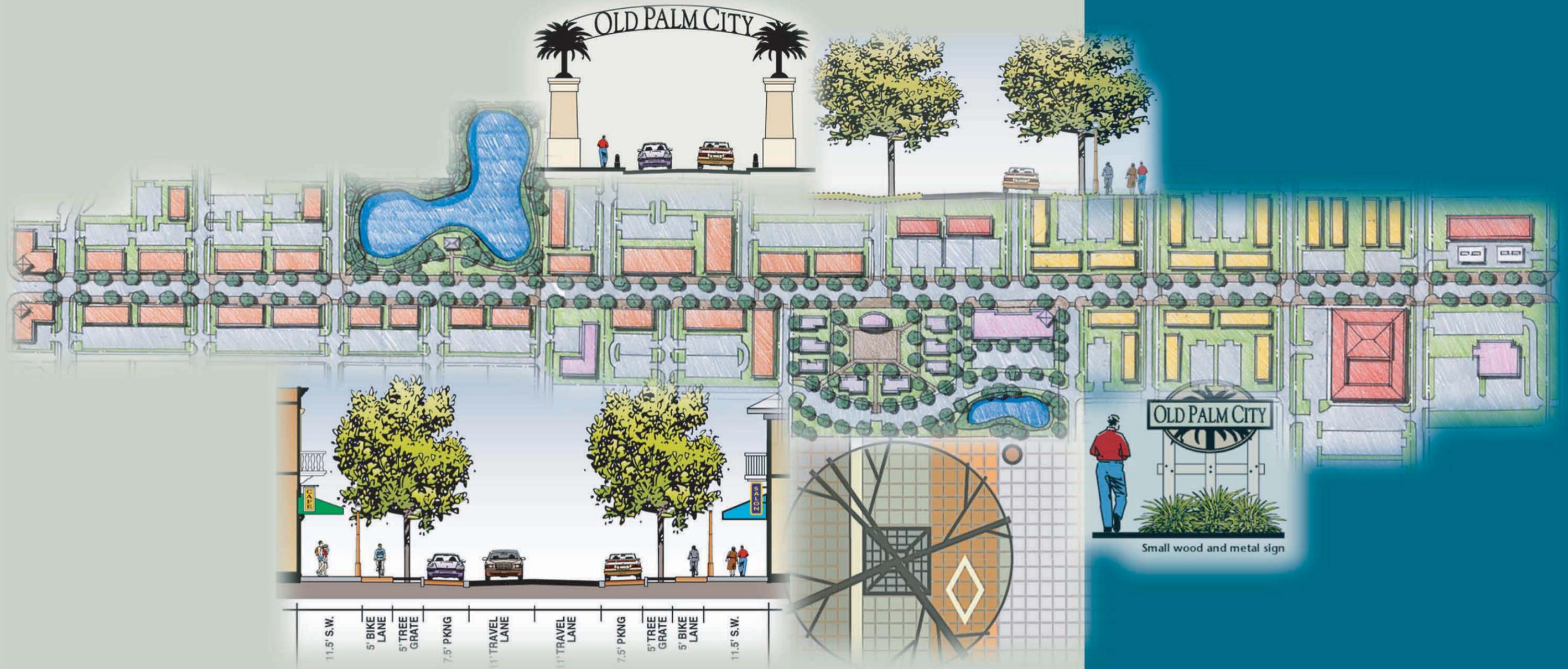


COMMUNITY REDEVELOPMENT AREA PLAN

OLD PALM CITY
MARTIN COUNTY, FLORIDA



Adopted APRIL 22, 2003

Revised October 2009

 GLATTING JACKSON KERCHER ANGLIN LOPEZ RINEHART

Table of Contents

Executive Summary

1. Background/Issues

- History of Old Palm City 1
- Palm City Planning Principles 2
- Stakeholder Interviews 3
- Youth Workshop 4
- Community Workshop 5

2. Opportunities and Constraints

- Neighborhoods 6
- Activity Centers 7
- Mapp Road 8
- Infrastructure 9
- Streets 10
- Indian Street Bridge 11
- Sidewalks and Bikeways 12
- Parks, Greenways and Open Spaces 13
- Riverfront Right-of-Way 14
- Gateways 15

3. Vision Plan

- Retrofit Mapp Road 16, 17, 18
- Enhance Neighborhood Streets, Sidewalks and Bikeways 19
- Old Palm City Greenway 20, 21
- Gateways, Signs and Historic Markers 22
- Indian Street Bridge, 36th Street, CR 714 Corridor 23, 24
- Reconnect the Neighborhood 25
- Upgrade Infrastructure

4. Implementation Plan

Appendices

Acknowledgements

This Plan represents the collaborative efforts of a project team comprised of the Martin County staff, the Palm City Neighborhood Advisory Committee, the citizens of Palm City and Glatting Jackson Kercher Anglin Lopez Rinehart, Inc. Our thanks go to those people who participated in the work sessions and public meetings that culminated in the identification of the specific projects and strategies that comprise this Plan

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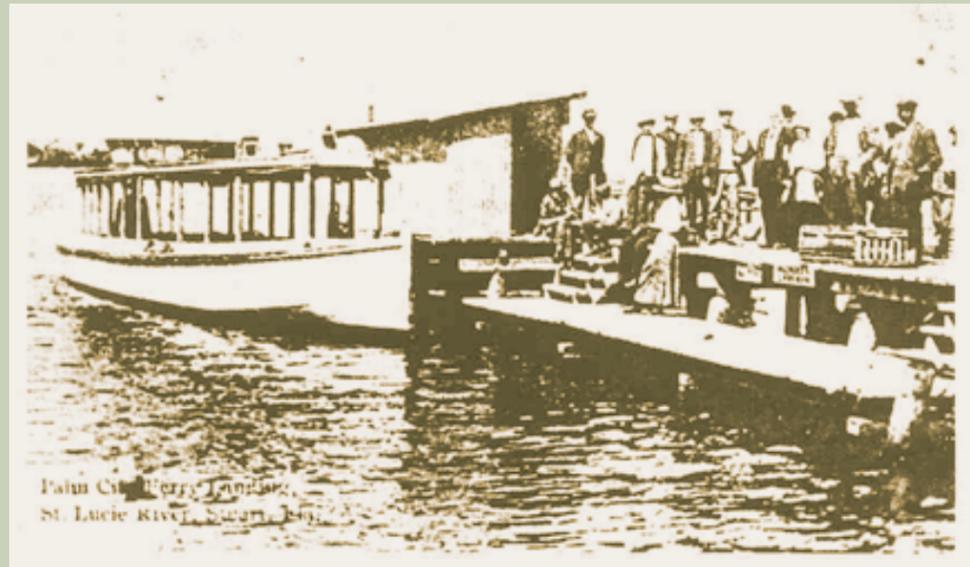
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OLD PALM CITY CRA

MARTIN COUNTY, FLORIDA



Palm City Ferry Landing,
St. Lucie River, Swamp, Fla.

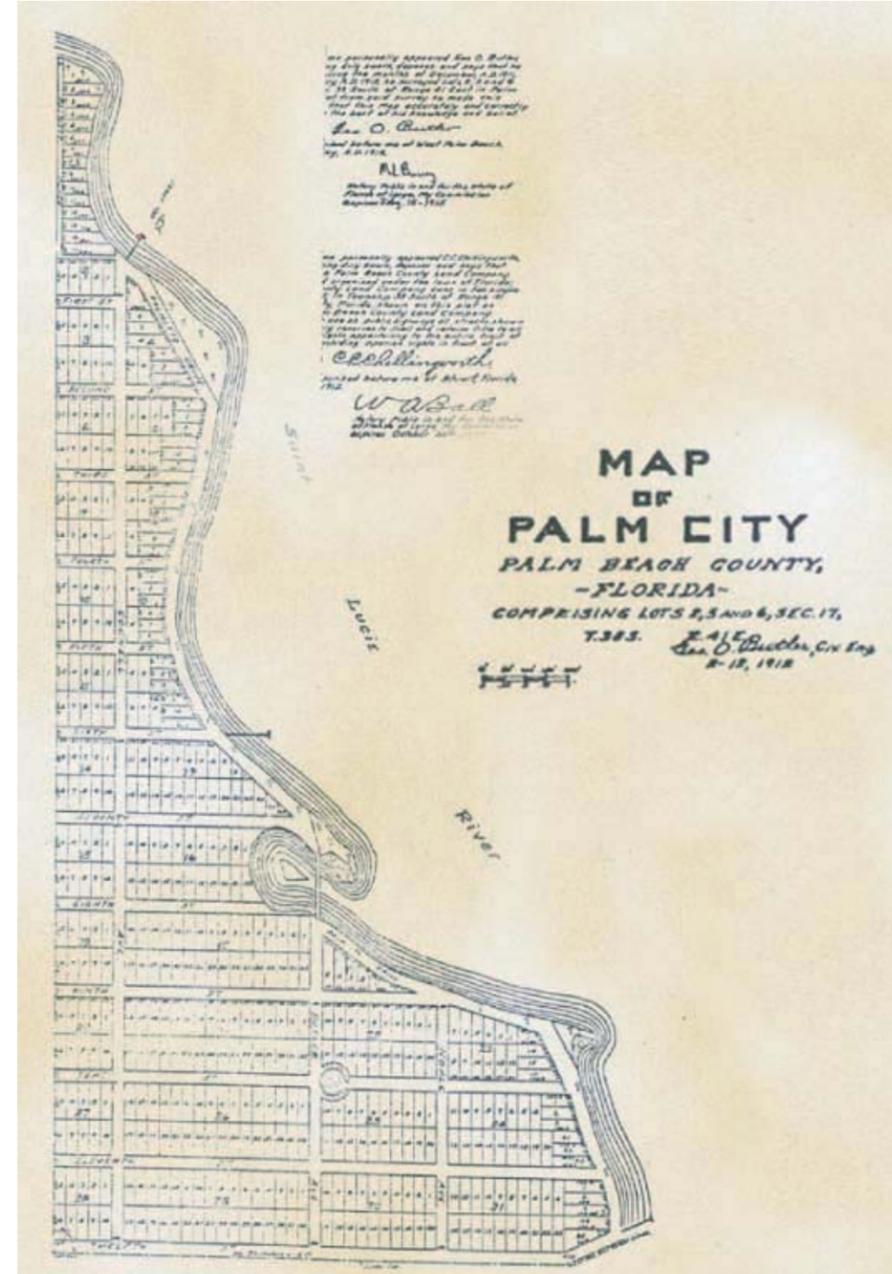
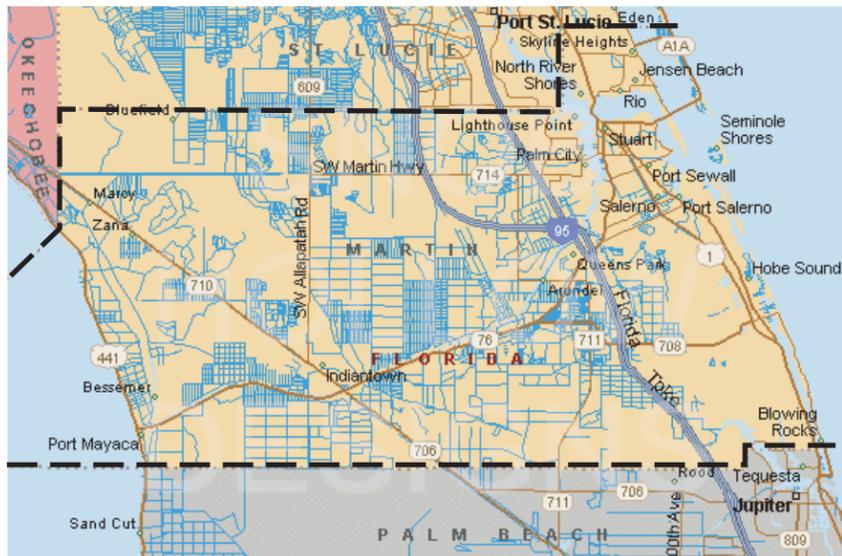
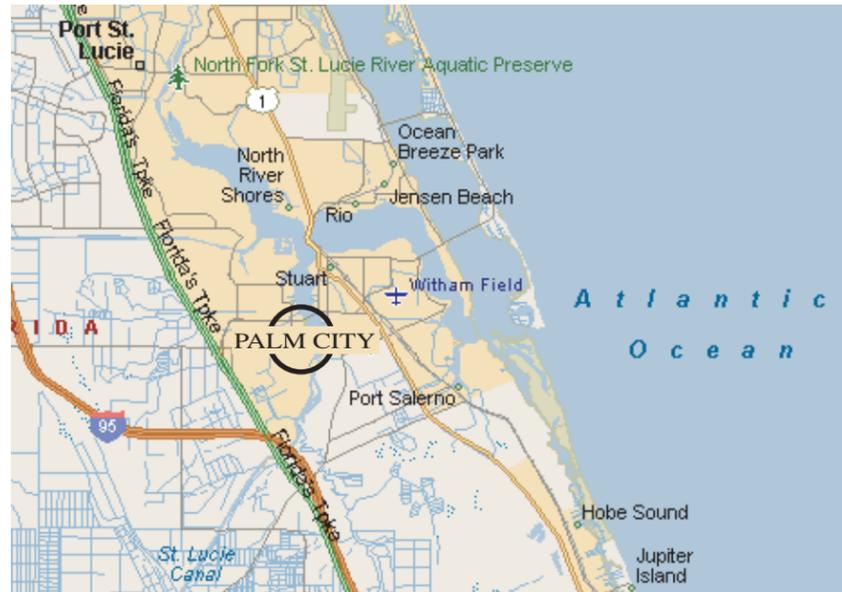
The following sections provide:

- A summary description of the history of Old Palm City
- A review of the Martin County Sustainability Principles that form the foundation of this CRA Plan, and
- A description of the process that was employed to engage the public in the identification of the opportunities and constraints to redevelopment in the Old Palm City area which, in turn, led to the selection of the Implementation Strategies of this Plan.

BACKGROUND/ISSUES

OLD PALM CITY CRA

MARTIN COUNTY, FLORIDA



George Backus plantation, South Fork of the St. Lucie River

Palm City's history dates back to the early 1800s when the area was used as a hunting and fishing settlement for both Indians and settlers.

Photos from "History of Martin County"



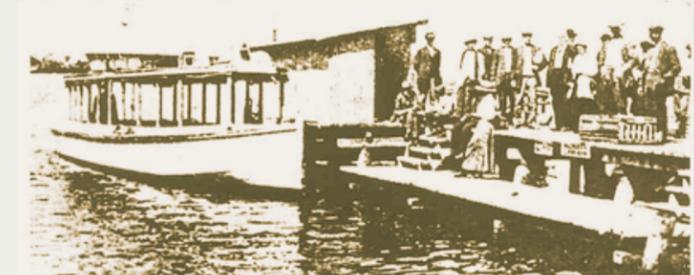
Original Palm City General Store and Post Office



Old Palm City bridge after completion, 1917



Workers pausing during a house raising, old Maxwell Grove



Palm City Ferry, with passengers and freight, 1916

Palm City's remote location, 10 miles from the through waterway, slowed its early growth since the river was the only means of transportation. The community finally started to experience development when, in 1910 Charles C. Chillingworth, a Palm Beach Lawyer and president of the newly formed Palm Beach Land Company, purchased 12,000 acres in the City, divided it into 10-acre farms and began advertising the advantages of the area to people throughout the United States, Canada and parts of Europe. As a bonus, a free 1-acre town parcel in Palm City was offered to each buyer. By New Year's Day 1916, Palm City had "70 buildings, 46 on farms and 24 in the city of Palm City." 1928 marked a disastrous year for Palm City when, on September 16th a hurricane with 130 mile per hour winds swept through the area breaking the Lake Okeechobee dike, causing \$50 million in damages; leaving 16,082 people homeless; 1,805 dead; and flooding 1 million acres. Then, on May 22, 1937 the Town of Palm City was abolished by the Legislature, as were many others during the Depression. In 1949 the Town was struck by another disastrous hurricane accompanied by 160 mile winds and a dozen inches of rain. In 1950 the Town was recovering and discussions were held about financing further construction on the Civic Center building and the campaign to secure an elementary school for Palm City. In 1951 the Martin Highway was changed from a 22 mile impassable right-of-way to become one of the most important stretches of roadway in Martin County as county workers with a grader and bulldozer opened up thousands of acres of Martin farm and ranch lands. Thereafter, Palm City began to grow rapidly as new subdivisions were built throughout the area to house soldiers, returning from the war, who looked to Martin County and Palm City in particular as a preferred location within which to reside.

BACKGROUND/ISSUES HISTORY

The Planning Process



Elements of the Vision

- Preserve wetlands and critical uplands
- Preserve and strengthen agriculture
- Contain development through the Urban Services Boundary (USB)
- Create livable communities (within the USB):
 - Vibrant city, town and village centers that serve surrounding neighborhoods
 - Strong neighborhoods
 - Extensive system of local streets, sidewalks and bikeways
 - Strategically located, high-quality schools, libraries, post offices and other public buildings
 - Functional and attractive infrastructure
 - Extensive system of parks, greenways and open spaces
 - Strong development standards, re: density, height, aesthetics

Key Actions

- Codify the Vision
- Focus on Design and Implementation
- Protect and Promote the Environment
- Invest in Urban Centers, Neighborhoods, Schools and Park
- Promote Civic Involvement and Inter-agency Coordination
- Measure and Monitor Involvement

Land Use Vision for Sustainability

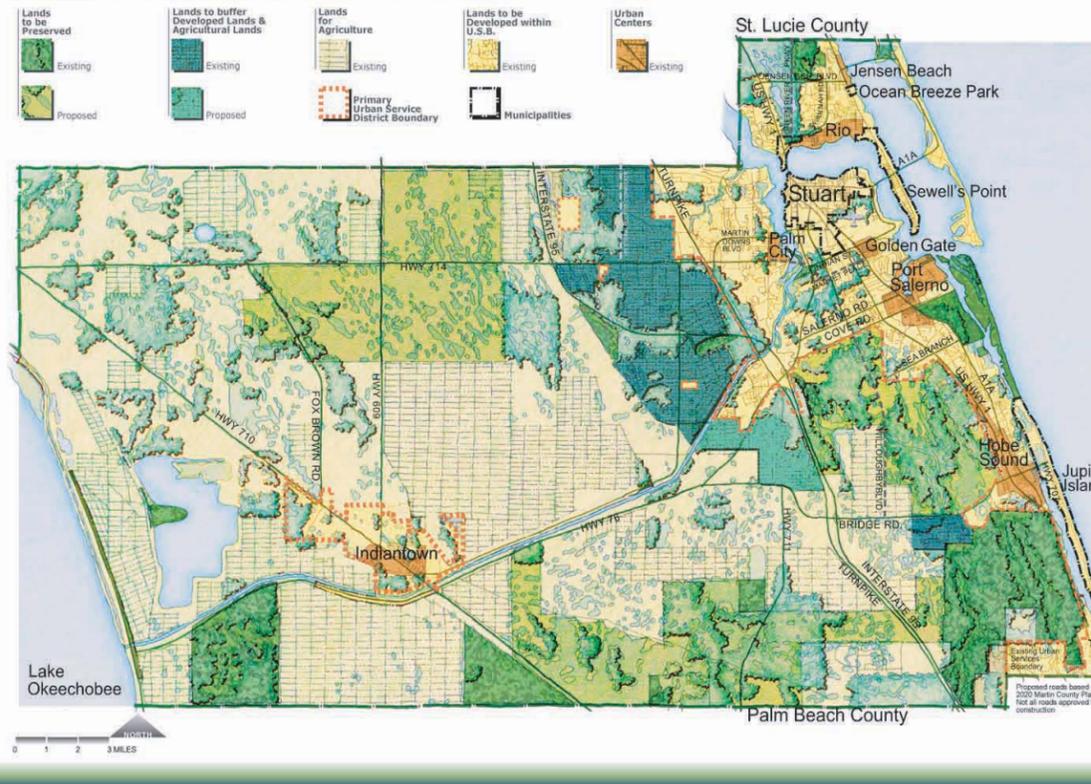
Key Existing Policies

- No wetland impacts
- Four story height limit
- Preserve 25% of native upland habitat (10% of common habitat in agricultural land use)
- Urban Service District

Vicinity Map



Land Use Vision Legend



From '2020 Vision for a Sustainable Martin County' Poster

PALM CITY PRINCIPLES

Part of "2020 Vision for a Sustainable Martin County" based on input from citizens throughout Martin County.

Protect & enhance natural resources

Foster community belonging, unique sense of community identity

Encourage compact, mixed-use, residential, commercial, institutional, pedestrian-oriented development

Encourage redevelopment and infill development within the Urban Services Boundary

Protect, enhance existing neighborhoods

Emphasize quality design, aesthetics of built environment

Create walkable neighborhoods with amenities

Maintain an open space network with linkages to neighborhood parks, recreation

Protect/celebrate community heritage and historically significant facilities

Encourage traditional communities; integrate gated communities

Provide a highly connected street network comprised of small, narrow roads & redesign existing arterials/ design new collectors to be grand public space

Provide multi-modal transportation alternatives and choices, including transit, trails, bikeways & sidewalks

Provide adequate infrastructure

The assessment of Opportunities and Constraints to the redevelopment of Old Palm City outlined in the following sections (see Opportunities and Constraints, pages 6-15) and the site analysis, redevelopment projects and implementation strategies that represent the focus of this Plan were based upon and guided by the Martin County Principles of Sustainability. The County adopted these Principles to maintain quality residential and non-residential development, preserve natural resources and protect natural systems, enhance economic development opportunity and prudently allocate financial resources. The Principles of Sustainability that are particularly applicable to the Old Palm City Community Redevelopment Area are listed in the column to the right.

- Stimulate Retail/Commercial Redevelopment,
allow for Mixed Uses along Mapp Road (8)
- Mitigate Impacts of Bridge (8)
- Drainage is One of the Biggest Problems (6)
- Create River Access for the Public (6)
- Infrastructure (Water/Sewer System) (6)
- New Development should Reflect
Old Palm City Character (4)
- More Sidewalks (5)
- Traffic Calm Mapp Road (4)
- Need Gateways, Good Signs (3)
- More Street Lighting (3)
- Need for Community Gathering Space (4)



A series of interviews with business owners, residents, members of the Palm City Neighborhood Advisory Committee, County Staff and elected officials were conducted to determine key redevelopment issues. Throughout the course of these interviews several reoccurring themes were identified. These themes are listed above. (See Appendicies for Interview minutes and the questionnaire that served as the general introduction to these interviews.)

What I would like...

- shopping mall
- more restaurants
- park w/water play 2
- bowling allies
- pet shop
- pool hall 6
- ice cream parlor 1
- paint ball 4
- Community pool
- Cleaner bathrooms
- Science museum
- beach 4
- Ceramic shop
- Ice skating rink 3
- archery shop
- rock climbing 5
- volleyball court
- Zoo
- b-ball court
- boat rental 2
- surf shop

pond w/ remote control boats

changes

- not much to do
- not enough sidewalks
- mosquitos
- traffic
- too small
- no bowling alley
- Skateboard ramps
- more ball fields
- no drag strip
- more entertainment
- no ice cream store
- no place to walk to
- no ice skating rinks
- no ceramic shop
- no surf shop
- no street lights.

