

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

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

WHEREAS, the City of Port St. Lucie 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 on April 11, 2012, 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, the City Council held two public hearings on April 23, 2012 and August 27, 2012 to consider the proposed EAR-based Comprehensive Plan amendments, advertising of the public hearings having been made; 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.

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 Exhibit "A" (EAR-based Amendments), attached hereto and incorporated

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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.
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.
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.

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

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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

PORT ST. LUCIE CITY COUNCIL
AGENDA ITEM REQUEST

MEETING: REGULAR X SPECIAL

DATE: August 27, 2012

ORDINANCE RESOLUTION X MOTION

PUBLIC HEARING August 27, 2012 LEGAL AD PUBLISH DATE August 13, 2012 (copy attached)

NAME OF NEWSPAPER St. Lucie News Tribune

ITEM: P10-109 – City of Port St. Lucie EAR-based Amendments to Comprehensive Plan

RECOMMENDED ACTION: The public hearing before the Planning and Zoning Board was held on April 11, 2012. The Planning & Zoning Board recommended approval of the proposed amendments. The motion passed unanimously by roll call vote.

The Florida Department of Economic Opportunity/State Land Planning Agency reviewed the request and issued the Objections, Recommendations, and Comments Report on July 6, 2012. The Agency did not identify any objections or comments related to state resources that would be adversely impacted by the adoption of the EAR-based amendments.

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EXHIBITS: A. Staff Analysis & Recommendation
B. Ordinance

SUMMARY EXPLANATION/BACKGROUND INFORMATION: The Planning and Zoning Department is submitting the EAR-based amendments to the City's Comprehensive Plan for adoption by the City Council. Following the adoption hearing, the EAR-based amendments will be transmitted to the state land planning agency for a compliance review and the issuance of the Notice of Intent.

IF PRESENTATION IS TO BE MADE, HOW MUCH TIME WILL BE REQUIRED? Twenty to thirty minutes.

SUBMITTING DEPARTMENT: Planning Department

DATE: 8/17/12

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

NATION/WORLD

ry stripped from his right before he took

as not immediately whether President Morsi's sur- decisions had the ry's blessing. But pointment of out- Defense Minister Marshal Hussein wi and Chief of Gen. Sami-Annan idential advisers

DUBAI, UNITED ARAB EMIRATES

U.S. Navy ship collides with tanker

A U.S. Navy guided missile destroyer was left with a gaping hole on one side after it collided with an oil tanker early Sunday just outside the strategic Strait of Hormuz.

The cause of the incident is under investigation, the Navy said, though the collision was not "combat related." There were no reports of spills or leakages from either the USS Porter or the Otowasan, the Navy said.

OAK CREEK, WIS.

Sikh temple holds Sunday service

the pole, washed the pole with water and milk and then rewrapped it with a fresh cloth. The group then planned to go inside the temple for more prayers and hymns.

Army veteran Wade Michael Page used a 9 mm pistol Aug. 5 to kill five men, one woman and wound three other people, including a police officer,

no-fly zone in border areas to protect civilians who are coming under increasingly intense attacks by regime warplanes and helicopters.

The president of the Syrian National Council, Abdelbaset Sieda, told The Associated Press that such a move by the international community would show President Bashar Assad's regime that his opponents around the world are serious.

Music by: "Rowdy Roosters - Dixieland Band" \$5050 in CASH PRIZES Tickets \$100.00 (admits 2 people) rdidi Gras Carnival Sponsors: Seacoast National Bank JOHNSON & LONG, CPA'S, OCEAN CHIROPRACTIC & HEALTH, SOUTHERN DISTRIBUTING, WASTE MANAGEMENT St. Lucie News Tribune

POOLS, BLUE WATER GRILL, COBB'S LANDING & THE ORIGINAL TIKI BAR, CENTER STATE CUSTOM AIR SYSTEMS, DI BARTOLOMEO, MCBEE, HARTLEY & BARNES, P.A., GLEN STATE FARM INSURANCE, RAINS INSURANCE AGENCY, MARINE BANK & TRUST COMPANY - BEACH, BERGER, TOOMBS, ELAM, GAINES, & FRANK CPA'S, GRIMES HEATING & AIR TIONING, HANLEY FUNERAL & CREMATION SERVICES, JANE ROWLEY & E/I TRADITIONAL ES, L.L.C., LOUDEN BONDED POOLS, MICHELLE MULLER INSURANCE, L.L.C. ON COURSE E SAFETY, L.L.C., POST INSURANCE & FINANCIAL, INC., ST LUCIE EYE ASSOCIATES, INC. More Information Call MSFP at (772)-466-3880

Johnathan FERGUSON FOR TAX COLLECTOR QUALIFIED LEADERSHIP AND EXPERIENCE Attorney with 25 Years Florida Tax Law Experience 21 Years Working With The Tax Collector's Office Endorsed by: Honorable Bob Davis, Tax Collector (2000 - Present) Mrs. Dorothy Jo Conrad, Tax Collector (1984-2000) Visit us at www.fergusonforitc.com

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.



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

TO: CITY COUNCIL – SPECIAL MEETING AUGUST 27, 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: AUGUST 27, 2012

The Planning and Zoning Department has prepared the EAR-based amendments to the Port St. Lucie Comprehensive Plan for adoption by the City Council (second reading of the ordinance). The first reading of the ordinance was held on April 23, 2012. Following approval of the ordinance by the City Council, the EAR-based amendments were transmitted to the Florida Department of Economic Opportunity (the state land planning agency) and the reviewing agencies for review and issuance of the Objections, Recommendations, and Comments (ORC) Report. The Florida Department of Economic Opportunity (DEO) issued the ORC Report on July 6, 2012. There were no objections or comments to the City's EAR-based amendments.

The proposed amendments are largely unchanged from the April 23 Council meeting. Minor corrections were made to the data and analysis in the Future Land Use, Infrastructure, and Recreation and Open Space elements. Calvin, Giordano and Associates, the City's planning consultant for the EAR-based amendments, had prepared a memo that details the changes to the document. These changes are shown as ~~strikethrough~~ and underline.

The population projections were revised to reflect revised data from the Shimberg Center for Affordable Housing at the University of Florida as shown in the table below:

Population Projections 2010-2035

| Year | 2010 | 2011 | 2016 | 2020 | 2025 | 2030 | 2035 |
|------------|---------|---------|---------|---------|---------|---------|---------|
| Population | 164,603 | 166,042 | 205,258 | 235,895 | 274,285 | 310,847 | 342,967 |
| | 164,603 | 166,041 | 203,262 | 235,448 | 273,429 | 309,496 | 341,137 |

After the adoption hearing, the EAR-based amendments will be transmitted to the Florida Department of Economic Opportunity for a compliance review and issuance of the Notice of intent. The City will then have one year to amend the land development regulations to be consistent with and implement the adopted comprehensive plan.

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.

Section 163.3177 (1) (f) (3), Florida Statutes, requires the comprehensive plan to be based upon the permanent and seasonal population estimates and projections, published by the Bureau of Economic and Business Research at the University of Florida (BEBR). The plan must be based on at least the minimum amount of land required to accommodate BEBR's medium population projections for at least a 10-year planning period. The population projections in the Comprehensive Plan were prepared by the Shimberg Center for Affordable Housing at the University of Florida. Shimberg uses the BEBR data to prepare population projections for the municipalities. The analysis shows the vacant land in the city can provide for more than 350,000 future residents which is more than the City's projected population of 274,285 in 2025 and 342,967 in 2035.

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 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.

Information on the EAR-based amendments and comprehensive plan update process is posted on the City of Port St. Lucie website. A draft of the proposed amendments, information about the public workshops, the staff report, and other documents is available at <http://www.cityofpsl.com/planning-zoning/update-comprehensive-plan.html>.

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 (AHAC) 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 AHAC reconvened in 2012 and revised some of the recommendations. The AHAC recommendations are included 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.

Staff from the Engineering Department, Utility Systems Department, Parks and Recreation, Community Services, and the City Manager's Office assisted in the review and revisions of the EAR-based amendments.

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.

REGIONAL AND STATE AGENCY REVIEW:

The Treasure Coast Regional Planning Council reviewed the EAR-based amendments at their meeting on June 15, 2012 and found that the proposed amendments were not in conflict or inconsistent with the Strategic Regional Policy Plan and had no adverse effects on significant regional resources and facilities. The State Land Planning Agency reviewed the amendments and issued the ORC Report on July 6, 2012. The Agency did not identify any objections or comments related to important state resources and facilities that will be adversely impacted by the amendments if adopted.

FINAL STAFF RECOMMENDATION:

The Planning and Zoning Department recommends approval of the EAR-based amendments to the City's Comprehensive Plan based on the analysis and findings as noted in the staff report.



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

Memorandum

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

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

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

The City Council approved transmittal of the EAR-based Comprehensive Plan Amendments on April 23, 2012 to the Florida Department of Economic Opportunity (the state land planning agency) and the other agencies that review comprehensive plans. The Florida Department of Economic Opportunity did not identify any objections or comments in the EAR-based Amendments.

Since the submittal of the EAR-based Amendments to the Florida Department of Economic Opportunity (DEO), the Shimerberg Center at the University of Florida issued revised population projections. The new figures, now incorporated into the Comprehensive Plan text, are based upon population by age figures for the years 2000 to 2010. The previous projections were calculated using population age data for the years 1990 to 2000. Both prior and current projections are based upon Bureau for Economic and Business Research (BEBR) medium projections for the County.

