Port Salerno
Community Redevelopment Plan

Prepared for:
The Martin County Community Redevelopment Agency
Port Salerno Neighborhood Advisory Committee

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Acknowledgements

The process of developing a Community Redevelopment Plan is a major undertaking, and one that draws on the abilities and cooperative efforts of many people. Martin County, the Port Salerno Neighborhood Advisory Committee, and Glatting Jackson, Inc. formed the project team for the Port Salerno Community Redevelopment Plan. Our thanks go to those who participated in determining the direction and content of the plan during work sessions and public meetings, and to all who gave their time and support in the interest of building a better community.

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Introduction

The redevelopment of Port Salerno is an extension of the "2020 Vision for a Sustainable Martin County" which has established a vision of sustainable growth. The key elements of this vision are:

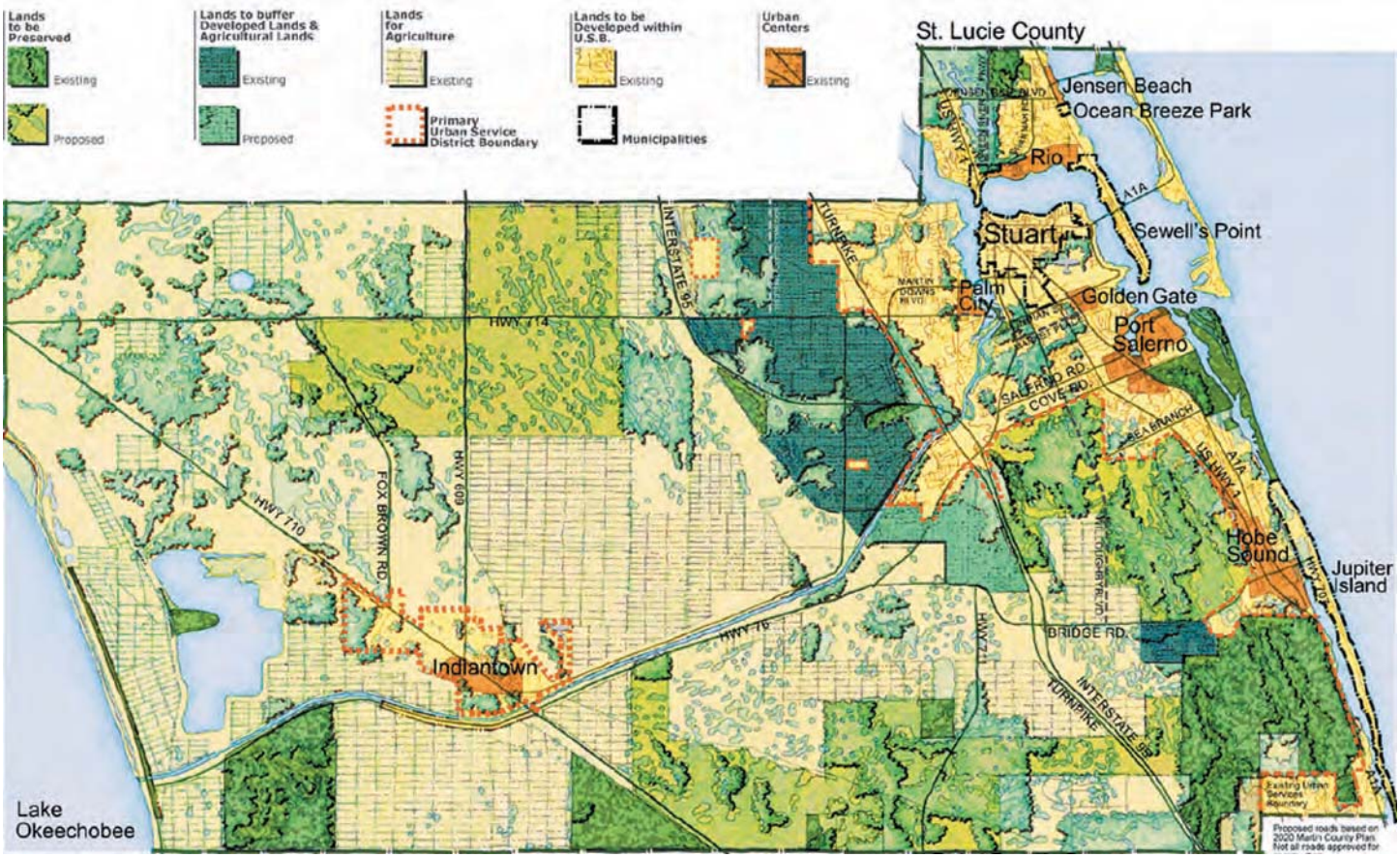
- Preserve wetland and critical uplands.
- Preserve and strengthen agriculture.
- Contain development through Urban Services Boundary (USB).
- Create livable communities to include:
  - Vibrant city, town and village centers that serve surrounding neighborhoods,
  - Strong neighborhoods,
  - Extensive 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, ie: density, height, aesthetics

In order to further the goal of creating livable communities, Martin County has initiated a Community Redevelopment Planning process for targeted communities within the County. The Port Salerno Neighborhood Planning Area is the first of the areas to follow the Community Redevelopment Plan format established by the State of Florida and the Community Redevelopment Planning Process established by Martin County.

Purpose of the Plan

The Purpose of the Port Salerno Community Redevelopment Plan is to:

- Provide an action plan for community participation in the redevelopment of Port Salerno.
- Identify projects and programs to stabilize and enhance property values in the area.
- Correct deficiencies and deteriorating conditions.
- Provide a framework for public and private reinvestment to make the area a desirable place to live, work and play.
- Establish a viable and recognizable town center for this growing community.
- Satisfy the requirements of Chapter 163, Part III of the Florida Statues regarding Community Redevelopment Plans and the Martin County Comprehensive Growth Management Plan.



Vision for a Sustainable Martin County

Port Salerno is defined by the Manatee Pocket, which extends from Port Salerno to the St. Lucie Inlet and is fed by several creeks including Salerno and Manatee. The St. Lucie Inlet and Manatee Pocket provided an ideal harbor for fishermen working the Atlantic Ocean and is the principle reason Port Salerno was settled. By the 1920's Port Salerno was an active fishing port supporting wholesale saltwater fish houses. At its height, the fishing industry supported up to eight working fish houses in Port Salerno. Today, only one active fish house still operates in the Port.

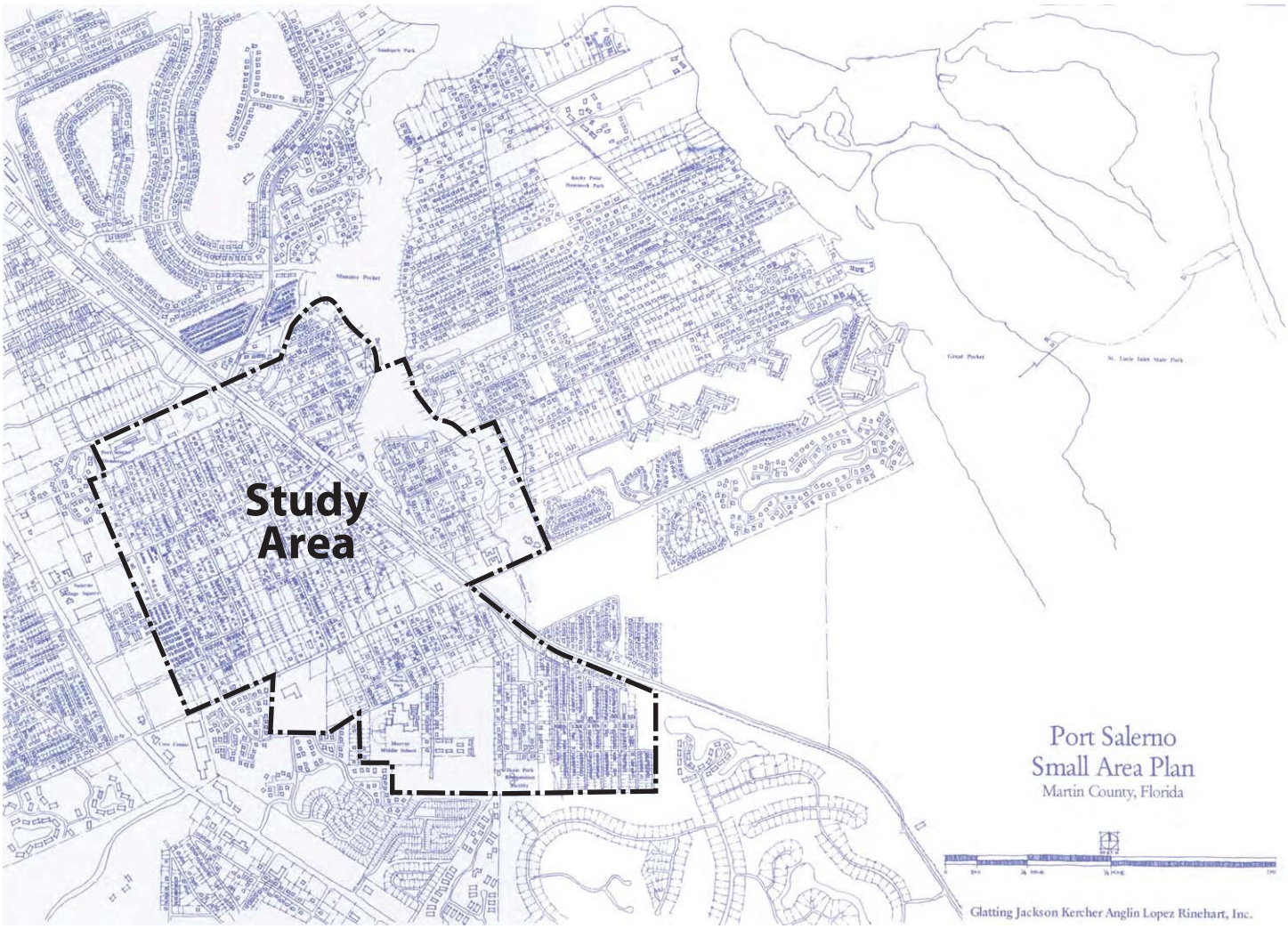
Manatee Pocket

Port Salerno's commercial core grew at the center of the port activity along A1A, which included a block of one-story commercial buildings that survives today. During the growth of the fishing economy in Port Salerno, residential neighborhoods were built surrounding the port. The earliest residential development occurred in the 1920's and is reflected in the few remaining residential homes of that period as well as the platted grid system of streets and square blocks that defines the New Monrovia neighborhood and the neighborhoods west of A1A. The Rocky Point, Manatee Creek, and other surrounding residential development reflects a more recent residential growth pattern resulting from population growth in Martin County and Florida in general.

Salerno Civic Center

Today Port Salerno is influenced by a shifting economy that has replaced the traditional fishing industry with resort and recreational fishing. Pirate's Cove Resort is a prime example. The port, with its access to the Atlantic Ocean continues to be an attractive economic amenity as boating repair and sales operations have located in Port Salerno, replacing the original fish houses. Access to the water will continue to be an attraction for Port Salerno, as recreational boaters use Sandsprit Park and rely on the boating services provided in Port Salerno. The natural beauty of the Manatee Pocket and the Florida coastal landscape also serves as an amenity for Port Salerno, as new residents are attracted to its coastal location.


A1A - Downtown



Port Salerno Neighborhood Planning Area

Redevelopment Process

In 1969, the Florida State Legislature adopted Chapter 163, Part III, Community Redevelopment, to provide communities a mechanism to encourage the rehabilitation and redevelopment of areas within the community, that for one reason or another were unstable or declining. Chapter 163, Part III of the Florida Statutes is specific regarding the steps necessary to establish a Community Redevelopment Program and to subsequently initiate projects based on the statute.

The five-step process which will lead to the realization of the first project in Port Salerno includes:

1. Establishing a Finding of Necessity,
2. Defining a Community Redevelopment Area,
3. Establishing a Community Redevelopment Agency,
4. Preparing a Community Redevelopment Plan,
5. Establishing a Redevelopment Trust Fund.

1. Establishing a Finding of Necessity
The first step in the Community Redevelopment process requires Martin County to approve a Finding of Necessity. The Finding of Necessity identifies those conditions which have substantially impaired the sound growth of the proposed redevelopment area. The County must show that the proposed redevelopment area is a slum that contains blighting factors or lacks affordable housing.

2. Defining a Community Redevelopment Area
The Community Redevelopment Area is that area defined by legal description in which all of the future redevelopment projects will be located. It is also the area which will fund the Redevelopment Trust Fund through the tax increment process.

3. Establishing a Community Redevelopment Agency
Among other duties, the Redevelopment Agency will be responsible for implementing the Community Redevelopment Plan and administrating the Trust Fund. The Community Redevelopment Agency is established through local ordinance.

4. Preparing the Port Salerno Neighborhood Planning Area Redevelopment Plan

The Port Salerno Community Redevelopment Plan identifies the improvements that will revitalize the Community Redevelopment Area. The projects contained in the Port Salerno Community Redevelopment Plan are specific and are conceptually described in the plan.

5. Establishing a Redevelopment Trust Fund

The Redevelopment Trust Fund receives tax increment funds as they are generated each year by the increment value of property in the target area. The Redevelopment Trust Fund is administered by the Community Redevelopment Agency.

The preceding steps defined the need and the means for community redevelopment, how to establish an agency to oversee the redevelopment process, and requirement to put in place a funding mechanism to fund the redevelopment projects enumerated in the Redevelopment Plan. When all these steps are completed, Martin County will be in the position to begin the first projects leading to the ultimate revitalization of Port Salerno.

The boundaries established for the Martin County CRA are based upon the 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 need. The Port Salerno Neighborhood Planning Area is one of four currently identified Neighborhood Planning Areas of the Countywide CRA, and is bounded by U.S. Highway 1 to the west, Cove Road to the south (including the New Monrovia and Manatee Creek Neighborhoods), the Intracoastal Waterway to the east, and St. Lucie Boulevard to the North.

To build support for the redevelopment planning process, and to make certain that the plan is based upon the unique goals and aspirations of the Port Salerno community, a volunteer Neighborhood Advisory Committee of property owners, local merchants and interested citizens played a critical role in the development of the plan, along with support from Martin County Staff.

Several Neighborhood Advisory Committee members had been at work since before 1995 as part of the Port Salerno Revitalization Committee, Inc., putting together a Master Plan in 1995, that documented the need for redevelopment and established key areas of priority. Martin County has also been focusing on redevelopment, initiating a Sustainable Communities Visioning Process in order to form the "2020 Vision For a Sustainable Martin County". As a result of the Martin County Sustainable Vision, the County initiated the first of a series of Community Redevelopment Plans for key areas of redevelopment as identified in the Sustainable Visioning Process with Port Salerno being the first to proceed through the new process established before visioning.

The Port Salerno Community Redevelopment Planning process began in the summer of 1999 bringing together the resources of Martin County with the work and ideas already begun by the residents of Port Salerno. Working with the Port Salerno Neighborhood Advisory Committee and Martin County's Growth Management Department staff, a series of public workshops were held to identify issues and areas of priority for the community. During these workshops specific design solutions were explored in order to evaluate and test ideas with the desires and knowledge of local residents.

The Port Salerno Community Redevelopment Plan builds on Port Salerno's history and character to strengthen its neighborhood, commercial centers, parks, and environment through the redevelopment process. The plan outlines an action list of projects and initiatives reached through community consensus. These projects are expected to have the greatest impact in achieving the area's redevelopment goals. The action plan outlines each project with associated conceptual cost estimates and funding sources, and ranks them in order of urgency ranging from immediate to long-term and ongoing efforts.

Discovery Workshop

Discovery Workshop

The Port Salerno Community Redevelopment Plan is organized into three main sections; the Redevelopment Approach, the Port Salerno Vision Plan, and Implementation. The supporting Appendices include the outline of the Required Contents of a Community Redevelopment Plan as dictated by Florida Statues, several memoranda describing in detail the analysis of key projects, and a graphic summary of the Discovery Workshop where many of the projects and design ideas were developed.

The Redevelopment Approach
The Redevelopment Approach summarizes the background resource assessment and analysis that took place in preparation for the Discovery Workshop and provides the basis for the recommendations of the Community Redevelopment Plan. This section includes the following:

- Existing Conditions Report - including a summary evaluation of existing neighborhood conditions and needs related to infrastructure and public facilities deficiencies, land use, and mobility issues based on existing data, interviews and public comments.

- Contextual Site Analysis - describing community systems in relation to the opportunities and constraints to the goals for redevelopment identified in the public workshops. This analysis is the basis for identification of community redevelopment projects and their design solutions.

The Port Salerno Vision Plan
The Vision Plan illustrates the initiatives of the redevelopment approach with design description and detail. This section includes the following:

- Redevelopment Goals and Objectives - outlining the goals and objectives that will guide the implementation of the Community Redevelopment Plan and the prioritization of projects.

- Urban Design Principles - establishing the basic design principles that will guide the design of projects as well as form a framework that organizes the Community Redevelopment Plan.

- Project and Program Descriptions - a detailed outline and description of the identified projects and actions that define the Community Redevelopment Plan. Each project is described outlining conceptual cost, funding, intent, and illustrated design concepts.

- The Vision Plan - a complete summary of the Community Redevelopment Plan that locates and illustrates specific projects and actions.

- Character Board - a collage of images from Port Salerno and other comparable locations, as well as, design character drawings that help visualize the intended look and character of Port Salerno. This board will be a useful reference tool for the community as specific projects are being designed and implemented.

Implementation
The Implementation section organizes the projects according to priority, cost, and funding. Each project is ranked in order of urgency ranging from immediate to long term and ongoing efforts. This section includes an:

- Action Plan - which includes recommendations for the implementation of projects or programs, prioritization of projects and the time frame for redevelopment. The Action Plan includes funding alternatives, staffing considerations, and general program development guidelines.

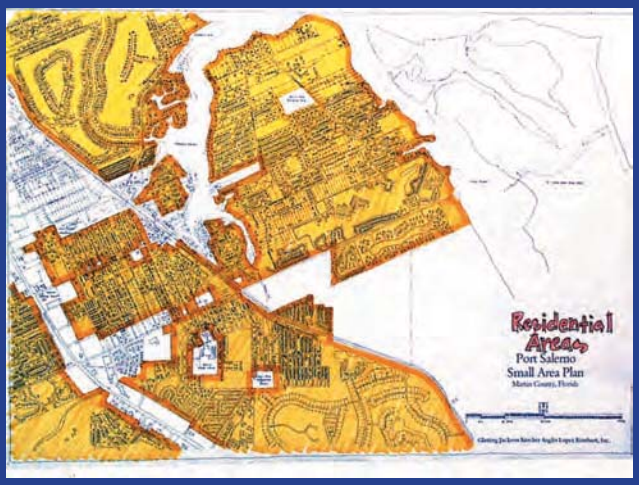
- Required Contents of the Community Redevelopment Plan - which provides a detailed description of the support information necessary to satisfy Chapter 163 of the Florida Statutes for a community redevelopment plan.

Appendices
The appendices provide additional technical support and summarize specific meetings and workshops. The appendices include:

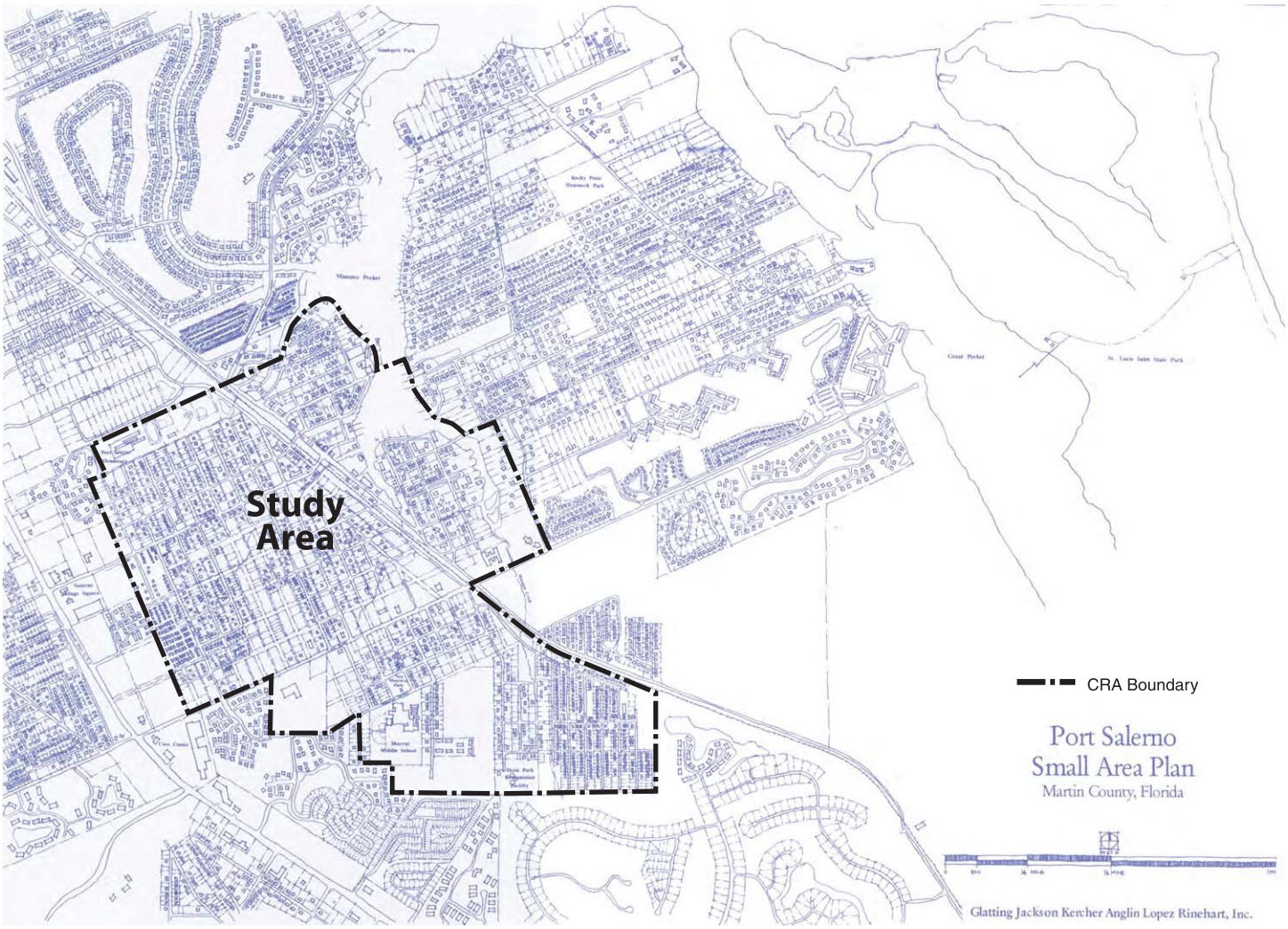
- Post Office Site Plan Memorandum - summarizes the issues related to the site design of the new Post Office.

- A1A Public Meeting Summary - outlines the public comments resulting from the public meeting on the design of A1A.

- Transportation Memorandum - provides the technical data and analysis that support the proposed transportation improvements.



Redevelopment Approach



Introduction

The Port Salerno Redevelopment Area is bounded by Cove Road on the south; St. Lucie Boulevard and Monroe Street to the north; U.S 1 to the west; and the St. Lucie River and A1A to the east.

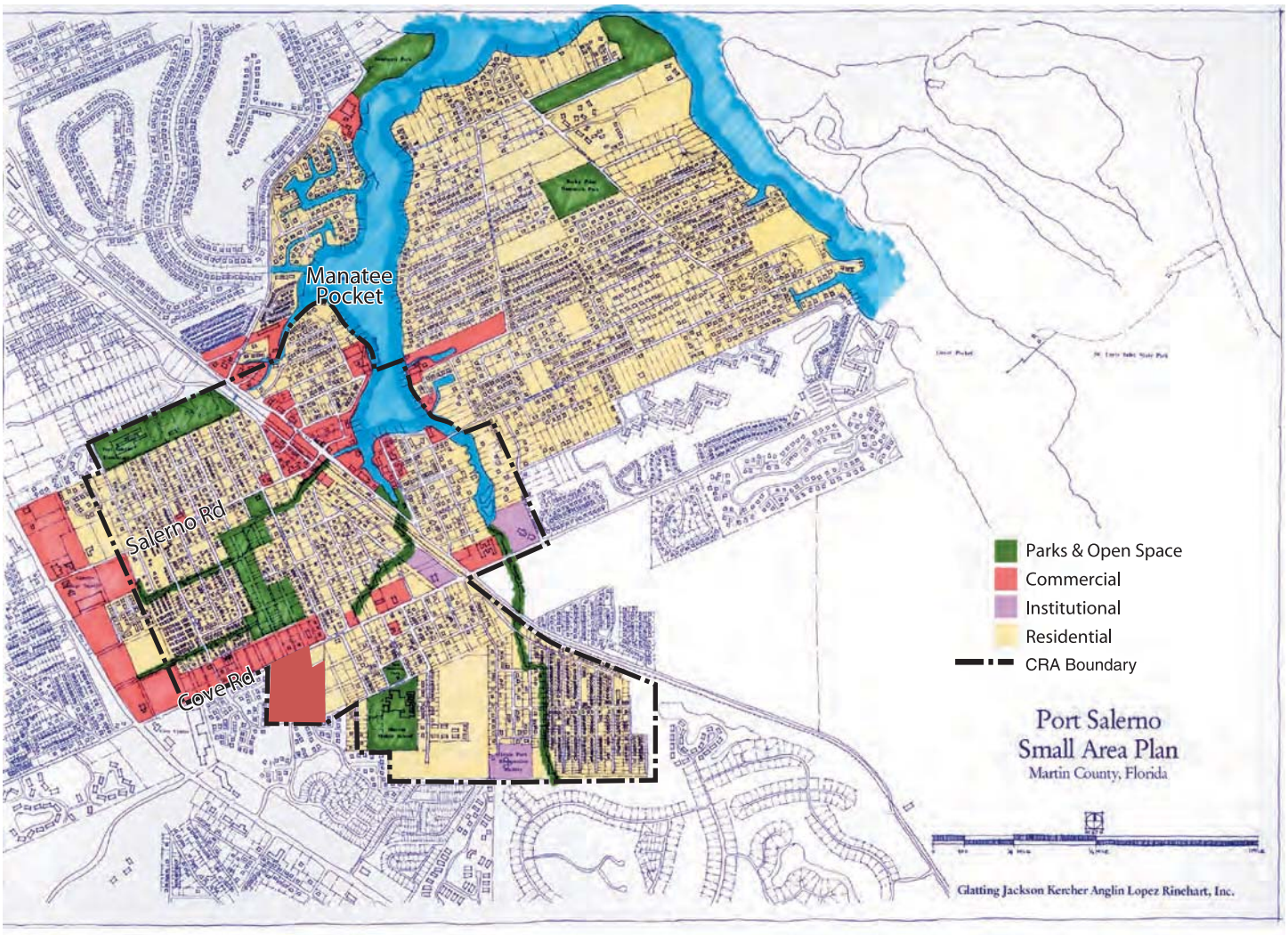
The Existing Conditions Report is a summary evaluation of existing conditions related to Land Use, Mobility, and Infrastructure and Public Facilities. This evaluation is based on existing data, interviews, and public comments received at the Discovery Workshop and Open House.

This report is organized into the following sections:

Land Use
- Residential
- Commercial
- Industrial
- Parks and Open Space
- Natural Features

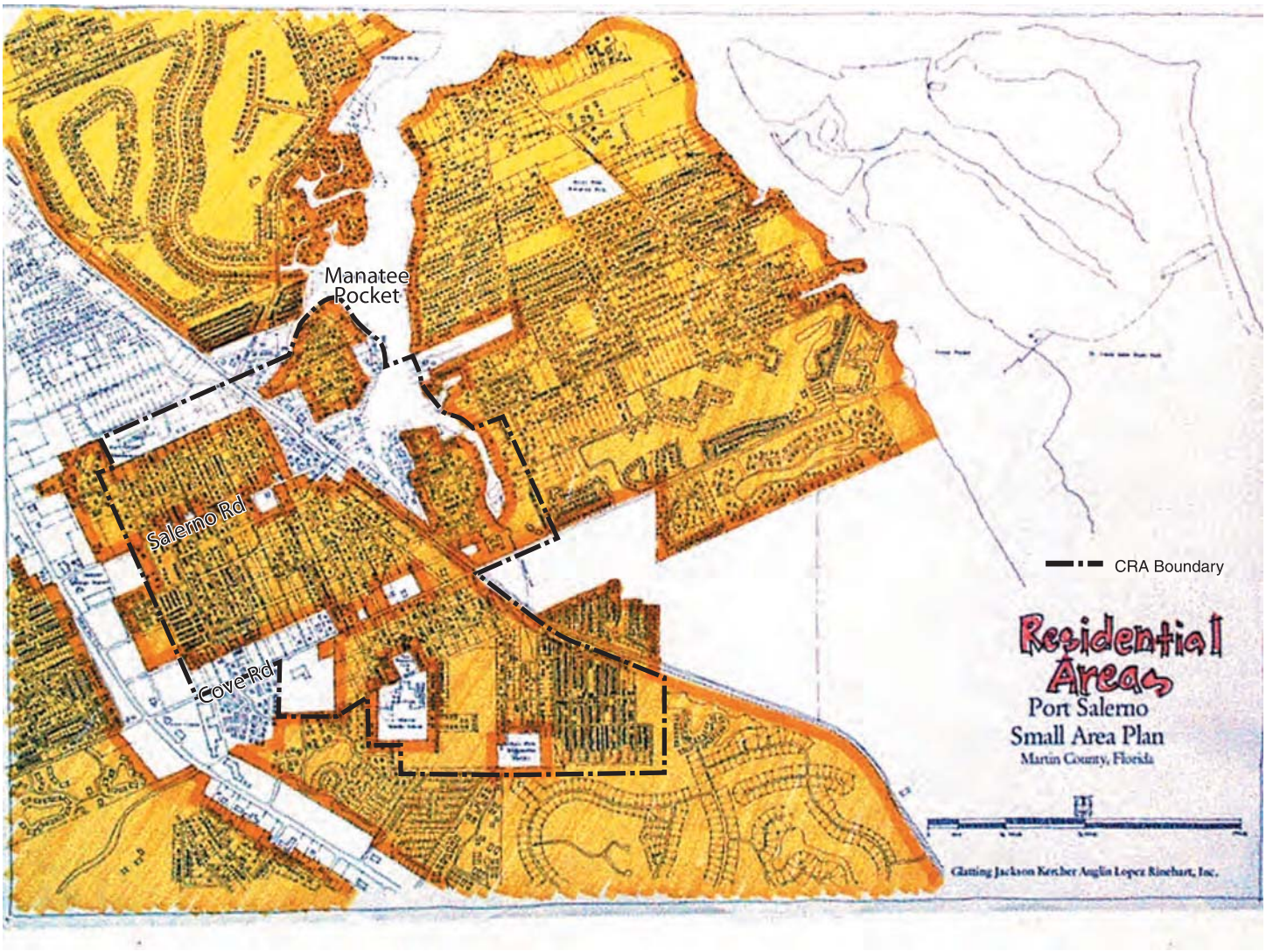
Mobility
- Roads
- Bikeways
- Pedestrian Connections

Infrastructure and Public Facilities
- Stormwater
- Potable Water
- Sanitary Systems



Land Use

The land use and community framework of Port Salerno illustrates the importance of the historic commercial/employment core on A1A that supports a surrounding group of residential neighborhoods. The Manatee Pocket and associated creeks frame the unique character of the community and provide a great asset.

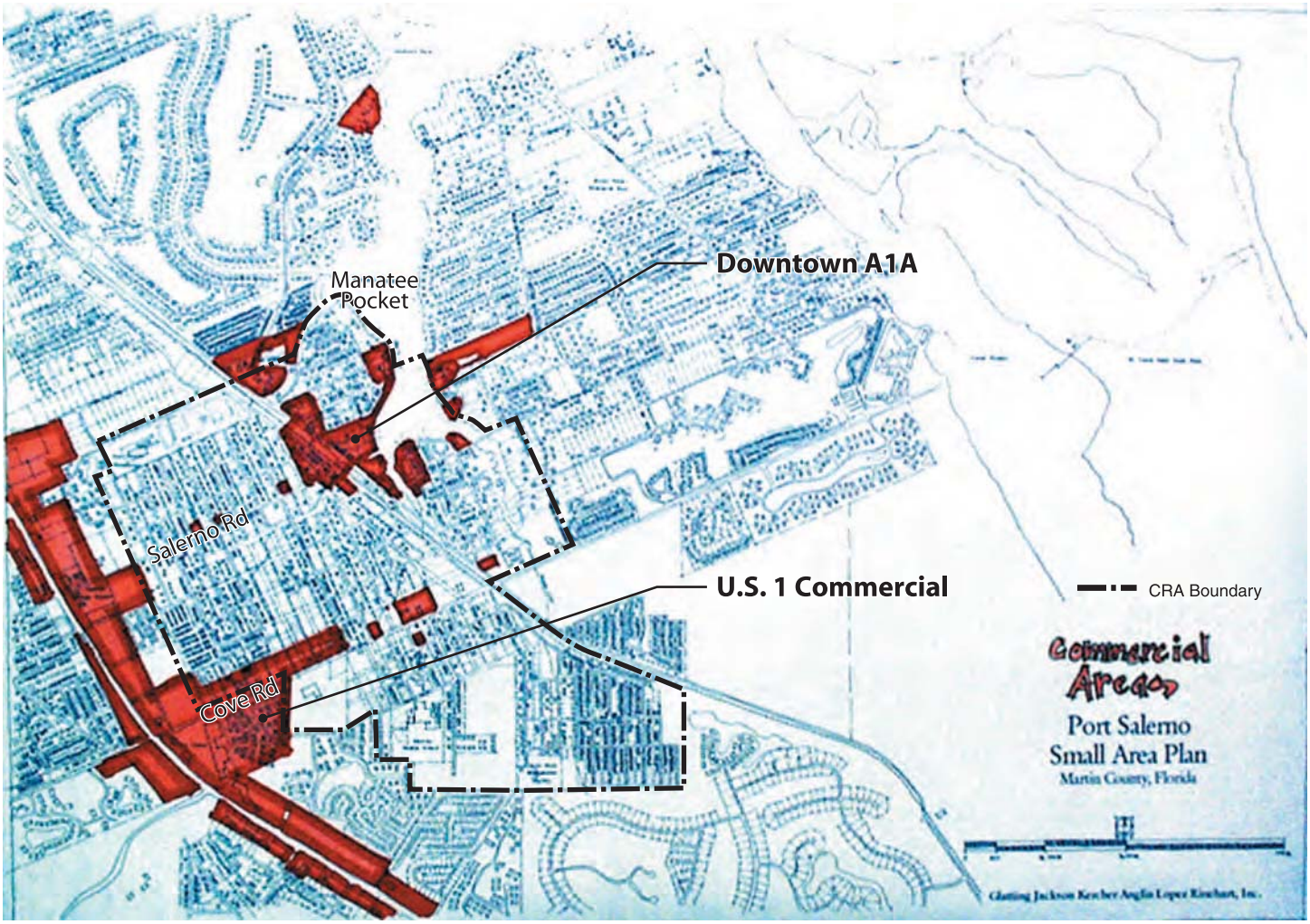


Residential
The major land use in the study area is residential and includes four (4) neighborhoods: Rocky Point (east of AIA), Port Salerno (East and West of AIA and north of Cove Road), New Monrovia (south of Cove Road) and Manatee Creek (south of Cove Road, immediately west of AIA). Rocky Point is a stable single family neighborhood with limited opportunity for in-fill development. The New Monrovia neighborhood, along with the neighborhood north of Salerno Road and south of Port Salerno Elementary School, stand out as primary areas for housing reinvestment. Port Salerno's neighborhoods include a stock of locally significant historic structures as defined in the Historic Architectural Survey of Martin County, FL. These structures are predominately "Frame and Masonry Vernacular" built between 1920 and 1940, located generally in the neighborhoods directly adjacent to downtown.

