HALEY WARD

THE CARLTON OF FORT PIERCE

DESIGN NARRATIVE
June 4, 2026

REQUEST SUMMARY

A request by Farrell Communities Fort Pierce Owner LLC (the "Applicant") for approval of the following applications to allow the construction of a 488-unit multifamily residential apartment project (the "Project") on a 40.77-acre property located on the west side of Kings Highway approximately 0.6 miles north of Okeechobee Road (the "Property"):

- Design Review

PROPOSED IMPROVEMENTS

A summary of proposed Project improvements depicted in the development plans provided with this submittal is contained below:

General Project Improvements

- Development Program: The Project comprises 15 multifamily apartment buildings of three (3) stories in height, each containing between 32-34 dwelling units, for a total of 488-units. Also proposed are a clubhouse and pool, a maintenance building including a car wash and car detailing area, and a hybrid mail kiosk including a parcel delivery center and a designated school bus stop. Additionally included would be all related site, landscape, utility and stormwater improvements. Details regarding the buildings and architecture are contained in the "Architecture" section of this narrative.
- Density: The residential density proposed is 11.96 units/acre. The R-4 zoning allows 10 units/acre, and the Applicant is requesting two (2) additional units/acre allowed by way of Innovative Residential Development as further described and justified in this narrative.
- Amenities: The Applicant has proposed several site amenities to create a first-class apartment project and to further the intent of an Innovative Residential Development as summarized below:
  - An expansive accessible single story clubhouse containing approximately 8,982 square feet which includes a cyber lounge/business center including co-work spaces and a conference room, event/party room, game room, fitness center with a kids lounge, yoga/stretching room, leasing office space

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including employee break room, adjacent mail kiosk including a monitored parcel delivery center as well indoor/outdoor gathering spaces areas.
  - An expansive heated pool and pool deck with an adjacent splash pad area and a fire pit area overlooking the water feature.
  - 2 – Pickleball courts which are lit at night.
  - An outdoor fitness park.
  - A Tot Lot playground area
  - Bike racks are located throughout the project
  - This site includes five (5) lakes totaling roughly 8.16 acres, the largest of which is 3.63 acres. All lakes will include lighted fountain water features. Three (3) of the lakes will be in proximity to many of the buildings to allow residents to enjoy the beauty and benefits of waterfront living. The other two (2) lakes will be at the front of the property to beautify the community.
  - Multiple grill stations and picnic areas are conveniently located throughout the site.
  - A large, segmented dog park for small and large breeds including water stations, wash areas and seating areas.
  - A meandering 8-foot-wide multi-use walking path that encompasses both lakes for pedestrian and biking activity lined with shade trees. Other sidewalks within the proposed project have been increased to six (6) feet (code requires 5 feet) and are also lined with shade trees.
  - Numerous opportunities for seating on benches strategically located throughout the site.

❖ Access: Access will be provided via a new right-in/right-out/left-in driveway access from Kings Highway and a resident-only entrance along Pruitt Research Center Drive. The Project will be gated, and the Applicant has provided ample space for to allow for stacking before the gates. The Applicant has also provided a refusal turn as means to turn around prior to entering the gates. The proposed project includes a multiuse shelter for school buses with a flow through traffic route that limits congestion and delays for residents while providing a centralized space for waiting close to the property entrance to minimize access issues as requested by the School District.

❖ Pedestrian and Vehicular Circulation: Vehicular circulation has been carefully designed to allow sufficient area for maneuvering by emergency and service vehicles including a roundabout at the front of the property to facilitate internal traffic flow. A substantial pedestrian sidewalk system is provided throughout the proposed project with a minimum 6-foot sidewalks, connections to all parking areas and buildings and trees placed adjacent to walkways wherever possible. The above-referenced

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8-foot multi-use path creates a wonderful opportunity for pedestrian and bike activity.

- ❖ Parking: The proposed Project provides 1,019 parking spaces including parking at the Clubhouse, where the City Code requires 732 spaces based on a parking ratio of 1.5 spaces/unit. The additional parking is provided to accommodate the fact that this site is not located in an urban setting with services within walking distance. Garage parking and tandem spaces are provided within the bottom floor of the residential buildings. EV charging spaces are distributed throughout the site and garages will be pre-wired for future EV charging stations.
- ❖ Compactors: Two (2) trash compactors are provided at front end of the project. The proposed project will provide valet trash service to the residents so as to minimize any inconvenience to residents in regard to the disposal of trash.
- ❖ Bus Stop: The Applicant has provided an internal school bus stop close to the project entrance. Regarding the transit stop, the Applicant has been working with the County's Community Services Department to plan for a future stop for the County's Area Regional Transit System since the Applicant anticipates that a future mass transit connection to the employment-generating businesses coming to the Kings Highway corridor and nearby areas would benefit the Project residents. The Applicant has committed to providing a bus shelter and related facilities at the planned transit stop. The planning process for the future transit stop is still in early stages but in process.

