



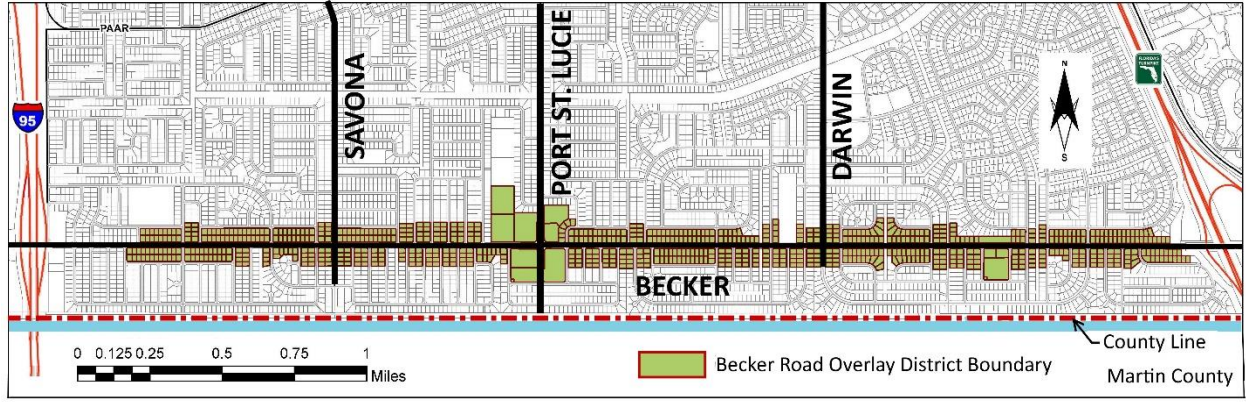
**BEKCR ROAD OVERLAY DISTRICT DESIGN STANDARDS
 2nd Amendment
 P21-202**



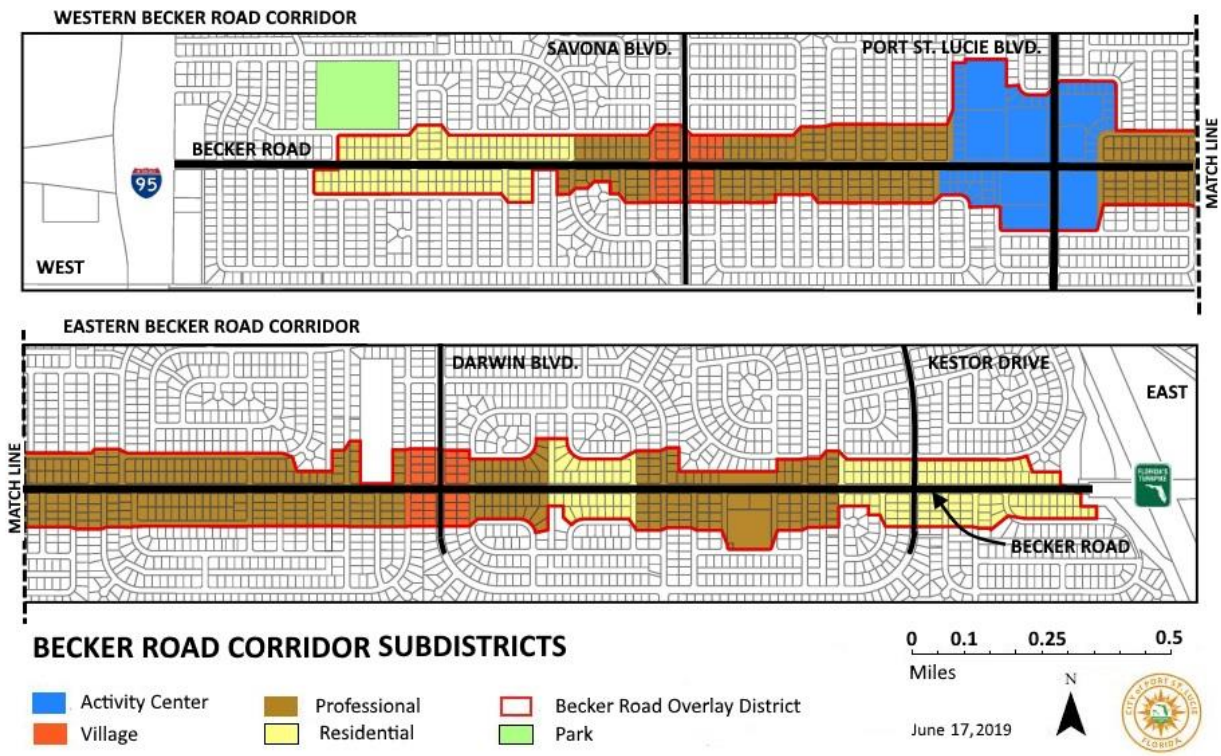
Aerial Map – Becker Road Overlay District Primary Study Area

