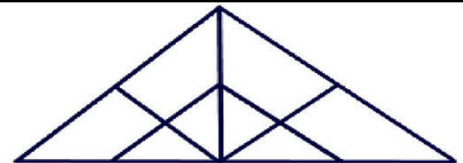


***18,480 SQ. FT.  
INDUSTRIAL BUILDING  
PORT ST. LUCIE, FL***



**HARTMAN REAL ESTATE**  
COMMERCIAL • INDUSTRIAL • ACREAGE

3500 SW Corporate Pkwy, Suite 202  
Palm City, FL 34990  
772 287-4690 - 772 287-9643 (fax)

# PROPERTY INFORMATION

<b>LOCATION:</b>	1532 SE Village Green Drive, Port St Lucie, FL 34952 1 block East of US Highway #1 and North of Walton Road.
<b>LOT SIZE:</b>	1.42 Acres
<b>IMPROVEMENTS:</b>	18,480 square foot CBS building constructed in 1982 and refurbished in 2004.
<b>ZONING:</b>	WI, Warehouse Industrial Zoning District
<b>LAND USE:</b>	LI/CS, Light Industrial/Service Commercial
<b>UTILITIES:</b>	City Water & Sewer
<b>TAXES:</b>	\$16,508.00 (2013)
<b>NOI:</b>	\$57,866.00
<b>PRICE:</b>	\$985,000.00
<b>COMMENTS:</b>	Great location on a corner lot just 1,000 feet East of U.S. Highway #1. One of the highest occupancies in the area at 85%. Port St. Lucie Civic Convention Center located around the corner.

The above information has been obtained from sources we consider reliable, but we do not guarantee it; submitted subject to errors, prior sale, withdrawal, or change in price or terms and conditions without notice.

## INCOME & EXPENSES

1532 SE Village Green Drive  
Port St. Lucie, Florida 34952

Income	\$96,220.00
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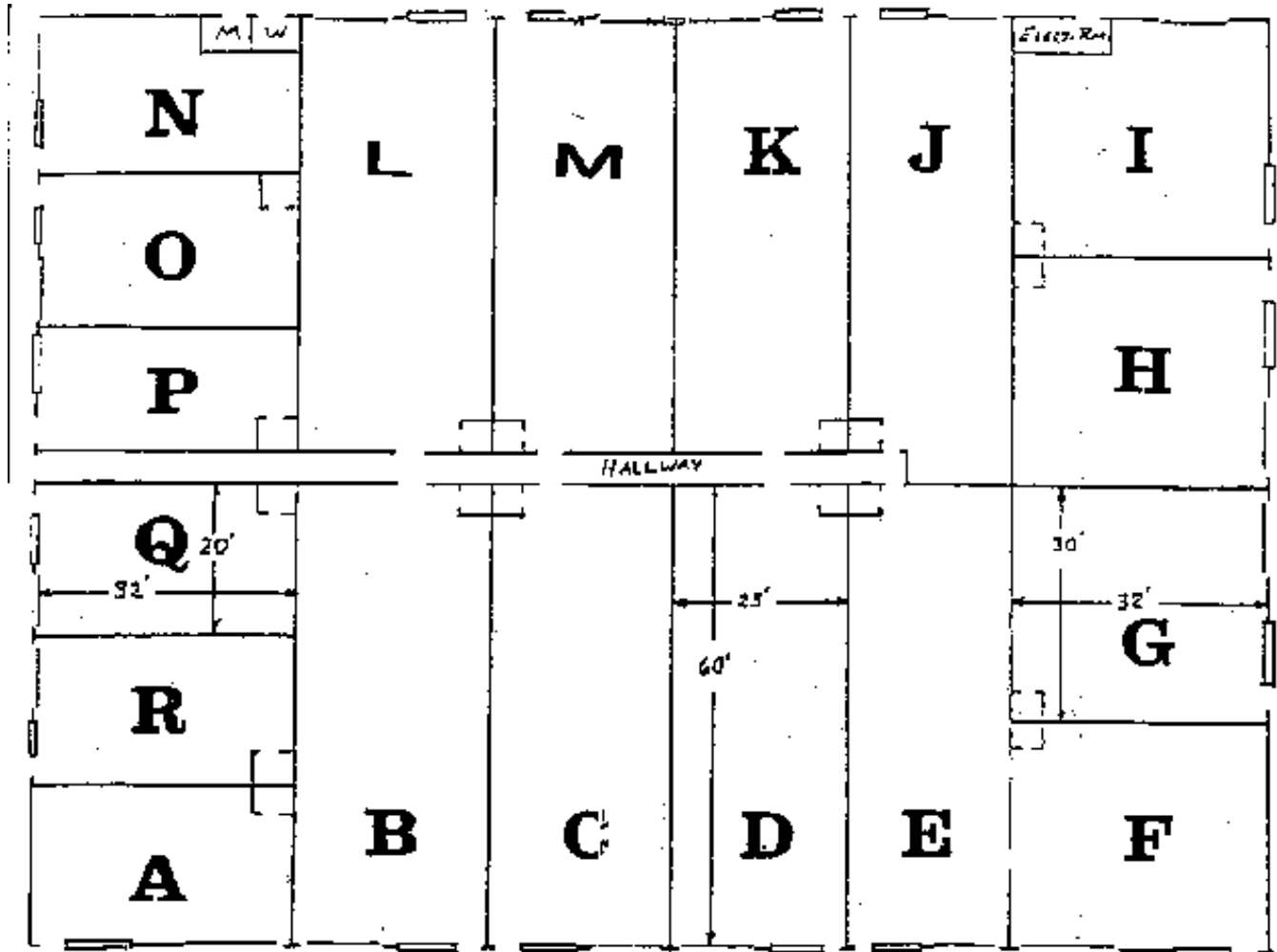
### Expenses:

