
FUTURE LAND USE ELEMENT

INTRODUCTION

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

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- A balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns.

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

Planning Timeframes

The Port St. Lucie Comprehensive Plan provides guidance on development and redevelopment over two planning periods: a 5-year period ending FY 20~~25~~¹⁶ (short term) and a long term planning timeframe ending FY 20~~40~~³⁵ (long term).

General Setting

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

The GDC legacy is the reason the City is often identified as being one of Florida's platted lands or pre-platted communities. These communities date back to the land sale practices of the 1950s and 1960s when large tracts of raw land were subdivided into small residential lots and

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

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

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

Existing Land Uses

Residential uses are a primary feature of Port St. Lucie development. The residential uses are primarily single family homes. Another large portion of the City west of I-95 has agricultural uses, making up 22.85% of the City. Another 15.36% of City's land area is Master Planned Unit Development which are primarily residential with some commercial, industrial, institutional, and recreational uses. Exclusive commercial and industrial uses make up 1.68% and 0.74 % respectively.

**Table 1-1
Existing Land Uses**

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

Source: City of Port St. Lucie, 2014

Future Land Uses

The predominant future land use in the City of Port St. Lucie is Low Density Residential making up 39.43% of the total land area. The land use category with the second highest acreage is New Community Development (NCD). NCD accounts for approximately 19.20 percent of the total land area in the City. The NCD District was created as a land use for Developments of Regional Impact to reflect the mixed use nature of these projects and allows residential, commercial, industrial, and institutional uses. The New Community Development District (NCD) was adopted into the Comprehensive Plan in 2003 as part of the Westchester (Tradition) Future Land Use Map and Text Comprehensive Plan Amendment. The Tradition DRI, the Western Grove DRI, the Southern Grove DRI, the Riverland/Kennedy DRI, and the Wilson Grove DRI fall under this category.

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

Lands with a Commercial or Industrial future land use designation make up 4% and 1% of the land area of the City respectively. As required by Chapter 163, F.S., the future land uses allow for operation of real estate markets to provide adequate choices for permanent and seasonal businesses.

**Table 1-2
Future Land Uses**

Future Land Uses		Acreage	Percent
CG	General Commercial	1,664.72	2.29%
CH	Highway Commercial	320.88	0.44%
CL	Limited Commercial	166.61	0.23%
CS	Service Commercial	924.66	1.27%
HI	Heavy Industrial	178.69	0.25%
I	Institutional	1,090.94	1.50%
LI	Light Industrial	712.80	0.98%
NCD	New Community District	14,236.77	19.60%
NFSLR	North Fort St. Lucie River	541.32	0.75%
OSC	Open Space-Conservation	2,803.59	3.86%
OSP	Open Space- Preservation	2,973.47	4.09%
OSR	Open Space- Recreation	2,507.98	3.45%
RGC	Residential Golf Course	5,473.20	7.53%
RH	High Density Residential	1,136.00	1.56%
RL	Low Density Residential	30,945.45	42.59%
RM	Medium Density Residential	1,759.71	2.42%
ROI	Medium Density Residential Office Institutional	2,855.64	3.93%
RU-SLC	Residential Urban (St. Lucie County)	2.03	0.00%
SLC MXD	Mixed Use District (St. Lucie County)	75.89	0.10%
SLC T/U	Transportation Utilities (St. Lucie County)	41.37	0.06%
U	Utilities	2,241.42	3.09%
TOTALS		72,653.13	100.00%

Source: City of Port St. Lucie, 2012

**Table 1-2
Future Land Uses**

Future Land Uses		Acreage	Percent
CG	Commercial General	1017.00	1.32%
CG/CH	Commercial General/ Highway Commercial	8.99	0.01%
CG/CH/ROI	Commercial General/ Highway Commercial/ Medium Density Residential Office Institutional	82.20	0.11%
CG/CS/CH/LI	Commercial General/ Highway Commercial/ Service Commercial/Light Industrial	30.46	0.04%
CG/CS/ROI	Commercial General/ Service Commercial/ Medium Density Residential Office Institutional	3.38	0.00%
CG/I	Commercial General/ Institutional	149.44	0.19%
CG/OSR/I	Commercial General/ Open Space- Recreation/	51.13	0.07%

	<u>Institutional</u>		
CG/RH/I	<u>Commercial General/ High Density Residential/ Institutional</u>	<u>127.39</u>	<u>0.17%</u>
CG/RH/OSR/I	<u>Commercial General/ High Density Residential/ Open Space- Recreation/ Institutional</u>	<u>17.29</u>	<u>0.02%</u>
CG/ROI	<u>Commercial General/ Medium Density Residential Office Institutional</u>	<u>133.40</u>	<u>0.17%</u>
CG/ROI/RL	<u>Commercial General/ Medium Density Residential Office Institutional/Low Density Residential</u>	<u>10.25</u>	<u>0.01%</u>
CH	<u>Highway Commercial</u>	<u>53.00</u>	<u>0.07%</u>
CH/CG	<u>Highway Commercial/ Commercial General</u>	<u>95.76</u>	<u>0.12%</u>
CH/CG/I	<u>Highway Commercial/ Commercial General/ Institutional</u>	<u>72.21</u>	<u>0.09%</u>
CH/CG/RH/I	<u>Highway Commercial/ Commercial General/ High Density Residential/ Institutional</u>	<u>57.46</u>	<u>0.07%</u>
CH/CG/ROI	<u>Highway Commercial/ Commercial General/ Medium Density Residential Office Institutional</u>	<u>5.57</u>	<u>0.01%</u>
CH/CS/LI	<u>Highway Commercial/ Service Commercial/ Light Industrial</u>	<u>18.61</u>	<u>0.02%</u>
CH/RH	<u>Highway Commercial/ High Density Residential</u>	<u>10.15</u>	<u>0.01%</u>
CL	<u>Limited Commercial</u>	<u>186.74</u>	<u>0.24%</u>
CL/ROI	<u>Limited Commercial/ Medium Density Residential Office Institutional</u>	<u>2.57</u>	<u>0.00%</u>
CS	<u>Service Commercial</u>	<u>168.06</u>	<u>0.22%</u>
CS/CG	<u>Service Commercial/ Commercial General</u>	<u>31.46</u>	<u>0.04%</u>
CS/CH	<u>Service Commercial/ Highway Commercial</u>	<u>81.96</u>	<u>0.11%</u>
CS/LI/HI	<u>Service Commercial/ Light Industrial/ Heavy Industrial</u>	<u>83.08</u>	<u>0.11%</u>
CS/LI/HI/ROI	<u>Service Commercial/ Light Industrial/ Heavy Industrial/ Medium Density Residential Office Institutional</u>	<u>53.69</u>	<u>0.07%</u>
CS/LI/ROI	<u>Service Commercial/ Light Industrial/ Medium Density Residential Office Institutional</u>	<u>419.73</u>	<u>0.54%</u>
CS/RH/I	<u>Service Commercial/ High Density Residential/ Institutional</u>	<u>64.63</u>	<u>0.08%</u>
CS/ROI	<u>Service Commercial/ Medium Density Residential Office Institutional</u>	<u>11.58</u>	<u>0.02%</u>
HI	<u>Heavy Industrial</u>	<u>58.61</u>	<u>0.08%</u>
HI/LI/ROI/U	<u>Heavy Industrial/ Light Industrial/ Medium Density Residential Office Institutional/ Utilities</u>	<u>65.52</u>	<u>0.09%</u>
HI/LI/U	<u>Heavy Industrial/ Light Industrial/ Utilities</u>	<u>54.55</u>	<u>0.07%</u>
HWY	<u>Highway</u>	<u>1168.24</u>	<u>1.52%</u>
I	<u>Institutional</u>	<u>1102.72</u>	<u>1.43%</u>
I/LI	<u>Institutional/ Light Industrial</u>	<u>0.71</u>	<u>0.00%</u>
LI	<u>Light Industrial</u>	<u>50.36</u>	<u>0.07%</u>
LI/CS	<u>Light Industrial/ Service Commercial</u>	<u>378.97</u>	<u>0.49%</u>
LI/OSR/I	<u>Light Industrial/ Open Space- Recreation/ Institutional</u>	<u>283.46</u>	<u>0.37%</u>
MU	<u>Mixed Use</u>	<u>7.11</u>	<u>0.01%</u>

<u>NCD</u>	<u>New Community District</u>	<u>14356.05</u>	<u>18.64%</u>
<u>NFSLR</u>	<u>North Fort St. Lucie River</u>	<u>541.18</u>	<u>0.70%</u>
<u>O</u>	<u>Office</u>	<u>93.57</u>	<u>0.12%</u>
<u>OSC</u>	<u>Open Space-Conservation</u>	<u>3162.88</u>	<u>4.11%</u>
<u>OSC/I</u>	<u>Open Space-Conservation/ Institutional</u>	<u>8.61</u>	<u>0.01%</u>
<u>OSC/OSR</u>	<u>Open Space-Conservation/ Open Space- Recreation</u>	<u>515.66</u>	<u>0.67%</u>
<u>OSP</u>	<u>Open Space- Preservation</u>	<u>2919.25</u>	<u>3.79%</u>
<u>OSR</u>	<u>Open Space- Recreation</u>	<u>2340.27</u>	<u>3.04%</u>
<u>OSR/I</u>	<u>Open Space- Recreation/ Institutional</u>	<u>168.00</u>	<u>0.22%</u>
<u>OSR/LI</u>	<u>Open Space- Recreation/ Light Industrial</u>	<u>15.53</u>	<u>0.02%</u>
<u>RGC</u>	<u>Residential Golf Course</u>	<u>5410.14</u>	<u>7.02%</u>
<u>RGC/CG</u>	<u>Residential Golf Course/Commercial General</u>	<u>65.57</u>	<u>0.09%</u>
<u>RH</u>	<u>High Density Residential</u>	<u>103.33</u>	<u>0.13%</u>
<u>RH/CG</u>	<u>High Density Residential/ Commercial General</u>	<u>3.82</u>	<u>0.00%</u>
<u>RH/OSR/I</u>	<u>High Density Residential/ Open Space- Recreation/ Institutional</u>	<u>1050.88</u>	<u>1.36%</u>
<u>RL</u>	<u>Low Density Residential</u>	<u>30392.20</u>	<u>39.46%</u>
<u>RL/CG</u>	<u>Low Density Residential/ Commercial General</u>	<u>284.93</u>	<u>0.37%</u>
<u>RM</u>	<u>Medium Density Residential</u>	<u>958.72</u>	<u>1.24%</u>
<u>RM/CG/OSC</u>	<u>Medium Density Residential/ Commercial General/ Open Space-Conservation</u>	<u>64.04</u>	<u>0.08%</u>
<u>RM/OSR/I</u>	<u>Medium Density Residential/ Open Space- Recreation/ Institutional</u>	<u>800.80</u>	<u>1.04%</u>
<u>RM/ROI/CG</u>	<u>Medium Density Residential/ Medium Density Residential Office Institutional/ Commercial General</u>	<u>14.25</u>	<u>0.02%</u>
<u>ROI</u>	<u>Medium Density Residential Office Institutional</u>	<u>2562.08</u>	<u>3.33%</u>
<u>ROI/CG</u>	<u>Medium Density Residential Office Institutional/ Commercial General</u>	<u>65.18</u>	<u>0.08%</u>
<u>ROI/LI</u>	<u>Medium Density Residential Office Institutional/ Light Industrial</u>	<u>275.42</u>	<u>0.36%</u>
<u>SLC MXD</u>	<u>Mixed Use District (St. Lucie County)</u>	<u>75.89</u>	<u>0.10%</u>
<u>SLC OSP</u>	<u>Open Space- Preservation (St. Lucie County)</u>	<u>51.42</u>	<u>0.07%</u>
<u>SLC ROI</u>	<u>Medium Density Residential Office Institutional (St. Lucie County)</u>	<u>5.01</u>	<u>0.01%</u>
<u>SLC RU</u>	<u>Residential Urban (St. Lucie County)</u>	<u>2.03</u>	<u>0.00%</u>
<u>SLC T/U</u>	<u>Transportation Utilities (St. Lucie County)</u>	<u>41.37</u>	<u>0.05%</u>
<u>U</u>	<u>Utilities</u>	<u>4422.56</u>	<u>5.74%</u>
<u>U/LI</u>	<u>Utilities/ Light Industrial</u>	<u>29.18</u>	<u>0.04%</u>
<u>TOTALS</u>		<u>77017.28</u>	<u>100.0%</u>

Source: City of Port St Lucie, 2020; Bonnie C. Landry and Associates

Multiple Land Use Designations

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

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

Vacant Lands

An analysis of vacant lands indicates potential for more significant growth. Approximately 5044% of Port St. Lucie is undeveloped. More than 3137% of the vacant land area has the New Community Development District future land use designation and is subject to a Development of Regional Impact (DRI). Another 2024% is designated as Low Density Residential.

