DRAFT

Impact Fee Study

Prepared for:

Port St. Lucie, Florida

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EXECUTIVE SUMMARY

Port St. Lucie, Florida, contracted with TischlerBise to update its impact fees pursuant to Florida Statutes § 163.31801. Cities in Florida may assess impact fees to offset infrastructure costs necessitated by future growth. Impact fees are one-time payments used to construct system improvements needed to accommodate future development. The fee represents future development's proportionate share of infrastructure costs. Impact fees may be used for infrastructure improvements or debt service for growth-related infrastructure. In contrast to general taxes, impact fees may not be used for operations, maintenance, replacement, or correcting existing deficiencies.

FLORIDA IMPACT FEE ENABLING LEGISLATION

The authority for Florida counties to adopt and collect impact fees to offset the demands future development creates for new infrastructure is well established. St. Johns County v. Northeast Florida Builders Association (583 So. 2d 635, 638 Fla. 1991) states, "The use of impact fees has become an accepted method of paying for public improvements that must be constructed to serve new growth."[1] State statutes specifically "encourage the use of innovative land development regulations which include provisions such as […] impact fees," and Florida courts have upheld local government's authority to adopt fees under general home rule and police power theories.[2]

In 2006, the Florida legislature passed the "Florida Impact Fee Act," which recognized impact fees as "an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction." § 163.31801(2), Fla. Stat. The statute – concerned mostly with procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, most of which were common to the practice already. Subsequent amendments to the Act, in 2009, removed prior notice requirements for impact fee reductions (but not increases) and purported to elevate the standard of judicial review. Under Florida law, impact fees must comply with the "dual rational nexus" test, which requires "a reasonable connection, or rational nexus, between the need for additional capital facilities and the growth in service units generated by new development. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision," St. Johns County, 583 So.2d at 637 (quoting Hollywood, Inc. 431 So. 2d at 611-12). Impact fee calculation studies, generally speaking, establish the pro rata, or proportionate, "need" for new infrastructure and implementing ordinances to ensure that new growth paying the fees receive a pro rata "benefit" from their expenditure.

Port St. Lucie is updating its impact fees related to law enforcement, parks, public buildings, and economic development in order to fund capital facilities needed to meet the demand created by future development. The need for these services, and the infrastructure necessary to provide them, is driven by development; therefore, as vacant lands within Port St. Lucie develop, or as existing uses expand, the demand imposed upon Port St. Lucie for additional capital facilities increases proportionately.

[1] Citing Home Builders & Contractors Association v. Palm Beach City., 446 So.2d 140 (Fla. 4th DCA 1984); Hollywood, Inc. v. Broward County, 431 So.2d 606 (Fla. 4th DCA 1983).
[2] See §163.3202(3), Fla. Stat.; see also Home Builders & Contractors Association, 446 So.2d 140.

The need for additional capacity for future development is further shown through an established level-of-service standard and Port St. Lucie's existing capital improvement plan. Hollywood, Inc., 431 So.2d at 611 (holding that a plan for providing facilities at a reasonable level of service demonstrates "a reasonable connection between the need for additional park facilities and the growth in population"). Capital facilities necessary to provide this infrastructure have been provided by Port St. Lucie to date; however, Port St. Lucie will need to provide new residents and visitors with the same levels of service. The expenditures required to maintain existing levels of service are not necessitated by existing development, but rather by future development.

Furthermore, through the implementation of Port St. Lucie's capital improvement plans, future development paying impact fees will receive a pro rata benefit from new facilities built with those fees. In addition, Port St. Lucie's impact fee ordinance, including any amendments necessary to implement the fees recommended in this study, earmarks impact fees solely for capital facilities necessary to accommodate future development.

Finally, there are several steps Port St. Lucie will take to ensure ongoing compliance with applicable Florida laws related to impact fees. First, it will continue to update and implement plans for expending impact fee revenues on the types of facilities TischlerBise has used to develop the fees in this study. In Florida, this is typically satisfied through the Capital Improvement Plan (CIP) and Capital Improvements Element (CIE) framework. Also, Port St. Lucie will update its existing impact fee ordinance to ensure compliance with the approach used here and any developments in statutory and case law since Port St. Lucie's fees were last updated. This update will address, among other things, earmarking of impact fee revenues, limitations on the use of revenues, revisions related to developer credits, and ongoing compliance with other city and state law requirements.

CONCEPTUAL DEVELOPMENT FEE CALCULATION

In contrast to project-level improvements, impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire service area (usually referred to as system improvements). The first step is to determine an appropriate demand indicator for the particular type of infrastructure. The demand indicator measures the number of service units for each unit of development. For example, an appropriate indicator of the demand for parks is population growth and the increase in population can be estimated from the average number of persons per housing unit. The second step in the impact fee formula is to determine infrastructure improvement units per service unit, typically called level-of-service (LOS) standards. In keeping with the park example, a common LOS standard is improved park acres per person. The third step in the impact fee formula is the cost of various infrastructure units. To complete the park example, this part of the formula would establish a cost per acre for land acquisition and/or park improvements.

GENERAL METHODOLOGIES

Impact fees for the capital improvements made necessary by new development must be based on the same level of service provided to existing development in the service area. There are three basic methodologies used to calculate impact fees that examine the past, present, and future status of infrastructure. The objective of evaluating these different methodologies is to determine the best measure of the demand created by new development for additional infrastructure capacity. Each methodology has advantages and disadvantages in a particular situation and can be used simultaneously for different capital improvements.

Reduced to its simplest terms, the process of calculating impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss basic methodologies for calculating impact fees and how those methodologies can be applied.

- **Cost Recovery** (past improvements) - The rationale for recoupment, often called cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new development will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.

- **Incremental Expansion** (concurrent improvements) - The incremental expansion methodology documents current LOS standards for each type of public facility, using both quantitative and qualitative measures. This approach assumes there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion methodology is best suited for public facilities that will be expanded in regular increments to keep pace with development.

- **Plan-Based** (future improvements) - The plan-based methodology allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two basic options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning timeframe (marginal cost).

Evaluation of Credits

Regardless of the methodology, a consideration of credits is integral to the development of a legally defensible impact fee. There are two types of credits that should be addressed in impact fee studies and ordinances. The first is a revenue credit due to possible double payment situations, which could occur when other revenues may contribute to the capital costs of infrastructure covered by the impact fee. This type of credit is integrated into the fee calculation, thus reducing the fee amount. The second is a site-specific credit or developer reimbursement for dedication of land or construction of system improvements. This type of credit is addressed in the administration and implementation of the impact fee program. For ease of administration, TischlerBise normally recommends developer reimbursements for system improvements.

IMPACT FEE COMPONENTS

Figure 1 summarizes service areas, methodologies, and infrastructure components for each fee category. There is a single, citywide service area for all impact fees.

Figure 1: Proposed Impact Fee Service Areas, Methodologies, and Cost Components

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Law Enforcement	Citywide	N/A	Facilities, Vehicles	N/A	Population, Vehicle Trips
Parks and Recreation	Citywide	N/A	Land, Amenities, Facilities	N/A	Population
Public Buildings	Citywide	N/A	Public Buildings	N/A	Population, Jobs
Economic Development	Citywide	Torrey Pines Debt	N/A	N/A	Housing Units

PROPOSED IMPACT FEES

Impact fees for residential development will be assessed per dwelling unit, based on the type of unit, and nonresidential fees will be assessed per 1,000 square feet of floor area, based on the land use. Port St. Lucie may adopt fees that are less than the maximum allowable fees shown below; however, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital improvements, and/or a decrease in Port St. Lucie's LOS standards. All costs in the Impact Fee Study are in current dollars with no assumed inflation rate over time.

Figure 2: Proposed Impact Fees

Residential Development	Fees per Unit					
Development Type	Law Enforcement	Parks and Recreation	Public Buildings	Economic Development[1]	Roads[2]	Total
Single Family	$298	$838	$394	$1,557	$1,169	$4,256
Multi-Family	$187	$525	$246	$1,557	$919	$3,434

Nonresidential Development	Fees per 1,000 Square Feet					
Development Type	Law Enforcement	Parks and Recreation	Public Buildings	Economic Development[1]	Roads[2]	Total
Industrial	$29	$0	$53	$0	$532	$614
Commercial	$409	$0	$368	$0	$1,945	$2,722
Office & Other Services	$160	$0	$467	$0	$842	$1,469
Institutional	$212	$0	$146	$0	$777	$1,135

1. Housing/dwelling units subject to an Impact Fee Pre-Payment Agreement effective prior to the effective date of Ord. 13-24 (June 7, 2013) will, upon submittal of appropriate documentation of pre-payment, pay pursuant to such Pre-Payment Agreement
2. Roads Impact Fees not included in this study

CURRENT IMPACT FEES

Impact fees for residential development will be assessed per dwelling unit, based on the type of unit, and nonresidential fees will be assessed per 1,000 square feet of floor area, based on the land use.

Figure 3: Current Impact Fees

Residential Development	Fees per Unit					
Development Type	Law Enforcement	Parks and Recreation	Public Buildings	Economic Development	Roads	Total
Single Family	$205	$782	$406	$1,821	$1,169	$4,383
Multi-Family	$167	$636	$330	$1,821	$919	$3,873

Nonresidential Development	Fees per 1,000 Square Feet					
Development Type	Law Enforcement	Parks and Recreation	Public Buildings	Economic Development	Roads	Total
Industrial	$14	$0	$134	$0	$532	$680
Commercial	$56	$0	$116	$0	$1,945	$2,117
Office & Other Services	$22	$0	$192	$0	$842	$1,056
Institutional	$20	$0	$56	$0	$777	$853

