



Memorandum

To: Shyanne Helms, City of Fort Pierce Communications & Economic Development Manager

From: John M. Jones, AICP, CRP

Date: June 10, 2019

Subject: **HD King Redevelopment Submittal Reviews**

INTRODUCTION

This memo provides a summary of the evaluation and review of the two (2) submittals received by the City of Fort Pierce for the redevelopment of the HD King site. Submittals were received from Audubon Development and Virgin Trains USA Florida, LLC. The submittals were evaluated to determine which best addressed the vision and the relevant Goals, Objectives and Policies (GOPs) of the adopted Fort Pierce Community Redevelopment Plan and the relevant redevelopment GOPs of the City's Comprehensive Plan. Each submittal was also evaluated for its compatibility with existing development in the downtown area. A brief summary of the anticipated traffic impacts, the proposed financing plan for each submittal and the anticipated tax increment fund revenue for each submittal is also presented in this memorandum.

EXECUTIVE SUMMARY

The two submittals received satisfied the main redevelopment objective of the HD King Site which was to include a mix of hotel, residential and commercial uses. These uses would increase economic activity, create jobs and redevelop currently vacant parcels in the heart of downtown Fort Pierce.

The Virgin Trains USA Florida, LLC submittal also included the proposed development of a Brightline train station.

The Audubon submittal was determined to be more compatible with the existing downtown development pattern, the relevant GOPs of the adopted Fort Pierce Community Redevelopment Plan and the relevant redevelopment GOPs of the City's Comprehensive Plan.

The primary differentiators of the two submittals included: compatibility with existing urban development pattern (Audubon); increased residential options and housing mix (Audubon); increased mix of uses (Audubon); maximum utilization of available space at site (Audubon); development of train station (Virgin); utilization and access to Moore's Creek (Audubon); and provision of non-auto, pedestrian connections and amenities (Audubon).

COMPATIBILITY WITH ADOPTED COMMUNITY REDEVELOPMENT PLAN

The relevant Goals, Objectives and Policies of the adopted Fort Pierce Community Redevelopment Plan were reviewed and their compatibility with the redevelopment submittals evaluated. The Audubon submittal was determined to be more compatible than the Virgin Trains USA Florida, LLC submittal by a score of 18 versus 16. The Scoring Matrix is attached to this memo in the Appendix.

COMPATIBILITY WITH THE CITY'S COMPREHENSIVE PLAN

The relevant GOPs of the City's Comprehensive Plan were reviewed and their compatibility with the redevelopment submittals evaluated. The Audubon submittal was determined to be more compatible than the Virgin Trains USA Florida, LLC submittal by a score of 50 versus 21. The Scoring Matrix is attached to this memo in the Appendix.

COMPATIBILITY WITH EXISTING DEVELOPMENT

The Audubon submittal was determined to be more compatible with the existing downtown development pattern. The Audubon submittal presents a development plan that is consistent with a downtown urban development pattern that utilizes the City grid system (pedestrian and vehicular connectivity), vertical mix of uses (e.g. residential units above retail uses), internalized parking structures, streetscape and pedestrian improvements. The buildings are oriented to the street, instead of the internal parking area, and demonstrate the intent to utilize an architectural style that is compatible with the historic districts present in the downtown area (see map in the appendix).

The Virgin Trains USA Florida, LLC submittal presents a development pattern that is inconsistent with a downtown, urban development pattern through its underutilization of downtown space demonstrated by the proposed development of large areas of surface parking, and building placement along the periphery of the redevelopment site oriented to the internal parking lot. The lack of interaction at the street level and lack of pedestrian improvements is also inconsistent with the more intense urban redevelopment that has occurred and is envisioned for the Downtown Community Redevelopment Area.

ANTICIPATED TRAFFIC IMPACTS

Audubon

Proposed New Trip Generation

- 3,219 Daily Trips
- 114 AM peak hour trips
- 259 PM peak hour trips

The transportation impact analysis included in the Audubon submittal stated, "*This mixed-use development has the potential to meet the local Level of Service requirements and provide appropriate vehicular, pedestrian and bicycle connectivity in Downtown Fort Pierce.*"

Virgin Trains USA Florida, LLC

Proposed New Trip Generation

- 2,190 Daily Trips
- 183 AM peak hour trips
- 155 PM peak hour trips

PROPOSED FINANCING PLAN

Audubon

The proposed financing mechanism is proposed to be traditional construction loans. Sponsor (Audubon) Equity (30%) and Senior Construction Loan (70% loan to costs) is proposed as the financing plan sources of revenue.

Note: This Financing addresses the proposed redevelopment of the entire HD King Site specifically.

Virgin Trains USA Florida, LLC

The proposed financing mechanism is proposed to be traditional construction loans. Station and infrastructure development will utilize a combination of developer debt and equity and the use of available government issued bonds.

Note: This Financing addresses the proposed train station specifically.

