

MINUTES OF A SPECIAL JOINT MEETING OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, AND THE TOWN COUNCIL OF ST. LUCIE VILLAGE, HELD IN THE ST. LUCIE COUNTY COMMISSION CHAMBERS, 2300 VIRGINIA AVENUE, FORT PIERCE, FLORIDA, AT 2:00 P.M. ON MONDAY, MARCH 24, 2008.

Those present for the City of Fort Pierce were: Mayor Robert J. Benton and Commissioner Christine Coke. Those absent: Commissioners Edward Becht, Rufus Alexander and Reginald Sessions.

Those present for St. Lucie County were: Chairman Joseph Smith; Commissioners Doug Coward, Chris Craft, Charles Grande, and Paula Lewis. Those absent: None.

Those present for the Town of St. Lucie Village: None.

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The purpose of the Special Joint Meeting was Presentation of the Taylor Creek Charrette Master Plan prepared by the Treasure Coast Regional Planning Council.

DUE TO LACK OF A QUORUM, THE SPECIAL MEETING OF THE CITY COMMISSION WAS ADJOURNED.

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There being no quorum, the City Commission meeting was adjourned at 2:05 p.m.

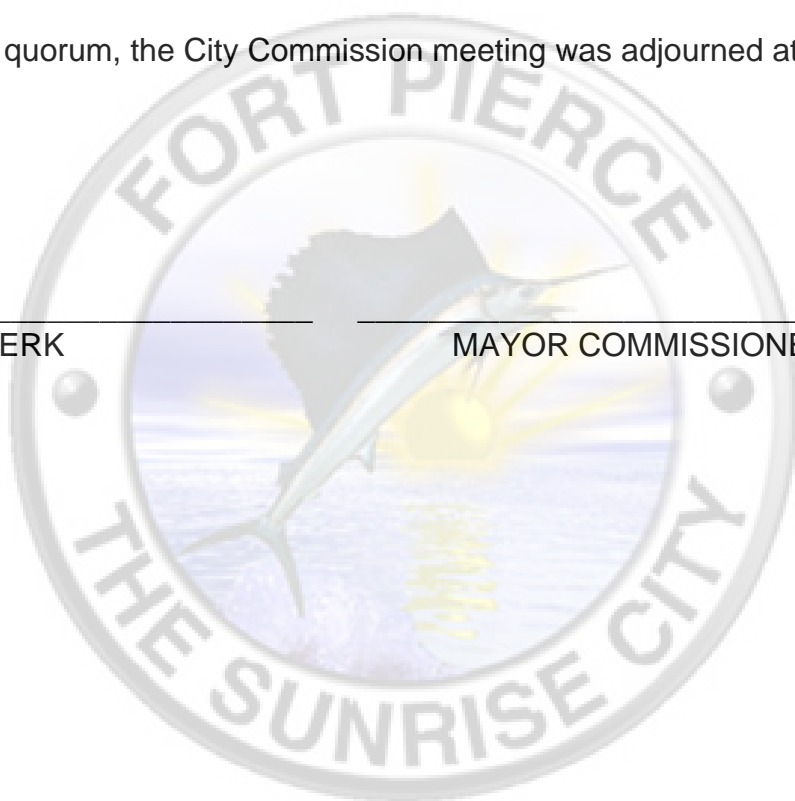
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Adjournment.

ATTEST:

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CITY CLERK

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MAYOR COMMISSIONER



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Chairman Joe Smith called the meeting of the St. Lucie County Board of County Commissioners to order at 2:05 p.m.

