

City of Port St. Lucie

121 SW Port St. Lucie Blvd.
Port St. Lucie, Florida 34984



Meeting Agenda

Monday, August 25, 2025

2:00 PM

Council Chambers, City Hall

Special City Council

1. Meeting Called to Order

2. Roll Call

3. Pledge of Allegiance

4. Public to be Heard

5. New Business

5.a Discussion of the 2025 Mobility Plan and Fee Schedule
Update

[2025-724](#)

6. Adjourn

Notice: No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, if a person decides to appeal any decision made by the City Council, board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105)

Notice: Public and Press are invited to review all the backup for Council Meetings. Copies are available in the City Clerk's Office on Wednesday, Thursday, Friday, and Monday before Council Meetings. On Meeting nights, a copy of backup material is available in the reception area of City Hall for public review. Please leave the agenda and backup material in good order for others to review.

Notice: Anyone wishing to speak during Public to be Heard is asked to fill out a yellow Participation Card and submit it to the City Clerk. Anyone wishing to speak on any Agenda Item is asked to fill out a green Participation Card and submit it to the City Clerk. Participation Cards are available on the side table in Council Chambers, at the reception desk in City Hall lobby, and in the City Clerk's Office.

Notice: In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the City Clerk's Office at 772-871-5157.

As a courtesy to the people recording the meeting, please turn all cell phones to silent or off. Thank you.



Agenda Summary

2025-724

Agenda Date: 8/25/2025

Agenda Item No.: 5.a

Placement: New Business

Action Requested: Discussion

Discussion of the 2025 Mobility Plan and Fee Schedule Update

Submitted By: Mary Savage-Dunham, Planning and Zoning Director

Strategic Plan Link: The City's Goal of high-quality infrastructure and facilities.

Executive Summary (General Business): This is a discussion for input and direction on a proposed update to the City's Mobility Plan and Mobility Fee Schedule.

Presentation Information: Jonathan Paul will provide a presentation, and staff will be available to answer any questions.

Staff Recommendation: Request that the Council discuss the proposed Mobility Plan and Mobility Fee Schedule and provide comments and direction on same. Specifically, direction relating the following: 1. To include or exclude developer roads (lane 1 & 2) from the calculation of the Mobility Fee; 2. Whether to phase in the fee schedule that includes County owned roads upon expiration or termination of the Interlocal Agreement, or exclude them completely this cycle; 3. Whether to include or exclude specific road projects, or accelerate any, or to change any proposed projects to studies, 4. Whether to phase the increases over 2, 3 or 4 years or not, and if there should be different phasing scheduled for different assessment areas; and 5. Whether to introduce the West Assessment Area and Benefit Area.

Background: This proposed update to the Mobility Plan and Mobility Fee Schedule is occurring because the Mobility Plan Study conducted by our consultant indicated that there is a need for extraordinary circumstances fee adjustment to accommodate for rapid new growth and development taking place in the City. Over 50,000 new residents have moved to the City within the last five years, with anticipated growth of over 100,000 over the next 20 years. It is also being updated to better align with the 2024 enactment of House Bill 479, which is described in more detail below.

Staff Outreach - Staff and our mobility consultant held a public workshop on July 7, 2025, at 6 pm and July 8, 2025, at 10 am. Staff has also been fielding stakeholders' questions relating to the proposed modification as they come in and specifically have met with several developers, including the Astoria team and the McCarty PUD team and have been listening to their concerns. The Staff and Mobility team have met with staff from St. Lucie County twice to discuss roadway needs and projects, and once with the TPO and the County to discuss the modeling associated with the Long-Range Transportation Plan and review the needs identified in that analysis. After this workshop with the City Council, the team will further refine the Mobility Plan and Mobility Plan Fee schedule based upon direction from the Council, and there will be additional public workshops at 1

pm and 6 pm on September 9, 2025.

Issues/Analysis: Issues/Analysis: The Mobility Plan outlines the specific infrastructure necessary to support growth as determined by the Mobility Plan Study. The Mobility Plan then guides the amount of the Mobility Fee because the Mobility Plan sets forth the specific infrastructure necessary to support new development. Staff is seeking direction on whether to include the following components in the Plan, all of which have a direct impact on the ultimate Mobility Fee calculation.

1. Include or Exclude the first two lanes of roadways historically deemed to be site related developer roads in the plan?
2. Include all proposed mobility plan projects or remove specific non-priority projects?
3. Change any projects, specifically long-range projects to studies?
4. Include or Exclude County owned roads in the mobility plan through a phase in approach upon expiration or termination of the 2027 ILA?
5. Introducing the West Assessment Area and Benefit Area?
6. Include or Exclude a provision for phasing the mobility fee increase so that the fee is not increased to the full baseline fee amount all at once and is instead increased over time. If yes, over how many years (i.e. 2, 3, or 4 years)? And do you want different phasing in for different assessment areas?

After discussion with the City Council the above items staff will modify the proposed Mobility Plan and Mobility Fee to better align with Council's desires and present the revised materials to City Council.

Staff also seeks direction with respect to presentation of the revised materials:

1. Schedule another City Council Workshop prior to moving forward with First Reading?
2. Move forward to First Reading without another City Council Workshop, and after staff completes the public workshops?

Financial Information: This is not yet determinable. Additional financial information will be provided after staff seeks direction from the City Council.

Special Considerations:

1. HB 479: In 20204, HB 479 mandated, for the first time, that an interlocal agreement be entered into if a county and municipality both charge a fee for transportation capacity impacts, set forth minimum requirements for such agreements, and established an October 1, 2025, deadline to comply. Under subsection 163.3180(5)(j), failure to timely comply will result in new development receiving a 10% reduction in its total fee. HB 479 also provided for how the fee will be collected and apportioned between the local governments in the absence of a compliant and timely ILA. Finally, there are two exemptions from HB 479's interlocal agreement requirements: (a) charter counties, and (b) *preexisting interlocal agreements coordinating the mitigation of transportation impacts, entered as of October 1, 2024, remain in effect or are extended by mutual consent of the parties.*
2. Transportation Interlocal Agreement between City and St. Lucie County: There is an existing effective interlocal between the City and St. Lucie County. Unless terminated or renewed it expires in May of 2027. This interlocal does not allow inclusion of County owned roads in the City's Mobility Plan.
3. HB 1080: Adopted in 2025, and effective January 1, 2026, provides for additional procedural safeguards when increasing impact and mobility fees, including but not limited to a unanimous vote to adopt a

mobility fee increase that relies upon extraordinary circumstances.

4. County Road Impact Fee: St. Lucie County is concurrently modifying its transportation impact fee. The City has preliminarily reviewed the County's impact fee study and has several concerns relating to the fee calculation methodology. These concerns have been communicated to St. Lucie County in writing and in person.

Location of Project: N/A

Attachments: 1. Map of Corridors 2025-2030, 2. Short Term Corridors Project List, 3. Map of Corridors 2030-2040, 4. Medium Term Corridors Plan List, 5. Map of Corridors 2040-2050, 6. Long Term Corridors Plan List, 7. Map of Corridors - Developer, 8. Developer Access Road list, 9. Intersection Map, 10. Intersections Plan, 11. Multimodal Network, 12. Multimodal Plan List, 13. Transit Map, 14. Transit Plan List, 15. July 7, 2025 Public Workshop sign in sheet, 16. July 8, 2025 Public Workshop sign in sheet, 17. Request to Table, 18. Presentation.

