

VILLAGE GREEN DRIVE

February 18, 2026

City Council Winter Workshop



Why Village Green Drive Matters

- #1 **Priority** (out of 137 corridors) for Complete Streets (by SLC TPO in 2018)
- Key **Connection** for residents, businesses & medical district
- Serves both Revised Original CRA and Walton & One **Vision**
- Improves **Safety** and mobility for all users
- Supports jobs, **Economic Development**, and quality of life

1

Priority

2

Connection

3

Vision

4

Safety

5

Economic
Development



Project History & Continuity: **Master Plan**

Master Plan Phase

2020



Canvassing Day
business outreach



Walking Audit
documenting conditions



First Public Meeting
presenting findings



Second Public Meeting
presenting draft
alternatives



Stakeholder
meetings



Initial City Council
presentation



First Public Survey
with 318 responses



Second Public Survey
refining design
preferences



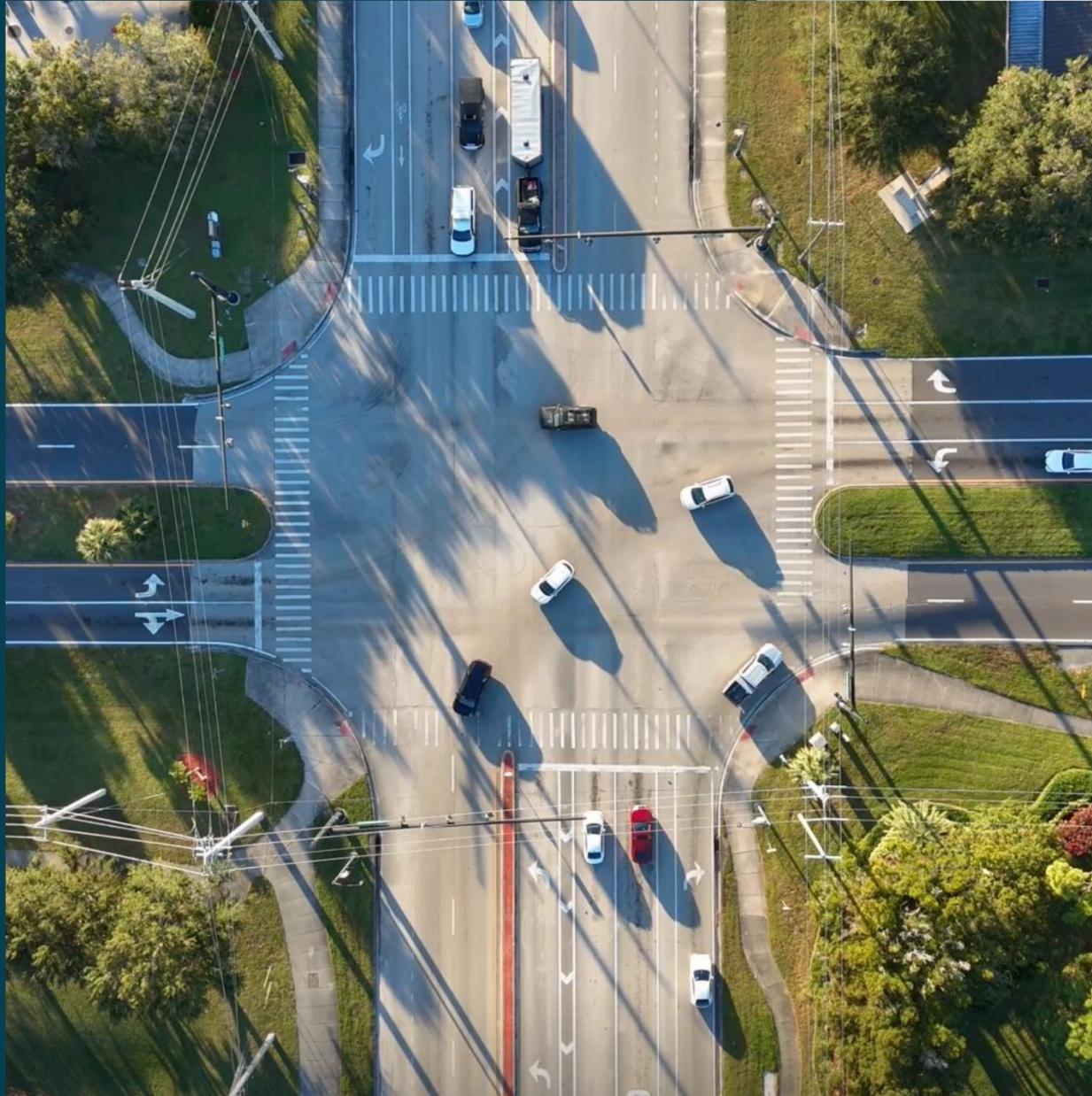
Citizen Summit public
workshop



Final Master Plan approval
at CRA meeting

2021

Project History & Continuity: Design & Permitting



- Design phase commencement: June 2025
- Submittal of 30% plans: November 25, 2025
- Public information meeting held on: November 20, 2025
- Ongoing coordination with City staff and High Performing Public Spaces
- Upcoming 60% design: May 08, 2026
- Upcoming 90% design: September 04, 2026
- Issued For Construction package: October 27, 2026
- Grant funding requires design and permitting completion by December 31, 2026

This phase advances the Master Plan into a buildable, funding ready project.

Funding and the RAISE Grant

30%



- How the current design fulfills RAISE grant commitments
- Complete Streets, safety, and multimodal criteria addressed in the 30% design satisfy grant intent
- Positions project to compete strongly for future Construction Grant
- City investment leverages and protects federal dollars





Existing Conditions Snapshot

