TOWNS, VILLAGES AND THE COUNTRYSIDE ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 11.1: Establish a development framework that encourages a sustainable settlement pattern that preserves the rural character of St. Lucie County, protects and enhances the natural environment and increases the quality of life of the citizens.

Objective 11.1.1: To ensure that new development in the existing agriculture areas is predictable and responds to the vision of the citizens of St. Lucie County.

Policy 11.1.1.1 - Special Area Plans. Special Area Plans form a basis for amending the Future Land Use Map in existing undeveloped areas. These plans shall be created with a high degree of citizen participation and shall be submitted as part of the data and analysis required to amend the Future Land Use Map. The Special Area Plans shall:

1. Delineate the planning area;
2. Review the existing land use and zoning;
3. Analyze the existing transportation issues including the potential impact of new development;
4. Analyze water management issues;
5. Address other challenges and opportunities within the area;
6. Create a “to scale” map that clearly illustrates a neighborhood structure, a network of streets and blocks including residential, retail, commercial, civic uses and locations for public open space;
7. Identify the appropriate location and amount of new retail. Retail growth shall be planned and projected for the next year, five years and fifteen years based on the existing and projected transportation and infrastructure systems, the market conditions and appropriate trade areas;
8. Identify the appropriate location and amount of new commercial uses;
9. Identify any natural resources that are to be protected or maintained;
10. Provide illustrations that depict the proposed scale and character of the development of the area;
11. Establish a financial strategy for the building, operation and maintenance of infrastructure;
12. Provide a Transferable Development Value (TDV) Map;
13. Provide a Transfer of Development Rights credit matrix; and
14. Provide a maximum allowable development program. This program will serve as a basis for setting and evaluating levels of service and will quantify development authorized by the Special Area Plan.

Policy 11.1.1.2 - Adopted Special Area Plans. Adopted Special Area Plans include the following:

1) North St. Lucie County Special Area Plan. The settlement strategies generated during the charrette process for the Special Area Plan for North St. Lucie County (NSLC) are outlined in the North St. Lucie County Charrette Master Plan Report that is included as

data and analysis supporting the creation and implementation of the Towns, Villages and Countryside (TVC) Element and future land use designation.

a) North St. Lucie County Special Area Plan General Location Map. Figure 11-1 depicts the area included in the NSLC Special Area Plan.

b) North St. Lucie County Towns, Villages and Countryside Map. Figure 11-2 depicts the area in the NSLC Special Area Plan that has a future land use designation of TVC.

c) North St. Lucie County Maximum Allowable Development Program. Development within the NSLC Special Area Plan that has a future land use designation of TVC is limited by the amount set forth in Table 11-1.

Table 11-1 North St. Lucie County Maximum Allowable Development Program

Use	**Amount Permitted**
Residential Dwelling	37,500 units
Commercial / Retail Uses	5,000,000 square feet
Industrial Uses	464 acres

The maximum development amounts in the above table apply only within the area that has the TVC land use designation, as depicted on Figure 11-2. For example, and without limitation of the foregoing statement, the retail uses depicted outside the area of the TVC land use designation on Figure 11-13, North St. Lucie General Retail Development Plan, both to the east and the west of the TVC land use designation area, are not limited by the Maximum Allowable Development Program as set forth in this Policy 11.1.1.2(c). This shall not be deemed to limit or modify provisions of this Comprehensive Plan as they may apply outside the area that has the TVC land use designation.

d) Within 90 days following the County's approval of any final development order allowing a commercial/retail use by which the total amount of commercial/retail (including office) use approved for development within the area subject to the TVC land use designation equals or exceeds 3,500,000 square feet of building area, the County shall initiate a special review process by which it shall consider whether a Plan amendment is appropriate that would increase the maximum of 5,000,000 square feet of commercial/retail uses, including any appropriate regional commercial use, permitted within such area as set forth in Policy 11.1.1.2(c) Table 11-1, Maximum Allowable Development Program.

e) North St. Lucie County Transferable Development Value (TDV) Map. Figure 11-3 establishes the TDV Map for NSLC.

2) [*Reserved for additional Special Area Plans to be included as approved*]

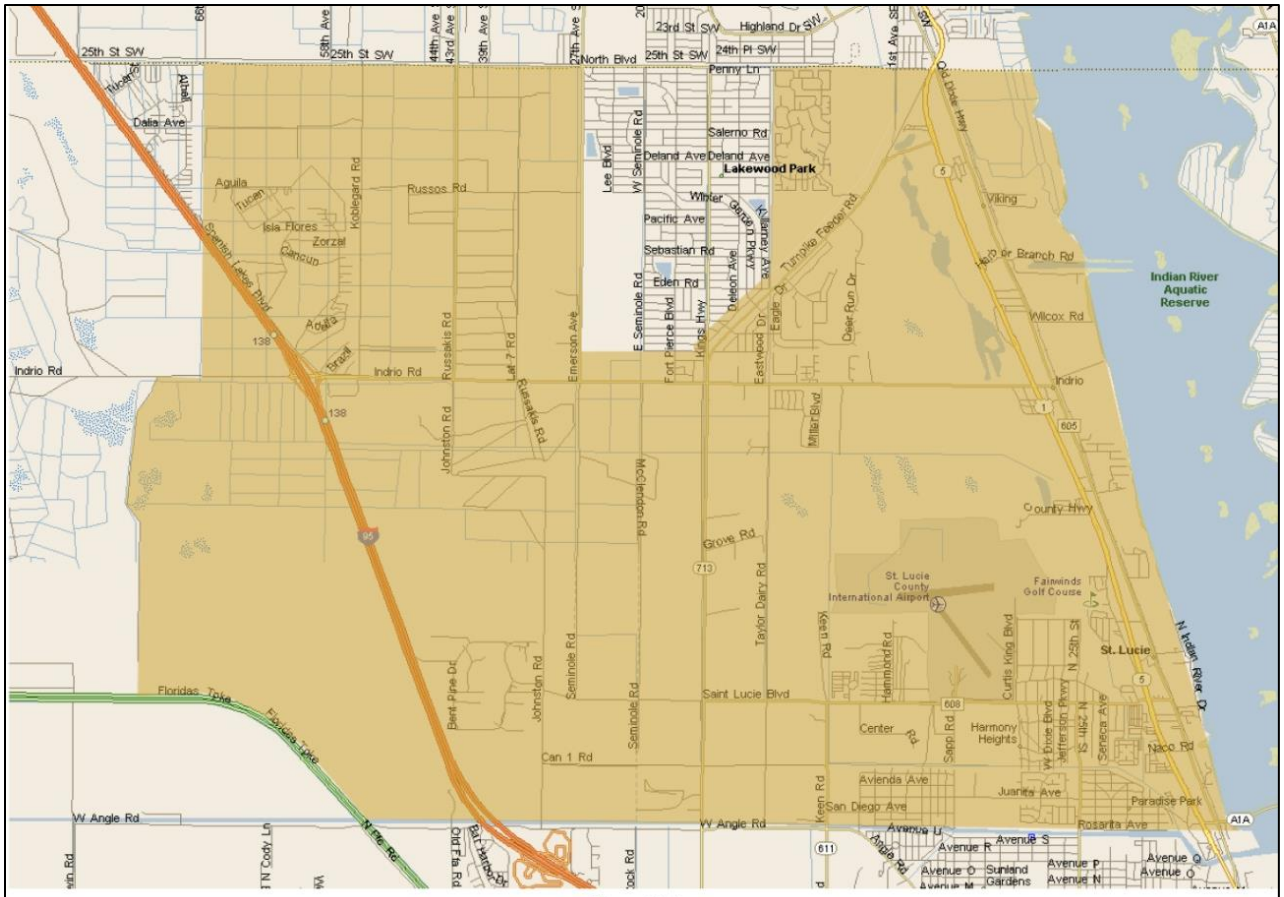


Figure 11-1
NORTH ST. LUCIE COUNTY SPECIAL AREA PLAN - GENERAL LOCATION MAP

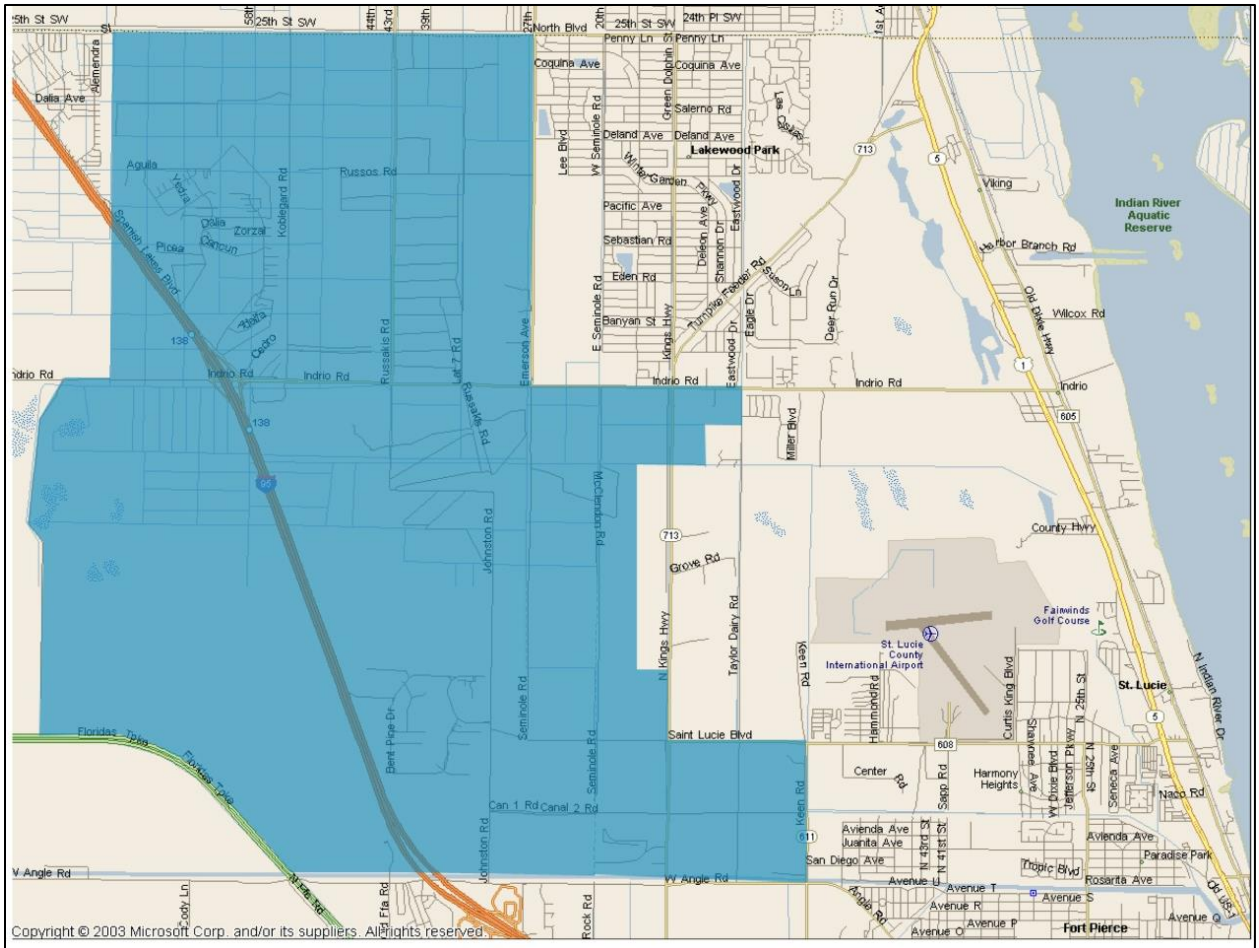


Figure 11-2
North St Lucie County Towns Villages and Countryside Map

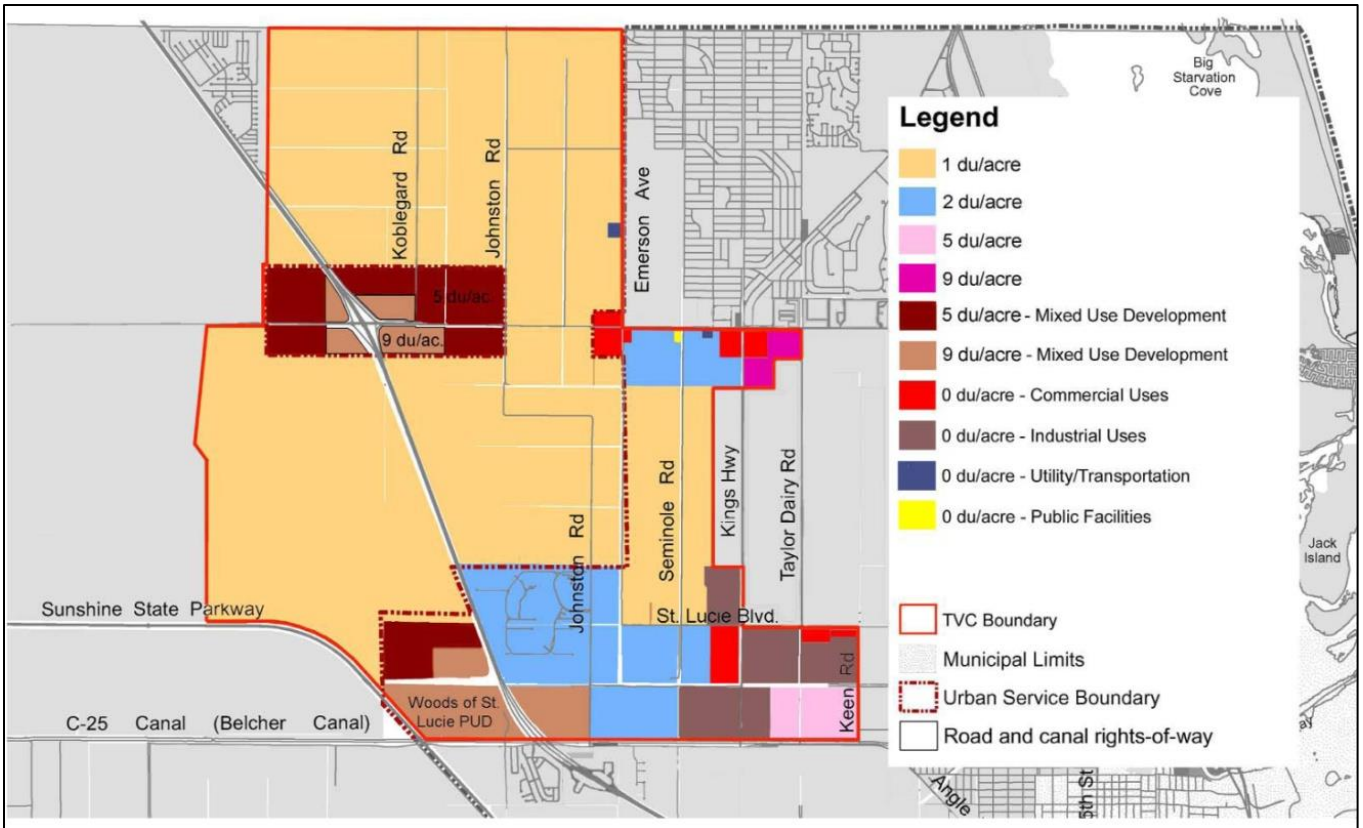


Figure 11-3
TRANSFERABLE DEVELOPMENT VALUE MAP

The Transferable Development Value Map reflects the underlying densities and intensities established by the pre-existing Future Land Use Map. Properties shall not have the underlying potential densities or intensities limited by the TVC Element.

Objective 11.1.2: To create an incentive-based policy framework that limits growth in the Towns, Villages and Countryside areas to a sustainable model of development while maintaining the community's rural character and improving the citizens' quality of life.

Policy 11.1.2.1 - Establish the Framework. The framework shall be known as Towns, Villages and Countryside (TVC) and shall be a separate future land use map designation governed by the Goals, Objectives and Policies of the TVC Element.

Policy 11.1.2.2 - Application. The TVC Element shall apply to those portions of the County where the TVC land use designation has been adopted; however, all other policies of the St. Lucie County Comprehensive Plan apply, except where specifically addressed by the TVC. The Goals, Objectives and Policies of this element are interrelated and are to be applied in their entirety to new development.