SUMMARY

Applicant's Request:	Request to amend the Becker Road Overlay District Design Standards
Applicant:	City of Port St. Lucie, Planning and Zoning Department
Project Planner:	Holly F. Price, AICP, Senior Planner
Location:	Becker Road between I-95 and the Turnpike.



Vicinity Map – Becker Road Overlay District Boundary



Becker Road Overlay District (BROD) Subdistrict Map

BACKGROUND

Over the past eight months, the Planning and Zoning Department has received 3 preliminary proposals for gas stations located at the corners of Becker Road and Port St. Lucie Boulevard. In addition, other proposals for quick-service restaurants with drive-throughs have been presented. The Becker Road Overlay District (BROD) Design Standards do not allow gas stations or buildings with drive-throughs, except for banks. **The proposed amendment to the Becker Road Overlay District (BROD) Design Standards focuses on the corner properties located at the intersection of Becker Road and Port St. Lucie Boulevard, also referred to as the Activity Center Subdistrict. See Subdistrict Map, above area in blue.**

In developing the Becker Road Overlay District Design Standards in 2018, the intention was to create a more pedestrian-oriented environment along Becker Road that was less visually dominated by parking lots. In this Neo-Traditional approach to urban design, buildings were required to front along the street with parking located behind the buildings. While maintaining some of the Neo-Traditional features, the proposed revisions to the design standards introduce some uses and building types that are more auto-oriented.