Electric (FP&L)	\$ 674.00
Trash	3,442.00
Insurance	10,655.00
Landscaping	1,439.00
Lift Station	607.00
Property Taxes (2013)	16,508.00
Water	<u>5,029.00</u>

Total Expenses	<u>38,354.00</u>
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Net Operating Income	\$57,866.00
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# 1532 SE VILLAGE GREEN DR





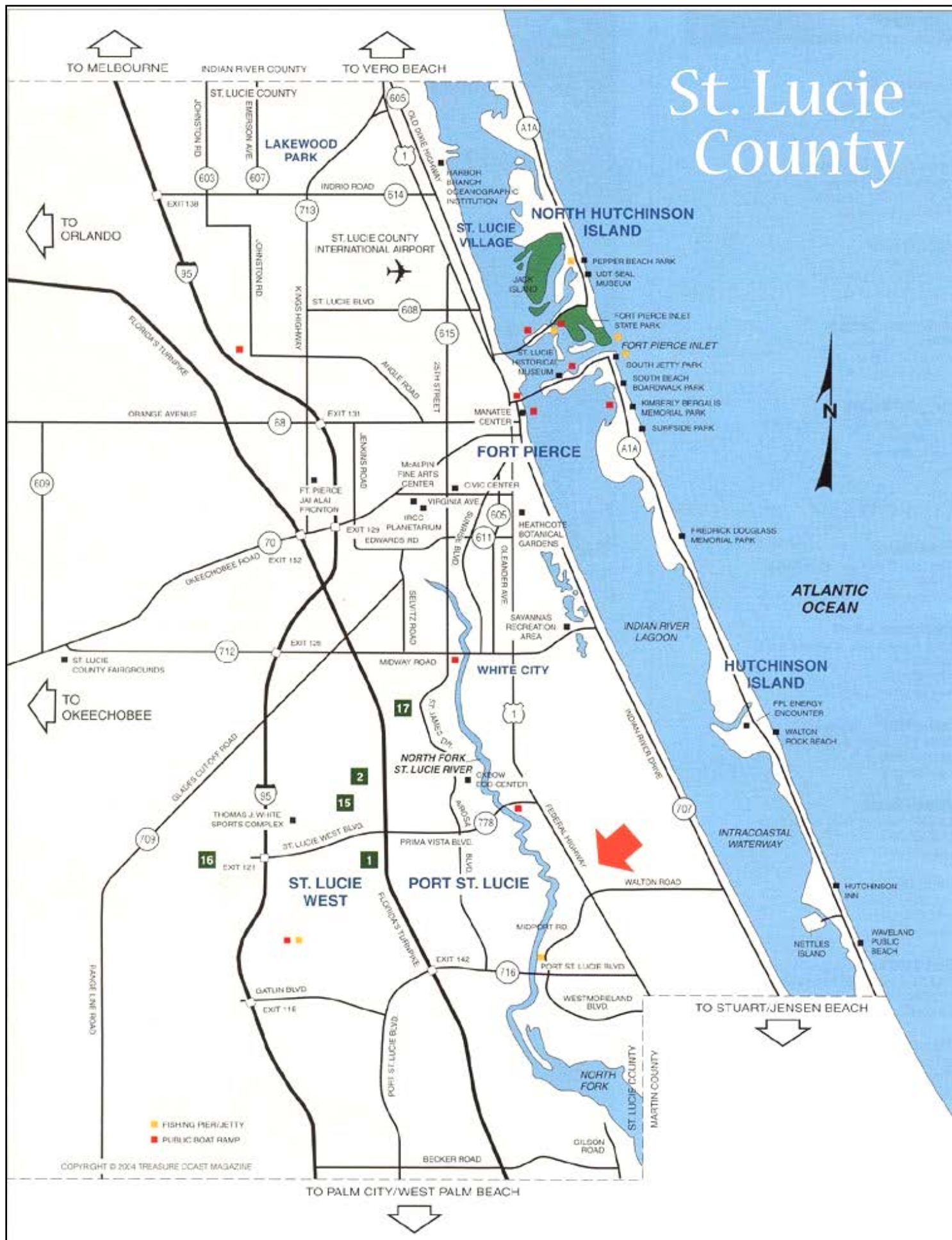


SE VILLAGE GREEN DR

US HIGHWAY #1



# St. Lucie County



# ZONING

## Sec. 158.135. - Warehouse Industrial Zoning District (WI).

- (A) **Purpose.** The purpose of the warehouse industrial zoning district (WI) shall be to locate and establish areas within the City which are deemed to be uniquely suited for the development and maintenance of warehousing, wholesale trade and limited industrial activities of light intensity; to designate those uses and services deemed appropriate and proper for location and development within said zoning district; and to establish such development standards and provisions as are appropriate to ensure proper development and functioning of uses within the district.
- (B) **Permitted Principal Uses and Structures.**
- (1) The following principal uses and structures are permitted provided that all businesses, services, manufacturing or processing of materials are confined within a fully-enclosed building with no exterior emission of odors, fumes, dust, smoke, vibration, waste liquids, or other substances.
- a. Cabinet making, carpentry shop or other trade shop;
  - b. Food processing facility;
  - c. Cold storage warehouse and pre-cooling plant;
  - d. Manufacturing, assembly, warehousing, storing, processing and packaging of goods and materials;
  - e. Mini-warehousing;
  - f. Public facility or use;
  - g. Warehousing, provided that no more than thirty (30) percent of each building be devoted to office or retail space associated with the warehouse use and not as a separate unrelated business;
  - h. Television and broadcasting station;
  - i. Repair and maintenance of vehicles and equipment;
  - j. Semi-public facility;
  - k. Analytical laboratory;