ANTICIPATED TAX INCREMENT FUND REVENUE

Audubon

The Audubon submittal included an estimated taxable value for the proposed development program. The estimated taxable value for the proposed development program is \$70,790,005. Based on the submitted taxable value the potential tax increment fund revenue from the proposed development may be determined.

| Audubon Development Value | | | | |
|--|------------------------------|---------------------------|--|--|
| \$18,154,521 | | Condos | | |
| 3640000.0000 | | Townhomes | | |
| \$15,229,200 | | MFR | | |
| \$14,168,000 | | Resto/Retail/Office | | |
| \$18,666,667 | | Hotel | | |
| \$437,500 | | Banquet Hall/Events Space | | |
| \$494,118 | | Surface Parking Lot | | |
| \$70,790,005 | Total Estimated Value | | | |
| Source: Audubon HD King Redevelopment Submittal, 2019 | | | | |

The table below shows the potential TIF revenue associated with the proposed development program for the Audubon submittal. The TIF horizon used is 2023 to 2042. This is the maximum TIF horizon and would require a formal extension of the operational timeframe of the Downtown District Community Redevelopment Area. Without extension the Downtown District operational timeframe will expire in 2039. The anticipated cumulative TIF revenue is \$19,905,295.

| FPRA TIF REVENUE PROJECTIONS | | | | | | |
|------------------------------|-----------------------------------|-------------------|------------------------|---------------------|--------------------|---------------------|
| AUDUBON SUBMITTAL | | | | | | |
| Year | Project Base Year Value | Incremental Value | Increment Value at 95% | City Tax | County Tax | Total TIF |
| | \$0 | | | | | |
| | Taxable Value | | | | | |
| 2023 | \$0 | \$70,790,005 | \$67,250,505 | \$488,451 | \$290,784 | \$779,235 |
| 2024 | \$72,559,755 | \$72,559,755 | \$68,931,767 | \$500,662 | \$298,054 | \$798,716 |
| 2025 | \$74,373,749 | \$74,373,749 | \$70,655,062 | \$513,179 | \$305,505 | \$818,684 |
| 2026 | \$76,233,093 | \$76,233,093 | \$72,421,438 | \$526,008 | \$313,143 | \$839,151 |
| 2027 | \$78,138,920 | \$78,138,920 | \$74,231,974 | \$539,159 | \$320,971 | \$860,130 |
| 2028 | \$80,092,393 | \$80,092,393 | \$76,087,773 | \$552,638 | \$328,996 | \$881,633 |
| 2029 | \$82,094,703 | \$82,094,703 | \$77,989,968 | \$566,453 | \$337,220 | \$903,674 |
| 2030 | \$84,147,070 | \$84,147,070 | \$79,939,717 | \$580,615 | \$345,651 | \$926,266 |
| 2031 | \$86,250,747 | \$86,250,747 | \$81,938,210 | \$595,130 | \$354,292 | \$949,422 |
| 2032 | \$88,407,016 | \$88,407,016 | \$83,986,665 | \$610,008 | \$363,149 | \$973,158 |
| 2033 | \$90,617,191 | \$90,617,191 | \$86,086,332 | \$625,259 | \$372,228 | \$997,487 |
| 2034 | \$92,882,621 | \$92,882,621 | \$88,238,490 | \$640,890 | \$381,534 | \$1,022,424 |
| 2035 | \$95,204,687 | \$95,204,687 | \$90,444,452 | \$656,912 | \$391,072 | \$1,047,985 |
| 2036 | \$97,584,804 | \$97,584,804 | \$92,705,564 | \$673,335 | \$400,849 | \$1,074,184 |
| 2037 | \$100,024,424 | \$100,024,424 | \$95,023,203 | \$690,169 | \$410,870 | \$1,101,039 |
| 2038 | \$102,525,034 | \$102,525,034 | \$97,398,783 | \$707,423 | \$421,142 | \$1,128,565 |
| 2039 | \$105,088,160 | \$105,088,160 | \$99,833,752 | \$725,108 | \$431,671 | \$1,156,779 |
| 2040 | \$107,715,364 | \$107,715,364 | \$102,329,596 | \$743,236 | \$442,462 | \$1,185,698 |
| 2041 | \$110,408,248 | \$110,408,248 | \$104,887,836 | \$761,817 | \$453,524 | \$1,215,341 |
| 2042 | \$113,168,455 | \$113,168,455 | \$107,510,032 | \$780,862 | \$464,862 | \$1,245,724 |
| Total | | | | \$12,477,314 | \$7,427,980 | \$19,905,295 |
| | TIF Projection Assumptions | | | | | |
| | 2018-2019 Millage Rates | | | | | |
| | St Lucie County | 0.0041077 | | | | |
| | Fort Pierce | 0.0069000 | | | | |
| | Rate of Growth | 0.025 (2.5%) | | | | |

Note: These projections do not reflect recent economic realities or certain laws that have been passed by the State Legislature following this analysis.

Virgin Trains USA, Florida LLC

The Virgin submittal did not include an estimated taxable value for the proposed development program.

