CITY OF FORT PIERCE

PLANNING DEPARTMENT

PROJECT: *PZANN2026-00020*
MAJOR SITE PLAN WITH CONDITIONAL USE
THE CARLTON
2535 S. KINGS HIGHWAY

TO: *RICHARD CHESS, CITY MANAGER*

THRU: *KEV FREEMAN, PLANNING DIRECTOR*

REVIEWER: *CHRIS SUNESON, ASSISTANT PLANNING DIRECTOR*

DATE: *NOVEMBER 16, 2026*

STAFF REPORT

Owner/Applicant: *Farrell Communities of Fort Pierce Owner LLC /* Haley Ward, Inc.

Requested Action: *Request to review and approve an application for a Major Site Plan (Development and Design Review) with Conditional Use to allow Innovative Community Development by owner, Farrell Communities of Fort Pierce Owner LLC, represented by* Haley Ward, Inc., *to construct a 488-unit multifamily residential apartment community with associated site improvements and amenities on 40.77 acres located at 2535 S. Kings Highway.*

Location: *2535 S. Kings Highway*

Parcel ID(s): *2323-501-0002-000-0*

Future Land Use: *RM, Medium Density Residential*

Zoning: *R-4, Medium Density Residential Zone*

Surrounding Zoning:

North	East	South	West
PD (FP) *PNRD (SLC)*	*CP-1*	*C-3*	*R-1 (FP)* *AR-1 (SLC)*

Surrounding Future Land Use:

North	East	South	West
GC (FP) *SD (SLC)*	*GC*	*GC*	*RL (FP)* *RU (SLC)*

Site Area: **+/-** *40.77 Acres*

Utilities: *Located within the FPUA Service Area*

Staff Analysis

Request

The applicant has requested review and approval of an application for a Major Site Plan (Development and Design Review) with Conditional Use to allow Innovative Community Design by owner, Farrell Communities of Fort Pierce Owner LLC, represented by Haley Ward, Inc., to construct a 488-unit multifamily residential apartment community with associated site improvements and amenities on 40.77 acres located at 2535 S. Kings Highway.

The proposed development includes 15 multi-family, three-story apartment buildings each containing 32-34 dwelling units with a maximum of 488 dwelling units. The site is programmed with a variety of amenities including a clubhouse and pool with cyber lounge/business center and fitness center, car wash and detailing area, pickleball courts, outdoor fitness park, tot lot playground area, dog park, and walking paths. The community is centered around five large lakes with water features.

The applicant is requesting additional density considerations under Land Development Code Section 125-243, Innovative Community Design through a Conditional Use with would allow an increase in allowable density up to the limit provided under the site's Future Land Use category. Where the underlying R-4 zoning allows up to 10 du/ac, the Conditional Use would allow up to 12 du/ac.

Location

The subject parcel is generally located along S. Kings Highway, south of Pruitt Research Center Road and north of Crossroads Parkway.

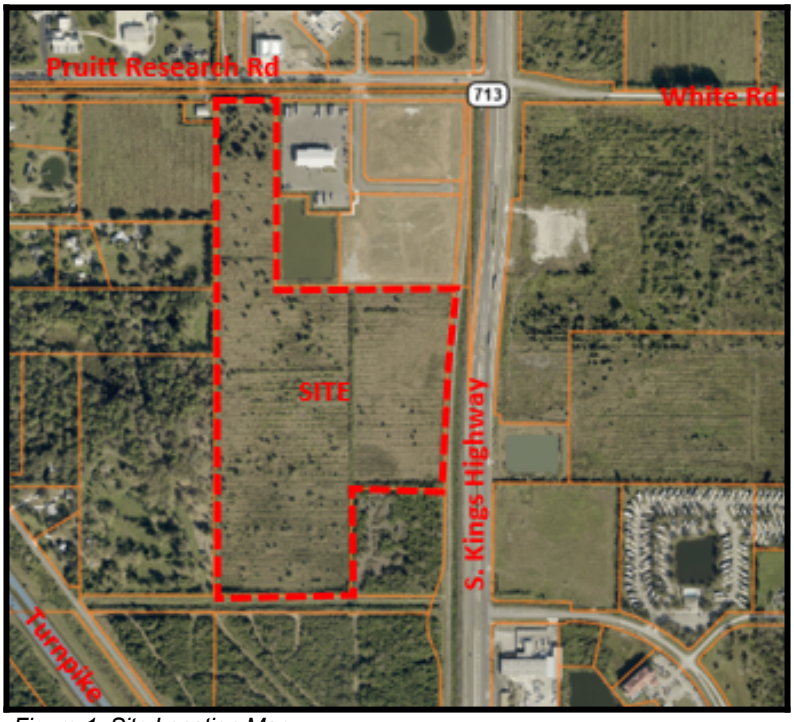


Figure 1: Site Location Map

History

The subject parcel is currently vacant, and applicant supplied information indicates the site was previously used for agricultural purposes consisting of row crops like citrus and is currently being used for cattle grazing.