- Gaps in sidewalks, bike facilities, and safe crossings
- Crash history and speeding concerns
 - 160 total crashes recorded along corridor (last 5-years)
 - 93.7% of vehicles exceeded 30 mph in speed study
- Drainage and Hogpen Slough constraints
 - Impaired Waterbody
 - New Water Quality Rules
- Transit stops lacking amenities and ADA compliance

Corridor Overview: Three Distinct Segments

- Segment 1: Northern Gateway
(US 1 to Camino De Entrada)
- Segment 2: Trails Connection
(Camino De Entrada to SE Walton Rd)
- Segment 3: Recreational Way
(SE Walton Rd to SE Tiffany Ave)
- **Land use mix: industrial, commercial, medical, residential, and Walton & One**



Segment 1: Northern Gateway (US 1 to Camino de Entrada)

- Limited 100' Right-Of-Way
- Gateway identity at US 1 and tie-in with Crosstown
- Safer access to industrial & commercial parcels
- Median treatments and access management consistent with Master Plan
- Opportunities for branding, signage, and improved aesthetics
- Bioswale exfiltration system



Segment 2: Trails Connection (Camino de Entrada to SE Walton)

- Protecting and enhancing Hogpen Slough and drainage corridors
- Creating a green, shaded connection between neighborhoods
- Roundabout or enhanced intersection at Camino de Entrada for Spanish Lakes residents
- Bioswale exfiltration system



Segment 3: Recreational Way (SE Walton to SE Tiffany)

- Linear park and trail experience around Walton & One and Lake on east side
- Safer access to the Event Center and Wood Stork Trail
- Increase road capacity with a 4-lane roadway
- Flexible event space
- Improved access and circulation for the HCA Florida St. Lucie Hospital and medical offices
- Bioswale exfiltration system



Typical Section 1
Northern Gateway
(US 1 to Camino de Entrada)





Typical Section 2

Trails Connection
(Camino de Entrada to SE Walton)





Typical Section 3
Recreational Way (SE Walton to SE Tiffany)