The following tables were revised to reflect the updated population projections:

- Future Land Use Element- Table 1-5, p. 1-7
- Infrastructure Element- Table 4-2, p. 4-4
- Recreation and Open Space Element- Table 7-4, p. 7-7

Also, minor corrections were made to Future Land Use Element Tables 1-2, 1-3 and related text. Once the City Council has adopted the EAR-based Comprehensive Plan Amendments, the revised amendments will be resubmitted to the DEO and the reviewing agencies for compliance review. Please let me know if there are any questions about the EAR-based Amendments Comprehensive Plan Amendments.

Rick Scott
GOVERNOR



Hunting F. Deutsch
EXECUTIVE DIRECTOR

FLORIDA DEPARTMENT of
ECONOMIC OPPORTUNITY

July 6, 2012



RECEIVED

JUL 09 2012

PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE, FL

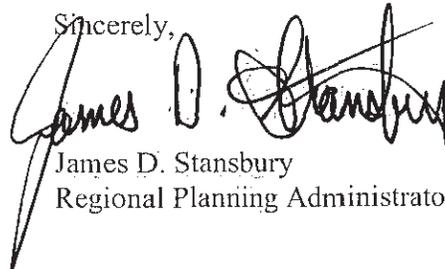
The Honorable JoAnn Faiella
Mayor, City of Port St. Lucie
121 South West Port St. Lucie Boulevard
Port St. Lucie, Florida 34984-5099

Dear Mayor Faiella:

The State Land Planning Agency (the Agency) has completed its review of the proposed comprehensive plan amendment for the City of Port St. Lucie (Amendment No. 12-4SCR), which was received and determined complete on May 7, 2012. Copies of the proposed amendment have been distributed to the appropriate reviewing agencies for their review, and their comments are enclosed. We have reviewed the proposed amendment in accordance with the state coordinated review process set forth in Sections 163.3184(2) and (4), Florida Statutes (F.S.) for consistency with Chapter 163, Part II, F.S. The Agency does not identify any objections or comments related to important state resources and facilities that will be adversely impacted by the amendment if it is adopted, and this letter serves as the Objections, Recommendations, and Comments Report.

Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held within 180 days of your receipt of agency comments, the amendment shall be deemed withdrawn unless extended by agreement with notice to the state land planning agency and any affected party that provided comment on the amendment. For your assistance, we have attached procedures for final adoption and transmittal of the comprehensive plan amendment. If you have any questions, please call Laura Regalado, at (850) 717-8508, or by email at laura.regalado@deo.myflorida.com.

Sincerely,



James D. Stansbury
Regional Planning Administrator

JDS/lmr

Enclosures: Agency Comments
Procedures for Adoption and Transmittal of Comprehensive Plan amendment

cc: Mr. Daniel Holbrook, AICP, Director of Planning and Zoning, City of Port St. Lucie
Mr. Michael Busha, AICP, Executive Director, Treasure Coast Regional Planning Council

Florida Department of Economic Opportunity | The Caldwell Building | 107 E. Madison Street | Tallahassee, FL | 32399-4120
866.FLA.2345 | 850.245.7105 | 850.921.3223 Fax | www.FloridaJobs.org | www.twitter.com/FLDEO | www.facebook.com/FLDEO

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**SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS
FOR STATE COORDINATED REVIEW**

Section 163.3184(4), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities (transportation/school/recreation open space);

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format;

_____ In the case of future land use map amendment, an adopted future land use map, **in color format**, clearly depicting the parcel, its existing future land use designation, and its adopted designation;

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for state coordinated review:

The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the state land planning agency posts a notice of intent determining that this amendment is in compliance. If timely challenged, or if the state land planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency to the ORC report from the State Land Planning Agency.

FLORIDA DEPARTMENT OF EDUCATION



STATE BOARD OF EDUCATION

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Commissioner of Education



June 12, 2012

Mr. D. Ray Eubanks, Plan Processing Administrator
Division of Community Planning
Department of Economic Opportunity
107 East Madison Street, Caldwell Building
Tallahassee, Florida 32399-4120

6/12/12

Dear Mr. Eubanks:

Re: Port St. Lucie 12-4ER (Coordinated State Review)

Thank you for the opportunity to review the proposed Port St. Lucie 12-4ER amendment package. According to the Department of Education's responsibilities under Section 163.3184(3)(b), Florida Statutes, I reviewed the amendment package considering provisions of Chapter 163, Part II, F.S., and to determine whether the proposal, if adopted, would have potential to create adverse impacts on public school facilities.

Because the amendment does not appear to affect public school capacities, facilities, or sites, I offer no substantive comment on behalf of the department. As a technical comment, the city's proposed Transportation Element policy 2.3.1.4., which provides for prioritizing sidewalk projects near schools is commendable and will promote student safety.

Again, thank you for the opportunity to review and comment.

Sincerely,

Handwritten signature of Tracy D. Suber.

Tracy D. Suber
Growth Management and Facilities Policy Liaison

TDS/

cc: Mr. Marty Sanders, P.E., AICP, St. Lucie County School District
Ms. Laura Regalado and Mr. James Stansbury, DEO

THOMAS H. INSERRA
DIRECTOR, OFFICE OF EDUCATIONAL FACILITIES



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Rick Scott
Governor

Jennifer Carroll
Lt. Governor

Herschel F. Vinyard, Jr.
Secretary

June 5, 2012

Ms. Bridget Kean
Principal Planner
City of Port St. Lucie
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984-5099

6/6/12

Re: Port St Lucie 12-4ER Proposed; Comprehensive Plan Amendment Review

Dear Ms. Kean:

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (DEP) has reviewed the above-referenced amendment proposal under the procedures of Chapter 163, *Florida Statutes (F.S.)*. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; water and wastewater treatment; and, where applicable, the Everglades ecosystem.

Based on our review of the proposed amendment, the Department has found no provision that requires comment under the laws that form the basis of the Department's jurisdiction.

Sincerely,

Chris Stahl
Office of Intergovernmental Programs

/cjs



SOUTH FLORIDA WATER MANAGEMENT DISTRICT

May 25, 2012

Mr. Ray Eubanks
Administrator, Plan Review and Processing
Division of Community Planning and Development
107 East Madison Street
Tallahassee, Florida 32399-4120

Received

MAY 31 2012

Department of Economic Opportunity
Division of Community Development
Bureau of Community Planning

Dear Mr. Eubanks:

**Subject: City of Port St. Lucie, Department of Economic Opportunity #12-4ER
Comments on Proposed Comprehensive Plan Amendment Package**

The South Florida Water Management District (District) has completed its review of the proposed amendment package submitted by the City of Port St. Lucie (City). The amendment package, based on the City's Evaluation and Appraisal Report, consists of text amendments to the comprehensive plan elements. There appear to be no regionally significant water resource issues; therefore, the District forwards no comments on the proposed amendment package.

The District offers its technical assistance to the City and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the City's future water supply needs and to protect the region's water resources. Once the amendment is adopted, please forward a copy to the District. For assistance or additional information, please contact Deborah Oblaczynski, Policy and Planning Analyst, at (561) 682-2544 or doblaczy@sfwmd.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Rod A. Braun".

Rod A. Braun
Director
Office of Intergovernmental Programs

RB/do

c: Michael J. Busha TCRPC
Daniel Holbrook, City of Port St. Lucie
Deborah Oblaczynski, SFWMD
James Stansbury, DEO

Port St. Lucie 12-4ESR - FDOT District Four Review

Riddle, Andrew

Sent: Thursday, May 24, 2012 11:31 AM

To: DCPexternalagencycomments; Bridget Keen [bkean@cityofpsl.com]

Cc: Peter Merritt [pmerritt@tcrpc.org]; Regalado, Laura; Bush, Lois

4/25/12

I am writing to advise you that the Department will not be issuing comments for the City of Port St. Lucie comprehensive plan amendments (DEO ref. #12-4ESR).

The Department would like to request one copy, which may be on CD-ROM in Portable Document Format (PDF), of all adopted plan amendment materials, including graphic and textual materials and support documents.

Thank you.

Andrew Riddle, AICP

Office of Modal Development

Florida Department of Transportation, District 4

Telephone (954) 777-4605

andrew.riddle@dot.state.fl.us



FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

May 21, 2012

Mr. Ray Eubanks
Department of Community Affairs
Bureau of State Planning
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

2/22/12

Re: Historic Preservation Review of the Port St. Lucie 12-4ER Comprehensive Plan Amendment

Dear Mr. Eubanks:

According to this agency's responsibilities under Section 163.3184(3)(b) *Florida Statutes*, we reviewed the above document to determine if the proposed amendment may adversely impact significant historic resources.

We note that the City of Port St. Lucie proposes amendments to the Conservation and Coastal Management Element and the Housing Element regarding historically significant resources. In both cases, language added to the element or amended states that the city may consider several topics, replacing statements that currently indicate that the city shall perform certain policies. The proposed changes may weaken historic resource protection and preservation as the amended policies will be only policies which the city may consider instead of policies that will be undertaken.