NOTE: All of the listed items in the "Attachment" section above are in the custody of the City Clerk. Any item(s) not provided in City Council packets are available upon request from the City Clerk.

Internal Reference Number: 25209-01

Legal Sufficiency Review:

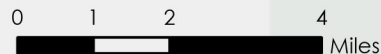
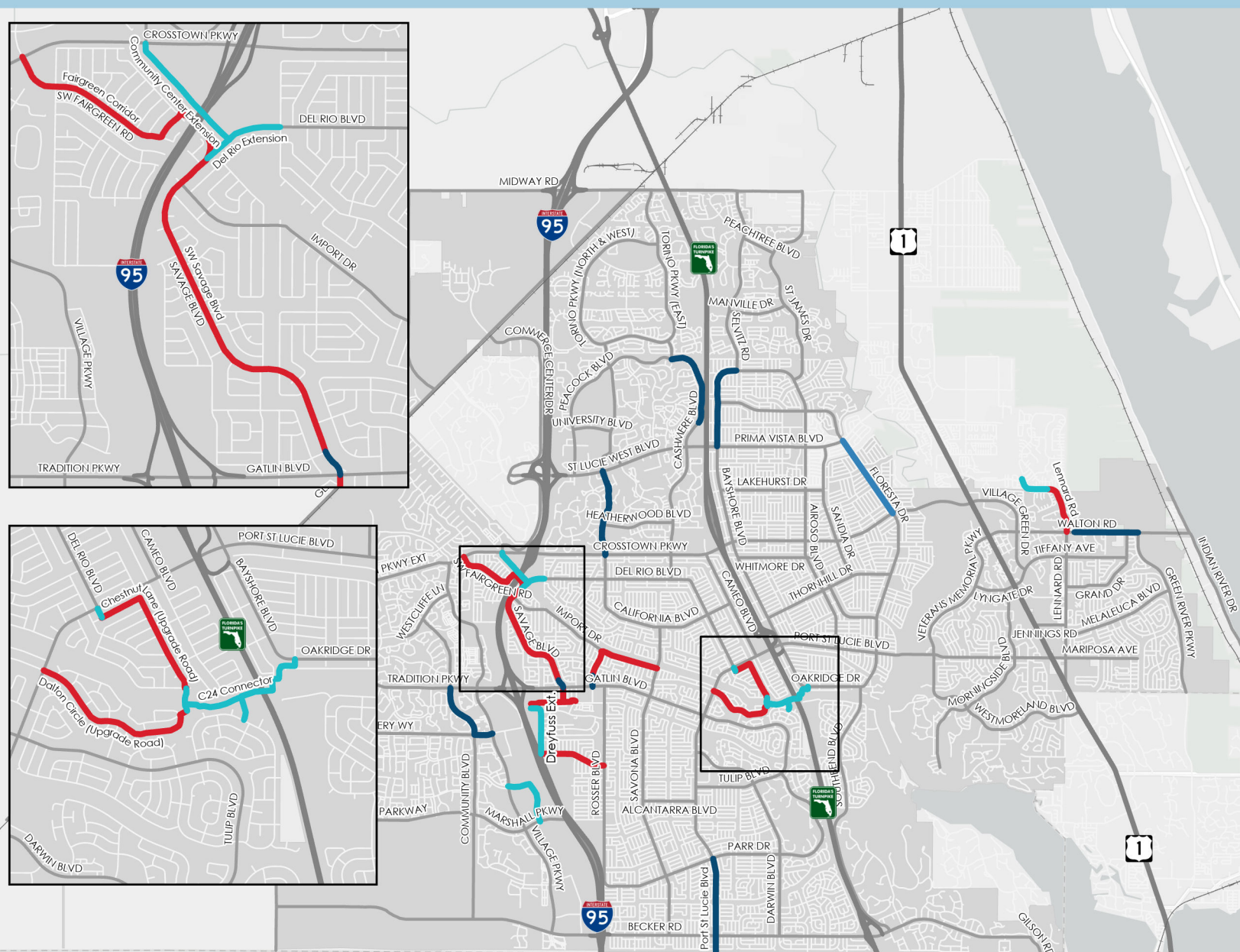
Reviewed by Elizabeth L. Hertz, Senior Deputy City Attorney. Approved as to Legal form and sufficiency by Richard Berrios, City Attorney.

Roadway Corridors (Short Term Plan: 2025 to 2030)

City of Port St. Lucie Mobility Plan

- Complete Street Upgrade
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary



Draft City of Port St Lucie Roadway Corridors (Short Term Plan: 2025 to 2030) August 2025