  - l. Wholesale trade, provided that no more than fifty (50) percent of the total floor area is devoted to the display of goods and materials or office space, including the wholesale trade of alcoholic beverages;
  - m. Furniture sales;
  - n. Building material sales and/or lumber yard;
- (2) The following principal uses which need not be fully enclosed in a building or structure are permitted.
- a. Public utility facility, including water pumping plant, reservoir, and electrical substation;
  - b. Equipment rental business;
  - c. Warehousing, open storage, provided that all open storage areas shall be completely enclosed by an opaque fence or a wall having a minimum height of eight (8) feet with no material placed so as to be visible beyond the height of said fence or wall.
- (C) **Special Exception Uses.** The following uses may be permitted following the review and specific approval thereof of the City Council:
- (1) Mobile home or apartment for use by custodian or night watchman;
  - (2) Commercial driving school;
  - (3) Gymnastic or other sports or recreation instruction school;
  - (4) Fine arts studio;
  - (5) Music recording studios;
  - (6) Recreational vehicle park;
  - (7) Disposal and recycling facility for construction and demolition debris, provided that all open storage areas shall be completely enclosed by an opaque fence or a wall having a minimum height of six (6) feet with no material placed so as to exceed the height of the fence or wall; minimum area required, ten (10) acres;
  - (8) Indoor shooting facility.
  - (9) Wireless communication antennas and towers, as set forth in [section 158.213](#)
- (D) **Accessory Uses.** As set forth within [section 158.217](#)
- (E) **Minimum Lot Requirements.** Twenty thousand (20,000) square feet and a minimum width of one hundred (100) feet. More than one (1) permitted or special exception use may be located upon the lot as part of a totally -designed development. Properties located within conversion areas as defined by this chapter shall meet the requirements contained within the City of Port St. Lucie Land Use Conversion Manual.
- (F) **Maximum Building Coverage.** Fifty (50%) percent, provided that the combined area coverage of all impervious surfaces shall not exceed eighty (80%) percent.
- (G)