PALM CITY

- parks
- Skate park
- river
- at the beach
- Publix and Blockbuster
- The Bridge
- Fire Station
- More Open
- greenery
- cat walk
- quiet
- Walgreens
- Small size
- \$
- Library
- China garden
- \$1 movies
- baseball field
- Soccer field
- Fishing
- basketball courts
- biking



New buildings, parks, and waterfront amenities were proposed throughout the study area



Children identified where they lived and what their favorite places were in Palm City



Participants worked together to determine their preferred future community

A Palm City Youth Workshop Brainstorming Session was conducted on July 9, 2002 and held at the Palm City Community Center. Over 30 children participated, preparing a Neighborhood Scrapbook, and engaging in group exercises and discussions about the future of Old Palm City. Participants were asked what they liked best about the area, what they would most like to change and what new things they would like to see in Palm City. The children were asked to draw maps and, using a variety of media, show what and where changes should occur throughout the area. (Please refer to the Appendix to this Plan for examples from the Youth Workshop Scrap Book and a summary of the comments received from the participants.)



On July 13, 2002 over 80 people representing the Palm City Community Redevelopment Area participated in a community workshop held at the Hidden Oaks Middle School. Participants were invited to work with community planners to design the future of the Old Palm City Neighborhood, to explore critical issues that affect the character of development within their community and to offer specific recommendations about how the area should grow over time. Input gathered during this workshop served as the focus for this Community Redevelopment Area Plan.

Key Workshop Issues included:

- The proposed character of the Mapp Road Corridor
- The proposed character of the Indian Street Bridge
- The proposed use and character of the public right-of-way along the St. Lucie River
- Access and circulation to and within that portion of the CRA study area that extends north of Martin Downs Boulevard



OLD PALM CITY CRA

MARTIN COUNTY, FLORIDA



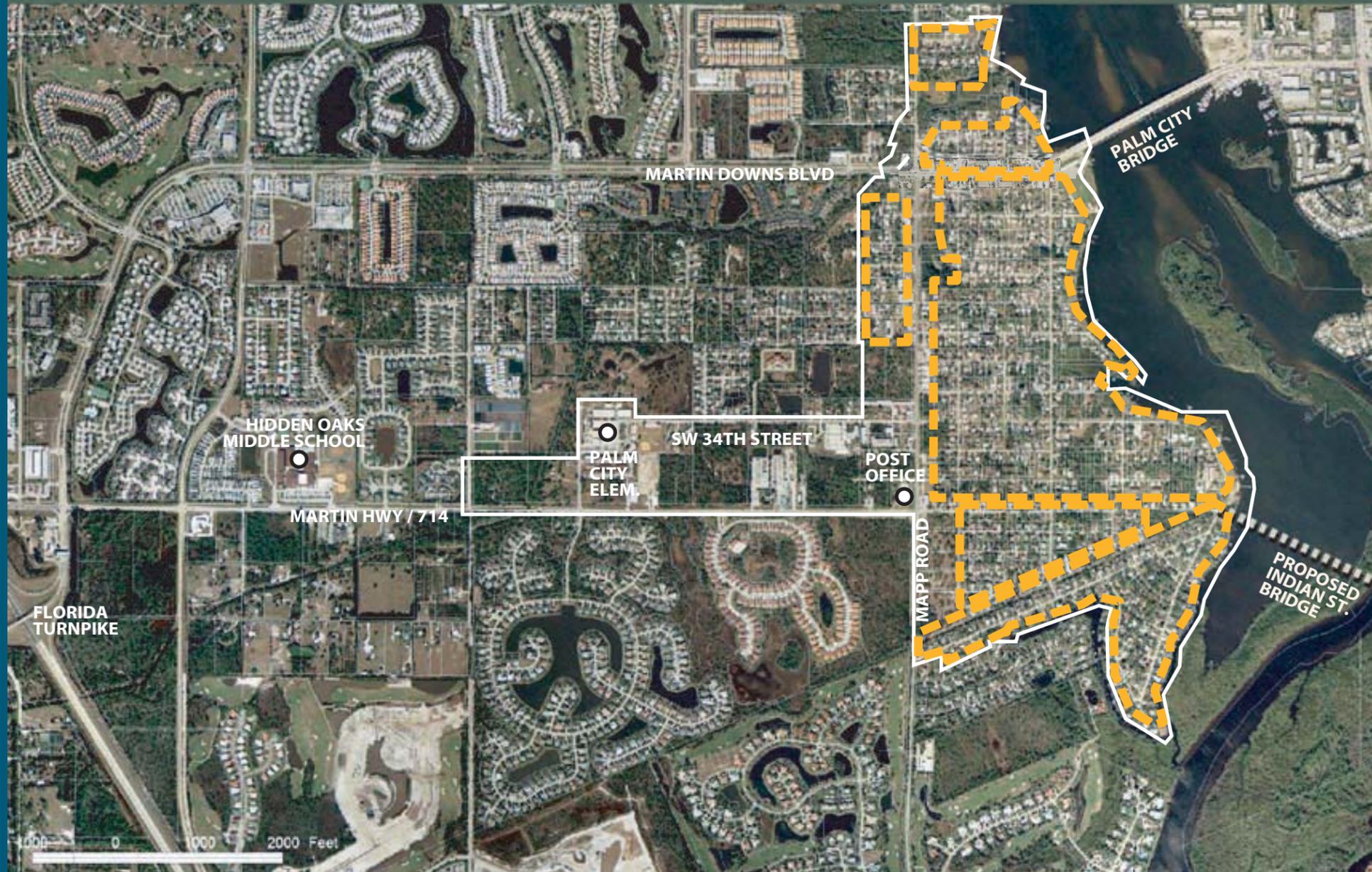
Looking East on 29th Street

The analysis of opportunities and constraints to the redevelopment of the Old Palm City CRA focused on the following seven (7) systems:

1. Neighborhoods
2. Activity Centers
3. Infrastructure
4. Streets
5. Sidewalks and Bikeways
6. Parks, Greenways and Open Spaces
7. Gateways and Signage

The following sections describe and illustrate the existing character of each of these systems in detail.

OPPORTUNITIES
AND CONSTRAINTS



Old Palm City is an intimate, interconnected community that continues to exhibit a traditional small town/village setting that forms the foundation for a pleasant, quality living environment. Homes are close together and most front on quiet residential streets that invite social interaction. Schools, a limited number of small shops and neighborhood serving businesses, parks and the St. Lucie River are within easy walking distance of all of the residents within the community. These qualities present considerable opportunities to foster positive growth and development.

Over the past 30 to 40 years, however, areas to the north, west and south of "Old Palm City" have experienced considerable development. Residential growth has followed the typical Florida development patterns, gated planned unit development communities that are disconnected with historic waterfront neighborhoods. Commercial development that has occurred has been located outside of the boundaries of the CRA and creates overwhelming competition for businesses that might otherwise move to and benefit "Old Palm City."

Housing unit types vary widely throughout Palm City. Multi-family dwellings are scattered throughout the neighborhood, several of which are located along 36th Street. Relatively modest single family dwellings are found throughout the area but many higher cost homes have been constructed, particularly along the St. Lucie River. Housing costs are reported to be relatively affordable however, the market costs have started to rise over the past several years. Housing quality varies widely and there are many examples of housing units in need of rehabilitation and maintenance assistance throughout the area. Despite the traditional grid road pattern, pedestrian as well as vehicular connections to neighborhood areas north of Martin Downs Blvd. are very difficult.



Feroe Avenue



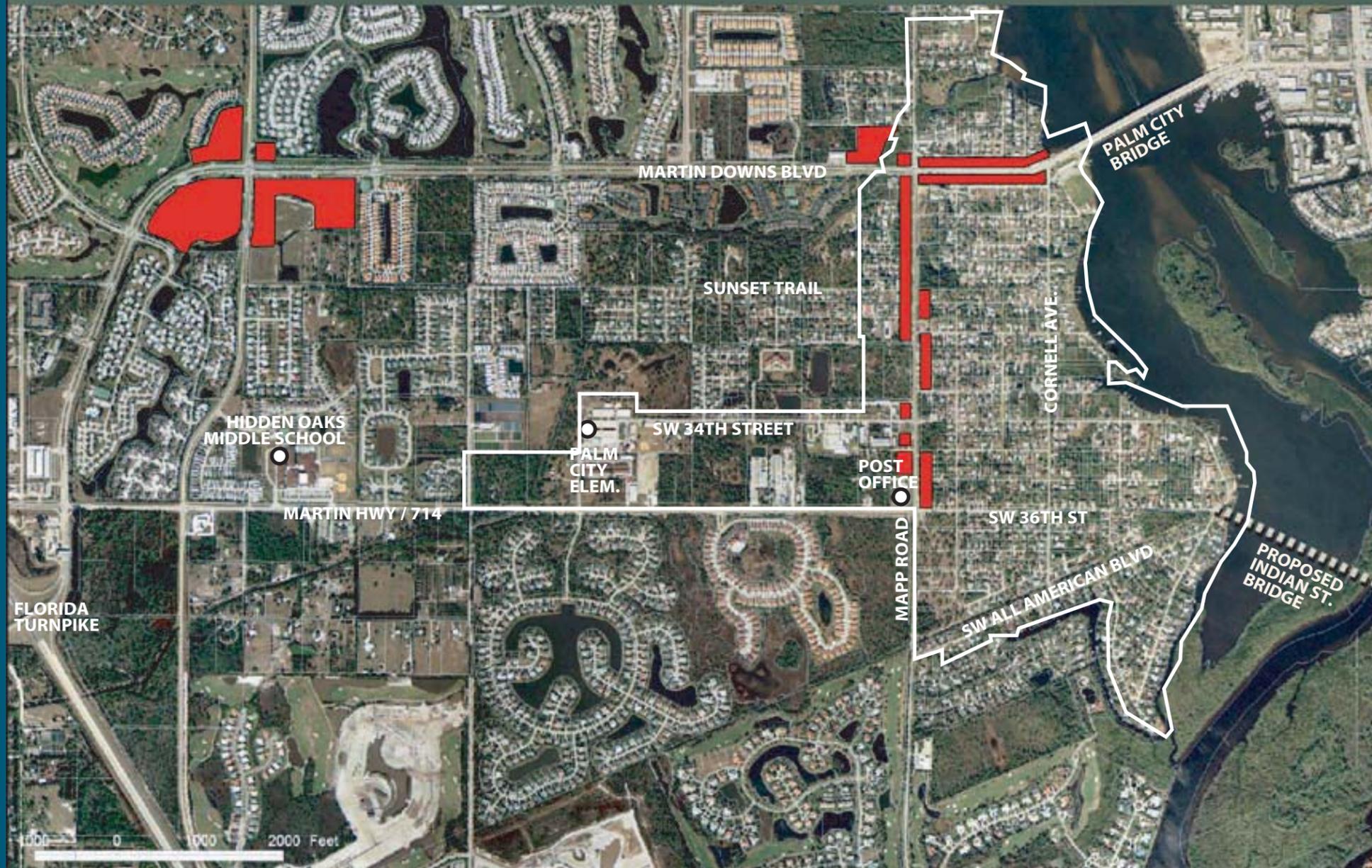
St. Lucie Shores Drive

At left: residential neighborhood boundaries defined by natural and built features, within the CRA area.

Key Issues/Observations

- Traditional small town/village setting
- Homes front on quiet residential streets
- Wide variety of housing types
- Housing quality varies
- Recent outlying development has taken the form of contemporary Planned Unit Developments with gated entryways that are disconnected from older residential neighborhoods
- Need to improve connections to neighborhood north of Martin Downs Boulevard

OPPORTUNITIES AND CONSTRAINTS NEIGHBORHOODS



Martin Downs Blvd. facing south



30th Street/Mapp Road

Far left in red, Palm City's newer town center, the shopping center in Martin Downs. Closer left in red, more traditional street-oriented commercial areas in Old Palm City. Stuart's downtown commercial area is 2 miles to the north east and offers strong competition as a traditional commercial town center

Key Issues/Observations

- Mapp Road serves as a neighborhood center
- Retail areas in close proximity to Old Palm City create centers of competition with Mapp Road
- Vacant buildings along Mapp Road suffer from deferred maintenance
- The absence of defined crosswalks and the roadway traffic volumes make east/west pedestrian crossings difficult

Mapp Road is the primary commercial area of "Old Palm City." However, there are several vacant buildings and parcels along this corridor and many of the occupied buildings suffer from deferred maintenance. The roadway does not invite pedestrian activity and residents from the adjacent neighborhoods cannot easily access the area. Furthermore, east/west pedestrian crossings on Mapp Road are particularly challenging, especially for school children crossing at the 34th Street intersection. Once people get in their cars it seems just as convenient to drive to the retail centers along Martin Downs Boulevard, to the west.

A community center, such as the Mapp Road area, is typically defined as having up to 150,000 s.f. of commercial development, supported by up to 38,000 people and having a service area radius of up to 2 miles. By 2015 the population of Palm City is projected to increase to slightly more than 40,000 people. Presently, the area in Old Palm City that is zoned for commercial or retail development exceeds 450,000 s.f., or three times the amount of commercial space that would typically be supported by the area population.

OPPORTUNITIES AND CONSTRAINTS ACTIVITY CENTERS



Computer visualization of an idealized Florida Main Street

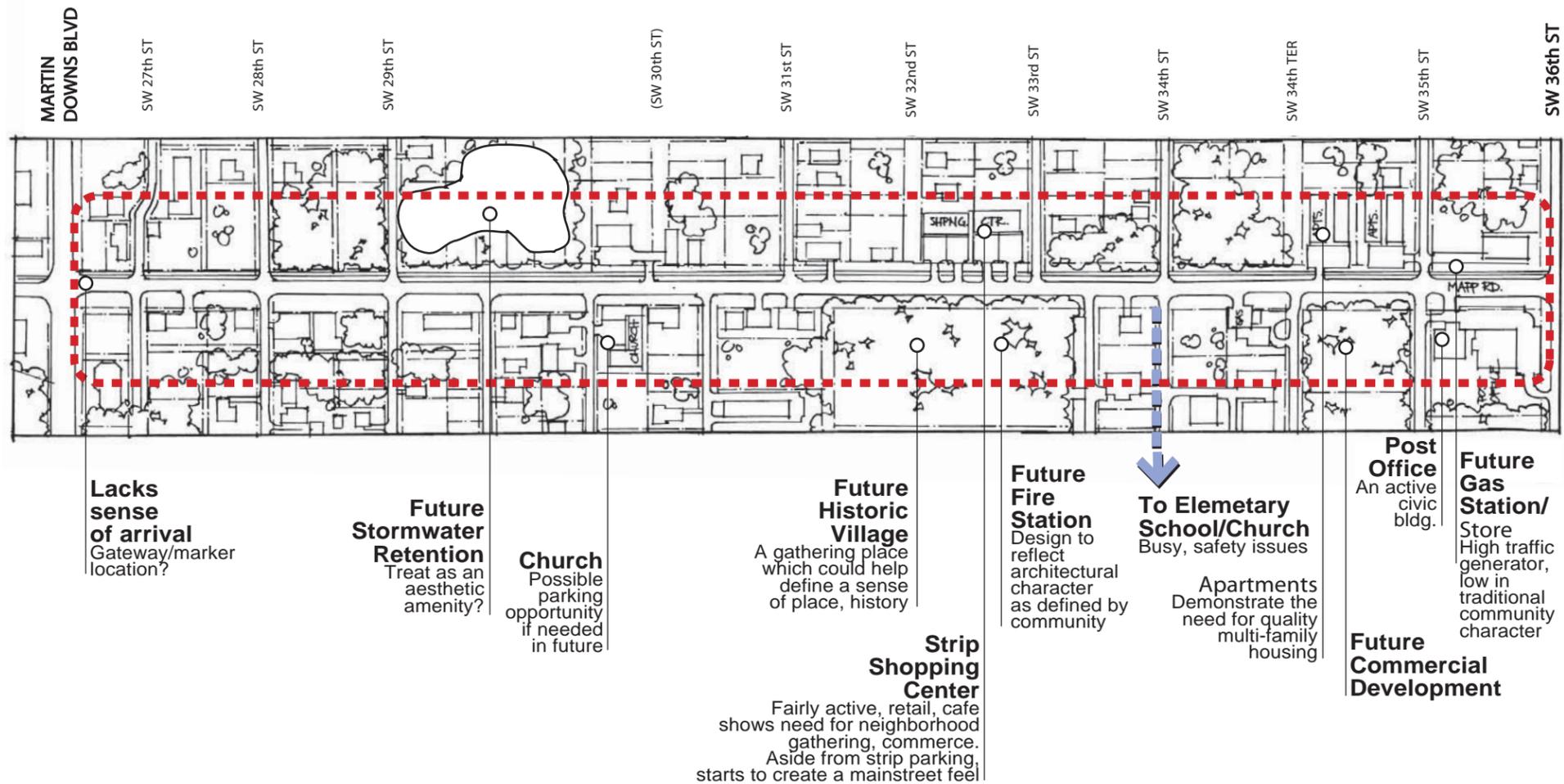


A contemporary version of a traditional Main Street

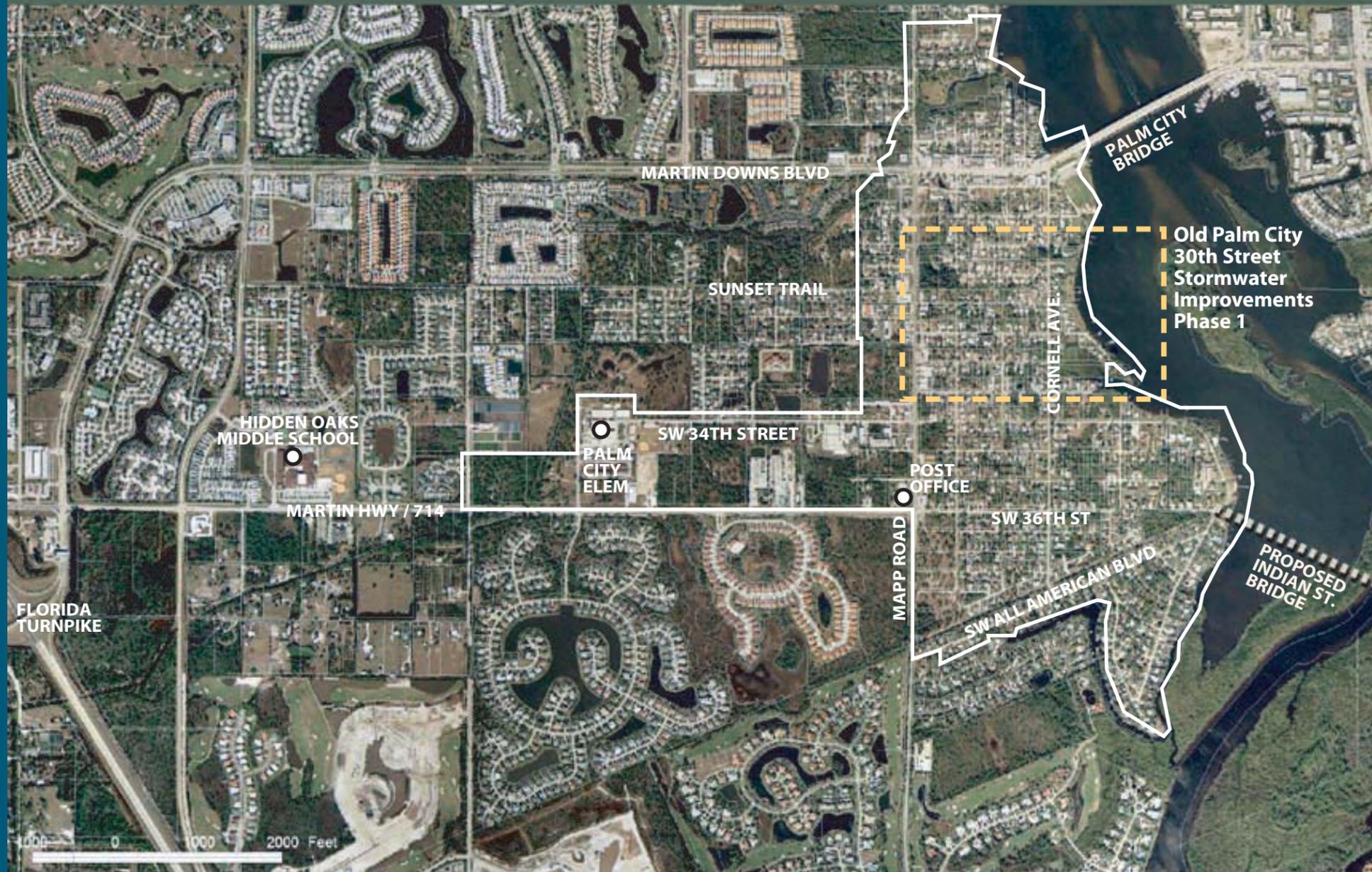
Issues/Observations

- Mixed Use development could help to create the sense of a "town center" on Mapp Road
- Concentrating development along the corridor in commercial nodes creates the opportunity for alternative compatible infill residential development while eliminating continuous strip retail
- The physical form of the buildings along Mapp Road; their height, density, setbacks, amount and location of parking, will have a considerable impact on the character of the corridor

OPPORTUNITIES AND CONSTRAINTS MAPP ROAD



How can commercial redevelopment be encouraged within this neighborhood serving commercial area? What form should development and redevelopment take, how tall should buildings be, what is the appropriate development density, where should parking be located and how many spaces should be required, how can patrons be attracted to the area, what types of public amenities should be provided? What type of land uses should be encouraged?



With the exception of Mapp Road, the entire area is unserved by water and sewer systems. Stormwater management is inadequate and flooding occurs regularly throughout the area. The County is undertaking a stormwater retrofit project to help address many major flooding problems.



Mapp Road Drainage Facilities

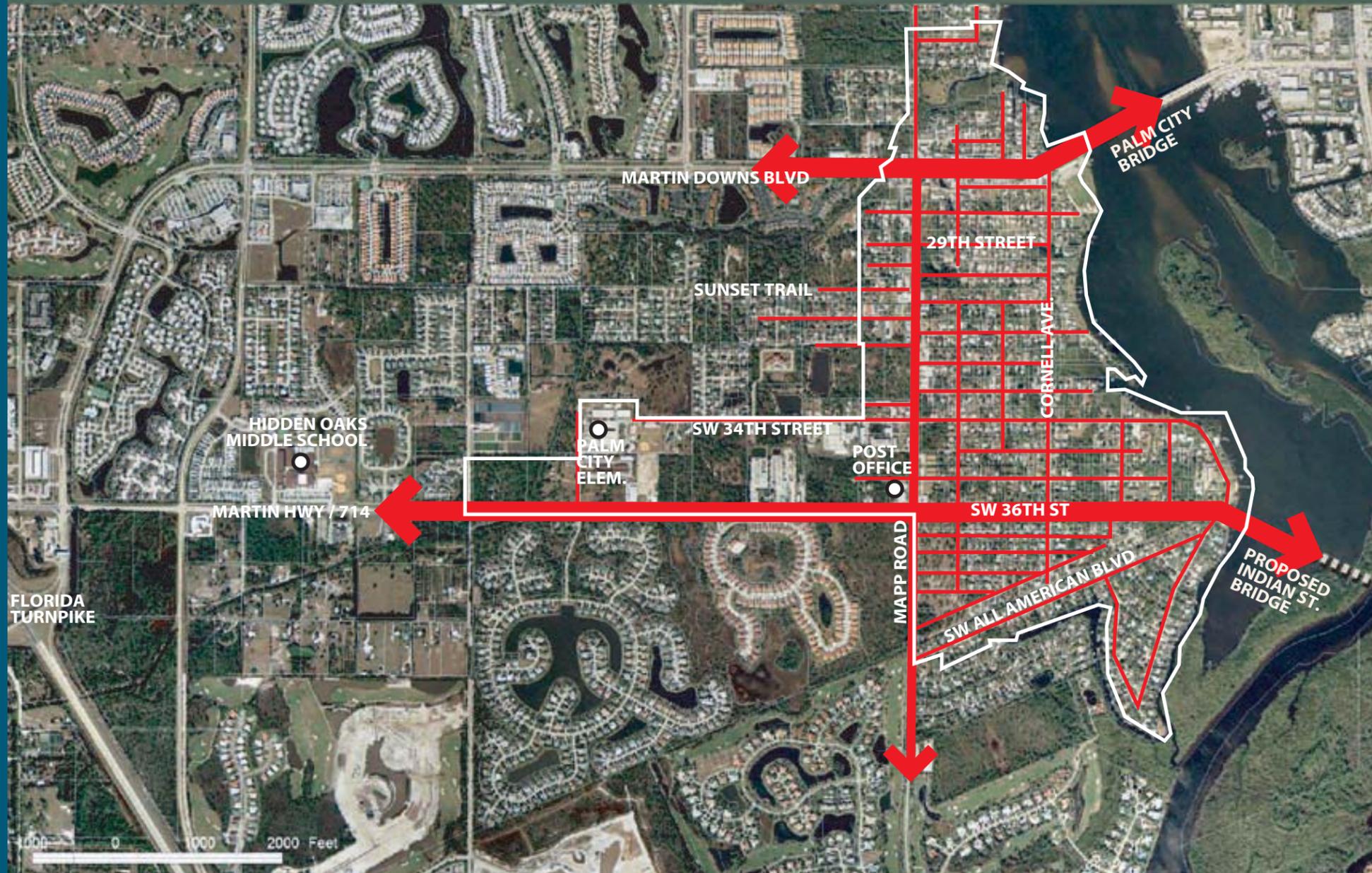


Drainage Ditch

Key Issues/Observations

- The majority of the area within the CRA is unserved by water or sewer systems
- Stormwater management is inadequate, flooding in many areas
- County is undertaking a stormwater retrofit project

OPPORTUNITIES AND CONSTRAINTS INFRASTRUCTURE



Mapp Road



SW 30th Street



Mapp Road / Martin Downs Blvd.