**Table 1-3
Vacant Lands**

Vacant Lands with Future Land Use		Acreage	Percentage
CG	General Commercial	609.04	1.91%
CH	Highway Commercial	45.39	0.14%
CL	Limited Commercial	57.79	0.18%
CS	Service Commercial	701.64	2.20%
HI	Heavy Industrial	89.42	0.28%
I	Institutional	128.77	0.40%
LI	Light Industrial	69.68	0.22%
NCD	New Community District	11,925.02	37.35%
NFSLR	North Fort St. Lucie River	0.27	0.00%
OSC	Open Space-Conservation	427.60	1.34%
OSP	Open Space- Preservation	2,398.37	7.51%
OSR	Open Space- Recreation	868.04	2.72%
RGC	Residential Golf Course	4,139.13	12.96%
RH	High Density Residential	0.55	0.00%
RL	Low Density Residential	6,653.39	20.84%
RM	Medium Density Residential	400.78	1.26%
ROI	Medium Density Residential Office Institutional	2,591.87	8.12%
U	Utilities	823.37	2.58%
TOTALS		31,930.14	100.00%

Source: City of Port St. Lucie, 2012

**Table 1-3
Vacant Lands**

Vacant Lands with Future Land Use		Acreage	Percent
<u>CG</u>	<u>Commercial General</u>	<u>388.77</u>	<u>0.99%</u>

<u>CG/CH/ROI</u>	<u>Commercial General/ Highway Commercial/ Medium Density Residential Office Institutional</u>	<u>81.23</u>	<u>0.21%</u>
<u>CG/CS/CH/LI</u>	<u>Commercial General/ Service Commercial/ Highway Commercial/ Light Industrial</u>	<u>64.18</u>	<u>0.16%</u>
<u>CG/I</u>	<u>Commercial General/Institutional</u>	<u>52.09</u>	<u>0.13%</u>
<u>CG/OSR/I</u>	<u>Commercial General/ Open Space- Recreation/ Institutional</u>	<u>48.09</u>	<u>0.12%</u>
<u>CG/RH/I</u>	<u>Commercial General/ High Density Residential/ Institutional</u>	<u>65.23</u>	<u>0.17%</u>
<u>CG/RH/OSR/I</u>	<u>Commercial General/ High Density Residential/ Open Space- Recreation/ Institutional</u>	<u>9.90</u>	<u>0.03%</u>
<u>CG/ROI</u>	<u>Commercial General/ Medium Density Residential Office Institutional</u>	<u>82.81</u>	<u>0.21%</u>
<u>CH</u>	<u>Highway Commercial</u>	<u>23.01</u>	<u>0.06%</u>
<u>CH/CG</u>	<u>Highway Commercial/ Commercial General</u>	<u>26.85</u>	<u>0.07%</u>
<u>CH/CG/I</u>	<u>Highway Commercial// Commercial General</u>	<u>1.82</u>	<u>0.00%</u>
<u>CH/CG/RH/I</u>	<u>Highway Commercial// Commercial General</u>	<u>44.56</u>	<u>0.11%</u>
<u>CH/CS/LI</u>	<u>Highway Commercial/ Service Commercial/ Light Industrial</u>	<u>13.67</u>	<u>0.03%</u>
<u>CL</u>	<u>Limited Commercial</u>	<u>75.88</u>	<u>0.19%</u>
<u>CL/ROI</u>	<u>Limited Commercial/ Medium Density Residential Office Institutional</u>	<u>0.71</u>	<u>0.00%</u>
<u>CS</u>	<u>Service Commercial</u>	<u>93.93</u>	<u>0.24%</u>
<u>CS/CG</u>	<u>Service Commercial// Commercial General</u>	<u>30.56</u>	<u>0.08%</u>
<u>CS/CH</u>	<u>Service Commercial/ Highway Commercial</u>	<u>22.87</u>	<u>0.06%</u>
<u>CS/LI/ROI</u>	<u>Service Commercial/ Light Industrial/ Medium Density Residential Office Institutional</u>	<u>263.99</u>	<u>0.67%</u>
<u>CS/RH/I</u>	<u>Service Commercial/ High Density Residential/ Institutional</u>	<u>32.25</u>	<u>0.08%</u>
<u>HI</u>	<u>Heavy Industrial</u>	<u>15.66</u>	<u>0.04%</u>
<u>HI/LI/ROI/U</u>	<u>Heavy Industrial/ Light Industrial/ Medium Density Residential Office Institutional/ Utilities</u>	<u>37.56</u>	<u>0.10%</u>
<u>HI/LI/U</u>	<u>Heavy Industrial/ Light Industrial/ Utilities</u>	<u>61.50</u>	<u>0.16%</u>
<u>HWY</u>	<u>Highway</u>	<u>34.96</u>	<u>0.09%</u>
<u>I</u>	<u>Institutional</u>	<u>218.67</u>	<u>0.56%</u>
<u>LI/CS</u>	<u>Light Industrial/ Service Commercial</u>	<u>635.30</u>	<u>1.62%</u>
<u>LI/OSR/I</u>	<u>Light Industrial/ Open Space- Recreation/ Institutional</u>	<u>149.71</u>	<u>0.38%</u>
<u>MU</u>	<u>Mixed Use</u>	<u>5.38</u>	<u>0.01%</u>
<u>NCD</u>	<u>New Community District</u>	<u>12427.45</u>	<u>31.67%</u>
<u>NFSLR</u>	<u>North Fork St Lucie River</u>	<u>71.84</u>	<u>0.18%</u>
<u>O</u>	<u>Office</u>	<u>51.42</u>	<u>0.13%</u>
<u>OSC</u>	<u>Open Space-Conservation</u>	<u>1926.45</u>	<u>4.91%</u>
<u>OSC/OSR</u>	<u>Open Space-Conservation/ Open Space- Recreation</u>	<u>207.52</u>	<u>0.53%</u>
<u>OSP</u>	<u>Open Space- Preservation</u>	<u>2642.96</u>	<u>6.74%</u>
<u>OSR</u>	<u>Open Space- Recreation</u>	<u>1606.43</u>	<u>4.09%</u>

<u>OSR/LI</u>	<u>Open Space- Recreation/ Light Industrial</u>	<u>0.29</u>	<u>0.00%</u>
<u>RGC</u>	<u>Residential Golf Course</u>	<u>3038.46</u>	<u>7.74%</u>
<u>RGC/CG</u>	<u>Residential Golf Course /Commercial General</u>	<u>66.39</u>	<u>0.17%</u>
<u>RH</u>	<u>High Density Residential</u>	<u>66.99</u>	<u>0.17%</u>
<u>RH/OSR/I</u>	<u>High Density Residential/ Open Space- Recreation/ Institutional</u>	<u>527.17</u>	<u>1.34%</u>
<u>RL</u>	<u>Low Density Residential</u>	<u>8026.72</u>	<u>20.45%</u>
<u>RL/CG</u>	<u>Low Density Residential/ Commercial General</u>	<u>250.37</u>	<u>0.64%</u>
<u>RM</u>	<u>Medium Density Residential</u>	<u>667.47</u>	<u>1.70%</u>
<u>RM/CG/OSC</u>	<u>Medium Density Residential/ Commercial General/ Open Space- Recreation</u>	<u>24.73</u>	<u>0.06%</u>
<u>RM/OSR/I</u>	<u>Medium Density Residential/ Open Space- Recreation/ Institutional</u>	<u>431.85</u>	<u>1.10%</u>
<u>RM/ROI/CG</u>	<u>Medium Density Residential/ Medium Density Residential Office Institutional/ Commercial General</u>	<u>14.27</u>	<u>0.04%</u>
<u>ROI</u>	<u>Medium Density Residential Office Institutional</u>	<u>2413.49</u>	<u>6.15%</u>
<u>ROI/CG</u>	<u>Medium Density Residential Office Institutional/ Commercial General</u>	<u>5.57</u>	<u>0.01%</u>
<u>ROI/LI</u>	<u>Medium Density Residential Office Institutional/ Light Industrial</u>	<u>164.47</u>	<u>0.42%</u>
<u>SLC MXD</u>	<u>Mixed Use District (St. Lucie County)</u>	<u>75.20</u>	<u>0.19%</u>
<u>SLC OSP</u>	<u>Open Space- Preservation (St. Lucie County)</u>	<u>53.80</u>	<u>0.14%</u>
<u>U</u>	<u>Utilities</u>	<u>1891.79</u>	<u>4.82%</u>
<u>U/LI</u>	<u>Utilities / Light Industrial</u>	<u>7.32</u>	<u>0.02%</u>
<u>TOTALS</u>		<u>39241.59</u>	<u>100.0%</u>

Source: City of Port St Lucie, 2020

Developments of Regional Impact

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

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

Name	Year Approved	Acreage	DUs	Retail S.F.	Industrial S.F.	Office S.F.	Research & Office S.F.	Other	Year DRI Exp.
LTC Ranch DRI	5/22/2000	2,455	2,500	305,000	980,100	349,750			2039 2020
PGA Village DRI (Verano)	10/27/2003	3,026	6,000	225,000		25,000		Hotel Room 250	2023
Reserve (City of Port St. Lucie and St. Lucie County)	3/27/1989	2,680 (± 229 City of PSL)	3,200*	290,000	500,000	1,076,500		Hotel Room 250	2020 2013
Riverland Kennedy (GL Homes) DRI	10/9/2006	3,845	11,700	892,668	1,361,250		1,361,250		2028
Southern Grove DRI (current)	4/9/12	3,606	7,388	3,675,075	4,583,336	2,430,728	2,498,602	Hotel Room 791 & 300 Hospital Beds	2039
St. Lucie West	2/9/1987	4,614	7,125	2,125,287	2,499,528	1,562,899		Hotel Room 800	2017 2013
Tradition DRI	9/22/2003	2,667 3,015	5990 6,945	950,000	90,000	700,000		ALF 300	2035
Western Grove DRI	2/26/2007	1,941 1,593	4000 4,062	365,904		250,906			2027
Wilson Groves (Anasca) DRI	10/23/2006	2,499	7,700	765,000	1,361,250	1,583,250	1,361,250		2035

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

Source: City of Port St. Lucie, ~~2020~~2014

Population

Population projections for the Port St. Lucie Comprehensive Plan are from the University of Florida Shimberg Center. The projections are based upon the medium Bureau of Economic and Business Research (BEBR) projections released in ~~April 2020~~ June 2011 for St. Lucie County. The population reported for the City of Port St Lucie is 202,914.