The property was annexed into the City in March 2004 under Ordinance K-218.

The site was previously approved by the City Commission for a similar request in January 2024. The petition involved a Major Site Plan with Conditional Use for Innovative Community Design.

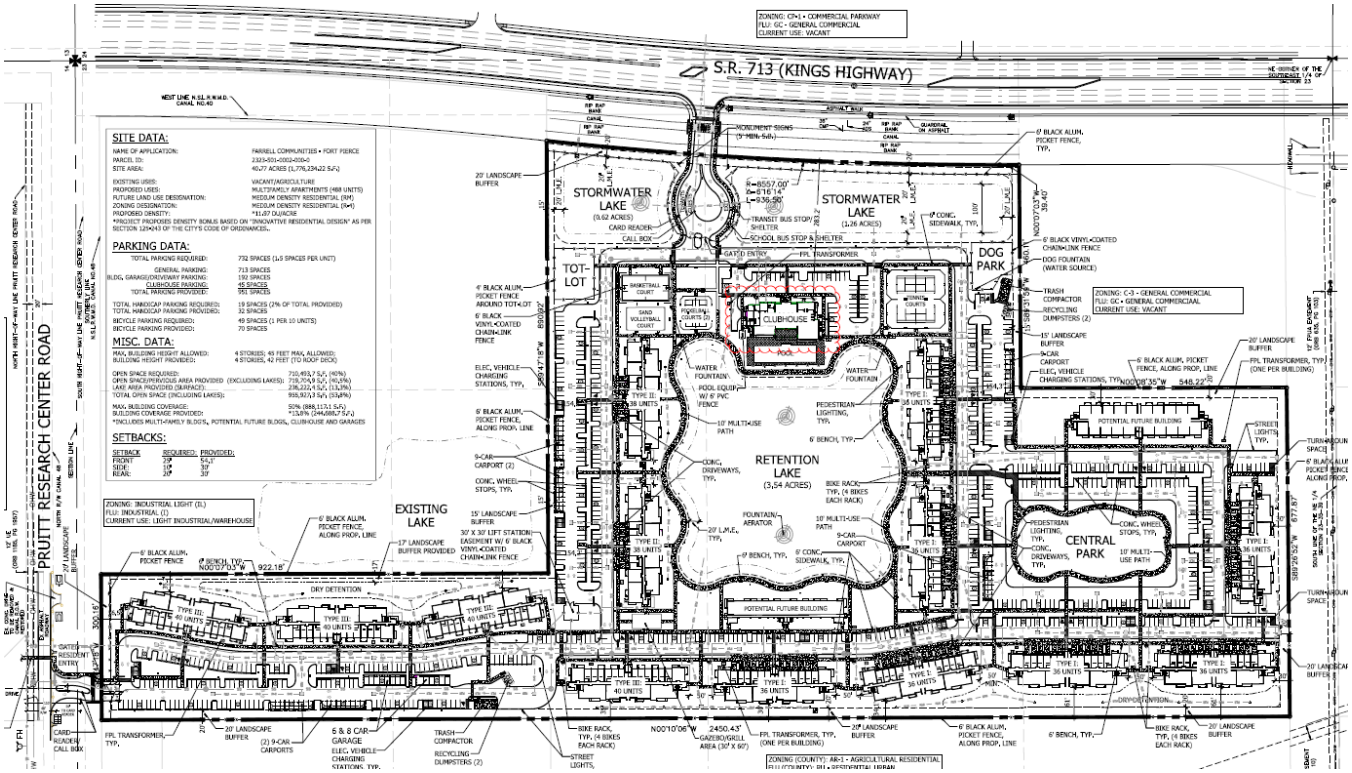


Figure 2: Previously Approved Site Plan

Surrounding Development

In July 2023, the property immediately northeast of the subject parcel located at the southwest corner of Kings Highway and Pruitt Research Center Road was the subject of Future Land Use Amendment, Planned Development rezoning, and site plan approvals. The project developed a Thermo King facility for repair of semitrailer refrigeration units as well as addition outparcels on the overall tract.

In May 2026, the property immediately east of the subject parcel, located at 2300 S. Kings Highway, was the subject of a Major Site Plan Amendment which approved the construction of a 1,070,080 square feet refrigerated warehouse and office facility for Amazon.

The area to the west of the subject parcel consists of large-lot single-family residences or vacant land. Land to the south of the site contains vacant commercially zoned land. The north, across Pruitt Research Road, the land has been developed as the Treasure Coast Research Park or is vacant.