**Ms. Marcela Cambior**, Urban Designer Director with Treasure Coast Regional Planning Council, said it is an honor for the Regional Planning Council for the first time to have been able to do a charrette for three local governments. Interestingly enough, this charrette was a little different than the other charrettes that they do, because it was a charrette for an area that was slightly over 200 acres in the area that they all know is Taylor Creek. This time the idea of doing a charrette did not come from a local government, it actually came from a visionary property owner, Mr. Butch Terpening, who approached the Regional Planning Council a little over a year ago to ask if they could do a public charrette for these 200 acres. He does not own all 200 acres, just to clarify this, he only owns a small portion of this mostly on the southeast corner of the 200 acres. The Regional Planning Council let Mr. Terpening know they would be happy to do that. But number one, all three local governments that have a jurisdiction over this property need to agree that this is an important area for them to plan. The second thing that they warned Mr. Terpening about was, if he is asking a public agency to do a charrette, he has to be aware that they will draw up whatever the community asks them to draw. So is he sure he wants to do this? Mr. Terpening did; and he remained very calm throughout the whole process, seeing how the community was planning his property and the properties around his parcel. What was interesting is that they had an enormous turnout. It was a very successful process. It was a conventional charrette just like the ones St. Lucie County and Fort Pierce are very used to doing. They had over 150 residents come to the first public workshop. They then set up shop in the HarborTown Marina, they had people visiting them there all week. And did a final presentation, also standing room only, that same week at the Dockside Inn. Again, this was a proposal that was very well received by the community and local property owners and business owners. The ideas that they heard during that week... That week, by the way, was almost a year ago (April 14-20, 2007). The charrette was very successful, they created a report. But given the fact that three local governments and their staff and residents had to review this report, it took them longer than usual to come back with a presentation. Another thing that is pretty interesting about this, she does not recall - and she has been with the Regional Planning Council for eleven years - another time where she had been to a joint board meeting of St. Lucie County and Fort Pierce and the Village. So Mr. Terpening's ideas were visionary in many different ways, because it got them all together here as well. They heard a lot of things during the week of the charrette, but what was interesting is that the community was very clear about the fact that they wanted this entire district to develop as a marine use oriented district. They wanted to make sure it was going to be linked to downtown Fort Pierce, but it was not going to compete with downtown Fort Pierce. That it was going to become an economic engine for the region. In that sense, the uses have to be complimentary and not take away from the downtown, which is also undergoing a number of redevelopment efforts. The community was also using a lot of references and principles that they have learned to love from downtown Fort Pierce. As soon as they started asking the residents to draw over this aerial, the first thing that came out was the need to make sure that the waterfront remain public, much like it is in Fort Pierce today. That from every possible location, particularly since that area is a very high and unique point on U.S. #1, that it was possible to see the water, that every street was open to the waterfront, and that it was developed in the same sort of pedestrian-oriented format that downtown Fort Pierce was developed. With that, it became very clear that a network of streets and blocks was the first thing the community was looking for. Right now the area really has a couple of major north/south connections, which are U.S. #1 and A1A. What they heard from the residents was that as this area developed over time, it was going to be imperative to have additional north/south connections. The Master Plan proposes an additional four north/south connections throughout this entire 200 acre site - one west of U.S. #1, one between U.S. #1 and the FEC tracks, another one just paralleling the FEC tracks, and then a waterfront access point or north/south connection. The other idea that came out of the residents was the ability to create a loop, something that people could use either in a recreational fashion or also for connectivity within the district. So all those streets and the network is arranged in the form of a loop that essentially borders the entire Taylor Creek district. Interconnectivity is very important. They did have traffic engineers

