N. of Oak Ridge Dr		2	D	15,600	11,876	C	830	891	
Gatlin Blvd	E. of I-95	Major City/County Road	6	E	50,200	41,426	D	2,670	3,117	
	E. of Savona Blvd		6	E	52,300	31,516	B	2,780	1,516	B
Gilson Rd	N. of Becker Rd	Major City/County Road	2	D	11,900	11,956	F	630	978	

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[1]	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
Lennard Rd	N. of US-1	Major City/County Road	4	D	31,400	16,217	C	1,670	925	C
	N. of Tiffany Rd		4	D	31,400	4,616	C	1,670	279	C
Lyngate Dr	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	
Midway Rd West[1]	W. of Selvitz Rd	Major City/County Road	2	E	15,600	17,198		830	910	
	W. of Torino Pkwy		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
Morningside Blvd	N. of Port St Lucie Blvd	Major City/County Road	2	D	14,900	5,147	B	790	431	B
	S. of Port St Lucie Blvd		2	D	15,600	3,736	B	830	260	B
Paar Drive	E. of Port St Lucie Blvd	Major City/County Road	2	D	11,900	878	B	630	61	B
Port St Lucie Blvd	E. of Morningside Blvd[1]	State Two-Way Arterial	6	D	52,800	40,326	C	2,810	3,062	
	E. of Veterans Memorial Pkwy[1]		6	D	55,300	43,150	B	2,940	2,597	C
	E. of Floresta Dr[1]		6	D	55,300	60,364		2,940	4,326	
	E. of Airoso Blvd[1]		6	D	55,300	51,243	C	2,940	3,155	
	E. of Bayshore Blvd[1]		6	D	55,300	53,201	C	2,940	3,362	
	E. of Del Rio Blvd	Major City/County Road	6	D	47,500	48,256		2,530	2,929	
	W. of Del Rio Blvd		6	E	50,200	37,500	D	2,670	2,517	D
Prima Vista Blvd	W. of US 1 South[1]	Major City/County Road	4	E	33,200	31,187	D	1,770	1,790	
	W. of Rio Mar Dr[1]		4	E	31,600	36,549		1,680	2,233	
	W. of Floresta Dr[1]		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

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

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
Walton Road[1]	E. of Green River Pkwy	Major City/County Road	2	D	11,900	4,775	B	630	372	C
	E. of Lennard Rd		2	D	14,900	7,613	B	790	469	C
	E. of Village Green Dr		4	D	34,700	11,059	B	1,850	642	B
	E. of US 1		4	D	31,400	13,322	C	1,670	727	C
Westmoreland Blvd	S. of Morningside Blvd	Major City/County Road	2	D	15,600	8,633	B	830	573	C
	S. of Port St Lucie Blvd		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
*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 Statues 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
		ROW		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 ELEMENTARY SCHOOL, SAFETY PROJECT	CST			5,000		
		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	MALEALEUCA 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~~ ~~t~~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, n~~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 RLRTP.

Table 2-8
Roadway Needs Assessment

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

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

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

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

(1) 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 2-9~~10~~.

Table 2-9~~10~~
2035 Cost Feasible Projects
Roadway Needs Assessment (2016-2035)

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

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

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

(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-~~11~~10.– 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
Airoso 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
	Port St. Lucie Blvd	Thornhill Dr		4	4	36,700	14,004	B	3,560	1,330	B
Bayshore Blvd	Prima Vista Blvd	Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I	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
	Port St. Lucie Blvd	Thornhill Dr		4	4	36,700	17,739	B	3,560	1,685	B
Becker Rd	Port St. Lucie Blvd	Darwin Blvd	State Two-Way Arterial - Interrupted Flow Class I	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	Airoso Blvd		6	6	55,300	38,702	B	5,360	3,677	B
	Airoso Blvd	Floresta Dr		6	6	55,300	26,931	B	5,360	2,558	B
Darwin Blvd.	Port St. Lucie Blvd	Paar Dr	State Two-Way Arterial - Interrupted Flow Class I	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	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 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	
	California Blvd	Port St. Lucie Blvd		2	2	14,850	15,245	F	1,440	1,448	
East Torino Pkwy	Midway Rd	Cashmere Blvd	Major City/County Road	2	2	14,850	13,127	C	1,440	1,247	C
Floresta Dr	Airoso Blvd	Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	13,081	C	1,600	1,243	C
	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
	Port St. Lucie Blvd	Oakridge Dr	Major City/County Road	2	4	36,700	16,000	B	3,560	1,520	B
Gatlin Blvd*	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
Glades Cut-Off Rd(1)	I-95	Midway Rd	State Two-Way Arterial - Interrupted Flow Class I	2	4	36,700	29,614	C	3,560	2,813	B
	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
Lennard Rd	Walton Rd	Mariposa Ave	Major City/County Road	4	4	13,680	13,404	D	2,898	1,273	C
	Mariposa Ave	US 1		4	4	13,680	14,875	F	2,898	1,413	C
Lyngate Dr	Veterans Memorial Pkwy	US 1	Major City/County Road	2	2	14,850	9,042	C	1,440	859	C
Midway Rd West(1)	Florida's Turnpike	Selvitz Rd	State Two-Way Arterial - Interrupted Flow Class I	2	4	36,700	20,558	B	3,560	1,953	B
	Glades Cut Off Rd	I-95		4	4	36,700	19,064	B	3,560	1,811	B
	I-95	McCarty Rd	State Two-Way Arterial - Uninterrupted Flow	2	2	22,200	27,317	F	2,080	2,595	
Paar Drive	Rosser Blvd	Savona Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	3,622	B	1,600	344	B
	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	2035 AADT	2035 Daily LOS	Peak Hour LOS "D" Capacity	2035 Peak Hour Volume	2035 Peak Hour LOS
Port St Lucie Blvd*	US 1[1]	Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	34,710	B	5,360	3,297	B
	Morningside Blvd[1]	Veterans Memorial Pkwy		6	6	55,300	43,693	B	5,360	4,151	B
	Veterans Memorial Pkwy[1]	Floresta Dr		6	6	55,300	66,012	F	5,360	6,271	F
	Floresta Dr[1]	Airoso Blvd		6	8	73,800	51,889	B	7,160	4,929	B
	Airoso Blvd[1]	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
Prima Vista Blvd	US 1[1]	Floresta Dr	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	33,214	C	3,560	3,155	C
	Floresta Dr[1]	Airoso Blvd		4	4	36,700	32,200	C	3,560	3,059	C
	Airoso Blvd	Bayshore Blvd		4	4	36,700	28,474	B	3,560	2,705	B
Range Line Rd[1]	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
Southbend Blvd	Oakridge Dr	SE Eagle Dr	Major City/County Road	2	2	14,850	16,060	F	1,440	1,526	F
	SE Eagle Dr	Becker Rd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	7,749	B	1,600	736	B
St Lucie West Blvd	Cashmere Blvd	California Blvd	State Two-Way Arterial - Interrupted Flow Class I	4	4	36,700	35,821	D	3,560	3,403	C
	California Blvd	Peacock Blvd		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[1]	Peachtree Blvd	Airoso 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*(1)	Riomar Dr	Prima Vista Blvd	State Two-Way Arterial - Interrupted Flow Class I	6	6	55,300	70,498	F	5,360	6,697	
	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
	Port St. Lucie Blvd	Lennard Rd		8	8	73,800	66,500	C	5,360	6,318	
Village Pkwy	Tradition Pkwy	SW Academic Way	Major City/County Road	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*(1)	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	
	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
Westmoreland Blvd	Port St. Lucie Blvd	Morningside Blvd	State Two-Way Arterial - Interrupted Flow Class I	2	2	16,500	11,045	C	1,600	1,049	C
	Morningside Blvd	Martin C/L		2	2	16,500	15,332	C	1,600	1,457	B

Note: The 2035 AADT determined from the cost feasible roadway network was multiplied by a "K" factor of 0.095 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.

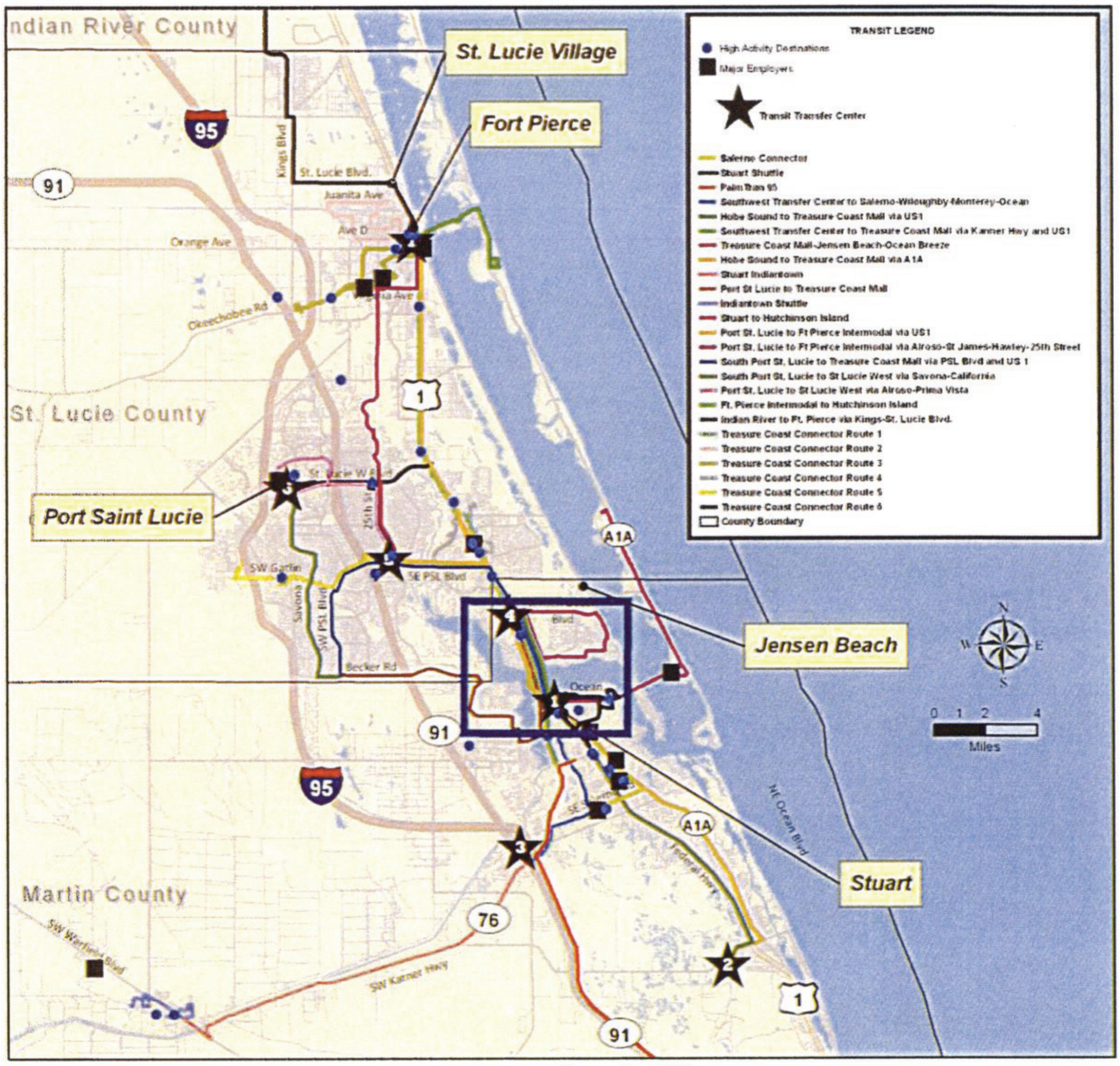
Transit Transfer Centers

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.

GOALS, OBJECTIVES, AND POLICIES

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 ~~1985~~2010 Highway Capacity Manual city-wide.

Policy 2.1.1.5: Coordinate with the St. Lucie T~~M~~PO 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 ~~D~~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

Facility Type (Non SIS)	**LOS Standard**
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	**Standards**
Backlogged Facilities	maintain & improve
Constrained Facilities	maintain*

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

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

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~~ S~~s~~ystems ~~M~~management and Transportation ~~traffic~~ D~~d~~emand M~~m~~anagement 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 2.1.2.12~~3~~: 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 additional 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: T~~t~~he 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 a~~to 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 c~~Coordinate~~ion~~ with the St. Lucie ~~M~~TPO to~~in assurance of~~, ~~the city will study the feasibility of~~ maintain~~ing~~ and establish~~ing~~ 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 ~~M~~TPO 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 2.2.2.4~~5~~: 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 L~~l~~and D~~d~~evelopment R~~r~~egulations, 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 the~~Include 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 may~~shall~~ 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 2.3.2.4~~5~~: 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 ~~M~~TPO, 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.

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

~~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 CR-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.~~

HOUSING ELEMENT

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 defer~~red~~ing 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 2005-2009American 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 ~~1,059~~ 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

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

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~~
~~Single Family:~~				
~~1, detached~~	~~56,057~~	~~87.35%~~	~~85,429~~	~~66.93%~~
~~1, attached~~	~~1,906~~	~~2.97%~~	~~3,599~~	~~2.82%~~
~~Multi-Family:~~				
~~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%~~
~~Mobile Homes~~	~~1,059~~	~~1.65%~~	~~12,852~~	~~10.07%~~
~~Other~~	~~28~~	~~0.04%~~	~~148~~	~~0.12%~~
~~Total:~~	~~64,172~~	~~100.00%~~	~~127,648~~	~~100.00%~~

~~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

	Port St. Lucie		St. Lucie County	
Year Structure Built		**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%
Total housing units				

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

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

	~~Port St. Lucie~~		~~St. Lucie County~~	
~~**Year Structure Built**~~		~~**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%~~

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

~~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.

Home~~using~~ 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**
Owner Occupied	**46,779**		**78,303**	
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%
Median (dollars)	**$136,400**	**(X)**	**$126,000**	**(X)**

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

~~**Table 3-5**~~

~~Home Values, 2009~~

~~Home Value – Owner Occupied~~				
	~~Port St. Lucie~~		~~St. Lucie County~~	
~~Owner Occupied~~	~~# of Units~~ ~~43,112~~	~~Percent~~	~~# of Units~~ ~~76,209~~	~~Percent~~
~~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%~~
~~**Median (dollars)**~~	~~**$213,900**~~		~~**$191,700**~~	

~~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**	
Housing units with a mortgage	**# of Units** **34,654**	**Percent**	**# of Units** **48,633**	**Percent**
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%
Median (dollars)	**1,433**	**(X)**	**1,407**	**(X)**

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

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

~~Selected Monthly Owner Costs of Owner-occupied Housing~~				
	~~Port St. Lucie~~		~~St. Lucie County~~	
~~Housing units with a mortgage~~	~~# of Units~~ ~~32,045~~	~~Percent~~	~~# of Units~~ ~~48,909~~	~~Percent~~
~~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%~~
~~Median (dollars)~~	~~$1,634~~		~~$1,496~~	

~~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. ~~16,541 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
Housing units with a mortgage (excluding units where cost cannot be computed)	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%
Housing unit without a mortgage (excluding units where costs cannot be computed)	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
Occupied units paying rent (excluding units where costs cannot be computed)	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~~

A. Owner-Occupied Households, 2011				
	Household Income as a Percentage of Area Median Income (AMI)			
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 120% AMI	120.01%+ AMI
	Very Low	Low	Moderate	Above Moderate
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. Renter-Occupied Households, 2011				
	Household Income as a Percentage of Area Median Income (AMI)			
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 120% AMI	120.01%+ AMI
	Very Low	Low	Moderate	Above Moderate
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

~~Port St. Lucie~~				
~~Household Income as Percentage of Area Median Income~~		~~Number of Households~~		
		~~0-30%~~	~~30-50%~~	~~50% or more~~
~~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~~
	~~Total~~	~~43,726~~	~~10,272~~	~~6,269~~

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
	Total	Total	80,129	17,719	12,229

Source: Shimberg, 2011

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 HousingCondition of Housing Stock Summary, 20102000

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 (20102009)	21275	0.40.1%	406326	0.40.3%
Lacking complete kitchen facilities (20102009)	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 1,1561,344 units with rent and/or income restrictions.

Table 3-10
Inventory of Federally, State, and Locally, Assisted Rental Housing

Name	Address	Assisted Units	Housing Programs	Population Served
Cove at Saint Lucie	4400 NW Cove Circle	144	Housing Credits 9% | State HOME	Elderly
Hillmoor Village	1900 SE Hillmoor Drive	120	Housing Credits 9%	Family
Hillmoor Village II	1900 SE Hillmoor Drive	110	Housing Credits 9%	Family
Peacock Run	5500 East Torino Parkway	264	Guarantee | Housing Credits 4% | Section 542 | State Bonds	Family
Saint Andrews Pointe Apartments	2550 NW Hatches Harbor Road	184	Housing Credits 4% | SAIL | State Bonds	Family
Sanctuary at Winterlakes	5410 Rabbit Run	284	Housing Credits 4% | State Bonds	Family
~~Tiffany Club Apartments~~	~~1500 Tiffany Club Place~~	~~188~~	~~Housing Credits 4% | State Bonds~~	~~Family~~
Villa Seton	3300 Chartwell Street	50	Rental Assistance/HUD | Section 202 Capital Advance | State HOME	Elderly

Source: Shimberg Center for Housing Studies, 2011.

Community Residential Facilities: According to www.FloridaHealthFinder.gov, there are 31~~15~~ assisted living facilities, 5~~6~~ nursing homes, 1 residential treatment facility, 5~~9~~ adult family care homes in Port St. Lucie, and a number of other facilities offering various types of treatment. Details of these facilities including the number of licensed beds for each, is detailed below.

Table 3-11
Community Residential Facilities

Name	Facility Type	Address	Licensed Beds
A Hollyhome ALF	Assisted Living Facility	5288 NW North Macedo Blvd	6
Amazing Grace Inc	Assisted Living Facility	1160 SE Puritan Lane	6
Antoine, Francoise	Adult Family Care Home	1342 SW Del Rio Blvd	5
Baxter's Adult Home	Assisted Living Facility	1092 SW Majorca Avenue	6
Bayamo Assisted Living Facility, Inc	Assisted Living Facility	1199 SW Bayamo Avenue	6
Bayshore Residence	Assisted Living Facility	686 SW Lucero Dr.	6
Brenovil, Zulia	Adult Family Care Home	902 SE Preston Lane	5
Brighton Gardens of Port St Lucie	Nursing Home	1699 SE Lyngate Drive	30
Brighton Gardens of Port St. Lucie	Assisted Living Facility	1699 Se Lyngate Drive	110
Circle of Care (The)	Assisted Living Facility	4161 SW Tumble St	6
Country Living Assisted Care Center	Assisted Living Facility	1762 SW Arch Street	6

Name	Facility Type	Address	Licensed Beds
Davis, Christine	Adult Family Care Home	537 SW Whitmore Drive	5
Ellis, Elaine	Adult Family Care Home	581 SW Bacon Terrace	4
Emerald Health Care Center	Nursing Home	1655 SE Walton Road	120
Florida Mentor	Intermediate Care Facility for the Developmentally Disabled	2318 Rich Street	6
God's Love And Care Enterprises	Assisted Living Facility	2073 SE Rainier Road	6
Golden Meadows, Inc.	Assisted Living Facility	1238 SW Jacqueline Ave	6
Harbor Place At Port St Lucie, The	Assisted Living Facility	3700 SE Jennings Road	128
Harden, Charmaine	Adult Family Care Home	6908 NW Kowal Ct	5
Harmony Care Home Inc.	Assisted Living Facility	534 SE Thanksgiving Ave	6
Horizon Bay Vibrant Ret Living 448	Assisted Living Facility	9825 S US Highway 1	120
Independent Living With Care, Inc.	Assisted Living Facility	3165 SW Fambrough Str.	6
Jamaica Shores	Assisted Living Facility	171 SW Euler Ave	6
Johanna's Assisted Living Inc.	Assisted Living Facility	1958 Dorado Lane	6
Life Care Center of Port Saint Lucie	Nursing Home	3720 SE Jennings Road	123
Life Long Learning Center, Inc.	Assisted Living Facility	1699 SW Southworth Terrace	6
Martin, Edith	Adult Family Care Home	3650 SW Viceroy Street	5
Nature's Edge	Assisted Living Facility	699 NW Airoso Blvd.	33
New Life Assisted Living Facility	Assisted Living Facility	2133 SE Shelter Drive	6
Ohana Adult Family Care Home	Assisted Living Facility	817 SW Sail Terrace	7
Palm Garden of Port Saint Lucie	Nursing Home	1751 SE Hillmoor Drive	120
Palms of St Lucie West (The)	Assisted Living Facility	501 NW Cashmere Blvd.	80
Paradise Care Cottage	Assisted Living Facility	2277 SE Lennard Road	50
Parah Inc.	Assisted Living Facility	701 SW Tulip Blvd	6
Perfect Kare Alf	Assisted Living Facility	5902 NW Wolverine Rd	6
Quality Care Assisted Living of The Treasure Coast, Inc.	Assisted Living Facility	432 SW Prado Avenue	6
Ridgecrest Assisted Living	Assisted Living Facility	190 SW Ridgecrest Drive	6
Rosewood Gardens Inc.	Assisted Living Facility	643 NE Lagoon Lane	6
Rosie's Place	Assisted Living Facility	1102 SW Ivanhoe Street	6
Serenity Care Center	Assisted Living Facility	619 SW Jaffe Ave	6
Site B - Council on Aging ADC Senior Campus	Adult Day Care Center	2501 SW Bayshore Blvd.	55
Springfield Gardens	Assisted Living Facility	588 SW Ray Avenue	5
Sunny Days ALF, Inc. II	Assisted Living Facility	4645 SW Vahalla St	6
Swaby, Beverly	Adult Family Care Home	2207 SW Haycraft Circle	5
Tiffany Hall Nursing And Rehab Center	Nursing Home	1800 SE Hillmoor Drive	120

Source: http://www.floridahealthfinder.gov, 2011

Mobile Homes: Mobile home parks, lodging and recreational vehicle parks, and recreational camps are licensed annually by the Department of Health in accordance with Chapter 64E-15, Florida Administrative Code (F.A.C.), rules. The county health departments provide direct services in the operational aspect of the program through routine inspections, plan reviews, educational programs, and enforcement actions.

The following table lists all the licensed mobile home parks in the City.

Table 3-12
Licensed Mobile Home Parks

Property Name	Lots
Spanish Lakes Golf Village	740
Port St. Lucie Mobile Village	81

NEEDS ASSESSMENT

Florida Statutes require that the Housing Element provide data and analysis of the minimum housing need of the current and anticipated future residents of the jurisdiction. The following tables and analyses provide projections on anticipated needs particularly for very low, low an moderate income households.

Affordable Housing Demand: The following table, Projected Housing Affordability by Income and Tenure, 2011-2035, ~~Table 3-13~~ presents the very-low, low, and moderate income housing needs estimates and projections through 2035.

Table 3-13
Projected Housing Affordability by Income and Tenure, 2011-2035

A. Owner-Occupied Households				
	Household Income as a Percentage of Area Median Income (AMI)			
	0-50% AMI	50.01-80% AMI	80.01-120% AMI	120.01+% AMI
Year	Very-Low	Low	Moderate	Above Moderate
2011	6,035	9,178	12,191	20,247
2015	6,991	10,688	14,190	25,918
2016	7,251	11,213	14,872	27,074
2020	8,793	13,314	17,602	31,699
2025	10,425	15,719	20,707	36,991
2030	12,304	18,393	24,086	42,477
2035	13,458	20,142	26,408	46,709

B. Renter-Occupied Households				
Year	Very-Low	Low	Moderate	Above Moderate
2011	2,479	2,778	3,044	3,036
2015	3,050	3,301	3,604	3,587
2016	3,176	3,437	3,743	3,727
2020	3,680	3,980	4,300	4,285
2025	4,267	4,618	4,950	4,939
2030	4,789	5,160	5,488	5,494
2035	5,275	5,682	6,062	6,067

Source: Shimberg Center for Housing Studies, 2012

In 2011, 20,470 of the 58,988 households have an income less than 80% of the area median income. Of these low and very-low income households, 15,213 are owner-occupied, while 5,257 are renter-occupied.

Projected Households by Tenure and Cost Burden

The following two tables, Projected Households by Tenure, Income, and Cost Burden, 2016 and 2035, provide information on the number of households that will be both cost burdened according to income level for the short term (2016) and long term (2035) planning timeframes.

Analysis of the data indicates that more than 60% of Port St. Lucie residents in the very low and low income brackets in 2016 and 2035 will be cost burdened. This indicates a continuing need for affordable housing assistance to these more vulnerable income levels.

Further, 18% of moderate income households will have a housing cost burden in 2016 and 2035. These households may benefit from some assistance and economic development activities.

Table 3-14
Projected Households by Tenure, Income, and Cost Burden, 2016

A. Owner-Occupied Households, 2016				
	Median Income (AMI)			
	0 – 50% AMI	**50.01 – 80% AMI**	**80.01 – 120% AMI**	**120.01%+ AMI**
	Very Low	**Low**	**Moderate**	**Above Moderate**
No Cost Burden	1,905	5,595	11,911	25,667
At 30% or More Cost Burden	1,379	4,461	2,714	1,259
At 50% or More Cost Burden	3,967	1,157	247	148
Total Number of Households	7,251	11,213	14,872	27,074
B. Renter-Occupied Households, 2016				
	Median Income (AMI)			
	0 – 50% AMI	**50.01 – 80% AMI**	**80.01 – 120% AMI**	**120.01%+ AMI**
	Very Low	**Low**	**Moderate**	**Above Moderate**
No Cost Burden	440	1,373	3,327	3,679
At 30% or More Cost Burden	767	1,909	301	48
At 50% or More Cost Burden	1,968	155	115	0
Total Number of Households	3,176	3,437	3,743	3,727

Source: Shimberg Center for Housing Studies, 2012

Table 3-15
Projected Households by Tenure, Income, and Cost Burden, 2035

A. Owner-Occupied Households, 2035				
	Median Income (AMI)			
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 120% AMI	120.01%+ AMI
	Very Low	Low	Moderate	Above Moderate
No Cost Burden	3,677	10,467	21,414	44,240
At 30% or More Cost Burden	2,661	7,675	4,583	2,226
At 50% or More Cost Burden	7,120	2,000	411	243
Total Number of Households	13,458	20,142	26,408	46,709

B. Renter-Occupied Households, 2035				
	Median Income (AMI)			
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 120% AMI	120.01%+ AMI
	Very Low	Low	Moderate	Above Moderate
No Cost Burden	741	2,241	5,361	5,985
At 30% or More Cost Burden	1,273	3,172	493	82
At 50% or More Cost Burden	3,261	269	208	-
Total Number of Households	5,275	5,682	6,062	6,067

Source: Shimberg Center for Housing Studies, 2012

Age

Port St. Lucie traditionally has a large population of retirees. According to projections from the Shimberg Center in the following table titled Households by Age, the number of retirees will remain proportionally the same through the short term planning timeframe. However, there will be a slight increase over the long term planning timeframe possibly due to baby boomers reaching retirement age at that time. The City intends to apply Communities for a Lifetime principles focusing on bringing services closer to residents, walkability, alternate modes of transportation, and abundance for cultural and recreational activities.

Table 3-16
Households by Age

	Age					
Year	**15-34**	**% of Total**	**35-64**	**% of Total**	**65+**	**% of Total**
2011	8,809	14%	34,508	57%	17,673	28.98%
2015	10,751	15%	40,313	57%	20,265	28.41%
2016	11,228	15%	42,101	57%	21,164	28.41%
2035	18,077	14%	65,517	50%	46,209	35.60%

Source: Shimberg Center for Housing Studies, 2012

Housing Activity

The number of housing units in the City increased from 36,785 in 2000 to 70,877 in 2010 per the U.S. Census. More than 14% of all units in the City are vacant which equates to nearly 9,923 ~~10,000~~ dwelling units available for occupancy.

Table 3-17
Number of Housing Units

Census Year	Number of Housing Units	% Vacant
2000	36,785	8.2%
2010	70,877	14%

Source: US Census, 2011

Land Requirements for Future Housing

An analysis of vacant lands and approved DRIs in the Future Land Use Element indicates that there is sufficient housing for future Port St. Lucie residents.

Housing Delivery System

The housing delivery system in Port St. Lucie involves a complex mix of public and private sector interests. The private sector provides virtually all of the labor and materials required in meeting the diverse needs of the available housing market. The public sector is given the task of ensuring the public health, safety, and welfare through the preparation and implementation of regulations and standards. The City is also providing financial assistance through the State Housing Initiatives Partnership (SHIP) and Community Development Block Grant (CDBG) programs. The Housing Authority of Fort Pierce administers Section 8 units located within the City of Port St. Lucie.

CONCLUSIONS

Housing Conditions

The most significant housing issue for the short term planning timeframe will be foreclosures and home values. The City through foreclosure ~~prevention~~ programs such as the Neighborhood Stabilization Program and economic development activities is actively seeking to reduce the number of households with a high cost burden. The City's neighborhood programs will implement improvements that enhance home values.

Housing Rehabilitation

The City of Port St. Lucie is generally considered to have a good stock of affordable housing as values have generally decreased in the past five years. However, as incomes have decreased, housing affordability has continued to remain a challenge and will continue to remain a challenge in the short term. Also, despite the recession, rental costs have not decreased in a community with a high number of single family homes for rent. In general, blue collar workers continue to find housing payments challenging. Home purchase also remains difficult because of stricter lender requirements.

The City is proposing to start a neighborhood planning program as discussed in the Future Land Use Element of this plan. The neighborhood planning program will place an emphasis on working with residents on programs to preserve neighborhoods and protect property values.

Community Needs

The projected number of households continuing to experience of cost burden over short term and long term planning timeframes indicate continuing need to assist Port St. Lucie residents with affordable housing services. Current activities such as mortgage assistance and housing incentives recommended by the Affordable Housing Advisory Committee and approved by the City Council are appropriate and targeted to assist vulnerable households.

With a projected high percentage of residents over 65 years of age, continuing to focus on the needs of seniors will be important. Communities for a Lifetime principals can guide future development to allow greater accessibility to services, cultural, and recreational activities.

Also, the City's continuing participation in economic development activities plus an improving U.S. economy will assist in creating more jobs with better salaries that may contribute to a decrease in the number of cost-burdened households across all income levels.

GOALS, OBJECTIVES, AND POLICIES

GOAL 3.1: THE PROVISION OF AN ADEQUATE MIX OF SAFE AND SANITARY HOUSING WHICH MEETS THE NEEDS OF EXISTING AND FUTURE PORT ST. LUCIE RESIDENTS.

Objective 3.1.1: Assist the private sector in providing ~~15,275 new~~ dwelling units of various types, sizes, and costs ~~by 2007 (10 year period)~~ to meet the needs of future residents.

Policy 3.1.1.1: Through the housing data base the City will provide information, technical assistance, and incentives to the private and non-profit sectors to maintain a housing production capacity sufficient to meet the required demand.

Policy 3.1.1.2: Develop and maintain local government partnerships with the private and non-profit sectors to improve the efficiency and expand the capacity of the housing delivery system.

Policy 3.1.1.3: Continue to ~~By 2000,~~ review ordinances, codes, regulations and the permitting process for the purpose of eliminating excessive requirements, streamlining and amending or adding other requirements in order to maintain or increase private sector participation in meeting the housing needs of all residents, especially those with special housing needs, while continuing to insure the health, welfare, and safety of the residents.

~~Policy 3.1.1.4: Continue to Support the implementation of the adopted Affordable Housing Incentive Plan.~~

~~Policy 3.1.1.45: Address Jobs-to-housing ratio shall be identified in as part of all proposed residential future land use map amendments.~~

~~Policy 3.1.1.5: By the year 2000, review the land development regulations to consider the need for site selection criteria for the location of housing for the elderly and institutional housing which shall consider accessibility, convenience and infrastructure availability.~~

Policy 3.1.1.~~6~~4: Incorporate Communities of a Lifetime principles into neighborhood planning programs such as walkability and programming for seniors.

Objective 3.1.2: The City may~~shall~~ preserve the value and character of existing affordable housing neighborhoods through neighborhood planning programs and minimum housing standards.
~~*Objective 3.1.2: Continue to enforce codes and policy for the elimination of substandard housing units.*~~
Policy 3.1.2.1: Update on an annual basis the Consolidated Plan for the CDBG program, which identifies substandard housing.

Policy 3.1.2.2: Improve the structural and aesthetic quality of the housing stock, through enforcement of the property maintenance code.

Policy 3.1.2.3: Continue participation in the CDBG, NSP and SHIP programs to obtain funds for the rehabilitation of substandard housing when funds are available.

Policy 3.1.2.4: ~~Assist neighborhood improvement projects by providing code enforcement assistance, community-oriented policing and n~~Neighborhood ~~planning,~~ plans should~~shall~~ be

developed to ~~encouraging~~ encourage neighborhood self-help, removing blighting influences, and concentrating capital and/or operating budget improvements in such neighborhoods through a public process.

Policy 3.1.2.5.~~6~~: By the year 2014, the City will begin a neighborhood planning program to include review and analysis of housing stock in each neighborhood.

Objective 3.1.3: Make available adequate sites for housing of very-low, low and moderate-income persons to meet their particular housing needs.

Policy 3.1.3.1: Continue to support efforts of the Housing Authority of Fort Pierce.

Policy 3.1.3.2: Pursue other federal sources of funding earmarked for very-low, low and moderate income housing.

Policy 3.1.3.3: Continue to ~~By the year 2000,~~ review the land development regulations to consider the need for criteria for the location of low and moderate income housing.

Objective 3.1.4: Set standards and criteria for the provision of sites for group homes at suitable locations to ensure that the needs of persons requiring such housing are met.

Policy 3.1.4.1: By the year 2014~~2000~~, revise the land development regulations to be consistent with Chapter 419 F.S., which establishes nondiscriminatory standards and criteria addressing the location of group homes or other community-based facilities.

Objective 3.1.5: Preserve and protect significant housing and neighborhoods in terms of history and architecture and encourage reuse of such housing to meet residential needs.

Policy 3.1.5.1: The City shall identify strategies and provide technical assistance to property owners of historically significant housing in applying for and utilizing state and federal assistance programs.
~~By the year 2000 the City will begin a neighborhood planning program to include review and analysis of housing stock in each neighborhood.~~

Policy 3.1.5.2: The City may~~shall~~ support the identification and improvement of historically significant housing.

Objective 3.1.6: Enforce the property maintenance code.

Policy 3.1.6.1: Continue to ~~By the year 2000,~~ review and amend where necessary the City housing and health codes and standards relating to the care and maintenance of residential and neighborhood environment and facilities.

Policy 3.1.6.2: Schedule and concentrate public infrastructure and supporting facilities and services to upgrade the quality of existing neighborhoods.

Policy 3.1.6.3: Encourage individual homeowners to increase private reinvestment in housing by providing information, technical assistance programs, financial assistance, and incentives.

Objective 3.1.7: The City shall provide at least the amount of assistance required under the Federal Uniform Relocation Act to any resident displaced by the City.

Policy 3.1.7.1: Assist households in obtaining reasonably located, standard housing at affordable costs prior to displacement through public action.

Objective 3.1.8: The City shall continue to provide regulations that permit mobile and manufactured homes.

Policy 3.1.8.1: The land development regulations shall continue ~~be amended by the year 2000~~to be consistent with Section 553.38(2), F.S. regarding manufactured homes and Section 320.8285(5) F.S. regarding mobile homes.

Policy 3.1.8.2: Sites for mobile home parks shall be adequately served by water and sewer service.

Policy 3.1.8.3: Continue to allow manufactured homes in appropriate residential areas.

Objective 3.1.9: Continue to implement and refine housing policies and programs as documented in this element.

Policy 3.1.9.1: Policies 3.1.1.1, 3.1.1.2, 3.1.2.3, 3.1.2.4, ~~3.1.3.~~4, 3.1.5.1 and 3.1.6.3 will constitute the housing implementation programs.

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

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

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

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

Policy 3.1.10.4: The City may~~shall~~ require changes to land development regulations to allow 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.

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

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

Policy 3.1.10.7: The City may consider ~~shall~~ establishing requirements for affordable housing in new development or contributions to an Affordable Housing Trust Fund.

Objective 3.1.11.~~10~~: The City may~~shall~~ encourage energy efficiency in new and existing housing to reduce the production of greenhouse gas emissions.

Policy 3.1.11~~10~~.1: The City may~~shall~~ encourage support for residential construction that meets the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system or the Florida Green Building Coalition standards.

Policy 3.1.11~~10~~.2: The City may ~~shall~~ educate residents on home energy reduction strategies.

Policy 3.1.11~~10~~.3: The City may~~shall~~ continue to enforce land development regulations for the appropriate placement of photovoltaic panels.

Policy 3.1.11~~10~~.4: The City may~~shall~~ provide educational materials on the strategic placement of landscape materials to reduce energy consumption.

Policy 3.1.11~~10~~.~~6~~5: The City may~~shall~~ include in affordable housing projects use of renewable energy resources to the fullest extent possible.

Policy 3.1.11~~10~~.~~7~~6: The City may~~shall~~ encourage water reuse including use of rain barrels by residents to reduce overall water usage.

INFRASTRUCTURE ELEMENT

DATA INVENTORY AND ANALYSIS

Purpose

The purpose of the Infrastructure Element is to provide for necessary public facilities and services correlated to future land use designations. This element addresses general utilities which are provided by or managed by the City of Port St. Lucie. These include:

- Sanitary Sewer
- Solid Waste
- Drainage and Natural Groundwater Recharge
- Potable Water

SANITARY SEWER SUBELEMENT

Introduction

The Sanitary Sewer Sub element provides a description of the existing and projected sewage treatment and disposal methods in use in the City of Port St. Lucie. The relationship of the private utility systems and on-site treatment facilities is noted.

Existing Planning Documents

The City completed the the Water Delivery & Wastewater Collection Master Plan 2008 Update which will serve as the overall planning documents until subsequent updates occur.

Geographic Service Area

Figure 1 of the Water Supply Facility Work Plan outlines the general areas of sanitary sewer service for the major regional facilities operating in the City or within the service area which exceeds City limits. The major regional facilities are:

- Port St. Lucie Utility Systems Department
- St. Lucie West Services District (Community Development District~~Private~~)
- The Reserve (Private)

Regional Facilities

The City of Port St. Lucie is the responsible entity for the sanitary sewer collection and treatment facilities. The facilities are managed and operated by the Port St. Lucie Utility Systems Department (PSLUSD). The PSLUSD owns and operates two wastewater treatment facilities. The first wastewater treatment facility, identified as the Glades Wastewater Treatment Facility (WWTF) has a capacity of 12.0 Million Gallons per Day (MGD). The second wastewater treatment facility, identified as the Westport WWTF has a permitted capacity of 6.00 MGD. Combined these two facilities have a capacity of 18.00 MGD.

The Westport WWTF is to be expanded by the PLSUD to 12.0 MGD in stages. The Glades WWTF is expandable to 30.0 MGD capacity yielding a build-out capacity of 40.0 MGD. Effluent disposal is accomplished via reclaimed water for irrigation, deep well injection and Rapid Infiltration Basins.

Private Utilities with Capacities Greater than 0.1 MGD

St. Lucie West Services District

St. Lucie West is a large mixed use development of approximately seven square miles in the western part of the City. ~~The developer has provided w~~Wastewater treatment and disposal facilities to serve the community are provided through this Community Development District.. Wastewater effluent is treated to ~~irrigation quality (IQ)~~ reclaimed water standards. The permitted treatment capacity is 2.0 MGD three-month average daily flow (TMADF) with IQ water storage of 3.0 MG. The facility, which is operated by the St. Lucie West Services District (SLWSD), also provides alternative wastewater treatment/disposal for The Reserve through a 12" force main, and may ultimately receive all of the flow from The Reserve.

Effluent reuse combined with percolation ponds is the current methods of disposal. A deep injection well is ~~planned~~ used for disposal of reverse osmosis concentrate, as well as an alternative for disposal of plant effluent. Expansion of this facility is planned in 1.0 MGD increments, as necessary, to provide service commensurate with growth. However, the community is approaching build-out. The SLWSD wastewater Master Plan states that the Level of Service is 100 gpcd.

The Reserve Utility Corporation

This facility, which is operated by the Reserve Community Development District (CDD), serves The Reserve at PGA Village, a gated residential/golf course community located outside the City of Port St. Lucie near the intersection of St. Lucie West Boulevard and Interstate 95. The Reserve Utility Corporation also serves the Reserve Commerce Centre, which is within City limits. Design capacity of the wastewater treatment plant is 0.175 MGD annual average daily flow (AADF). The permitted capacity of the plant is 0.043 MGD. The plant was taken out of operation in 2004 for major rehabilitation, during which, influent flow was diverted to St. Lucie West. The plant permit allows for step increases in the design flow based on provision of additional percolation ponds; however, it is likely that any flows beyond those that the plant can currently accommodate will be diverted to St. Lucie West. Ultimately, all of the raw wastewater flow will be pumped to St. Lucie West for treatment and disposal.

Package Treatment Plants

Package treatment plants are essentially small treatment systems that have a collection network, treatment plant, and disposal system. According to the DEP, one permitted package plant is located within the City's Utility Service Area, the Savannah Club WWTF. Package plants may be designed to provide any level of treatment, but plants providing secondary treatment, or enhanced secondary treatment, are most commonly used. Package plants are available in a range of capacities up to one-million gallons per day. They are generally used to serve isolated developments, and are usually modular units partially or completely pre-assembled by the manufacturer prior to shipment to the site of use.

Effluent disposal in package plants may take a variety of forms. Most common in Port St. Lucie are drain fields and percolation ponds. Small package plants usually do not require full-time attendance by an operator, and private operating services runs many small package plants in the County. Some of the larger package plants have their own operators, usually for only a portion of the day.

Septic Tanks

Septic tank systems are most commonly used to serve single or small multiple housing units, although relatively large-scale systems, up to 10,000 gallons per day capacity, have proven successful in some applications. The tank receives wastewater from the residence and provides a period of settling: during which time a significant portion of the suspended solids settle out to be biologically (anaerobically) degraded. The ~~remaining liquids are~~ effluent is discharged through underground, perforated drainage pipes (drainfield) and percolate into the soil where microorganisms and filtration purify the liquids. Map FLU-2 Soils indicates the general soil types present in the City as identified in the 1990 Natural Resource Conservation Service (NRCS) SSURGO Soils Maps. The soils located within the city have moderate or severe limitations for drainfields. Due to the soil conditions, the St. Lucie County Health Department requires removing and replacing 95 percent of existing soils when permitting a drainfield. Septic tanks generally require cleaning every two to three years to remove accumulated solids. These solids, called septage, are generally transported to treatment and disposal facilities.

Septic tanks can be adversely affected by a number of conditions, including high water table, poor drainage, lack of space, and miscellaneous effects from other conditions such as overloads from washing machines. In areas not previously provided with municipal utility service, but where such service is now available, residences may retain their on-site systems until they fail, at which time connection to the utility system is mandatory.

Level of Service Analysis

The level of service standard adopted by the City of Port St. Lucie for sanitary sewer facilities is 85% of the Potable Water LOS of 115 gallons/capita/day, which is 97.75 gallons/capita/day.