APPENDIX

Compatibility Review Matrices

- **Fort Pierce Community Redevelopment Plan Matrix**
- **Fort Pierce Comprehensive Plan Matrix**

Maps

- **Redevelopment Site**
- **Coastal Impact Areas**
- **Historic Districts**

Community Redevelopment Plan Compatibility Matrix

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|--|
| | Audubon | Virgin Trains | |
| <p><i>Goal Area "B"</i> The Community Redevelopment Agency shall implement projects and programs aimed at meeting area-wide needs within the Community Redevelopment Area.</p> | 1 | 1 | |
| <p><i>Objective B-1</i> The Community Redevelopment Agency shall strive to improve the overall visual appearance of the Community Redevelopment Area.</p> | 1 | 0 | |
| <p><i>Policy B-1.5</i> When deciding to fund projects or programs to improve the physical appearance of private property, the Community Redevelopment Agency shall consider the level of private participation in the projects.</p> | 1 | 0 | Virgin submittal does not provide a quantified level of private funding participation. |
| <p><i>Policy B-1.8</i> The Community Redevelopment Agency may develop a program in cooperation with property owners and other governmental entities to develop adequate parking for downtown and other sub-area needs, particularly in conjunction with a redevelopment project.</p> | N/A | N/A | Each submittal provides parking for proposed development and does not demonstrate satisfaction of parking needs for other sub-areas. |
| <p><i>Policy B-1.9</i> The Community Redevelopment Agency shall support historic preservation while at the same time it pursues redevelopment.</p> | N/A | N/A | |
| <p><i>Objective B-2</i> The Community redevelopment Agency will strive to ensure that adequate land use and facilities remain available to meet the recreational, shopping and public service needs of area residents when implementing its redevelopment projects.</p> | 1 | 1 | Both submittals provide retail. |
| <p><i>Policy B-2.1</i> The Community Redevelopment Agency will monitor the needs of its residents and visitors and make recommendations to the City for land use changes that encourage the development of recreational, shopping and public service uses.</p> | 1 | 1 | Both submittals provide retail. |
| <p><i>Objective B-3</i> The Community Redevelopment Agency shall strive to increase the overall level of economic activity within the Community Redevelopment Area.</p> | 1 | 1 | Both submittals provide retail. |
| <p><i>Policy B-3.1</i> Projects, which provide increased employment opportunities for CRA residents, shall be encouraged.</p> | 1 | 1 | Both submittals provide for additional employment and economic activity. |
| <p><i>Policy B-3.2</i> The Community Redevelopment Agency shall initiate programs and projects which focus on business development and act as catalysts to leverage additional investment by private enterprise.</p> | 1 | 1 | Both submittals provide for additional employment and economic activity. |

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|---|
| | Audubon | Virgin Trains | |
| <p><i>Policy B-3.4</i> The Community Redevelopment Agency may participate in program(s) to increase the market share of the downtown retail core. This program should contain, at least, the following elements:</p> | | | |
| <ul style="list-style-type: none"> • A strategy to attract new businesses to the downtown; | 1 | 1 | Both submittals provide for additional businesses to downtown. |
| <ul style="list-style-type: none"> • An advertising and promotion strategy | N/A | N/A | |
| <ul style="list-style-type: none"> • A unified merchandising strategy to establish a theme | N/A | N/A | |
| <ul style="list-style-type: none"> • A leasing and operation strategy to coordinate leasing efforts, sales events and store hours; | N/A | N/A | |
| <ul style="list-style-type: none"> • A strategy to attract consumers to the downtown. | 1 | 1 | Both submittals provide for additional consumers to downtown. |
| <p><i>Objective B-4</i> The Community Redevelopment Agency shall strive to improve the housing stock within the Community Redevelopment Area and to increase the availability of affordable housing and market rate housing opportunities.</p> | 1 | 1 | Both submittals improves housing stock downtown. Neither submittal specifically proposes affordable housing. |
| <p><i>Policy B-4.5</i> The CRA, together with the City and other organizations, shall encourage the development of market-rate housing, particularly in the Downtown and Beach Sub-Areas. The housing should accommodate employees working in the downtown area, beach area and port area, resulting in shorter vehicle trips to and from work. The housing should also accommodate new consumers, particularly the young professionals, to support the area's business and retail establishments.</p> | 1 | 1 | Both submittals provide additional housing stock downtown. Neither submittal specifically proposes affordable housing or workforce housing. |
| <p><i>Goal Area "C"</i> In recognition of variations in social, physical and economic conditions throughout the Community Redevelopment Area, each geographic sub-area of the CRA shall be stabilized, renewed or redeveloped according to a long-range strategy.</p> | | | Each submittal rated per criteria. C |
| <p><i>Objective C-2</i> The Downtown shall be revitalized and intensified as a vibrant, mixed-use, people oriented commercial shopping, working and living center. The following policies and activities shall be pursued in the achievement of this Objective.</p> | 1 | 1 | |
| <p><i>Policy C-2.1</i> The Community Redevelopment Agency shall, in a joint effort with the City of Fort Pierce, prepare redevelopment plans which further define the image for the Downtown and shall identify the infrastructure requirements necessary to accommodate the planned level of intensity. The City shall be the lead agency in the preparation of plans.</p> | N/A | N/A | |