from Kimley-Horn & Associates and from Glatting Jackson working with them during the week of the charrette in order to make sure that all the intersections were working, that concurrency was met. It was a joint effort of the transportation engineers and the planners throughout the entire week. All the numbers and calculations for intersections and roads are available in their report. The idea of maximizing those views, the idea that every single street would be open to the waterfront and allow all those that live or work or visit the district to feel like they are part of that amazing lagoon that is fronting the Taylor Creek area, was key. The notion that every street would be open and terminated by either little gazebos or elements at the end of those streets that would allow the people to go to those elements to really feel that they can go to the waterfront, that they belong, that it is a part of the district and a part of the community. Each one of these streets, the Master Plan proposes to terminate with some sort of public structure or public moment that makes it very evident that the public is welcome in these locations. One of the interesting and probably most important proposals for economic development of this area is the idea of opening up Taylor Creek to traffic of larger vessels. The idea is that this would open up additional lands west of U.S. #1, west of this entire district, to increase the capacity of the marine industry in the area. The current proposal only requires opening up Taylor Creek up until where it bifurcates just to the west. The Master Plan also takes into consideration future expansion and future opening up of either the Taylor Creek or the Belcher Canal, which opens up several hundred acres of land that could be dedicated to marine-related uses, whether it is the mega-yacht industry or other types of marine-related uses. That was very important to the community, to make sure that this was a district that became an economic engine for the region and had a very different goal and objective than the downtown has today. From the engineers and planners that they had during the charrette, it was concluded that opening up the Belcher Canal, interesting enough while it would open up a smaller area, that would be the easier solution or the one that could be done more immediately. Opening up additional lands just south of the St. Lucie County International Airport is still feasible, but it would require sorting a couple more obstacles. It would still be a feasible alternative and would link the airport directly with this location as well, making it a very desirable area for marine business. The type of business that the community was talking about, really trying to target the mega-yacht industry. They have all heard that they are moving north from Fort Lauderdale, that the Fort Lauderdale and Miami markets are not as desirable for them anymore, are now congested, and they need to grow. Palm Beach County is taking a lot of that growth, a lot of that mega-yacht industry. A lot of people from the marine industry participated in the charrette and, because of the natural conditions of this location, thought that this would be an appropriate site to try and encourage this type of industry to come to the County. The obstacles that need to be sorted, both for that first increment of development as well as for the expansion of the traffic through the Belcher and Taylor Creek Canals. Of course the first one is the FEC tracks, which has the lower span bridge over the creek. They did meet during the charrette with the FEC. Representatives from FEC Railway came to the charrette. They were excited, but they of course do not want to pay for what it would take to make this connection feasible. They did say they would be amenable to having a vertical, not a bascule, but a vertical lift bridge that would span about 65 feet on those tracks. So if the funding becomes available, they would not essentially oppose that happening. This is a picture of the type of structure that FEC was talking about, a vertical lift bridge. The Old Dixie Highway bridge is the second obstacle that needs to be sorted. While it is not necessary to establish a connection and to have a drawbridge there for the first few phases of development of Taylor Creek, at build out that connection is going to be necessary, the Old Dixie connection into the Port and south to the City of Fort Pierce. So there was a lot of discussion as to whether that road could be closed off permanently or just temporarily. The traffic study showed that it could be closed off temporarily, but at ultimate build-out it would be necessary, and this is a good location for a drawbridge. The third one of course is U.S. #1. U.S. #1 does have some clearance. They can have smaller vessels going there right now, which would allow development of the parcels on the west side and around the Taylor Creek. But if the County and City are serious about really pursuing this marine-related type of industry or the mega-yacht type of industry, the U.S. #1 connection would also have to have a bascule bridge. They did meet with representatives of the Department of Transportation and they would be open to the idea, but not to pay for it. But DOT would be open to the idea of

putting a bascule bridge, provided that it was only for traffic of industrial type of uses and that it was limited to certain times of the day. This would not be an on-call type of bridge.

Chairman Smith asked could she define a bascule bridge?