Table 4-1: Projected Capacity, Sanitary Sewer, Million Gallons per Day

Sanitary Sewer (million gallons per day)	**2011**	**2016**	**2021**	**2025** ~~**2026**~~	**2030**	**2035** ~~**2031**~~
City's Westport Facility	6.00	10.00	12.00	12.00	12.00	12.00
City's Glades Facility	12.00	18.00	24.00	30.00	30.00	30.00
Total of City Facilities	18.00	28.00	36.00	42.00	42.00	42.00
~~% TMADF to Total City Capacity~~	~~70%~~	~~78%~~	~~75%~~	~~75%~~		~~75%~~
Reserve	0.18	0.18	0.18	0.18	0.18	0.18
St. Lucie West	1.00	1.00	1.00	1.00	1.00	1.00
A. Grand Total Capacity	19.18	29.18	41.18 ~~25.18~~	43.18 ~~41.18~~	43.18	43.18 41.18

TMADF=Three Month Average Daily Flow
Source: Port St. Lucie Utility Systems Department, 2011, for City Facilities. ~~[To be updated with new population projections.]~~

In accordance with ~~Florida Department of Environmental Protection regulations, the City's wastewater treatment facility capacity must exceed projected wastewater flows by no less than 20%. When a facility's projected flows reach 80% of treatment capacity, expansion of that facility must be under design.~~ Chapter 62-600.405 F.A.C, if the Capacity Analysis Report documents that the permitted capacity will be equaled or exceeded within 5 years, planning and preliminary design for expansion must be initiated.

Needs Assessment

Below is a table projecting wastewater flows:

Table 4-2: Projected Demand, Sanitary Sewer, Million Gallons per Day

Year	Population	Projected Wastewater Demand (MGD)
Total Service Area		
2011	166,041	16.2
2016	203,262	19.9
2025	273,429	26.7
2030	309,496	30.3
2035	341,137	33.4

Source: Shimberg Center for Housing Studies, Calvin, Giordano & Associates, Inc. 2012

Five-Year Capital Projection (Anticipated)

The wastewater capital improvements anticipated to occur within the next five years can be separated into two categories; namely, expansion or modification of existing facilities, and construction of new facilities. Though the two cannot be uniquely separated, in general it can be said that the existing facilities will be expanded or modified to provide treatment sufficient to meet the demands of the remaining growth within the current Utility Service Areas (USAs). The anticipated capital improvement program can be found in the Capital Improvement Element.

SOLID WASTE SUBELEMENT

INTRODUCTION

The solid waste management practices of the City presently consist solely of collection of solid waste by a private contractor. Residential collection is made twice per week for household refuse, once per week for recyclable materials and yard trash, and by request for special items such as white goods (i.e. appliances). Commercial collection is made twice or more each week. 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.

Existing Planning Documents

The St. Lucie County Comprehensive Plan updated in 2010 will serve as the overall planning document for this sub element.

EXISTING CONDITIONS

The St. Lucie County Baling and Recycling Facility

~~The City of Port St. Lucie does not and has never operated a solid waste disposal facility within the City. However, there are two abandoned dump sites within the City that have been identified by the Department of Environmental Protection (DEP). One is in the northwest quarter of Section 7, Township 37, Range 41, on the east side of Lennard Road and approximately 1.75 miles south of Walton Road. This site was used by General Development Corporation for disposal of residential and commercial solid waste. The second site is in the northeast quarter of Section 20, Township~~

~~36, Range 40, on the west side of Airoso Boulevard approximately 1800 feet north of Floresta Boulevard. This site was used by various property owners to dispose of building materials and some garbage. The Department of Environmental Protection Sites List describes a "minimal potential problem" to these two dump sites.~~

Solid waste collected within Port St. Lucie is transported to the St. Lucie County Baling and Recycling Facility, the only solid waste disposal facility currently permitted in St. Lucie County. The 333 acre site is owned and operated by St. Lucie County.

The Class I landfill area of the Baling and Recycling Facility is planned in six phases. Phase I of the Baling and Recycling Facility was a Class I landfill which comprised 28 acres of the site and is now closed and capped. Phases II, IIIA and IIIB are currently in operation and accepting Class I waste. Phase II is 28 acres, Phase III is 25 acres, Phases IV and V are 21 acres. Phase VI is 9.9 acres. The C & D (Construction & Demolition) Debris Landfill is 35 acres. The remainder of the site is utilized for processing, buildings, roads, stormwater management, buffers, leachate management or gas management.

Total estimated capacity remaining 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 based on the average generation rate of 5.10 pounds per capita per day. 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 based on the average generation rate of 2.80 pounds per capita per day. After that time the County will either have to co-dispose of C & D and Class I waste or reallocate future landfill phases. The County is investigating this matter and has yet to reach a decision.

Level of Service Analysis

The Level of service adopted for solid waste is 5.10 pounds per capita day for Class I waste and 2.80 pounds per capita day for C & D waste.

Needs Assessment

The City via their interlocal agreement with St. Lucie County has solid waste disposal facilities sufficient to satisfy the needs of the City for the short term planning period. The County will asses disposal options beginning in year 2024.

Future Waste Stream Reduction

The County is planning to explore the use of Plasma Arc Gasification to reduce the volume of the waste stream that must be landfilled to extend the life of the Baling and Recycling Facility.

STORMWATER, NATURAL GROUNDWATER AND AQUIFER RECHARGE SUBELEMENT

INTRODUCTION

This subelement addresses the stormwater and natural groundwater aquifer recharge issues for the City of Port St. Lucie. The stormwater and aquifer recharge issues have been combined in this subelement because they are intimately related and should be viewed in this perspective.

Surface Water

Prior to development by man, the area that presently comprises St. Lucie County had drainage patterns that were controlled by major topographic features such as the Atlantic Coastal Ridge and more subtle features such as minor relict beach dunes (U.S. 1 south of Fort Pierce), Green Ridge (south central County), Osceola Plain (southwest County), Ten Mile Ridge (north central County), and overall a gentle slope from west to east (about 60 feet to about 5 feet). The alignment of these surface features generally parallels the existing coastline and thus traditionally served to impede sheetflow; the St. Johns Marsh, Allapattah Flats, and the Savannahs were wetlands formed by these impediments. The Allapattah Flats and the south portion of the St. Johns Marsh slowly flowed east and south to form the headwaters of the North Fork of the St. Lucie River (NFSLR), which drained almost all of mainland St. Lucie County. The Savannahs normally percolated through the Atlantic Coastal Ridge to the Indian River, but during extremely high water stages there could be overflow to the North Fork of the St. Lucie River through Platts Creek. These wetland marshes stored water and provided recharge to the shallow aquifer.

Within the City of Port St. Lucie there were minor drainageways such as Howard Creek, Blakeslee Creek and Winters Creek, but the NFSLR is the dominant drainage feature of both the City and the County. The NFSLR varies from 200 to 400 feet in width and meanders through a lush floodplain that is approximately one-half mile wide in the City. The floodplain has been subjected to very little development in the City and the Future Land Use Plan proposes continued restriction of floodplain development.

Most of the natural tributaries of the NFSLR have been channelized as part of the original drainage plan and, due to the upland placement of control structures, brackish water can now penetrate further into the upland than before development. Additionally, these drainageways promote a greater ground water discharge to tidewater than would occur naturally. Map FLU-3 Topography shows the ground surface elevations and Map FLU-5 Water Bodies shows the surface water bodies within the City.

Groundwater

There are two distinct sources of groundwater in the City of Port St. Lucie: the shallow unconfined or semi-confined Surficial Aquifer, and the deep artesian Floridan Aquifer. These aquifer systems are separated by a layer of relatively impermeable green clay, known as the Hawthorne formation, which is approximately 400 feet thick and starts at approximately 150-180 feet below the average land surface.

The shallow aquifer system is comprised of one to five feet of fine-grained sands and silts of the Pamlico Sand that overlie the Anastasia formation. The latter formation is variable and consists of interbedded layers and lenses of sand, shell, sandy limestone, and sandstone. Beds and lenses tend to be elongated in a direction that parallels the coast. Most of the permeable zones, which are primarily shell beds, are thin and, as a result, well yields generally are low to moderate. (USGS, FBOG, Water Available in Canals and Shallow Sediments in St. Lucie County, Florida, 1972.) A thorough exploration of the shallow aquifer has not been conducted.

Water quality in the shallow aquifer in St. Lucie County varies from fair to brackish, but within the City the water quality is generally acceptable for domestic use without additional treatment and acceptable as a public supply with conventional (i.e., lime softening) treatment. The hazards of salt water intrusion by way of the uncontrolled portions of the City drainage system have not been assessed. Groundwater quality is further described in the Potable Water Subelement.

The natural groundwater recharge that was affected by ponding in the past on the flat terrain during the rainy season has essentially been eliminated by stormwater drainage systems. The fine textured soils do not allow rapid infiltration of rainfall and a major portion of potential recharge is now lost as runoff. Although some recharge occurs through bank storage in canals, this is of relative short duration and small area extent. The canals are normally groundwater discharge areas.

There are no defined natural groundwater aquifer recharge areas in the City of Port St. Lucie. The SFWMD has not developed nor adopted any topographic map depicting City recharge areas. Both the DEP Mining Atlas and Water Resources Atlas of Florida indicate there are no recharge areas to the Floridan aquifer located within the City. The Floridan aquifer in St. Lucie County is recharged in the regions of West Central Florida (Polk, Lake and Orange Counties).

Artificial Drainage Systems

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. During the 1960's, the USACOE constructed canals C-23A, C-24 and C-25 and their control structures. Canal C-24 discharges to the NFSLR in the City and C-23 discharges just south of the City. This was done in order to improve drainage, provide irrigation supply, and to divert a portion of the headwaters of the NFSLR which originates in the marshes to the west. Canal C-25 allowed diversion by a separate route to tidewater. However, almost all of the drainage modifications have been designed for agricultural land use (except for Fort Pierce and Port St. Lucie in the incorporated areas) which is generally one inch per day of rainfall. As land is urbanized, the volumes of stormwater have increased and the times of concentration (run-off times) have decreased. Since the urbanized areas are in the tailwater or downstream areas of much of the drainage system, the potential for flooding has increased in several urban areas.

Agricultural drainage to the west of the urbanized coastal area has removed the major sources of groundwater recharge and lowered the water table. Areas such as the St. John's Marsh and the Allapattah Flats previously stored water above the land surface to provide the hydraulic gradient needed to recharge the slightly permeable surficial aquifer. Because of the lack of recharge and the low storage coefficient of the soils, there is insufficient water for irrigation during the extended dry season. SFWMD canals C-23, C-24, and C-25 provide irrigation supply for many areas, but the Floridan aquifer is also used for much of the irrigation demand. Irrigation return flows from Floridan aquifer water are mineralized and will mineralize the receiving canals. Since flood irrigation is a common practice, the volume of return flows can be significant and recharge from the canals can degrade the water quality in nearby wells.

The Regional Canal System

The function of the regional canal system is to provide basin-wide flood protection, drainage for agriculture and urban/residential development, management of ground water table elevations to prevent saltwater intrusion, and water supply. This canal system consists of 55 miles of major canals in the local Surface Water Improvement and Management District (SWIM). The control structures associated with this system maintain elevations in the canals by discharging excess

water from the basins and by attempting to maintain levels during dry periods. All of the canals discharge to SWIM priority water bodies.

The C-23 canal provides drainage for 168 square miles in southern St. Lucie, including Port St. Lucie, northern Martin, and eastern Okeechobee Counties. The C-23 and its structures remove excess water from the C-23 Basin, supply water to the basin (and, occasionally, to the C-24 Basin), and maintain ground water elevations to prevent saltwater intrusion into local ground water.

The C-24 canal provides drainage to 167 square miles in central St. Lucie and east central Okeechobee Counties. The C-23 and its structures remove excess water from the C-24 Basin, supply water to the basin, and maintain ground water table elevation adequate to prevent saltwater intrusion into local ground water.

The C-23A canal is in reality the lower 1.25 miles of Ten Mile Creek from the end of C-24 to the mouth of the St. Lucie River. There are no controlling structures connected with this canal. SFWMD's C-23, C-23A, and C-24 Canals are the only drainage facilities within other local government's jurisdiction which serve the City, not including the North Fork of the St. Lucie River or the Indian River. Of these major canals built by SFWMD, the City has 21% (11.59 miles) within its City limits. The average depth of these canals is 10 feet although in some areas there are depths of up to 20 feet. The three canals within the City limits are C-23 (4.89 mi), C-23A (1.25 mi), and C-24 (5.45 mi). All of the smaller drainage canals and swales are located within the City limits.

Eastern Watershed Improvement Project

In August of 2008, Tropical Storm Fay deposited over 14 inches of rainfall in a 48 hour period. This event was greater than the SFMWD 100-Year 3-Day storm. The result was flooding of local roads, businesses and residences in the eastern part of the City. Additionally, US Highway 1, which is an arterial evacuation route for the City was also flooded. Upon review of the situation, the City Council approved a program known as the Eastern Watershed Improvement Project (EWIP) to improve stormwater management of approximately 4,860 acres of the eastern part of the City so that flooding of that magnitude would not result from a similar rainfall event. The EWIP includes the construction of new stormwater treatment areas to improve water quality and attenuation, new collection/transmission systems, pumps to increased conveyance, as well as improvements to increase or restore the original capacity of existing culverts, ditches, swales and canals.

Alternatives to Standard Stormwater Management

Recently the desire to reduce environmental impacts from development has led to a new approach in stormwater management design and operation. This new approach differs from the traditional drainage systems by attempting to mimic a site's predevelopment hydrology by using design techniques that process stormwater runoff on the site by using infiltration, evaporation, detention, filtration or storage and is generally identified as Low Impact Development (LID). Some of the LID practices include bioswales or bioretention areas, which detain or retain water and are planted with native materials other than grasses to increase the amount of runoff captured on a site and to filter the runoff prior to being discharged off site.

The use of grassed swales to convey water instead of a closed system of underground pipes is an LID practice. Other practices include pervious paving systems which reduce runoff by allowing the rainwater to percolate into the ground. Green (vegetated) roofs are another potential practice for

capturing a portion of rainwater that would traditionally be lost as runoff. Rainwater can be captured via above ground rain barrels, which are barrels located at roof gutter downspouts or underground storage vaults called cisterns and used to irrigate site landscaping in another common LID practice. A site designed with LID features will still meet the level of service requirements for stormwater runoff.

Level of Service

The level of service adopted for stormwater management facilities for existing platted development and surface water management systems shall be as shown in the South Florida Water Management District (SFWMD) permit governing said system. In the event that a SFWMD permit does not cover the system, the system shall be developed in accordance with the SFWMD rules in effect at the time of construction and discharge rates, should one not be specified for the receiving body, shall be limited to 0.5 cubic feet per second (cfs) per acre.

Building floor elevations for existing platted developments without SFWMD permits shall be at least 2-feet above the crown of the road.

Building floor elevations for new development and surface water management systems shall be at or above the 100-year flood elevation, as determined from the greater of the Federal Flood Insurance Rate Maps or by calculations performed in accordance with the latest SFWMD rules.

All new development regardless of size must comply with Chapter 17-25, Rule 17-25.025, F.A.C. and Chapter 17-3, Rule 17-3.051, F.A.C. for water quality and direct stormwater discharge to Outstanding Florida Waters and Aquatic Preserves as well as South Florida Water Management District Rules.

POTABLE WATER SUBELEMENT

INTRODUCTION

The Potable Water Subelement provides a summary of existing potable water supplies and treatment facilities in the City of Port St. Lucie. The facilities include regional systems and project specific systems in addition to systems for individual residences.

EXISTING PLANNING DOCUMENTS

The City of Port St. Lucie completed their Water Supply Facility Work Plan in February of 2008 which will serve as the overall planning document for potable water facilities until further updates occur.

Geographic Service Area

Figure 1 in the Water Supply Facility Work Plan outlines the geographic service areas of potable water service for the major regional facilities operating in the City. The major regional facilities are:

- Port St. Lucie Utility Systems Department
- St. Lucie West Services Department (Community Development District~~Private~~)
- The Reserve (Private)

Regional Facilities

The City of Port St. Lucie is the responsible entity for the potable water facilities and distribution system. The facilities are managed and operated by the Port St. Lucie Utility Systems

Department (PSLUSD). The PSLUSD owns and operates three water treatment facilities. The first water treatment facility, identified as the Prineville Lime Softening Water Treatment Facility (WTF) has a permitted capacity of 8.0 MGD. The second water treatment facility, identified as the Prineville Reverse Osmosis (RO) WTF has a permitted capacity of 11.15 MGD. The third water treatment facility, identified as the James E. Anderson Water RO WTF has a permitted capacity of 22.50 MGD. Combined these three facilities have a capacity of 41.65 MGD.

Private Utilities with Capacities Greater than 0.1 MGD

St. Lucie West Services District

The St. Lucie West Services District ~~development~~ provides potable water for its seven square mile service area. The water supply is from the brackish Floridan aquifer with treatment provided by a 3.4 MGD RO WTF. The brine concentrate from this process, which is approximately twenty-five (25) percent of the raw water processed, is disposed of by deep well injection at the wastewater treatment plant. Expansion of treatment and storage capacity is planned to match the rate of development.

The Reserve

The Reserve is a large development that is surrounded by the City. A 336.42 acre portion of the Reserve, known as the Go Team Industrial Park, is located within the City limits. The Reserve is supplied with potable water from two sources, its own Reserve Utility Corporation and by the St. Lucie West Services District. The Reserve Utility Corporation owns and maintains a 0.41 MGD WTF supplied by Surficial Aquifer Wells.

Domestic Self Supply

It is estimated that there are approximately 15,000 homes in the City that depend on on-site domestic wells for potable water.

Water Supply Wells

PSLUSD water supply wells draw groundwater from both the brackish Floridan Aquifer and some from the shallow unconfined aquifer known as the Surficial Aquifer. Withdrawal rates from the wells are contained in Consumptive Use Permit No. 56-00142-W issued Jul. 10, 2008. The annual allocation for the Surficial Aquifer Wells is 1,825 Million Gallons (MG), which corresponds to 5 MGD, and the maximum monthly allocation is 186 MG or 6.11 MGD. The annual allocation for the Floridan Aquifer Wells is 16,929 MG or 46.381 MGD, and the maximum monthly allocation is 1,726.6 MG or 55.697 MGD. The City has a Wellfield Protection Ordinance in place for the protection of water supply wells. The ordinance provides for setbacks from water supply wells and regulates land uses to try to prevent contamination of the wells. See Map FLU-9 Wellfield Protection Areas.

Level of Service Analysis

The Level of Service and capacity analysis based upon future demand is contained in Section 3 of the Water Supply Facility Work Plan. The analysis shows sufficient capacity for the both the short and long term planning periods.

Capital Improvement Projects

The planned capital improvements are located in the Capital Improvements Element (CIE).

SANITARY SEWER SUBELEMENT

GOAL 4.A.1: PROVIDE ~~INCREMENTAL~~ CENTRAL SEWAGE COLLECTION AND TREATMENT FOR EXISTING AND FUTURE DEVELOPMENT~~PLATTED AREAS OF THE CITY~~.

Objective 4.A.1.1: The City shall continue to meet ~~expand the~~ wastewater collection system needs, ~~to and~~ by providing ~~provide~~ service to the current Port St. Lucie Water and Sewer ~~Utility~~ Service Areas ~~(USAs),~~ and any additions~~al~~ ~~USA~~s that may be established.

~~Policy 4.A.1.1.1: The system design shall follow the criteria established in the Williams, Hatfield & Stoner, Inc. Master Plan, Sewer and Water Expansion Program (1995) as the minimum standard for conventional sewer systems.~~

Policy 4.A.1.1.~~2~~1: The design of low pressure wastewater systems (aka, grinder systems) shall be in accordance with FDEP regulations, and in accordance with Port St. Lucie Utility Systems Department (PSLUSD) standards. Low pressure systems shall only be constructed in the existing Low Pressure Sewer System Area.

Policy 4.A.1.1.2~~3~~: PSLUSD shall maintain or concurrently construct adequate treatment facilities for sewage flows that will be generated by any~~the~~ additional sewer connections.

Policy 4.A.1.1.34: Priorities will be established for facility replacement and providing for future facility needs.

Policy 4.A.1.1.4~~5~~: The City will continue to promote connection of existing non-residential development to an approved central wastewater system within 365 days of written notice. New nonresidential development on platted lots shall be required to connect when a service line is located ~~within 300 feet of~~ adjacent to the new development or when required by the St. Lucie County Health Department.

Policy 4.A.1.1.5: The LOS standard for sanitary sewer shall be 85% of the potable water LOS ~~97.75 GPCD~~.

GOAL 4.A.2: THE USE OF ~~IRRIGATION QUALITY (IQ) WATER FROM~~ RECLAIMED DOMESTIC WASTEWATER SHALL BE REQUIRED FOR NONRESIDENTIAL IRRIGATION WHERE NOT EXPRESSLY PROHIBITED BY STATUTE, RULE OR ORDINANCE.

Objective 4.A.2.1: The City will continue to update and implement the ~~By the year 2008, the City will develop an IQ~~ Reclaimed Water W~~w~~ater M~~m~~aster ~~p~~Plan to serve parks, golf courses, and commercial properties within the City.

Policy 4.A.2.1.1: The engineering and economic feasibility of concurrent construction of sewage collection systems and ~~Irrigation Quality (IQ)~~ reclaimed water mains to serve new sewage service areas that are being proposed will be included.

Policy 4.A.2.1.2: PSLUSD will continue to investigate the feasibility of expanded ~~r~~euse of ~~treated~~ reclaimed wastewater for residential landscaping.

~~GOALS, OBJECTIVES, AND POLICIES~~

SOLID WASTE SUBELEMENT

GOAL 4.B.1: PROVIDE SOLID WASTE MANAGEMENT SYSTEMS FOR THE CITY~~ity~~ OF PORT ST. LUCIE~~ THROUGH THE PLANNING PERIOD OF THE YEAR 2015~~.

Objective 4.B.1.1: The City has and will continue to compile solid waste background data to quantify solid waste generation. This data is and will be made available to St. Lucie County.

Policy 4.B.1.1.1: The City will continue to require the solid waste hauler to audit the materials collected and maintain baseline solid waste data.

Objective 4.B.1.2: The City will continue to develop solid waste management plans in accordance with City Ordinance 91-33, and in conjunction with St. Lucie County's policies and the terms of the Florida Solid Waste Management and Volume Reduction Act of 1988. The plans will include levels of service and solid waste volume reduction efforts by the City, which will maximize existing facilities.

Policy 4.B.1.2.~~2~~1: The City will continue to evaluate the feasibility and probable costs of establishing recycling centers within the City, and continue to use the recycling facilities at the County landfill.

Policy 4.B.1.2.2: The City will continue to monitor mandatory recycling of glass, aluminum, plastic, and newsprint waste products.

Policy 4.B.1.2.3: The City will continue to support curbside recycling for residential properties.

Objective 4.B.1.3: The City shall continue to cooperate with St. Lucie County to insure that development permits are issued only when adequate facility capacity is available to serve the development.

Policy 4.B.1.3.1: The level of service standard adopted for solid waste facilities is ~~3.25~~5.10 pounds/capita/day.

Policy 4.B.1.3.2: The City will coordinate the St. Lucie County to ensure that the needs of future development are addressed.

GOAL 4.B.2: DEVELOP AND IMPLEMENT A HAZARDOUS MATERIAL MANAGEMENT PLAN FOR THE CITY.

Objective 4.B.2.1: The City will continue to support the County emergency response plan in accordance with the Superfund Amendments and Reauthorization Act 1(SARA), of 1986, Title III, 40 CFR Part 370.

Policy 4.B.2.1.1: The City will meet with representatives of St. Lucie County, the Treasure Coast Regional Planning Council, the St. Lucie County Health Department~~Unit~~, and the regulated members of the business community to update the countywide hazardous materials management plan as necessary.

Policy 4.B.2.1.2: The City will utilize data from the County Government Hazardous Waste Assessment for St. Lucie County along with occupational license data collected by the St. Lucie County Health Unit, to identify the potential locations of hazardous waste or hazardous materials.

Objective 4.B.2.2: ~~By the year 2000, t~~The City will review, revise, and adopt new regulations as needed regarding a hazardous materials management plan for the City in accordance with Objective 4.B.2.1.

Policy 4.B.2.2.1: The plan will continue to include elements for protection of wellfields and watersheds.

Policy 4.B.2.2.2: The plan will include provisions for spill prevention control and countermeasures (SPCC) plans at regulated business.

Policy 4.B.2.2.3: The plan will include provision for periodic inspection by code enforcement officers.

Policy 4.B.2.2.4: The City shall continue to support St. Lucie County with its educational program to inform the City's residents of effective methods to safely store and dispose of household and commercial hazardous material, and procedures to follow in emergencies.

Policy 4.B.2.2.5: The City will continue to cooperate with the County in "Amnesty Days" and other methods to be used to encourage the collection and disposal of household and commercial hazardous waste material.

STORMWATER, NATURAL GROUNDWATER AND AQUIFER RECHARGE SUBELEMENT

GOAL 4.C.1: TO PROVIDE ADEQUATE CITYWIDE DRAINAGE AND STORMWATER MANAGEMENT FOR ALL RESIDENTS OF THE CITY.

Objective 4.C.1.~~2~~1: The City will document efforts to review and refine the citywide flood mitigation program.

Policy 4.C.1.~~2~~1.1: The City will continue to maintain an inventory of flooding complaints.

Policy 4.C.1.1~~2~~.2: The City will continue to investigate and plan for correcting flooding problems.

Policy 4.C.1.1~~2~~.~~4~~3: The City will continue to update and maintain the base map ~~recently completed~~ survey that shows the inverts, ~~of~~ elevations, sizes, and materials of street culverts and drainage conveyance systems~~rights-of-ways~~.

Objective 4.C.1.~~3~~2: The City will document efforts to continue to review and refine drainage improvements as needed.

Policy 4.C.1.~~3~~2.1: The City will continue to inventory and map problem areas and determine the adequacy of existing drainage plans in protecting life, property, and the environment.

Policy 4.C.1.~~3~~2.2: The City will maintain the computer data bases connected with the topographical maps.

Policy 4.C.1.2~~3~~.3: The City will continue to update and maintain the ~~existing~~ base maps ~~for~~ survey that shows the inverts, elevations, sizes, and materials of the street culverts and drainage conveyance systems. ~~the sub-basin areas, according to existing and future land use and maintain the existing levels of service.~~

Policy 4.C.1.2.~~3~~.4: The City will continue to limit development in the floodplain of the NFSLR to preservation, conservation, and public recreation uses and public interest projects of overriding public benefit, such as roads, hurricane evacuation routes, marinas, etc.

Policy 4.C.1.2.5: The City will continue to implement the improvements identified in the Eastern Watershed Improvement Project.

Policy 4.C.1.2.6: The City will continue to address the drainage and stormwater needs of future development.

~~*Objective 4.C.1.4: The City will maintain base surveys and detailed engineering and water quality studies and update them as necessary.*~~

~~Policy 4.C.1.4.1: Base surveys and engineering studies will continue to be prepared to include, at a minimum, the data and information required by 9J-5.011(1).~~

Policy 4.C.1.24.~~27~~: The City will insure continuing funding for the preparation of surveys and engineering studies included in the most recent Capital Improvements Element five year plan.

Objective 4.C.1.~~53~~: The City shall continue to adopt a schedule of prioritized improvements to be included and funded in the Capital Improvements Program~~Element~~.

Policy 4.C.1.3~~5~~.~~2~~1: Funds for the prioritized improvements will be included in the Capital Improvements ~~Element~~Program ~~for FY's 1997-2002~~.

Objective 4.C.1.~~64~~: ~~By the year 2000, t~~The City will continue to review existing regulations and enact provisions if needed in the Land Development Code (and other codes and ordinances, as necessary) for the design, construction, maintenance, and monitoring of stormwater management systems and to maximize the use of existing facilities and discourage urban sprawl.

Policy 4.C.1.4~~6~~.1: ~~At a minimum, t~~The land development regulations ~~have~~ will continue to address~~ed~~ the following management techniques: ~~as part of the interim drainage plan, and will continue to do so:~~

a. The monitoring, inspection, and maintenance of all existing and future stormwater facilities.
b. Limiting maximum impervious surface coverage and building coverage on residential, commercial, institutional, and industrial lots.
c. The use of erosion and runoff control devices during construction.
d. The existing 10-year or current 25-year level of service requirement, as appropriate.
e. The protection of the functions of natural drainage features.

Policy 4.C.1.4~~6~~.2: Property in flood prone areas that is damaged to 50% of its value will not be rebuilt in the flood prone location.

This policy was relocated from the Western Annexation Subelement

Policy 4.C.1.4.3: To achieve long-term benefits such as improved water quality and improved groundwater infiltration and recharge, the City shall encourage low impact development best management practices, and green infrastructure as a part of the stormwater management system. ~~Stormwater swales will be integrated into the right-of-way design of new roadways where practicable.~~

~~Policy 4.C.1.4.4: By the year 2016, the City shall create land development regulations to support and promote the use of low impact development features for both new and redeveloped projects. Low Impact Development practices may include but are not limited to:~~

~~a. Bioretention areas, biofilters, and rain gardens.~~
~~b. Bioswales or grassed and vegetated swales.~~
~~c. Green infrastructure.~~
~~d. Green roofs or vegetated roofs.~~
~~e. Permeable or porous pavement and pavers.~~
~~f. Rain barrels and cisterns.~~

~~a. The encouragement of innovative Low Impact Design (LID) features for both new and redevelopment projects.~~

~~b. The discouragement of the use of exfiltration trenches for stormwater runoff attenuation.~~

Objective 4.C.1.5~~7~~: The City shall continue to implement procedures in cooperation with its stormwater management system providers to coordinate the extension of, and/or increase the capacity of, stormwater management facilities in order to meet future needs and to insure that development permits are issued only when adequate facility capacity is available to serve the development.

Policy 4.C.1.5~~7~~.1: The levels of service standards for drainage are as follows:

a) The level of service adopted for stormwater management facilities for existing platted development and ~~platted development and~~ surface water management systems shall be as shown in the South Florida Water Management District (SFWMD) permit governing said system. In the event that a SFWMD ~~Systems or without a~~ permit does not cover the system, the system shall be developed in accordance with ~~shall be as shown in~~ SFWMD rules in effect at the time of ~~the system's original~~ construction and discharge rates, should one not be specified for the receiving body, shall be limited to 0.5 cfs per acre.~~in Planning Areas 1-7 is the 3-year frequency, storm event.~~

~~a)~~b) Building floor elevations for existing platted developments without SFWMD permits shall be at least 2-feet above the crown of the road.

~~b)~~ c~~b)~~ ~~The level of service standard adopted for stormwater management facilities in Planning Areas 1-7 (not included above) and in Planning Area 8, St. Lucie West, is the 25-year frequency storm event.~~ Building floor elevations for new development and surface water management systems shall be at or above the 100-year flood elevation, as determined from the greater of the Federal Flood Insurance Rate Maps or by calculations performed in accordance with the latest SFWMD rules.

~~c)~~ d~~c)~~ All new development regardless of size must comply with Chapter 17-25, Rule 17-25.025, F.A.C. and Chapter 17-3, Rule 17-3.051, F.A.C. for water quality and direct stormwater discharge to Outstanding Florida Waters and Aquatic Preserves as well as South Florida Water Management District Rules.

GOAL 4.C.2: INCREASE GROUNDWATER RECHARGE WHERE PRACTICABLE THROUGHOUT THE CITY.

Objective 4.C.~~3~~2.1: The City will continue to assist SFWMD and USGS (United States Geological Survey) in implementing a comprehensive groundwater monitoring plan which includes monitoring wells, instrumentation devices, and database format to establish groundwater response to rainfall and artificial recharge systems.

Policy 4.C.~~3~~2.1.1: The City will require that new developments with internal stormwater management system monitor rainfall, groundwater levels, and surface water levels within the new development as needed.

Policy 4.C.~~3~~2.1.2: The City will continue to maintain monitoring stations at selected locations in the city to establish the baseline monitoring network.

Policy 4.C.~~3~~2.1.3: The City and SFWMD will compile monitoring data.

~~*Objective 4.C.3.2: The City will cooperate with the SFWMD, and participate in the monitoring plan*~~

~~*to quantify groundwater recharge and discharge rates for natural and artificial recharge/discharge systems.*~~

~~Policy 4.C.3.2.1: Analytical techniques shall be utilized with sub-basins as recharge boundaries.~~

Objective 4.C.~~3~~2.~~2~~3: The City shall provide for protection of natural groundwater recharge areas.

Policy 4.C.~~3~~2.~~3~~2.1: ~~By the year 2000, t~~The City will continue to review and revise as needed land development regulations to include criteria for regulating land use and development to protect the functions of natural groundwater recharge areas.

This policy was relocated from the Western Annexation Sub-element

Policy 4.C.2.2.2: The City shall promote stormwater management facility design guidelines that support joint use of retention and detention basins for passive recreation, habitat, and open space~~will endeavor to integrate existing surface water and drainage patterns into the design of new conservation areas, open spaces, and parks into annexed areas~~.

POTABLE WATER SUBELEMENT

GOAL 4.D.1: THE PROVISION OF SAFE, HEALTHY, AND DEPENDABLE POTABLE WATER TO ALL RESIDENTS OF PORT ST. LUCIE AND OTHER SECTIONS OF THE CITY'S SERVICE AREA.

Objective 4.D.1.1: The City shall continue to enact ordinances and agreements for provision of potable water service to the City's ~~existing~~ serviced area and maximize existing facilities.~~of the City, which includes Port St. Lucie Water and Sewer Utility Service Areas #1-#9. Service to the entire area is anticipated to be complete by December of 2006.~~

Policy 4.D.1.1.1: The system design shall be consistent with the citywide master utility plan and Ten Year ~~follow the criteria established in the Williams, Hatfield & Stoner, Inc. Master Plan, Sewer and Water Expansion Program (1995)the~~ Water Supply Facilities~~y~~ Work Plan, as amended ~~every five years,~~ ~~as the minimum standard for water distribution systems.~~

Policy 4.D.1.1.2: PSLUSD shall maintain or concurrently construct adequate treatment, storage and pumping capacity for potable water demands generated by development occurring within the PSLUSD Service Area~~this water main extension project~~.

Policy 4.D.1.1.3: The City ~~Ordinance 95-70 will~~shall continue to encourage ~~require~~ connection for non-residential properties to an approved public drinking water system ~~within 365 days of~~ when it becomes available.

Policy 4.D.1.1.4: The City will continue to implement a cross-connection control and enforcement program for all residences, businesses, and/or irrigation systems connected to the public drinking water systems.

Policy 4.D.1.1.5: Properties with domestic wells that are connected to the public drinking water system may use the wells for irrigation purposes provided that they meet the cross-connection control requirements of Policy 4.D.1.1.4.

This policy was relocateed from the Western Annexation Sub-element

Policy 4.D.1.1.6: The City will coordinate projections of future water supply and consumption with the South Florida Water Management District.

~~*Objective 4.D.1.2: The City will continue to update the Master Plan.*~~

~~Policy 4.D.1.2.1: Public drinking water system extensions in the master plan shall be reviewed according to the following criteria:~~

~~a. Areas where, except for color and odor, the water quality in the shallow aquifer does not meet the primary and secondary standards in FDEP rule 62-550 FAC.~~

~~b. Areas where the septic tank/drainfield failure rate has created a substantial risk to human health and the St. Lucie County Health Unit has requested that a public water~~

~~system be provided.~~

~~c. Areas subject to flooding from the 100-year flood.~~

~~d. Existing septic tank density per acre.~~

~~e. Engineering feasibility of connecting a prioritized plat or parcel to the public drinking water system.~~

~~f. Former GDU/GDC "committed areas".~~

~~Policy 4.D.1.2.2: The master plan system design shall follow the criteria established in the Williams, Hatfield & Stoner, Inc. Master Plan, Sewer and Water Expansion Program (1995).~~

Policy 4.D.1.~~2~~1.~~3~~7: Calculated fire flows for system design shall be based on the Insurance Services Office Guide for Determination of Required Fire Flow, latest edition.

Policy 4.D.1.~~2~~1.48: Priorities will be established for facility replacement and providing for future facility needs.

Policy 4.D.1.~~2~~1.~~5~~9: The City will continue to investigate the feasibility of expanded ~~r~~euse of ~~treated~~ reclaimed ~~waste~~water for irrigation and landscaping in order to reduce the demand for potable water where it is economically feasible to do so.

Policy 4.D.1.1.10: For increased reliability, all water mains shall be looped.

Objective 4.D.1.~~3~~2: The City shall continue to implement procedures ~~in cooperation with its potable water system providers~~ to insure that development permits are issued only when adequate facility capacity is available to serve the development.

Policy 4.D.1.~~3~~2.1: The level of service standard adopted for potable water facilities ~~served by PSLUSD is 115 GPCD.~~ is as follows:

For residential uses, single and multi family, the following level of service standards shall apply:

Port St. Lucie Utility System Department-115 gallons per capita per day (GPCD)
St. Lucie West Services District-85 gallons per capita per day (GPCD)

For non-residential uses, the following level of service standards shall apply:

1. Commercial, 125 gallons per day per 1000 square feet
2. Hotel/Motel, 112.5 gallons per day per room
3. Industrial, 150 gallons per day per 1000 square feet
4. Office/School/Institutional, 120 gallons per day per 1000 square feet

~~1. Single and Multi Family/All Planning Areas, 100 gallons/capita/day.~~
~~2. Non-residential uses varies as outlined in Section 61.11 of the City Code.~~

Policy 4.D.1.~~3~~2.2: The level of service for the provision of water and sewage treatment for development in areas outside of existing Utility Service Areas shall be based on verification and acceptance of an approved water well and septic system by the County Health Department.

Policy 4.D.1.2.3: The City shall continue to address the potable water needs of future development.

~~*Objective 4.D.1.4: The City shall maintain a water and sewer technical advisory committee (Working Group).*~~

~~Policy 4.D.1.4.1: The committee will be composed of a representative from the following agencies or organizations: St. Lucie County Health Department, Department of Environmental Protection, Port St. Lucie Utility Department, Port St. Lucie Planning Department, and the Emergency Management Department.~~

GOAL 4.D.2: PROTECT AND CONSERVE PUBLIC DRINKING WATER SUPPLIES.

Objective 4.D.2.1: The City in conjunction with PSLUSD, St. Lucie County and the South Florida Water Management District, will have established the locations and zones of groundwater influence of existing and proposed public water supply wells and/or wellfields to provide a water supply through build-out of the City, and abide by FDEP district standards.

Policy 4.D.2.1.1: The City shall adopt and implement the City of Port St. Lucie, Florida 10-Year Water Supply Facility Work Plan ~~as prepared by Reiss Environmental, November 29, 2007~~ in accordance with the SFWMD Upper East Coast Water Supply Plan

Policy 4.D.2.1.2: The siting of new wells or wellfields shall consider the sanitary and water quality hazards of existing and proposed land uses. Hazards may include, but not be limited to, septic tanks, canals, surface water management systems (recharge areas), commercial properties, abandoned dumpsites and transportation systems.

Policy 4.D.2.1.3: The City shall continue to prohibit by ordinance the installation of septic tanks or the application of reclaimed (IQ) water from wastewater effluent within two hundred (200) feet of any existing or proposed public water supply well in the shallow aquifer.

Policy 4.D.2.1.4: The City, through its Planning and Zoning Department and Utility Services Department, shall continue to review proposed development, for the potential for release of hazardous materials that may contaminate public drinking water supply wells, in accordance with the Wellfield Protection Ordinance.

Objective 4.D.2.2: The City will continue to enforce Ordinances requiring water conserving plumbing fixtures and irrigation systems in new construction.

Policy 4.D.2.2.1: The City will continue to require the use of reclaimed (IQ) water instead of drinking water for irrigation of commercial and public properties wherever it is practicable and feasible.

CONSERVATION AND COASTAL MANAGEMENT ELEMENT

INTRODUCTION

The purpose of a Conservation Management Element is to promote the conservation, use, and protection of natural resources. The purpose of a Coastal Management Element is to protect human life and to limit public expenditures in areas that are subject to destruction by natural disaster. It is also to plan for, and where appropriate, restrict development activities where such activities would damage or destroy coastal resources. This Chapter contains the Conservation and Coastal Management elements and provides goals and policies concerning conservation of natural resources and the protection and resiliency of coastal areas.

The City of Port St. Lucie lies in St. Lucie County, an Atlantic Ocean coastal county located slightly south of the middle of the Florida peninsula. The County is composed of a mainland component, an estuarine lagoon, and a barrier island that is intersected by the Fort Pierce inlet. The City is in the southeast corner of the mainland portion of St. Lucie County with portions of the eastern limits of the City abutting the west shoreline of the estuarine lagoon. The North Fork of the St. Lucie River traverses the City and portions of the Savannas State Reserve, a large, unique freshwater coastal wetland, as well as a portion of the Atlantic Coastal Ridge fall within the City.

The coastal areas and natural resources of the City are dynamic and vulnerable resources, and are also essential components of the City's economic and social structure. Appropriate protection and management of the City's natural resources and coastal area increases community resiliency, mitigates hazard risk and supports the economic and social structure of the community.

NATURAL ENVIRONMENT

Climate

The Southeast Regional Climate Center has collected climate data from the City of Fort Pierce from 1901 through 2010, and from the Town of Stuart from 1935 through 2010. These communities lie just to the north and to the south, respectively, of the City of Port St. Lucie and provide relevant data. Data collection for Fort Pierce identifies the average annual maximum temperature is 82.1 F° and the average annual minimum temperature is 64.7 F°, with an annual total precipitation of 52.42 inches. Data collection for Stuart identifies the average annual maximum temperature is 83.2 F° and the average annual minimum temperature is 65.9 F°, with an average annual total precipitation of 58.01 inches. Precipitation is not distributed evenly throughout the year. Precipitation ranges from an average monthly low of 2.15 inches in December to 7.81 inches in September for Fort Pierce, and an average monthly low of 2.50 inches in January to 8.08 inches in September for Stuart. Precipitation is heaviest from June through September with nearly half of the annual rainfall occurring during these four months. No snowfall has been reported during this recording period.

Thunderstorms are common during the summer months. Hurricanes, much less frequent occurrences, have the potential to occur from June through November; heavy rainfall, high winds, and widespread flooding may accompany these storms. Records, again tracked

specific to Fort Pierce, identify that tropical storms or hurricanes have brushed or hit within 60 miles 52 times from 1871 through 2010. The most recent storm event occurred when tropical storm Fay passed to the northwest on August 20, 2008 with heavy rainfall causing flooding to many locations.

Soils

Map FLU-10 Soils, provides the general distribution of soils in the City as presented in the 1990 National Cooperative Soil Survey conducted by the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS). The following table provides a list of the soils mapped by the NRCS. Appendix 5-A. Soils Descriptions, provides the description, as provided by the Natural Resource Conservation Service (NRCS), of the soil series or land cover represented in the City.