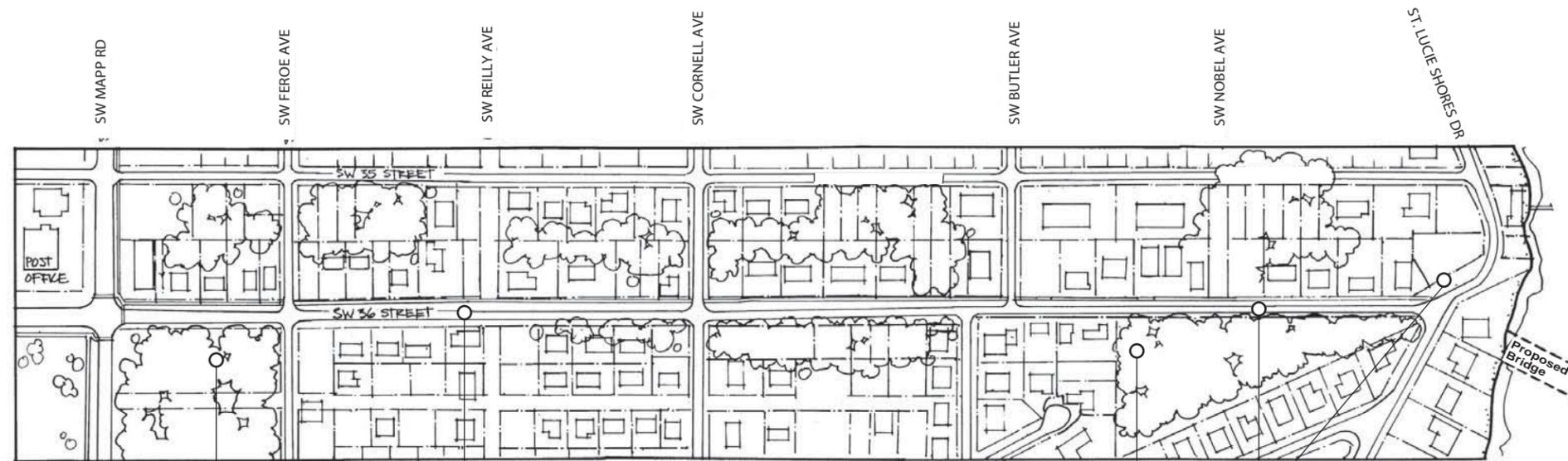
Key Issues/Observations

- Grid street pattern assures excellent accessibility
- Streets lack character
- Congestion at peak hours encourages cut through traffic on local streets
- Traffic volumes along Martin Downs Blvd. creates access problems for businesses
- The planned bridge will change the character of 36th Street, and affect the Old Palm City street grid

Regional development and employment centers, and the attraction of the beaches along the ocean front east of Palm City generate considerable traffic that passes through the community, over the Palm City Bridge. This traffic creates congestion along the local roads within Old Palm City, particularly at the Mapp Road/Martin Downs Boulevard intersection. This traffic congestion significantly hinders mobility during peak periods. In addition, motorists and residents living North of Martin Downs Blvd. confronted with lengthy backups seek alternative routes along residential streets such as Cornell Street, one of the few neighborhood streets that connects to the I-95 entry roads. Traffic volumes along Martin Downs Boulevard present access challenges for all the businesses located within this area.

In anticipation of increasing regional growth pressures and in response to the growing traffic volumes and attendant congestion on either side of the Palm City bridge and the roadways that feed to the Bridge, the Florida Department of Transportation is planning the Indian Street Bridge to relieve this congestion. The conceptual alignment would connect a 4-lane bridge over the south fork of the St. Lucie River from Indian Street on the east side of the River to SW 36th Street. The Indian Street bridge will completely change the character of 36th Street, which presently serves as a two-lane residential street. The bridge and the traffic related to it will also affect the Old Palm City street grid.

OPPORTUNITIES AND CONSTRAINTS STREETS



Future Jock Leighton Park
How will the park relate to the reconfigured 36th Street?

Future approach to Bridge
How can splitting of neighborhood be avoided?

Natural Area
Worth preserving?

Bridge Landing
How far back?

Bridge Landing
Possible Palm City gateway location. Can bridge help define community character?



Looking east to the future bridge site

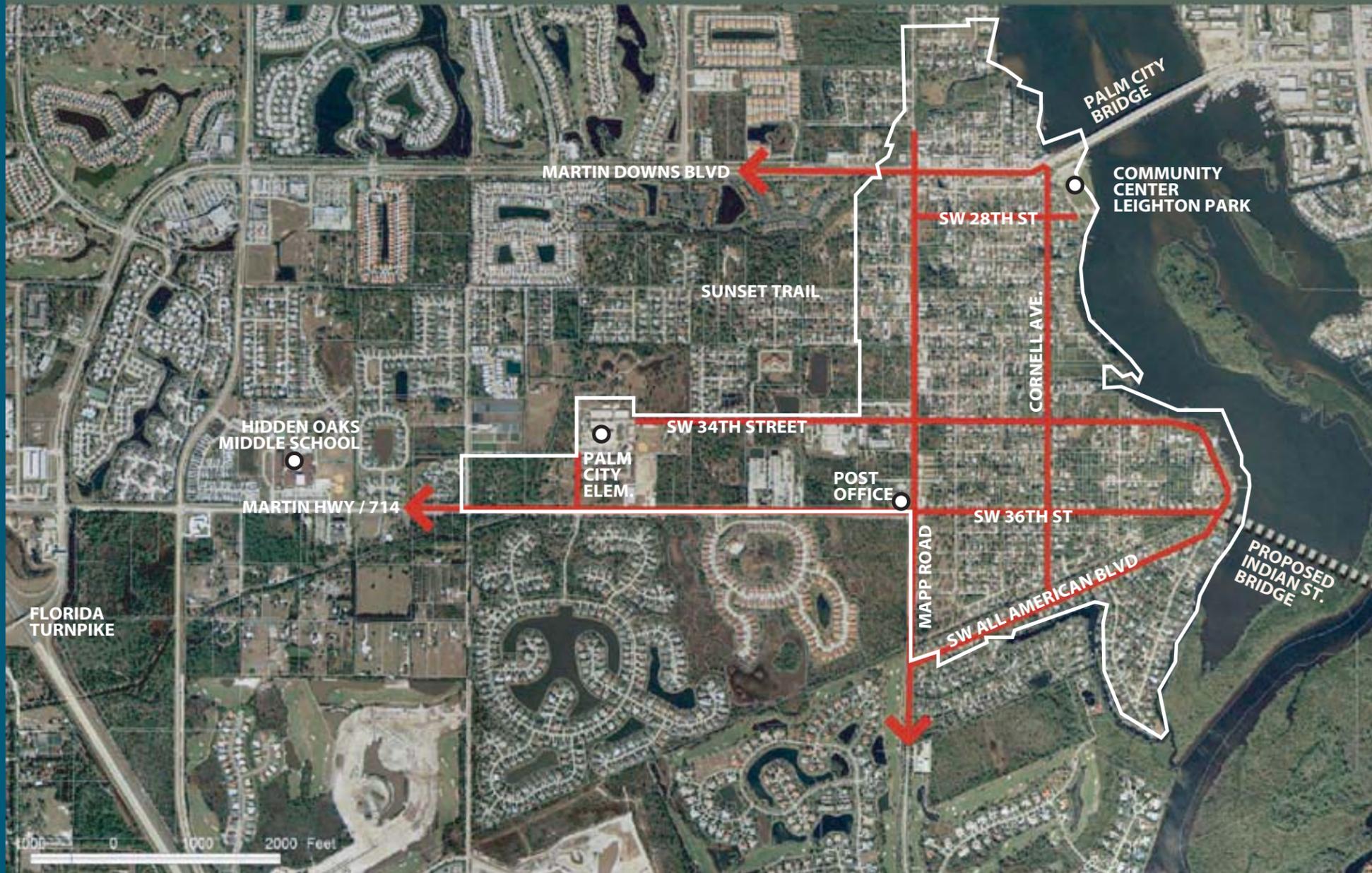


Concept rendering of the new south bridge under construction in West Palm Beach (Glating Jackson)

Key Issues/Observations

- In the interest of reinforcing a sense of neighborhood, it is important to maintain physical as well as social connections between the residential areas north and south of 36th Street and CR 714.
- Consideration should be given to creating low-scale recreational uses (canoe launches, passive parks, walking trails) along the waterfront
- The Community needs to consider what new uses may be introduced along 36th Street and CR 714
- The physical footprint of the bridge, where it will land on 36th Street, how the roadway transitions to CR 714, the character of the bridge and what neighborhood amenities may accompany the bridge design are all significant issues for community-wide consideration

OPPORTUNITIES AND CONSTRAINTS INDIAN STREET BRIDGE/ 36th STREET/CR714



Palm City Post Office



Sunset Trail



SW 29th Street

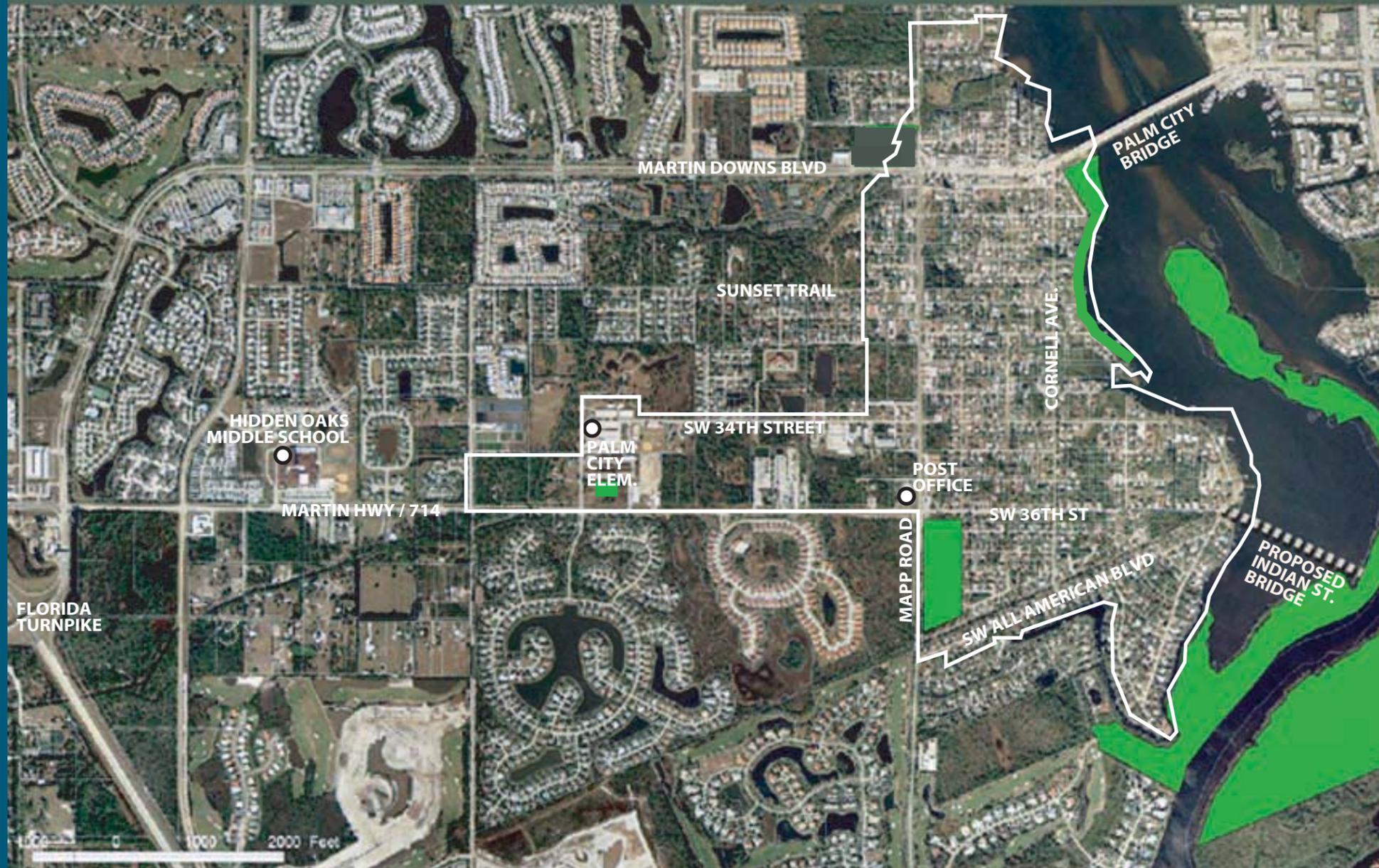
Key Issues/Observations

- Sidewalks extend along many major streets
- Sidewalk system is disconnected or non-existent in many areas
- Part of study area north of Martin Downs is isolated and inaccessible
- Sunset Trail is an excellent multi-purpose trail which could be extended into the older neighborhoods, to the river

Sidewalks extend along at least one side of many of the major cross streets in Palm City including Mapp Road, Cornell, Feroe and 36th Street west of Mapp Road). However, there is no interconnected pedestrian system to allow access throughout this community.

A portion of the CRA extends north of Martin Downs Boulevard and east of Mapp Road. This area has been isolated as a consequence of a discontinuous street network and the barrier of Martin Down Boulevard. Due to a lack of alternative access ways it is difficult for vehicles traveling eastbound to access the retail establishments along this portion of Martin Downs Boulevard, particularly during peak traffic periods. It is even more difficult, if not impossible, for pedestrians from the westerly portions of the CRA and Martin Downs to access this area.

OPPORTUNITIES AND CONSTRAINTS SIDEWALKS & BIKEWAYS



SW 29th Street



Leighton Park



SW 36th Terrace

Key Issues/Observations

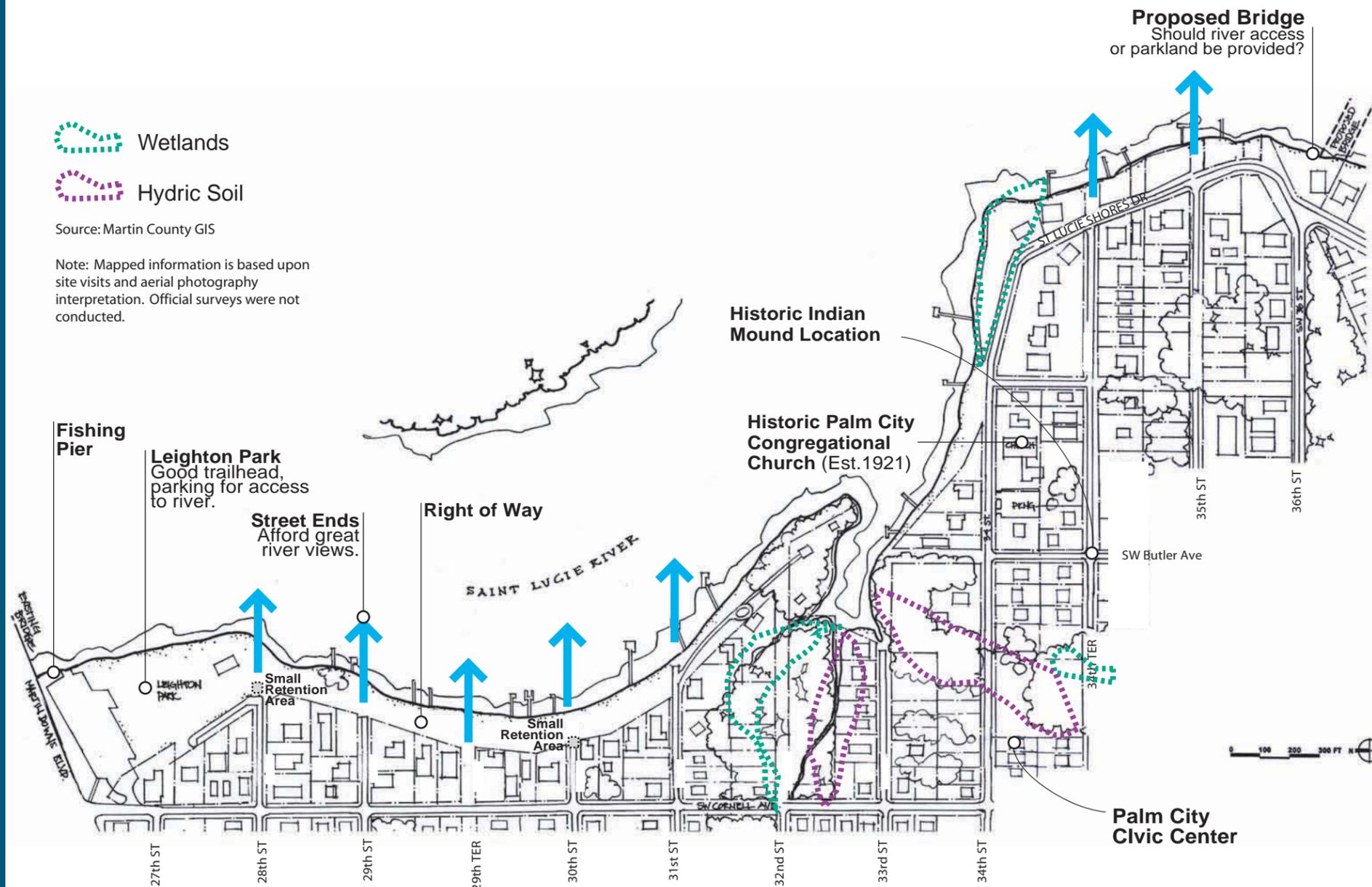
- Leighton Park provides immediate water access
- The County intends to start Phase I improvements at Jock Leighton Park this summer
- The St. Lucie River is an exceptional community asset, but it has limited public access with the exception of Leighton Park
- The community lacks trails and pedestrian/bike connections to its parks and schools
- The Wildcat Wonderland Playground is an excellent amenity, but is not accessible during non-school hours
- SW Palmetto Drive, an undeveloped County right-of-way, extends along the bank of the St. Lucie River from Martin Downs Boulevard to SW 32nd Street, and offers an opportunity to create a linear waterfront trail that could serve as an exceptional community amenity.

OPPORTUNITIES AND CONSTRAINTS PARKS, GREENWAYS & OPEN SPACES

Existing and proposed Parks and Open Space in the Palm City area

The St. Lucie River is an exceptional amenity in addition to its recreational potential. However, residential development has been permitted to extend along the borders of this waterway creating barriers to access. SW Palmetto Drive, a 50-foot County-owned right-of-way extends along the west bank of the St. Lucie River virtually the entire length of Old Palm City. This unused right-of-way has the potential to be developed as a Riverwalk, which would be a significant benefit to the community. However, obstacles to gaining ready acceptance of the use of S.W. Palmetto Drive as a linear park include the fact that this right-of-way runs along the back yards of existing residences and that portions of the land east of the right of way have been acquired by property owners.

Leighton Park, at the intersection of Martin Downs Boulevard and Cornell Street (adjacent to the St. Lucie River), and the Wildcat Wonderland Playground adjacent to the Palm City Elementary School are the two existing parks serving the area. This summer the County will begin constructing Phase 1 of the Jock Leighton Park on Mapp Road and SW 36th Street. The County will also be installing an environmental education center in the natural area on the southeast corner of Mapp and CR 714 (Martin Highway), across from the Jock Leighton Park. However, there are no trails linking existing and prospective facilities to enable safe and convenient pedestrian or bicycle access.



Is a riverwalk feasible and acceptable to the long-time residents immediately adjacent to the River? What alignment should a riverwalk take? What should be the character of a riverwalk in Old Palm City? Can a riverwalk be connected with other pedestrian/bicycle trails to form an integrated network of non-vehicular access throughout the community?



One of the picturesque streets ending on a view of the St. Lucie River



The beauty of the St. Lucie River provides a wonderful natural amenity



Jock Leighton Park

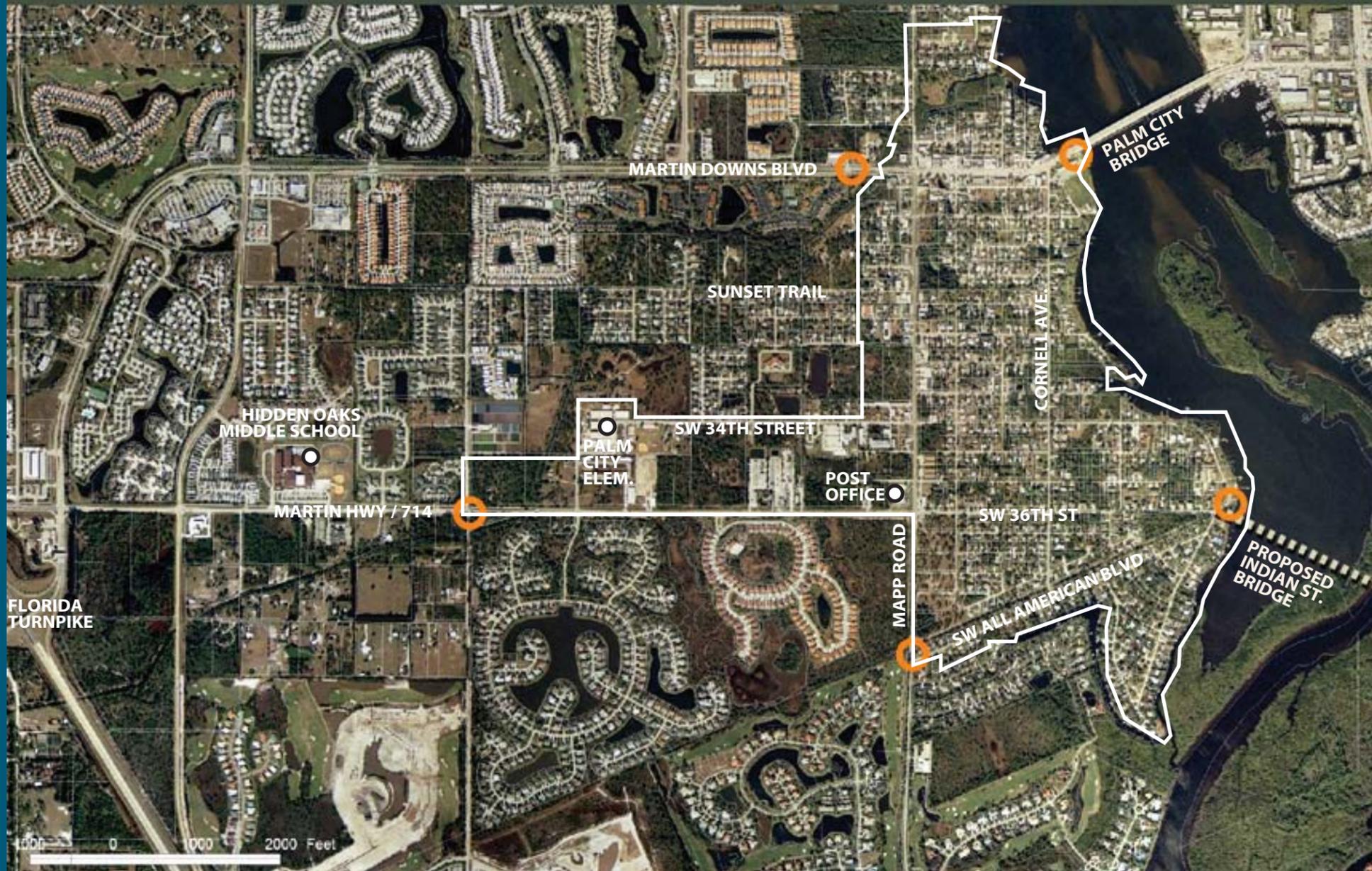


Street ends could provide appropriate locations for river access such as this one in Stuart

Key Issues/Observations

- What uses should be permitted along the River?
- How should the concerns of residents who live along the waterway be addressed?
- Where should a Greenway be aligned and what should be the character of this pathway?
- How should the Greenway be accessed?