Ms. Cambler said let her show a picture. It is essentially a bridge that opens up, a drawbridge. It is the same as the north bridge going onto North Hutchinson Island today. At the time of the charrette, the Department of Transportation was looking at plans to in the future rebuild this bridge, to also turn it from a drawbridge into a fixed span, a much higher bridge pretty much like the one going onto South Hutchinson Island. This is just a diagram of the three options that the DOT was considering at the time of the charrette. Options one and two for the bridge, those are fixed bridges, they will not have a drawbridge component because they are going to be a lot taller, but they are both landing in the same exact location as the bridge lands today. DOT was considering a third option, which was almost landing but really not touching down within the Taylor Creek district. Given the height of U.S. #1, it was really landing all the traffic coming from the island directly onto U.S. #1. The team debated the different conditions, and after also talking to the economist they had during the charrette, it was deemed important that the bridge continue to land where it lands today. There is a lot of traffic and activity and energy from people coming to and from the island that would be critical for the economic health of this area. So not only is the Charrette Master Plan proposing that the bridge land where options one and two show it landing; but that at the time it lands, the area around that landing be reconfigured. It is a very wide intersection. It is probably the widest intersection in that entire area. That land be reconfigured, so eastbound and westbound traffic get split around a green, that green gets developed with mixed use buildings around it. Essentially it begins to create a commercial district just at the landing of the bridge. This is where the Publix is today, this is where most of the people from the island come to conduct business, their daily services or daily needs. This area was identified as an ideal location to expand those type of services. They are not only serving this district and the neighborhoods to the west, but also the future development in this area. The idea is to create a gateway to that district, looking west as the bridge lands. The Master Plan does not propose to reduce the number of lanes, but just to split them up with this green in the middle and create a signature address as soon as the bridge lands. That central space leads into the area's current shopping district. The shopping district is essentially a strip shopping plaza today. It has some marine-related retailers. It also has the Publix that most people from everywhere in the area really go to. At the time that they were doing the charrette, there was a owner down south, she thinks from Fort Lauderdale, that was looking at redeveloping this plaza. The Master Plan proposed a strategy to go from a fairly underutilized site to a site that would serve the community's vision. U.S. #1 runs diagonally across their screen. The development in the back is the West Marine site and the Publix site, fronted by a sea of parking. There is a new CVS building. A gas station. A shopping plaza (f/k/a North Bridge Plaza) that had been severely damaged by the hurricanes - at the time of the charrette, this was vacant, but she is not sure of the condition of that today. The Master Plan proposes to essentially initially start to build a new larger Publix facility, more in concert with the type and the size of the store that Publix is looking for today. They did talk to Publix representatives and they were looking at expanding that facility. It proposes to relocate the Publix. It starts to create a new network of streets in the rear that connects to the neighborhoods out west so they can access this plaza without having to get onto U.S. #1 to get to this location. It proposes to over time once that is built, this area fronting the Taylor Creek Canal can become another marina or waterfront access point that would essentially line the bridge with another marina at the western end, sort of at the landing of the North Bridge. The community was talking about the ability to come with their boats and go and buy something at Publix or have the ability to walk around a pedestrian inviting place. This entire area can develop as office or residential or industrial space, a mix of those over time. The Master Plan also proposes the reconfiguration of U.S. #1 through this district as a traditional boulevard and the ultimate build-out of the entire district. So from an underutilized plaza to a complete commercial district or the heart of the Taylor Creek

district. A couple of images looking north at the reconfigured Publix. Essentially it is still a box, it just has a tower element that makes it visible from every street. That marina at the terminus of the North Bridge within this commercial district. The idea that the entire district would develop following a very clear structure of neighborhoods as well. There are three very definite neighborhoods proposed within the district. The northern neighborhood is envisioned as more of a residential village type of environment with a mix of single family residential. This is where the requests from residents and people from St. Lucie Village came very clear and very evident. They wanted to make sure that the architecture of these homes, whether single family or multi-family proposed, were in character with the architecture of the village which has a great percentage of historic structures. Whether single family or multi-family, they are all proposed in a Florida vernacular style. There is vast expansions of land in this northern district. Again, the idea is that the water be managed as a central system, so that not every parcel has to be proposing their own drainage, but a central system of large parks that would not only serve as recreational systems but also as urban parks for these residential uses, has been proposed. The waterfront is all preserved and accessible to the public. As they can see, there is a street going on along the entire length. And the properties, most of which are within the Village jurisdiction, it was one of the only properties that had some historic structures in it, those are proposed to be preserved. Additional historical structures are proposed to be moved along this waterfront to create that historic village type of character and district along the waterfront accessible to the public. The idea of how some of those parks could be developed and how that waterfront would have a system of trails that all led to a very public waterfront. Juanita Street, which the County was doing a new bridge to connect over to Juanita Street, is proposed to extend and terminate at the Indian River Lagoon with a pier. The idea is to connect the neighborhoods to the west directly into this new district. Over the tracks, they talked to the FEC, they did not manage to get another crossing; even though there was one there, but it is private and they could not convince them to make it a public crossing. The notion, as long as they got a certain amount of clearance, FEC was okay with these types of structures of more of a parklike setting to go over the tracks and to connect the neighborhoods to the west over to the waterfront. This is a picture of a bridge that has a train over it. They would be having the train under, and just vehicular traffic, a very narrow bridge over the tracks. The idea of having the fishing pier. This of course is probably up in the wish list of most residents. They all understand how hard it is to get anything permitted on the Lagoon. But the community went all the way out there to say not only would they like the fishing pier, but to have a great structure at the end of the pier. She thinks they would be happy with a pier, if at least they can get that permitted. The area along the FEC tracks, where the Master Plan is proposing to have a road that runs parallel to it, was also proposed to connect to other county efforts, other greenways and trailways that go all the way up to Vero Beach and as far south as Martin County in some cases. The community wanted this entire area along the railroad tracks to develop parklike, as a linear park that could be used for passive recreation, but also for boat shows or other types of events. Essentially not leave it as residual space, but design it as a linear park or a linear feature. U.S. #1, the first impression, is something that residents were very adamant about giving a different look. They understand that it is not going to be possible to narrow that, they do not call for a road being that wide, but the community did talk about civilizing that and about the idea of creating a boulevard that leads through traffic in four lanes, two southbound and two northbound lanes, and medians separating the through traffic from the local traffic with side streets or service streets, allowing for one lane in each direction with on-street parking on both sides. The current width of U.S. #1 is such that would fit within the existing right-of-way. The variation, palm trees for when U.S. #1 goes through a more commercial zone in the district, and then more shade trees for when it goes to the northern neighborhood and more residential areas. A lot of the buildings proposed along U.S. #1 are commercial buildings. The community was also adamant about proposing design alternatives to the type of industrial buildings that are being built there. The Master Plan does that, it proposes how to design what is now called flex space, where the front of the buildings look like office spaces, but the rear of the buildings are still designed to accept truck traffic and deal with much larger vehicles. So there are a number of proposals in that charrette report as to how those industrial buildings could fit within this character of the district. There were other proposals within the charrette to make some industrial buildings. It was very clear that the community did not want the industrial area to disappear, but