TABLE 5-1
Soils and Land Coverage

ANCLOTE SAND, DEPRESSIONAL	PEPPER AND EAUGALLIE SANDS
ANKONA AND FARMTON SANDS	PINEDA SAND
ANKONA – URBAN LAND COMPLEX	PITS
ARENTS, 0-5 PERCENT SLOPES	POMPANO SAND
ARENTS, 45-65 PERCENT SLOPES	POPLE SAND
BASINGER SAND	RIVIERA FINE SAND
CANAVERAL FINE SAND	RIVIERA SAND, DEPRESSIONAL
CHOBEE LOAMY SAND	SALERNO AND PUNTA SANDS
ELECTRA FINE SAND	SAMSULA MUCK
FLORIDANA SAND	SATELLITE SAND
FLUVAQUENTS, FREQUENTLY FLOODED	ST. LUCIE SAND
HILOLO LOAMY SAND	SUSANNA AND WAUCHULA SANDS
HOBE SAND	TANTILE AND POMONA SANDS
HONTOON MUCK	TERRA CEIA MUCK
JONATHAN SAND	URBAN LAND
KALIGA MUCK, DEPRESSIONAL	WABASSO FINE SAND
KESSON-TERRA CEIA COMPLEX	WABASSO SAND
LAWNWOOD AND MYAKKA SANDS	WATER
MALABAR FINE SAND	WAVELAND AND IMOKALEE FINE SAND
NETTLES AND OLDSMAR SANDS	WAVELAND-LAWNWOOD COMPLEX
OLDSMAR SAND, DEPRESSIONAL	WAVELAND URBAN LAND COMPLEX
PAOLA SAND	WINDER LOAMY SAND
PENDARVIS AND POMELLO SANDS	WINDER SAND, DEPRESSIONAL
PENDARVIS - URBAN LAND COMPLEX	WINDER SAND, SHELL SUBSTRATE

Source: 1990 National Resource Conservation Service (NRCS) SSURGO Soils Maps

Physiography

The City of Port St. Lucie is identified by the U.S. Fish and Wildlife Service (FWS) as a part of an Upper East Coast sub-region; which includes St. Lucie, Indian River, Martin and the northern portion of Palm Beach County. This sub-region covers approximately 2,174 square miles and has an average elevation of 20 feet. The rise and fall of changing sea levels formed this area which is characterized by three, east to west, physiographic zones: (1) the Atlantic Coastal Ridge, (2) the Eastern Valley, and (3) the Osceola Plain. The Atlantic Coastal Ridge, bordered on the east by the Atlantic Ocean and on the west by the Eastern Valley, consists of relic dune ridges formed by wind and wave action along the coastline. Paralleling the east coast, the Ridge varies in width from a few hundred yards to a mile or two, and ranges in elevation from sea level to approximately 100 feet in Jonathan Dickinson State Park, the highest coastal elevation within this sub-region. In general, U.S. Highway 1 and the Florida East Coast Railway run along the Atlantic coastal ridge.

The City abuts the west shoreline of the Indian River Lagoon, an estuarine lagoon. Portions of the Savannas State Reserve, a unique freshwater coastal wetland, as well as a portion of the Atlantic Coastal Ridge fall within the City.

The North Fork of the St. Lucie River traverses the City in a north-south direction. The creation of St. Lucie Inlet in 1892 connected the Indian River Lagoon to the Atlantic Ocean at the mouth of the SLR. This project ultimately converted this freshwater tributary to a riverine estuary (freshwater in the upper reaches and saltwater in the middle and lower sections). This unique salinity gradient changed the natural resources found in the SLR. Because of its geographic location and the tidal connection through the St. Lucie Inlet, the North Fork supports high species diversity and serves as an important nursery ground for a variety of fish and wildlife.

Map FLU-3 Topography identifies the topography of the City. The City is relatively flat with elevations ranging from 0 to 35 feet. The vast majority of the City is at 20 feet. The lowest elevation is found along the North Fork of the St. Lucie River. The highest elevation is along the Atlantic Coastal Ridge.

Soil Erosion

Due to the relatively flat topography of the City, and the protection the Barrier Island provides, soil erosion from typical geophysical conditions is generally not a problem in the mainland component of the County where the City lies. However, soil erosion and sedimentation can be a problem with large scale mining and agricultural operations if recommended Best Management Practices are not followed.

In the 1920's the headwaters of the North Fork the St. Lucie River were dredged for flood control and navigation. Spoil deposited along the newly-created channel isolated both floodplain habitat and oxbows from the original river course. This left canals with steep banks and narrow remains of floodplain habitats degraded by dense stands of non-native vegetation. These altered shorelines with diminished and degraded floodplain are susceptible to erosion and have created sedimentation problems along portions of the North Fork of the St. Lucie River. Restoration projects along the North Fork are proposed within a component of the federal Comprehensive Everglades Restoration Program (CERP) identified as the *Indian River Lagoon - South Plan*.

Commercially Valuable Minerals

Other than sand there are no commercially valuable minerals in the City. Currently, there are no active mining operations in the City.

Floodplains

The following table lists and describes the flood zones within the City as identified by the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). The flood zones are shown on map FLU-4.

Table 5-2
Federal Emergency Management Agency Flood Zones

Zone	Description
A	An area inundated by 1% annual chance flooding, for which no base flood elevations (BFE's) have been determined.
AE	An area inundated by 1% annual chance flooding, for which BFEs have been determined.
AH	Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
X	Areas determined to be outside the 500-year floodplain, determined to be outside the 1% and 0.2% annual chance floodplains. Areas of minimal flood hazard from the principal source of flood in the area.
X500	Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. An area inundated by 0.2% annual chance flooding.

Source: South Florida Water Management ArcHydro Enhanced Database (AHED) Waterbody dataset, 4/29/2011.

Prior to development by man, the area that presently comprises St. Lucie County had drainage patterns that were controlled by major topographic features such as the Atlantic Coastal Ridge and more subtle features such as minor relict beach dunes (U.S. 1 south of Fort Pierce), Green Ridge (south central County), Osceola Plain (southwest County), Ten Mile Ridge (north central County), and overall a gentle slope from west to east (about 60 feet to about 5 feet). The alignment of these surface features generally parallels the existing coastline and thus traditionally served to impede sheetflow; the St. Johns Marsh, Allapattah Flats, and the Savannas were wetlands formed by these impediments. The Allapattah Flats and the south portion of the St. Johns Marsh slowly flowed east and south to form the headwaters of the North Fork of the St. Lucie River (NFSLR), which drained almost all of mainland St. Lucie County (450 sq. mi.). The Savannas normally percolated through the Atlantic Coastal Ridge to the Indian River, but during extremely high water stages there could be overflow to the North Fork of the St. Lucie River through Platts Creek. These wetland marshes stored water and provided recharge to the shallow aquifer.

Within the City of Port St. Lucie there were minor drainageways such as Howard Creek, Blakeslee Creek and Winters Creek, but the NFSLR was, and remains, the dominant drainage feature of both the City and the County. The NFSLR varies from 200 to 400 feet in width and meanders through a lush floodplain that is approximately one-half mile wide in the City. The floodplain has been subjected to very little development in the City and the Future Land Use Plan proposes continued restriction of floodplain development.

Air

Based upon ambient air quality monitoring, conducted by the Florida Department of Environmental Protection (FDEP) and documented in the *2009 Florida Air Monitoring Report*, Port St. Lucie, is an attainment areas for the six major air contaminants: carbon monoxide (CO), lead (Pb), ozone (O_3), nitrogen dioxide (NO_2), particulate matter (PM), and sulfur dioxide (SO_2). The attainment area designation indicates that the concentrations of major pollutants are within the acceptable limits set by the Florida Department of Environmental Protection and the U.S. Environmental Protection Agency. Air quality is a matter to be addressed at a regional level requiring local, County and regional entities to coordinate air quality maintenance and improvement efforts.

The Future Land Use element of this plan addresses strategies for reduction of greenhouse gas emissions.

Water Resources

Map FLU-5 Water Bodies, locates the water bodies within and adjacent to the City. Most significant are the North Fork of the St. Lucie River (NFSLR) which traverses the City, and the Indian River Lagoon which abuts small portions of the eastern limits of the City. Within the City, the NFSLR is brackish and progresses from a riverine system to an estuarine system as it flows south. Major natural tributaries and embayments of the North Fork in the City are Long Creek, Mud Cove, Kitching Cove, Winters Creek, Blakeslee Creek, and Howard Creek.

North Fork St. Lucie River. The NFSLR is part of Florida's Save Our Rivers Program. Additionally, a portion of the North Fork is designated as an aquatic preserve and is also designated as Outstanding Florida Water pursuant to Chapter 62-302 F.A.C. The North Fork Aquatic preserve is bounded on the north by Midway Road and extends from Coconut Point in Stuart to Jenkins Point in Palm City just west of the Roosevelt Bridge in Martin County. The eastern and western boundaries of the preserve encompass the state-owned sovereign submerged lands occurring below the mean high water line to which the state holds title. The preserve is approximately 16 miles long through the natural riverbends and contains approximately 5,000 acres.

The North Fork is located in the Eastern Valley which is composed of long, low narrow ridges ranging from 15 to 30 feet in elevation. The natural topography of the watershed is generally flat with few natural rises. The hydrology of the North Fork and its headwaters was altered in the early to mid 1900s to support the growing demands of development and navigation. This began with a network of agricultural and residential canals and drainages. The canals were primarily designed to address flood control and drainage for land reclamation. Prior to these drainage efforts, the North Fork St. Lucie River (SLR) watershed encompassed 187 square miles. Construction of these drainage canals expanded the watershed to 821 square miles by diverting flows from other areas to the North Fork.

Another flood control and navigation project was conducted from the 1920s to the 40s to straighten portions of the North Fork. In the process of straightening the river, the dredged spoil was piled into berms (mounds) along the banks of the new channel. These spoil piles, which can measure up to 50 feet wide and 25 feet tall, block former river bends and oxbows as well as isolate a large portion of the North Fork floodplain. Historically, the slow and meandering path of the North Fork allowed suspended solids to settle out of the water and nutrients to be filtered by vegetation, but the direct river-course does not, which now affects the water quality and sediment loads reaching the estuary.

The creation of St. Lucie Inlet in 1892 connected the Indian River Lagoon to the Atlantic Ocean at the mouth of the St. Lucie River (SLR). This project ultimately converted this freshwater tributary to a riverine estuary (freshwater in the upper reaches and saltwater in the middle and lower sections). This unique salinity gradient changed the natural resources found in the SLR. Because of its geographic location and the tidal connection through the St. Lucie Inlet, the North Fork of the river supports high species diversity and serves as an important nursery ground for a variety of fish and wildlife. The river now serves as an important breeding and nursery ground for migratory fish, such as snook (*Centropomus spp.*), snapper (*Lutjanus spp.*), and opossum pipefish (*Microphis brachyurus lineatus*) that require estuarine and freshwater to complete their lifecycle. The river is also especially important habitat for the juvenile phases of commercially important species such as blue crabs, snook, snapper, drum and shrimp. Rare tropical peripheral fish species, such as gobies, sleepers, and pipefishes, are also found in the upper reaches of the North Fork and the two headwaters - Five Mile Creek and Ten Mile Creek.

Drainage Canals. The C-24 canal traverses the City and the C-23 canal runs along the southern limits of the City. Overall, there are three major primary drainage and flood control canals in the County, the C-23, C-24 and the C-25 which are part of the Central and South Florida Flood Control project and are managed by the South Florida Water Management District (SFWMD). In addition, the Fort Pierce Farms Water Control District and the North St. Lucie River Water Control District manage numerous secondary canal systems. These canals are solely dependent on rainfall as a source of inflow and are important sources of agricultural irrigation water. Canals C-23, C-24 and the North Fork of the St. Lucie River Water Control District canals drain into the North Fork of the St. Lucie River and its major tributaries. At this time all but a small area in southwestern and northeastern St. Lucie County is drained by these primary and secondary canal systems.

Alteration and expansion of the historic watershed coupled with ecologically-degrading land use practices have set the stage for the current impaired condition of the North Fork and most other SLR watershed basins. Prior to these manmade alterations, wet season rains pooled broadly across the SLR watershed and moved toward the naturally lower elevations surrounding the river. Historic wetland ecosystems facilitated dynamic watershed storage and sheet flow. Reduced movement through natural features kept wetlands flooded and provided for movement of groundwater to the river during the dry season. This made historic wetlands and estuaries less vulnerable to Florida's variable rainfall. Today, much of the watershed runoff from the North Fork drainage basins flows quickly from smaller, residential canals into large canals that cross the coastal ridge instead of being detained, evaporated, cleansed, and held by natural systems.

The Savannas. A unique freshwater ecosystem is located in a shallow catchment area between the steeper western slope of the Atlantic Ridge and the gentler slope to the eastern uplands. A large portion of this habitat is under public ownership and is referred to as The Savannas. A large portion of the 6,311 acre Savannas Preserve State Park, under the ownership and management of the State, falls within the City. Outside of the Savannas, inland freshwater wetlands and swamps also occur throughout the City.

Indian River Lagoon. Immediately interior to the coastal barrier island, located between the barrier island and the Atlantic Coastal Ridge, is the Indian River Lagoon (IRL). The IRL is a linear estuarine system that extends along more than a third of Florida's east coast, over 155 miles, from Ponce de Leon Inlet in Volusia County south to Jupiter Inlet in Palm Beach County. Numerous freshwater wetlands and sloughs undergo a transition into riverine systems that

connect directly to the IRL. The lagoon interacts with the saline waters of the Atlantic Ocean through the inlets, providing tidal exchange with fresh water discharged into the lagoon from the inland rivers. Although only small portions of the eastern limits of the City abut the west shoreline of the Indian River Lagoon, due to the significance of this water body it is import to discuss this estuarine system that lies in such close proximity to the City.

The IRL provides a higher species diversity than any other estuary in North America. Portions of the IRL have been designated as Aquatic Preserves. The *Jensen Beach to Jupiter Inlet Aquatic Preserve* extends from the southern corporate limits of Fort Pierce (St. Lucie County) south (through Martin County) to Jupiter Inlet (West Palm Beach County) and encompasses 22,000 acres. The aquatic preserve was adopted under Florida Statutes, Sections 258.35 – 258.46 by the State of Florida on October 21, 1969 and are managed by the Florida Department of Environmental Protection, Office of Coastal and Aquatic Managed Areas. The Preserve is listed in the Aquatic Preserve Rule, Chapter 18-20 Florida Administrative Code, and have also been designated as Outstanding Florida Water pursuant to Chapter 62.302.7 F.A.C. The IRL is one of only twenty-eight estuaries in the country in the Environmental Protection Agency's National Estuary Program.

A variety of organizations have monitoring and research underway in the IRL and its watershed. The Indian River Lagoon Surface Water Improvements and Management (SWIM) Program has been designed to develop and execute a combination of research and practical implementation projects to protect or restore the environmental resources of the Indian River Lagoon. This joint program, administered cooperatively through the St. John's River Water Management District (SJWMD) and the South Florida Water Management District (SFWMD), has three goals:

- Attain and maintain water and sediment of sufficient quality to support a healthy, seagrass-based estuarine ecosystem;
- Attain and maintain a functioning seagrass ecosystem which supports endangered and threatened species, fisheries and wildlife; and
- Achieve heightened public awareness and coordinated interagency management.

Potable Water

On a regional level, The City of Port St. Lucie and St. Lucie County are located within the South Florida Water Management District (SFWMD). More specifically they are located in the District's Upper East Coast (UEC) Planning Area consisting of St. Lucie and Martin counties and eastern Okeechobee County with a boundary encompass over 1,230 square miles, and generally reflecting the watersheds of the C-23, C-24, C-25 and C-44 canals. The *2004 Upper East Coast Water Supply Plan Update* (2004 UEC Plan Update) and the *2006 Upper East Coast Water Supply Plan Amendment* (2006 UEC Plan Amendment) provides details on the current and projected water supply for this planning area. The Executive Summary of the 2006 UEC Plan Amendment states:

> The UEC Planning Area's projected population growth over the next 20 years will significantly impact the region's public water demands, particularly in the urban sector. The UEC Region's total population is expected to increase from 320,664 in 2000 to about 584,927 residents by 2025. This estimate is 20 percent higher than the population estimate projected in the 2004 UEC Plan Update. Development of alternative water supplies will play a vitally important role in meeting water needs, as further development of traditional supplies becomes increasingly limited. While public

water supply water withdrawal needs are projected to increase by 65 million gallons per day (MGD) with the region's projected rapid growth, and agricultural water demand is forecasted to decrease 7 percent, agriculture will remain the Upper East Coast Planning Area's largest water user. The largest percentage of change in urban water demand over the next 20 years will be in the thermoelectric power generation self-supply sector as three new power generation facilities are projected to be located in this region.

As a result of this water supply planning process, new public water supply capacity is expected to exceed Year 2025 demands. The utilities have identified sufficient projects to meet the projected water needs for the Year 2025, and projects specific to each major public water supplier are included in this plan amendment. Forty-seven alternative water supply projects and one traditional water supply project were submitted by local utilities for this UEC Plan Amendment.

The sole source of potable water within the City is groundwater. The Potable Water Sub-Element focuses on the public and domestic self-supply demand for the City and provides specific data on the public water needs, sources, treatment, and distribution systems. Port St. Lucie contains wellfields and also has an adopted Wellfield Protection Ordinance. Map FLU-9 identifies the location of the wellfields. The potable Water Sub-Element outlines the geographic service areas of potable water service for the major regional facilities operating in the City which include the Port St. Lucie Utility Systems Department (Public), the St. Lucie West Services Department (Private), and The Reserve (Private).

Ground Water

The South Florida Water Management District identifies that agriculture is the major land use in the Upper East Coast (UEC) Planning Area, with citrus being the dominant crop. Water for urban and agricultural uses in the UEC Planning Area comes from three main sources: the Floridan Aquifer System (FAS), the Surficial Aquifer System (SAS) and surface water. Surface water from the C-23, C-24, C-25 and C-44 canals is used primarily for agricultural irrigation, with the FAS used as a backup source during periods of low rainfall. Public water supply wells draw groundwater from both the brackish FAS and some from the shallow unconfined SAS as the source for public water supply and urban irrigation. Withdrawals from the SAS have been maximized along the coast and alternative water supplies are being developed to meet the growing water needs. These include the FAS as a source of drinking water and reclaimed water for irrigation water. The SAS and surface water are dependent upon rainfall for recharge.

There are four primary drainage canals in the UEC Planning Area that are part of the Central and Southern Florida Flood Control Project. These canals (C-23, C-24, C-25 and C-44) have also become important sources of irrigation water within their respective drainage basins. The C-44 is the only one of the four canals that receives inflow from outside its drainage basin. The C-23, C-24 and C-25 canals, by contrast, are solely dependent on rainfall as a source of inflow. As a result of the large demand for this limited surface water supply, there are prohibitions for any new or expanded water supply uses of these three canals.

The Floridan Aquifer is used by growers as a supplemental source when surface water availability is limited, and as a primary irrigation source when surface water is not available. In most cases, water from the Floridan Aquifer has a high salinity (relative to surface water) and has to be blended with surface water or water from the Surficial Aquifer before it is used for irrigation.

Currently, most of the public water supply for the region comes from the shallower Surficial Aquifer as it has better quality water. The Floridan Aquifer in the UEC Planning Areas is a relatively unused water source for public water supply, as it located approximately 900 feet below land surface. However, the use of the Floridan Aquifer by utilities is increasing and most coastal utilities in the region plan to use the Floridan Aquifer to meet their future needs. Utilities either blend the Floridan water with fresh water or treat it using reverse osmosis.

Because of its diffuse and intermittent nature, stormwater is not generally considered a viable option for direct public-supply applications where reliability is a major consideration. Stormwater management practices that provide for increased soil infiltration and groundwater recharge opportunities should be considered as a means to protect and possibly enhance existing groundwater resources.

The following is a summary of water supply issues in the UEC Planning Area.

- Increased withdrawals from the Surficial Aquifer System are limited due to potential impacts on wetlands, as well as the increased potential for saltwater intrusion.
- Surface water availability in the C-23, C-24 and C-25 canals is not sufficient to meet existing and projected agricultural demands.
- Freshwater discharges (minimums and maximums) are affecting the health of the St. Lucie River and Estuary, southern Indian River Lagoon and the Northwest Fork of the Loxahatchee River.

Surface Water

Compared to most groundwater sources, surface water sources generally are of lower quality. Surface waters tend to contain silts and suspended sediments, algae, dissolved organic matter from topsoil, and chemical and microbiological contaminants from municipal wastewater discharges, stormwater runoff, and industrial and agricultural activities. The quality of surface water may vary seasonally with variation in flow rates or water levels. Traditionally, surface water has not been used for public supply in the SFWMD.

Pollutants

Waste generators, solid waste facilities, above and underground storage tanks, and dry cleaning facilities are licensed and regulated by the Florida Department of Environmental Protection (FDEP). Current information on these facilities is available through the Florida Department of Environmental Protection Division of Waste Management. Information on contaminated sites is also available through the U.S. Environmental Protection Agency (EPA) Resource Conservation Recovery Act (RCRA), Superfund, National Priorities List and Brownfield databases.

A May 2011 database search identifies that at this time there are no sites in the City listed on the U.S. Environmental Protection Agency's (EPA) Federal Superfund list or the National Priorities List (NPL), and there are no brownfields in the City. Currently there are two sites within the City registered in the State Dry Cleaning Solvent Clean-up Program.

The City can discourage residential source contamination through close coordination with the Florida Department of Environmental Protection and by providing public information regarding the safe disposal of chemicals. Specifically, information can be made available on free disposal of household hazardous wastes, information on disposal contractors available to small businesses and the special waste programs available for landfill disposal of non-typical

materials, such as spill clean-ups and contaminated soils.

The City of Port St. Lucie does not and has never operated a solid waste disposal facility within the City. However, there are two abandoned dump sites within the City that have been identified by the Department of Environmental Protection. One is in the northwest quarter of Section 7, Township 37, Range 41, on the east side of Lennard Road and approximately 1.75 miles south of Walton Road. This site was used by General Development Corporation for disposal of residential and commercial solid waste. The second site is in the northeast quarter of Section 20, Township 36, Range 40, on the west side of Airoso Boulevard approximately 1800 feet north of Floresta Boulevard. This site was used by various property owners to dispose of building materials and some garbage. The Department of Environmental Protection Sites List describes a "minimal potential problem" to these two dump sites. Currently all solid waste including yard waste generated within the City is disposed of at the Glades Road Sanitary Landfill as per an interlocal agreement with the County.

Nuclear Power Plant. The Florida Power and Light (FPL) St. Lucie Nuclear Power Plant is located on South Hutchinson Island, a barrier island in the southern portion of the County. The Power Plant is located only several miles from the eastern limits of the City. Nuclear energy production is monitored closely by the Nuclear Regulatory Commission, (NRC) a federal agency. Daily inspections are conducted at the St. Lucie Plant to guarantee compliance. Several identical safety systems are in place so that if one fails, others automatically go to work. In the unlikely event of an emergency, that could potentially result in the release of nuclear contamination, the environmental impacts could range from modest to catastrophic on a wide ranging, long term scale.

Land Cover

Map FLU-7 Habitats locates the habitat coverage within the City as recognized by the Florida Fish and Wildlife Conservation Commission (FWC). The table below provides the acreage and percentage of each of the habitat covers within the City.

Table 5-3
Habitat Coverage

Habitat	Category	Acreage	Percentage
Citrus	Agriculture	14,515.05	76.81%
Improved Pasture	Agriculture	3,327.76	17.61%
Other Agriculture	Agriculture	65.28	0.35%
Row/Field Crops	Agriculture	986.71	5.22%
Unimproved Pasture	Agriculture	2.45	0.01%
	Category Total	18,897.24	25.61%

Habitat	Category	Acreage	Percentage
Bare Soil/Clearcut	Disturbed/Developed	1,207.02	4.01%
Exotic Plants	Disturbed/Developed	2.47	0.01%
Extractive	Disturbed/Developed	13.61	0.05%
High Impact Urban	Disturbed/Developed	21,934.28	72.89%
Low Impact Urban	Disturbed/Developed	6,934.65	23.04%
	Category Total	30,092.04	40.78%

Table 5-3
Habitat Coverage

Habitat	Category	Acreage	Percentage

Habitat	Category	Acreage	Percentage
Cypress/Pine/Cabbage Palm	Native Habitats	131.60	0.76%
Dry Prairie	Native Habitats	4,583.62	26.39%
Grassland	Native Habitats	15.12	0.09%
Hardwood Hammocks and Forest	Native Habitats	932.78	5.37%
Mixed Pine-Hardwood Forest	Native Habitats	0.67	0.00%
Pinelands	Native Habitats	11,140.25	64.14%
Sand Pine Scrub	Native Habitats	80.67	0.46%
Shrub and Brushland	Native Habitats	474.88	2.73%
Xeric Oak Scrub	Native Habitats	9.37	0.05%
	Category Total	17,368.96	23.54%

Habitat	Category	Acreage	Percentage
Bay Swamp	Water & Wetlands	15.03	0.20%
Cypress Swamp	Water & Wetlands	184.22	2.48%
Freshwater Marsh and Wet Prairie	Water & Wetlands	2,530.05	34.01%
Hardwood Swamp	Water & Wetlands	1,111.10	14.93%
Mangrove Swamp	Water & Wetlands	557.59	7.49%
Mixed Wetland Forest	Water & Wetlands	52.88	0.71%
Open Water	Water & Wetlands	2,355.18	31.66%
Salt Marsh	Water & Wetlands	14.84	0.20%
Shrub Swamp	Water & Wetlands	618.77	8.32%
	Category Total	**7,439.66**	**10.08%**
Grand Total Coverage Acreage	**73,797.90**		

Source: Florida Fish and Wildlife Conservation Commission

Land coverage can broadly be categorized into Agricultural, Disturbed/Developed, Native Habitats, and Water/Wetland. As mapped, roughly 26% of the City falls under the Agricultural category, 41% is Disturbed/Developed, 23% is Native Habitats and 10% is Water/Wetlands. A variety of the historic native vegetative upland and wetland communities still exist; combined these occupy nearly a third of the City. Appendix 5-B Habitat Descriptions, provides a description, as provided by the FWC, of the habitats within the City.

The FWC map is not parcel based but looks at all habitats within the City limits; it does not exclude lakes, roadways, water bodies and public right of way lands. Therefore, it is important to note that the acreage identified by the FFWCC map will not directly correspond to the acreage totals established in future or existing land use maps, which are parcel based. Additionally, on the FWC map an individual parcel may contain multiple habitats, such as urban, pineland and open water.

Natural Habitats

Imperiled and other animal species depend on native vegetative communities for refuge, foraging, nesting, and denning. The size, quality, and connectivity of native vegetative communities all influence wildlife utilization. Appendix 5-C. Listed Wildlife Species, identifies the listed wildlife species that may be found within the City.

Appendix 5-D. Native Plant Species, provides a list of native plant species having the potential to occur in the City, and identifies those that are recognized as either threatened or endangered by federal and State agencies.

Appendix 5-E. Invasive/Exotic Pest Plant Species, provides a list of the invasive exotic pest plant species that may occur in the City. Invasive exotic plant species have the capacity to disrupt, and displace native plant communities and associated dependent wildlife. The FWC recognizes and maps areas of invasive coverage in their habitat land coverage mapping program. The mapped invasive coverage within the City is limited to such a degree that only 0.01% coverage appears on the map.

Conservation Opportunities

Conservation opportunities are enhanced through the public ownership of land. The City contains three major natural areas that are managed by the state for recreation and conservation use. These areas include the North Fork St. Lucie River Aquatic Preserve; North Fork St. Lucie River State Buffer Preserve; and the Savannas State Reserve.

The City of Port St. Lucie has a Conservation Lands Management and Acquisition Plan which includes an inventory of conservation lands currently under the City's ownership and an inventory of lands that are candidates for purchase under the City's Conservation Trust Fund Program. The City's Conservation Trust Fund was formally established in 1992 through the adoption of Chapter 157: Natural Resource Protection in the City's Land Development Regulations. The funding source for the Conservation Trust Fund is a one-time voluntary contribution that developers pay in lieu of preservation or land donation as established under Chapter 157.

In 1991, the St. Lucie Board of County Commissioners formed the Land Acquisition Selection Committee (LASC), which was charged with the task of preparing a proposal for public acquisition or protection of significant natural areas in the County. The LASC still serves as an advisory body to the Board of County Commissioners. In November, 1994, St. Lucie County voters approved a bond referendum authorizing issuance of ad valorem tax bonds, not to exceed $20 million, to participate in state and federal land acquisition programs targeting the protection of natural areas. The St. Lucie County Environmental Lands project began in 1994 with the passage of this local bond program. On December 7, 1995, Spruce Bluff, a 97-acre site along the North Fork of the St. Lucie River, was the first site acquired through the Environmentally Significant Lands program. Since that time, over 7,355 acres have been acquired and more land has been identified for protection through public acquisition, including the Oxbow Eco-Center located in the City.

Additionally, the *IRL-South SWIM Plan* identifies that restoration of 2,984 acres along the North Fork St. Lucie River is proposed and that 1,600 acres were purchased and are managed by local, state, and regional agencies. Since 1994, the Conservation and Recreation Lands Program, the SFWMD Save Our River's Program, Florida Communities Trust, and the County's Environmental Lands program combined have spent about $7 million on lands acquisition along the North Fork and over $1 million on removal of exotic plants. The

Recreation and Open Space Element provides greater detail and lists the recreation and preservation lands within the City. The park and recreation sites in the City are located on map REC-1.

COASTAL RESOURCES

Coastal Planning Area

The City's coastal planning area is the area where the eastern limits of the City abut the Indian River Lagoon (IRL) and the areas in the City that abut the North Fork of the St. Lucie River (NFSLR). These locations are shown on map CST-1 Coastal Planning Area, and are generally described below.

There are two separate locations where the eastern limits of the City abut the IRL. The first consists of the corridor along Walton Road that terminates at the mean high water of the IRL. This is delineated by the City limits on the north, east and south and by the Florida East Coast railroad on the west. The second area is slightly north of this area and consists of the northeastern corner of the City limits that abuts the IRL. This area is also delineated by the City limits on the north, east and south, and by the Florida East Coast railroad on the west.

Additionally, the City includes in the coastal planning area the portions of the City that abut the NFSLR; and this too consists of two separate areas. The southern area is identified by the City limits on the north and on the south; and by the City limits and U.S. 1 along the east, whichever is westernmost. The western limit is delineated by S.W. Floresta, S. Bend Boulevard, S.E. Becker Road and the Florida Turnpike from the north to the south respectively.

The second area abutting the NFSLR is the northeastern corner of the City that abuts the NFSLR. This area is delineated by the City limits on the north, east and south and by N.W. James Drive and S.W. Airoso Boulevard along the west.

Natural Resources in the Coastal Area

Immediately interior to the coastal barrier island, located between the barrier island and the Atlantic Coastal Ridge, is the Indian River Lagoon (IRL). The IRL is a linear estuarine system that extends along more than a third of Florida's east coast, over 155 miles, from Ponce de Leon Inlet in Volusia County south to Jupiter Inlet in Palm Beach County. Numerous freshwater wetlands and sloughs undergo a transition into riverine systems that connect directly to the IRL. The lagoon interacts with the saline waters of the Atlantic Ocean through the inlets, providing tidal exchange with fresh water discharged into the lagoon from the inland rivers. Along the IRL, the associated mangrove and salt marsh communities provide valuable filtration, stabilization and habitat and the seagrass beds provide foraging for manatees. Portions of the eastern limits of the City, as described above, lie adjacent to the IRL.

A unique freshwater ecosystem is located in a shallow catchment area between the steeper western slope of the Atlantic Ridge and the gentler slope to the eastern uplands. A portion of the 6,311 acre Savannas Preserve State Park falls within the City coastal planning area.

The St. Lucie River (SLR) is divided into four sections: North Fork, South Fork, Middle Estuary and Lower Estuary. The North Fork of the St. Lucie River traverses the City. The creation of St. Lucie Inlet in 1892 connected the Indian River Lagoon to the Atlantic Ocean at the mouth of the SLR. This project ultimately converted this freshwater tributary to a riverine estuary

(freshwater in the upper reaches and saltwater in the middle and lower sections). This unique salinity gradient changed the natural resources found in the SLR. Because of its geographic location and tidal connection through the St. Lucie Inlet, the North Fork supports high species diversity and serves as an important nursery ground for a variety of fish and wildlife.

Map CST-2 locates the habitats with the coastal planning area. The following table lists the habitats the fall within the coastal planning area recognized by the Florida Fish and Wildlife Conservation Commission (FWC).

Table 5-4
Habitats in the Coastal Planning Area

Habitat	Category	Acreage	Percentage
Bare Soil/Clearcut	Disturbed/Developed	50.01	0.89%
Exotic Plants	Disturbed/Developed	1.11	0.02%
High Impact Urban	Disturbed/Developed	4,271.92	76.06%
Low Impact Urban	Disturbed/Developed	1,293.46	23.03%
	Category Total	5,616.50	48.73%

Habitat	Category	Acreage	Percentage
Cypress/Pine/Cabbage Palm	Native Habitats	30.35	0.99%
Dry Prairie	Native Habitats	807.18	26.38%
Hardwood Hammocks and Forest	Native Habitats	385.92	12.61%
Pinelands	Native Habitats	1,736.09	56.74%
Sand Pine Scrub	Native Habitats	15.37	0.50%
Shrub and Brushland	Native Habitats	78.46	2.56%
Xeric Oak Scrub	Native Habitats	6.16	0.20%
	Category Total	3,059.54	26.55%

Habitat	Category	Acreage	Percentage
Cypress Swamp	Water & Wetlands	27.83	0.98%
Freshwater Marsh and Wet Prairie	Water & Wetlands	431.03	15.13%
Hardwood Swamp	Water & Wetlands	718.01	25.20%
Mangrove Swamp	Water & Wetlands	557.60	19.57%
Mixed Wetland Forest	Water & Wetlands	1.63	0.06%
Open Water	Water & Wetlands	926.77	32.53%
Salt Marsh	Water & Wetlands	14.84	0.52%
Shrub Swamp	Water & Wetlands	171.15	6.01%
	Category Total	**2,848.87**	**24.72%**
Grand Total Coverage Acreage	**11,524.91**		

The Overall land coverage within the City is broadly categorized into Agricultural, Disturbed/Developed, Native Habitats, and Water/Wetland. As mapped, there are no

Agricultural lands within the coastal planning area. Native Habitats comprise 26.55% of the area and Water/Wetlands comprise 24.72% making over half of the coastal planning area natural environmental systems. Disturbed/Develop lands comprise the remaining 48.73% of the coastal planning area. Appendix 5-B. Habitat Descriptions, provides the description, as provided by the FWC, of these habitats.

Land Use in the Coastal Area

The existing land uses within the City's coastal planning area are shown on map CST-1. The following table lists the land uses within the coastal planning area. The primary development type in the Coastal Planning Area is residential making up 37.88% of the total land area. The second most predominant development type is planned unit development which is made up of primarily residential uses with some commercial, institutional and industrial uses. The North Fort of the St. Lucie River and Open Space make up 4.9% and 6.34% respectively.

Table 5-5
Existing Land Use in the Coastal Planning Area

Existing Land Use		Acreage	Percent
CG	Commercial General	118.04	1.02%
CN	Commercial Neighborhood	7.13	0.06%
CS	Commercial Service	33.36	0.29%
P	Professional	30.40	0.26%
GU	General Use	1,266.00	10.99%
I	Institutional	179.98	1.56%
Residential	Residential	4,365.33	37.88%
PUD	Planned Unit Development	4,216.56	36.59%
LMD	Limited Mixed Use	12.88	0.11%
NFSLR	North Fort St. Lucie River	564.39	4.90%
Open Space	Open Space	730.18	6.34%
TOTALS		11,524.24	100.00%

Water Access Facilities

Public access to water is provided at River Place Park, Veteran's Park at Rivergate, and Tom Hooper Park. The Recreation and Open Space Element provides specific details on the all public, park and recreational facilities.

Historic Resources

The Bureau of Archaeological Research within the Florida Office of Cultural and Historic Preservation maintains the Florida Master Site File (MSF); a database that contains information on archaeological and historic resources in Florida. The state MSF also contains those sites listed on the National Register. Map FLU-8 identifies and locates the historic resources identified in the MSF that are located in the City. A listing of these resources is contained in Appendix 5-F. The Spruce Bluff Indian Burial Mound is the only historic resource located within the coastal planning area of the City.

Infrastructure in the Coastal Area

Three schools and one fire station lie within the Coastal Planning Area. Additionally, there are a number of bridges within the area as well.

The following is a list of roadways with bridges (plus identification of the related waterway.)

Port St. Lucie Boulevard
- C-23 Canal (Bridge)
- E-84 (Bridge)
- C-24 Canal (Bridge)
- North Fork of the St. Lucie River (two Bridges)

SW Oaklyn Street
- C-24 Canal (Bridge)

S.E. Floresta Dr. (2)
- Elkcam Waterway (Bridge)

Ballantrae Blvd
- Howard Creek (Bridge)

S.E. Westmoreland Blvd. (Water Bodies from West to East)
- Howard Creek (Bridge)

HURRICANE EVACUATION

The Florida Division of Emergency Management, the Department of Community Affairs Division of Community Planning, and the Department of Transportation, in coordination with the Regional Planning Councils throughout the State developed a Statewide Regional Evacuation Study Program. The 2010 Statewide Regional Evacuation Study for the Treasure Coast Region is completed and available. This report updates the region's evacuation population estimates, evacuation clearance times and public shelter demand. The Treasure Coast study covers Indian River, Martin, Palm Beach and St. Lucie Counties and their municipalities and provides the most current evacuation data available. The complete study, Volumes 1 through 8, can be found on the Treasure Coast Regional Planning Council website. Provided below are pertinent points from this study. Please note this information is specific to St. Lucie County as a whole, the study does not provide break-out data for the City of Port St. Lucie alone.

The regional model developed for the Treasure Coast used a series of input data which included:

- Designated evacuation routes and the supporting roadway network;
- A regional zone system identifying Traffic Evacuation Zones based on demographic information;
- Demographic data for 2006, 2010 and 2015, including site-built homes, mobile homes (including RV's and Boats), and hotel/motel units;
- Incorporation of planned roadway improvements for 2010, and 2011 through 2015;
- Behavioral response assumptions;
- Availability and location of public shelters; and

- Evacuation Zones correlating to predicated surge data associated with storm categories based on the Saffir-Simpson hurricane wind scale.

Two distinct sets of analyses were conducted using the evacuation transportation model, one set of analysis is for growth management purposes and one set is for emergency management purposes. These sets are identified as the Base Scenario and as the Operational Scenario. The base scenario was developed to estimate a series of worst case scenarios and is identical for all eleven Regional Planning Councils (RPCs) across the State. This scenario assumes 100 percent of the vulnerable population evacuates and includes impacts from counties outside of the TCRPC area. This scenario is generally designed for growth management purposes, in order to ensure that all residents that choose to evacuate during an event are able to do so. The operational scenarios were developed by the Regional Planning Councils in coordination with their local county emergency managers and are designed to provide important information to emergency management personnel to plan for different storm events. These scenarios are different from region to region and vary for each evacuation level.

The following table identifies the demographic characteristics utilized for St. Lucie County for year 2010 for analysis.

TABLE 5-6
St. Lucie County Demographic Characteristics

Occupied site-built homes	93,492
Population in site-built homes	269,736
Occupied mobile homes	10,115
Population in mobile home	17,312
Hotel/motel units	3,726

Source: 2010 Statewide Regional Evacuation Study

The vulnerable population, or population-at-risk, is defined as the portion of the population living within the county designated evacuation zones. This population is living in areas that are at risk for severe flooding during a storm event. The study's evacuation zones correlate to predicted storm surge associated with the hurricane storm categories of the Saffir-Simpson wind scale. The Saffir-Simpson scale identifies a category one hurricane as having sustained winds of 74-95 mph, a category two hurricane having sustained winds of 96-110 mph, a category three hurricane having sustained winds of 111-130 mph, a category four hurricane having sustained winds of 131-155 mph, and a category five hurricane having sustained winds greater than 155 mph. Evacuation Zones A – E correlate to Category 1 – 5 storms respectively. The following table identifies the following for St. Lucie County based on the 2010 demographic data. It is important to note that vulnerable population numbers are not inclusive, meaning population numbers listed for a higher zone are not included in the lower zone. For example, vulnerable population listed for Evacuation Zone B does not include vulnerable population listed for Evacuation Zone A.

TABLE 5-7
St. Lucie County Vulnerable Population per Evacuation Zone

2010	A	B	C	D	E
Site-built Homes	6,942	2,241	2,710	1,447	1,775
Mobile/Manuf. Homes	1,759	307	286	75	104
TOTAL	**8,701**	**2,548**	**2,996**	**1,522**	**1,879**

Source: 2010 Statewide Regional Evacuation Study

Evacuees are expected to seek shelter through a variety of means. Some will leave the County or return to other residences outside the area; others will stay with relatives and friends or, will check into hotels in less vulnerable areas; and, some will have to rely on public shelter. The following table identifies the projected destination the vulnerable population will evacuate to. Again, it is important to note that vulnerable population numbers are not inclusive, meaning population numbers listed for a higher zone are not included in the lower zone. For example, vulnerable population listed for Evacuation Zone B does not include vulnerable population listed for Evacuation Zone A.

TABLE 5-8
Vulnerable Population by Destination for 2010

	Level A	Level B	Level C	Level D	Level E
To Friends and Family	5,133	1,513	1,783	910	1,122
To Hotel/ Motel	1,569	428	492	240	297
To Public Shelter	696	204	348	180	221
To Other Destination	1,303	402	372	193	238

Source: 2010 Statewide Regional Evacuation Study

Map CST-3 identifies the major evacuation routes, the public hurricane shelters and the distribution points in the City of Port St. Lucie. The following table lists the shelters in the County, their address and capacity.

TABLE 5-9
Shelters within the County

Shelter	Location	City	Capacity
BAYSHORE ELEMENTARY	1661 SW BAYSHORE BLVD	PORT ST. LUCIE	499
OAK HAMMOCK K-8 SCHOOL	1251 SW CALIFORNIA BLVD	PORT ST. LUCIE	4097
MANATEE ACADEMY K-8	1450 SW HEATHERWOOD	PORT ST. LUCIE	400
MORNINGSIDE ELEMENTARY	2300 SE GOWIN DRIVE	PORT ST. LUCIE	543
TREASURE COAST HIGH	1000 SW DARWIN BLVD	PORT ST LUCIE	500
WEST GATE K-8	1050 NW CASHMERE BLVD	PORT ST LUCIE	500
VILLAGE GREEN ELEMENTARY	1700 LENNARD ROAD	PORT ST. LUCIE	348
MARIPOSA ELEMENTARY	2620 SE MARIPOSE AVENUE	PORT ST. LUCIE	377
SAVANNA RIDGE ELEMENTARY	6801 LENNARD RD	PORT ST. LUCIE	677
WEATHERBEE ELEMENTARY	800 E. WEATHERBEE RD	PORT ST. LUCIE	975
WINDMILL POINT ELEMENTARY	700 DARWIN BOULEVARD	PORT ST. LUCIE	377
	Total Capacity in Port St. Lucie		**9293**
C.A. MOORE ELEMENTARY SCHOOL	827 N 29TH STREET	FT. PIERCE	677
FLORESTA ELEMENTARY	3201 S. 25TH STREET	FT. PIERCE	770
FT. PIERCE CENTRAL HIGH	4101 S. 25TH STREET	FT. PIERCE	500
LAKEWOOD PARK ELEMENTARY	7800 INDRIO ROAD	FT. PIERCE	605
PARKWAY ELEMENTARY	7000 NW SELVITZ ROAD	FT. PIERCE	417
WESTWOOD HIGH SCHOOL	1801 PANTHER LANE	FT. PIERCE	1733
SAMUEL S. GAINES ACADAMY K-8	2250 S. JENKINS ROAD	FT. PIERCE	500
*H.L. FENN COMMUNITY CENTER	2000 VIRGINIA AVENUE	FT. PIERCE	500
	Total Capacity Fort Pierce		**5702**
** Special Needs Shelter*	**TOTAL CAPACITY COUNTYWIDE**		**14,995**

Source: 2010 Statewide Regional Evacuation Study

Overall there are nineteen temporary emergency shelters in the County; eleven of these are located in Port St. Lucie. Shelter capacity countywide is 14,995. Shelter capacity for the facilities located within Port St. Lucie is 9,293. St. Lucie County Emergency Management determines which facilities will be open in any given year. At this time there is only one special needs shelter in the County, it is the H.L Fenn Community Center located in Fort Pierce. This facility, the only non-school facility, has a capacity of 500.