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|--|
| | Audubon | Virgin Trains | |
| <p><i>Policy C-2.2</i> The Community Redevelopment Agency may be the lead agency in pursuing the construction of specified downtown redevelopment projects, including but not limited to one or more anchors. Its role in the projects shall be one of active participation and may include, but is not limited to, property acquisition, building demolition, provision of parking facilities and infrastructure improvements.</p> | 1 | 1 | Both submittals request consideration for provision of development assistance or incentives from the FPRA and or the City. |
| <p><i>Policy C-2.3</i> The Community Redevelopment Agency may utilize its unique powers and financial resources for implementation of appropriate provisions of the 1995 Downtown Charrette plan.</p> | 1 | 1 | |
| <p><i>Policy C-2.4</i> The provision of additional cultural and entertainment uses to establish a high level of activity during evenings and weekends shall be encouraged.</p> | 1 | 1 | |
| <p><i>Policy C-2.5</i> The Community Redevelopment Agency shall coordinate with the City or future Parking Authority (if established) to develop and implement a user-friendly parking system to direct the public to convenient parking facilities.</p> | N/A | N/A | |
| <p><i>Policy C-2.6</i> The Community Redevelopment Agency shall encourage downtown housing, both "for-sale" and "rental", in order to bring new consumers to the area. The housing can be in various forms, including townhouses, mid-rise apartments and condominiums or high-rise apartments and condominiums.</p> | 1 | 0 | |
| <p><i>Policy C-2.7</i> The Community Redevelopment Agency may acquire land to give to St. Lucie County for Courthouse expansion pursuant to a master plan. In addition the Community Redevelopment Agency may assist the Federal Government in acquiring land for the development of a new Federal Office Building in the downtown.</p> | N/A | N/A | |
| <p><i>Policy C-2.8</i> The Community Redevelopment Agency shall encourage the revitalization, rehabilitation of adaptive re-use of existing structures within the downtown as well as infill development. Furthermore the Agency shall encourage redevelopment of mixed-use buildings, when feasible, and encourage housing to be built with ground floor retail. The Agency shall promote historic preservation in its pursuit of redevelopment.</p> | N/A | N/A | |
| <p><i>Policy C-2.9</i> The Community Redevelopment Agency shall work with Main Street FortPierce in accomplishing the goals of the program, particularly the redevelopment of the Sunrise Theatre.</p> | N/A | N/A | |

| Review Standards | Proposals | Comments | Review Standards |
|--|-----------|---------------|---|
| | Audubon | Virgin Trains | |
| <i>Policy C-2.10</i> The Community Redevelopment Agency shall assist the City in its pursuit of establishing | | | |
| a "Civic Plaza" in front of City Hall on US1, | N/A | N/A | |
| a "Cultural Square" at the waterfront, | N/A | N/A | |
| other civic projects that may include open space or small public buildings. | 1 | 1 | Audubon submittals incorporates usable open space into the internal design of the site plan that is accessible to visitors and residents. Virgin submittal opens spaces appear to be remnants of site plan development that have limited usability for residents or visitors. |
| The recreation of the FEC Railroad Station for Amtrak is a priority. | 0 | 1 | |
| <i>Policy C-2.11</i> The Community Redevelopment Agency will assist the City in the redevelopment of the downtown, waterfront amphitheater. | N/A | N/A | |
| TOTAL SCORE | 18 | 16 | |

Comprehensive Plan Compatibility Matrix

| Review Standards | Proposals | | Comments |
|---|-----------|---------------|---|
| | Audubon | Virgin Trains | |
| FUTURE LAND USE ELEMENT | | | |
| <p><i>Policy 1.1.4.A.</i> High Density Residential (RH): <i>[Located north of the subject property]</i> The High Density Residential (RH) designation is intended for parcels that are best suited for medium to high density multifamily residential uses ranging in density from 12 to 18 dwelling units per acre. This category allows multifamily dwellings including apartments, condominiums and townhomes. Limited commercial uses intended to serve the residential uses shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed.</p> | 1 | 1 | Measures relative compatibility with adjacent future land use categories. |
| <p><i>Policy 1.1.4.B.</i> Central Business District (CBD): <i>[Located south of the subject property]</i> The CBD designation mixed-use high-rise development and single-use or mixed-use development that includes ground floor office/retail beneath residential apartments and condominiums. The CBD is intended to provide higher density mixed-use development within downtown Fort Pierce. Uses within the CBD shall include residential (condominiums and apartments); office including artist work and sales space; retail including boutiques, cafes, and restaurants; fuel sales; hotels/motels; parks and recreation; governmental facilities; complementary parks and parking facilities. This land use designation allows a maximum density of 30 dwelling units per acre and a maximum FAR of 3.0. Key characteristics of CBD shall include:</p> | | | Each submittal rated per criteria below. |
| <ul style="list-style-type: none"> • Compact and intensive development pattern on a pedestrian scale; | 1 | 0 | |
| <ul style="list-style-type: none"> • Buildings oriented to the street and define the streetscape and civic spaces; | 1 | 0 | |
| <ul style="list-style-type: none"> • Development design that encourages pedestrian-oriented activities with plazas, cafes, bookstores, and restaurants that draw a variety of people; | 1 | 0 | |
| <ul style="list-style-type: none"> • Vertical and horizontal integration of residential and non-residential uses; | 1 | 0 | |
| <ul style="list-style-type: none"> • Good connection to transit and pedestrian facilities; | 1 | 0 | Virgin submittal has very limited pedestrian connectivity. |
| <ul style="list-style-type: none"> • Public parks and open space areas within walking distance of development; | 1 | 0 | |
| <ul style="list-style-type: none"> • Parking that is integrated into street design and buildings or placed in separate structures; and | 1 | 0 | |
| <ul style="list-style-type: none"> • Wide sidewalks with appropriate pedestrian amenities. | 1 | 0 | |