Bioswale in Roadway Median

What it is

- Landscaped stormwater treatment area in the roadway median

How it works

- Road runoff enters curb inlets
- Water is routed into the bioswale
- Water rises through soil and plants
- Underground exfiltration system allows infiltration

Why we are using it

- Helps meet new SFWMD nutrient removal requirements
- Reduces nitrogen and phosphorus before discharge

Maintenance

- No fertilizing
- Limited mowing
- Native, low-maintenance plants

Benefits

- Improves water quality naturally
- Uses existing median space without additional ROW
- **Looks like landscaping, functions like infrastructure**

Landscape & Streetscape

- Streetscape and buffer landscaping intensity varies by corridor segment
- **Segment 1:** Low intensity with emphasis on shade, user comfort, and buffering
- **Segment 2:** Medium intensity focusing on multiuse paths, linear park character, public art, elevated connections, and stormwater improvements
- **Segment 3:** High intensity featuring multiuse pathways, linear parks, flexible event spaces, connections to Walton One, and lake edge activation
- Streetscape elements integrated with landscaping, including benches, public art, and pedestrian amenities
- Landscape buffers designed to enhance user experience and separate active and vehicular spaces
- Solar-powered street lighting coordinated with streetscape and landscape features for safety and sustainability



Council Discussion

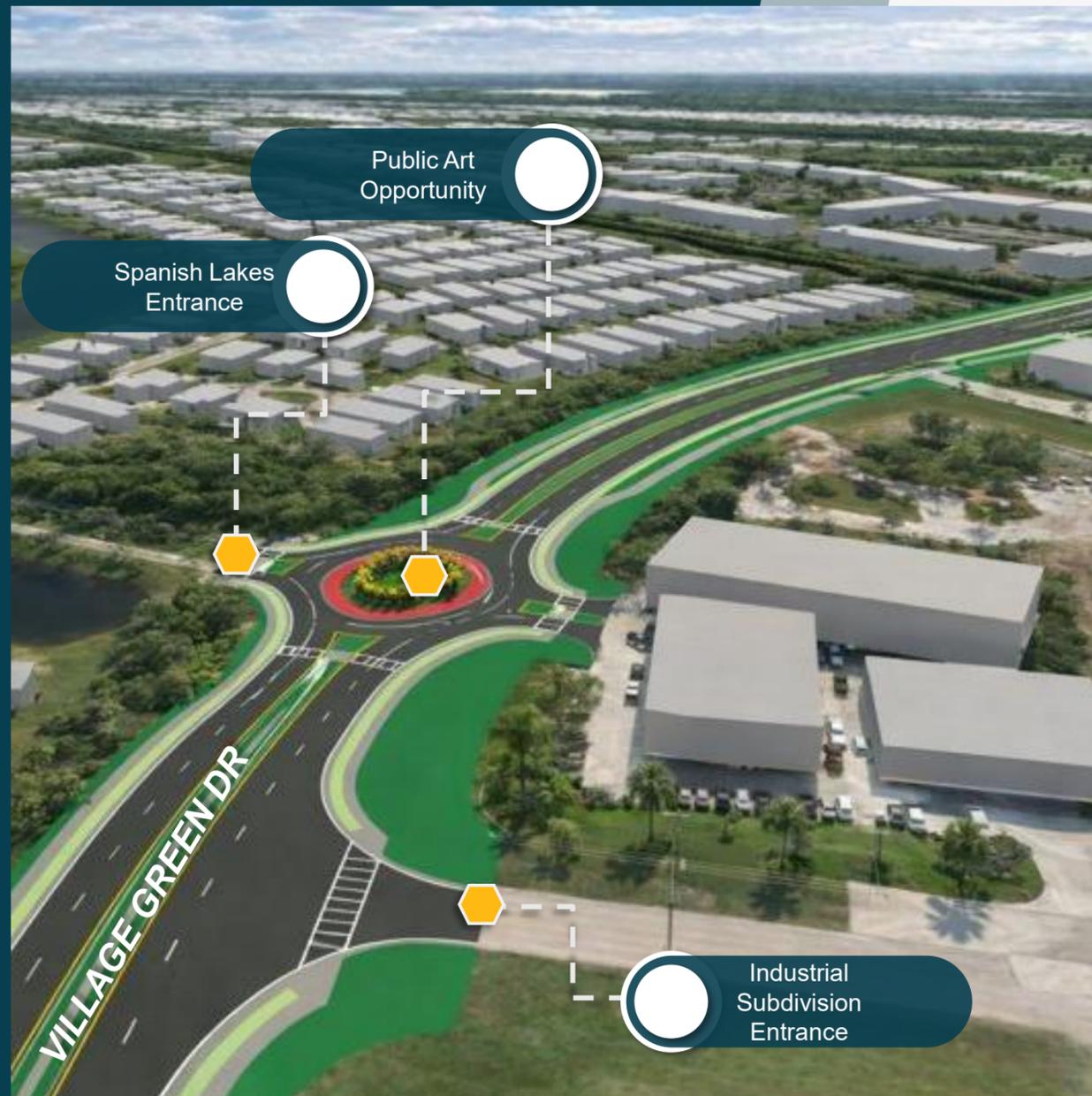
Roundabout Configuration

Roundabout proposed at Spanish Lakes entrance to improve safety and calm traffic.

Oval Roundabout Option (under evaluation)

Benefits:

- Consistent with Master Plan
- Allows for steady flow of traffic at intersection
- Increases traffic calming,
- Creates public art/gateway opportunity



Council Discussion

Roundabout Configuration

Roundabout proposed at Spanish Lakes entrance to improve safety and calm traffic.

Peanut Roundabout Option (under evaluation)

Benefits:

- Allows for steady flow of traffic at intersection
- Improves truck access to north industrial area
- Increases traffic calming
- Creates two (2) public art/gateway opportunities

Considerations: may be confusing to some residents, needs clear signing/education