Policy 11.1.2.3 - Urban Services - Proposals to build in accordance with the Goals, Objectives and Policies of the TVC Element and the intent of the approved Special Area Plan shall be eligible to receive urban services even if such developments are located outside the Urban Service Boundary (USB). Providing urban services to such development does not trigger an expansion of the USB. Development outside of the USB that does not meet the requirements of the TVC Element is not eligible to receive urban services, even if such development is proposed in proximity to a service extension that has been provided for another development approved under the TVC.

Planned Unit Developments (PUDs) are not exempt from this policy. Parcels that develop in accordance with Policy 11.1.2.6(5) may also be eligible to receive urban services. Outside of the TVC area, Future Land Use Objective 1.1.5 and its policies shall govern the provision of Urban Services.

Policy 11.1.2.4 - Expedited review process. The County shall establish an expedited process for rezoning and development review within six months of the effective date of the TVC Element. Since the TVC Element provides incentives for large-scale settlement plans, and does not provide incentives for piecemeal development, the expectation is for an assemblage of coordinated development plans that may result in numerous projects meeting the threshold for Development of Regional Impact (DRI) review process. The County will work with the Treasure Coast Regional Planning Council to reduce Council's DRI review process to ninety days for projects that propose to build in accordance with an approved Special Area Plan and the TVC Goals, Objectives and Policies. A development proposal that meets the threshold for DRI review, but does not propose to build in accordance with an approved Special Area Plan or in accordance with the TVC Goals, Objectives and Policies, is not eligible for the TVC expedited review process.

Policy 11.1.2.5 - Transferable Development Value (TDV) Map. The TDV Map establishes the potential uses, densities and intensities for properties in the TVC area, as established in the pre-existing Future Land Use Element as of [date of adoption of TVC amendment]. The TVC Element shall not limit the underlying potential densities or intensities, as established by the pre-existing Future Land Use Element. New nonresidential uses allowed pursuant to the pre-existing Future Land Use Element shall be encouraged to follow the retail and workplace strategies outlined in this element and shall follow the TVC Land Development Regulations. The potential densities and intensities on the TDV Map may be increased by the application of the policies in the TVC Element. Furthermore, for development that conforms to the TVC Element, any excess transferable development

rights remaining on the site after the application of the TVC Land Development Regulations may be transferred under the TDR Program outlined by Objective 11.1.7.

Policy 11.1.2.6 - Options for Development Outside of the Urban Service Boundary. Properties located outside of the Urban Service Boundary (USB) have several options for development in the TVC area:

1. Develop a Town or Village in accordance with the requirements of the TVC Element; or
2. Submit a joint application with other property owners to develop a Town or Village in accordance with the requirements of the TVC Element; or
3. Maintain the property in its natural state or for existing and new agricultural uses consistent with the adopted agricultural zoning designations. Such uses are encouraged to remain and may be expanded over time; or
4. Maintain the property in its natural state or for agricultural uses and utilize the Transfer of Development Rights (TDR) Program outlined under Objective 11.1.7 for the sale and transfer of at least 90% of the unused transferable development rights to an eligible receiving site within the approved Special Area Plan; or,
5. For parcels less than 500 acres in size, utilize the TDR Program to transfer a minimum of 90% of the transferable development rights to an eligible receiving site within the approved Special Area Plan. The property may be subdivided into individual home sites up to 10% of the transferable development rights. Such home sites are eligible to receive urban services at the property owners' expense after 90% of the transferable development rights has been permanently set aside for future transfer; or 6. For parcels less than 500 acres in size, subdivide the property into individual home sites with densities and intensities equal to or less than the number permitted by the transferable development rights. Such properties are not eligible for the incentives offered by the TVC, including access to urban services and utilization of the TDR Program. New development shall connect roadways, trails and open space and be compatible with existing adjacent development, without affecting the property's existing density and intensity.

Policy 11.1.2.7 - Subdivision Limitations. Existing parcels of record as of [date of the adoption of the TVC] that are 500 acres or more in size and located outside of the Urban Service Boundary (USB), shall develop in accordance with Policy 11.1.2.6 (1),(2),(3) or (4).

Policy 11.1.2.8 - Right to Farm: At a minimum, Florida's Right to Farm laws apply to existing and new agricultural uses in the TVC. Owners of the land are encouraged to initiate, continue, and expand agricultural operations and shall be protected in accordance with the allowances of the agricultural zoning district that applies to the land.

Objective 11.1.3: To provide incentives to reallocate potential development from areas located outside of the Urban Service Boundary (USB) to appropriate areas located inside the USB.

Policy 11.1.3.1 - Incentives for Development Inside the USB.

1. County Incentives. For projects that conform to the TVC Land Development Regulations and, additionally, provide affordable housing, workforce housing or propose mixed-use development, the County may offer incentives such as, but

not limited to, expedited permit review or density bonuses as established by the County Commission.

2. Reduced Requirements. To encourage development within the USB, new development has the following reduced requirements:
    a. Incremental development is permitted. New development does not have a minimum parcel size. Existing parcels may subdivide into individual building sites. New development shall follow the TVC Land Development Regulations to ensure connectivity and compatibility with existing adjacent development, without affecting the property's existing density and intensity.
    b. Towns and Villages have reduced requirements for Open Space & Countryside, and consequently for overall minimum size as outlined in Table 11-2 and Table 11-3.
3. Transfer of Development Rights (TDR) Program. For projects that conform to the Goals, Objectives and Policies of the TVC Element, the TDR Program outlined by Objective 11.1.7 establishes density bonuses to encourage development inside the Urban Service Boundary (USB) and transfers of density from eligible sending sites outside of the USB to designated receiving sites inside of the USB. Projects that propose to build a Town or Village may also transfer any unused transferable development rights remaining on the subject property as set forth in the TDR Program outlined by Objective 11.1.7.
4. Potential Densities and Intensities. The TVC Element shall not limit the underlying potential densities or intensities, as established by the pre-existing Future Land Use Element as of [date of adoption of TVC amendment]. New non-residential uses allowed pursuant to the pre-existing Future Land Use Element are encouraged to follow the retail and workplace strategies outlined in this element and shall follow the TVC Land Development Regulations. The potential densities and intensities on the TDV Map may be increased by the application of the policies in the TVC Element.

Objective 11.1.4: To prevent suburban sprawl by restricting the development of lands outside of the Urban Service Boundary to a system of compact, mixed-use, pedestrian-friendly Towns and Villages.

Policy 11.1.4.1 - TVC Development. Development within the TVC is intended to do the following:

- Preserve the rural character, encouraging opportunities for continued agriculture;
- Offset biological and ecological impacts of new development;
- Improve the water quality within the Indian River Lagoon;
- Manage water comprehensively throughout the area;
- Provide an interconnected system of native habitat preserves, greenways, parks, and open space;
- Reduce automobile trips;
- Balance housing with workplaces, jobs, retail and civic uses;
- Provide a variety of housing types to support residents of diverse ages, incomes, family sizes, and lifestyles;
- Create predictability and efficiency in planning and in the provision of infrastructure;
- Allocate infrastructure and public service costs to provide for fiscal neutrality.

Policy 11.1.4.2 - Settlement Principles. Neighborhoods form the basic building block for all new Towns and Villages within the TVC (Figure 11-4). The components of a Neighborhood shall be arranged to be compatible in scale and character with existing adjacent uses.

Neighborhoods shall exhibit the following characteristics:

1. Neighborhood Size. The neighborhood size shall be scaled upon a five-minute walk radius (approximately ¼ mile, 1,320 feet, or area of 125 acres), as measured from the Neighborhood Center (Figure 11-5). In general, each neighborhood shall have well defined edges and range from 80 to 150 acres in size, not including the land set aside for the Countryside component. The shape or form of the neighborhood is flexible and responds to physical or geological conditions, provided that the maximum ¼ mile radius benchmark for scale is generally maintained. For example, proposed development within a Net Developable Area of 200 acres should create two distinct neighborhoods.

2. The Transect. A Neighborhood shall contain a mix of uses including residential, retail, office, civic and recreation spaces that support the daily needs of its residents within walking distance. Varying uses shall be organized in the Neighborhood based on the Transect (Figure 11-6), which is composed of a hierarchy of zones including the Countryside, Neighborhood Edge, Neighborhood General, and Neighborhood Center zones, and in the case of developments with multiple neighborhoods, the Neighborhood Core zone. The Transect promotes a wide cross section of uses, densities and building types and depicts their appropriate location in clearly defined zones:

a) Neighborhood Edge. The Neighborhood Edge is primarily a detached single family area with larger lots and less density than the other zones.

b) Neighborhood General. The Neighborhood General is one of the larger areas in a Neighborhood, allowing some small businesses compatible with the primarily residential character of the zone. A mixture of single-family homes on various lot sizes, attached townhouses, apartments, bed and breakfast tourism homes and some live-work units is appropriate.

c) Neighborhood Center. The Neighborhood Center is the recognizable nucleus in the form of a public or civic focal point. The public or civic focal point may be a publicly owned square, park, green or plaza, in combination with a school, library, museum, place of worship, community center, farmer's market or small-scale neighborhood retail uses. The Neighborhood Center provides a natural gathering place for the community and is lined by the fronts of buildings for spatial definition as well as for the increased safety afforded by the resulting natural surveillance opportunity. The Center is compact and appropriate for multi-story attached buildings designed to accommodate a range of uses over time. Shops with offices or apartments in the upper stories, live/work units and higher density residential types are all appropriate in the Neighborhood Center. The Neighborhood Center is within walking distance of and accessible to all neighborhood residents.

d) Neighborhood Core. The Neighborhood Core is the densest, most active zone of the Transect, supported by at least two neighborhoods usually occurring along a major thoroughfare or at a major intersection. The

Neighborhood Core has the more intense retail and office uses and may include targeted industry employment uses.

3. Variety of Housing Types. A Neighborhood shall provide a variety of housing types and prices that support a broad range of family sizes and incomes. Housing types are defined by building types such as single-family, multi-family, townhouse, mixed-use, etc. and are distributed throughout the neighborhood in relation to the principle of the Transect. The Neighborhood provides home-ownership as well as rental housing opportunities in an integrated manner. The use of accessory dwelling units, in accordance with the provisions of Section 163.31771, Florida Statutes, to provide an opportunity for dispersed rental housing or other accessory uses within single-family fabric is desirable. Accessory dwelling units shall be evaluated for concurrency purposes to determine availability of services when proposed as part of a Town or Village. When proposed by an individual lot owner, only verification of potable water and sanitary sewer service shall be required. A mobile home or Recreational Vehicle (RV) shall not constitute such an accessory dwelling unit. Accessory dwelling units shall not constitute a unit for the purposes of limiting density.

4. Civic Uses. Each Neighborhood shall contain at least one Civic building. Civic buildings shall be sited on locations of high public visibility and prominence, usually within or around public Open Spaces, or at the termination of vistas (Figure 11-7). Fire Stations and Police Stations are encouraged to provide community meeting rooms to enhance their public character. Towns or Villages that are required to provide a school shall locate the school onsite. Planning for the school shall be coordinated with the School Board of St. Lucie County. Land set aside for Civic Uses may be eligible for incentives under the Transfer of Development Rights (TDR) Program outlined under Objective 11.1.7.

5. Walkable Blocks. Blocks shall be scaled to accommodate a variety of building types and encourage pedestrian traffic. Such typical block dimensions range between 300’ – 500’ on a block face and do not exceed 750’ on any single block face. Single blocks shall not exceed a total perimeter distance of 2,500’.

6. Proper Building Placement. Building types of like scale, massing, and uses shall face one another on a given street. To provide a harmonious transition, differing building types may be placed back-to-back on a single block. The primary entrance of every building shall directly face a street, a square, a park, a plaza, or a green.

7. Street Network. Neighborhoods shall have an interconnected network of public streets designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles. A hierarchy of streets shall be provided in the neighborhood so that larger streets accommodate larger buildings and wider sidewalks while smaller streets have smaller buildings and sidewalks. Streets and buildings shall be designed so the building height facing the street is proportional to the width of the street. Alleys are required in the mixed use areas of the neighborhood to provide access for rear-loaded parking, municipal services, and loading and unloading of goods, which allows the street to be more safely used by pedestrians and bicyclists by reducing conflicts with vehicles. Alleys are required for townhouse development. In residential areas, alleys are encouraged, but not required, to accommodate parking and to provide private entrances and parking for rental units located behind single-family homes. Where alleys are used to provide rear access,

buildings shall have secondary entrances, lighting and sufficient window openings to provide natural surveillance.

8. Mix of Uses. Neighborhoods shall support varying amounts of mixed use located within the appropriate area of the Transect within suitable building types. Different neighborhoods have diverse characters, which support varying amounts of mixed use; however, every neighborhood should support residential uses, a civic site, and at least one Local Store.

9. Countryside. A significant amount of Open Space is designated for the Countryside as an integral component of the settlement pattern to

a) support and enhance the rural character;
b) preserve and restore native habitats;
c) provide opportunities for sustained agriculture; and
d) help mitigate the biological and ecological impacts of new development.