**Maximum Building Height.** Thirty-five (35) feet, except for transmission and broadcast towers. Exceptions to height limits in this district may be considered through the variance application process.

(H) **Minimum Living Area.** Mobile home or apartment: Six hundred (600) square feet.

(I) **Setback Requirements and Buffering.**

(1) **Front Setback.** Each lot shall have a front yard with a building setback line of twenty-five (25) feet.

(2) **Side Setback.** Each lot shall have two (2) side yards, each of which shall have a building setback line of ten (10) feet. A building setback line of twenty-five (25) feet shall be maintained adjacent to any residential zoning district or use or to a public street right-of-way;

(3) **Rear Setback.** Each lot shall have a rear yard with a building setback line of ten (10) feet, provided that no setback is required from a railroad right-of-way. A building setback line of twenty-five (25) feet shall be maintained adjacent to any residential zoning district or use or to a public street right-of-way.

(4) **Buffering.** All mechanical equipment shall be screened from property zoned residential. This screening shall be designed as both a visual barrier and a noise barrier. Buffering shall be provided in accordance with the landscaping requirements of subsection 153.04(g).

All open storage areas shall be screened from view from public rights-of-way and residentially zoned property. Said screening shall be an opaque fence or wall at least eight (8) feet tall, with no material placed so as to exceed the height of said fence or wall.

(J) **Off-Street Parking and Service Requirements.** Warehouses developed under this zoning category may use 1:500 parking calculations provided that the site is used solely for storage purposes. Additional uses such as wholesale trade, retail sales, or office use warehouses shall use other parking calculations as set forth in section 155.221.

(K) **Site Plan Review.** All permitted and special exception uses shall be subject to the provisions of sections 158.235 through 158.245

(Ord. No. 98-84, § 1, 3-22-99; Ord. No. 08-76, 9-8-08; Ord. No. 09-92, § 1, 12-21-09)




# LAND USE

## Industrial Land Uses

There are four light industrial areas within the City of Port St. Lucie. The Reserve Commerce Park, St. Lucie West Commerce Park, Port St. Lucie Industrial Park (Village Green area) and the Bayshore Corridor. These areas make up a small percentage of the overall land use base of the City. In 1996, the Bayshore Corridor land use was changed to allow for the heavy commercial land uses to be combined with LI, Light Industrial, land uses. The majority of development within these areas are storage and warehousing of various products. Recent light industrial development has occurred within St. Lucie West. The proximity of St. Lucie West to I-95 provides easy access for regional distribution of products. In addition, there are numerous Utility Systems including the stormwater system which are a vital part of the infrastructure of the City.