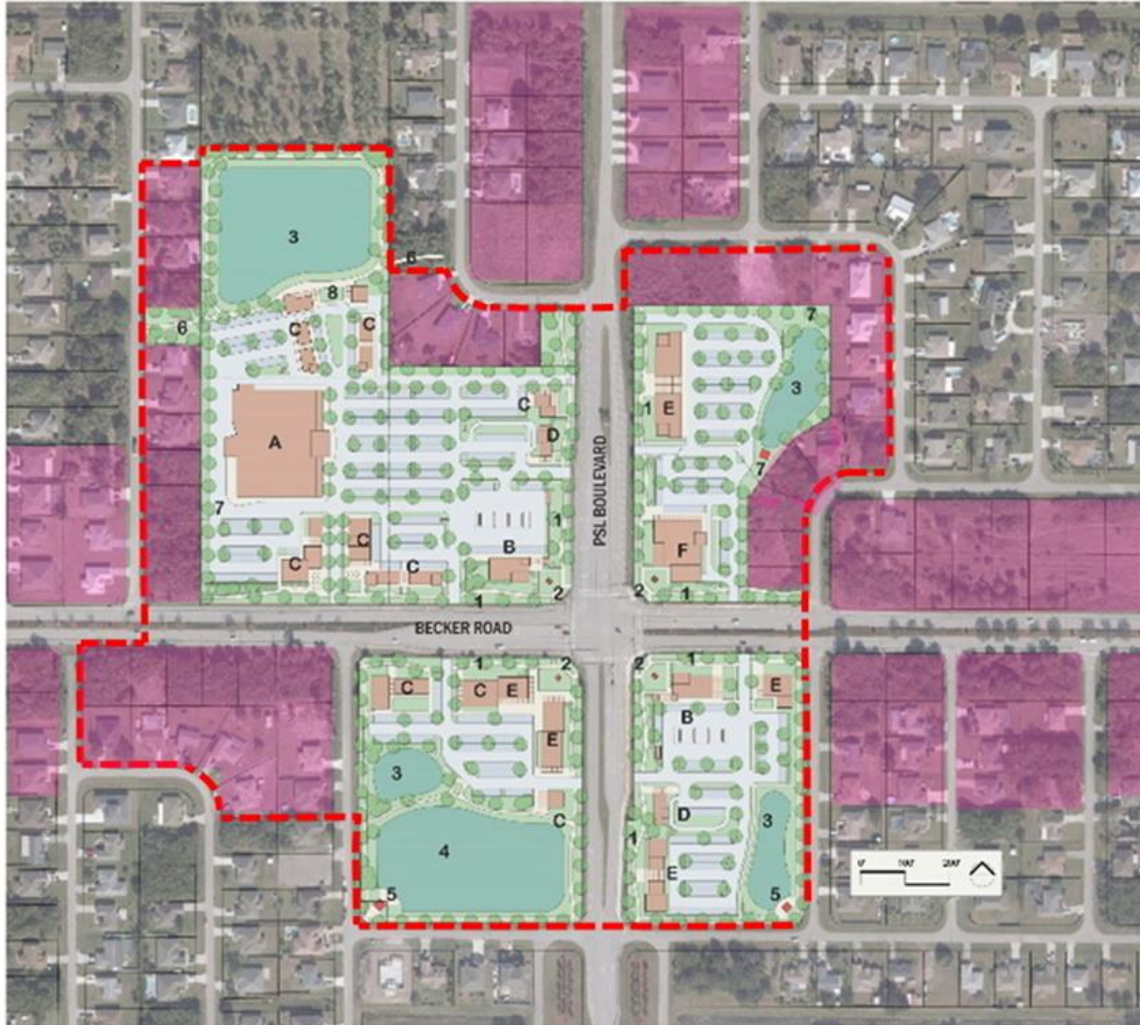
Staff presented 3 concept plans to the City Council at the November 15, 2021 Special City Council meeting. The Council selected Concept #2 with some modifications. This concept maintained some of the Neo-Traditional character of the original BROD Design Standards, while allowing limited use of fueling stations and buildings with drive-throughs. In addition, staff had later discussions with the Council after the January 4, 2022, Planning and Zoning Board meeting to address issues that came up at the meeting. The City Council requested the following changes to Concept #2:

- 1) Allow up to two gas stations to be located in the Activity Center Subdistrict at the corners of Becker Road and Port St. Lucie Boulevard,
- 2) Allow buildings with drive-throughs to be located in the Activity Center Subdistrict,
- 3) Require that fueling stations and parking lots be heavily landscaped to screen the view from the street,
- 4) Restrict vehicular access to the Activity Center District to be from Becker Road and Port. St. Lucie Boulevard. Do not allow access from local side streets,
- 5) Reduce parking requirements where feasible,
- 6) Encourage the developer of the SW quadrant to provide landscaping and amenities for the City retention pond located to the south of the site.

Go to next page.

Figure 1. Activity Center District – Conceptual Master Plan

The Conceptual Master Plan shown below is an example of how development might occur in the Activity Center Subdistrict according to the proposed Becker Road Overlay District (BROD) Design Standards. This area is an important gateway to the city and an opportunity to make an exceptional “Welcome to the City” statement.



PROPOSED SITE IMPROVEMENTS

1. LANDSCAPED BUILD-TO LINE (45-50 FEET) WITH MEANDERING BIKE/PEDESTRIAN PATH
2. CORNER GREENSPACE WITH PUBLIC ART
3. SHARED STORM WATER DETENTION
4. IMPROVED CITY-OWNED STORM WATER WITH PARK IMPROVEMENTS
5. COVERED OUTDOOR STRUCTURE WITH SEATING
6. PROPOSED PEDESTRIAN CONNECTION TO EXISTING NEIGHBORHOOD
7. STUB OUT FOR FUTURE CONNECTION
8. PLACEMAKING OPPORTUNITY OVERLOOKING AMENITIZED STORM WATER

PROPOSED USES

NOTE: Proposed uses are representative and not necessarily site-specific.

- A. GROCERY STORE
- B. GAS STATION / CONVENIENCE STORE
- C. COMMERCIAL / RETAIL / RESTAURANT
- D. FAST FOOD
- E. OFFICE
- F. CHAIN DRUGSTORE

- Activity Center Subdistrict
- Conversion Areas

Figure 2. Rendering of Conceptual Master Plan.