Figure 11-4
NEIGHBORHOOD DIAGRAM

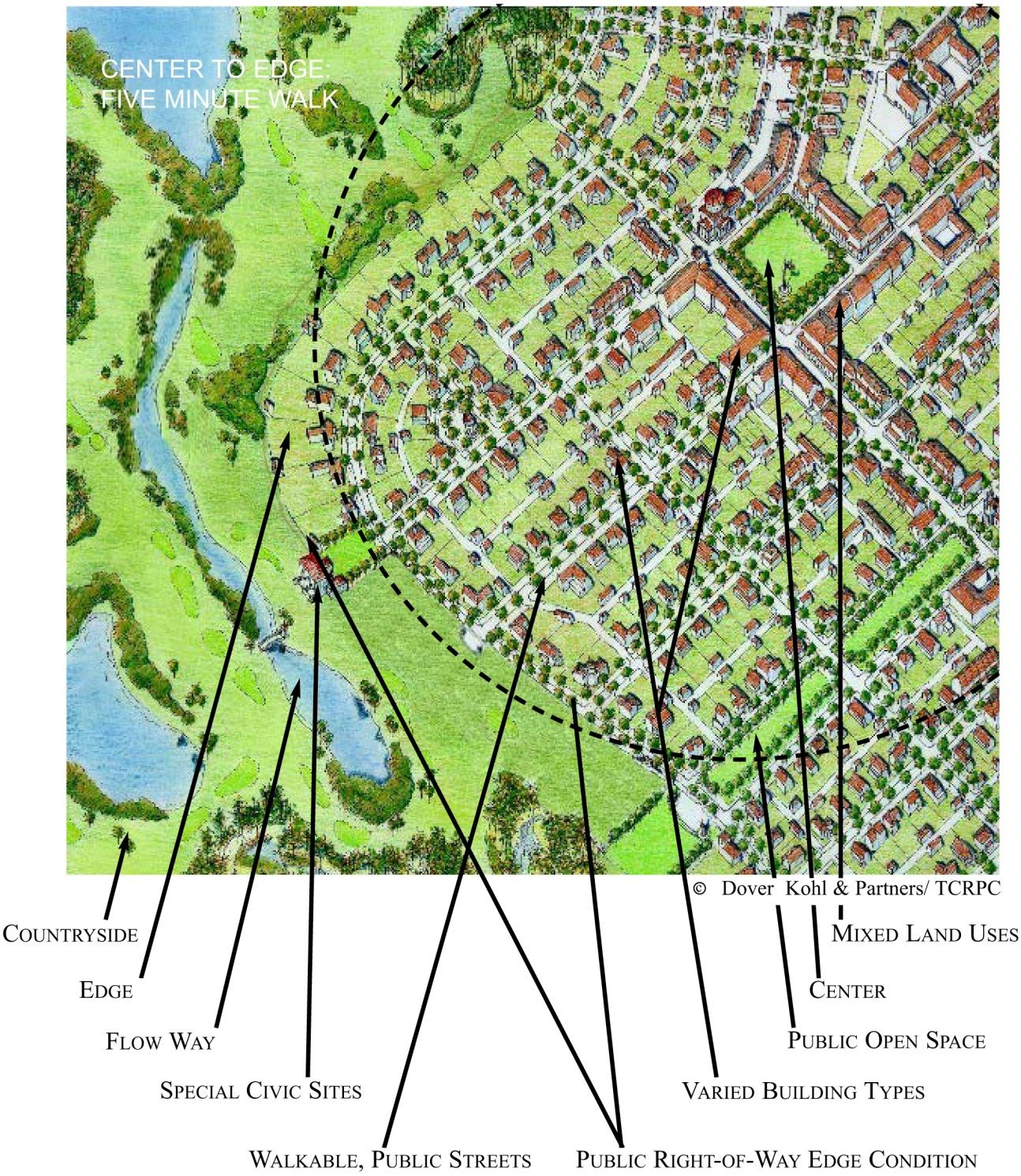
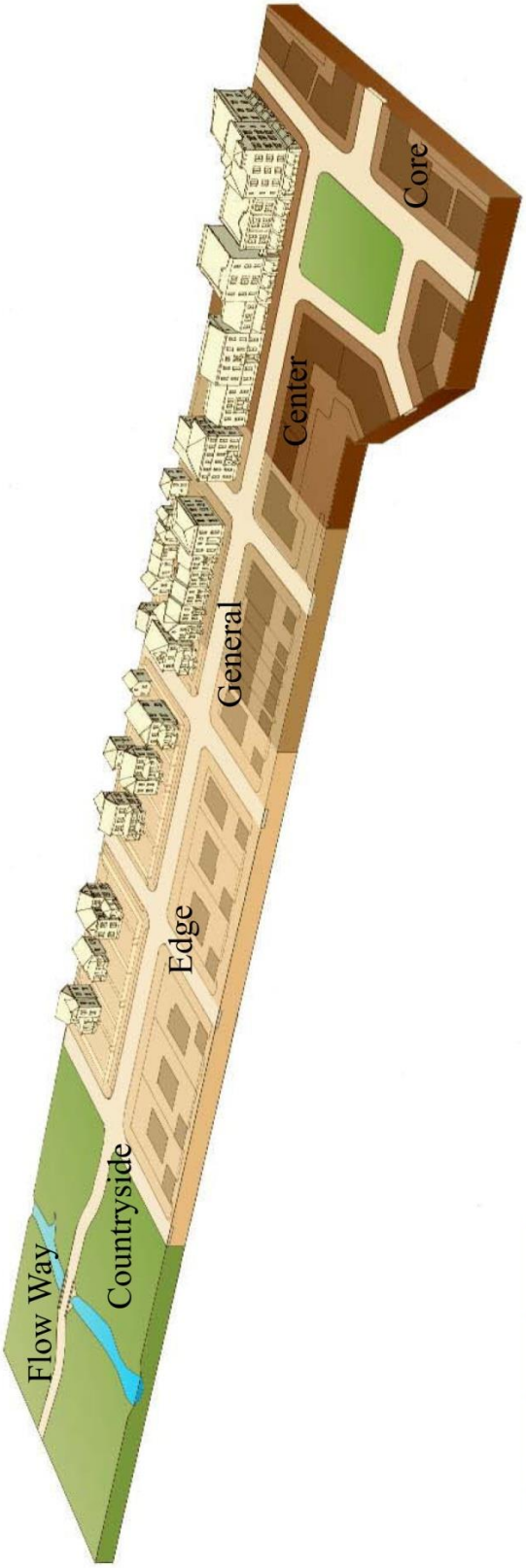


Figure 11-5
NEIGHBORHOOD CHARACTERISTICS

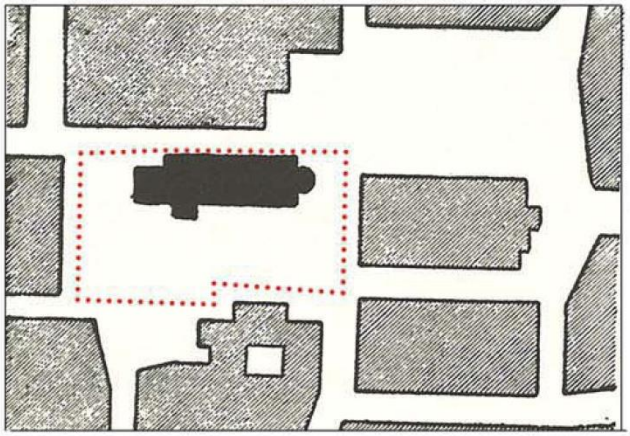
Figure 11-6
The Transect



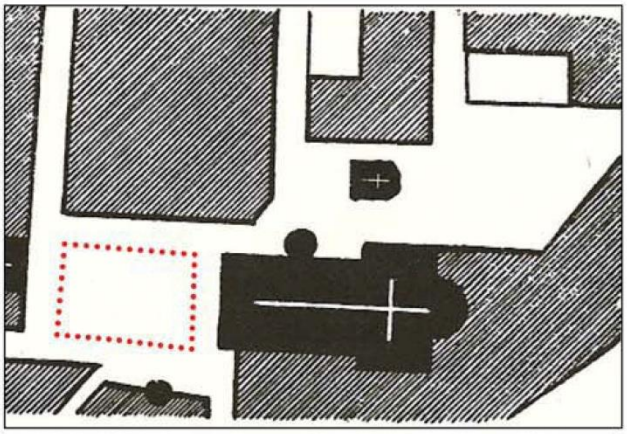
A SECTION THROUGH
THE NEIGHBORHOOD

© Dover Kohl & Partners

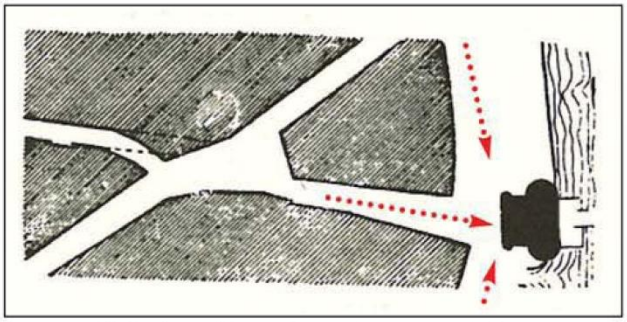
Figure 11-7
Civic Use Locations



Civic Building Within a Public Open Space



Civic Building Around a Public Open Space



Civic Building Terminating a Vista

Three Plans by Camillo Sitte - Civic Art, Hegemann & Peets, American Vitruvius

Policy 11.1.4.3 - Development in the Form of New Towns and Villages. Except as otherwise provided in the TVC Element, new development shall be in the form of Towns and Villages, created by a system of neighborhoods that demonstrate the Settlement Principles, implement the retail, workplace and transportation strategies, manage water and wastewater comprehensively and allow for a significant amount of Countryside. The relationship of the built environment to open space outlined in Policies 11.1.4.4 and 11.1.4.5 for new Towns and Villages is based on the following principles (Figure 11-8):

1. A minimum density and mix of uses in a compact, walkable community is necessary to establish sustainable growth;

2. Open Space is necessary for the long-term health and welfare of new communities in rural areas;

3. Open Space is necessary to preserve the natural and rural character desired by the citizens of St. Lucie County;

4. Open Space is necessary to help mitigate the environmental impact of the new development in the area; and

5. Open Space is necessary to improve the overall health and water quality of the Indian River Lagoon. Participation in the TDR Program outlined under Objective 11.1.7 may be necessary to acquire additional density to meet the minimum requirements for development under the TVC Element. Outside of the USB, the Transferable Development Value Map and the application of the TDR Program limit potential development density of a new Town or Village. Density increases not associated with the TDR Program (i.e. through re-zoning) are not permitted outside of the USB.

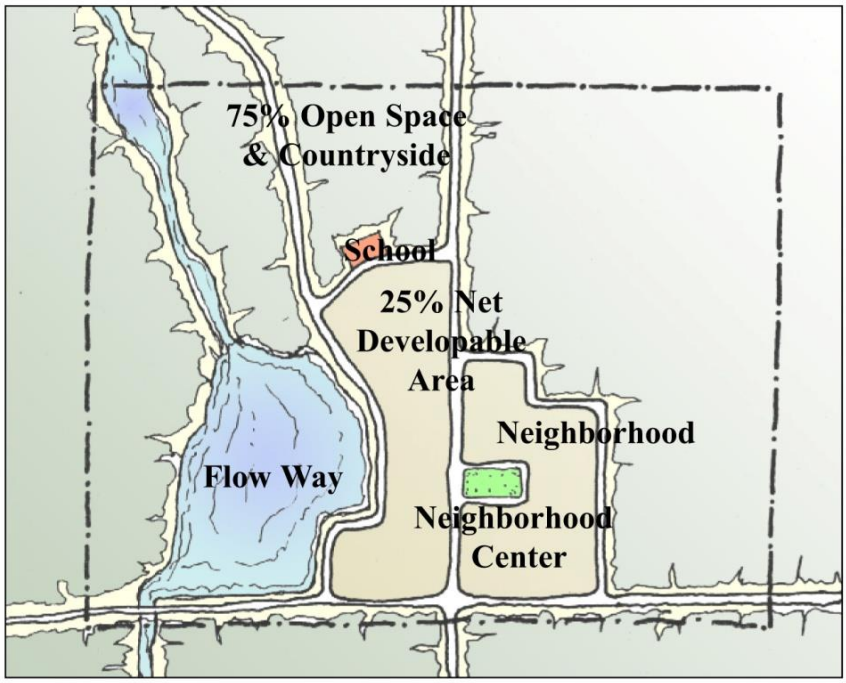
Policy 11.1.4.4 - Towns. A Town (Figure 11-9) is a collection of two or more distinct neighborhoods in the Countryside.

Table 11-2 Town Requirements

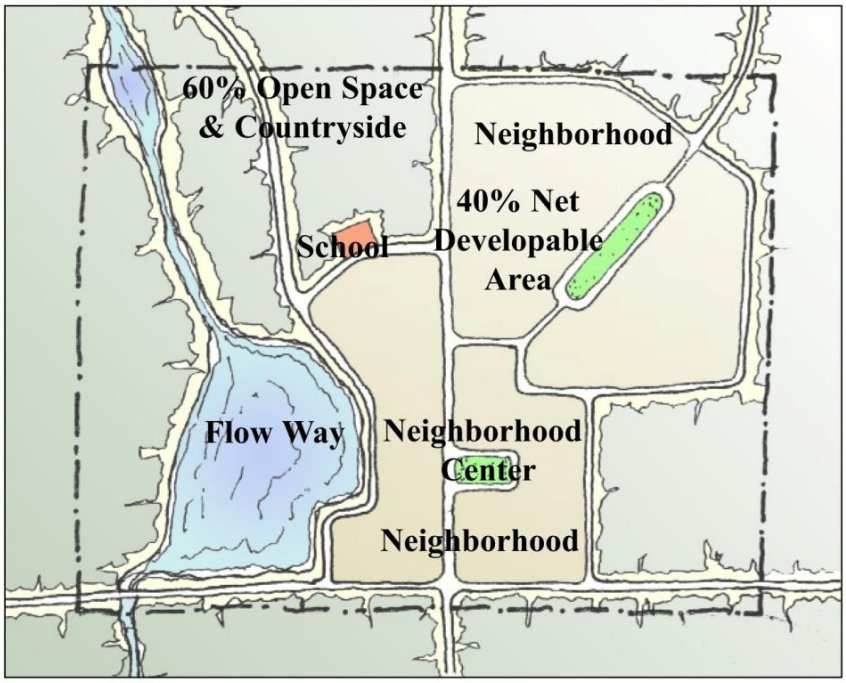
Size	
Min. Parcel Size for a Town located Outside of the USB:	625 acres
Min. Parcel Size for a Town located Inside of the USB:	225 acres
Maximum Parcel Size:	N/A
Open Space & Countryside	
Open Space & Countryside Required Outside the USB:	60% (50% Countryside min.)
Open Space & Countryside Required Inside the USB:	40% (Countryside min.)
Density Required in Net Developable Area*	
Min. Average Density required Inside USB:	6 dwelling units/ acre
Min. Average Density required Outside USB:	5 dwelling units/ acre

* Properties that do not achieve the minimum density (as depicted on the TDV Map) for development of a Town may acquire additional density pursuant to the TDR Program outlined under Objective 11.1.7.

Figure 11-8
NEIGHBORHOOD/OPEN SPACE DIAGRAM



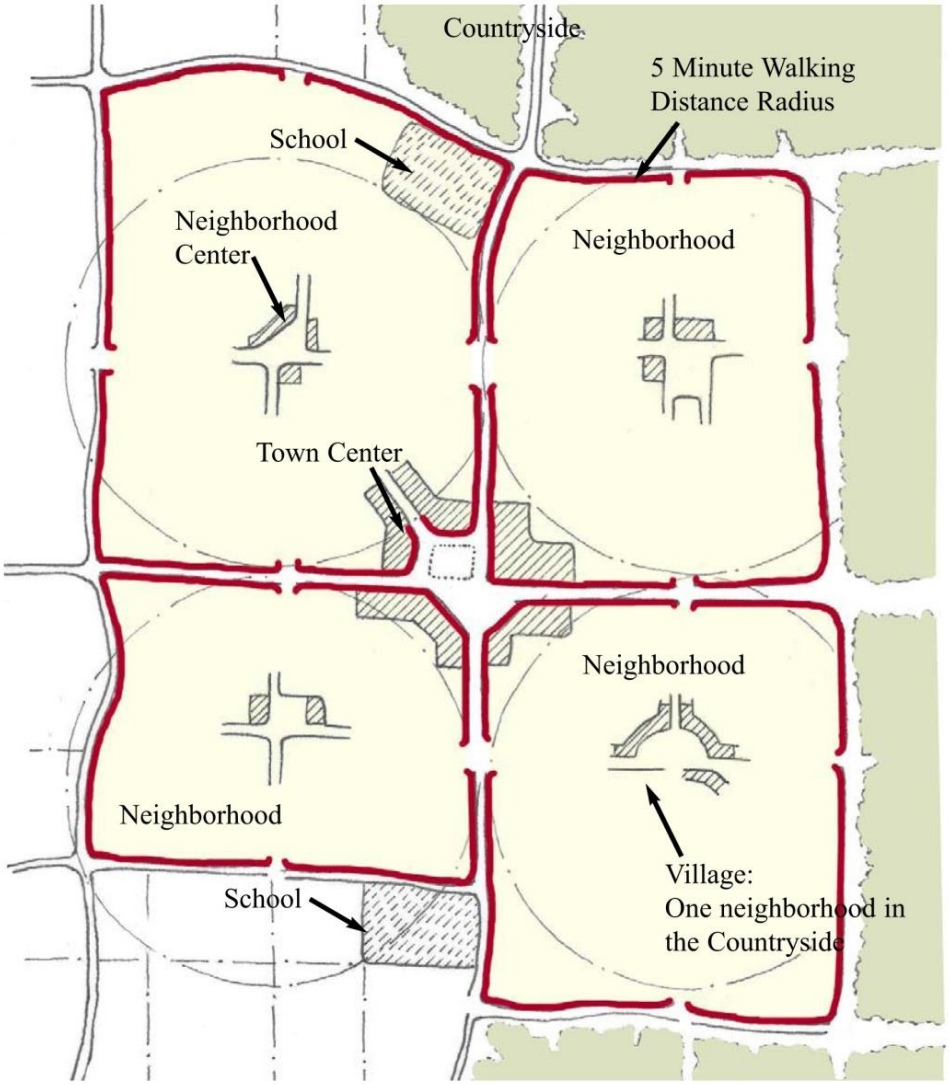
Village: Compact walkable community within the countryside



Town: A group of neighborhoods within the countryside

Figure 11-9

DIAGRAM OF A TOWN



© Dover Kohl & Partners

The Neighborhood is the basic planning unit. Alone in the countryside, one neighborhood constitutes a Village, when combined with other neighborhoods, it becomes a Town.

Town Center

Policy 11.1.4.5 - Villages. A Village (Figure 11-10) is one distinct neighborhood in the Countryside.