New Monrovia
New Monrovia's traditional grid street system, centrally located public park, abundance of vacant building lots, public middle school and existing single family character provide attractive opportunities for the introduction of additional affordable single family homes. However, a lower income population, poor public infrastructure, neglected private maintenance, and safety and crime issues have discouraged market rate housing investment in the neighborhood. Approximately 55% of the building sites within the neighborhood remain undeveloped.

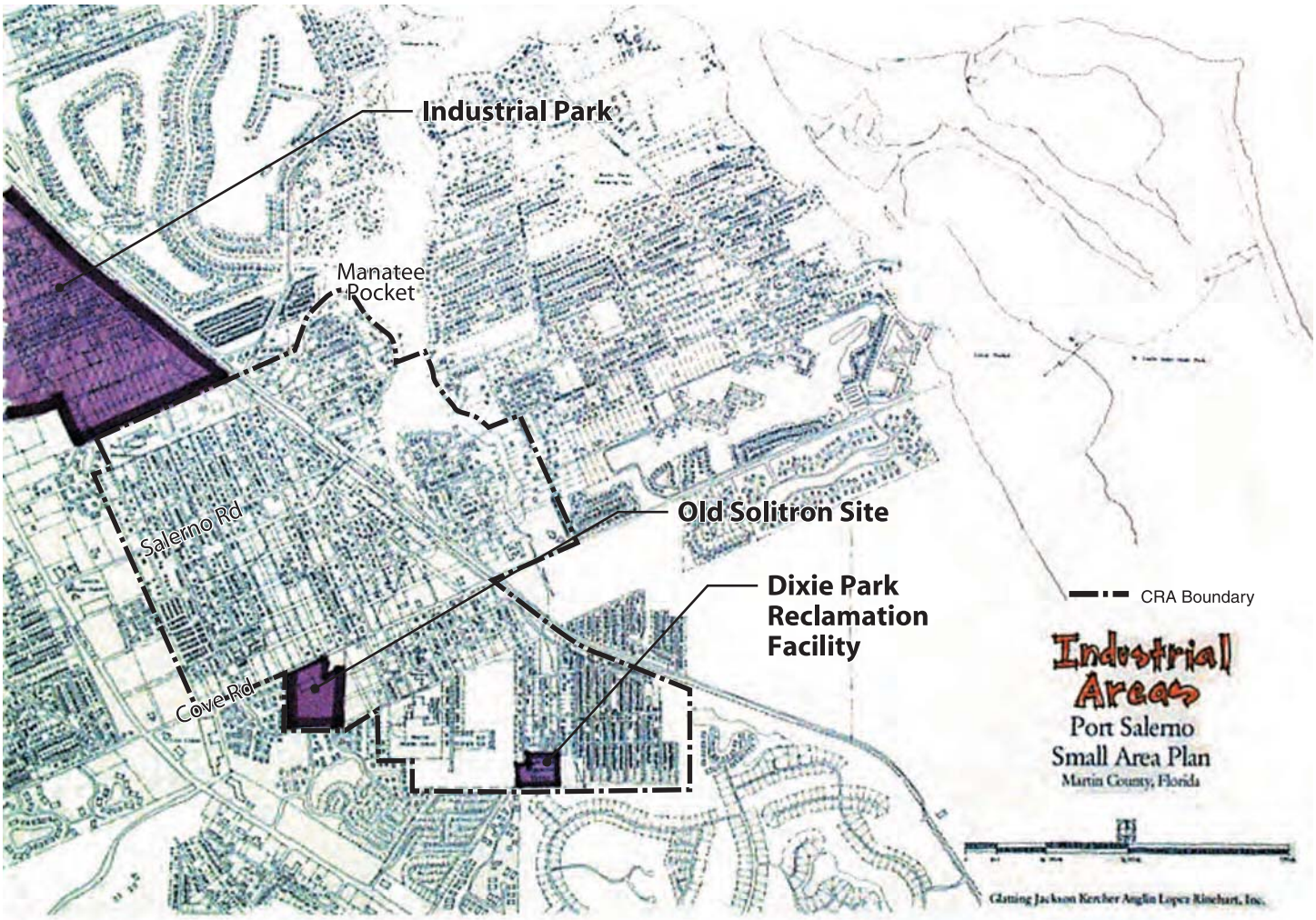
Port Salerno (North of Salerno Road)
The area north of Salerno Road shares similar characteristics with new Monrovia, including a single-family character, grid street system, adjacent school and park facilities, and numerous undeveloped lots. The neighborhoods' negative factors derive primarily from the lack of public infrastructure and significant neglect of property maintenance, especially related to rental properties with absentee landlords. Approximately 30% of the building sites within the neighborhood remain undeveloped.

Manatee Creek
Although the Manatee Creek neighborhood does not have significant housing deficiencies, it is constrained by the fact that there is only one entry/exit for the subdivision, and the majority of the streets are dead-ends. There are several opportunities to complete these connections, which would alleviate traffic congestion. The area includes a mix of owner-occupied and rental single-family units and duplexes, and the maintenance level is inconsistent from one home to the next. However, the majority of the lots are built out, and there is evidence of new construction.



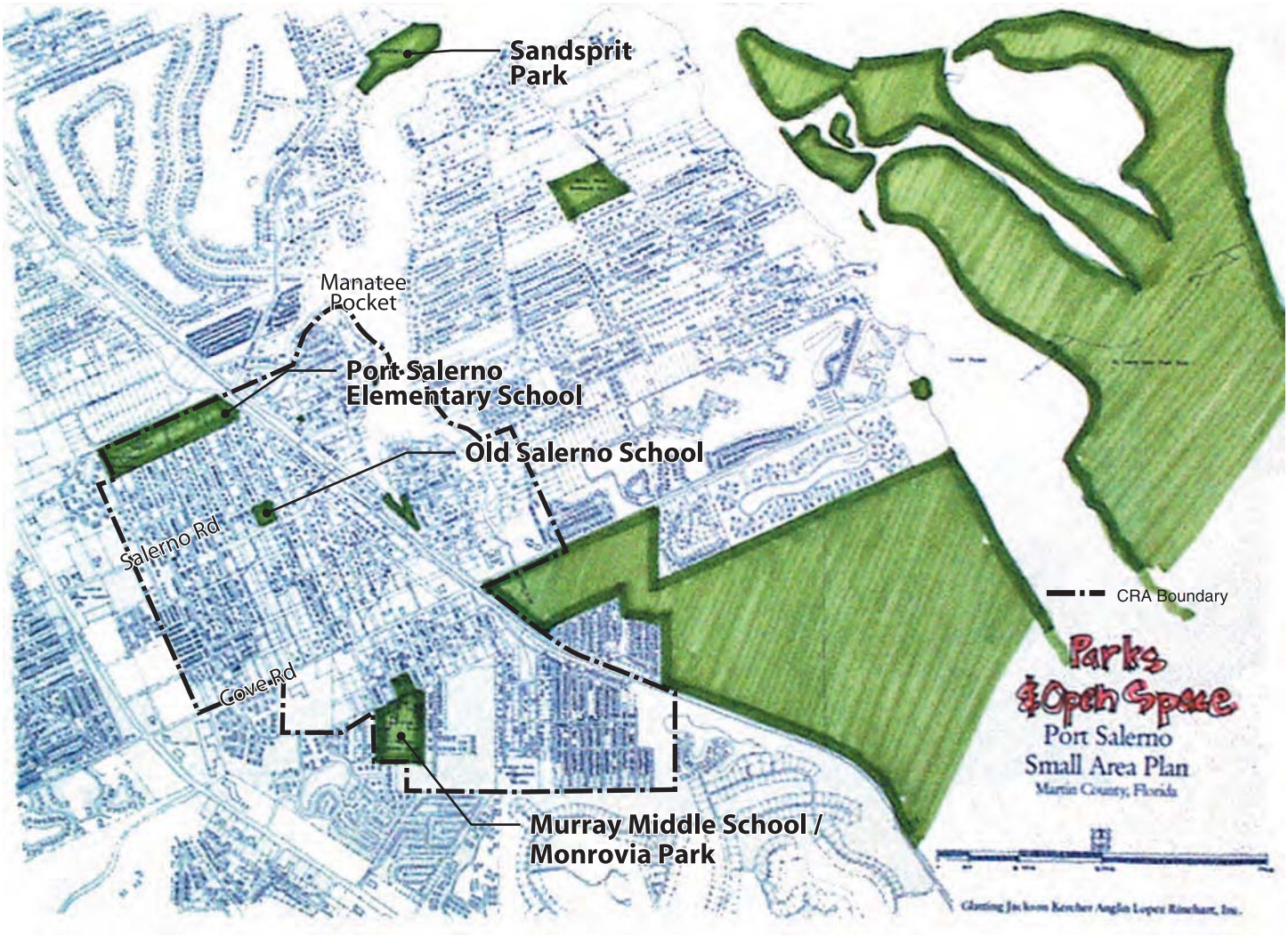
Commercial Areas

The pattern of commercial development in Port Salerno illustrates the conflict between the historic commercial and employment core along A1A and the post WWII pattern of highway strip commercial along U.S. 1. The challenge to redevelopment in Port Salerno will be attracting appropriate new commercial development to downtown and establishing pedestrian/community supportive land development patterns along U.S. 1. Currently the commercial core on A1A is not strong competition for other commercial areas, nor does it fill a particular market niche. In order to compete, Port Salerno's commercial core should strive to improve its unique water-front oriented businesses, and capitalize on opportunities to provide places to work and shop within walking and biking distances from home.



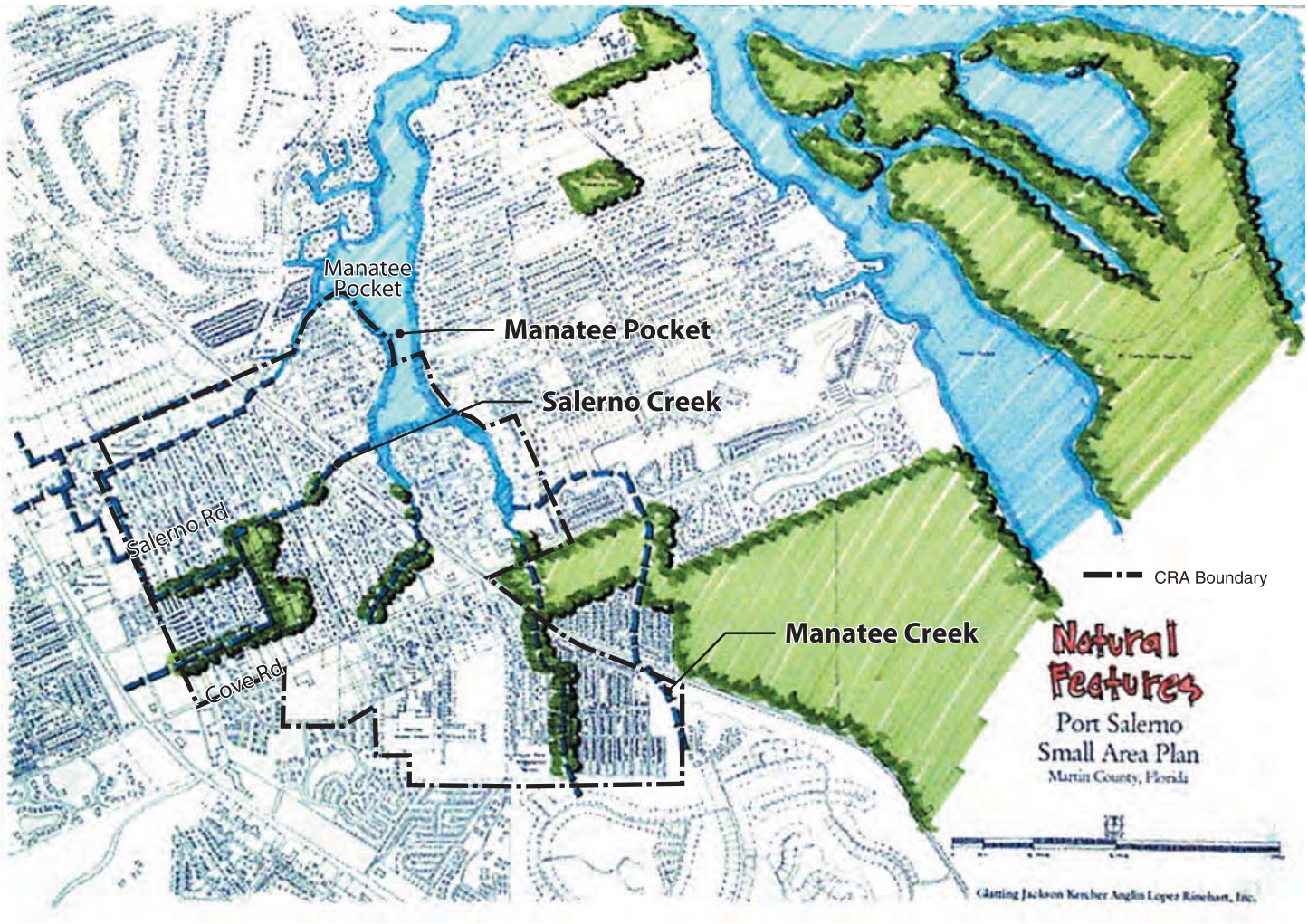
Industrial

The significant industrial areas are to the north of Port Salerno along Commerce Avenue minimizing its impact on the residential neighborhoods. The Dixie Park Reclamation Facility in New Monrovia presents industrial traffic issues within the neighborhood. The Solitron industrial site represents a business development opportunity once the environmental clean-up issues have been resolved.



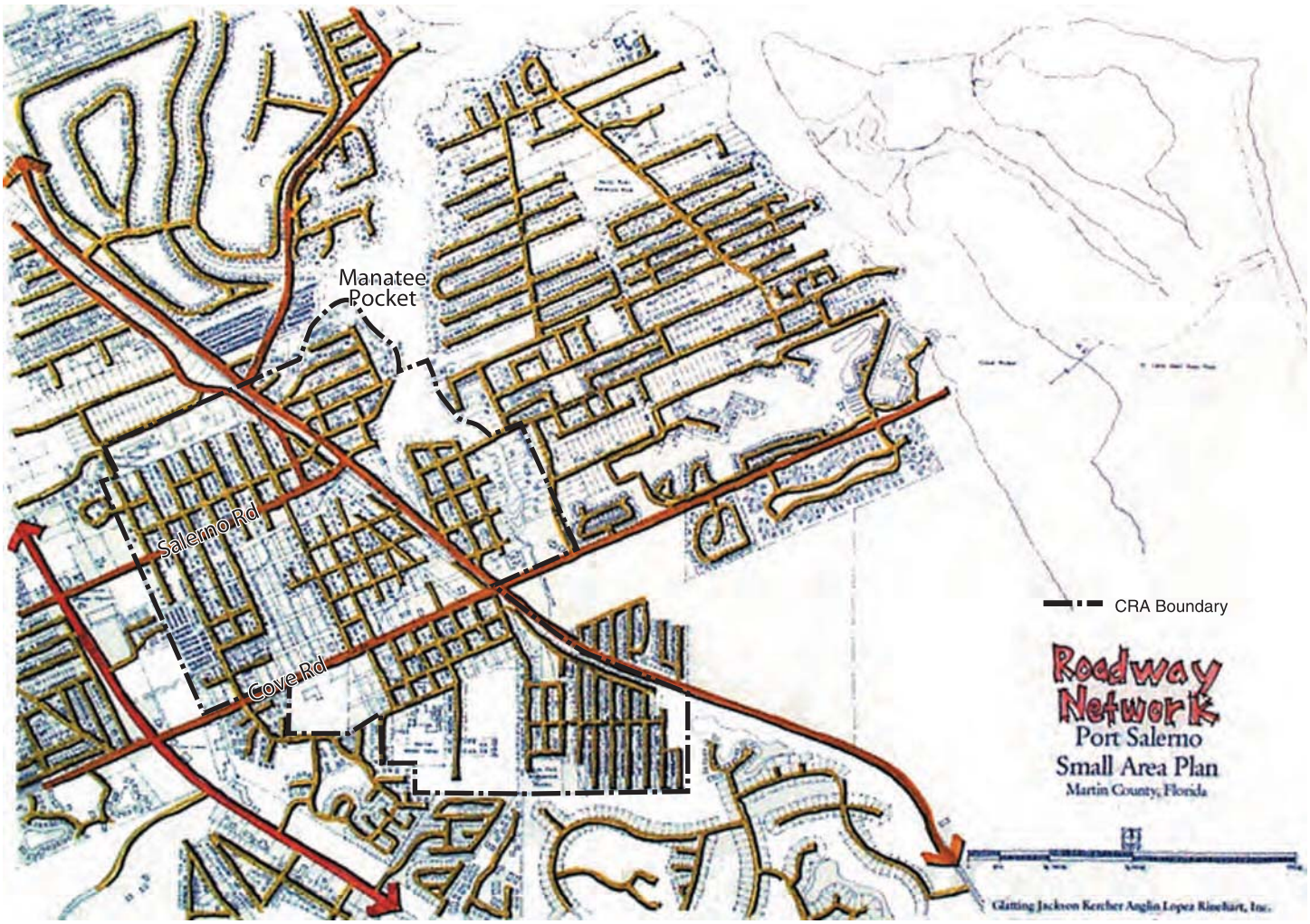
Parks and Open Space

Port Salerno is adjacent to several significant regional parks and open spaces including Sandsprit Park, the St. Lucie Inlet State Park, and the State preserve between A1A and the Intracoastal Waterway. Locally significant parks and recreational facilities within the study area include Port Salerno Elementary School and Murray Middle School play facilities, the Old Salerno School outdoor space, New Monrovia Park, the Civic Center Park, Manatee Park, and Hammock Park in Rocky Point. Port Salerno lacks a large cultural gathering space. The civic center at the Civic Center Park is not handicap accessible, the building is small and there is insufficient adjacent parking.



Natural Features

The Manatee Pocket and associated creeks represent a unique asset for Port Salerno. Establishing safe public access to both the pocket and creeks will allow Port Salerno to capitalize on these assets. The Proposed Salerno Creek Retrofit Project is a pending infrastructure improvement project that has potential for enhancing the natural environment and providing public open space. Since much of the existing development in Port Salerno was built before basic stormwater standards were established, retrofit projects represent important improvements to water quality and protection of the Manatee Pocket. Three of these retrofit projects are already underway; Salerno Creek Retrofit Project, the Rocky Point Water Quality Improvements, and the East Fork Creek/Manatee Creek Drainage Project.



Mobility

Roadways

The roadway network illustrates a partially connected network of local streets that are overly dependent on a few major roads (A1A, Salerno Rd., Cove Rd., and U.S.1). Additional network connections will open up redevelopment opportunities, provide better access, and will allow the remaining collector roads to be smaller and scaled to the character of the community.

- There are a few unimproved roadways in the study area (i.e. Anchorage Drive, Decker Lane, Victor Lane, Candy Lane, and Tribout Lane). Stabilizing or paving theses roadways should reduce the vehicle maintenance costs for residents and make access to the areas easier for emergency response vehicles.

- ·Some of the paved roads in the area appear to have substandard (less than 20-feet) pavement widths. These roadways should be upgraded to meet Martin County minimum standards.

- ·The sight distances at some of the residential intersections, particularly at Bollard Avenue and Horseshoe Point Road, are substandard. If possible, the landscape features should be regularly pruned or relocated to allow for a minimum 25-foot sight triangle at each intersection.

- ·Martin County's proposed roadway capital improvements for the 1999 fiscal year include the design and construction of various traffic calming devices along County Road A1A from Jefferson Street south to Cove Road. The Transportation Memorandum attached as part of this redevelopment plan provides a detailed assessment and outlines recommendations.

Bikeways and Pedestrian Connections

- ·Port Salerno Redevelopment Area lacks a consistent pedestrian and bikeway system.

- ·A portion of the sidewalk along the southern side of Salerno Road is adjacent to the travel lanes with no physical means of separating the pedestrian and vehicular traffic. Installing a guardrail or curb would define the sidewalk area from the travel lanes, which would increase pedestrian safety.

- ·Additional safety improvements to major intersections along U.S.1 and Dixie Highway (A1A) would benefit residents trying to reach the Manatee Pocket.

- ·The existing condition of the sidewalks in the older sections of Port Salerno should be evaluated to determine if they could be

Infrastructure and Public Facilities

The following is a summary of the noted infrastructure deficiencies and possible solutions for the area..

Stormwater

- Several intersections in the Rocky Point area and along Salerno Road have historically had flooding problems. The apparent cause of the flooding is that the intersections are located at low spots in the roadways and lack positive drainage outfalls. The standing water is contributing to pavement failure at several locations. Cursory field reconnaissance of the area indicates that there are flooding problems at the following intersections: Salerno Road/Flounder Avenue, Broward Street/Driftwood Avenue, Broward Street, Ebbtide Avenue, Anchor/Dixie Highway (A1A), Robertson Road/Southern intersection with Bayshore Terrace, Robertson Road/Cheerio Way and along the east side of Dixie Highway from Azimuth Way to Georges Way.

- In some areas roadside swales are present, but the roadways adjacent to the swales appear to be missing a stabilized shoulder. At several intersections (Front Avenue/Grant Street, Front Avenue/Lincoln Street) the resulting erosion is beginning to undermine the pavement edge.

- At least one development in Rocky Point has occasional flooding problems that appear to be related to a retention area over-topping its banks. A larger outfall reduced contributing drainage area, or an increase in storage volume would help alleviate this problem.

- The Manatee Pocket is the final outfall for runoff from several subdivisions east of U.S. 1. Numerous drainage studies have been done on these subdivisions, some of which recommend modifications to the existing drainage connections to the Port Salerno area. Before the improvements recommended in these studies are implemented, they need to be reviewed to ensure that the downstream effects of the proposed modifications were evaluated as part of the studies.

- Some of the roadway runoff in Port Salerno is directed toward roadside swales and canals. Roadways without any type of drainage system should be evaluated to determine if roadside swales or other drainage systems could be installed.

- The existing canal between Salerno Road and Broward Street is heavily vegetated. This canal and other existing swales and canals will operate more efficiently if they are kept clear of excess vegetation and other debris. Mowing the swales and canal banks on a regular basis will also improve the drainage system efficiency.

- Martin County's planned stormwater capital improvements include the Salerno Creek Retrofit Project, the design and construction of a 23-acre regional stormwater facility to treat the runoff from Port Salerno and Hibiscus Park which will help provide water quality treatment for property within the 750-acre drainage basin; the Rocky Point Water Quality Improvements; and the East Fork Creek/Manatee Creek Drainage Project.

Potable Water

- Some residents in the area are on county water and some rely on their own wells for drinking water.

- Martin County Health Department will require new residential homes to hook up to County water only if there is a water main in front of the property.

- Martin County's proposed potable water capital improvements for the 1999 fiscal year include:

    - Relocating the water line along U.S.1 from Seabranch Boulevard to Salerno Road. This will be required to accommodate recent FDOT improvements to U.S.1.

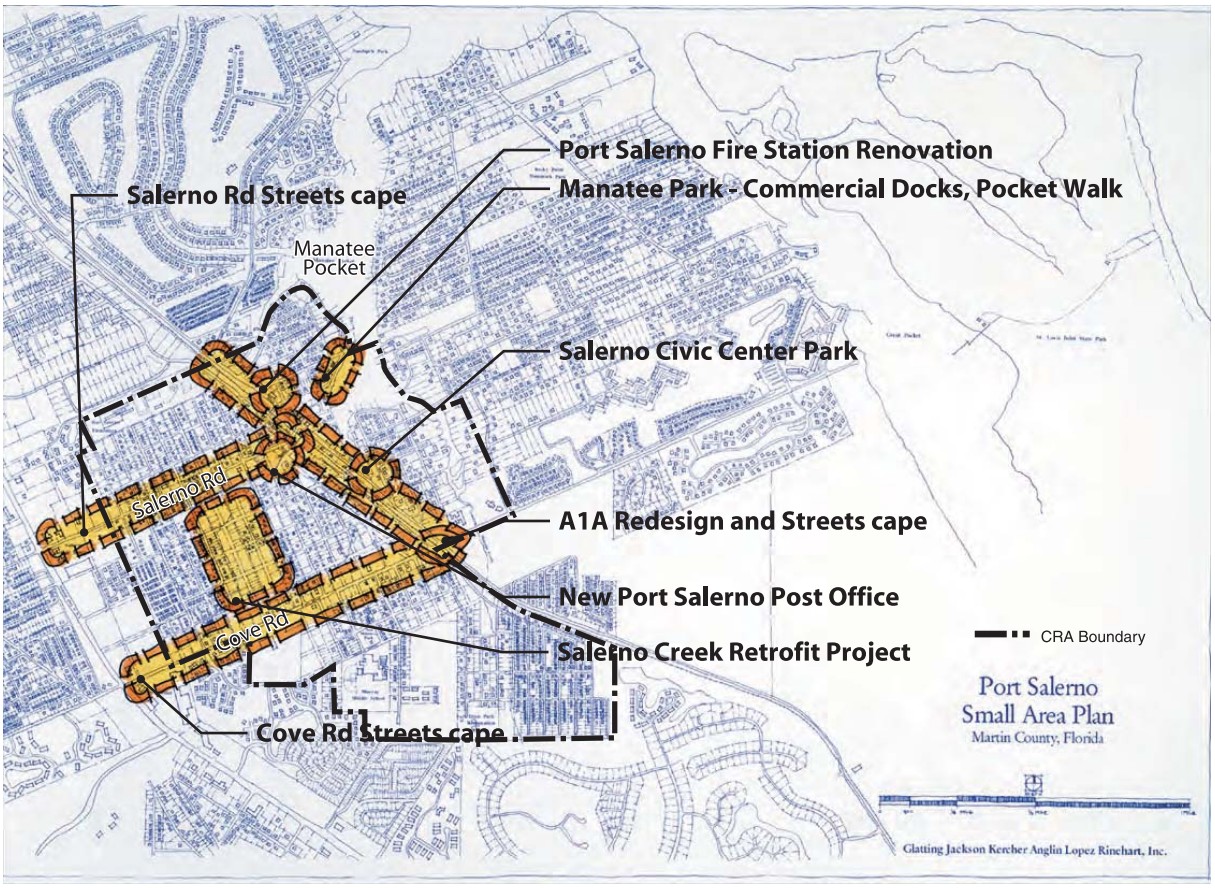
    - Construct a 16" water main from the Stuart Yacht & Country Club, along St. Lucie Boulevard, and south along CR A1A to Cove Road. This project will increase water pressure and flow rates to the residents in Port Salerno.

Sanitary System

- Some residents in the area are hooked up to the county's sanitary sewer system and others rely on their own septic systems. Martin County Environmental Services has informed the Board of County Commissioners regarding the current condition of the Port Salerno area and the available capacity of the sanitary and water system in that area. It appears the only way for Martin County to subsidize sanitary and water hook-ups for low income housing would be through a special assessment tax, which would need to be approved by the Martin County Board of County Commissioners. Martin County Environmental Services has not been successful in their attempts to obtain grant funding for subsidized hook-ups.

- Proposed wastewater capital improvements for the 1999 fiscal year include relocating the sanitary sewer line along U.S.1 from Seabranch Boulevard to Salerno Road. This will be required to accommodate recent FDOT improvements to U.S.1.

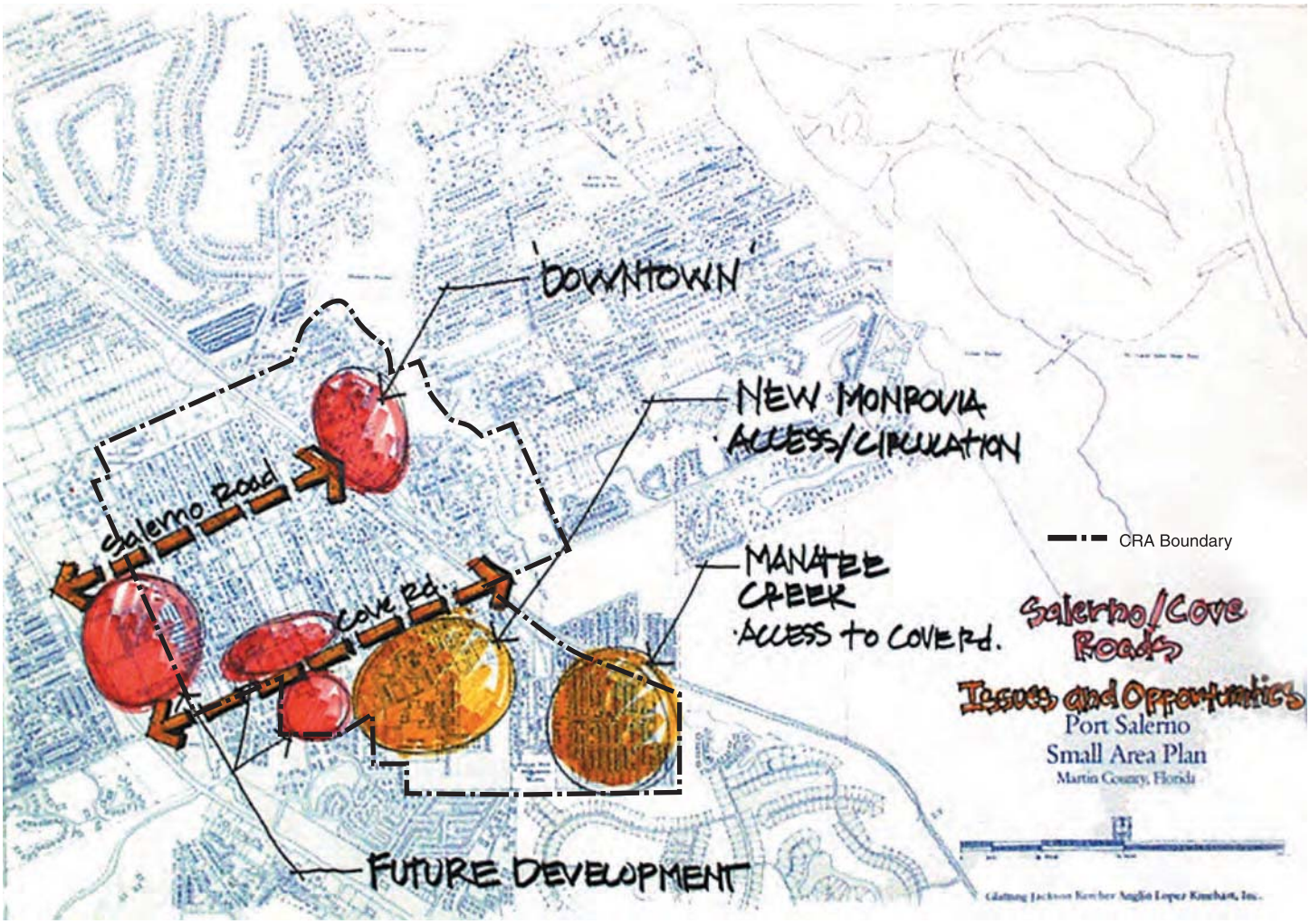
- Martin County Health Department will require new residential homes to hook up to County sewer only if there is a gravity main or lift station at the property line. New commercial buildings or developments will need to connect to the County sewer if there is a lift station within a quarter-mile of the property or a gravity main nearby.