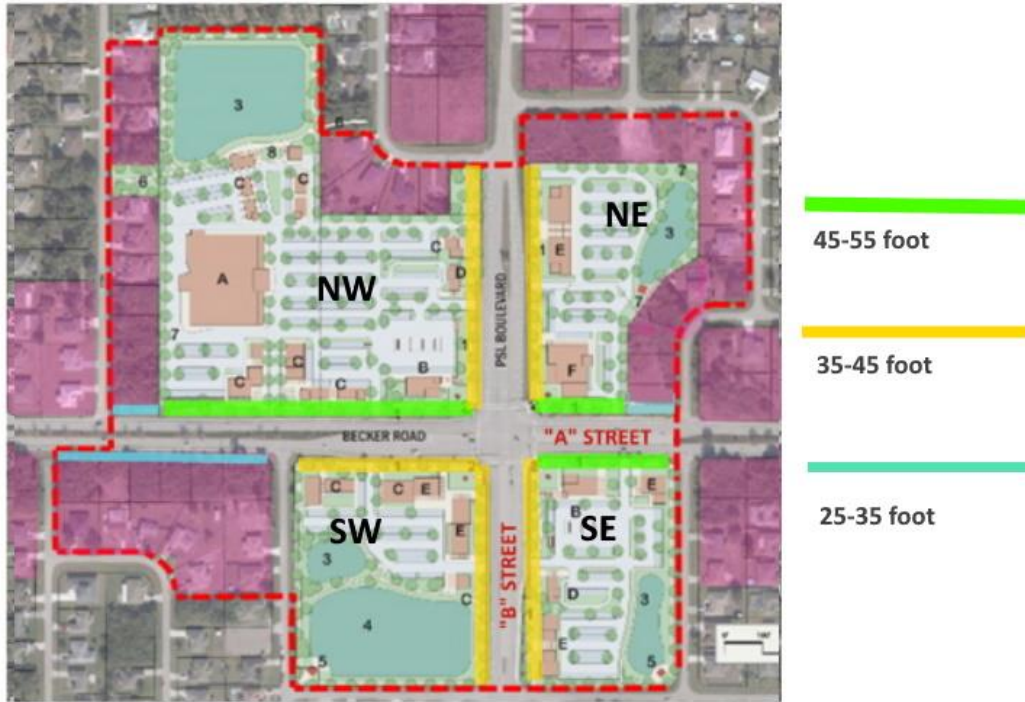
PROJECT OVERVIEW

The proposed changes to the Becker Road Overlay District (BROD) Design Standards focus on properties located in the Activity Center Subdistrict which is located at the intersections of Becker Road and Port St. Lucie Boulevard. Some revisions to other areas located within the BROD have also been proposed.

A 45-55-foot-wide frontage landscape buffer is proposed in front of the buildings that are oriented along the NW, NE, and SE corners of Becker Road, and not located in conversion areas. A 35-45-foot-wide frontage landscape buffer is proposed in front of buildings that are oriented along Port St. Lucie Boulevard, excluding the conversion areas. All properties located in the conversion areas have a 25-35-foot frontage landscape buffer. See illustration on next page and Chapter 5 (Landscaping). The 45-55-foot-wide frontage landscape buffer is similar to some areas on PGA Boulevard in Palm Beach where mostly retail uses face the street with a 50' to 75' landscape buffer located in front of buildings.

This 45-55-foot-wide frontage landscape buffer is intended to provide a park-like setting in front of buildings. The landscaping is intended to enhance the pedestrian experience and the attractiveness of the buildings. The frontage landscape buffer's purpose is not to hide the buildings. Buildings facing the street are required to provide windows and articulation so that they are attractive. A 7-foot-wide gently curving sidewalk is to be located in the frontage landscape buffer in the Activity Center.

All of the corners at the intersection of Becker Road and Port St. Lucie Boulevard feature a common open space that is approximately 65 x 65 square feet in size. See Chapter 6 (Common Open Space). Public Art or a landscape amenity such as a fountain or sculpture with landscaping is required to be located at the corner open spaces.