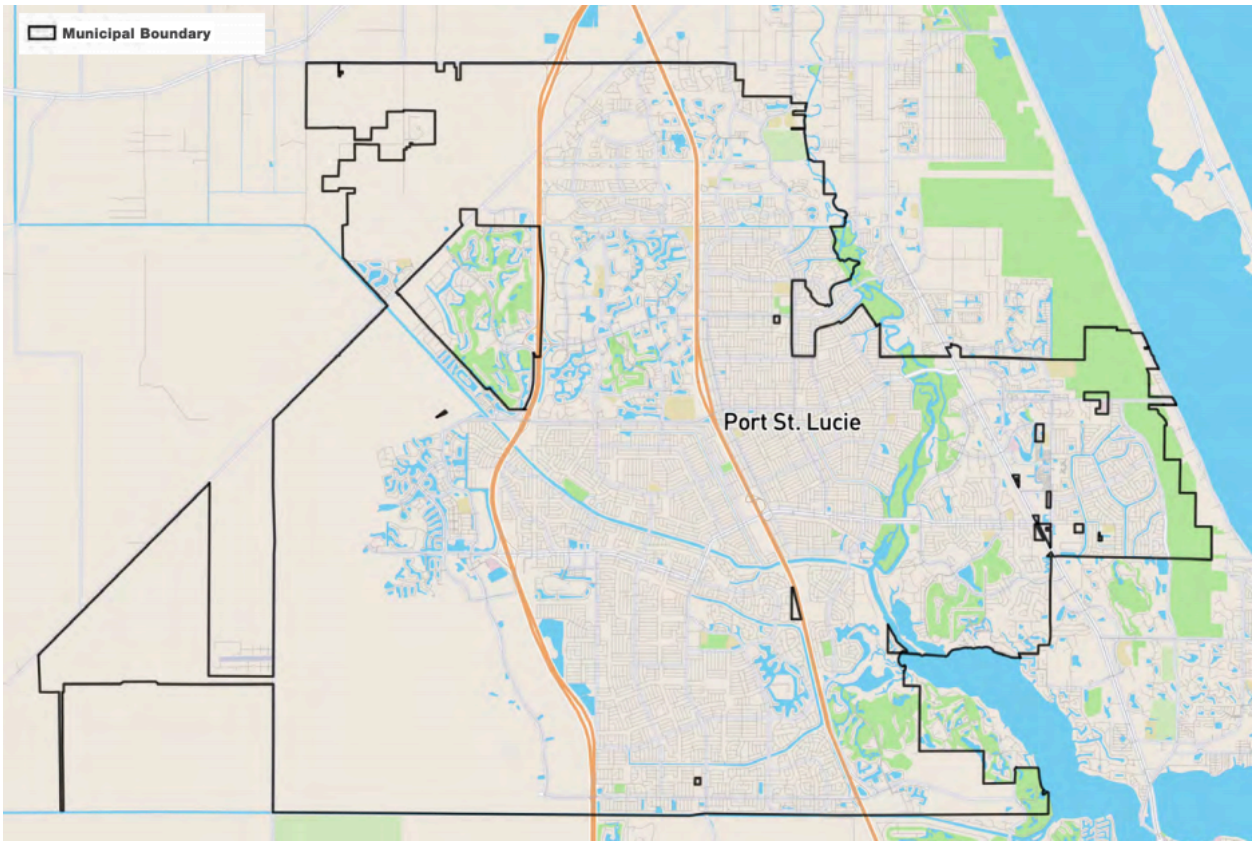
LAW ENFORCEMENT IMPACT FEES

METHODOLOGY

The Law Enforcement Impact Fees include components for law enforcement facilities and law enforcement vehicles. The incremental expansion methodology is used for all components.

SERVICE AREA

Port St. Lucie plans to provide a uniform level of service citywide; therefore, the Law Enforcement Impact Fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The Law Enforcement Impact Fees allocate the cost of capital facilities between residential and nonresidential development using functional population. Based on 2018 estimates from the U.S. Census Bureau's OnTheMap web application, residential development accounts for approximately 81 percent of functional population and nonresidential development accounts for the remaining 19 percent.

Figure LE1: Proportionate Share

Demand Units in 2018					
Residential				Demand Hours/Day	Person Hours
Population	185,843				
Residents Not Working		114,189		20	2,283,780
Employed Residents		71,654			
Employed in Port St. Lucie, FL			12,554	14	175,756
Employed outside Port St. Lucie, FL			59,100	14	827,400
				Residential Subtotal	3,286,936
				Residential Share	81%
Nonresidential					
Non-working Residents		114,189		4	456,756
Jobs Located in Port St. Lucie, FL		30,615			
Residents Employed in Port St. Lucie, FL			12,554	10	125,540
Non-Resident Workers (inflow commuters)			18,061	10	180,610
				Nonresidential Subtotal	762,906
				Nonresidential Share	19%
				Total	4,049,842

Source: Florida Estimates of Population, Bureau of Economic and Business Research, University of Florida (Population); U.S. Census Bureau, OnTheMap 6.8 Application and LEHD Origin-Destination Employment Statistics (employment), 2018.

The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type. Since nonresidential calls for service were unavailable by specific nonresidential use (i.e., retail, office, industrial, etc.), TischlerBise recommends using average weekday nonresidential vehicle trips as the best demand indicator for Law Enforcement Impact Fees. Trip generation rates are highest for commercial development, such as a shopping center, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for law enforcement services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for law enforcement services. If the analysis used employees per 1,000 square feet of floor area as the demand indicator, Law Enforcement Impact Fees would be too high for office and institutional development.

LEVEL-OF-SERVICE ANALYSIS

Law Enforcement Facilities – Incremental Expansion

Future development in Port St. Lucie will maintain current levels of service by incrementally expanding law enforcement facilities. Port St. Lucie's existing inventory includes 44,018 square feet of law enforcement facilities. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure LE1. Port St. Lucie's existing level of service for residential development is 0.1702 square feet per person (44,018 square feet X 81 percent residential share / 210,027 persons). For nonresidential development, the existing LOS is 0.0491 square feet per vehicle trip (44,018 square feet X 19 percent nonresidential share / 168,567 vehicle trips).

Based on construction estimates provided by the Port St. Lucie Police Department, this analysis uses a construction cost of $350 per square foot. For law enforcement facilities, the cost is $59.56 per person (0.1702 square feet per person X $350 per square foot) and $17.18 per vehicle trip (0.0491 square feet per vehicle trip X $350 per square foot).

Figure LE2: Existing Level of Service

Description	Square Feet
Police Headquarters	44,018

Cost Factors	
Cost per Square Foot	$350

Level-of-Service (LOS) Standards	
Existing Square Feet	44,018
Residential	
Residential Share	81%
2021 Population	210,027
Square Feet per Person	0.1702
Cost per Person	$59.56
Nonresidential	
Nonresidential Share	19%
2021 Vehicle Trips	168,567
Square Feet per Vehicle Trip	0.0491
Cost per Vehicle Trip	$17.18

Source: Port St. Lucie Police Department

Law Enforcement Vehicles – Incremental Expansion

Future development in Port St. Lucie will maintain current levels of service by incrementally expanding its existing fleet of 267 law enforcement vehicles. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure LE1. Port St. Lucie's existing level of service for residential development is 0.00103 units per person (267 units X 81 percent residential share / 210,027 persons). For nonresidential development, the existing LOS is 0.00030 units per vehicle trip (267 units X 19 percent nonresidential share / 168,567 vehicle trips).

Based on recent vehicle acquisitions provided by the Port St. Lucie Police Department, the weighted average cost of the existing fleet is $52,637 per vehicle – this includes the cost of the vehicle and any equipment needed to place the vehicle into service (i.e., decals, lights, radios, computers, etc.). For law enforcement vehicles, the cost is $54.34 per person (0.00103 units per person X $52,637 per unit) and $15.67 per vehicle trip (0.00030 units per vehicle trip X $52,637 per unit).

Figure LE3: Existing Level of Service

Description	Units	Unit Cost	Total Cost
Patrol Car	190	$55,000	$10,450,000
Patrol SUV	31	$88,000	$2,728,000
Patrol Motorcycle	8	$16,000	$128,000
Administrative Vehicle	22	$18,000	$396,000
Van	16	$22,000	$352,000
Total	267	$52,637	$14,054,000

Cost Factors	
Weighted Average per Vehicle	$52,637

Level-of-Service (LOS) Standards	
Existing Vehicles	267
Residential	
Residential Share	81%
2021 Population	210,027
Units per Person	0.00103
Cost per Person	$54.34
Nonresidential	
Nonresidential Share	19%
2021 Vehicle Trips	168,567
Units per Vehicle Trip	0.00030
Cost per Vehicle Trip	$15.67

Source: Port St. Lucie Police Department

PROJECTED DEMAND FOR SERVICES AND COSTS

Law Enforcement Facilities – Incremental Expansion

Port St. Lucie plans to maintain its existing level of service for law enforcement facilities over the next 10 years. Based on a projected population increase of 71,134 persons, future residential development demands approximately 12,106 square feet of law enforcement facilities (71,134 additional persons X 0.1702 square feet per person). With projected nonresidential vehicle trip growth of 12,605 vehicle trips, future nonresidential development demands approximately 619 square feet of law enforcement facilities (12,605 additional vehicle trips X 0.0491 square feet per vehicle trip). Future development demands approximately 12,725 square feet of law enforcement facilities at a cost of $4,453,578 (12,724.5 square feet X $350 per square foot).

Figure LE4: Projected Demand for Law Enforcement Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Law Enforcement Facilities	0.1702 Square Feet	per Person	$350
	0.0491 Square Feet	per Vehicle Trip	

Demand for Law Enforcement Facilities					
Year	Population	Vehicle Trips	Square Feet		
			Residential	Nonresidential	Total
2021	210,027	168,567	35,742.6	8,275.4	44,018.0
2022	217,141	169,828	36,953.2	8,337.3	45,290.5
2023	224,254	171,088	38,163.8	8,399.1	46,562.9
2024	231,368	172,349	39,374.3	8,461.0	47,835.4
2025	238,481	173,609	40,584.9	8,522.9	49,107.8
2026	245,595	174,870	41,795.5	8,584.8	50,380.3
2027	252,708	176,130	43,006.0	8,646.7	51,652.7
2028	259,821	177,391	44,216.6	8,708.6	52,925.2
2029	266,935	178,651	45,427.2	8,770.4	54,197.6
2030	274,048	179,912	46,637.7	8,832.3	55,470.1
2031	281,162	181,172	47,848.3	8,894.2	56,742.5
10-Yr Increase	71,134	12,605	12,105.7	618.8	12,724.5
Growth-Related Expenditures			$4,236,992	$216,586	$4,453,578

Law Enforcement Vehicles – Incremental Expansion

Port St. Lucie plans to maintain its existing level of service for law enforcement vehicles over the next 10 years. Based on a projected population increase of 71,134 persons, future residential development demands approximately 73 law enforcement vehicles (71,134 additional persons X 0.00103 units per person). With projected nonresidential vehicle trip growth of 12,605 vehicle trips, future nonresidential development demands approximately four law enforcement vehicles (12,605 additional vehicle trips X 0.00030 units per vehicle trip). Future development demands approximately 77 law enforcement vehicles at a cost of $4,062,684 (77.2 units X $52,637 per unit).

Figure LE5: Projected Demand for Law Enforcement Vehicles

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Law Enforcement Vehicles	0.00103 Units	per Person	$52,637
	0.00030 Units	per Vehicle Trip	

Demand for Law Enforcement Vehicles					
Year	Population	Vehicle Trips	Units		
			Residential	Nonresidential	Total
2021	210,027	168,567	216.8	50.2	267.0
2022	217,141	169,828	224.1	50.6	274.7
2023	224,254	171,088	231.5	50.9	282.4
2024	231,368	172,349	238.8	51.3	290.2
2025	238,481	173,609	246.2	51.7	297.9
2026	245,595	174,870	253.5	52.1	305.6
2027	252,708	176,130	260.9	52.4	313.3
2028	259,821	177,391	268.2	52.8	321.0
2029	266,935	178,651	275.5	53.2	328.7
2030	274,048	179,912	282.9	53.6	336.5
2031	281,162	181,172	290.2	53.9	344.2
10-Yr Increase	71,134	12,605	73.4	3.8	77.2

Growth-Related Expenditures	$3,865,108	$197,576	$4,062,684

CREDITS

A credit is not necessary for Law Enforcement Impact Fees.

LAW ENFORCEMENT IMPACT FEES

Infrastructure components and cost factors for Law Enforcement Impact Fees are summarized in the upper portion of Figure LE6. The cost for Law Enforcement Impact Fees is $113.90 per person and $32.85 per vehicle trip.

Law Enforcement Impact Fees for residential development are assessed according to the number of persons per housing unit. The single-family fee of $298 is calculated using a cost of $113.90 per person multiplied by 2.62 persons per single-family unit.