Introduction

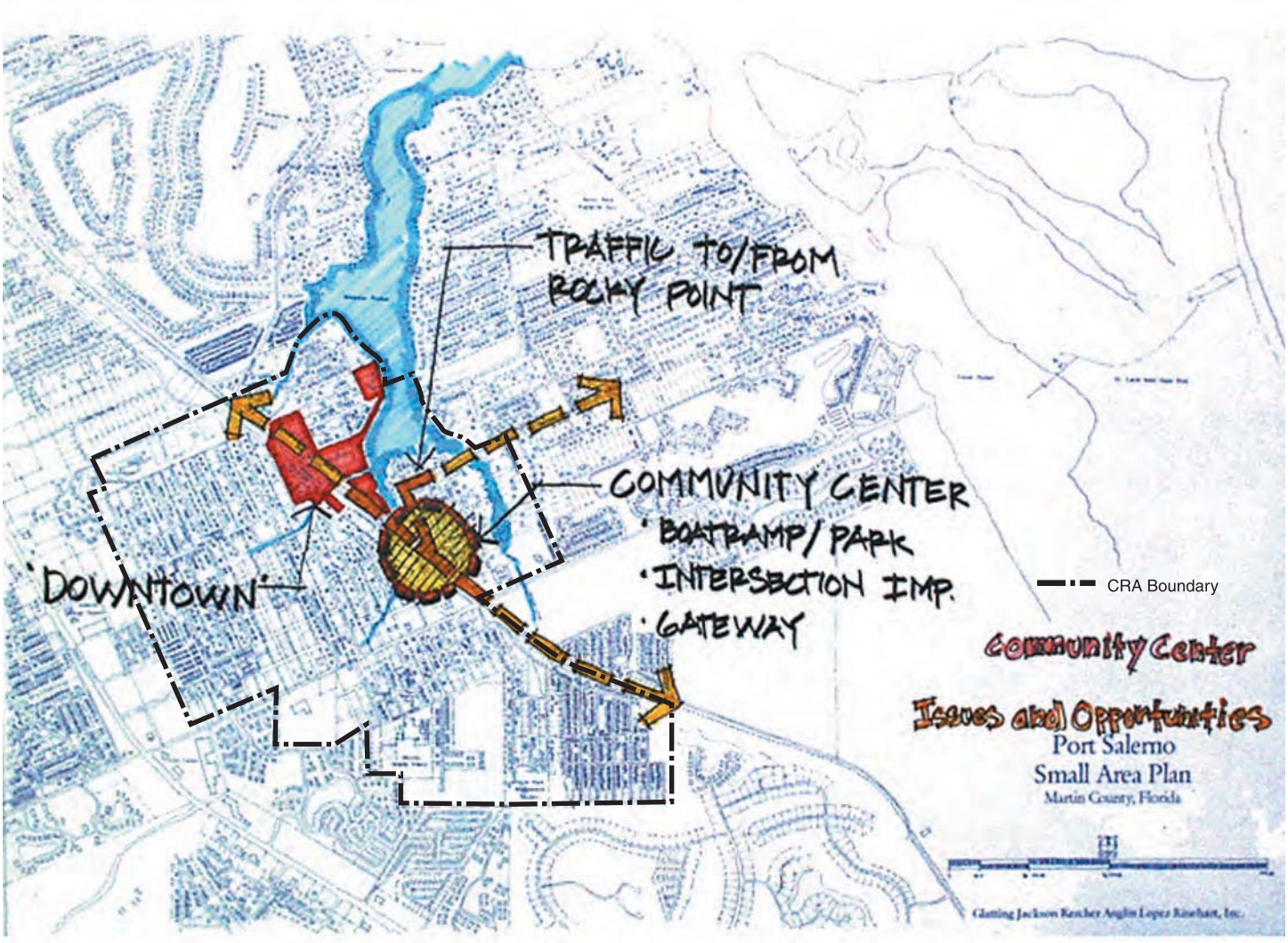
Based on the Existing Conditions Report, previous neighborhood work, and additional community input, the Contextual Site Analysis describes Port Salerno relative to the opportunities and constraints for redevelopment identified in the public workshops. This analysis is the basis for the identification of projects, design solutions and character sketches. There are a number of specific enhancement opportunities that the community has identified within the Port Salerno Redevelopment Area including:

- The New Port Salerno Post Office at Driftwood Ave. and Salerno Road;
- The Renovation of the Port Salerno Fire Station #30 on A1A;
- The enhancement of the Port Salerno Civic Center Park;
- The redesign and streetscape enhancement of A1A;
- The improvement of the A1A/Binacle intersection;
- The enhancement of Salerno and Cove Roads;
- The Salerno Creek Retrofit Stormwater Project;
- The enhancement of Manatee Park and commercial docks;
- The creation of a "Manatee Pocket Walk".



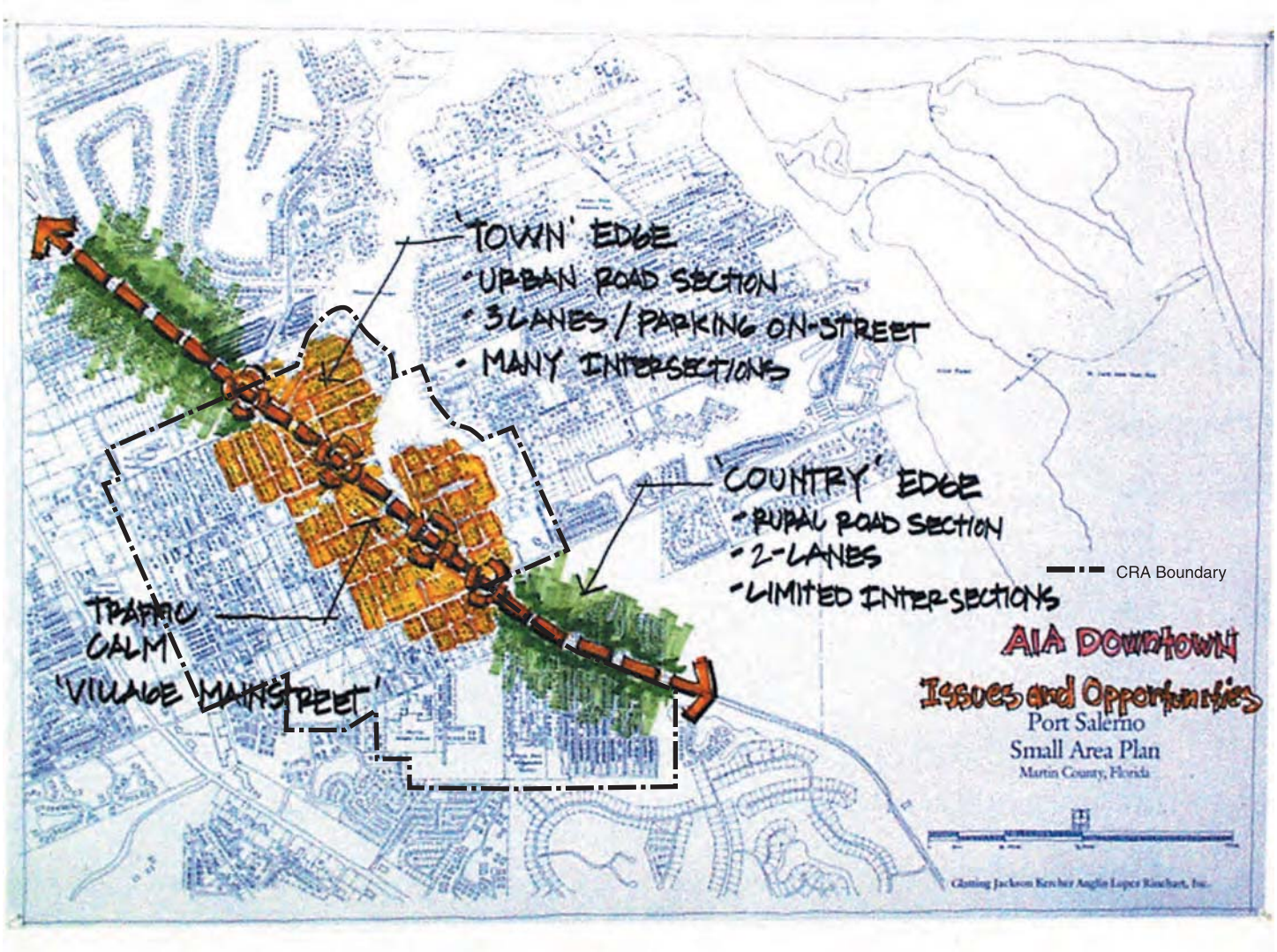
Salerno/Cove Roads

Salerno and Cove Roads serve as neighborhood collectors providing access from Port Salerno to A1A and U.S.1. The redesign and physical enhancement of Salerno and Cove Roads will help calm neighborhood traffic and create a strong neighborhood pedestrian environment. Additional connections within the neighborhoods will provide alternative routes for local traffic, minimizing the need to use Salerno and Cove Roads.



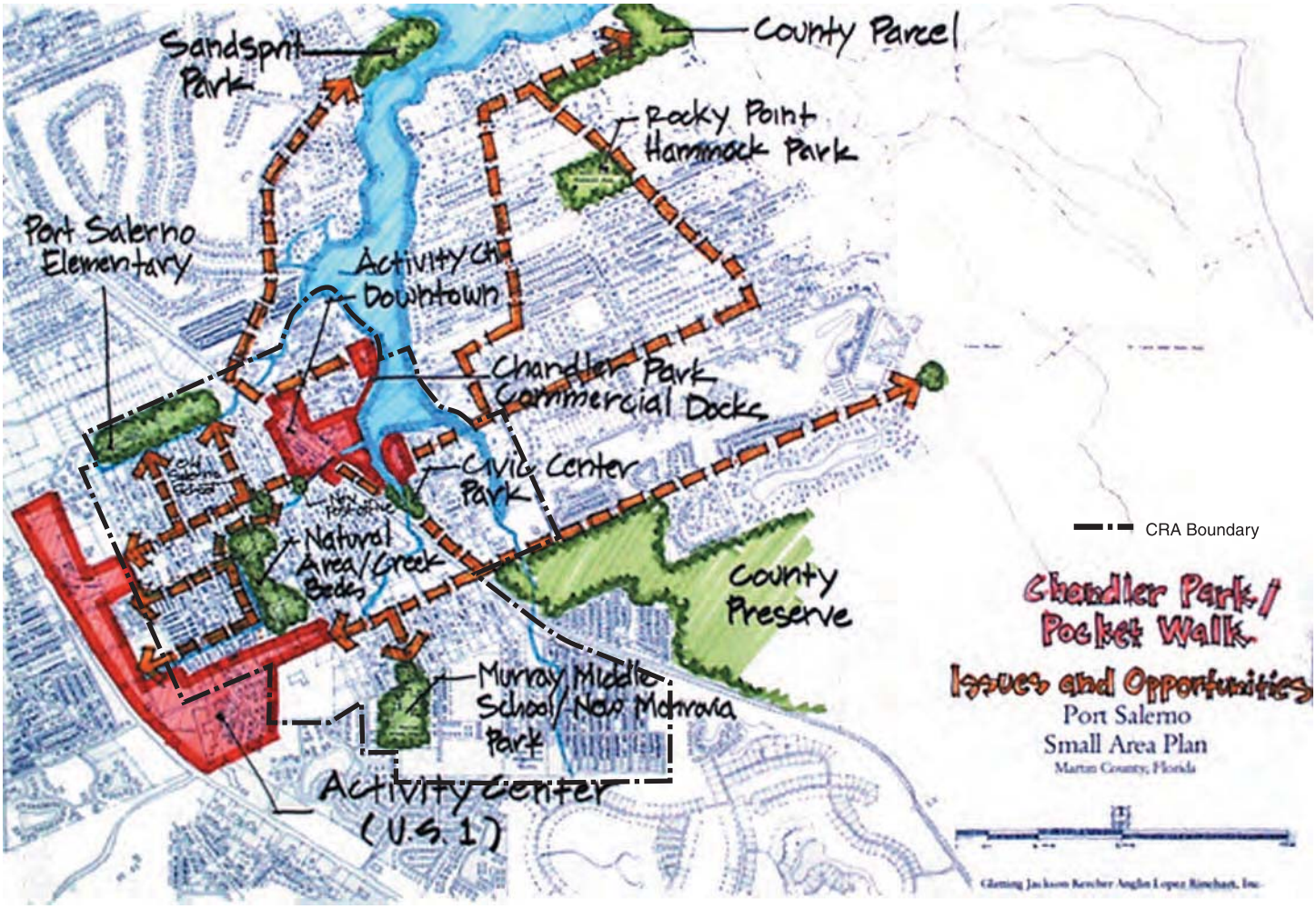
Salerno Civic Center

The Salerno Civic Center park presents a unique opportunity to enhance the park, redesign/"fix" the A1A/Binacle intersection, connect the public boat ramp to the Civic Center, and increase public access to Manatee Pocket. An enhanced Civic Center Park will create a dramatic gateway into Port Salerno along A1A.

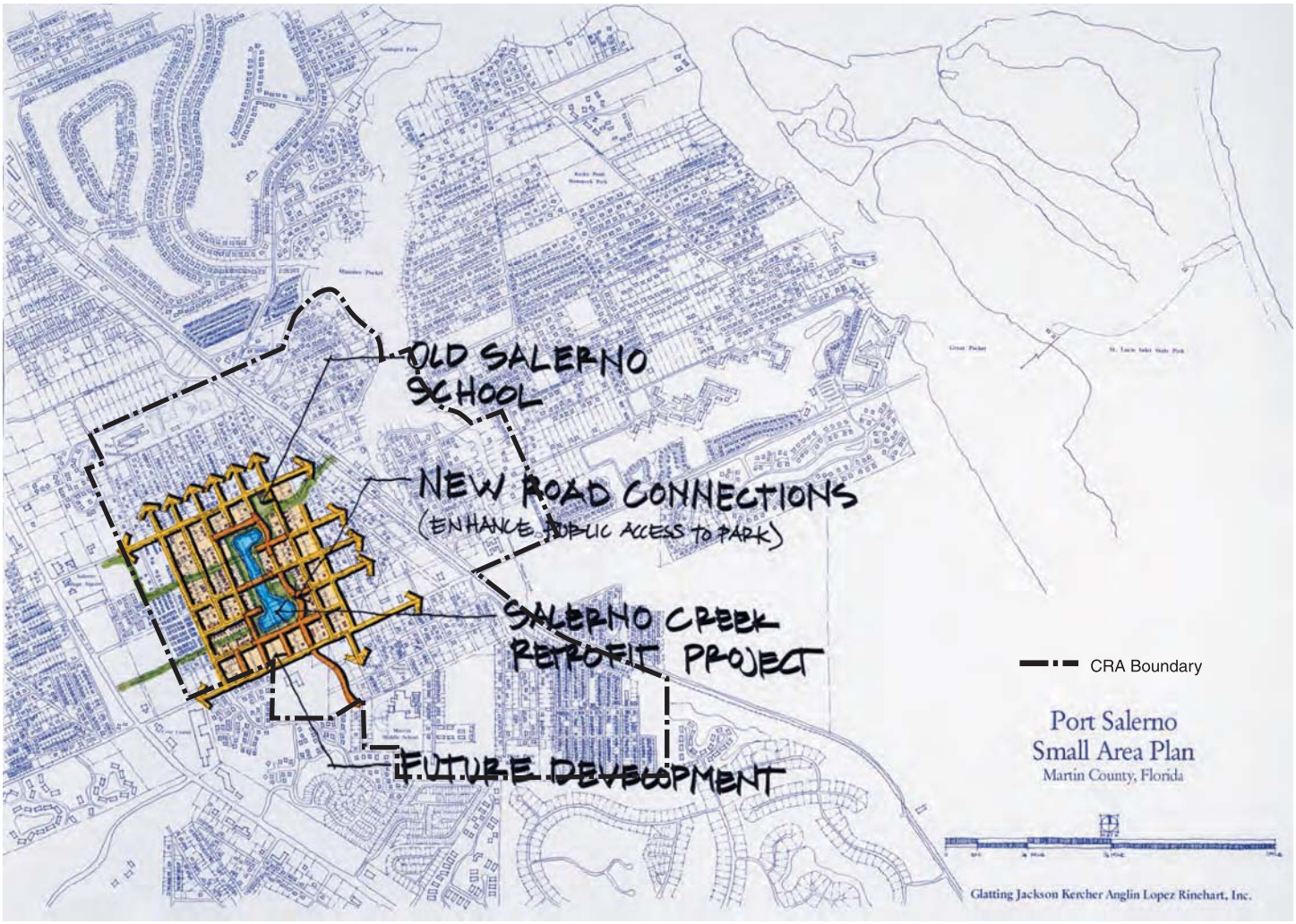


A1A Redesign and Streetscape

A1A is Port Salerno's "main street" and should be celebrated as the premier public space of the community. The redesign of A1A should create a strong pedestrian environment that supports the local businesses and encourages new development. Calming the traffic on A1A is the primary goal of the community. Traffic calming solutions include reducing the width of the road, adding street trees, designing pedestrian crossings, and encouraging new development.



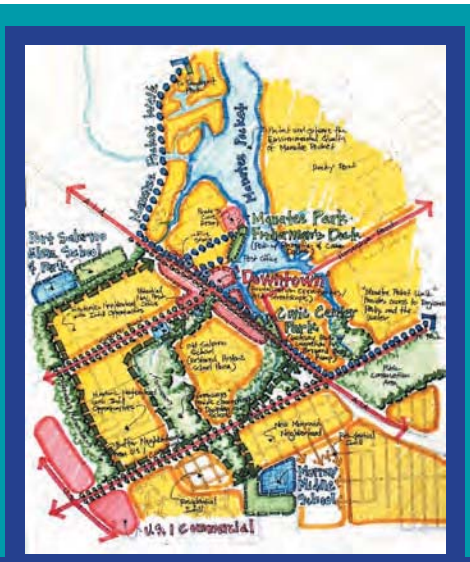
Manatee Park-Commercial Docks, and Pocket Walk
The enhancement of Manatee Park and the commercial fishing docks on Park Drive will provide an additional public access to the Manatee Pocket. A "Pocket Walk" is envisioned that will connect the public parks and open spaces along Manatee Pocket together into a public trail/pathway system.



Salerno Creek Retrofit Project

The Salerno Creek Retrofit Project is a Martin County initiative to improve the stormwater drainage conditions in the Port Salerno drainage basin. The proposed stormwater ponds are designed to relieve flooding conditions and treat stormwater that is flowing into Salerno Creek before it reaches Manatee Pocket.

The proposed Salerno Creek Retrofit Project between Salerno Road and Cove Road is another opportunity to provide public open space and access to the area's natural features. Critical to the design of this project will be to maximize access (roads and trails) to and through the park/stormwater pond. Maximizing access will make the park safer and more publicly identifiable.



Port Salerno Vision Plan

Introduction

Based on the Existing Conditions Report and the Contextual Site Analysis the Redevelopment Plan is organized around a series of goals and objectives for Land Use, Mobility, and Public Services. These Goals and Objectives are implemented and designed relative to the Urban Design Principles.

Land Use Goal:
Port Salerno shall provide for a mix of land uses that support continued economic growth while enhancing and protecting the village character of the community.

Objective
- Support construction of the new Port Salerno Post Office at Driftwood Ave. and Salerno Road.
- Support the renovation of the Port Salerno Fire Station #30 on A1A.
- Adopt pedestrian friendly land development regulations and design standards.
- Encourage and support new single-family residential infill development.
- Support housing renovation in Port Salerno and New Monrovia neighborhoods.

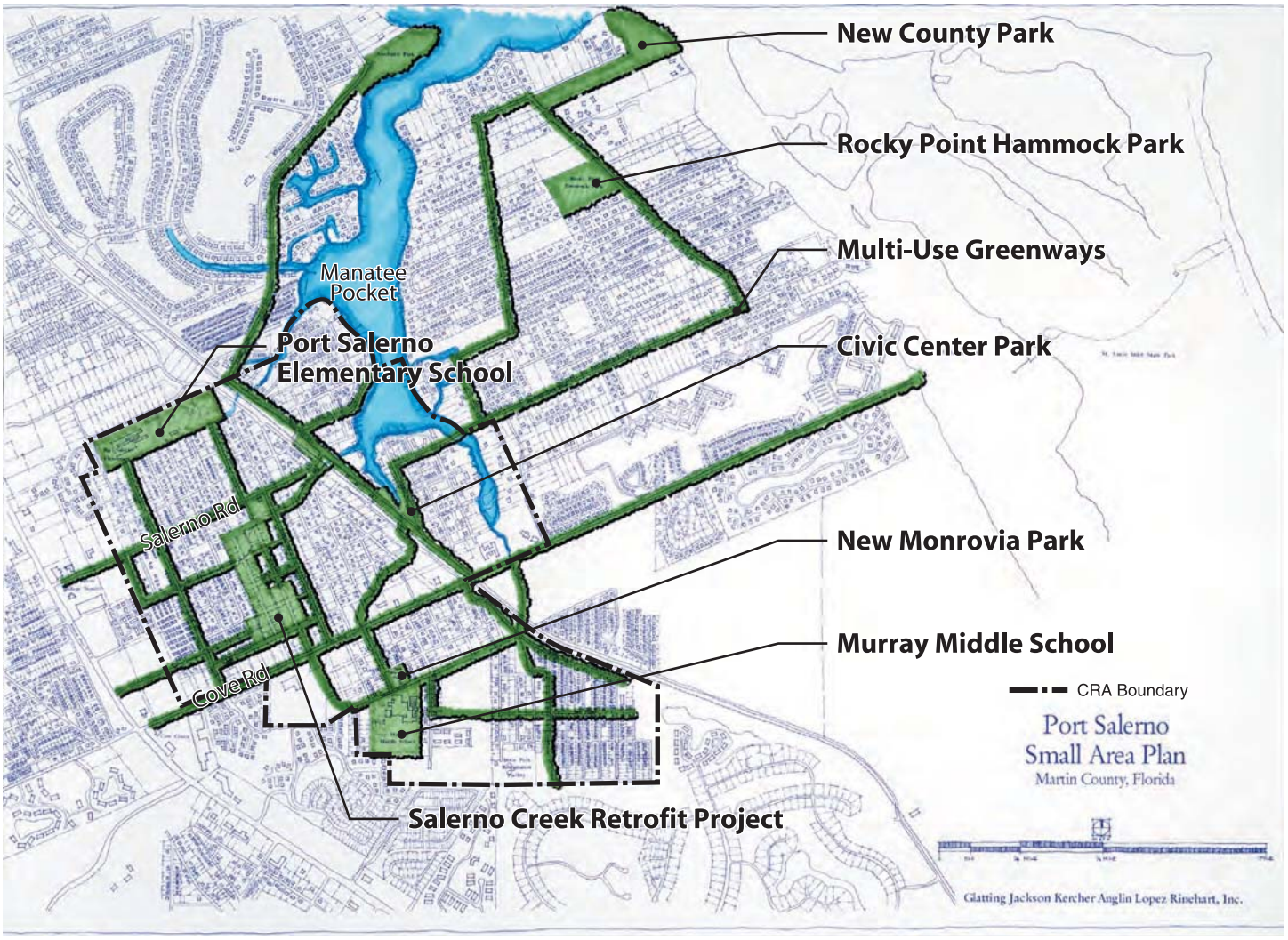
Mobility Goal:
Port Salerno shall establish a street and mobility network that accommodates multiple modes of travel including automobiles, transit, bicycles, and pedestrians.

Objectives:
- Extend and connect local streets to create better access throughout the community (specifically Railroad Ave. and in undeveloped areas along U.S.1).
- Provide for future connections to commercial development on U.S.1
- Build necessary intersection operational improvements.
- Redesign A1A
- Establish a comprehensive pedestrian and bicycle system.

Public Services Goal:
Port Salerno shall provide the basic public infrastructure for stormwater, potable water, and sanitary systems for existing and future development.

Objectives:
- Establish a Master Stormwater and Utilities plan for Port Salerno.
- Implement infrastructure improvements throughout the community.

Urban Design Principles
The Urban Design Principles establish a design framework through which the Goals and Objectives of the Redevelopment Plan should be implemented.



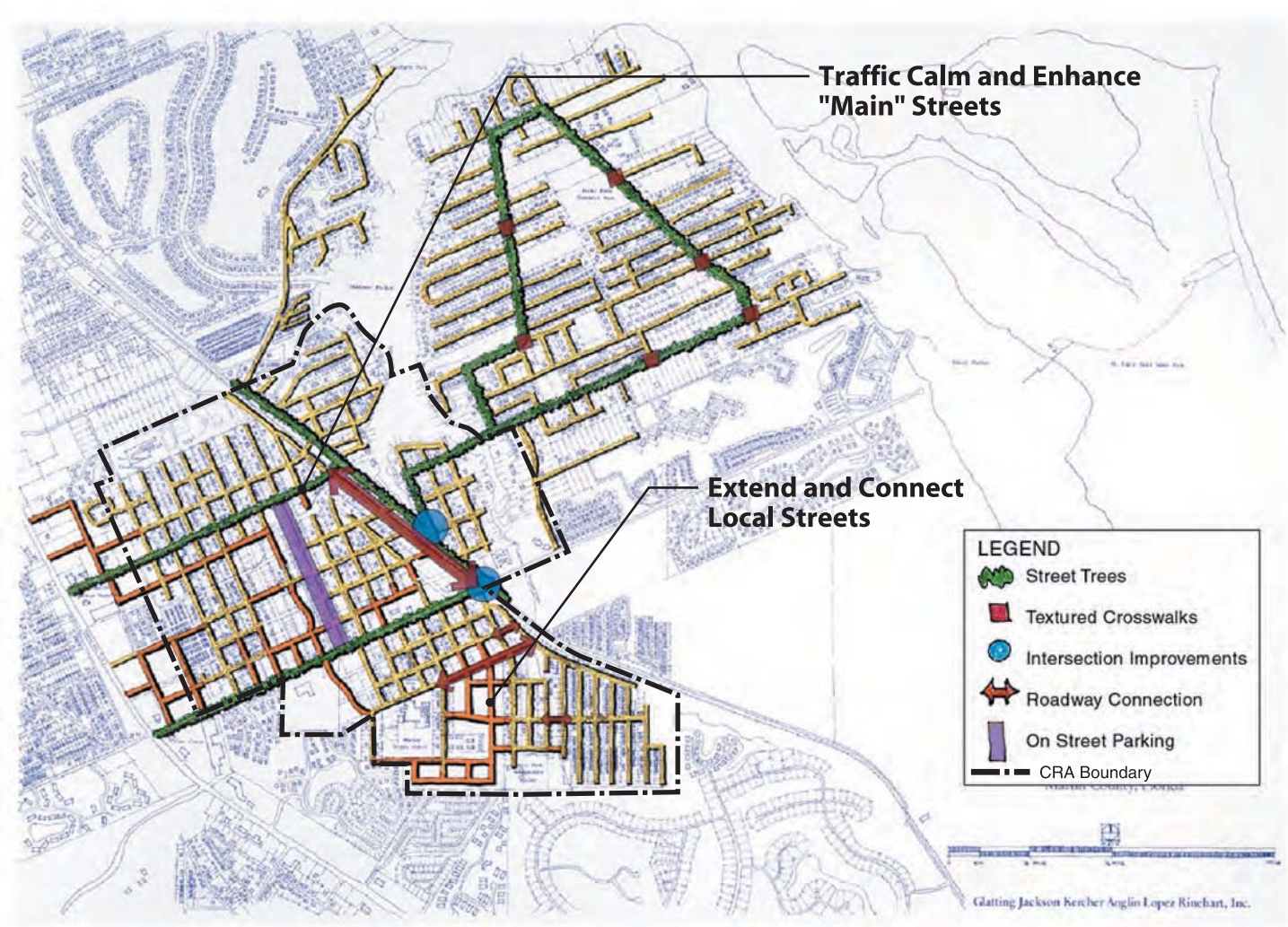
The Urban Design Principles establish a design framework through which the Goals and Objectives of the Redevelopment Plan should be implemented.

Enhance and Connect Community Parks and Open Spaces

Public spaces and parks should provide places for gatherings, festivals, and other public events. Parks should enhance and reflect local environmental features and have strong, accessible connections to surrounding neighborhoods.

Actions and Opportunities:

- Enhance Civic Center Park/Improve A1A/Binnacle intersection;
- Construct Manatee Pocket Walk;
- Enhance Manatee Park/Commercial Docks;
- Develop Salerno Creek Retrofit Project;
- Provide shaded sidewalks and bicycle lanes on Cove and Salerno Roads;
- Complete pedestrian and bikeway connections to existing parks;
- Develop Salerno Creek/Post Office Park

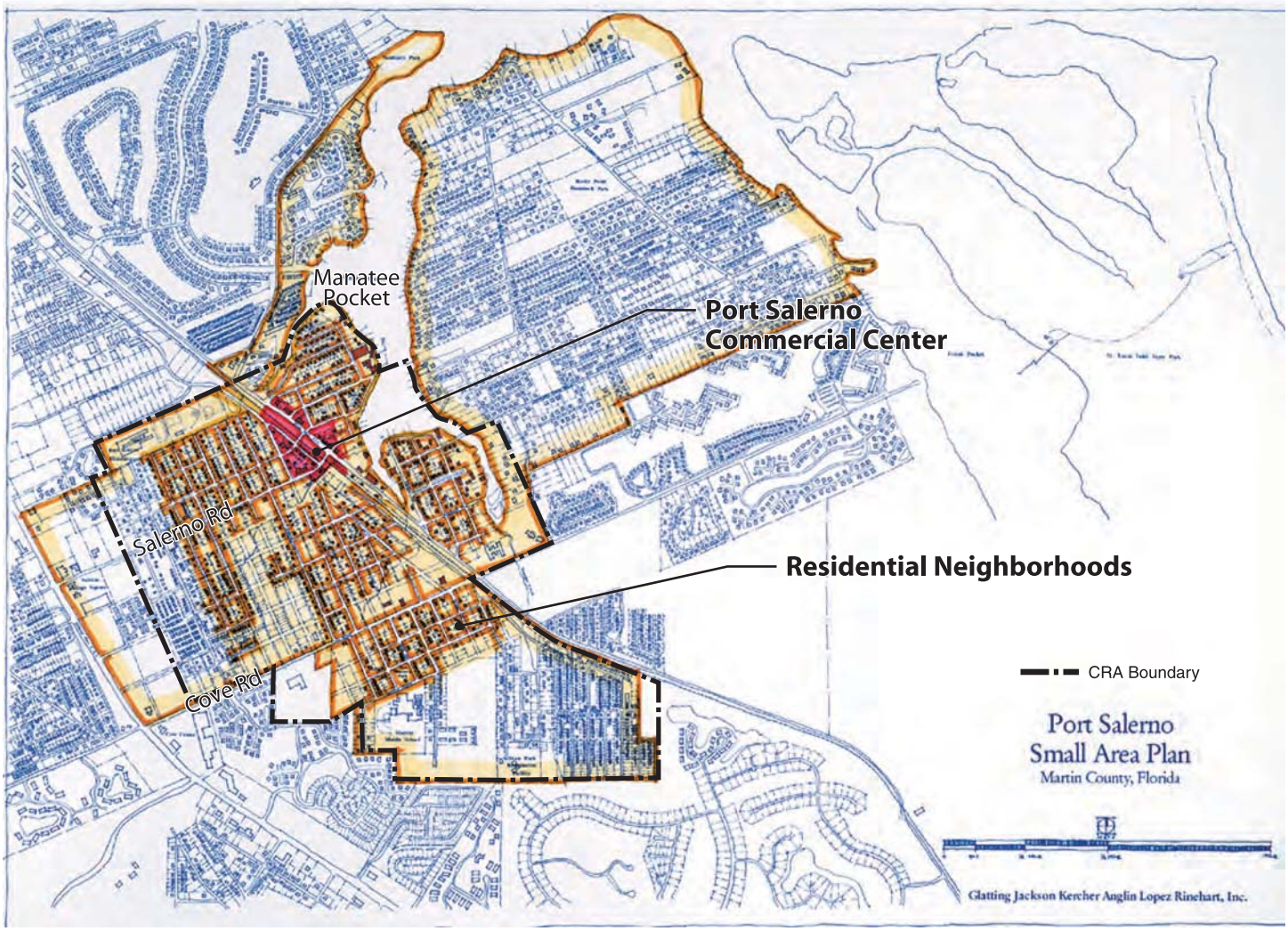


Establish a Livable Street Network

Streets represent over 80% of public space in communities and form how people view your community. Streets should reflect local character and scale and establish your positive impression of the community. Great streets balance the needs of the automobile with the pedestrian, using buildings and street trees to create an enjoyable space.

Actions and Opportunities:

- Extend and connect local streets (Railway Ave., Murray Ave., etc.);
- Make connections to future commercial development on US-1;
- Build necessary intersection operational improvements (Railway/Cove Road intersection, A1A/Binnacle intersection);
- Relocate F.E.C. rail crossing from Broward St. to Market

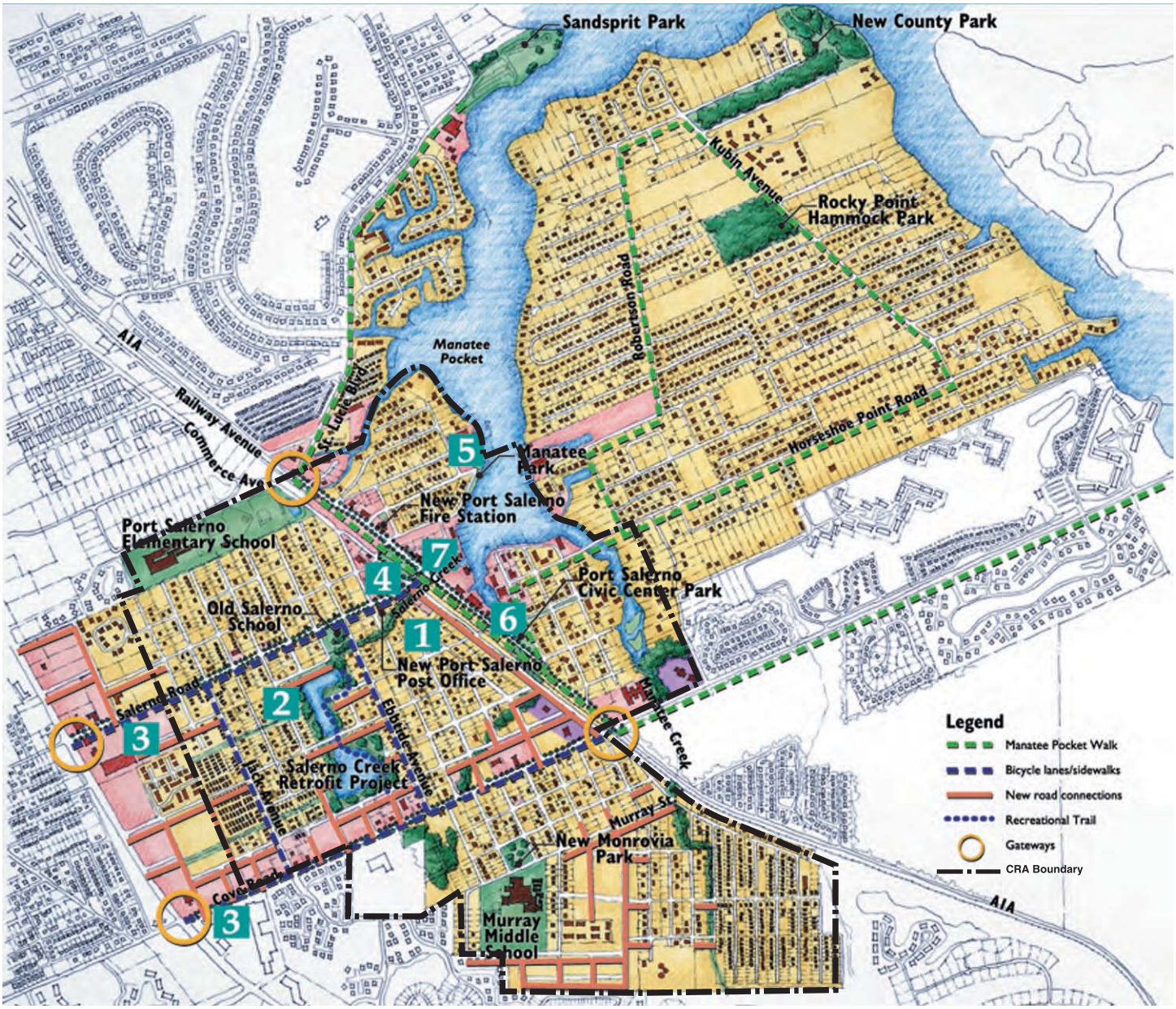


Preserve Port Salerno's Culture and History

The traditions of a working fishing village are revealed in its land use and community framework, making Port Salerno unique. The continued importance of the historic commercial/employment core on A1A, and the surrounding neighborhoods must be protected and enhanced. The Manatee Pocket and associated creeks frame the community, providing character and great economic and environmental assets.