Future Land Use

The Medium Density Residential (RM) designation is intended for parcels that are best suited for multifamily residential uses ranging in density from six and one-half to 12 dwelling units per acre. This category allows small-lot single family units and multifamily dwellings including duplexes, 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. This category combines the previously allowed Medium Density Residential (Rme) and Moderate Density Residential (Rmo) categories. The proposed 488 units on 40.77 acres results in a density of 11.96 dwelling units/acre which falls within the designation's allowable range of 6.5 – 12 dwelling units/acre.



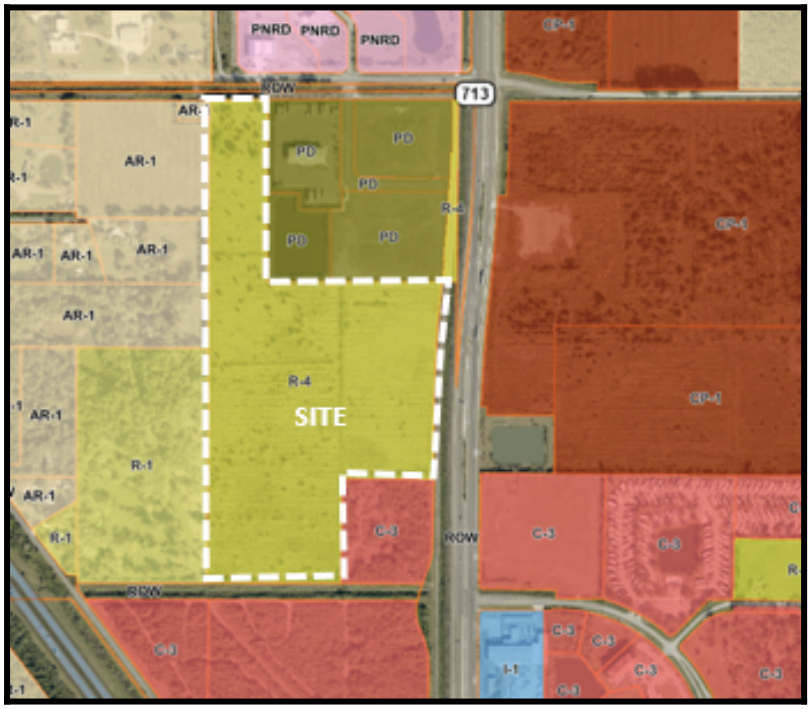
Fort Pierce Land Use
GC – General Commercial
RM – Residential Medium
I – Industrial

SLC Land Use
RU – Residential Urban
COM – Commercial
SD – Special District

Figure 3: City/County Future Land Use Map

Zoning

The R-4, Medium Density Residential District is designed to accommodate a variety of housing types, including conventional single-family dwellings, duplexes and, where desirable, townhome dwellings, mobile homes or multifamily housing with three or more dwelling units. Maximum gross densities should generally not exceed ten units per acre for conventional developments and 12 units per acre for innovative residential developments. This intensity of residential use is envisioned for locations which have public water and sewer service, and which have adequate access to arterial or collector streets. Certain non-residential uses are permitted under the parameters and safeguards set forth in the Land Development Code. The project's proposed use of multi-dwelling buildings (apartments) is allowed by right with the R-4 district.



Fort Pierce Zoning
CP-1 – Commercial Parkway Zone
C-3 – General Commercial
R-4 – Medium Density Residential
I-1 – Light Industrial

SLC Zoning
AR-1 – Agricultural Residential 1 du/ac
PNRD – Planned Non-Residential Development
CG – Commercial General