Law Enforcement Impact Fees for nonresidential development are assessed according to the number of vehicle trips generated per 1,000 square feet of floor area. The industrial fee of $29 per 1,000 square feet is calculated using a cost of $32.85 per vehicle trip multiplied by 0.87 vehicle trips per 1,000 square feet of industrial development.

Figure LE6: Schedule of Law Enforcement Impact Fees

Fee Component	Cost per Person	Cost per Veh Trip
Law Enforcement Facilities	$59.56	$17.18
Law Enforcement Vehicles	$54.34	$15.67
Total	$113.90	$32.85

Residential Development	Fees per Unit			
Development Type	Persons per Housing Unit[1]	Proposed Fees	Current Fees	Increase / Decrease
Single Family	2.62	$298	$205	$93
Multi-Family	1.64	$187	$167	$20

Nonresidential Development	Fees per 1,000 Square Feet			
Development Type	AWVT per 1,000 Sq Ft[1]	Proposed Fees	Current Fees	Increase / Decrease
Industrial	0.87	$29	$14	$15
Commercial	12.46	$409	$56	$353
Office & Other Services	4.87	$160	$22	$138
Institutional	6.44	$212	$20	$192

1. See Land Use Assumptions

LAW ENFORCEMENT IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated Law Enforcement Impact Fees shown on the previous page. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenues equal $8.52 million and projected expenditures equal $8.52 million.

Figure LE7: Projected Law Enforcement Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Law Enforcement Facilities	$4,453,578	$0	$4,453,578
Law Enforcement Vehicles	$4,062,684	$0	$4,062,684
Total	$8,516,262	$0	$8,516,262

Year		Single Family $298 per unit	Multi-Family $187 per unit	Industrial $29 per KSF	Commercial $409 per KSF	Office & Other $160 per KSF	Institutional $212 per KSF
		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2021	75,158	7,996	3,437	7,565	6,998	5,784
Year 1	2022	77,813	8,093	3,450	7,637	7,057	5,794
Year 2	2023	80,467	8,190	3,463	7,709	7,117	5,804
Year 3	2024	83,121	8,287	3,477	7,780	7,177	5,814
Year 4	2025	85,776	8,384	3,490	7,852	7,236	5,824
Year 5	2026	88,430	8,481	3,503	7,924	7,296	5,834
Year 6	2027	91,084	8,578	3,516	7,996	7,355	5,844
Year 7	2028	93,739	8,675	3,529	8,068	7,415	5,854
Year 8	2029	96,393	8,772	3,542	8,139	7,475	5,864
Year 9	2030	99,047	8,869	3,555	8,211	7,534	5,874
Year 10	2031	101,702	8,966	3,568	8,283	7,594	5,884
10-Year Increase		26,543	970	131	718	596	100
Projected Revenue		$7,920,909	$181,192	$3,744	$293,826	$95,348	$21,161

Projected Fee Revenue	$8,516,180
Total Expenditures	$8,516,262

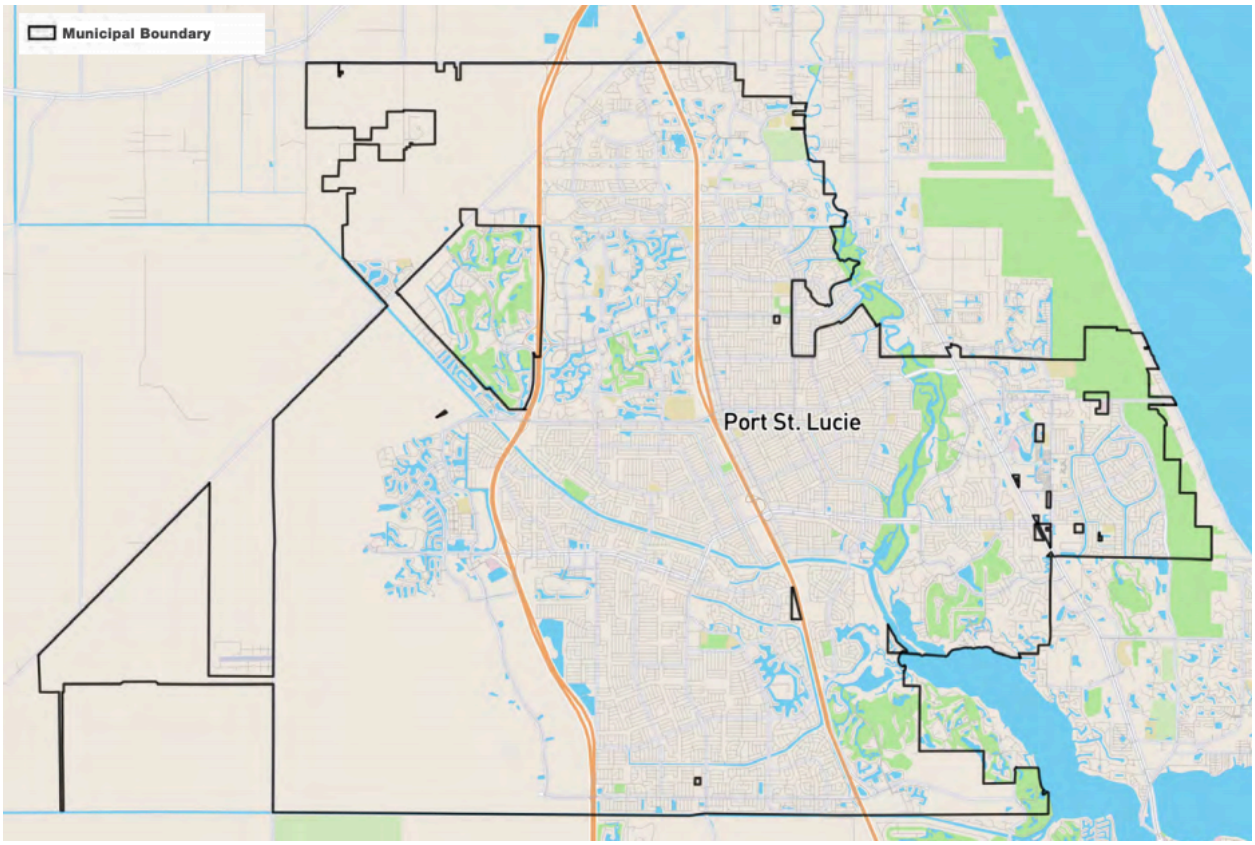
PARK AND RECREATION IMPACT FEES

METHODOLOGY

The Park and Recreation Impact Fees include components for park land, park amenities, and park facilities. The incremental expansion methodology is used for all components.

SERVICE AREA

Port St. Lucie plans to provide a uniform level of service and equal access to parks within the city limits; therefore, the Park and Recreation Impact Fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The Park and Recreation Impact Fees allocate 100 percent of the cost of capital facilities to residential development. The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type.

LEVEL-OF-SERVICE ANALYSIS

Park Land – Incremental Expansion

Future development in Port St. Lucie will maintain current levels of service by incrementally expanding park land. Port St. Lucie's existing inventory includes 222.20 acres of land related to community and special use parks, and this analysis allocates 100 percent of demand to residential development. Port St. Lucie's existing level of service for residential development is 0.00106 acres per person (222.20 acres X 100 percent residential share / 210,027 persons).

Based on estimates from the Port St. Lucie Parks and Recreation Master Plan (2019), this analysis uses a land acquisition cost of $100,000 per acre. For park land, the cost is $105.80 per person (0.00106 acres per person X $100,000 per acre).

Figure PR1: Existing Level of Service

Description	Acres
Jessica Clinton Park	20.00
Lyngate Park & Dog Park	16.00
McChesney Park & Dog Park	24.50
Sandhill Crane Park	19.00
Sportsman's Park	16.00
Sportsman's Park West	13.00
Swan Park	6.50
Whispering Pines Park	37.00
Botanical Gardens	20.19
Canal Park	9.00
Community Center	4.90
MIDFLORIDA Credit Union Event Center	10.11
Minsky Gym	1.00
Ravenswood/Racquetball Courts	1.00
Veterans Memorial Park	2.50
Veterans Park at Rivergate	21.50
Total	222.20

Cost Factors	
Cost per Acre - Land Acquisition[1]	$100,000

Level-of-Service (LOS) Standards	
Existing Acres	222.20
Residential	
Residential Share	100%
2021 Population	210,027
Acres per Person	0.00106
Cost per Person	$105.80

Source: Port St. Lucie Parks & Recreation Department

1. Port St. Lucie Parks and Recreation Master Plan, 2019

Park Amenities – Incremental Expansion

Port St. Lucie currently provides 277 park amenities in its existing community and special use parks, and the City plans to construct additional park amenities to serve future development. Based on recent costs provided by Port St. Lucie's Parks and Recreation Department to construct park amenities, the total cost of Port St. Lucie's existing park amenities is $34,179,362. The weighted average cost is $123,391 per park amenity ($34,179,362 total cost / 277 park amenities).

Figure PR2: Existing Inventory

Description	Units	Unit Cost	Total Cost
Parking Area	14	$242,857	$3,400,000
Pickleball Court	8	$20,000	$160,000
Amphitheater	1	$60,000	$60,000
Tennis Court	19	$100,000	$1,900,000
Bench	12	$1,000	$12,000
Multi-Purpose Field	2	$100,000	$200,000
Open Space Ground	1	$90,000	$90,000
Pavilion (Small)	11	$20,000	$220,000
Pavilion (Large)	11	$100,000	$1,100,000
Pavilion Grill	14	$200	$2,800
Table	85	$700	$59,500
Basketball Court	5	$30,000	$150,000
Volleyball Court	8	$100,000	$800,000
Football Field	4	$100,000	$400,000
Concession Stand w/ Pavilion	5	$300,000	$1,500,000
Soccer Field	12	$80,000	$960,000
Baseball/Softball Field	15	$500,000	$7,500,000
ADA Park Restroom	13	$150,000	$1,950,000
Playground	9	$260,000	$2,340,000
Pool	1	$7,000,000	$7,000,000
Interactive Fountain	1	$35,000	$35,000
Racquetball Court	11	$120,000	$1,320,000
Fitness Station	1	$20,000	$20,000
Lighted Riverwalk	1	$2,820,062	$2,820,062
Dog Park	2	$15,000	$30,000
Fishing Dock/Pier	2	$30,000	$60,000
Boat Ramp	9	$10,000	$90,000
Total	277	$123,391	$34,179,362

Source: Port St. Lucie Parks & Recreation Department

Port St. Lucie currently provides 277 park amenities in its existing community and special use parks, and this analysis allocates 100 percent of demand to residential development. Port St. Lucie's existing level of service for residential development is 0.0013 amenities per person (277 amenities X 100 percent residential share / 210,027 persons).

Based on the total cost of Port St. Lucie's existing park amenities, the weighted average cost is $123,391 per amenity. For park amenities, the cost is $162.74 per person (0.0013 amenities per person X $123,391 per amenity).

Figure PR3: Existing Level of Service

Cost Factors	
Weighted Average per Amenity	$123,391

Level-of-Service (LOS) Standards	
Existing Amenities	277
Residential	
Residential Share	100%
2021 Population	210,027
Amenities per Person	0.0013
Cost per Person	$162.74

Source: Port St. Lucie Parks & Recreation Department

Park Facilities – Incremental Expansion

Future development in Port St. Lucie will maintain current levels of service by incrementally expanding park facilities. Port St. Lucie's existing inventory includes 43,148 square feet of park facilities, and this analysis allocates 100 percent of demand to residential development. Port St. Lucie's existing level of service for residential development is 0.2054 acres per person (43,148 square feet X 100 percent residential share / 210,027 persons).