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

**Table 1-5
Population Projections**

Year	2010	2011	2016	2020	2025	2030	2035
Population	164,603	166,042	205,258	235,895	274,285	310,847	342,967

Source: Shimberg Center for Housing Studies, 2012

Table 1-5 Population Projections

Year	2010	2016	2020	2025	2030	2035	2040
Population	164,603	191,906 178,092	197,191 202,914	222,502 230,816	245,332 257,258	263,124 280,529	278,616 302,261

Source: Shimberg Center for Housing Studies Population Projections, Total (Permanent + Institutional), 2010-2040

Population and Need for Development

As required by Florida Statutes, the comprehensive plan must be based on at least the minimum amount of land required to accommodate the medium projections of the University of Florida's Bureau of Economic and Business Research for at least a 10-year planning period. In order to calculate the ability of the plan to accommodate projected population, the number of residential units that can be built on vacant lands and un-built residential dwelling units in approved DRIs was totaled. Then, using According to the U.S. Census American Survey (2014-2018) there were 63,807 households in Port St. Lucie with an average household size of 2.87, an estimate was made of the population that might reside when the vacant lands and DRIs are built out. The following table shows that these lands can provide for more than 350,000 future residents which is more than the projected increase in population with a ten year period and over the long term planning timeframe (2040~~35~~).

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

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

Source: 20180 US Census, City of Port St. Lucie, 20122020

Note: Based upon the 20180 Census average household size of 2.87~~2.74~~ persons.

Public Facility Needs

Transportation

The City of Port St. Lucie maintains approximately ~~887~~ 918 centerline miles of roadway.

Transportation is coordinated with the County and regionally through the ~~2035-2040~~ Treasure Coast Regional Long Range Transportation Plan (RLRTP). Designated Strategic Intermodal System facilities in St. Lucie County include I-95, the Florida Turnpike, the Florida East Coast Railroad, and the Atlantic Intracoastal Waterway. Emerging SIS facilities include SR 70/Okeechobee Road, and the South Central Florida Express Railroad.

Most roads in Port St. Lucie were platted and originally constructed by the General Development Corporation under a provision in their land sales program to provide improved access to the lots at the time of their development. Streets, for the most part, were constructed as two-lane residential streets with a right-of-way width of sixty feet. The City ~~completed the paving of all of the roads in 2005.~~ has implemented a Repaving Master Plan to repave 578 miles of streets over the next ten years. This plan is funded through the Road and Bridge Budget as well as the 10-year voter approved ½ Cent Sales Tax.

Current transportation planning in Port St. Lucie focuses on east – west corridors, north-south corridors through St. Lucie West, connectors to Martin County, access to the Florida Turnpike and I-95, mass transit, bicycle paths, and pedestrian access. ~~The~~ It is anticipated that the connection of Crosstown Parkway to US Highway 1, completed in the Fall of 2019, provided relief to the parallel ~~which runs east-west will help alleviate some of the congestion on St. Lucie West Boulevard and Port St. Lucie Boulevard.~~ Several new roadways and extension of existing roadways have been identified in the Western Annexation area traffic study. The new annexation area roadway network will provide access and connection to the different areas through a grid network.

The City of Port St. Lucie also has a ten-year Master Sidewalk Plan to construct sidewalks. program to install sidewalks throughout the City based on a City Council approved priority list. ~~Through the sidewalk program alone, the City has installed approximately 10.5 miles of sidewalk. The City is continuing to install more sidewalks in older GDC neighborhoods.~~ Funded through the Road and Bridge Budget and the 10-year voter approved ½ Cent Sales Tax, this plan will provide 31.3 additional miles of sidewalk throughout the City.

MV Transportation, Inc. is the public transit operator for Port St. Lucie. The Countywide Transit system is coordinated and managed by the St. Lucie County Board of County Commissioners and offers traditional fixed-route public transit service through the Treasure Coast Connector (TCC). Additionally, the County provides paratransit services available to qualified residents that meet certain mobility needs and eligibility requirements as Transportation Disadvantaged (TD) and/or meet the criteria of the Americans with Disabilities Act (ADA). The Countywide Transit System also offers the following two non-traditional public transportation services:

- Direct Connect: Mid-2017, St. Lucie County Department of Community Services began operating a demand response TD service pilot program, known as Direct Connect, providing essential and life sustaining trips during hours that regular public transit and paratransit is not in operation. Direct Connect fills evening and weekend service gaps enabling the City's TD population to have access to public transportation services twenty-four hours per day, seven days per week.
- Microtransit: In December 2019, the Countywide Transit system introduced the first microtransit service in the City of Port St. Lucie. Branded as Treasure Coast Connector 'On-Demand', the service is strategically located in the southwest area of Port St. Lucie to support the first/last mile connection to the fixed-route bus service and functions as

a 'public Uber', allowing the public to hail a ride from the TransLoc smartphone application.

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

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

Potable Water

The City of Port St. Lucie is the responsible entity for the potable water treatment facilities and distribution system. The facilities are managed and operated by the Port St. Lucie Utility Services District (PSLUSD). The PSLUSD owns and operates three water treatment facilities. Port St. Lucie adopted the 10-Year Water Supply Facilities Work Plan and the Water and Wastewater Master Plan in 2008 which will serve as the overall planning documents for potable water facilities. Major regional facilities include the Port St. Lucie Utility Systems Department, plus the St. Lucie West Services Department (Community Development District) and The Reserve (private utility.) As of September 2019, a Approximately 15,000 3,415 homes have their own potable water wells.

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

Wastewater

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

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

Solid Waste

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

Total estimated remaining capacity of Class I Landfill is ~~15,598,190~~ 13,886,728 cubic yards (per the 2018 St. Lucie County Comprehensive Plan). At the current rate of use, the landfill will be able to meet demand for Class I waste until year ~~2047~~ 2050 based upon the average generation rate of 3.88 pound per capita per day. - Total estimated capacity of the C & D Debris landfill is ~~1,646,624~~ 1,090,101 pounds. At the current rate of use, the landfill will be able to meet demand for C & D Debris until year ~~2042~~ based upon the average generation rate of 0.81 pounds per capita per day. After that time, the County would either need to co-dispose of C & D Class I waste or reallocate future landfill phases. 24.

Drainage

Over the past ten years, the City has completed four comprehensive drainage studies using today's accepted and more conservative flood elevation protection levels rather than the permitted values. As a result of the studies, the City has completed three major stormwater construction projects. These projects include the C-24 Emergency Relief Canal, Southbend Equalization Pipes, and the C-23 Emergency Relief Canal. The City purchased property and created additional stormwater management areas within the eastern part of the City. This project, the Eastern Watershed Improvement Project (EWIP), provides additional storage capacity, improves flood protection levels, and improves water quality prior to discharge to Howard Creek. The City is compiling information provided in the drainage studies along with the inventory of facilities to create a Stormwater Management Master Plan. This plan will prioritize projects, identify the desired levels of maintenance service, and create a budget for a twenty-year stormwater management program.

Level of Service (LOS) standards for stormwater quantity and quality drainage reflect the applicable South Florida Water Management District (SFWMD) and National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permits and rules. Major drainage modifications and improvements in St. Lucie County commenced with the formation of the North St. Lucie River Water Management District and the Fort Pierce Farms Water Management District.

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

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

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

Parks

City of Port St. Lucie 10-Year Parks and Recreation System Master Plan

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

In July 2019, the City contracted with Barth Associates to develop a 10-Year Parks and Recreation System Master Plan. In addition to identifying existing conditions and planning for future endeavors, the plan includes community health/wellness activities and community education opportunities.

The Plan conducted an inventory of 828.32 acres of developed City recreation facilities and 1,472 acres of County and State-owned public recreation land. Strategies for acquiring new parkland included the dedication of park and recreation land as part of the annexation agreements for the western annexed lands; utilization of the City's Conservation Trust Fund, which is funded by mitigation fees paid by developers in lieu of on-site preservation; and through annexation agreements with property owners to set aside land for parks and open space.

According to the Master Plan, the City currently owns and manages approximately 3,960 acres of parkland including the golf course, preserves, and other open space. An additional 700 acres is available for public outdoor recreation at the City's McCarty Ranch Preserve, 53% of which is water. The City also owns 250 acres of undeveloped parkland, and an additional +/- 521 acres of parkland that will be provided through future developments. This equates to a total Acreage LOS of approximately 28.2 acres per 1,000 residents, based on an estimated 2020 population of 192,380.

However, the LOS for developable parkland is only approximately 7.2 acres per 1,000 residents based on the estimated 2020 population. If no additional parkland is acquired, this will decrease to only about 3.8 acres per 1,000 residents by the time the City reaches its total estimated total population of 360,000 (source: 2017 Update to the Water Supply Facility Work Plan Update). Therefore, additional parkland will be needed to meet residents' needs, particularly in some of the older areas of the City where many residents

(Source City of Port St. Lucie 10-Year Parks and Recreation Master Plan)

School Capacity

Public education is under the jurisdiction of the elected School Board of St. Lucie County. The public school system in St. Lucie County is based on a countywide district, encompassing all municipalities within the County and unincorporated area. The City of Port St. Lucie has signed the Interlocal Agreement for Public School Facility Planning which shall be used for school capacity planning, the School Concurrency Service Areas (SCSA), and land use planning. The School District notifies the City of needs pertaining to onsite or offsite improvements to support new facilities or the proposed expansion or redevelopment of existing schools within the jurisdiction of the City. The Public School Facilities Element of this Plan further describes the roles and responsibilities of the City, County, and other municipalities and the School Board of St. Lucie County. As of the FY ~~18-19~~2012 Public School Facilities Work Plan, ~~only the Treasure Coast High School was slightly~~ there were no schools reported as over-capacity. This issue will be alleviated by the construction of a new high school and one K-8 school is planned in southwest Port St. Lucie in the five year planning period.

CONSERVATION ISSUES

Natural Resources

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

- *Infrastructure*
Wellfield Protection
- *Conservation and Coastal Management*
Wetlands
Topography
Soils
Water Resources
Flood Zones
Commercially Valuable Minerals
Hazard Mitigation

Sprawl and Energy Efficiency

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

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

Utility Service Area

The City's utility service area is currently comprised of approximately 132 square miles, including the entire city limits and some unincorporated areas of St. Lucie County adjacent to the city limits as described in Sec. 63.24 of the City Code of Ordinances. ~~As shown in map INF-1, this service area is bordered to the north by Midway Road, to the east by the Indian River, to the west by Rangeline Road and to the south by the St. Lucie County southern boundary.~~

Keep Port St. Lucie Beautiful

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

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

Conversion Manual

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

Commercial and Mixed Use Nodes

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

Community Redevelopment Area

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

1).

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

The City spent several years of analysis of alternative areas for potential redevelopment. After careful consideration, the City Council formed City of Port St Lucie Community Redevelopment Agency (CRA) on February 12, 2001 (Ordinance 01-1). The governing body of the City of Port St. Lucie CRA is the City of Port St. Lucie City Council sitting as the CRA Board of Directors. The City Council is comprised of five (5) members.