A special needs shelter is a temporary emergency facility capable of providing care to residents whose medical condition exceeds the capabilities of the Red Cross Shelter but is not severe enough to require hospitalization. Health Department medical staff supports these shelters. The State of Florida Division of Emergency Management, Department of Health, local emergency management agencies, and health care agencies have worked together over the last decade to establish Special Needs Shelter standards, protocols and technical assistance that can be integrated into the Florida Emergency Management System. Although not referenced in the Statewide Regional Evacuation Study, the City has identified the Port St. Lucie Community Center as a backup special needs shelter with a capacity of 250.

Clearance Times

Calculated clearance times are used by emergency managers as one input to determine when to recommend an evacuation order. This calculation can include the population-at-risk, shadow evacuees, as well as evacuees from other counties anticipated to pass through the county. Clearance time is developed to include the time required for evacuees to secure their homes and prepare to leave, the time spent by all vehicles traveling along the evacuation route network, and the additional time spent on the road caused by traffic and road congestion. Clearance time does not relate to the time any one vehicle spends traveling along the evacuation route network, nor does it guarantee vehicles will safely reach their destination once outside the County. Clearance times for St. Lucie County are presented in the tables below.

TABLE 5-12
Base Scenario Clearance Time in Hours per Evacuation Level

	Level A	Level B	Level C	Level D	Level E
Clearance Time to Shelter	12.5	12.5	13	16	18
In-County Clearance Time	13	13.5	14	17.5	25
Out of County Clearance Time	14	14.5	14.5	18.5	25
Regional Clearance Time	14.5	14.5	16	19.5	28

Source: 2010 Statewide Regional Evacuation Study

TABLE 5-13
Operational Scenario Clearance Time in Hours per Evacuation Level

	Level A	Level B	Level C	Level D	Level E
Clearance Time to Shelter	6.5	6.5	6.5	12	12
In-County Clearance Time	7	8	10.5	15.5	25
Out of County Clearance Time	8.5	8.5	11.5	17	25
Regional Clearance Time	9	9.5	13.5	20	32

Source: 2010 Statewide Regional Evacuation Study

Clearance Time to Shelter is defined as the time necessary to safely evacuate vulnerable residents and visitors to a "point of safety" within the County based on a specific hazard, behavioral assumptions and evacuation scenario. This is calculated from the point in time when the evacuation order is given to the point in time when the last vehicle reaches a point of safety within the county. *In-County Clearance Time* is the time required from the point an evacuation order is given until the last evacuee can either leave the evacuation zone or arrive at safe shelter within the county. This does not include those evacuees leaving the county on their own. *Out of County Clearance Time* is calculated from the point an evacuation order is given to the point in time when the last vehicle assigned an external destination exits the county, and *Regional Clearance Time* is the time necessary to safely evacuate vulnerable residents and visitors to a "point of safety" based on a specific hazard, behavioral assumptions and evacuation scenario, calculated from last vehicle assigned an external destination exits the region.

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. The Treasure Coast Regional study identified the following planned improvements scheduled to occur between 2011and 2015.

TABLE 5-14
Roadway Improvements 2011 - 2015

Road	From	To	# Lanes
SR 70	Okeechobee County line	MP 10.216	4
SR 70	Kings Hwy	Jenkins Rd	6
I-95	SR 70	Indian River County line	8

Source: 2010 Statewide Regional Evacuation Study

The Capital Improvements Element of this plan identifies major proposed roadway improvements within the City. The City has identified improvements to Becker Road and the extension of the Crosstown Parkway to U.S. 1 as projects to improve evacuation times. Other means the City could pursue to reduce evacuation times include the development of additional roadways and bridges over the North Fork of the St. Lucie River to provide an additional east-west thoroughfare and reduce evacuating traffic on existing east-west thoroughfares.

Coastal High Hazard Areas

The area projected to experience the most hurricane damage is the coastal high hazard area (CHHA). The coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Map CST-4 shows the CHHA in the City. The majority of the Coastal High Hazard Area in the City is undeveloped wetland habitat in the floodplain of the North Fork of the St. Lucie River. The following table, identifying the habitats within the CHHA, shows that less than 5 acres of the 156 acres that comprises the CHHA is urban in nature.

TABLE 5-15
Habitats in the CHHA

CLASS	Acreage
Bare Soil/Clearcut	0.04
Cypress Swamp	0.15
Cypress/Pine/Cabbage Palm	0.07
Dry Prairie	0.53
Freshwater Marsh and Wet Prairie	2.90
Hardwood Hammocks and Forest	1.10
Hardwood Swamp	38.89
High Impact Urban	4.25
Low Impact Urban	0.67
Mangrove Swamp	42.28
Mixed Wetland Forest	0.01
Open Water	52.99
Pinelands	3.17
Salt Marsh	0.34
Shrub and Brushland	0.25
Shrub Swamp	8.89
Total Acreage	**156.51**

Source: Florida Fish and Wildlife Conservation Service.

The significant infrastructure that falls in the CHHA is that segment of Port St. Lucie Boulevard, (State Highway 716) that traverses the North Fork of the St. Lucie River. Map CST-5 CHHA Facilities identifies a number of bridges in the Coastal High Hazard Area.

NATURAL DISASTER PLANNING

The City has developed and has in place a Comprehensive Emergency Management Plan and has in place a statewide mutual aid agreement. The City also participates in the Unified Local Mitigation Strategy Program and the National Flood Insurance Program. As identified in the St. Lucie County Local Mitigation Strategy Program (LMS), the following natural hazards pose a risk to the County and the City: floods, hurricanes/tropical storms, tornadoes, severe thunderstorms/lightning, drought, temperature extremes, muck fires, wildfire/urban interface fires and erosion. Hurricanes/tropical storms and floods are given the highest priority.

Hurricanes have the highest potential to occur from June through November; heavy rainfall, high winds, storm surge and widespread flooding may accompany these storms, as well as a potential for associated tornadoes. During a hurricane evacuation, a significant number of vehicles will have to be moved across the local and regional road network. The quantity of evacuating vehicles will vary depending upon the magnitude of the hurricane, publicity and warnings provided about the storm and particular behavioral response characteristics of the vulnerable population. The City must be prepared to evacuate highly vulnerable populations on critical routes, often concurrently with evacuees from inside and outside the County.

The St. Lucie County Division of Emergency Management provides a coordinating point for management of local emergencies to catastrophic events in and around St. Lucie County. It is the lead organization in coordinating disaster response from a municipal level to state and federal. Recovery planning and financial assistance from the State of Florida and FEMA are established through the Division's emergency operations center. The County disseminates information concerning the need for residents to evacuate at various hurricane threat levels and strives to educate the general citizenry regarding emergency preparedness plans and evacuation shelter assignments.

Public health and safety will receive the first priority in post-disaster emergency permitting decisions. Post-disaster redevelopment should ensure that actions include the following:

1. Repairs to potable water, wastewater and power facilities;
2. Removal of debris from roadways and required infrastructure;
3. Stabilization or removal of any structure which is about to collapse;
4. Minimal repairs to make structures habitable; and
5. Emergency repairs related to environmental damage.

Additionally, post-disaster redevelopment strategic planning should provide a basis to:

1. Ensure a means to restore economic activity;
2. Establish a framework for deciding whether to implement a temporary moratorium on building activity as may be required for public safety;
3. Develop procedures for reviewing and deciding upon emergency building permits;
4. Coordinate with State and Federal officials to prepare disaster assistance applications;
5. Analyze and recommend to the City Council hazard mitigation options, including

reconstruction or relocation of damaged public facilities;

6. Recommend amendments to the Local Comprehensive Emergency Management Plan and other appropriate policies and procedures; and
7. Ensuring timely re-entry by residents following an evacuation.

Included in post-disaster redevelopment planning should be the basis for evaluating future options for damaged public facilities following a hurricane or other disaster event; which includes but is not limited to abandonment, repair in place, relocation and reconstruction with structural modifications. The following considerations will impact final determination:

1. Construction and maintenance costs;
2. History of potential for recurring damages;
3. Impacts on land use, the environment, and the public sector;
4. Inclusion in the inventory of the National Register of Historic;
5. Consistency with federal funding provisions; and
6. Consideration of structural integrity and safety.

St. Lucie Nuclear Power Plant

The Florida Power and Light (FPL) St. Lucie Nuclear Power Plant is located on south Hutchinson Island only a few miles from the City's eastern boundary. The population within the 10 mile emergency planning zone (EPZ) to the nuclear power plant is considered at greatest risk of exposure to radiation and radioactive materials in the unlikely event of an emergency. State and local officials, together with FPL, have prepared a detailed emergency plan for people within the 10 mile EPZ of the plant.

Nuclear energy production is monitored closely by the Nuclear Regulatory Commission (NRC), a federal agency. Daily inspections are conducted at the St. Lucie Plant to guarantee compliance. Several identical safety systems are in place so that if one fails, others automatically go to work. The purpose of radiological emergency preparedness is to protect people from the effects of radiation exposure after an accident at a nuclear power plant. Evacuation is the most effective protective measure because it protects the whole body (including the thyroid gland and other organs) from all radionuclides and all exposure pathways. However, in situations when evacuation is not feasible, in-place sheltering is substituted as a protective action. In addition, administering potassium iodide is a reasonable, prudent, and inexpensive supplement to both evacuation and sheltering. When the population is evacuated out of the area, and potentially contaminated foodstuffs are interdicted, the risk from further radioactive iodine exposure to the thyroid gland is essentially eliminated.

In the unlikely event of radiation contamination, the environmental impacts could range from modest to catastrophic on a wide ranging, long term scale dependent on the type and scope of event triggering a release of contamination. Long term commitments at the federal level will be required in the event of a significant emergency. At the local level, the City and County should continue to endorse the beach nourishment efforts to repair and stabilize the segment of critically eroded beach that is recognized as a threat to the power plant and should consider all current technological advances to address radiation exposure when periodically updating their CEMP.

GOALS, OBJECTIVES, AND POLICIES

GOAL 5.1: MAINTAIN AND ENHANCE THE SOCIAL AND ECONOMIC RESOURCES OF THE PORT ST. LUCIE COASTAL PLANNING AREA THROUGH THE REGULATION OF DEVELOPMENT ACTIVITIES THAT WOULD DAMAGE OR DESTROY SUCH RESOURCES, OR THREATEN HUMAN LIFE AND CAUSE UNNECESSARY PUBLIC EXPENDITURES IN AREAS SUBJECT TO DESTRUCTION BY NATURAL DISASTERS.

Continue to protect the natural resources of the coastal area through the implementation and strengthening of existing environmentally related laws, the assignment of appropriate Future Land Use designations, and providing for mitigation of development impacts.

Objective 5.1.1: Continue to protect the natural resources of the coastal area ~~from adverse impacts caused by future development~~ through the implementation and strengthening of existing environmentally related laws, the assignment of appropriate Future Land Use designations and providing for mitigation of development impacts. ~~By 1999, review and revise, as needed, regulations which pertain to shoreline use regarding criteria or standards for prioritizing shoreline use, giving priority to water-dependent uses.~~

Policy 5.1.1.1: Future development in the coastal area should~~shall~~ be limited to those land uses which are resource dependent or compatible with the physical and environmental characteristics of the coastal area, or to those uses which can occur without degradation of important environmental values or interfere with legal public access to coastal area shorelines. ~~Review and revise, as needed, criteria for the prioritization of shoreline uses in the site plan approval process in accordance with adopted land development regulations.~~

Policy 5.1.1.2: In developing land use policies for shoreline uses, first priority should~~shall~~ be directed toward:

a. Non-structural shoreline protection uses such as native shoreline re-vegetation programs;

b. Approved water-dependent shoreline uses such as: fish and wildlife production, recreation, pervious accessways, small dock facilities and residential multi-slip dock facilities without commercial fuel tanks or other commercial services;

c. ~~Water related or enhanced uses such as utilities requiring access to water, water enhanced recreation, and other water related uses consistent with the land development code.~~ Lowest priority should~~shall~~ be directed to non-water dependent uses.

Policy 5.1.1.3: The City may~~shall~~ continue to monitor all credible climate change data and what direct and potential effects this may have on the coastal planning area and natural resources. Based on this data the City may~~shall~~ evaluate and update the resource protection standards of the Land Development Code and this plan as necessary.

Objective 5.1.2: Continue to protect estuarine beaches and shoreline vegetation through the establishment and enforcement of existing land development regulations and construction standards that minimize the impacts of man-made structures on beach or shoreline vegetation, or coastal wetlands, and restore altered beaches or vegetation.

Policy 5.1.2.1: Continue to enforce regulations which prohibit the alteration of estuarine beaches located within the City, and require restoration of degraded beaches as part of the site plan approval process for all new development and redevelopment.

Objective 5.1.3: ~~By 1999, t~~The City ~~will review and revise where needed land development regulations which~~ may~~shall~~ direct population concentrations away from known or predicted coastal high hazard areas and limit public expenditures that subsidize development permitted in high-hazard areas except for restoration or enhancement of natural resources.

Policy 5.1.3.1: The coastal high hazard area shall be defined pursuant to Chapter 163.3178(2)(h)F.S as the area below the elevation of the category 1 storm surge line as established by a Sea, Lakes, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. ~~The Coastal High Hazard Area shall include all areas within the Category 1 evacuation zone.~~

Policy 5.1.3.2: Within six months of the conclusion of each annual hurricane season, the City shall review the status of lands within its corporate limits and determine whether any areas of the City meet the criteria of a coastal high hazard area. ~~as stated under Rule 9J-5.003(19). For those areas meeting the criteria for designation as a coastal high hazard area, the City shall, within one year, designate them as such; to limit development in these areas; and identify management techniques for relocating infrastructure away from such area, except for those areas determined to have vested development rights~~.

Policy 5.1.3.3: The City may~~shall~~ through land use designation and development review, regulate and limit the type of uses in the designated coastal high hazard area. Protection of human life and protection of natural resource system should ~~shall~~ be maximized. The City may~~shall~~ direct population concentrations away from known or predicted High Hazard Areas. ~~Except for those areas determined to have vested development rights, the City shall limit land use densities and direct infrastructure improvements away from coastal high hazard areas through the implementation of the LDRs.~~

Policy 5.1.3.4: The City may~~shall~~ consider relocation, mitigation, or replacement of infrastructure in the coastal high hazard area as appropriate and when funding becomes available.

Objective 5.1.4: Coordinate with the County and neighboring communities to ~~M~~maintain or reduce hurricane ~~evacuation~~ clearance times ~~of current 1997 levels~~ ~~-~~indentified for St. Lucie County in the 2010 Statewide Regional Evacuation Study for the Treasure Coast Region.

Policy 5.1.4.1: Maintain, throughout the planning period, the high level, operational scenario ~~estimated, current maximum evacuation~~estimated ~~-~~clearance time to shelter of 12~~4~~4 hours, and in-County clearance time of 25 hours as indentified in the 2010 Statewide Regional Evacuation Study for the Treasure Coast Region for St. Lucie County. ~~for a worst-case, Category 3 hurricane event.~~

Policy 5.1.4.2: Continue to implement ~~Complete new~~ City roads ~~or~~ improvements identified in the St. Lucie County Local Mitigation Strategy Project Prioritization List ~~in the coastal planning area~~ to ~~increase the number of traffic lanes for~~ facilitate hurricane evacuation.

Policy 5.1.4.3: The City shall provide all hurricane evacuation studies and plans to the TCRPC, adjacent counties, and all other municipalities within St. Lucie County for consistency with regional and local plans before their adoption and implementation.

Objective 5.1.5: Prepare post-disaster redevelopment plans that will reduce or eliminate the exposure of human life, public property, and private property to natural hazards.

Policy 5.1.5.1: The City may~~shall~~ maintain and update as needed, their Comprehensive Emergency Management Plan ~~current Local Peacetime Emergency Plan to contain step-by-step details for post-disaster recovery operations~~.

Policy 5.1.5.2: After a hurricane, but before re-entry of the population into evacuated areas, the City Council should~~shall~~ meet to hear preliminary damage assessments, appoint a Recovery Task Force and consider a temporary moratorium on building activities not necessary for the public health, safety, and general welfare.

Policy 5.1.5.3: The City's Emergency Management Team shall coordinate disaster preparation and recovery measures.

Policy 5.1.5.4: The Recovery Task Force may~~shall:~~ review and decide upon emergency building permits; coordinate with state and federal officials to prepare disaster assistance applications; analyze and recommend to the City Council hazard mitigation options including reconstruction or relocation of damaged public facilities; develop a redevelopment plan; and, recommend amendments to the comprehensive plan, Local Comprehensive Emergency Management ~~Peacetime Emergency~~ Plan, and other appropriate policies and procedures.

Policy 5.1.5.5: Immediate repair and cleanup actions needed to protect the public health and safety include repairs to potable water, wastewater, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and, minimal repairs to make dwellings habitable. These actions shall receive first priority in permitting decisions. Long-term redevelopment activities shall be postponed until the Recovery Task Force has completed its tasks.

Policy 5.1.5.6: If rebuilt, structures that suffer damage more than fifty percent of their appraised value shall be rebuilt to meet all current requirements including those enacted since construction of the structure.

Policy 5.1.5.7: The Recovery Task Force shall review all interagency hazard mitigation reports and make recommendations for amendments to the comprehensive plan accordingly.

Policy 5.1.5.8: The City may~~shall~~ provide the basis for evaluating future options for damaged facilities following a hurricane or other disasters ~~event through the adoption of a Post Disaster Redevelopment Plan. This can be accomplished through the adoption of the Treasure Coast Regional Post-Disaster Redevelopment Plan upon its completion, or through the development of a local City plan~~. Post disaster redevelopment plan options may include but are not limited to, abandonment, repair in place, relocation, and reconstruction with structural modifications. Future options should at a minimum consider the following:

1. History of and potential for future recurring damages;
2. Impacts on land use, the environment, and the public sector;
3. Consistency with federal, state and other applicable provisions; and
4. Consideration of structural integrity and safety.

Policy 5.1.5.~~8~~9: The City may~~shall~~ consider hazard mitigation initiatives when determining capital improvement expenditures.

Policy 5.1.5.~~9~~10: The City may~~shall~~ mitigate hazards through the regulation of building practices, floodplains, stormwater management and sanitary sewer facilities.

Policy 5.1.5.1~~0~~11: The City may~~shall~~ continue to identify areas in need of redevelopment including ~~eliminating~~ unsafe conditions ~~and inappropriate uses as opportunities arise or funding sources become available~~ to reduce exposure to risk to public and private property and human life.

Objective 5.1.6: The City may~~shall~~ continue to provide adequate access to shorelines, including parking facilities for shoreline access. ~~Increase access of current 1997 levels where possible and prevent the loss of the amount of public access to lagoon or river shorelines and coastal resources consistent with estimated public needs.~~

Policy 5.1.6.1: New development shall maintain existing public access to the lagoon or NFSLR. New shoreline development and redevelopment shall show on their site plans existing access ways and the proposed development shall continue that access way, relocate it on the site, or donate it to the City according to the 1985 Coastal Zone Protection Act.

Policy 5.1.6.2: The City, with the County, should~~shall~~ prioritize new park purchases and park development, with emphasis on parks that would provide public access to coastal area waters and include parking facilities and access to a state or county road where possible.

Policy 5.1.6.3: The City may~~shall~~ increase access of current 2011 levels where possible and prevent the loss of the amount of public access to lagoon or river shorelines and coastal resources consistent with estimated public needs. ~~By the year 1999, complete a study of those areas most appropriate for the location of additional boat ramps, marinas and other water-dependent uses in conjunction with St. Lucie County. The City's land development regulations shall be reviewed and revised as needed to permit those areas identified in the study to be developed as marinas~~.

Objective 5.1.7: ~~By 1999, the City shall review and revise as needed, its land development regulations p~~Provide~~ing~~ for the protection, preservation and sensitive reuse of public and private historic resources to ensure that the City does not experience a loss of historic resources.

Policy 5.1.7.1: Review and revise, as needed, existing regulations that provide for identification of historic resources, encourage historic preservation, provide for sensitive reuse, permit excavation by the Division of Historic resources as an alternative prior to development, and prevent vegetation removal to prevent a loss of historic resources within the C~~c~~ity ~~by 1999~~..

Policy 5.1.7.2: The City may~~shall will~~ consider accepting donations of historic or archaeological sites.

Policy 5.1.7.3: The City may~~shall~~, on an annual basis, determine and map any structures or sites that meet the criteria for historic resources as defined within the City's ~~LDR~~Land Development Regulations and provide a list to appropriate agencies.

Objective 5.1.8: The level of service standards and phasing of infrastructure adopted for the entire City in the Capital Improvements Element and other elements of this Comprehensive Plan shall apply to the coastal planning area.

Policy 5.1.8.1: The level of service standards shall be applied whenever development orders or permits are requested for development in coastal planning areas.

GOAL 5.2: THE CITY OF PORT ST. LUCIE SHALL CONSERVE, PROTECT, AND MANAGE THE NATURAL RESOURCES OF THE CITY IN A MANNER WHICH MAXIMIZES THEIR FUNCTIONS AND PURPOSES.

Objective 5.2.1: Air quality within Port St. Lucie should~~shall~~ meet or surpass National Ambient Air Quality Standards (NAAQS) for all pollutants measured by the Florida Department of Environmental Protection (FDEP)~~Air quality in the City shall not violate standards set by DEP~~.

Policy 5.2.1.1: The City should~~shall~~ obtain the DEP annual Air Quality Report and~~-~~ confer with the FDEP on the source(s) of air quality violations and the proper abatement methods. If needed, coordinate with the FDEP in their efforts to enforce clean air standards.~~compare it with existing air quality standards to establish the level(s) of compliance attainment. If needed, regulations will be developed to enforce clean air standards.~~

Policy 5.2.1.2: The City may~~shall~~ develop, where possible, bicycle and pedestrian paths to reduce vehicle use and the associated toxic pollutants.

Policy 5.2.1.3: The City may~~shall~~ review implementable measures that would effectively reduce greenhouse gas emissions, and as financially feasible, enact effective measures to reduce emissions generated by City government operations and by policies effecting community-wide functions.

Policy 5.2.1.4: The City may~~shall~~ facilitate development that maximizes energy efficiency and sustainability. This may~~shall~~ include implementing Land Development Code standards promoting land use patterns and development techniques that reduce the total fossil fuel energy required to build and maintain uses, including standards that promote mixed land use patterns, urban infill, public transit and provisions for non-motorized interconnections between uses to reduce auto dependence and vehicle miles traveled.

Policy 5.2.1.5: The City may~~shall~~ ~~review the land development regulations, and by 2013, develop and make revisions to the code to include landscaping provisions that will reduce the~~ provide public information on the reduction of heat island effects in urban areas and ~~lessen~~ reduction of air conditioning needs in structures through appropriate placement of canopy shading.

Policy 5.2.1.6: The City may~~shall~~ preserve and enhance the City's physical and aesthetic character and environment by:

1. Preventing untimely and indiscriminate removal or destruction of trees.
2. Providing recognition~~incentives~~ to single-family residential homeowners for tree retention.
3. Providing protection for large trees.
4. Restricting the removal of trees on undeveloped land prior to review of a specific development proposal.

Policy 5.2.1.7: The City may~~will~~ implement the recommendations contained in the City of Port St. Lucie Tree Planting Plan for the U.S. Conference of Mayors Climate Protection Agreement to achieve a sustainable urban forest that contains a mix of tree species and ages in order to

use the forest's ability to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, and increase property values.

Objective 5.2.2: ~~By 1999, complete an analysis of the ability to c~~Conserve, appropriately use, and protect the quality and quantity of current and projected water sources and waters that flow into estuarine waters or oceanic waters to provide for the maintenance or improvement of water quality.

Policy 5.2.2.1: Ensure that surface water management systems be designed and operated consistent with and the City's adopted Level of Service Standard.~~Examine measures to monitor and reduce water consumption by 10% within the 10-year planning period, and thus conserve and protect the quantity of current and projected water sources.~~

Policy 5.2.2.2: The City may~~shall~~ provide for open space as a part of the requirements for all development and redevelopment to promote shallow water aquifer recharge and stormwater filtration.~~Work closely with the SFWMD to prepare and adopt by 1999, an emergency water management conservation plan in accordance with the plans of the District.~~

Policy 5.2.2.3: Work towards further education of the public regarding various methods of water conservation at the household and small business level~~, and by 1999, either develop a water conservation brochure or use one available through the SFWMD~~.

Policy 5.2.2.4: Based on new technologies that become available, ~~E~~examine and revise, if needed, land development regulations that require water conserving landscape design, with minimum native vegetation requirements.

Policy 5.2.2.5: The City shall continue to enforce the adopted ~~"St. Lucie County Public~~ "Wellfield Protection Ordinance," and restrict activities that adversely affect water quality and quantity.

Policy 5.2.2.6: Continue to implement Utility Service Areas (USAs) for water and sewer program development to protect the City's water resources.

Policy 5.2.2.7: The City may~~shall~~ coordinate with the South Florida Water Management District in the development and updates of the District's Regional Water Supply Plan.

Policy 5.2.2.8: The City may ~~shall~~ cooperate with the South Florida Water Management District to conserve water resources in emergencies and during declared water shortages.

Policy 5.2.2.9: The City may~~shall~~ coordinate with the FDEP, the SFWMD, the County, other local municipalities and appropriate agencies in alternative water supply planning efforts.

Objective 5.2.3: ~~By 1999, Review and revise land development regulations as needed to c~~Conserve, appropriately use and protect the environmental quality and living marine resources of estuarine waters through the following policies and enforcement of the Land Development Code.

Policy 5.2.3.1: The City may~~shall~~ continually evaluate the setback, landscape and buffer standards in the Land Development Code and update any portion of the standards that do not adequately protect the County's estuarine and marine resources. ~~Consider revisions to the~~

~~existing public interest test in land development regulations when development results in an alteration to the natural resource.~~

Policy 5.2.3.2: The City shall continue to strictly enforce regulations that direct development away from floodplains and provide upland buffers along the floodplain. ~~Prohibit alteration and construction which degrades existing estuarine productivity unless such alteration is in the public interest.~~

Policy 5.2.3.3: All new marina projects should~~shall~~ be compatible with the City's natural resource codes. ~~Consider revisions to existing marina siting criteria to better address regional and state resource protection standards, including standards in Rule 9J5, Florida Administrative Code All new marina projects shall be compatible with the City's natural resource codes.~~

Policy 5.2.3.4: Retain river islands in public ownership through designation in the Preservation/Open Space category to serve as green areas, bird roosting, nesting, and feeding areas and, when appropriate, water-oriented recreation areas.

Policy 5.2.3.5: Review, revise, and continue to enforce land development regulations consistent with those of the SFWMD and the DEP without exemptions which prohibit new point sources of run-off from discharging into the Indian River Lagoon or the NFSLR for less than the 25-year storm event, and prohibit structures which constrict water circulation.

Policy 5.2.3.6: Institute a public education program targeted at known problem areas regarding dumping of debris and maintenance of stormwater swales.

Policy 5.2.3.7: The City shall update master drainage plans and programs that examine quality and quantity of stormwater, and prioritize improvements for the Capital Improvements Plan and Capital Improvements Element.

Objective 5.2.4: ~~By 1999, review and revise, as needed, existing regulations to c~~Conserve, appropriately use and protect the natural functions and purposes of soils and minerals through the following policies and enforcement of the Land Development Code.

Policy 5.2.4.1: Consider topographic, hydrologic and vegetative cover factors, and appropriate excavation and filling techniques to reduce erosion in the site plan review process of proposed developments.

Policy 5.2.4.2: Review possible revisions to existing mining regulations to better address water use plan, appropriate buffering and rededication requirements of new mining operations.

Policy 5.2.4.3: Enforce land development regulations requiring the establishment and maintenance of buffers between mining activities and adjacent existing and future uses.

Objective 5.2.5~~: By 1999, review and revise, as needed, all of the existing natural resource protection regulations with regard to c~~Conserve~~ation~~, appropriate use and protect~~ion of~~ fisheries, wildlife, wildlife habitat, marine habitat, and native vegetative communities, including forests and wetlands through the following policies and enforcement of the Land Development Code.

Policy 5.2.5.1: Continue to enforce standards for open space, wildlife and habitat preservation in conjunction with residential and commercial development.

Policy 5.2.5.2: Implement guidelines and recommendations in the adopted City of Port St. Lucie Conservation Lands Management and Acquisition Plan ~~for the Conservation Trust Fund, to~~ to allow for the purchase and management of preservation areas in the City~~, identified in the recreation and open space element in, in conjunction with park land purchases~~.

Policy 5.2.5.3: Review existing measures for species identification and protection to ensure requirements exist for site surveys prior to development and management plans for identified species.

Policy 5.2.5.4: Prohibit the development of marinas in designated manatee critical habitat.

Policy 5.2.5.5: The recommendations of the County's Boating Facility Siting Plan should~~shall~~ be utilized for the identification of those areas most appropriate for the location of additional boat ramps for access to coastal waters.~~The City shall work with the County and the Manatee Advisory Committee to designate special manatee habitats.~~

Policy 5.2.5.6: Review, revise as needed, and continue to enforce land development regulations that protect native vegetative communities from destruction by development activities.

Policy 5.2.5.7: The City may~~shall~~ require all nuisance and invasive exotic vegetation (e.g. Brazilian pepper, Australian pine and Melaleuca) be removed and eradicated at the time of development or significant redevelopment of all site plan projects, ~~a~~ for both nonresidential use and residential ~~site plan~~ projects~~Review and revise as needed, the existing land development regulations that require removal of all pestilent exotic vegetation~~.

Policy 5.2.5.8: The City may~~shall~~ consider clustering, micro-siting of structures or other protective mechanisms to preserve, wetlands, wetland functions and other native vegetative communities or protected species habitats. ~~Examine the ability of the site plan review process to implement the requirements of the existing natural resource protection standards.~~

Policy 5.2.5.9: Review, revise, and continue to enforce land development regulations which at a minimum require a buffer zone of native upland (i.e., transitional) vegetation shall be provided and maintained around wetland and deepwater habitats.

Policy 5.2.5.10: Require submission of comments from appropriate agencies to the City prior to dredge and fill permit issuance to assure compliance with dredge and fill permitting processes.

Policy 5.2.5.11: Continue to coordinate with adjacent local governments to conserve, appropriately use, or protect unique vegetative communities located in more than one local jurisdiction.

Policy 5.2.5.12: The City may~~shall~~ coordinate with appropriate agencies to restore or enhance disturbed or degraded natural resources, and programs to mitigate future disruptions and degradation.

Policy 5.2.5.13: The City shall protect native upland vegetative communities, and shall protect listed species and their habitat through the implementation of the City's adopted Natural Resource Code.

Policy 5.2.5.14: Development applicants must comply with state and federal regulations when listed plant and animal populations are on a development site.

Policy 5.2.5.15: 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.

Policy 5.2.5.16: Conservation Trust Funds may~~shall~~ only be used for acquisition and management of upland preserves. Development of passive recreation facilities shall be consistent with the permitted principal uses and structures of the Open Space Conservation Zoning District.

Objective 5.2.6: The City may~~shall~~ coordinate with the Department of Environmental Protection to protect natural resources from hazardous wastes.

Policy 5.2.6.1: The City may~~shall~~ continue to ~~support State-sponsored~~ offer Amnesty Days to collect hazardous wastes in the City; and may~~shall~~ evaluate the need for scheduling local Amnesty Days.

Policy 5.2.6.2: The City may~~shall~~ coordinate~~ion~~ with the Florida Department of Environmental Protection in providing public information regarding the safe disposal of chemicals. Specifically, information on free disposal of household hazardous wastes, information on disposal contractors available to small businesses and the special waste programs available for landfill disposal of non-typical materials, such as spill clean-ups and contaminated soils may be made available.

APPENDIX 5-A. SOIL SERIES AND LAND COVERAGE DESCRIPTIONS

ANCLOTE SERIES

TAXONOMIC CLASS: Sandy, siliceous, hyperthermic Typic Endoaquolls

The Anclote series consists of very deep, very poorly drained, rapidly permeable soils in depressions, poorly defined drainage ways, and flood plains. They formed in thick beds of sandy marine sediments. Slopes range from 0 to 1 percent.

ANKONA SERIES

TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Arenic Ultic Alaquods

The Ankona series consists of very deep, very poorly and poorly drained, very slowly or slowly permeable soils on broad flats and in depressional areas of central and southern Florida. They formed in sandy and loamy marine sediments. Slopes range from 0 to 2 percent.

FARMINGTON SERIES

TAXONOMIC CLASS: Sandy, siliceous, hyperthermic Arenic Ultic Alaquods.

The Farmton series consists of very deep, poorly drained soils formed in sandy and loamy marine sediments. These soils are on flatwoods areas on the Lower Coastal Plain. Slopes are dominantly less than 1 percent but range to 2 percent.

BASINGER SERIES

TAXONOMIC CLASS: Siliceous, hyperthermic Spodic Psammaquents

The Basinger series consists of very deep, poorly drained and very poorly drained, rapidly permeable soils in sloughs, depressions, low flats, and poorly defined drainageways. They formed in sandy marine sediments. Slopes range from 0 to 2 percent.

CANAVERAL SERIES

TAXONOMIC CLASS: Hyperthermic, uncoated Aquic Quartzipsamments

The Canaveral series consists of very deep, somewhat poorly to moderately well drained, very rapidly permeable soils on side slopes of dune-like ridges bordering depressions and sloughs along the coast in Peninsular Florida. They formed in thick marine deposits of sand and shell fragments. Slopes are dominantly less than 3 percent but range up to 5 percent.

CHOBEE SERIES

TAXONOMIC CLASS: Fine-loamy, siliceous, superactive, hyperthermic Typic Argiaquolls

The Chobee series consists of very deep, very poorly drained, slowly to very slowly permeable soils in depressions, flats, and occasionally on river flood plains in the lower Coastal Plain. They formed in thick beds of loamy marine sediments. Slopes range from 0 to 2 percent.

ELECTRA SERIES

TAXONOMIC CLASS: Sandy, siliceous, hyperthermic Oxyaquic Alorthods

The Electra series consists of somewhat poorly drained soils that formed in thick beds of sandy and loamy marine sediments on slight ridges in the flatwoods areas of central and southern Florida. Slopes range from 0 to 5 percent.

FLORIDANA SERIES

TAXONOMIC CLASS: Loamy, siliceous, superactive, hyperthermic Arenic Argiaquolls

The Floridana series consists of very deep, very poorly drained, slowly to very slowly permeable soils on low broad flats, flood plains, and in depressional areas. They formed in thick beds of sandy and loamy marine sediments. Slopes range from 0 to 1 percent.

HILOLO SERIES
TAXONOMIC CLASS: Fine-loamy, siliceous, superactive, hyperthermic Mollic Endoaqualfs
The Hilolo series consists of deep, poorly drained slowly permeable soils formed in sandy and loamy marine sediments influenced by underlying alkaline materials. They occur on nearly level areas and along borders of depressions and sloughs in Peninsular Florida. Slopes are less than 2 percent. Hilolo soils are on cabbage palm hammocks and along borders of depressions and sloughs.

HOBE SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic Entic Grossarenic Alorthods
The Hobe series consists of very deep, somewhat excessively drained, moderately permeable soils on elevated knolls and ridges in the flatwoods areas of the lower Coastal Plains of Florida. They formed in thick beds of sandy and loamy marine sediments. Slopes range from 0 to 5 percent.

HONTOON SERIES
TAXONOMIC CLASS: Dysic, hyperthermic Typic Haplosaprists
The Hontoon series consists of deep, very poorly drained, rapidly permeable organic soils formed in hydrophytic non-woody plant remains. These soils occur in fresh water swamps, marshes and poorly defined drainageways. Slopes range from 0 to 2 percent.

JONATHAN SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Grossarenic Alorthods
The Jonathan series consists of very deep, moderately well to somewhat excessively drained, very slowly or slowly permeable soils on slightly elevated knolls and ridges in flatwoods areas of the Lower Coastal Plains of Florida. They formed in thick beds of sandy marine sediments. Slopes range from 0 to 5 percent.

KALIGA SERIES
TAXONOMIC CLASS: Loamy, siliceous, dysic, hyperthermic Terric Haplosaprists
The Kaliga series consists of very poorly drained, slowly to very slowly permeable soils that formed in moderately thick deposits of sapric material and underlying loamy and clayey materials. These soils are on nearly level low flats, marshes, and swamps in the Coastal Plain. These soils are saturated or covered with water for much of the year. Water runs off the surface very slowly. Slope is dominantly less than 1 percent.

KESSON SERIES
TAXONOMIC CLASS: Siliceous, hyperthermic Typic Psammaquents
The Kesson series consists of deep, very poorly drained, rapid to moderately rapid permeable soils that formed in thick marine deposits of sand and shell fragments in tidal swamps and marshes along the Gulf Coast of Peninsular Florida. Slopes range from 0 to 1 percent.

LAWNWOOD SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Aeric Alaquods
The Lawnwood series consists of very deep, poorly drained, very slowly to moderately slowly permeable soils on broad flatwoods in the lower Coastal Plain of Peninsular Florida. They formed in sandy marine sediments. Slopes are dominantly less than 1 percent, but range up to 2 percent along edges of depressions and drainage ways.

MALABAR SERIES
TAXONOMIC CLASS: Loamy, siliceous, active, hyperthermic Grossarenic Endoaqualfs

The Malabar series consists of very deep, poorly to very poorly drained soils in sloughs, shallow depressions, and along flood plains. They formed in sandy and loamy marine sediments. Slopes range from 0 to 2 percent.

NETTLES SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Alfic Arenic Alaquods
The Nettles series consists of very deep, poorly and very poorly drained, slow or very slow permeable soils on broad areas of flats and depressions of central and southern Florida. They formed in sandy and loamy marine sediments. Slopes range from 0 to 2 percent.

OLDSMAR SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic Alfic Arenic Alaquods
The Oldsmar series consists of very deep, poorly drained and very poorly drained soils in flats and depressions in the flatwoods of Peninsular Florida. They formed in sandy marine sediments overlying loamy materials.

PAOLA SERIES
TAXONOMIC CLASS: Hyperthermic, uncoated Spodic Quartzipsamments
The Paola series consists of very deep, excessively drained, very rapidly permeable soils on uplands. They formed in thick sandy marine deposits more than 7 feet thick. Slopes range from 0 to 20 percent.

PENDARVIS SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Oxyaquic Alorthods
The Pendarvis series consists of very deep, moderately well drained, slowly or moderately slowly permeable soils on low ridges and knolls in the flatwoods in central and southern Florida. They formed in thick deposits of sandy marine sediments. Slope is dominantly less than 2 percent but ranges to 5 percent along drainage ways and depressions.

PEPPER SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Alfic Alaquods
The Pepper series consists of very deep, poorly drained, slowly or very slowly permeable soils on broad areas in the flatwoods of of central and south Florida. They formed in sandy and loamy marine sediments. Slopes range from 0 to 2 percent.

PINEDA SERIES
TAXONOMIC CLASS: Loamy, siliceous, active, hyperthermic Arenic Glossaqualfs
The Pineda series consists of deep and very deep, poorly and very poorly drained, very slowly permeable soils in depressions, low hammocks, poorly defined drainageways, broad low flats, and flood plains. They formed in thick beds of sandy and loamy marine sediments on the lower Coastal Plain. Slopes range from 0 to 2 percent.

POMPANO SERIES
TAXONOMIC CLASS: Siliceous, hyperthermic Typic Psammaquents
The Pompano series consists of very deep, very poorly drained, rapidly permeable soils in depressions, drainageways, and broad flats in Peninsular Florida. They formed in thick beds of marine sands. Slopes range from 0 to 2 percent.

POPLE SERIES
TAXONOMIC CLASS: Loamy, siliceous, active, hyperthermic Arenic Endoaqualfs

The Pople series consists of very deep, poorly drained, slowly permeable soils that formed in sandy and loamy marine deposits influenced by alkaline materials. These soils are on nearly level, flatwoods and low ridges in Peninsular Florida. Slopes range from 0 to 2 percent.

RIVIERA SERIES
TAXONOMIC CLASS: Loamy, siliceous, active, hyperthermic Arenic Glossaqualfs
The Riviera series consists of very deep, poorly drained, very slowly permeable soils on broad, low flats and in depressions in the Lower Coastal Plain. They formed in stratified sandy and loamy marine sediments on the Lower Coastal Plain. Slopes range from 0 to 2 percent.

SALERNO SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Grossarenic Alaquods
The Salerno series consists of very deep, poorly drained, very slowly permeable soils on the flatwoods of Peninsular Florida. They formed in sandy marine sediments. Slopes range from 0 to 2 percent.

SAMSULA SERIES
TAXONOMIC CLASS: Sandy or sandy-skeletal, siliceous, dysic, hyperthermic Terric Haplosaprists
The Samsula series consists of very deep, very poorly drained, rapidly permeable soils that formed in moderately thick beds of hydrophytic plant remains and are underlain by sandy marine sediments. These soils are in freshwater swamps, poorly defined drainageways and flood plains. Slopes are less than 2 percent.

SATELLITE SERIES
TAXONOMIC CLASS: Hyperthermic, uncoated Aquic Quartzipsamments
The Satellite series consists of very deep, somewhat poorly drained, rapidly permeable soils on low knolls and ridges of the Florida flatwoods and ridges on higher elevations in the Lower Coastal Plain. They formed in thick beds of marine sand. Slopes range from 0 to 2 percent.

ST. LUCIE SERIES
TAXONOMIC CLASS: Hyperthermic, uncoated Typic Quartzipsamments
The St. Lucie series consists of very deep, excessively drained, very rapidly permeable soils on dune-like ridges and on isolated knolls. They formed in marine or eolian sand. Slopes range from 0 to 20 percent.

SUSANNA SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Ultic Alaquods
The Susanna series consists of very deep, poorly drained, very slowly permeable soils on broad flats of central and southern Florida. They formed in sandy and loamy marine sediments. Slopes range from 0 to 2 percent.