Table 11-3 Village Requirements

Size	
Min. Parcel Size for a Village located Outside of the USB:	500 acres
Min. Parcel Size for a Village located Inside of the USB:	110 acres
Maximum Parcel:	624 acres
Open Space & Countryside	
Open Space & Countryside Required Outside the USB:	75% (65% Countryside min.)
Open Space & Countryside Required Inside the USB:	40% (Countryside min.)
Density Required in Net Developable Area *	
Min. Average Density required Inside USB:	5 dwelling units/ acre
Min. Average Density required Outside USB:	5 dwelling units/ acre

*Properties that do not achieve the minimum density (as depicted on the TDV Map) for development of a Town may acquire additional density pursuant to the TDR Program outlined under Objective 11.1.7.

Policy 11.1.4.6 - Open Space & the Countryside. To ensure that the rural landscape is preserved, most of the Open Space required in Towns and Villages located outside of the USB shall be designated for Countryside. In Towns, at least 50% of the site shall be for the Countryside and no more than 10% may be for other open space components (See Policies 11.1.5.3 and 11.1.5.4). In Villages, at least 65% of the site shall be for the Countryside and no more than 10% for other open space components. If other open space components are not used, the full requirement shall be for Countryside. For example: A 1000 acre Town located outside the USB is required to set aside 600 acres (60%) for Open Space; 500 acres (50% of the site) of the required Open Space must be designated for the Countryside.

Policy 11.1.4.7 - Workforce Housing. To encourage a broad range of family sizes and incomes, new Towns and Villages shall provide a minimum of eight percent (8%) of the proposed number of residential units as workforce housing. An inventory of workforce housing in the TVC shall be maintained on an annual basis.

Policy 11.1.4.8 - Workforce Housing Qualification. Workforce housing shall be sold or rented only to qualified households as defined by St. Lucie County's Department ~~Division~~ of Community Services, Housing Division ~~Department~~ in accordance with the criteria utilized in the County's State Housing Initiative Partnership (SHIP) program or Community Development Block Grant (CDBG).

Policy 11.1.4.9 - Workforce Housing Affordability. The affordability of workforce housing shall be maintained for a period of at least 25 years utilizing documents, such as deed restrictions, recorded in the public records of St. Lucie County describing the affordability requirements for each workforce unit.

Policy 11.1.4.10 - Accessory Units. Each single-family dwelling unit with an Accessory Unit shall be eligible for the higher multiplier offered for Workforce Housing in the Special Area Plan's Credit Matrix (Table 11-4). However, the provision of such Accessory Units may not be counted towards the fulfillment of the Workforce Housing requirement set forth in Policy 11.1.4.7.

Policy 11.1.4.11 - Adequate School Sites and Capacity. To ensure adequate **s**chool locations, the proponent of a new Town or Village shall work with the County and the St. Lucie County School Board to determine the most appropriate school site that fulfills the location, capacity and concurrency requirements set forth by the TVC and the adopted St. Lucie County Interlocal Agreement for School Concurrency as required by Senate Bill 360.

Policy 11.1.4.12 - Potable Water and Sanitary Sewer: All development within new Towns and Villages shall be serviced by centralized potable water and sanitary sewer systems. Such centralized services shall be coordinated with St. Lucie County

Policy 11.1.4.13 - Provider of Potable Water and Sanitary Sewer. The County as retail provider has a Bulk Utility Agreement with the Ft. Pierce Utility Authority (FPUA) to provide bulk utility service within the North St. Lucie County Special Area Plan. Thereafter, the County and FPUA shall jointly plan water supply and wastewater facilities to serve the area needs. The water supply source to meet the additional demands of new development shall be the Floridan Aquifer or a permitted alternative water supply source.

Policy 11.1.4.14 - Construction of Infrastructure. The Ft. Pierce Utility Authority (FPUA) and St. Lucie County or its designee shall plan, design, permit and construct a water, wastewater and reclaimed water utility infrastructure (including water supply, treatment, storage, distribution, collection, and disposal capacity) to support the potable water, sanitary sewer and irrigation needs of the NSLC SAP at full build out and in accordance with the level of service established by the County's comprehensive plan, as amended from time to time. This infrastructure shall be built to FPUA and County standards, and as-built drawings shall be provided to FPUA and the County. The FPUA and the County may conduct periodic inspections (the nature and frequency of which are to be determined by FPUA and the County) both during and after construction to ensure that the infrastructure is being properly constructed, operated and maintained. It is recognized by the parties that said infrastructure may be constructed in phases commensurate with the creation of demand by development.

Policy 11.1.4.15 - Levels of Service Standards. In accordance with Section 163.3180 F.S., sanitary sewer, solid waste, drainage, potable water, parks and recreation, schools and transportation facilities shall be provided to meet level of service standards for concurrency purposes.

Policy 11.1.4.16 - Availability of Facilities. In accordance with Section 163.3180(2) F.S., sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, St. Lucie County shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the County of a certificate of occupancy or its functional equivalent.

Policy 11.1.4.17 - Funding Public Facility Improvements. The North St. Lucie County (NSLC) Special Area Plan (SAP) does not authorize approval of specific development plans or proposals. Development plans or proposals may be approved within the NSLC SAP area if the necessary public facility improvements are added to the County's Five-Year Capital Improvements Schedule (or, in the case of transportation improvements

subject to Section 163.3180(16)(b) or (f), Florida Statutes, the Ten-Year Capital Improvements Schedule if applicable) supported by an executed Developer Agreement, Interlocal Agreement or other financing source including one or more of the financing tools and strategies outlined in Policy 11.1.9.16 guaranteeing adequate funding for the improvements. The amended Capital Improvement Schedule shall specify the responsible party, whether County, developer or otherwise, for funding the necessary public facilities and is subject to adjustment through the County's final site plan approval process and state and federal permitting processes, to the extent such adjustment meets the Objectives and Policies of the TVC.

Policy 11.1.4.18 - Site Plan Approval Requirements. No site plan approvals shall be awarded unless adequate school capacity exists or is programmed to be available concurrent with the demand. Mitigation is possible for incremental development. Additionally, no site plan approvals shall be awarded unless adequate potable water and sanitary sewer capacity exist or are programmed to be available concurrent with the demand in the North County Area.

Policy 11.1.4.19 - Phased Development Approach. Development in the TVC Area shall be phased so water and wastewater services and facilities necessitated by the development are available concurrent with its impacts.

Policy 11.1.4.20 - Monitoring the TVC. The County shall monitor the implementation of the TVC on an ongoing basis. The County, working in conjunction with the Treasure Coast Regional Planning Council and a committee of ten local residents and property owners in the TVC area, will evaluate the performance of the goals, objectives and policies as well as the land development regulations, including the Transfer of Development Rights program, and management of the Open Space. Each member of the Board of County Commissioners shall appoint two members of such committee, of which at least one shall be an owner of property within the TVC area. Such evaluation process will include, without limitation, specific evaluation of the following components of TVC:

a) Workforce housing supply and demand;

b) Retail, commercial, and industrial supply and demand to meet local and regional economic development needs, including the amount of existing and approved retail, commercial, and industrial uses in the TVC and the continued appropriateness of the commercial development cap in Table 11-1.

c) TOR supply and demand;

d) Water and wastewater capital improvements, supply, demand, and any adjustments necessary to the capital improvements schedule, to the extent not already addressed in the County's annual updates of the schedule and the utilities master plans of utility providers in the TVC area;

e) Transportation impacts and progress towards implementing the future Street Network Plan depicted on Figure 11-15, and any adjustments necessary to the capital improvements schedule, to the extent not already addressed in the County's annual updates of the schedule; and

f) Effective coordination with other government and legislative agencies, such as TPO, SFWMD, FPFWMD, FDOT, DEP, City or Fort Pierce, Ft. Pierce Utility Authority, and Indian River County.

g) The adoption and implementation of special assessment districts pursuant to Policy 11.1.9.16,

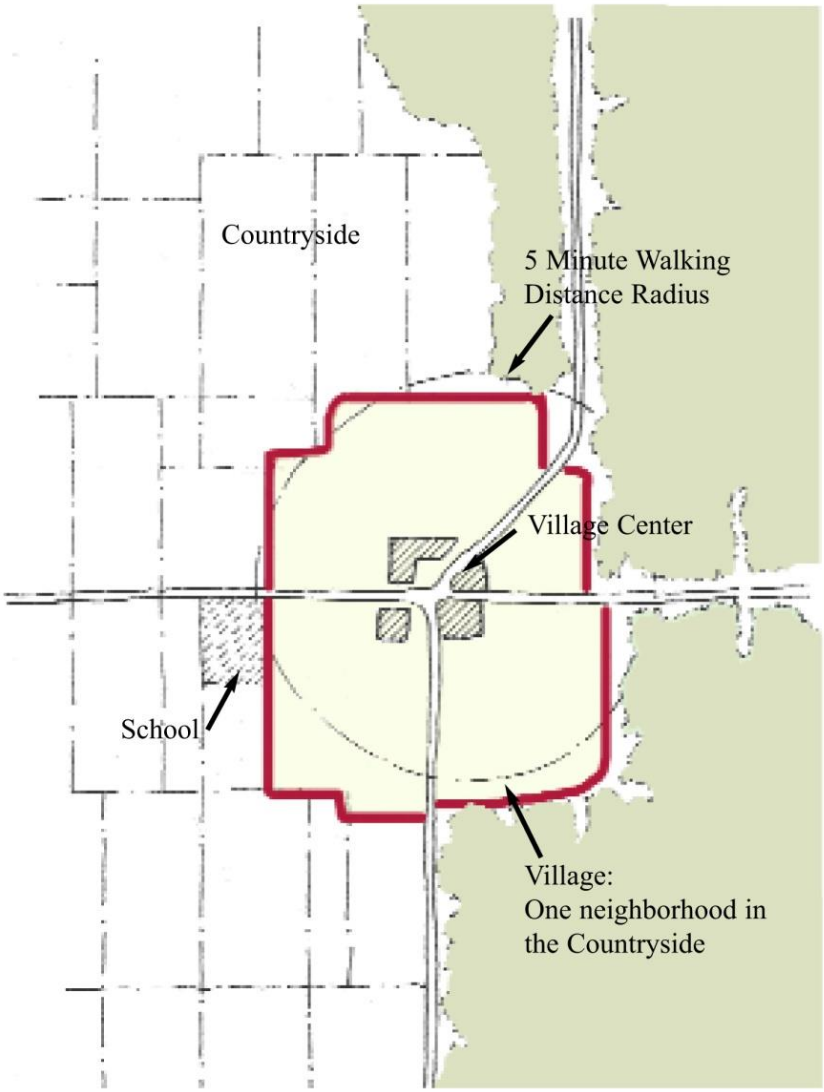
h) Potential options to meet the Countryside and Open Space Requirements beyond those options contained in the TVC that maintain the purposes behind the Countryside and Open Space Requirements.

i) Experience with administration, management, and maintenance of Open Space and Countryside areas,

j) Patterns of development occurring within TVC, and the need for possible alternative patterns.

Based on this evaluation, the County will adopt appropriate modifications to the TVC Element to resolve any issues related to implementation of these or other components of the plan. After the initial evaluation, subsequent evaluations shall occur no less than every four years. This policy shall not prohibit any party from initiating any other Plan amendment.

Figure 11-10
DIAGRAM OF A VILLAGE



© Dover Kohl & Partners

The Neighborhood is the basic planning unit. Alone in the countryside, one neighborhood constitutes a Village, when combined with other neighborhoods, it becomes a town.

Village Center

Objective 11.1.5: To establish a significant amount of land dedicated to the landscape and Countryside by permanently setting aside land for the community to provide public recreational areas, to maintain and improve the rural, agricultural quality of the area and to use the land to improve the health of both the natural and built environment.

Policy 11.1.5.1 - Healthy Ecosystems. Countryside shall be preserved to help mitigate the environmental impact of new development in the area. In order to establish a healthy ecosystem within the Countryside, diverse vegetation, elevations, and drainage conveyances are encouraged to promote the sustainability of both native and migratory species.

Policy 11.1.5.2 - Wastewater Reuse. New developments in North St. Lucie County are required to accommodate the volume of treated wastewater produced. The Countryside will include adequate areas designed to absorb the treated wastewater to utilize its nutrients to enhance the ecological function of the environment.

Policy 11.1.5.3 - Components of the Countryside. Countryside shall be comprised of one or more of the following:

1. Agriculture. The County, in cooperation with the land management entity, shall develop incentives for promoting agriculture in the Countryside. Agricultural uses should be designed to utilize reuse wastewater to help reduce the biological impact of new development. Agricultural Research & Education Facilities may be eligible for incentives under the TDR Program.
2. Native Habitat and Environmentally Sensitive Areas. The preservation or restoration of native habitat and the preservation of Environmentally Significant Land is encouraged and may be eligible for incentives under the TDR Program.
3. Flow Way System. The Flow Way System is intended to work in concert with and as part of the Countryside.
4. Community Amenities. Land used for community amenities within a Town or Village may be counted towards the fulfillment of the required amount of Countryside for the proposed development. Such amenities include, but are not limited to, the following:
    a) Community Recreation Areas. Uses such as equestrian facilities, regional parks, picnic areas, campgrounds, ecotourism areas, swimming and fishing lakes, greenways and trails, and/or polo fields are appropriate in community recreation areas.
    b) Neighborhood Parks, Greens and Squares. The maintenance and upkeep of such neighborhood amenities shall be the responsibility of the Community Development District or other entity approved by the County, and such spaces shall be publicly accessible in perpetuity;
    c) Golf Courses. One golf course per Town or Village may be counted towards the fulfillment of the required amount of Countryside, provided that it is designed to accommodate reuse wastewater and does not interfere with the creation of a continuous flow way and integrated trail system.

Policy 11.1.5.4 - Open Space Components. The following components or combination of components may be counted toward the remaining Open Space requirement that is not reserved for Countryside components:

a) Civic Uses;

b) Targeted Industry;

c) Higher Education;

d) Large Lots. To encourage transferring potential development from smaller parcels into Towns or Villages, up to five percent (5%) of the area required for Open Space & Countryside may be platted into large lots outside of the Net Developable Area. Such dwelling units must be acquired by TDR Credits transferred from an offsite eligible Sending Site.

e) Workforce Housing. Workforce Housing provided above the required amount in Policy 11.1.4.7 may be counted towards the fulfillment of the required amount of Open Space. Accessory Buildings are not considered workforce housing for the purposes of measuring the Open Space requirement.

Policy 11.1.5.5 - Off-Site Locations. Land dedicated to the required Countryside may be located on separate parcels within the Special Area Plan that are not contiguous to the land used for the Net Developable Area of the new Town or Village.