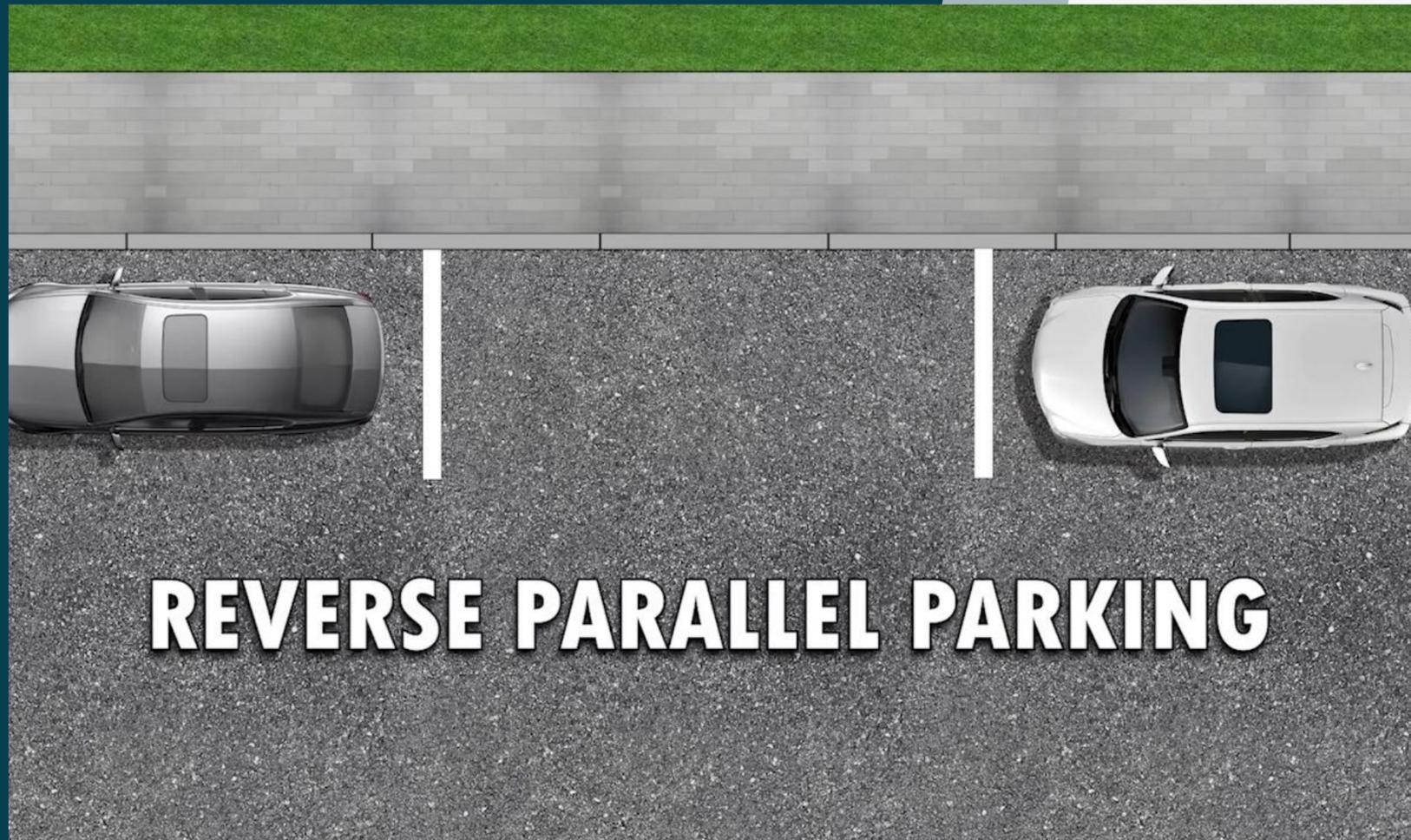
Council Discussion

On-street Parking

Added on-street parking on the north side of Walton Road to support the Hogpen Slough Boardwalk project.

Parallel Parking

- Pros:
 - Familiar & proven
 - Simpler circulation
 - Simpler signing
- Cons: fewer spaces, harder for some users, increased door zone hazard



Council Discussion

On-street Parking



Added on-street parking on the north side of Walton Road to support the Hog Pen Slough Boardwalk project.

Reverse Angle Parking

- Pros: more spaces, better exit visibility, reduced door zone hazard, supports destination use, safer loading vehicle and exiting trunk
- Cons: Less familiar, needs strong signing, backing movements require care

RECENT TREND:

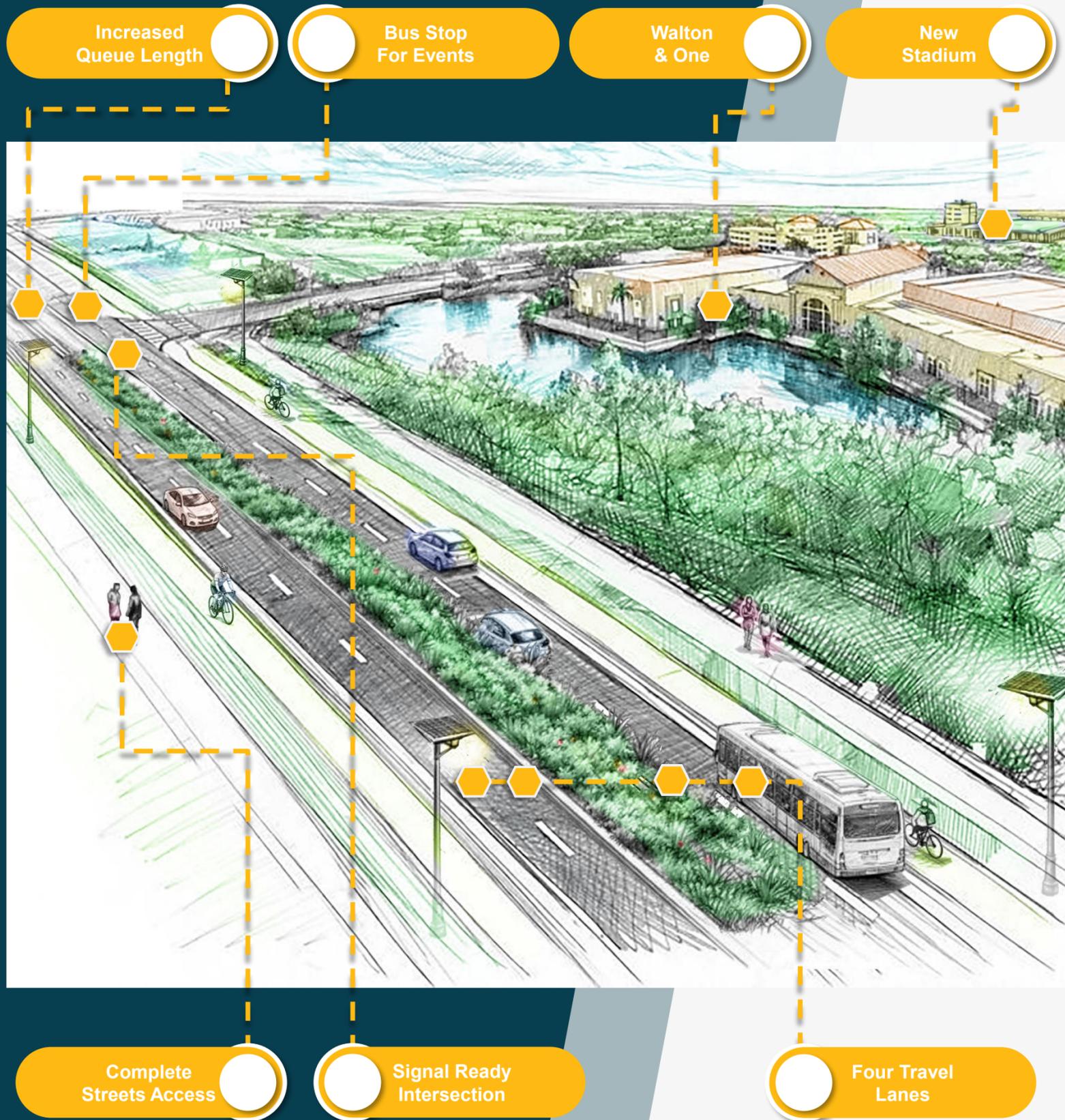
Austin, TX
Arlington, VA
Birmingham, AL
Charlotte, NC
Chico, CA
Everett, WA
Gainesville, FL
Honolulu, HI

Indianapolis, IN
Lexington, KY
Knoxville, TN
Macon, GA
Marquette, MI
New York, NY
Olympia, WA
Pensacola, FL
Plattsburgh, NY

Portland, OR
Pottstown, PA
Salem, OR
Salt Lake City, UT
San Francisco, CA
Sarasota, FL
Seattle, WA
Syracuse, NY
Tacoma, WA

Tallahassee, FL

Tucson, AZ
Vancouver, WA
Ventura, CA
Washington, DC
Wilmington, DE



Council Discussion Stadium Coordination

Segment 3 updated to align with the recently announced stadium project and event traffic needs.

Design Updates

- Replaced on-street parking with 4 total lanes
- Increased turn lane queue length into Walton & One
- Intersection is signal capable for future needs
- Bus stop at entrance to support events
- Complete Streets access to Walton & One
- Coordinated with HPPS & PSL Police Department on event traffic at Walton & One
- Maintains flexible event space on the east side

VILLAGE GREEN DRIVE

February 18, 2026

City Council Winter Workshop