Figure 4: City/County Zoning Map

Site Design

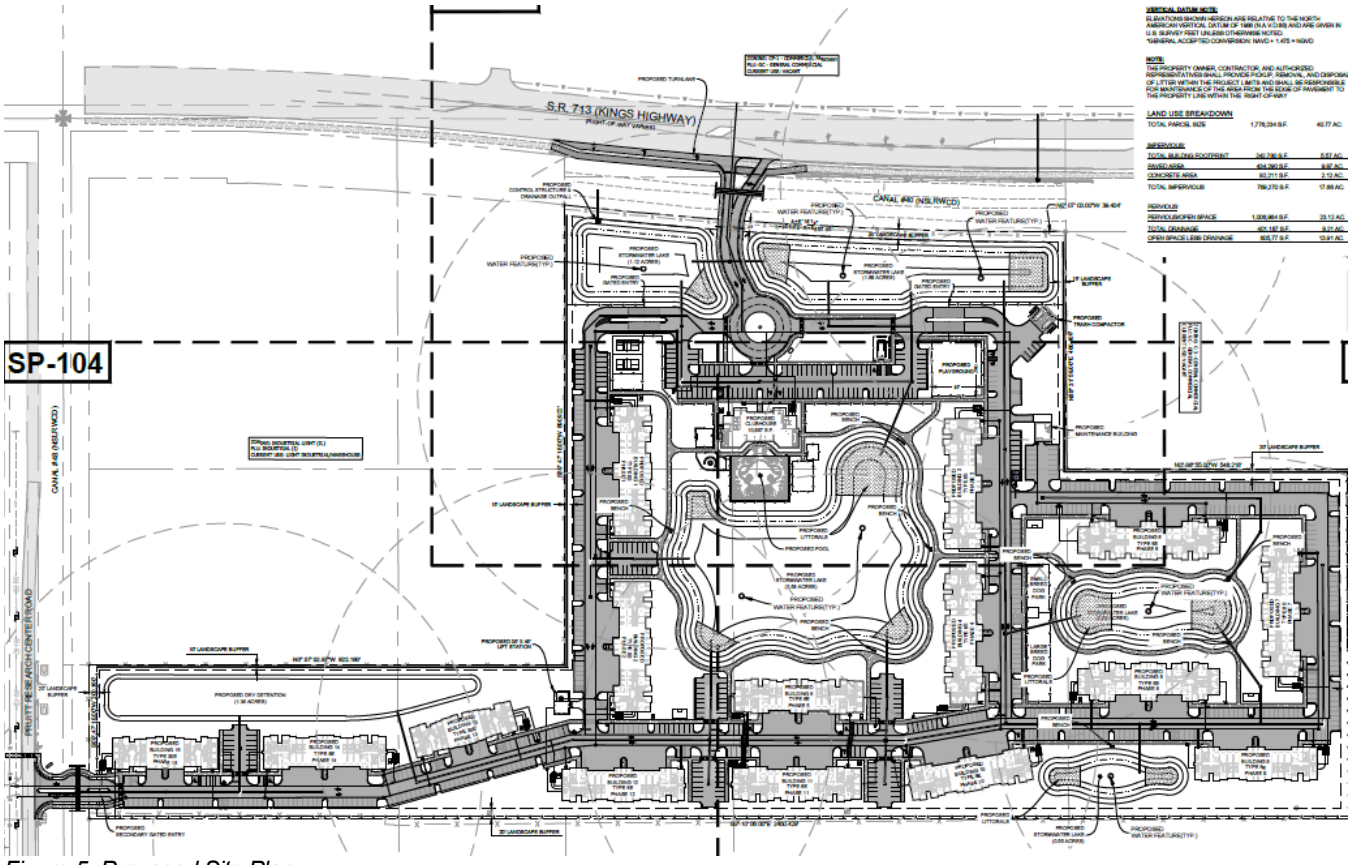


Figure 5: Proposed Site Plan

The applicant proposes to construct 488 dwelling units across 15 multi-family, three-story apartment buildings each containing 32-34 dwelling units. The buildings are programmed with a variety of footprints to accommodate different dwelling unit configurations and adapt to site conditions.

All building types are programmed to have a maximum height of less than 45 feet, conforming to the R-4 district's 45 foot height limitation. As previously mentioned, the subject parcel was previously approved with a Conditional Use for innovative community design. A major feature of that permitting was the allowance of buildings constructed to a 4-story height. The applicant proposes all buildings at a 3-story height.

The site comprises approximately 40.77 acres and the proposed buildings will cover 13.67% of the land area at full build out. Pedestrian and vehicular circulation will cover approximately 29.65% of the land area. This results in 56.66% of the land area left to open space, landscape buffers, and stormwater detention facilities.

As part of the review process, the applicant has proposed constructing a south-bound, right-turn lane into the site and reconstructing a portion of the sidewalk along S. Kings Highway. An existing north-bound, left-turn lane on S. Kings Highway will provide access to the site's primary entrance with interior gated entries. In addition, the applicant will be constructing a pedestrian crosswalk across Pruitt Research Center Road near its secondary, gated driveway to tie into sidewalk connections on the north side of Pruitt Research Center Road.

The project is designed with an internal school bus stop close to the entrance along S. Kings Highway. During the review process, the applicant demonstrated that the site's geometry will support full movement of buses and larger vehicles.

The project is required to provide a total of 732 parking spaces based on the number of units proposed. The applicant proposes to construct 1,023 spaces including garage parking, tandem parking, and regular surface parking which includes both ADA spaces and proposed electric vehicle charging stations.

Water connections for the project will be provided via an existing 12" water main on the east side of S. Kings Highway and looped into another existing 12" water main on the north side of Pruitt Research Center Road. Sewer service will be provided by private lift stations that will feed into an existing 4" force main along the north side of Pruitt Research Center Road. Trash service will be provided by two on-site trash compactors.