wanted to make sure that those buildings that housed industrial uses behaved in such a way that it was compatible with the additional uses that they envisioned for the area. Windows and sidewalks and lighting and additional trees can make some of these buildings really become a part of the district and be linked. The eastern neighborhood is the neighborhood in the district that is more marine-oriented, where the uses are really heavily oriented towards marine uses, but it also incorporates a hotel, waterfront restaurants, some residential uses, parking, dry storage facilities, and even a fishing village. This entire district has a mix, with a hotel that is more of a resort type of destination. This is not a business type of hotel, but it is a resort type of hotel. Parking in the center of blocks, all of these buildings with retail on the ground floors, and a pedestrian and public accessible waterfront. Some residential and office uses. This incorporates all the existing office buildings that are in this area right now. It maintains a lot of the existing structures in the form of a fisherman's village and creates additional dry storage facility and marine-related land in between the U.S. #1 and Old Dixie Highway bridges. A look at what some of those buildings could look like. This is a view of the hotel, looking at the hotel from the south. The community was also adamant, not too concerned about height, but making sure that what was built was not boxy, that there was a break in heights and a break in the volumes, that the architecture was authentic. There was talk about some Mediterranean. But really the community was focusing on vernacular styles all the way from Mediterranean to Dutch Caribbean. That was why they look a little bit of liberty on showing other architectural styles. Within these residential and fisherman village type of environment, it is easy to also fit some of these dry storage boat barns that are critical to this area. A few images looking towards the marina from the new development proposed along these streets. A proposed waterfront park and a proposed very urban restaurant and destination type of area around that hotel that is currently proposed at HarborTown. Additional views of how this restaurant and marine district could look like. She is going to show them two computer generated animations. One coming straight from the FEC, going around residential and mixed use development, a public green, and this piazza type of environment terminating at the proposed hotel. The second one, a view from the water coming onto the marina area. The height proposed by residents was a variation, two or three or four stories; but it was very clear what they wanted to make sure was that the lower buildings were in the front, and that the Master Plan took advantage of the difference in height between the waterfront and U.S. #1 so that every building would have a view of the water. Try to come up with land development regulations that ensure that at least portions of every building would have a direct view of the waterfront. This is a view of the marina, a waterfront restaurant, the hotel, and west of that moving into the dry storage facilities. Finally, the western district or the last neighborhood. This is also a neighborhood where retail is more focused towards marine type of uses. Restructuring and reorganizing them around a very urban and very tight neighborhood that has waterfront streets for retail or for commerce. A very tight and very urban neighborhood directly linked to that commercial district where she showed them earlier that the Publix would relocate. Very urban in nature this neighborhood, side yard houses and townhouses directly linked to the commercial district. A couple of aerial views. The first one they are going to see is going along a street that terminates in the new proposed Publix building and the new marina. The second one, just going over the very tight and urban residential portion proposed for this neighborhood to the west of the Taylor Creek. Buildings with arcades, a lot of shade, very pedestrian. That marina directly links to the commercial district. The ability to have single family residential units very close to multi-family residential units and about a block away from this commercial district. In essence, these are the general ideas, the notions, the concepts that were brought up by the residents during the week of the charrette. They can open it up for questions before they talk about what the next step should be.