WAUCHULA SERIES
TAXONOMIC CLASS: Sandy over loamy, siliceous, active, hyperthermic Ultic Alaquods
The Wauchula series consists of very deep, very poorly or poorly drained, moderately slow or slowly permeable soils on flatwoods on the lower coastal plains. They formed in sandy and loamy marine sediments. Slopes range from 0 to 5 percent.

TANTILE SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Ultic Alaquods

The Tantile series consists of very deep, poorly drained, slowly or very slowly permeable soils on broad areas in the flatwoods of central and southern Florida. They formed in sandy and loamy marine sediments. Slopes range from 0 to 2 percent.

TERRA CEIA SERIES
TAXONOMIC CLASS: Euic, hyperthermic Typic Haplosaprists
The Terra Ceia series consists of very deep, very poorly drained organic soils that formed from nonwoody fibrous hydrophytic plant remains. They occur mostly in nearly level fresh water marshes and occasionally on river flood plains and in tidal swamps or flats.

WABASSO SERIES
TAXONOMIC CLASS: Sandy over loamy, siliceous, active, hyperthermic Alfic Alaquods
The Wabasso series consists of deep or very deep, very poorly and poorly drained, very slowly and slowly permeable soils on flatwoods, flood plains, and depressions in Peninsula Florida. They formed in sandy and loamy marine sediments. Slopes range from 0 to 2 percent.

WAVELAND SERIES
TAXONOMIC CLASS: Sandy, siliceous, hyperthermic, ortstein Arenic Alaquods
The Waveland series consists of very deep, very poorly and poorly drained, very slowly to moderately slowly permeable soils on broad areas of flatwoods and depressions in the Lower Coastal Plain of Peninsular Florida. They formed in sandy marine sediments. Slopes are dominantly less than 1 percent but range up to 2 percent along the edges of depressions and drainage ways.

WINDER SERIES
TAXONOMIC CLASS: Fine-loamy, siliceous, superactive, hyperthermic Typic Glossaqualfs
The Winder series consists of very deep, poorly drained, slowly to very slowly permeable soils on broad, low flats and depressional areas. They formed in loamy marine sediments on the Lower Coastal Plain. Slopes range from 0 to 2 percent.

DESCRIPTIONS OF OTHER MAPPED LAND COVERAGES:

ARENTS
Arents consist of soil materials dug from several areas that have different kinds of soils. These are frequently used to fill low areas. The 45 to 65 percent slope arents consist of soil materials dug from and piled alongside canals, or materials excavated during construction of highway overpasses and interchanges and used for embankments.

FLUVAQUENTS
Fluvaquents are soils on the floodplains of rivers and creeks and consist of different kinds of soils. Fluvaquents are nearly level poorly drained soils that frequently flood.

PITS
Pits are excavations from which soil and geologic material has been removed, mostly for use in road construction or foundations. Pits generally are small and most are filled with water.

URBAN LAND
Urban lands consist of areas that are more than 70% covered by development.

WATER
Water consists of those naturally occurring and manmade waterbodies covering the land.

Appendix 5-B. Habitat Coverage Descriptions

Section I. Agriculture.

Agriculture. In a broad sense agricultural lands are those lands which are cultivated to produce food crops and livestock. There are various sub-categories of agriculture. The subcategories within the County are:

- **Citrus.** Oranges, grapefruit, and tangerines are the typical crops grown in citrus groves. Citrus groves are a subcategory of tree crops which can also include fruit orchards.
- **Improved Pastures.** Improved pastures typically have been cleared, tilled, reseeded with specific grass types, and periodically improved with brush control and fertilizer application.
- **Unimproved Pastures.** Unimproved pastures include cleared land with major stands of trees and brush where native grasses have been allowed to develop. Normally, this land will not be managed with brush control and/or fertilizer application.
- **Row/Field Crops.** Corn, tomatoes, potatoes and beans are typical row crops found in Florida. Rows remain well defined even after crops have been harvested. Wheat, oats, hay and grasses are the primary types identified as the field crops.
- **Other Agriculture.** This category includes those agricultural lands whose intended usage cannot be determined.

Section II. Developed and disturbed lands.

Urban, High and Low Impact. Urban consists of areas of intensive use with much of the land occupied by man-made structures. High impact is densely developed areas, where examples of low impact would be represented by areas of low intensity residential, rural residential, or recreational type subdivision.

Bare Soil/Clearcut. Barren Land has very little or no vegetation and limited potential to support vegetative communities. In general, it is an area of bare soil or rock. Barren land may also temporarily exist due to human activity such as clearing or resource extraction.

Extractive. Extractive areas encompass both surface and subsurface mining operations.

Exotic Plants. Land areas with a predominant coverage of exotic and invasive vegetation.

Section III. Native Upland Vegetative Communities

Cypress/Pine/Cabbage Palm. This community includes cypress, pines and/or cabbage palm in combinations in which no species achieves dominance. Although not strictly a wetland community, it forms a transition between moist upland and hydric sites.

Dry Prairie. This category includes upland prairie grasses which occur on non-hydric soils but may be occasionally inundated by water. These areas are generally treeless with a variety of vegetation types dominated by grasses, sedges, rushes and other herbs including wire grasses with some saw palmetto present. The dry prairie community is a pyrogenic landscape with a ground cover diverse in regionally endemic plant taxa.

Grassland. A grassland is an upland community where the predominant vegetative cover is very low-growing grasses and forbs, most commonly in monocultures of non-invasive, non-native species.

Hardwood Hammocks and Forests. This classification of upland forest lands has a crown canopy with at least a 66% dominance by hardwood tree species. This class, like the Upland Conifer class, is reserved for naturally generated stands. Common components of the temperate hammock may include, depending upon the location, a wide variety of oaks, red bay, sweetbay, magnolia, sweetgum, sugarberry, hickories, cabbage palm, hollies and cedar. Various pines are minor associates.

Mixed Pine Hardwood Forest. This category is a mixture of sand pine and slash pine with a wide variety of hardwoods.

Pinelands. These forests are quite common throughout much of Northern and Central Florida. Originally, longleaf pines were common on drier sites while slash pines, which are less fire-resistant, were confined to moister sites; wildfire being the contributing factor in this distribution. However, fire control and artificial reforestation have extended the range of slash pine into former longleaf sites. The pine flatwoods class is dominated by either slash pine, longleaf pine or both and less frequently pond pine. The common flatwoods understory species include saw palmetto, wax myrtle, gallberry and a wide variety of herbs and brush.

Scrub Communities. Florida scrub is a plant community easily recognized by the dominance of evergreen shrubs and frequent patches of bare, white sand. Florida scrub in its various phases has been called xeric scrub, sand scrub, big scrub, sand pine scrub, oak scrub, evergreen oak scrub, dune oak scrub, evergreen scrub forest, slash pine scrub, palmetto scrub, rosemary scrub, and rosemary bald. Florida scrubs may be classified as coastal or interior. Scrubs are often named by the dominant plant species, as in rosemary scrub, sand pine scrub, palmetto scrub, or oak scrub. When sand pines (*Pinus clausa*) are present in scrub they do not form a continuous canopy but occur as scattered individuals or clumps of individuals. The scrub sub-community identified within the Town include the following:

- **Sand Pine.** This pine community grows on deep, infertile deposits of marine sands and clays. There are two varieties of sand pines, both occurring in Florida. The Ocala variety naturally occurs in South Florida growing in densely-stocked, pure, even-aged stands. The Choctawhatchee variety of western panhandle Florida commonly occurs in uneven-aged stands invading oak communities. A root disease complex gives many sand pine stands a disheveled appearance. Its dark crown coloration distinguishes it from other southern pines.
- **Xeric Oak.** This community is similar to and occupies the same sites as the Longleaf Pine - Xeric Oak community except that the pines, if present, are not the dominant species. In many cases longleaf pine may have been present in significant numbers prior to harvesting but were never regenerated. Species common to this class include sand live oak, bluejack oak, turkey oak and post oak.

Shrub and Brushland. This category includes saw palmettos, gallberry, wax myrtle, coastal scrub and other shrubs and brush. Generally, saw palmetto is the most prevalent plant cover intermixed with a wide variety of other woody scrub plant species as well as various types of short herbs and grasses. Coastal scrub vegetation would include pioneer herbs and shrubs composed of such typical plants as sea purslane, sea grapes and sea oats without any one of these types being dominant.

Section IV. Water and Wetlands.

Open Water. Open water is area that is predominantly and persistently water covered. Open water includes streams, lakes and sloughs, as well as manmade water features. The Indian River lagoon estuary and the Intracoastal Water Way are examples of open water.

Wetlands. Marsh, wet prairie and swamps are the types of wetlands found within the County. Wetlands are those areas that are inundated or saturated by surface water or ground water at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils and standing water. Shallow water bodies having emergent vegetation or observable submerged vegetation are also placed in the wetlands category.

- **Wet Prairie.** Wet prairies are freshwater systems composed grassy vegetation in hydric soils. There is a complex mosaic that makes up the longer hydroperiod marsh and the shorter hydroperiod wet prairie. Wet prairies are often difficult to delineate, and designation is often based on soil and indirect evidence of average high water levels. In general, wet prairies are distinguished from a marsh by having less water and shorter herbage. Additionally, wet prairies typically have a very diverse species community unlike marshes which are dominated by fewer than 10 species.
- **Marshes.** The plants in marshes and wet prairies show a wide range of adaptations for dealing with floods and anaerobic conditions, droughts and aerobic conditions. Most marsh types are dominated by fewer than 10 species, marshes frequently will be dominated by one species. Marshes can be isolated or adjacent to canals, rivers, lagoons, lakes or sloughs. Marshes are herbaceous and can be freshwater or saltwater.
- **Salt Marsh.** Salt marshes are situated between the land and the sea and experience the effects of both salt and fresh water. Salt marshes are found in flat, protected waters usually within the protection of a barrier island, estuary, or along low-energy coastlines. Salt marsh plants are salt-tolerant or halophytic species that have developed biological and physiological mechanisms to adjust to a range in environmental conditions and to tolerate the stresses of salinity changes and periodic inundation. Tidal effects are greatest on salt marsh areas below mean low water, while upland freshwater sources influence areas above mean high water.

Swamps. Forested wetlands are referred to as swamps. Forested communities support a tree canopy closure of 10% or more. Swamps are further identified by type, such as mangrove, hardwood, cypress, Bay or mixed wetland forest, which are the types found within the County.

- **Hardwood Swamp.** Hardwood swamps must be 66% or more dominated by wetland hardwood species, either salt or freshwater.
- **Cypress Swamp.** Cypress swamps can be composed of pond cypress or bald cypress which is either pure or predominant.
- **Bay Swamp.** This category is composed of dominant trees such as loblolly bay, sweetbay magnolia, swamp bay with slash pines and loblolly pines as associated component at times. Large gallberry, fetterbush, wax myrtle and tit are included in the understory vegetation.
- **Mixed Wetland Forest.** A mixed wetland forest supports a tree canopy closure of 10% or more with communities in which neither hardwoods or conifers achieve a 66% dominance of the crown canopy composition.

- **Mangrove Swamp**. Mangrove communities occur in depressions along the coast and near shore where precipitation and sheetflow collect and are tidally influenced. Red mangroves are more common along the coastal areas, while black and whites dominate further inland. Dense mangrove forests do not typically have understory plant associations, except for mangrove seedlings. The local distribution of mangroves is affected primarily by a variety of interacting factors that include microclimate, substrate type, tidal fluctuation, terrestrial nutrients, wave energy, and salt water. Mangroves are unique in that their morphological specialization such as aerial roots, vivipary, and salt excretion or excluding abilities.

Shrub Swamp. Shrub swamps are wetlands where the crown closure threshold does not meet the forested category or the associated species contains willow and low scrub with no dominate species.

Appendix 5 - C. Listed Wildlife Species that may occur within Port St. Lucie

Common Name	Scientific Name	Status
Fish		
Shortnose sturgeon	*Acipenser brevirostrum*	FE
Smalltoothed sawfish	*Pristis pectinata*	FE
Mangrove rivulus	*Rivulus marmoratus*	SSC
Reptiles		
American Alligator	*Alligator mississippiensis*	FT(S/A)
American Crocodile	*Crocodylus acutus*	FT
Eastern indigo snake	*Drymarchon corais couperi*	FT
Gopher tortoise	*Gopherus polyphemus*	ST
Florida pine snake	*Pituophis melanoleucus mugitus*	SSC
Birds		
Florida scrub jay	*Aphelocoma coerulescens*	FT
Limpkin	*Aramus guarauna*	SSC
Burrowing owl	*Athene cunicularia*	SSC
Ivory-billed woodpecker	*Campephilus principalus*	FE
Kirtland's warbler	*Dendroica kirtlandii*	FE
Little blue heron	*Egretta caerulea*	SSC
Reddish egret	*Egretta rufescens*	SSC
Snowy egret	*Egretta thula*	SSC
Tricolored heron	*Egretta tricolor*	SSC
White ibis	*Eudocimus albus*	SSC
Southeastern American kestrel	*Falco sparverius paulus*	ST
Whooping crane	*Gus americana*	FE(XN)
Florida sandhill crane	*Grus canadensis pratensis*	ST
American oystercatcher	*Haematopus palliatus*	SSC
Wood stork	*Mycteria americana*	FE
Brown pelican	*Pelecanus occidentalis*	SSC
Red-cockaded woodpecker	*Picoides borealis*	FE
Roseate spoonbill	*Platalea ajuja*	SSC
Audubon's crested caracara	*Polyborus plancus audubonii*	FT
Black skimmer	*Rynchops niger*	SSC
Mammals		
Sherman fox squirrel	*Sciurus niger shermani*	SSC
West Indian manatee	*Trichechus manatus*	FE
Amphibians		
Gopher frog	*Rana capito*	SSC

FE = Federal Endangered
FT= Federal Threatended
ST = State Threatened
SSC = Species of Special Concern
F(XN) = Federally listed as an experimental population in Florida

Appendix 5 - C. Listed Wildlife Species that may occur within Port St. Lucie

FT(SA) = Federally listed due to similarity of appearance to a listed species
FWC = Florida Fish and Wildlife Conservation Commission

Source:
U.S. Fish and Wildlife Service, listed species by County found at:
www.fws.gov/verobeach/images/pdflibrary/St.%20Lucie%20County2.pdf

Florida Fish and Wildlife Conservation Commission list of Imperiled Species found at:
http://myfwc.com/wildlifehabitats/imperiled/

Florida Natural Area Inventory (FNAI) Tracking list of rare species in St. Lucie County found at:
http://www.fnai.org/trackinglist.cfm

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Acalypha ostryifolia	PINELAND THREESEED MERCURY	EUPHORBIACEAE		
Acanthocereus tetragonus	TRIANGLE CACTUS; DILDOE CACTUS; BARBED-WIRE	CACTACEAE	T	
Acrostichum danaeifolium	GIANT LEATHER FERN	PTERIDACEAE		
Aeschynomene americana	SHYLEAF	FABACEAE		
Agalinis linifolia	FLAXLEAF FALSE FOXGLOVE	OROBANCHACEAE		
Agave neglecta	WILD CENTURY PLANT	AGAVACEAE		
Ageratina jucunda	HAMMOCK SNAKEROOT	ASTERACEAE		
Alternanthera maritima	SEASIDE JOYWEED	AMARANTHACEAE		
Ambrosia artemisiifolia	COMMON RAGWEED	ASTERACEAE		
Ampelopsis arborea	PEPPERVINE	VITACEAE		
Amyris elemifera	SEA TORCHWOOD	RUTACEAE		
Andropogon brachystachyus	SHORTSPIKE BLUESTEM	POACEAE		
Andropogon glomeratus var. *pumilus*	BUSHY BLUESTEM	POACEAE		
Andropogon gyrans var. *stenophyllus*	ELLIOTT'S BLUESTEM	POACEAE		
Andropogon longiberbis	HAIRY BLUESTEM	POACEAE		
Andropogon virginicus var. *decipiens*	BROOMSEDGE BLUESTEM	POACEAE		
Andropogon virginicus var. *glaucus*	CHALKY BLUESTEM	POACEAE		
Annona glabra	POND APPLE	ANNONACEAE		
Ardisia escallonioides	MARLBERRY	MYRSINACEAE		
Arenaria lanuginosa	SPREADING SANDWORT	CARYOPHYLLACEAE		
Argusia gnaphalodes	SEA ROSEMARY; SEA LAVENDER	BORAGINACEAE	E	

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Arisaema triphyllum	JACK-IN-THE-PULPIT	ARACEAE		
Aristida gyrans	CORKSCREW THREEAWN	POACEAE		
Aristida palustris	LONGLEAF THREEAWN	POACEAE		
Aristida patula	TALL THREEAWN	POACEAE		
Aristida rhizomophora	FLORIDA THREEAWN	POACEAE		
Aristida spiciformis	BOTTLEBRUSH THREEAWN	POACEAE		
Arnoglossum floridanum	FLORIDA INDIAN PLANTAIN	ASTERACEAE		
Asclepias lanceolata	FEWFLOWER MILKWEED	APOCYNACEAE		
Asclepias pedicellata	SAVANNAH MILKWEED	APOCYNACEAE		
Asclepias tuberosa	BUTTERFLYWEED; BUTTERFLY MILKWEED	APOCYNACEAE		
Asimina obovata	BIGFLOWER PAWPAW	ANNONACEAE		
Asimina reticulata	NETTED PAWPAW	ANNONACEAE		
Atriplex pentandra	CRESTED SALTBUSH	AMARANTHACEAE		
Avicennia germinans	BLACK MANGROVE	AVICENNIACEAE		
Axonopus fissifolius	COMMON CARPETGRASS	POACEAE		
Axonopus furcatus	BIG CARPETGRASS	POACEAE		
Azolla filiculoides	AMERICAN WATERFERN; PACIFIC MOSQUITOFERN	AZOLLACEAE		
Baccharis angustifolia	SALTWATER FALSEWILLOW	ASTERACEAE		
Baccharis halimifolia	GROUNDSEL TREE; SEA MYRTLE	ASTERACEAE		
Bacopa caroliniana	LEMON BACOPA; BLUE WATERHYSSOP	PLANTAGINACEAE		
Bacopa monnieri	HERB-OF-GRACE	PLANTAGINACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Balduina angustifolia	COASTALPLAIN HONEYCOMBHEAD	ASTERACEAE		
Bartonia verna	WHITE SCREWSTEM	GENTIANACEAE		
Bejaria racemosa	TARFLOWER	ERICACEAE		
Bidens alba	BEGGARTICKS; ROMERILLO	ASTERACEAE		
Bidens mitis	SMALLFRUIT BEGGARTICKS	ASTERACEAE		
Bigelowia nudata subsp. *australis*	PINELAND RAYLESS GOLDENROD	ASTERACEAE		
Blechnum serrulatum	TOOTHED MIDSORUS FERN; SWAMP FERN	BLECHNACEAE		
Boerhavia diffusa	RED SPIDERLING; WINEFLOWER	NYCTAGINACEAE		
Borrichia frutescens	BUSHY SEASIDE OXEYE	ASTERACEAE		
Buchnera americana	AMERICAN BLUEHEARTS	OROBANCHACEAE		
Bulbostylis ciliatifolia	CAPILLARY HAIRSEDGE	CYPERACEAE		
Bulbostylis stenophylla	SANDYFIELD HAIRSEDGE	CYPERACEAE		
Bulbostylis warei	WARE'S HAIRSEDGE	CYPERACEAE		
Bursera simaruba	GUMBO LIMBO	BURSERACEAE		
Caesalpinia bonduc	GRAY NICKER	FABACEAE		
Cakile edentula subsp. harperi	AMERICAN SEAROCKET	BRASSICACEAE		
Callicarpa americana	AMERICAN BEAUTYBERRY	LAMIACEAE		
Callisia ornata	FLORIDA SCRUB ROSELING	COMMELINACEAE		
Calopogon multiflorus	MANYFLOWERED GRASSPINK	ORCHIDACEAE	E	
Calopogon tuberosus	TUBEROUS GRASSPINK	ORCHIDACEAE		
Campanula floridana	FLORIDA BELLFLOWER	CAMPANULACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Campyloneurum phyllitidis	LONG STRAP FERN	POLYPODIACEAE		
Canavalia rosea	BAYBEAN; SEASIDE JACKBEAN	FABACEAE		
Canna flaccida	BANDANNA-OF-THE-EVERGLADES	CANNACEAE		
Capparis cynophallophora	JAMAICAN CAPERTREE	BRASSICACEAE		
Capparis flexuosa	BAYLEAF CAPERTREE	BRASSICACEAE		
Carex lupuliformis	FALSE HOP SEDGE	CYPERACEAE		
Carex vexans	FLORIDA HAMMOCK SEDGE	CYPERACEAE		
Carphephorus odoratissimus var. subtropicanus	PINELAND PURPLE; FALSE VANILLALEAF	ASTERACEAE		
Carphephorus paniculatus	HAIRY CHAFFHEAD	ASTERACEAE		
Carya aquatica	WATER HICKORY	JUGLANDACEAE		
Carya floridana	SCRUB HICKORY	JUGLANDACEAE		
Cassytha filiformis	LOVE VINE; DEVIL'S GUT	LAURACEAE		
Celosia nitida	WEST INDIAN COCK'S COMB	AMARANTHACEAE	E	
Cenchrus echinatus	SOUTHERN SANDBUR	POACEAE		
Cenchrus spinifex	COASTAL SANDBUR	POACEAE		
Centrosema virginianum	SPURRED BUTTERFLY PEA	FABACEAE		
Cephalanthus occidentalis	COMMON BUTTONBUSH	RUBIACEAE		
Ceratiola ericoides	FLORIDA ROSEMARY; SAND HEATH	ERICACEAE		
Chamaecrista fasciculata	PARTRIDGE PEA	FABACEAE		
Chamaecrista nictitans var. aspera	SENSITIVE PEA	FABACEAE		
Chamaesyce bombensis	DIXIE SANDMAT	EUPHORBIACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Chamaesyce hirta	PILLPOD SANDMAT	EUPHORBIACEAE		
Chamaesyce hyssopifolia	HYSSOPLEAF SANDMAT	EUPHORBIACEAE		
Chamaesyce maculata	SPOTTED SANDMAT	EUPHORBIACEAE		
Chamaesyce mesembrianthemifolia	COASTAL BEACH SANDMAT	EUPHORBIACEAE		
Chaptalia tomentosa	WOOLLY SUNBONNETS; PINELAND DAISY	ASTERACEAE		
Chiococca alba	SNOWBERRY; MILKBERRY	RUBIACEAE		
Chrysobalanus icaco	COCO PLUM	CHRYSOBALANACEAE		
Chrysophyllum oliviforme	SATINLEAF	SAPOTACEAE	T	
Chrysopsis delaneyi	DELANEY'S GOLDENASTER	ASTERACEAE		
Chrysopsis mariana	MARYLAND GOLDENASTER	ASTERACEAE		
Cirsium horridulum	PURPLE THISTLE	ASTERACEAE		
Clitoria mariana	ATLANTIC PIGEONWINGS	FABACEAE		
Cnidoscolus stimulosus	TREAD-SOFTLY; FINGER-ROT	EUPHORBIACEAE		
Coccoloba diversifolia	TIETONGUE; PIGEON PLUM	POLYGONACEAE		
Coccoloba uvifera	SEAGRAPE	POLYGONACEAE		
Coelorachis tuberculosa	FLORIDA JOINTTAIL GRASS; PIEDMONT JOINTGRASS	POACEAE	T	
Commelina erecta	WHITEMOUTH DAYFLOWER	COMMELINACEAE		
Conoclinium coelestinum	BLUE MISTFLOWER	ASTERACEAE		
Conradina grandiflora	LARGEFLOWER FALSE ROSEMARY	LAMIACEAE	T	
Conyza canadensis	CANADIAN HORSEWEED	ASTERACEAE		
Coreopsis floridana	FLORIDA TICKSEED	ASTERACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Coreopsis leavenworthii	LEAVENWORTH'S TICKSEED	ASTERACEAE		
Crotalaria pumila	LOW RATTLEBOX	FABACEAE		
Crotalaria rotundifolia	RABBITBELLS	FABACEAE		
Croton glandulosus	VENTE CONMIGO	EUPHORBIACEAE		
Croton linearis	PINELAND CROTON; GRANNYBUSH	EUPHORBIACEAE		
Croton punctatus	GULF CROTON; BEACH TEA	EUPHORBIACEAE		
Ctenium aromaticum	TOOTHACHEGRASS	POACEAE		
Cuscuta indecora	BIGSEED ALFALFA DODDER	CONVOLVULACEAE		
Cynanchum scoparium	LEAFLESS SWALLOWWORT	APOCYNACEAE		
Cyperus articulatus	JOINTED FLATSEDGE	CYPERACEAE		
Cyperus compressus	POORLAND FLATSEDGE	CYPERACEAE		
Cyperus croceus	BALDWIN'S FLATSEDGE	CYPERACEAE		
Cyperus filiculmis	WIRY FLATSEDGE	CYPERACEAE		
Cyperus flavescens	YELLOW FLATSEDGE	CYPERACEAE		
Cyperus haspan	HASPAN FLATSEDGE	CYPERACEAE		
Cyperus lecontei	LECONTE'S FLATSEDGE	CYPERACEAE		
Cyperus liqularis	SWAMP FLATSEDGE	CYPERACEAE		
Cyperus pedunculatus	BEACHSTAR	CYPERACEAE	E	
Cyperus polystachyos	MANYSPIKE FLATSEDGE	CYPERACEAE		
Cyperus retrorsus	PINEBARREN FLATSEDGE	CYPERACEAE		
Cyperus strigosus	STRAWCOLORED FLATSEDGE	CYPERACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Cyperus surinamensis	TROPICAL FLATSEDGE	CYPERACEAE		
Cyperus tetragonus	FOURANGLE FLATSEDGE	CYPERACEAE		
Dalbergia ecastaphyllum	COINVINE	FABACEAE		
Dalea carnea	WHITETASSELS	FABACEAE		
Dalea feayi	FEAY'S PRAIRIECLOVER	FABACEAE		
Datura stramonium	JIMSONWEED	SOLANACEAE		
Daucus pusillus	AMERICAN WILD CARROT	APIACEAE		
Dicerandra immaculata	LAKELA'S BALM; OLGA'S MINT	LAMIACEAE	E	E
Dicerandra immaculata var. savannarum	SAVANNA BALM; DICERANDRA-OF-THE-SAVANNAS	LAMIACEAE	E	
Dichanthelium commutatum	VARIABLE WITCHGRASS	POACEAE		
Dichanthelium dichotomum	CYPRESS WITCHGRASS	POACEAE		
Dichanthelium ensifolium var. breve	DWARF CYPRESS WITCHGRASS	POACEAE		
Dichanthelium erectifolium	ERECTLEAF WITCHGRASS	POACEAE		
Dichanthelium portoricense	HEMLOCK WITCHGRASS	POACEAE		
Digitaria filiformis	SLENDER CRABGRASS; SHAGGY CRABGRASS	POACEAE		
Digitaria insularis	SOURGRASS	POACEAE		
Digitaria serotina	BLANKET CRABGRASS; DWARF CRABGRASS	POACEAE		
Diodia virginiana	VIRGINIA BUTTONWEED	RUBIACEAE		
Diospyros virginiana	COMMON PERSIMMON	EBENACEAE		
Dodonaea viscosa	VARNISHLEAF; FLORIDA HOPBUSH	SAPINDACEAE		
Drosera capillaris	PINK SUNDEW	DROSERACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Echites umbellatus	DEVIL'S POTATO; RUBBERVINE	APOCYNACEAE		
Eclipta prostrata	FALSE DAISY	ASTERACEAE		
Eleocharis baldwinii	BALDWIN'S SPIKERUSH; ROADGRASS	CYPERACEAE		
Eleocharis cellulosa	GULF COAST SPIKERUSH	CYPERACEAE		
Elephantopus elatus	TALL ELEPHANTSFOOT	ASTERACEAE		
Elionurus tripsacoides	PAN-AMERICAN BALSAMSCALE	POACEAE		
Eragrostis elliottii	ELLIOTT'S LOVEGRASS	POACEAE		
Eragrostis secundiflora subsp. oxylepis	RED LOVEGRASS	POACEAE		
Erechtites hieraciifolius	AMERICAN BURNWEED; FIREWEED	ASTERACEAE		
Erigeron quercifolius	OAKLEAF FLEABANE	ASTERACEAE		
Eriocaulon compressum	FLATTENED PIPEWORT	ERIOCAULACEAE		
Eriocaulon decangulare	TENANGLE PIPEWORT	ERIOCAULACEAE		
Ernodea littoralis	BEACH CREEPER; COUGHBUSH	RUBIACEAE		
Eryngium aromaticum	FRAGRANT ERYNGO	APIACEAE		
Erythrina herbacea	CORALBEAN; CHEROKEE BEAN	FABACEAE		
Eugenia axillaris	WHITE STOPPER	MYRTACEAE		
Eugenia foetida	SPANISH STOPPER; BOXLEAF STOPPER	MYRTACEAE		
Eulophia alta	WILD COCO	ORCHIDACEAE		
Eupatorium mohrii	MOHR'S THOROUGHWORT	ASTERACEAE		
Eupatorium rotundifolium	ROUNDLEAF THOROUGHWORT; FALSE HOREHOUND	ASTERACEAE		
Euphorbia polyphylla	LESSER FLORIDA SPURGE	EUPHORBIACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Eustachys glauca	SALTMARSH FINGERGRASS	POACEAE		
Eustachys petraea	PINEWOODS FINGERGRASS	POACEAE		
Euthamia caroliniana	SLENDER FLATTOP GOLDENROD	ASTERACEAE		
Ficus aurea	STRANGLER FIG; GOLDEN FIG	MORACEAE		
Fimbristylis autumnalis	SLENDER FIMBRY	CYPERACEAE		
Fimbristylis caroliniana	CAROLINA FIMBRY	CYPERACEAE		
Fimbristylis cymosa	HURRICANEGRASS	CYPERACEAE		
Fimbristylis dichotoma	FORKED FIMBRY	CYPERACEAE		
Fimbristylis puberula	HAIRY FIMBRY	CYPERACEAE		
Flaveria linearis	NARROWLEAF YELLOWTOPS	ASTERACEAE		
Forestiera segregata	FLORIDA SWAMPPRIVET	OLEACEAE		
Fuirena breviseta	SALTMARSH UMBRELLASEDGE	CYPERACEAE		
Fuirena pumila	DWARF UMBRELLASEDGE	CYPERACEAE		
Galactia elliottii	ELLIOTT'S MILKPEA	FABACEAE		
Galactia regularis	EASTERN MILKPEA	FABACEAE		
Galactia volubilis	DOWNY MILKPEA	FABACEAE		
Gaura angustifolia	SOUTHERN BEEBLOSSOM	ONAGRACEAE		
Gaylussacia dumosa	DWARF HUCKLEBERRY	ERICACEAE		
Geranium carolinianum	CAROLINA CRANESBILL	GERANIACEAE		
Glandularia maritima	COASTAL MOCK VERVAIN	VERBENACEAE	E	
Gratiola ramosa	BRANCHED HEDGEHYSSOP	PLANTAGINACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Guapira discolor	BEEFTREE; BLOLLY	NYCTAGINACEAE		
Guettarda elliptica	HAMMOCK VELVETSEED	RUBIACEAE		
Habenaria floribunda	TOOTHPETAL FALSE REINORCHID; MIGNONETTE ORCHID	ORCHIDACEAE	T	
Habenaria nivea	SNOWY ORCHID	ORCHIDACEAE		
Halodule wrightii	SHOALWEED	CYMODOCEACEAE		
Halophila johnsonii	JOHNSON'S SEAGRASS	HYDROCHARITACEAE		T
Harrisia fragrans	CARIBBEAN APPLECACTUS; INDIAN RIVER PRICKLY-APPLE	CACTACEAE	E	E
Harrisia simpsonii	SIMPSON'S APPLECACTUS	CACTACEAE	E	
Helianthemum corymbosum	PINEBARREN FROSTWEED	CISTACEAE		
Helianthemum nashii	FLORIDA SCRUB FROSTWEED	CISTACEAE		
Helianthus agrestis	SOUTHEASTERN SUNFLOWER	ASTERACEAE		
Helianthus angustifolius	NARROWLEAF SUNFLOWER; SWAMP SUNFLOWER	ASTERACEAE		
Helianthus debilis	EAST COAST DUNE SUNFLOWER	ASTERACEAE		
Heliotropium angiospermum	SCORPIONSTAIL	BORAGINACEAE		
Heliotropium polyphyllum	PINELAND HELIOTROPE	BORAGINACEAE		
Heterotheca subaxillaris	CAMPHORWEED	ASTERACEAE		
Hibiscus furcellatus	LINDENLEAF ROSEMALLOW	MALVACEAE		
Hippocratea volubilis	MEDICINE VINE	CELASTRACEAE		
Houstonia procumbens	INNOCENCE; ROUNDLEAF BLUET	RUBIACEAE		
Hydrocotyle bonariensis	LARGELEAF MARSHPENNYWORT	ARALIACEAE		
Hydrocotyle umbellata	MANYFLOWER MARSHPENNYWORT	ARALIACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Hydrocotyle verticillata	WHORLED MARSHPENNYWORT	ARALIACEAE		
Hydrolea corymbosa	SKYFLOWER	HYDROLEACEAE		
Hymenocallis latifolia	MANGROVE SPIDERLILY; PERFUMED SPIDERLILY	AMARYLLIDACEAE		
Hymenocallis palmeri	ALLIGATORLILY	AMARYLLIDACEAE		
Hypericum cistifolium	ROUNDPOD ST.JOHN'S-WORT	CLUSIACEAE		
Hypericum fasciculatum	SANDWEED; PEELBARK ST.JOHN'S-WORT	CLUSIACEAE		
Hypericum tenuifolium	ATLANTIC ST.JOHN'S-WORT	CLUSIACEAE		
Hypericum tetrapetalum	FOURPETAL ST.JOHN'S-WORT	CLUSIACEAE		
Ilex cassine	DAHOON	AQUIFOLIACEAE		
Ilex glabra	INKBERRY; GALLBERRY	AQUIFOLIACEAE		
Ipomoea imperati	BEACH MORNING-GLORY	CONVOLVULACEAE		
Ipomoea pandurata	MAN-OF-THE-EARTH	CONVOLVULACEAE		
Ipomoea pes-caprae subsp. brasiliensis	RAILROAD VINE; BAYHOPS	CONVOLVULACEAE		
Iresine diffusa	JUBA'S BUSH	AMARANTHACEAE		
Itea virginica	VIRGINIA WILLOW; VIRGINIA SWEETSPIRE	ITEACEAE		
Iva imbricata	SEACOAST MARSHELDER	ASTERACEAE		
Juncus effusus subsp. solutus	SOFT RUSH	JUNCACEAE		
Juncus marginatus	SHORE RUSH; GRASSLEAF RUSH	JUNCACEAE		
Juncus megacephalus	BIGHEAD RUSH	JUNCACEAE		
Juncus scirpoides	NEEDLEPOD RUSH	JUNCACEAE		
Kosteletzkya pentacarpos	VIRGINIA SALTMARSH MALLOW	MALVACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Lachnanthes caroliana	CAROLINA REDROOT	HAEMODORACEAE		
Lachnocaulon anceps	WHITEHEAD BOGBUTTON	ERIOCAULACEAE		
Lachnocaulon beyrichianum	SOUTHERN BOGBUTTON	ERIOCAULACEAE		
Lachnocaulon engleri	ENGLER'S BOGBUTTON	ERIOCAULACEAE		
Lachnocaulon minus	SMALL'S BOGBUTTON	ERIOCAULACEAE		
Lactuca graminifolia	GRASSLEAF LETTUCE	ASTERACEAE		
Lantana involucrata	BUTTONSAGE	VERBENACEAE		
Lasiacis divaricata	SMALLCANE; FLORIDA TIBISEE	POACEAE		
Lechea cernua	NODDING PINWEED; SCRUB PINWEED	CISTACEAE	T	
Lechea torreyi	PIEDMONT PINWEED	CISTACEAE		
Lepidium virginicum	VIRGINIA PEPPERWEED	BRASSICACEAE		
Lespedeza hirta	HAIRY LESPEDEZA	FABACEAE		
Liatris chapmanii	CHAPMAN'S GAYFEATHER	ASTERACEAE		
Liatris spicata	DENSE GAYFEATHER	ASTERACEAE		
Liatris tenuifolia var. quadriflora	SHORTLEAF GAYFEATHER	ASTERACEAE		
Licania michauxii	GOPHER APPLE	CHRYSOBALANACEAE		
Lilium catesbaei	CATESBY'S LILY; PINE LILY	LILIACEAE	T	
Limonium carolinianum	CAROLINA SEALAVENDER	PLUMBAGINACEAE		
Linaria canadensis	CANADIAN TOADFLAX	PLANTAGINACEAE		
Linaria floridana	APALACHICOLA TOADFLAX	PLANTAGINACEAE		
Linum medium var. texanum	STIFF YELLOW FLAX	LINACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Lipocarpha micrantha	SMALLFLOWER HALFCHAFF SEDGE	CYPERACEAE		
Lobelia feayana	BAY LOBELIA	CAMPANULACEAE		
Lobelia homophylla	PINELAND LOBELIA	CAMPANULACEAE		
Lobelia paludosa	WHITE LOBELIA	CAMPANULACEAE		
Ludwigia lanceolata	LANCELEAF PRIMROSEWILLOW	ONAGRACEAE		
Ludwigia linifolia	SOUTHEASTERN PRIMROSEWILLOW	ONAGRACEAE		
Ludwigia maritima	SEASIDE PRIMROSEWILLOW	ONAGRACEAE		
Ludwigia suffruticosa	SHRUBBY PRIMROSEWILLOW	ONAGRACEAE		
Lupinus diffusus	SKYBLUE LUPINE	FABACEAE		
Lycopodiella appressa	SOUTHERN CLUB-MOSS; SOUTHERN BOG CLUB-MOSS	LYCOPODIACEAE		
Lycopus rubellus	TAPERLEAF WATERHOREHOUND	LAMIACEAE		
Lygodesmia aphylla	ROSE-RUSH	ASTERACEAE		
Lyonia fruticosa	COASTALPLAIN STAGGERBUSH	ERICACEAE		
Lyonia lucida	FETTERBUSH	ERICACEAE		
Lythrum alatum var. lanceolatum	WINGED LOOSESTRIFE	LYTHRACEAE		
Marshallia graminifolia	GRASSLEAF BARBARA'S BUTTONS	ASTERACEAE		
Mecardonia acuminata subsp. peninsularis	AXILFLOWER	PLANTAGINACEAE		
Melanthera nivea	SNOW SQUARESTEM	ASTERACEAE		
Melochia tomentosa	WOOLLY PYRAMIDFLOWER; TEABUSH; BROOMWOOD	MALVACEAE		
Melothria pendula	CREEPING CUCUMBER	CUCURBITACEAE		
Mentzelia floridana	POORMAN'S PATCH; STICKLEAF	LOASACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Mikania cordifolia	FLORIDA KEYS HEMPVINE	ASTERACEAE		
Mikania scandens	CLIMBING HEMPVINE	ASTERACEAE		
Mimosa quadrivalvis var. floridana	FLORIDA SENSITIVE BRIER	FABACEAE		
Mimosa strigillosa	POWDERPUFF	FABACEAE		
Monarda punctata	SPOTTED BEEBALM	LAMIACEAE		
Monotropa uniflora	INDIANPIPE	ERICACEAE		
Morus rubra	RED MULBERRY	MORACEAE		
Muhlenbergia capillaris var. filipes	GULF HAIRAWN MUHLY	POACEAE		
Myrcianthes fragrans	TWINBERRY; SIMPSON'S STOPPER	MYRTACEAE	T	
Myrica cerifera	SOUTHERN BAYBERRY; WAX MYRTLE	MYRICACEAE		
Nephrolepis exaltata	SWORD FERN; WILD BOSTON FERN	NEPHROLEPIDACEAE		
Nyssa sylvatica var. biflora	SWAMP TUPELO	CORNACEAE		
Oclemena reticulata	WHITETOP ASTER; PINEBARREN ASTER	ASTERACEAE		
Ocotea coriacea	LANCEWOOD	LAURACEAE		
Oenothera humifusa	SEABEACH EVENINGPRIMROSE	ONAGRACEAE		
Oenothera laciniata	CUTLEAF EVENINGPRIMROSE	ONAGRACEAE		
Okenia hypogaea	BURROWING FOUR-O'CLOCK; BEACH PEANUT	NYCTAGINACEAE	E	
Oldenlandia uniflora	CLUSTERED MILLE GRAINES	RUBIACEAE		
Ophioglossum palmatum	HAND FERN	OPHIOGLOSSACEAE	E	
Ophioglossum petiolatum	STALKED ADDER'S-TONGUE	OPHIOGLOSSACEAE		
Oplismenus hirtellus	WOODSGRASS; BASKETGRASS	POACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Opuntia humifusa	PRICKLYPEAR	CACTACEAE		
Opuntia stricta	ERECT PRICKLYPEAR; SHELL-MOUND PRICKLYPEAR	CACTACEAE	T	
Orontium aquaticum	GOLDENCLUB; NEVERWET	ARACEAE		
Osmunda cinnamomea	CINNAMON FERN	OSMUNDACEAE		
Osmunda regalis var. spectabilis	ROYAL FERN	OSMUNDACEAE		
Oxypolis filiformis	WATER COWBANE	APIACEAE		
Palafoxia feayi	FEAY'S PALAFOX	ASTERACEAE		
Panicum amarum	BITTER PANICGRASS	POACEAE		
Panicum anceps	BEAKED PANICUM	POACEAE		
Panicum dichotomiflorum	FALL PANICGRASS	POACEAE		
Panicum hemitomon	MAIDENCANE	POACEAE		
Panicum hians	GAPING PANICUM	POACEAE		
Panicum longifolium		POACEAE		
Panicum rigidulum	REDTOP PANICUM	POACEAE		
Parietaria floridana	FLORIDA PELLITORY	URTICACEAE		
Parietaria praetermissa	CLUSTERED PELLITORY	URTICACEAE		
Parthenocissus quinquefolia	VIRGINIA CREEPER; WOODBINE	VITACEAE		
Paspalum conjugatum	SOUR PASPALUM; HILOGRASS	POACEAE		
Paspalum dissectum	MUDBANK CROWNGRASS	POACEAE		
Paspalum floridanum	FLORIDA PASPALUM	POACEAE		
Paspalum laeve	FIELD PASPALUM	POACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Paspalum setaceum	THIN PASPALUM	POACEAE		
Passiflora incarnata	PURPLE PASSIONFLOWER	PASSIFLORACEAE		
Passiflora suberosa	CORKYSTEM PASSIONFLOWER	PASSIFLORACEAE		
Pectis prostrata	SPREADING CINCHWEED	ASTERACEAE		
Peltandra virginica	GREEN ARROW ARUM	ARACEAE		
Pentalinon luteum	WILD ALLAMANDA; HAMMOCK VIPERSTAIL	APOCYNACEAE		
Peperomia humilis	LOW PEPEROMIA	PIPERACEAE	E	
Persea borbonia	RED BAY	LAURACEAE		
Petiveria alliacea	GUINEA HEN WEED	PHYTOLACCACEAE		
Phaseolus polystachios	THICKET BEAN	FABACEAE		
Phlebodium aureum	GOLDEN POLYPODY	POLYPODIACEAE		
Phoradendron leucarpum	OAK MISTLETOE	VISCACEAE		
Phragmites australis	COMMON REED	POACEAE		
Phyla nodiflora	TURKEY TANGLE FOGFRUIT; CAPEWEED	VERBENACEAE		
Phyllanthus abnormis	DRUMMOND'S LEAFFLOWER	PHYLLANTHACEAE		
Physalis arenicola	CYPRESSHEAD GROUNDCHERRY	SOLANACEAE		
Physalis pubescens	HUSK TOMATO	SOLANACEAE		
Physalis walteri	WALTER'S GROUNDCHERRY	SOLANACEAE		
Phytolacca americana	AMERICAN POKEWEED	PHYTOLACCACEAE		
Piloblephis rigida	WILD PENNYROYAL	LAMIACEAE		
Pinus clausa	SAND PINE	PINACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Pinus elliottii	SLASH PINE	PINACEAE		
Piriqueta cistoides subsp. caroliniana	PITTED STRIPESEED	TURNERACEAE		
Pisonia aculeata	DEVIL'S CLAWS; PULLBACK	NYCTAGINACEAE		
Pityopsis graminifolia	NARROWLEAF SILKGRASS	ASTERACEAE		
Plantago virginica	VIRGINIA PLANTAIN; SOUTHERN PLANTAIN	PLANTAGINACEAE		
Pleopeltis polypodioides var. michauxiana	RESURRECTION FERN	POLYPODIACEAE		
Pluchea baccharis	ROSY CAMPHORWEED	ASTERACEAE		
Pluchea foetida	STINKING CAMPHORWEED	ASTERACEAE		
Pluchea odorata	SWEETSCENT	ASTERACEAE		
Plumbago zeylanica	DOCTORBUSH	PLUMBAGINACEAE		
Poinsettia cyathophora	PAINTEDLEAF; FIRE-ON-THE-MOUNTAIN	EUPHORBIACEAE		
Polanisia tenuifolia	SLENDERLEAF CLAMMYWEED	BRASSICACEAE		
Polygala balduinii	BALDWIN'S MILKWORT	POLYGALACEAE		
Polygala cruciata	DRUMHEADS	POLYGALACEAE		
Polygala cymosa	TALL PINEBARREN MILKWORT	POLYGALACEAE		
Polygala lutea	ORANGE MILKWORT	POLYGALACEAE		
Polygala ramosa	LOW PINEBARREN MILKWORT	POLYGALACEAE		
Polygala rugelii	YELLOW MILKWORT	POLYGALACEAE		
Polygala setacea	COASTALPLAIN MILKWORT	POLYGALACEAE		
Polygala smallii	SMALL'S MILKWORT; TINY POLYGALA	POLYGALACEAE	E	E
Polygala violacea	SHOWY MILKWORT	POLYGALACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Polygonella ciliata	HAIRY JOINTWEED	POLYGONACEAE		
Polygonella robusta	LARGEFLOWER JOINTWEED; SANDHILL WIREWEED	POLYGONACEAE		
Polygonum hydropiperoides	MILD WATERPEPPER; SWAMP SMARTWEED	POLYGONACEAE		
Polygonum punctatum	DOTTED SMARTWEED	POLYGONACEAE		
Polygonum setaceum	BOG SMARTWEED	POLYGONACEAE		
Pontederia cordata	PICKERELWEED	PONTEDERIACEAE		
Portulaca pilosa	PINK PURSLANE; KISS-ME-QUICK	PORTULACACEAE		
Proserpinaca palustris	MARSH MERMAIDWEED	HALORAGACEAE		
Proserpinaca pectinata	COMBLEAF MERMAIDWEED	HALORAGACEAE		
Prunus caroliniana	CAROLINA LAURELCHERRY	ROSACEAE		
Pseudognaphalium obtusifolium	SWEET EVERLASTING; RABBIT TOBACCO	ASTERACEAE		
Psilotum nudum	WHISK-FERN	PSILOTACEAE		
Psychotria nervosa	WILD COFFEE	RUBIACEAE		
Psychotria sulzneri	SHORTLEAF WILD COFFEE	RUBIACEAE		
Pteridium aquilinum var. caudatum	LACY BRACKEN	DENNSTAEDTIACEAE		
Pteridium aquilinum var. pseudocaudatum	TAILED BRACKEN	DENNSTAEDTIACEAE		
Pterocaulon pycnostachyum	BLACKROOT	ASTERACEAE		
Pteroglossaspis ecristata	GIANT ORCHID; NON-CRESTED EULOPHIA	ORCHIDACEAE	T	
Ptilimnium capillaceum	MOCK BISHOPSWEED; HERBWILLIAM	APIACEAE		
Quercus chapmanii	CHAPMAN'S OAK	FAGACEAE		
Quercus geminata	SAND LIVE OAK	FAGACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Quercus inopina	SCRUB OAK	FAGACEAE		
Quercus myrtifolia	MYRTLE OAK	FAGACEAE		
Quercus virginiana	LIVE OAK	FAGACEAE		
Randia aculeata	WHITE INDIGOBERRY	RUBIACEAE		
Rapanea punctata	MYRSINE; COLICWOOD	MYRSINACEAE		
Rhexia cubensis	WEST INDIAN MEADOWBEAUTY	MELASTOMATACEAE		
Rhexia nashii	MAID MARIAN	MELASTOMATACEAE		
Rhexia nuttallii	NUTTALL'S MEADOWBEAUTY	MELASTOMATACEAE		
Rhizophora mangle	RED MANGROVE	RHIZOPHORACEAE		
Rhus copallinum	WINGED SUMAC	ANACARDIACEAE		
Rhynchospora baldwinii	BALDWIN'S BEAKSEDGE	CYPERACEAE		
Rhynchospora cephalantha	BUNCHED BEAKSEDGE	CYPERACEAE		
Rhynchospora chapmanii	CHAPMAN'S BEAKSEDGE	CYPERACEAE		
Rhynchospora colorata	STARRUSH WHITETOP	CYPERACEAE		
Rhynchospora fascicularis	FASCICLED BEAKSEDGE	CYPERACEAE		
Rhynchospora filifolia	THREADLEAF BEAKSEDGE	CYPERACEAE		
Rhynchospora harperi	HARPER'S BEAKSEDGE	CYPERACEAE		
Rhynchospora inundata	NARROWFRUIT HORNED BEAKSEDGE	CYPERACEAE		
Rhynchospora latifolia	GIANT WHITETOP; SANDSWAMP WHITETOP	CYPERACEAE		
Rhynchospora megalocarpa	SANDYFIELD BEAKSEDGE	CYPERACEAE		
Rhynchospora microcarpa	SOUTHERN BEAKSEDGE	CYPERACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Rhynchospora microcephala	BUNCHED BEAKSEDGE	CYPERACEAE		
Rhynchospora miliacea	MILLET BEAKSEDGE	CYPERACEAE		
Rhynchospora nitens	SHORTBEAK BEAKSEDGE; BALDRUSH	CYPERACEAE		
Rhynchospora rariflora	FEWFLOWER BEAKSEDGE	CYPERACEAE		
Rhynchospora tracyi	TRACY'S BEAKSEDGE	CYPERACEAE		
Rhynchospora wrightiana	WRIGHT'S BEAKSEDGE	CYPERACEAE		
Rivina humilis	ROUGEPLANT	PHYTOLACCACEAE		
Rubus trivialis	SOUTHERN DEWBERRY	ROSACEAE		
Rudbeckia hirta	BLACKEYED SUSAN	ASTERACEAE		
Rumex verticillatus	SWAMP DOCK	POLYGONACEAE		
Sabal etonia	SCRUB PALMETTO	ARECACEAE		
Sabal minor	DWARF PALMETTO; BLUESTEM PALM	ARECACEAE		
Sabal palmetto	CABBAGE PALM	ARECACEAE		
Sabatia grandiflora	LARGEFLOWER ROSEGENTIAN	GENTIANACEAE		
Sabatia stellaris	ROSE-OF-PLYMOUTH	GENTIANACEAE		
Sacciolepis striata	AMERICAN CUPSCALE	POACEAE		
Sacoila lanceolata	LEAFLESS BEAKED LADIESTRESSES; LEAFLESS BEAKED ORCHID	ORCHIDACEAE	T	
Sagittaria graminea var. chapmanii	CHAPMAN'S ARROWHEAD	ALISMATACEAE		
Sagittaria lancifolia	BULLTONGUE ARROWHEAD	ALISMATACEAE		
Salix caroliniana	CAROLINA WILLOW; COASTALPLAIN WILLOW	SALICACEAE		
Salvia coccinea	TROPICAL SAGE; BLOOD SAGE	LAMIACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Sambucus nigra subsp. canadensis	AMERICAN ELDER; ELDERBERRY	ADOXACEAE		
Samolus valerandi subsp. parviflorus	PINELAND PIMPERNEL; SEASIDE BROOKWEED	SAMOLACEAE		
Scaevola plumieri	BEACHBERRY; INKBERRY; GULLFEED	GOODENIACEAE	T	
Schoenolirion albiflorum	WHITE SUNNYBELL	HYACINTHACEAE		
Schoenoplectus pungens	THREESQUARE BULRUSH	CYPERACEAE		
Schoepfia chrysophylloides	GRAYTWIG	SCHOEPFIACEAE		
Scleria reticularis	NETTED NUTRUSH	CYPERACEAE		
Scoparia dulcis	SWEETBROOM; LICORICEWEED	PLANTAGINACEAE		
Scutellaria integrifolia	HELMET SKULLCAP	LAMIACEAE		
Selaginella arenicola	SAND SPIKE-MOSS	SELAGINELLACEAE		
Serenoa repens	SAW PALMETTO	ARECACEAE		
Sesuvium portulacastrum	SHORELINE SEAPURSLANE	AIZOACEAE		
Setaria macrosperma	CORAL BRISTLEGRASS; CORAL FOXTAIL	POACEAE		
Setaria parviflora	YELLOW BRISTLEGRASS; KNOTROOT FOXTAIL	POACEAE		
Seymeria pectinata	PIEDMONT BLACKSENNA	OROBANCHACEAE		
Sida rhombifolia	CUBAN JUTE; INDIAN HEMP	MALVACEAE		
Sida ulmifolia	COMMON WIREWEED; COMMON FANPETALS	MALVACEAE		
Sideroxylon foetidissimum	FALSE MASTIC	SAPOTACEAE		
Sideroxylon tenax	TOUGH BULLY	SAPOTACEAE		
Simarouba glauca	PARADISETREE	SIMAROUBACEAE		
Sisyrinchium xerophyllum	JEWELED BLUE-EYED GRASS	IRIDACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Smilax auriculata	EARLEAF GREENBRIER	SMILACACEAE		
Solanum americanum	AMERICAN BLACK NIGHTSHADE	SOLANACEAE		
Solanum capsicoides	SODA APPLE; COCKROACHBERRY	SOLANACEAE		
Solanum chenopodioides	BLACK NIGHTSHADE	SOLANACEAE		
Solanum erianthum	POTATOTREE	SOLANACEAE		
Solidago fistulosa	PINEBARREN GOLDENROD	ASTERACEAE		
Solidago odora var. chapmanii	CHAPMAN'S GOLDENROD	ASTERACEAE		
Sophora tomentosa var. truncata	YELLOW NECKLACEPOD	FABACEAE		
Spartina alterniflora	SALTMARSH CORDGRASS; SMOOTH CORDGRASS	POACEAE		
Spartina patens	MARSHHAY CORDGRAS; SALTMEADOW CORDGRASS	POACEAE		
Spermacoce remota	WOODLAND FALSE BUTTONWEED	RUBIACEAE		
Spermolepis echinata	BRISTLY SCALESEED	APIACEAE		
Sphenopholis obtusata	PRAIRIE WEDGESCALE	POACEAE		
Spiranthes laciniata	LACELIP LADIESTRESSES	ORCHIDACEAE	T	
Spiranthes odorata	FRAGRANT or MARSH LADIESTRESSES; UNDERWATER ORCHID	ORCHIDACEAE		
Spiranthes praecox	GREENVEIN LADIESTRESSES	ORCHIDACEAE		
Spiranthes vernalis	SPRING LADIESTRESSES	ORCHIDACEAE		
Sporobolus curtissii	CURTISS' DROPSEED	POACEAE		
Sporobolus domingensis	CORAL DROPSEED	POACEAE		
Sporobolus junceus	PINEYWOODS DROPSEED	POACEAE		
Sporobolus virginicus	SEASHORE DROPSEED	POACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Stenandrium dulce	SWEET SHAGGYTUFT	ACANTHACEAE		
Stenanthium densum	CROWPOISON; OSCEOLA'S PLUME	MELANTHIACEAE		
Stenotaphrum secundatum	ST. AUGUSTINE GRASS	POACEAE		
Stillingia aquatica	WATER TOOTHLEAF; CORKWOOD	EUPHORBIACEAE		
Stipulicida setacea	PINELAND SCALYPINK	CARYOPHYLLACEAE		
Suriana maritima	BAY CEDAR	SURIANACEAE		
Symphyotrichum bahamense	BAHAMAN ASTER	ASTERACEAE		
Symphyotrichum chapmanii	SAVANNAH ASTER	ASTERACEAE		
Symphyotrichum dumosum	RICE BUTTON ASTER	ASTERACEAE		
Syngonanthus flavidulus	YELLOW HATPINS	ERIOCAULACEAE		
Tephrosia rugelii	RUGEL'S HOARYPEA	FABACEAE		
Teucrium canadense	WOOD SAGE; CANADIAN GERMANDER	LAMIACEAE		
Thalassia testudinum	TURTLEGRASS	HYDROCHARITACEAE		
Thalia geniculata	ALLIGATORFLAG; FIREFLAG	MARANTACEAE		
Thelypteris interrupta	HOTTENTOT FERN; WILLDENOW'S FERN	THELYPTERIDACEAE		
Thelypteris kunthii	WIDESPREAD MAIDEN FERN; SOUTHERN SHIELD FERN	THELYPTERIDACEAE		
Thelypteris palustris var. pubescens	MARSH FERN	THELYPTERIDACEAE		
Tillandsia balbisiana	NORTHERN NEEDLELEAF	BROMELIACEAE	T	
Tillandsia recurvata	BALLMOSS	BROMELIACEAE		
Tillandsia setacea	SOUTHERN NEEDLELEAF	BROMELIACEAE		
Tillandsia usneoides	SPANISH MOSS	BROMELIACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Tillandsia utriculata	GIANT AIRPLANT; GIANT WILD PINE	BROMELIACEAE	E	
Toxicodendron radicans	EASTERN POISON IVY	ANACARDIACEAE		
Trichostema dichotomum	FORKED BLUECURLS	LAMIACEAE		
Tridens flavus	TALL REDTOP; PURPLETOP TRIDENS	POACEAE		
Triphora gentianoides	GENTIAN NODDINGCAPS	ORCHIDACEAE		
Triplasis purpurea	PURPLE SANDGRASS	POACEAE		
Typha domingensis	SOUTHERN CATTAIL	TYPHACEAE		
Typha latifolia	BROADLEAF CATTAIL	TYPHACEAE		
Uniola paniculata	SEAOATS	POACEAE		
Utricularia cornuta	HORNED BLADDERWORT	LENTIBULARIACEAE		
Utricularia gibba	HUMPED BLADDERWORT	LENTIBULARIACEAE		
Vaccinium darrowii	DARROW'S BLUEBERRY	ERICACEAE		
Vaccinium myrsinites	SHINY BLUEBERRY	ERICACEAE		
Vaccinium stamineum	DEERBERRY	ERICACEAE		
Vernonia gigantea	GIANT IRONWEED	ASTERACEAE		
Vicia acutifolia	FOURLEAF VETCH	FABACEAE		
Vigna luteola	HAIRYPOD COWPEA	FABACEAE		
Viola lanceolata	BOG WHITE VIOLET	VIOLACEAE		
Vitis cinerea var. floridana	FLORIDA GRAPE	VITACEAE		
Vitis rotundifolia	MUSCADINE	VITACEAE		
Vitis shuttleworthii	CALLOOSE GRAPE	VITACEAE		