Architecture

Five (5) building types are proposed for the residential buildings:

- ❖ Type 6S: 32 units; 10 garage spaces; 10 tandem parking spaces
- ❖ Type 8S: 32 units: 12 garage spaces; 12 tandem parking spaces
- ❖ Type 6E: 34 units; six (6) garage spaces; six (6) tandem parking spaces
- ❖ Type 8E: 32 units; 12 garage spaces; 12 tandem parking spaces
- ❖ Type 30E: 34 units; six (6) garage spaces; six (6) tandem parking spaces

Unit sizes and mixes for the residential apartment units are noted below:

- ❖ 1-bedroom/1-bath: 609 square feet
- ❖ 1-bedroom/1-bath: 823 square feet
- ❖ 1-bedroom/1-bath: 897 square feet
- ❖ 1-bedroom/1-bath: 989 square feet
- ❖ 2-bedroom/1-bath: 978 square feet
- ❖ 2-bedroom/2-bath: 1159 square feet
- ❖ 2-bedroom/2-bath: 1181 square feet

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- 2-bedroom/2-bath: 1280 square feet
- 3-bedroom/2-bath: 1370 square feet
- 3-bedroom/3-bath: 1587 square feet

The architectural character is a refined transitional design that bridges traditional residential massing with a clean, contemporary material palette. The building elevations feature a rhythmic interplay of horizontal fiber cement lap siding, board & batten siding, and panel siding, creating a structured and textured façade. This versatile exterior cladding is grounded by stone veneer and highlighted by functional accents including powder coated aluminum railings at balconies and stairs, fiber cement trim, and intentionally placed window awnings for additional visual interest. The aesthetic is complimented with a durable standing seam metal roof. The building plans and elevations are articulated with changes in roof lines and massing to give the appeal of individual buildings within the overall context. The color palette provides a fresh, attractive identity that remains consistent across all building typologies.

The proposed residential buildings will be three (3) stories in height with an overall maximum height of 41'-0". The maximum height allowed within the R-4 zoning district is 45'-0", where the proposed buildings fall below this requirement.

The clubhouse is a single-story structure with a maximum roof heigh of 31'-1". This building is the grand statement to the community presenting heavy timber craftmanship, versatile fiber cement siding, stone veneer accents, a standing seam metal roof, and an attractive color palette akin to the residential buildings. The scale and massing provide a visual anchor while the open breezeway draws the eye to the resort style amenities beyond.

Conceptual floor plans and 2D colored elevations of the residential buildings and clubhouse are provided with this submittal.

ARCHITECTURAL DESIGN REVIEW STANDARDS

The primary goal of the development is to establish a high-quality, walkable multi-family neighborhood that addresses the regional demand for housing while seamlessly integrating into the context of Fort Pierce. The 15 residential buildings, clubhouse, and ancillary structures are designed to comply directly with the City of Fort Pierce Architectural Design Standards (November 2024), specifically adhering to the standards governing Commercial, Multi-Family and Mixed-Use building design. The general architectural style of the project is characteristic of a South Florida vernacular. To ensure these goals align with the standards, careful consideration was given to the building designs, site context, and use.

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A. Facade Articulation, Materials, and Scale Mitigation

To reduce the mass, scale, and uniform monolithic appearance associated with standard large-scale multifamily plain walls, we have incorporated thoughtful articulation:

• Dynamic Visual Rhythm: Building facades are broken into distinct massing elements both in elevation (varying height datums from 31'-1" up to 42'-9") and in plan (recessed and projecting volumes).

• Surface Treatments: Long facade lengths are transitioned by using a combination of fiber cement panel siding with reveals, fiber cement lap siding, fiber cement vertical batten boards, and alternating panel patterns. The use of the material palette and pattern is purposeful in establishing a dynamic pedestrian scale.

• Proportional Ratios: The layout patterns and window configurations are carefully balanced to ensure individual facade compositions maintain harmonious width-to-height
parameters that avoid stark vertical or horizontal imbalances.

B. Pedestrian Environment and Open Space Focus

• Active Interface: The community design centers around pedestrian walkability. Paved sidewalks directly link residential building entrances to the central loop, anchoring the focal clubhouse, open space courts, pool area, and the surrounding environment.

• Awnings, Balconies, & Canopies: The use of structural overhang balconies provides an opportunity for the buildings to interact with both the street façade and pedestrian scale. Awnings are also incorporated to compliment the aesthetic and provide relief to the façade.

• Tactile Ground Elements: At the ground level, vertical walls are anchored with a heavy base layer featuring thin stone veneer. This introduces high-quality texture and natural materials within the pedestrian touch zone.

• Aesthetics and Protection: Recessed entries provide an opportunity for deep shadow lines and functions to invite pedestrians as a protected entryway from the elements. These portals also allow relief in the elevation allowing the façade to blend unique building masses through a varied use of material and color. The addition of architectural faux shutters and architectural trim elements provide additional depth and active dimensional relief to the building faces.

C. Service Areas, Parking, and Rooftops

• Screened Ancillary Spaces: All ground-floor garages are cleanly integrated within the footprints of the buildings. Lush landscaping and articulating building placement prevent expansive visual swaths of surface asphalt that could dominate frontages.

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• Equipment Concealment: In accordance with the standards, all building utility components, trash enclosures, and mechanical systems are heavily screened with landscaping or integrated structures, masking unsightly elements from public rights-of-way and adjacent spaces. In addition, trash areas are positioned for ease of use and access but are shielded from the main street and pedestrian areas. High quality materials are used to seamlessly blend the utility function within the context of the community.

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