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|--|
| | Audubon | Virgin Trains | |
| <p><i>Policy 1.1.4.B.</i> Offices – Professional and Business Services (OP): [<i>Located north of the subject property</i>] The OP designation provides for office and limited commercial developments or horizontal and vertical mixed-use developments. Commercial uses that do not directly sell, store, or display goods, and generate limited auto trips are allowed within this district. Permitted uses allowed within this designation include limited convenience commercial uses, restaurants, and hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. Multifamily residences also allowed. This land use designation allows a maximum density of 18 dwelling units per acre and a maximum FAR of 1.0. Residential uses shall comprise up to 20% of the total floor area of the OP future land use designation.</p> | 1 | 1 | This criteria measures compatibility with adjacent future land use categories. |
| <p><i>Policy 1.1.17</i> Reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) by requiring developments to maximize internal trip capture, ,</p> | 1 | 1 | Internal trip capture demonstrated by both submittals |
| <ul style="list-style-type: none"> • Provide pedestrian connectivity to surrounding properties | 1 | 0 | |
| <ul style="list-style-type: none"> • Reduce the number of auto-oriented trips through Transportation Demand Management (TDM). | N/A | N/A | |
| <p><i>Policy 1.2.1</i> The City shall amend its Land Development Regulations to establish development standards for transit-oriented developments to support transit service once the plans and location for the future AMTRAK rail service are in place to promote walkability and transit ridership. These standards shall include but not be limited to:</p> | | | |
| <ul style="list-style-type: none"> • designation of a Transit Oriented Overlay District around the future AMTRAK station; | 0 | 1 | Virgin submittal includes development of train station. |
| <ul style="list-style-type: none"> • requiring minimum densities within the district; | N/A | N/A | |
| <ul style="list-style-type: none"> • requiring construction of continuous sidewalks on both sides of the roadway within the district. | N/A | N/A | TBD during site plan review stage. |
| <p><i>Policy 1.5.3</i> The City shall require all new developments to provide a pedestrian network with internal pedestrian connectivity and interconnections to existing and planned infrastructure on adjacent properties.</p> | 1 | 0 | |
| <p><i>Objective 1.8</i> The City will coordinate with the Community Redevelopment Agency (CRA) to address blighted areas in the City, provide basic needs of the area, discourage urban sprawl, and take advantage of opportunities for economic, social, or aesthetic improvements.</p> | 1 | 0 | |
| <p><i>Policy 1.8.1</i> Redevelopment shall be guided by the 2001 Community Redevelopment Area Plan within the adopted CRA boundary.</p> | | | See CRA Plan Evaluation Matrix. |
| <p><i>Policy 1.8.2</i> The City will coordinate with the CRA to encourage redevelopment and reinvestment within the Community Redevelopment Area:</p> | | | Each submittal rated per criteria below. |

| Review Standards | Proposals | | Comments |
|---|-----------|---------------|--|
| | Audubon | Virgin Trains | |
| 1. Create a lively Downtown/Waterfront area with mixed-use development, water-enhanced activities, and historic preservation. | 1 | 0 | |
| 2. Promote affordable housing through grants and loans for homeownership, corrections of code deficiencies, land trusts, and technical assistance. | N/A | N/A | |
| 3. Enhance public open spaces, small community centers, amphitheaters, and address public access to the waterfront. | 1 | 0 | |
| 4. Encourage the construction of shared parking facilities, both public and private, to meet the current and future demand. | 1 | 1 | |
| 5. Expand historic preservation through facade grants and encourage adaptive re-use of existing historic structures in redevelopment proposals. | N/A | N/A | |
| 6. Increase employment and business opportunities in the area through a Human Development and Resources Center, relocation incentives and new business recruitment. | N/A | N/A | |
| 7. Improve street appearance through streetscape and urban design strategies that enhance the pedestrian environment. | 1 | 0 | |
| 8. Stabilize the beaches against erosion. | N/A | N/A | |
| 9. Enhance Fort Pierce’s history as a transit hub by continued support for the Transit Greenways principles, a Downtown Trolley, a passenger train station and transit connections between the AMTRAK station and the beach for low and moderate-income workers. | 0 | 1 | Virgin submittal includes train station development. |
| <i>Policy 1.8.3</i> Implement the Fort Pierce Downtown Waterfront Charrette recommendations and the Citizens’ Master Plan, prepared by the Treasure Coast Regional Planning Council in 2008, including the creation of a local urban destination characterized by a mix of uses, compactness, preservation of architectural integrity and functional linkages that encourage pedestrian activity, address zoning inconsistencies, develop a merchandising strategy for retailers, and develop a form-based code by 2012. | 1 | 0 | Virgin submittal did not provide architectural theme/style, compactness not demonstrated, pedestrian linkages not shown within their conceptual site plan. |
| <i>Objective 1.10</i> The City shall promote economic growth through commercial and industrial development to create employment opportunities and increase the City’s tax and economic base. | 1 | 1 | |
| <i>Policy 1.10.4</i> The City shall promote Fort Pierce as a tourist destination including its historic, cultural, and environmental tourism opportunities. | 1 | 1 | |
| <i>Policy 1.15.5</i> The City of Fort Pierce shall promote the proper maintenance, restoration, preservation, rehabilitation, or reconstruction appropriate to historic sites, and compatible contemporary designs which are harmonious with the exterior architectural and landscape features of neighboring historic buildings, sites, and streetscapes. | 1 | 0 | Virgin submittal did not provide architectural theme/style. |