Based on estimates from the Port St. Lucie Parks and Recreation Master Plan (2019), this analysis uses a construction cost of $250 per square foot. For park facilities, the cost is $51.36 per person (0.2054 square feet per person X $250 per square foot).

Figure PR4: Existing Level of Service

Description	Square Feet
Community Center	31,435
Minsky Gymnasium	11,713
Total	43,148

Cost Factors	
Cost per Square Foot[1]	$250

Level-of-Service (LOS) Standards	
Existing Square Feet	43,148
Residential	
Residential Share	100%
2021 Population	210,027
Square Feet per Person	0.2054
Cost per Person	$51.36

Source: Port St. Lucie Parks & Recreation Department

1. Port St. Lucie Parks and Recreation Master Plan, 2019

PROJECTED DEMAND FOR SERVICES AND COSTS

Park Land – Incremental Expansion

Port St. Lucie plans to maintain its existing level of service for community and special use park land over the next 10 years. Based on a projected population increase of 71,134 persons, future residential development demands 75.3 acres of park land (71,134 additional persons X 0.00106 acres per person) at a cost of $7,525,707 (75.3 acres X $100,000 per acre). The Port St. Lucie Parks and Recreation Master Plan (2019) outlines the need for an additional 188 acres of park land between 2019 and 2029.

Figure PR5: Projected Demand for Park Land

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Park Land	0.00106 Acres	per Person	$100,000
	0.00000 Acres	per Job	

Demand for Park Land					
Year	Population	Jobs	Acres		
			Residential	Nonresidential	Total
2021	210,027	46,486	222.2	0.0	222.2
2022	217,141	46,845	229.7	0.0	229.7
2023	224,254	47,203	237.3	0.0	237.3
2024	231,368	47,562	244.8	0.0	244.8
2025	238,481	47,921	252.3	0.0	252.3
2026	245,595	48,280	259.8	0.0	259.8
2027	252,708	48,639	267.4	0.0	267.4
2028	259,821	48,998	274.9	0.0	274.9
2029	266,935	49,356	282.4	0.0	282.4
2030	274,048	49,715	289.9	0.0	289.9
2031	281,162	50,074	297.5	0.0	297.5
10-Yr Increase	71,134	3,588	75.3	0.0	75.3

Growth-Related Expenditures	$7,525,707	$0	$7,525,707

Park Amenities – Incremental Expansion

Port St. Lucie plans to maintain its existing level of service for park amenities over the next 10 years. Based on a projected population increase of 71,134 persons, future residential development demands approximately 93.8 park amenities (71,134 additional persons X 0.0013 amenities per person) at a cost of $11,576,231 (93.8 park amenities X $123,391 per amenity). The Port St. Lucie Parks and Recreation Master Plan (2019) outlines the need for $8,000,000 of athletic fields and $10,500,000 of improvements to existing parks between 2019 and 2029.

Figure PR6: Projected Demand for Park Amenities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Park Amenities	0.0013 Amenities	per Person	$123,391
	0.0000 Amenities	per Job	

Demand for Park Amenities					
Year	Population	Jobs	Amenities		
			Residential	Nonresidential	Total
2021	210,027	46,486	277.0	0.0	277.0
2022	217,141	46,845	286.4	0.0	286.4
2023	224,254	47,203	295.8	0.0	295.8
2024	231,368	47,562	305.1	0.0	305.1
2025	238,481	47,921	314.5	0.0	314.5
2026	245,595	48,280	323.9	0.0	323.9
2027	252,708	48,639	333.3	0.0	333.3
2028	259,821	48,998	342.7	0.0	342.7
2029	266,935	49,356	352.1	0.0	352.1
2030	274,048	49,715	361.4	0.0	361.4
2031	281,162	50,074	370.8	0.0	370.8
10-Yr Increase	71,134	3,588	93.8	0.0	93.8

Growth-Related Expenditures	$11,576,231	$0	$11,576,231

Park Facilities – Incremental Expansion

Port St. Lucie plans to maintain its existing level of service for park facilities over the next 10 years. Based on a projected population increase of 71,134 persons, future residential development demands approximately 14,614 square feet of park facilities (71,134 additional persons X 0.2054 square feet per person) at a cost of $3,653,456 (14,613.8 square feet X $250 per square foot). The Port St. Lucie Parks and Recreation Master Plan (2019) outlines the need for $58,000,000 of recreation centers between 2019 and 2029. These recreation centers include a community center gymnasium of 15,000 square feet, three recreation centers of 60,000 square feet each, and an expansion of Minsky gym.

Figure PR7: Projected Demand for Park Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Park Facilities	0.2054 Square Feet	per Person	$250
	0.0000 Square Feet	per Job	

Demand for Park Facilities					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2021	210,027	46,486	43,148.0	0.0	43,148.0
2022	217,141	46,845	44,609.4	0.0	44,609.4
2023	224,254	47,203	46,070.8	0.0	46,070.8
2024	231,368	47,562	47,532.1	0.0	47,532.1
2025	238,481	47,921	48,993.5	0.0	48,993.5
2026	245,595	48,280	50,454.9	0.0	50,454.9
2027	252,708	48,639	51,916.3	0.0	51,916.3
2028	259,821	48,998	53,377.7	0.0	53,377.7
2029	266,935	49,356	54,839.1	0.0	54,839.1
2030	274,048	49,715	56,300.4	0.0	56,300.4
2031	281,162	50,074	57,761.8	0.0	57,761.8
10-Yr Increase	71,134	3,588	14,613.8	0.0	14,613.8

Growth-Related Expenditures	$3,653,456	$0	$3,653,456

CREDITS

A credit is not necessary for Park and Recreation Impact Fees.

PARK AND RECREATION IMPACT FEES

Infrastructure components and cost factors for Park and Recreation Impact Fees are summarized in the upper portion of Figure PR8. The cost for Park and Recreation Impact Fees is $319.90 per person, and Port St. Lucie will not assess Park and Recreation Impact Fees to nonresidential development.

Park and Recreation Impact Fees for residential development are assessed according to the number of persons per housing unit. The single-family fee of $838 is calculated using a cost of $319.90 per person multiplied by 2.62 persons per single-family unit.

Figure PR8: Schedule of Park and Recreation Impact Fees

Fee Component	Cost per Person
Park Land	$105.80
Park Amenities	$162.74
Park Facilities	$51.36
Total	$319.90

Residential Development	Fees per Unit			
Development Type	Persons per Housing Unit[1]	Proposed Fees	Current Fees	Increase / Decrease
Single Family	2.62	$838	$782	$56
Multi-Family	1.64	$525	$636	($111)

Nonresidential Development	Fees per 1,000 Square Feet			
Development Type	Jobs per 1,000 Sq Ft[1]	Proposed Fees	Current Fees	Increase / Decrease
Industrial	0.34	$0	$0	$0
Commercial	2.34	$0	$0	$0
Office & Other Services	2.97	$0	$0	$0
Institutional	0.93	$0	$0	$0

1. See Land Use Assumptions

PARK AND RECREATION IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated Park and Recreation Impact Fees shown on the previous page. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenue equals $22.75 million and projected expenditures equal $22.76 million.

Figure PR9: Projected Park and Recreation Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Park Land	$7,525,707	$0	$7,525,707
Park Amenities	$11,576,231	$0	$11,576,231
Park Facilities	$3,653,456	$0	$3,653,456
Total	$22,755,394	$0	$22,755,394

	Single Family $838 per unit	Multi-Family $525 per unit	Industrial $0 per KSF	Commercial $0 per KSF	Office & Other $0 per KSF	Institutional $0 per KSF
Year	Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base 2021	75,158	7,996	3,437	7,565	6,998	5,784
Year 1 2022	77,813	8,093	3,450	7,637	7,057	5,794
Year 2 2023	80,467	8,190	3,463	7,709	7,117	5,804
Year 3 2024	83,121	8,287	3,477	7,780	7,177	5,814
Year 4 2025	85,776	8,384	3,490	7,852	7,236	5,824
Year 5 2026	88,430	8,481	3,503	7,924	7,296	5,834
Year 6 2027	91,084	8,578	3,516	7,996	7,355	5,844
Year 7 2028	93,739	8,675	3,529	8,068	7,415	5,854
Year 8 2029	96,393	8,772	3,542	8,139	7,475	5,864
Year 9 2030	99,047	8,869	3,555	8,211	7,534	5,874
Year 10 2031	101,702	8,966	3,568	8,283	7,594	5,884
10-Year Increase	26,543	970	131	718	596	100
Projected Revenue	$22,243,034	$509,250	$0	$0	$0	$0

Projected Fee Revenue	$22,752,284
Total Expenditures	$22,755,394

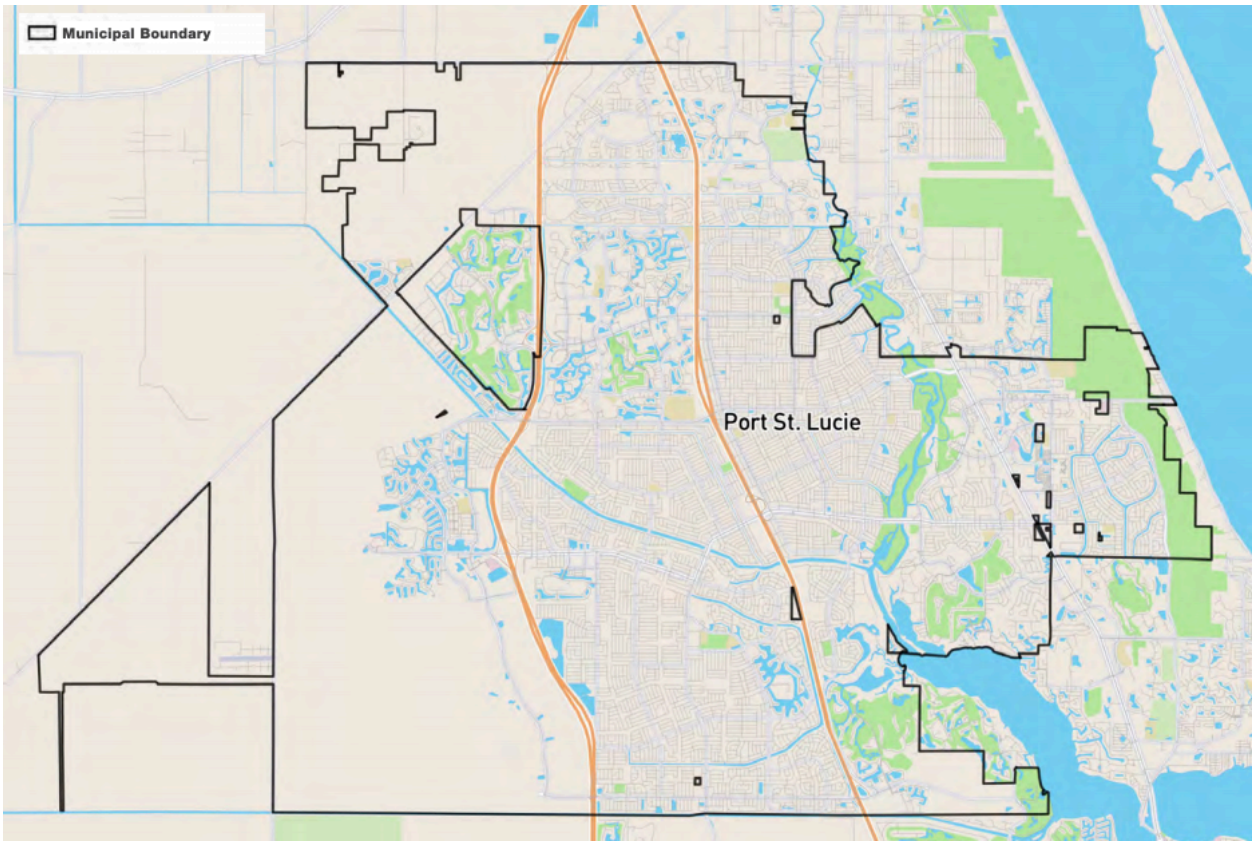
PUBLIC BUILDINGS IMPACT FEES

METHODOLOGY

The Public Buildings Impact Fees include a component for public buildings. The incremental expansion methodology is used for the public buildings component.