OPPORTUNITIES AND CONSTRAINTS RIVERFRONT GREENWAY



 Potential gateway locations for Old Palm City

There is no central civic gathering space within the CRA. In addition, there are no signs or markers that signify entry into Old Palm City



Key Issues/Observations

- Currently, there are no markers that signify entry into Old Palm City
- There are no markers to document community history or the culture of Old Palm City
- The community lacks graphics, signs and other commemorative symbols that could convey a sense of place and community identity



Typical Mapp Road Section

The Vision for the Old Palm City CRA has seven (7) components

1. Retrofit Mapp Road
2. Enhanced Neighborhood Streets, Sidewalks and Bikeways
3. Old Palm City Greenway
4. Develop Gateways, Signs and Historic Markers
5. Lead the Design of the Indian Street Bridge, 36th Street and CR 714 Corridor
6. Reconnect the Neighborhoods North of Martin Downs Blvd.
7. Upgrade Infrastructure

8. Property Acquisition

A note on the format of this section: The Workshop Summary is an unedited listing of comments received at the July 2002 Palm City Neighborhood Design Workshop from the individuals who participated in the breakout group dedicated to the issue. The Vision Plan is the final vision, incorporating comments from the workshop, Palm City Neighborhood Advisory Committee, government agencies, and other concerned citizens. Please refer to the Vision Plan for the final

VISION PLAN

The heart of the Old Palm City CRA Plan evolves from the input from the neighborhood residents gathered at a Visioning Workshop that was conducted on July 13, 2002. The Workshop was attended by over 80 people from the Palm City area. After a preliminary review of the existing characteristics of the area, the Workshop participants were assembled into "breakout groups" that were intended to allow the exploration of key issues facing the community and develop strategies to address these issues. Four breakout groups were formed to address: (1) Redevelopment of Mapp Road, (2) A Riverfront Greenway, (3) the Design of the Indian Street Bridge/36th Street area, and (4) Connections to the neighborhood north of Martin Downs Boulevard. The following section presents a summary of the major conclusions from each of these Breakout Groups (Workshop Summary). These conclusions are accompanied by illustrative plans, perspective sketches and design details that specifically address each of these Issue areas (Vision Plan). It should be noted that improvements to Neighborhood Streets and Bikeways; creation of Gateways, Signs and Markers; and Upgrading Infrastructure were considered vital issues relevant to each of the Breakout Group subjects.

BREAKOUT GROUP #1 ASSIGNMENT- MAPP ROAD

Workshop participants were asked to address specific issues that have been identified as most essential:

1. What types of uses should be permitted within the Mapp Road Neighborhood Center: Mixed Use versus Commercial?
2. What form should the Mapp Road Neighborhood Center take: Commercial Nodes vs. Strip?
3. What would be the preferred physical character be of the Neighborhood Center: what should the limit be for building height, development density, front/side/rear yard building setbacks, location and provision for parking, etc.?

MAPP ROAD GROUP COMMENTS

1. Types of uses:

- Grocery store
- Gourmet/specialty
- Mixed use preferred
- Community/neighborhood draw
- Limited destination shops
- Old-fashioned Main Street
- Town square (by fire station)
- Turning lanes
- Osceola-like street
- On street parking
- Overflow parking
- No suicide lane
- Connect alleys and parking behind buildings
- Gateway where merge ends
- Alternative East/West road?

2. What form should Mapp Road Neighborhood Center take?

- Traditional Main Street (portion of it)
- Nodes preferred over strip - multiple nodes
- Don't reduce connectivity of dead end streets
- Walk-ability
- Keep nodes away from fire station
- Keep nodes away from north and south

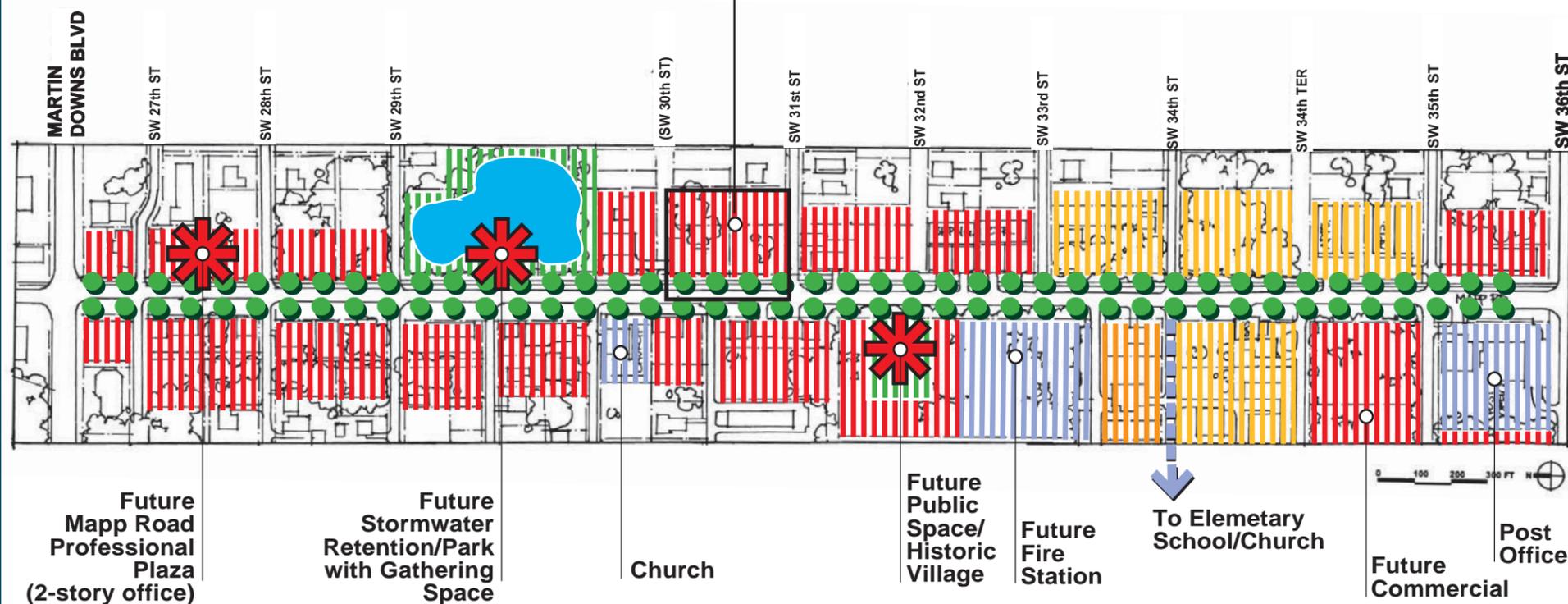
3. Preferred physical character:

- Two story - three story varied
- Avoid intensity at 34th St. area (PC Elementary)
- Development - 10-15 units per acre, density max
- Parking in rear of building
- Common areas incorporated into commercial spaces, gathering spaces
- Shared parking (residential/commercial)
- Off-premises signage

KEY

-  Public Space
-  Commercial 1st floor with Residential/Office on 2nd Floor
-  2 Story Townhouse Development(s)
-  Civic Uses
-  Park/Gathering Space
-  Mixed Use/Office/Retail
-  Mapp Road "Main Street" - 2 travel lanes with parallel parking/sidewalks on each side, turning lanes, street trees.

Example Block (see page 18)



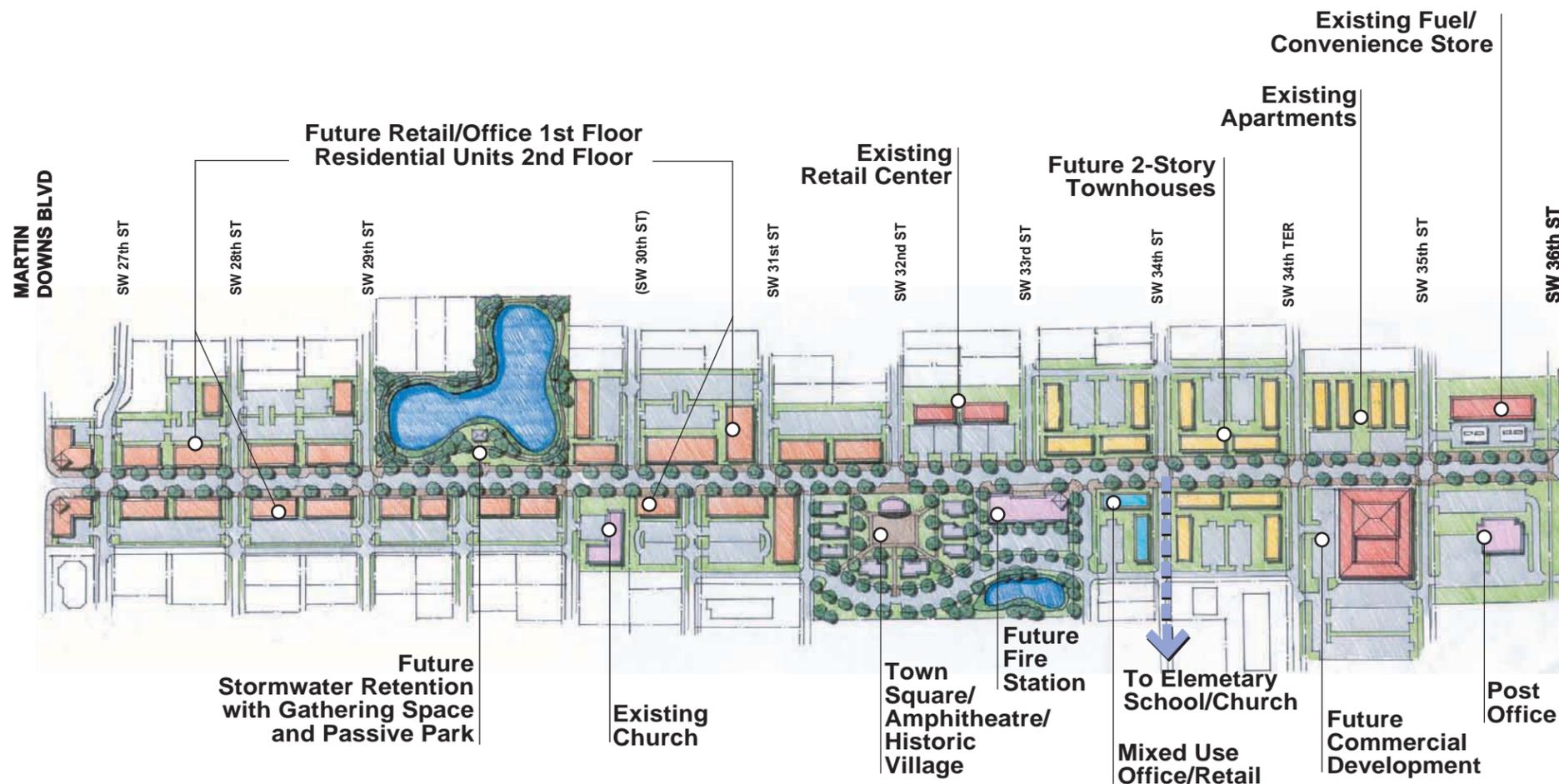
CONSENSUS

The participants agreed on a traditional "Main Street" model for the form and character of Mapp Road. It was felt that such a scenario would satisfy a variety of needs for Palm City residents: retail, civic buildings (both existing and proposed) community gathering space, walkable destinations, a "heart" of the community. It was understood that the entire distance from Martin Downs Blvd. to 36th Street could not sustain a healthy retail environment, but that some portion would be more appropriate as traditionally styled townhouse development. This would further reinforce the small town character that many seek to preserve and build upon in the Old Palm City area. One notable aspect of the conceptual plan is the inclusion of two community gathering spaces, one in the area of the proposed stormwater retention/park, and another more plaza-like space surrounded by relocated historic buildings and fronting Mapp Road in the anticipated historic village. The two public spaces will be connected by retail uses which allow for offices or residences on the second floor.

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WORKSHOP SUMMARY

1. RETROFIT MAPP ROAD AS "MAIN STREET"



MAPP ROAD CONCEPT FEATURES

1. Types of uses:

- Grocery store
- Gourmet/specialty
- Mixed use preferred
- Community/neighborhood draw
- Limited destination shops
- Old-fashioned Main Street
- Town square (by fire station)
- Turning lanes
- Osceola-like street
- On street parking
- Overflow parking
- No suicide lane
- Connect alleys and parking behind buildings
- Gateway where merge ends

2. Mapp Road Neighborhood Center Form

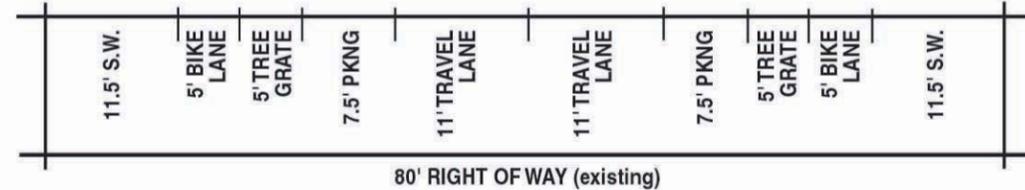
- Traditional Main Street (portion of it)
- Nodes preferred over strip - multiple nodes
- Don't reduce connectivity of dead end streets
- Walk-ability

3. Physical character:

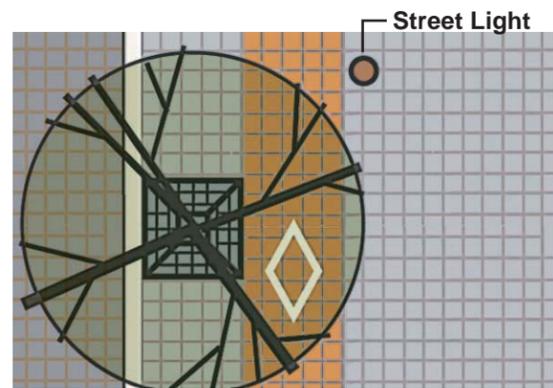
- Two story varied
- Avoid intensity at 34th St. area (PC Elementary)
- Development - 10-15 units per acre, density max
- Parking in rear of building
- Common areas incorporated into commercial spaces, gathering spaces
- Shared parking (residential/commercial)
- Off-premises signage



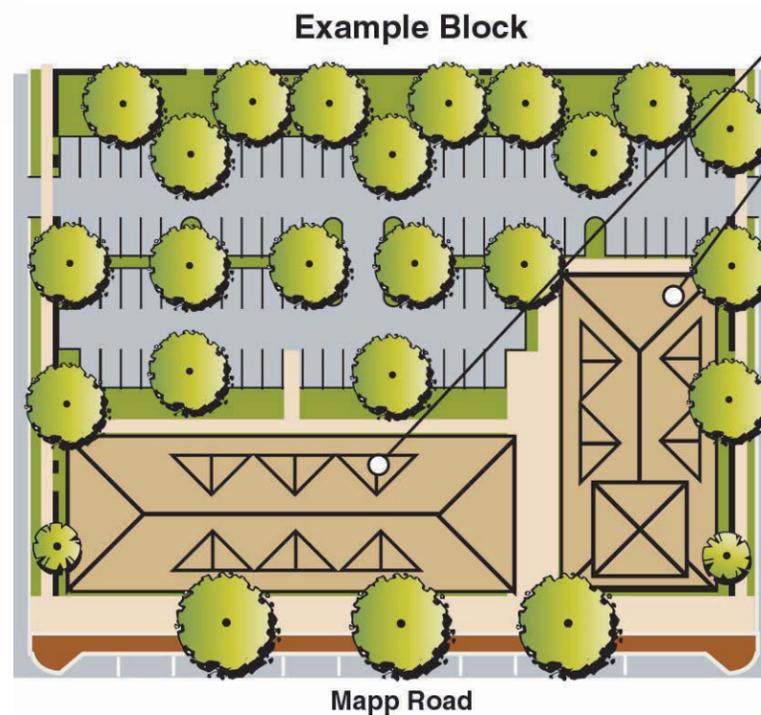
Area enlarged below



Conceptual Mapp Road Cross-Section



Enlarged Side Walk Detail

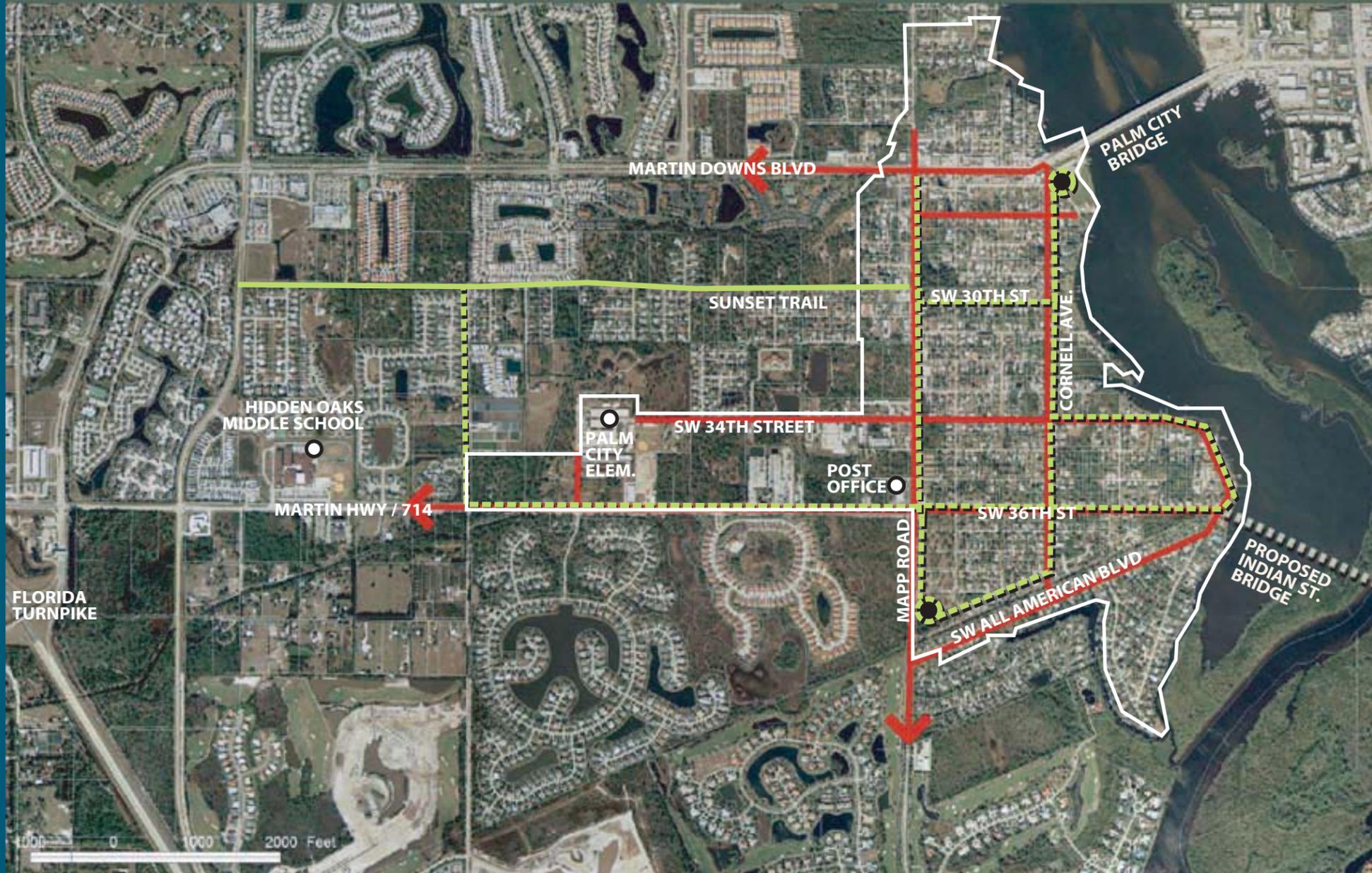


Example Block Site Data

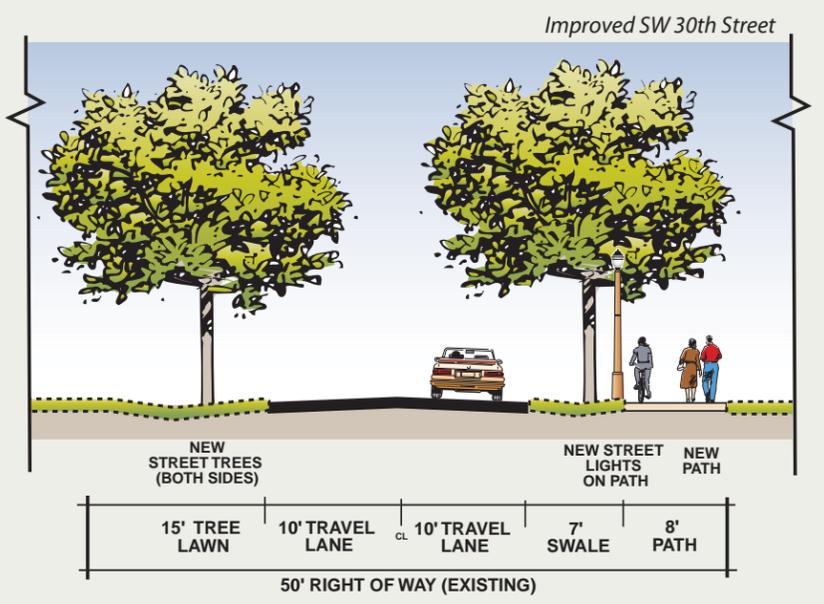
- 2 Story Building
11,000 SF Retail/Office 1st Floor
10 - 1,100 SF Residences or Offices 2nd Floor
- 2 Story Building
7,800 SF Retail/Office 1st Floor
8 - 975 SF Residences - or Offices 2nd Floor

- 1.65 Acre Site (71,800 SF)
- 18,800 SF Retail/Office - 72 Parking Spaces @ 4 Spaces per 1,000 SF
- 18 Residential Units (18,800 SF total)
- 28 Parking Spaces @ 1.5 per Residence

- Total Square Feet: 37,600
- Total Parking Needed: 100 Spaces
- Total Parking Provided: 100
- 92 Spaces on Site, 8 Spaces on Street Parking



SW 30th Street



- EXISTING SIDEWALKS
- SUNSET TRAIL (EXISTING)
- NEW MULTI-USE PATH
- BIKE TRAILHEADS

The Old Palm City Neighborhood has a well connected street grid primarily comprised of quiet residential streets that enjoy relatively low volumes of traffic. These streets could be improved with the addition of a defined bicycle trail system, shown above, which would link the neighborhood together providing an alternative to vehicular travel through the community. In addition, a delineated bicycle path along 30th Street could be linked to the Sunset Trail offering residents in the neighborhoods to the west of the CRA area, a direct link to the St. Lucie River.