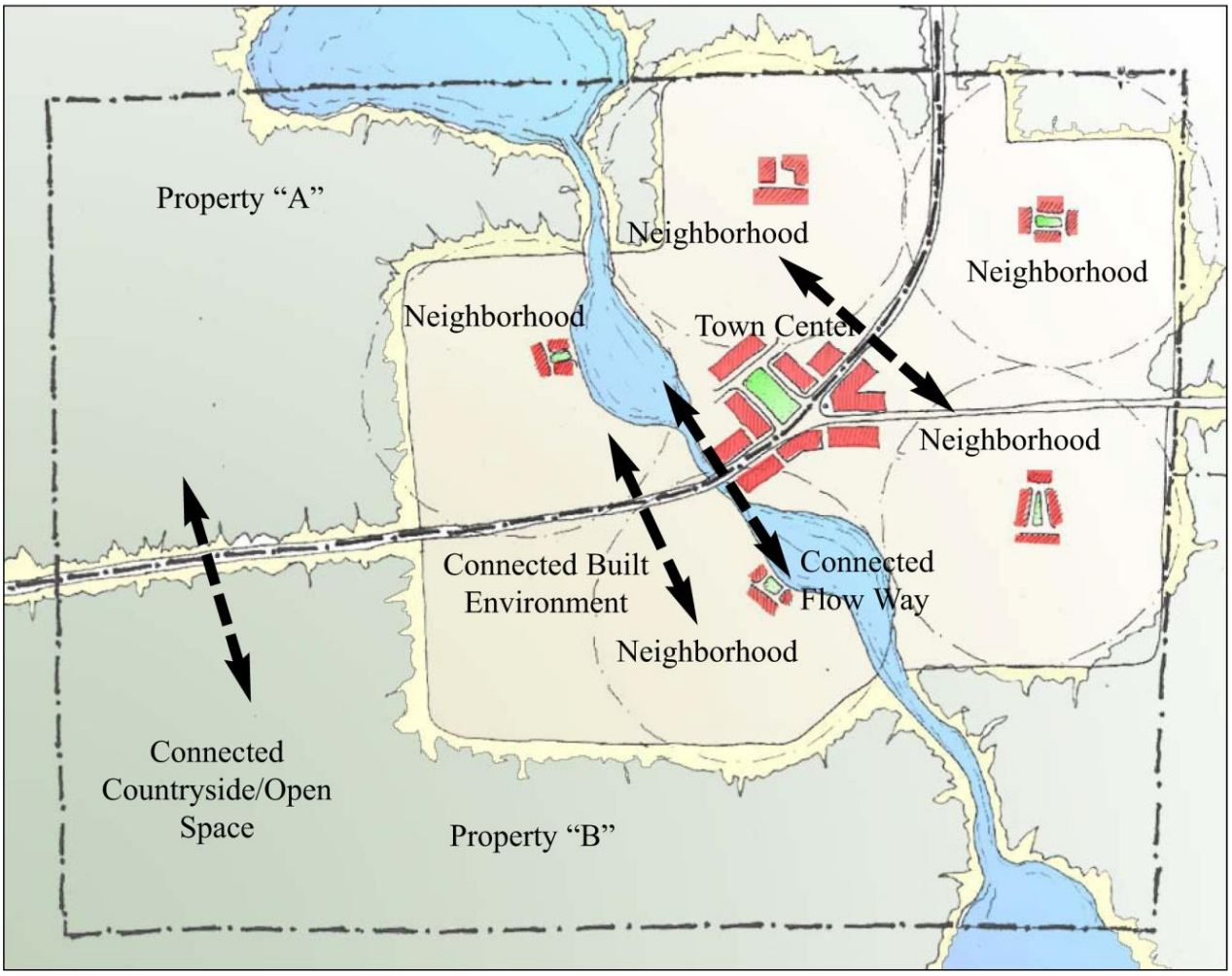
Policy 11.1.5.6 - Linking Countryside. To maximize both the aesthetics of the rural landscape and the biological and ecological system intended by the requirement for Countryside, developments shall link to the greatest extent possible the areas set aside for these purposes both within the site as well as to any existing neighboring Countryside areas, existing or planned passive parks, existing uses of an agricultural character or environmental preserves (Figure 11-11).

Policy 11.1.5.7 - Greenway Corridors. To support the desired ecological system and the community's desire to preserve the rural character of the area, certain roadways, corridors and vistas shall be encouraged to maintain and/or improve the existing surrounding landscape or to create links between existing natural areas, public preserves, and passive parks and to support recreational, educational and ecotourism trails.

1. Indrio Road. New developments located outside of the USB, directly north and south of Indrio Road, between Johnston Road and Emerson Avenue are required to position a substantial amount of the Countryside component along the property line adjoining the Indrio Road right of way. Active farms or restored natural habitat is the preferred Countryside landscape.

Figure 11-11

LINKING THE COUNTRYSIDE AND FLOW WAY SYSTEM



Policy 11.1.5.8 - Transition Between Neighborhood and Countryside. The neighborhood shall be separated from the Countryside and the Flow Way System by a public right-of-way that can take the form of an avenue, street, path or trail. This right-of-way shall be fully disclosed and maintained as a public right of way and shall be constructed concurrently with the development. (Figure 11-4)

Policy 11.1.5.9 - Administration. To ensure the health and quality of the land, the entity responsible for the administration, management and maintenance of the land set aside for the Countryside of each new Town or Village shall be identified as part of the approval process for new development. These tasks shall be executed by the County or an entity designated by the County, with all necessary funding identified by the developer of the new Town or Village and provided by the developer or its future residents.

Policy 11.1.5.10 - Community Stewardship Organization. A Community Stewardship Organization (CSO) is encouraged to educate the public and work with the entity responsible for management of the Countryside.

Policy 11.1.5.11 - Mapping Open Space Components. Targeted Industry, Higher Education, and Agricultural Research & Education Facilities will be incorporated into the regulating plan of the Town or Village as part of zoning approval. An inventory of lands used for these components will be maintained on an annual basis.

Policy 11.1.5.12 - Mapping Countryside Components. An inventory of lands designated as Countryside in the regulating plans for all new Towns and Villages will be maintained on an annual basis.

Objective 11.1.6: To create a Flow Way System that is a backbone for comprehensive water management within the area, supportive of the objectives of the South Florida Water Management District and the Goals, Objectives and Policies of St. Lucie County's Conservation Element, and that provides a linear regional park amenity.

Policy 11.1.6.1 - Water Management Strategy. The land necessary for water storage, attenuation and discharge for drainage of new development in the TVC area shall be arranged and managed as part of a comprehensive regional Flow Way System. The Flow Way will be a continuous water management system that enhances the conveyance functions of the existing drainage canals and incorporates the stormwater detention systems for new development so as to reduce total runoff volume and improve water quality prior to discharge into the Indian River Lagoon.

Policy 11.1.6.2 - System Management. To ensure the health and quality of the system, the entity responsible for the administration, management and maintenance of the surface water management system of each Town or Village must be identified as a part of the approval process.

Policy 11.1.6.3 - Connecting the Flow Way System. To maximize both the aesthetics and functionality of the Flow Way System, developments shall link the land necessary for water management both within the site as well as to any existing neighboring Flow Way System and, where possible, restore natural sheet flow (Figure 11-11). Interconnecting the Flow Way System shall not be the sole basis for an eminent domain claim by the local government.

Policy 11.1.6.4 - Relationship with the Countryside. The Flow Way System is intended to work in concert with and is part of the land designated for the Countryside. Land used in the Flow Way System is also counted towards the fulfillment of the Countryside requirement.

Policy 11.1.6.5 - Recreational Component. To achieve the linear park that the Flow Way System is intended to create, bicycle, walking and/or equestrian trails are required along its edges in Towns and Villages. Eco-hiking trails shall be used along environmentally sensitive lands. To reinforce the community amenity aspect of the Flow Way System, the majority of the housing located adjacent to the Flow Way System shall face it (Figure 11-4).

Policy 11.1.6.6 - Implementation of the North St. Lucie County Flow Way System. New development shall be planned to implement the water management principles intended by the Flow Way System. The existing canal network allows this system to be implemented incrementally as new development is approved.

Policy 11.1.6.7 - Management and Coordination of the Flow Way System. St. Lucie County will coordinate with SFWMD and FPFWD to create, within six months of the effective date of the TVC Element, an institutional structure to facilitate the implementation of a surface water and stormwater management system that a) maintains adopted level of service standards; b) is coordinated with landowners to achieve connectivity over time; c) is financially feasible; d) is coordinated with the plans of the SFWMD, FPFWD and other stakeholder agencies; and e) increases water quality prior to discharge into the Indian River Lagoon.

Policy 11.1.6.8 - Character of the Flow Way System: The edge condition of the Flow Way System shall be designed and landscaped consistent with the urban or rural quality of the surrounding area. For example, an urban canal edged with a hardscaped promenade lined with shade trees is appropriate in the Neighborhood Center or Core areas while native habitat restoration or preservation with a path is appropriate in the Neighborhood Edge or Countryside. Existing Environmentally Significant Land shall be preserved.

Objective 11.1.7: To create a Transfer of Development Rights Program that will result in the preservation of a significant amount of open space in the area designated as Towns, Villages and Countryside.

Policy 11.1.7.1 - Transfer of Development Rights (TDR) Program. The Transfer of Development Rights (TDR) Program will be established to facilitate the desired settlement pattern. The TDR Program is intended to create incentives to direct development into compact Towns and Villages, thereby preserving the rural character of the undeveloped areas of St. Lucie County, encouraging agriculture to remain a viable option, and promoting an integrated Flow Way System throughout the Countryside. Density increases not associated with the TDR Program (i.e. through rezoning) are not permitted outside of the Urban Service Boundary.

Policy 11.1.7.2 - Incentives for Implementing the Countryside and Flow Way System. The TDR Program offers an opportunity for increased residential density for developments that set aside land for the Countryside and the Flow Way System. A multiplier may be applied to the transferable development rights of land set aside for these purposes. The result of applying this multiplier is a system of development credits ("TDR Credits"). TDR Credits may be applied within the Net Developable Area of the proposed development or may be eligible for transfer to another project within the Special Area Plan.

Policy 11.1.7.3 - TDR Sending Sites. Sending Sites that may participate in the TDR Program are sites located within the Special Area Plan identified as desirable for conservation based on the existing natural habitat, agricultural use, location or historic designation status or that increases the quality of life of the citizens. The following areas may also participate in the program:

1. Areas permanently set aside for the Countryside and Flow Way System;
2. Parcels located outside of the USB that do not meet the minimum size criteria for development in the form of a Town or Village;
3. Agriculture Uses;
4. Parcels that propose to develop in accordance with Policy 11.1.2.6(5);
5. Native Habitat or Environmentally Significant Land;
6. Areas containing sites of archaeological or historic significance;

7. Land used for Higher Education, Targeted Industry or Agricultural Research & Education Facilities;
8. Land used for Workforce Housing in excess of the requirement set forth by Policy 11.1.4.7.

Policy 11.1.7.4 - Ineligible Sending Sites. Sites located outside of the Special Area Plan are not eligible Sending Sites. A site located inside of the USB shall not transfer TDR Credits to a separate property located outside of the USB, except that sites designated as Environmentally Significant located inside the USB may transfer credits to Receiving Sites located outside of the USB. Properties that propose to build under the option outlined under Policy 11.1.2.6(6) are not eligible to participate in the TDR Program.

Policy 11.1.7.5 - Receiving Sites. Appropriate Receiving Sites are sites that are identified in the Special Area Plan through analysis to be appropriate for increased density due to location, the surrounding or proposed transportation network or the inclusion of affordable or workforce housing.

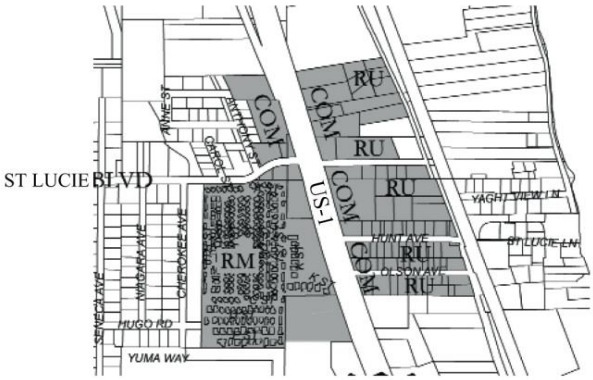
1. North St. Lucie County TDR Receiving Sites Map (Figure 11-12). Appropriate Receiving Sites for North St. Lucie County are located within the Special Area Plan and include the following:
    a. Sites located inside the Urban Service Boundary (USB) that are designated on the North St. Lucie County TDR Receiving Sites Map (Figure 11-12), or
    b. Sites located inside the USB with a future land use designation of TVC, or
    c. Sites located outside the USB greater than 500 acres in size that propose to build a Town or Village, or
    d. Net Developable Area of a Town or Village.

Policy 11.1.7.6 - Ineligible Receiving Sites. Sites located outside of the Special Area Plan are not eligible to receive TDR credits.

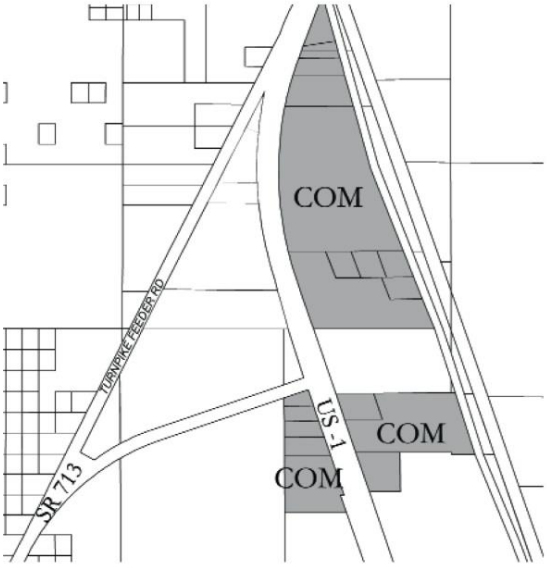
1. Ineligible Receiving Sites for North St. Lucie County. Ineligible Receiving Sites within the North St. Lucie County Special Area Plan include the following:
    a. Environmentally Significant Lands; and
    b. Sites located outside of the Urban Service Boundary (USB) are not eligible to receive TDR Credits from a separate non-contiguous property located inside of the Urban Service Boundary, unless the proposed Sending Site is Environmentally Significant Land; and
    c. Sites located outside of the USB that do not meet the minimum parcel size of 500 acres for the development of a Town or Village; and
    d. Areas east of the USB that do not have a TVC Future Land Use designation or are not indicated on the North St. Lucie County TDR Receiving Sites Map (Figure 11-12).

Site A: Intersection of Indrio Rd. & Kings Hwy.

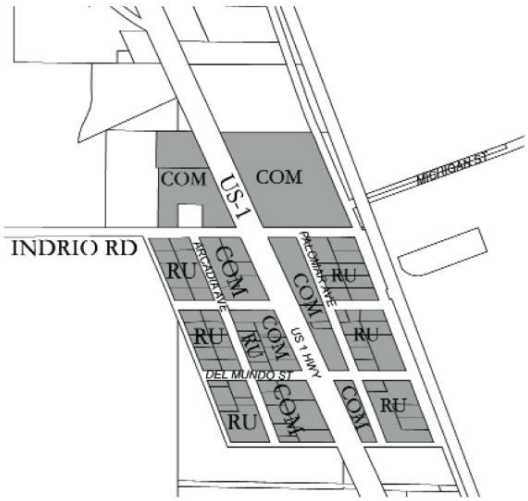
Site B: Intersection of Immokolee Rd (St. Lucie Blvd.) & Kings Hwy.



Site C: Intersection of St. Lucie Blvd. & US-1 Hwy.



Site D: SR 713 & US-1 Hwy.



Site E: Intersection of Indrio Rd. & US-1 Hwy.

Figure 11-12

NORTH ST. LUCIE COUNTY PREFERRED TDR RECEIVING SITE MAP

Policy 11.1.7.7 - TDR Credit Matrix. Density transferred from appropriate Sending Sites may be eligible to receive a multiplier to the transferable development rights of the property. The value of the multiplier is weighted based on the desired public benefit and to encourage sustainable development patterns. The multiplier shall be established through analysis in each Special Area Plan.

1. North St. Lucie County.

Table 11-4
North St. Lucie County Credit Matrix

Transfer Condition	Multiplier
From Countryside in a Village located Outside the USB to an Eligible Receiving Site located Outside the USB	**1.25**
From Countryside in a Town located Outside of the USB to an Eligible Receiving Site located Outside the USB	**1.5**
From the Countryside of a Town located on Contiguous Property both Inside and Outside of the USB to the Net Developable Area	**1.75**
From Countryside located Inside the USB to an Eligible Receiving Site located Inside the USB	**1.75**
From Countryside Outside the USB to Eligible Receiving Site Inside the USB	**2**
From a Parcel Less than 500 ac. in size located Outside of the USB to an Eligible Receiving Site	**2**
From Targeted Industry Site to an Eligible Receiving Site	**2.5**
From Higher Education Site to an Eligible Receiving Site	**2.5**
From Agricultural Research & Education Facilities to an Eligible Receiving Site.	**2.5**
From Created Natural Habitat in the Countryside to an Eligible Receiving Site	**2.5**
From Environmentally Significant Land to an Eligible Receiving Site	**2.5**
From Countryside to a Workforce Housing Unit	**2.5**

2. *[Reserved for future Special Area Plan matrixes]*

Policy 11.1.7.8 - Calculation of TDR Credits. The number of TDR Credits that can be transferred from an eligible sending site is calculated by multiplying the acreage of the sending site by the Transferable Development Value (as indicated on the TDV Map) then subtracting the number of existing dwelling units on the site to yield the site's transferable development rights. Then, using the appropriate condition in the Credit Matrix, a multiplier is identified and applied to the site's transferable development rights to create TDR Credits. Calculations shall be rounded to the nearest whole credit value. Once TDR Credits are created, a multiplier can never be applied to a TDR Credit to yield additional credits. For parcels that have more than one transfer condition, different portions of the Sending Site may be assigned different multipliers. The resulting credits shall be added together to compute the total TDR Credits for the Sending Site.