SERVICE AREA

Port St. Lucie plans to provide a uniform level of service citywide; therefore, the Public Buildings Impact Fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The Public Buildings Impact Fees allocate the cost of capital facilities between residential and nonresidential development using functional population. Based on 2018 estimates from the U.S. Census Bureau's OnTheMap web application, residential development accounts for approximately 81 percent of functional population and nonresidential development accounts for the remaining 19 percent.

Figure PB1: Proportionate Share

Demand Units in 2018					
Residential				Demand Hours/Day	Person Hours
Population	185,843				
Residents Not Working		114,189		20	2,283,780
Employed Residents		71,654			
Employed in Port St. Lucie, FL			12,554	14	175,756
Employed outside Port St. Lucie, FL			59,100	14	827,400
				Residential Subtotal	3,286,936
				Residential Share	81%
Nonresidential					
Non-working Residents		114,189		4	456,756
Jobs Located in Port St. Lucie, FL		30,615			
Residents Employed in Port St. Lucie, FL			12,554	10	125,540
Non-Resident Workers (inflow commuters)			18,061	10	180,610
				Nonresidential Subtotal	762,906
				Nonresidential Share	19%
				Total	4,049,842

Source: Florida Estimates of Population, Bureau of Economic and Business Research, University of Florida (Population); U.S. Census Bureau, OnTheMap 6.8 Application and LEHD Origin-Destination Employment Statistics (employment), 2018.

The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type. Since demand for service was unavailable by specific nonresidential use (i.e., retail, office, industrial, etc.), TischlerBise recommends using employees per 1,000 square feet of floor area as the best demand indicator for Public Buildings Impact Fees. Employment density is highest for office development and lowest for industrial development. Commercial and institutional employment densities fall between the other two categories. This ranking of employment is consistent with the relative demand for city services from nonresidential development.

LEVEL-OF-SERVICE ANALYSIS

Public Buildings – Incremental Expansion

Future development in Port St. Lucie will maintain current levels of service by incrementally expanding public buildings. Port St. Lucie's existing inventory includes 111,008 square feet of public buildings. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure PB1. Port St. Lucie's existing level of service for residential development is 0.4292 square feet per person (111,008 square feet X 81 percent residential share / 210,027 persons). For nonresidential development, the existing LOS is 0.4489 square feet per job (111,008 square feet X 19 percent nonresidential share / 46,486 jobs).

Based on construction estimates provided by the Port St. Lucie Facilities Maintenance Department, this analysis uses a construction cost of $350 per square foot. For public buildings, the cost is $150.21 per person (0.4292 square feet per person X $350 per square foot) and $157.13 per job (0.4489 square feet per job X $350 per square foot).

Figure PB2: Existing Level of Service

Description	Square Feet
City Hall A (Council & Administration)	73,680
City Hall B (Building & Engineering)	37,328
Total	111,008

Cost Factors	
Cost per Square Foot	$350

Level-of-Service (LOS) Standards	
Existing Square Feet	111,008
Residential	
Residential Share	81%
2021 Population	210,027
Square Feet per Person	0.4292
Cost per Person	$150.21
Nonresidential	
Nonresidential Share	19%
2021 Jobs	46,486
Square Feet per Job	0.4489
Cost per Job	$157.13

Source: Port St. Lucie Facilities Maintenance Department

PROJECTED DEMAND FOR SERVICES AND COSTS

Public Buildings – Incremental Expansion

Port St. Lucie plans to maintain its existing level of service for public buildings over the next 10 years. Based on a projected population increase of 71,134 persons, future residential development demands approximately 30,529 square feet of public buildings (71,134 additional persons X 0.4292 square feet per person). With projected employment growth of 3,588 jobs, future nonresidential development demands approximately 1,611 square feet of public buildings (3,588 additional jobs X 0.4489 square feet per job). Future development demands approximately 32,140 square feet of public buildings at a cost of $11,248,979 (32,139.9 square feet X $350 per square foot).

Figure PB3: Projected Demand for Public Buildings

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Public Buildings	0.4292 Square Feet	per Person	$350
	0.4489 Square Feet	per Job	

Demand for Public Buildings					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2021	210,027	46,486	90,138.5	20,869.5	111,008.0
2022	217,141	46,845	93,191.4	21,030.6	114,222.0
2023	224,254	47,203	96,244.3	21,191.7	117,436.0
2024	231,368	47,562	99,297.2	21,352.8	120,650.0
2025	238,481	47,921	102,350.1	21,513.9	123,864.0
2026	245,595	48,280	105,403.0	21,674.9	127,078.0
2027	252,708	48,639	108,455.9	21,836.0	130,292.0
2028	259,821	48,998	111,508.8	21,997.1	133,506.0
2029	266,935	49,356	114,561.8	22,158.2	136,720.0
2030	274,048	49,715	117,614.7	22,319.3	139,933.9
2031	281,162	50,074	120,667.6	22,480.4	143,147.9
10-Yr Increase	71,134	3,588	30,529.1	1,610.9	32,139.9

Growth-Related Expenditures	$10,685,174	$563,805	$11,248,979

CREDITS

A credit is not necessary for Public Buildings Impact Fees.

PUBLIC BUILDINGS IMPACT FEES

Infrastructure components and cost factors for Public Buildings Impact Fees are summarized in the upper portion of Figure PB4. The cost for Public Buildings Impact Fees is $150.21 per person and $157.13 per job.

Public Buildings Impact Fees for residential development are assessed according to the number of persons per housing unit. The single-family fee of $394 is calculated using a cost of $150.21 per person multiplied by 2.62 persons per single-family unit.

Public Buildings Impact Fees for nonresidential development are assessed according to the number of jobs per 1,000 square feet of floor area. The industrial fee of $53 per 1,000 square feet is calculated using a cost of $157.13 per job multiplied by 0.34 jobs per 1,000 square feet of industrial development.

Figure PB4: Schedule of Public Buildings Impact Fees

Fee Component	Cost per Person	Cost per Job
Public Buildings	$150.21	$157.13
Total	$150.21	$157.13

Residential Development	Fees per Unit			
Development Type	Persons per Housing Unit[1]	Proposed Fees	Current Fees	Increase / Decrease
Single Family	2.62	$394	$406	($12)
Multi-Family	1.64	$246	$330	($84)

Nonresidential Development	Fees per 1,000 Square Feet			
Development Type	Jobs per 1,000 Sq Ft[1]	Proposed Fees	Current Fees	Increase / Decrease
Industrial	0.34	$53	$134	($81)
Commercial	2.34	$368	$116	$252
Office & Other Services	2.97	$467	$192	$275
Institutional	0.93	$146	$56	$90

1. See Land Use Assumptions

PUBLIC BUILDINGS IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated Public Buildings Impact Fees shown on the previous page. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenues equal $11.25 million and projected expenditures equal $11.25 million.

Figure PB5: Projected Public Buildings Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Public Buildings	$11,248,979	$0	$11,248,979
Total	$11,248,979	$0	$11,248,979

Year		Single Family $394 per unit	Multi-Family $246 per unit	Industrial $53 per KSF	Commercial $368 per KSF	Office & Other $467 per KSF	Institutional $146 per KSF
		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2021	75,158	7,996	3,437	7,565	6,998	5,784
Year 1	2022	77,813	8,093	3,450	7,637	7,057	5,794
Year 2	2023	80,467	8,190	3,463	7,709	7,117	5,804
Year 3	2024	83,121	8,287	3,477	7,780	7,177	5,814
Year 4	2025	85,776	8,384	3,490	7,852	7,236	5,824
Year 5	2026	88,430	8,481	3,503	7,924	7,296	5,834
Year 6	2027	91,084	8,578	3,516	7,996	7,355	5,844
Year 7	2028	93,739	8,675	3,529	8,068	7,415	5,854
Year 8	2029	96,393	8,772	3,542	8,139	7,475	5,864
Year 9	2030	99,047	8,869	3,555	8,211	7,534	5,874
Year 10	2031	101,702	8,966	3,568	8,283	7,594	5,884
10-Year Increase		26,543	970	131	718	596	100
Projected Revenue		$10,446,218	$238,956	$6,999	$263,998	$278,139	$14,613

Projected Fee Revenue	$11,248,923
Total Expenditures	$11,248,979

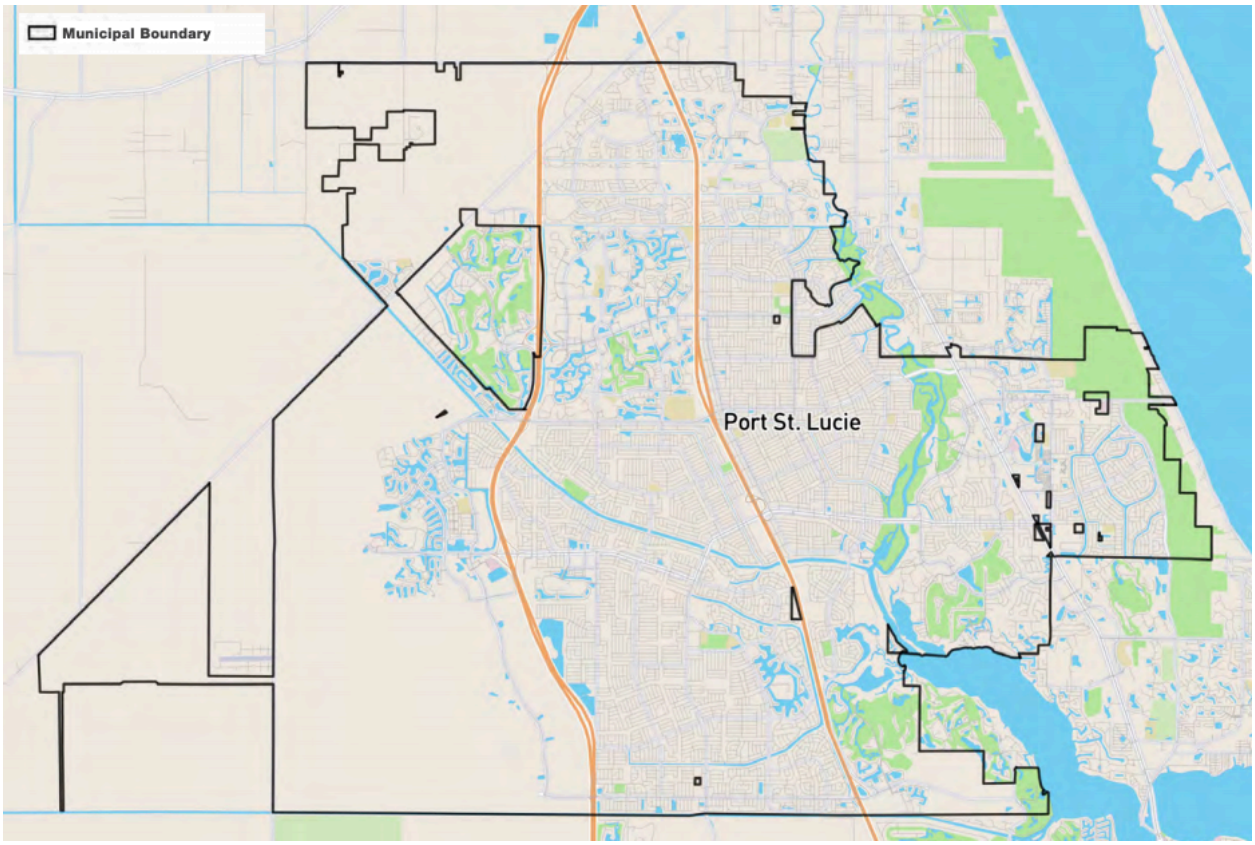
ECONOMIC DEVELOPMENT IMPACT FEES

METHODOLOGY

The Economic Development Impact Fees include cost recovery of outstanding debt related to Torrey Pines.