Actions and Opportunities:

- Support construction of the new Port Salerno Post Office on Salerno Road;
- Design and build the new Fire Station to support the village character;
- Create gateways at Cove, Salerno, Driftwood, and St. Lucie;
- Adopt pedestrian friendly land development regulations and design standards;
- Establish a Port Salerno History/Fishing Museum;
- Encourage new single-family residential infill development;
- Support housing renovation in Port Salerno's neighborhoods



Port Salerno Community Redevelopment Plan

The Port Salerno Community Redevelopment Plan outlines the collective impact of currently planned projects and proposed improvements that have been developed as part of this Community Redevelopment Planning Process. The projects and designs illustrated represent the Port Salerno's collective vision for their community. This section includes a summary of the Community Redevelopment Plan including two pull-out pages that highlight the vision and indented design character. In addition, all of the proposed projects are described in detail through Project and Program Description sheets that outline the estimated costs, potential funding sources, and time-frame for implementation.

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.


Port Salerno
Community Redevelopment Plan
MARTIN COUNTY'S Historic Fishing Village
THE VISION
1 New Post Office
2 Salerno Creek Retrofit
3 Cove/Salerno Roads Enhancement
Community Redevelopment Plan
4 Port Salerno Village Center Market Place
5 Manatee Park/Commercial Docks
6 Port Salerno Civic Center Park
7 A1A Redesign and Enhancement
Urban Design Principles
Preserve Port Salerno's Culture and History
Enhance and Connect Parks and Open Spaces
Establish a Livable Street Network
December 1999
Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.


Port Salerno
Community Redevelopment Plan
MARTIN COUNTY'S Historic Fishing Village
This collage of images and drawings will help the community visualize and guide the intended look and character of redevelopment projects in Port Salerno. The images are from Port Salerno and other comparable locations and illustrate a coastal south Florida vernacular. The drawings are from "Blueprints for a Better Future - Building Plans for Towns, Cities and Villages in South Florida" Published by the Treasure Coast Regional Planning Council. This board will be a useful reference tool for the community as specific projects are being designed and implemented.
CHARACTER
December 1999
Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.

Design Guidelines

Development Guidelines, Design Review Process/District, Amended Land Development Regulations, Overlay Zoning District

Cost: $25,000 - $100,000

Funding Sources: Should be prepared by Martin County Growth Management

Time-Frame: 1-2 years

Zoning Overlay District
A commonly used redevelopment toll is overlay zoning. This imposes a different set of development standards within the boundaries of the Neighborhood Planning Area. The standards may be more strict in some ways, as with architectural design to preserve and enhance the character of the Neighborhood Planning Area. They may also be less restrictive in such things as parking or building setback requirements. These standards serve as incentive for private reinvestment in that they not only help guarantee the look and feel of an area but also allow greater flexibility in how property is developed. An overlay zoning district defines an area within which a different set of standards will be officially adopted and applied by the County. These standards will require private redevelopment to follow the design objectives of the Port Salerno Community Redevelopment Plan and is therefore crucial to the success of all redevelopment efforts within the Neighborhood Planning Areas.

Design Guidelines
Design guidelines are another tool available to help guide redevelopment. The purpose of design guidelines is to provide architectural and site development guidelines to support a consistent direction for redevelopment. Design guidelines do not serve the same purpose as a zoning overlay ordinance in that they simply provide recommendations for development consistent with the design goals of the Neighborhood Planning Area. In Port Salerno, these guidelines should include site-planning issues (buildings up close to the street, parking in back, designs that allow mixed use, etc.) as well as architectural standards. Both new development and renovations/alterations to existing properties should conform to guidelines that promote an urban development pattern and compliment the village character.

Communities that do not have a high level of design awareness or history of design controls generally chose to begin their programs with voluntary guidelines with some financial incentive program. Carrots work better than sticks in these situations! Allow a period of 3 -6 months to accomplish the task of developing the guidelines, and to organize the grant program and administrative matters.

What are design guidelines?
Design guidelines are recommendations for the improvement of visual quality. They are an analysis of what is special about an area, developed into a plan toward enhancing those qualities.

Guidelines are:
- An identification of the most characteristic design elements of the Neighborhood Planning Area-those qualities people would like to keep and reinforce.
- Minimum standards of compatibility of the built environment.

Guidelines can:
- Reinforce the unique character of an area
- Protect the value of public and private investment, which otherwise might be threatened by the consequences of poorly managed growth
- Improve the quality of growth and development
- Indicate which approaches to design a community encourages
- Serve as a tool for designers and their clients to use in making preliminary design decisions
- Provide an objective basis for the decisions of a design review board or improvement grant committee
- Increase the level of public awareness of design issues and options

Guidelines cannot:
- Limit growth or regulate where growth takes place. Design guidelines address only the visual impact of growth.
- Guarantee that all new construction will be compatible with the district setting. Design guidelines ultimately can only guide; the final results are in the hands of the property owners
- Serve the same legal purpose as a design review ordinance. A design review ordinance is a law, but design guidelines are not.

Evolution of Design Guidelines
Stage 1. At this simplest level, design guidelines are an idea book of design considerations, and their use is voluntary.

Stage 2. At this stage, suggestions made in the guidelines are endorsed by a community group such as a design task force, neighborhood advisory group, or Chamber of Commerce. The strongest endorsement comes from local government and the Community Redevelopment Agency. Voluntary guidelines require active promotion of their use in order to gain public acceptance and cooperation.

Stage 3. Communities whose commitment goes beyond endorsement and advocacy to providing on-going design assistance and financial incentive programs to property owners have used design guidelines at this stage effectively as a redevelopment tool. A quick-start improvement program can cause positive results that will illustrate the value of quality design over random growth.

Stage 4. Usually, after successfully completing five to ten successful projects based on use of the guidelines, the community looks for a means of protecting these investments by moving the guidelines from a less dependable voluntary use, to a level of required compliance. One way to encourage compliance with design guidelines is to include them as part of a development rev iew process. It is important to note that guidelines, which have evolved beyond voluntary use, should be refined and adjusted for use as a companion guide to the ordinance.

Stage 5. At this highest stage, compliance with design guidelines can be made compulsory-required by an ordinance that also establishes enforcement mechanisms. This may be accomplished by amending a zoning ordinance, or by creating an entirely new ordinance. In both instances, development proposals are reviewed by a board that approves issuance of a building permit only when the guidelines have been satisfactorily met.

All these stages of design guideline administration have been successfully used in communities throughout Florida and the nation. Although Port Salerno's citizens may find that full compliance is not absolutely essential to their redevelopment efforts, it may ultimately be desirable because it offers the best opportunity for ensuring quality design in the community.

Suggested Guideline Approach
The following is an outline of an effective process for a community to use to formulate design guidelines:

- Identify the status of redevelopment efforts in the district and determine how the guidelines will be initially used (voluntary, incentive review or design review ordinance.)

- Identify role of the task force; determine goals and objectives for guidelines, and conduct a sidewalk survey to note common elements, patterns, periods of construction, architectural style and building conditions.

Inventory analysis
The analysis might include the following activities:

- Record and note observations;
- Photograph individual buildings, assemble and mount photos by block;
- Evaluate historic photographs, traditional development patterns, etc.;
- Outline common elements noted in the surveys;
- Determine important visual characteristics.

Financial Incentive Program
The Neighborhood Advisory Committee should review successful programs from other communities. The next step is to develop procedures for a review board and criteria for disbursements of funds. Finally, the Neighborhood Advisory Committee recommends that the CRA adopt the design standards.

Conclusions

- Many communities rely upon assistance in this process from planning/design consultants who are experienced in developing design guidelines and grant programs and are skilled in building consensus among property owners.

- Property owners within a redevelopment district must agree that the "whole is greater than the parts." Developing a design guidelines program for private property requires a dynamic and carefully constructed public education program to build support for these changes.

- Communities that do not have a high level of design awareness or history of design controls generally chose to begin their programs with voluntary guidelines with some financial incentive program. Carrots work better than sticks in these situations!

- Allow a period of 3 -6 months to accomplish the task of developing the guidelines, and to organize the grant program and administrative matters.

- Guidelines should be included as a part of an overall redevelopment scheme, not as an end in itself.
- Community support is vitally important, as is active and creative promotion of the program.

- Guidelines are a very successful tool to encourage quality reinvestment.

Public Meeting Series
Develop a consensus among property owners regarding important characteristics.

- Select elements that the guidelines should address;
- Develop actual guidelines;
- Adopt the illustrated guidelines;
- Develop implementation plan that includes design review committee training, promotion plan for program, program administration, etc.

Master Utility Planning

Cost: $100,000-$300,000

Funding Sources: Grants, Special District Funds, General Fund.

Time-Frame: 1-2 years

This study would develop a detailed evaluation of infrastructure needs in the Port Salerno Neighborhood Planning Area. The study would include long range planning for water, sewer, and stormwater management improvements. This evaluation should include a cost estimate of proposed improvements with potential funding and phasing recommendations.

Salerno Creek Retrofit Project

Cost: $750,000 for stormwater retrofit improvements Additional funding may need to be identified for pathways, landscaping, amenities, and street improvements.

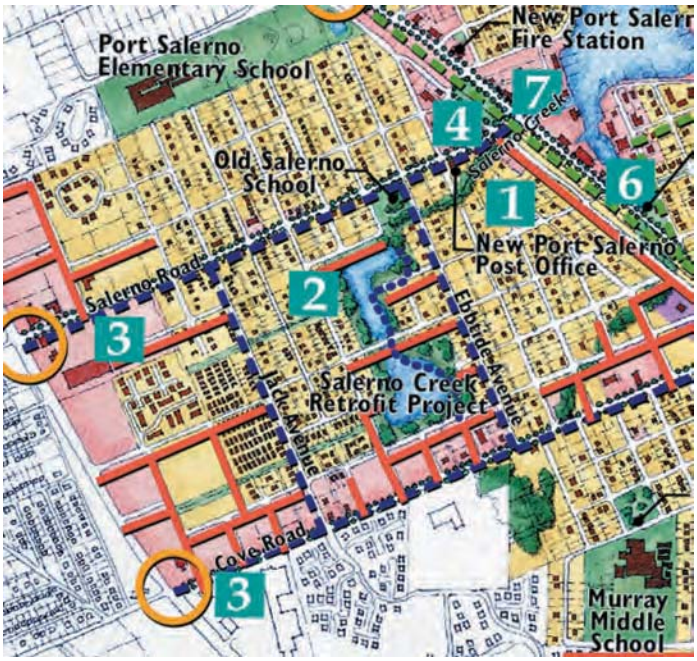
Funding Sources: The project is currently being planned and designed with potential funding secured through the Public Works Department with construction beginning in 2000.

Time-Frame: 1-5 years

The Salerno Creek Retrofit Project is a Martin County initiative to improve the stormwater drainage conditions in the Port Salerno drainage basin. The proposed stormwater ponds are designed to relieve flooding conditions and treat stormwater that is flowing into Salerno Creek before it reaches the Manatee Pocket. This major project has the potential to be a neighborhood amenity. Although the pond and associated wetlands are not intended to be active park space, the design of the project should maximize safe and visible access (roads and trails) through the area, and create a natural green space that enhances the neighborhood.

Implementation
The project is currently being planned and designed with potential funding secured through the Public Works Department with construction beginning in 2000. Coordination should occur between the CRA/ Staff and Port Salerno residents to design public roads and trails that will support the neighborhood.

Opportunities and Constraints Diagram



Location Map

A1A/Binnacle-Anchor Intersection Improvements

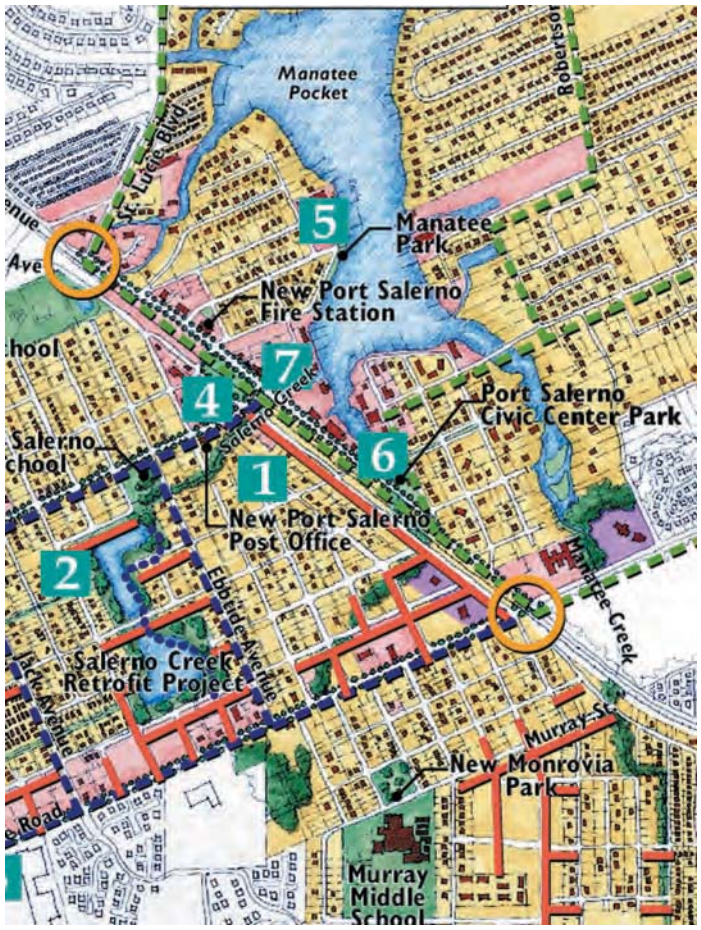
Cost: Should be included in the planned and budgeted improvements for A1A. The County is currently proceeding with design.

Funding Sources: Should be included in the planned and budgeted improvements for A1A

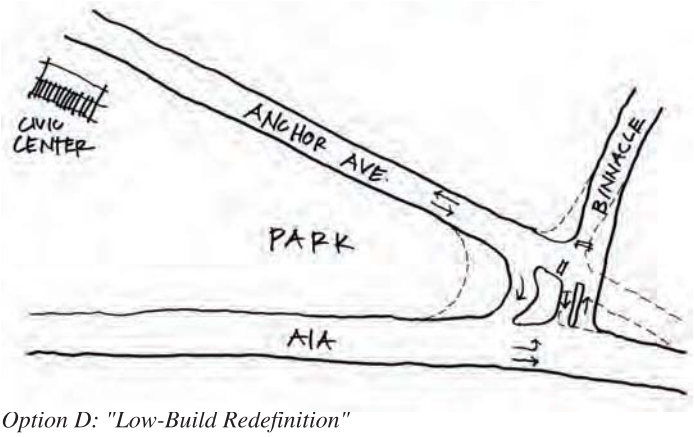
Time-Frame: 1-5 years

The intersection of CR A1A and Binnacle Way is the issue most often raised by the public regarding traffic safety. The current intersection is confusing and dangerous. The proposed program of a civic center and playground must be considered and incorporated into any improvement to this intersection. The proposed solution should also attempt to solve the problem of a high number of vehicles turning to and from CR A1A in order to access the Rocky Point residential area.

The proposed alternative "cleans up" the intersection. Additional and unnecessary pavement would be removed, and a splitter island would be constructed on Binnacle in order to clarify the movements onto CR A1A. The horizontal alignment of Binnacle Way would also be reconfigured so that it would intersect Anchor Avenue at a 90-degree angle. Stop conditions would be required at both Anchor Avenue and Binnacle Way for vehicles traveling to CR A1A. Vehicles turning right onto CR A1A from Anchor Avenue would also have a separate lane and not need to access Binnacle Way. This proposed solution clearly meets the community objectives of the neighborhood without negatively impacting the adjacent civic center, park, and homes.



Location Map



Option D: "Low-Build Redefinition"

Detail of A1A/Binnacle-Anchor Intersection

Port Salerno Village Center/Market Place Park

Cost: $250,000-300,000

Funding Sources: Bonding/repayment, Special assessment, General Fund

Time-Frame:
A1A Improvements: 1-5 years
Fire Station: 1-5 years
Market Place Park: 5-10 years
Private development: ongoing

Port Salerno's public and commercial spaces (Civic Center Park, Manatee Park and the Commercial Boat Docks, A1A Commercial District, and the Old Salerno School) are extremely important assets defining the village character, and offer community gathering spaces. Providing better connections between these activity centers will greatly enhance the vitality of the area, however, there is merit in having a well-defined village center, a focal point with strong identity. The "traditional downtown" on A1A, specifically the A1A/Salerno Road intersection should be further developed as the Village Center.

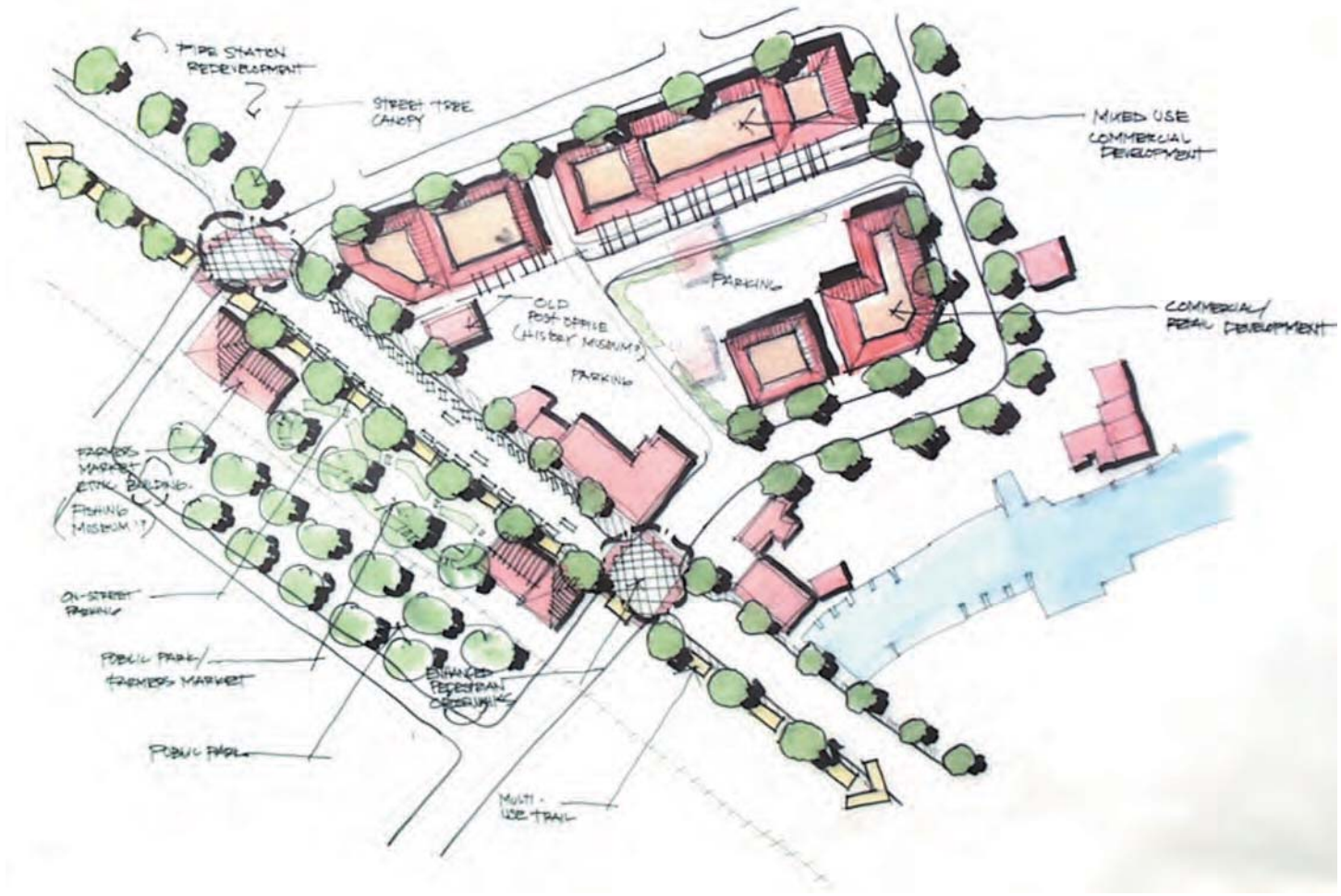
Traditionally, village centers include a mix of retail, service and residential within in an area that can be easily traversed on foot, and the "Main Street" fronts two walls of buildings. In Port Salerno, the density of uses needs to be increased through in-fill development and preservation of waterfront oriented businesses. The existing businesses would also benefit from a "facing wall" across A1A to create the synergistic activities of a true village, and to soften the edge created by the railroad tracks. A public building that could be used for special events and holiday celebrations should anchor the NW side of the A1A/Salerno intersection. This use should relate to a public market that could feature fish, flower and produce sales or be used to incubate fledgling retail ventures that could be developed along the railroad tracks within the FEC right-of-way. This space should be programmed for frequent use, and should include a kiosk to share community information.

Implementation
The Village Center redevelopment can be achieved by a combination of public and private investment over time. Martin County can boost investor confidence by constructing A1A Streets cape improvements, negotiating a lease with the FEC and initiating development of the public market place, and proceeding with construction of the new fire station. The County should also establish design guidelines for the area, and should consider a grant assistance program as an incentive to façade improvements. Private entrepreneurs must upgrade the appearance and conditions of existing properties, and respond to market place demands through clustered infill business development.

Location Map

A1A Road Section
Port Salerno Village Center / Market Place Park

Village Center Master Place Plan



Village Center Plan

Port Salerno Civic Center Park and Boardwalk

Cost: $687,000 budgeted for currently planned improvements.
Boardwalk: $150,000-$200,000

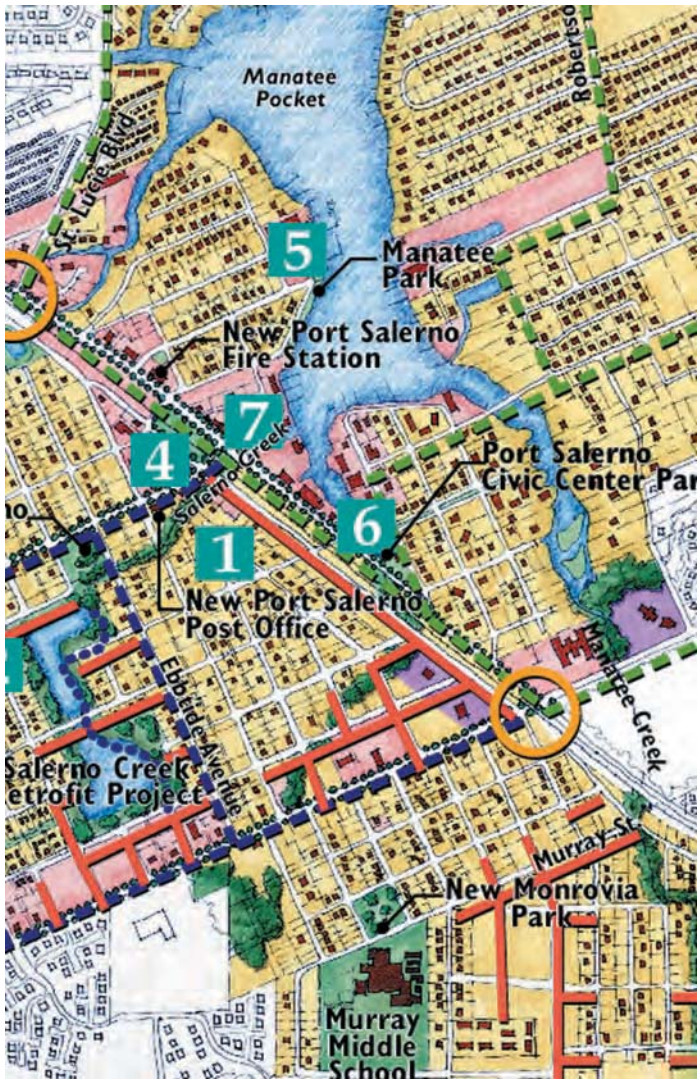
Funding Sources: General Fund

Time-Frame:
Binnacle/Anchor Improvements and park improvements: 1-5 years
Boardwalk: 5-10 years

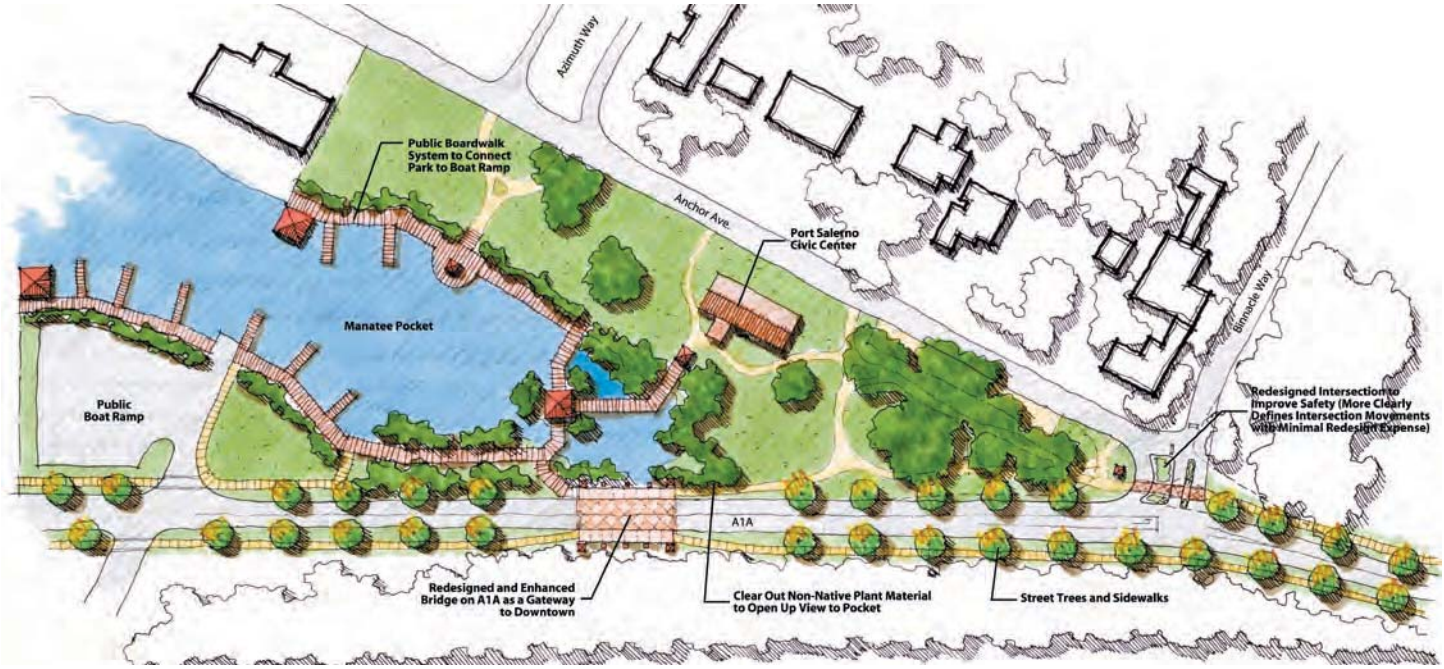
The Port Salerno Civic Center Park project is an unique opportunity to enhance the park, redesign the awkward and unsafe A1A/Binnacle intersection, and connect the public boat ramp to the Civic Center. These connections will increase access to the Manatee Pocket.

The proposed improvements to the A1A/Binnacle intersection more clearly direct the various automobile movements and eliminate the current vehicular conflicts and confusion at the intersection, which is a major route for Rocky Point residents. The resulting intersection reduces the amount of pavement and provides additional open space for the park. The major park feature is a boardwalk that wraps around the park along the pocket. The boardwalk could connect the park to the public boat ramp as well as provide additional boat slips on the pocket. The Civic Center Park has traditionally been an important part of the social life of Port Salerno and these enhancements will create a dramatic gateway to Port Salerno.

Implementation
The proposed improvements to the A1A/Binnacle intersection should be designed and constructed as part of the planned overall improvements to A1A. Design and construction of the boardwalk should be included in the currently planned improvements to the park.



Location Map



Civic Center Park Plan

Before

Civic Center Park Sketch After

Port Salerno Post Office and Salerno Creek Park

Cost: The U.S. Postal Service will fund the construction of the post office building and site work. Agreements will need to be established for a partnership to fund improvements to Driftwood Ave. and the park along Salerno Creek.

Driftwood Ave. construction: $150,000-$200,000
Salerno Creek Park: $50,000-$60,000

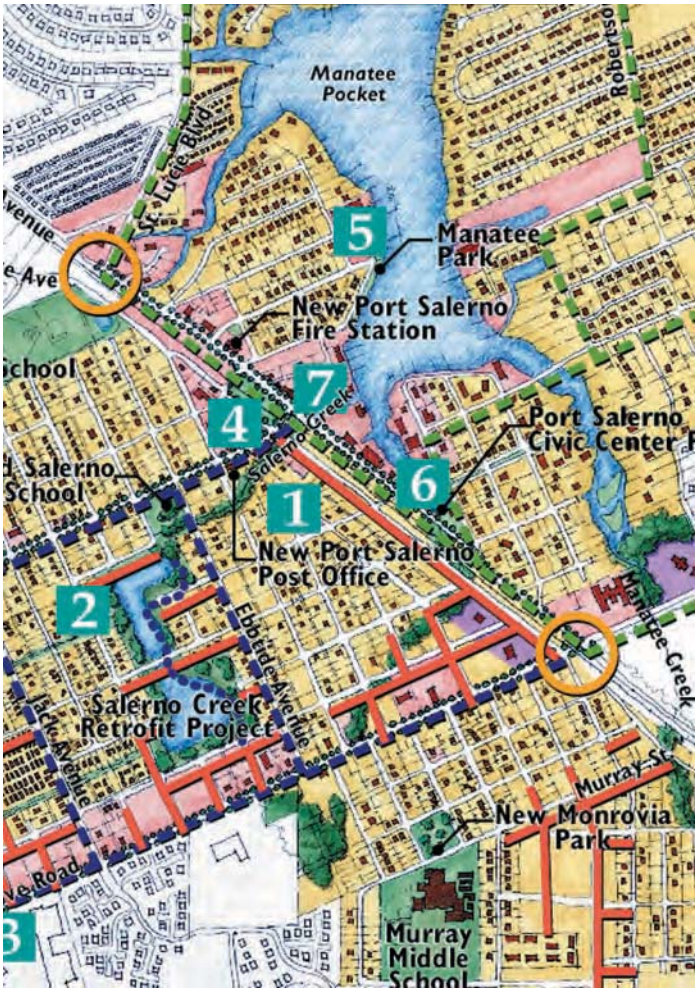
Funding Sources: General Fund

Time-Frame:
Post Office/Driftwood Ave.: 1-5 years
Salerno Creek Park: 10-15 years

The U.S. Postal Service plans to construct a new 5,000 square foot retail postal facility to replace existing operations on A1A. The new post office will be located on the southeast corner of Salerno Road (at the corner of Driftwood Ave.)

This project offers an immediate opportunity to set a standard for infill development of the appropriate scale and character to reflect the village environment rather than suburban development patterns. The new building will be located close to the street with a public porch to provide a shady gathering space and a connection to an inviting pedestrian environment. Sidewalks and on street parking along Salerno Road help create walking opportunities and stronger connections to business and activities along AIA and the waterfront, and encourage pedestrian crossing to the north side of the Salerno Road. Salerno Creek runs along the back of the site, and this buffer area is a potential location for a passive public park.

Implementation
The Post Office is currently proceeding with the detailed site and building design. Continued coordination between the Postal Service and the CRA should occur to finalize building style and design issues, and agreements for design and development of the park and Driftwood Ave.



Location Map

New Port Salerno Post Office Sketch

New Port Salerno Post Office Plan

Manatee Park/Commercial Docks and Boardwalk

Cost: $250,000-$300,000

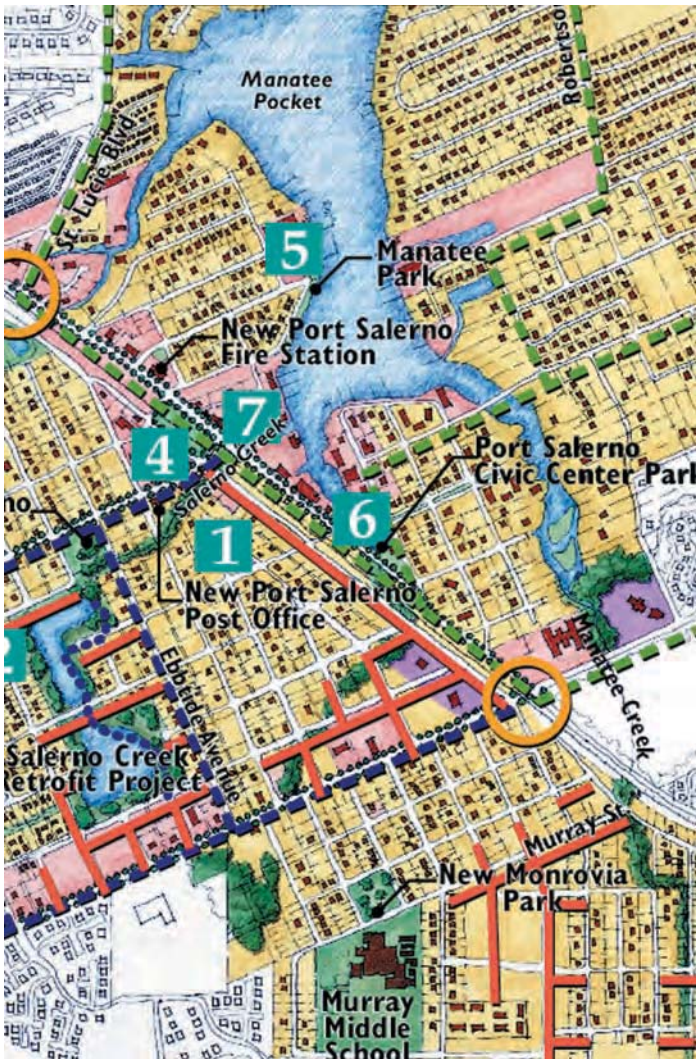
Funding Sources: General Fund

Time-Frame: 10-15 years

The waterfront is Port Salerno's most dramatic and vital resource. The commercial fishing docks) along Park Drive is an ideal place to provide community access to the Manatee Pocket. A proposed reconstruction of the docks should incorporate both commercial fishing activity and a public boardwalk. The enhanced Manatee Park and Docks is envisioned to be the centerpiece of a connected "Manatee Pocket Walk" connecting key public parks along the pocket including Sandsprit Park, the Civic Center Park, the Rocky Point Hammock Park, and the proposed County Park at the northern tip of Rocky Point.