Build-To Zone and Frontage Landscape Buffer Diagram

All buildings are required to face the street and parking is located behind most buildings. Some uses such as convenience stores with fueling stations and buildings with drive-throughs may have parking located to the sides provided parking and driveway areas have a landscape buffer that is 10-foot-wide located in line with the front of the building on site.

In the BROD Design Standards, Becker Road is designated as an “A” Street and Port St. Lucie Boulevard is designated as a “B” Street. An “A” Street requires uses that are more pedestrian-oriented. A “B” Street allows some uses that are more auto-oriented such as fueling stations and buildings with drive-throughs such as quick service restaurants and pharmacies. See BROD Section 3.4.4 (A-B Streets).

The stormwater retention areas are intended to not only provide stormwater storage, but they are also to provide attractively landscaped areas that may be used by customers, nearby residents, and the general public. Stormwater areas are to be planned to accommodate all proposed development within a quadrant.

Traffic Impacts and Uses

Throughout the discussion of proposed revisions to the Becker Road Overlay District (BROD) Design Standards, staff, the Planning and Zoning Board, and the City Council have indicated the desire to maintain a pedestrian-friendly development pattern while also introducing some auto-oriented uses. Staff finds that to combine these uses that it is necessary to establish a separation and balance between the pedestrian and auto-oriented uses. As indicated above, staff has proposed the “A” Street and the “B” Street to facilitate this objective. In addition, staff is proposing to limit the impact of the auto-oriented development through limitations to the amount of weekday traffic allowed for fueling stations with convenience stores and quick service restaurants.

The City's Phase One Mobility Plan (POMP) adopted in 2021, indicates the following:

1) *Local Retail (non-chain and non-franchisee) has been established to recognize that local uses do not have as great a travel demand impact as regional and national chains to the transportation system.*

2) *Multi-Tenant Retail has been established to recognize that there is the potential for multipurpose trips and increase opportunity to walk between retail uses for multi-tenant retail buildings and the impact to the transportation system is less than free-standing retail uses and are experiencing a transformation where the buildings are getting smaller, while the number of drive-through lands and delivery services are increasing.*

3) *Free-standing uses [such as fueling stations and quick service restaurants with drive-throughs] generate a higher number of trips, are less walkable, and often disconnected from adjacent uses, resulting in a higher person travel demand impact to the transportation system... Quick service restaurants have the highest impact of any retail land use classification (POMP, page 65).*

For this reason, staff is proposing to limit fueling stations and convenience stores to a maximum number of 10,000 weekday drips for all of the combined four quadrants. Staff is proposing to limit quick service restaurants to a maximum combined number of 6,000 weekday trips for all of the four quadrants. This would allow two fueling stations and convenience stores in the Activity Center at approximately 5,000 weekday trips each. This would allow one quick-service restaurant along the "B" Street for each of the four quadrants in the Activity Center at approximately 1,500 weekday trips each.

CHANGES AS REQUESTED BY CITY COUNCIL

1) Allow up to two gas stations to be located in the Activity Center Subdistrict at the corners of Becker Road and Port St. Lucie Boulevard to promote a pedestrian-oriented type development for development in the Activity Center Subdistrict.

Propose using the number of daily trips generated by vehicles to establish limitations on the number of fueling stations and convenience stores allowed. The proposed code would allow up to 2 fueling stations and convenience stores to be located in the Activity Center.

Proposed Code:

1. **Section 3.4.4.2.a.1. In the Activity Center Subdistrict, a cumulative maximum of 10,000 weekday trip ends as described in the ITE (Institute of Transportation) Manuel, 11th Edition, Code 945, based on the number of fueling positions is allowed for fueling stations and convenience stores. This is intended to limit the impact of traffic on a pedestrian-oriented development.**

2) Allow buildings with drive-throughs and fueling stations to be in the Activity Center Subdistrict.

Propose establishing Type "A" and Type "B" Roads to help ensure that there is some development in the Activity Center that is more pedestrian-oriented. Specific criteria were established for the Fueling Stations and Buildings with Drive-throughs.

Proposed Code:

Section 3.4.4. Activity Center District - A/B Street Designations and Locations: In the Activity Center Subdistrict, Becker Road is designated as an “A” Street and Port St. Lucie Boulevard as a “B” Street. This designation is intended to facilitate the development of Becker Road as a more pedestrian-oriented street.