The initial CRA was located primarily along US1 in eastern Port St. Lucie. The CRA was established to address the lack of land set aside for commercial uses to serve the projected population in the original platted development of the city. Under the original developer's plan, most of the land in Port St. Lucie was platted for low density, single-family residential development. As a result, there is no central "core" or traditional "downtown" and many residents work, shop, and seek entertainment outside of the city. This increases traffic, negatively impacts the City's tax base, hinders the City's ability to meet the service demands generated by growth, impedes the City's ability to efficiently utilize its resources, and detracts from the quality of life. The CRA is intended to be a central gathering place that creates an identity for the city, as well as provides entertainment and economic opportunities. It will include a variety of development districts and connective open space to better serve current and future residents.

The City formally adopted a community redevelopment plan on June 11, 2001 following an extensive community-driven planning process which included design charrettes and workshops. The redevelopment strategy is to create a central business district or commercial town center along U.S. 1 and a series of mixed-use pedestrian and transit friendly districts.

Since the CRA's creation in 2001, three additional areas have been formally designated as part of the CRA. (The boundary lines for the CRAs are depicted in Figure 1-1.) There are now a total of four (4) redevelopment areas that comprise approximately 5,627 +/- acres: U.S. 1 Corridor; East Lake Village; the CRA Expansion Area; and the newest CRA Southern Grove.

Original

The City's original CRA is approximately 1,600 acres or 2.7 square miles. The original CRA boundary includes the City's U.S. 1 (Federal Highway) corridor from just north of Village Green Drive, south to the St. Lucie/Martin County line. Lennard Road forms most of the eastern boundary, and the western boundary is predominantly the rear property line of those properties fronting U.S. 1. The major goals of the redevelopment plan for the U.S.1 corridor center on

the development of a town center at U.S. 1 and Walton Road (City Center) and a variety of mixed-use, commercial, office, residential, and recreational districts. In 2005, the City and the Agency entered into a public-private partnership with a developer to redevelop a 69-acre shopping center at the southeast corner of U.S. 1 and Walton Road into a mixed-use town center of 253,820 square feet of retail space, 247,000 square feet of office space and 1,125 residential dwelling units (including 150 hotel rooms). By 2008, the City and Agency completed construction of a 100,000 square foot Civic Center, a public plaza with interactive fountain, a structured parking garage, and other improvements. The Civic Center includes 20,000 square feet of meeting space, a gymnasium, and art gallery. Infrastructure improvements were also completed in 2008 and include an urban street grid system with on street parking, lighting, landscaping, irrigation and stormwater improvements.

East Lake Village

The Community Redevelopment Plan was amended in 2003 to include Lentz Grove, now known as East Lake Village. Although located within the CRA original study area, East Lake Village was a 100+/- acre unincorporated St. Lucie County enclave when the CRA was established and was annexed into the City of Port St. Lucie in 2003. East Lake Village was developed pursuant to a public-private partnership agreement between the City, the Agency, and St. Lucie East Development Company, LLC. East Lake Village is a planned community that utilizes traditional neighborhood development design concepts. It is a mix of residential housing types within a neighborhood setting of pedestrian friendly streets, public open spaces, neighborhood squares and a greenway trail system linking its residents to the rest of the CRA. Recreational amenities include Mary Ann Cernuto Park and the East Lake Village Segment of the Wood Stork Trail. This recreational component of the redevelopment plan contemplated transforming the drainage swales, ditches and ponds of the CRA into a better functioning stormwater drainage system and a linear park, which interconnect the entire district. The Wood Stork Trail is an open space network that connects East Lake Village, Hillmoor Lake and City Center. A master plan for the Wood Stork Trail was adopted in October 2005 and following approval of such, the Agency constructed a 1.5-mile trail around Hillmoor Lake, paved trails around the stormwater treatment areas in City Center and added wooden boardwalks and outlooks in East Lake Village and Hillmoor Lake.

Expansion Area

In 2006, the Community Redevelopment Area was expanded to include the Port St. Lucie Boulevard/Riverwalk District. The 321 +/- acre CRA Expansion Area extends along Port St. Lucie Boulevard from Gowin Drive west to the edge of the North Fork of the St. Lucie River and includes portions of Westmoreland Boulevard and Veterans Memorial Parkway. In 2010, the City opened the Port St. Lucie Botanical Gardens on Westmoreland Boulevard in the area known as Riverwalk South. The redevelopment strategy for this area is to support the development of a vibrant residential, entertainment, and recreation area that protects and enhances existing neighborhoods.

Southern Grove

On June 25, 2012, the City Council approved an amendment to the Community Redevelopment Plan to include the area known as Southern Grove and amended the Community Redevelopment Trust Fund to provide for additional funding for community redevelopment within Southern Grove. Formerly a citrus grove, the 3,606-acre property was annexed into the City in 2004 and approved as a Development of Regional Impact (DRI) in

2006. Southern Grove is bounded by Tradition Parkway to the north, Martin County to the south, Interstate 95 to the east, and the Riverland Kennedy DRI to the west. With four (4) miles of frontage along Interstate 95, Southern Grove is envisioned as a mixed-use regional employment center and retail destination, pursuant to the approved Southern Grove DRI Development Order. Infrastructure improvements were constructed as part of a special assessment district and include roads, access to Interstate 95, and water and sewer lines. Southern Grove is home to a 150-acre research and development park known as Tradition Center for Innovation that includes the Cleveland Clinic Tradition Hospital and the Torrey Pines Institute for Molecular Studies.

Key CRA Projects

Riverwalk Boardwalk

This project is the construction of the Westmoreland Segment of the boardwalks scheduled to begin in Summer 2020 with a grand opening in Fall 2021. A new playground in Westmoreland Park will run concurrently with completion also expected in Fall 2021.

Historic Peacock Structures

In FY 2018-19, the historic house and lodge were structurally repaired and set in their new location along Westmoreland Boulevard. The City has been collaborating with the Port St. Lucie Historical Society for usage of one or both structures and has engaged a historical architect to draft plans for renovations for the lodge to be completed first.

City Center

The state-of-the art Port St. Lucie Civic Center built in 2007 is a 100,000 square-foot, multi-purpose complex. It was built to be the cornerstone of a mixed use development that would provide various civic and commercial services to the eastern part of the City. Twenty-two (22) City Center parcels are currently under receivership with the Securities and Exchange Commission. City Staff was made aware of a Letter of Intent to purchase the City Center parcels was received by the Receiver in late Summer 2019. The City is hopeful the properties will be developed with a variety of uses to revitalize the U.S. 1 corridor. In the meantime, the City has focused on promoting new events at the Civic Center, including a new concert series scheduled for 2020.

Southern Grove

The City of Port St. Lucie is collaborating with the Treasure Coast Regional Planning Council to develop a master plan for more than 1,100 acres of Southern Grove in Tradition.

The plan objectives include:

- Evaluate Potential Funding Mechanisms
- Develop Updated Land Development Code & Infrastructure
- Create a "Sense of Place"
- Develop Demographic and Economic Profiles
- Evaluate Real Estate Market Conditions & Market/Development Potentials
- Develop a Recommended Implementation Approach with Community Development and Phasing Strategies

The Southern Groves Master Plan is expected to be adopted by December 2020.

Numerous development applications received approval and/or started construction in the Southern Grove CRA. FY 2018-19 brought the near completion of the City Electric

Supply/TAMCO building and adjacent section of Tom Mackie Boulevard. Additionally, the City has been diligently working to lease the former VGTI building to Cleveland Clinic.

Mattamy Homes is the master developer for a large portion of land in Southern Grove. Approximately 1,223 acres, inclusive of the Tradition Center for Commerce, were transferred to the Port St. Lucie Governmental Finance Corporation, a not-for profit corporation controlled by the City of Port St. Lucie.

(Source CRA Annual Report 2018/2019)

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

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

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

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

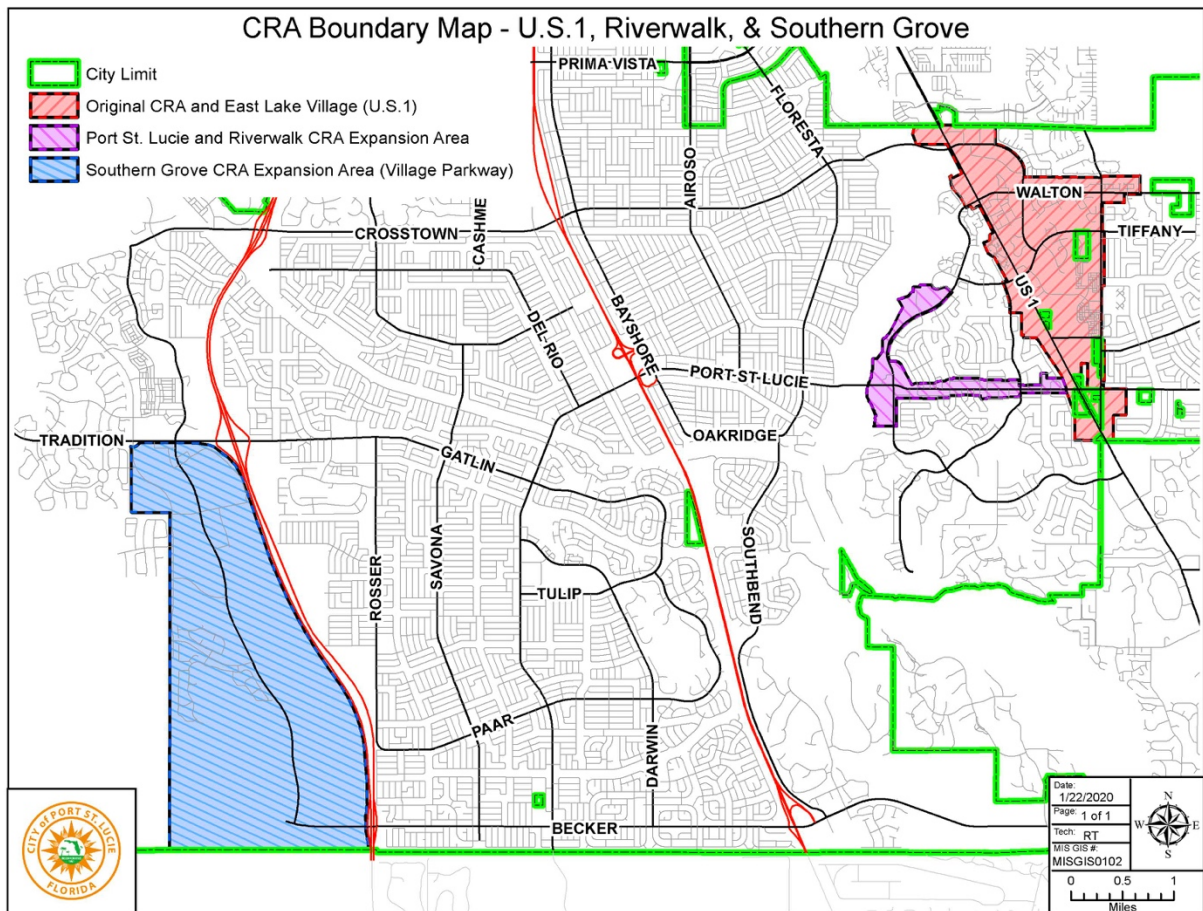
Another key feature of the CRA is the Wood Stork Trail which will include three miles of greenway and blueway for residents and visitors to enjoy. Other significant projects include improvements to Walton Road, a critical marketing corridor to City Center which has experienced flooding in the past. The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

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

home to the Torrey Pines Institute for Molecular Studies, the Vaccine and Gene Therapy Institute of Florida, and the 90 bed Tradition Medical Center.