VISION PLAN 2. ENHANCED NEIGHBORHOOD STREETS, SIDEWALKS AND BIKEWAYS



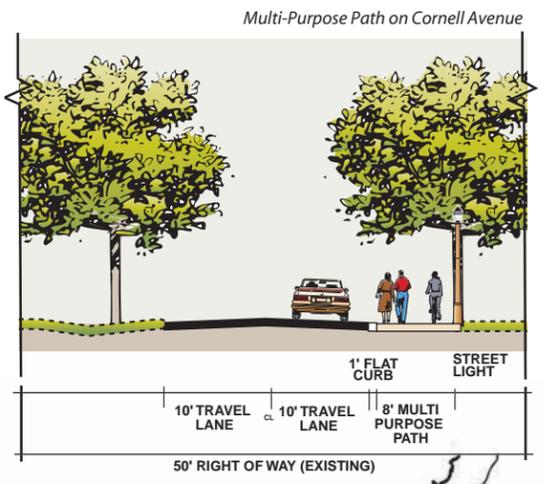
View of the street end at 29th Street

BREAKOUT GROUP #2 - RIVERFRONT ACCESS

1. What should be the character of the Riverfront Open Space?
2. What uses should be permitted along the Riverfront Open Space? What uses should be permitted along the waterway? Where should waterway access be permitted?
3. What concerns are residents who live adjacent to the Riverfront Open Space likely to have? What measures should be taken to address these concerns?

RIVERFRONT GROUP COMMENTS

- Pocket Parks at right-of-way ends
- Traffic calming on Cornell
- Sidewalks on Cornell
- Maintain public safety
- Enhance public access between 36th and 34th on river
- 33rd St. bike and pedestrian boardwalk/travel
- Butler Avenue & 34th St. park-like amenity (open space)
- Catwalk at bridge needs to be maintained (lights, etc.)
- Connect path around waterside of Leighton Park from 28th St. to bridge and under bridge to area north of bridge
- Limit hours of use at public areas on water
- Current street parks on right-of-way between Cornell and River (passive use)



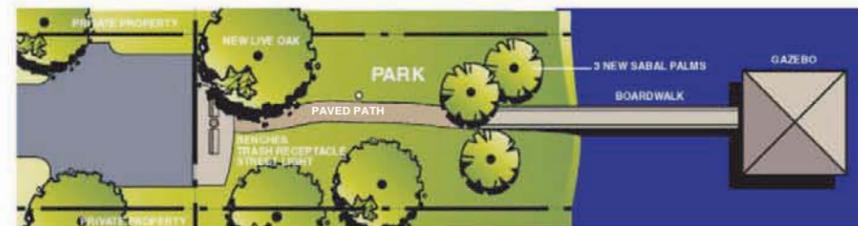
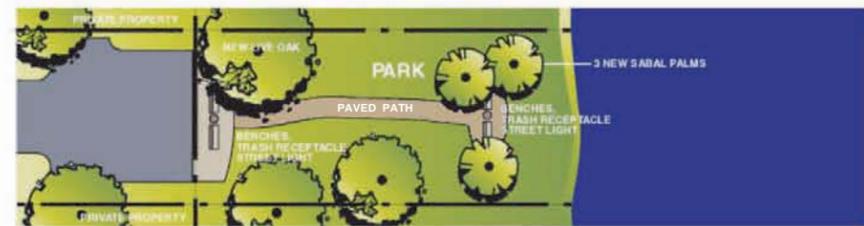
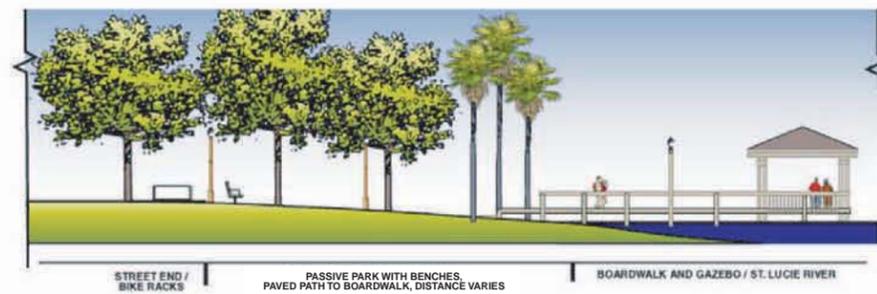
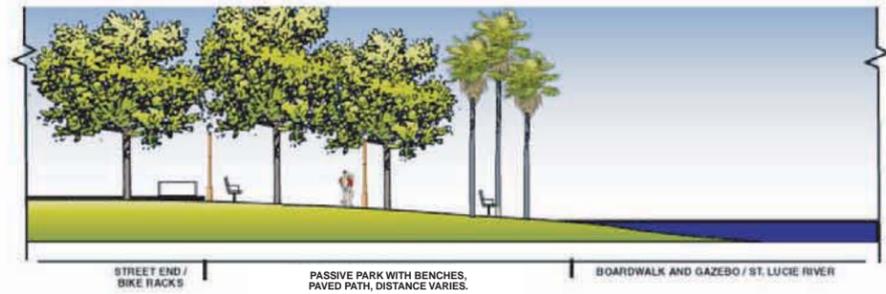
KEY

- Street End Parks
- Paved Multi-Purpose Path (existing)
- Old Palm City Greenway
- Street-End

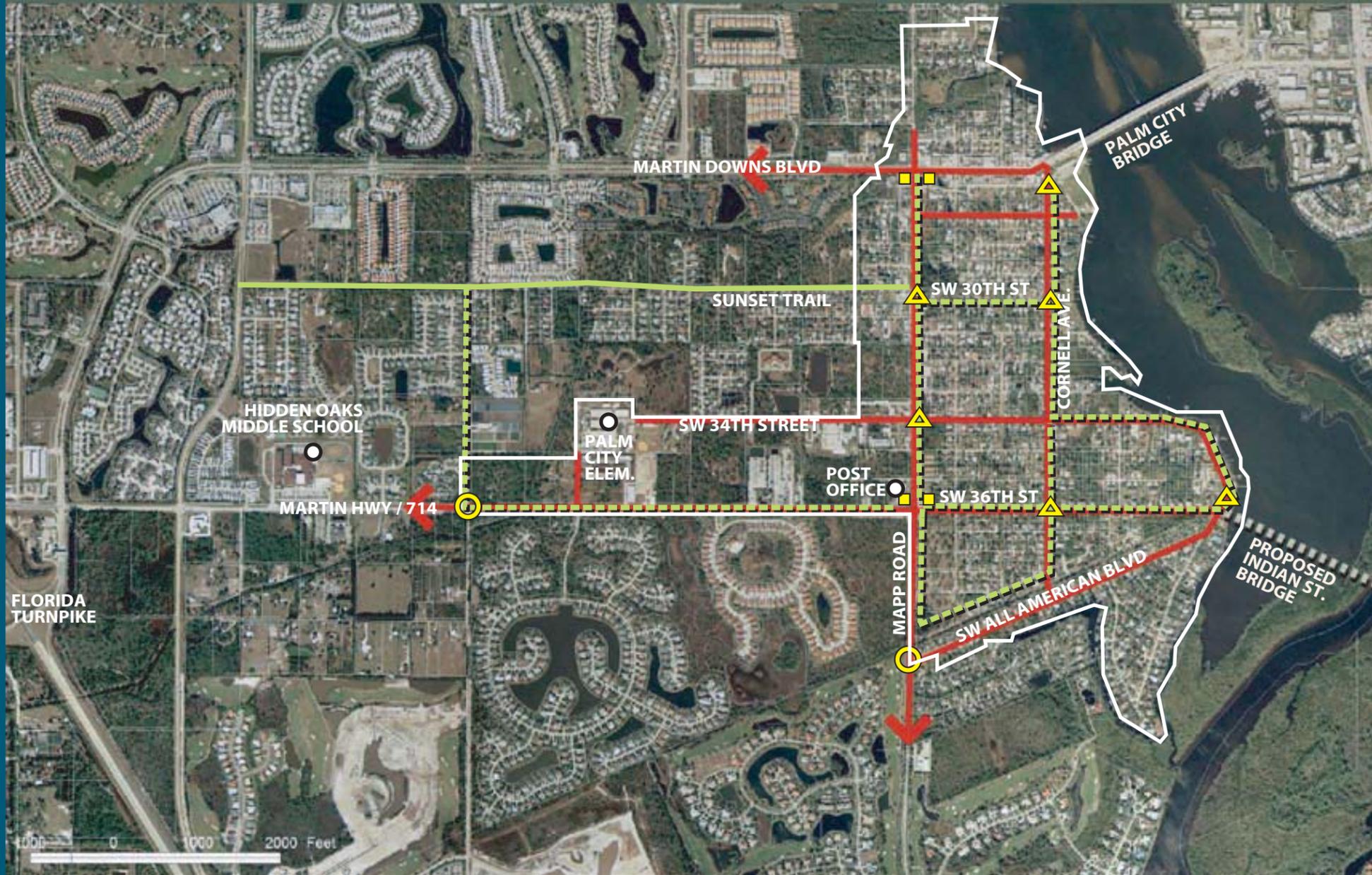


RIVERFRONT ACCESS

There are a variety of available approaches to take public advantage of the waterway along the St. Lucie River. One measure to provide public access is to encourage the greatest use of the street ends by developing them as small parks that would afford views of the river. These waterfront street ends could serve as a cluster of passive areas. These street ends could be connected by an improved sidewalk along Cornell Avenue that could be designed as a pedestrian greenway system linked to Leighton Park and the Jock Leighton Park at the intersection of 36th Street and Mapp Road that is being developed by the County. If walked as a loop, the trail would extend slightly more than 2 miles.



Note: Prototypical designs. Actual designs would vary according to each specific site condition.



Gateways/Sign Key

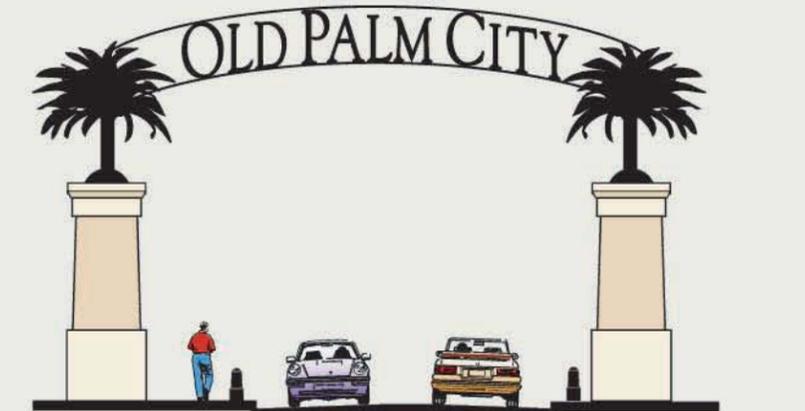
- Traditional "historic" style over-street metal sign on columns
- Small wood and metal sign
- △ More conventional / modern stucco wall signs with metal graphics

Gateway Design Goals

Identify Old Palm City with appropriate signs that reflect the traditional, historic period character of the community, at key entry points and other significant places. Help create a sense of place.

Create a traditional logo which can be used to provide consistency to different types of signs, markers, and helps create "branding" of the Old Palm City identity for events, announcements, advertisements etc.

Create a program that ensures consistent design theme and quality of various Palm City markers.



Traditional "historic" style over-street metal sign on columns, with protective metal bollards

■ ■
2



△ Small wood and metal sign

Historic Marker in metal (historic sites to be determined)

△
6



More conventional / modern stucco wall signs with metal graphics

○ 2

- EXISTING SIDEWALKS
- SUNSET TRAIL
- NEW BIKE TRAIL

Note: The designs shown are for depiction purposes only. Final designs to be developed through of the zoning overlay and design regulations.

VISION PLAN

4. GATEWAYS, SIGNS AND HISTORIC MARKERS

BREAKOUT GROUP #3 ASSIGNMENT - INDIAN STREET BRIDGE

1. Is it important to maintain cross connections that currently exist with the present grid street system? What measures should be taken to maintain the neighborhood physical and social connections that will be interrupted as a result of the changes that will need to occur along 36th Street once the Bridge is operational?
2. What land uses should be encouraged along the waterfront and along 36th Street?
3. What should the Bridge look like, what character should the Bridge convey and how should 36th Street be redesigned to minimize adverse affects and introduce neighborhood benefits?

BRIDGE GROUP COMMENTS

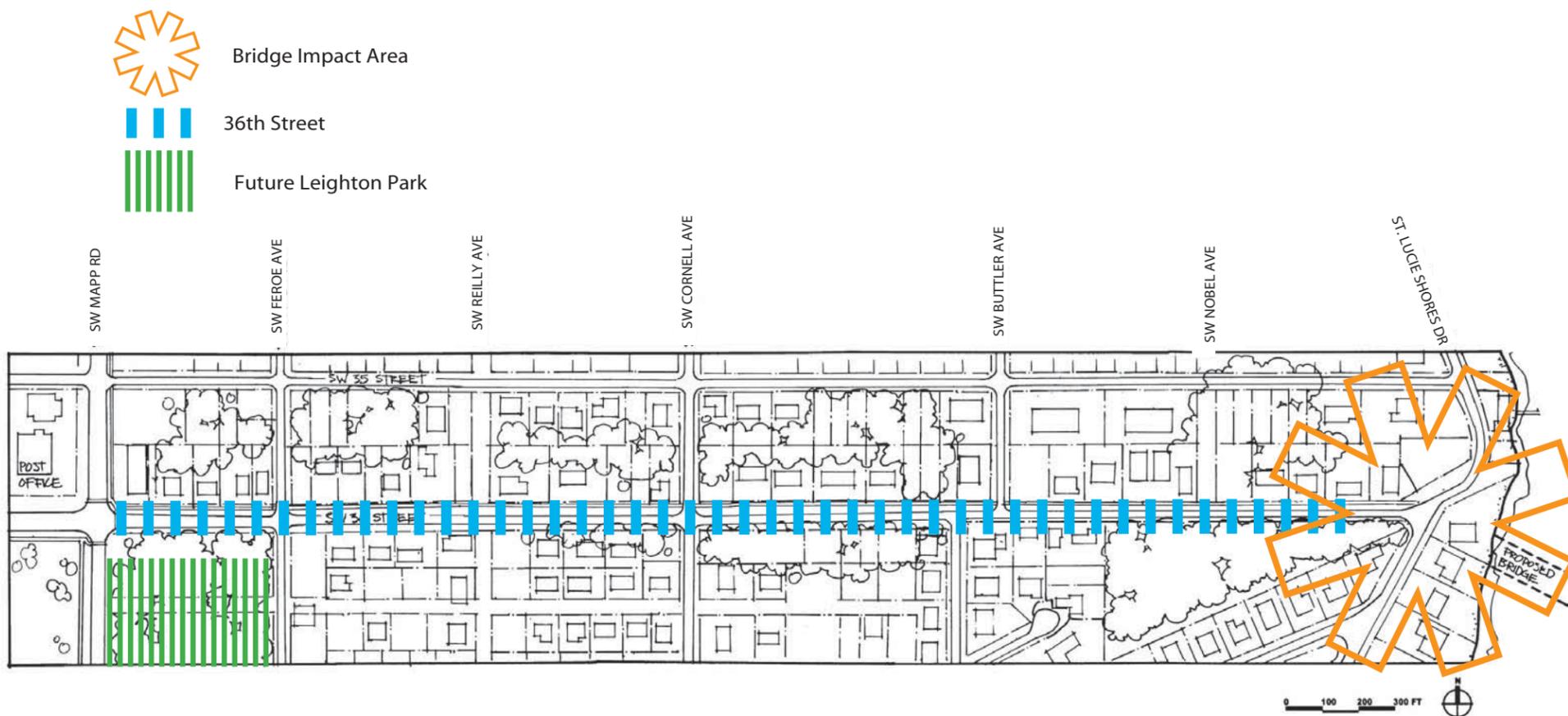
- Stormwater Run-off from bridge
- Acquisition of additional land to accomodate run-off
- To avoide short cuts from All American, Cornell should be closed to vehicles
- Access to CR 714
- Sound barriers - maximum noise levels should not exceed 55 db
- Maximum speed should be limited to 20-25 mph
- Light pollution should be prevented
- Bicycle accommodation (on bike friendly side, 15-20 feet)
- Limit truck traffic
- Connected - good access to side uses - cross at surface too (Two [A & B] drawings showing that 4-land highway is quieter)
- Truck ban - yes
- Narrow Lane width
- Path under the bridge to permit pedestrain accessibility
- Protected bike lane
- Low level, pedestrian-scale lights, median character
- Do not change existing neighborhood connectivity
- River's edge - retain natural shoreline
- Close Cornell at All American (pedestrian access only)
- No commercial activity on 36th Street
- Park-like facility under proposed bridge
- No boat launch (kayaks, canoes)
- Riverwalk Y/N
- Public Way - public access
- Just for walking & viewing
- Should not be limited yet
- Holding ponds - design landscape
- Higher berms between roadways and walls/developments
- Ensure correct "community oriented" road classification
- Neighborhood prevails over vehicles
- Uniform elevated height across the River

BRIDGE GROUP CONSENSUS

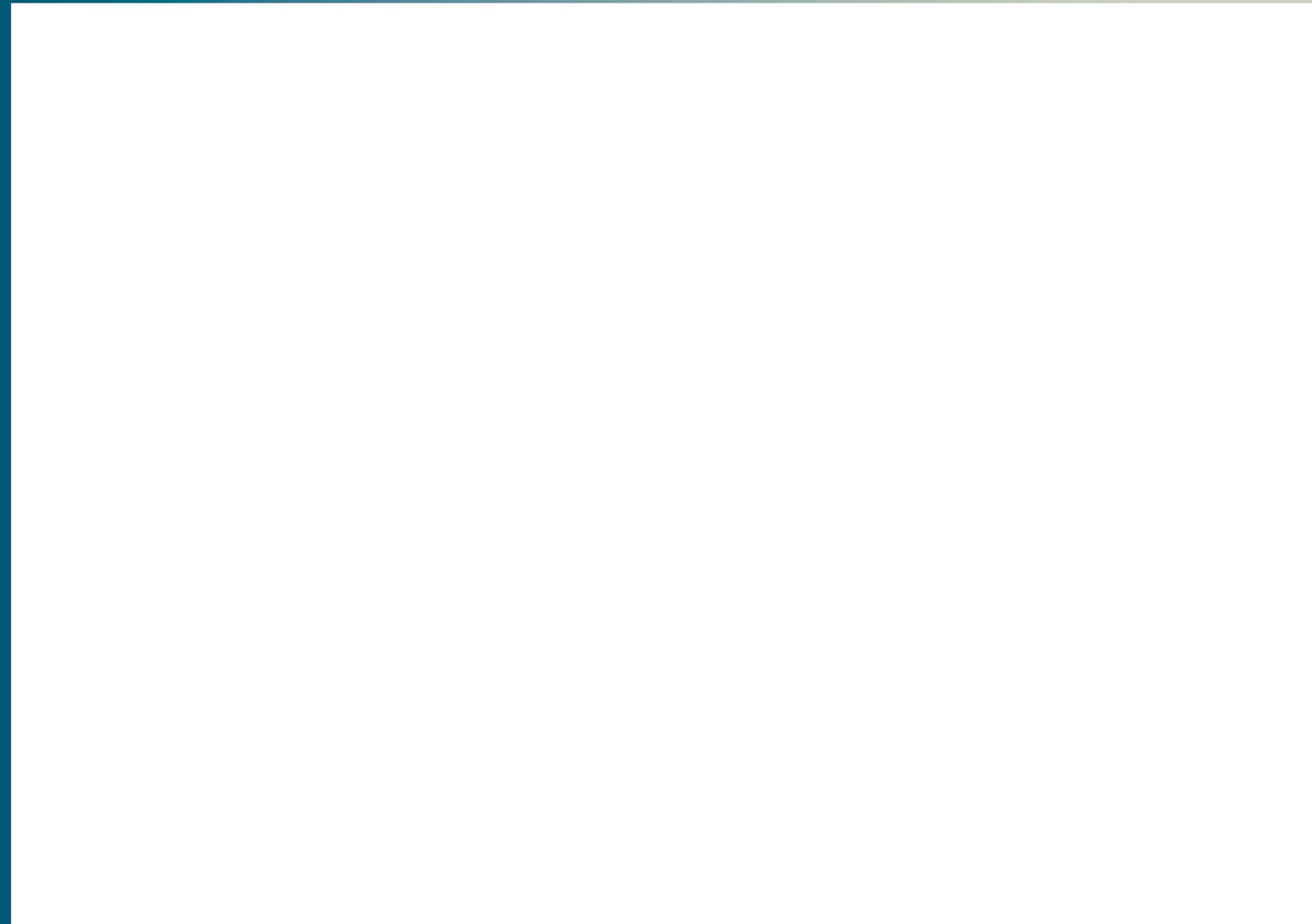
Every effort should be made to minimize noise, light, air quality and traffic impacts. Traffic speeds should be reduced, roadway widths should be narrowed and truck traffic should be precluded. Landscaping treatments along the roadway and at the water's edge, pedestrian amenities and bicycle accomodation must be considered as the Bridge design is advanced. Existing connectivity north and south of SW 36th Street/CR714 should be retained to the greatest feasible extent. The guiding principle for the design of the Bridge should be that the interests of the neighborhood prevail over the vehicle.



Looking East to Bridge Site



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The final design for the Indian Street Bridge Corridor is not indicated in this Plan. Development of a preferred alternative will continue throughout the Florida Department of Transportation PD & E Study. The Community Redevelopment Agency intends to work with FDOT on refining their alternatives, incorporating public comment, while adhering to FOOT'S standards.