The following land use categories are provided for Industrial Development:

- 
- LI - Light Industrial. Industrial sites accessible to major thoroughfares and buffered from residential neighborhoods. These areas include light manufacturing and assembling activities, warehousing and storage and other similar land uses. It excludes the heavier chemical, metal fabrication or refueling and any other activities with potential nuisance impacts.
  - HI - Heavy Industrial. Allows for extensive manufacturing activities such as agricultural and construction equipment maintenance and service and intensive assembling and manufacturing which meet criteria of land development codes. No use shall be permitted which is found obnoxious due to emission or production of hazardous or toxic wastes, air pollution, noise, vibration, glare or which possess explosive characteristics or is a fire hazard.
  - U - Utility. The Future Land Use Maps allocate a utility designation to lands accommodating major public and private utilities, including, but not limited to public and private stormwater systems, water and wastewater plants, electrical substations and transmission, and stormwater rights-of-way, telephone switching stations and similar, compatible facilities with extensive land needs.

## Recreation/Open Space

There are 22 improved recreation sites within the City of Port St. Lucie at the end of 1996 which equals 200 acres. In addition, there are over 600 acres of open space areas which the City owns and 1,650 acres of state owned preserve areas (see the Recreation and Open Space Element for a complete detailed inventory). There are also over 1,000 acres of privately owned recreation areas in the City, including golf courses.

The City uses a variety of means to acquire, plan and develop parks. Recently, impact fees have been used to help purchase needed sites for the future.

There are 3 land use categories related to recreation and open space:


- OSR - Open Space Recreation. Sites designated for existing or future parks or neighborhood preserve areas with limited development potential.

# LAND USE

A large undeveloped tract of land is located near existing commercially developed Darwin Square (Port St. Lucie Boulevard) and provides opportunity for an expanded community commercial center. Existing commercial land uses at the Becker Road and Port St. Lucie Boulevard area is expected to be a future commercial node when this road is bridged over the C-23 canal connecting the City to Martin County. Another change in this plan is at the Gatlin Boulevard and Savona Boulevard intersection to allow for a community commercial center.

In the southwest corner of the City is the River Trace area which contains a land use designation to allow a mixed use commercial center which would be developed at some time in the future. In addition, the future land use map provides for numerous neighborhood commercial centers. See existing and adjacent land use maps (Figures 3,4) .

The following are the Future Land Use Categories for Commercial Development:

- CL - Commercial Limited. Commercial Sites on major thoroughfares near residential neighborhoods. Intended for essential household services in high visibility residential areas. It restricts development with high impact on residential neighborhoods - such as gasoline service stations and fast food. It is not intended for large scale retail.
- CG - Commercial General. To provide general retail sales and services adjacent to major or minor arterials including shopping centers, but not intended for wholesale, warehousing or extensive outside storage.
-  CS - Commercial Service. This is intended to accommodate the most intensive commercial development within the City. It includes wholesaling, warehousing, vehicle sales and rentals. Attention to buffering, fencing and screening should be considered in site development. It is often mixed with light industrial land use areas of the City.
- CH - Commercial Highway. This land use is reserved for strategically located sites adjacent to major arterials with sufficient size, area and depth and with adequate vehicle circulation. It permits highway oriented service stations which exclude auto body repair. It allows for hotels, motels and restaurants to serve the traveling public. It is primarily located at major interchanges.
- ROI - Residential, Office, Institutional. The ROI land use designation is a mixed use land use designed to accommodate residential, offices and institutional uses. It is located along major transportation corridors and helps separate and buffer more intensive commercial areas.





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## Port St. Lucie preparing to borrow more money for Crosstown Parkway Bridge

By Isadora Rangel

Originally published 04:00 a.m., November 24, 2013

Updated 04:18 p.m., November 24, 2013

**PORT ST. LUCIE** — The Crosstown Parkway Bridge could cause the city's already staggering debt to climb.

Officials received preliminary approval for the city's third crossing over the St. Lucie River last week and are expecting to receive the final green light from the federal government next month.