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

**Figure 1-1
Community Redevelopment Area**



Source: [City of Port St. Lucie, 2020](#)

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



Gatlin Boulevard Regional Activity Center

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

Citywide Design Standards

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

The goals of the Citywide Design Standards are as follows:

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

Conservation Trust Fund

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

Economic Development

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

Annexation

At the time of the adoption of the 1998 Comprehensive Plan, the City of Port St. Lucie consisted of 78 square miles. The current size is approximately 120.4 ~~114.5~~ square miles. There were 35 annexations between 2000 and 2008 for a total of 24,013 acres, or 37.5 square miles. These annexations were voluntary annexations undertaken at the request of the property

owner(s). The area is generally referred to as the City's Western Annexation Area adopted in 2003. It includes seven large scale Developments of Regional Impact and several smaller planned or approved PUD type developments.

The Western Annexation Area corresponded to an agreement between the City and St. Lucie County for the City to be the provider of water and wastewater services west of Interstate 95. In 1994, the City purchased General Development Utilities from St. Lucie County. The County had condemned the utility in 1990 following the bankruptcy of the General Development Corporation. Under the purchase agreement, the Western Annexation Area fell within the City of Port St. Lucie Utility Service Area. In 1996, the City embarked on an aggressive utility service expansion program with the goal of providing both water and wastewater service to all properties throughout the entire utility service area. The unprecedented project included the extension of 1,199 miles of pipe, construction of 59 wastewater lift stations, and the installation of 3,000 fire hydrants completed in 2006.

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

Between 2009 and 2019, there were five annexations for a encompassing approximately 117 acres.

Planning Areas

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

Neighborhood Planning

The Neighborhood Services Department has a Neighborhood Planning division known as N.I.C.E Neighborhood Improvement & Community Engagement. This Division is comprised of new and established city initiatives and objectives focused on the neighborhood level. The community is divided into 32 neighborhood focus areas. Initiatives include establishing neighborhood identities and groups to gather citizen input and ideas on how to define and enhance their neighborhoods. Objectives include administering grant programs, maintaining a high quality of life in the City's neighborhoods. Programs are developed to provide opportunities for housing and community development improvements and promote the beautification of neighborhoods.

<u>Neighborhood Name</u>	<u>Neighborhood Description</u>
<u>Bayshore Business District</u>	<u>The Bayshore Business District offers shops that are locally owned and operated, an industrial area.</u>
<u>Bayshore Heights</u>	<u>Dominantly a residential area, Bayshore Heights neighborhood is conveniently located near shops and restaurants.</u>
<u>Becker Ridge</u>	<u>Generally, a residential area, Becker Ridge is a neighborhood located just west of the Turnpike.</u>
<u>Canal Pointe</u>	<u>Explore the neighborhood's family-friendly charm and beyond by accessing the C-24 Canal Park to navigate the north fork of the St. Lucie River or the Intercostal Waterway.</u>
<u>Cashmere Cove</u>	<u>Cashmere Cove neighborhood features Turtle Run Park, a 10 acre area with a large pavilion, playground and a large open space to practice with multi-purpose goals (soccer, football, rugby).</u>
<u>Crane Landing</u>	<u>Crane Landing is a desirable location in the South Becker area with quick access to I-95 or the Turnpike.</u>
<u>Fairgreen Crossings</u>	<u>Fairgreen Crossings is a limited access community just off Crosstown Parkway and I-95. Its distinct location provides a warm small town feel close to shopping, entertainment, and dining.</u>
<u>Floresta Gardens</u>	<u>Floresta Gardens neighborhood features the City of Port St. Lucie Community Center and Kiwanis Park.</u>
<u>Floresta Pointe</u>	<u>Quiet quality radiates throughout this unique neighborhood with easy access to the Crosstown Parkway, a gateway to both U.S. 1 and Interstate 95.</u>
<u>Gatlin Pines</u>	<u>Gatlin Pines is a convenient location and friendly neighborhood which makes living there a dream come true.</u>
<u>Hidden Oaks</u>	<u>Located on the 21 mile diversion canal, Hidden Oaks offers fishing and an abundance of water activities to enjoy.</u>
<u>Lyngate</u>	<u>Lyngate neighborhood is home to Lyngate Park and Dog Park which offers two ballfields, a playground and other sport's courts.</u>

<u>Morningside</u>	<u>Morningside neighborhood is located within Lyngate and is home to Morningside Academy, a private K-12 school.</u>
<u>Newport Isles</u>	<u>Marsh and lake views with numerous wildlife sightings from the properties make Newport Isles a serene place to live.</u>
<u>Northport Village</u>	<u>Northport Village neighborhood features Sportsman Park and Girl Scout Friendship Park. Sportsman Park features four ball fields and much more.</u>
<u>Oak Hammock</u>	<u>Oak Hammock neighborhood features Oak Hammock Park nestled in a little hideaway on the canal system of Lake Okeechobee.</u>
<u>Paar Estates</u>	<u>Paar Estates is nestled between SW Paar Drive on its western border and the “Horseshoe Canal” on its eastern border. If you’re looking for a serene and unique community to call home, Paar Estates should be on your list of places to consider.</u>
<u>Palm Trails</u>	<u>Palm Trails is a quiet and charming residential area centrally located in Port St. Lucie.</u>
<u>Riverview</u>	<u>See glimpses of the scenic St. Lucie River when visiting or passing through the Riverview neighborhood.</u>
<u>Rosser Reserve</u>	<u>Recreational and fishing enthusiasts should check out what Rosser Reserve has to offer.</u>
<u>Sandhill Crossing</u>	<u>Sandhill Crossing is just around the corner from the beautiful Indian River Lagoon and Savannas Preserve State Park.</u>
<u>Sandpiper Bay</u>	<u>Sandpiper Bay is a quaint and pristine neighborhood which features the Saints Golf Course and Port St. Lucie Botanical Gardens.</u>
<u>Sawgrass Lakes</u>	<u>Home to Sawgrass Lakes and other upscale properties, Sawgrass Lakes is noticeably different than most communities in Port St. Lucie.</u>
<u>Southbend Lakes</u>	<u>Southbend Lakes features Jessica Clinton Park and Tesoro, a private country club and gated community.</u>
<u>St. Luce North</u>	<u>St. Lucie North neighborhood features Preserves, Nature Trails and The Champion Turf Club at Saint James.</u>

<u>St. Lucie West</u>	<u>In addition to minor and major league baseball, St. Lucie West also offers world championship PGA golf courses, beautiful parks, and sparkling lakes.</u>
<u>Swan Park</u>	<u>Swan Park neighborhood features a 6.2 acre park with three soccer fields and a playground.</u>
<u>Torino</u>	<u>Torino is an up and coming community with close access to Interstate 95, is convenient to St. Lucie West.</u>
<u>Tradition</u>	<u>This unique master-planned community offers a pedestrian friendly small town feel with everything residents need including shops, restaurants, parks, schools, lakes and festivities.</u>
<u>Tulip Park</u>	<u>Tulip Park has a little something for everyone while being adjacent to Whispering Pines regional park, two schools, restaurants and shopping.</u>
<u>Whispering Pines</u>	<u>Home of the Southwest PSL Little League, Pop Warner Football and Whispering Pines Tennis 14 tennis courts with one pavilion Center.</u>
<u>Woodland Trails</u>	<u>Woodland Trails is an up and coming residential community that has churches and commercial areas in walking distance.</u>

(Source City of Port St. Lucie)

GOALS, OBJECTIVES AND POLICIES

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

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

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

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

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

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

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

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

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

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

Policy 1.1.1.9: An Environmental Assessment Report should be submitted for all future land use map amendments. An Environmental Assessment Report may be required for all development or redevelopment plans that are greater than two acres.

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

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

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

Policy 1.1.1.13: The City may prohibit residential development where physical constraints or hazards exist; or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm or slope hazards and unstable soil or geologic conditions.

Policy 1.1.1.14: The floodplain administrator shall review all permit applications to determine whether proposed development sites will be reasonably safe from flooding. If a proposed development site is in a flood hazard area, all site development activities; all new construction and substantial improvements shall be designed and constructed with methods, practices and materials that minimize flood damage and that are in accordance with the City Flood Prevention Code.

Policy 1.1.1.15: The City may explore the development of an Adaptation Action Area (AAA) which will assist the City in the prioritization of funding for infrastructure needs and adaptation planning. A AAA designation identifies an area of the City that experiences coastal flooding due to extreme high tides and storm surge making it vulnerable to the related impacts of rising sea levels.

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

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

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

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

Policy 1.1.3.1: The development of residential, commercial and industrial land shall be timed

and staged in conjunction with provision of supporting community facilities and services identified as being required such as:

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

Policy 1.1.3.2: The City shall incorporate the best available data and science into its policy and planning decisions for public facilities recognizing resiliency and the need to withstand increased storm surge and flooding in evaluating public infrastructure decisions.

Policy 1.1.3.3: Permit only those proposed public facilities and utilities through the Capital Improvements Element which maximize the efficiency of services provided, minimize their costs, minimize their impacts on the natural environment, and maximize consistency with the goals, objectives, and policies of this Comprehensive Plan.

Policy 1.1.3.43: Potable Water: All new and existing development shall be required to connect to a public water system or a private central water system regulated by the City's Utility Department. Where a regulated system for central water service is unavailable, the applicant shall:

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

Policy 1.1.3.54: Wastewater Service: All new and existing development shall be required to connect to central wastewater utility regulated by the City's Utility Department or other public wastewater system. Where such a system for central wastewater service is unavailable, the applicant shall:

- a. Provide an interim wastewater system approved by the City Engineer and other applicable regulatory agencies;
- b. Agree to connect to a regulated central wastewater utility or other public wastewater system when such central wastewater service becomes available (within 300 feet);
- c. Pay all connection charges and other improvement costs with no such costs being absorbed by the City;
- d. Ensure that all lots accommodating individual wastewater systems must be one

- acre or greater if such lot is serviced by a private well, and such lot shall accommodate only one dwelling unit;
- e. Ensure that all lots accommodating individual wastewater systems must be at least one-half acre when the subdivision, including the respective lot, is serviced by a regulated central water system, and such lot shall accommodate only one dwelling unit; and
- f. Be consistent with the Infrastructure Element of this plan.

Policy 1.1.3.65: The City shall ensure the availability of suitable land for utility facilities to support proposed development.

Policy 1.1.3.76: Development reviews may be scheduled with a limited number of reviews per month to ensure that the City of Port St. Lucie has adequate staff and time to review the impacts of proposed developments. Development orders and permits for development and redevelopment activities shall be issued only after there is adequate staff review. The City Manager, in his or her sole discretion, may create a special staff review task force to insure timely and thorough reviews of specific projects that the City Manager deems appropriate.

Policy 1.1.3.87: All relevant City of Port St. Lucie departments with responsibility for city infrastructure will participate in the development review process to ensure that adequate infrastructure is available concurrent with the impacts of development for potable water, sanitary sewers, vehicular and pedestrian circulation, public safety, recreation, and drainage.