If you have any questions concerning our comments, please do not hesitate to contact Susan Harp at 850.245.6367. Thank you for your interest in protecting Florida's historic resources.

Sincerely,

Laura A. Kammärer, Historic Preservationist Supervisor
Compliance Review Section
Bureau of Historic Preservation



DIVISION OF HISTORICAL RESOURCES
R. A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250
Telephone: 850.245.6300 • Facsimile: 850.245.6436 • www.flheritage.com
Commemorating 500 years of Florida history www.fl500.com



TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members AGENDA ITEM 5J
From: Staff 6/16/12
Date: June 15, 2012 Council Meeting
Subject: Local Government Comprehensive Plan Review
Draft Amendments to the City of Port St. Lucie Comprehensive Plan
Amendment No. 12-4ER

Introduction

The Community Planning Act, Chapter 163, *Florida Statutes*, requires that the Treasure Coast Regional Planning Council (TCRPC) review local government comprehensive plan amendments prior to their adoption. TCRPC comments are limited to adverse effects on regional resources and facilities identified in the Strategic Regional Policy Plan (SRPP) and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any local government within the Region. TCRPC must provide any comments to the local government within 30 days of the receipt of the proposed amendments and must also send a copy of any comments to the State Land Planning Agency.

Background

The City of Port St. Lucie is proposing text amendments to the goals, objectives and policies of the Future Land Use, Transportation, Housing, Infrastructure, Conservation and Coastal Management, Intergovernmental Coordination, Recreation and Open Space, Economic Development and Capital Improvements elements of the City Comprehensive Plan. No changes are proposed to the Public School Facilities Element or the Future Land Use Map. The proposed text amendments are pursuant to an Evaluation and Appraisal Report (EAR) adopted by the City on April 26, 2010 and found sufficient by the Department of Community Affairs on July 6, 2010.

Evaluation

The following summarizes the major EAR-based amendments to the City's Comprehensive Plan:

A. Future Land Use Element

1. Incorporated new objectives and policies to facilitate neighborhood planning. The policies address the neighborhood preservation needs of the City and the strategic review of infill development and redevelopment opportunities.
2. Added policies to promote the study and identification of acceptable locations for potential infill and redevelopment. Updated policies to address mixed use and transit supportive developments and included design standards and review criteria to ensure compatibility with surrounding neighborhoods.
3. Established new objectives and policies that promote targeted infill development identified through the strategic review of infill development and redevelopment opportunities.
4. Established location criteria and development standards for transit supportive development.
5. Incorporated new objectives and policies to facilitate redevelopment in the City of Port St. Lucie Community Redevelopment Area. Policies encourage mixed use and multi-modal and energy efficient development.
6. Incorporated a mixed land use category to replace the current practice of designating multiple land uses on a parcel to allow mixed use development.
7. Incorporated new objectives and policies which specifically address incorporation of green development standards and transit supportive land use and site design guidelines.
8. Included policies that provide procedures to identify and implement joint planning areas for purposes of annexation, and joint infrastructure service areas.
9. Added new objectives and policies to establish criteria for evaluating annexation proposals based on the following:
 - 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.

10. Established 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:
 - 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 level of service standards;
 - compatibility with abutting and nearby land uses;
 - enhance or degrade environmental resources; and
 - job creation within the targeted industry list.
11. Revised the Future Land Use Element to remove the Western Annexation Area sub-element. The revisions incorporated the data and analysis, and goals, objectives, and policies contained in the Western Annexation Area sub-element into the overall Future Land Use Element. Strengthened the goals, objectives and policies 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.
12. Provided for a new Planned Industrial Park future land use designation that would accommodate the City's targeted industries list and economic development directives.

B. Transportation Element

13. Developed 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 addressed include:
 - 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
14. Added policies to promote cooperation with the County on their Greenways and Trails program and with the St. Lucie County Transportation Planning Organization on their Bicycle and Pedestrian Plan.
15. Strengthened existing policies to require better coordination with adjacent jurisdictions on multi-modal approaches to transportation planning and implementation of concurrency or mobility.
16. Revised the Transportation Element to remove the Western Annexation Area sub-element. The revisions incorporated data and analysis, and goals, objectives, and policies on the development of the Western Annexation Area into the overall Transportation Element.

C. Housing Element

17. Revised the Element to add the following Affordable Housing Advisory Committee recommendations approved by the City Council:
 - Support 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.
18. Revised the element to address energy efficiency in the design and construction of new housing and the use of renewable energy resources.
19. Incorporated policies to address the housing needs of an aging population.

D. Infrastructure Element

20. Revised the Sanitary Sewer Sub-Element to promote water conservation through greater use of reclaimed water.
21. Updated the level of service standards for potable water and sanitary sewer.
22. Under the Stormwater Sub-Element, developed policy language supportive of surface water quality protection and improvement.
23. Revised the Infrastructure Element to remove the Western Annexation Area sub-element. Incorporated data and analysis and goals, objectives, and policies on the development of the Western Annexation Area into the overall Infrastructure Element.

E. Conservation and Coastal Management Element

24. Revised the definition of coastal planning area and the coastal high hazard area.
25. Updated data and analysis specific to the Coastal High Hazard Area and hurricane evacuation as identified for St. Lucie County in the 2010 Statewide Regional Evacuation Study for the Treasure Coast Region.
26. Incorporated updated data on the status of threatened, endangered and species of special concern.
27. Created objectives and policies for the acquisition, conservation, and preservation of native habitats.
28. Revised policies to ensure future development in the coastal area should be limited to those land uses which are resource dependent or compatible with the physical and environmental characteristics of the coastal area.
29. Included a policy to facilitate energy conservation in existing public buildings.

F. Intergovernmental Coordination Element

30. Included a policy to ensure adoption of interlocal agreements within one year of adoption of the amended Intergovernmental Coordination Element.
31. Established policies to provide for effective continued coordination and participation among pertinent public and quasi-public entities to best maintain the City's quality of life and efficient use of resources.

32. Added a policy to address coordination with the Florida Department of Environmental Protection, South Florida Water Management District, local municipalities and other appropriate agencies regarding water conservation, and water supply planning.

G. Recreation and Open Space Element

33. Created policies to promote greenways and trails as part of the City's recreation component and to tie the City's recreational trail system into existing County greenways and trails systems.
34. Created policies to encourage passive recreation and eco-tourism in conservation areas, where feasible.
35. Created policies to promote partnerships with local arts/cultural organizations and sports organizations, and promote recreational tourism opportunities.

H. Economic Development Element

36. Revised policies to promote coordination with the Economic Development Council of St. Lucie County, St. Lucie County, Chamber of Commerce, Florida's Research Coast and other agencies to promote economic development, access resources to assist economic development and help promote economic diversification.
37. Created objectives and policies to support coordination with local and regional job creation and retention efforts.
38. Created 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.
39. Created policies that provide stronger guidance for land use decisions to ensure that there is adequate industrial land for economic development.
40. Added 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.
41. Incorporated objectives and policies to promote recreation and tourism based on the natural resources in the area.

I. Capital Improvements Element

42. Revised the Capital Improvements Element to remove the Western Annexation Area sub-element. The revision incorporated data and analysis, and goals, objectives, and policies on the development of the Western Annexation Area into the overall Capital Improvements Element.

Extrajurisdictional Impacts

Under the informal agreement facilitated by the TCRPC, local governments in the northern three counties of the region are to provide copies of amendment materials to other local governments and agencies that have expressed an interest in receiving such materials. On May 9, 2012, the

TCRPC requested comments from these local governments and organizations regarding any conflicts with the proposed amendments.

The City of Fort Pierce provided comments concerning an inconsistency with the utility service area map (see Exhibit 2). Prior to adoption, the City should ensure the concerns raised by the City of Fort Pierce have been adequately addressed.

Effects on Significant Regional Resources and Facilities

No adverse effects on significant regional resources and facilities have been identified.

Conclusion

The proposed amendments are not in conflict or inconsistent with the SRPP. The City should coordinate with the City of Fort Pierce to address concerns regarding the utility service area map.

Recommendation

Council should approve this report and authorize its transmittal to the City of Port St Lucie and the Florida Department of Economic Opportunity.