1. **“A” Street** – Allows retail /commercial, restaurant, office, or other uses specified in the applicable zoning district, unless indicated otherwise in Section 2.3 (Prohibited and Allowed Uses). Fueling stations and buildings with drive-throughs shall not permitted to be located along Becker Road, except for buildings located at the corner of the Becker Road and Port St. Lucie Boulevard intersection.
2. **“B” Street** – In addition to retail /commercial, restaurant, office, and other uses specified in the applicable zoning district, fueling stations and buildings with drive-throughs shall be permitted along Port St. Lucie Boulevard unless indicated otherwise in Section 2.3 (Prohibited and Allowed Uses) or Section 3.4.4.2.b.3 below.

3) Require that parking lots and fueling stations be heavily landscaped,

This proposed change is implemented by focusing Parking Lot Landscape Buffer.

The Building Perimeter Landscape Buffer addresses the buffering for the convenience store and the Parking Lot Landscape Buffer addresses the buffering for the fueling station and fueling canopy – and any other areas where a parking lot is visible from the street, such as where there are buildings with drive-throughs and associated exposed parking lots along streets.

Proposed Code:

Section 5.9.1. Where a fueling station, parking lot, stormwater area, driveway, or other area where there is no building that fronts along a frontage landscape buffer is located, a minimum 10’ wide parking lot landscape buffer shall be provided. This semi-opaque buffer is intended to screen or minimize the view of uses such as fueling station canopies, drive-throughs, and parking lots.

4) Restrict vehicular access to the Activity Center District to be from Becker Road and Port. St. Lucie Boulevard. Do not allow access from local roads.

The code has been revised to indicate that access to properties in the Activity Center District that are adjacent to a local side street is not allowed without approval of a Special Exception Use (SEU). The Council indicated concern that additional traffic would be created in neighborhoods that bordered the Activity Center. However, by not allowing side access to some of the properties, it may create a hardship for some property owners, and it would put additional traffic on Becker Road.

Proposed Code:

Section 2.3.3.c Local Road Vehicular Access: Site Plans applications proposing vehicular access from a local road to a property that is within the Activity Center District must obtain approval for a Special Exception Use (SEU). Local side street access may create additional traffic along residential streets that are within or border the Activity Center District. However, it may be necessary for some properties to have local street access.

5) Reduce parking space requirements where feasible.

Proposes to reduce the amount of required parking for shopping centers, freestanding drive-through restaurants, convenience stores, and office (administrative, business, medical, or professional, retail shops, personal service establishments, household repair or equipment shops):

Proposed Code:

Section 7.4. Amount of Off-Street Parking Refer to the City Zoning Code Section 128.221(C) for Off-Street Parking requirements, except as specified otherwise below:

1. **Restaurants, drive-through freestanding and outparcels:** One space per 100 square feet of gross floor area. (Reduces from one space per 75 square feet of GFA, reduces by 25%) .
2. **Convenience Stores with Fueling Stations:** One space for each 250 square feet of gross floor area. (Reduces from one space per 200 square feet of GFA, reduces required spaces for convenience store by 20%. However, as indicated in #3 below, the parking spaces at the pumps are to be included as parking spaces).
3. **Fueling Stations:** Parking spaces on each side of a fueling pump shall be counted toward meeting parking requirements for an associated convenience store or similar use located within 80 feet of the building. (The parking spaces required for the convenience store includes the parking spaces available from the gas pumps).
4. **Shopping Center:**
One space for each 275 square feet of gross floor area for buildings 30,000 square feet and greater. (Reduces from one space per 250 feet of GFA, reduces required spaces by 10%).
5. **Office (administrative, business, medical, professional, retail shops, personal service establishments, household repair or equipment shops):**
One space for each 275 square feet of gross floor area for buildings 30,000 square feet and greater. (Reduces from one space per 250 feet of GFA, reduces required spaces by 10%).

6) Work with the developer of the SW quadrant to provide landscaping and amenities for the City retention pond located to the south of the commercial site.

The Planning Department is to work with the developer of this SW quadrant to provide landscaping and park amenities for the city retention pond. Perhaps the City could offer Park Impact Fee credits. The proposed code does not require this improvement by the developer.