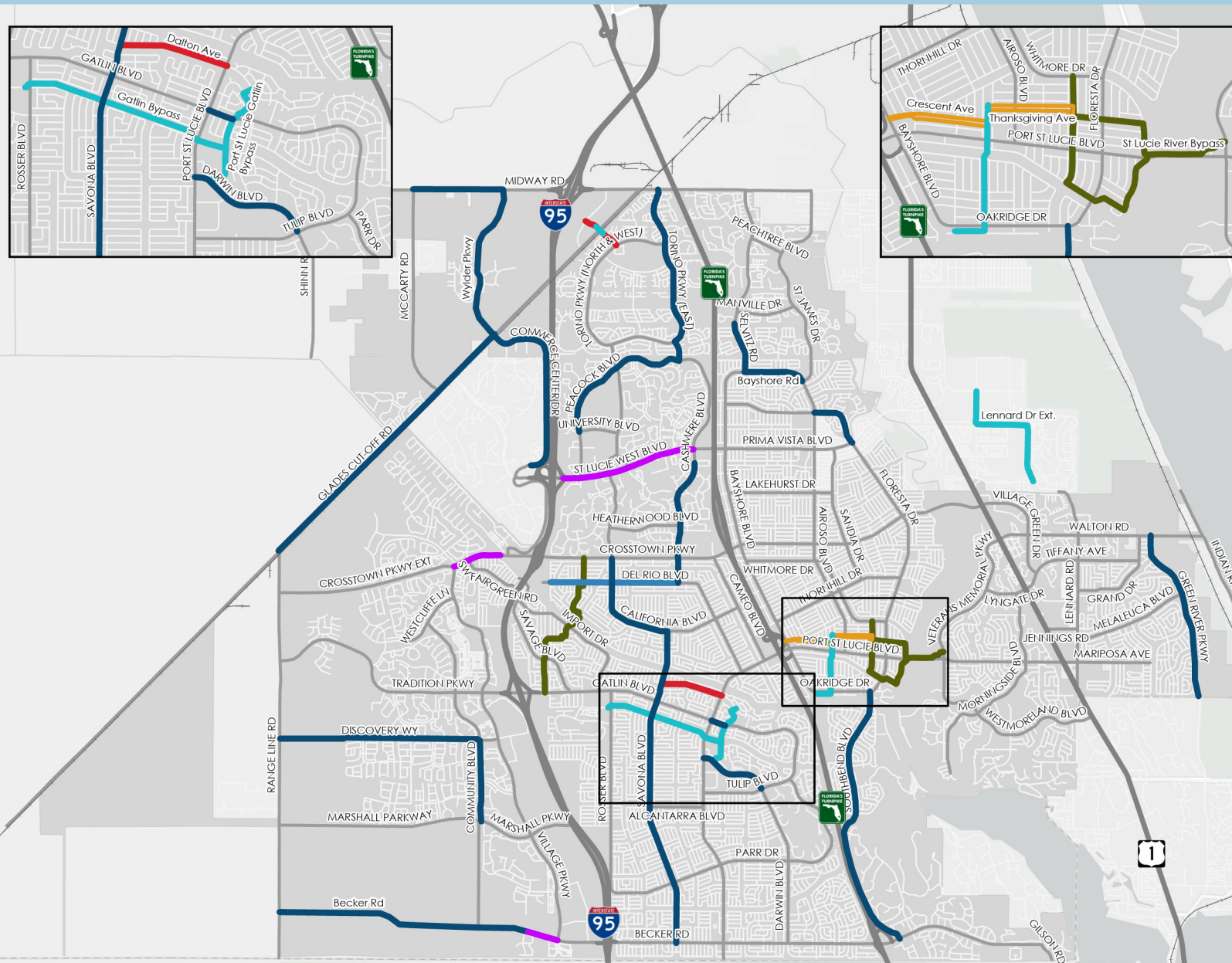
Corridor	Location	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	West of I-95	Anthony Sansone Extension	Village Pkwy	Marshall Pkwy	New Two (2) Lane Road	1.05	2025 to 2030	\$15,750,000	
	East of Turnpike	Bayshore Blvd	Prima Vista Blvd	Selvitz Rd	Widen from Two (2) to Four (4) Lane (Complex)	1.55	2025 to 2030	\$35,000,000	Under Design
	Between I-95 & Turnpike	California Blvd (Phase 1)	St Lucie West Blvd	Crosstown Pkwy	Widen from Two (2) to Four (4) Lane	1.50	2025 to 2030	\$37,500,000	Under Design
	Between I-95 & Turnpike	Cashmere Blvd	Peacock Blvd	North of Renaissance Charter School	Widen from Two (2) to Four (4) Lane	1.47	2025 to 2030	\$36,750,000	
Community & Discovery Corridor	West of I-95	Community Blvd	Tradition Pkwy	Discovery Way	Widen from Two (2) to Four (4) Lane	0.95	2025 to 2030	\$23,750,000	
	West of I-95	Discovery Way	Community Blvd	Village Pkwy	Widen from Two (2) to Four (4) Lane	0.30	2025 to 2030	\$7,500,000	
Del Rio Blvd West Extension (Top Priority Corridor)	Between I-95 & Turnpike	Del Rio Extension	SW MacKenzie St	Savage Blvd Corridor	New two (2) Lane Road (Canal)	0.45	2025 to 2030	\$14,625,000	Improvement accommodates roughly 12,500 to 15,00 cars a day and provides alternative to Gatlin at Savona intersection and Crosstown and I-95 Interchange. Provides alternative corridor while California and Savona are under construction during the Mid Term Plan horizon (2030 to 2040).
	Between I-95 & Turnpike	Savage Blvd Corridor	SW Cadima St	SW Import Dr	Complete Street Upgrade	0.59	2025 to 2030	\$2,950,000	
	West of I-95	Fairgreen Corridor	SW Crosstown Pkwy	Savage Blvd Corridor	Complete Street Upgrade	0.81	2025 to 2030	\$4,050,000	
	West of I-95	Community Center Extension	SW Crosstown Pkwy	Del Rio Blvd West Extension	New Two (2) Lane Road	0.65	2025 to 2030	\$9,750,000	
Dreyfuss Corridor	Between I-95 & Turnpike	Dreyfuss Extension (New Road)	SW Brescia St	SW Dreyfuss Blvd	New Two (2) Lane Road	0.95	2025 to 2030	\$14,250,000	
	Between I-95 & Turnpike	SW Dreyfuss Blvd	Dreyfuss Extension	Rosser Blvd	Complete Street Upgrade	1.13	2025 to 2030	\$5,650,000	
	East of Turnpike	Floresta Dr (Phase 3)	E Prima Vista Blvd	Crosstown Pkwy	Widen Two (2) Lane Divided	1.50	2025 to 2030	\$37,000,000	Funded
	Between I-95 & Turnpike	Port St. Lucie Blvd	Paar Dr	Martin County	Widen from Two (2) to Four (4) Lane (Complex)	1.65	2025 to 2030	\$57,750,000	Funded
Port St. Lucie & Turnpike Bypass (Phase 1) (High Opportunity Corridor in Conjunction with Turnpike Widening)	Between I-95 & Turnpike	Del Rio Blvd Extension (New Road)	Port St Lucie Blvd	SW Badger Ter	New Two (2) Lane Road (Complex)	0.07	2025 to 2030	\$1,750,000	Coordinate with Turnpike Widening. Improvement accommodates 12,500 to 15,000 cars a day and provides an alternative to the Port St. Lucie and Crosstown Parkway Interchange. The improvement relieves traffic along Port St. Lucie Blvd.
	Between I-95 & Turnpike	Chestnut Lane (Upgrade Road)	Del Rio Blvd Extension (New Road)	SW Aster Rd	Complete Street Upgrade	0.95	2025 to 2030	\$4,750,000	
	Between I-95 & Turnpike	Chestnut Lane Extension (New Road)	SW Aster Rd	SW Dauphin Ave	New Two (2) Lane Road (Canal)	0.15	2025 to 2030	\$4,875,000	
	Between I-95 & Turnpike	Dalton Circle (Upgrade Road)	SW Dauphin Ave	Port St Lucie Blvd	Complete Street Upgrade	1.20	2025 to 2030	\$6,000,000	
	East of Turnpike	C24 Connector (New Turnpike Underpass)	SW Oakridge Dr	SW Ann Arbor Rd	New Two (2) Lane Road (Canal)	0.70	2025 to 2030	\$22,750,000	
	East of Turnpike	C24 Connector West (New Road)	C24 Connector	Chestnut Lane Extension	New Two (2) Lane Road (Canal)	0.38	2025 to 2030	\$12,350,000	
SE Lennard Corridor (Phase 1)	East of Turnpike	SE Lennard Upgrade	SE Walton Rd	Veterans Way	Complete Street Upgrade	0.88	2025 to 2030	\$4,400,000	Possible widen to four (4) lanes in long term (2040 to 2050)
	East of Turnpike	SE Lennard Rd Extension Phase 1	Veterans Way	Savanna Club Blvd	New Two (2) Lane Road	0.54	2025 to 2030	\$8,100,000	

Draft City of Port St Lucie Roadway Corridors (Short Term Plan: 2025 to 2030) August 2025