SERVICE AREA

The Torrey Pines development provides a citywide benefit; therefore, the Economic Development Impact Fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The Economic Development Impact Fees allocate 100 percent of the cost of capital facilities to residential development. The proportionate share of costs attributable to residential development will be allocated to housing units.

LEVEL-OF-SERVICE ANALYSIS

Fishkind & Associates prepared the initial supporting documentation for the current Economic Development Impact Fees in 2006. Given existing "take or pay" agreements with several large developments within Port St. Lucie, the City does not want to change the current impact fee methodology and asked TischlerBise to update the key input variables to verify the supportable fee amount remains greater than the reduced fee of $1,500 per housing unit, which is offered for prepayment of the Economic Development Impact Fees.

Prior to issuance of a Certificate of Participation in 2008, the total cost of the project was estimated to be $70 million. The actual cost, with principal and interest, was $76,429,399. In 2016, Port St. Lucie issued Public Service Tax Refunding Revenue Bonds, and the remaining balance, with principal and interest, is $25,706,250.

The Fishkind methodology allocated the total cost of the project to a ten-year increase in housing units based on high rates of development prior to the Great Recession. Given the slower pace of development, this update allocates the remaining debt balance of the Public Service Tax Refunding Revenue Bonds to the increase in housing units over the remaining term of the debt obligation, which is 2021 through 2027. According to the development projections in Appendix B, Port St. Lucie's housing stock is projected to grow from 83,154 housing units in 2021 to 99,662 housing units in 2027 – an increase in 16,508 housing units. Dividing the remaining debt balance of $25,706,250 by the housing unit increase of 16,508 housing units yields an average cost of $1,557 per housing unit.

CREDITS

A credit is not necessary for Economic Development Impact Fees.

ECONOMIC DEVELOPMENT IMPACT FEES

Infrastructure components and cost factors for Economic Development Impact Fees are summarized in the upper portion of Figure ED1. The cost for Economic Development Impact Fees is $1,557 per housing unit, and Port St. Lucie will not assess Economic Development Impact Fees to nonresidential development.

Figure ED1: Schedule of Economic Development Impact Fees

Fee Component	Cost per Unit
Torrey Pines Debt	$1,557
Total	$1,557

Residential Development	Fees per Unit		
Development Type	Proposed Fees	Current Fees	Increase / Decrease
Single Family	$1,557	$1,821	($264)
Multi-Family	$1,557	$1,821	($264)

Nonresidential Development	Fees per 1,000 Square Feet		
Development Type	Proposed Fees	Current Fees	Increase / Decrease
Industrial	$0	$0	$0
Commercial	$0	$0	$0
Office & Other Services	$0	$0	$0
Institutional	$0	$0	$0

1. See Land Use Assumptions

Economic Development Impact Fee Revenue

Projected fee revenue shown below is based on the development projections in Appendix B and the updated Economic Development Impact Fees shown on the previous page. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenue equals $25.71 million and projected expenditures equal $25.71 million.

Figure ED2: Projected Economic Development Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Torrey Pines Debt	$25,706,250	$0	$25,706,250
Total	$25,706,250	$0	$25,706,250

Year		Single Family $1,557 per unit	Multi-Family $1,557 per unit	Industrial $0 per KSF	Commercial $0 per KSF	Office & Other $0 per KSF	Institutional $0 per KSF
		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2021	75,158	7,996	3,437	7,565	6,998	5,784
Year 1	2022	77,813	8,093	3,450	7,637	7,057	5,794
Year 2	2023	80,467	8,190	3,463	7,709	7,117	5,804
Year 3	2024	83,121	8,287	3,477	7,780	7,177	5,814
Year 4	2025	85,776	8,384	3,490	7,852	7,236	5,824
Year 5	2026	88,430	8,481	3,503	7,924	7,296	5,834
Year 6	2027	91,084	8,578	3,516	7,996	7,355	5,844
6-Year Increase		15,926	582	79	431	358	60
Projected Revenue		$24,799,960	$906,290	$0	$0	$0	$0

Projected Fee Revenue	$25,706,250
Total Expenditures	$25,706,250

APPENDIX A: LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Port St. Lucie will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single-Family Units:

1. Single-family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single-family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

Multi-Family Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, Etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

NONRESIDENTIAL DEVELOPMENT

As discussed below, the nonresidential development categories are defined by Trip Generation, Institute of Transportation Engineers, 10th Edition (2017). Port St. Lucie will collect impact fees from all new nonresidential development. One-time impact fees are determined by site capacity (i.e., square feet).

Commercial: Establishments primarily selling merchandise, eating/drinking places, entertainment uses, and places of lodging. By way of example, *Commercial* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging.

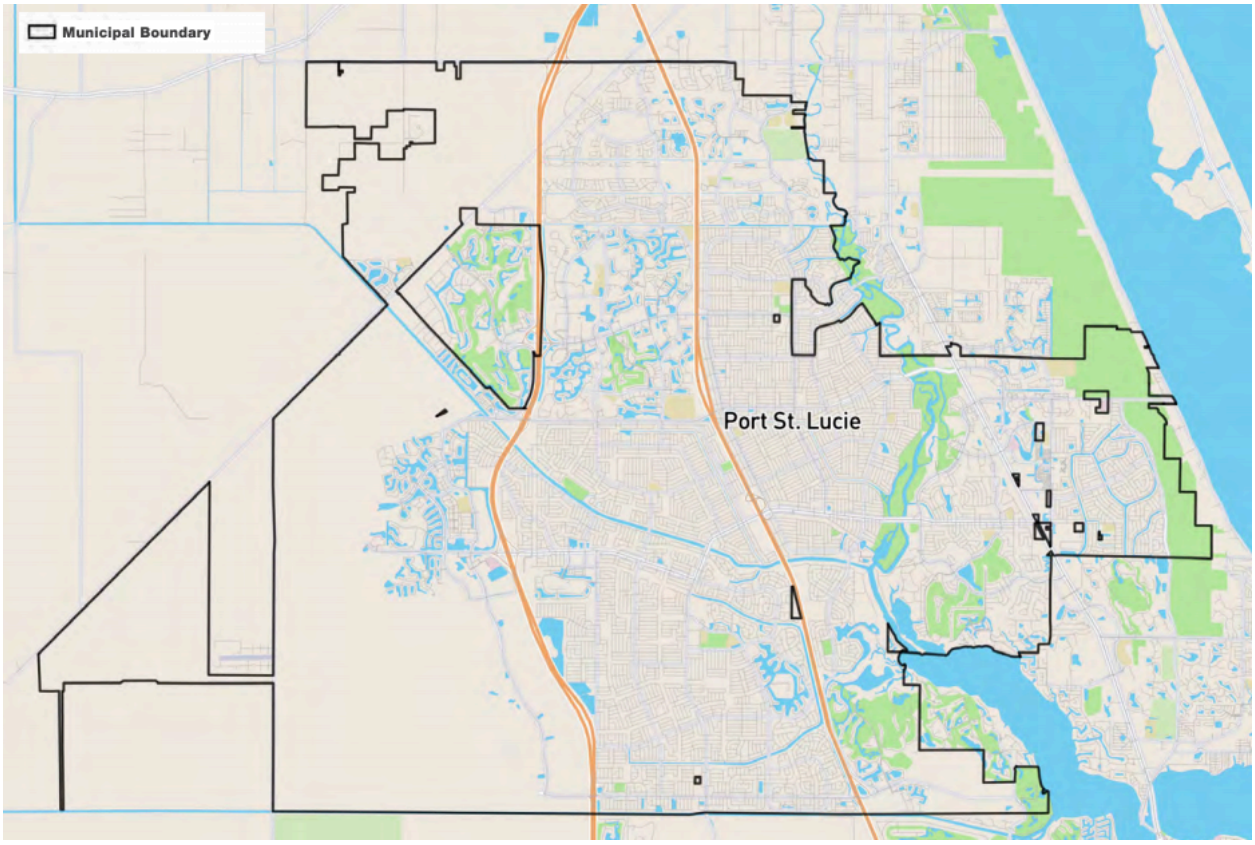
Industrial: Establishments primarily engaged in the production, transportation, or storage of goods. By way of example, *Industrial* includes manufacturing plants, distribution warehouses, trucking companies, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, universities, churches, daycare facilities, and government buildings.

Office & Other Services: Establishments providing management, administrative, professional, business services, and health services. By way of example, *Office & Other Services* includes banks, business offices, medical offices, hospitals, and veterinary clinics.

APPENDIX B: LAND USE ASSUMPTIONS

This section includes estimates and projections of development for areas within the boundaries of Port St. Lucie, Florida. The map below illustrates Port St. Lucie's Impact Fee Service Area.



SUMMARY OF GROWTH INDICATORS

Key land use assumptions for the Port St. Lucie Park Impact Fee Study are population, housing units, employment, and nonresidential floor area. Based on discussions with staff, TischlerBise projects housing units based on residential building permit data from 2017 through 2019. For population, TischlerBise applies person per housing unit factors derived from American Community Survey 2014-2018 5-Year Estimates to housing unit projections. For nonresidential development, TischlerBise uses floor area projections outlined in Technical Memorandum #2 related to the Southern Grove Master Plan (2020). These floor area projections are converted to employment using employment density factors published in Trip Generation, Institute of Transportation Engineers, 10th Edition (2017).

Complete development projections are summarized in Figure B11. These projections will be used to estimate impact fee revenue and to indicate the anticipated need for growth-related infrastructure. However, impact fee methodologies are designed to reduce sensitivity to development projections in the determination of the proportionate share fee amounts. If actual development is slower than projected, fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development occurs faster than anticipated, fee revenue will increase, but Port St. Lucie will need to accelerate infrastructure improvements to keep pace with the actual rate of development. Over the next 10 years, development projections indicate an average increase of approximately 2,751 housing units per year and approximately 155,000 square feet of nonresidential development per year.