Policy 1.1.3.98: Central water and sewer facilities and other municipal services, requiring capital investment shall be extended and provided in the service districts to facilitate compact development in accordance with the Capital Improvement Element.

Policy 1.1.3.109: Future development will be encouraged to locate within the utility service area.

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

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

- a. Low Density Residential (RL) - a maximum density of 5.0 DUs per gross acre;
- b. Medium Density Residential (RM) - a maximum density of 11.0 DUs per gross acre;
- c. High Density Residential (RH) - a maximum of density 15.0 DUs per gross acre.
- d. Residential Golf Course (RGC) - a maximum density of 5.0 DUs per gross acre. Each development designated RGC shall include a minimum of one 18-hole golf course. No more than ten percent of the land area of each development designated RGC, excluding the actual golf course area, shall be developed with non-residential uses. Which uses may include: hotel, retail, conference center, recreational and maintenance facilities, institutional uses as defined in this land use plan, and office. A minimum of twenty percent and a maximum of thirty-five percent of the residential dwellings within the land area of each development designated RGC shall be multifamily dwelling units. Where an area designated RGC is part of a “multiuse”

Development of Regional Impact (DRI) which meets or exceeds the guidelines and standards of Section 380.0651(3)(i), F.S. and Rule 28-24.032(2), F.A.C., and contains at least 100 residential dwelling units or 10% of the applicable residential threshold in St. Lucie County, whichever is greater, and otherwise meets the criteria of Section 163.3180(5), F.S., such DRI may satisfy the transportation concurrency requirements of the City of Port St. Lucie Comprehensive Plan, the City of Port St. Lucie's concurrency management system and Chapter 380, F.S., by payment of a proportionate share contribution that is sufficient to pay for one or more required improvements that will benefit a regionally significant transportation facility. The proportionate share contributions shall be determined in accordance with the proportionate share methodology of Section 163.3180(5).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

accepting a monetary donation to its Conservation Trust Fund to be used towards purchase of habitats of ten acres or more.

b. Non-residential.

1. Require 25 percent of site remain as open space (10 percent open space shall be required for non-residential areas within the NCD land use as defined under Policy 1.2.5.1);
2. Require wildlife corridors between preserved areas; and
3. In situations where preserved areas would be ten acres or less, and could not be interconnected with other preserved areas which would result in an area of ten acres or more, the City Council shall consider accepting a monetary donation to its Conservation Trust Fund to be used towards purchase of habitats of ten acres or more.

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

a. Mixed Use (MU).

1. This category allows for vertical mixed use where commercial/retail uses are located on the ground floor with residential uses on the upper floor(s).
2. A minimum of two (2) uses are required within the development and a minimum percentage of 10% for any one use. Residential development is a required use.
3. The City shall amend the zoning code to create mixed use zoning district regulations.

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

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

LAND USE DESIGNATIONS	DENSITY	MAXIMUM INTENSITIES -----		
		COVERAGE	HEIGHT	IMPERVIOUS ¹
RGC (Residential Golf Course)	1-5du/acre	50%		
RL (Low Density Residential)	1-5du/acre	50%		
RM (Medium Density Residential)	1-11du/acre	50%		
RH (High Density Residential)	1-15du/acre	50%		
ROI (Medium Density Residential,	1-11du/acre			

Office	N/A	30%	35/75* feet	80%
Institutional	N/A	30%	35/75* feet	80%
Office/Com ²	N/A	40%	35/75*feet	80%
NCD-New Community District ³	1-35du/acre***	60%/80%	35/50/100/150 feet***	80%/90%
O (Office)	N/A	40%	35/75* feet	80%
CL (Limited Commercial)	N/A	40%	35 feet	80%
CG (General Commercial) ⁴	N/A	40%	35/75*/120** feet	80%
CS (Service Commercial)	N/A	40%	35 /75* feet	80%
CH (Highway Commercial)	N/A	40%	50 feet	80%
I (Institutional)	N/A	30%	35/75*feet	80%
U (Utility)	N/A	30%	50 feet	80%
OSR (Open Space Recreation)	N/A	30%	35 feet	80%
OSC (Open Space Conservation)	N/A	10%	35 feet	20%
OSP (Open Space Preservation)	N/A	10%	35 feet	20%
LI (Light Industrial)	N/A	50%	35/75* feet	80%
HI (Heavy Industrial)	N/A	50%	35/75* feet	80%
MU (Mixed Use)	1-11du/acre	60%	35/75*feet	80%
PIP (Planned Industrial Park)	NA	50%	35/75*feet	80%

N/A - Not Applicable

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

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

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

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

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

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

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

Policy 1.1.4.11: The City Council may limit the densities or intensities to less than the maximums allowed by Policy 1.1.4.10. These limitations shall be illustrated on the Future Land Use Map and included in the adopting ordinance. If the property owner desires to increase the density or intensity limitation imposed by an ordinance amending the Future Land Use Map, a

new comprehensive plan future land use amendment application shall be submitted and reviewed pursuant to the amendment procedures outlined in Chapter 163, F.S. Or 94-54 10/94.

Policy 1.1.4.12: A manual shall be established to implement conversion areas of the Future Land Use Map. It shall include development of performance standards to allow conversions and include variance procedures for exception to such standards only in appropriate locations. The Planning and Zoning Board shall review these variance requests and forward a recommendation to the City Council for final approval or denial authority regarding such requests. Ord. 95-48 11/95.

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

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

PIP (Planned Industrial Park)

PUD

NOTE: Planned Unit Developments (PUD's) can be compatible with all Future Land Use Classifications depending on the range of permitted uses submitted as part of the PUD Concept Plan.

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

Policy 1.1.4.14: The City may encourage economic development by revising the zoning code to allow for more flexibility in non-residential zoning districts.

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

Policy 1.1.4.16: Gatlin Commons Regional Activity Center. The purpose of this overlay is the development of a compact, high-intensity, high-density, multi-use area, and to designate an area for intensive growth that includes land uses such as residential, commercial, retail, cultural, recreational, hospital/medical and entertainment facilities. This area generally includes the property located east of Interstate 95, south of Gatlin Boulevard and west of Rosser Boulevard. The total acreage of the Gatlin Commons RAC is approximately 124.59 acres.

Policy 1.1.4.17: Pursuant to Section 380.06(2)(e). Florida Statutes and Rule 28-24.014(10)(a), Florida Administrative Code, the Gatlin Commons Regional Activity Center Overlay shall be used to increase the Development of Regional Impact ("DRI") development thresholds on the property located with the RAC boundaries. As such, the development thresholds within the Gatlin Commons RAC shall be increased by the following:

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

Policy 1.1.4.18: Lulfs Groves Business Park Area. This area is designated pursuant to the provisions of Policy 1.1.7.2, in order to promote the development of a compact, high-intensity, multi-use area, and to designate an area for intensive growth that includes land uses such as industrial, commercial, retail, and residential, which supports the City's biotech and life sciences industries. This area generally includes the property west of Glades Cut-Off Road, north of the Copper Creek PUD, and south of the City's Glades Road Wastewater Treatment Facility and LTC Ranch. The total acreage of the Lulfs Groves Business Park Area is approximately 464.5 acres.

Policy 1.1.4.19: Development within the Lulfs Groves Business Park Area shall be consistent with the land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

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

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

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

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

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

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

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

Policy 1.1.4.20: Orange Lake Crossings Area. This area is designated pursuant to the provisions of, Policy 1.1.7.2, and Policy 1.1.7.3, in order to promote the development of a compact, mixed use community with an appropriate commercial node. This area generally includes property south of Williams Road at the intersection of McCarty Road, north of the City of Port St. Lucie Wastewater Plant and east of Shinn Road and contains a total of approximately 177.1 acres.

Policy 1.1.4.21: Development within the Orange Lake Crossings Area shall be consistent with land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

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

b. Overall distribution of mix of intensity and density proposed at build-out:

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

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

Utility	121,400 s.f.
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*The mix of multifamily and single family residential units may change so long as the maximum number of residential units does not exceed 1,028 and the total traffic generation is comparable.

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

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

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

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

Policy 1.1.4.22: Graves Brothers Area. This area is designated pursuant to the provisions of Policy 1.1.7.2 and Policy 1.1.7.3, in order to promote development with a mix of uses and an appropriate commercial node. This area generally includes property at the southeast intersection of Midway Road and Shinn Road and contains a total of approximately 304 acres.

Policy 1.1.4.23: Development within the Graves Brothers Area shall be consistent with land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

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

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

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

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

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

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

Institutional/Office	20,000 s.f.
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These figures are based on the traffic analysis prepared by Susan O'Rourke, P.E., Inc. stating that the maximum number of vehicular trips permitted within the first 5 years is 287 trips in and 230 trips out.

Objective 1.1.5: The City may continue to identify existing land uses, which are incompatible or inconsistent with the Future Land Use Plan.

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

Policy 1.1.5.2: The City may continue to implement regulations for buffering incompatible land uses as set forth in the City's land development regulations.

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

Policy 1.1.6.1: The City may continue to implement land development regulations, consistent with F.S. Section 163, as amended, that may contain provisions required to implement the Comprehensive Plan, and which include the following:

- a. Regulate the subdivision of land;
- b. Regulate the use of land and water consistent with the Comprehensive Plan and ensure the compatibility of adjacent land uses and provide for open space;
- c. Protect those areas designated Open Space Conservation or Open Space Preservation on the Future Land Use Map;
- d. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
- e. Protect potable water wellfields and aquifer recharge areas;
- f. Regulate signage;
- g. Ensure safe and convenient on-site traffic flow and vehicle parking needs;
- h. Provide that development orders and permits shall not be issued which result in a reduction of the level of service for the affected public facilities below the level of service standards adopted in the Comprehensive Plan; and,
- i. Provide for procedures and time schedules for amendments to the Comprehensive Plan consistent with the provisions of F.S. Section 163.
- j. Provide for the preservation of existing native and specimen trees and other vegetation during land clearing or development.

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

Policy 1.1.6.3: The implementation of a multi-use development within a designated urban infill and redevelopment area may satisfy transportation concurrency by paying to Port St Lucie a

proportionate share contribution, provided there are sufficient funds to pay for one or more improvements that will benefit a regionally significant roadway. The proportionate fair shares shall be calculated in accordance with Chapter 163, F.S.

Objective 1.1.7: The City shall initiate and utilize planning and development controls to discourage the proliferation of urban sprawl, encourage innovative development, greater diversity of land uses, and to improve community appearance.

~~Policy 1.1.7.1: Future Land Use Map amendments will be reviewed based upon consistency with the Goals, Objectives, and Policies of all Elements of the Comprehensive Plan and other considerations such as:~~

A. The Florida Community Planning Act:

1. The amount of land required to accommodate anticipated growth
2. The permanent and seasonal population of the area
3. The character of undeveloped land
4. The availability of water supplies, public facilities and services
5. The need for redevelopment, including the renewal of blighted areas and the elimination of nonconforming uses which are inconsistent with the character of the community
6. The discouragement of sprawl
7. The need for job creation, capital investment and economic development that will strengthen and diversity the community's economy
8. The need to modify land uses and development patterns within antiquated subdivisions

B. Consistency with the Goals, Objectives, and Policies of all Elements of the Comprehensive Plan and

C. City's needs such as:

1. Satisfy a deficiency or mix of uses in the Future Land Use Map
2. Diversify the housing choices in the City
3. Compatibility with abutting and nearby uses
4. Enhance or degrade environmental resources
5. Job creation within the targeted industry list.