Corridor	Location	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
SW Import Dr Corridor	Between I-95 & Turnpike	SW Abingdon Ave	Savona Blvd	SW Import Dr	Complete Street Upgrade	1.00	2025 to 2030	\$5,000,000	Interim needed improvement in advance of widening California & Savona (Phase 2) as shown on Short Term Plan
	Between I-95 & Turnpike	SW Import Dr	SW Abingdon Ave	SW Oakwood Rd	Complete Street Upgrade	0.45	2025 to 2030	\$2,250,000	
	Between I-95 & Turnpike	SW Import Dr Widening	SW Oakwood Rd	Gatlin Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.18	2025 to 2030	\$6,300,000	
SW Savage Blvd Corridor (Top Priority Corridor with Del Rio West Extension)	Between I-95 & Turnpike	SW Savage Blvd	SW Import Dr	SW Medlock Ave	Complete Street Upgrade	1.85	2025 to 2030	\$9,250,000	Interim needed improvement in advance of widening California & Savona (Phase 2) as shown on Short Term Plan. Also part of Del Rio Blvd West extension.
	Between I-95 & Turnpike	SW Savage Blvd Widening	SW Medlock Ave	Gatlin Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.15	2025 to 2030	\$5,250,000	
	Between I-95 & Turnpike	SW Fondura Rd Upgrade	Gatlin Blvd	SW Hayworth Ave	Complete Street Upgrade	0.25	2025 to 2030	\$1,250,000	
	Between I-95 & Turnpike	SW Hayworth Ave Upgrade	SW Brescia St	SW Brigantine Pl	Complete Street Upgrade	0.80	2025 to 2030	\$4,000,000	
	East of Turnpike	Walton Road (County Road)	Lennard Rd	Green River Pkwy	Widen from Two (2) to Four (4) Lane	1.10	2025 to 2030	\$27,500,000	
Produced by NUE Urban Concepts, LLC (Draft August 2025)									

Roadway Corridors (Mid Term Plan: 2030 to 2040)

City of Port St. Lucie Mobility Plan



- Complete Street Upgrade
- Corridor Study
- One-Way Pair
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary

Draft City of Port St Lucie Roadway Corridors (Mid Term Plan: 2030 to 2040) August 2025

Corridor	Location	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	East of Turnpike	Bayshore Rd	Selvitz Rd	St James Dr	Widen from Two (2) to Four (4) Lane	1.04	2030 to 2040	\$36,400,000	
Becker Rd Corridor	West of I-95	Becker Rd	Range Line Rd	SW Belterra Pl	Widen from Two (2) to Four (4) Lane	4.33	2030 to 2040	\$43,299,999	
	West of I-95	Becker Rd	SW Belterra Pl	Village Pkwy	Widen from Four (4) to Six (6) Lane	0.50	2030 to 2040	\$11,250,000	
Cashmere Blvd (Phase 2)	Between I-95 & Turnpike	Cashmere Blvd	1,000' South of St Lucie West Blvd	Crosstown Pkwy	Widen from Two (2) to Four (4) Lane	1.75	2030 to 2040	\$17,500,000	Cashmere Blvd north of St. Lucie West (Short Term Plan)
	Between I-95 & Turnpike	Cashmere Blvd	Crosstown Pkwy	Del Rio Blvd	Widen from Two (2) to Four (4) Lane	0.45	2030 to 2040	\$15,750,000	
	Between I-95 & Turnpike	Congo to Brescia Corridor	Crosstown Pkwy	Gatlin Blvd	Corridor Study	2.54	2030 to 2040	\$1,270,000	Evaluate corridor for connectivity improvements between existing roads and complete street upgrades
	West of I-95	Commerce Centre Dr	Glades Cut-Off Rd	World Cup Wy	Widen from Two (2) to Four (4) Lane	3.25	2030 to 2040	\$32,500,000	
	West of I-95	Community Center Pkwy	Discovery Way	Marshall Pkwy	Widen from Two (2) to Four (4) Lane	1.35	2030 to 2040	\$13,500,000	
	West of I-95	Crosstown Pkwy	SW Village Pkwy	Village Pkwy	Widen from Four (4) to Six (6) Lane	0.83	2030 to 2040	\$18,675,000	
	Between I-95 & Turnpike	Dalton Ave	Savona Blvd	Port St Lucie Blvd	Complete Street Upgrade	1.04	2030 to 2040	\$5,200,000	Consider moving to short term Port St Lucie & Turnpike Bypass Corridor
	Between I-95 & Turnpike	Darwin Blvd	Port St Lucie Blvd	Tulip Blvd	Widen from Two (2) to Four (4) Lane	1.20	2030 to 2040	\$42,000,000	
Delcris Dr	Between I-95 & Turnpike	Delcris Dr	LTC Pkwy	0.2 miles east of LTC Pkwy	Complete Street Upgrade	0.20	2030 to 2040	\$1,000,000	Railroad crossing provides an alternative route prior to the widening of East Torino. There are no viable north-south alternatives between I-95 and the Turnpike other than East Torino. The railroad crossing or overpass would provide a secondary corridor for north-south travel.
	Between I-95 & Turnpike	Delcris Dr (Overpass)	0.2 miles East of LTC Pkwy	0.08 miles West of NW West Lundy Cir	New Two (2) Lane Road	0.17	2030 to 2040	\$25,000,000	
	Between I-95 & Turnpike	Delcris Dr	0.08 miles West of NW West Lundy Cir	North Torino Pkwy	Complete Street Upgrade	0.31	2030 to 2040	\$1,550,000	
	Between I-95 & Turnpike	Del Rio Blvd	SW MacKenzie St	Cashmere Blvd	Widen to Two (2) Lane Divided	2.17	2030 to 2040	\$37,975,002	Part of Savage Corridor. (Short Term Plan) Consider widen to four (4) lanes.
Discovery Way Corridor	West of I-95	Discovery Wy	Range Line Rd	SW Oceanus Blvd	Widen from Two (2) to Four (4) Lane	1.10	2030 to 2040	\$11,000,000	
	West of I-95	Discovery Wy	SW Oceanus Blvd	SW Community Blvd	Widen from Two (2) to Four (4) Lane	2.30	2030 to 2040	\$23,000,000	
	East of Turnpike	Floresta Dr (Phase 4)	NE Airosa Blvd	E Prima Vista Blvd	Widen from Two (2) to Four (4) Lane	0.96	2030 to 2040	\$33,600,000	Unfunded Future Phase of Floresta
Gatlin & PSL Bypass Corridor	Between I-95 & Turnpike	Gatlin Bypass	Rosser Blvd	Port St. Lucie Gatlin Bypass	New Two (2) Lane Road	2.10	2030 to 2040	\$68,249,997	Corridor runs along canal ROW to the south of and parallel with Gatlin Blvd and takes 12,500 to 15,000 cars a day off Gatlin Blvd.
	Between I-95 & Turnpike	Port St. Lucie Gatlin Bypass	SW Dalton Cir	Darwin Blvd	New Two (2) Lane Road	1.15	2030 to 2040	\$28,750,000	Corridor runs along stormwater property to the east of and parallel with Port St Lucie Blvd and takes 12,500 to 15,000 cars a day out of the Port St Lucie Blvd & Gatlin intersection.
	Between I-95 & Turnpike	Tulip Blvd	Port St Lucie Blvd	Port St. Lucie Gatlin Bypass	Widen from Two (2) to Four (4) Lane	0.25	2030 to 2040	\$8,750,000	
	West of I-95	Glades Cut Off Rd (County Road)	Range Line Rd	Commerce Centre Dr	Widen from Two (2) to Four (4) Lane	4.60	2030 to 2040	\$69,000,000	
	East of Turnpike	Green River Pkwy	Walton Rd	Martin County	Widen from Two (2) to Four (4) Lane	3.00	2030 to 2040	\$30,000,000	Stops at County line, Coordinate with TPO and Martin County to extend four (4) lane widening to NW Jensen Beach Blvd