In the meantime, the city is getting ready to borrow \$36 million if the bridge is approved. That money is expected to pay for design, part of construction and environmental mitigation projects.

Port St. Lucie's debt today is \$939.3 million and is down from \$981.2 million in September.

Add \$36 million and the debt climbs to \$975.3 million.

Voters agreed in a 2005 referendum to let the city issue up to \$165 million in bonds for the extension of Crosstown Parkway from Interstate 95 and the completion of a bridge to U.S. 1.

It is still unclear whether the city will have to borrow more money beyond the \$36 million already planned, Treasurer Ed Fry said.

The city has secured \$77.8 million in federal and state funds to pay for part of the bridge's estimated \$149.1 million price tag. Officials are working to secure more grants from those two sources.

Those grants would allow the city to borrow less additional money to match up the bridge's total cost. It could save residents from a property tax increase.

As it stands today, Port St. Lucie can borrow up to \$40 million — \$4 million more than what the city already plans to borrow — without raising taxes, city records show.

Fry said it's hard to predict whether the city would actually have to raise taxes in the future or by how much. Tax rates depend on property values, which have been on an upward trend.

And the exact cost of the Crosstown Parkway Bridge is a work in progress, he said.



The \$149.1 million is a high estimate, Fry said. The real cost will depend on the bids the city receives from construction companies seeking to build the project.

"It's a conservative number," Fry said. "Also, there's a possibility we will get more money ... The state will look at (the project) and they could commit more money once we are shovel ready."

The Federal Highway Administration two weeks ago signed the bridge's Final Environmental Impact Statement, a document that shows the need for the bridge as well as its effect on the environment and residents. A 30-day period for public comment will follow.

Getting the document signed is the first step before the final approval is issued. The city plans to complete the bridge in 2018, if it is approved.

## THE PROJECT

Port St. Lucie officials started planning a third east-west corridor in the 1980s. The other two corridors, Prima Vista and Port St. Lucie boulevards, are expected to be above capacity in the future.

Since voters approved the \$165 million bond referendum in 2005, the city has used \$96.7 million of that money to extend Crosstown Parkway from I-95 to Manth Lane, just before it narrows from six lanes to two lanes on West Virginia Drive.

Port St. Lucie still can issue \$68.3 million of the bond referendum to finish the road and build the bridge over the St. Lucie River to the intersection of U.S. 1 and Village Green Drive. The bonds are to be repaid with property tax revenues.

Besides helping traffic, the city hopes the project will help spur development on U.S. 1 and at City Center, the largely-empty area that surrounds the Civic Center.

"This is going to open a whole different avenue for the city of Port St. Lucie," Mayor JoAnn Faiella said. "It's big. We are hoping that it will stimulate more economic development."

## THE DEBT

The debt still outstanding from the extension of Crosstown Parkway — \$84.3 million — represents a small fraction of Port St. Lucie's total \$939.3 million debt.

The largest ticket item is the city's utility system, which is \$434.4 million and is paid off with revenue from utility customers' fees. Another big chunk was used for infrastructure. The city also took loans for big projects like the construction of the Digital Domain studio and a building for Torrey Pines Institute for Molecular Studies in Tradition.

The city has been meeting its scheduled debt payments and paid off bonds with excess funds to lower the total debt from \$981.2 million last fiscal year.

One of the ways to evaluate the risk of a city's debt is by looking at bond ratings from major agencies such as Moody's Investors Service, which show the city's ability to repay its bonds.

A perfect score is AAA and ratings above BBB mean the bond is recommended for purchase by investors. Fry said all of the city's bonds are rated at least A1.

The prospect that Port St. Lucie could borrow more money for the Crosstown Parkway Bridge is worrisome for some critics.

Resident Kerry Cochell, a longtime critic of the city's spending habits, said extending Crosstown Parkway was a mistake.