Example A: A parcel located outside of the Urban Service Boundary, twenty acres in size, that proposes to transfer its credits receives a multiplier of 2 for a transfer to another site

also located outside of the Urban Service Boundary. TDR Credits are calculated as follows:

Table 11-5
Example A

Parcel Size	20 acres
Transferable Development Value (from TDV Map)	1 du/ac
Number of Existing Dwellings	1
Transferable development rights	20 ac. x 1 du/ac = 20du. – 1 du = 19 du
Multiplier	2
Calculation of TDR Credits	19 du x 2 = 38 credits

Example B: A parcel located outside of the Urban Service Boundary, 500 acres in size, that proposes to build a new development (Village) is required to build a minimum of 625 units, with a minimum of 8% of the total units as Workforce Housing. Transferable development rights moved from the Countryside for use as Workforce Housing receives a multiplier of 2.5 and the remaining land set aside for the Countryside receives a multiplier of 1.25. The TDR Credits and total dwelling units for the Village are calculated as follows:

Table 11-6
Example B

Parcel Size	500 acres
Net Developable Area	125 acres
Minimum Number of Units Required	625 dwelling units
Countryside Provided	375 acres
Workforce Units Proposed	53 units
Transferable Development Value (from TDV Map)	1 du/ac
Transferable development rights	375 ac x 1 du/ac = 375 du
Multiplier for Workforce Units	2.5
Multiplier for Countryside	1.25
Calculation of TDR Credits for Workforce Units	53 du x 2.5 = 132.5 or 133 credits
Calculation of TDR Credits for Countryside	322 du x 1.25 = 402.5 or 403 credits
Dwelling Units in Net Developable Area	125 ac x 1 du/ac = 125 du
Total Dwelling Units Permitted in Village:	133 + 403 + 125 = 661 du

Example C: A parcel 1000 acres in size, located outside of the Urban Service Boundary that proposes to build a new development (Town) is required to build a minimum of 2000 units. A minimum of 8% of the total number of units is required to be provided as Workforce Housing. Transferable development rights moved from the Countryside for use as Workforce Housing receives a multiplier of 2.5 and the remaining land set aside for the Countryside receives a multiplier of 1.5. The TDR Credits and total dwelling units permitted are calculated as follows:

Table 11-7
Example C

Parcel Size:	1000 acres
Net Developable Area	400 acres
Minimum Units Required	2000 units
Countryside Provided	600 acres
Workforce Units Provided	160 units
Transferable Development Value (from TDV Map)	1 du/ac
Number of Existing Dwellings:	0
Transferable development rights:	600 ac x 1 du/ac = 600 du
Multiplier for Workforce Units	2.5
Multiplier for Countryside	1.5
Calculation of TDR Credits	440 du x 1.5 = 660 credits 160 du x 2.5 = 400 credits
	Total = 1060 credits
Dwelling Units in Net Developable Area	400 ac x 1 du/ac = 400 du
Total Dwelling Units Permitted in Town	1060 credits + 400 du = 1460 du < 2000 du

540 additional credits are needed to meet the minimum density required to build a Town. Credits can be acquired or generated through various methods outlined in the TDR Program under Objective 11.1.7.

Policy 11.1.7.9 - Credit Value. Each TDR Credit applied to a project allows one dwelling unit in density. Once TDR Credits are created, an additional multiplier shall not be applied to yield additional credits.

Policy 11.1.7.10 - Sunset of Credit Value. TDR Credits that are not applied in a built project within 20 years of their creation and transfer shall sunset in value and shall no longer be available for use in development.

Policy 11.1.7.11 - Permanency of Transfer. All transfers of development rights are deemed to sever the transferred development rights from the sending property and are subject to approval by St. Lucie County. This shall be accomplished by legally recording the transfer. Additional development rights may not be assigned to sending sites.

Policy 11.1.7.12 - Procedure of Transfer. St. Lucie County shall establish the transfer procedure for the TDR Program within its Land Development Regulations.

Policy 11.1.7.13 - Security for Committed Public Benefit. The committed public benefit (i.e. workforce housing, targeted industry, etc.) used to acquire the multiplier as set forth in Policy 11.1.7.7 shall be secured in the development approval for the development. The Board of County Commissioners shall establish the forms of adequate security and penalty stipulations.

Policy 11.1.7.14 - Purchase of Development Rights (PDR) Program. The County shall investigate the creation of a fair market value PDR Program designed to supplement and complement the County's TDR Program.

Policy 11.1.7.15 - Market Driven TDR Program. The TDR Program shall be a market driven program with the amount and value of credits negotiated between private owners.

Policy 11.1.7.16 - Recording Time. St. Lucie County, in conjunction with the St. Lucie County Property Appraiser will require recording Deed Restriction or Conservation Easement on the sending sites before credits are available for use on the receiving site.

Policy 11.1.7.17 - Review of the TDR Program. St. Lucie County will track the number of credits transferred and supervise transfer procedures through a public process. Every two (2) years, St. Lucie County will evaluate the supply and demand of transferable development rights and whether any action is necessary to ensure the success of the program.

Objective 11.1.8: To accommodate the future retail demand as a successful, viable and significant component of the neighborhood structure to meet the needs and desires of the community while providing a market rate of return.

Policy 11.1.8.1 - Retail Component. Retail uses are an integral component of the settlement pattern outlined by the TVC Element. Retail uses are intended to be located within or contiguous to surrounding neighborhoods providing multiple vehicular and pedestrian linkages. Desirable locations channel as much neighborhood traffic circulation by the site as possible.

Policy 11.1.8.2 - Accommodation of Retail Uses. Retail uses shall be accommodated and located appropriately based on the approved Special Area Plan.

1. North St. Lucie County General Retail Development Plan.

   a. Required Retail Uses. New developments shall provide the minimum amount of retail use as outlined in Table 11-8 Retail Program Matrix based on the number of homes proposed.

Table 11-8
Retail Program Matrix

Type	Size	Number of Households
Local Store	500-2000 sf.	1200-2000
Convenience Center	3000 – 80,000 sf.	2000-3000
Neighborhood Center	80,000 - 150,000 sf.	4000-5000
Village Center	150,000 - 400,000 sf.	15,000-20,000
Town Center	200,000 + sf.	25,000 +

   b. Location of Retail Uses. The General Retail Development Plan (Figure 11-13) depicts the desired general locations identified for new retail establishments and the corresponding retail type including:

      i. **Local Stores** are proposed as the minimum retail requirement for each new neighborhood;

ii. **Convenience Centers** are recommended at the intersection of Koblegard Road and a new east-west street north of Indrio Road and the new intersection of Johnston Road and Emerson Avenue.

iii. **Neighborhood Centers** are recommended at the intersection of St. Lucie Boulevard and Kings Highway, and at the intersection of Emerson Avenue and Indrio Road.

iv. **A Village Center** is recommended at the intersection of Indrio Road and Kings Highway;

v. A **Town Center** is recommended on Indrio Road, between I-95 and Johnston Road;

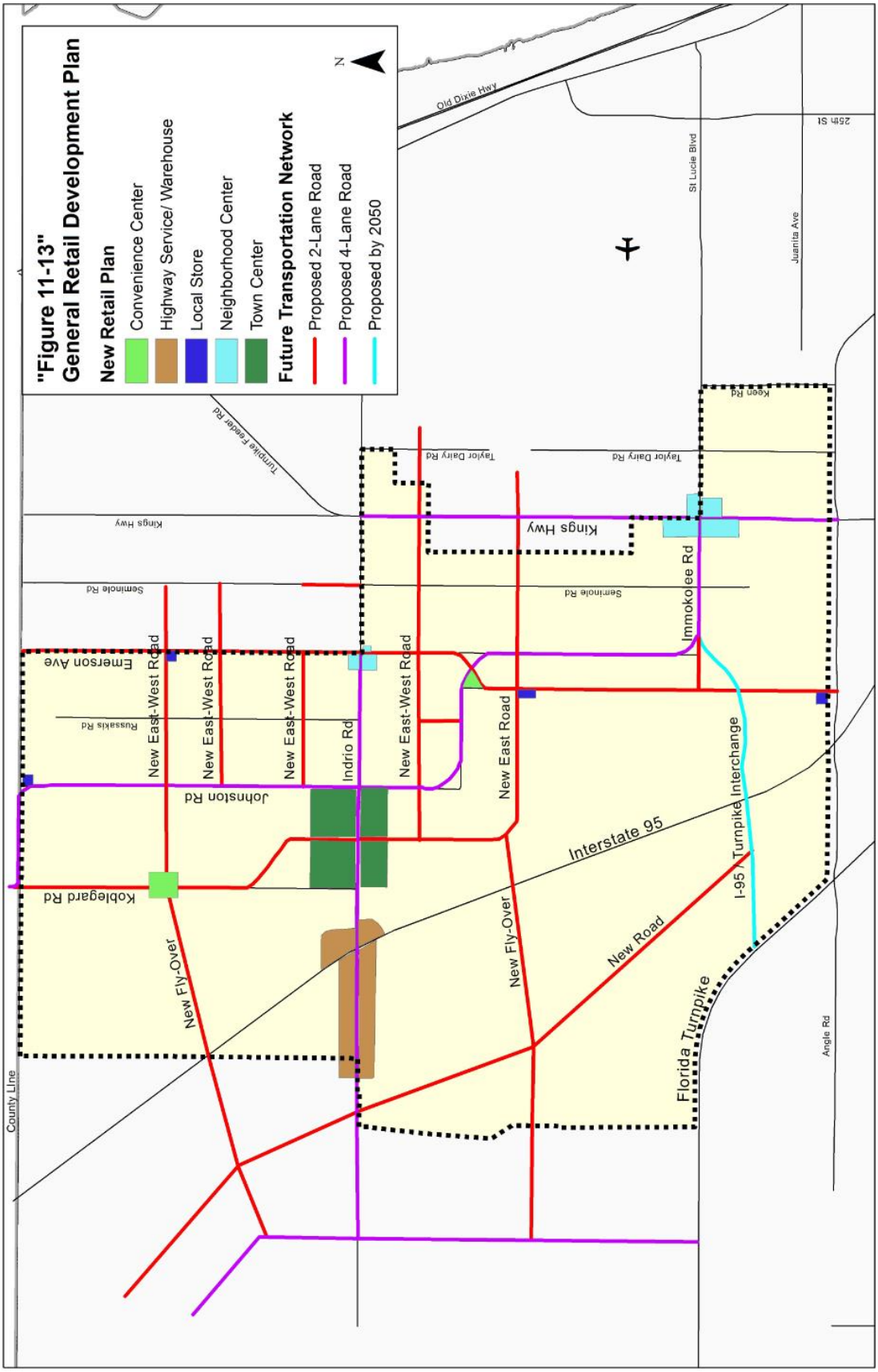
vi. **Warehouse Types** are appropriate on Indrio Road, west of I-95. Warehouse Types that are designed in accordance with the intent of the Special Area Plan and the TVC Land Development Regulations may be located east of I- 95 within a Town Center or Village Center;

vii. Highway Service Retail such as gas stations, motels and fast food restaurants are appropriate on Indrio Road, west of I-95. Highway Service Retail that is designed in accordance with the intent of the Special Area Plan and the TVC Land Development Regulations may be located east of I-95 within a Town Center or Village Center

b. Retail Uses and the Transportation Network. The general locations identified in the North St. Lucie County General Retail Development Plan (Figure 11-13) for new retail uses work in concert with the proposed transportation system (Figure 11-15).

To ensure several locations for successful future retail uses, the transportation system shall be implemented concurrently with new retail uses.

The map identifies the approximate location, type and scale of new retail/workplace uses located at key intersections of the future transportation network. The intent of this map is to show the general vicinity and major roads or intersections where the proposed use is appropriate. While these locations are not precisely site specific, the proposed uses should be provided within a 1/4 mile radius of the area indicated on the map. Location of these land uses support the transportation concurrency strategy for the overall area. Not providing for these uses within a 1/4 mile radius of specified areas and along the proposed corridors will require a review of the overall transportation network and concurrency strategy for the TVC area.


"Figure 11-13"
General Retail Development Plan
New Retail Plan
Convenience Center
Highway Service/ Warehouse
Local Store
Neighborhood Center
Town Center
Future Transportation Network
Proposed 2-Lane Road
Proposed 4-Lane Road
Proposed by 2050
N
Old Dixie Hwy
25th St
St Lucie Blvd
Juanita Ave
Keen Rd
Taylor Dairy Rd
Taylor Dairy Rd
Turnpike Feeder Rd
Kings Hwy
Kings Hwy
Immokolee Rd
Seminole Rd
Seminole Rd
Emerson Ave
Russakis Rd
New East-West Road
New East-West Road
New East-West Road
Indrio Rd
New East-West Road
New East Road
Johnston Rd
Interstate 95
I-95 / Turnpike Interchange
Koblegard Rd
New Fly-Over
New Fly-Over
New Road
Florida Turnpike
Angle Rd
County Line

Objective 11.1.9: To ensure that a balanced and integrated transportation system is established concurrently with new development that promotes the desired sustainable pattern of growth while protecting and enhancing the rural character of the area.

Policy 11.1.9.1 - Sustainable Transportation. Vehicular trips shall be reduced through a combination of the following (Figure 11-14):

1. Provision of housing opportunities in proximity to employment opportunities;
2. Provision of essential services and recreational opportunities in proximity to demand;
3. Provision of an interconnected street network designed for pedestrians, cyclists, the automobile and transit;
4. Provisions for parking that will encourage pedestrian and public transportation alternatives;
5. Provisions for incentives encouraging multiple modes of transportation.

Policy 11.1.9.2 - Connected, Multi-modal Transportation System. The transportation system shall provide multi-modal capabilities and be connected through a network of public streets that are visually appealing. The visual and functional characteristics of streets are important in the design of the community and shall be guided by the following design principles:

- Streets shall be designed to create a sense of place that reflects the rural or urban character of the surrounding area;
- Streets shall be designed to accommodate a mix of travel modes including vehicles, bikes, transit and pedestrians;
- Streets shall be designed including pavement width, bikeways, pedestrian-ways, parking, lighting, landscaping and signage;
- All streets shall be public.

Policy 11.1.9.3 - Future Street Network Plan. The Future Street Network Plan (FSN) (Figure 11-15) provides a predictable system of interconnected north-south and east-west streets spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic and discourage local trips on the Interstate and arterials. The North St. Lucie County FSN Plan identifies the proposed transportation network for the area and works in concert with the North St. Lucie County General Retail Development Plan (Figure 11-13) and the North St. Lucie County Workplace Plan (Figure 11-16). To ensure the success of future retail and workplace uses, the FSN Plan shall be implemented with consideration of the retail and workplace strategy. The Future Road Capital Improvements for the area designated for 2030 are indicated in Table 11-9.

Figure 11-14
INTEGRATED TRANSPORTATION SYSTEM

Glatting Jackson

Top: Conventional Pattern of Development: Uses are strictly separated, roads don't connect except through a major arterial. Bottom: Traditional Pattern of Development: Uses coexist and form multi-income, multi-use neighborhoods. All roads connect.

Top: Conventional Pattern of Development: Uses are strictly separated, roads don't connect except through a major arterial. Bottom: Traditional Pattern of Development: Uses coexist and form multi-income, multi-use neighborhoods. All roads connect.