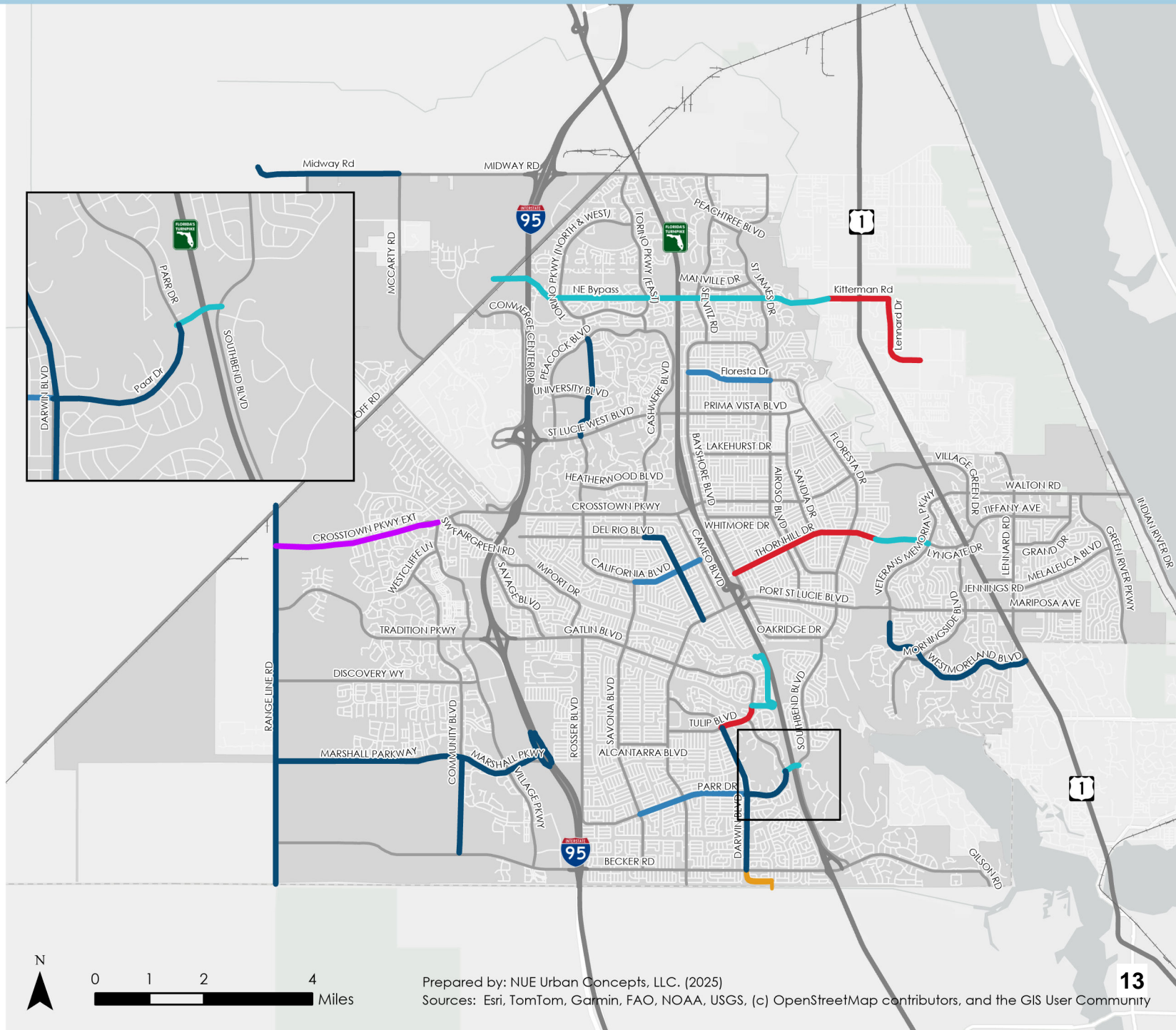
Draft City of Port St Lucie Roadway Corridors (Mid Term Plan: 2030 to 2040) August 2025									
Corridor	Location	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	East of Turnpike	Lennard Dr Extension (County Road)	Tilton Rd	Savanna Club Blvd	New Two (2) Lane Road	2.41	2030 to 2040	\$36,150,000	(Phase 2 of US 1 Parallel Route)
	West of I-95	Midway Rd (County Road)	Mc Carty Rd	Wyllder Pkwy	Widen from Two (2) to Four (4) Lane	1.54	2030 to 2040	\$23,100,000	
N-S Central Corridor (Top Priority Corridor)	Between I-95 & Turnpike	Torino Pkwy	Midway Rd	Cashmere Blvd	Widen from Two (2) to Four (4) Lane	2.43	2030 to 2040	\$24,300,000	
	Between I-95 & Turnpike	Cashmere Blvd	Torino Pkwy	Peacock Blvd	Widen from Two (2) to Four (4) Lane	0.30	2030 to 2040	\$10,500,000	
	Between I-95 & Turnpike	Peacock Blvd	Cashmere Blvd	California Blvd	Widen from Two (2) to Four (4) Lane	1.03	2030 to 2040	\$10,300,000	
	Between I-95 & Turnpike	California Blvd (Phase 3)	Peacock Blvd	St Lucie West Blvd	Widen from Two (2) to Four (4) Lane	1.70	2040 to 2050	--	Cost & Project included in Long Term Plan (Phase 1 of N-S Central Corridor)
	Between I-95 & Turnpike	California Blvd (Phase 1)	St Lucie West Blvd	Crosstown Pkwy	Widen from Two (2) to Four (4) Lane	1.30	2025 to 2030	--	Cost & Project included in Short Term Plan (Phase 1 of N-S Central Corridor)
	Between I-95 & Turnpike	California Blvd (Phase 2)	Crosstown Pkwy	Del Rio Blvd	Widen from Two (2) to Four (4) Lane	0.38	2030 to 2040	\$13,300,000	
	Between I-95 & Turnpike	California Blvd (Phase 2)	Del Rio Blvd	Savona Blvd	Widen from Two (2) to Four (4) Lane	1.33	2030 to 2040	\$46,550,000	
	Between I-95 & Turnpike	Savona Blvd	California Blvd	Gatlin Blvd	Widen from Two (2) to Four (4) Lane	1.08	2030 to 2040	\$37,800,000	
	Between I-95 & Turnpike	Savona Blvd	Gatlin Blvd	Martin County	Widen from Two (2) to Four (4) Lane	4.00	2030 to 2040	\$140,000,000	
	Between I-95 & Turnpike	Peacock Blvd	University Blvd	California Blvd	Widen from Two (2) to Four (4) Lane	1.40	2030 to 2040		
Port St. Lucie East Bypass	East of Turnpike	Crescent Ave	Bayshore Blvd	SW Best St	One-Way Pair	1.60	2030 to 2040	\$32,000,000	May be part of larger study to provide parallel route to PSL Blvd from St. Lucie River to Turnpike. Potentially convert one-way pair to PSL corridor study.
	East of Turnpike	Port St. Lucie - St Lucie River Bypass	Veterans Memorial Pkwy	St Lucie River	Corridor Study	3.05	2030 to 2040	\$1,525,000	
	East of Turnpike	Essex to Whitmore Connector	SE Whitmore Dr	SE Essex Dr	Corridor Study	0.85	2030 to 2040	\$425,000	
	East of Turnpike	Thanksgiving Ave	SW Best St	SW Aneci St	One-Way Pair	1.40	2030 to 2040	\$28,000,000	
	East of Turnpike	Thanksgiving to Port St. Lucie Connector	Thanksgiving Ave	Port St Lucie Blvd	New Two (2) Lane Road	0.25	2030 to 2040	\$8,125,000	Part of Port St. Lucie & Turnpike Bypass Corridor under Short Term Plan
	East of Turnpike	Port St Lucie to Glenwood Connector	Port St Lucie Blvd	SW Glenwood Dr	New Two (2) Lane Road	0.17	2030 to 2040	\$5,525,000	
	East of Turnpike	Glenwood to Oakridge Connector	SW Glenwood Dr	Oakridge Dr	New Two (2) Lane Road	0.52	2030 to 2040	\$16,900,000	
	East of Turnpike	Oakridge to C24 Connector	Oakridge Dr	C24 Connector	New Two (2) Lane Road	1.68	2030 to 2040	\$54,600,000	
	East of Turnpike	Selvitz Rd	PSL North Bypass	Bayshore Blvd	Widen from Two (2) to Four (4) Lane	0.86	2030 to 2040	\$27,950,000	
	East of Turnpike	Southbend Blvd	SE Oakridge Dr	Becker Rd	Widen from Two (2) to Four (4) Lane	4.80	2030 to 2040	\$72,000,003	Corridor includes Oakley Street from Oakridge Dr to Eagle Dr
Top Priority Corridor	Between I-95 & Turnpike	St Lucie West Blvd	I-95	Cashmere Blvd	Widen from Four (4) to Six (6) Lane	2.32	2030 to 2040	\$52,199,998	
	West of I-95	Wyllder Pkwy	Midway Rd	Glades Cut-Off Rd	Widen from Two (2) to Four (4) Lane	2.79	2030 to 2040	\$27,900,000	
Produced by NUE Urban Concepts, LLC (Draft August 2025)									