VISION PLAN
INDIAN STREET BRIDGE,
36th STREET, CR 714
CORRIDOR

KEY

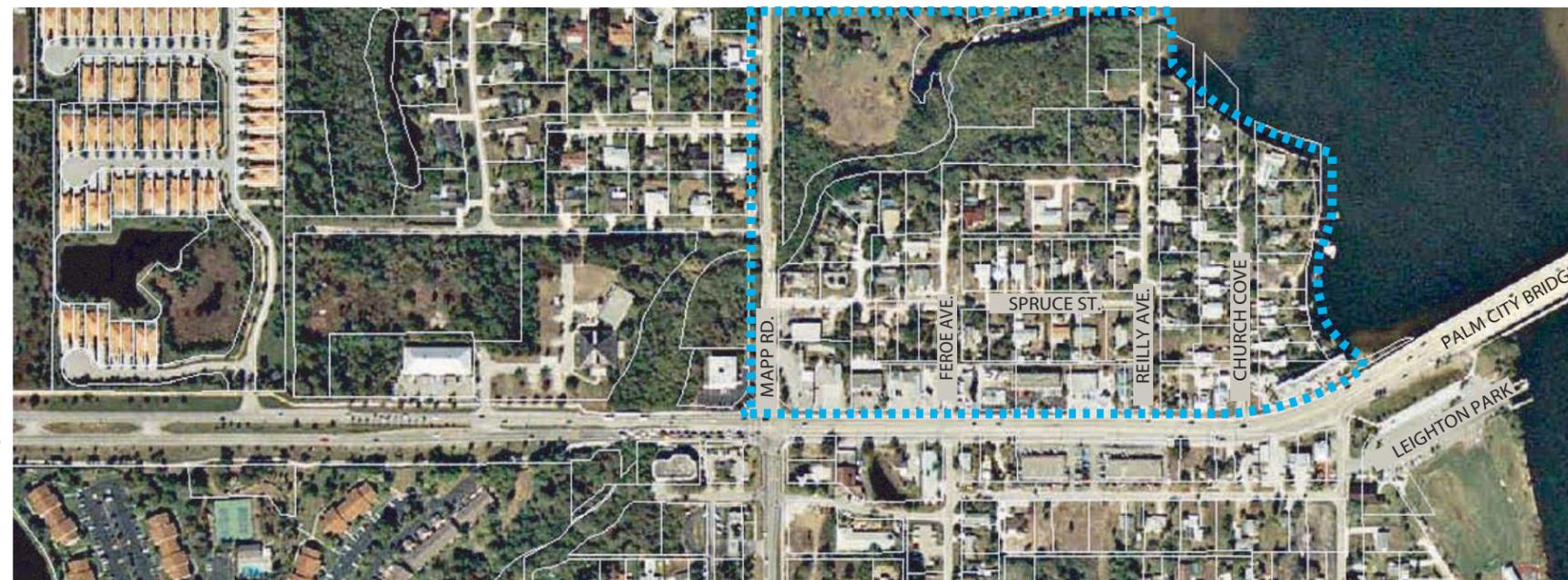
▬▬▬▬▬ Neighborhood isolated North of Martin Downs Blvd.



Location of potential Spruce St. Connection to Mapp Rd. looking East



Mapp and Martin Downs Blvd. looking East



BREAKOUT GROUP #4 ASSIGNMENT - NORTH OF MARTIN DOWNS BOULEVARD

1. How can safe pedestrian/vehicular access to Reilly Avenue, Feroe Avenue and Conch Cove be assured?
2. Are there alternative access opportunities for the occupants of the buildings facing Martin Downs Boulevard to minimize conflicts with east- and west-bound traffic?

GROUP COMMENTS

- New intersection plans are contemplated for Mapp Road and Martin Downs, in the meantime, open Spruce St. to access Mapp
- Signage to notify drivers to be in left lane if they want to turn left on Mapp Road
- Access to/from neighborhood without danger
New homes (25) at Mapp and Chapman; 18 more condo units on Chapman; increased development at Palm Cove (formerly Cutter's Sound) all will lead to increased traffic on Mapp
- Install a stop light at Feroe, time with lights on Martin Downs/Mapp, or open up Spruce; put a light at Spruce/Mapp timed with the light at Mapp/Martin Downs
- Do not pave unpaved roads except for Spruce Street
- Relax zoning restrictions on Martin Downs; allow some variations
- Maintain community control over commercial architecture (signage, colors, structure) to create and enforce design guidelines
- Immediate relief at foot of Palm City Bridge. Install blinking light: 35 MPH signs at 3 cross streets: "Do Not Block Intersection"
- Make Leighton Park more of a focal point; use the land between the rowing club and the community center
- Post "Do Not Block Intersection" sign on Mapp Road (heading south) at driveway to the small commercial center (on NW corner of Mapp/Martin Downs)
- Quick Fix: right hand turn lane onto north-bound Mapp from Martin Downs
- Landscaped medians needed
- Pedestrian bridge under Palm City Bridge would assist with pedestrian connectivity

CONSENSUS

The participants expressed ideas concerning traffic issues which isolate their neighborhood from the rest of Palm City, and especially those concerns which cause daily problems with just getting in and out of their neighborhood via congested Martin Downs Blvd.

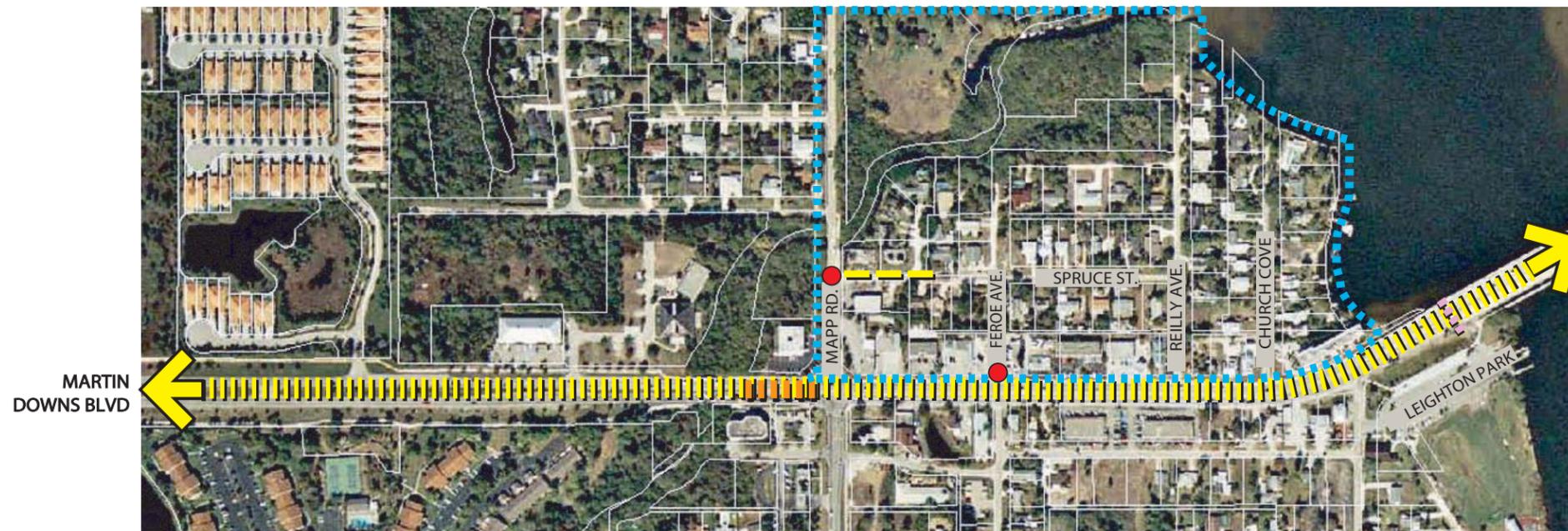
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WORKSHOP SUMMARY

6. RECONNECT THE NEIGHBORHOOD

KEY

-  Neighborhood isolated North of Martin Downs Blvd.
-  Martin Downs Blvd.
-  Spruce Street connection to Mapp Rd.
-  New traffic signals
-  New turn lane North onto Mapp Rd.
-  Pedestrian Connection under bridge



OLD PALM CITY CRA

MARTIN COUNTY, FLORIDA



IMPLEMENTATION PLAN

4. IMPLEMENTATION PROGRAM

As illustrated and discussed in Section 3 – Vision Plan, The Redevelopment Plan for the Palm City Area identifies eight (8) key initiatives to revitalize and improve the livability of the Palm City community. These include:

- 1) Upgrade Infrastructure to Position the Community for Redevelopment
- 2) Retrofit Mapp Road as Old Palm City’s “Main Street”
- 3) Enhance the Character and Livability of Neighborhood Streets
- 4) Complete the Community Sidewalk and Bikeway System
- 5) Create the Old Palm City Greenway and Street-End Parks
- 6) Develop Gateways, Signs and Historic Markers to Preserve the Community’s Legacy
- 7) Proactively Lead the Design of the Indian Street Bridge, 36th Street, and CR 714 to protect and Enhance Community Character
- 8) Reconnect the Neighborhood North of Martin Downs

The following Program lists the specific tasks needed to implement each of these initiatives, along with estimated costs and proposed funding sources/strategies. In general, these tasks fall into four (4) major categories:

- Revising/creating codes and ordinances to allow for the development of proposed initiatives
- Developing detailed permitting, bidding and/or construction plans and packages to build proposed improvements
- Securing funding for proposed improvements
- Initiating new programs to attract and retain new residents and businesses

Whether or not identified as a funding source elsewhere in this plan and under the provisions of State Statute 163.370, Tax Increment Financing and/or any other combination of legally available funds may be used to fund projects and the future maintenance of projects which are in compliance with the Community Redevelopment Plan.

Task	Responsible Party	Phasing	Estimated Cost	Funding Source	Comments
1. Upgrade Infrastructure to Position the Community for Redevelopment					
• Develop conceptual sanitary sewer, potable water and stormwater treatment master plans, cost estimates and implementation plans	Martin County	FY 02/03	\$70,000	General Fund/TIF	Immediate Priority
• Secure funding for proposed improvements; phase if necessary	Martin County	FY 02/03	Staff	General Fund	Staff to budget in CIP
• Develop design, permitting, bidding and construction documents	Martin County	FY 02/03	+/-10% of improvement costs	General Fund/TIF	Use continuing services consultant
• Permit, bid and construct improvements	Martin County	Start of FY 07/08	Water: \$3.12 million±, Sewer: \$6.88 million±	General Fund/ Assessments	
2. Retrofit Mapp Road as Old Palm City’s “Main Street”					
• Prepare Overlay Zoning District and design regulations to allow for development in accordance with the Concept Plan, including setbacks, facade design and other building/site requirements	Martin County	FY 02/03	Staff	General Fund	Immediate Priority
• Develop Façade Improvement Program for businesses within the Mapp Road Corridor	Martin County	FY 03/04	Staff	TIF/CDBG/ businesses/ private lenders	Provide low cost loans for improvements in accordance with Overlay District requirements
• Secure funding for proposed improvements; phase if necessary	Martin County	FY 06/07	Staff	General Fund	Staff to budget in CIP
• Prepare survey, design, permitting, bidding and construction documents	Martin County	FY 07/08	\$500,000	General Fund/TIF	Includes construction services

Task	Responsible Party	Phasing	Estimated Cost	Funding Source	Comments
• Permit, bid and construct improvements	Martin County	FY 10/11	\$2,500,000	General Fund	Includes new roadway, parking, curbs, drainage, trees, furnishings
3. Enhance the Character and Livability of Neighborhood Streets					
• Develop a Street Enhancement Bid Package, including; street tree, street sign and street light specifications; and a master location plan for proposed improvements, based on the typical street section included in this Plan. Utilize County continuing contract vendors if possible	Martin County	FY 04/05	Staff	General Fund	Involve NAC, residents in refining bid package, selecting materials
• Secure funding for phased implementation	Martin County	FY 04/05	N/A	General Fund	Staff to budget in CIP
• Permit, bid and construct improvements	Martin County	FY 05/06	\$2,000,000	General Fund	Lease light fixtures; install electrical service; lights @ 50’ o.c.; trees @ 50’ o.c. both sides
4. Complete the Community Sidewalk and Bikeway System					
• Develop a Sidewalk/Bikeway Enhancement Bid Package, including typical details and specifications, and a master location plan for proposed improvements, based on the Conceptual Plan included in this Plan. Utilize County continuing contract vendors if possible	Martin County	FY 03/04	Staff	General Fund	Involve NAC, residents in refining bid package, selecting materials
• Secure funding for phased implementation	Martin County	FY 04/05	N/A	N/A	Staff to budget in CIP
• Permit, bid and construct improvements	Martin County	FY 04/05	\$800,000	General Fund	
5. Create the Old Palm City Greenway and Street-End Parks					
• Survey old Palmetto Road R.O.W. to verify and post boundaries of public land; install low-key concrete markers to designate boundaries	Martin County	FY 03/04	\$10,000	General Fund/TIF	Notify residents of schedule, reason for survey
• Assume maintenance responsibilities for R.O.W. (primarily mowing)	Martin County	FY 03/04	Staff	General Fund/TIF	Notify residents of schedule, reason for maintenance
• Secure funding for proposed improvements; phase if necessary	Martin County	FY 03/04	N/A	N/A	Staff to budget in CIP
• Prepare survey, design, permitting, bidding and construction documents	Martin County	FY 05/06	\$135,000	General Fund/TIF	
• Permit, bid and construct improvements	Martin County	FY 06-10	\$900,000	General Fund	
6. Develop Gateways, Signs and Historic Markers to Preserve the Community’s Legacy					
• Develop a Gateway, Sign and Historic Marker Design/Build Package incorporating the Old Palm City logo graphic and including typical details and specifications, and a master location plan for proposed improvements, based on the Concept Plan included in this Plan	Martin County	FY 04/05	Staff	General Fund	Involve NAC, residents in refining bid package, selecting materials
• Secure funding for phased implementation	Martin County	FY 04/05	Staff	General Fund	Staff to budget in CIP
• Permit, bid and construct improvements	Martin County	FY 06/07	\$150,000	CIP	

Task	Responsible Party	Phasing	Estimated Cost	Funding Source	Comments
7. Proactively Lead the Design of the Indian Street Bridge, 36th Street and CR 714					
• Meet with FDOT to establish design schedule, lines of communication, design parameters, and review/approval process	Martin County	FY02/03	Staff	General Fund	Immediate Priority
• Continue negotiating w/ DOT to achieve elements of desired bridge/roadway section included in this Plan, prepare alternative plans	Martin County	FY 02/03	Staff	General Fund/TIF	Immediate Priority; Involve NAC, local property owners, merchants and residents in the plans review process
• Secure FDOT agreement to incorporate desired design features into construction documents	Martin County	FY02/03	Staff	General Fund	
• Monitor, review interim construction plans to verify that desired features have been incorporated	Martin County	FY02/03	Staff	General Fund	Be Persistent!
• Construct Indian Street Bridge	FDOT/Martin County	FY11/13	\$84,200,000	FDOT	See Martin County's Capital Improvement Plan
8. Reconnect the Neighborhood North of Martin Downs Boulevard					
• Evaluate recommendations included in this Plan for feasibility; determine which improvements are not included in other initiatives	Martin County	FY03/04	Staff	General Fund	
• Develop a Neighborhood Enhancement Bid Package, if needed, including typical details and specifications, and a master location plan for proposed improvements	Martin County	FY 03/04	\$10,000	General Fund/TIF	Involve NAC, residents in planning/design process
• Secure funding for phased implementation	Martin County	FY 03/04	Staff	General Fund	Staff to budget in CIP
• Permit, bid and construct improvements	Martin County	FY 03/04	\$250,000 (allowance)	General Fund/FDOT	Signals, road extension, lane striping, traffic calming
• Construct pedestrian connection under Palm City Bridge	Martin County	FY 05/06	\$706,000	General Fund/TIF/T-21 Grant	

Other Palm City implementation initiatives (from Martin County Capital Improvement Plan – see **Appendices** for more details):

Palm City Heritage Park	Martin County	FY 08/10	\$345,000	CIP
Storm Drainage Retrofits	Martin County	FY 01/02	\$942,000	CIP
Community/Environmental Center	Martin County	FY 07/20	\$645,000	CIP
Station 21/EMS Headquarters	Martin County	FY 01/02	\$3,038,000	CIP
Indian Street Bridge	Martin County	FY 05/08	\$91,350,000	CIP



Emergency Services Station, Palm City Fire Station #21
Front Elevation - Concept A, July 25, 2002



IMPLEMENTATION PROGRAM BY PROGRAM YEAR

Task	Responsible Party		Estimated Cost*	Funding Source	Comments
Fiscal Year 2002-2003					
1. Upgrade Infrastructure to Position the Community for Redevelopment					
• Develop conceptual sanitary sewer, potable water and stormwater treatment master plans, cost estimates and implementation plans	Martin County	FY 02/03	\$70,000	General Fund/TIF	Immediate Priority
• Secure funding for proposed improvements; phase if necessary	Martin County	FY 02/03	Staff	General Fund	Staff to budget in CIP
• Develop design, permitting, bidding and construction documents	Martin County	FY 02/03	+/-10% of improvement costs	General Fund/TIF	Use continuing services consultant
2. Retrofit Mapp Road as Old Palm City's "Main Street"					
• Prepare Overlay Zoning District and design regulations to allow for development in accordance with the Concept Plan, including setbacks, facade design and other building/site requirements	Martin County	FY 02/03	Staff	General Fund	Immediate Priority
7. Proactively Lead the Design of the Indian Street Bridge, 36th Street and CR 714					
• Meet with FDOT to establish design schedule, lines of communication, design parameters, and review/approval process	Martin County	FY02/03	Staff	General Fund	Immediate Priority
• Continue negotiating w/ DOT to achieve elements of desired bridge/roadway section included in this Plan, prepare alternative plans	Martin County	FY 02/03	Staff	General Fund/TIF	Immediate Priority; Involve NAC, local property owners, merchants and residents in the plans review process
• Secure FDOT agreement to incorporate desired design features into construction documents	Martin County	FY02/03	Staff	General Fund	
• Monitor, review interim construction plans to verify that desired features have been incorporated	Martin County	FY02/03	Staff	General Fund	Be Persistent!
Fiscal Year 2003-2004					
2. Retrofit Mapp Road as Old Palm City's "Main Street"					
• Develop Façade Improvement Program for businesses within the Mapp Road Corridor	Martin County	FY 03/04	Staff	TIF/CDBG/ businesses/ private lenders	Provide low cost loans for improvements in accordance with Overlay District requirements
4. Complete the Community Sidewalk and Bikeway System					
• Develop a Sidewalk/Bikeway Enhancement Bid Package, including typical details and specifications, and a master location plan for proposed improvements, based on the Conceptual Plan included in this Plan. Use County continuing contract vendors if possible	Martin County	FY 03/04	Staff	General Fund/TIF/ Bonds	Involve NAC, residents in refining bid package, selecting materials
5. Create the Old Palm City Greenway and Street-End Parks					
• Survey old Palmetto Road R.O.W. to verify and post boundaries of public land; install low-key concrete markers to designate boundaries	Martin County	FY 03/04	\$10,000	General Fund/TIF	Notify residents of schedule, reason for survey

Task	Responsible Party		Estimated Cost*	Funding Source	Comments
• Assume maintenance responsibilities for R.O.W. (primarily mowing)	Martin County	FY 03/04	Staff	General Fund/TIF	Notify residents of schedule, reason for maintenance
• Secure funding for proposed improvements; phase if necessary	Martin County	FY 04/05	N/A	N/A	Staff to budget in CIP
8. Reconnect the Neighborhood North of Martin Downs Boulevard					
• Evaluate recommendations included in this Plan for feasibility; determine which improvements are not included in other initiatives	Martin County	FY 03/04	Staff	General Fund	
• Develop a Neighborhood Enhancement Bid Package, if needed, including typical details and specifications, and a master location plan for proposed improvements	Martin County	FY 03/04	\$10,000	General Fund/TIF	Involve NAC, residents in planning/design process
• Secure funding for phased implementation	Martin County	FY 03/04	Staff	General Fund	Staff to budget in CIP
• Permit, bid and construct improvements	Martin County	FY 03/04	\$250,000 (allowance)	General Fund/FDOT	Signals, road extension, lane striping, traffic calming
Fiscal Year 2004-2005					
3. Enhance the Character and Livability of Neighborhood Streets					
• Develop a Street Enhancement Bid Package, including; street tree, street sign and street light specifications; and a master location plan for proposed improvements, based on the typical street section included in this Plan. Use County continuing contract vendors if possible	Martin County	FY 04/05	Staff	General Fund	Involve NAC, residents in refining bid package, selecting materials
• Secure funding for phased implementation	Martin County	FY 04/05	N/A	General Fund	Staff to budget in CIP
4. Complete the Community Sidewalk and Bikeway System					
• Secure funding for phased implementation	Martin County	FY 04/05	N/A	N/A	Staff to budget in CIP
• Permit, bid and construct improvements	Martin County	FY 04/05	\$800,000	General Fund	
6. Develop Gateways, Signs and Historic Markers to Preserve the Community's Legacy					
• Develop a Gateway, Sign and Historic Marker Design/Build Package incorporating the Old Palm City logo graphic and including typical details and specifications, and a master location plan for proposed improvements, based on the Concept Plan included in this Plan	Martin County	FY 04/05	Staff	General Fund	Involve NAC, residents in refining bid package, selecting materials
• Secure funding for phased implementation	Martin County	FY 04/05	Staff	General Fund	Staff to budget in CIP
Fiscal Year 2005-2006					
3. Enhance the Character and Livability of Neighborhood Streets					
• Permit, bid and construct improvements	Martin County	FY 05/06	\$2,000,000	General Fund	Lease light fixtures; install electrical service; lights @ 50' o.c.; trees @ 50' o.c. both sides
5. Create the Old Palm City Greenway and Street-End Parks					
• Prepare survey, design, permitting, bidding and construction documents	Martin County	FY 05/06	\$135,000	General Fund/TIF	

Task	Responsible Party		Estimated Cost*	Funding Source	Comments
8. Reconnect the Neighborhood North of Martin Downs Boulevard					
• Construct pedestrian connection under Palm City Bridge	Martin County	FY 05/06		General Fund/TIF/T-21 Grant	
Fiscal Year 2006-2007					
2. Retrofit Mapp Road as Old Palm City's "Main Street"					
• Secure funding for proposed improvements; phase if necessary	Martin County	FY 06/07	Staff	General Fund	Staff to budget in CIP
5. Create the Old Palm City Greenway and Street-End Parks					
• Permit, bid and construct improvements	Martin County	FY 06-10	\$900,000	General Fund	
6. Develop Gateways, Signs and Historic Markers to Preserve the Community's Legacy					
• Permit, bid and construct improvements	Martin County	FY 06/07	\$150,000	CIP	
Fiscal Year 2007-2008					
1. Upgrade Infrastructure to Position the Community for Redevelopment					
• Permit, bid and construct improvements	Martin County	Start of FY 07/08	Water: \$3.12 million±, Sewer: \$6.88 million±	General Fund/ Assessments	
2. Retrofit Mapp Road as Old Palm City's "Main Street"					
• Prepare survey, design, permitting, bidding and construction documents	Martin County	FY 07/08	\$500,000	General Fund/TIF	Includes construction services
Fiscal Year 2010-2011					
2. Retrofit Mapp Road as Old Palm City's "Main Street"					
• Permit, bid and construct improvements	Martin County	FY 10/11	\$2,500,000	General Fund/TIF	Includes new roadway, parking, curbs, drainage, trees, furnishings s
Fiscal Year 2011-2013					
7. Proactively Lead the Design of the Indian Street Bridge, 36th Street and CR 714					
• Construct Indian Street Bridge	FDOT/ Martin County	FY 11/13	\$706,000	FDOT	

Required Contents of a Community Redevelopment Plan

Chapter 163.362 of the Florida Statutes lists the mandatory requirements of a Community Redevelopment Plan. The following section specifically addresses each of the requirements of Chapter 163.362, as well as the Martin County Community Redevelopment Ordinance 517. (This plan exceeds the requirements of Chapter 163.362 with the detail contained in the body of the plan.) While neighborhood impacts have been considered for specific redevelopment actions described in the Plan, it should be noted that these projects are in the initial stages of design. Consequently, it is likely that some project impacts may be determined at a later date, particularly as project implementation strategies become more clearly defined. In order to satisfy the requirements of Florida Statutes Chapter 163.362 and Martin County Ordinance 517 every Community Redevelopment Plan shall:

1. Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries in the plan.