APPENDIX 5-D. NATIVE PLANTS THAT MAY OCCUR IN PORT ST. LUCIE

SCIENTIFIC NAME	COMMON NAME(S)	FAMILY	STATE	FED.
Vittaria lineata	SHOESTRING FERN	VITTARIACEAE		
Websteria confervoides	ALGAL BULRUSH	CYPERACEAE		
Woodwardia areolata	NETTED CHAIN FERN	BLECHNACEAE		
Woodwardia virginica	VIRGINIA CHAIN FERN	BLECHNACEAE		
Ximenia americana	TALLOW WOOD; HOG PLUM	XIMENIACEAE		
Xyris ambigua	COASTALPLAIN YELLOWEYED GRASS	XYRIDACEAE		
Xyris brevifolia	SHORTLEAF YELLOWEYED GRASS	XYRIDACEAE		
Xyris caroliniana	CAROLINA YELLOWEYED GRASS	XYRIDACEAE		
Xyris elliottii	ELLIOTT'S YELLOWEYED GRASS	XYRIDACEAE		
Xyris fimbriata	FRINGED YELLOWEYED GRASS	XYRIDACEAE		
Xyris flabelliformis	SAVANNAH YELLOWEYED GRASS	XYRIDACEAE		
Xyris floridana	FLORIDA YELLOWEYED GRASS	XYRIDACEAE		
Xyris jupicai	RICHARD'S YELLOWEYED GRASS	XYRIDACEAE		
Xyris platylepis	TALL YELLOWEYED GRASS	XYRIDACEAE		
Xyris smalliana	SMALL'S YELLOWEYED GRASS	XYRIDACEAE		
Yucca aloifolia	SPANISH BAYONET; ALOE YUCCA	AGAVACEAE		
Zamia pumila	FLORIDA ARROWROOT; COONTIE	ZAMIACEAE		
Zanthoxylum clava-herculis	HERCULES-CLUB	RUTACEAE		
Zanthoxylum fagara	WILD LIME; LIME PRICKLYASH	RUTACEAE		
Zizaniopsis miliacea	SOUTHERN WILD RICE; GIANT CUTGRASS	POACEAE		

Data from the Atlas of Florida Vascular Plants, Institute for Systematic Botany. **http://www.plantatlas.usf.edu**
The last columns indicate if the species is listed as **T** = Threatened or **E** = Endangered by the State of Florida or the Federal Government

APPENDIX 5-E. INVASIVE EXOTIC PLANTS

SCIENTIFIC NAME	COMMON NAME	FAMILY	EPPC	GOV.
Abrus precatorius	ROSARY PEA; BLACKEYED SUSAN	FABACEAE	1	N
Acacia auriculiformis	EARLEAF ACACIA	FABACEAE	1	
Albizia lebbeck	WOMAN'S TONGUE	FABACEAE	1	
Alternanthera philoxeroides	ALLIGATORWEED	AMARANTHACEAE	2	P
Antigonon leptopus	CORAL VINE; QUEEN'S JEWELS	POLYGONACEAE	2	
Ardisia elliptica	SHOEBUTTON	MYRSINACEAE	1	N
Asparagus aethiopicus	SPRENGER'S ASPARAGUS-FERN	ASPARAGACEAE	1	
Broussonetia papyrifera	PAPER MULBERRY	MORACEAE	2	
Callisia fragrans	BASKETPLANT	COMMELINACEAE	2	
Casuarina cunninghamiana	RIVER SHEOAK	CASUARINACEAE	2	P
Casuarina equisetifolia	AUSTRALIAN-PINE; HORSETAIL CASUARINA	CASUARINACEAE	1	P,N
Cinnamomum camphora	CAMPHORTREE	LAURACEAE	1	
Colocasia esculenta	WILD TARO; DASHEEN; COCO YAM	ARACEAE	1	
Cupaniopsis anacardioides	CARROTWOOD	SAPINDACEAE	1	N
Cyperus involucratus	UMBRELLA PLANT	CYPERACEAE	2	
Dioscorea bulbifera	AIR-POTATO	DIOSCOREACEAE	1	N
Eichhornia crassipes	COMMON WATER-HYACINTH	PONTEDERIACEAE	1	P
Elaeagnus pungens	SILVERTHORN; THORNY OLIVE	ELAEAGNACEAE	2	
Eugenia uniflora	SURINAM CHERRY	MYRTACEAE	1	
Imperata cylindrica	COGONGRASS	POACEAE	1	N,U
Jasminum dichotomum	GOLD COAST JASMINE	OLEACEAE	1	
Jasminum fluminense	BRAZILIAN JASMINE; JAZMIN DE TRAPO	OLEACEAE	1	
Kalanchoe pinnata	CATHEDRAL BELLS; LIFE PLANT	CRASSULACEAE	2	
Koelreuteria elegans subsp. formosana	FLAMEGOLD	SAPINDACEAE	2	
Lantana camara	LANTANA; SHRUBVERBENA	VERBENACEAE	1	
Ludwigia peruviana	PERUVIAN PRIMROSEWILLOW	ONAGRACEAE	1	
Lygodium japonicum	JAPANESE CLIMBING FERN	SCHIZAEACEAE	1	N
Lygodium microphyllum	SMALL-LEAF CLIMBING FERN	SCHIZAEACEAE	1	N
Macfadyena unguis-cati	CATCLAWVINE	BIGNONIACEAE	1	
Melaleuca quinquenervia	PUNKTREE	MYRTACEAE	1	P,N,U
Melinis minutiflora	MOLASSESGRASS	POACEAE	2	
Melinis repens	ROSE NATALGRASS	POACEAE	1	
Nephrolepis cordifolia	TUBEROUS SWORD FERN	NEPHROLEPIDACEAE	1	
Panicum maximum	GUINEAGRASS	POACEAE	2	
Panicum repens	TORPEDO GRASS	POACEAE	1	
Pennisetum purpureum	ELEPHANTGRASS; NAPIERGRASS	POACEAE	1	

Phoenix reclinata	SENEGAL DATE PALM	ARECACEAE	2	
Pistia stratiotes	WATER-LETTUCE	ARACEAE	1	P
Psidium cattleianum	STRAWBERRY GUAVA	MYRTACEAE	1	
Psidium guajava	GUAVA	MYRTACEAE	1	
Pueraria montana var. lobata	KUDZU	FABACEAE	1	N
Rhodomyrtus tomentosa	ROSE MYRTLE	MYRTACEAE	1	N
Ricinus communis	CASTORBEAN	EUPHORBIACEAE	2	
Ruellia tweediana	BRITTON'S WILD PETUNIA; MEXICAN BLUEBELL	ACANTHACEAE	1	
Sansevieria hyacinthoides	BOWSTRING HEMP; MOTHER-IN-LAW'S TONGUE	RUSCACEAE	2	
Sapium sebiferum	POPCORNTREE; CHINESE TALLOWTREE	EUPHORBIACEAE	1	N
Schefflera actinophylla	AUSTRALIAN UMBRELLA TREE; OCTOPUS TREE	ARALIACEAE	1	
Schinus terebinthifolia	BRAZILIAN PEPPER	ANACARDIACEAE	1	P,N
Senna pendula var. glabrata	VALAMUERTO	FABACEAE	1	
Solanum diphyllum	TWOLEAF NIGHTSHADE	SOLANACEAE	2	
Solanum jamaicense	JAMAICAN NIGHTSHADE	SOLANACEAE	2	
Solanum viarum	TROPICAL SODA APPLE	SOLANACEAE	1	N,U
Sphagneticola trilobata	CREEPING OXEYE	ASTERACEAE	2	
Syzygium jambos	MALABAR PLUM; ROSE APPLE	MYRTACEAE	2	
Talipariti tiliaceum	SEA HIBISCUS; MAHOE	MALVACEAE	2	
Thespesia populnea	PORTIA TREE	MALVACEAE	1	
Tradescantia fluminensis	SMALL-LEAF SPIDERWORT	COMMELINACEAE	1	
Tradescantia spathacea	MOSES-IN-THE-CRADLE; OYSTER-PLANT; BOATLILY	COMMELINACEAE	2	
Tribulus cistoides	BURRNUT; JAMAICAN FEVERPLANT	ZYGOPHYLLACEAE	2	
Urena lobata	CAESARWEED	MALVACEAE	2	
Urochloa mutica	PARAGRASS	POACEAE	1	
Vitex trifolia	SIMPLELEAF CHASTETREE	LAMIACEAE	2	
Xanthosoma sagittifolium	ARROWLEAF ELEPHANT EAR	ARACEAE	2	

Data from the Atlas of Florida Vascular Plants, Institute for Systematic Botany. http://www.plantatlas.usf.edu

Florida Exotic Pest Plant Council (EPPC) Category I are invasive exotics that are altering native plant communites by displacing native species, changing community structures or ecological functions, or hybridizing with natives.

Florida Exotic Pest Plant Council (EPPC) Category II are invasive exotics that have increased in abundance or frequency but have not yet altered Florida plant communities to the extent shown by category I species. These species may become category I if ecological damage is documented

P = Prohibted by the Florida Department of Environmental Protection.

N = Noxious weeds listed by the the Florida Department of Agriculture and Consumer Services.

U = Noxious weeds listed by the the U.S. Department of Agriculture.

INTERGOVERNMENTAL COORDINATION ELEMENT

INTRODUCTION

The purpose of the Intergovernmental Coordination Element, as identified by Chapter 163, Florida Statutes, F.S. is to identify relationships and procedures with local, regional and state agencies to implement the goals, objectives, and policies of the Comprehensive Plan. Port St. Lucie strongly believes that a well-developed communication network among applicable public and quasi-public entities will enhance the long-range growth and prosperity of the City. The effective implementation of federal, state, regional and local planning policies requires:

1. The identification of all agencies with which the local government must coordinate;
2. A thorough understanding of the roles of each agency; and
3. The creation of adequate intergovernmental coordination mechanisms to carry out policies.

This element seeks to accomplish these objectives through a systematic identification and analysis of current and future intergovernmental coordination issues. Each analysis addresses deficiencies and determines actions to improve coordination. Ultimately the refinement of this process should allow Port St. Lucie to coordinate comprehensive planning with other entities, assuring compatible development and adequate public services across jurisdictional boundaries. The coordination process is continuous and should provide for effective monitoring systems.

JOINT PLANNING AREAS

Comparison with Regional Policy Plan

The Strategic Regional Policy Plan for the Treasure Coast Region (1995) has been reviewed and considered during the process of revising this Comprehensive Plan. The Comprehensive Plan conforms to the Regional Policy Plan.

SPECIFIC COORDINATION ISSUES IN EACH ELEMENT

The following is a summary of the interagency coordination needs associated with each element of this Comprehensive Plan.

Future Land Use

Significant issues include coordination of future City annexations with the County. The City and County have a current agreement on notification of upcoming annexations and site plan review. The City and County would like to pursue additional coordination on future annexations to ensure compatibility of economic development and land use goals.

Transportation

The City works with St. Lucie County, the City of Fort Pierce, the St. Lucie Transportation Planning Organization, Martin County and the Florida Department of Transportation to coordinate the implementation of the 2035 Long Range Regional Transportation Plan, and transit planning including the Regional Transit Development Plan for the Port St. Lucie Urbanized Area. The City also participates in the St. Lucie TPO Advisory Committee to improve coordination of multimodal transportation improvements with St. Lucie County, the City of Fort Pierce, FDOT, and USDOT. Interagency coordination with FDOT is also required for the development of FDOT's annual Work Program. The City also coordinates with the Council of Aging of St. Lucie, Inc. on existing and future transit routes.

Housing
The City coordinates with U.S. Housing and Urban Development to coordinate Community Development Block Grants and administration of the Neighborhood Stabilization Program. The City also works with the Florida Housing Finance Corporation on SHIP funding (when available). Other coordination issues include communication with the Fort Pierce Housing Authority.

Infrastructure
The Infrastructure Element provides for potable water, sewer, drainage, and solid waste facilities to meet the needs of existing and future development. The City continues to coordinate with the South Florida Water Management District and potable water providers on implementation of the 10-Year Water Supply Facilities Work Plan and development of alternate water supplies. Coordination will continue with the South Florida Water Management District and the Department of Environmental Protection on stormwater management and water quality.

Parks and Recreation
Needs within this element include the ongoing work with the Florida Department of Environmental Protection and its oversight of Savannas Preserve State Park located within the City.

Conservation and Coastal Management
The City shall continue to coordinate with the Florida Department of Environmental Protection, South Florida Water Management District (SFWMD), and the U.S. Army Corps of Engineers to protect wetlands and native habitats. Coastal concerns and emergency management shall continue to be coordinated with the Federal Emergency Management Administration (FEMA), Florida Division of Emergency Management and the U.S. Army Corps of Engineers.

Capital Improvements
The City continues to coordinate with the entities that provide and monitor public facilities affecting concurrency such as the St. Lucie West Services Department, The Reserve, Florida Department of Transportation, the St. Lucie Transportation Planning Organization, St. Lucie County, the Florida Department of Environmental Protection, and the South Florida Water Management District.

Economic Development
Economic development is a high priority in the City and the City works continuously with St. Lucie County, the Economic Development Council, and Enterprise Florida on attracting new businesses and encouraging the expansion of new businesses in Port St. Lucie.

Public School Facilities Element
The City continues to coordinate with the St. Lucie School Board on school concurrency through implementation of the interlocal agreement.

EXISTING DATA AND CONDITIONS

Port St. Lucie currently has either formal or informal coordination agreements, or interacts through standard operating procedures under statutory authority, with the following agencies or jurisdictions:
The following abbreviations are used in Table 8-1.

AE - Advise and Encourage
CA - County Agency
FN - Formal Notice
OA - Outside Agencies
TA - Technical Assistance
AP - Approval, Permit
FA — Formal Agreement
IN - Informal Notice
PM - Periodic Meetings to Coordinate Programs

Table 8-1 Intergovernmental Coordination Inventory

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
MUNICIPALITIES:					
City of Fort Pierce	Port of Fort Pierce Transportation	PM	Informal Coordination	Effective	Planning and Zoning, City Manager
COUNTY:					
Martin County	Comprehensive Planning, Regional Transportation Plan, St. Lucie River, Utility Services	PM	Informal Coordination	Effective	Planning and Zoning, Engineering, and Utility Services
St. Lucie County	Comprehensive Planning, Economic Development, Impact Fees, Disaster Preparation, Annexation, Utility Services, Transportation, Recordings, (plat, liens, etc.) Adjacent land uses	AE	Informal Coordination Formal Coordination (annexation)	Effective	Planning and Zoning, Engineering, Utilities Department
COUNTY AGENCIES:					
St. Lucie County Fire District	Fire Rescue Services, Development Review	FA	Interlocal Agreement	Effective	City Manager, Site Plan Review Committee
St. Lucie County Property Appraiser	GIS Data Tax Revenues	CA	Informal Coordination	Effective	Planning and Zoning, Finance
St. Lucie County Supervisor of Elections	Elections	OA	Informal Coordination	Effective	City Manager

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
St. Lucie County Tax Collector	Revenue	CA	Informal Coordination	Effective	Finance
SCHOOLS:					
St Lucie County School Board	Comprehensive Planning, Development Review, Joint Facilities, Economic Development, Public Education, Transportation	OA	Interlocal Agreement and Informal Coordination	Effective	Planning and Zoning, Site Plan Review Committee, Planning and Zoning Board
OTHER:					
Bureau of Economic and Business Research (University of Florida)	Population Projections	OA	Informal Coordination	Effective	Planning and Zoning
Council of Aging of St. Lucie, Inc.	Transit	OA	Informal Coordination	Effective	Engineering, Planning and Zoning
Economic Development Council of St. Lucie County	Economic Development	OA	Informal Coordination	Effective	City Manager
Fort Pierce Housing Authority	Housing Program	OA	Informal Coordination	Effective	Community Services
Enterprise Florida	Economic Development	OA	Informal Coordination	Effective	City Manager
St. Lucie Chamber of Commerce	Economic Development	OA	Informal Coordination	Effective	City Manager
St. Lucie Transportation Planning Organization (TPO)	Transportation	OA	Informal Coordination	Effective	Planning and Zoning, Engineering
Treasure Coast Education, Research and Development Authority	Economic Development	OA	Informal Coordination	Effective	City Manager
Treasure Coast Regional Planning Council	Comprehensive Planning, Developments of Regional Impact, Intergovernmental Coordination	OA	Formal Coordination	Effective	Planning and Zoning, Engineering
FLORIDA DEPARTMENTS AND AGENCIES:					
Agriculture and Consumer Services, Division of Forestry	Forest fires	OA	Informal Coordination	Effective	City Manager
Economic Opportunity,	Comprehensive planning	AP, TA	Oversight of	Effective	Planning and Zoning

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
Division of Community Development	Developments of Regional Impact		Comprehensive Plan, EAR, Regulation of Land Development Code		
Governor's Office, Division of Emergency Management	Mutual Aid Agreement	OA, TA	Informal Coordination	Effective	Police
Department of Children and Family Services	Group homes, foster care facilities	FN, OA	Informal Coordination	Effective	Community Services
Department of Environmental Protection	Hazardous Waste, Parks, Water Management, Water Quality, Air Quality, Wetland Protection, Solid Waste, Septic Tanks, Water Facility Development, Water Use Permits, Wastewater Management, Comprehensive Plan Review	AP	Permitting, Informal Coordination	Effective	Planning and Zoning, Public Works Utility Systems, Parks and Recreation, Engineering
Department of Health	Septic Tanks	OA	Informal Coordination	Effective	Public Works
Department of Revenue	Tax Administration	OA	Informal Coordination	Effective	Finance
Division Of Historic Resources	Historic lands and buildings	TA, AE	Informal Coordination	Effective	Planning and Zoning
Department of Transportation	Transportation Planning, Comprehensive Plan Review, Highway Construction, Right Of Way, Alignments, Access Management, Transit	AE, TA	Informal Coordination	Effective	Engineering, Planning and Zoning
Fish and Wildlife Conservation Commission	Comprehensive Plan Review, Conservation Issues, Endangered species	AE, TA	Informal Coordination	Effective	Planning and Zoning
South Florida Water Management District	Comprehensive Plan Review, Dredge and fill permits, stormwater management, wetlands mitigation, water quality, and water supply	TA, AE, AP	Permitting, Informal Coordination	Effective	Planning and Zoning, Engineering, Public WorksUtility Systems

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
UNITED STATES DEPARTMENTS AND AGENCIES:					
Agriculture, Natural Resources Conservation Service	Soil Stabilization St. Lucie River Shoreline	OA	Informal Coordination	Effective	Engineering
Army Corps of Engineers	Dredge and Fill Permitting, Wetland Mitigation, Navigable Waterways	TA, AP	Permitting, Informal Coordination	Effective	Engineering Department, Public Works Utility Systems
Commerce, Census Bureau	Decennial Census	TA	Informal Coordination	Effective	Planning and Zoning
Environmental Protection Agency	Wetland Mitigation/impacts	TA, AP	Permitting, Informal Coordination	Effective	Engineering Department, Public Works Utility Systems
Federal Emergency Management Agency	Community Rating for Floodplain Management Disaster Assistance	TA	Formal Coordination	Effective	Public Works
Housing and Urban Development	Community Development Block Grants	OA	Formal Coordination	Effective	Community Services
U.S. Fish and Wildlife Service	Habitat /wildlife conservation	TA, AP	Permitting, Informal Coordination	Effective	GIS Division
U.S. Postal Service	Address development, mail delivery	OA	Informal Coordination	Effective	Planning and Zoning
Transportation	Transportation planning	TA	Informal Coordination	Effective	Engineering, Planning and Zoning
REGULATED UTILITIES:					
AT&T	Telephone service	OA	Informal Coordination	Effective	Public Works, Engineering
Hometown Cable	Cable services, underground utilities	OA	Informal Coordination	Effective	Public Works, Engineering
Florida Power & Light	Underground utilities	OA	Informal Coordination	Effective	Public Works, Engineering

GOALS, OBJECTIVES, AND POLICIES

GOAL 6~~8~~.1: ESTABLISH EFFECTIVE COORDINATION MEASURES AMONG PERTINENT PUBLIC AND QUASI-PUBLIC ENTITIES TO BEST MAINTAIN PORT ST. LUCIE'S QUALITY OF LIFE AND EFFICIENT USE OF RESOURCES.

Objective 6~~8~~.1.1: Establish formal, specific means of coordination with adjacent municipalities, state, and federal agencies who have permitting and regulating authority, and quasi-public entities that provide services but lack regulatory authority in Port St. Lucie.

Policy 6~~8~~.1.1.1: Notify St. Lucie and Martin counties in writing (distribution of agendas of the Planning and Zoning Board) of all applications for comprehensive plan land use amendments that are near their borders.

Policy 6~~8~~.1.1.2: The City shall establish liaisons between State regulatory agencies and the City.

Policy 6~~8~~.1.1.3: The City Manager shall be responsible for assuring an effective intergovernmental coordination program for Port St. Lucie.

Policy 6~~8~~.1.1.4: Continue participation in ~~Request in writing that~~ the Treasure Coast Council of Governments which provides a regular formal forum in which to deal with issues unique to Martin, St. Lucie, Okeechobee, and Indian River counties, and the municipalities therein.

Policy 6~~8~~.1.1.5: Treasure Coast Regional Planning Council (TCRPC) shall play an active role on issues between the City and St. Lucie County, and between federal and state agencies.

Policy 6~~8~~.1.1.6: The City shall notify appropriate agencies for their assistance and/or inclusion regarding decisions which involve their agencies.

Policy 6~~8~~.1.1.7: The City shall continue coordination of future annexations with St. Lucie County in accordance with the Joint Planning Agreement. ~~The City shall pursue greater coordination on the impacts of future annexations with the County and consider revising the existing interlocal agreement regarding annexation by December 2014. The City shall consider a future annexation plan and request formal acceptance by St. Lucie County.~~

Policy 6~~8~~.1.1.8: The City should~~shall~~ review the need to adopt interlocal agreements or formal agreements within one year of adoption of the amended intergovernmental coordination element to address joint processes.

Policy 6~~8~~.1.1.9: The City should~~shall~~ continue to coordinate with the U.S. Department of Housing and Urban Development on Community Block Development Grants and Neighborhood Stabilization Programs to protect and maintain Port St. Lucie neighborhoods.

Policy 6~~8~~.1.1.10: The City should~~shall~~ continue to coordinate the impacts of development and management of the St. Lucie River, Indian River Lagoon, Savannas Preserve State Park, and other natural resources with the South Florida Water Management District, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, and other relevant agencies.

Policy 68.1.1.11: The City should~~shall~~ continue to coordinate with the South Florida Water Management District on implementation of the St. Lucie River Watershed Protection Plan, Indian River Lagoon Surface Water Improvement Program (IRL SWIM) Plan and Comprehensive Everglades Restoration (CERP)/IRL South Plan

Policy 68.1.1.12: The City should~~shall~~ cooperate with and assist the Florida Department of Environmental Protection, the U.S. Fish and Wildlife Service and the National Marine Fisheries Commission in the implementation of protective and recovery programs for listed species.

Policy 68.1.1.13: The City should~~shall~~ continue to coordinate bicycle, pedestrian and transit planning with St. Lucie County, the City of Fort Pierce, the Florida Department of Transportation, St. Lucie Transportation Planning Organization, Martin County and the Martin Metropolitan Planning Organization on the 2035 Regional Long Range Transportation Plan and the Regional Transit Development Plan for the Port St. Lucie Urbanized Area.

Policy 68.1.1.14: The City should~~shall~~ continue to participate~~ion~~ on the St. Lucie County TPO Advisory Committee to improve coordination of multimodal transportation improvements with St. Lucie County, the City of Fort Pierce, FDOT, USDOT and other relevant agencies.

Policy 68.1.1.15~~14~~: The City should~~shall~~ continue to support the activities of the Economic Development Council, the St. Lucie Chamber of Commerce, and the Florida Research Coast in economic development activities and implementation of economic development programs.

Policy 68.1.1.16~~15~~: The City should~~shall~~ continue to coordinate with the St. Lucie County's Tourist Development Council (TDC) to promote tourism including eco-tourism in Port St. Lucie.

Policy 68.1.1.17~~16~~: The City should~~shall~~ establish joint processes for siting facilities of County-wide significance including locally unwanted land uses.

Objective 68.1.2: Establish the means of coordinating all levels of service standards for public facilities with state, regional, county, and municipal governments having operational and maintenance responsibility for such facilities~~as they will affect surrounding municipalities and counties~~.

Policy 68.1.2.1: Establish planning forums to coordinate programs on infrastructure development and improvement to maintain adopted levels of service standards.

Policy 68.1.2.2: Through the concurrency management system coordinate the timing, location, and capacity of public facilities to assure that required services will be available when needed and designate needed improvements within the Capital Improvements Element of this plan.

Policy 68.1.2.3: Consider using the TCRPC in informal mediation when level of service issues and other intergovernmental issue problems arise between the City and County.

Policy 68.1.2.4: The City should~~shall~~ coordinate with the Florida Department of Environmental Protection (FDEP), the South Florida Water Management District (SFWMD), local municipalities and other appropriate agencies regarding water conservation, water supply planning and alternative water supply planning efforts.

Policy 68.1.2.5: The City should~~shall~~ continue to review transportation service volumes and levels of service as they relate to State roads, and coordinate with the Florida Department of Transportation relative to State level of service standards.

Policy 6~~8~~.1.2.6: The City should~~shall~~ coordinate with the public facility providers on population and the location and extension of public facilities subject to concurrency.

Objective 6~~8~~.1.3: Ensure coordination of all Planning and Zoning related activities with the comprehensive plans of adjacent municipalities, the County, adjacent counties, and other units of local government, such as the School Board, providing services but not having regulatory authority over the use of land.

Policy 6~~8~~.1.3.1: The City should~~shall~~ continue to coordinate with St. Lucie County, the City of Fort Pierce and Martin County ~~file a written request with each adjacent municipality and County~~ to receive and review copies of all proposed comprehensive plans or plan amendments or other development proposals that are adjacent to the City's boundaries.

Policy 6~~8~~.1.3.2: Request in writing, as needed, that St. Lucie County School Board, South Florida Water Management District (SFWMD), Treasure Coast Regional Planning Council (TCRPC), and Florida Power and Light (FPL) provide expertise from their various disciplines into Planning and Zoning related activities.

Policy 6~~8~~.1.3.3: In conjunction with other affected parties, evaluate existing interlocal agreements when the Capital Improvements Element is undergoing annual review to determine if current funding is proportional to services rendered.

Objective 6~~8~~.1.4: The City should~~shall~~ continue ~~By 2000, establish~~ an intergovernmental coordination process to assure full consideration is given to the impacts of developments proposed in the City Comprehensive Plan on other governmental entities.

Policy 6~~8~~.1.4.1: Through the adoption of interlocal agreements, with the affected municipalities and agencies, coordinate the management of the St. Lucie River, Intracoastal Waterway, Indian River Lagoon, and The Savannas.

Policy 6~~8~~.1.4.2: The City shall through informal or formal meetings continue to work with the Treasure Coast Regional Planning Council to identify regional issues and to assist in the periodic updating of the Strategic Regional Policy Plan.