- ~~• satisfy a deficiency or mix of uses in the Plan map;~~
- ~~• accommodate projected population or economic growth of the City;~~
- ~~• diversify the housing choices in the City;~~
- ~~• enhance or impede provision of services at adopted LOS Standards;~~
- ~~• compatibility with abutting and nearby land uses;~~
- ~~• enhance or degrade environmental resources;~~
- ~~• job creation within the targeted industry list;~~

Policy 1.1.7.2: For large scale projects, utilize PUD zoning, and design and architectural controls to better integrate mixed uses into neighborhoods.

Policy 1.1.7.3: Encourage commercial and mixed use nodes at or near arterial intersections and utilize urban design standards and techniques to beautify and enhance community appearance along major corridors.

Policy 1.1.7.4: The City may encourage the upgrading and redevelopment of existing strip commercial areas to become commercial nodes or mixed use areas by facilitating cooperative efforts between the City, property owners, and neighborhoods to develop specific plans and strategies.

Policy 1.1.7.5: Evaluate the redevelopment of existing residences having direct access onto an arterial road to allow for office/residential uses while maintaining the residential character of the surrounding neighborhood and minimizing the impacts to traffic flow on the arterial.

Policy 1.1.7.6: Discourage the issuance of single family building permits in land use conversion areas with a non-residential land use designation.

Policy 1.1.7.7: Permit telecommunication towers only in land use categories with HI, LI, CS, I, OSR, OSC, and NCD designations in accordance with land development standards adopted in the zoning code.

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

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

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

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

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

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

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

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

Policy 1.1.9.2: In order to evaluate a proposed annexation request, the City may consider the following factors:

1. Adequacy of governmental services for both existing and proposed land uses within the annexation territory including:
 - a. The ability to provide needed public services and facilities including the sufficiency of revenue sources for those services.

- b. Demonstration that provision of public services may not negatively impact provision of public services within existing areas of the City.
2. The proposed annexation boundary is appropriate in relation to existing city boundaries.
3. The annexation territory is designated for urban land uses in the County's Comprehensive Plan.
4. Job creation related to targeted industries list.
5. The proposed annexation promotes a balance of housing for persons and families of all income levels.
6. The amount of existing vacant land within the City that is available for similar types of development to the proposed annexation.
7. The need to avoid potential detrimental effects to the City if the property developed outside of the city.

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

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

Policy 1.1.9.5: The City may use development agreements for all annexation projects to provide the city with certainty as to the completion of improvements in conjunction with development, and to provide developers with certainty of the protection of entitlements.

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

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

- Providing a mix of uses to reduce vehicle miles travelled;
- Transportation improvements that are recognized as contributing to complete streets, including pedestrian and bicycle safety; compliance with the Americans with Disabilities Act; public transit facilities, street trees and landscaping, street and sidewalk lighting;
- Ensuring residential areas have parks within walking distance;
- Use of alternative sources of energy such as solar panels;
- Measures to ensure the responsible use of water, including implementation of water re-use requirements for irrigation and use of drought tolerant or Florida Friendly landscaping plants to minimize use of pesticides and water consumption;
- Enhanced stormwater quality including Low Impact Development measures and rain harvesting;
- Incorporation of design and development standards that meet the energy efficiency criteria of the U.S. Green Building Council, Florida Green Building Coalition, U.S.

Environmental Protection Agency Energy Star program, or similar third party green building certification program;

- Designating property for existing or future transit;
- Providing for “park-n-ride” or commuter parking facilities within the annexation property;
- Fair share obligations to major community infrastructure required for the overall Urban Service Area that exceed the development and required improvements.

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

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

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

Policy 1.1.10.1: The City may continue to support the Community Redevelopment Agency in implementation of the Wood Stork Trail Master plan to create a vibrant greenway and blueway trail system.

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

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

Policy 1.1.10.4: The City may adopt Special District (SD) or overlay zoning designations for land uses within the City’s Community Redevelopment Areas consistent with the adopted Community Redevelopment Plan.

Policy 1.1.10.5: The City will support planning programs, partnerships, and activities within designated “urban infill and redevelopment” areas which result in fulfilling the intent of the approved Community Redevelopment Plan and as consistent with state growth management rules and statutes.

Policy 1.1.10.6: The City, through its Community Redevelopment Agency, shall provide for the redevelopment of lands within the CRA boundaries, consistent with the goals, objectives and policies of the Comprehensive Plan and require compliance with architectural and community appearance standards in plans for new development, expansion, upgrading of existing properties or redevelopment, and make community design a major consideration in site plan review and approval.

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

Policy 1.1.11.1: Transit supportive development and redevelopment may be encouraged along existing and proposed transit routes. Site design guidelines may be developed in the City’s

update to the land development regulations.

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

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

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

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

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

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

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

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

Policy 1.2.1.2: The density and intensity of the NCD District, or any sub-districts, shall be indicated in the Future Land Use Element. The transfer of dwelling units, hotel rooms, and non-residential square footage shall be permitted between any designated sub-district areas. A Comprehensive Plan Amendment shall not be required for the transfer of dwelling units, hotel rooms, and non-residential square footage between any designated sub-district areas provided that the transfer does not exceed 50% of the receiving sub-district's allocation of a particular use. Transfers shall also require consent from the affected property owners of any property from and to which the density is ~~transferred~~ transferred, and an amendment of any zoning adopted pursuant to Policies 1.2.6.2 and 1.2.6.3.

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

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

- a. Mixed-Use, providing a greater variety of uses closer to home and work;
- b. Pedestrian oriented, reducing reliance on the automobile and building a sense of place

and community;

- c. Environmentally sensitive, providing wildlife corridors and upland habitat preservation; and,
- d. Able to provide a diversity of housing types to enable citizens from a wide range of economics levels and age groups to live within its boundaries.

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

Policy 1.2.2.2: Residential Areas shall:

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

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

a. Minimum Size Neighborhood:	10 acres
Maximum Size Neighborhood:	750 acres
Minimum Density:	1.00 units/gross acre ¹
Maximum Density:	28.0 units/gross acre
Maximum Building Lot Coverage:	60%
Maximum Impervious:	80%
Maximum Building Height:	
Single-Family	35 feet
Multi-Family	65 feet
Schools	65 feet
Other permitted uses	35 feet

¹ Unless a higher minimum density is specified by the Conceptual Land Use Plan.

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

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

a. Minimum Size:	3 acres
Maximum Size:	35 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Minimum Density of Residential Area:	5.0 units/gross acre
Maximum Density of Residential Area:	28.0 units/gross acre
Maximum Building Height	50 feet ¹

¹ Steeples and similar architectural embellishments shall have a maximum height of 100 feet.

- b. Shall contain a minimum of two or more uses as described above. The minimum

two-use requirement shall be identified for each Neighborhood/Village Commercial Area as part of an MPUD master plan. The minimum two-use requirement shall be identified for each Neighborhood/Village Commercial Area as part of the MPUD master plan with one required use being commercial/retail. Individual parcels within a Neighborhood/Village Commercial Area may undergo separate site-specific applications for development approvals without individually meeting such multi-use requirement provided the site-specific development application is consistent with the MPUD master plan;

- c. Shall have frontage on roads which function as a collector or arterial or at the junction of two such roads. The collector road may not split the commercial area unless alternative pedestrian access is provided; and,
- d. Within open space areas include a minimum of 5% useable open space for employees and visitors in uses such as of squares, greens, parks, recreation areas, and/or conservation areas whose uses are encouraged through placement and design.

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

a. Minimum Size:	30 acres
Maximum Size:	150 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Minimum Density of Residential Area:	5.0 units/gross acre
Maximum Density of Residential Area:	28.0 units/gross acre
Maximum Building Height:	50 feet ¹

¹Steeple and similar architectural embellishments shall have a maximum height of 100 feet.

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

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

a. Minimum Size:	100 acres
Minimum Density:	1.0 units/gross acre
Maximum Density:	28.0 units/gross acre
Maximum Building Lot Coverage:	
Single-Family Detached	50%
All Other Uses	70%
Maximum Impervious Lot Area:	
Single-Family Detached	70%
All Other Uses	90%
Maximum Building Height:	35 feet

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

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

- a. Minimum Size: 30 acres
- Maximum Size: 500 acres
- Maximum Building Lot Coverage: 80%
- Maximum Impervious Lot Area: 90%
- Minimum Density of Residential Area: 5.0 units/gross acre
- Maximum Density of Residential Area: 28.0 units/gross acre
- Maximum Building Height: 100 feet

- b. Shall contain a minimum of three or more uses as described above, one of which shall be residential. The minimum three-use requirement shall be identified for each Mixed-Use Area as part of an MPUD master plan. Individual parcels within a Mixed-Use Area may undergo separate site-specific applications for development approvals without individually meeting such multi-use requirement provided the site-specific development application is consistent with the MPUD master plan;
- c. A minimum of 30% and a maximum 70% of the net acreage within a Mixed-Use

Area shall be residential; and,

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

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

- a. Minimum Size: 30 acres
Maximum Size: 500 acres
Maximum Building Coverage: 80%
Maximum Impervious Area: 90%
Minimum Density of Residential Area: 5.0 units/gross acre
Maximum Density of Residential Area: 35.0 units/gross acre
Maximum Building Height: 150 feet
- b. Shall contain a minimum of two or more uses as described in the paragraph above. The minimum two-use requirement shall be identified as part of a MPUD master plan. Individual parcels within a Regional Business Center may undergo separate site-specific applications for development approvals without individually meeting such multi-use requirement provided the site-specific development application is consistent with the MPUD master plan;

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

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

Policy 1.2.2.10: Employment Centers shall be established to include office uses, medical uses, hospitals, industrial uses, warehouse/distribution, research and development, manufacturing, institutional uses, educational facilities including college, technical, or vocational schools (including dormitories), public facilities (including utilities), sports and recreation, retail, hotel, multi-family housing, and other similar uses and services to support the City’s targeted industries list and improve the economic vitality of the area. The following standards shall be met in designing Employment Centers:

a. Minimum Size:	50 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Maximum Building Height:	100 feet (150 feet for hospitals)
Minimum Density of Residential Area	5.0 units/gross acre
Maximum Density of Residential Area	28.0 units/gross acre
Maximum Retail Uses	100,000 gross square feet Maximum of 20% of gross sq. ft.

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

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

Policy 1.2.2.12: To facilitate business relocation and retention, the City shall consider providing incentives to encourage end users to locate within Regional Business Centers and Employment Centers, including tax incentives such as tax abatements, tax exemptions, and tax credits, subsidized loans, assistance with training, industrial development bonds, creation of foreign trade zone and waivers of impact and permit fees.

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

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

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

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

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

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

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

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

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

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

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

Policy 1.2.3.4: In order to provide shortcuts and alternatives to travel along high-volume streets, a network of pedestrian/bicycle paths and accommodations for low speed vehicles may be provided within the residential areas and to interconnect residential and non-residential areas.

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

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

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

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

Policy 1.2.4.2: The implementation of an approved multi-use Development of Regional Impact Development Order within the NCD District, that meets the requirements of Chapter 163.3180(5)(h)(3), F.S., shall satisfy transportation concurrency. The proportionate-share contribution shall be calculated in accordance with Chapter 163.3180(5)(h)(3), F.S.