The Palm City Redevelopment Area includes the area outlined in *Exhibit 1* and contains approximately 619.134 acres. The legal description for the area follows as *Exhibit 2*.

The boundaries established for the Palm City Redevelopment Area are based upon Resolution # 97.6.11 passed by the Martin County Board of County Commissioners, declaring a Finding of Necessity. The Finding of Necessity established that present conditions within the identified redevelopment area constitute an economic and social liability. The finding of Necessity is supported by substantial evidence satisfying the requirements of Florida Statute 163.335.

The County has re-verified, by field review and other methods, that the conditions of slum or blight which existed at the time of adoption of Resolution 97-6.11, continue to exist within the proposed Palm City redevelopment area.

2. Show a diagram and in general terms:

a. The approximate amount of open space to be provided and the street layout.

Section 3 - Vision Plan illustrates the Palm City Redevelopment Plan, outlining proposed parks, recreation areas, streets, public utilities and public improvements.

The approximate amount of open space currently contained in the Palm City Redevelopment Area is 21 acres, or .03%. Following the completion of identified projects in the Palm City Redevelopment Plan, the amount of open space will be increased by approximately one half of one acre. This increase will be related to the construction of the street-end park areas.

The Old Palm City neighborhood is characterized by a well-connected street grid comprised of quiet residential streets that enjoy relatively low volumes of traffic. Although redevelopment actions are likely to result in increased traffic, the Plan does not envision modifications to the street grid system. Implementation of individual redevelopment projects may require changes in the existing roadway network; however, these changes will be evaluated when specific project designs are developed. Other improvements have been suggested in the CRA Plan primarily relating to pedestrian circulation, the Old Palm City Greenway extending along Cornell Street and the pedestrian connections to the neighborhood north of Martin Downs Boulevard. These modifications will enhance the quality of the public streets, not increase traffic.

However, regional development and employment centers and the attraction of the beaches along the ocean front east of Palm City generate considerable traffic passing through the community along Martin Downs Boulevard heading over the Palm City Bridge. This traffic generates congestion along neighborhood streets during peak periods hindering community mobility within the CRA. In order to relieve regional growth induced traffic pressures, the Florida Department of Transportation has proposed the construction of the Indian Street Bridge to cross over the south fork of the St. Lucie River from Indian Street connecting to Palm City at SW 36th Street. Although the bridge design has not been finalized, the principles that should guide the layout of the bridge and the related modifications that may be made on SW 36th Street include: minimal disruption (noise, air, light pollution) to the neighborhood, retention of the interconnected street grid, minimal travel lane width and roadway speeds on those roadway sections that traverse the neighborhood, maximum landscaping and community amenities, prevention of shortcut routes through the residential areas, pedestrian accessibility.

b. Limitations on the type, size, height, number and proposed use of buildings.

In general, limitations on the type, size, height, number, and proposed use of buildings shall conform to the Zoning and Land Use regulations of Martin County. However, the Conceptual Plan does envision alternative mixed-use development forms along Mapp Road, limiting building heights to 2-stories with densities that do not exceed 10- to 15-units per acre. In addition, the Palm City Redevelopment Plan has identified that design standards should be developed to include site planning guidelines as well as architectural standards to promote a development pattern that compliments Old Palm City's character.

c. The approximate number of dwelling units

Based upon 2000 Census data information supplied by Martin County, the approximate number of dwelling units in the Palm City Redevelopment Area is 9,228.

d. Such property as is intended for use as public parks, recreation areas, streets, public utilities and public improvements of any nature.

Section 3 - The Vision Plan illustrates the Palm City Redevelopment Plan, outlining proposed parks, recreation areas, streets, public utilities, and public improvements. Section 4 – Implementation Plan is a list of projects identified in the Palm City Redevelopment Plan and the estimated cost of each project.

3. If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities, effect on school population, and other matters affecting the physical and social quality of the neighborhood.

The conceptual design for the Indian Street Bridge is likely to result in the demolition of existing dwellings along 36th Street. However, the final bridge and roadway alignment will be determined through the Florida Department of Transportation (FDOT) PD&E study. When and if the Bridge construction project triggers relocation of either businesses and/or residents, such relocation activity will be guided by FDOT's requirements for relocation.

With the exception of the Indian Street Bridge, it is anticipated that no relocation will occur during the course of implementing the Palm City Redevelopment Plan. Public infrastructure projects will potentially involve business establishments as well as residential households, but relocation is not expected to be necessary. However,

modifications to planned projects may result in relocation as this plan is implemented over time. In the event that future CRA projects require relocation, a relocation plan will be prepared as a component of the project as part of the official action of the Board of Commissioners. As noted above, when and if redevelopment actions trigger relocation of either businesses and/or residents, such relocation activity will be guided by the officially adopted Community Redevelopment Area procedures and financial assistance required by these procedures will become the responsibility of the CRA.

4. Identify specifically any publicly funded capital projects to be undertaken within the Community Redevelopment Area.

Section 4 – Implementation Plan outlines all publicly funded capital projects to be undertaken within the Palm City Redevelopment Area.

5. Contain adequate safeguards that the work of the redevelopment plan will be carried out pursuant to the plan.

The Community Redevelopment Agency will carry out the work of redevelopment. The redevelopment process has been established consistent with Chapter 163, Part III, Community Redevelopment of the Florida Statutes. It is the intent of the Martin County Board of County Commissioners to comply with those requirements as established in Chapter 163, Part III, of the Florida Statutes.

6. Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this park.

The provision of a Community Redevelopment Plan will be satisfied on an individual basis, as each project is carried through final documentation, design, and construction.

7. Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Community Redevelopment Area.

As noted in the response to Item 3 above, if, as a result of implementation of projects contained within the Palm City Community Redevelopment Plan relocation of persons becomes necessary on either a temporary or permanent basis, the Community Redevelopment Agency will be responsible for the provision of replacement housing for those affected persons consistent with applicable State Guidelines and the guidelines for relocation set forth in Section 4.2 of the County-wide Community Redevelopment Plan.

8. Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly or if the plan is not intended to remedy such shortage, the reasons therefore.

Creating strategies for maintaining and attracting safe, decent and affordable housing is an essential element of the Palm City Community Redevelopment Plan. Several housing units scattered throughout the Old Palm City Neighborhood are in need of rehabilitation assistance. These initiatives should be coordinated through the State Housing Initiative Partnership (S.H.I.P). The plan does envision the creation of mixed-use commercial district along Mapp Road that includes retail uses mixed with apartment units on upper floors. These units would

contribute to expanding the supply of affordable dwellings in Palm City. In addition, the conceptual plan for the Indian Street Bridge envisions the creation of a mix of housing types that would be constructed along SW 35th and SW 36th Streets. These units would also add to the supply of affordable housing available to current and prospective residents of Palm City.

9. Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the Community Redevelopment Area and any indebtedness of the Community Redevelopment Agency, the County or the Municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.

Section 4 – Implementation Plan, of the Palm City Community Redevelopment Plan includes a detailed list of projects identified in the Palm City Redevelopment Plan and the estimated cost of each project.

10. Provide a time certain for completing all redevelopment if financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved or adopted.

It is anticipated that increment revenues to pay for the projected costs of redevelopment will require no more than 30 years after adoption of the Palm City Redevelopment Plan for funding. A projection of Tax Increment Revenues is included below.

CONSISTENCY WITH MARTIN COUNTY COMPREHENSIVE GROWTH MANAGEMENT PLAN:

Florida Statutes require that the Community Redevelopment Plan be consistent with the County’s Comprehensive Plan. In order to remain current, the Community Redevelopment Plan may need to be amended when programs are changed or as new programs and projects, that were not included in the original plan, are proposed. To maintain consistency with the County’s Comprehensive Plan the following two-tiered amendment process may be used.

The first step in the amendment process is an administrative determination by the County Redevelopment Planner, or the Planner’s designee, as to whether the proposed amendment to the Community Redevelopment Plan is procedural/technical (e.g. changes to dates, amount of project funding, updating the program, etc.) or substantive (e.g. adoption of a new program). Under the former determination, the amendment would go directly to the County Commission accompanied by a written staff “finding”. Under the latter, the amendment would first be reviewed by the Local Planning Agency (LPA) for determination of consistency with the County’s Comprehensive Plan and then forwarded to the County Commission with recommendations.

In summary, the Palm City Redevelopment Plan meets the criteria for conformity with the Comprehensive Growth Management Plan and, as a component plan, is consistent with the Countywide Community Redevelopment Plan. The County’s Countywide Community Redevelopment Plan, Section 3.3, describes in detail the rationale for consistency.

Projection of Tax Increment Revenues

The following table provides a 30 year projection of tax increment revenues. The primary funding sources for CRA activities is the Redevelopment Trust Fund. This Fund is the depository for all TIF revenues generated within the Community Redevelopment Area. The CRA will expand its activities as the tax increment increases over time. It is important to note that the following table is provided for planning purposes only and is not a guarantee of revenues or expenditures of funds. Actual project allocations will be determined annually through the budget process. Priorities are likely to change over time as programs are implemented and as projects or market conditions change over time.

Palm City CRA Revenue Projections

10-Jan-03

CALENDAR YEAR	YEAR	ASSESSED VALUE	TAXABLE VALUE	TAXABLE CHANGE	CUMULATIVE TAXABLE CHANGE	TOTAL TAX INCREMENT@95%
2002	BaseYear	\$117,860,204	\$92,740,968			
2003	Year 1	\$122,574,612	\$96,450,607	\$3,709,639	\$3,709,639	\$49,694
2004	Year 2	\$127,477,597	\$100,308,631	\$3,858,024	\$7,567,663	\$101,376
2005	Year 3	\$137,675,804	\$108,333,321	\$8,024,690	\$15,592,353	\$208,874
2006	Year 4	\$148,689,869	\$116,999,987	\$8,666,666	\$24,259,019	\$324,973
2007	Year 5	\$160,585,058	\$126,359,986	\$9,359,999	\$33,619,018	\$450,359
2008	Year 6	\$173,431,863	\$136,468,785	\$10,108,799	\$43,727,817	\$585,776
2009	Year 7	\$182,103,456	\$143,292,224	\$6,823,439	\$50,551,256	\$677,182
2010	Year 8	\$191,208,629	\$150,456,836	\$7,164,611	\$57,715,868	\$773,159
2011	Year 9	\$200,769,060	\$157,979,677	\$7,522,842	\$65,238,709	\$873,934
2012	Year 10	\$210,807,513	\$165,878,661	\$7,898,984	\$73,137,693	\$979,749
2013	Year 11	\$221,347,889	\$174,172,594	\$8,293,933	\$81,431,626	\$1,090,854
2014	Year 12	\$232,415,283	\$182,881,224	\$8,708,630	\$90,140,256	\$1,207,514
2015	Year 13	\$244,036,048	\$192,025,285	\$9,144,061	\$99,284,317	\$1,330,008
2016	Year 14	\$256,237,850	\$201,626,549	\$9,601,264	\$108,885,581	\$1,458,626
2017	Year 15	\$269,049,742	\$211,707,877	\$10,081,327	\$118,966,909	\$1,593,675
2018	Year 16	\$282,502,230	\$222,293,271	\$10,585,394	\$129,552,303	\$1,735,476
2019	Year 17	\$296,627,341	\$233,407,934	\$11,114,664	\$140,666,966	\$1,884,368
2020	Year 18	\$311,458,708	\$245,078,331	\$11,670,397	\$152,337,363	\$2,040,704
2021	Year 19	\$327,031,644	\$257,332,247	\$12,253,917	\$164,591,279	\$2,204,857
2022	Year 20	\$343,383,226	\$270,198,860	\$12,866,612	\$177,457,892	\$2,377,217
2023	Year 21	\$360,552,387	\$283,708,803	\$13,509,943	\$190,967,835	\$2,558,196
2024	Year 22	\$378,580,006	\$297,894,243	\$14,185,440	\$205,153,275	\$2,748,223
2025	Year 23	\$397,509,007	\$312,788,955	\$14,894,712	\$220,047,987	\$2,947,752
2026	Year 24	\$417,384,457	\$328,428,403	\$15,639,448	\$235,687,435	\$3,157,257
2027	Year 25	\$438,253,680	\$344,849,823	\$16,421,420	\$252,108,855	\$3,377,238
2028	Year 27	\$483,174,682	\$380,196,930	\$18,104,616	\$287,455,962	\$3,850,746
2029	Year 28	\$507,333,416	\$399,206,776	\$19,009,846	\$306,465,808	\$4,105,401
2030	Year 29	\$532,700,087	\$419,167,115	\$19,960,339	\$326,426,147	\$4,372,788
2031	Year 30	\$559,335,091	\$440,125,471	\$20,958,356	\$347,384,503	\$4,653,545

- ASSUMPTIONS:**
1. 2002 Millage Rate of 8.133 is used throughout projection
 2. Assessed Value Escalation Rate of 4% in Year 1 and 2
 3. Assessed Value Escalation Rate of 8% in Year 3 - 6
 4. Assessed Value Escalation Rate of 5% in Year 7 - 30
 5. Based on Existing Commercial/Residential Structures

Exhibit 2 Palm City Community Redevelopment Area Legal Description

A Parcel of Land Lying in a Portion of the Plat of The Cleveland Addition as Recorded in Plat Book 10, Page 78, a Portion of Plat of The Cleveland 2nd Addition as Recorded in Plat Book 11, Page 63, a Portion of the Plat of Palm City Amended as Recorded in Plat Book 6, Page 42, a Portion of the Plat of Palm City as Recorded in Plat Book 2, Page 24, a Portion of the Plat of Palm City Farms as Recorded in Plat Book 6, Page 42, a Portion of The Amended Plat of Belle View Court as Recorded in Plat Book 11, Page 78, all of the Public Records of Palm Beach (Now Martin) County, Florida, and a Portion of the Plat of St. Lucie Vista as Recorded in Plat Book 1, Page 93, the Plat of St. Lucie Shores Section No. 1 as Recorded in Plat Book 3, Page 58, the Plat of St. Lucie Shores Section No. 2 as Recorded in Plat Book 3, Page 90, the Plat of Katel Place as Recorded in Plat Book 1, Page 61, the Plat of Margolo Estates as Recorded in Plat Book 7, Page 37, a Portion of the Plat of Palm City Gardens as Recorded in Plat Book 1, Page 19, the Plat of Harwin No. 1 Minor as Recorded in Plat Book 5, Page 34, the Plat of Townsend and Coffrin Addition to Palm City as Recorded in Plat Book 1, Page 38, the Plat of Just Away as Recorded in Plat Book 10, Page 27, the Plat of Skelton Minor Plat No. 1 as Recorded in Plat Book 6, Page 64, the Plat of Rastrelli's Minor Replat as Recorded in Plat Book 5, Page 39, the Plat of Marcy's Subdivision No. 1 as Recorded in Plat Book 5, Page 60, the Plat of Rastrelli's Minor Plat No.3 as Recorded in Plat Book 5, Page 84, all of the Public Records of Martin County, Florida, that Certain Land known as Leighton Park Lying in a Portion of Section 18, Township 38 South, Range 41 East, and a Portion of Government Lot 3, Section 18, Township 38 South, Range 41 East, said Parcel Being More Particularly Described as Follows:

For a Point of Beginning Commence at the Southeasterly Corner of Allen's Subdivision Minor Plat as Recorded in Plat Book 6, Page 56 of the Public Records of Martin County, Florida, said Point also being on the Westerly Right-of-Way Line of SW Mapp Road and the Northerly Right-of-Way Line of SW Naomi Street; Thence Northerly along the Easterly Line of said Allen 's Subdivision and the Westerly Right-of-Way Line of SW Mapp Road to the Intersection with the Westerly Projection of the Northerly Right-of-Way Line of SW Rio Vista Way and Westerly Right-of-Way Line of SW Mapp Road; Thence Easterly along said Westerly Projected Northerly Right-of-Way Line of SW Rio Vista Way and the Northerly Right-of-Way Line of said SW Rio Vista Way to the Westerly Right-of-Way Line of SW Riverside Drive; Thence Northerly along said Westerly Right-of-Way Line of SW Riverside Drive to the Intersection of the Westerly Right-of-Way Line of SW Riverside Drive and the Westerly Projection of the Northerly Line of Lot 6, Block 1 of said Plat of St. Lucie Vista; Thence Easterly along said Westerly Projected Line and Northerly Line of said Lot 6 to the Shore Line of the South Fork of the St Lucie River; Thence Meander the Shore Line Southwesterly to the Northernmost Point of said Plat of The Cleveland Addition, said Point also being the Northerly Extension of the Westerly Line of Lot 16, Block G; Thence Continue Meandering the Shore Line of said South Fork of the St. Lucie River Southeasterly to the Northeasterly Corner of Lot 1, Block 1 of said Plat of Palm City; Thence Continue

Meandering along said Shore Line of the South Fork of the St Lucie River Southerly, Southeasterly, Southerly, Southwesterly, Southeasterly to the Southeasterly Corner of Lot 22, Block 16, of said Plat of Palm City, Thence Continue Meandering said Shore Line of the South Fork of the St. Lucie River Northwesterly, Southwesterly, Northeasterly, Southeasterly, Southerly, Southeasterly, and Southwesterly to the North Line of the Hanson Grant and said Plat of St. Lucie Shores Section No. 1; Thence Continue Meandering said Shore Line Southwesterly to the Southernmost Point of That "Not Included" Parcel as shown on the Plat of St. Lucie Shores Section No.1; Thence Meander along the Shore Line of the Waterway Lying Westerly of and Adjacent to the Westerly Line of said Plat of St. Lucie Shores Section No. 1 Northwesterly, Northeasterly to the South Line of St. Lucie Shores Section No. 2; Thence Continue Meandering said Shore Line of Said Waterway Southwesterly along said South Line of said Plat of St. Lucie Shores Section No. 2 to the Southern Most Point of Lot 34 of said Plat; Thence Continue Southwesterly along said South Line of said Plat to the Westerly Line of Lot 26 of said Plat (said Westerly Line of Lot 26 Now Being the Centerline of the Now Abandoned Right-of-Way of Tuna Drive); Thence Northeasterly along said

Westerly Line of said Lot 26 to the Southerly Right-of-Way Line of said SW All American Blvd.; Thence Southwesterly along said Southerly Right-of-Way Line of SW All American Blvd. and its Southwesterly Projection to the Westerly Right-of-Way Line of SW Mapp Road; Thence Northerly along said Westerly Right-of-Way Line of SW Mapp Road to the Southerly Right-of-Way Line of SW Martin Highway; Thence Westerly along said Southerly Right-of-Way Line to the Southerly Projection of the Westerly Right-of-Way Line of SW Berry Avenue; Thence Northerly along said Projected Line and the Westerly Right-of-Way Line of SW Berry Avenue to the Westerly Projection of the Southerly Line of Tract 55, Section 18 of said Plat of Palm City Farms; Thence Easterly along said Projected Line and Southerly Line of said Tract 55 to the Southeasterly Corner of said Tract 55; Thence Northerly along the Easterly Line of said Tract 55 to the Northeasterly Corner of said Tract 55 and the Southwesterly Corner of Tract 43, Section 18 of said Plat; Thence Easterly along the Southerly Line of said Tract 43 to the Southeasterly Corner of said Tract 43; Thence Southerly along the Southerly Projection of the Easterly Line of said Tract 43 to the Northerly Right-of-Way Line of SW 34th Street; Thence Easterly along said Northerly Right-of-Way Line to the Intersection of the Westerly Line of Block 51 of said Plat of Palm City; Thence Northerly along said Westerly Line of said Block 51 to the Southwesterly Corner of Tract 48, Section 18 of said Plat of Palm City Farms; Thence Northerly along the Westerly Line of said Tract 48 to the Northwesterly Corner of said Tract 48 and the Southerly Right-of-Way Line of SW Ulmus Place; Thence Westerly along said Southerly Right-of-Way Line to the Intersection of the Southerly Projection of the Westerly Right-of-Way Line of SW Corrine Avenue; Thence Northerly along said Projected Line and the Westerly Right-of-Way Line of SW Corrine Avenue to the Southerly Right-of-Way Line of SW Sunset Trail; Thence Northeasterly across said SW Sunset Trail to the Westerly Right-of-Way Line of SW Center Avenue of said Plat of the Cleveland 2nd Addition to the Plat of Palm City and the Northerly Right-of-Way Line of said SW Sunset Trail; Thence Northerly along said Westerly Right-of-Way Line of SW Center Avenue to the Southerly Shore Line of Danforth Creek; Thence Meander said Southerly Shore Line of said Danforth Creek Northeasterly to the Intersection of the Westerly Right-of-Way Line of SW Mapp Road; Thence Northerly along said Westerly Right-of-Way Line of SW Mapp Road to the Southerly Right-of-Way Line of SW Naomi Street; Thence Continue Northerly along the Northerly Projection of the Westerly Right-of-Way Line of said SW Mapp Road to the Southeast Corner of said Plat of Allen's Subdivision Minor Plat, said Point also Being the Northerly Right-of-Way Line of said SW Naomi Street and the Point of Beginning.

Provided in the following sections are:

- Interview Minutes Summary
- Stakeholder Interview Questionnaire
- Palm City Zoning Analysis
- Neighborhood Design Workshop Flier
- Additional Comments From Interested Parties
- Neighborhood Design Workshop Sign-in Sheets
- Jock Leighton Park Master Plan Concepts
- Excerpts From County Capital Improvement Program
- Current Public Projects In Palm City Flier
- Palm City Youth Workshop Meeting Summary
- Palm City Youth Workshop Notice
- Youth Workshop Scrapbook Sample
- Excerpts From Scrapbooks



Youth Workshop



222 Clematis Street
Suite 200
West Palm Beach
Florida
33401
P 561.659.6552
F 561.833.1790

GLATTING
JACKSON
KERCHER
ANGLIN
LOPEZ
RINEHART
COMMUNITY
PLANNING

Interview Minutes Summary

Project: Martin County
Palm City Community Redevelopment Plan

Project #: GJ # 16473

Re: June 17th Stakeholder Interviews

Compiled By: David M. Kutner, Glatting Jackson

Date: June 24, 2002

Tissa Harrah – 10:00 a.m. to 10:45 a.m.

- Old Palm City resident since 1970
- Early '70s no one wanted to live in Palm City
- Prior to '69 Martins Downs Bridge was wooden
- Palm City was rural, mailing address was rural route – small Post office on Mapp
- Changed old names of streets around 15 years ago (changed to avoid confusion with standard)
- Rapid growth creating pressures, don't want
- Drainage problems a concern – no confidence in county approach to drainage
- Contemplating a soccer field at end of Jock Leighton – serves double duty as drainage area during rainy season
- Don't want bridges – people are not going to go slowly down 95, especially from Mapp Road (bridge only benefits Port St. Lucie) – Port St. Lucie should build from Britt to somewhere in Port St. Lucie or along Jensen Beach Causeway to Treasure Coast Mall
- State already purchased houses for bridge
- River is a great feature
- If they 4-lane 36th Street it will make area drainage problems worse and ruin the visual quality of the river
- Bicycle access over bridge, can't get from south side to the north side easily – can't get safely to the library
- Riverwalk – a good idea, should have been done years ago, neighbors know it's not theirs
- Commercial development on Mapp Road – has always been that way, mixed-use makes sense
- Night activities would be fun – festivals, etc.
- Park around community center good feature
- County has enough soccer fields
- Treasure Coast Rowing Center – could use river walk as place to see races
- Kayak launch at All American and 36th
- Restrict traffic (no trucks)
- Most traffic through Palm City comes from St. Lucie County

- Greenways connection should enable links to form to the water
- People gather around front yards
- 34th Street Civic Center used a lot
- If they build bridge, the area where 36th Street extends to the river could become a park and boat launch used for non-motorized boats
- Reinstate ferry
- Don't want commercial east of Mapp Road – no more commercial – If bridge is constructed, no commercial on 36th

Chuck Locke – 11:00 a.m. to 11:45 a.m.