Attachments

List of Exhibits

Exhibit

- 1 General Location Map
- 2 Correspondence from David Carlin, Assistant Director of Planning,
City of Fort Pierce

Exhibit 1 General Location Map

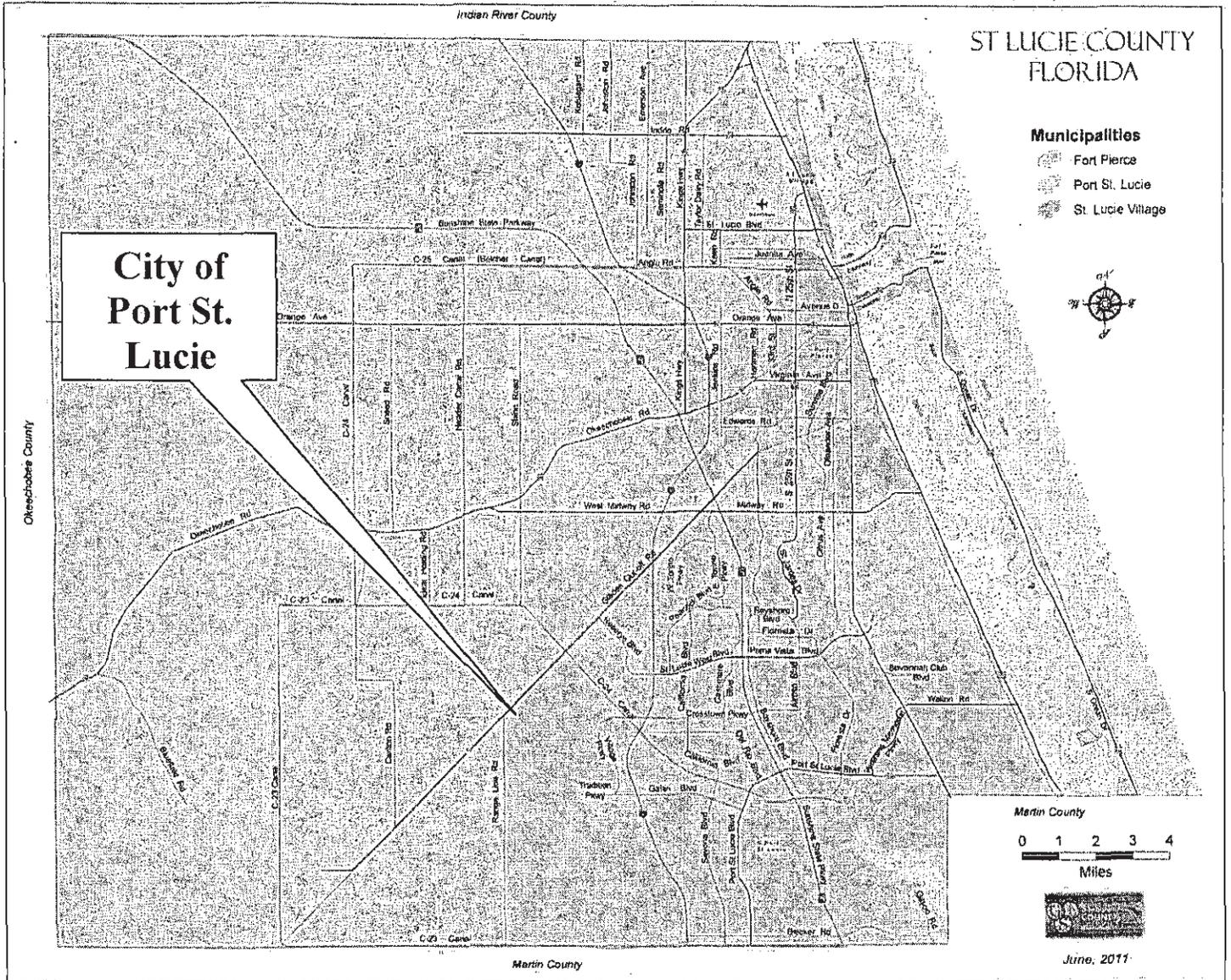


Exhibit 2



CITY OF FORT PIERCE PLANNING DEPARTMENT

COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

May 29, 2012

Stephanie Heidt
Administrative Coordinator/ICR Coordinator
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994

Re: EAR Based Amendments-Port St. Lucie

Dear Ms. Heidt,

Thank you for providing the opportunity to review the proposed EAR Based Amendments to the City of Port St. Lucie's Comprehensive Plan. The City of Fort Pierce has the following comment:

On page 1-10 of the Future Land Use Element, the Utility Service Area subsection contains a reference to map INF-1 which identifies the northern utility service area to end at Midway Road. However, this map is inconsistent with the following maps:

- The 2011 South Florida Water Management District (SFWMD) Upper East Coast Water Supply Plan Map-Figure B-3 which shows an area north of Midway Road currently serviced by Port St. Lucie (attached);
- The Utilities Map adopted by Port St. Lucie City Council via Ordinance 07-22 on March 26, 2007, and the City of Port St. Lucie Utility Systems Department map (attached).

It should be noted that part of the utility service areas included have already been identified in the 2004 Interlocal Agreement between St. Lucie County and the Fort Pierce Utilities Authority (FPUA) as being within the FPUA retail or bulkwater service.

It is recommended that a policy be included to the Future Land Use Element to reflect that Port St. Lucie currently provides limited utility services to the St. Lucie County Landfill which is currently located within the City Limits of Fort Pierce. This was previously established by an agreement executed by the City of Port St. Lucie on September 21, 1993 which limits capacity to 1 ERC.

Please feel free to contact me should you require further information.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Carlin', with a stylized flourish at the end.

David Carlin
Assistant Director of Planning

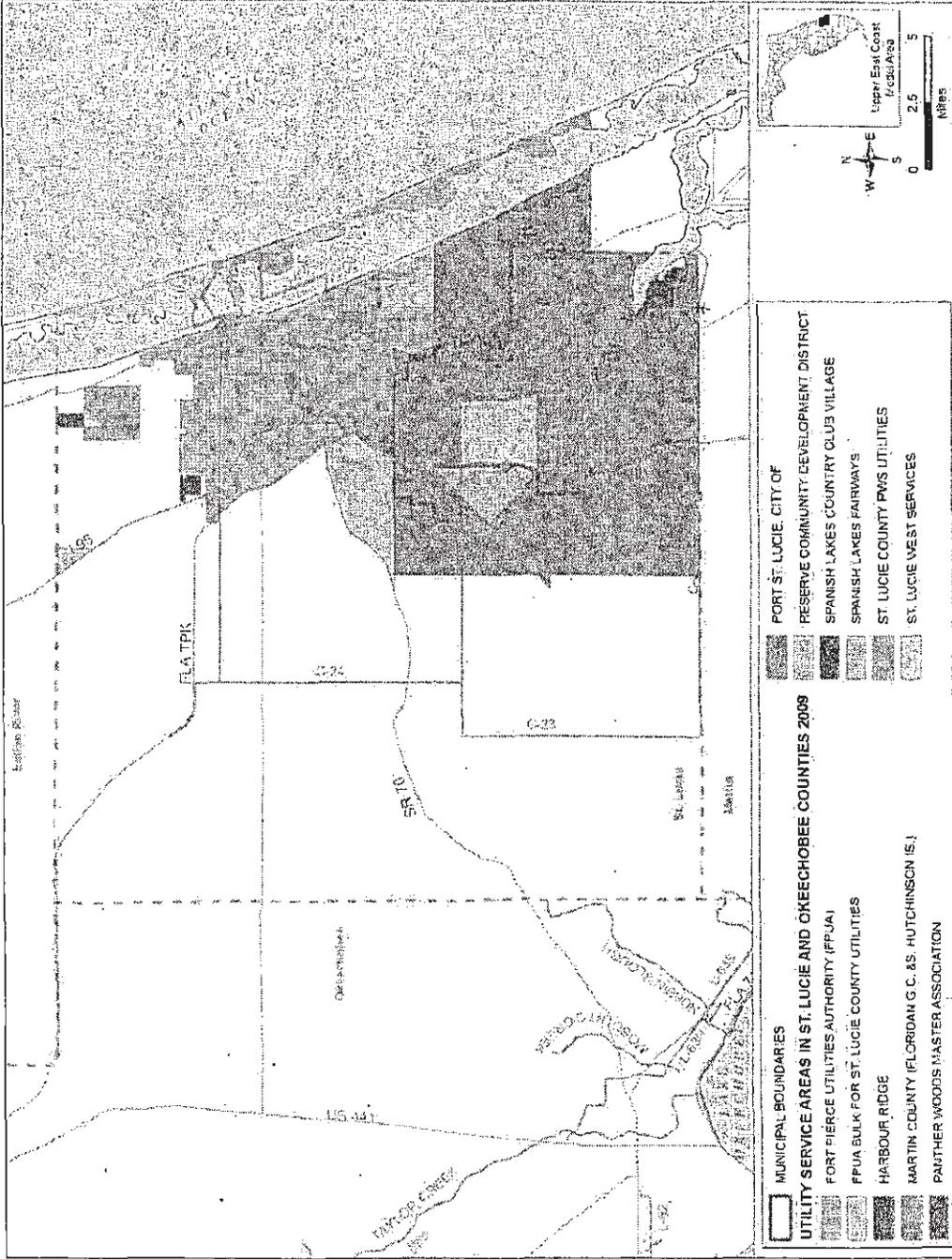
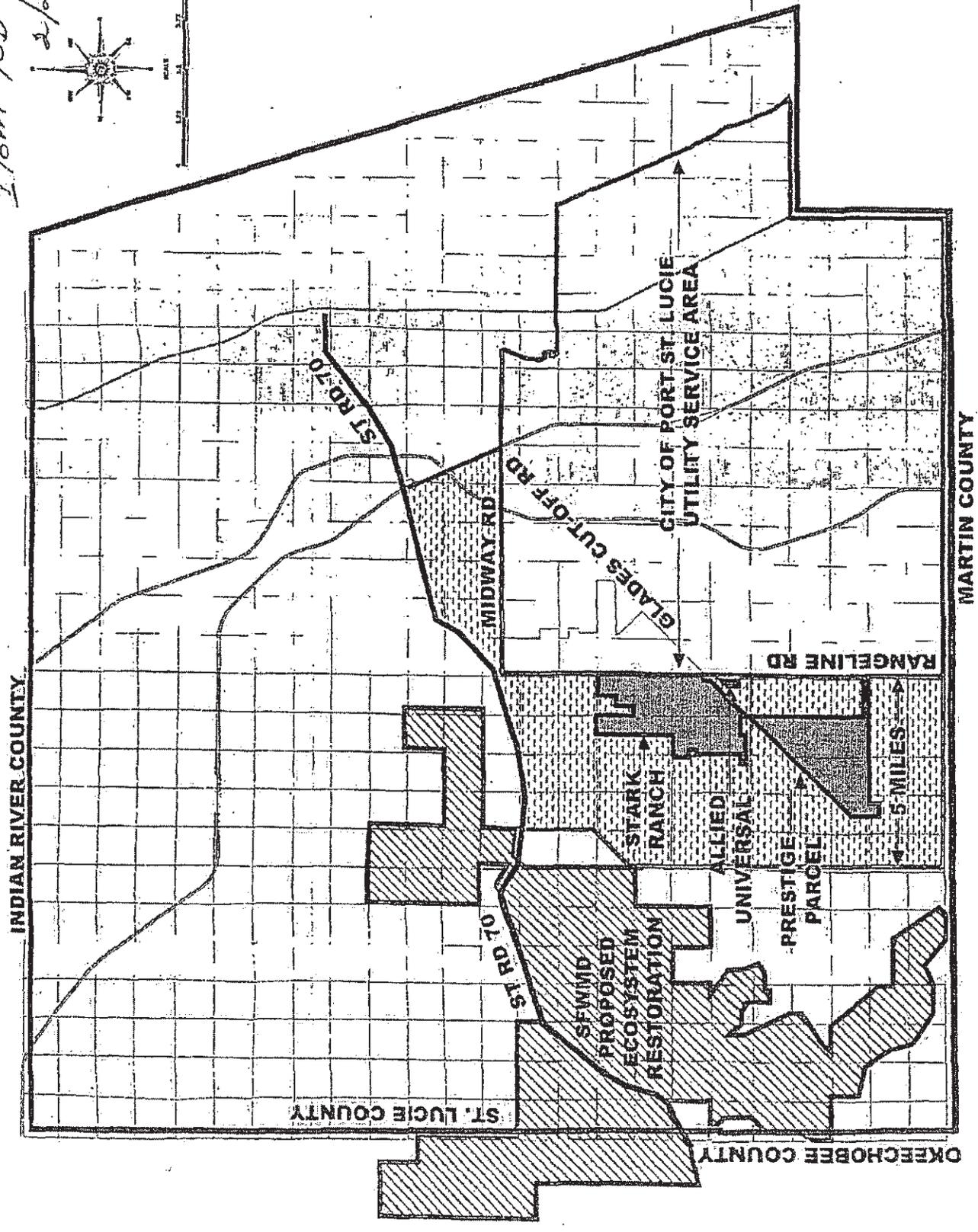
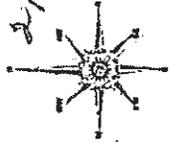