Mayor Benton said the City of Fort Pierce just had the Downtown Waterfront Charrette last week. They put a presentation on on Friday night, which the public has seen on their television channel as this is. The Taylor Creek Charrette took place April 7 through 14, 2007. Just so the public knows, because what they are seeing here in some cases can be mind-boggling and they are wondering, how are they going to pay for all this? What they are looking at here is how this community wants to grow up. They are planning for the future. They started with downtown, this area will be started, but this is somewhere between a year and it could be 20 years away. It depends on how the market is. And also

with those infrastructure improvements, that is going to take a lot of investment from the community. He just does not want anybody to choke on this, because they are looking at literally millions and millions of dollars of improvements from the public and private sector. But it could be 20 years from now.

Ms. Cambor said he is absolutely right. It is interesting how the two presentations were a year apart, but ended up being one was a very preliminary presentation of the downtown charrette and this is more of a final presentation of this other process. As she said at the beginning, this is a land owner that wanted to make sure that as this property developed over the next 20 to 50 years, it did not get done in a piecemeal basis and got the consensus of his neighbors and the local governments to go ahead and do this. This is by no means a plan that will happen tomorrow.

County Commissioner Grande said looking at the plan, the thing that seems a little bit questionable to him is the parking. In all urban areas, they have always grown up not providing enough parking. The City is building a parking garage right now in downtown Fort Pierce. There is some on-street parking, but not a whole lot. There is some courtyard parking, but it does not seem to be proportional to the number of buildings or number of units. They are raising two and three and four stories here and it is really attractive to not see that expanse of parking areas. But have they used the normal parking ratios here; or are they assuming that there will be less parking because it is a more walkable community?

Ms. Cambor said the ratios that they have considered for this are ratios that they are currently using in downtown areas. While they are more walkable environments than suburban areas, people still have to drive to get to them. So they kept that in mind at the time this was done. They are getting too old to draw plans that do not fit, so parking was calculated for that. A lot of it is done in structures. If the cost of building a structure per each one of those buildings does not become financially feasible, then what is going to have to happen is the buildings are going to be smaller in scale. But he is absolutely right, a lot of what is happening in their downtowns is they are having to retrofit and put parking. And it is going to be a tipping point. Most of their downtown areas are still driving destinations. Once they get the people there, they are really going to have to start seeing a turnaround and be able to look at parking ratios more like they have in the northern cities. But right now they are still using pretty suburban parking standards, 3 and 4 cars per 1,000 square feet, which is a Wal-Mart parking standard essentially. But the key is, this is conceptual in nature, she thinks there are several steps that need to be done before they get to this; and that is going to have to be regulated in Land Development Regulations, much like they have for the rest of the county. The notion is, residents were very adamant about not seeing it.

County Commissioner Grande said everybody always is. It takes a lot of imagination to have structured parking fit into the community. He thinks all of them have seen that done well from time to time, although it does take a lot of planning to do that. But if they do not do that, and he means parking structures, they will really never achieve the mass that makes this really a community, unless he is missing something.

Ms. Cambor said he is absolutely right, they are not going to achieve the mass that makes this a community. But this is still intended to be a marine related and working district. So even if they do achieve the parking for those that move and live there, there will be additional parking, because it was very clear that the community wanted this to still be a working district. So a lot of people are still going to drive there and parking is going to be an issue. It is also easier to do it right from the get-go than to have to retrofit it later.

County Commissioner Grande asked is it possible in the future when they do renderings like that they identify proposed...?