"We spend money like we are printing it," Cochell said. "It never ends."

The bridge also has drawn opposition by environmentalists concerned about its impact to the St. Lucie River and the adjacent Savannas Preserve State Park.

### **SOME RESIDENTS BACK BRIDGE**

Resident Jim Hoffmaster said via Facebook Port St. Lucie is growing and needs another bridge over the river and eventually another one across the Indian River Lagoon to the beaches.

He said he doesn't mind the cost.

"(Port St. Lucie) isn't getting any smaller," Hoffmaster said. "Hell, raise my taxes if they have to. I'll be glad to help pay for it."

Grace Evelyn Samuel lives off West Virginia Drive and posted on Facebook her commute to U.S. 1 could shorten from 10 to 5 minutes with a bridge on Crosstown.

"I can't wait for the bridge and the rest of Crosstown to be finished," Samuel wrote. "I love walking our local bridges and having a new one so close to the house will be great."

### **CROSSTOWN PARKWAY EXTENSION AND BRIDGE FACTS**

December: Federal Highway Administration approval is expected

2014: The city will begin working on mitigation projects to offset the environmental impacts of the bridge, looking for a design and construction team and pulling permits

Summer 2015: Construction starts

2018: Bridge is finished

### **CROSSTOWN PARKWAY BRIDGE BY THE NUMBERS**

Estimated costs

Construction: \$96.4 million

Right of way acquisition: \$17.2 million

Water and sewer: \$4.7 million

Design and inspection: \$20.2 million

Mitigation: \$8.09 million

Administrative costs: \$1.1 million

Debt service: \$1.3 million

Total: \$149.1 million

Available funding

City funds: \$8.6 million

State funds: \$15.05 million

Federal funds: \$62.8 million

Available city bonds not issued yet: \$68.3 million

Total funds: \$154.7 million

*Source: City of Port St. Lucie*

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## Port St. Lucie preparing contracts for proposed Crosstown Parkway extension

By Christin Erazo

Monday, January 28, 2013

PORT ST. LUCIE — City engineers are working behind the scenes to complete the Crosstown Parkway extension by the summer of 2018.

Construction on the long-anticipated bridge to U.S. 1 can't start until the Federal Highway Administration gives the green light on the project. Approval isn't expected until November, said City Engineer Patricia Roebling, but that hasn't stopped her department from getting a head start by preparing design contracts with consulting firms.

Completion on the bridge design came one step closer Monday night after City Council unanimously approved a more than \$8 million contract to jump-start the first four phases, or about 59 percent of design plans, over the next year and a half. The vote, however, only authorized the selected firm, American Consulting Engineers of Florida, LLC, to spend about \$1.8 million to complete the first phase of design by August. Construction bids will go out once all four phases are finished.

Each design phase and cost will go to council for approval so the city has a safety net during the process and doesn't have to put the full contract amount upfront, said Roebling, who called Monday's vote a milestone to fast tracking bridge completion. So far, more than \$11.1 million in city, state and federal dollars has been spent for the Crosstown extension for contracts and other costs.

"The sooner we get started the sooner we can possibly go to construction and that's the whole idea behind it," Roebling said. "We can see the light at the end of tunnel. We're making great progress thus far. Once we get started on design, it's just going to fly from there."

The city's next benchmark is to submit the final Environmental Impact Statement to the highway administration in February to get final approval on the preferred bridge connection to U.S. 1. The favored route, as decided by residents and City Council, would connect the existing six-lane parkway from Manth Lane, across the North Fork of the St. Lucie River to the intersection of Village Green Drive and U.S.1.

The Environment Impact Statement, which addresses how the bridge will impact the environment, traffic and other socioeconomic issues, is required by the federal government to acquire federal permits since the Crosstown bridge will cross state-

owned land and protected waters. The city has been working on the document since 2003 and worked with the Florida Department of Transportation and FHWA all last year to get the draft approved.