Figure B-3. 2009 Utility Service Areas in St. Lucie County.

ITBM 10B
2/20/07



St. Lucie News Tribune
 A SCRIPPS PAPER

CUSPS 523-540
 Vol. 108, No. 129

Published daily by Scripps Media Inc., 760 N.W. Enterprise Drive, Fort St. Lucie, FL 34906
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The buzz

“Somebody said, ‘You’re sure there’s not two?’ I keep asking my doctor the same thing.”
 Alyson Hamilton, 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 \$302.3 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.



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 of a rare brain tumor 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 Newton 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 appendages, 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 Newt Gingrich, the assistant to the speaker, who was 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 | |
|--------------------|------|
| Sun. aft., April 8 | 13.0 |
| Sun. eve., April 8 | 15.1 |
| Sat. aft., April 7 | 12.9 |
| Sat. eve., April 7 | 8.9 |

| PLAY | |
|--------------------|---------|
| Sun. aft., April 8 | 3-12-5 |
| Sun. eve., April 8 | 0-0-3-8 |
| Sat. aft., April 7 | 5-7-4-5 |
| Sat. eve., April 7 | 15-0-5 |

| FASTEST | |
|--------------------|----------------|
| Sun. aft., April 8 | 7-9-21-25-36 |
| Sat. aft., April 7 | 14-16-21-28-35 |

| APRIL 7 WINNERS PAYOUT | |
|------------------------|------------|
| 5 numbers | 198,254.24 |
| 4 numbers | 118,150 |
| 3 numbers | 17,005 |
| 2 numbers | 116,256 |
| 1 number | 76,941 |

| Mega Millions | |
|---------------|-------------|
| Fl., April 6 | 12-19-28-42 |
| Mega Ball 6 | |
| Tue., April 3 | 17-37-42-44 |
| Mega Ball 16 | |

| APRIL 6 WINNERS PAYOUT | |
|------------------------|---------|
| 5 numbers | 196,000 |
| 4 numbers | 51,000 |
| 3 numbers | 31,000 |
| 2 numbers | 357,500 |
| 1 number | 171,300 |
| 0 numbers | 29,330 |
| 1 Mega Ball | 13,985 |
| 2 Mega Balls | 52.50 |

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

| APRIL 7 WINNERS PAYOUT | |
|------------------------|-------------|
| 5 numbers | \$1 million |
| 4 numbers | \$4,075 |
| 3 numbers | 2,450 |
| 2 numbers | 490 |
| 1 number | 52 |

| POWERBALL | |
|--------------|---------------|
| Sat. April 7 | 5-13-17-20-30 |
| Powerball 18 | |
| Wed. April 4 | 1-24-33-45-49 |
| Powerball 6 | |

| APRIL 7 WINNERS PAYOUT | |
|------------------------|-------------|
| 5 numbers | \$1 million |
| 4 numbers | \$100,000 |
| 3 numbers | 1,000 |
| 2 numbers | 100 |
| 1 number | 10 |
| 0 numbers | 5 |
| 1+PB | 50 |
| 2+PB | 100 |
| 3+PB | 200 |
| 4+PB | 400 |
| 5+PB | 800 |
| 6+PB | 1,600 |
| 7+PB | 3,200 |
| 8+PB | 6,400 |

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.

Any person 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

clean ly finds

water headed to the Everglades down to 10 parts per billion.

Sugar cane and other farms are supposed to grow crops and manage stormwater discharges in ways that limit phosphorous discharges, but the Everglades Foundation maintains that the state should require them to do more.

rest report.

About 7 p.m. Friday, a bartender at Mulligan's on Jensen Beach Boulevard said Donald Cikauskas, of San Juan Lane in Port St. Lucie, was escorted off the premises for making a racial remark about a black man who was sitting at the bar, the report states. However, about 40 minutes later, Cikauskas returned, armed with a large wooden and metal object, and began striking patrons, the report states.

The first victim, a white man in his 20s who was sitting at the bar, was struck in the head. After Cikauskas attacked the first man, a waiter attempted to intervene but also was struck in the head, the report states.

Cikauskas is charged with two counts of felony aggravated battery. As of Tuesday, Cikauskas was being held at the Martin County Jail on \$50,000 bail.

Staff report

April 1: 772-283-6221, adventpalmcity.org.

Palm Sunday: Stuart Congregational Church, 3110 S.E. Aster Lane, 8 a.m. and 10 a.m.; April 1: 772-287-5951.

Easter Concert: First Presbyterian Church, 482 Tequesta Dr., Tequesta, 4:30 p.m.; April 1: 561-746-5161.

Maudy Thursday Service: Stuart Congregational Church, 3110 S.E. Aster Lane, 7:30 p.m.; April 5: 772-287-5951.

Good Friday Service: Stuart Congregational Church, 3110 S.E. Aster Lane, noon; April 6: 772-287-5951; Stucong@bellsouth.net.

The Passion of Christ: Performer Doug Barry and pianist Eric Genulis. St. Martin de Porres Catholic Church, 2555 NE Savanna Road, Jensen Beach, 7 p.m.; April 6: 772-334-4214; stmartindp.com.

Easter Fair: Games, egg hunt, cotton candy, hot dogs and more. Flagler Park, Flagler Avenue, Stuart, 10 a.m.-1 p.m.; April 7: 772-287-



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OPEN HOUSE

The public is invited to the U.S. Department of Agriculture, U.S. Horticultural Research Laboratory annual open house on Thursday
April 5th from 10:00 AM - 3:00 PM
A light lunch will be served at
2001 South Rock Road, Ft. Pierce, FL
Labs, greenhouses and farm tours will

CITY OF PORT ST. LUCIE PLANNING AND ZONING DEPARTMENT NOTICE OF SPECIAL PUBLIC MEETING

A SPECIAL PUBLIC MEETING will be conducted before the PLANNING AND ZONING BOARD of the City of Port St. Lucie on **Wednesday, April 11, 2012 at 7:00 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 for transmittal to the Florida Department of Economic Opportunity (DEO) for its review pursuant to Chapter 163.319, 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.

NEW BUSINESS OLD BUSINESS

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.

Revised: 3/22/2012 2:24 PM

**CITY OF PORT ST. LUCIE
CITY COUNCIL SPECIAL MEETING MINUTES
APRIL 23, 2012**

A Special Meeting of the CITY COUNCIL of the City of Port St. Lucie was called to order by Mayor Faiella on April 23, 2012, at 4:00 p.m., at Port St. Lucie City Hall, 121 SW Port St. Lucie Boulevard, Port St. Lucie, Florida.