| Review Standards | Proposals | | Comments |
|---|-----------|---------------|---|
| | Audubon | Virgin Trains | |
| <p><i>Policy 1.15.11</i> The City of Fort Pierce shall encourage quality new construction and developments that are harmonious with neighboring historic sites and historic districts.</p> | 1 | 0 | Virgin submittal did not provide architectural theme/style. |
| <p><i>Objective 1.16</i> The City shall ensure that the natural resources are protected in accord with the goals, objectives, and policies in the Conservation and Coastal Management Elements and enforcement of the Land Development Regulations, especially in the review of all new development and redevelopment.</p> | N/A | N/A | |
| <p><i>Policy 1.16.3</i> The City shall require site plan review of all proposed development or redevelopment to prevent unnecessary destruction or inappropriate use of existing natural resources and natural sites.</p> | N/A | N/A | |
| <p><i>Policy 1.17.2</i> New development adjacent to or in the vicinity of surface waters shall be designed to maintain the water quality of these surface waters and provide retention and discharge of stormwater runoff in conformance with State and SFWMD policies.</p> | N/A | N/A | Proposals did not address storm water management. |
| <p><i>Policy 1.17.3</i> The City shall require open space as a part of the requirements for all development and redevelopment to promote shallow water aquifer recharge and stormwater filtration.</p> | N/A | N/A | Proposals did not address storm water management. |
| <p><i>Policy 1.19.3</i> New development encroaching into the 100-year floodplain shall incorporate elevation and flood protection measures sufficient to protect against the 100-year flood. The City shall maintain consistency with program policies of the National Flood Insurance Program and shall monitor new cost effective programs for minimizing flood damage. Such programs may include modifications to construction setback requirements or other site design techniques, as well as upgraded building and construction techniques.</p> | N/A | N/A | Proposals did not address flood plain location. |
| <p><i>Policy 1.21.1</i> Site planning standards shall be adopted which require new development and redevelopment to incorporate energy conservation measures in the site layout and design. These standards shall focus on environmental features such as landscape, sun, wind, and substitutes for energy-intensive technologies.</p> | 1 | 0 | Virgin submittal creates large asphalt heat sink in center of proposed development. |
| <p><i>Policy 1.21.3</i> The City shall require energy efficient housing through use of renewable energy resources in existing and new housing.</p> | N/A | N/A | TBD at site plan review stage. |

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|---|
| | Audubon | Virgin Trains | |
| <p><i>Policy 1.22.1</i> The City shall maintain a well-connected pedestrian and bicycle network to reduce greenhouse gas emissions by completing missing sidewalk and bicycle segments through incorporation of projects into the City's Capital Improvements Program and through regional coordination efforts with St. Lucie County and the FDOT.</p> | 1 | 0 | |
| <p><i>Policy 1.22.2</i> The City shall improve access to transit, bicycling and pedestrian facilities. The City shall implement land use and community design features which contribute to energy efficiency and greenhouse gas reduction, including, but not limited to:</p> | | | |
| <p>1. Promoting smaller block sizes within large scale developments and redevelopment projects through good site design criteria.</p> | 1 | 0 | |
| <p>2. Requiring a mix of land uses in most future land use classifications.</p> | 1 | 1 | |
| <p>3. Allowing higher densities and intensities in all future land use classifications, especially within the City Core and along major corridors.</p> | 1 | 1 | |
| <p>4. Requiring provision of pedestrian/bicycle facilities in all new developments and redevelopment proposals.</p> | 1 | 0 | |
| <p>5. Requiring access to existing transit facilities as well as construction of new transit shelters associated with new development.</p> | 0 | 1 | Neither submittal provides clear connections to public transit on US-1. Virgin submittal proposes train stop. |
| <p>6. Providing traffic calming features within residential neighborhoods and around schools and community facilities.</p> | N/A | N/A | |
| MULTI-MODAL TRANSPORTATION ELEMENT | | | |
| <p><i>Policy 2.3.3</i> The City shall integrate transportation and land use to support multimodal transportation through site design and development standards that address building placement and orientation, pedestrian access, bicycle parking, and transit-oriented development principles.</p> | 1 | 0 | |
| <p><i>Policy 2.3.5</i> The City shall implement a "complete streets" policy which is designed and operated to address the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in all planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities. The City shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Fort Pierce and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.</p> | 1 | 0 | |