The first phase of design will include surveying and mapping of the entire proposed right of way limits to pick up all data above ground, such as land elevation and existing conditions, from where Crosstown now ends all the way across the river. Design engineers will then prepare pavement designs, preliminary roadway drainage and start on any permits that'll be necessary.

"This is just a kick off to all the different aspects of the project ... this gets the maps started so you know what you're dealing with when you actually go to design," Roebling said.

Vice Mayor Linda Bartz praised American Consulting Engineers of Florida for choosing many local engineering consultants for the surveying and mapping process. Brian Mirson, who represents the consulting firm, said the best workforce was right in Crosstown Parkway's backyard, so why look elsewhere.

Crosstown's original estimated completion date was in 2017, but Roebling said the timeline was pushed back to make revisions to the environmental statement draft, which included reducing the size of one of the bridge sections which crosses the river to have a lesser impact to the environment.

Roebling said the process is lengthy, but the bright side is because the city is state-certified to lead the \$150 million Crosstown construction project it can get a head start while parts of the project are under review. If the FDOT was handling the project, nothing would be accomplished until FHWA signed off on the bridge plans.

Once FHWA approves the route for the bridge connection and the environmental impact statement, the city will work with FDOT to start property acquisition along the bridge path.

An update on what's left to be completed on the project will be presented at the city's winter retreat in February, said Roebling.







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## Port St. Lucie Council approves route for Crosstown Parkway extension

By Christin Erazo

Monday, January 23, 2012

**PORT ST. LUCIE** — City Council unanimously voted to approve a resolution Monday night to connect the Crosstown Parkway along West Virginia Drive to U.S. 1 and Village Green Drive.

The decision to choose a locally preferred alternative route for the extension bridge will now go to the Federal Highway Administration for approval, which is expected by December.

Councilman Jack Kelly, a longtime supporter of the Crosstown Parkway, said he was happy to see the next step completed in the decades-long project.

"For me to see this on the agenda is a huge milestone," Kelly said. "This has been something planned for 30 years or so and to move it anywhere else would be unfair."

The 2-mile extension bridge will connect Crosstown from Manth Lane to the east along West Virginia Drive west of the North Fork of the St. Lucie River. It will cross Savannas Preserve State Park and the North Fork to the intersection of U.S. 1 and Village Green Drive to the east.

The extension route, labeled 1C, was one of seven route options, which also included an option not to build an extension.

The vote came after several public meetings and a recommendation from a group of expert consultants, city staff and representatives from the Florida Department of Transportation and the St. Lucie County Transportation Planning Organization.

Officials with Keith and Schnars, the consulting firm on the Crosstown project, said after approval the next step would be completing the route design by 2013 and any right of way acquisition by 2014.

George Jones, president of the St. Lucie County Conservation Alliance, protested the vote and said he wouldn't back down. Conservationists argue the route will cause extensive damage to state wetlands.

"I have a long history with this project as this moves forward, we will oppose this alternative every step of the way," Jones said. "You need to consider this is an election year as this moves forward. I hate to see more time expended on a crossway."



City engineer Patricia Roebling has said Port St. Lucie is committed to working with the Florida Department of Environmental Protection and local agencies in developing mitigation plans to help offset environmental impacts, which include restoration and projects to improve water quality in the watershed and river system that will go beyond the impacts associated with this project.

Kelly, who said he's a member of the Conservation Alliance, said the decision to approve the extension bridge and the proposed route is for the good of the citizens.

"We have to do it for the people," Kelly said. "I am of the belief this will not damage the environment. People come first and this is the right area."

Eva Anton lives on Faith Terrace about 500 feet from where the Crosstown Parkway will be expanded on West Virginia Drive. She said when her and husband bought their house last year she had no idea a six-lane highway would be built in her back yard. But, even so, she's not totally against the project.

She thinks those who live in the path of the extension and must leave their homes should be generously compensated.

"If they put sound walls it won't be too bad and it means we can get to U.S. 1 faster," she said. "If they started it, they should finish it."

The Crosstown extension is projected to cost \$161.5 million and accounts for mitigation plans and the purchase of surrounding properties and easements from the state.