Figure 11-15
NORTH ST. LUCIE COUNTY FUTURE STREET NETWORK PLAN - 2030

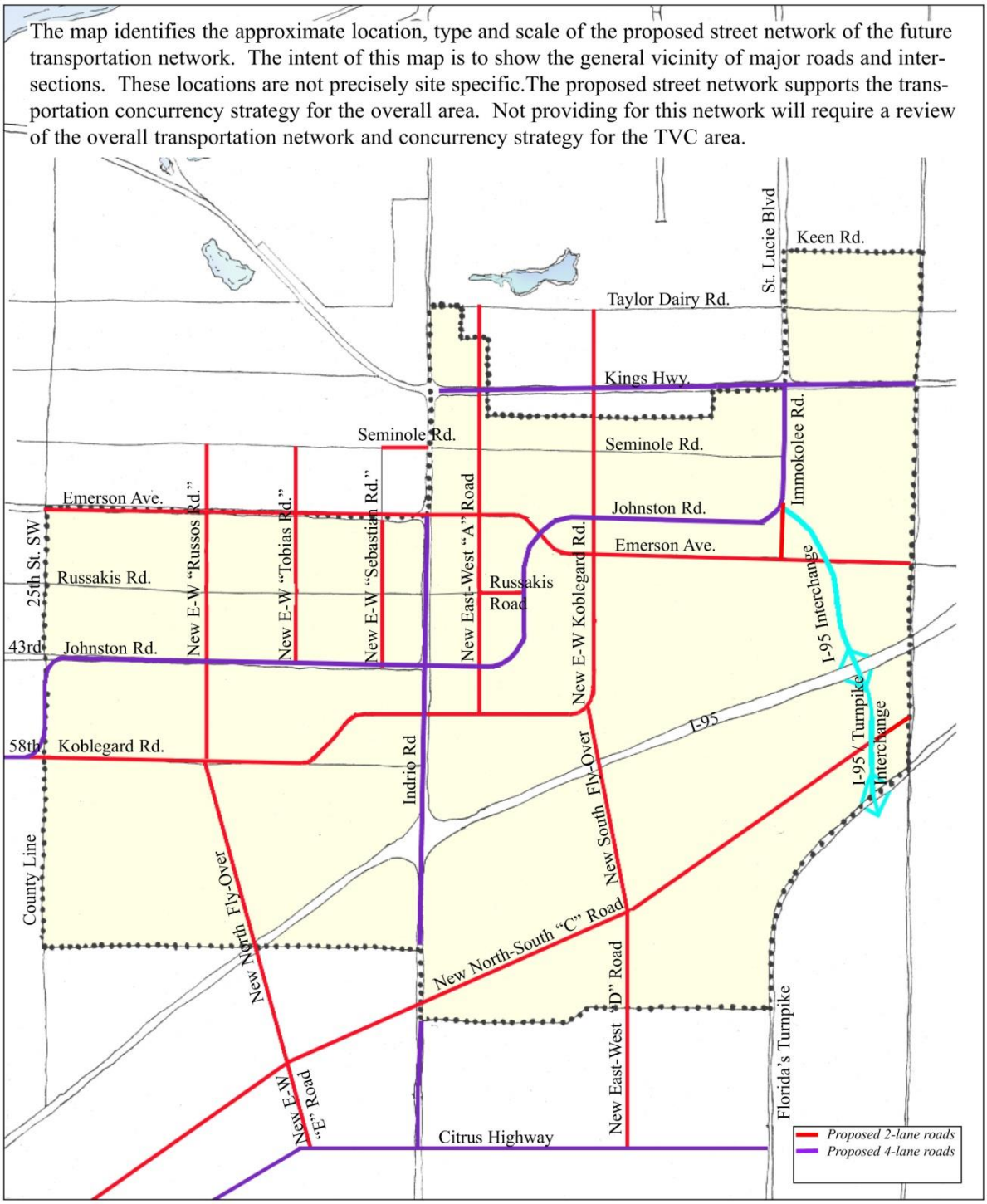


Table 11-9
North St. Lucie County Future Road Capital Improvements – 2030

Roadway / Segment	Existing + Committed Network Number of Lanes	Year 2030* Minimum Number of Lanes
Interstate 95		
Indian River County Line to SR 614 (Indrio Road)	**6**	**6**
SR 614 (Indrio Road) to SR 68 (Orange Avenue)	**6**	**6**
CR 603 (Johnston Road)		
25th St. SW to SR 614 (Indrio Road)	**2**	**4**
SR 614 (Indrio Road) to W Angle Road	**2**	**4**
CR 607 (Emerson Avenue)		
25th St. SW to SR 614 (Indrio Road)	**2**	**2**
SR 614 (Indrio Road) to Immokolee Road	**2**	**2**
SR 713 (Turnpike Feeder Rd/Kings Hwy)		
US1 to SR 614 (Indrio Road)	**2**	**4**
SR 614 (Indrio Road) to CR 608 (St. Lucie Blvd.)	**2**	**4**
CR 608 (St. Lucie Blvd.) to W. Angle Road	**2**	**4**
SR 614 (Indrio Road)		
I-95 to CR 603 (Johnston Road)	**2**	**4**
CR 603 (Johnston Road) to CR 607 (Emerson Avenue)	**2**	**4**
CR 607 (Emerson Avenue to SR 713 (N. Kings Hwy)	**2**	**2**
SR 713 (N. Kings Hwy) to US 1	**2**	**2**
Immokolee Road		
Emerson Avenue to SR 713 (N Kings Hwy)	**2**	**4**
SR 608 (St. Lucie Boulevard)		
SR 713 (N Kings Hwy) to CR 611 (Keen Rd)	**2**	**4**

*Based on maximum build-out identified in Table 3-1 of the TVC Element.

Policy 11.1.9.4 - Rights-of-Way. St. Lucie County shall identify right-of-way needs in the FSN Plan and shall reserve and protect existing and future rights-of-way to provide for an efficient multi-modal transportation system.

Policy 11.1.9.5 - New Development and the FSN Plan. New development shall provide the appropriate links of the FSN Plan that run through their properties at the time of development. The alignment of the regional roadway network outlined in the FSN Plan is adaptable provided the intent of the links is maintained. Final alignments shall be subject to approval by St Lucie County. Roadway capacity necessary to support proposed development shall exist or be built concurrently with the proposed development to ameliorate the impact created by new growth.

Policy 11.1.9.6 - Internal Street Network. Neighborhoods shall construct interconnected networks of public streets in a predictable block pattern that encourages walking, reduces the number and length of automobile trips, provides multiple circulation routes, and conserves energy.

Policy 11.1.9.7 - Interconnected Neighborhoods. The transportation system shall be designed so that multiple streets, bicycle paths and sidewalks continue into adjacent neighborhoods and developments to facilitate convenient movement and disperse traffic throughout the local network. Connections to existing or future collectors shall be provided at approximately one-quarter mile intervals. Dead-end streets are prohibited, except when

necessary at the edge of development to provide stub outs for future connections to adjacent, undeveloped properties.

Policy 11.1.9.8: Roadway Character. Development shall be designed to maintain open vistas and protect the integrity of the rural character of existing roadways. Special Area Plans shall identify such roadways and the Land Development Regulations shall include design standards to accomplish this intent. Street sections of roadways that travel between Towns and Villages shall adjust to provide a transition area from rural to urban so as to reduce vehicular speed within developed areas.

Policy 11.1.9.9 - Street Types. Street Types shall be developed for the TVC area that are functional, visually appealing, and promote walking, cycling and transit. These street sections will be acceptable road types for both public construction projects and for privately built roads and will be consistent with the principles of the TVC Element.

Policy 11.1.9.10 - Street Trees. Regularly spaced shade trees shall be encouraged to provide shade for pedestrians and cyclists along all new streets.

Policy 11.1.9.11 - Interconnected Parcels. Interconnections between complementary uses shall be encouraged, including access and circulation among parking lots and to pedestrian paths. Shared driveways, frontage streets, and parking with cross access easements shall be encouraged to reduce conflicts with the main flow of traffic.

Policy 11.1.9.12 - Parking Location. Neighborhood Centers and Neighborhood Cores shall be designed to promote a “park once” environment to encourage walking between multiple destinations. Shared parking arrangements shall be encouraged. Parking lots and garages shall be shielded from the view of the sidewalk preferably located behind or to the sides of buildings to enhance the pedestrian environment of the street.

Policy 11.1.9.13 - Recreational Trail and Greenway System. Developments shall create an interconnected network of routes for pedestrians and cyclists providing links to schools, parks, adjacent neighborhoods and developments as well as non-motorized trails along or within the Countryside and Flow Way areas.

Policy 11.1.9.14 - Transportation Demand Management. St. Lucie County shall establish incentives for offices to encourage public transit, ride sharing, modified and flexible work hours, and to provide bicycle racks/storage and shower facilities to encourage walking/bicycling to work.

Policy 11.1.9.15 - Remedies for Roadway Deficiencies. Where roadways are found to be deficient, according to methods used by St. Lucie County, the County shall consider that the appropriate remedy to restoring a satisfactory level of service is not necessarily widening of the link, but may be:

- Intersection improvements;
- Signalization changes;
- Turning or auxiliary lanes;
- Access management;
- Improvements in parallel corridors
- Other traffic engineering measures

Policy 11.1.9.16 - Financing Tools and Strategies Special Assessment District. Within 12 months from the effective date of this policy, the County shall create a special taxing district and/or a municipal services taxing or benefit unit (MSTU/MSBU) to fund capital improvement programs within the NSLC SAP to the extent necessary beyond developer contributions in the form of impact fees, proportionate fair share contributions, and other developer agreements. The potential for this assessment shall be fully disclosed. The geographic boundaries of such special district and/or MSTU/MSBU shall encompass not less than the entire area subject to the TVC land use designation as of the effective date of this policy; provided that such special district and/or MSTU/MSBU may establish sub-districts as authorized by law. Such special district and/or MSTU/MSBU shall not levy an assessment for the capital cost of a transportation improvement against any development that has paid its proportionate fair-share contribution toward the same improvement pursuant to Section 163.3180(12) or 163.3180(16), Florida Statutes; provided, however, that such development may be assessed for maintenance of such improvements or pursuant to the agreement of the owner(s) of such development. Development that contributes an amount in excess of the proportionate share or proportionate fair share amount toward transportation improvements not specifically identified for funding in the 5-Year Capital Improvements Schedule shall be reimbursed for such excess amount as provided in the County's land development code. For long-range transportation improvements and for acquiring links in the Flow Way System and Countryside components, the County shall use a variety of financing tools and strategies, as necessary and appropriate, to supplement such contributions from developers and the revenues produced by the special taxing district and/or MSTU/MSBU. The objective of the County is to achieve fiscal neutrality. Policy 11.1.9.18 and Policy 9.1.1.2.6 identify funding for the five-year capital improvements schedule for transportation facilities within the NSLC SAP.

Policy 11.1.9.17 - Transportation Concurrency. Transportation infrastructure shall be in place or committed through an appropriate capital improvements program and scheduled to be in place within three years from the approval of the building permit or its functional equivalent that results in traffic generation. The Capital Improvements Element shall specify the timeframe and responsible party, whether the County, developer, or otherwise, for funding of such transportation infrastructure. However, a project that meets the requirements of the TVC Element may, as included in Section 163.3180(5)(h), Florida Statutes, for transportation facilities or facility segments specifically identified for funding in the 5-year schedule of capital improvements in the Capital Improvements Element, choose to satisfy transportation concurrency requirements by contributing or paying proportionate ~~fair~~-share mitigation. For transportation facilities or facility segments not specifically identified for funding in the 5-year schedule of capital improvements, the County may at its discretion accept proportionate share mitigation to satisfy transportation concurrency as authorized in Section 163.3180(5)(h), Florida Statutes. In all cases, mitigation for development impacts to facilities on the Strategic Intermodal System made pursuant to Section 163.3180(5)(h) shall require the concurrence of the Florida Department of Transportation. Any development or development phase that has satisfied transportation concurrency by paying or contributing a proportionate share pursuant to this policy, computed in accordance with Section 163.3180(5)(h)2.a., F.S., shall be deemed to have fully mitigated its impacts on transportation facilities.

Policy 11.1.9.18 - Funding Transportation Facility Improvements. Policy 9.1.1.26 is a fiscal analysis that shows the committed funding sources (first three years) and planned funding sources (years four and five) for the estimated cost of transportation capital

improvements included in the five-year transportation improvements schedule for the NSLC SAP, pursuant to Policy 9.1.1.21. Projects scheduled in years one through three include only state-federal roadway improvements and are scheduled for funding by the Florida Department of Transportation. Policy 9.1.1.26 shows the amount of developer contributions, in the form of impact fees and/or proportionate fair-share contributions projected to be available for transportation improvements based on general market demand analysis. Within 12 months from the effective date of this policy, the County shall create a dependent special taxing district and/or a municipal services taxing or benefit unit (MSTU/MSBU) within the NSLC SAP. The geographic boundaries of such special district and/or MSTU/MSBU shall encompass not less than the entire area subject to the TVC land use designation as of the effective date of this policy; provided that such special district and/or MSTU/MSBU may establish sub-districts as authorized by law. The ability of the special taxing district and the MSTU to levy taxes and /or special assessments will exceed the anticipated funding requirements, beyond developer contributions, for transportation improvements in years four and five of the five-year capital improvements schedule (Policy 9.1.1.26). The potential for assessment shall be fully disclosed. The Board of County Commissioners has full authority to establish independent community development districts pursuant to Chapter 190, Florida Statutes, as well dependent special districts and/or municipal taxing or benefit units (MSTU/MSBUs) without referendum or legislative approval, pursuant to Sections 125.01(1)(q) and 189.4041, Florida Statutes. Transportation improvements funded or constructed by such special district and/or MSTU/MSBU shall be consistent with the master transportation plan developed pursuant to Policy 3.1.9.23. Until such special district and/or MSTU/MSBU is formed, the County shall issue development orders to permit construction of not more than 1500 residential units and 80,000 square feet of commercial uses within the TVC area of the NSLC SAP, unless (1) a community development district or other special district, specific to a proposed development, is formed to fund and build the infrastructure necessary to maintain adopted level of service standards with the impacts of the proposed development, or (2) proportionate fair-share contributions are received by the County, or (3) funding is secured through enforceable developer agreements adequate to fund such necessary infrastructure are received by the County.

Policy 11.1.9.19 - Transportation Planning Maps. The Transportation Planning Organization (TPO) long range transportation planning maps have been amended to reflect the transportation network identified on the North St. Lucie County Future Street Network Map (Figure 11-15). After adoption of Special Area Plans, St. Lucie County will support amendments to the TPO long range planning maps at the next opportunity to reflect future transportation networks.

Policy 11.1.9.20 - Internal Capture Rate. Using mixed-use planning and compact urban form, including commercial, office, industrial and institutional uses, contemplated herein, the internal capture rate (ICR) for vehicular trips should be maximized. Analysis of transportation impacts will assume a 36.3% ICR, subject to adjustment upward or downward in the local development review process, and will therefore provide an evaluation of which off-site transportation improvements are required under this scenario.

Policy 11.1.9.21 - Monitoring Transportation Impacts. Within two years of adoption of the TVC Element, the County working in conjunction with the Treasure Coast Regional Planning Council and Florida Department of Transportation, will establish a methodology and monitoring program to track and evaluate internal trip capture within the TVC area,

capacity on the internal TVC network, and impacts to I-95 and Indrio Road (SR-614). This program is intended both to document transportation impacts as development in the TVC area proceeds and to help ensure timely scheduling, funding and provisions of transportation improvements.

Policy 11.1.9.22 - Jobs to Housing Ratio. The number of jobs per household within the North St. Lucie County Special Area Plan shall exceed the regional average ratio. Within two years of adoption of the TVC Element, the County working in conjunction with Treasure Coast Regional Planning Council and Florida Department of Transportation, will establish a methodology and monitoring program to document, at set intervals, that development within the plan area is yielding this result**.**

Policy 11.1.9.23 - Master Transportation Plan. Within two years from the effective date of this policy, the County will establish a master transportation plan to direct funding for and to prioritize building roadways identified in the Future Street Network (Figure 11-15) and other necessary transportation improvements for the TVC area. The plan shall be evaluated annually to ensure coordination with improvements planned within the County, within Indian River County, by the Transportation Planning Organization, by the Florida Department of Transportation and by the Turnpike Authority.