The site is heavily programmed with amenities including a large clubhouse and pool center, prominent when entering from S. Kings Highway. The club house will feature a business center/lounge area with co-working spaces and a conference room, an event room, a game room, and large fitness center with kids' playroom. Other amenities include outdoor fitness park, pickleball courts, fire pit area, fenced playground, grill stations with picnic areas, large and small breed dog parks, and winding multi-use trails with benches.

A central feature to the entire development is its utilization of stormwater infrastructure as an amenity. All drainage inlets direct water to one of six storm water lakes or detention areas. Each of the wet retention lakes is interconnected and ultimately drain to a canal running north-south along S. Kings Highway under the jurisdiction of the North Saint Lucie River Water Control District. Central lakes feature as viewshed from the surrounding buildings and are complimented by the multi-use trails which interconnect the entire site. The trails have been programmed with extensive landscaping and benches.

Building Design

The applicant indicates that the architectural character of the building design "bridges traditional residential massing with a clean contemporary material palette". Building elevations are composed of a variety of materials including fiber cement lap siding, board and batten siding, and panel siding. Together, these materials work to provide a structured and textured façade for visual interest which is grounded by highlights of stone veneer. Each building is capped with a standing seam metal roof and facades are accented by powder coasted aluminum railings along stairs and balconies, fiber cement trim, and window awnings. The color palette consists of a variety of neutral and cool colors.

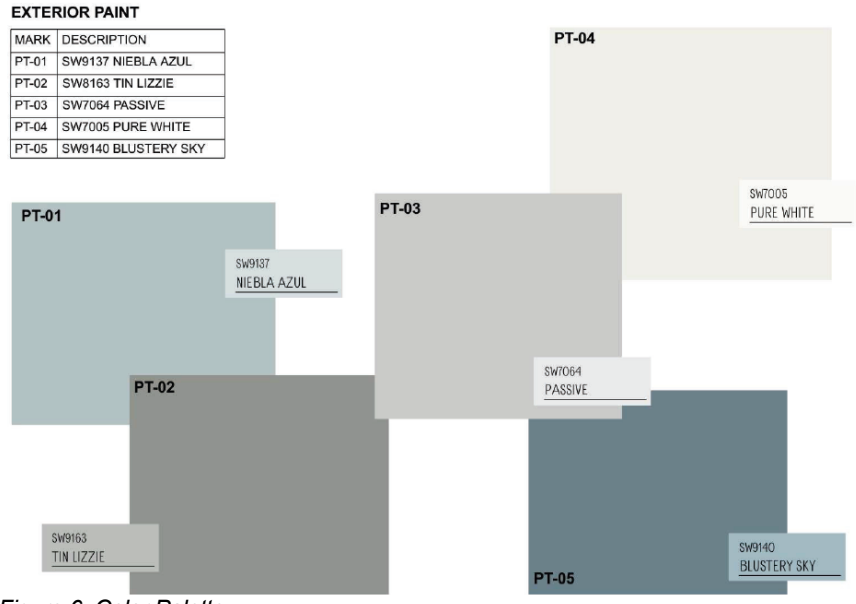
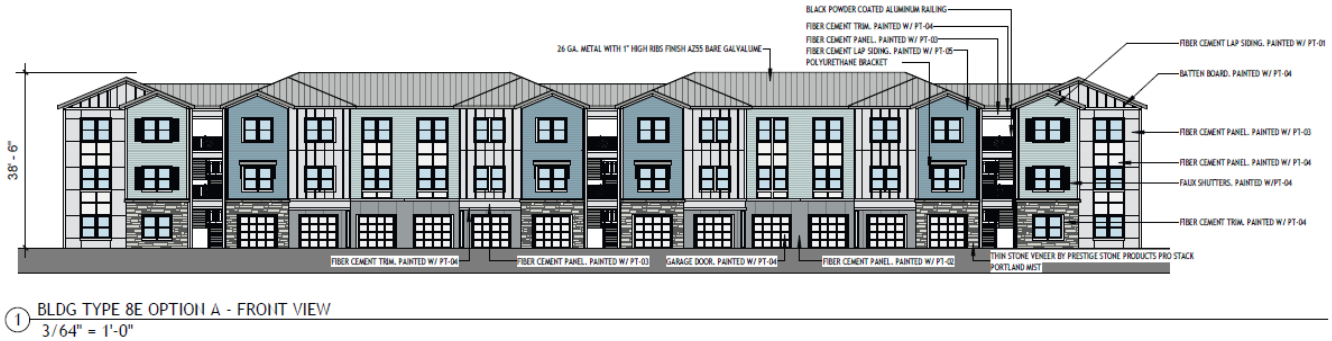
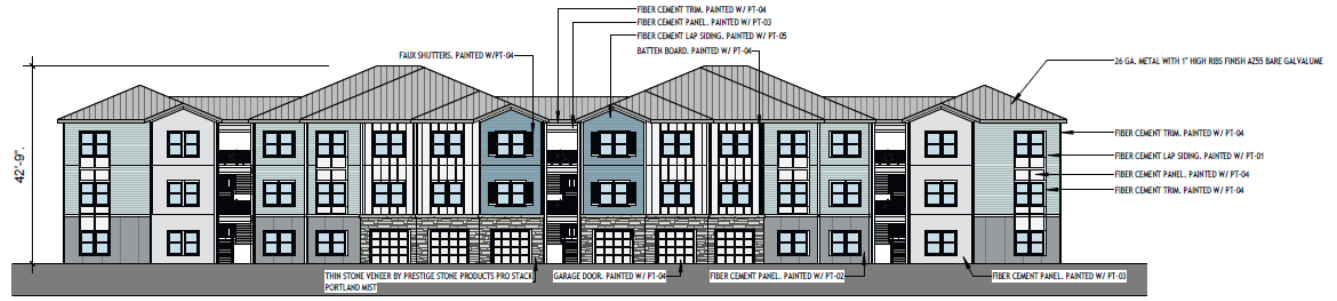