Ms. Cambor said the sites of the garages? Those should be in the report; if not, she will make sure they identify where those are.

City Commissioner Coke said she understands that this is very preliminary and she appreciates that. She appreciates the fact that it is going to move forward slowly, given their economic times. But she did want to take one minute and thank Mr. Terpening and his group for looking to gain a consensus, not only of government entities that will permit these things in the future, but from the citizens and for bringing everybody together. It is so much easier to work tomorrow, next week, and five years from now once they have this type of plan and a consensus already in place. She would like to thank him for that.

County Commissioner Smith said Ms. Cambor said there were three different areas - northern, eastern, and western. How does this affect those who are property owners right now? He knows she had mentioned Mr. Terpening being one of the property owners in that area. But how about those in the residential areas? He knows that on the other side of Taylor Creek is a well established residential community. Is that community taken into account at all in this, or not at this time?

Ms. Cambor said that community was taken into account. They had big participation from the community to the west. It was taken into account in the sense wherever there was a possibility to establish connectivity, because a lot is being proposed in the form of retail and entertainment and jobs within this site. Every possible connection with that western neighborhood was either established or enhanced. The other thing that they made a very big effort during the week of the charrette was to educate people in the western and surrounding neighborhoods to understand the value of their property - really what is coming, what is being proposed, and what they can expect as far as development across the street, across the water, and property values - to just be aware of what is going on. So in essence, she thinks this is really going to be a benefit for that neighborhood. But they thought it was very important that they be engaged from the very beginning of this process.

County Commissioner Grande said there was some talk about extending navigable waterways up the canals. Has the Water Management District been involved in this process? Because there are some fairly significant structures.

Ms. Cambor said they were involved. They did talk to the Water Management District at the time of the charrette. It was mostly a cost issue. The good news is, there weren't really any environmental issues, which is usually the hardest thing to sort. The structure to the south to the Belcher Canal, there is sufficient land, she believes it is county-owned land just to the north of that structure. Whether it would be possible to, without affecting that structure, create a levee system that could get the boats to go through. Either that, or reconfiguring or moving that. The cost was estimated about \$2 million, not considering the cost of land, which made it a lot cheaper than sorting the structure to the north. Their concern, as with the DOT and FEC interestingly enough, was cost. The good news, it was not environmental issues. She wants to add one last thing about what their next steps would be. This is where it will be very important to have all three local governments work together. It is unusual to have a project that straddles over three different local governments. That is why one of the final recommendations of the Master Plan is essentially to have all three local governments adopt this conceptual plan; but have them develop consistent regulations for the area, possibly establishing a joint review and approval process, however it is they want to do that - through the creation of a joint department or staff or a consultant. But it would be very important, given the need to plan this together. The second things she wants add is they have these paperweights which are sort of a memorabilia or souvenir of the charrette which Mr. Terpening did for everyone that participated in the charrette. This was not just done just team members, but for every resident as well that participated in the charrette as a thank-you for dedicating their time to come out. These are being mailed to everyone that did sign in the day of the charrette.

County Commissioner Craft asked the drawbridge that they are proposing, that was for Old Dixie or for Old Dixie and U.S. #1?

Ms. Cambor said for Old Dixie and U.S. #1. For Old Dixie, it is necessary at the time the connection between Old Dixie and the Port gets established upon ultimate build out. Smaller vessels can go under U.S. #1 and it would be possible to still have the marina on

the western side as the Master Plan proposes without doing a drawbridge on U.S. #1. But the bridge on U.S. #1 is necessary if they do want to entice a mega-yacht industry and really open up those parcels to the west for larger marine type of uses. Just to do a little marina in the west, it is not necessary; but for the marine-related purposes and industry, they would need to do that.

County Commissioner Craft asked did they look at fixed structure bridges to go on U.S. #1?

Ms. Cambler said there was discussion about a tunnel and discussion about a 65-foot fixed structure. A tunnel would be great, but it is incredibly expensive. But if they could afford to do a tunnel, go ahead and do that. The higher span was resisted by the community because of the sort of negative space it creates under that bridge and it would impact properties to the south, the east and the west; and a lot of those are commercial properties and those property owners were really concerned about that.