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

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

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

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

Policy 1.2.5.2.i: Where 75 percent or more by coverage of native vegetation exists over the 500 foot wide area east of Range Line Road, the buffer zone shall range in width from 250 feet to 1,000 feet, with an average width of 500 feet. A conservation easement shall be placed on

the buffer zone. Notwithstanding the foregoing, the buffer zone and the conservation easement to be recorded thereon shall allow for agriculture and agricultural-related activities, passive recreation uses and the on-going construction, improvement and maintenance of applicable mitigation areas for, without limitation hereby, wetland mitigation, threatened and endangered species mitigation, and upland habitat mitigation.

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

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

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

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

- a. Contain a minimum area of 50 acres;
- b. Identification of MPUD boundaries;
- c. Identification of extent and location of natural features in the MPUD area;
- d. Identification of the preliminary areas suitable to address stormwater management requirements;
- e. Identification of Residential, Neighborhood/village Commercial, Town Center, Resort or Mixed-Use Areas consistent with Policies 1.2.2.1 through 1.2.2.10. A computation of residential density and non-residential intensity shall be provided along with permitted uses, the character of proposed uses and proposed lot sizes;
- f. Identification of open space and recreational areas consistent with Policy 1.2.2.1;
- g. Circulation routes for automobiles, pedestrians, and bicycles, including consideration for connection with surrounding areas. For each facility to be included in the MPUD, design criteria shall be included addressing:

- Right-of-way width
 - On-street parking (if applicable)
 - Design cross-sections
 - Streetscape design
- h. Preliminary design criteria for each land use proposed including, but not limited to:
- Minimum lot size
 - Setbacks and build-to lines
 - Building Height
 - Density
 - Building Coverage

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

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

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

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

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

~~Policy 1.2.6.5: Site plan approval for development in an NCD District and an approved MPUD~~

~~shall be in accordance with the review of minor site plans.~~

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

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

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

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

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

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

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

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

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

Objective 1.2.10: The Riverland/Kennedy NCD District is hereby established and shall be developed consistent with the development order adopted by the City pursuant to section 380.06, F.S.

Policy 1.2.10.1: The density and intensity of the Riverland/Kennedy NCD District shall be

limited to 11,700 residential units and a maximum 3,942,495 GSF of retail, research and office, light industrial and institutional and civic, plus amenities and ancillary uses.

Policy 1.2.10.2: The allocation of land uses within the Riverland/Kennedy NCD shall be as shown in Figure 18 providing for 166 acres of Neighborhood/Village Commercial Areas, 367 acres of Mixed-Use, and 3,095 acres of Residential.

Policy 1.2.10.3: Within the Riverland/Kennedy NCD, 50 acres will be dedicated toward a 100-acre regional park and an additional 91 acres of neighborhood and community parks will be provided.

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

Policy 1.2.10.5: The Riverland/Kennedy NCD District shall provide transportation and other public facilities, in the manner prescribed by the development order adopted pursuant to section 380.06, F.S.

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

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

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

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

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

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

- a. Convey right-of-way to the City for Becker Road within the Wilson Groves NCD District portion of the property (completed);

- b. Pay for the construction of a two-lane roadway section on Becker Road through the property;
- c. Fund the design, construction, property acquisition for storm water drainage (but no other property acquisition) and all associated expenses of a four-lane divided roadway section within a 100' right-of-way for Becker Road east of 1-95 to the Florida Turnpike (total funding not to exceed \$12,500,000.00) (completed);
- d. Convey right-of-way within the property to the City consistent with Transportation Series Map 2, 2035 Needs Assessment Map of the Transportation Element, including all intersection connections to Range Line Road related thereto (completed);
- e. No later than July 19, 2007, contribute \$10,000,000.00 toward the development of an interchange on 1-95 subject to a future determination of need by the City (completed per amended Annexation Agreement, dated November 16, 2009);
- f. Construct all intersection connections within the property to Range Line Road.

Figure 1-3

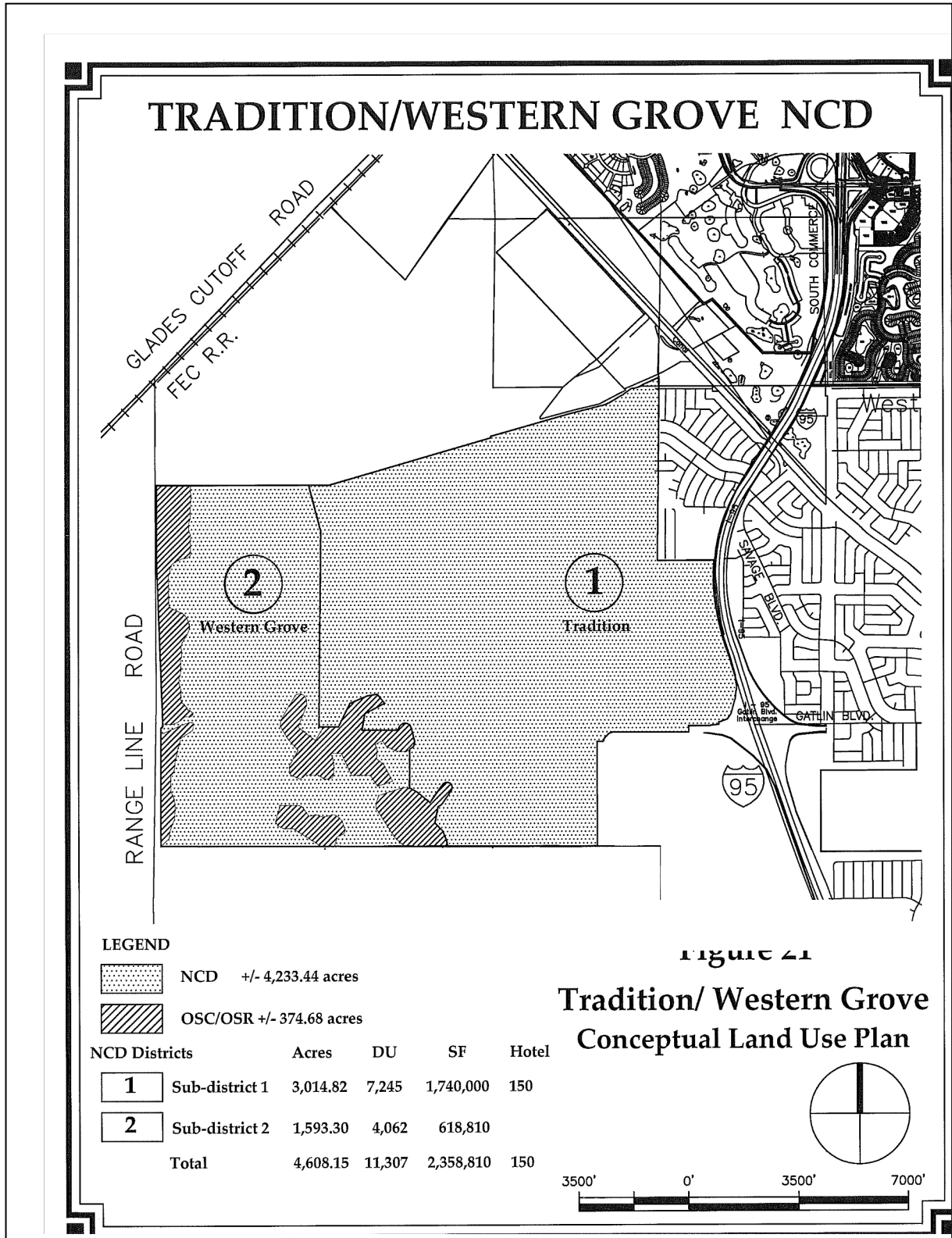


Figure 1-4

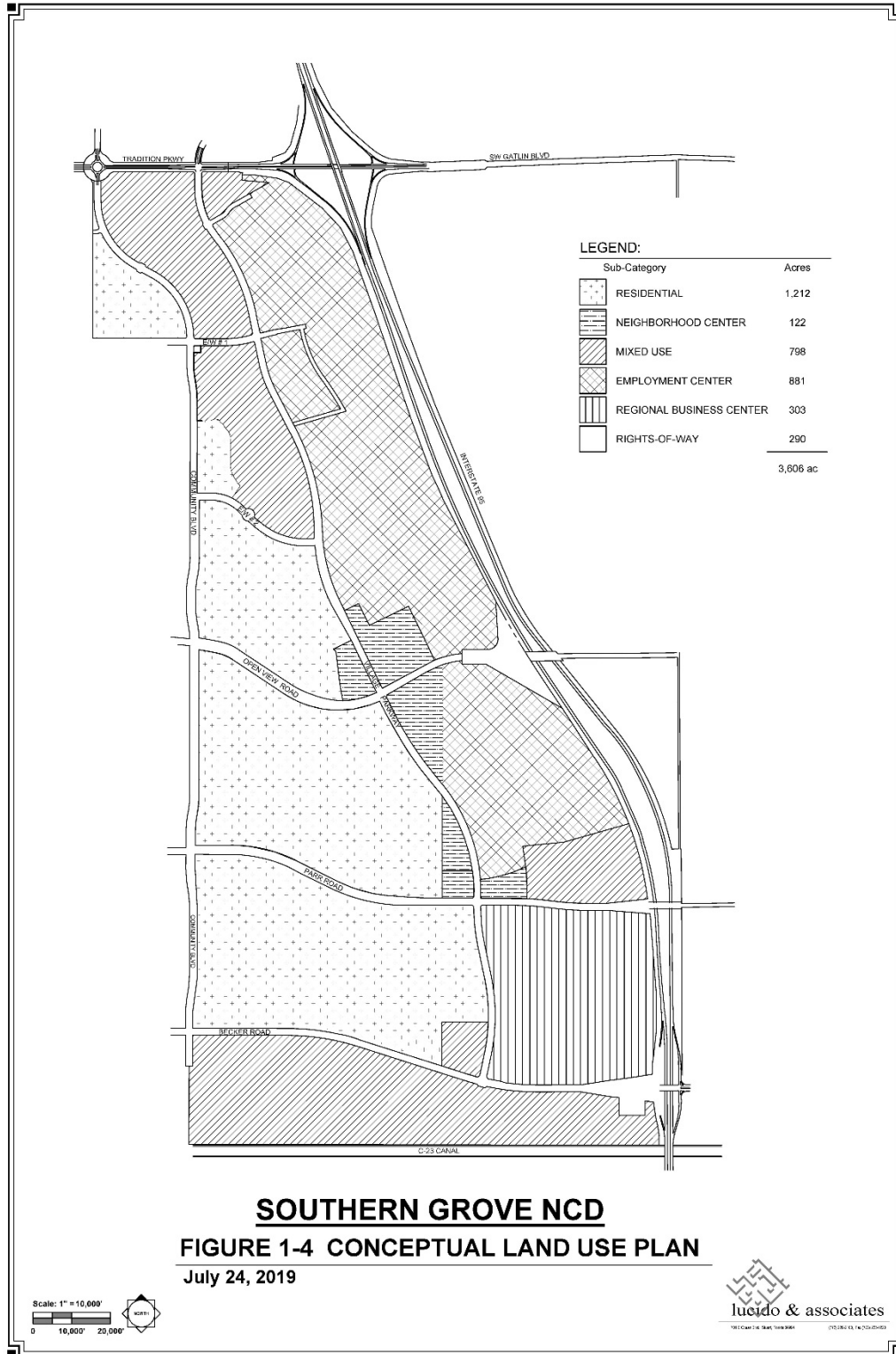


Figure 1-6