Figure 6: Color Palette.



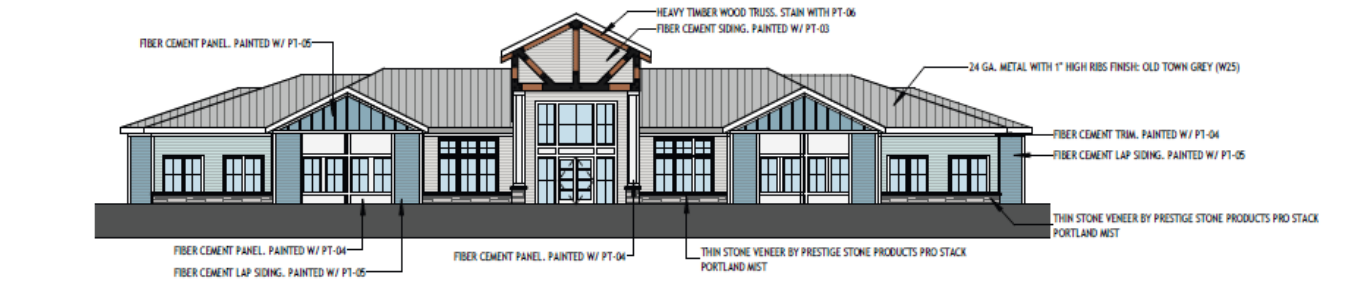
1 BLDG TYPE 8E OPTION A - FRONT VIEW
3/64" = 1'-0"

Figure 7: Typical Building Front Elevation



1 BLDG TYPE 30E - FRONT ELEVATION
3/64" = 1'-0"

Figure 8: Typical Building Front Elevation



1 CLUBHOUSE - FRONT VIEW
3/64" = 1'-0"

Figure 9: Clubhouse Front Elevation

As mentioned, the clubhouse will be a prominent view entering the site. The architectural features a similar color palette and materials as the rest of the buildings with the addition of a heavy timber framing along the front elevation. The structure will be single-story with a roof elevation of around 31 feet.

Landscape Design

The project has intentionally provided increased landscape buffers ranging from 15 to 20 feet wide around the perimeter of the site. The larger buffers rely on native vegetation and feature a double row of screening shrubs installed at differing heights. At the northeast corner of the site, an 8' tall masonry wall will be added to the buffers to screen the adjacent industrial site.

Trees have been placed strategically along the proposed multi-use path and sidewalks to provide shade in these open spaces. Each building is programmed to receive extensive shrub plantings to enhance its appearance. Stormwater ponds also feature littoral plantings that help filter stormwater flows as it moves through the drainage system.