1. MEETING CALLED TO ORDER

2. ROLL CALL

Council Members

Present: Mayor JoAnn M. Faiella
Vice Mayor Linda Bartz
Councilman Jack Kelly
Councilwoman Shannon M. Martin

Council Members

Not Present: Councilwoman Michelle Lee Berger

Others Present:

Gregory J. Oravec, City Manager
Roger G. Orr, City Attorney
Pam E. Booker, Senior Assistant City
Attorney
Anne Cox, Planning and Zoning Assistant
Director
Edward Cunningham, Communications Director
Carol M. Heintz, Assistant City Clerk
Daniel Holbrook, Planning and Zoning
Director
Bridget Kean, Senior Planner
Margie L. Wilson, Deputy City Clerk

3. PLEDGE OF ALLEGIANCE

Mayor Faiella led the assembly in the Pledge of Allegiance.

4. FIRST READING OF ORDINANCES

a) **ORDINANCE 12-19, PUBLIC HEARING, 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

Mr. Holbrook stated, "I'd like to give you an overview of the presentations. I will have opening comments. The City's consultant will present the Comprehensive Plan updates. That will be followed by a staff review of those updates. This is a Public Hearing, so the public will be invited to speak. We would like to provide responses to any questions or comments that may be raised. We will then ask the City Council to make a motion to transmit the amendment to the state, if you find it suitable. I want to introduce the technical team who assisted the review and draft. First is the City's consultant, Lorraine Tappen, from Calvin Giordano. Bridget Kean is the City's principal planner, who primarily focuses on long-range planning. Anne Cox is Assistant Director of Planning and Zoning. We have also had assistance from Ms. Booker from Legal. Almost all City departments have participated at one point or another. I would like to acknowledge the City Manager's Office, Parks and Recreation, Engineering, Utilities, Police, and lastly, I would like to thank the public for their participation at numerous meetings throughout the years. This has been almost a three-year process. None of this has been done in haste."

Mr. Holbrook continued, "The State of Florida does require that each municipality have a Comprehensive Plan. The City has had a Comprehensive Plan for over 30 years. Part of the responsibility of having a Comprehensive Plan is that you evaluate it from time to time and make necessary changes. Since the City first adopted its Comprehensive Plan, the City has changed dramatically in land area and population, infrastructure and diversity, and demographics. The Comprehensive Plan before you is about change and how we perceive it for the future. Throughout the years we have heard that we needed more opportunity. We're creating two new future land use designations. I would like to mention that as a part of this change we are not proposing a change to anyone's future land use on their personal property. Many times communities do that when they do a Comprehensive Plan update. We are also looking at expanding connectivity options to allow for people to get around in different modes versus the automobile. We acknowledge that the auto is a very important transportation mode for the residents. This is the second of three Public

Hearings required by state law for the Comprehensive Plan update. I will turn this over to Ms. Tappen."

Lorraine Tappen, Calvin Giordano and Associates Senior Planner, said, "It's my pleasure to present to you the EAR-based amendments. The elements of the Comprehensive Plan are the chapters in the update. The City was incorporated in 1961. The Comprehensive Plan was adopted in 1980. The Conversion Manual was incorporated into the Comprehensive Plan later. In 2001 you designated your Community Redevelopment Area. In 2004 the City adopted the Urban Land Institute's Development Strategy, which outlines some of the strategies that are carried through to the EAR and these Comprehensive Plan amendments. I'll mention them as we go along. This project has a very unsexy title: EAR-Based Comprehensive Plan Amendments. But the good news is that this is a strategy to align your planning documents and your current practices, and to adapt for the future. You adopted the EAR Report in April 2010. The state approved it, and this is part of the two-step process to bring the Comprehensive Plan up to date with what you're doing now."

Ms. Tappen said, "I will go over the key proposed amendments in each element. The purpose of the Future Land Use Element is to ensure that there is an adequate mix of land uses for current and future residents, while looking out for the environment and ensuring that the infrastructure meets the demands of current and future development. One of the recommendations in the EAR Report was to consider neighborhood plans, particularly for the eastern area. You have shiny new neighborhoods coming up in the west, and you want to make sure that property values are maintained in the east, as well. This would be done by multi-department teams. It would include public participation with neighborhood groups. It could include commercial façade programs, capital improvements, and landscape enhancement grants. Promotion of mobility and connectivity were also recommended in the ULI Study. Proposed amendments include transit supportive development, upgrading roadways to complete streets, looking for shortcuts and greater connectivity between neighborhoods and commercial areas, and locating schools close to residential areas. The City has grown tremendously over the last few years by annexation. It is recommended in the EAR Study and in other planning documents that the City Council have criteria for reviewing annexations. Give yourself a guidebook, so to speak, for decision making. Does it provide a mix of uses? Does it provide facilities such as stormwater quality/quantity measures, park and ride facilities, and parks? Will the annexation be a real benefit in the long term for the City?"

There should be additional opportunities for commercial development. That is a big focus in the EAR-based amendments. We need to support commercial and industrial development and provide opportunity for people to expand economically. Mixed use is a new category. This is vertical mixed use with commercial and services on the first floor and residents on the upper floors. Another new land use is Planned Industrial Park to accommodate owners who want to develop property based upon the targeted industries list. At the same time they want complimentary uses, such as hotels and offices. No one's land use category is being changed, as Daniel said. We're introducing these new criteria for decisions by the City Council on future land use map amendments. Map amendments can be analyzed based on the criteria, giving you more information for your decision making. We will mention commercial development a few times, because it is very important for the City. In the older GDC areas there are very few services close to residents. We would like more opportunities opened up in the future, such as the redevelopment of strip centers, looking for potentials for commercial nodes, and possible conversion of homes on arterials into offices. The Zoning Code should be amended for greater flexibility. The City should look for opportunities for businesses to expand or come in, and to make sure they are not hampered by anything in the Zoning Code."

Ms. Tappen said, "The Transportation Element ensures that you have an efficient and safe transportation system for cars, pedestrians, cyclists, and transit. A key component of the Transportation Element is the auto Level of Service (LOS). The LOS standards for Port St. Lucie are D and E, but this is to be sure you can accommodate development. Property owners are not overly obligated to continually pay for expansion of the roadways. You want development to move forward without significant cost, but you need to make sure the roadways are efficient. You have a park and ride by the turnpike that is being used, and a proposed policy is to encourage more park and ride facilities. Other methods to improve efficiency include improving intersections and signalization and managing access to and from properties. There are suggested policies to continue supporting east-west connections, particularly the Crosstown Parkway. We mentioned complete streets, which are streets that accommodate all users. Veterans' Memorial Parkway is an example. Proposed policies include encouraging using a complete street format for new roadways and for reconfigured streets if feasible, physically and financially. Another policy is having the City consider a quality LOS for other modes of transit. Bicycle facilities could be encouraged on collectors and

arterials, as well as on utility right of ways, within parks, and on canal banks. The City has been very active with its sidewalk program. Over ten miles of sidewalk have been constructed. The City has received Safe Routes to School grant funding and is prioritizing sidewalk projects based upon schools, parks, and existing sidewalks. This would give you a proposed policy that reflects your existing practice. With the EAR-based amendments we are taking many things that you have been talking about and doing for years and putting them into one document that you can use as a tool to guide future development. For transit, policies include coordinating with the Regional Transit Development Plan, supporting new bus stops, and supporting transfer centers like the one on Deacon Avenue."

Ms. Tappen said, "We will move to the Housing Element. There needs to be adequate housing for residents. Substandard conditions should be eliminated. Affordable workforce housing should be accommodated. The City Council has already adopted an Affordable Housing Incentive Plan, which has been incorporated into the Housing Element and the Goals, Objectives, and Policies. These include expedited permitting for affordable housing projects, looking at flexibility in the setback requirements, and having affordable housing convenient to transit. Other suggestions including making sure to accommodate people of all ages, including seniors. You have a significant senior population now, and the projections show an increase over time. You will need recreation and services close to neighborhoods. The City should use the new neighborhood plans to review housing stock. How old are the homes? Do the residents need assistance with repairs? Another recommendation is to encourage energy efficiency in homes."

Ms. Tappen said, "The Infrastructure Element is made of services that we may take for granted, such as potable water, sanitary sewer, stormwater, and solid waste. We updated the LOS standards to make sure they're current. When an application comes in, Planning and Zoning reviews how much water the development will need. They coordinate with Utilities to make sure the capacity is there. If you live in the eastern part of the City, you're probably still traumatized by Tropical Storm Fay. The City has undertaken the Eastern Watershed Improvement Project (EWIP) to increase collection and transmission of water in that area. Proposed infrastructure policies included encouraging low impact development procedures. That is a very un-descriptive term. It means using vegetative areas for stormwater. It can be vegetative swales or permeable pavements. That also reduces the load on municipal stormwater systems. We updated the stormwater

LOS and included a proposed policy to encourage management facilities that provide passive recreational opportunities, such as Patio Pond. All solid waste is brought to the St. Lucie County baling and recycling facility. They have sufficient capacity through 2024. New policies include continuing to support curbside recycling and household hazardous waste collection."