RESIDENTIAL DEVELOPMENT

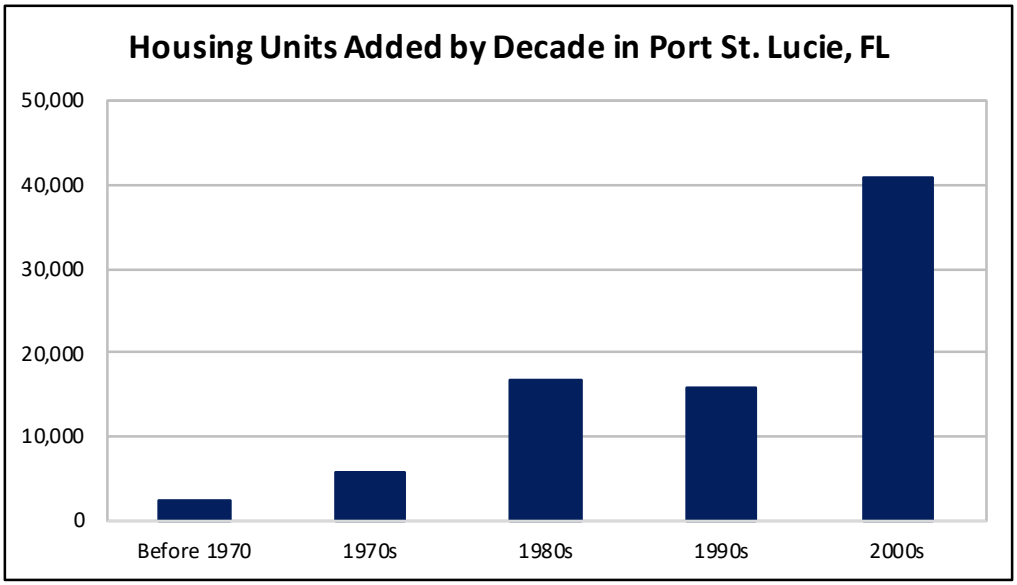
This section details current estimates and future projections of residential development including population and housing units.

Recent Residential Construction

Impact fees require an analysis of current levels of service. For residential development, current levels of service are determined using estimates of population and housing units. Shown below, Figure B1 indicates the estimated number of housing units added by decade according to data obtained from the U.S. Census Bureau. Port St. Lucie experienced strong growth from 2000 to 2010, when housing inventory increased by an average of 3,409 units per year.

Figure B1: Housing Units by Decade

Census 2010 Housing Units	70,877	Port St. Lucie added an average of 3,409 housing units per year from 2000 to 2010.
Census 2000 Housing Units	36,785	
New Housing Units 2000 to 2010	34,092	



Source: U.S. Census Bureau, Census 2010 Summary File 1, Census 2000 Summary File 1, 2014-2018 5-Year American Community Survey (for 1990s and earlier, adjusted to yield total units in 2000).

Residential construction from 2017-2019 averaged 2,751 units per year – 2,654 single-family units and 97 multi-family units.

Figure B2: Recent Residential Construction

Year	Single Family	Multi-Family	Total
2017	1,945	130	2,075
2018	2,639	127	2,766
2019	3,379	34	3,413
Average	2,654	97	2,751

Source: Building Permit Data, Port St. Lucie, Florida

Housing Unit Size

According to the U.S. Census Bureau, a household is a housing unit occupied by year-round residents. Impact fees often use per capita standards and persons per housing unit (PPHU) or persons per household (PPH) to derive proportionate share fee amounts. When PPHU is used in the fee calculations, infrastructure standards are derived using year-round population. When PPH is used in the fee calculations, the impact fee methodology assumes a higher percentage of housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. TischlerBise recommends Port St. Lucie impose impact fees for residential development according to the number of persons per housing unit.

Occupancy calculations require data on population and the types of units by structure. The 2010 census did not obtain detailed information using a "long-form" questionnaire. Instead, the U.S. Census Bureau switched to a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which has limitations due to sample-size constraints. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses, which share a common sidewall, but are constructed on an individual parcel of land). For impact fees in Port St. Lucie, detached, stick-built units and attached units are included in the "Single-Family" category. The as the "Multi-Family" category includes duplexes, structures with two or more units on an individual parcel of land, mobile homes, boats, RVs, and vans.

Figure B3 below shows the occupancy estimates for Port St. Lucie. Single-family units average 2.62 persons per housing unit and multi-family units average 1.64 persons per housing unit.

Figure B3: Persons per Housing Unit

Housing Type	Persons	Households	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy
Single-Family Units[1]	171,371	58,183	2.95	65,288	2.62	90.1%	10.90%
Multi-Family Units[2]	11,686	5,624	2.08	7,135	1.64	9.9%	21.20%
Total	183,057	63,807	2.87	72,423	2.53	100.0%	11.90%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates.

1. Includes detached and attached (i.e. townhouses) units.

2. Includes dwellings in structures with two or more units, mobile homes, and all other units.

Residential Estimates

According to Bureau of Economic and Business Research (BEBR) estimates, Port St. Lucie's 2020 population equals 202,914 persons. Applying the housing unit occupancy rates shown on the previous page to the 2020 population estimate provides a 2020 estimate of 80,403 housing units. Based on discussions with staff, TischlerBise projects future housing unit growth based on recent residential construction data from 2017-2019 – 2,654 single-family units and 97 multi-family units per year. Adding the additional 2,751 housing units to the 2020 housing unit estimate of 80,403 housing units provides a 2021 estimate of 83,154 housing units. Converting the additional housing units to population results in a population increase of 7,113 persons [(2,654 single-family units X 2.62 persons per single-family unit) + (97 multi-family units X 1.64 persons per multi-family unit)]. Adding the population increase to the 2020 estimate of 202,194 persons results in a 2021 population estimate of 210,027 persons.

Residential Projections

Population and housing unit projections are used to illustrate the possible future pace of service demands, revenues, and expenditures. To the extent these factors change, the projected need for infrastructure will also change. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase at a corresponding rate. If development occurs at a slower rate than is projected, the demand for infrastructure will also decrease.

Based on discussions with Port St. Lucie staff, the analysis uses recent residential construction data shown in Figure B2 to project housing units over the next 10 years – 2,654 single-family units per year and 97 multi-family units per year. Based on these projections, Port St. Lucie can expect 27,513 additional housing units over the next 10 years. For this study, the analysis assumes the occupancy factors shown in Figure B3 will remain constant. Converting projected housing units to population, as discussed above, results in a 10-year population increase of 71,134 persons.

Figure B4: Residential Projections

Port St. Lucie, Florida	2021	2022	2023	2024	2025	2026	2031	10-Year
	Base Year	1	2	3	4	5	10	Increase
Resident Population								
Single Family	196,915	203,869	210,823	217,778	224,732	231,686	266,458	69,544
Multi-Family	13,113	13,272	13,431	13,590	13,749	13,908	14,704	1,591
Total	**210,027**	**217,141**	**224,254**	**231,368**	**238,481**	**245,595**	**281,162**	**71,134**
Housing Units								
Single Family	75,158	77,813	80,467	83,121	85,776	88,430	101,702	26,543
Multi-Family	7,996	8,093	8,190	8,287	8,384	8,481	8,966	970
Total	**83,154**	**85,905**	**88,657**	**91,408**	**94,159**	**96,911**	**110,667**	**27,513**

NONRESIDENTIAL DEVELOPMENT

This section details current estimates and future projections of nonresidential development including jobs and nonresidential floor area.

Nonresidential Demand Units

In Figure B5, gray shading indicates the nonresidential development prototypes used by TischlerBise to derive employment densities and average weekday vehicle trip ends. For nonresidential development, TischlerBise uses data published in Trip Generation, Institute of Transportation Engineers, 10th Edition (2017). The prototype for industrial development is Warehousing (ITE 150) which generates 1.74 average weekday vehicle trip ends per 1,000 square feet of floor area and has 2,902 square feet of floor area per employee. Institutional development uses Elementary School (ITE 520) and generates 19.52 average weekday vehicle trip ends per 1,000 square feet of floor area and has 1,076 square feet of floor area per employee. For office & other services development, the proxy is General Office (ITE 710); it generates 9.74 average weekday vehicle trip ends per 1,000 square feet of floor area and has 337 square feet of floor area per employee. The prototype for commercial development is Shopping Center (ITE 820) which generates 37.75 average weekday vehicle trips per 1,000 square feet of floor area and has 427 square feet of floor area per employee.

Figure B5: Nonresidential Demand Units

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit[1]	Wkdy Trip Ends Per Employee[1]	Emp Per Dmd Unit	Square Feet Per Emp
110	Light Industrial	1,000 Sq Ft	4.96	3.05	1.63	615
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	3.93	2.47	1.59	628
150	Warehousing	1,000 Sq Ft	1.74	5.05	0.34	2,902
254	Assisted Living	bed	2.60	4.24	0.61	na
310	Hotel	room	8.36	14.34	0.58	na
520	Elementary School	1,000 Sq Ft	19.52	21.00	0.93	1,076
530	High School	1,000 Sq Ft	14.07	22.25	0.63	1,581
540	Community College	student	1.15	14.61	0.08	na
565	Day Care	student	4.09	21.38	0.19	na
610	Hospital	1,000 Sq Ft	10.72	3.79	2.83	354
620	Nursing Home	bed	3.06	2.91	1.05	na
710	General Office (avg size)	1,000 Sq Ft	9.74	3.28	2.97	337
720	Medical-Dental Office	1,000 Sq Ft	34.80	8.70	4.00	250
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
750	Office Park	1,000 Sq Ft	11.07	3.54	3.13	320
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11	2.34	427

1. Trip Generation, Institute of Transportation Engineers, 10th Edition (2017).

Nonresidential Estimates

TischlerBise uses the term jobs to refer to employment by place of work. Shown below in Figure B6, Esri Business Analyst estimates 2020 employment equal to 46,127 jobs. TischlerBise estimates 2020 nonresidential floor area equals 23,629,354 square feet. To estimate nonresidential floor area and employment in the 2021 base year, TischlerBise projects nonresidential floor area based on recent nonresidential development trends outlined in Technical Memorandum #2 related to the Southern Grove Master Plan (2020) of approximately 154,500 square feet per year. As shown at the bottom of Figure B6, the 2021 estimate includes 23,783,854 square feet of nonresidential floor area. Applying the employment multipliers shown in Figure B5 to the additional floor area results in an employment increase of 359 jobs. The 2021 base year employment estimate equals 46,486 jobs (46,127 jobs in 2020 + 359 additional jobs).

Figure B6: Nonresidential Estimates

Nonresidential Category	2020 Jobs[1]	Percent of Total Jobs	2020 Estimated Floor Area[2]
Industrial[3]	4,915	11%	3,424,131
Commercial[4]	15,993	35%	7,493,111
Office & Other Services[5]	19,852	43%	6,938,188
Institutional[6]	5,367	12%	5,773,924
Total	46,127	100%	23,629,354

1. Esri Business Analyst, 2020.
2. TischlerBise calculation.
3. Major sectors are Wholesale Trade; Transportation & Warehousing.
4. Major sectors are Retail Trade; Accommodation and Food Services.
5. Major sectors are Health Care; Professional, Scientific & Tech Services.
6. Major sectors are Educational Services; Public Administration.