Implementation
Martin County must take the lead in developing this joint use project and identifying a potential funding source for boardwalk/dock construction. Any use changes may require a Future Land Use change to "Institutional".

Commercial Boardwalk Plan from Workshop



Location Map

Manatee Park Before

Manatee Park After Sketch

Manatee Pocket Walk

Cost: $100,000 - $125,000

Funding Sources: General Fund

Time-Frame: 3-5 years

The Redevelopment Plan recognizes the importance of the water quality of Manatee Pocket, its shoreline and tributaries. The "Manatee Pocket Walk" is intended to be a recreational trail system that provides public access to the pocket and connects many of the existing parks and public spaces of Port Salerno. At a minimum this trail system should include directional/informational sign age and enhanced/constructed sidewalks. The system can be implemented over time in small segments that connect significant civic features (downtown to Port Salerno Civic Center Park).

Location Map

Pocket Walk Enhancements

Cove and Salerno Roads Enhancement

Cost: $2,000,000

Funding Sources: General Fund

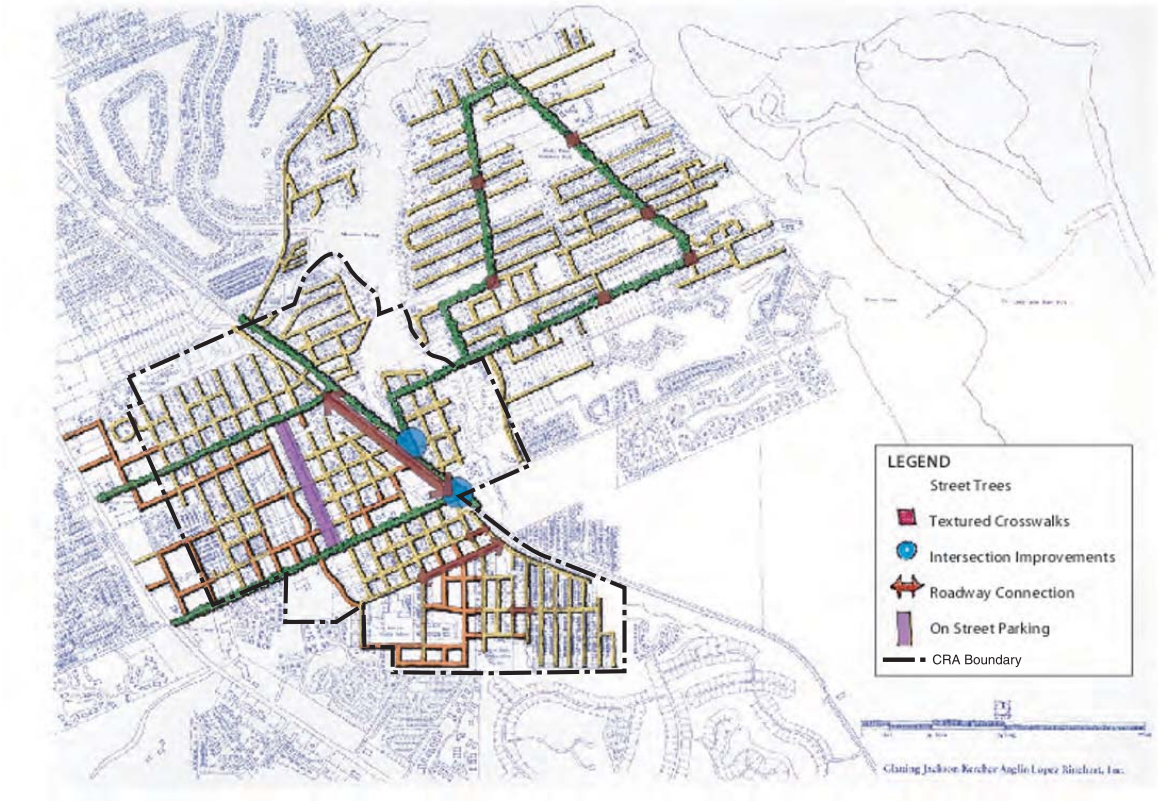
Time-Frame:
A1A Intersections: 1-5 years
Roadway Enhancements: 5-10 years

Salerno and Cove Roads are east/west neighborhood collectors providing Port Salerno residents access to A1A and US-1. The proposed enhancement of Salerno and Cove Roads should include converting the roads to urban sections (enclosed drainage with curb and gutter), adding bicycle lanes, sidewalks, street trees and pedestrian level lighting. The reconstruction of the roads with curb and gutter will allow a regular planting of street trees closer to the road than currently allowed. The physical "enclosure" of the street with trees has the psychological effect of slowing down motorists.

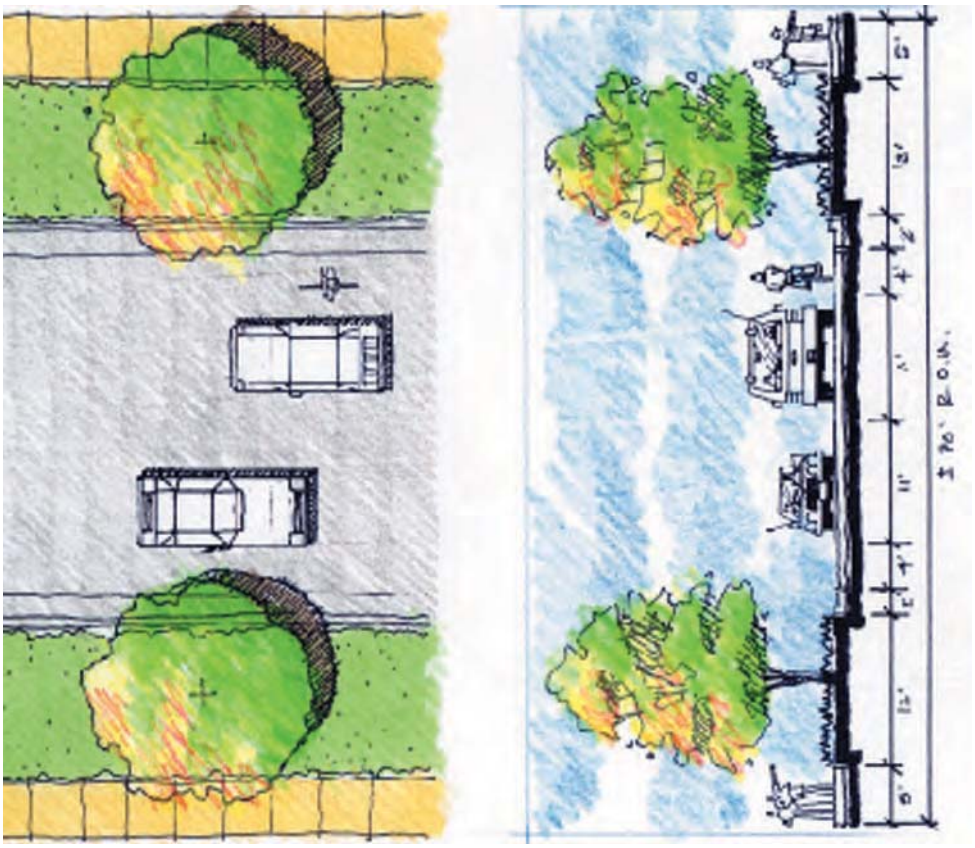
Cove and Salerno Roads are important gateways to Port Salerno. The AIA intersections should receive special treatment, calm traffic, and provide an aesthetic and safe connection to the A1A business district and the waterfront.

Implementation
Funding for the design and construction of these improvements should be identified and scheduled in the County's Transportation Improvement Program (TIP).

Location Map



Transportation Diagram



Proposed Section of Cove / Salerno Roads

Existing Section of Cove / Salerno Roads

Railway Avenue Extension

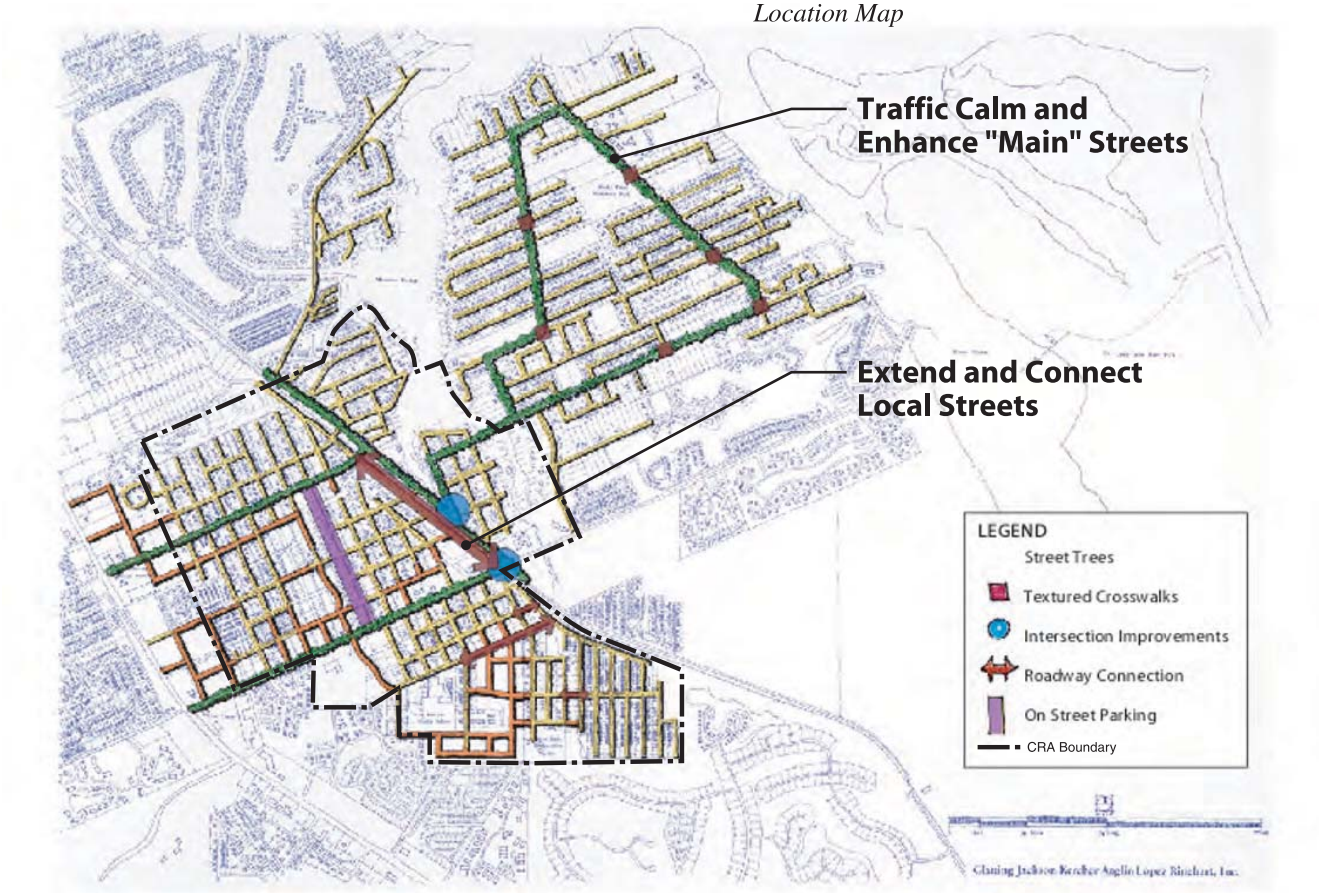
Cost: $800,000 - $1,000,000 (not including any necessary right-of-way acquisition)

Funding Sources: General Fund

Time-Frame: 1-2 years

Railway Avenue should be connected between Salerno Road and Cove Road. While at first glance the neighborhood appears to have a traditional grid pattern, this road network is often interrupted or closed off - as illustrated by Railway Avenue. Permanent boundaries such as the FEC rail line have less flexibility for crossing than connecting the existing segments of Railway Avenue. In addition, signalizing the intersection at Cove Road would allow southbound traffic on Railway Avenue to turn left in a safe manner. This action may require sign age that indicates left turns are prohibited during the peak hour in order to maintain an adequate level of service on Cove Road. A new signal at Railway Avenue and Cove Road could be interconnected to the existing CR A1A / Cove Road signal, allowing the two signals to operate as one.

Location Map



Transportation Diagram

A1A Redesign and Enhancement

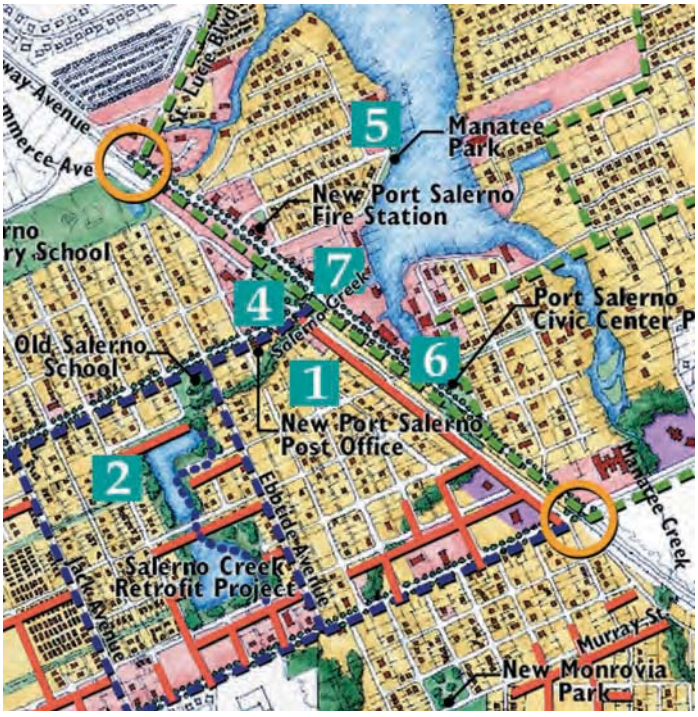
Cost: $2,450,000 currently budgeted, may need additional funds for proposed streets cape and landscape improvements.

Funding Sources: Gas tax, impact fees, grants, district funds, General Fund

Time-Frame: 1-2 years

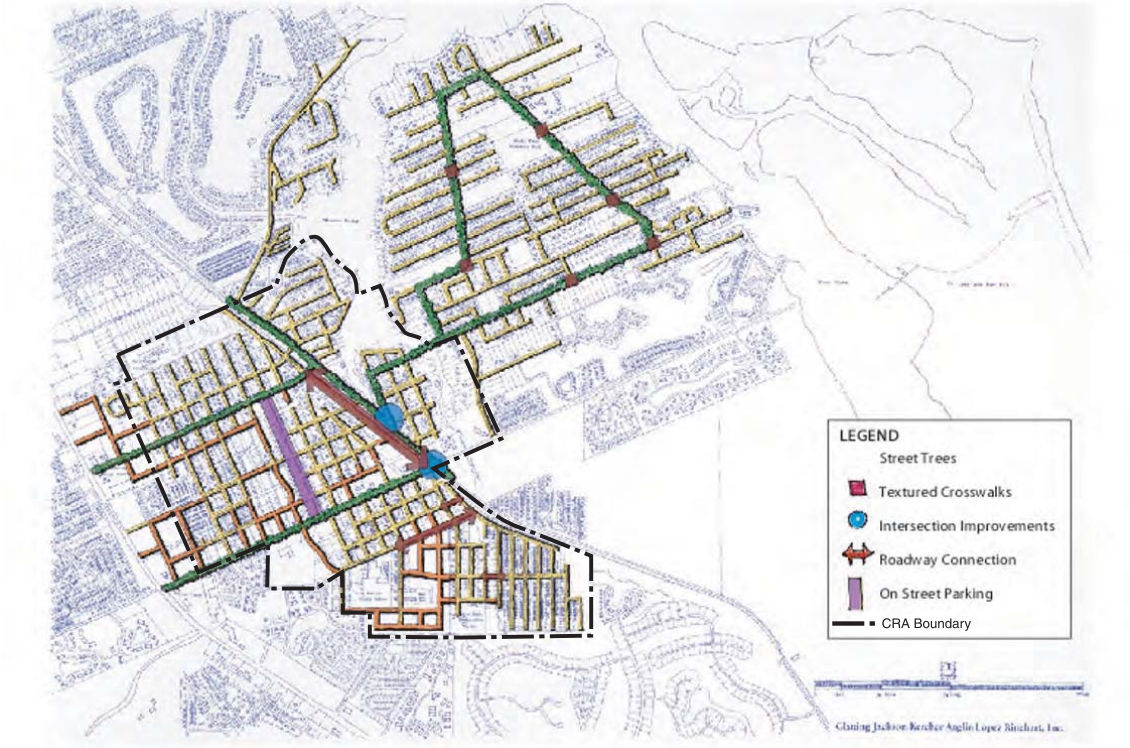
A1A is Port Salerno's "main street" and should be celebrated as the premier public space of the community. The redesign of A1A should create a strong pedestrian environment that supports business, encourages new development and serves neighborhood residents. Design objectives include, enhanced pedestrian and bicycle mobility and safety; improved connectivity of streets, sidewalks and bike paths to activity centers; calm vehicular traffic and improved visual character of roadways.

Proposed improvements include reducing the amount of pavement (for vehicular travel) by adding "bulb-outs" and wider sidewalks, providing street trees, pedestrian level lighting, and defined crosswalks, improving problem intersections, and creating gateway treatments at Cove Road, Salerno Road and St. Lucie Blvd.

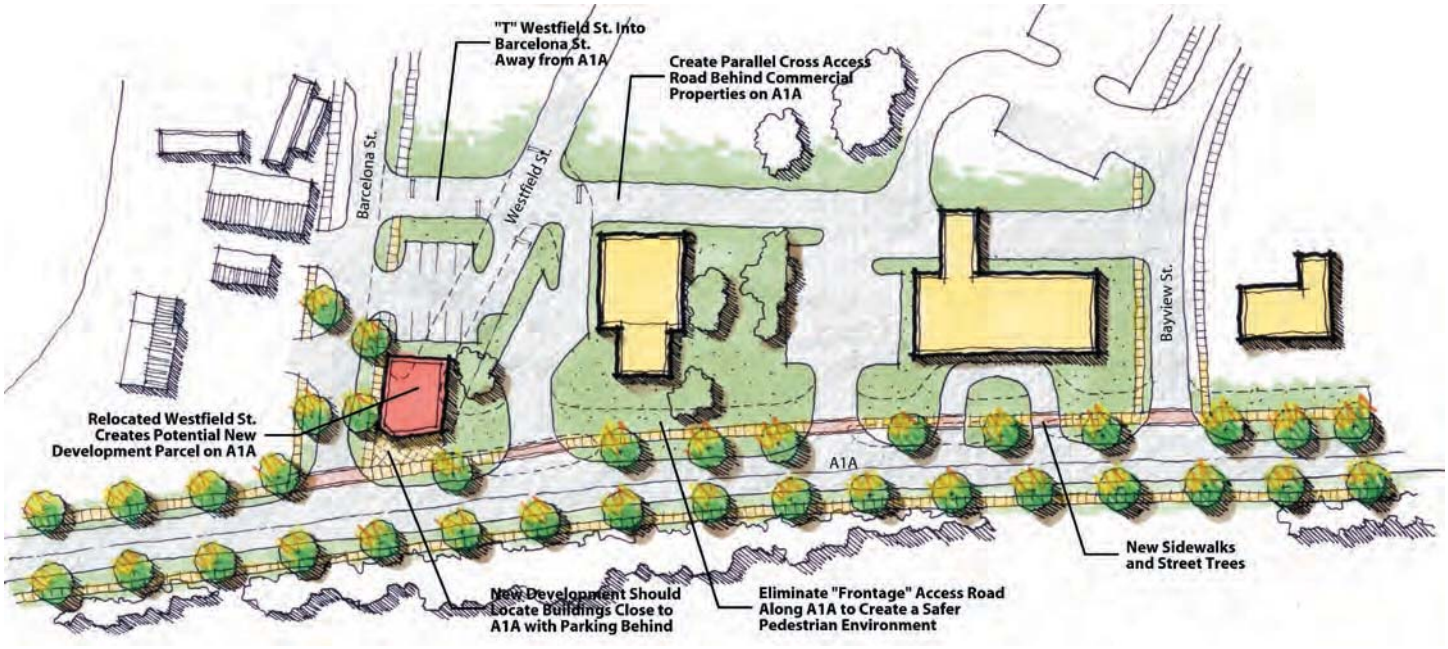


Location Map

Implementation
The County currently has an engineering consultant prepared to begin design for the A1A improvements. Landscape architectural services will be necessary to further refine the proposed conceptual design for construction.

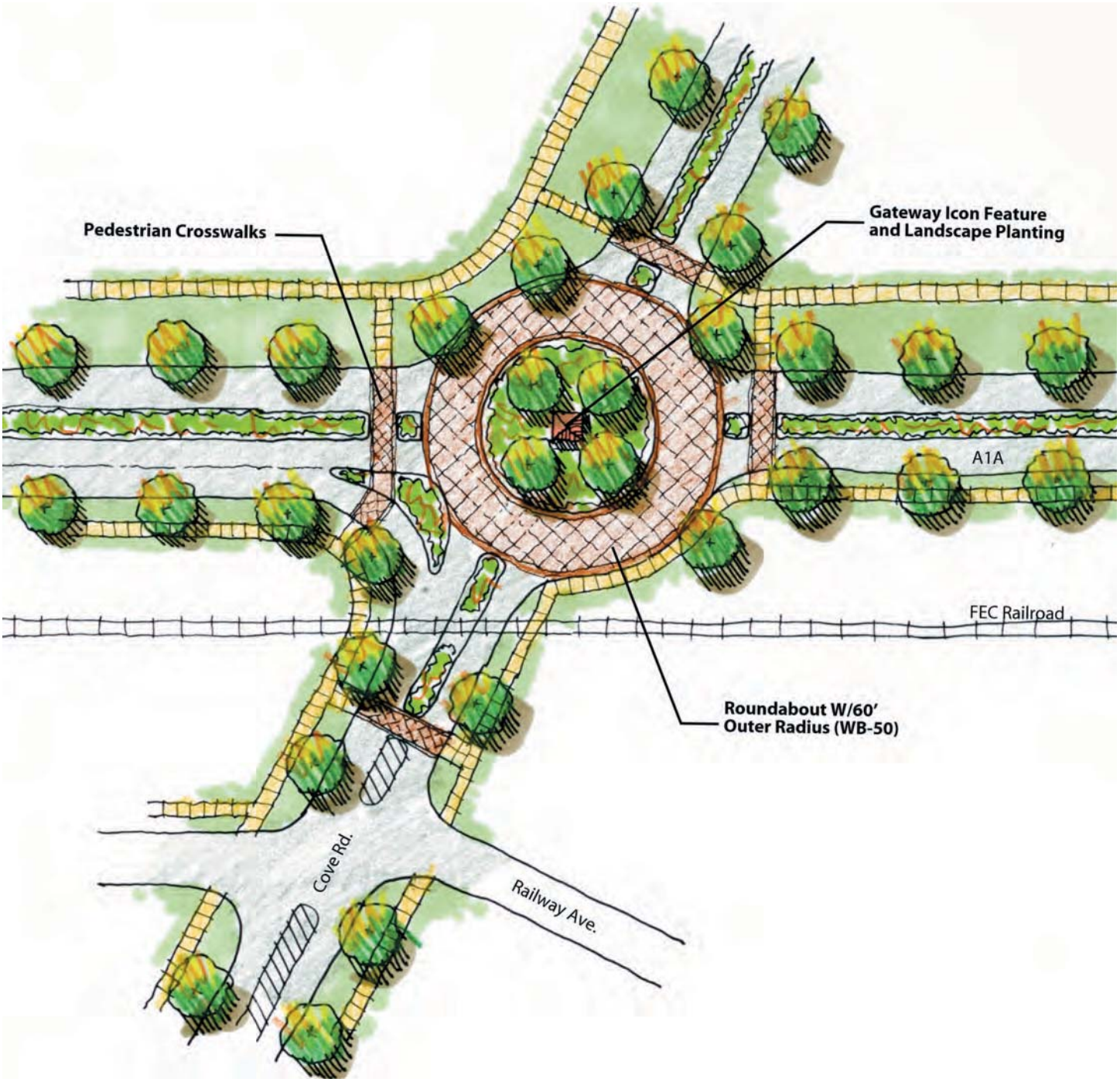


Transportation Diagram

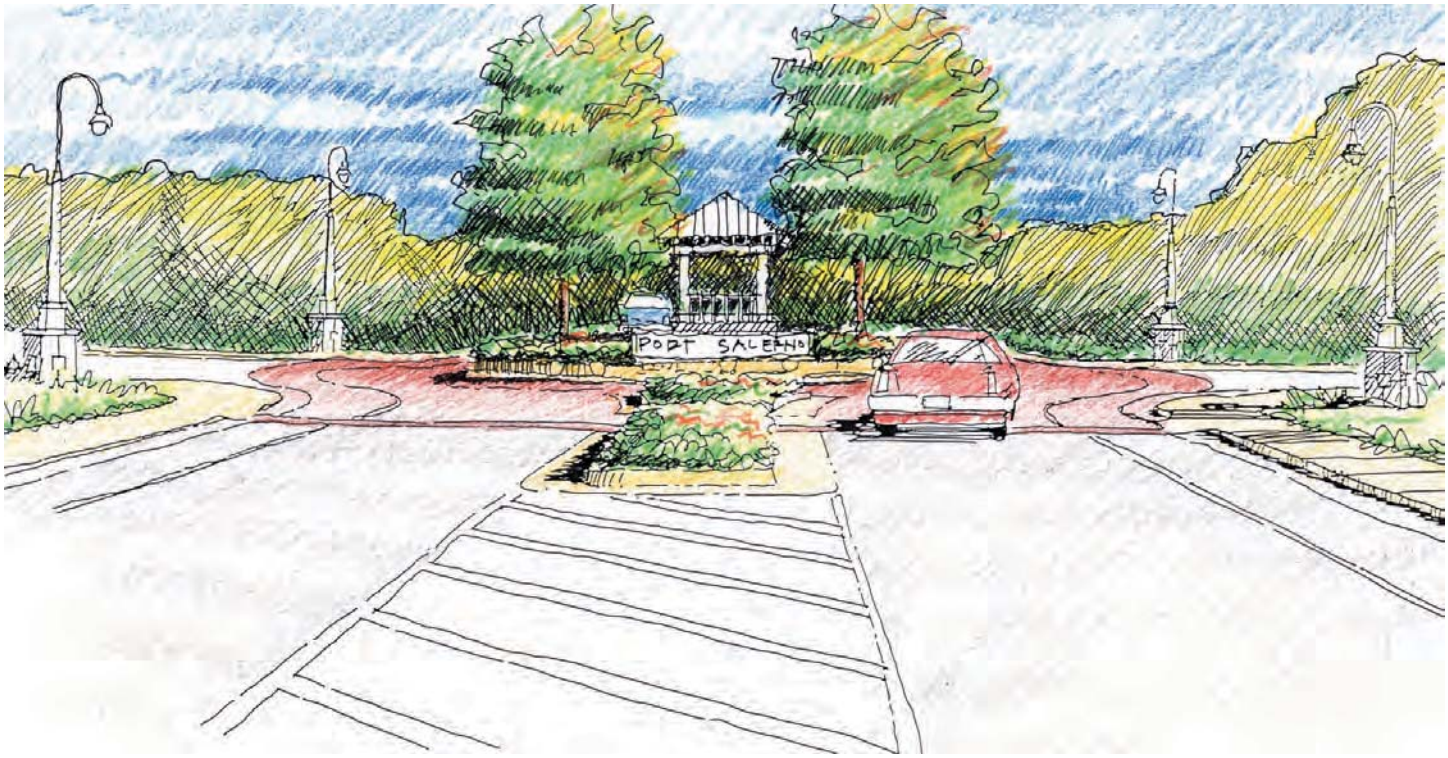


Potential Access Management on A1A

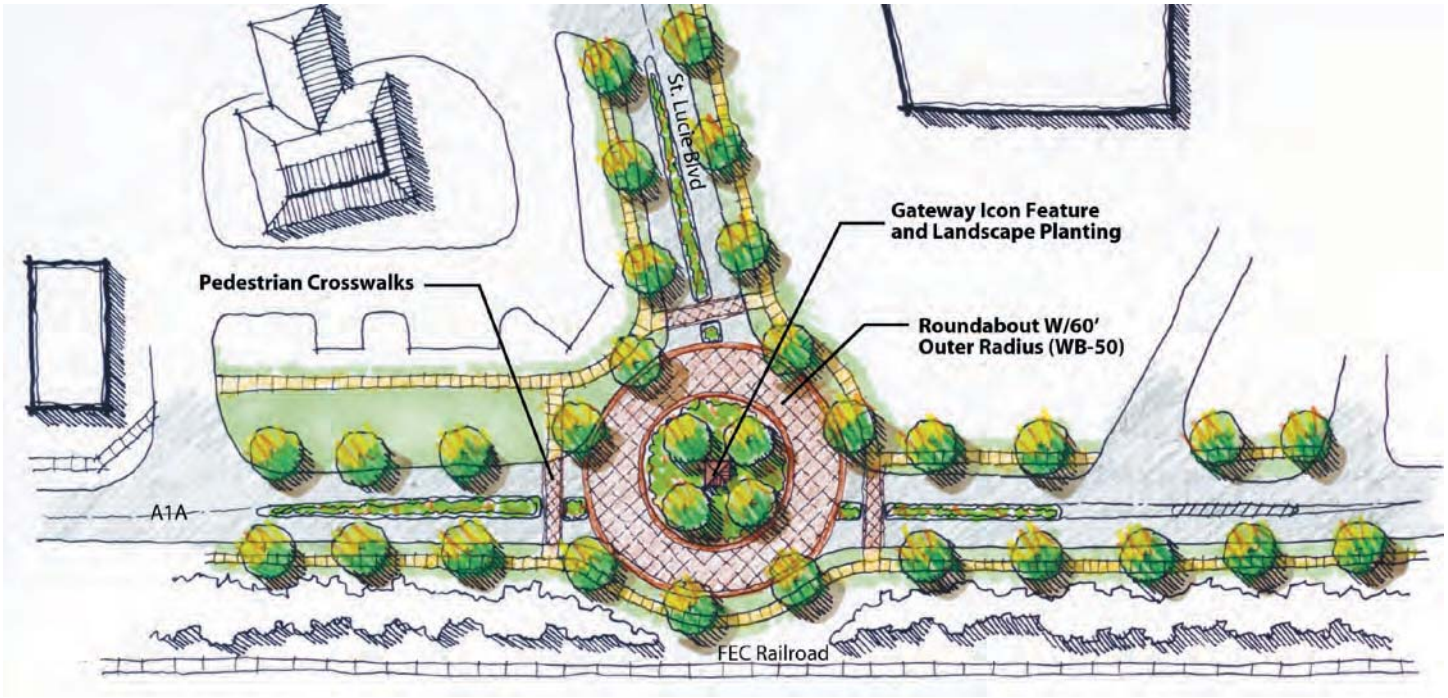
Proposed Typical Section CR A1A (Downtown Port Salerno)



Proposed CR A1A / Cove Road Intersection



Concept Sketch of Roundabout



Proposed CR A1A / St. Lucie Blvd. Intersection

Comprehensive Bike and Pedestrian Connections

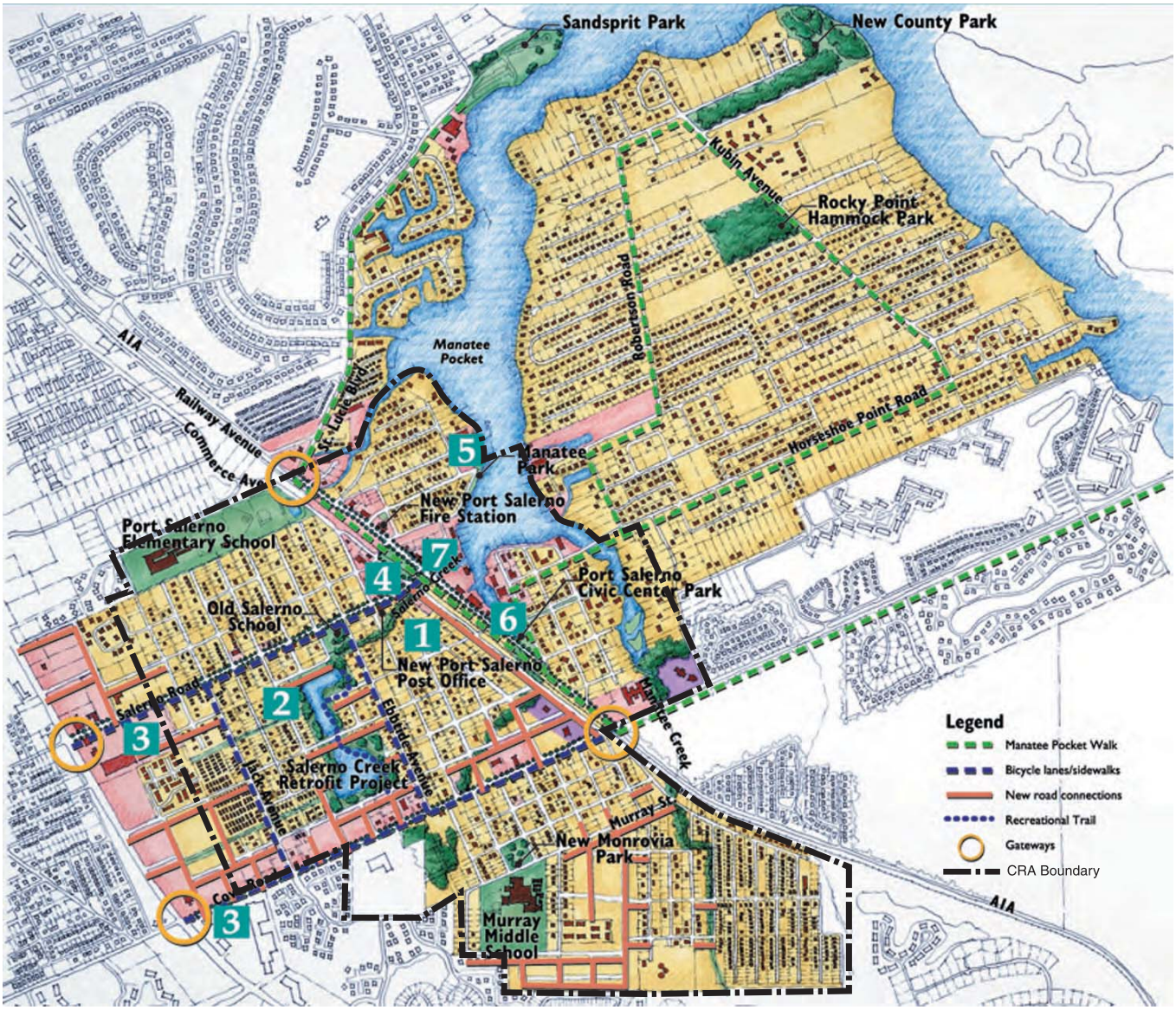
Cost: A more detailed evaluation of improvements will be required. Improvements should be incorporated into planned road and infrastructure projects.