Ms. Tappen said, "The Conservation and Coastal Management Element includes policies for acquisition, conservation, and preservation of natural habitats. We are lining up the Conservation Element with your Natural Resource Code and requiring environmental assessments on developments of two acres or more as well as continuing to protect native communities and listed species. Hazard mitigation is the coastal part of the element. Where's the beach in Port St. Lucie? The North Fork of the St. Lucie River is a very important coastal area that has tidal influence. The state requires that you map the coastal high hazard area, which is that area that could be affected by storm surge from a Category 1 hurricane. The good news is that your high hazard area is largely a conservation area with very little developed land. Another policy is to prepare for post-disaster redevelopment. This is to ensure that if you do have a major disaster, people can come back to Port St. Lucie."

Ms. Tappen continued, "The Intergovernmental Coordination Element is to ensure that impacts from development and annexation are coordinated with the right agencies. The Recreation and Open Space Element is extremely important for a high quality of life. Proposed policies include coordinating the City's trail system with the county's trail system, using the Conservation Trust Fund to purchase additional upland preserves, and encouraging development of new parks. Your parks are a bit scattered. Over time it would be good to have a strategy where they are equitably distributed. Parks and open space are a very important component for attracting more companies. The City has done an amazing job attracting high profile companies. Most cities do not have an Economic Development Element in their Comprehensive Plans. This is not a required part of the Comprehensive Plan, but because this is a very important part of the City's mission, we have updated it to align with your current practices. This would encourage development within the targeted industries list with the aim of creating higher than average salaries, increasing capital flow, and diversifying the economic base. We want to make sure sufficient land is allocated for these industries. We want to coordinate with the Chamber of Commerce, the Economic Development Council of St. Lucie County,

and the Florida Research Coast, and to ensure that the colleges and schools are providing the skill sets that are needed. Economic development supports maintaining a high quality of life. Continue to support arts and culture and your public art program. We don't want to forget local businesses. Local preference should be continued in the City's bid processes. Make sure there is flexibility in the Zoning Code and adequate infrastructure."

Ms. Tappen said, "The Capital Improvements Element is to make sure your infrastructure is planned for existing and future development. Make sure funds are allocated and have everything organized to move forward. A proposed policy requires a fiscal impact analysis for future annexations. Some of your capital improvements include widening Port St. Lucie Boulevard, the Crosstown Parkway, the sidewalk projects, EWIP, canal excavation, a dog park, and a boat launch."

Ms. Tappen said, "I will review the schedule for this project. Last fall we held two public workshops and broke into small groups to get input on the Comprehensive Plan amendments. A couple of weeks ago we went to the Planning and Zoning Board meeting with this presentation. They recommended that the City Council consider transmittal to the DEO. After the Public Hearing, the City Council may recommend that the EAR-based amendments are transmitted to the DEO. They will send back a report with recommendations, objections, and comments. They also gather comments from the Water District, FDOT, and others. We will review that, make the appropriate changes, and bring it back to Council in the fall."

Ms. Kean stated, "I want to point out that all of this information is available on the City's website. It is updated regularly. The City is only adopting the Goals, Objectives, and Policies for the elements by ordinance. The data analysis section is not being adopted; it is there as a reference. It forms the basis for the Goals, Objectives, and Policies. So if the City wants to make changes to the data, it can be done without going through the amendment process. The submittal packet includes a memo from Calvin Giordano and Associates summarizing the proposed changes based on the recommendations contained in the EAR. A second memo is based on the comments received at the public workshops. If you wish you can include one or all of those amendments. The ordinance also amends the recommendations of the City's Affordable Housing Advisory Committee (AFAC). In 2008 the City Council adopted a list of recommendations based on recommendations from the Affordable

Housing Advisory Committee. They are listed as Objectives 3.1 and subsequent Policies 3.1.10 to 3.1.10.7. They are included, because that was the decision of the AFAC. They met again in 2012 and made some changes to those recommendations. We have included them as part of the ordinance, and we are recommending that you adopt the revised policy. The current draft also includes updated traffic counts from the St. Lucie County TPO. They released 2011 updates, so we were able to include that. The document has been reviewed by other departments. The Planning and Zoning Department staff finds that the update is consistent with the recommendations in the EAR Report and recommends approval and transmittal to the DEO."

The Assistant City Clerk read Ordinance 12-19 aloud by title only. Mayor Faiella opened the Public Hearing. There being no comments, Mayor Faiella closed the Public Hearing.

Councilman Kelly asked how often the Comprehensive Plan must be updated. Mr. Holbrook answered, "It is required to be reviewed every seven years. The state did delay that because of the hurricanes in the past decade." Councilman Kelly said, "The packet we have is vague. It does have detail, but look at the first page. It has the goals under Chapter 163. They are very vague goals. It leaves a huge interpretation. What is good is that we didn't put any impositions on personal property. There was no change in that. But this is vague and open to interpretation. It has a goal and a focus, but how you get there. . . ." Mr. Holbrook said, "I will agree with you that people can interpret texts many different ways. The Goals, Objectives, and Policies are being proposed for adoption ultimately. The introduction is part of the data analysis. If there are any changes you would like to the introduction, we can consider that. If the Council decides to transmit this to the state, there is opportunity after that to make changes."

Councilman Kelly said, "On the mixed use, it said that there can be no less than 10% of one use. So if I wanted to put up 300 residences and I had a mixed use of commercial at 10%, that would be allowable. It seems low. And again, it's vague. Somebody could put in a barber shop and a coffee shop, and that would be the 10%. Am I reading it wrong?" Mr. Holbrook replied, "Out west in Tradition in the DRI's, those are NCD land use. This is a new future land use that is providing another option for people to choose if they want to. We may look back and see that no one used it. This is one thing we have heard about from the public and the development community. The market will dictate whether it is acceptable. Speaking to your exact

question, the language under mixed use at Policy 1.1.4.8 says that this category allows for vertical mixed use where commercial retail uses are located on the ground floor with residential uses on the upper floors. The second point is that a minimum of two uses are required within the development and a minimum percentage of 10% for any one use. Residential is a required use. If you want that mixed use, residential has to be part of it. If you don't, we have other future land uses that don't have the residential requirement." Councilman Kelly said, "I'm moving on to the transit section. Missing from it was encouraging regional transportation plans and working with the TPO and RTO. That's the only way you will get regional money. When she talked about the bike lanes, I have never been in favor of having them on major highways like Port St. Lucie Boulevard. On US 1, I don't know how you would have a safe bicycle lane unless it was separate. Lastly, we talk about preservation of land along the river and in our parks. We have a plethora of parks in the City. The preservation on the river is about 90% or more. In the next five years, if we're going to put money into anything, the emphasis should be on economic development plans. I think we're there with the amount of open land and parks. I want to mention the EDC, which most cities don't have. When I was in San Antonio ten years ago they had their own EDC as part of the city. I think it was one of the first in the country. You know how well they did with their Riverwalk. They have other problems, but their EDC works for the city. Some day we will have to have our own." Mr. Holbrook noted, "Concerning the bike lanes, the proposed policies don't dictate design. It is a facility that should be accommodated." Councilman Kelly asked if bicycles are allowed on sidewalks. Mr. Holbrook replied that the Comprehensive Plan doesn't speak to that. Councilman Kelly **moved** to approve Ordinance 12-19. Councilwoman Martin **seconded** the motion. The Assistant City Clerk restated the motion as follows: to approve Ordinance 12-19. The **motion passed unanimously** by roll call vote.

5. ADJOURN

There being no further business, the meeting adjourned at 4:45 p.m.

Carol M. Heintz, Assistant City Clerk

Margie L. Wilson, Deputy City Clerk

**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 facade and landscape programs and capital improvement plans. Another EAR recommendation was to promote mobility, including transit-supported development, upgrading roads to complete streets, and shortcuts between neighborhoods to create interconnectivity. These concepts have been around the City for more than ten years."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ADJOURN

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

Ernie Ojito, Secretary

Margie L. Wilson, Deputy City Clerk



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

Memorandum

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

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

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

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

Future Land Use Element

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

See Objective 1.1.8 (p. 1-34).

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

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

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

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

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

See Objective 1.1.8 (p. 1-34).

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

Policy 1.1.11.1 (p. 1-37).

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

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

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

See Policy 1.1.4.8 (p. 1-25).

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

See Policy 1.1.4.8 (p. 1-25)

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

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

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

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

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

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

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

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

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

See Policy 1.1.7.1 (p. 1-32)

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

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

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

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

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

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

Transportation Element

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

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

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

See Policy 2.1.2.13 (p.2-40)

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

See Objective 2.3.2 (p. 2-43).

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

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

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

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

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

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

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

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

Housing Element

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

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

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

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

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

See Policy 3.1.1.4 (p. 3-19)

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

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

Infrastructure Element

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

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

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

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

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

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

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

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

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

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

Conservation and Coastal Management

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

See Policy 5.1.3.1 (p. 5-25)

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

See page 5-21.

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

See Appendix 5C.

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

See Policy 5.2.5.2 (p. 5-31)

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

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

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

Policy 5.2.1.3 (p. 5-28).

Intergovernmental Coordination

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

See Policy 6.1.1.8 (p. 6-7)

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

See Policy 6.1.1.7 (p. 6-7)

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

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

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

Requirement struck in 2011 legislation.