Nonresidential Category	2021 Jobs[1]	Percent of Total Jobs	2021 Estimated Floor Area[1]
Industrial[2]	4,920	11%	3,437,231
Commercial[3]	16,161	35%	7,564,911
Office & Other Services[4]	20,029	43%	6,997,788
Institutional[5]	5,376	12%	5,783,924
Total	46,486	100%	23,783,854

1. TischlerBise calculation.
2. Major sectors are Wholesale Trade; Transportation & Warehousing.
3. Major sectors are Retail Trade; Accommodation and Food Services.
4. Major sectors are Health Care; Professional, Scientific & Tech Services.
5. Major sectors are Educational Services; Public Administration.

Nonresidential Projections

To project future nonresidential development in each year of the development projections, the analysis uses recent nonresidential development trends outlined in Technical Memorandum #2 related to the Southern Grove Master Plan (2020). The annual increase of 154,500 square feet includes 13,100 square feet of industrial development, 71,800 square feet of commercial development, 59,600 square feet of office and other services development, and 10,000 square feet of institutional development. Shown below in Figure B7, this results in a 10-year increase of 1,545,000 square feet of nonresidential floor area.

To project employment, TischlerBise divides the projected nonresidential floor area by the square feet per employee factors shown in Figure B5. Over the next 10 years, Port St. Lucie is projected to gain 3,588 jobs and 1,545,000 square feet of nonresidential floor area.

Figure B7: Nonresidential Projections

Port St. Lucie, Florida	2021	2022	2023	2024	2025	2026	2031	10-Year
	Base Year	1	2	3	4	5	10	Increase
Employment								
Industrial	4,920	4,924	4,929	4,933	4,938	4,942	4,965	45
Commercial	16,161	16,329	16,497	16,666	16,834	17,002	17,843	1,681
Office & Other Services	20,029	20,206	20,383	20,559	20,736	20,913	21,797	1,769
Institutional	5,376	5,386	5,395	5,404	5,413	5,423	5,469	93
Total	**46,486**	**46,845**	**47,203**	**47,562**	**47,921**	**48,280**	**50,074**	**3,588**
Nonres. Floor Area (x1,000)								
Industrial	3,437	3,450	3,463	3,477	3,490	3,503	3,568	131
Commercial	7,565	7,637	7,709	7,780	7,852	7,924	8,283	718
Office & Other Services	6,998	7,057	7,117	7,177	7,236	7,296	7,594	596
Institutional	5,784	5,794	5,804	5,814	5,824	5,834	5,884	100
Total	**23,784**	**23,938**	**24,093**	**24,247**	**24,402**	**24,556**	**25,329**	**1,545**

AVERAGE WEEKDAY VEHICLE TRIPS

Port St. Lucie will use average weekday vehicle trips (AWVT) for nonresidential Law Enforcement Impact Fees. Components used to determine average weekday vehicle trips include trip generation rates and adjustments for pass-by trips.

Nonresidential Demand Units

In Figure B8, gray shading indicates the nonresidential development prototypes used by TischlerBise to derive average weekday vehicle trip ends. For nonresidential vehicle trips, TischlerBise uses data published in Trip Generation, Institute of Transportation Engineers, 10th Edition (2017). The prototype for industrial development is Warehousing (ITE 150) which generates 1.74 average weekday vehicle trip ends per 1,000 square feet of floor area. Institutional development uses Elementary School (ITE 520) and generates 19.52 average weekday vehicle trip ends per 1,000 square feet of floor area. For office & other services development, the proxy is General Office (ITE 710); it generates 9.74 average weekday vehicle trip ends per 1,000 square feet of floor area. The prototype for commercial development is Shopping Center (ITE 820) which generates 37.75 average weekday vehicle trips per 1,000 square feet of floor area.

Figure B8: Nonresidential Demand Units

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit[1]	Wkdy Trip Ends Per Employee[1]	Emp Per Dmd Unit	Square Feet Per Emp
110	Light Industrial	1,000 Sq Ft	4.96	3.05	1.63	615
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	3.93	2.47	1.59	628
150	Warehousing	1,000 Sq Ft	1.74	5.05	0.34	2,902
254	Assisted Living	bed	2.60	4.24	0.61	na
310	Hotel	room	8.36	14.34	0.58	na
520	Elementary School	1,000 Sq Ft	19.52	21.00	0.93	1,076
530	High School	1,000 Sq Ft	14.07	22.25	0.63	1,581
540	Community College	student	1.15	14.61	0.08	na
565	Day Care	student	4.09	21.38	0.19	na
610	Hospital	1,000 Sq Ft	10.72	3.79	2.83	354
620	Nursing Home	bed	3.06	2.91	1.05	na
710	General Office (avg size)	1,000 Sq Ft	9.74	3.28	2.97	337
720	Medical-Dental Office	1,000 Sq Ft	34.80	8.70	4.00	250
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
750	Office Park	1,000 Sq Ft	11.07	3.54	3.13	320
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11	2.34	427

1. Trip Generation, Institute of Transportation Engineers, 10th Edition (2017).

Trip Rate Adjustments

To calculate impact fees, trip generation rates require an adjustment factor to avoid double counting each trip at both the origin and destination points. Therefore, the basic trip adjustment factor is 50 percent. As discussed further below, the impact fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development.

Adjustment for Pass-By Trips

For commercial and institutional development, the trip adjustment factor is less than 50 percent since these types of development attract vehicles as they pass by on arterial and collector roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For an average shopping center, ITE data indicate 34 percent of the vehicles that enter are passing by on their way to another primary destination. The remaining 66 percent of attraction trips have the commercial site as their primary destination. Since attraction trips are half of all trips, the trip adjustment factor is 66 percent multiplied by 50 percent – approximately 33 percent of trip ends.

Average Weekday Vehicle Trips

Shown in Figure B9 are the demand indicators for nonresidential land uses related to average weekday vehicle trips (AWVT) generated per 1,000 square feet of floor area. To calculate average weekday vehicle trips, multiply average weekday vehicle trip ends by the trip rate adjustment factor. For example, the industrial demand unit of 0.87 average weekday vehicle trips per 1,000 square feet of floor area is the sum of 1.74 average weekday vehicle trip ends per 1,000 square feet of floor area multiplied by a trip rate adjustment factor of 50 percent. Figure B10 includes nonresidential vehicle trips in the 2021 base year.

Figure B9: Average Weekday Vehicle Trips (AWVT) by Development Type

Nonresidential Development			
Development Type	AWVTE per 1,000 Sq Ft[1]	Trip Rate Adjustment	AWVT per 1,000 Sq Ft
Industrial	1.74	50%	0.87
Commercial	37.75	33%	12.46
Office & Other Services	9.74	50%	4.87
Institutional	19.52	33%	6.44

1. See Land Use Assumptions

Figure B10: Nonresidential Vehicle Trips

Development Type	Dev Unit	ITE Code	AWVTE Factor	Trip Adjustment	2021 Dev Units	2021 AWVT
Industrial	KSF	150	1.74	50%	3,437	2,990
Commercial	KSF	820	37.75	33%	7,565	94,240
Office & Other Services	KSF	710	9.74	50%	6,998	34,079
Institutional	KSF	520	19.52	33%	5,784	37,258
Total						168,567

DEVELOPMENT PROJECTIONS

Provided below are summaries of development projections used in the Impact Fee Study. Development projections are used to illustrate a possible future pace of demand for infrastructure and cash flows resulting from revenues and expenditures associated with those demands.

Figure B11: Development Projections

Port St. Lucie, Florida	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	10-Year
	Base Year	1	2	3	4	5	6	7	8	9	10	Increase
Resident Population												
Single Family	196,915	203,869	210,823	217,778	224,732	231,686	238,641	245,595	252,550	259,504	266,458	69,544
Multi-Family	13,113	13,272	13,431	13,590	13,749	13,908	14,067	14,226	14,385	14,544	14,704	1,591
Total	**210,027**	**217,141**	**224,254**	**231,368**	**238,481**	**245,595**	**252,708**	**259,821**	**266,935**	**274,048**	**281,162**	**71,134**
Housing Units												
Single Family	75,158	77,813	80,467	83,121	85,776	88,430	91,084	93,739	96,393	99,047	101,702	26,543
Multi-Family	7,996	8,093	8,190	8,287	8,384	8,481	8,578	8,675	8,772	8,869	8,966	970
Total	**83,154**	**85,905**	**88,657**	**91,408**	**94,159**	**96,911**	**99,662**	**102,413**	**105,165**	**107,916**	**110,667**	**27,513**
Employment												
Industrial	4,920	4,924	4,929	4,933	4,938	4,942	4,947	4,951	4,956	4,960	4,965	45
Commercial	16,161	16,329	16,497	16,666	16,834	17,002	17,170	17,338	17,506	17,674	17,843	1,681
Office & Other Services	20,029	20,206	20,383	20,559	20,736	20,913	21,090	21,267	21,444	21,621	21,797	1,769
Institutional	5,376	5,386	5,395	5,404	5,413	5,423	5,432	5,441	5,451	5,460	5,469	93
Total	**46,486**	**46,845**	**47,203**	**47,562**	**47,921**	**48,280**	**48,639**	**48,998**	**49,356**	**49,715**	**50,074**	**3,588**
Nonres. Floor Area (x1,000)												
Industrial	3,437	3,450	3,463	3,477	3,490	3,503	3,516	3,529	3,542	3,555	3,568	131
Commercial	7,565	7,637	7,709	7,780	7,852	7,924	7,996	8,068	8,139	8,211	8,283	718
Office & Other Services	6,998	7,057	7,117	7,177	7,236	7,296	7,355	7,415	7,475	7,534	7,594	596
Institutional	5,784	5,794	5,804	5,814	5,824	5,834	5,844	5,854	5,864	5,874	5,884	100
Total	**23,784**	**23,938**	**24,093**	**24,247**	**24,402**	**24,556**	**24,711**	**24,865**	**25,020**	**25,174**	**25,329**	**1,545**

Provided below are summaries of nonresidential vehicle trip projections used in the Impact Fee Study.

Figure B12: Nonresidential Vehicle Trip Projections

Port St. Lucie, Florida		Base	1	2	3	4	5	6	7	8	9	10	10-Year
		2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Increase
Development	Industrial KSF	3,437	3,450	3,463	3,477	3,490	3,503	3,516	3,529	3,542	3,555	3,568	131
	Commercial KSF	7,565	7,637	7,709	7,780	7,852	7,924	7,996	8,068	8,139	8,211	8,283	718
	Office & Other Services KSF	6,998	7,057	7,117	7,177	7,236	7,296	7,355	7,415	7,475	7,534	7,594	596
	Institutional KSF	5,784	5,794	5,804	5,814	5,824	5,834	5,844	5,854	5,864	5,874	5,884	100
AWVT	Industrial Trips	2,990	3,002	3,013	3,025	3,036	3,047	3,059	3,070	3,082	3,093	3,104	114
	Commercial Trips	94,240	95,134	96,029	96,923	97,818	98,712	99,607	100,501	101,395	102,290	103,184	8,944
	Office & Other Services Trips	34,079	34,369	34,660	34,950	35,240	35,530	35,821	36,111	36,401	36,691	36,982	2,903
	Institutional Trips	37,258	37,322	37,387	37,451	37,515	37,580	37,644	37,709	37,773	37,837	37,902	644
	Nonresidential Trips	168,567	169,828	171,088	172,349	173,609	174,870	176,130	177,391	178,651	179,912	181,172	12,605