Roadway Corridors (Long Term Plan: 2040 to 2050)

City of Port St. Lucie Mobility Plan

- Complete Street Upgrade
- One-Way Pair
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary



0 1 2 4
Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Draft City of Port St Lucie Roadway Corridors (Long Term Plan: 2040 to 2050) August 2025

Corridor	Location	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	Between I-95 & Turnpike	California Blvd (Phase 3)	Peacock Blvd	St Lucie West Blvd	Widen from Two (2) to Four (4) Lane	1.70	2040 to 2050	\$17,000,000	Shown as part of N-S Corridor in Mid Term Plan. The widening of Cashmere addresses demand in Short Term Plan. The widening of Peacock addresses demand in Mid Term Plan. The California Blvd widening will be needed for Long Term Plan. The City should start exploring access management and right-of-way preservation along corridor.
	Between I-95 & Turnpike	California Blvd (Phase 4)	Savona Blvd	Cameo Blvd	Widen to Two (2) Lane Divided	1.29	2040 to 2050	\$22,575,000	
	West of I-95	Community Center Pkwy	Marshall Pkwy	Becker Rd	Widen from Two (2) to Four (4) Lane	1.72	2040 to 2050	\$17,200,000	
	West of I-95	Crosstown Pkwy	Range Line Rd	Village Pkwy	Widen from Four (4) to Six (6) Lane	3.05	2040 to 2050	\$68,625,000	
Darwin Blvd Corridor	Between I-95 & Turnpike	Darwin Blvd	Tulip Blvd	Becker Rd	Widen from Two (2) to Four (4) Lane	2.70	2040 to 2050	\$40,500,000	Similar to Savona during the Mid Term Plan (2030 to 2040), the widening of Darwin and Kestor provide an alternative to the need to widen Port St. Lucie Blvd to six lanes during the long term plan. The City should start exploring access management and right-of-way preservation along corridor.
	Between I-95 & Turnpike	Kestor Dr	Becker Rd	Martin County Line	One-Way Pair	1.50	2040 to 2050	\$30,000,000	
	Between I-95 & Turnpike	Del Rio Blvd	Cashmere Blvd	Port St Lucie Blvd	Widen from Two (2) to Four (4) Lane	2.01	2040 to 2050	\$50,250,000	The Del Rio West extension, Fairgreen and Savage improvements help in short term plan. Savona and California help in Mid Term Plan. The Del Rio Blvd widening will be needed for Long Term Plan. The City should start exploring access management and right-of-way preservation along corridor.
	East of Turnpike	Floresta Dr (Phase 5)	Bayshore Blvd	Airoso Blvd	Widen to Two (2) Lane Divided	1.55	2040 to 2050	\$27,125,000	Unfunded Future Phase of Floresta
Lennard Corridor	East of Turnpike	Kitterman Rd (County Road)	Oleander Ave	US Hwy 1	Complete Street Upgrade	0.56	2040 to 2050	\$2,800,000	Phase 3 Lennard Road (Parallel Route US 1)
	East of Turnpike	Kitterman Rd (County Road)	US Hwy 1	Savanna Ridge Elementary School	Complete Street Upgrade	0.88	2040 to 2050	\$4,400,000	Phase 3 Lennard Road (Parallel Route US 1)
	East of Turnpike	Lennard Dr (County Road)	Savanna Ridge Elementary School	Silver Oak Dr	Complete Street Upgrade	1.25	2040 to 2050	\$6,250,000	Phase 3 Lennard Road (Parallel Route US 1)
Marshall Parkway Corridor	West of I-95	Marshall Pkwy	Range Line Rd	Village Pkwy	Widen from Two (2) to Four (4) Lane	4.35	2040 to 2050	\$43,499,999	Potential State & Federal Funding: Critical need to start planning. The I-95 interchanges at Crosstown, Tradition Parkway, and Becker can accommodate Tradition build-out. They cannot accommodate the significant future development west of Range Line Road and Glades Cut-Off.
	West of I-95	Marshall Pkwy	Village Pkwy	I-95	Widen from Two (2) to Four (4) Lane	0.75	2040 to 2050	\$18,750,000	
	West of I-95	Marshall Pkwy I-95 Interchange	I-95	I-95	Widen from Two (2) to Four (4) Lane	0.75	2040 to 2050	\$150,000,000	
	West of I-95	Midway Rd (County Road)	Okeechobee Rd (SR 70)	McCarty Rd	Widen from Two (2) to Four (4) Lane	2.45	2040 to 2050	\$36,750,000	Parallel Alternative: four (4) lane East-West 5 (aka PSL North Bypass)
	Multiple	PSL North Bypass (New Road)	Glades Cut-Off Rd	US Hwy 1	New Two (2) Lane Road	6.38	2040 to 2050	\$270,700,002	New limited access route: Includes two (2) limited access overpass & railroad overpass (0.65 miles West of I-95), (2.65 miles 95 to TPK); (3.08 miles east of TPK). Takes between 15,000 to 20,000 cars a day off St Lucie West and Midway Road. The Glades Cut-Off and I-95 overpass and US 1 / St Lucie River Crossings close to 20,000 cars a day.
Paar Dr	Between I-95 & Turnpike	Paar Dr	Savona Blvd	Darwin Blvd	Widen to Two (2) Lane Divided	2.04	2040 to 2050	\$35,700,000	Both of the Interchanges of Becker Road and Port St. Lucie Blvd will experience significant congestion, even with improvements. The Paar Overpass will serve 12,500 to 15,000 cars a day. Significant traffic likely to come from Martin County along north-south corridors in City.
	Between I-95 & Turnpike	Paar Dr	Darwin Blvd	Paar to Southbend Connector (Overpass)	Widen from Two (2) to Four (4) Lane	1.00	2040 to 2050	\$25,000,000	
	Multiple	Paar to Southbend Connector (Overpass)	Paar Dr	Southbend Blvd	New Two (2) Lane Road	0.25	2040 to 2050	\$50,000,000	50 / 50 Split East & West of Turnpike