Mayor Benton said the City Commission of Fort Pierce does have this item as far as adopting this as in concept on their April 7th agenda. They wanted to make sure they went through this presentation today.

County Commissioner Coward said he wanted to start out by complimenting the participants, the team, the community. He thinks this is just another example of how charrettes can work so successfully. They have a long track record of that and he thinks they should all be proud. He very much prefers to have the citizens in the community planning the future and doing it comprehensively, he thinks that is the best approach. He did have a couple of specific questions. He is not entirely sure where the W.R. Grace Superfund site is. Does that fall within the northeast quadrant? And if so, can she get into a little more detail what they intend to do with that property or what their vision is? For those who do not know, he thinks it is one of the few superfund sites in St. Lucie County. He thinks it has just changed ownership and he thinks the new folks are interested in actually cleaning it up and redeveloping it. He was curious how that fits into this plan.

Ms. Cambler said the superfund site is right around this area here. The Master Plan did propose cleaning that up over time, given the cost of the clean-up, allowing for redevelopment. It is within the northern neighborhood.

County Commissioner Coward asked do they know if the new landowners have any concept of this plan? It may be something that the City and the County may want to reach out. He has talked to them many months ago, hoping they could get some grant dollars that may be available to help. It was at that time that the property was being transferred to the new owners, who he has not spoken with.

Ms. Cambler said she is being signaled from the audience that they do.

County Commissioner Coward said good. When they are talking about environmental issues, this ridge also has some of the rarest upland habitat in the State of Florida called scrub habitat. He is curious where that lies. If they are looking at existing resources, the natural environment that is there today, has little remnant pockets. He is curious, were those integrated into the plan? Or how did the team deal with that issue?

Ms. Cambler said if they look at these larger park sites, the majority of them are in the northern district and in the northern neighborhood and then there is one in on the western district. They had the ecologist from the Regional Planning Council go out there and walk and he created boundaries for them as to what the most pristine environments were, and those were made into parks that were integrated into the plan.

County Commissioner Coward said fabulous. Her phrase was, it straddles local governments. Could she be a little more specific in terms of are there unincorporated pockets that would fall under the County's jurisdiction as opposed to entirely within the City?

Ms. Camblor said in this area, the property to the northeast is within St. Lucie Village. A lot of the property right here to the south, part of it is within the City limits. The majority of the land currently is within the unincorporated St. Lucie County. She thinks the report has the specific boundaries.

County Commissioner Coward said do not take this comment the wrong way, he has been a supporter of CRA's for a long time. He thinks what the City has done in downtown Fort Pierce has been exemplary throughout the state. But if they look at the intent of a CRA, it is to help the truly blighted areas, that is what the State Legislature laid out. So the one fear he has when he sees this fabulous plan with hundreds of millions of dollars of public and private investment attached to it is that it could divert those CRA dollars away from the areas of greatest need. That is his one concern about this plan. He just threw it out there for thought, is let them not shift all of their monies or all of the City's FPRA dollars away from the areas that need it the most. Somehow they have to be able to continue to invest in those areas as well as trying to accomplish these longer term goals. That is just an observation.

County Commissioner Grande said following up on that, he had not really considered that. Are any of the lands in this plan that are in the City actually in the existing CRA?

Ms. Camblor said no.

Mayor Benton said but there was discussion at the charrette about expanding that area to the north, creating a CRA to do some of this, because some of that property along Old Dixie is probably some of the most blighted properties in St. Lucie County.

Ms. Camblor said there was a discussion and she agrees with his comments. It is a dangerous thing to just expand CRA boundaries beyond where they should be. A lot of the areas in this 200 acres are undeveloped. But the areas that are developed, the Mayor is correct, are probably some of the most blighted in the district at least or in the County. So she thinks some areas would probably qualify for those type of funds. Others are just new development that would happen within the district.

County Commissioner Smith said they are going to entertain public comment at this time. If anyone would like to speak to the Board about any issue regarding the Taylor Creek Charrette, please come forward. Seeing no one, they will return to the Board. Any other questions or comments? (There were none.)

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The meeting of the St. Lucie County Board of County Commissioners was adjourned at 3:00 p.m.

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