For developer-owned retention ponds, the proposed code does require that a developer provide trees, shrubs, and groundcover located near the bank of a retention or detention pond located on-site to make the ponds a more attractive amenity and to provide more shade. Seating is proposed to be provided around a stormwater pond for each 400 linear feet of top of bank perimeter.

Proposed Code:

Section 5.10 Detention / Retention Stormwater Area Landscaping: In addition to providing storage for water runoff, stormwater ponds shall be designed to be scenic amenities to a site. Trees shall be provided within 0-20 feet of the top of bank of a detention / retention area that stores water if there are no trees provided within 30 feet of the top of bank with approval of Public Works Department. One Type A tree or two Type B trees shall be provided for every 50 linear feet of the top of bank distance. Trees may be clustered or spaced at irregular intervals. At least one shrub shall be provided for every 8 linear feet of the stormwater top of bank perimeter. Shrubs shall be at least 2 feet in height at time of planting. At least 1 sq. ft. of groundcover, excluding sod, shall be provided for every 8 linear feet of the top of bank perimeter. At least one bench shall be provided around a stormwater pond for each 400 linear feet of top of bank perimeter.

OTHER PROPOSED MODIFICATIONS

Below is a listing of many of other proposed modifications to the Becker Road Overlay (BROD) Design Standards.

Section 1.6.3 - Design Relief Changes Subject to Approval by Zoning Administrator:

- 1. Relief from Section 3.4.2: Built-to Zones / Frontage Landscape Buffers** – The Zoning Administrator may allow a 10% increase or decrease to the build-to zone / frontage landscape buffer depth, provided the build-to depth is no less than 25-feet. Example: Increase Buffer Depth: 35 feet maximum setback for build-to zone in conversion area. A 10% increase in build-to zone depth allows 3.5 feet: 35 feet x 10%, or 38.5 feet total maximum depth.
- 2. Relief from 3.4.6.d - Maximum Length for a Fueling Station Canopy:** The Zoning Administrator may allow an increase to the maximum length for a fueling station canopy up to 3 feet.
- 3. Relief from Section 3.7.2.J, 3.8.2.J, 3.9.2.G, 3.10.2.I, 3.11.3.I - Building Frontage Length:** The Zoning Administrator may allow a decrease to the required minimum building frontage length of up to 10%. Example: 40% frontage required – 10% design relief reduction = 30% building frontage with design relief.
- 4. Relief from Sections 3.7.5.Q, 3.8.5.R, 3.9.4.L, 3.10.4.N, 3.11.5.N - Transparency:** Zoning Administrator may approve up to a 30% reduction to the required window and door transparency requirement.
- 5. Relief from Sections 3.7.3.K, 3.8.3.L , 3.9. J, 3.10.3.J, 3.11.4.J - Building Height:** Zoning Administrator may approve a reduction of up to 2 feet to the required 22-foot minimum building wall height.

6. **Relief from Section 4.4 - Articulation:** The Zoning Administrator may allow the maximum spacing distance of the building articulation features as indicated in Section 4.4 (Architectural) to extend an additional 10 feet.
7. **Relief from Section 4.5 Building Color:** Added allowance for Trim and Accent Colors area to be increased between 2% to 10% as per Citywide Design Standards.

Section 2.3.2.1.a Allowed Uses - Added to allow Live-Work Units in CG (General Commercial), CN, (Neighborhood Commercial), P (Professional), LMD (Limited Mixed-Use) zoning or PUD zoning in MU (Mixed-Use) future land use district.1) CG (General Commercial), CN, (Neighborhood Commercial), P (Professional), LMD (Limited Mixed-Use) zoning or PUD zoning in MU (Mixed-Use) future land use district.

Section 2.3.3. Special Exception Uses (SEU) - Added that in the Activity Center subdistrict fueling stations, drive-through facilities, and Local Road Vehicular Access require a Special Exception Use (SEU). Added that in other Subdistricts, banks with drive-throughs are permitted with SEU approval

Section 3.4.2 Build-To Zones / Frontage Landscape Buffers

Revised the previous build-to zone and the frontage landscape buffer depth.