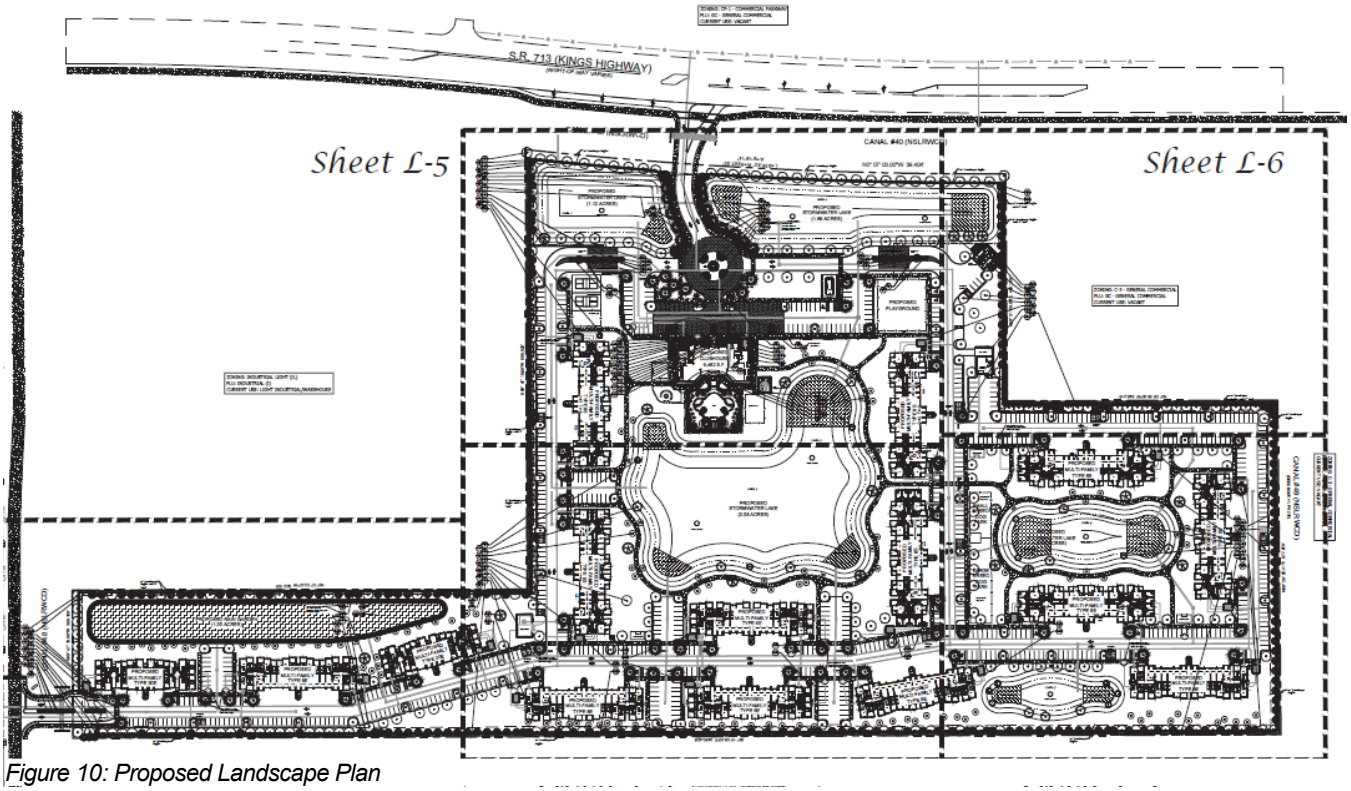


Figure 10: Proposed Landscape Plan

Conditional Use for Innovative Community Development

Under conventional R-4, Medium Density Residential zoning, the applicant is limited to a density of 10 du/ac. If applied to the project site, this would result in a total of 407 allowable dwelling units.

However, the applicant is requesting additional density considerations under Land Development Code Section 125-243, Innovative Community Design through a Conditional Use. If granted, this Code section allows residential densities to not exceed the maximum density authorized in the Comprehensive Plan for the underlying Future Land Use. In this instance, the RM, Medium Density Residential land use category allows a maximum of 12 du/ac, or 489 dwelling units.

The applicant is proposing 488 units across the site's 40.77 acres resulting in a density of 11.96 du/ac.

LDC Section 125-243 provides for a number of development standards to grant a Conditional Use under Innovative Community Design. Not all of the factors must be met under the Code section and the following are the most relevant development standards for the project followed by staff analysis:

1. *Compatibility with surrounding development.*
   The Kings Highway Corridor is quickly becoming a hub for commercial and industrial uses that provide jobs to the community. Placing higher density, workforce housing within proximity to these employers provides employment opportunities for future residents. Denser residential developments like that proposed located near to employment opportunities and commercial services act as an excellent transition for less dense residential development like that to the west of the subject parcel.

2. *Availability of utilities.*

Water and sewer infrastructure exist along both S. Kings Highway and Pruitt Research Center Road to which the site will be connected. Canals are located on the north, east, and south of the site and stormwater will outflow to the eastern canal along S. Kings Highway.

3. *Transportation capacity and linkages.*
   The site taps into the existing road network on S. Kings Highway and Pruitt Research Center Road. The applicant will be improving S. Kings Highway with a south-bound, right-turn lane into the proposed site. While the Traffic Impact Study shows an increase in trip generation from the previously approved site plan, the surrounding roadways will continue to operate at acceptable levels of service.