Palm City NAC Member

- Has lived and worked here for 32 years
- Likes old Palm City because it's not saddled with restrictions, likes a relaxed life style
- Would like to see good development, people will continue to move here
- Bridge is necessary, should be built to accommodate new growth
- Mapp Road will continue to be a major thoroughfare until new bridge is built – Mapp is major route to the Palm City Bridge from the south
- Traffic calming should be introduced on Mapp Road
- Wants cafes, small shops, nice street, **more restaurants**
- Publix owns land around Post Office
- Community restaurants: Palm City Grill, Sal's Pizza, Magnificent Hummingbird
- Doesn't see a lot of problems, most people are happy, just want to be left alone
- Drainage seems to be biggest problem
- Good mix of people, apartments are okay
- Riverwalk would be difficult – back in 1980 this was attempted
- Should rename waterway the "Palm City Bay" – water is shallow
- Rowing club, sailing
- Most people in Palm City use Cornell to get to Palm City Bridge
- New bridge will solve many problems
- The problem with the Palm City Bridge occurs because of the Monterey and Cantor Highway intersection, which causes the back-ups
- Create underpass from Leighton Park, on south side, to Chamber Building on the north
- Supports mixed-use development – allow retail/residential mix
- Should not have a sewer system in Palm City
- Get article about sewer system from paper
- Would not support a municipal water system, the decisions to install a water system should be based on good science

Odias and Kathie Smith – 12:00 to 12:45 p.m.

- Manatee, dolphins, alligators, sculling practice past house
- Anything we do should be achievable
- Don't want to change community character
- Respect the old – maintain the new
- Don't need walls or wide sidewalks

- Comfortable, traditional neighborhood
- “Keysee” attitude – in the Keys the residents never allow you to tear down a neighborhood, people are connected and considerate of their neighbors
- Proper retro-fit – Skelton property should not be a patch job – if you fix something fix it right
- Anything you do on any water or septic systems should be done slowly and properly, offer financing options that serve affected people
- Fire station – design in Salerno does not fit Palm City
- Protect existing natural resources – carefully balance pervious and impervious surfaces, don’t need to pave everything
- Sidewalks – from Cornell and Mapp to schools
- Already use speed bumps, “shopping cops”
- Protect local roads and connectors – Mapp, Cornell and Feroe are important streets
- Code enforcement is not presently effective, needs teeth to do what needs to be done, not responsive
- Need architectural standards (applicable to color of paint)
- Something should be done with Chamber of Commerce building
- Mixed-use is a concern, must be appropriate in terms of scale, type and mix. Needs to be affordable – not a City Place
- No commercial on 36th Street
- Protect the river from direct storm water run-off
- People are skeptical of this process – concerned about influence of Commissioner DiTerlizzi – Palm City has been constantly used as doormat
- Citizens for Smart Growth started by the Smiths
- If bridge goes in must restrict ambient sound levels to 65 decibels, no walls, no light pollution
- 36th Street widening will split neighborhood, make area inaccessible
- How will the DOT ensure holding ponds are adequately sized?, should be maintained, cleaned and landscaped
- No light pollution on Martin Downs, no high light poles
- Design speed on bridge access should not exceed 35 mph, should not lose access to Mapp, Cornell, Feroe and St. Lucie
- Should be a regular bridge (height over shipping lanes should be 55’), shore line around abutment should be consistent with outlying shoreline. Rebar, broken concrete, etc. should not be used to stabilize shoreline.
- Need gateways with “nice signs”
- Area used to have flower gardens
- Green market could be established on Mapp Road
- Will never be a Delray
- Look at alternative “service roads” to access properties along Martin Downs Blvd.
- Provide service road to properties north of Martin Downs, can’t get out
- Properties along Martin Downs frontage were purchased when additional lanes were added to Palm City Bridge
- People on NAC are not residents, they are businesses people
- Bill Thornton already had group meetings about Palm City, identified issues, created committees. This information should be considered for the current process.

Steve Braun, FDOT – 1:30 to 2:15 p.m.

- FDOT – typical section
- Need 4-lane road, 2-lane would be same as no-build

Commissioner DiTerlizzi – 2:30 to 4:30 p.m.

- 36th Street – almost all homes are to be demolished
- Berms would require more right-of-way
- Consider roundabouts, median parks, meandering roadways
- Leighton Park – soccer fields and boat ramps and football (serious boat ramp congestion)
- Storm water management at park on 29th and Mapp – 4 acres, intended to fix drainage along back of 29th to drainage ditch boundaries
- Cornell has sidewalks on east side
- Property at Cornell and 28th is owned by County
- Leighton Master Plan eliminates the football field– locates a vehicular connection to 28th Street to rowing club
- 30th Street and water – County plans to lower the intersection of 30th and Cornell by 12", will construct a small flow-through marsh to improve drainage
- Island across the river is owned by the Audubon Society (mangroves)
- 30th Street, when flooded is typically under 12" to 14" of water
- Riley Avenue – unopened right of way will become flow-thru marsh and open area – potential for a walking trail
- Install sidewalk along south side of 30th Street
- Old post office/Stuart Insurance (30th and Mapp)
- New fire station – on Mapp (660 feet of street frontage that should be used for on-street parking and 12' sidewalk at Fire Station site)
- Original plan showed Mapp Road with head-in parking
- 32nd and Mapp (east side) old feed store and the Palm City Plaza, good for development opportunities
- Behind fire station site there are about 20 acres (maybe more) of storm water ponds, could be used for drainage
- 34th Street commercial could extend west
- Wildcat Wonderland Playground by Palm City Elementary
- Publix wants to build 96,000 square feet off Route 714
- Sunset Trail – walkway
- Berry is the extreme western border of the study area
- Winn Dixie considering site at Berry and Martin Highway
- Eliminate billboards – establish sign regulations
- Jock Leighton Park (Mapp Road) Phase I (soccer, concessions) to begin this summer
- Civic Center – 770 Palm City (private association)
- Palm City is now an 80-year old subdivision
- On 29th Street off Cornell – 1-2 acres, passive streets north of CRA – how can you connect?
- Recently installed water and sewer on Concove Street

We believe these minutes accurately reflect the general discussion during the meeting. Please provide David Kutner (dkutner@glattling.com) with any recommended changes or clarifications within 5 days of receipt.



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LOPEZ
RINEHART
*COMMUNITY
PLANNING*

Interview Minutes Summary

Project: Martin County
Palm City Community Redevelopment Plan

Project #: GJ # 16473

Re: June 18th Stakeholder Interviews

Compiled By: David M. Kutner, Glatting Jackson

Date: June 24, 2002

Kerry Sees – 10:00 a.m. to 10:45 a.m.

- Palm City NAC Member - lived here 10 years
- Palm City has been nice and quiet – has more of a neighborhood feel until gated communities were introduced – traffic is creating noise
- Need to improve look along Mapp – old, tired, flooded parking lots, no landscaping, buildings set back too far
- Good waterfront but under-used, create a multi-purpose path to take public advantage of the amenity
- Only two through streets are Mapp and Cornell (not enough right of way on Cornell)
- Tie 36th Street corridor to Jock Leighton park
- No community gathering space
- Leighton Park is nice, but it only has boat launch and soccer fields
- Potential intersections to cluster commercial; 714/Mapp, 34th/Mapp, Sunset Trail/Mapp (need turn lane onto Sunset off Mapp), between 27th and 28th/Mapp
- Need to have municipal sewer and water
- Trails could help to enhance sense of community
- Sidewalks – on major streets and access to commercial areas
- More policing of traffic rules
- Not sure mixed use will work on Mapp – there's so much residential in the area presently, will someone want to live above a store on Mapp – would be concerned if higher densities are permitted
- Along Mapp – add trees, lights, etc.
- Water and Sewer – need to consider newer technology as long as it's cost effective, i.e. vacuum lines
- Trails – emphasize waterfront trails as priority

Gary Roberts, Transportation Planning Administrator – 11:15 p.m. to 12:15 p.m.

- FDOT 36th Street Cross section – BCC requested no noise walls, wide buffer, how does bridge come down
- Should there be pedestrian and vehicular – 4-lane divided to turnpike
- 714 and Mapp – alternatives, use DOT right of way
- May need additional turn lanes
- Use Spruce Street for left-hand turn onto ramp off Martin Downs, discussed at July Town Meeting
- Martin Downs resurfacing
- Intersection of Martin Downs and 76 ties up bridge traffic
- School crossing at 34th and Mapp is major issue also Danforth and 36th (signalize or pedestrian overpass to permit)
- A roundabout was considered at Mapp and 26th but was turned down by residents
- Post Office will likely be too small for future needs, what should happen at that site?
- County acquired bridge properties several years ago but nothing recently
- Fire station to be constructed in CRA area
- Elementary school and Middle School crossing – on Mapp – kids don't walk, parents drop them off, cars queue back along 34th
- Sunset Trail – Matheson to Mapp, one of the alternative E/W roads
- Day-care center, now church
- Should be a center left hand turn lane from Mapp onto 34th Street to enable easier access to school (but it may increase traffic speeds)

Rex Sentell – 1:00 p.m. to 1:45 p.m.

- Palm City NAC member, lived here 22 years
- Palm City – growing, developing community, a lot of parks
- Issues: traffic
- Bridge has to be built, appears to be no other suitable location, but when built has to be done nicely, provide public benefits, Roosevelt Bridge and Evan Quarry Bridge are examples of good bridges
- Drainage is an issue
- Sewer system should be installed to prevent pollution to river
- Not sure whether water system connections should be required
- Riverwalk – anything we can do to enhance water access would be good but there probably will be objections
- Consider riverfront restaurants, perhaps at Leighton Park
- Focus of the study should be water and Mapp Road – fix up parks as major amenities
- Encourage people on Mapp Road to fix up property
- Put roundabout with fountain in front of county property (fire station site on Mapp Road)
- Mapp Road – no median, maybe nice turn lanes, but do not restrict access to business
- Create walkways (example Ocoala without median) wide enough for bikes as well
- See Mapp as independent, well-designed, architecturally consistent
- Bring Mapp back for shops, restaurants, etc.
- People in Palm City don't have enough retail that meets their needs eg. shops, restaurants
- Sidewalks are needed to connect amenities
- Improve signage and lighting

- Make Mapp Road more attractive than Martin Downs Boulevard

Mike Searle – 1:00 p.m. to 1:45 p.m.

- Chair of Palm City NAC, resident for 14 years
- People come here for the schools – Palm City, Crystal City, Hidden Oaks, all “A” schools
- Still somewhat low-key, small town atmosphere, only one grocery store
- Affordable housing, but costs are starting to increase, good restaurants
- Much growth used to come from the north, now it’s coming from other areas of the state
- People look for water and sewer, could be an obstacle in Old Palm City
- Danforth is not gated
- Business between 32nd and 33rd on Mapp
- Mapp needs traffic calming, see quite a few “rear-enders”
- Do have a sidewalk on east side of Mapp Road
- People use sidewalks when they are going somewhere, on Mapp there is no where to go, so they don’t appear to be needed along this road
- People who use the water are the boaters, other than that, it’s something to look at from the bridge – a riverwalk would be good
- No community gathering space
- Good possibility to create a downtown, but needs more retail, though it’s a question that those uses could be attracted to this area
- Parking in the back of businesses for the future, hard to change what’s there
- Town Center is now out at High Meadows and Martin Downs
- Sidewalk on Mapp, Feroe, Cornell
- If we had more sidewalks people would be more likely to use them, but they should be on the “high-traffic” roads
- Good sidewalks on 714 and on 34th leading to the school, sidewalks on Berry to Hammock Creek

John Leighton – 3:00 p.m. to 3:45 p.m.

- Palm City NAC Member
- Development around Palm City Elementary on corner Gift Gardens – hybrid traditional development
- Impact fees - \$10,000/unit – pay impact fees up front. According to Martin County a development order is issued when plat approval is granted, not when building permits are issued, so impact fees must be paid up front
- Needs to be incentives in CRA – need to do something with impact fees in CRA
- Stuart CRA has become complacent, not maintaining the improvements, how do you prevent that here?
- Main Street Program needs to be under County Board

Tom Plymale – 4:00 p.m. to 4:45 p.m.

- Palm City NAC Member, resident for 27 years
- Can’t ski in the river, too many “go-slow” zones
- Originally attracted to the area by the water
- Was originally a “Save Palm City” Coalition member, to fight Peter Cummings and his proposed development on Martin Downs Boulevard, but now development is acceptable
- Need to guide development, can’t stop it, need to make it more livable
- Mapp Road comparison – downtown Ocala

- Pockets of commercial make sense
- New parking requirements don’t make sense, result in requiring too much area dedicated to parking, shared parking is a good idea
- Need river access for public
- Discussion of re-doing Mapp Road – concepts more developed in conjunction with sewer and water project
- More logical location for the proposed bridge would be north of the Palm City Bridge, connecting to Britt Road
- 3 most important things: drainage, septic tanks and water
- Make neighborhood desirable – look better, fix up houses
- Needs sidewalks and benches, makes it attractive and safe to walk
- Street-friendly, sidewalk-friendly, neighborhood-friendly
- Likes mixed-use, where it works, where if fails, it fails badly – would not object to it
- Have to make is desirable to fix up houses

Hal Smith – 4:45 p.m. to 5:30 p.m.

- Palm City resident for 6-7 years
- Quaint south Florida village, grid pot holes?, open spaces, narrow roads, moderate traffic
- The community character could be retained if Palm City was redeveloped in a planned way
- Commissioner DiTerlizzi should not dominate conversation
- What should be changed - not much
 - Retention ponds could be beautified, roads needs resurfacing, should be done before new ones
 - More sidewalks for access and pleasure
 - Better drainage and flood control
 - More recreation areas
 - Better lighting (Florida generally)
 - Much more effective police presence in speeding and traffic control
- Don’t want:
 - bridge (will tower over projects)
 - widened roads and more development and serving St. Lucie not Palm City (Mapp Road will suffer from this)
 - Sound barrier – will have to be built, will depend upon what residents will say, not CRA or BCC
 - lights on bridge
- Mixed neighborhoods – Mapp Road is the place, but other places are not appropriate – should be small stores, no large ones
- Fire station should be compatible with neighborhood but not a clone of Port Salerno
- Riverside development – non-commercial, parks and walkways that don’t obstruct views of existing residents
- Protect the river – anything developed in plan should not contribute to degradation of river
- Protect the wetlands (don’t change the Comp Plan)
- County Code Enforcement – every weekend used cars are placed on county property, is unsightly – mostly show up on Sundays

Albert ("Chip") Allen III, Palm City Neighborhood Advisory Committee Member

- Palm City NAC member has lived in Palm City for over 20 years and works within the boundaries of the Palm City Neighborhood Planning Area.

- Likes Palm City; is a nice place to live, close-knit area of nice development.
- A lot of changes have occurred over the past 20 years, a mix of good changes and bad changes. Development was not previously constructed with the standard and care of today.
- Envisions in 10 years a completed bridge, widened 714, new Park (Jock Leighton), and a redesigned Mapp Road that is nicely landscaped.
- Improvements that are most needed are: drainage, traffic, fire station, intersection of Mapp Road/Martin Downs Boulevard and 36th Street and Mapp Road.
- Thinks a river walk would be nice.
- Mixed use could work on Mapp Road, possibly on 36th Street and Martin Downs as well.
- There are not many retail services in Palm City. However, there is uncertainty that retail development would be sustainable. It would be more convenient to have more retail, but the zoning would have to change.
- Indian mound should be identified and preserved.
- Could see Mapp Road being an “old town” type retail district, maybe like downtown Boca Raton but not that wide of a street.
- Palm City does not have an “identity.” It is known for nice homes and a nice place to live.
- Palm City needs open-mindedness and a good plan. Has concerns about running out of space if Palm City is not planned for appropriately.
- Palm City will not likely support a lot of jobs; it is mainly a residential community.

We believe these minutes accurately reflect the general discussion during the meeting. Please provide David Kutner (dkutner@glattin.com) with any recommended changes or clarifications within 5 days of receipt.

**OLD PALM CITY
COMMUNITY REDEVELOPMENT AREA PLAN**

Stakeholder Interview Questionnaire

Name of Stakeholder: _____

Organization: _____

Address: _____

Telephone Number: _____

Date: _____

Stakeholder Status:

Resident **Property Owner** **Business Owner** **Government**

1. What are the things that you like about living in Palm City?

2. What are the community's major weaknesses?

3. What are the most important issues facing the community?

4. What are the biggest obstacles in addressing these issues and weaknesses?

5. Think of Palm City 10 years into the future, the CRA Plan is completed, has been successful and many of the proposed projects have been completed or are underway. What changes have occurred, what issues have been addressed?

6. Please list five improvements that the area needs today.

7. Do you see any attributes of the area that could be seeds of potential?

8. Do you think the current and proposed parks are adequate to serve the area's residents? If so, why? If not, why?

9. Are there sufficient facilities in the neighborhood for:
Children?, Seniors?, Families?, Teenagers?, Adults?

10. Name some, if any, that are missing.

11. How do you consider the area services to be, such as garbage collection, police protection, fire response, code enforcement?

12. Do you think the storm water (drainage) system is adequate to serve the area's residents? If not, why?

13. Do you think that some form of transit is needed in the area? What kind?

14. What are your feelings about mixed-use projects (having stores and businesses on the lower floor(s) and residents on the upper floors)? Name locations where you think this form of development could work.

15. Do you think that there is sufficient housing available in the area? Do you believe there is adequate affordable housing?

16. Do you think the retail services are adequate in the area to serve the immediate residents? Are residents inconvenienced by any lack of services?

17. What kind of retail, if any, is needed in the area (e.g. restaurant, clothing, other)? Name some types of stores.

18. Are there any structures, historic or otherwise, that you believe are important to the area? Can awareness of historic structures be increased by publically honoring their history?

19. What are your feelings about promoting activities and land uses that would increase use of the CRA commercial area at night?

20. If you do not currently live in the neighborhood, would you move to the area? Under what conditions?

21. What do you consider the community-gathering place to be? What brings people together here?

22. Other comments.

PALM CITY ZONING ANALYSIS

Current Zoning

Land in the Old Palm City Community Redevelopment Area (CRA) is designated under fourteen different zoning districts, as noted in the following table. The vast majority of parcels within the CRA are designated R2B, Medium Density Residential or R4, High Density Residential. The minimum applicable dimensional standards relating to the various zoning districts are provided in the following table:

**Table 1
Districts in Palm City**

District	Land Use	Category
GC	General Commercial	A
COR	Commercial/Office Residential	A
LI	Industrial	A
LC	Commercial Limited	A
R-1A	Low Density Residential	B
R2B	Medium Density Residential	B
R3A	Commercial Waterfront/Commercial Office/Residential	C
R4	High Density Residential	C
HB-1	Limited Commercial	C
PS	Institutional General, Institutional Recreational, Institutional Public Conservation	C
A-1	Agricultural Ranchette	C
B-1	General Commercial	C
B-2	General Commercial	C
A-1A	Agricultural Ranchette	C

The dimensional standards related to each of the districts are listed in the following table:

**Table 2
Dimensional Standards**

District	Min. Lot Size (sq. ft.)	Min. Lot Width (ft.)	Max. Lot Coverage	Max. Height (ft./stories)	Min. Open Space	Setbacks		
						Front (ft.)	Side (ft.)	Rear (ft.)
GC	10,000	80	40%	30	50%	25	10	20
COR	5,500	50	40%	30	40%	10	10	10
LI	15,000	100	50%	30	20%	15	10	10
LC	10,000	80	50%	30	30%	25	20	10
R-1A	10,000	100	25%	30/3	50%	20	6	6
R2B	7,500	60	35%	30/3	30%	20	6	6
R3A	7,500	60	30%	--	--	20	6	6
R4	15,000	100	30%	--	--	20	6	6
HB-1	--	--	--	35	--	20	10	20
PS	--	--	--	--	--	--	--	--
A-1	5 acres	--	--	--	--	25	--	25
B-1	7,500	60	--	35	--	20	0	20
B-2	7,500	60	--	--	--	20	0	20
A-1A	2 acres	--	--	--	--	25	--	25

The types of permitted uses allowed in each of the various zoning districts are listed in the Table 3:

**Table 3
Permitted Land Use**

District	Permitted Uses
GC	Bed and breakfast inns, business and professional offices, construction trades, limited retail sales, commercial marinas, hotels, motels, restaurants, apartment hotels, administrative services, parks, post offices, libraries utilities
COR	Bed and breakfast inns, business/professional offices, day care, restaurants, multi family units, single family units, townhomes, administrative services
LI	Limited industries, vehicle maintenance, wholesale trades, construction trades, limited retail sales, residential storage, restaurants, accessory dwellings, administrative services,
LC	Bed and breakfast inns, business and professional offices, restaurants, apartment hotels, administrative services, parks, post offices, libraries utilities
R-1A	multi family units, single family units, community centers, parks, post offices, libraries utilities, day care, general retail sales
R2B	multi family units, single family units, community centers, parks, post offices, libraries utilities, day care, general retail sales
R3A	Multi-family units, restaurants, personal services, fires stations, mobile homes, boat docks, gasoline sales, professional and business offices, retail stores
R4	Single family dwellings, multi-family dwellings, clubs, marinas, schools
HB-1	Appliance stores, art and antique shops, banks, bakeries, personal services, cafes or restaurants, clothing stores, florists, furniture, hardware, jewelry stores, theatres, storage garages
PS	Airport, cemeteries, parks, essential services of the county
A-1	Residential, barns, dairies, greenhouses, truck farms, drive-in theatres, commercial radio stations
B-1	Appliance stores, art and antique shops, banks, bakeries, personal services, cafes or restaurants, clothing stores, florists, furniture, hardware, jewelry stores, theatres, storage garages
B-2	Appliance stores, art and antique shops, banks, bakeries, personal services, cafes or restaurants, clothing stores, florists, furniture, hardware, jewelry stores, theatres, storage garages, wholesale and distributing, drive-in theatres, veterinary services
A-1A	Residential, farms and groves, private stables, sales incidental to nurseries

The primary issue with respect to land use is the extent to which the Old Palm City CRA Plan envisions changing existing development patterns. In general, the Plan does not envision significant amendments to current land use designations. However, the Plan does propose a mixture of land uses along the Mapp Road commercial corridor consistent with a “Town Center” development form. The predominant zoning designations for parcels along Mapp Road are COR - Commercial/Office Residential, LC - Commercial Limited, R3A - Commercial Office/Residential, B-1 General Commercial and HB-1 - Limited Commercial. Parcels designated “COR” or “LC” and used for commercial, office or residential purposes are within Category “A” or “B” districts and, as such, are considered to be consistent with the County’s Comprehensive Growth Management Plan (CGMP). However, parcels designated R3A or HB-1 are within a Category “C” district. Parcels within this district are subject to the following restrictions:

R3A free standing sales and service uses are prohibited. If the parcel were presently in residential use, changes to commercial/office/residential uses would require a zoning change

B-1 and HB-1: No development is permitted until the parcel of land is rezoned to be consistent with the Future Land Use Designation.

Future Land Use

The accompanying Figure 1 illustrates the future land use map for the Old Palm City Community Redevelopment Area. The designations include Low Density Residential, which clearly predominates, Medium Density Residential, Commercial/Office/Residential and , Commercial General along Mapp Road Martin Highway (SR 714) and Martin Downs Boulevard and Industrial parcels fronting on Martin Highway.

*Figure 1
Future Land Use Map*