Objective 6~~8~~.1.5: The City should~~shall~~ ensure coordination for the purpose of maintaining concurrency for public school facilities.

Policy 6~~8~~.1.5.1: The City shall in conjunction with the St. Lucie County School Board implement the Public School Facilities Element and interlocal agreement for public schools facility planning.

Policy 6~~8~~.1.5.2: The Public School Facilities Element and the interlocal agreement should state principles and guidelines to ensure coordination of the City's Comprehensive Plan with the plans of the School Board and describe the joint processes for collaborative planning and decision making, including population projections, school siting, and the location and extension of public facilities subject to concurrency.

RECREATION AND OPEN SPACE ELEMENT

INTRODUCTION

Per Chapter 163, F.S. the recreation and open space element provides for a comprehensive system of public and private sites for recreation, including, but not limited to, natural reservations, parks and playgrounds, parkways, beaches and public access to beaches, open spaces, waterways, and other recreational facilities. The City of Port St. Lucie Recreation and Open Space Element also includes a level of service standard for parks to ensure there is sufficient park space for existing and future development and to ensure a high quality of life.

EXISTING CONDITIONS

The Parks and Recreation Department administers the development and maintenance of parks. The Department is responsible for planning and developing public parks and recreation facilities within the City and managing a variety of recreation and leisure programs throughout the City. The department's mission is to enhance the quality of life in Port St. Lucie by providing the programs and facilities that will facilitate the residents' pursuit of culture and recreation in a safe and enjoyable setting. This is pursued with the understanding of contributing to the attractiveness of the community, conservation of the environment, and the social and economic health of the City.

Classification System for Parks and Open Space

The following six areas comprise the City's classification system for parks and open space. Park acquisition and development requirements are not based on this system, but it is provided as a system to inventory and monitor existing or future facilities and sites.

1. Small Neighborhood Parks (SNP): These are sites less than 5 acres in size and designed to provide small tracts of green open space within residential areas. They are generally passive recreational areas but may include limited active recreational opportunities. Each site serves residents in a 1/2 to 3/4 mile radius. These areas typically are not developed and have a land use designation of OSR (Open Space Recreation) and were originally set aside as passive or active recreation when the City was first designed by General Development Corporation with the intent to be dedicated to the City for parks or neighborhood preserve areas. They are limited in use in accordance with similar zoning restrictions.
2. Large Neighborhood Parks (LNP): Typically 6-14 acres in size, these parks are designed to provide play fields for baseball, soccer, and football, playgrounds, courts, and picnic areas. Each park would serve residents in a 1 to 1 1/2 mile radius.
3. Community Parks (CP): Typically a minimum of 15 acres that may be associated with a park-school combination. They can contain lighted athletic facilities for night time play, large playgrounds, recreation center, picnic area, and a swimming pool. They are designed to serve several neighborhoods and the population of a 1 to 3 mile radius.
4. Citywide/Regional Park or Facility (CRPF): A park typically designed as a one of a kind facility such as a stadium or auditorium or a large natural resource. These types of areas are large facilities which serve residents within a 30 minute driving radius.
5. Specialized Facility (SF): These sites will vary widely in size and in the number of

residents that were served. Examples of such sites would include marinas, swimming pools, and publicly owned golf courses. The County swimming pool located within the City limits is one such facility.

6. Preservation Areas (PA): These open space areas of various sizes will remain, to a large extent, in a natural setting. They are used for conservation purposes, drainage and natural waterways, and platted greenway areas. They generally have a land use of ~~OSC~~ ~~(~~Open Space Conservation~~)~~ (OSC) and are restricted by similar zoning.

Parks, Recreation, and Open Space Data Inventory

At present, there are 598.08 acres of developed City recreation facilities and 1,472 acres of county and state owned public recreation land (St. Lucie County Spruce Bluff and Oxbow Center natural areas and Savannas Preserve State Park) which qualify to meet the level of service requirements. Table 7-1 lists the existing parks and open space areas within the City of Port St. Lucie. In addition, the City has required the dedication of park and recreation land as part of the annexation agreements for the western annexed lands.

In 2002, the City adopted a Parks Projects Improvement Program & Six-Year Development Plan. In the years between 2002 and 2009, the City of Port St. Lucie invested over $13.4 million dollars in its parks and recreation infrastructure. With these funds, the City has constructed two neighborhood parks, one community park, major facility expansions of a soccer park and tennis facility, renovation and expansion of a riverfront boardwalk, major park improvements at two existing neighborhood parks and two community parks. In addition, the City has designed a boat ramp facility that will provide ocean access and is actively seeking construction permits from the state and federal regulatory agencies.

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, the City's first public garden opened in March 2010.

Additionally, the City has utilized annexation agreements with numerous property owners to set aside land for parks and open space. As the City continues to build out, it will be important to ensure that the existing level of service requirements adequately addresses the needs of the people. To improve and/or acquire open space, the City has utilized both Park Impact Fees and Upland Preservation Mitigation Fees.

Table 7-1
City Park Inventory

Name/Location	Acreage	Designation
Botanical Gardens	20.19	SF- P
Parcel 1, Govt. Lot 8 p/o S10, T37, R40E		
Civic Center	10.11	CRPF -A
City Center 1st Replat, Lot 37		
Community Center	4.9	CRPF-A
Sec. 18, Blk 691, Portion Tract E		

Name/Location	Acreage	Designation
Charles Ray Park	8.7	LNP-A/P
Sec. 43, Tract X		
Council on Aging Community Center	8.87	SNP/CP - A/P
PSL Sec. 18, Tract K		
Doat Street Park	2.44	SNP-P
PSL Sec. 13, Blk 588 All		
East Lake Village Greenway (Woodstork Trail)	67.91	CP-P
Sec. 50 G-1 thru G-3/East Lake Village CRA District		
Fred Cook Park	5.5	SNP-P
PSL Sec. 18, Tract C		
Girl Scout Friendship Park	8.4	LNP-A/P
PSL Sec. 25, Blk 7, Tract B		
Gulf Stream Park	5.85	SNP-P
FP Unit 1, Tract B		
Harborview Park	4.8	SNP-P
PSL Sec. 6, Tract A		
Ian T. Zook Park	3.5	SNP-P
Sec. 43, Tract W		
Jaycee Park & YMCA	6.2	LNP-A/P
PSL Sec. 28, Blk 227, Tract A		
Jessica Clinton Park	20	CP-A/P
Sec. 39, Tract R		
Kiwanis Park	3.8	SNP-A/P
PSL Section 3, Blk 426, Tract A		
Loyalty Park	0.82	SNP-P
SPSL Unit 1, Tract A		
Lyngate Park	16	CP-A/P
SPSL Unit 16, Tracts B, C		
Maryann Cernuto Park	0.88	SNP-P
East Lake Village, Tract ES 1		

Name/Location	Acreage	Designation
Midport Lake	12	CP-P
St. Lucie Gardens 02 37 40 BLK 3		
Milner Drive Tot Lot	0.5	SNP-A
Section 48 First Replat- Tract B		
McChesney Park	24.5	SF (Soccer) CP-A/P
SLW Parcel 18-A & Portions of 1-B & 3-A		
Oak Hammock Park	48.7	CP-P
Sec. 11, Tracts E&F		
O.L. Peacock, Sr. Park	110	CP-P
p/o S23, T37, R39		
Port St. Lucie Elks Lodge #2658 Friendship Park	3.5	SNP-A
Sec. 40, Blk 2840, Tract C		
Ravenswood Center	1	SNP-A
PSL Sec. 60, Tract K		
River Place Park	7.75	LNP-A/P
Parcel D, River Place CDD		
Rotary Park & PAL	8.5	LNP-A/P
PSL Sec. 49, Tracts A, B		
Sandhill Crane Park	19	CP-A/P
PSL Sec. 53, Tract B		
Sandpiper Bay Park	11.5	LNP-P
Sportsman's Park	16	SF (Football)
p/o S29, T36, R 40		
Sportsman's Park West	13	LNP-A/P
p/o S29 T36 R40, PSL Sec. 66 Tracts A-1, A-2 & Parcel 3D C-1		
Saints Golf Course	185	SF-A
SPL Unit 5, Tract L & SPL Unit 14		
Swan Park	6.5	SF (Soccer)
PSL Sec. 27, Blk 80, Tract C		
Tom Hooper Family Park	2.6	LNP-P
Lot 2 1st Replat of Rivergate Office Plaza		

Name/Location	Acreage	Designation
Turtle Run Park	10	LNP-A/P
Western Portion Sec. 9, Tract E		
Veteran's Memorial Park	2.5	SNP-P
That Portion of Sec. 2, 3 & 10 Twp 37 S, Rg. 40E lying westerly of Midport Rd.		
Veteran's @ Rivergate Park	21.5	SNP-P
Parcel N of Rivergate Office Plaza & E of Unit 15 Twp 37S, S10, 40E		
Whispering Pines Park/Minsky Gym & Skate City	36	CP-A
PSL Sec. 42, Portion Tract F		
Whitemore Park	4.4	SNP-P
Sec. 13, Blk 612		
Wilderness Park	85	CP-P
River Point PUD, First Replat Tract J		
~~Total Developed/Maintained City Park or Recreation Sites = 35~~		
Total City Park Acreage	828.32	
Notes: SF=Specialized Facility	SNP = Small Neighborhood Park	
LNP = Large Neighborhood Park	P = Predominately Passive Recreation	
CP = Community Park	A = Active Recreation	

Source: City of Port St. Lucie, 2011

Conservation Trust Fund

The purpose of the Port St. Lucie's Conservation lands program is to preserve and maintain native habitat. The City's Conservation Trust Fund accumulates mitigation fees paid by developers in lieu of onsite preservation of upland habitat as required by the City's Natural Resources Protection Code. In cases where the land cannot be preserved, the City can elect to accept a land donation or a monetary donation in lieu of preservation. Conservation land has also been acquired through the Florida Communities Trust land conservation program.

Florida Forever funds were used to purchase approximately 32 acres of land along the east shoreline of the North Fork of the St. Lucie River. The site includes the City's first public garden, the Port St. Lucie Botanical Garden which opened in March 2010. The gardens include a pond with a fountain, paved public paths, and a pavilion, as well as ample public parking. Conservation areas purchased or acquired by the City are listed in Table 7-2. With the exception of ~~the Botanical Gardens and~~ the Mariposa Preserve, city-owned conservation areas are not included in the inventory of available public parkland for level of service purposes. Management plans for these sites will be prepared as funding becomes available. ~~These sites will be developed and managed for passive recreation and educational purposes as funding is available.~~

Table 7-2
City-owned Conservation Lands

Name	Legal Description	General Location	Acreage
Del Rio North	2/3 37 39 From NE Cor Sec 3 Run St Lucie West Plat #91	SE Quadrant I-95 / Crosstown Interchange	5.38
Del Rio South	3 37 39 From NE Cor Sec 3 Run Parcel 2 Govt. Lot 8	SE Quadrant I-95 / Crosstown Interchange	30.04
Reserve	Sec 15, Township 36S, Range 39E	North of Commerce Center Dr.	94.5
~~Torino Park~~	~~S 47 Tract C~~	~~Torino Park~~	~~43.16~~
Peacock Parcel	SLW Plat No. 91, Tract D	Peacock Blvd.	2.17
Westmoreland Park	Parcel 2 Govt. Lot 8	Westmoreland Blvd.	12.24
~~Botanical Gardens~~	~~Parcel 1 Govt. Lot 8~~	~~Westmoreland Blvd.~~	~~19.71~~
Mariposa Preserve	Tract "C", First Replat of Lennard Square	Mariposa	19.77
Total			**164.1** ~~226.97~~

Source: City of Port St. Lucie Planning & Zoning Department, 2011

Table 7-32
Public Park Inventory

Total City Park Acreage	828.32~~589.08~~
Total County Park Acreage-	
Oxbow Nature Center- 225 acres	322
Spruce Bluff- 97 acres	
Total State Park Acreage-	
Savannahs State Preserve	1,150
Total Park Acreage	2300.32~~2061.08~~

Source: City of Port St. Lucie Planning & Zoning Department, 2011

Level of Service Standard for Recreation and Open Space

A level of service designed for a specific type of park or facility is considered to be too restrictive to meet changing demands of the public and fluctuating funding sources based in part on state grant funds. Therefore, the adopted level of service focuses on the overall need for developed public park facilities. Developed parks or recreation facilities level of service = 5.0 acres per 1,000 population.

This standard was developed by examining the past efforts of the City to provide parks, existing inventory data, and considers impact fees, other funding sources available, and improvements planned into the future. The following table projects future needs for parks based on projected population growth data.

Table 7-~~43~~
~~Future Recreation Land Needs Based on~~ Level of Service (LOS)

		Total Population					
Year	**2010**	**2011**	**2016**	**2020**	**2025**	**2030**	**2035**
Population	164,604	166,041	203,262	235,449	273,429	309,496	341,137
Level of Service (Acres Per 1,000 People)	13.97	13.85	11.32	9.77	8.41	7.43	6.74

Source: Shimberg Institute, Calvin, Giordano & Associates, Inc.

Based upon the existing 2,320.32 acres of park space, the City exceeds the park level of service for 2011 providing approximately 14 acres of park space for every 1,000 population. The park level of service will be exceeded through the short term and long term planning periods.

~~When measured against future population growth using population estimates prepared by the City of Port St. Lucie Planning and Zoning Department for 2010, 2015, and 2020, adequate recreational land is available to meet future population estimates based on the existing level of service standards. The level of service was designed to be matched to realistic standards for acquisition and development of park and recreation facilities.~~

Conclusion

The City of Port St. Lucie has invested in quality of life through the development of the Civic Center, the Botanical Gardens, and ample park facilities. The City also supports public art projects and community and cultural events such as City Fest, jazz concerts, and holiday events. The City wishes to capitalize on its ample recreational and community facilities, natural areas, and cultural events to attract visitors. The City also wishes to ensure that Port St. Lucie residents have equal access to parks and that the parks are located within a reasonable radius within all residential areas of the City.

GOALS, OBJECTIVES, AND POLICIES

GOAL 7.1: TO PROVIDE ADEQUATE RECREATION AND OPEN SPACE FACILITIES AND AREAS OFFERING A BROAD RANGE OF ACTIVITIES, CONVENIENT ACCESS, APPROPRIATE IMPROVEMENTS, AND SOUND MANAGEMENT TO PROVIDE ALL CITIZENS OF PORT ST. LUCIE WITH ACTIVE AND PASSIVE RECREATION OPPORTUNITIES IN THE INTERESTS OF PERSONAL HEALTH, ENTERTAINMENT, AND CONSTRUCTIVE USE OF LEISURE TIME.

Objective 7.1.1: Establish mechanisms necessary to provide active and passive recreation facilities and areas for residents of Port St. Lucie in a timely manner so as to comply with the level of service standards set forth by this element and to maintain such compliance in subsequent years.

Policy 7.1.1.1: Achieve the level of service standards by utilizing parks impact fees, grant funds or other sources for purchase and/or development of park sites through an equitable and systematic land acquisition program.

Policy 7.1.1.2: Maintain ~~By the year 2006, revise~~ the City concurrency management regulations in accordance with revised level of service standards and definitions as related to provisions for recreation and open space.

Policy 7.1.1.3: The ~~L~~level of service standard for recreation shall be as follows:

Developed Public Parks or Recreation Facilities = 5.0 acres per 1,000 population

Policy 7.1.1.4: Based on level of service standards, document future needs for recreation facilities and ~~to~~ correct or improve deficiencies in the City's Capital Improvements Element and capital improvements programs.

Objective 7.1.2: Through the use of public funds, gifts and contributions, mandatory fees and/or dedications, and other means the City shall coordinate with other governmental agencies and the private sector to meet the recreation and open space needs of the residents.

Policy 7.1.2.1: Utilize recreation impact fees, and other sources, for recreation land acquisition and development. Supplement needs through interlocal agreements, operational practices, user fees, incentives, and public/private cooperative efforts. Develop a comprehensive implementation program based on data and analysis and direction established in this plan element.

Policy 7.1.2.2: Maintain a detailed recreation and open space inventory which indicates the general location of existing and potential sites and facilities.

Policy 7.1.2.3: Continue to require the mandatory dedication of park sites designated by General Development Corporation on their original maps.

Policy 7.1.2.4: Conservation Trust Funds shall only be used for acquisition and management of upland preserves, development of passive recreation facilities on such lands consistent with the permitted principal uses and structures of the Open Space Conservation Zoning District, and education pertaining to such lands. ~~Utilize the City's conservation trust fund, and ordinance~~

~~requirements to preserve uplands to acquire open space and natural habitat preservation areas in conjunction with, or in proximity to, park sites.~~

Policy 7.1.2.5: Define open space and enforce preservation and open space design standards through the City's land development codes.

Policy 7.1.2.6: Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all residents.~~Maintain private recreation facility inventory data and consider such towards compliance with level of service standards.~~

Policy 7.1.2.7: The City may~~shall~~ preserve existing open space and recreation land by restricting its conversion to other uses and limiting encroachment from other uses. ~~In order to preserve and maintain current open space areas, any land use change for existing OSR (Open Space Recreation) designated lands shall require replacement or mitigation through the City's conservation trust fund at a ratio of 1.5:1.~~

Policy 7.1.2.8: Encourage development of new parks to ensure all Port St. Lucie residents have access to park and recreational facilities within a maximum three mile radius.

Policy 7.1.2.8: Encourage passive recreational activities and eco-tourism of natural areas within the City of Port St. Lucie.

Policy 7.1.2.9: Promote partnerships with local arts/cultural organizations and sports organizations, and promote recreational tourism opportunities within the City of Port St. Lucie.

Objective 7.1.3: Ensure that parks and recreation facilities are reasonably accessible to all categories of users, including the handicapped, elderly, and economically disadvantaged. ~~*Provide vehicular and pedestrian access to all public, active, recreation facilities, including barrier-free design features at entrance points to the facility such as buildings used for group assembly, spectator seating area, restrooms, etc.*~~

Policy 7.1.3.1: Through the site plan review process, require development to provide access easements or rights-of-way as needed to provide adequate access ways (including beach access if appropriate) which are compatible with the character and needs of the facility, as well as being harmonious with surrounding development patterns.

Policy 7.1.3.2: Coordinate with St. Lucie County's ~~Leisure Services~~Parks, Recreation and Facilities D~~d~~epartments to negotiate public access to Atlantic Ocean beaches through meetings and discussions.

Policy 7.1.3.3: Continue to implement handicapped accessibility design standards into new recreation facility designs.

Policy 7.1.3.4: The City should~~shall~~, in cooperation with St. Lucie County and other appropriate transportation providers, work to enhance physical access to park and recreation areas by automobile, bicycle, pedestrian, and public transportation.

Policy 7.1.3.5: The City should~~will~~ strive to ensure that all public, active, recreation facilities shall be accessible to the disabled, and the elderly through proper design and continued maintenance.

Objective 7.1.4: Coordinate with other government agencies and the private sector to implement park acquisition, construction, maintenance, and preservation plans.

Policy 7.1.4.1: Through a joint use agreement coordinate with the State of Florida to open State owned lands along the North Fork of the St. Lucie River and the Savannahs to public access.

Policy 7.1.4.2: The City shall continue to work with the St. Lucie County School Board to provide recreation facilities and programs at schools located in the City through mutual use agreements.

Policy 7.1.4.3: The City will seek intergovernmental agreements when necessary for joint projects with St. Lucie County in a cooperative effort to provide recreation facilities in the City.

Policy 7.1.4.4: Develop and enhance the City's recreational trail system to tie into St. Lucie County's Greenways and Trails system, the trail system contained in the 2035 Long Range Transportation Plan, and the trail system contained in the St. Lucie County TPO Bicycle, Pedestrian, and Greenways and Trails Study. ~~Encourage the creation of greenways and trails in new development with connections to proposed greenways and trails contained in the St. Lucie TPO Bicycle Pedestrian, Greenways & Trails Study.~~

ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

The Economic Development Element is an optional element in Port St. Lucie's Comprehensive Plan. This element will address the economic issues facing the City today, and potential economic issues the City may face in the future. Although not a required element, the subject is important enough to warrant careful consideration when planning the City's future. A plan that provides direction for the future helps provide for the economic well being of the City's present and future population, and to maintain the City's quality of life.

This plan element recognizes that economic relationships exist between geographic areas. Coordination with various levels of government and with private enterprise can help achieve successful economic development. This element is a starting point and a tool, to promote economic development. Its value lies in documentation of statistics and conditions, and in providing ideas, opportunity, and policy. This element needs to be used with additional strategic actions for future economic development.

DESCRIPTION OF LOCAL ECONOMY

The following provides a general description of the local Port St. Lucie economy. The data includes an analysis of industry diversity, major employers, educational attainment, cost of income, and cost of living.

Industry Diversity

In 2005-2009, for the employed population 16 years and older, the leading industries in Port St. Lucie were educational services, health care, and social assistance, which accounted for 19 percent of the workforce, while retail trade accounted for 18 percent.

Table 8-1
Employment by Industry

INDUSTRY	Port St. Lucie		State of Florida	
	Number of Employees	Percent	Number of Employees	Percent
Agriculture, forestry, fishing and hunting, and mining	210	0.3%	89,648	1.1%
Construction	9,054	13.8%	768,839	9.3%
Manufacturing	2,939	4.5%	483,318	5.9%
Wholesale trade	1,552	2.4%	274,937	3.3%
Retail trade	11,683	17.9%	1,057,718	12.9%
Transportation and warehousing, and utilities	3,578	5.5%	422,829	5.1%
Information	1,112	1.7%	193,452	2.4%
Finance and insurance, and real estate and rental and leasing	4,411	6.7%	687,639	8.4%
Professional, scientific, and management, and administrative and waste management services	6,005	9.2%	967,745	11.8%
Educational services, and health care and social assistance	12,268	18.8%	1,577,999	19.2%
Arts, entertainment, and recreation, and accommodation and food services	5,752	8.8%	883,033	10.7%
Other services, except public administration	3,319	5.1%	424,652	5.2%
Public administration	3,491	5.3%	392,613	4.8%

Source: American Community Survey, 2005-2009

Major Employers
Major employers located in Port St. Lucie include the following:

Employer	Average Number of Employees
Liberty Medical Supply	1,670
City of Port St. Lucie	~~1,311~~964
QVC	1,200
St. Lucie Medical Center	800
Aegis Communications Group	630

(Source: St. Lucie County BOCC, 2011)

Education

In 2005-2009, 87 percent of people 25 years and over had at least graduated from high school and 18 percent had a bachelor's degree or higher. Although a higher percentage of Port St. Lucie residents graduated from high school than the State of Florida, Port St. Lucie's college graduation rate is lower.

Table 8-2
Educational Attainment of People in Port St. Lucie City in (2005-2009)

EDUCATIONAL ATTAINMENT	Port St. Lucie		Florida	
	Number	Percentage	Number	Percentage
Population 25 years and over	**99,755**	**99,755**	**12,532,280**	
Less than 9th grade	3,995	4.0%	718,124	5.7%
9th to 12th grade, no diploma	9,045	9.1%	1,177,678	9.4%
High school graduate (includes equivalency)	35,911	36.0%	3,820,275	30.5%
Some college, no degree	24,047	24.1%	2,551,102	20.4%
Associate's degree	9,015	9.0%	1,058,919	8.4%
Bachelor's degree	11,916	11.9%	2,082,349	16.6%
Graduate or professional degree	5,826	5.8%	1,123,833	9.0%
Percent high school graduate or higher		86.9%		84.9%
Percent bachelor's degree or higher		17.8%		25.6%

Source: American Community Survey, 2005-2009 (2011)

College programs within the City have expanded extensively in the past ten years with more four year programs. Higher educational resources within the City include: Indian River State College (IRSC), Keiser University, and extension campuses of Florida Atlantic University, and Barry University. Each of these institutions offers four-year degree programs.

Income

The 2009 median income (adjusted for inflation) for the Port St. Lucie Metro Area is $51,361 per the 2005-2009 American Community Survey and the median income for the State of Florida is $47,450.

Financial Health and Cost of Living

The following table compares Port St. Lucie's cost of living to other Florida cities and the nation. Based upon the overall cost of housing, transportation, utilities, and food, everyday costs are lower in Port St. Lucie compared to Fort Lauderdale, Miami and the US as a whole. A lower cost of living makes Port St. Lucie an attractive location for new residents as well as attractive to businesses interested in relocating.

Table 8-3

Cost of Living

	Port St. Lucie	Fort Pierce	W. Palm Beach	Ft. Lauderdale	Miami	U.S. Avg.
Cost of Living						
Overall	85	75	85	114	97	100.0
Housing	54	27	56	134	84	100.0
Transportation	104	104	111	107	108	100.0
Utilities	98	98	88	94	91	100.0
Food	101	101	101	108	109	100.0
Housing						
Median Home Cost	$111,200	$48,810	$103,550	$184,700	$159,200	$183,450
Environment						
Comfort Index (Higher=better)	27	26	28	28	30	44
Precipitation Days	134	129	132	128	131	100
Air Quality (100=best)	92.6	92.6	92	78.5	50	82.8
Water Quality (100=best)	55	55	30	50	50	55

(Source: Sperling's City Profile 08/27/2010)

Unemployment

The Economic Development Element was revised during a national economic recession. The unemployment rate for the Port St. Lucie Metropolitan Area (including St. Lucie and Martin County in April 2011 was 11.6 percent compared to a statewide unemployment rate of 10.4% (not seasonally adjusted) per the Florida Agency for Workforce Innovation.

Future Land Uses

Lands with a Commercial of Industrial future land use designation made up 3% and 1% of the land area of the City respectively. This compares to 10.0% commercial, and 8.0% industrial land uses based on a national average of other similar size communities. Prior to the mid-2000s, residential development has been considered a better investment in the Port St. Lucie area. However, the City has developed commercial centers including sites located near major interchanges and the technology cluster at Tradition. The required mixed of uses in the DRIs reflects this policy.

Port St. Lucie DRIs in the southwest area utilize the New Community District future land use designation. The New Community District future land use designation (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 commercial and industrial uses in additional to residential uses.

Port St. Lucie has several areas designated as light industrial areas that provide somewhat higher paying jobs (than the County average) in light manufacturing and assembly. The City is also encouraging light clean industry, life sciences, and technology as a means to increase the number and quality of the available jobs within the City and lower the proportion of retail and construction jobs.

IMPORTANT ECONOMIC ISSUES

Tourism

In addition to beaches located outside the City within St. Lucie County, sports and recreational facilities act as an additional tourist attraction to the area. The relocation of the Professional Golfer's Association (PGA) to the City offers the opportunity to expand on the area's attractiveness to golfing tourists. St. Lucie West is the spring training home of the New York Mets. Major league spring training games and regular season minor league games held at Digital Domain Park attract many avid fans.

Eco-tourism is an emerging tourism trend that focuses on marketing of the environment. Eco-tourism involves experiencing the natural environment and educating about natural resources without threatening the environment. The North Fork of the St. Lucie River and other pristine natural habitats such as the Savannas Preserve State Park, and the County's Oxbow Eco-Center provide ideal settings for establishing eco-tourism. St. Lucie County is currently in the process of acquiring several thousand acres of pristine natural areas through grants and a $20 million bond approved by county voters. Developing this market with activities such as backpacking, bird watching, horseback riding, canoeing, camping, and fishing will help expand the tourism season and reduce the unemployment gap.

Public Infrastructure

The ability of a community to attract and sustain economic development depends on the quality of the community's infrastructure. Infrastructure includes roadways and bridges; airports; drainage and stormwater facilities; water and wastewater systems; electric generation and transmission systems; solid waste collection, recycling and disposal facilities; schools; parks; and any other facility that is basic in daily life. These facilities are the skeletal structure that support community life and economic development. Other elements of this plan provide details on City activities in these areas.

The City annually updates the Capital Improvements Element to ensure level of service standards are met for existing and future development.

Transportation

The ability to move people, goods, and services efficiently is an important part of economic development. The county has good inter-modal transportation access to larger markets through the Port of Ft. Pierce, a deep water seaport and a major regional airport. The St. Lucie County International Airport and the Port of Fort Pierce offer important commercial opportunities to further increase transportation linkages. The 2025 Florida Aviation System Plan indicates that the St. Lucie International Airport may attract future commercial airline services associated with tourism, business, and international passengers. In addition, the Florida Turnpike and Interstate 95, as well as the FEC railroad traverse the county. There are also proposals for extending Tri-Rail north through St. Lucie County.

Quality of Life

The Treasure Coast Region enjoys an excellent quality of life. The indicators of quality of life include the natural environment, recreation, culture, safety, education, housing and health services. The perception of an area having a good quality of life is critical for many businesses when determining whether or not to invest in an area. A community must call attention to its diversity, identity, and individuality to attract capital and investment. In addition, a community must continue efforts to maintain and expand the infrastructure and other amenities (museums, theater, sports, entertainment, recreation) to sustain a quality of life enjoyed by residents and found attractive to outside businesses.

Port St. Lucie has invested in quality of life through the development of the Civic Center, the Botanical Gardens, and ample park facilities. The City also supports public art projects and community and cultural events such as City Fest, jazz concerts, and holiday events.

The Public Art Advisory Board established in 2009 was formed to prepare a Public Art Master Plan and recommends specific public art projects, including the selection of works of art, special landscape treatments and architectural enhancements. The Public Art Program requires all new development requiring a site plan or site plan amendment to provide public art.

ECONOMIC DEVELOPMENT ACTIVITIES

Targeted Industries

The City of Port St. Lucie's Targeted Industry list provides direction in its economic development programming. The City intends to focus on industries that have the potential for long-term employment for Port St. Lucie residents and that will contribute to the City's overall quality of life. The targeted industry list is as follows:

- Aerospace/Engineering
- Agriculture/Aquaculture/Food Processing
- Boats and Marine Related Manufacturing
- Business/Financial Services
- Electronic Related Industries
- Fabricated Metal Products
- Film Industry
- Golf and Recreation
- International Trade
- Manufacturing
- Medical Industries
- Pharmaceutical
- Plastics Manufacturing
- Professional Sports
- Research and Development
- Tourism/Entertainment
- Transportation Hub Development (Multi-modal Distribution)

Economic Development Accomplishments

The City continues to diversify the local economy and create jobs. Port St. Lucie is the spring training home of the New York Mets, a major league baseball team and home of its minor league team, the St. Lucie Mets. The Professional Golf Association has a home at PGA Village and along with their outstanding golf courses has built a state of the art PGA learning center. Indian River State College, Keiser University, Florida Atlantic University and Barry University have facilities located within Port St. Lucie providing excellent higher education opportunities.

In recent years, the City in partnership with St. Lucie County and the Economic Development Council (EDC) of St. Lucie County recruited three major life science institutions. The EDC is also a partner in Florida's Research Coast. Florida's Research Coast was established in 1998 as a regional economic development initiative. It includes Indian River County, Martin County, St. Lucie County, and Okeechobee County.

The biotech industry is taking root in the City with the relocation of the Torrey Pines Institute for Molecular Studies from its location in Southern California. The City built a 100,000 square foot laboratory and office space and Torrey Pines moved into the new facility in January 2009. Torrey Pines employs 95 scientists and is expected to employ 190 employees at their final build out phase.

The Oregon Health and Science University's Vaccine and Gene Therapy Institute (VGTI) began construction on their new facility in October 2010 and is expected to occupy their laboratories and offices in 2012. They expect to employ 220 scientists and support staff. The Mann Research Center has also made a commitment to locate in Port St. Lucie. Eventually, other companies will emerge to provide supplies and services for these prestigious institutions.

Digital Domain has also opened in Port St. Lucie in the Tradition area expecting to employ 500 people by 2014. It is expected that complementary research centers and businesses will open in Port St. Lucie.

The Tradition Area in Port St. Lucie has become a technology cluster with three prestigious biotechnology institutions: Torrey Pines Institute for Molecular Studies, Vaccine and Gene Therapy Institute, and the Mann Research Center, LLC having located operations in this area. Other technology companies such as the digital animation studio, Digital Domain may complement the technology cluster in Tradition.

Business Retention and Expansion

One of the EDC's key programs is the development of a Business Retention and Expansion program (BRE) for businesses located in Port St. Lucie through a collaborative effort between St. Lucie County's Workforce Development Board of the Treasure Coast, St. Lucie County's Chamber of Commerce and the Economic Development Council of St. Lucie County.

The BRE Program tries to identify the following:

- Companies at risk.
- Companies ready for expansion.

- Company business needs - Uncover business needs, local factors, or trends that might lead a company to shutdown, relocate or expand.
- Communication - Establish an on-going communication between the public and private sector, and build a pro-business attitude for local businesses.
- Knowledge - Build a knowledge base of how the local economy works.

Economic Development Incentives

The City of Port St. Lucie and St. Lucie County have a number of incentives for business to relocate to St. Lucie County. They include:

- Job Growth Investment Grant
- Ad Valorem Tax Abatement
- Industrial Development Revenue Bonds
- Economic Development Impact Fee Mitigation
- Foreign Trade Zone
- Brownfield Site
- Franchise Fee Rebate

The City of Port St. Lucie supports creation of new business by holding new business training classes with sessions in English, Spanish and Creole. These programs complement the following State of Florida economic development incentives:

- Sales and Use Tax Exemptions
- Qualified Target Industry Grant
- Capital Investment Tax Credit
- High Impact Performance Grant
- Infrastructure Incentive Road Fund

In April 2009, the Economic Development Council and the St. Lucie Chamber of Commerce hosted the St. Lucie Economic Roundtable to discuss the County's transition to a knowledge-based economy and to create a vision for the future. The group authored draft mandates for actions to be taken in the next three to five years:

1) Development of an academy in the public school system that is aligned with the economic sector's needs.
2) A trans-disciplinary approach in building a public school academy that creates a seamless transition to higher learning.
3) The development of programs that spark interest in science and math at an early age.
4) The creation of an advisory committee of business leaders from the EDC to assist the school superintendent.

Additionally, the group determined to work collaboratively between City management and County administration to publish an official vision statement for the County and create a list of potential financing opportunities.

Economic Development History

In 1993 the U.S. Economic Development Administration awarded St. Lucie County a grant to fund a county-wide economic plan. The development of the county's draft Economic Plan involved the creation of two requisite work products, a base study document entitled Economic

Activities in St. Lucie County (1995), and a second document called Vision St. Lucie (1995).

As part of Vision St. Lucie, the City completed the following to support economic development:

- Internet homepage providing information about the City.
- City beautification projects (i.e. landscaping, signage, entry features).
- Development of a new City motto.
- Support of design improvements for Port St. Lucie and Gatlin Boulevards.
- Riverwalk along the North Fork of the St. Lucie River.

The City is continuing the following activities to attract new businesses:

- Increase quality jobs and attract investment in the community.
- Promote quality development for cultural, arts, and entertainment facilities.
- Promote existing attributes (i.e. PGA headquarters, NY Mets spring training camp).
- Pursue feasibility to develop a downtown or town center as a community focus and meeting place.
- Explore potential.

Past Trends

The economic emphasis at the time General Development Corporation (GDC) designed the community, was the platting of residential lots for sale. The population at the time was less than several hundred residents in the 78 square miles that made up the City limits.

As time passed GDC succeeded in selling most of the 80,000 residential lots they had platted. Low cost of living, sub-tropical climate and a centralized location influenced population growth. The population grew rapidly during the late 1970's and 1980's to more than 55,000 people in 1990 and exceeded 76,000 at the beginning of 1997. However, the percentage of persons in the available labor force grew at a disproportionately higher rate than the number of available local jobs. This trend continues today and has created two situations; a higher than average unemployment rate and a higher than average rate of people working outside the community.

The lack of planned areas for economic development was not a major problem in the early days of the City's growth as there were adequate areas appointed for commercial, office, and industrial use to support the early population. As time progressed and the City population grew at a rapid pace the lack of areas for economic development became apparent. The City created land use conversion zones that allow conversion from residential land use to commercial, office, institutional, and multi-family uses along designated major corridors. This has helped relieve some of the shortage of land available for economic development. The Future Land Use Element of this plan expands on land use changes needed to create new commercial centers in the City.

CONCLUSION

The City wishes to diversify the local economy and improve economic and employment opportunities for Port St. Lucie residents. As such, the City's role is to create the best possible environment for economic development opportunities that will benefit the City's residents. The City's business climate should encourage the creation, expansion, retention and relocation of businesses. This goal can be achieved if the City pursues the following objectives: 1) endeavor to insure that adequate areas of commercial and industrial parcels exist to meet current and

future needs; 2) provide the proper regulatory and financial incentives to encourage beneficial development of those areas; and 3) continue to provide recreational and cultural activities and support educational training and opportunities to enhance the quality of life. Cooperation with other government agencies, the private sector, and the public to insure that the directions taken by the City in regard to economic development meet common needs and goals is essential .

The City also has a variety of means at its disposal to accomplish these objectives that include but are not limited to:

- Provide infrastructure that will support expansion of industry.
- Consider future Comprehensive Plan Amendments to change land uses to encourage a hierarchy of business centers and growth centers.
- Prohibit the development of single family residences in commercial conversion areas.
- Advocate Economic Development Ad Valorem Tax Exemption for new and expanding businesses offering new jobs, as recently approved by referendum.
- Discourage any reduction of commercial and industrial land through zoning or land use change.
- Continue to provide lively community events and facilities for community events.

The Goals, Objectives, and Policies that follow this section are a means to help realize orderly economic growth. Land use planning, zoning, and fiscal policy should encourage patterns of development that will foster redevelopment and infill of existing commercial areas, and cause new areas to form in a way that will increase viable locations for economic development. The Future Land Use Element of this plan also furthers this concept by designating compact centralized locations including commercial nodes and mixed use within the City suitable for expanded commercial activity.

GOALS, OBJECTIVES, AND POLICIES

GOAL 8.1: THE CITY WILL SUPPORT AND PROMOTE BALANCED AND ORDERLY ECONOMIC DEVELOPMENT CONSISTENT WITH OTHER GOVERNMENTAL AGENCIES AND PRIVATE SECTOR PLANNING EFFORTS.

Objective 8.1.1: The City will designate staff to work with other agencies and businesses in the development of Economic Development strategies. Such strategies will be consistent with the economic goals of Federal agencies and Regional and State Comprehensive Plans.

Policy 8.1.1.1: The City will provide an inventory of commercial and industrially zoned lands. This information shall be used to produce a county-wide inventory.

~~Policy 8.1.1.2: The City will examine the possibilities for the development and implementation of strategies for redevelopment, including a master development plan and the applicability of a redevelopment agency.~~

Policy 8.1.1.2~~3~~: The City should~~will~~ coordinate with ~~the~~ St. Lucie County, ~~and St. Lucie~~ the Economic Development Council of St. Lucie County and the Chamber of Commerce to develop strategies ~~-~~designed to meet the economic diversification needs of the community with emphasis on job creation. ~~that provide attractive employment opportunities for citizens who currently live within the City and work outside the City~~.

Policy 8.1.1.3~~4~~: The City should~~will~~ work with the Economic Development Council of St. Lucie County, which will act as the liaison to coordinate all state and federal incentive programs on behalf of companies locating or expanding in the City. ~~The City will support the strategies of St. Lucie County, the Region and the State wherever feasible, providing such action complies with the adopted Comprehensive Plan and City Council policy.~~

Policy 8.1.1.4: The City should~~shall~~ initiate efforts and support the efforts of other agencies to obtain grant monies and other funds designed to assist local economic development initiatives to increase employment opportunities.

Policy 8.1.1.5 The City should~~shall~~ continue regional economic development activities such as those of the Florida Research Coast.

Policy 8.1.1.6: The City should~~shall~~ seek to coordinate, where appropriate, City investment in utilities, transportation, and other public facilities with business, employment, and other economic development opportunities.

GOAL 8.2: SUPPORT THE RETENTION AND GROWTH OF THE INDUSTRIAL SECTOR, RETAINING EXISTING BUSINESSES AND SMALL FIRMS, AND ACTIVELY SEEK TO ATTRACT NEW INDUSTRIAL BUSINESSES. ~~THE CITY WILL PROMOTE THE DEVELOPMENT OF INFRASTRUCTURE NEEDED TO SUPPORT FUTURE BUSINESS AND LIGHT INDUSTRIAL EXPANSION.~~

Objective 8.2.1: Provide supporting services for the retention of existing and attraction of new businesses. ~~The City will establish utility service areas and continue to upgrade its potable water and sanitary sewer facilities, allowing for adequate capacity for future economic growth.~~

Policy 8.2.1.1: The City should~~shall~~ ensure the allocation of an appropriate quantity of lands that are desirable for commercial and industrial purposes to serve future growth needs of the City. ~~Continue to expand the water and sewer system to encompass all Industrial land use areas located within the City and utilize grant funds when available to provide for such.~~

Policy 8.2.1.2: The City should~~shall~~ prioritize the ~~land planning~~ development of sites with high visibility and ~~close~~direct access to major transportation corridors for ~~development as employment uses, including~~ targeted ~~businesses~~industries and uses that encourage job creation. ~~, office and industrial developments. The City will continue to provide for sanitary sewer and water hook up, special assessment, and usage fees to insure adequate capital for continuation of expansion. Consideration of exemption to such fees will be in accordance with other City policies.~~

Policy 8.2.1.3: The City should~~shall~~ consider the high priority of retaining employment-generating land uses in appropriate locations during the review of comprehensive plan amendments and rezoning requests. ~~The City will continue to maintain the established Level Of Service standards as stated in the Potable Water and Sanitary Sewer Sub Elements of the adopted Comprehensive Plan.~~

Policy 8.2.1.4: The City should~~will~~ encourage designation and preservation of industrial land for industrial uses.

Policy 8.2.1.5: The City should~~will~~ encourage new commercial and industrial development.

~~*Objective 8.2.2: The City will provide an adequate transportation system and capital improvements to meet the current needs and allow for future economic growth.*~~

~~Policy 8.2.2.1: The City will continue to explore additional east/west roadway corridors to prepare for future growth in the western economic area.~~

~~Policy 8.2.2.2: The City will continue to maintain the established Level Of Service standards for roadways as stated in the Transportation Element of the Comprehensive Plan.~~

~~Policy 8.2.2.3: The City will schedule and fund capital improvements and coordinate funding with the MPO and the State for future road improvements.~~

GOAL 8.3: THE CITY WILL DEVELOP AND MAINTAIN AN ECONOMIC ENVIRONMENT THAT WILL ENCOURAGE THE CREATION, EXPANSION, AND RETENTION, OF BUSINESS WITHIN CITY LIMITS WHILE MAINTAINING QUALITY OF LIFE FOR ITS RESIDENTS.

Objective 8.3.1: The City will provide and maintain appropriate data bases to assist in the analysis of trends and needs for economic development.

Policy 8.3.1.1: The City Planning & Zoning Department will evaluate and update land use demand data as part of the Evaluation and Appraisal Reports of the Comprehensive Plan every seven ~~five~~ years to evaluate the effectiveness of the adopted Comprehensive Plan Goals, Objectives, and Policies regarding land use and economic development.