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|--|
| | Audubon | Virgin Trains | |
| <p><i>Objective 2.4</i> Support preservation of the Historic Districts and the redevelopment of the Downtown Area through strategies that prioritize walking, bicycling and transit and related design principles for development, thereby reducing the need to drive.</p> | 1 | 0 | |
| <p><i>Policy 2.4.3</i> Improve pedestrian and vehicular linkages from US 1 to the Historic Districts and to the Downtown Area. The City will continue to require new developments and redevelopments to plan and provide pedestrian and vehicular circulation linking buildings directly to US 1 and connecting the Historic Districts and Downtown.</p> | 1 | 0 | |
| <p><i>Policy 2.5.5</i> Implement pedestrian cross-access, pedestrian features, transit features and other transportation demand strategies on all primary City corridors.</p> | 1 | 0 | |
| <p><i>Policy 2.5.6</i> The City shall require the provision of safe and convenient on-site vehicular traffic flow within the required vehicle parking areas and address the needs of non-motorized traffic as a part of this provision.</p> | 1 | 0 | |
| <p><i>Policy 2.10.5</i> The City shall participate in the regional public transportation planning initiatives including the St. Lucie County transit service and the proposed Amtrak service along the Florida East Coast (FEC) railway to promote and enhance regional transportation and mobility within St. Lucie County.</p> | 0 | 1 | Virgin submittal includes development of train station addressing regional transportation objectives, not within City or County. |
| <p><i>Policy 2.12.4</i> The City shall partner with the FDOT, the TCRPC and the other regional agencies planning for the provision of passenger rail service along the FEC corridor and extend commitment to implementation of transit service within the City.</p> | 0 | 1 | Virgin submittal includes development of train station addressing regional transportation objectives, not within City or County. |
| <p><i>Policy 2.12.5</i> The City shall provide incentives, such as increased allowable densities and reduced parking requirements, to promote mixed-use developments within the City, and especially within the downtown and around the future AMTRAK passenger rail station, by requiring a mix of land uses in all non-residential future land use categories and allowing density bonuses for developments located within 1/4-mile of a rail station, a multimodal transit center, or a transit stop as identified in Future Land Use Element Policy 1.1.5.</p> | 1 | 1 | Both submittals include mixed-use development. |
| INFRASTRUCTURE ELEMENT | | | |
| <p><i>Objective 3.11</i> Encourage compact urban growth patterns including infill and redevelopment to maximize the use of existing potable water facilities.</p> | 1 | 0 | |

| Review Standards | Proposals | | Comments |
|---|-----------|---------------|----------|
| | Audubon | Virgin Trains | |
| <i>Policy 3.16.1</i> Improve groundwater recharge by requiring all construction projects to meet or exceed the City of Fort Pierce Site Development Technical Regulations and Stormwater Management Requirements, including: | | | |
| <ul style="list-style-type: none"> Requiring development and redevelopment to provide a minimum of 25% of pervious open and green space; and [...] | TBD | TBD | |
| CONSERVATION ELEMENT | | | |
| <i>Policy 4.1.4</i> The City shall reduce the potential for greenhouse gas emissions by the following means: | | | |
| 1. Require vegetative buffer strips along all vehicular use areas; | 1 | 1 | |
| 2. Require pedestrian-friendly, transit-oriented design elements to be included in all development, such as transit stops, bicycle and pedestrian facilities, or other applicable multi-modal facility; and | 1 | 0 | |
| 3. Amend the design requirements for parking lots by 2012 to include reflective surface coatings, to require the use of shade trees and to increase island landscaping requirements. | TBD | TBD | |
| <i>Policy 4.2.4</i> Activities and land uses known to adversely affect the quality and quantity of identified water sources and within natural groundwater recharge areas shall be restricted to protect the quality and quantity of this water source. Parking spaces that exceed minimum requirements and excessive amounts of imperious surface coverages for new development shall be discouraged. | 1 | 0 | |
| <i>Policy 4.4.5</i> The City shall require site plan review of all proposed development or redevelopment to prevent unnecessary destruction or inappropriate use of existing natural resources and natural sites. Site development shall limit the ecological and environmental impacts of design and shall include a site analysis to include the following natural factors: | | | |
| 1. Existing drainage pattern; | N/A | N/A | |
| 2. Geology; | N/A | N/A | |
| 3. Topography; | N/A | N/A | |
| 4. Hydrography (streams, lakes, swamps); | N/A | N/A | |
| 5. Vegetation; | N/A | N/A | |
| 6. Wildlife and habitat; | N/A | N/A | |
| 7. Climate factors (solar orientation, seasonal winds, humidity, precipitation); and | N/A | N/A | |
| 8. Soil (type, suitability, bearing capacity). | N/A | N/A | |

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|---|
| | Audubon | Virgin Trains | |
| <p><i>Policy 4.4.9</i> The City shall provide for open space as a part of the requirements for all development and redevelopment. Open space areas shall be designated and treated in such a manner as to maintain the integrity, whether the primary purpose is to serve as natural vegetative or wildlife habitat, or as cultivated landscaped space. No land shall be developed, used or occupied such that the amount of open space on the parcel proposed for development is less than the required open space established by City ordinance.</p> | 1 | 1 | Audubon submittals incorporates usable open space into the internal design of the site plan that is accessible to visitors and residents. Virgin submittal opens spaces appear to be remnants of site plan development that have limited usability for residents or visitors. |
| COASTAL MANAGEMENT ELEMENT | | | |
| <p><i>Policy 5.1.3</i> The City shall limit the impacts of development or redevelopment upon wildlife habitat by strictly enforcing all ordinances designed to protect and conserve natural resources, and by supporting the enforcement of related county, state and federal regulations.</p> | TBD | TBD | |
| <p><i>Policy 5.4.6</i> When reviewing an application for future development or redevelopment in the Coastal Area, the City shall ensure that permitted uses shall be limited to those which are resource dependent or compatible with the physical and environmental characteristics of the Coastal Area, or to those uses which can occur without the degradation of important environmental values or interference with legally established public access to Coastal Area shorelines.</p> | 1 | 1 | Both submittals propose residential development that can utilize waterfront views. |
| <p><i>Objective 5.6</i> The City shall direct population concentrations away from known or predicted Coastal High-Hazard Areas (CHHA).</p> | 1 | 1 | |
| <p><i>Policy 5.6.3</i> The City shall ensure that all development and redevelopment within the CHHA comply with the following regulatory techniques for hazard mitigation:</p> | | | |
| 1. State and local regulations to established setbacks; | N/A | N/A | |
| 2. State and local construction codes regulating construction activity in the coastal areas; | N/A | N/A | |
| 3. Adopted surface water management level of service standards for drainage; and | N/A | N/A | |
| 4. Surface water management improvements which mitigate loss of floodplain. | N/A | N/A | |
| <p><i>Policy 5.6.4</i> The City shall limit, to the maximum extent allowable, redevelopment in areas within the CHHA shown by the Local Mitigation Strategy to be particularly susceptible to repeated damage.</p> | N/A | N/A | |