Funding Sources: General Fund

Time-Frame: 6-10 years

The Port Salerno Redevelopment Plan proposed a complete pedestrian and bicycle system of connected recreational trails, bike lanes and paths, and sidewalks. The system as outlined in the Redevelopment Plan includes the creation of the "Manatee Pocket Walk", the completion of sidewalks on major thoroughfares, and the addition of bicycle lanes on key road connections.

This system will be implemented over time since many of the improvements can be included as part of other County projects.



Housing Development Initiatives

Cost: Will need to be evaluated as appropriate strategies are implemented by SHIP and County Staff.

Funding Sources: General Fund

Time-Frame: On going

Objective:
Initiate programs, improvements and incentives to encourage in-fill development of new single family homes and rehabilitation of existing single family homes within targeted areas of the Port Salerno community.

Creating strategies for maintaining and attracting safe, decent and affordable housing is an essential element of neighborhood redevelopment. Quality residential neighborhoods provide the stable base upon which the overall health of the community is derived. Through the Community Redevelopment Planning process, residents of Port Salerno focused on single family housing as the primary type of housing reinvestment they wish to attract and retain in their community. This preference can be accommodated within the existing community context and character.

Although opportunities for in-fill single family development exist throughout Port Salerno, it is important to focus government and community-based housing initiatives in districts where housing quality is poorest and barriers to private market investment are greatest. The New Monrovia neighborhood south of Cove Road, along with the neighborhood north of Salerno Road and south of Port Salerno Elementary School, stand out as a primary target areas for such efforts.

New Monrovia
New Monrovia's traditional grid street system, centrally located public park, abundance of vacant building lots, public middle school and existing single family character provide attractive opportunities for the introduction of additional, affordable single family homes. However, a lower income population, poor public infrastructure, neglected private maintenance and real and perceived crime and safety issues have discouraged significant market rate housing investment in the neighborhood. Approximately 55% of the building sites within New Monrovia remain undeveloped.

North of Salerno Road
The area north of Salerno Road shares similar characteristics with New Monrovia, including a single family character, grid street system, adjacent school and park facilities, and numerous undeveloped lots. The neighborhood's negative factors derive primarily from the lack of public infrastructure and significant neglect of property maintenance, especially related to rental properties with absentee landlords. Approximately 30% of the building sites within the neighborhood remain undeveloped.

Strategies
The following strategies provide options for achieving the community's housing objective through a community-based approach that builds on the strengths of the districts as cohesive, traditionally designed neighborhoods. In keeping with overall community objectives as expressed through the Community Redevelopment Planning process, these strategies emphasize construction of new single family in-fill houses, rehabilitation of existing homes and enforcement of County zoning and building codes as the primary housing improvement goals for the target areas.

Strategy 1:
Support and strengthen the capacity of the New Monrovia Community Development Corporation (CDC) to facilitate development of affordable new single family homes on vacant lots within the neighborhood.

- Establish technical assistance partnerships with appropriate organizations and agencies to evaluate the CDC and recommend effective approaches for increasing community support and organizational capacity. Possible resources include the Florida Housing Coalition, Shimberg Center for Affordable Housing (University of Florida), Florida Community Loan Fund and Local Initiatives Support Corporation.

- In consultation with technical assistance partners, seek and obtain potential funding to hire permanent staff to manage the CDC's housing development activities and establish an office within the community. Staff should include an executive director to provide overall administrative services, coordinate partnerships and oversee construction activity, an education and assistance coordinator to work with prospective homebuyers and an administrative/office assistant.

- Establish construction and marketing partnerships with appropriate organizations and agencies that provide capital for property acquisition and development of affordable housing. Possible resources include the Florida Community Loan Fund, Local Initiatives Support Corporation and private financial institutions with community development programs.

- Develop a cooperative plan with other housing development organizations and agencies, such as the County's SHIP program and Habitat for Humanity, to target construction and rehabilitation activity in the neighborhood.

- Evaluate the feasibility of expanding the CDC service area to include all areas of the Port Salerno community in need of housing development services, particularly the neighborhood north of Salerno Road and south of Port Salerno Elementary School.

Strategy 2:
Develop a County-based package of incentives specifically focused on encouraging single family residential development, rehabilitation in the targeted neighborhoods, and potential live-work units.

- Apply for Community Development Block Grant funds to offset sanitary sewer and potable water connection fees for existing and new income-eligible, single family homeowners in the neighborhood.

- Develop and implement an impact fee credit deferment or discount program for new single family home construction in the neighborhood.

- Develop first-time homebuyer education and training programs for families purchasing homes in the neighborhood.

Strategy 3:
Target CDC, County and other housing development initiatives and investment into areas of the targeted neighborhoods where the impact of new residential development will be maximized.

- In New Monrovia, focus initial lot acquisition and in-fill home construction in the area around New Monrovia Park and Murray Middle School. The proximity of the park and school serve as important amenities for new residents. New homeowners will provide additional security for the park, school and surrounding streets, helping to report and discourage illicit activity in the area.

- In the area north of Salerno Road, focus initial lot acquisition and in-fill home construction on streets immediately south of Port Salerno Elementary School and adjacent recreational facilities. Again, the school serves as an important amenity for attracting new families to the neighborhood who will provide additional "eyes on the street" and help establish stronger neighborhood pride and identity.

- Focus housing rehabilitation resources on existing homes in the same areas to further concentrate and maximize reinvestment in the neighborhood.

Strategy 4:
Focus public capital investment, such as Community Development Block Grant funds, on improvements that support and reinforce the single family character of the target areas.

- Complete installation of sanitary sewer, potable water and stormwater facilities within the neighborhoods.

- Construct platted but unbolt streets to complete neighborhood street grids and provide access to vacant platted building lots.

- Develop and implement a program to pave existing dirt streets throughout the neighborhoods.

- Develop and implement a program to construct sidewalks throughout the neighborhoods, with priority focus on providing connections to schools and parks.

- Establish finance mechanisms such as municipal services taxing units to pay for installation of street lights and other unfunded facilities throughout the neighborhood.

- Establish a citizen involvement process that allows neighborhood residents to select and prioritize needed capital improvements.

Strategy 5:
Focus County code enforcement activity in the target areas to improve neighborhood appearance, safety and marketability.

- Educate property owners about housing maintenance requirements and code enforcement procedures and priorities.

- Conduct a "code sweep" through the targeted neighborhoods to address significant health, safety and maintenance violations.

- Identify and provide rehabilitation assistance to truly needy homeowners and hardship cases.

- Organize neighborhood code enforcement teams to monitor nuisances, zoning and building code violations.

Strategy 6:
Initiate outreach to homebuilders to evaluate market feasibility and identify additional development incentives

- Contact builders of single family homes to determine what conditions and incentives it will take to attract them to build in the target areas, such as:
  - Infrastructure improvements
  - Fee waivers
  - Pre-sold/financed homes
  - Crime & safety improvements

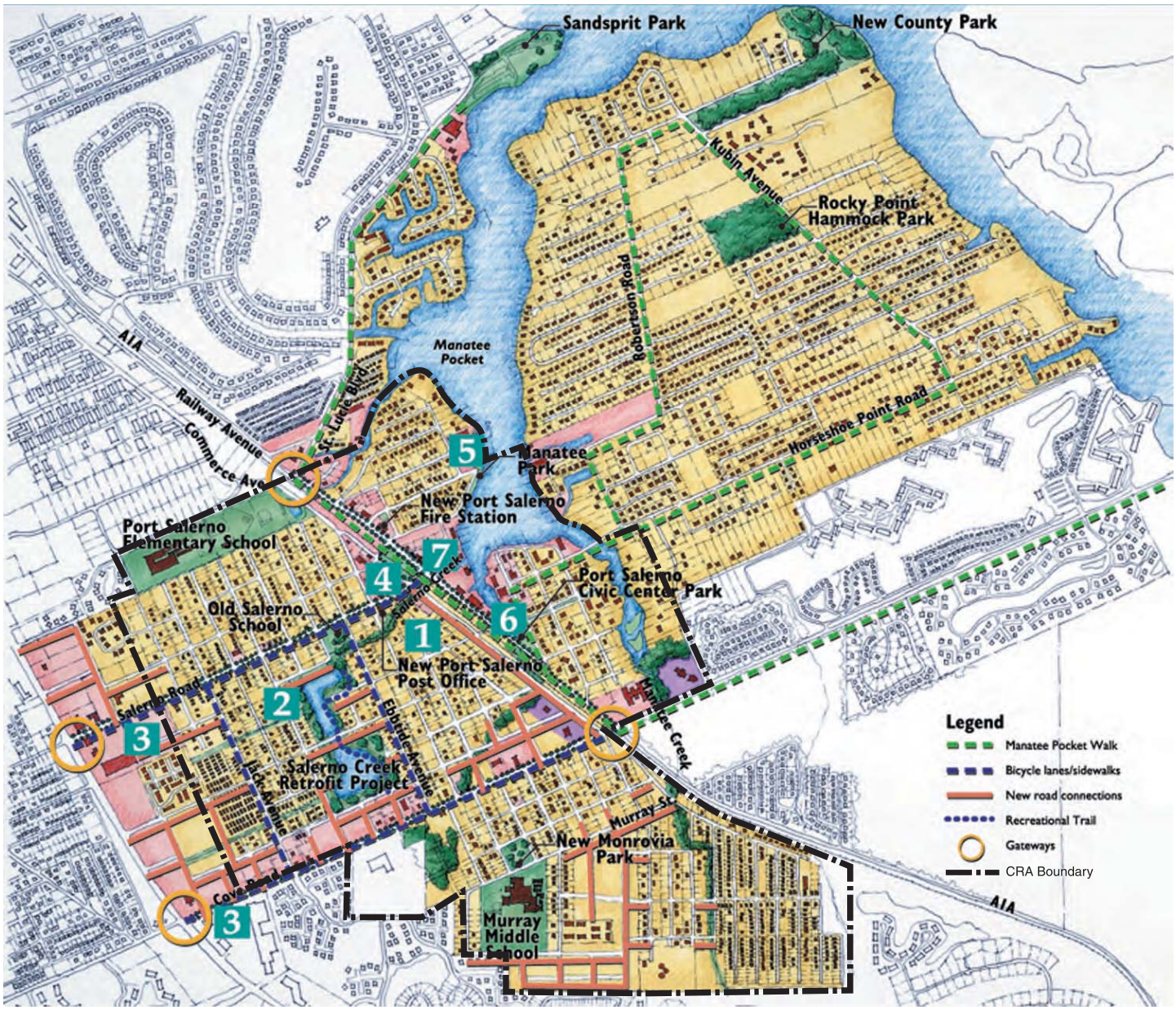
Port Salerno Area Economic/Land Use Study

Cost: $25,000 - $50,000

Funding Sources: General Fund

Time-Frame: On-going

In order to supplement the Port Salerno Redevelopment Plan a Real Estate Market and Land Use Study should be completed in order to identify the realistic market opportunities within Port Salerno. Once opportunities are identified appropriate steps should be taken to capitalize on potential new development relative to the recommendations of the Redevelopment Plan.



Manatee Creek Micro Action Plan (MAP)

Cost: $10,000

Funding Sources: TIF, Grants, Community Partnership

Time-Frame: On-going

The Manatee Creek Micro Action Plan (MAP) outlines potential projects throughout the Manatee Creek neighborhood which includes sidewalk connections, gateway signage, ditch cleanup, addition of landscaping, community park improvements to include perimeter fencing, and safety improvements such as street lighting and clean up of brush and ditches.

Implementation

Introduction

The implementation of the concepts and design ideas of this plan will require the continued energy and support of all those who have participated in the Community Redevelopment Planning Process. This report should continue to serve as a reference tool to communicate to County staff and private developers the urban design intent of the plan in order to facilitate appropriate solutions.

This section organizes the planned projects of the Port Salerno Community Redevelopment Plan by time frame for implementation with estimated costs and potential funding sources. Finally, the Required Contents of the Community Redevelopment Plan, as required by Chapter 163.362 of the Florida Statues, are outlined and described relative to the Port Salerno Community Redevelopment Plan.

Numbered items (*) indicate their priority as ranked by the Port Salerno Neighborhood Advisory Committee. Priorities may change based on available funding.

Project	Cost	Potential Funding
Quick Victory (1-5 Years)		
Design Guidelines	$25,000-$100-000	General Fund
Master Utility Planning	$100,000-$300,000	Grants, Special District Funds, General Fund
Salerno Creek Retrofit Project	$750,000	Grants, CIP
A1A / Binnacle-Anchor Intersection Improvements	Should be included in the planned and budgeted improvements for A1A	General Fund
Port Salerno Post Office	Post Office Funded Driftwood Ave.: $150,000-$200,000	General Fund
A1A Redesign and Enhancement	$2,450,000 currently budgeted	CIP
Port Salerno Civic Center Park	$678,000 currently budgeted for park improvements	General Fund
Railway Avenue Extension	$800,000-$1,000,000	General Fund
Mid-Range (3-5 Years)		
Manatee Pocket Walk	$100,000-$125,000	General Fund
Long-Range (5-10 Years)		
Cove and Salerno Roads Enhancement	$2,000,000	General Fund
Rocky Point Traffic Calming and Saftey Lighting	$50,000-$60,000	General Fund
Port Salerno Civic Center Park Boardwalk	Boardwalk: $150,000 - $200,000	General Fund
Port Salerno Village Center / Market Place Park	$250,000-$300,000	Bonding / Repayment, Special Assessment, General Fund
Comprehensive Bike and Pedestrian Connections	A more detailed evaluation of improvements will be required. Improvements should be incorporated into planned road and infrastructure projects.	General Fund
Long-Range (10-15 Years)		
Salerno Creek Park	$50,000-$60,000	General Fund
Manatee Park / Commercial Docks and Boardwalk	$250,000-$300,000	General Fund
On-Going		
Port Salerno Area Economic / Land Use Study	$25,000-$50,000	General Fund
Housing Development Initiatives	Will need to be evaluated as appropriate strategies are implemented.	General Fund
Integrating Capital Improvements Projects	N/A	N/A

Funding

Pay As You Go:

- Property Taxes (District Funds)
- Sales and Use Tax
- Real Estate Transfer Tax
- Tax Increment Financing
- Special Assessments District
- Business Improvement District
- Benefit Assessment District
- User Charges
- Reserves
- Mitigation Financing
- Negotiated Exaction or Impact Fees (hookups, systems development of capital fees)
- Grants
- Public-Private Ventures

Borrowing:

- General Obligation Bonds - Limited or Unlimited Tax
- Revenue Bonds (or "rate-supported" bonds)
- Taxable Bonds
- Tax Increment Financing Bonds
- Lease Purchase and Certificates
- Revolving Loans
- Bond Banks
- Industrial Development Bonds

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 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 Port Salerno Neighborhood Planning Area includes the area outlined in this small area plan. The legal description for the area is provided in the appendix of this plan.

The boundaries established for the Port Salerno Neighborhood Planning Area are based upon Resolution # 97-6.11 passed by the Martin County Board of County Commissioners on June 24, 1997, 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.

2. Show a diagram and in general terms:
a. The approximate amount of open space to be provided and the street layout.

The Port Salerno Community Redevelopment Plan outlines proposed parks, recreation areas, streets, public utilities, and pubic improvements.

The approximate amount of open space currently contained in the Port Salerno Neighborhood Planning Area is 25% - 30%. Following the completion of identified projects in the Port Salerno Community Redevelopment Plan, the amount of open space will include an additional 1-5 acres.

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

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 Port Salerno Community Redevelopment Plan has identified that design standards should be developed to include site planning issues as well as architectural standards to promote a development pattern that compliments Port Salerno's village character.

c. The approximate number of dwelling units

Based upon information supplied by Martin County, the approximate number of dwelling units in the Port Salerno Neighborhood Planning Area is 1,067 units

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

The Port Salerno Community Redevelopment Plan outlines the location of proposed parks, recreation areas, streets, public utilities, and public improvements and includes a detailed description of projects with estimated cost.

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.

Neighborhood Impact Element
It is the purpose of the Port Salerno Community Redevelopment Plan to outline redevelopment opportunities that will revitalize the area and better meet the needs of the community. The following is an evaluation of potential impacts.

- **Relocation**
  All projects proposed contribute to a revitalized Port Salerno that will improve the quality-of-life for residents and promote new housing redevelopment. It is intended that no relocation will occur during the course of implementing the Port Salerno Community Redevelopment Plan. Public infrastructure projects will potentially involve business establishments as well as residential households, but relocation should not be necessary.

- **Traffic Circulation**
  The projects outlined in this plan include multi-modal transportation improvements that range from street enhancements, traffic calming, additional sidewalks, bicycle facilities, and streetscape design.

  A1A/Binnacle-Anchor Intersection Improvements - The proposed improvements to this intersection will eliminate current dangerous traffic conditions and enhance the surrounding pedestrian environment.

A1A Redesign and Enhancement - The redesign and enhancement of A1A through Port Salerno will calm traffic and improve the physical quality of the road providing an environment that better supports commercial and residential redevelopment.

Railway Avenue Extension - The extension of Railway Avenue will provide additional access parallel to A1A and create a stronger connection between the New Monrovia neighborhood and "downtown" Port Salerno.

Cove and Salerno Roads Enhancement - The enhancement of Cove and Salerno Roads will enhance the adjacent neighborhoods and provide stronger pedestrian and bicycle access.

Bicycle and Pedestrian Connections - The comprehensive implementation of sidewalk connections and bicycle lanes will create a multi-modal network that provides better mobility for all modes of transportation, minimizing the dependence on the automobile.

- **Environmental Quality**
  Projects like the Salerno Creek Retrofit project as well as master stormwater and utility planning will improve overall stormwater management and environmental quality in Port Salerno. These sewer and drainage improvements will help protect the quality of Manatee Pocket and its related natural environment.

- **Availability of Community Facilities**
  The proposed multi-modal transportation improvements will provide increased linkages to all community facilities including schools, parks, neighborhoods, and commercial areas. Park and open space improvements will provide more park space and better access to Manatee Pocket and existing park facilities.

- **Effect on School Population**
  The proposed redevelopment activities are intended to improve the social and physical quality of Port Salerno. It is the goal of these redevelopment activities to attract residential infill development and improve the quality of housing in the area. The amount of infill residential development is not anticipated to generate school age children in numbers that would significantly impact area schools.

- **Physical and Social Quality of the Neighborhood**
  All of the redevelopment projects proposed have the expressed purpose of improving the physical and social quality of Port Salerno's neighborhoods over time. As with all redevelopment areas, they are constantly undergoing change and the Port Salerno Community Redevelopment Plan acknowledges this change and provides projects which will initially stabilize and subsequently improve the vitality of Port Salerno.

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

The Port Salerno Community Redevelopment Plan includes as an appendix a list and description of all publicly funded capital projects to be undertaken within the Port Salerno Neighborhood Planning 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 Statues. 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 part.

This provision of a Community Redevelopment Plan will be satisfied on an individual basis as each project is carried through

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.

If, as a result of implementation of projects contained within the Port Salerno Community Redevelopment Plan relocation of persons becomes necessary on either a temporary or permanent basis, the Community Redevelopment Agency will work with public and private agencies to provide replacement housing for those affected persons consistent with applicable State Guidelines.

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 Port Salerno Community Redevelopment Plan. The New Monrovia neighborhood south of Cove Road, along with the neighborhood north of Salerno Road and south of the Port Salerno Elementary School, stand out a primary target areas for such efforts. The Port Salerno Community Redevelopment Plan outlines detailed "Housing Development Initiatives". These initiatives should be coordinated through the State Housing Initiative Partnership (S.H.I.P.).

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.

The Port Salerno Community Redevelopment Plan includes a detailed list and description of proposed projects with estimated cost. The Martin County CRA is currently evaluating appropriate funding mechanisms.

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 Port Salerno Community Redevelopment Plan for funding.

Appendices

APPENDIX

ADOPTION RESOLUTION

APPENDIX

LEGAL DESCRIPTION:
PORT SALERNO NEIGHBORHOOD PLANNING AREA

PORT SALERNO NEIGHBORHOOD PLANNING AREA DESCRIPTION

ALL THOSE LOTS, TRACTS, ROADWAYS, DRAINAGE WAYS AND WATERWAYS LYING IN A PORTION OF THE PLAT OF THE HANDSON GRANT AS RECORDED IN PLAT BOOK 1, PAGE 11 OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA AND A PORTION OF SECTION 30, TOWNSHIP 38 SOUTH, RANGE 42 EAST, AND A PORTION OF SECTION 25, TOWNSHIP 38 SOUTH, RANGE 41 EAST, SAID LOTS, TRACTS, ROADWAYS, DRAINAGE WAYS AND WATERWAYS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING COMMENCE AT THE NORTHWESTERLY CORNER OF THE PLAT OF SALERNO AS RECORDED IN PLAT BOOK 1, PAGE 75 OF THEPUBLIC RECORDS OF MARTIN COUNTY, FLORIDA: THENCE EASTERLY ALONG THENORTH LINE OF SAID PLAT TO THE SOUTHWESTERLY CORNER OF THE PORT SALERNO ELEMENTERY SCHOOL SITE: THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID SCHOOL SITE TO THE NORTHWESTERLY CORNER OF SAID SCHOOL SITE: THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SCHOOL SITE TO THE NORTHEASTERLY CORNER OF SAID SCHOOL SITE SAID POINT ALSO BEING THE NORTHWESTERLY CORNER OF WOJCIESZAK PARK: THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID PARK TO THE NORTHWESTERLY CORNER OF LOT 1 OF THE PLAT OF POERT SALERNO PARK AS RECORDED IN PLAT BOOK 5, PAGE 79 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA: THENCE CONTINUE EASTERLY ALONG THE NORTHERLY LINE OF SAID PLAT TO THE INTERSECTION WITH THE WESTERLY RIGHT-OF-WAY LINE OF THE F.E.C. RAILROAD (A 100 FOOT RIGHT-OF-WAY) (SAID PLAT OF PORT SALERNO PARK IS ALSO PART OF SAID WOJCIESZAK PARK: THENCE CONTINUE EASTERLY ON THE PROJECTED NORTHERLY LINE OF SAID PLAT TO THE EASTERLY RIGHT-OF-WAY LINE OF THE R.E.C. RAIDROAD AND THE WESTERLY RIGHT-OF-WAY LINE OF DIXIE HIGHWAY (C.R. A-1-A) (A 110 FOOT RIGHT-OF-WAY): THENCE SOUTHERLY ALONG SAID RIGHT-OF-WAYS (F.E.C. & DIXIE HWY) TO A POINT WHICH IS AT RIGHT ANGLES TO THE SOUTHWESTERLY CORNER OF LOT 23 ACCORDING TO THE PLAT OF A REVISED PLAT OF MANATEE BAY AS RECORDED IN PLAT BOOK 3, PAGE 100 OF THEPUBLIC RECORDS OF MARTIN COUNTY, FLORIDA AND THE EASTERLY RIGHT-OF-WAY OF SAID DIXIE HIGHWAY, SAID POINT ALSO BEING THE NORTHERLY RIGHT-OF-WAY OF S.E. MANATEE LANE (A 50 FOOT RIGHT-OF-WAY): THENCE

EASTERLY ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID MANATEE LANE TO THE NORTHEASTERLY CORNER OF LOT 21 OF SAID PLAT: THENCE CONTINUE EASTERLY ALONG THE NORTHERLY LINE OF SAID PLAT TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID S.E. MANATEE LANE AND THE NORTHWESTERLY CORNER OF LOT 20 OF SAID PLAT: THENCE OCNTINUE EASTERLY ALONG THE NORTHERLY LINE OF SAID LOT 20 TO THE SHORE LINE OF THE MANAATEE BAY WATERWAY: THENCE SOUTHEASTERLY ACROSS THE WATERS OF SAID MANATEE BAY TO THE SOUTHERLY SHORE LINE OF SAID MANATEE BAY WATERWAY AND THE ORTHEASTERLY CORNER OF LOT 7 OF SAID PLAT: THENCE MEANDER EASTERLY AND NORTHEASTERLY ALONG SAID SOUTHERLY SHORE LINE TO THE NORTHERLY MOST POINT OF LOT 50, SAID LOT 50 LYING AT THE NORTHERLY END OF S.E. MULFORD LANE: THENCE EASTERLY ACROSS THE WATERS OF MANATEE BAY TO THE EASTERLY SHORE LINE OF MANATEE BAY WATERWAY AND THENORTHWESTERLY CORNER OF LOT 23 ACCORDING TO THE PLAT OF BAYSHORE VILLA AS RECORDED IN PLAT BOOK 4, PAGE 74 OF THE PUBLIC RECOREDS OF MARTIN COUNTY, FLORIDA: THENCE MEANDER SOUTHERLY ALONG THE EASTERLY SHROE LINE OF SAID MANATEE BAY TO THE INTERSECTION WITH THE NORTHERLY RIGHT OF WAY OF S.E. HORSESHOE POINT ROAD (A 50 FOOT RIGHT OF WAY) LYING AT THE EASTERLY END OF THE ROCK POINT BRIDGE: THENCE EASTERLY ALONG SAID NORTHERLY RIGHT OF WAY OF SAID ROAD TO A POINT OF LOT 14 OF THE PLAT OF PENNELL MINOR PLAT AS RECORDED IN PLAT BOOK 6, PAGE 30 OF THEPOUBLIC RECORDS OF MARTIN COUNTY, FLORIDA, SAID POINT ALSO BEING THEPROJECTED EASTERLY RIGHT OF WAY LINE OF S.E. MANATEE COVE ROAD (A 50 FOOT RIGHT OF WAY): THENCE SOUTHERLY ALONG SAID PROJECTED LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID S.E. HORSESHOE POINT ROAD AND THE EASTERLY RIGHT OF WAY LINE OF SAID S.E. MANATEE COVE ROAD: THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT OF WAY OF S.E. MANATEE COVER ROAD TO THE SOUTHWESTERLY CORNER OF LOT 4 ACCORDING TO THE PLAT OF MANATEE COVE AS RECORDED IN PLAT BOOK 2, PAGE 94 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA: THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 4 TO THE NORTHWESTERLY CORNER OF THE PLAT OF COUNTRY CLUB COVE AS RECORDED IN PLAT BOOK 9, PGE 19 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA AND THE EASTERLY RIGHT OF WAY

LINE OF S.E. MANATEE COVE ROAD (A 100 FOOT RIGHT OF WAY): THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE TO THE NORTHERLY RIGHT OF WAY LINE OF S.E. COVE ROAD (A 120 FOOT RIGHT OF WAY): THENCE SOUTHERLY AS MEASURED AT RIGHT ANGLES TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID S.E. COVE ROAD: THENCE WESTERLY ALONG SAID S.E. COVE ROAD RIGHT OF WAY LINE TO A OPINT WHERE THE SOUTHERLY RIGHT OF WAY LINE CHANGES TO A 100 FOOT WIDE RIGHT OF WAY: THENCE N ORTHERLY TO SAID POINT WHERE THE SOUTH RIGHT OF WAY LINE IS 100 FEET WIDE: THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE INTERSECTION OF THE EASTERLY RIGHT OF WAY LINE OF S.E. DIXIE HIGHWAY (C.R. A-1-A, A 30 FOOT RIGHT OF WAY): THENCE CONTINUE WESTERLY ON A PROJECTED RIGHT OF WAY LINE FO SAID S.E. COVE ROAD TO THE WESTERLY RIGHT OF WAY LINE OF SAID S.E. DIXIE HIGHWAY AND THE EASTERLY RIGFHT OF WAY LINE OF THE F.E.C. RAILROAD (A 100 FOOT RIGHT OF WAY); THENCE CONTINUE WESTERLY ALONG SAID PROJECTED LINE TO THE WESTERLY RIFHT OF WAY LINE OF SAID F.E.C. RAIDROAD AND THE NORTHEASTERLY LINE OF THE PLAT OF NEW MONROVIA AS RECORDED IN PLAT BOOK 3, PAGE 94 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA TO THE INTERSECTION OF THE SOUTHERLY LINE OF SAID PLAT: THENCE CONTINUE SOUTHEASTERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF SAID F.E.C. RAILROAD, SAID LINE ALSO BIENG THE NORTHERLY LINE OF THE FOLLOWING PLATS DIXIE PARK 4TH ADDITION AS RECORDED IN PLAT BOOK 12, PAGE 22, DIXIE PARK 3RD ADDITION AS RECORDED IN PLAT BOOK 1, APGE 60 ALL OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA AND DIXIE PARK 2ND ADDITION AS RECORDED IN PLAT BOOK 11, PAGE 52 OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA TO THE NORTHEASTERLY CORNER OF LOT 6 OF SAID DIXIE PARK 2ND ADDITION: THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 6 TO THE NORTHERLY RIGHT OF WAY LINE OF S.E. PRIMROSE WAY (A 60 FOOT RIGHT OF WAY): THENCE CONTINUE SOUTHERLY ON THE PROJECTED EASTERLY LINE OF SAID LOT 6 TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID S.E. PRIMROSE WAY: THENCE NORTHWESTERLY ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID S.E. PRIMROSE WAY TO THE INTERSECTION WITH THE EASTERLY RIGHT O FWAY LINE OF S.E. PINE DRIVE (A 50 FOOT RIGHT OF WAY): THENCE SOUTHERLY ALONG SAID RIGHT OF WAY LINE TO THE INTERSECTION OF THE NORTHERLY RIGHT OF WAY

LINE OF S.E. PALMETTO ROAD (A 50 FOOT RIGHT OF WAY): THENCE EASTERLYU ALONG SAID NORTHERLY RIGHT OF WAY LNE OF S.E. PALMETTO ROAD TO A POINT OF THE INTERSECTION OF THE PROJECT4ED EASTERLY RIGHT OF WAY LINE OF S.E. GRAFTON DRIVE (A 40 FOOT RIGHT O FWAY): THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE OF S.E. GRAFTON DRIVE TO THE SOUTHERLY RIGHT OF WAY LINE OF AN UJN-NAMED 25 FOOT WIDE RIGHT OF WAY AND THE SOUTHEAST CORNER OF SAID PLAT OF DIXIE PARK 2^{ND} ADDITION SAID POINT ALSO BEING ON THE SOUTHELRY LOINE OF SECTION 30, TOWNSHIP 38 SOUTH, RANGE 42 EAST: THENCE WESTERLY ALONG SAID SOUTHERLY SECTION L INE ALSO BEING THE SOUTHELRY LINE OF SAID DIXIE PARK 2^{ND}, 3^{RD} AND 4^{TH} ADDITIONS TO THE SOUTHWEST COCRNER OF SAID SECTION30 AND THE SOUTHEASTT CORNER OF SECTION 25, TOWNSHIP 38 SOUTH, RANGE 41 EAST, SAID POINT ALSO BE ING THE SOUTHEAST CORNER OF THE PLAT OF SALERNO SAMLL FARMS AS RECORDED IN PLAT BOOK 2, PAGE 56 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA: THENCE WESTERLY ALONG SAID SOUTH LINE OF SECTION 25 AND THE SOUTHERLY LINE OF SAID SALERNO SMALL FARMS TO THE WESTERLY RIGHT OF WAY LINE OF AN UN-NAMED 30 FOOT WIDE ROAD RIGHT OF WAY, BOUNDED ON THE WEST BY EMERALD LAKES PHAE IX AS RECORDED IN PLAT BOK 10, APGE 14 OF THE PUBLIC RACORDS OF MARTIN COUNTY, FLORIDA: THENCE NORTH ALONG SAID WESTERLY UN-NAMED RIGHT OF WAY AND EASTERLY LINE OF SAID EMERALD LAKES TO THE INTERSECTION WITH THE SOUTHERLY RIGHT OF WAY LINE OF S.E. CLECKLY WAY (50 FOOT RIGHT OF WAY): THENCE WEST ALONG SAID RIGHT OF WAY AND THE NORTH LINE OF SAID EMERALD LAKES PHASE IX TO THE EASTERLY LINE OF THE PLAT OF EMERALD LAKES PHASE VIII AS RECORDED IN PLAT BOOK 11, PAGE 90 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA, SAID LINE ALSO BEING THE WESTERLY LINE OF SAID SALERNO SMALL FARMS: THENCE NORTH ALONG SAID EAST LINE OF EMERALD LAKES PHASE VIII AND WEST LINE OF SAID SALERNO SMALL FARMS TO THE INTERSECTION WITH THE SOUTHERLY LINE OF THE PLAT OF SAID NEW MONROVIA: THENCE SOUTHWESTERLY ALONG SAID SOUTH LINE OF NEW MONROVIA TO THE INTERSECTION WITH THE EASTERLY LNE OF A UN-PLATTED TRACT OF LAND KNOWN AS THESOLITON DEVICES INC. TRACT: THENCE SOUTH ALONG SAID LINE TO THE SOUTHEAST CORNER OF SAID SOLITRON TRACT: THENCE WEST ALONG THE SOUTH LINE OF SAID SOLITRON TRACT TO THE

SOUTHWEST CORNER OF SAID SOLITRON TRACT: THENCE NORTH ALONG THE WEST LINE OF SAID SOLITRON TRACT AND THE EAST LINE OF EMERALD LAKES PHASE VI AS RECORDED IN PLAT BOOK 9, PAGE 67 AND EMERALD LAKES PHASE V AS RECORDED IN PLAT BOOK 9, PAGE 56 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA TO THE INTERSECTION WITH THE SOUTHERLY RIGHT OF WAYLINE OF S.E. COVE ROAD (A 80 FOOT RIGHT OF WAY): THENCE SOUTHWESTERLY ALONG SAID SOUTHERLY RIGHT O FWAY LINE OF S.E. COVE ROAD AND THE NORTHERLY LINE OF SAID EMERALD LAKES PHASE V AND EMERALD LAKES PHASE IV AS RECORDED IN PLAT BOOK 9, PAGE 51 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA TO THE INTERSECTION WITH THE WESTERLY LINE OF SAID EMERALD LKAES PAHSE IV: THENCE NORTHERLY TO A POINT WHERE THE RIGHT OF WAY LINE OF S.E. COVE ROAD IS 50 FOOT WODE: THENCE SOUTHWESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF S.E. COVE ROAD TO A POINT OF INTERSECTION WITH THE SOUTHERLY PROJECTED WESTERLY LINE OF SAID PLAT OF SALERNO: THENCE NORTHERLY ALONG SAID PROJECTED LINE TO THE NORTHERLY RIGHT OF WAY LINE OF SAID S.E. COVE ROAD: THENCE CONTINUE NORTHERLY ALONG SAID WESTERLY LINE OF THE PLAT OF SALERNO TO THE OPINT OF BEGINNING.