Draft City of Port St Lucie Roadway Corridors (Long Term Plan: 2040 to 2050) August 2025

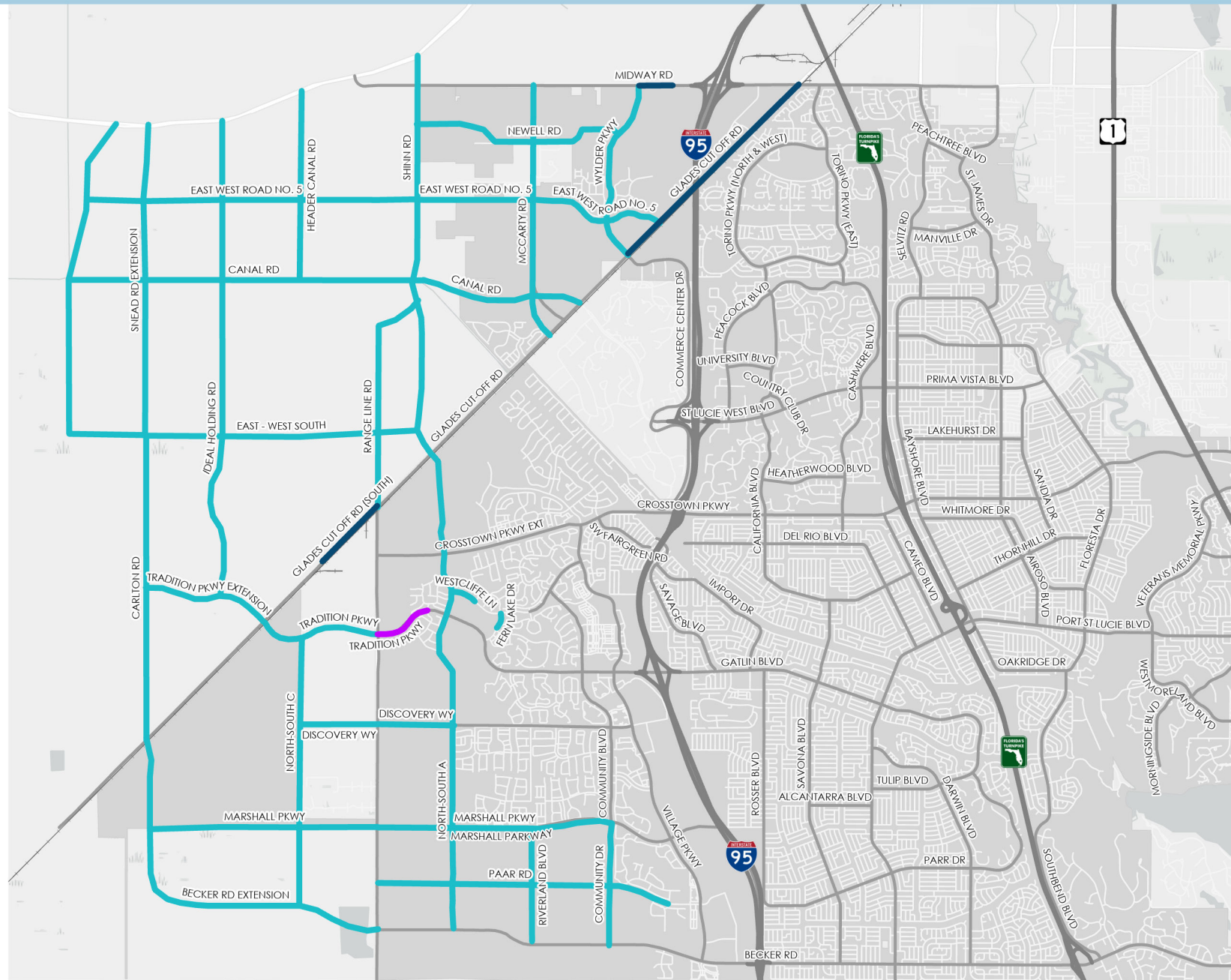
Corridor	Location	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	West of I-95	Range Line Rd (County Road)	Glades Cut-Off Rd	Martin County Line	Widen from Two (2) to Four (4) Lane	7.00	2040 to 2050	\$105,000,000	Parallel Alternative: four (4) lane North-South A
PSL Crosstown Bypass	East of Turnpike	Lyngate Dr Extension (St Lucie River Bridge)	Veterans Memorial Pkwy	Crowberry Dr	New Two (2) Lane Road	1.00	2040 to 2050	\$65,000,000	Parallel to PSL Blvd (State Road): Potential State & Federal Funding. Takes 15,000 to 20,000 cars a day off Port St. Lucie Blvd and Crosstown Parkway. Alternative is to widen either Crosstown Parkway or Port St Lucie Blvd over Ste Lucie River to eight lanes or to add a raised limited access roadway down the middle of Port St Lucie Blvd or Crosstown (see Gandy Blvd in Westshore District of Tampa)
	East of Turnpike	Thornhill Dr	Crowberry Dr	Floresta Dr	Complete Street Upgrade	0.50	2040 to 2050	\$2,500,000	
	East of Turnpike	Thornhill Dr	Floresta Dr	Bayshore Blvd	Complete Street Upgrade	2.30	2040 to 2050	\$11,500,000	
Tulip Blvd Corridor	Between I-95 & Turnpike	Tulip Blvd Bypass (New Road)	C24 Canal	Tulip Blvd	New Two (2) Lane Road (Complex)	2.02	2040 to 2050	\$50,500,000	Takes 10,000 to 12,500 cars a day off Tulip Blvd. Part of C24 Underpass improvements in Short Term Plan. Alternative improvement is to widen Tulip Blvd to four (4) lanes.
	Between I-95 & Turnpike	Tulip Blvd	Tulip Blvd Bypass (New Road)	Darwin Blvd	Complete Street Upgrade	0.75	2040 to 2050	\$3,750,000	
	East of Turnpike	Westmoreland Blvd	SE Mendavia Ave	US Hwy 1	Widen from Two (2) to Four (4) Lane	3.30	2040 to 2050	\$49,500,000	Parallel to PSL Blvd (State Road): Potential State & Federal Funding. Takes 10,000 to 12,500 cars a day off Port St. Lucie Blvd
Produced by NUE Urban Concepts, LLC (Draft August 2025)									