Objective 11.1.10: To position St. Lucie County as a competitive business environment both at the regional and national levels, and, to create the conditions of sustainable economic development by promoting high-wage, high-quality employment opportunities.

Policy 11.1.10.1 - Regional Business District. Support the area located at the convergence of Interstate 95 and the Florida Turnpike to develop into a regional commercial/research Business District (Figure 11-16).

Policy 11.1.10.2 - New Commercial Businesses. New commercial businesses of varying sizes shall be encouraged to locate within the Business District, the Transitional Area, all new retail nodes identified on the General Retail Development Plan (Figure 11-13), as well as in the Neighborhood Centers of new Towns and Villages in order to reduce the amount of commuting by area residents.

Policy 11.1.10.3 - Transitional Area. Promote clean industry that clusters and integrates with retail, workplace and residential uses such as live/work units and Workforce Housing in the industrial area generally located at the intersection of Kings Highway and St. Lucie Boulevard. This mixed-use area is intended to provide a transition between the more intense Airport/Industrial future land use to the north and the residential areas to the south. Residential units built under this policy shall include appropriate soundproofing and provide disclosure regarding airport noise.

Policy 11.1.10.4 - Agricultural Research & Education Facilities. Uses complementary to and supportive of Agricultural Research & Education Facilities are encouraged within the TVC area and may be arranged within the Countryside.

Policy 11.1.10.5 - Connectivity. Require connectivity between businesses and the residential component of every new neighborhood.

Policy 11.1.10.6 - Incentives. Extend incentives such as job growth investment grants, ad valorem tax adjustments and "fast track" permitting to businesses that locate in accordance with the TVC Settlement Principles and locations.

Policy 11.1.10.7 - Public/Private Partnerships. Encourage the development of industry and business clusters by supporting public/private partnerships to build the necessary infrastructure for said clusters.

Policy 11.1.10.8 - High-Quality Jobs. Support initiatives to attract industries that create fulltime, year-round, high-wage and high-quality jobs.

Policy 11.1.10.9 - Changes. Changes to allow for industrial or commercial uses in areas not designated as industrial/business district, Town, Village or Neighborhood Center within the north county region shall be the subject of future comprehensive plan amendments.

The map identifies the approximate location, type and scale of new retail/workplace uses located at key intersections of the future transportation network. The intent of this map is to show the general vicinity and major roads or intersections where the proposed use is appropriate. While these locations are not precisely site specific, the proposed uses should be provided within a 1/4 mile of the area indicated on the map. Location of these land uses support the transportation concurrency strategy for the overall area. Not providing for these uses within a 1/4 mile radius of specified areas and along the proposed corridors will require a review of the overall transportation network and concurrency strategy for the TVC area.

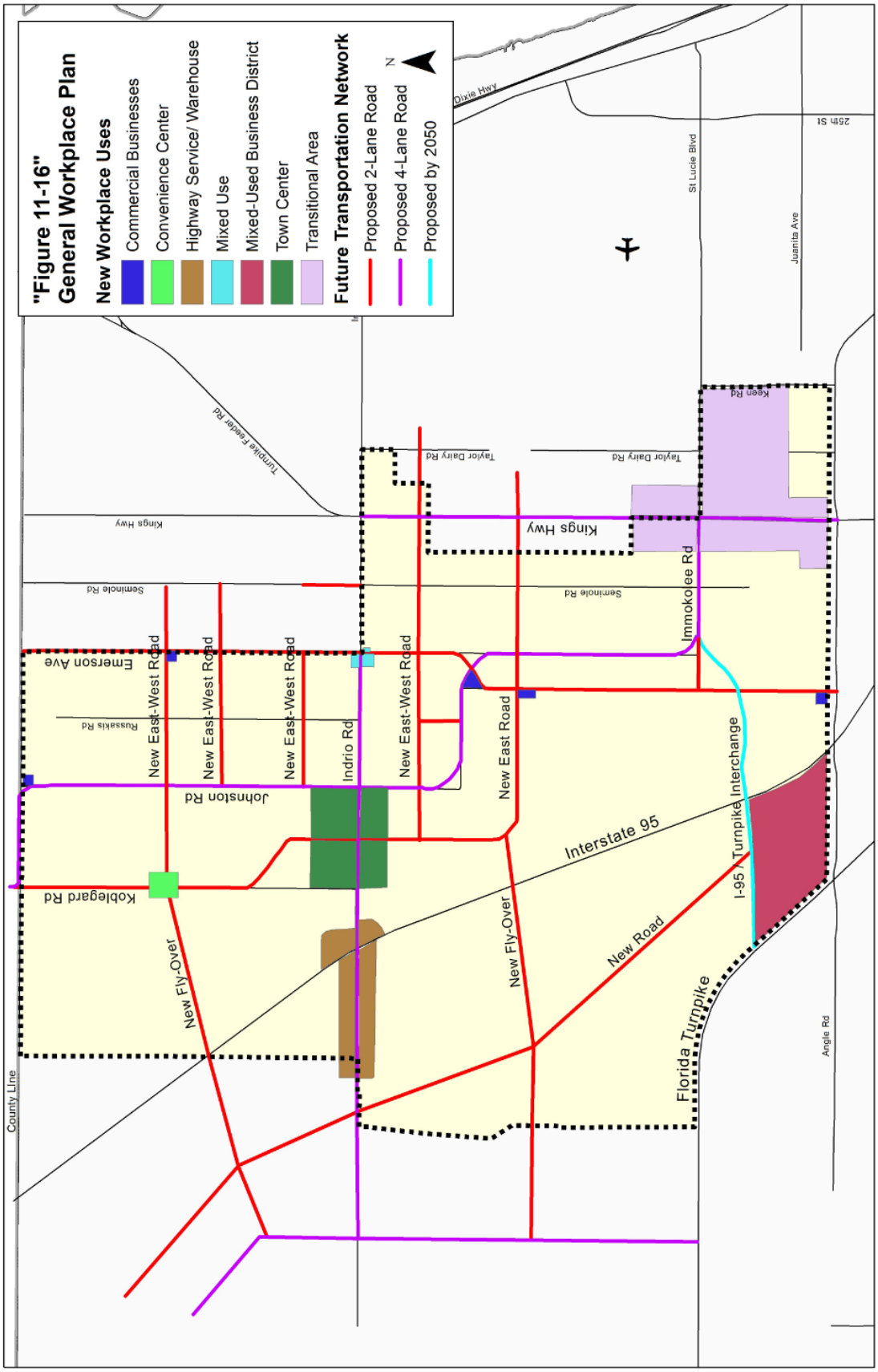
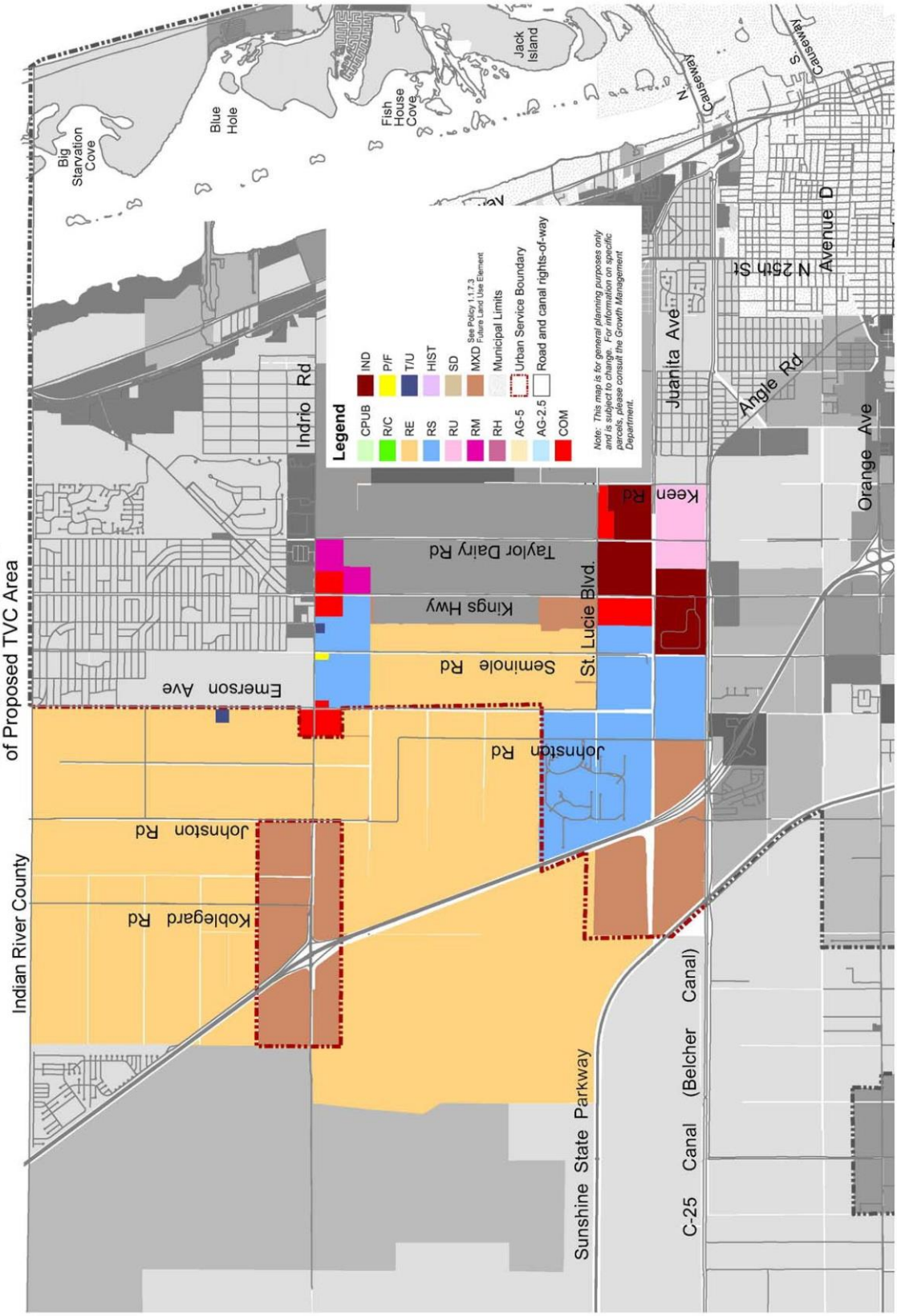

"Figure 11-16"
General Workplace Plan
New Workplace Uses
Commercial Businesses
Convenience Center
Highway Service/ Warehouse
Mixed Use
Mixed-Used Business District
Town Center
Transitional Area
Future Transportation Network
Proposed 2-Lane Road
Proposed 4-Lane Road
Proposed by 2050
N
Dixie Hwy
St Lucie Blvd
25th St
Juanita Ave
Keen Rd
Taylor Dairy Rd
Taylor Dairy Rd
Turnpike Feeder Rd
Kings Hwy
Kings Hwy
Seminole Rd
Seminole Rd
Immokolee Rd
Emerson Ave
Russakis Rd
New East-West Road
New East-West Road
New East-West Road
Indrio Rd
New East-West Road
New East Road
Johnston Rd
Koblegard Rd
Interstate 95
I-95 / Turnpike Interchange
New Fly-Over
New Fly-Over
New Road
Florida Turnpike
Angle Rd
County Line

EXHIBIT A
Existing Future Land Use
of Proposed TVC Area



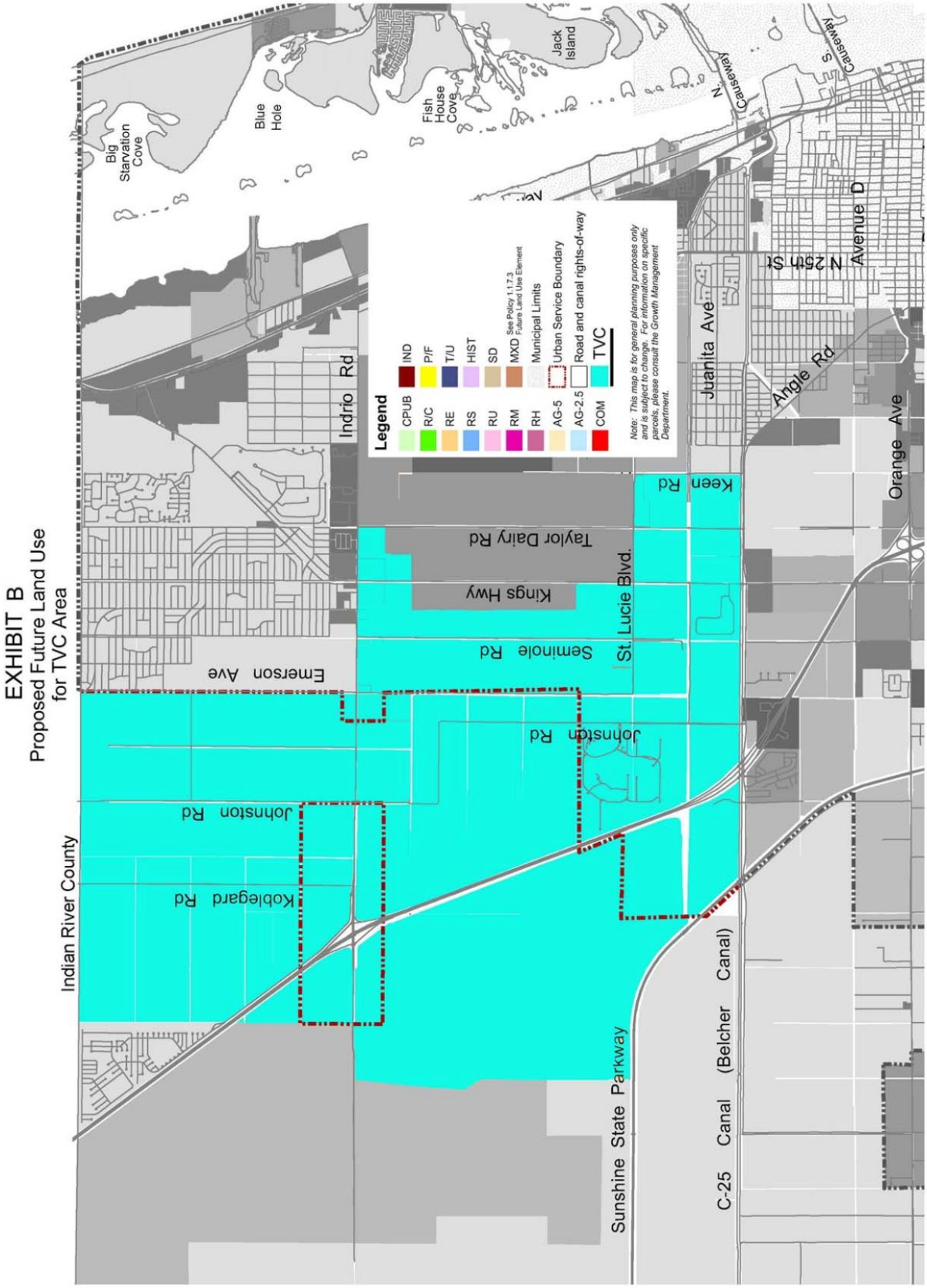


EXHIBIT B
Proposed Future Land Use
for TVC Area
Legend
CPUB
R/C
RE
RS
RU
RM
RH
AG-5
AG-2.5
COM
IND
P/F
T/U
HIST
SD
MXD
See Policy 1.1.7.3 Future Land Use Element
Municipal Limits
Urban Service Boundary
Road and canal rights-of-way
TVC
Note: This map is for general planning purposes only and is subject to change. For information on specific parcels, please consult the Growth Management Department.
Indian River County
Big Starvation Cove
Blue Hole
Fish House Cove
Jack Island
Causeway
N.
S.
Indrio Rd
Emerson Ave
Johnston Rd
Koblegard Rd
Johnston Rd
Seminole Rd
Kings Hwy
Taylor Dairy Rd
Keen Rd
St. Lucie Blvd.
Juanita Ave
Angle Rd
N 25th St
Avenue D
Orange Ave
Sunshine State Parkway
C-25 Canal (Belcher Canal)