APPENDIX

PUBLICLY FUNDED CAPITAL PROJECTS WITHIN THE PORT SALERNO NEIGHBORHOOD PLANNING AREA

PUBLICLY FUNDED CAPITAL PROJECTS
WITHINTHE PORT SALERNO COMMUNITY REDEVELOPMENT AREA

PROJECT	DESCRIPTION	COST
Port Salerno Fire Station 30 Reconstruction **Department:** Emergency Services **Implementation**: 1999-2000	Reconstruct Station 30 in existing location per the Fire Rescue Facilities Planning Team recommendation utilizing the Fire Rescue Strategic Plan and Fire Station location study. Reconstruction is to be approximately 10,037 square feet at $123/s.f. Design will include development of the standard "modular" design for future stations.	**Ad Valorem:** $1,175,000 **Impact Fees:** $54,500 **Total:** $1,720,000
CR A1A Enhancements: Jefferson Street to Cove Road **Department**: Roads **Implementation:** 2000-2002	Corridor enhancements which may include some combination of traffic calming & intersection improvements, sustainability concepts, enhanced streetscaping, and a new FEC Railroad crossing at Market Place or St. Lucie Boulevard. May include alternate corridor improvements to Commerce/Railway Avenue, and creation of a Traffic Concurrency Exception Area (TCEA). Construction may be implemented in distinct phases. Project length approximately 2.3 miles.	**Impact Fees:** $1,675,000 **Gas Tax:** $550,000 **Grant:** $225,000 **Total:** $2,450,000
Cove Road 4-Lane: SR-76 to CR-A1A **Department:** Roads **Implementation:** 2005+	Multi-lane reconstruction of existing 2 lanes to ultimately become a 4-lane facility. Project may be constructed in distinct phases. SR-76 to US-12 segments approximately 3.0 miles. US-1 to CR-A1A segment approximately 1.0 miles. Design/permitting of the SR-76/US-1 segment originally completed as part of the cove Road Phase 1 (2-lane paving) project completed FY-95/94. Modification of plans to meet current design standards, and resubmittal of permits which may have lapsed, may be required. A Year 2020 Long Range Transportation Plan project.	**Transport Revenues:** $4,500,000 **Total:** $4,500,000
New Monrovia Park **Department:** Parks and Recreation **Implementation:** 1999-2000	2 acre community park, improvements to maintain LOS and for public safety. Improvements include irrigation, playground replacement, resurface tennis courts, construction of basketball or tennis courts, design, and project administration.	**South Central MSTU:** $70,000 **Impact Fees:** $43,000 **Total:** $113,000

PROJECT	DESCRIPTION	COST
Manatee Cove Park **Department:** Parks and Recreation **Implementation:** 1999-2001	New neighborhood park including site design opening costs, traffic control and exotic removal, all dependent on site acquisition/availability.	**South Central MSTU:** $120,000 **Total:** $120,000
Port Salerno Civic Center **Department:** Parks and Recreation **Implementation:** 2000-2004	Park improvements including evaluation/design of ADA accessible restrooms, renovation of restrooms, irrigation, grass replacement, concrete walks, vehicle control, interior improvements, Project also includes design/feasibility study for new civic center, design and permitting for new civic center, and construction of new civic center.	**Impact Fees:** $675,000 **South Center MSTU:** $12,000 **Total:** $687,000
Wojcieszak Park **Department:** Parks and Recreation **Implementation:** $2000-2003	12 acre community park, improvements to maintain LOS and for public safety. Improvements include playground, replacement of backstop on field #3, re-sod with bermuda on fields #2 and #1, restroom at field #3.	**South Central MSTU:** $166,000 **Impact Fees:** $13,000 **Total:** $179,000
East Fork Creek/Manatee Creek Drainage **Department:** Stormwater **Implementation:** 1999-2000	Design/permitting of capital/maintenance improvement to solve historical and recent drainage problems with the Manatee Creek and East Fork Creek Drainage Basins. Work includes surveying, modeling, design, permitting and construction of drainage improvements. Improvements include upgrades of ditches and culverts, as well as construction of a dike and weir to improve LOS to County standards. The proposed improvements have been designed and the South Florida Water management District permit for the work has been issued. The South Florida Water Management District permit will be modified to relocate the proposed weir.	**Ad Valorem:** $365,000 **Grant:** $63,000 **Total:** $428,000
Manatee Pocket-Salerno Creek Retrofit **Department:** Stormwater **Implementation:** 1999-2000	Design, property acquisition, and construction of a 23 acre regional stormwater facility to treat runoff from 600 acres of the highly urbanized areas of Port Salerno (including Hibiscus Park), developed before present water quality regulations, an draining through Salerno Creed. FY 96/97 grant funding totaling $153,333 approved under the FDEP's Florida Pollution Recovery Program. Property acquisition consists of negotiations with approximately 35 individuals owning approximately 50 lots. Additional grants may be available from other sources.	**Ad Valorem:** $597,000 **Grant:** $153,000 **Total:** $750,000

PROJECT	DESCRIPTION	COST
A1A 16" Watermain/Y&CC to Cove Road **Department:** Utilities **Implementation** 2002	16" water main to be constructed from the Y & CC to Jefferson and from St. Lucie Blvd., to Cove Road. The project will increase pressure and fire flow to existing customers. Project design and permitting complete.	**CFC:** $362,000 **Total:** $362,000
Dixie Park Wastewater Treatment Plant Improvements **Department:** Utilities **Implementation:** 1999-2001	2.0 million gallon ground storage tank for upset storage, additional surge capacity to minimize peak flows to WWTF, headworks, influent metering, modifications to effluent piping, surge tank (influent piping, influent screen, splitter box, odor control), blower replacement, site work (perc pond cleaning), upgrade east effluent filter, repair (weirs, clarifiers and basins), new IQ VFD's and new master lift station. The Dixie Park Wastewater Treatment Plant is planned to be phased out of service in the next 5-10 years. Infiltration ponds will be retained for IQ storage.	**CFC:** $1,546,000 **Total:** $1,546,000

APPENDIX

TRANSPORTATION MEMORANDUM

VIA FEDERAL EXPRESS

October 7, 1999

Mr. Gary Roberts
Martin County / Public Services Department
County Administrative Center
2401 S.E. Monterey Road
Stuart, FL 34996
(561) 288-5920

Re: Summary Memorandum
Port Salerno Small Area Plan
GJ# 10259.01

Dear Gary:

We have completed our analysis of the mobility and transportation issues in Port Salerno, Martin County, Florida in conjunction with the Port Salerno Small Area Plan. Traffic counts and signal timing and phasing schemes provided by Martin County, plus public comments received through interviews at the Port Salerno Neighborhood Advisory Committee public meetings and workshops were used to evaluate the transportation issues in the study area. Particular attention of this analysis focused on CR A1A, Salerno Road, Commerce Avenue, Railway Avenue, and Cove Road. In addition, operational issues regarding the Civic Center / Binnacle Road Intersection were addressed. This memorandum serves to summarize the existing conditions, issues and opportunities, development and evaluation of alternatives, and recommendations for the Port Salerno Neighborhood Planning Area.

1.0 Existing Conditions

The study area boundaries are St. Lucie Boulevard to the north and Cove Road to the south, with CR A1A bisecting the neighborhood. The roadway segments in the Neighborhood Planning Area of particular concern include CR A1A, Salerno Road, Cove Road, Railway Avenue, and Commerce Avenue. An overview of current daily traffic volumes for these segments is depicted on **Figure 1**. The average annual daily traffic (AADT) is based on an average of Tuesday, Wednesday, and Thursday 24-hour station counts recorded in 1999, seasonal adjustment factors, and axle correction factors. The a.m. peak hour is defined as

Figure 1
Overview of Current Daily Traffic Volumes

7:00 a.m. to 8:00 a.m. and p.m. peak hour is the period from 5:00 p.m. to 6:00 p.m. **Figure 2** contains the hourly volumes (seasonally adjusted) and directional distributions for the p.m. peak hour. Intersection peak hour turning movements are shown on **Figure 3,** and detailed calculations and HCS printouts are located in the **Appendix**.

CR A1A is presently a two-lane roadway, with a center two-way left turn lane, angle parking and sidewalks downtown, that serves a unique mix of residential and commercial land uses. The roadway is the primary north / south route through the study area, and is bordered by an active rail line that runs directly west of CR A1A. Florida East Coast Railroad (FEC) has 24 scheduled trains during the weekday, 80% of which run in the evenings and at night; only one train is scheduled to pass through Port Salerno between the hours of 4:00 p.m. to 6:00 p.m.[1] The geometric configuration of CR A1A from Seaward Street to Salerno Road, a 70-foot curb-to-curb cross section, is more than adequate to serve the existing traffic. With a p.m. peak hour volume of 1,359 (1999), the hourly traffic volume cutting through downtown Port Salerno moves at a comfortable level of service (FDOT Generalized Table 5-7).

Salerno Road between US 1 to CR A1A is a two-lane rural collector with a 24-foot pavement cross section. Adjacent land use is primarily commercial in nature and essentially built-out, with residential streets leading to and crossing Salerno Road. With a p.m. peak hour volume of 840 (1999), the existing hourly traffic volume is well under the Level of Service (LOS) C minimum volume of 1,450 for a two-lane undivided roadway (FDOT Generalized Table 5-7). The 50 / 50 directional split in the p.m. peak hour also indicates that Salerno Road is operating more as an urban thoroughfare rather than as a rural collector, characterized by its cross-section.

Cove Road between US 1 to CR A1A is a two-lane rural collector with a 22-foot pavement cross section. Cove Road is fronted by commercial uses with residential feeder streets that cross the road, similar to Salerno Road. With a p.m. peak hour two-way volume of 991 (1999), the hourly traffic volume is well under the LOS C minimum volume of 1,450 for a two-lane undivided roadway (FDOT Generalized Table 5-7). The 42 / 58 directional split indicates that Cove Road is operating more as a urban thoroughfare rather than a rural collector, again similar to observations along Salerno Road. The development adjacent to Cove Road east of CR A1A is less intense and more passive in nature than that located west of CR A1A. Unprotected sidewalks are located on the southern side of Cove Road east of CR A1A, and on the northern side west of CR A1A.

[1] David. Telephone Communication. Florida East Coast Railway. Dispatch. August 25, 1999.

Figure 2
P.M. Peak-Hour Volumes

CR A1A
Commerce Avenue
St. Lucie Blvd.
Salerno Road
Binnacle Way
Cove Road
CR A1A
LEGEND
115 P.M. Peak Hour Turning Movements
GLATTING JACKSON KERCHER ANGLIN LOPEZ RINEHART
Port Salerno

Figure 3

Railway Avenue is a discontinuous two-lane roadway south of Commerce Avenue that runs parallel to CR A1A from just north of Salerno Road and terminates in the New Monrovia community, south of Cove Road. The 20-foot pavement (edge-to-edge) section serves single-family residential land uses. Currently, there is no direct access to Salerno or Cove Roads from Railway Avenue. South of Cove Road, Railway Avenue serves as the only direct entrance / exit for the residential neighborhood of Manatee Creek east of New Monrovia. No existing traffic counts were available for this roadway segment.

Commerce Avenue is a two-lane roadway (containing a center two-way left turn lane within the southern residential section) that runs parallel to CR A1A north of Salerno Road. Its proximity to CR A1A makes Commerce Avenue an attractive alternative route from Indian Street to Salerno Road for motorists wishing to avoid the downtown district along CR A1A. To the north, the land use adjacent to Commerce Avenue is light industrial, but transitions to residential just north of Salerno Road. Sidewalks are located only in the residential area. Commerce Avenue also operates at an acceptable level of service, with a directional split of 30 / 70 in the p.m. peak hour (the dominant movement is southbound).

Three signalized intersections in the study area were also analyzed for existing operational conditions. **Figure 3** depicts the turning movements at the intersections of CR A1A and St. Lucie Boulevard, Salerno Road, Anchor/Binnacle Way, and Cove Road. While the intersection of CR A1A and Anchor/Binnacle Way was not identified at the beginning of the study as a location of concern, public comments indicated that the intersection is perceived to be "unsafe." With a p.m. peak hour movement of 315 vehicles turning left from CR A1A to Anchor/Binnacle Way, there is data to support this concern. After closer inspection, it was clear that Anchor/Binnacle Way is the primary access point to CR A1A for residents in Rocky Point. All signalized intersections are operating at or above an acceptable level of service in the p.m. peak hour. The level of service and delay of the intersections are summarized below in **Table 1**. HCS printouts are located in the **Appendix**.

Table 1
Intersection Existing Conditions

Intersection	Level of Service	Delay (sec/veh)
CR A1A / St. Lucie Boulevard	B	13.5
CR A1A / Salerno Road	D	32.3
CR A1A / Binnacle Way (unsignalized)	B	14.5
CR A1A / Cove Road	C	18.3

Source: 1995,1996 Martin County Traffic Signal Controller Timings, 1999 Martin County Traffic Counts
Highway Capacity Software Version 2.4g

2.0 Issues / Opportunities

Even though intermittent sidewalks are provided and a mix of land uses are present, pedestrian and bicycle activity in the study area is limited to recreational joggers / bicyclists in the morning and school children before and after school. Since the major roads are operating well under capacity, vehicles have the opportunity to speed, which contributes to the feeling that these roadways are hostile toward pedestrians and bicyclists. This scenario is especially apparent on Commerce Avenue as the land use transitions from light industrial to residential north of Salerno Road. The narrow (11' on Cove Road) lane widths make for an uncomfortable biking atmosphere for all but the most experienced cyclists. The discontinuity of the sidewalks force pedestrians into the street for short segments, and the high vehicular speeds hamper pedestrians (especially younger ones) from walking between areas located directly across the street. Exceptionally wide cross-sections, such as the three-lane section on the south end of Commerce Avenue, have the same effect on pedestrians. Streets that are wider than necessary become unpassable barriers for pedestrians, especially with fast-moving traffic. Finally, the appearance of roadways in the study area do not have a "neighborhood" feel; the openness of the cross-sections, lack of roadside landscaping, and absence of any vertical elements such as street trees or buildings close to the street invite speeding and detract from any pedestrian environment.

The major transportation objectives for the neighborhood planning area include:

- Enhance the pedestrian and bicycle mobility and safety of the corridor;
- Improve connectivity of streets, sidewalks, and bike paths to activity centers;
- Improve the visual character of roadways; and
- Calm traffic on CR A1A.

With these objectives in mind, alternative solutions were generated for the previously identified roadways and intersections.

3.0 Generation and Evaluation of Intersection Alternatives

Alternatives for three intersections on CR A1A are discussed based on existing data, interviews and public comments received at the Port Salerno Neighborhood Advisory Committee public meetings, and the community objectives identified previously in **Section 2.0**. The three intersections of concern include CR A1A / St. Lucie Blvd., CR A1A / Anchor/Binnacle Way, and CR A1A / Cove Road. Due to the similar nature of CR A1A / St. Lucie Blvd. and CR A1A / Cove Road, the two intersections will be discussed together. The following sections includes a description of each alternative generated.

CR A1A / St. Lucie Blvd. and CR A1A / Cove Road Intersections

The intersections of CR A1A / St. Lucie Blvd. and CR A1A / Cove Road are of particular importance because they mark the northern and southern boundaries of Downtown Port Salerno. Both these intersections present an opportunity to create a signature gateway entrance to the historic downtown. To address traffic calming and urban design issues three alternative configurations for these intersection were developed: a roundabout, an ornamental intersection design, and no build alternative. The criteria that is used to measure and compare the three alternatives include acceptable level of service, "gateway" potential, pedestrian friendliness, local access, size (right of way required), traffic calming potential, and oversize-vehicle accommodation.

One alternative presented by staff and residents is the construction of a roundabout. The proposed roundabout will incorporate an active FEC rail line, re-opened Railway Ave, CR A1A, and Cove Road. The objective of a roundabout is to reduce speed, smooth traffic flow, and reduce vehicle conflicts.[2] A roundabout at this intersection will operate at an acceptable level of service; however, the roundabout will be large in scale due to the required geometric configuration. Large roundabouts are potentially dangerous and/or an inconvenience for pedestrians and cyclists.[3] By incorporating additional streets, turning movements, and an active rail line, smoothing traffic flow could become an operational concern; for example, FEC will require that the roundabout shut down when trains cross the intersection. With an average of 24 trains a weekday, this will create additional delay on CR A1A, which is minimal today. The rail line is the largest obstacle to creating a feasible roundabout. After preliminary discussions with FEC, it was determined that FEC would be extremely hesitant to approve a request for a roundabout and that FDOT would most likely cite it as a potential safety hazard due to the proximity to the rail line.[4]

Visually, a well-designed roundabout can provide a monumental statement and serve as a gateway for the community. Landscaping would have to be minimal due to the incorporation of the rail line. In addition, it should be noted that a high number of trucks and vehicles with boat trailers travel on CR A1A. In order for a roundabout to accommodate a standard (41'-0" by 8'-6") bus, a radii of 55'(outside) and 25'(inside) is recommended for pavement edges or obstruction.[5] Articulated buses, and therefore trucks with trailers, can be accommodated within the above envelope.

[2] Pharoah, T. *Traffic Calming Guidelines*. Smart Prink: Great Britain. 1991. Pg. 43.
[3] Pharoah, T. *Traffic Calming Guidelines*. Smart Prink: Great Britain. 1991. Pg. 43.
[4] Stone. Telephone Communication. Florida East Coast Railway. Engineering Department. August 27, 1999.
[5] Lynx Central Florida Mobility Design Manual. Pg. 5-4.

An ornamental intersection design echoes the geometry of a roundabout in the layout of the pavers. While this alternative will not improve the current operating characteristics, both intersections currently operate at an acceptable level of service. The ornamental design of the pavers works well both in terms of gateway potential and traffic calming. The use of different colored and textured pavers will not only attract the attention of pedestrians and drivers, but will cause vehicles to slow down, while also accommodating oversize vehicles. Furthermore, this alternative will not require the acquisition of additional right-of-way. An ornamental intersection design meets much of the evaluation criteria while maximizing the existing space constraints.

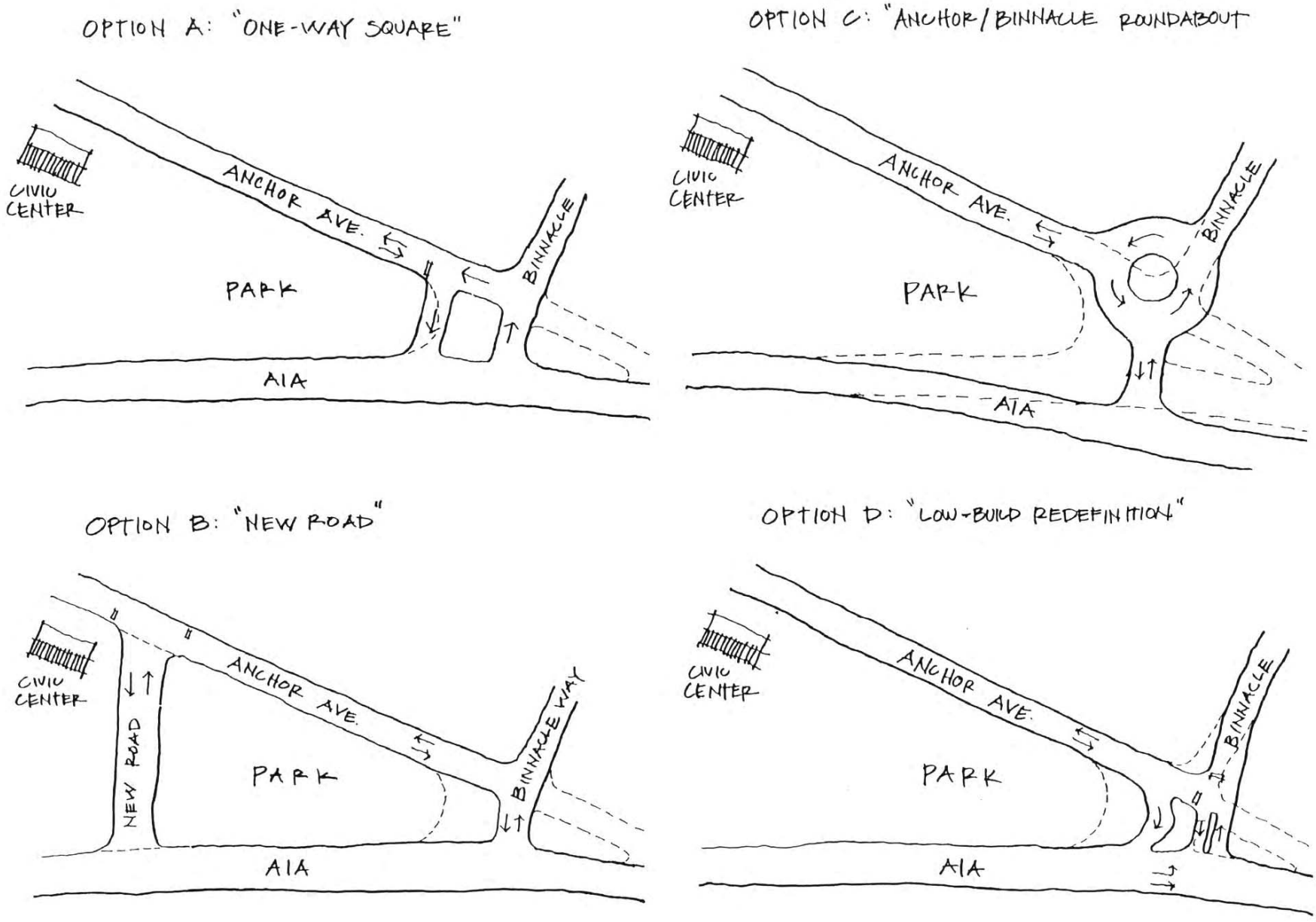
At the public meeting on September 1, 1999 an equal number of votes were cast for a roundabout and gateway feature at the CR A1A / Cove Road intersection. The public viewed cost as a major deciding factor; if the roundabout was the more expensive alternative, it was preferable to spread the dollars elsewhere (downtown) where there is greater impact.

The no-build alternative provides no improvements to the existing intersections. Both intersections currently operate at an acceptable level of service. Today, there is not a sense of a gateway at either location. Safe pedestrian access is possible due to the signalization of the intersections. Local access, right-of-way requirements, traffic calming, and oversize vehicle accommodation remain the same. This alternative affords the lowest cost, but does not meet the community objectives described in **Section 2.0**.

CR A1A / Binnacle Intersection

The intersection of CR A1A and Binnacle Way is the issue most often raised by the public regarding safety. The proposed program of a civic center and playground must be considered and incorporated into any improvement to this intersection. The proposed solution should also attempt to solve the problem of a high number of vehicles turning to and from CR A1A in order to access the Rocky Point residential area. For the purpose of this study, four alternatives were generated for analysis, including a one-way square, a roundabout, a new roadway, and a low-build redefinition of the intersection. All of the alternatives are depicted together on **Figure 4**.

The one-way square requires an additional road segment to be built intersecting Anchor Avenue and CR A1A, while running parallel to Binnacle Way. This short one-way road segment would create a “square” at the intersection of the three roadways. Direct access from CR A1A to Anchor Avenue is eliminated. At the new roadway, a stop condition is required for vehicles traveling southbound on Anchor Avenue. This alternative separates the movements in and out of Anchor Avenue and Binnacle Way. Operationally, this alternative is an improvement; however, the issue of vehicles queuing and blocking Anchor Avenue



GLATTING JACKSON KERCHER ANGLIN LOPEZ RINEHART

Port Salerno

Figure 4

Anchor/Binnacle Intersection

remains a problem. The one-way square requires additional property to be taken from the southern end of the playground / park.

Another alternative generated during the workshop utilized a roundabout at the intersection of Anchor Avenue and Binnacle Way. The free flow nature of the roundabout at the intersection would improve the level of service in the peak hour. Operationally, the roundabout would need to be large in order to accommodate the high number of vehicles in the peak hour and long length of vehicles with boat trailers. After further study, this alternative was eliminated due to the high number of properties that would need to be acquired.

The third alternative proposes a new road north of Binnacle Way from CR A1A to Anchor Avenue, that is signalized at the intersection of CR A1A. Since the east-west direction is the major street from a volume standpoint, a stop condition is required for traffic traveling on Anchor Avenue. This alternative would be incorporated into the site plan and design of the civic center and linear park along CR A1A. Signalization of the new intersection would enhance the pedestrian and bicycle mobility and safety of the corridor while improving connectivity of streets, sidewalks, and bike paths to the civic center. Providing additional network for vehicles redistributes traffic away from the Binnacle Way intersection. After further discussion with county staff, this alternative was eliminated due to the physical separation the new road would create between the civic center and park.

The low-build redefinition alternative "cleans up" the intersection. Additional and unnecessary pavement would be removed, and a splitter island would be constructed on Binnacle in order to clarify the movements onto CR A1A. The horizontal alignment of Binnacle Way would also be reconfigured so that it would intersect Anchor Avenue at a 90-degree angle. Stop conditions would be required at both Anchor Avenue and Binnacle Way for vehicles traveling to CR A1A. Vehicles turning right onto CR A1A from Anchor Avenue would also have a separate lane and not need to access Binnacle Way. This low-build redefinition clearly meets the community objectives of the neighborhood without negatively impacting the adjacent civic center, park, and homes.

4.0 Recommendations

By introducing vertical elements into the roadways cross-sections, completing and enhancing pedestrian and bicycle facilities, adding aesthetic treatments at meaningful places, and narrowing existing cross-sections, the following proposed improvements meet the objectives for the Port Salerno Small Area Plan. As shown on **Figures 5 through 11**, the proposed plan consists of the following elements:

CR A1A

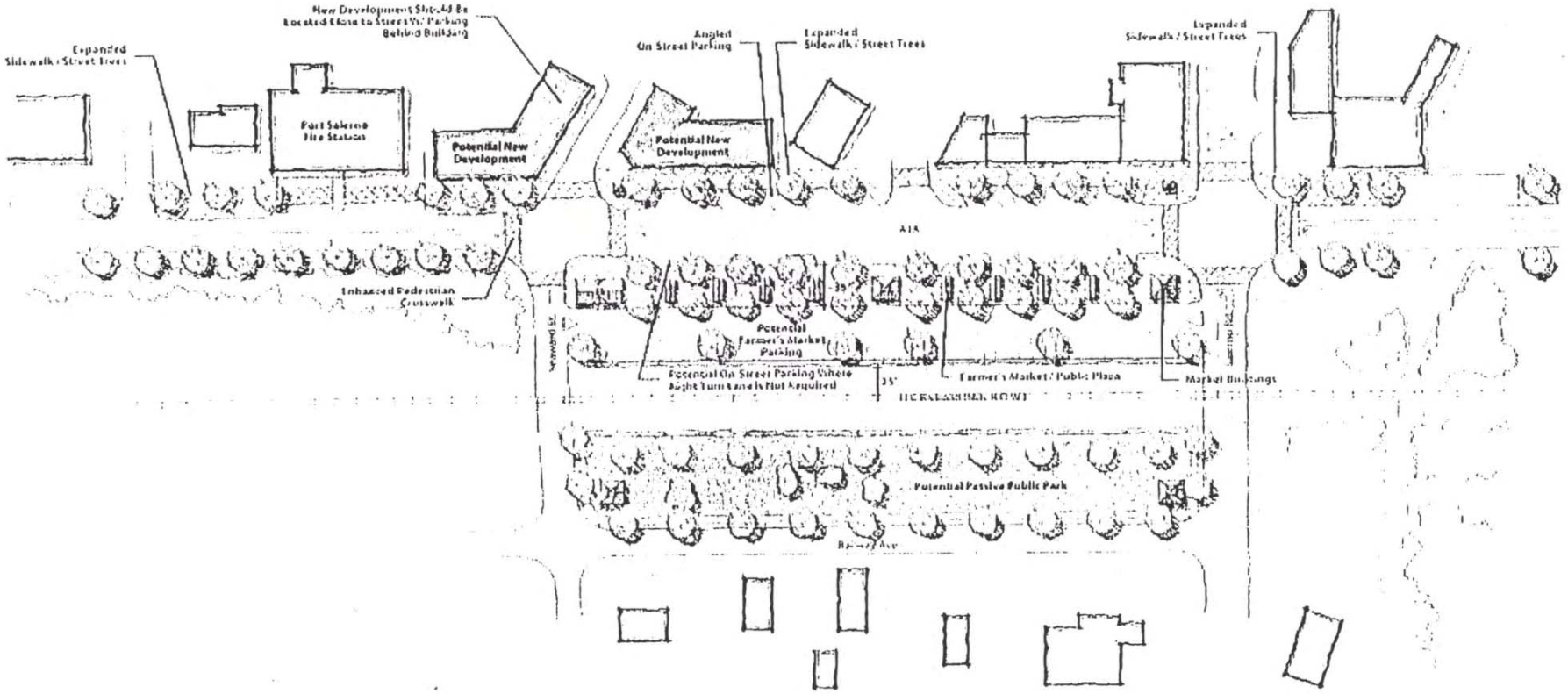
On CR A1A through the historic downtown, the existing cross-section may be modified by shrinking the angled parking bays on the east side of the roadway from 30 feet to 18 feet. With parking at a 45-degree angle and a 14 foot northbound travel lane, additional space is provided to aid a vehicle that is backing out. Eliminating most of the dedicated right turn lanes and converting them to bulb-outs at intersections, while providing additional parallel parking where appropriate, would also narrow the openness and hostility of the roadway, and slow or calm the through traffic. The unstriped parallel parking bays provide vehicles with boat trailers an additional location in which to park. One dedicated right turn lane will remain at signalized intersections in order to provide additional storage should a train pass during the peak hour. The bulb-outs and design of the downtown intersections should include pavers to further slow down traffic and increase the safety of the pedestrian. A conceptual plan from Cove Road north through downtown and typical section is illustrated on **Figures 5 and 6**, respectively.

Salerno / Cove Roads

Salerno and Cove Roads are similar in both existing traffic conditions and physical character. The designed rural section is no longer appropriate for the surrounding built-out commercial and residential land uses. The 50 / 50 directional split in the p.m. peak hour indicates that Salerno Road is operating more as a urban thoroughfare rather than the currently designed rural section. A two lane urban section (curb and gutter) with 4 foot bike lanes, 5 foot sidewalks, and street trees would better serve the current and future needs of the residents in the neighborhood, while offering a more aesthetically pleasing corridor. A typical section for Salerno and Cove Road is shown on **Figure 7**.

Railway Avenue

Railway Avenue should be connected between Salerno Road and Cove Road. While at first glance the neighborhood appears to have a traditional grid pattern, this road network is often interrupted or closed off – as illustrated by Railway Avenue. Permanent boundaries such as the FEC rail line have less flexibility for crossing than connecting the existing segments of Railway Avenue. In addition, signalizing the intersection at Cove Road would allow southbound traffic on Railway Avenue to turn left in a safe manner. This action may require signage that indicates left turns are prohibited during the peak hour in order to maintain an adequate level of service on Cove Road. A new signal at Railway Avenue and Cove Road could be interconnected to the existing CR A1A / Cove Road signal, allowing the two signals to operate as one. A schematic of the interconnected signals is found on **Figure 8**.