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

See Policy 6.1.2.4 (p. 6-8)

Recreation and Open Space

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

See Policy 7.1.4.4 (p. 7-10).

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

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

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

See Policy 7.1.2.9 (p-7-9)

Economic Development

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

Policy 8.3.2.1 (p. 8-13)

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

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

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

See Policy 8.3.1.12 (p. 8-13)

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

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

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

See Policy 8.2.1.1 (p. 8-11)

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

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

Capital Improvements Element

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

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



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

Memorandum

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

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

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

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

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

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

Transportation

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

Infrastructure

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

Recreation and Open Space

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

Economic Development

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

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

Workshop #1

Group 1

Future Land Use

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

Group 2

Future Land Use

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

Neighborhood Planning

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

Mobility

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

Annexation

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

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

Planned Industrial Park [no comment]

Housing – Private companies should be rehabilitating housing instead of government

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

Purpose of government is to promote business and not competing.

Economic Development

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

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

Conservation

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

Workshop #2

Group 1

Transportation

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

Group 2

Transportation

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

Group 3

Transportation

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

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

Group 4

Transportation

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

Group 1

Infrastructure

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

Group 2

Infrastructure

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

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

Group 3

Infrastructure

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

Group 4

Infrastructure

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

Group 1

Capital Improvements

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

Group 2

Capital Improvements

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

Group 3

Capital Improvements

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

Group 4

Capital Improvements

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

Group 1

Intergovernmental Coordination

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

Group 2

Intergovernmental Coordination

No comments

Group 3

Intergovernmental Coordination

No comments

Group 4

Intergovernmental Coordination

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

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

**WORKSHOP 2
 December 7, 2011**

PLEASE PRINT

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

WORKSHOP 2

December 7, 2011

PLEASE PRINT

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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@HTCPUS.NET Phone: 772-345-3798

Comments: _____

1.) GENERAL - LOOK'S LIKE LARGER - "GIVE" "BUDGET"
"VACANT LAND ARE" - ~~LOOKING FOR SMALLER~~
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 Blainore Dr 34987

Email: _____ Phone: _____

Comments: Sidewalks new construction
Transportation needs for slow-speed vehicles
& household hazardous waste R/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, SCC School District

Address: 327 NW Commerce Park Drive, PSC 34986

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

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

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

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

Shari R. Anker
2402 SE Burton Street
Port St. Lucie, FL 34952
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 I begin with Port St. Lucie's past, its present, and where it might go if my vision has any resonance with others in the City.

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

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

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

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

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

Port St. Lucie

Beauty. Distinction. Sustainable.

A Great Place To Be Home

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

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

2. How might these downtown areas come about?

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

3. What would these downtown areas look like?

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

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

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

5. What does sustainability mean for PSL?

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

6. What are examples of this nega-strategy?

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

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

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

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

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

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

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

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

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

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

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

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

8. How do we get there from here?

Several strategies come to mind:

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Bridget Kean
Page Six

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

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

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

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

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

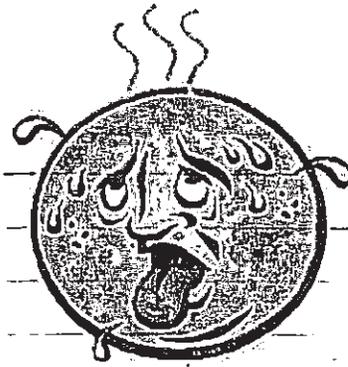
I am most grateful for your generous indulgence in considering my vision for Port St. Lucie.

Sincerely yours,

Shari Anker

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

January 10, 2011



RECEIVED

JAN 12 2011

CITY OF PORT ST. LUCIE, FL

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

Dear Sir or Madam:

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

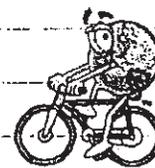
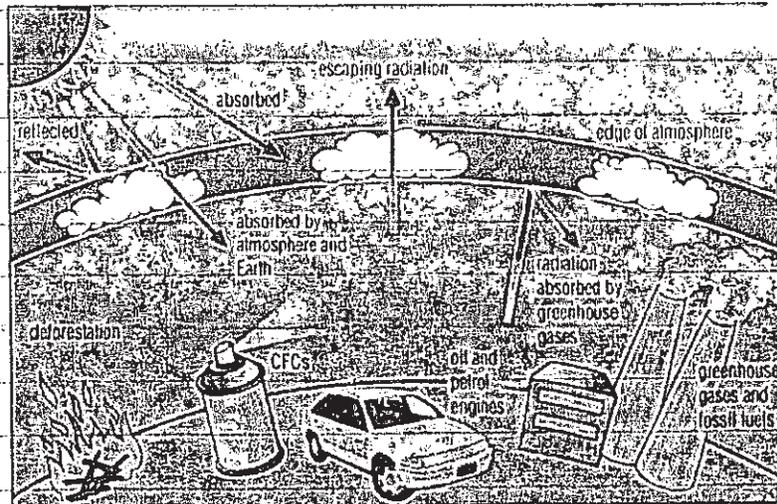
My mother explained to me that car pollution is impacting our planet, since then we have decided to care for our environment and we have started to walk after school to my house. There is a cross guard available but no safe sidewalks. Maybe if a sidewalk becomes available I can ride my bike or roller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

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

Sincerely,

Luis Farias

Luis Daniel Farias
Windmill Point Second Grade Student



Think green for our planet



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Letter: Must seniors die before Port St. Lucie installs a sidewalk?

Ann Stoddard, Port St. Lucie

Sunday, July 29, 2012

Ann Stoddard, Port St. Lucie

Letter: Must seniors die before Port St. Lucie installs a sidewalk?

Someday you too will be a senior ... maybe. Three or four years ago I not only wrote one of these letters to you, but followed through and saw all the Port St. Lucie officials in charge of public safety, transportation, etc.

I'm now 86 and the safety problem still exists — not just for me, but for the other 49 senior residents of a low-income, Title 8, public housing unit across from an elementary school, where, daily, children and buses co-mingle on a single street with sandy-grassy edgings and parked cars morning and afternoons. A Publix shopping center also edges this with its new, surrounding walks.

Many seniors no longer drive, thus walk, or take buses to obtain daily needs. Promises are difficult to live with. Needed is a simple sidewalk bordering one side of tiny Chartwell Street and protecting seniors and children from vehicular traffic.

Must one of us die before action is taken?



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Letter: Sidewalks along Village Green Drive would be treat to these feet

Jeanne Labonte, Port St. Lucie

Sunday, July 8, 2012

Jeanne Labonte, Port St. Lucie

Letter: Sidewalks along Village Green Drive would be treat to these feet

I've been wondering why there are no sidewalks on Village Green Drive in Port St. Lucie.

People can't walk on the streets. It's very dangerous. I wish they had sidewalks so I can walk along the street.



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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



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 | Res 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 commercial 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 | [REDACTED] | 99.8% | 616 |
| Priority 2 | [REDACTED] | 78.0% | 481 |
| Priority 3 | [REDACTED] | 52.0% | 321 |
| Priority 4 | [REDACTED] | 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 <input type="checkbox"/> | 62.5% | 490 |
| Somewhat important <input type="checkbox"/> | 30.9% | 242 |
| Not important <input type="checkbox"/> | 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 <input type="checkbox"/> | 3.0% | 23 |
| Good <input type="checkbox"/> | 17.3% | 134 |
| Fair <input type="checkbox"/> | 44.3% | 343 |
| Poor <input type="checkbox"/> | 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 <input type="checkbox"/> | 8.9% | 66 |
| I don't mind riding a bicycle on a street with heavy car traffic <input type="checkbox"/> | 0.8% | 6 |
| I prefer to ride a bicycle on lower traffic volume streets when possible (e.g., signed bicycle routes, local streets) <input type="checkbox"/> | 22.2% | 165 |
| I prefer to ride a bicycle on routes completely separated from cars when possible (e.g., paths, trails, or sidewalks) <input type="checkbox"/> | 38.4% | 285 |
| I will only ride my bicycle on routes completely separated from cars (e.g., paths, trails, or sidewalks) <input type="checkbox"/> | 13.1% | 97 |
| I have never tried riding a bicycle in Port St. Lucie <input type="checkbox"/> | 6.9% | 51 |
| I would never ride a bicycle in Port St. Lucie <input type="checkbox"/> | 4.4% | 33 |
| Riding a bicycle is not an option for me because: (please specify) <input type="checkbox"/> | 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 <input checked="" type="checkbox"/> | 7.2% | 53 |
| Once a month <input type="checkbox"/> | 0.9% | 7 |
| Once a week <input type="checkbox"/> | 1.4% | 10 |
| Most Days <input type="checkbox"/> | 1.9% | 14 |
| Never <input checked="" type="checkbox"/> | 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 <input checked="" type="checkbox"/> | 7.6% | 55 |
| Community Transit (Demand Response) <input type="checkbox"/> | 3.2% | 23 |
| City of Port St. Lucie Downtown Trolley <input type="checkbox"/> | 2.9% | 21 |
| Commuter Van/Park and Ride Lot <input type="checkbox"/> | 1.1% | 8 |
| None <input checked="" type="checkbox"/> | 86.0% | 622 |
| Other (please specify) <input type="checkbox"/> | 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