- In the Activity Center, excluding the conversion areas, buildings along Becker Road are required to be set back between 45 and 55 feet. Previously, the setback was between 22-25 feet. The proposed buffers are similar to those located along PGA Boulevard in Palm Beach.
- In the Activity Center, excluding the conversion areas, buildings along Port St. Lucie Boulevard are required to be set back between 35 and 45 feet. This is a “B” Street.
- In the Activity Center, the property at the SW corner is required to be set back between 35 and 45 feet. This is the smallest property in the Activity Center.
- Side streets and all other properties located in the conversion areas are required to be set back 25-35 feet. Previously, the setback was between 22-25 feet.

Section 4.5 - Building Color - Color Selection – Refer to Citywide Design Standards, Section 9.0 and 9.1 (Building Colors) and the Approved Colors Table for wall color selection. Permitted colors for roofs are indicated in BROD Section 4.6.4 (Roof Shapes, Materials, and Colors).

Section 4.6.3 Architectural Elements – Architectural elements were added to the list. Applicants are required to choose 4 architectural elements from the list. See Section 4.6.3 (Architectural Elements).

Section 5.4. 4.1 - Building Frontage Sidewalks Requirements - A continuous frontage sidewalk shall be located along the entire length of properties located along Becker Road and Port St. Lucie Boulevard. Sidewalks shall be at least 7-feet-wide in the Activity Center Subdistrict, excluding conversion areas. Sidewalks in conversion areas and side streets shall be at least 6-feet-wide.

Section 5.7.1 - Site Perimeter Landscape Buffer – Abutting Parking Lots and Properties - Removed the requirement to have a landscape buffer at the rear of buildings where parking lots abut to allow for more parking behind buildings and more cohesiveness to the parking area.

Section 5.8.1 - Parking Lot Landscape Buffer on Side Street

Side Streets - Where a parking lot abuts a side street, additional landscaping is required for the 10-foot-wide parking lot landscape buffer to help screen the parking from view.

Section 6.1 Corner Common Open Spaces at Major Intersections - Properties located at the intersections of Becker Road and Port. St Lucie Boulevard, Becker Road and Savona Boulevard, and Becker Road and Darwin Boulevard shall provide a common open space plaza at the corners of buildings facing the corner intersections. The open space is to provide Public Art or other landscaping amenity.

Section 6.2 Becker Road and Port St. Lucie Blvd. Corner Intersection - Each of the four corners at Becker Road and Port St. Lucie Boulevard shall provide common open space. The minimum dimensions for the open spaces are shown on Figure 1 (right). Corners are approximately 80' x 80' measured to the street ROW. **This has been changed to 50' x 50'**. Public Art or other landscaping amenity shall be provided at each of the four corners.

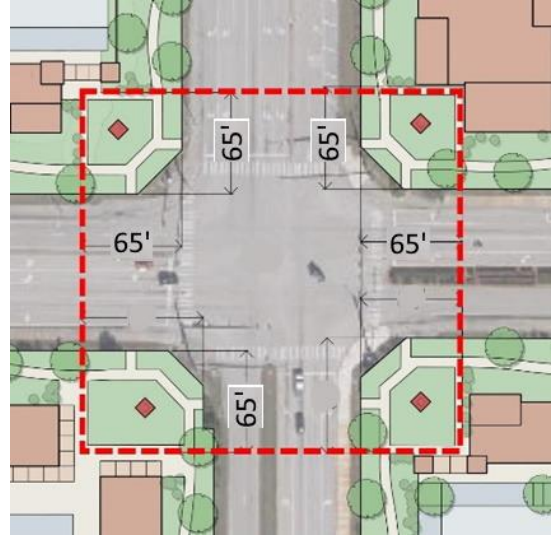


Figure 1. Corner Intersection at Becker and PSL Boulevard.

Background

The City hired Civic Plan Studio, urban design consultants, located in St. Petersburg, Florida to help develop the Conceptual Master Plan and to assist the Planning and Zoning Department in amending the BROD Design Standards.

Staff has proposed many changes to the existing design standards and expects additional changes will be desirable in other areas of the BROD in the future as the City further refines the type of aesthetic features desired for the community.

STAFF RECOMMENDATION

Move that the Board vote to recommend approval to the City Council.