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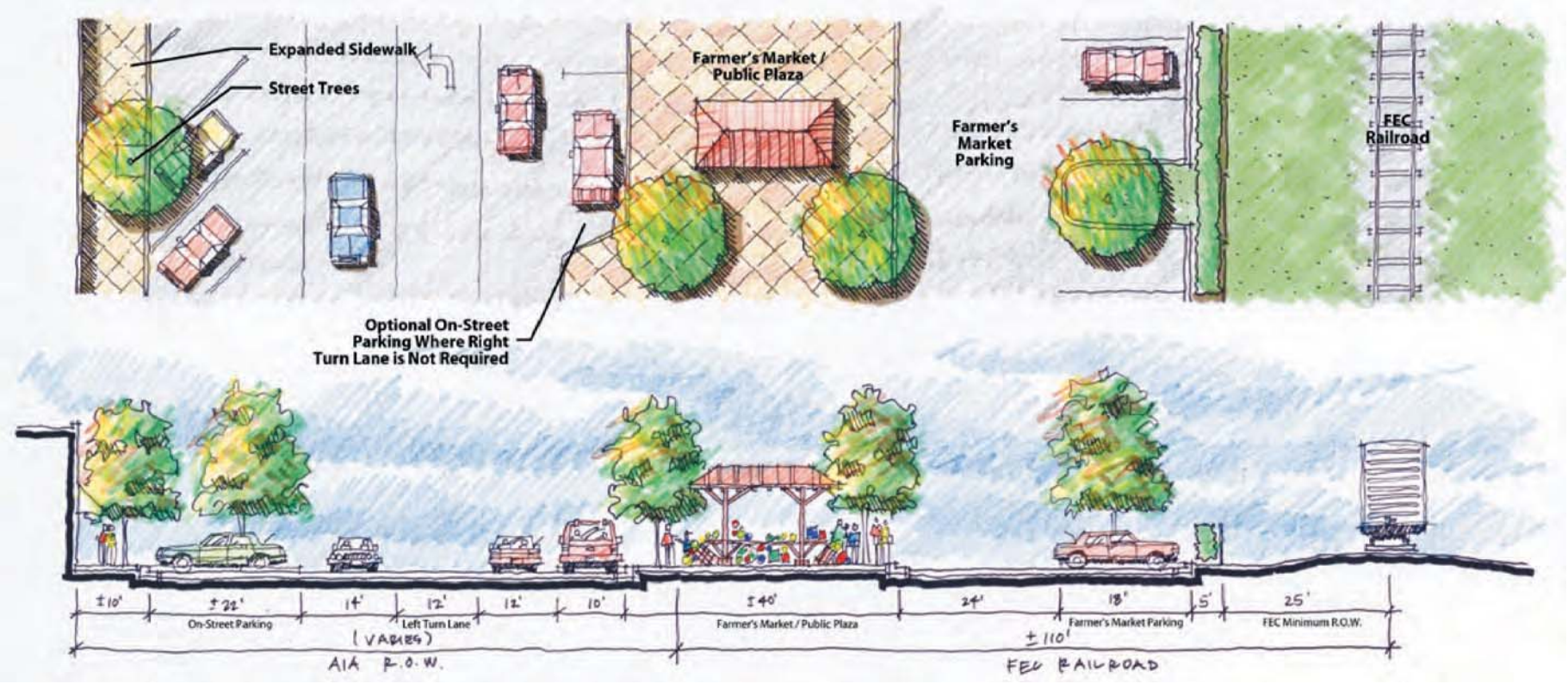
Port Salerno

Figure 5
Downtown Plan



A1A Road Section
Port Salerno Village Center / Market Place Park

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Port Salerno

Figure 6
Proposed Typical Section
CR A1A

Figure 7
Proposed Typical Section
Salerno/Cove Road

Port Salerno

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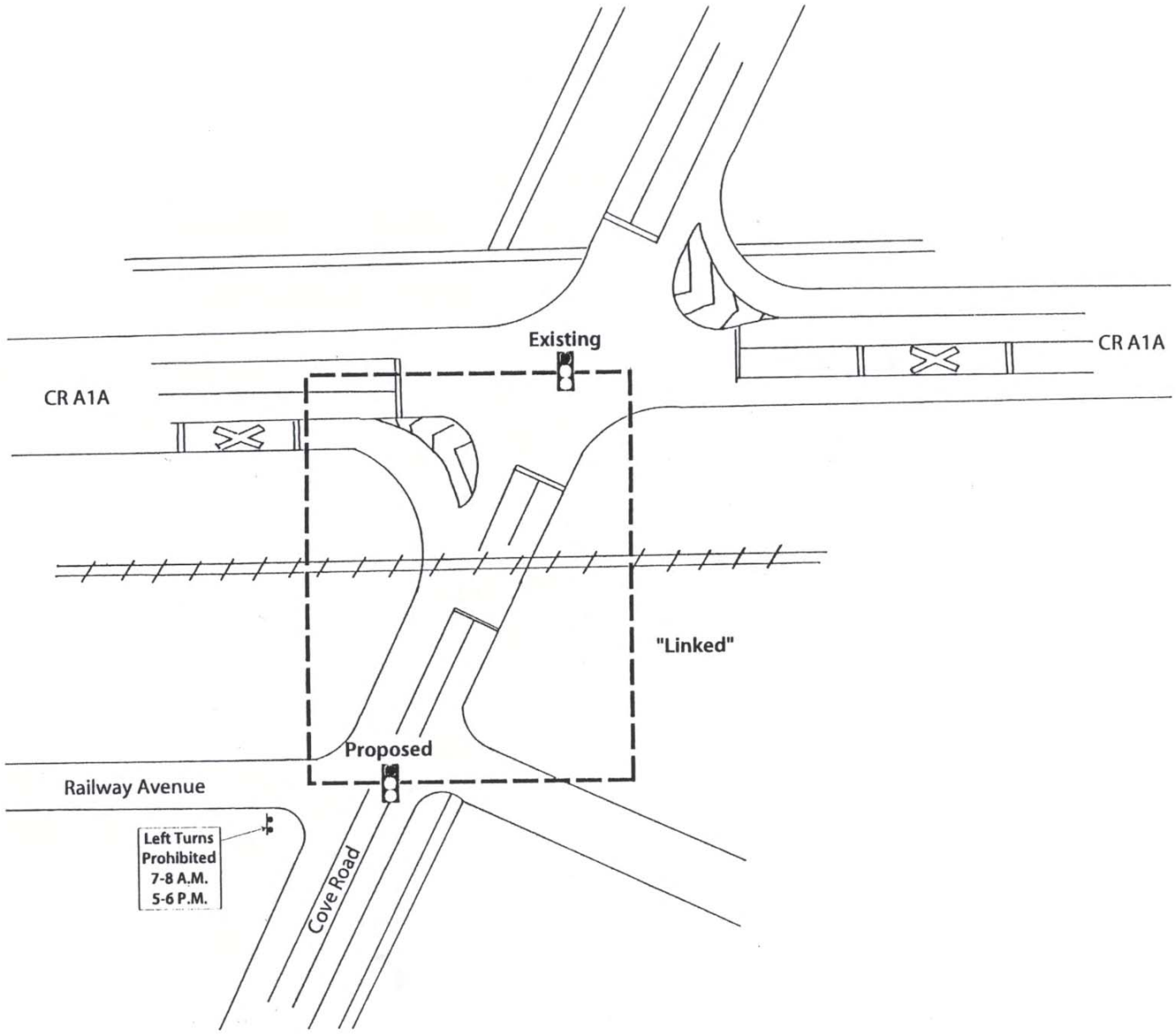

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Port Salerno

Figure 8
Interconnected Signal Schematic

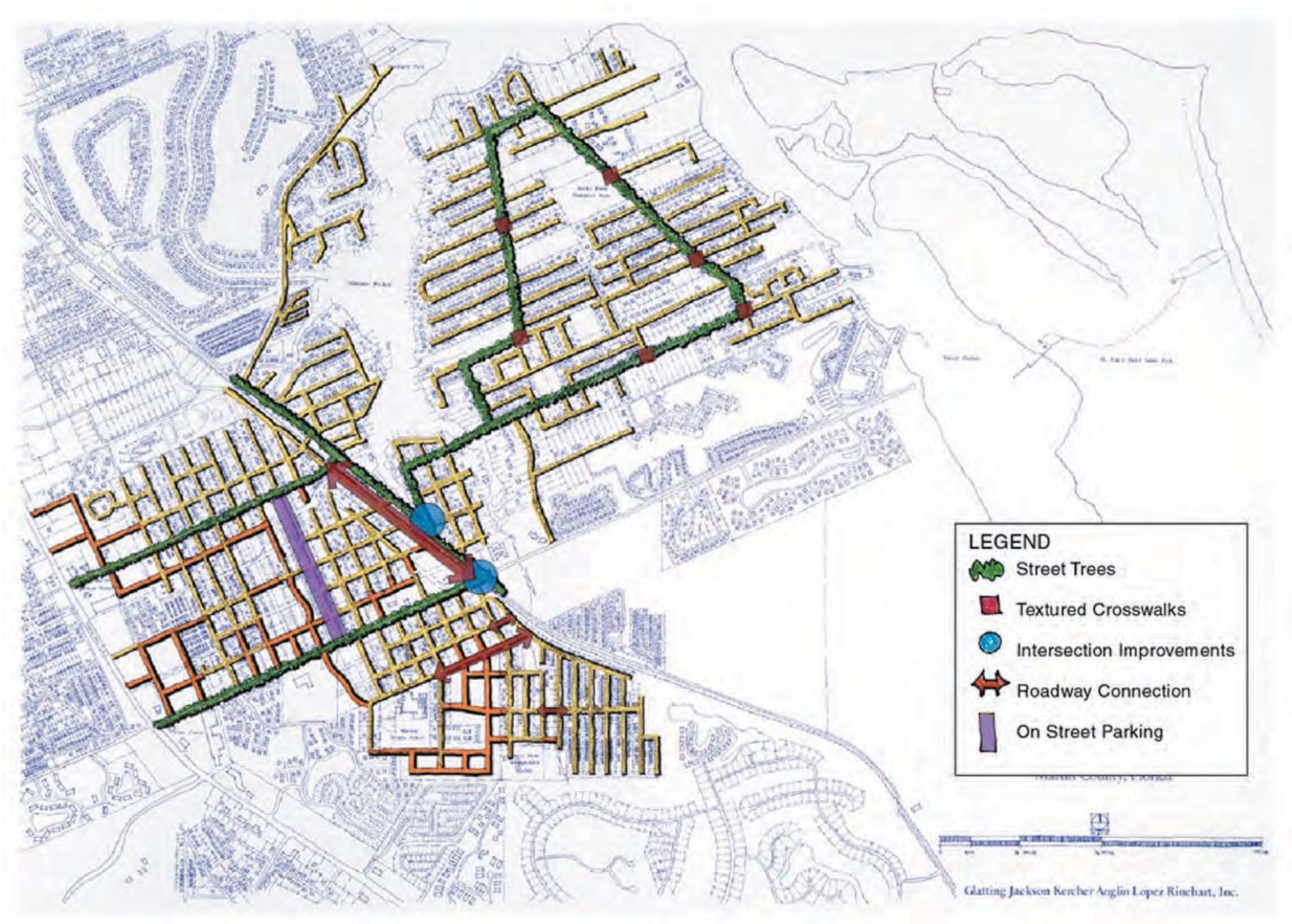
Additional Connectivity
Additional opportunities for increased connectivity between the Manatee Creek subdivision and New Monrovia include extending Murray Street from Front Street to Mae Avenue, connecting Dell Street over Manatee Creek, and connecting Field Street from Railway Avenue to Mae Avenue. These additional connections would also reduce the need for traffic to rely on Railway Avenue as major point of entry and exit onto Cove Road. A plan outlining additional road connections and an extended Railway Avenue is included in the overall traffic plan, **Figure 9**.

CR A1A / St. Lucie Blvd. and CR A1A / Cove Road Intersection
Designing for the functional requirements of all modes of travel means creating sustainable facilities in which vehicles can operate properly and pedestrians can cross in comfort. A roundabout does not meet this criterion, as discussed in **Section 3.0**, at the intersection of CR A1A and St. Lucie Blvd. or Cove Road. A plan illustrating the recommended alternative, an ornamental intersection design which echoes the geometry of a roundabout in the layout of the pavers is located on **Figure 10**.

CR A1A / Binnacle Intersection
The intersection of CR A1A and Binnacle was the most popular issue raised by the public regarding safety. The low-build redefinition alternative addresses the issue of safety while minimizing the impact on the proposed program of a civic center and playground. This alternative also had the lowest associated cost. The low-build redefinition is Option D on **Figure 4**.

Traffic Calming
An overall plan for the Neighborhood Planning Area will indicate where additional traffic calming should be targeted. In addition to the segments and intersections previously discussed, residents at the workshop highlighted other roadways of concern. Residents indicate that traffic is speeding through the Rocky Point neighborhood; this "speeding loop" includes Horseshoe Point Road, Kurbin Avenue, Williams Way, and Robertson Road. Due to the rural section of the two-lane roadways, the traffic calming tools that may be applied are limited. Rural sections do not have a curb, so bulb-outs would not be appropriate. Speed tables or humps are not proposed due to the large number of vehicles with boat trailers that utilized the roadways. Therefore, textured crosswalks and additional street trees are the most appropriate tools available that encourage slower speeds.

According to residents, the segment of Ebbtide Avenue between Salerno and Cove Roads is also prone to high speeds. On street parking along Ebbtide Avenue would narrow the roadway and in turn slow traffic down, while providing additional, informal parking for the



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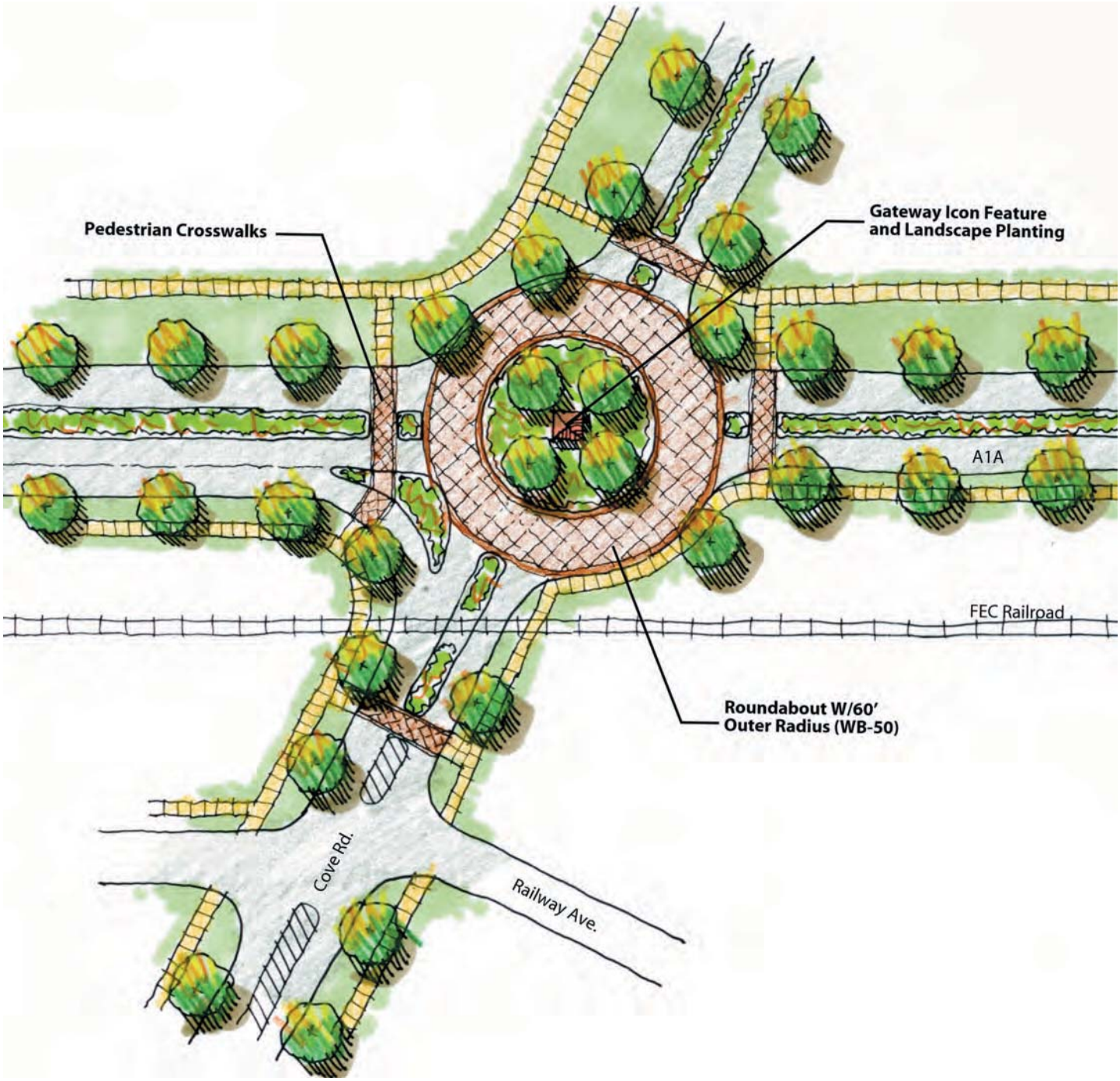
Port Salerno

Figure 9
Neighborhood Traffic Calming Plan



Proposed CR A1A / Cove Road Intersection

residents along the street. The lack of roadway connections between Salerno and Cove Roads forces Ebbtide Avenue to carry an unusually large burden of the cross traffic. The need for additional connectivity further supports the reopening of Railway Avenue. By incorporating the improvements to the previously indicated roadway corridors with the overall traffic calming plan, the visual character of the roadways and more importantly the neighborhood, will be integrated and cohesive. **Figure 9** depicts the areas targeted for traffic calming and highlights the corridors and intersections that require specific improvements.

Implementation

In order to achieve the four objectives of the community, each proposed improvement must be reviewed in relation to the small area plan vision. Incremental implementation and spot adjustments will do little to improve the mobility, connectivity, and visual character of the neighborhood. However, the construction of a pilot project as soon as possible will allow residents to see, feel, and experience an aspect of the ultimate improvement concept and therefore provides the County with an opportunity to build consensus toward the ultimate concept. CR A1A is Port Salerno's "Main Street" and should be the highest priority project. An improved CR A1A contributes instantly to the neighborhood redevelopment efforts, and incorporates many of the recommended traffic calming tools proposed for other locations.

If you have any questions or need additional information, please give me a call.

Sincerely,

G. Wade Walker, P.E.

GWW/mam

CC: Lee Weberman, Martin County
Jim Smith, Martin County
Nicki van Vonno, Martin County
Don Holliman, Keith and Schnars
Julie Scofield, Glatting Jackson
Walter Kulash, Glatting Jackson
Tim Jackson, Glatting Jackson

APPENDIX

POST OFFICE SITE PLAN MEMORANDUM

MEMORANDUM

Via Facsimile
561-288-5960
Pages 5
Hard Copy Via US Mail

DATE: July 21, 1999

TO: Jim Smith

FROM: Julie Scofield

cc: Nicki van Vonno
Randy Reid
David Barth
Ed McKinney
Wade Walker

RE: **Post Office Relocation Issues Summary Memo and Site Plan**
Port Salerno Small Area Plan
GJ #10259

On July 7, 1999 Glatting Jackson met with County staff, US Postal Service representatives, and Commissioner Gainey to discuss the requirements and issues associated with the relocation of the Post Office to a location on the south side of Salerno Road, east of Ebbtide. (A list of attendees is attached.) Major issues discussed included the following:

- Appropriate approval process (Commercial PUD) to negotiate setbacks that would support the small area redevelopment plan (not permitted in the current land development code)
- Requirements for post office operations including parking, loading, mail drop, etc.
- Implications of the limited commercial zoning designation
- Environmental constraints (setback from the creek, etc.)
- Desire for the Postal Service to avoid relocation of residents and need to not acquire more property than is necessary to support an acceptable site plan
- Urban design and contextual issues

Based on this discussion, Glatting Jackson prepared a preliminary site plan sketch for review and comment from staff and Postal Service representatives on July 13,

1999. The attached revised site plan sketch reflects solutions proposed to address the comments received regarding the preliminary plan. The level of detail in this sketch plan should be adequate to assist the Postal Service in proceeding with their real estate transactions. This sketch plan will also be presented for comment as part of the ongoing public meetings for the Port Salerno Small Area Plan.

The following is a summary of key issues associated with the site plan:

Urban Design:

- The siting of this building is an opportunity to create a new civic landmark for the community. The proposed location is the corner of Salerno Road and (a new) Driftwood Avenue, with the building placed up to the street.

- The intersection of Driftwood Avenue and Salerno Road serves a gateway to "downtown" Port Salerno. This intersection should include enhanced pedestrian crossings to facilitate pedestrian access to the Post Office.

- On street parking is located on both Driftwood and Salerno Road to provide additional parking and access for the Post Office. On street parking helps to "calm" traffic and create a buffer between the road and the sidewalk, creating a more pedestrian friendly street.

- The required setback and 25% upland buffer along Salerno Creek protects a natural area with mature trees and mangroves. This area presents an opportunity for a passive public park providing access to Salerno Creek for local residents. The County may want to subdivide the park parcel from the Post Office property and purchase it from the Post Office.

- The proposed design and construction of Driftwood Avenue provides access for the Post Office, the "Salerno Creek Park", and the adjacent property to the west.

- A porch is proposed to wrap around the front three sides of the Post Office. The porch will add greatly to the friendly, public, and civic function of the building.

- Any recommendations regarding changes to surrounding land use will occur during the small area planning process.

Planning and Design Issues:

- The Post Office parcel should include all property east of Driftwood Avenue to the County retention parcel, and south to Salerno Creek.

- A Commercial PUD application will be required. The PUD process allows site plan and design restrictions such as setbacks to be modified.

- Post Office Parking**:**

On-Street	8 spaces
Parking Lot	23 spaces
Handicap	2 spaces
Total	33 spaces

- A bicycle rack shall be located on site near the building entrance.

- Emergency access is provided through the Post Office parking lot. The turn around at the end of Driftwood Avenue is designed for automobiles and allows convenient turn around access back to Salerno Road and public access to the "Salerno Creek Park".

- A fire hydrant will need to be located on the south side of Salerno Road within 250' of the building. Location to be approved by County Fire Prevention Chief.

- A wall is located on the south side of the loading dock to screen the dock from the parking lot and the proposed Salerno Creek park.

- An agreement will be needed between the Post Office and the County to allow the access driveway on County property and to include the joint use and redesign of the County retention pond. This could be an opportunity to reshape the pond to eliminate the need for a fence, which would help promote Salerno Road as a pedestrian environment.

- Salerno Creek needs to be surveyed and located due to the fact that the required 80' setback from the creek determines the layout to the parking lot.

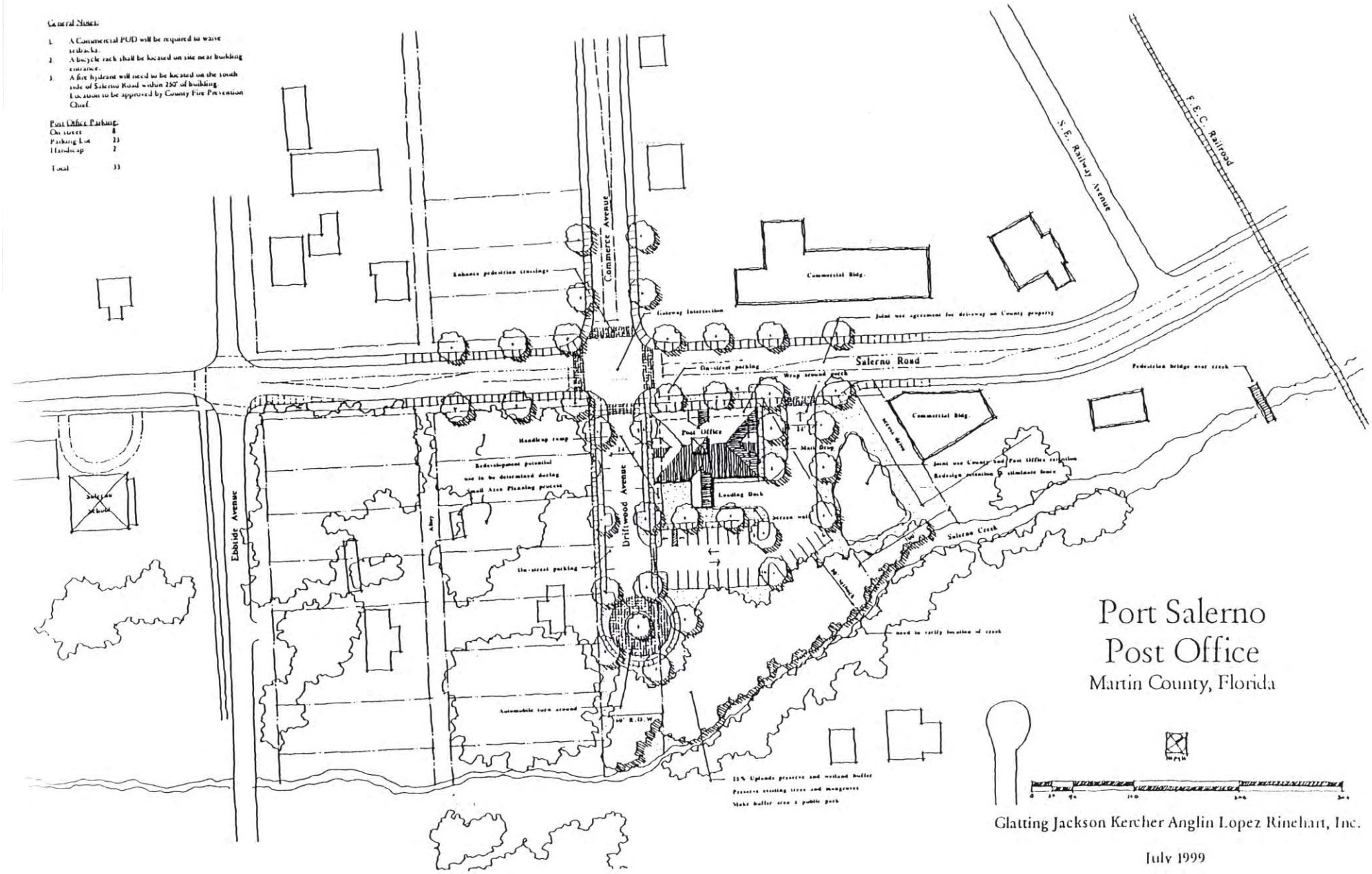
JAS/keh

Attachment

Port Salerno Post Office Workshop
July 7, 1999
Martin County Commissioners Chambers

Attendees:

Harry W. King	Martin County Growth Management
Bobby Byrd	Martin County Public Service
Gary Roberts	Martin County Growth Management
Joseph Banfi	Martin County Growth Management
Bev Ann Barta	Martin County Growth Management/Committee
Robert Christie	Martin County Growth Management
Don Donaldson	Martin County Public Services
Nicki van Vonno	Martin County Growth Management
Lee Weberman	Martin County Public Services
Elmira R. Gainey	Martin County District 4 County Commissioner
John Thorne	Post Office
Nancy Hemphill	Port Salerno Revitalization Committee
Mark Longfellow	USPS-Atlanta-FSO
Marilyn D'Antonio	USPS-Central Florida District
Ted Tarantino	USPS-Atlanta-FSO
Bob Hoenshel	PQH Architects


General Notes:
1. A Commercial PUD will be required to waive setbacks.
2. A bicycle rack shall be located on site near building entrance.
3. A fire hydrant will need to be located on the south side of Salerno Road within 250' of building. Location to be approved by County Fire Prevention Chief.
Post Office Parking
On-street 8
Parking Lot 23
Handicap 2
Total 33
Commerce Avenue
Driftwood Avenue
Ebbtide Avenue
Salerno Road
S.E. Railway Avenue
F.E.C. Railroad
Commercial Bldg.
Post Office
Salerno Creek
Port Salerno
Post Office
Martin County, Florida
Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.
July 1999

APPENDIX

A1A PUBLIC MEETING SUMMARY

MEMORANDUM

Via Facsimile

DATE: **July 21, 1999**

TO: **Jim Smith** **561-288-5960**

FROM: **Julie Scofield**

cc:	**Hank Wollard**	**Martin County**	**561-288-5960**
	Nicki an Vonno	**Martin County**	**561-288-5960**
	Randy Reid	**Martin County**	**561-288-5 2**
	ee Weberman	**Martin County**	**561-288-5955**
	Don Holloman	**eith Schnars**	**561-286-7999**
	Da id arth	**Glatting Jackson**	
	Ed Mc inney	**Glatting Jackson**	
	Wade Walker	**Glatting Jackson**	

RE: **Port Salerno Small Area Plan**
AIA Public Meeting Summary
GJ # 10259

A public meeting was held July 14, 1999 at Murray Middle School to invite the public to identify problems and needs in the AIA corridor, and to provide ideas about the redevelopment of AIA and downtown Port Salerno. Approximately 80 citizens, members of the Neighborhood Advisory Committee, County staff, and Glatting Jackson staff were in attendance.

Three questions were posed to the participants:

1) What are the problems and special conditions existing in the AIA corridor?
2) What should the future AIA corridor look like and how should it function?
3) What are some "villages" around the world that might compare to Port Salerno?

Working in two groups, Glatting Jackson facilitated and recorded the opinions expressed in response to the three questions. The following is a summary of the discussion; generally both groups were in agreement regarding these concepts for redevelopment:

- The corridor should be pedestrian and vehicle friendly (and of course, safe)
- Connectivity is important—streets, sidewalks and bike paths should be linked to activity centers, especially the Civic Center, the downtown and the waterfront
- The scale of improvements should accent the "village' environment that makes Port Salerno unique, and thematic elements should celebrate the unique heritage of the area
- The conceptual master plan should provide continuity for landscaping and lighting in the area
- There are opportunities for gateways, unique signs and public art, benches, additional landscape elements, textured sidewalks and crosswalks, underground utilities and traffic calming devices (where appropriate)
- Issues associated with the appearance and traffic circulation related to the railroad tracks need to be solved in the Conceptual Master Plan
- AIA Corridor improvements should support a retail/entertainment cluster of downtown uses that might include cafes, shops with apartments above, neighborhood services (barbershop, bakery, etc.) and parking

Public Comments

The following are **all** recorded comments from the July 14, 1999 AIA Corridor Public Meeting held at 7 p.m. At Murray Middle School in Port Salerno:

Problems/Issues/Special Conditions:

Group A

- Dangerous – accidents (Federal Highway)
- Access across tracks at St. Lucie to Commerce
- Cars stacked up for left turn at Seaward
- Entrance/exit to Rocky Point dangerous – vehicles, bikes
- Difficult to find Rocky Point – poor signage
- Dangerous curve between Cove and Anchor – frequent accidents
- Not enough parking for businesses downtown
- Lanes too narrow/not enough turn lanes
- Need to enhance appearance – streetscape
- Buildings don't reflect character
- Need lighting
- DeSoto Avenue needs repair – Salerno to Seaward

- Flooding around fire department
- No room for cyclists – safe bicycle paths into neighborhoods
- Stop light at 4 lane/2 lane causes speeding up
- Jefferson to Yacht/Country Club dangerous
- Traffic backed up – lights not synchronized – no flow
- Trains parked across intersections during rush hour
- Dangerous sidewalk over creek north of Civic Center
- Need sidewalk (s) throughout area
- Newspaper stands cause congestion – post office, anchor
- View to businesses on Commerce blocked by peppers/etc. on A1A
- No views to waterway
- Traffic backed up at Cove/A1A/RR when train comes
- Downtown poorly defined
- Boat ramp area/parking needs to be improved

Group B

- Railway/Cove through N. Monrovia – congestion
- Too high speed for downtown
- Dead end streets – disconnecting
- Anchor/A1A-curve – visibility/chopped – too narrow
- Bike paths needed to downtown/area
- RR track crossing – alternative to get to US1
- Sidewalk needed from Anchor to downtown
- Great Manatee Rd – culvert failing/new road needed
- Longer walk signal at Salerno Rd.
- Open Right of way from Cove to Commerce
- Traffic calming – slow down
- "Roundabout" to improve circulation
- Needs continuity – landscaping and lighting
- Replace trees along AIA– Keep vegetation
- Walls along railroad tracks to reduce noise
- Access to St. Lucie Inlet Park from Cove Rd.
- Consistent/attractive sign package (Palm City)
- Landscape both sides railroad– row
- Binnacle/Anchor – school drop/safety
- Close Binnacle @ A1A
- Seabranch like Riverside Park in Vero

- Consider boat trailers/oversize vehicle circulation
- Maintain on-street parking in Downtown
- "Nice" trash cans
- Uneven road surface near boat ramp needs repair
- More travel lanes Jefferson to Cove - Yes: 8 No: 18
- Turn lanes at Cove (E/W) across from Broward, Anchor, Seaward from south Salerno/Cove St. Lucie Blvd
- Sansprit entrance is dangerous
- A1A Bridge at Civic Center – replace like one at Salerno (new)
- Salvage yard at Cove Road is unattractive
- Drainage problems south of downtown and north of Civic Center (between Anchor & Broward)

Vision/Future Appearance and Functions

Group A

- Businesses along both sides of A1A – architecture reflecting fishing village – tin roofs, etc.
- Roundabout at anchor – no light
- More trees, park space along railroad
- Theme that reflects history, fishing village, Salerno Italy
- Slow moving traffic – enjoyable experience
- Minimum conflicts
- Parallel road to A1A, Salerno to Cove
- Tie Civic Center into downtown with boardwalk
- Extend theme from Binnacle to St. Lucie
- Decorative pavers in street, boardwalk sidewalks
- Linear park along RR tracks from Salerno to Seaward
- Civic Center views to M. Pocket – new Civic Center
- Celebrate custom sport fishing boat "capital"
- Amtrak station in industrial park
- Landscaped side streets leading to A1A, water
- Power lines underground
- Gateway/entrance Boulevard coming into A1A (Cove? Salerno?) streetscape/signs/landscape
- Themed street lights, benches, etc. also signs – low maintenance
- Ebb Tide connected to Commerce
- Distinct neighborhood identities, street lights, etc., crosswalks
- Open railway
- Shops/Stores:

    - Antique, Art Shops
    - Cafes
    - Movie Theater
    - Bagel/Coffee Shop
    - Southern Angler – Fly Fishing Shop
    - Apartments over shops
    - Ice Cream Shop
    - More mixed use
    - Public parking?
    - Barber Shop
- Painted murals on building facades

Group B

- "Village: look
- Clematis Street
- No angle parking downtown
- Coordinated /softened – not so straight
- No concrete feeling – old fashioned lighting for safety and security
- Brick or cobble Sidewalks and intersections
- Beautiful with trees and plants
- More benches
- Less curves
- Orient downtown to water/riverwalk
- Similar to Osceola Street in Stuart
- Warm/country feeling– Delray, Ft. Lauderdale Riverwalk – promenade
- Angle parking – yes
- Brick or cobble crosswalks
- Develop waterfront area around Civic Center/Anchor/A1A
- No railroad – move west
- Friendly to boats and trailers (accommodate in design)
- Fountains at barricades at Murray Middle School (Similar to Clematis St. Fountain)
- Additional community development
- Master Plan – Bay "area"
- "Fishing Community" – theme
- Small scale/blend in
- Walkability
- Maintain water craft access

- Tin roofs/lumber “look”
- Key West /cracker style
- Casual
- No high rises
- Path Barcelona to Pirates Cove to (golf cart, walking) docks (south)
- Entrance signs/image/village
- Grassy paths/asphalt – softer look
- Underground utilities
- Small obelisk center of town, barometer, wind/vane/anomopmeter directional
- Natural – enjoy our good nature/water, environment

Comparable “Villages” Around the World

- Salerno, Italy
- Old Town, Albuquerque
- Chatham, Massachusetts
- Mystic, Connecticut
- Newbury Port, Massachusetts
- Camden, Maine
- Celebration, Florida
- Key West, Florida
- Stuart, Florida
- Winter Park, Florida
- Ft. Pierce, Florida
- Fernandina Beach, Florida
- Daytona Beach (Beach Street), Florida
- Cocoa Village , Florida
- New Smyrna Beach, Florida

APPENDIX

TAX INCREMENT FINANCING PROJECTIONS

APPENDIX

COMMUNITY POLICING INITIATIVE

MARTIN COUNTY SHERIFF'S OFFICE
COMMUNITY POLICING UNIT IN REDEVELOMENT AREAS

The Community Police Unit of the Martin County Sheriff's Office was established in 1995 after receiving a federal grant that funded the hiring of five deputies. The deputies were assigned to work in specific neighborhoods that were challenged with greater crime problems than most other areas. Because these deputies work in one geographical area, they get to know the residents and get a feel for the specific and underlying problems in each area that help support the criminal act in that area. These deputies also help organize neighborhood watch groups and work with the citizens of community crime prevention solutions. Through their close association with Code Enforcement, they work towards cleaning up the areas in an effort to help return the pride of the residents in their communities, as well as making the area less attractive to the criminal element. By teaming up the County Code Enforcement, existing properties will be able to complement new properties to be developed.

Through the successes of the deputies of the Community Policing Unit, the unit has expanded to eight deputies and nine communities. The communities served are Port Salerno, Golden Gate, Jensen Beach, South County, Hibiscus Park, Coral Gardens, Monterey Section, Banner Lake, Booker Park, and Hope Rural.

Implementation of the Sheriff's Community Policing Units, within community redevelopment areas, is an important step in redeveloping these target neighborhoods. The program not only emphasizes crime prevention but other aspects of neighborhood improvement, as well. This teamwork increases an area's opportunity to attract potential developer / redevelopers.