Policy 8.3.1.2: The City should~~shall~~ foster a positive business climate by ensuring adequate public services, infrastructure, and high quality customer service. ~~The City will consider creating~~

~~additional conversion areas such as those existing along Bayshore Drive and Port St. Lucie Blvd. to meet supply deficits and create new economic centers.~~

Policy 8.3.1.3: The City will target the following industries:

Aerospace/Engineering	Manufacturing
Agriculture/Aquaculture/Food Processing	Medical Industries
Boats and Marine Related Manufacturing	Pharmaceutical
Business/Financial Services	Plastics Manufacturing
Electronic Related Industries	Professional Sports
Fabricated Metal Products	Research and Development
Film Industry	Tourism/Entertainment
Golf and Recreation	Transportation Hub Development
International Trade	(Multi-modal Distribution)

Policy 8.3.1.4: The City will support and promote the "Jobs Corridor" area along the west side of I-95 from the Crosstown Parkway Interchange to the county line on the south end in the vicinity of the Becker Road Interchange. The area will be recognized as an employment center.

Policy 8.3.1.5: The City should~~shall~~ encourage the development of targeted industries that provide opportunities for long term growth. Criteria for identifying sectors to support include the following:

- Pay higher than average wage levels;
- Bring new capital into the economy, reflecting multiplier effects;
- Have reasonably good future job prospects;
- Involve a cluster of businesses engaged in similar activities;
- Use quality environmental practices; or
- Diversify the regional economic base.

Policy 8.3.1.6: The City should~~will~~ encourage the expansion of existing business and industry and/or development of new business and industry in appropriate locations, as feasible and applicable, in order to maximize the use of existing public services and infrastructure.

Policy 8.3.1.7: The City may~~shall~~ consider potential changes to its Land Development Regulations to provide for a wide range of uses in commercial areas that contribute to the City's total employment base, provide the goods and services needed by the City's residents and promote the retention and expansion of businesses and attractions in the City's commercial areas.

Policy 8.3.1.8: In order to enhance current investments in the City and to maintain and improve existing structures, the City may~~shall~~ consider allowing modifications to standards for required off-street parking, based on the anticipated use of the facility, size of meeting or assembly areas, hours of use, anticipated effects of parking on adjacent businesses and surrounding community, access to public transportation and carpools, and other considerations of need and impact.

Policy 8.3.1.9: The City may~~shall~~ review and amend the Land Development Regulations to ensure it allows suitable home-based businesses that generate limited traffic.

Policy 8.3.1.10: Continue to support local business by giving preference to Port St. Lucie businesses in the City's bid process.

Policy 8.3.1.11: Continue to support New Business Training and other public outreach programs to support local business creation.

Policy 8.3.1.12~~5~~: The City should~~shall~~ continue to work with educational partners to ensure there are appropriate educational opportunities, job skills programs, and facilities to meet business and industry needs.

~~Policy 8.3.1.136 The City shouldshall continue to monitor the jobs housing ratio to ensure quality of life for Port St. Lucie residents.~~

~~Policy 8.3.1.7: The City shall encourage new commercial and industrial development and expedited review of future land use map amendments and zoning for commercial and industrial development.~~

~~Policy 8.3.1.7: The City shall support land uses that encourage development of new businesses within the targeted industry list.~~

~~Policy 8.3.18: The City will encourage designation of industrial land uses that encourage development of industrial uses exclusively.~~

Objective 8.3.2: The City should~~shall~~ continue to enhance local attractions and recreational facilities to promote tourism and quality of life.

Policy 8.3.2.1: The City should~~will~~ continue to promote tourism and recreation based upon the City's natural resources ~~including supporting boating, fishing, and provision of water-dependent uses~~.

Policy 8.3.2.2: The City should~~shall~~ continue to promote passive recreational activities by continuing to protect natural preserves and the North Fork of the St. Lucie River.

Policy 8.3.2.3: The City should~~shall~~ continue to coordinate with the St. Lucie County Tourism office to promote tourism in the City.

Policy 8.3.2.4: The City should~~shall~~ continue to support arts and culture as a core component to the economic health of the City.

Policy 8.3.2.5: All new development shall continue to provide public art, or pay fees in lieu of for the Port St. Lucie community.

~~**GOAL 8.4: IMPLEMENTATION OF THE STRATEGIES AND DIRECTION OF THIS ELEMENT WILL OCCUR WITHIN A FIVE YEAR TIME FRAME (1997-2001).**~~

~~*Objective 8.4.1: The City will implement and fund appropriate actions as outlined in this element to coordinate economic development activities.*~~

~~Policy 8.4.1.1: The City Manager 's Economic Growth Team shall continue to work with private enterprise and City staff in the promotion and implementation of economic development priorities established in this element.~~

~~Policy 8.4.1.2: Consider the use of economic development specialists, or studies, to provide specific actions for economic development.~~

~~Policy 8.4.1.3: Implement the Economic Development Ad Valorem Tax Exemption and explore the development of other incentives to attract new business and encourage the expansion of existing business.~~

~~Policy 8.4.1.4: Establish an economic development coordinator to carry forward implementation efforts for economic development.~~

~~Policy 8.4.1.5: Study the feasibility for the formulation of a redevelopment agency and master development plan to create new or redesigned commercial areas, or a town center.~~

~~Policy 8.4.1.4: Continue to support local business by giving preference to Port St. Lucie businesses in the City's bid process.~~

~~Policy 8.4.1.5: Amend the City's Land Development Regulations to provide for an expedited review process for projects within the targeted industries.~~

~~Policy 8.4.1.6: Continue to provide New Business Training to support local business creation.~~

CAPITAL IMPROVEMENTS ELEMENT

INTRODUCTION

The purpose of the Capital Improvements Element is to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4. Standards for the management of debt.

The City maintains a minimum level of service for transportation, potable water and wastewater, solid waste, storm water management, and recreation and open space. The St. Lucie County School District maintains minimum level of service standards for public school facilities, in accordance with the adopted Interlocal Agreement. The Capital Improvement Program, annually compiled by the Office of Management and Budget, identifies and funds those projects for which the City is the service provider and which are required to maintain the minimum levels of service and satisfy other prioritization criteria. The Capital Improvement Element tables include the capital projects contained in the Capital Improvement Program. The finalized expenditure projections are compared to the projections of existing revenues to verify the fiscal feasibility of the plan.

Generally speaking, the City is the entity responsible for the funding of capital improvements in the areas of the City platted by the original developer, the General Development Corporation. New development is expected to fund the improvements and infrastructure needed to support the development. For capital improvements that are funded by the developer, financial feasibility is demonstrated through a development agreement, annexation agreement, other enforceable agreement, or binding condition of approval of a Development Order. These development agreements, annexation agreements, other enforceable agreements or binding conditions of approval of a Development Order shall be reflected in the schedule of capital improvements if the capital improvement is necessary to serve development within the five year schedule.

The schedule of capital improvements includes publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

CAPITAL IMPROVEMENT NEEDS

The following capital improvement projects are derived from the Transportation, Infrastructure, and Parks and Recreation Elements. Additional detail regarding these projects is included in the respective elements.

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, and the Florida's Turnpike.

In 2005, voters approved a $165 million bond referendum to fund the design and construction of the Crosstown Parkway to provide for greater east-west connectivity. The Crosstown Parkway Extension includes the bridge crossing of the North Fork of the St. Lucie River (NFSLR) and it is currently in the permitting process. The Schedule of Capital Improvements includes expenditures for property acquisition for the FY12-FY16 period. _The St. Lucie County TPO Transportation Improvement Program (TIP) for the same period includes capacity improvements for Midway Road, Crosstown Parkway, Marion Avenue, and Lennard Road.

~~The City of Port St. Lucie is moving toward a multi-modal approach to transportation planning.~~
The City has a 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 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, ~~and two private utilities~~ St. Lucie West Services Department and The Reserve. Approximately 15,000 homes have their own potable water wells.

There is sufficient capacity to serve 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 (private utility) and The Reserve (private utility.) Two package plants 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.

The wastewater capital improvements anticipated to occur within the next five years can be

separated into two categories; namely, expansion or modification of existing facilities, and construction of new facilities. Though the two cannot be uniquely separated, in general it can be said that the existing facilities will be expanded or modified to provide treatment sufficient to meet the demands of the remaining growth within the current Utility Service Areas (USAs).

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 based on the average generation rate of 5.10 pounds per capita per day. 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 based on the average generation rate of 2.80 pounds per capita per day.

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

Drainage
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 purchased property and create additional stormwater management areas within the eastern part of the City. This project, the Eastern Watershed Improvement Project (EWIP), provides additional storage capacity, improves flood protection levels, and improves water quality prior to discharge to Howard Creek.

Level of service standards for drainage reflect South Florida Water Management District (SFWMD) permit and rules.

Parks
At present, there are 828.32 ~~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) which qualify to meet the level of service requirements. 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 combined open space and recreation acreage is 667 for the western annexation area.~~ The City also strives to ensure a park space is available throughout the City and within a reasonable walking or driving radius for Port St. Lucie residents.

School Capacity
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. 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 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. In addition, one K-8 school is planned in southwest Port St. Lucie in the five year planning period.

Public Health

Both public health and public education in St. Lucie County are a function of the County. The public health system is under the jurisdiction of the elected St. Lucie County Board of Commissioners. To receive public health services, a City of Port St. Lucie resident may choose to go to any of the public health facilities located in the County. The St. Lucie Medical Center is a private facility that is located in the City of Port St. Lucie. Martin Memorial hospital is expected to build a facility in Tradition by 2014.

INVENTORY OF REVENUE SOURCES AND CAPITAL PROJECTS FUNDS

Revenue for capital improvement projects in the City of Port St. Lucie are obtained from a number of sources. The primary revenue sources are the property tax (ad valorem), special assessments, impact fees, gas taxes, user fees, and debt financing. The City pursues federal, state, and regional funding for transportation and other infrastructure related projects. The City requires new development to fully fund the cost of facility improvements necessitated by the development in order to maintain adopted LOS standards. Revenue sources and capital project funds for the City of Port St. Lucie are listed below.

REVENUE SOURCES

A. Local Sources

1. Property Tax (Ad Valorem): Property taxes are based on a millage rate (one mill is the equivalent of $1 per $1000 of assessed value of all real property and other tangible personal property. Revenues from ad valorem taxes may be used to fund operating expenses and capital improvements.

2. Special Assessments: Special assessments are levied against properties which directly benefit from the new service. For example, a water and sewer extension program to a specific area of the community can be financed through a special assessment on property owners within the area versus being funded through the general fund. Within the City of Port St. Lucie, special assessment districts are formed to fund water and sewer projects and major roadway and other improvement projects.

3. Franchise Fees: The City charges utilities which provide service to the City's residents a franchise fee. The utilities include the providers of water and sewer, gas, electric, telephone, and cable television.

4. Impact Fees: Impact fees are levied on new construction to cover the cost of providing capital facilities, but not operating costs, needed to serve the new development. The City levies city impact fees for roads, parks and recreation, law enforcement, and public buildings. The City collects county impact fees for schools, libraries, county law enforcement, and fire and emergency services.

5. Other Taxes, Fees, and Charges: This category includes revenues generated from licenses and permits, fines and forfeitures, interest, utilities and stormwater user fees and miscellaneous revenues and fees.

6. Borrowing/Debt Management: It may be necessary for the City to borrow money to fund long term capital improvements. Long term bond issues are the most common type of financing for capital improvements.

   a. General Obligation Bonds – are bonds backed by the full faith and credit of the local government, and are required to be approved by voter referendum due to the implied or expressed pledge of ad valorem taxes. General obligation bonds offer lower interest rates than other bonds, as they are, in effect, secured by the taxing power of the local government. Capital improvements financed through general obligation bonds should benefit the municipality as a whole rather than particular areas or groups.

   b. Revenue Bonds – are bonds financed by those directly benefiting from the capital improvement. Revenue obtained from the issuance of revenue bonds is generally used to finance publicly owned facilities. Charges collected from the users of these facilities are used to retire the bond obligations. Interest rates tend to be higher for revenue bonds than general obligation bonds. Issuance of the bonds may be approved by the City Council without voter referendum.

B. State and County Sources

1. State Sources: The City depends on annual disbursements from the State to supplement its revenues. The City currently receives revenues from the Revenue Sharing Trust Fund, tobacco tax, half-cent sales tax, alcoholic beverage tax, and mobile home licenses.

2. Florida Department of Transportation (FDOT): The Traffic Signal Enhancement Program provides funding for maintaining traffic signals on the State system. The Local Agency Program Agreement (LAP) provides funding for FDOT projects that are turned over to the local government to implement through a certification program that ensures the local government has the training and expertise to do the work pursuant to State guidelines and laws.

3. Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP): The St. Lucie County Transportation Organization (TPO) is a countywide agency that is responsible for transportation planning, programming, and financing of state and federal transportation funds for the three municipalities and unincorporated areas of St. Lucie County. The TPO prepares the TIP to identify and prioritize transportation improvement projects over a five-year period with the TPO metropolitan planning consistent with the TPO Long Range Transportation Plan.

4. County Sources: St. Lucie County shares with the City revenues from the county occupational license fee and the local option gas tax as well as the millage rate established through the Municipal Services Taxing Unit (MTSU) for parks.

C. Federal and State Grants and Loans.

1. Community Development Block Grant (CDBG) Fund: federal entitlement block grant that is allocated to cities with a population over 50,000. The funding may be used for

projects such as community service, infrastructure improvements, and housing for low income residents.

2. State Housing Initiative Program (SHIP): is used to assist low-income households with down payment and rehabilitation housing costs.

3. St. Lucie River Issues Team (SLRIT): The St. Lucie River Issues Team comprises representatives of 17 different agencies and organizations that procure federal and state funding for small projects that help clean Treasure Coast waterways.

4. Federal Emergency Management Agency's (FEMA) Grants and Assistance Programs: funding sources include the Hazardous Mitigation Grant Program (HMGP), Pre-Disaster Mitigation Grant Program (PDM), Flood Mitigation Assistance (FMA), Emergency Management Preparedness Assistance (EMAP), and the Public Assistance Grant Program (PA).

REVENUE AND EXPENSE PROJECTIONS

The City pays for all current expenditures with current revenues and avoids budgetary procedures that balance current expenditures at the expense of meeting future years' revenues, or rolling over short-term debt. The City Charter authorizes the carrying forward of current year general fund balances into the following fiscal years' general fund budget.

Table 9-1
Revenue and Expense Projections
FY 12-16 ~~11-15~~

	2011-12	2012-13	2013-14	2014-15	2015-16
REVENUES & SOURCES:					
Millage Rate: Operating	4.5096	4.5096	4.5096	4.5096	4.5096
Voted Debt	1.2193	1.2193	1.2193	1.2193	1.2193
Property Taxes	$ 35,335,774	$ 35,335,774	$ 35,335,774	$ 35,335,774	$ 35,335,774
Utility Tax @ 10% - Electricity	8,185,500	8,349,210	8,599,686	8,857,677	9,123,407
State Communications Service Tax	5,935,000	5,935,000	6,113,050	6,296,442	6,485,335
Franchise Fees	8,431,500	8,585,830	8,843,405	9,108,707	9,381,968
Licenses and Permits	3,405,581	3,507,748	3,612,981	3,721,370	3,833,011
Intergovernmental	44,336,787	43,450,051	42,581,050	41,729,429	40,894,841
Other (including int. inc. & bond proceeds)	147,808,526	198,182,712	165,611,830	220,548,540	214,951,452
Budgeted Cash Carryforward	155,524,030	128,405,437	137,929,544	114,699,638	86,799,605
Transfers In	16,752,892	16,752,892	16,752,892	21,452,892	23,702,892
Total	$ 425,715,591	$ 448,504,655	$ 425,380,212	$ 461,750,469	$ 430,508,285
EXPENDITURES:					
Personal Services	$ 80,583,076	$ 80,583,076	$ 80,583,076	$ 84,209,314	$ 87,998,734
Operating Expenses	88,961,938	88,931,772	90,625,947	92,348,106	94,098,425
Capital Outlay (including CIP)	27,762,678	39,276,841	35,989,838	90,581,088	55,776,088
Debt Services	83,249,570	84,914,561	86,612,853	90,943,495	92,762,365
Administrative Credit	(4,496,876)	(4,586,814)	(4,678,550)	(4,772,121)	(4,867,563)
Administrative Charge	4,496,876	4,586,814	4,678,550	4,772,121	4,867,563
Fund Transfers	16,752,892	16,868,860	16,868,860	16,868,860	16,868,860
Budgeted Contingency-Financial Policy	128,405,437	137,929,544	114,699,638	86,799,605	83,003,813
Total	425,715,591	448,504,655	425,380,212	461,750,469	430,508,285
SURPLUS <DEFICIT>	$ 0	$ (0)	$ 0	$ 0	$ 0

	2010-11	2011-12	2012-13	2013-14	2014-15
REVENUES & SOURCES:					
Millage Rate: Operating	4.3098	4.3098	4.3098	4.3098	4.3098
Voted Debt	1.1625	1.1625	1.1625	1.1625	1.1625
Property Taxes	$ 35,335,774	$ 31,802,197	$ 31,802,197	$ 31,802,197	$ 31,802,197
Utility Tax @ 10% - Electricity	8,925,000	9,371,250	9,839,813	10,331,803	10,848,393
State Communications Service Tax	6,273,000	6,586,650	6,915,983	7,261,782	7,624,871
Franchise Fees	9,337,000	9,617,110	9,905,623	10,202,792	10,508,876
Licenses and Permits	10,044,233	10,546,445	11,073,767	11,627,455	12,208,828
Intergovernmental	51,446,751	50,417,816	49,409,460	48,421,270	47,452,845
Other (including int. inc. & bond proceeds)	118,621,170	125,738,440	165,282,747	246,644,711	149,443,394
Budgeted Cash Carryforward	163,001,597	108,609,935	83,223,720	67,152,692	30,838,435
Transfers In	17,993,178	16,293,178	11,803,178	16,503,178	18,843,178
Total	$ 420,977,704	$ 368,983,021	$ 379,346,487	$ 450,037,880	$ 319,571,017
EXPENDITURES:					
Personal Services	$ 82,754,167	$ 82,754,167	$ 82,754,167	$ 86,478,105	$ 90,369,619
Operating Expenses	73,888,191	73,888,191	76,104,837	78,387,982	80,739,621
Capital Outlay (including CIP)	57,851,763	29,161,088	49,224,588	145,861,088	10,750,000
Debt Services	79,130,470	83,086,994	87,241,343	91,603,410	96,183,581
Administrative Credit	(4,682,829)	(4,776,486)	(4,872,015)	(4,969,456)	(5,068,845)
Administrative Charge	4,682,829	4,776,486	4,872,015	4,969,456	5,068,845
Fund Transfers	18,743,178	16,868,860	16,868,860	16,868,860	16,868,860
Budgeted Contingency Financial Policy	108,609,935	83,223,720	67,152,692	61,688,709	66,844,369
Total	420,977,704	368,983,020	379,346,487	480,888,154	361,756,051
SURPLUS <DEFICIT>	$ 0	$ 0	$ (0)	$ (30,850,274)	$ (42,185,034)

*** NOTE - Future Deficits are cumulative figures

Source: City of Port St. Lucie (To be updated December 2011)

CAPITAL PROJECTS FUNDS

The City has various funding sources for projects listed in the Schedule of Capital Improvements. They are as follows:

1. General Fund Capital Improvement Fund: The General CIP Fund is to account for the revenues and expenditures associated with general major capital improvements and acquisitions. The funding resources include general tax revenue, interest income, bond proceeds, and transfers from other funds. However under current revenue allocation, this fund did not receive any revenue for this budget year.
2. Road and Bridge Capital Improvement Fund: The Road and Bridge CIP is to account for the revenues and expenditures associated with major road and culvert improvements. The funding resources include the local option gas tax, impact fees, general tax revenue, grants and interest income.
3. Parks Impact Fee Capital Improvement Fund: Parks Impact Fee CIP is to account for specific revenues and expenditures associated with the acquisition of parks and major construction of capital parks improvements. The revenue source is the impact fee for parks and recreation levied on new residential development and interest income.
4. Parks Municipal Service Taxing Unit (MTSU) Capital Improvement Fund: The Parks MSTU CIP is to account for revenues received from the Interlocal Agreement between the City of Port St. Lucie and St. Lucie County for the city's proportionate share of a voter approved countywide MTSU to fund parks and recreation.
5. Stormwater Fund including Capital Improvement Schedule: The City's Stormwater Fund

is set up as an enterprise fund from the revenues received from user fees with no subsidy provided from the general fund.

6. Utility Funds: The City of Port St. Lucie Utility Services Department operates as an Enterprise Fund. Capital projects for the publicly owned centralized water and water system are funded through the Utility CIP and the Water and Sewer Assessment Funds. The Water and Sewer Assessment Funds are for payment of the annual debt service on the bonds used for financing the water and sewer improvements in each of the special assessment districts. The annual assessment revenue collected from the residents is the source of these funds.

7. Crosstown Parkway Capital Improvement Fund: The Crosstown Parkway CIP Fund is to account for the revenues and expenditures associated with the acquisition of land and construction from the voter approved bond referendum to fund the design and construction of the Crosstown Parkway. One mill of the ad valorem tax is dedicated to retire debt.

8. SW Annexation Special Assessment District (SAD) Capital Improvement Fund: The SW Annexation SAD CIP is to account for the revenues and expenditures associated with the design and construction of the infrastructure needed to serve the three Developments of Regional Impact in the City's southwest annexation area. A special assessment is levied against property owners in the SW Annexation Area SAD. The SAD represents the developer contributions required by the SW Annexation Area Agreement.

9. Becker Road Capital Improvement Fund: The Becker Road CIP Fund is to account for the revenues and expenditures associated with the acquisition of land, design and construction of the widening of Becker Road. The revenue sources are general tax revenue and developer contributions required by the SW Annexation Area Agreement.

Debt Capacity and Obligations

The City confines long term borrowing to those projects that cannot be financed with current revenues as the City attempts to keep the average maturity of general obligation bonds at or below 15 years. The primary rationale for becoming obligated for such facilities through indebtedness is that it spreads the cost of the facility over its useful life and thus is indeed paid for by those who are there to use it.

During fiscal year 2005, the City issued its first general obligation bonds. Ratings in 2010 were Aa2 from Moody's, AA- from Standard & Poor's, and AA- from Fitch. Obtaining an "Aa" category general obligation rating places the City in the top 30 rated cities in Florida. The City's non-ad valorem rating is also stable and the rating agencies have praised the City's tight financial controls and ability to maintain adequate reserves.

Total debt service for general obligation debt will not exceed 15 percent of total annual locally generated operating revenue.

Table 9-2
Debt Service Projections

September 30,	Principal	Interest	Total
2011	10,885,000	27,011,042	37,896,042
2012	14,870,000	26,551,577	41,421,577
2013	16,100,000	25,949,997	42,049,997
2014	17,960,000	25,244,680	43,204,680
2015	20,380,000	24,559,624	44,939,624
2016	25,745,000	23,506,628	49,251,628
2017	27,305,000	22,306,306	49,611,306
2018	29,210,000	20,970,021	50,180,021
2019	25,595,000	19,507,927	45,102,927
2020	27,145,000	18,197,508	45,342,508
2021	29,475,000	16,825,641	46,300,641
2022	25,825,000	15,328,524	41,153,524
2023	27,255,000	14,730,909	41,985,909
2024	22,150,000	12,724,979	34,874,979
2025	23,260,000	11,608,581	34,868,581
2026	24,070,000	10,442,690	34,512,690
2027	18,730,000	9,363,076	28,093,076
2028	13,650,000	8,363,612	22,013,612
2029	14,360,000	7,662,048	22,022,048
2030	15,110,000	6,919,676	22,029,676
2031	15,905,000	6,138,148	22,043,148
2032	13,965,000	5,315,152	19,280,152
2033	14,710,000	4,587,274	19,297,274
2034	15,475,000	3,834,526	19,309,526
2035	16,280,000	3,042,050	19,322,050
2036	7,970,000	2,207,750	10,177,750
2037	8,380,000	1,809,250	10,189,250
2038	8,810,000	1,390,250	10,200,250
2039	9,260,000	949,750	10,209,750
2040	9,735,000	486,750	10,221,750
TOTAL	$549,570,000	$377,535,946	$927,105,946

	~~Total~~	~~Total~~	
~~September 30,~~	~~Principal~~	~~Interest~~	~~Total~~
~~2010~~	~~$ 9,254,214~~	~~$21,657,064~~	~~$ 0,911,278~~
~~2011~~	~~12,610,000~~	~~21,385,787~~	~~33,995,787~~
~~2012~~	~~13,480,000~~	~~20,985,198~~	~~34,465,198~~
~~2013~~	~~16,040,000~~	~~20,494,628~~	~~36,534,628~~
~~2014~~	~~18,290,000~~	~~19,884,603~~	~~38,174,603~~
~~2015~~	~~26,385,000~~	~~19,047,476~~	~~45,432,476~~
~~2016~~	~~24,410,000~~	~~18,061,882~~	~~42,471,882~~
~~2017~~	~~25,630,000~~	~~17,052,264~~	~~42,682,264~~
~~2018~~	~~27,225,000~~	~~15,971,527~~	~~43,196,527~~
~~2019~~	~~23,495,000~~	~~14,804,823~~	~~38,299,823~~
~~2020~~	~~24,920,000~~	~~13,818,450~~	~~38,738,450~~
~~2021~~	~~27,115,000~~	~~12,759,031~~	~~39,874,031~~
~~2022~~	~~24,120,000~~	~~11,606,504~~	~~35,726,504~~
~~2023~~	~~25,375,000~~	~~10,616,130~~	~~35,991,130~~
~~2024~~	~~20,180,000~~	~~9,630,768~~	~~29,810,768~~
~~2025~~	~~21,205,000~~	~~8,875,581~~	~~30,080,581~~
~~2026~~	~~21,920,000~~	~~8,094,391~~	~~30,014,391~~
~~2027~~	~~16,465,000~~	~~7,429,840~~	~~23,894,840~~
~~2028~~	~~11,280,000~~	~~6,870,376~~	~~18,150,376~~
~~2029~~	~~11,865,000~~	~~6,378,124~~	~~18,243,124~~
~~2030~~	~~12,485,000~~	~~5,861,126~~	~~18,346,126~~
~~2031~~	~~13,150,000~~	~~5,318,124~~	~~18,468,124~~
~~2032~~	~~13,840,000~~	~~4,747,376~~	~~18,587,376~~
~~2033~~	~~14,575,000~~	~~4,147,874~~	~~18,722,874~~
~~2034~~	~~15,335,000~~	~~3,532,276~~	~~18,867,276~~
~~2035~~	~~16,130,000~~	~~2,886,050~~	~~19,016,050~~
~~2036~~	~~10,370,000~~	~~2,207,750~~	~~12,577,750~~
~~2037~~	~~8,380,000~~	~~1,809,250~~	~~10,189,250~~
~~2038~~	~~8,810,000~~	~~1,390,250~~	~~10,200,250~~
~~2039~~	~~9,260,000~~	~~949,750~~	~~10,209,750~~
~~2040~~	~~9,735,000~~	~~486,750~~	~~10,221,750~~
	~~$533,334,214~~	~~$318,761,020~~	~~$852,095,234~~

Source: City of Port St. Lucie, 2010 Annual CAFR ~~(To be updated December 2011)~~

MONITORING AND EVALUATION

The role of monitoring and evaluation is vital to the effectiveness of any planning program and particularly for the CIE. This is largely because the City's revenue and expenditure streams are subject to fluctuations in the market and economy. It is the behavior of these streams which will be used to predict fiscal trends in order to maintain the City's adopted level of service for public facilities. Modifications to update the 5-year Capital Improvements Schedule will be completed by ordinance on an annual basis and may not be deemed to be amendments to the Local Comprehensive Plan. The annual review will include the following considerations in order to determine their continued appropriateness:

- Any corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the element; or the date of construction of any facility enumerated in the element;
- The CIE's consistency with the other elements and its support of the Future Land Use Element;
- The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;
- The City's effectiveness in maintaining the adopted LOS standards;
- The City's effectiveness in reviewing the impacts of plans and programs of state agencies, other entities and the water management district that provide public facilities within the City's jurisdiction;
- Assessing new developments their pro rata share of improvement costs which they generate;
- The ratio of outstanding indebtedness to the property tax base;
- Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements;
- The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment; and,
- Capital improvements needed for the latter part of the planning period, for inclusion in the 5-Year Schedule of Improvements.

IMPLEMENTATION

The 5-Year Schedule of Improvements is the mechanism by which the City can effectively stage the timing, location, projected cost, and revenue sources for the capital improvements derived from the other Comprehensive Plan elements in support of the Future Land Use Element. The City's annual CIP incorporates those improvements as scheduled for appropriation in the City's 5-Year Schedule of Improvements. The 5-Year Schedule of Improvements has been used to document the economic feasibility of the City's Comprehensive Plan, based upon the preceding sections of this element.

The following criteria are applied for determining the need for capital improvements:

- Regard for the Urban Service Area and provision of facilities in the most efficient and compact manner so as to discourage the proliferation of urban sprawl;
- Anticipated demand through growth;
- Coordination of County plans with those of State agencies and water management districts, school district, and other outside agencies;
- Demand for improvements created by facility breakdown or by life expectancy of the facility; and,
- Maintenance of level of service standards.

GOALS, OBJECTIVES, AND POLICIES

GOAL 9.1: THE CITY SHALL UNDERTAKE ACTIONS TO ADEQUATELY PROVIDE NEEDED PUBLIC FACILITIES FOR BOTH EXISTING AND FUTURE RESIDENTS IN A TIMELY AND EFFICIENT MANNER CONSISTENT WITH AVAILABLE RESOURCES THAT WILL PROMOTE ORDERLY GROWTH.

Objective 9.1.1: Capital improvements shall be provided as required on an annual basis to correct existing deficiencies, to accommodate projected future growth and to replace obsolete and worn-out facilities in accordance with the adopted Capital Improvement Program.

Policy 9.1.1.1: The City shall include in its 5-Year Capital Improvement Program all projects identified in other Comprehensive Plan elements determined to be of relatively large scale and high cost ($100,000 or greater); all capital improvements with costs $35,000 or greater shall be included in the City's 5-Year capital improvement program and budget.

Policy 9.1.1.2: The City Council shall continue to evaluate and rank in order of priority projects proposed for inclusion in the 5-Year Schedule of Improvements.

Policy 9.1.1.3: Proposed capital improvement projects will be evaluated and ranked in the following order of priority:

a. Replacement of obsolete or worn out facilities, including repair, remodeling or renovation of facilities that contribute to achieving and/or maintaining levels of service.
b. New facilities that reduce or eliminate existing deficiencies in levels of service.
c. New facilities and improvements to existing public facilities that eliminate public hazards not otherwise eliminated by improvements prioritized according to a. and b. above.
d. New or expanded facilities that provide the adopted levels of service for new development and redevelopment during the next five fiscal years, as updated by the annual review of the CIE. The City may acquire land or right-of-way in advance of the need to develop a facility for new development.
e. Improvements to existing facilities and new facilities that significantly reduce the operating costs of achieving and/or maintaining levels of service.
f. All facilities scheduled for construction or improvement in accordance with this policy shall be evaluated to identify any plans of State agencies or the South Florida Water Management District that affect, or will be affected by the proposed capital improvement.

Objective 9.1.2: Future development shall bear 100% of the cost of facility improvements necessitated by the development in order to maintain adopted LOS standards.

Policy 9.1.2.1: The availability of public facilities shall be determined and measured using the following LOS standards for the required public facility classifications:

LEVEL OF SERVICE STANDARD

A. TRAFFIC

MINIMUM LEVEL OF SERVICE STANDARDS

Facility Type (Non SIS)	LOS Standard
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.)

LEVEL OF SERVICE STANDARDS

Facility Type	Standards
Backlogged Facilities	maintain & improve
Constrained Facilities	maintain*

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

~~Non-SIS Minimum Level of Service Standards for Urban and Non-Urban Roadways~~

Facility Type	Peak Hour
Non-State Roadway (local)	D
Non-State Roadway (Major City/County)	D
Non-State Roadway (arterial)	E
Intrastate FIHS (rural)	
Limited Access	B
Controlled Access	B
Intrastate FIHS (Urban)	
Limited Access	C(D)
Controlled Access	C
Other State Roads	
Multi-lane (Rural/Urban)	
Rural	B
Urban	D
Two-lane (Rural/Urban)	
Rural	C
Urban	D

[Table to be struck]

~~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

~~Collector~~	~~LOS D~~
~~Minor urban arterial~~	~~LOS E*~~
~~Primary urban arterial~~	~~LOS E*~~
~~State highway urban~~	~~LOS D~~
~~Limited access urban facility~~	~~LOS D~~
~~Constrained facility~~	~~maintain*~~
~~Backlogged facility~~	~~maintain & improve*~~

~~*Transportation Demand Management (TDM) and Transportation Systems Management (TSM) measures will be implemented to improve traffic flow conditions without adding two or more lanes.~~

B. POTABLE WATER

The level of service standard adopted for potable water facilities is as follows:

For residential uses, single and multi family, the following level of service standards shall apply:

Port St. Lucie Utility System Department-115 gallons per capita per day (GPCD)
St. Lucie West Services District-85 gallons per capita per day (GPCD)

For non-residential uses, the following level of service standards shall apply:

~~1. Single and Multi Family, All Planning Areas, 100 gallons/capita/day.~~

~~2.~~1. Commercial, 125 gallons per day per 1000 square feet

~~3.~~2. Hotel/Motel, 112.5 gallons per day per room

~~4.~~3. Industrial, 150 gallons per day per 1000 square feet

~~5.~~4. Office/School/Institutional, 120 gallons per day per 1000 square feet

The level of service standard for the provision of water treatment for development in areas outside of existing Utility Service Areas (USA's) shall be based on verification and acceptance of an approved water well by the County Health Department.

C. SANITARY SEWER

~~The level of service standard for sanitary sewer shall be 97.75 GPCD.~~
The level of service standard adopted for sanitary sewer facilities is 85% of the Potable Water LOS.

The level of service for sewage treatment for development in areas outside of existing Utility Service Areas (USA's) shall be based on verification and acceptance of an approved septic system by the County Health Department.

D. SOLID WASTE

The level of service standard adopted for solid waste facilities is 5.10 pounds/capita/day.

~~Disposal:~~	~~Citywide~~	~~3.25 pounds per capita per day~~
~~Collection:~~	~~Residential~~	~~twice weekly~~
	~~Commercial~~	~~by contract~~

E. DRAINAGE

The level of service adopted for stormwater management facilities for existing surface water management systems shall be as shown in the South Florida Water Management District (SFWMD) permit governing said system. Systems without a permit shall be as shown in SFWMD rules in effect at the time of the system's original construction.

~~1. The level of service adopted for stormwater management facilities for existing platted development and surface water management systems in Planning Areas 1-7 is the 3-year frequency, storm event.~~
~~2. The level of service standard adopted for stormwater management facilities in Planning Areas 1-7 (not included above) and in Planning Area 8, St. Lucie West, is the 25-year frequency storm event.~~

F. PARKS AND RECREATION

Developed Parks or Recreation Facilities 5.0 acres/1000 population

G. PUBLIC SCHOOLS

1. LOS Standards for High, Middle, and Elementary Schools and for Title 1 Schools. ~~[9J-5.025(3) (c) (7) F.A.C.]~~ The uniform, district-wide LOS standards shall be 100% of permanent program capacity for elementary, middle, and high schools and for Title 1 Schools. The Florida Inventory of School Houses (FISH) capacity shall be adjusted by the ST. LUCIE COUNTY SCHOOL BOARD annually to account for measurable programmatic changes. [Definition]

2. LOS Standards for Title 1 Schools ~~[9J-5.025(3) (c) (7) F.A.C.~~ The uniform district-wide LOS standards shall be 100% of permanent FISH capacity for Title 1 Schools.

Policy 9.1.2.2: The City will continue to ~~adopt appropriate legislation to~~ ensure that future development will bear 100% of the costs of facilities necessitated by the development in order to maintain adopted LOS standards.

~~Policy 9.1.2.2: The City will continue to ensure that future development will bear 100% of the costs of facilities necessitated by the development in order to maintain adopted LOS standards.~~

Policy 9.1.2.3: To ensure that facilities and services needed to support development are available concurrent with the impacts of such development, the City of Port St. Lucie has adopted a Concurrency Management System. Prior to the issuance of a development order or development permit, the Concurrency Management System shall ensure that the adopted levels of service standards required for transportation facilities, potable water, sanitary sewer, solid waste, drainage, parks and recreation shall be maintained. The following are the minimum requirements for concurrency:

For potable water, sewer, solid waste, and drainage:

1. The necessary facilities and services are in place and available to serve new development; or
2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or

3. The necessary facilities and services are guaranteed in an enforceable development agreement that requires the necessary facilities and services to be in place and available to serve the new development at the time of the issuance of a certificate of occupancy or its functional equivalent. Such enforceable development agreement may include, but is not limited to, a development agreement pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

For parks and recreation:

1. The necessary facilities and services are in place or under actual construction; or
2. The necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a certificate of occupancy or its functional equivalent; or
3. The necessary facilities and services are guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities or the provision of services within one year of the issuance of a certificate of occupancy or its functional equivalent. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

For transportation facilities:

1. The necessary facilities and services are in place or under actual construction; or
2. The necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or
3. The necessary facilities and services are guaranteed in an enforceable development agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than three years after the issuance of a certificate of occupancy or its functional equivalent. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

Objective 9.1.3: The City shall coordinate the management of its fiscal resources and land use decisions to ensure the provision of needed capital improvements as identified on an annual basis in the City's Capital Improvements Program for previously issued development orders and for future development in order to maintain adopted LOS standards.

Policy 9.1.3.1: The City shall continue the review and approval process of the CIE and the Capital Improvements Program and Budget.

Policy 9.1.3.2: The City shall adopt a Capital Improvement Budget at the same time it adopts an Annual Operating Budget. The Capital Budget shall include those projects as specified in the policies of the other Comprehensive Plan elements necessary to maintain the adopted levels of service.

Policy 9.1.3.3. The City will maintain and update annually a long-range financial forecasting

system that will include projections of revenues, expenditures, and financing of capital improvements.

Policy 9.1.3.4: The City shall pursue grants, private funds, and public/private partnerships, to finance capital improvements.

Policy 9.1.3.5: The City shall address all identified options and recommendations as a means to insure economic feasibility through the capital improvement process and program.

Policy 9.1.3.6: The City will assess new developments their pro rata share of improvement costs ~~which~~ based on the demand those said developments generate.

Policy 9.1.3.~~6~~7: Through the concurrency management system the City shall manage its fiscal resources to insure the provision of needed capital improvements for previously issued development orders.

Policy 9.1.3.~~7~~8: The City will continue to maintain an adequate facilities ordinance to ensure that public facilities and services will meet the adopted levels of service and will be available concurrent with the impact of development.

Policy 9.1.3.~~8~~9: Proposed plan amendments and requests for new development shall be evaluated according to the following guidelines as to whether the proposed action would:

a. Contribute to a condition of public hazard as described in the Infrastructure and Coastal Management Elements;
b. Exacerbate any existing condition of public facility deficits as described in the Traffic Circulation, Infrastructure and Recreation and Open Space Elements;
c. Generate public facility demands that may be accommodated by capacity increases planned in the 5-year Schedule of Capital Improvements;
d. Conform with future land uses as shown on the Future Land Use Map;
e. If public facilities are developer provided, accommodate public facility demands based upon adopted LOS standards;
f. If public facilities are provided by the City, demonstrate financial feasibility subject to this element; and,
g. Affect State agencies' and the South Florida Water Management District's facilities plans.

Policy 9.1.3.~~9~~10: To ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the New Community Development (NCD) District, public infrastructure requirements for developments within a 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, the City shall establish a dependent special assessment district within a NCD District, or any sub-Districts, or similar financing entity to provide for construction and maintenance of public infrastructure within a NCD District, or any sub-District, which is not financed or maintained by a Community Development District.

Policy 9.1.3.~~10~~11: The City shall adopt and implement the City of Port St. Lucie Public School Facilities Element in accordance with the adopted Interlocal Agreement between the City and the St. Lucie County School District. The City hereby incorporates by reference the St. Lucie

County School Board's Five-Year Work Plan, approved by the School Board as amended ~~on October 1, 2008~~. This document includes school capacity sufficient to meet anticipated student demands projected by the county and municipalities, in consultation with the St. Lucie County School Board's projections for student enrollment, based on the adopted level of service (LOS) standards for the public schools. The Five-Year Capital Improvements Plan ensures the level of service (LOS) standards for public schools are achieved and maintained within the period ~~of~~ covered by the five year schedule.

Policy 9.1.3.12: The City may~~shall~~ require all annexation applications provide a fiscal impact analysis and an analysis of public infrastructure needs and funding sources.

Objective 9.1.4: The City shall manage its debt in a manner to retain the integrity of its fiscal resources and assure financial feasibility.

Policy 9.1.4.1: The City will confine long-term borrowing to capital improvements or projects that cannot be financed from current revenues.

Policy 9.1.4.2: When the City finances capital projects by issuing bonds, it will pay back the bonds within a period not to exceed the expected useful life of the project.

Policy 9.1.4.3: The City will try to keep the average maturity of general obligation bonds at or below 15 years.

Policy 9.1.4.4: On all debt-financed projects, the City will attempt to make a down payment of at least 10 percent of total projects costs from current revenues.

Policy 9.1.4.5: Total debt service for general obligation debt will not exceed 15 percent of total annual locally generated operating revenue.

Policy 9.1.4.~~7~~6: The City will not use long-term debt for current operations.

Goal 9.2 relocated from Western Annexation Sub-Element

Goal 9.2: Community facilities development will strive to go beyond meeting the basic needs of Port St Lucie residents to meeting their needs for cultural enrichment and community identity.

Objective 9.2.1: The City shall undertake to provide a network of accessible parks and greenways to meet the residents' passive and active recreational needs.

Objective 9.2.2: The City should~~shall~~ strive to provide cultural facilities that enhance the lives of Port St. Lucie residents and help define Port St. Lucie's unique cultural identity.

Policy 9.2.2.1: The City should~~shall~~ work with development interests to identify a desirable site for a major cultural facility in the City in the western annexation area~~west of I-95~~.

~~Policy 9.2.2.2: The City shall work with other parties to help incubate a non-profit organization that can oversee the development of a major cultural facility for Port St. Lucie.~~

~~Policy 9.2.2.3: 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.~~

~~WESTERN ANNEXATION SUB-ELEMENT~~

~~GOALS, OBJECTIVES, POLICIES~~

~~Note: all goals, objectives, and polices are new except where noted.~~

~~Policy 9.2.2.3: 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.~~

~~Goal 9.2: Community facilities development will strive to go beyond meeting the basic needs of Port St Lucie residents to meeting their needs for cultural enrichment and community identity.~~

~~Objective 9.2.1 – The City shall undertake to provide a network of accessible parks and greenways to meet the residents' passive and active recreational needs.~~

~~Objective 9.2.2 – The City shall strive to provide cultural facilities that enhance the lives of Port St. Lucie residents and help define Port St. Lucie's unique cultural identity.~~

~~Policy 9.2.2.1 – The City shall work with development interests to identify a desirable site for a major cultural facility in the City west of I-95.~~

~~Policy 9.2.2.2 – The City shall work with other parties to help incubate a non-profit that can oversee the development of a major cultural facility for Port St. Lucie.~~