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|----------|
| | Audubon | Virgin Trains | |
| <p><i>Policy 5.8.8</i> The City shall limit redevelopment in areas of damage by ensuring that any existing structure which is non-conforming in regards to the required base flood elevation that is substantially damaged (based on the definition in Chapter 161, F.S.) or abandoned, shall be rebuilt only to the extent that complies with the current flood plain management standards for the affected property.</p> | N/A | N/A | |
| HOUSING ELEMENT | | | |
| <p><i>Goal 6</i> Maintain and enhance the supply of decent, safe, energy efficient and affordable housing and maximize viable options and opportunities for present and future residents of the City of Fort Pierce.</p> | N/A | N/A | |
| <p><i>Policy 6.1.6</i> The City shall promote a variety of housing sizes, types, and price points through its future land use classifications and zoning districts to meet the needs of all population groups including school-age groups, working-age groups, and retirement-age groups.</p> | 1 | 0 | |
| <p><i>Policy 6.3.5</i> The City shall support improvement and expansion of public transit and encourage the development of higher density mixed-use developments and affordable housing in locations best served by transit.</p> | 1 | 1 | |
| <p><i>Policy 6.3.6</i> The City shall consider the development of a Downtown Master Plan that focuses on increasing residential development in the downtown for residents of all income levels.</p> | 1 | 1 | |
| <p><i>Objective 6.7</i> All residential development and mixed-use development with residential components that require site plan review shall be required to incorporate energy efficient standards in design and construction.</p> | TBD | TBD | |
| <p><i>Policy 6.7.3</i> Site design and construction shall be consistent with, but not limited to, the following standards:</p> | | | |
| 1. Merging topography and natural features into design; | TBD | TBD | |
| 2. Limitation of ecological and environmental impact of design; | TBD | TBD | |
| 3. Orientation and form of the structures based upon site analysis; | TBD | TBD | |
| 4. Use of passive solar architecture; harnessing solar energy; | TBD | TBD | |
| 5. Appropriate plant species selection for location and water efficiency; | TBD | TBD | |
| 6. Use of bio-swales and rain gardens; | TBD | TBD | |
| 7. Selection of trees related to purpose, such as for shade; and | TBD | TBD | |
| 8. Use of low impact building materials such as recycled materials, including reclaimed lumber, and low VOC (volatile organic compound)-emitting materials. | TBD | TBD | |

| Review Standards | Proposals | | Comments |
|--|-----------|---------------|---|
| | Audubon | Virgin Trains | |
| <p><i>Policy 6.7.4</i> Development shall minimize paved areas, utilize porous paving materials and limit the use of curb cuts to reduce the amount of stormwater runoff and demand on the City’s storm drainage system.</p> | 1 | 0 | |
| RECREATION AND OPEN SPACE ELEMENT | | | |
| <p><i>Policy 7.4.6</i> The City of Fort Pierce shall discourage development proposals that would degrade visual corridors or vistas, compromise peaceful enjoyment, or otherwise produce incompatibilities that may encroach upon public recreation facilities and open space resources. The Land Development Regulations shall be updated by December 2010 to account for this requirement.</p> | 1 | 0 | Virgin submittal does not fully demonstrate opportunity for public interaction along Moore’s Creek shoreline. |
| <p><i>Policy 7.4.10</i> The City of Fort Pierce shall require that recreation areas within all future residential developments be improved with pedestrian or multi-use pathways, recreation equipment, shade structures, and other pedestrian amenities.</p> | 1 | 0 | |
| <p><i>Policy 7.4.11</i> The City of Fort Pierce shall require that all future residential developments in excess of 100 dwelling units provide a community clubhouse, recreation center or similar communal building that is “hurricane hardened,” and equipped with a generator and accessory fuel storage system to supply power in the event of prolonged power outages.</p> | N/A | N/A | |
| <p><i>Policy 7.5.7</i> The City of Fort Pierce shall require paved pedestrian access between all internal facilities and buildings, vehicular use areas and access points, and peripheral pathways at the site of all future park and recreation facilities.</p> | 1 | 0 | |
| INTERGOVERNMENTAL COORDINATION ELEMENT | | | |
| <p><i>Policy 8.1.16</i> The City of Fort Pierce shall continue to coordinate with the TCRPC and FDOT to develop the potential rail passenger station within the City which is capable of serving as a regional hub for the potential Amtrak/Sun Rail expansion.</p> | 0 | 1 | |
| TOTAL SCORE | 50 | 21 | |

TBD: Level of detail not required at this time.



Former H.D. King Plant Site Redevelopment

S&ME