4. *Enhanced landscape, streetscape, open spaces, and recreation areas.*
   The applicant has proposed 15-20 foot wide landscape buffers along the perimeter of the project site. Wider buffers are provided on the west adjacent to large lot, single-family uses. In addition, the site will be buffered through an 8' tall masonry wall to the northeast of the site against the existing industrial uses. The buffers contain a double row of screening screens with initial installation of varying heights to create privacy for future residents and adjoining neighbors.

5. *Creative site design, such as, but not limited to, visual focal points, variation in building setbacks, and use of existing site features.*
   The site layout has been designed to provide most residents with views to wet retention stormwater ponds with fountains. The site has a hierarchy of circulation with vehicular traffic to the outside and pedestrian circulation occurring to the interior with the multi-use paths that surround the proposed lakes.

6. *Architectural styles, building materials and variation of building types.*
   The applicant has proposed a variety of building footprints and unit types. Each building features a complementary array of materials in a cool to neutral color palette.

7. *Economic resilience - Workforce, multi-generational, and affordable housing.*
   As mentioned under compatibility, the project locates higher density, workforce housing in an area of commercial and industrial employment centers. This provides future residents the opportunity to pursue employment opportunities in proximity to where they reside.

8. *Increased storm water percolation, use, cleaning, and/or sequestration.*
   The large landscape buffers are the beginning of a stormwater treatment train allowing water to filter from adjacent sites before entering the site's stormwater system. Use of littoral plantings within the site's lakes further filter stormwater flows.

9. *Proximity to neighbors (light, ventilation, privacy).*
   Buildings on site are set well away from neighbors and are well above the district's required setbacks.

10. *Building height shall not exceed those building heights of the applicable zoning district. The city commission may further limit heights.*
    Building heights for the project are limited to 41 feet and do not exceed the district's 45-foot limit.

Summary of Technical Review Committee

All affected departments have reviewed the proposed Major Site Plan Amendment with regards to consistency with established ordinances and requirements of the City Code. The Technical Review Committee reviewed this project, and all departments supported the Major Site Plan Amendment.

Planning Board

At it's October 12, 2026 meeting, the Planning Board voted to recommend approval of the project by a vote of 6-0.

Staff Recommendation

Staff recommends the City Commission APPROVE the proposed Major Site Plan with Conditional Use with the following conditions:

1. *The following documents form the basis of the City Commission's approval for this project:*
   a. *Project Narrative by Haley Ward dated August 10, 2026;*
   b. *Concurrency Capacity Analysis received August 11, 2026;*
   c. *Environmental Assessment completed by Haley Ward dated May 26, 2026;*
   d. *Traffic Analysis Report completed by MacKenzie Engineering and Planning revised September 2026;*
   e. *ALTA/ACSM Land Title Survey by Caulfield and Wheeler signed and sealed September 3, 2026;*
   f. *Site Plan package by Haley Ward dated September 18, 2026;*
   g. *Floor Plan package by Dragonfly Architecture dated July 20, 2026;*
   h. *Preliminary Engineering plan by Haley Ward dated May 27, 2026;*
   i. *Photometric Plan by Precision Technical dated May 27, 2026;*
   j. *Tree Survey by Haley Ward dated May 15, 2026;*
   k. *Tree Mitigation package by Haley Ward dated August 10, 2026;*
   l. *Landscape Plan package by Haley Ward signed and sealed September 17, 2026;*
   m. *Design Review Narrative by Haley Ward dated June 4, 2026;*
   n. *Building Elevations by Dragonfly Architecture dated July 20, 2026;*
   o. *Color Board by Dragonfly Architecture dated July 20, 2026;*
   p. *Sign Rendering received August 11, 20206.*

   Minor changes to these documents will be evaluated, if necessary, under further permitting through Development Plan Compliance Review.
2. *A Tree Removal permit is required prior to the issuance of a Land Clearing permit.*
3. *A Land Clearing permit is required prior to the issuance of a Land Development permit.*
4. *A gopher tortoise survey dated within 90 days of land clearing activity must be submitted and reviewed prior to the issuance of Land Clearing permit through Development Plan Compliance Review.*
5. *Stormwater design has only been reviewed conceptually. A full review is required through Development Plan Compliance Review.*
6. *A Saint Lucie County site development permit for access and drainage outfall will be required at time of Development Permit Compliance Review.*
7. *All required State and Federal agency permits shall be required at time of Development Permit Compliance Review.*
8. *All signs shall be permitted separately under building permits.*
9. *Roadway improvements required by external agencies will be undertaken and completed prior to the first residential Certificate of Occupancy.*
10. *Prior to the issuance of a final Certificate of Occupancy, a Landscape Maintenance Agreement must be signed, notarized and submitted to the Planning Department.*
11. *Issuance of a development permit or development order by a municipality does not create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. A municipality shall attach such a disclaimer to the issuance of development permits and shall include a permit condition that all other applicable state or federal permits be obtained before commencement of the development.*