Developer Access Roads & Developer Improvements

City of Port St. Lucie Mobility Plan

- New Two (2) Lane Road
- Widen from Two (2) to Four (4) Lane
- New Four (4) Lane Road

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary



0 1 2 4
Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Draft City of Port St Lucie (Development Access Roads & Developer Improvements) August 2025

Corridor	Name	From	To	Type	Length (miles)	Time Frame	Developer Funded (Recommended Option)	Planning Level Cost (IF INCLUDED IN MOBILITY FEE)	Status
	Becker Rd Extension	Glades Cut Off Rd	Range Line Rd	New Two (2) Lane Road	5.00	Developer Driven	Potential Development Access Connection	\$50,000,000	Could be partial City Funded: (Partially City Property)
Canal Rd	Canal Rd	Okeechobee Rd (SR70)	Shinn Rd	New Two (2) Lane Road	6.79	Developer Driven	Potential Development Access Connection	\$67,900,000	
	Canal Rd	Shinn Rd	Glades Cut Off Rd	New Two (2) Lane Road	2.10	Developer Driven	Potential Development Access Connection	\$21,000,000	
	Carlton Rd	Snead Rd Extension	Glades Cut Off Rd	New Two (2) Lane Road	6.94	Developer Driven	Potential Development Access Connection	\$69,400,000	
	Community Dr	Marshall Pkwy	Becker Rd	New Two (2) Lane Road	1.58	Ongoing Development	Development Access	\$15,800,000	
Discovery Way Corridor	Discovery Wy	North-South A	Range Line Rd	New Two (2) Lane Road	0.99	Ongoing Development	Development Access	\$9,900,000	
	Discovery Wy	Range Line Rd	Header Canal Rd	New Two (2) Lane Road	1.01	Developer Driven	Development Access	\$10,100,000	
	East - West South	Shinn Rd	Carlton Lake Rd	New Two (2) Lane Road	3.54	Developer Driven	Potential Development Access Connection	\$35,400,000	
East West Road Corridor (AKA PSL North Bypass)	East West Road No. 5	Canal Rd	Shinn Rd	New Two (2) Lane Road	4.28	Developer Driven	Potential Development Access Connection	\$42,800,000	
	East West Road No. 5	Shinn Rd	McCarty Rd	New Two (2) Lane Road	1.51	Developer Driven	Potential Development Access Connection	\$15,100,000	
	East West Road No. 5	McCarty Rd	Glades Cut Off Rd	New Two (2) Lane Road	1.79	Developer Driven	Development Access	\$17,900,000	
	Fern Lake Dr	Westcliffe Ln	Fern Lake Dr (south of Arabella Dr)	New Two (2) Lane Road	0.20	Ongoing Development	Development Access	\$2,000,000	
Glades Cut Off Rd Corridor	Glades Cut Off Rd (County Road)	Midway Rd	Commerce Center Dr	Widen from Two (2) to Four (4) Lane	3.11	Developer Driven	County / Developer Agreement	County / Developer Agreement	
	Glades Cut Off Rd (South) (County Road)	Range Line Rd	~ 1 mile southwest of Range Line Rd	Widen from Two (2) to Four (4) Lane	1.01	Developer Driven	County / Developer Agreement	County / Developer Agreement	
	Header Canal Rd	Okeechobee Rd (SR70)	Canal Rd	New Two (2) Lane Road	6.79	Developer Driven	Potential Development Access Connection	\$67,900,000	
	Ideal Holding Rd	Okeechobee Rd (SR70)	Tradition Pkwy Extension	New Two (2) Lane Road	6.20	Developer Driven	Potential Development Access Connection	\$62,000,000	
Marshall Pkwy	Marshall Pkwy	Becker Rd Extension	Range Line Rd	New Two (2) Lane Road	2.94	Developer Driven	Potential Development Access Connection	\$29,400,000	Could be partial City Funded: (Partially City Property)
	Marshall Pkwy	Range Line Rd	Community Dr	New Two (2) Lane Road	3.06	Ongoing Development	Development Access	\$30,600,000	
	McCarty Rd (Partially County Road)	Midway Rd	Glades Cut Off Rd	New Two (2) Lane Road	3.30	Developer Driven	Development Access	\$33,000,000	
	Midway Rd (County Road)	Wyllder Pkwy	West of I-95	Widen from Two (2) to Four (4) Lane	0.44	Ongoing Development	County / Developer Agreement	County / Developer Agreement	
	Newell Rd	Shinn Rd	Wyllder Pkwy	New Two (2) Lane Road	2.79	Developer Driven	Potential Development Access Connection	\$27,900,000	

Draft City of Port St Lucie (Development Access Roads & Developer Improvements) August 2025






Corridor	Name	From	To	Type	Length (miles)	Time Frame	Developer Funded (Recommended Option)	Planning Level Cost (IF INCLUDED IN MOBILITY FEE)	Status
	North-South A	Glades Cut Off Rd	Becker Rd	New Two (2) Lane Road	6.27	Ongoing Development	Development Access	\$62,700,000	Could be partial City Funded: (Partially City Property)
	North-South C	Tradition Pkwy	Becker Rd Extension	New Two (2) Lane Road	3.47	Developer Driven	Potential Development Access Connection	\$34,700,000	Could be partial City Funded: (Partially City Property)
	Paar Rd	Range Line Rd	Azura Dr	New Two (2) Lane Road	3.81	Ongoing Development	Development Access	\$38,100,000	
	Range Line Rd	Shinn Rd	Glades Cut Off Rd	New Two (2) Lane Road	2.97	Developer Driven	Potential Development Access Connection	\$29,700,000	
	Riverland Blvd	Marshall Pkwy	Becker Rd	New Two (2) Lane Road	1.46	Ongoing Development	Development Access	\$14,600,000	
	Shinn Rd	Okeechobee Rd (SR70)	Glades Cut Off Rd	New Two (2) Lane Road	5.23	Developer Driven	Potential Development Access Connection	\$52,300,000	
	Snead Rd Extension	Midway Rd	Carlton Lake Rd	New Two (2) Lane Road	4.01	Developer Driven	Potential Development Access Connection	\$40,100,000	
Tradition Pkwy	Tradition Pkwy Extension	Carlton Rd	Glades Cut Off Rd	New Two (2) Lane Road	1.67	Developer Driven	Potential Development Access Connection	\$16,700,000	
	Tradition Pkwy	Glades Cut Off Rd	Range Line Rd	New Two (2) Lane Road	1.63	Developer Driven	Potential Development Access Connection	\$16,300,000	Could be partial City Funded: (Partially City Property)
	Tradition Pkwy	Range Line Rd	Hazel Dr	New Four (4) Lane Road	0.76	Ongoing Development	Developer	Developer Constructing	
	Westcliffe Ln	North-South A	Current Terminus of Westcliffe Ln	New Two (2) Lane Road	0.34	Ongoing Development	Development Access	\$3,400,000	
	Wylder Pkwy	Midway Rd	Glades Cut Off Rd	New Two (2) Lane Road	2.41	Ongoing Development	Development Access	\$24,100,000	

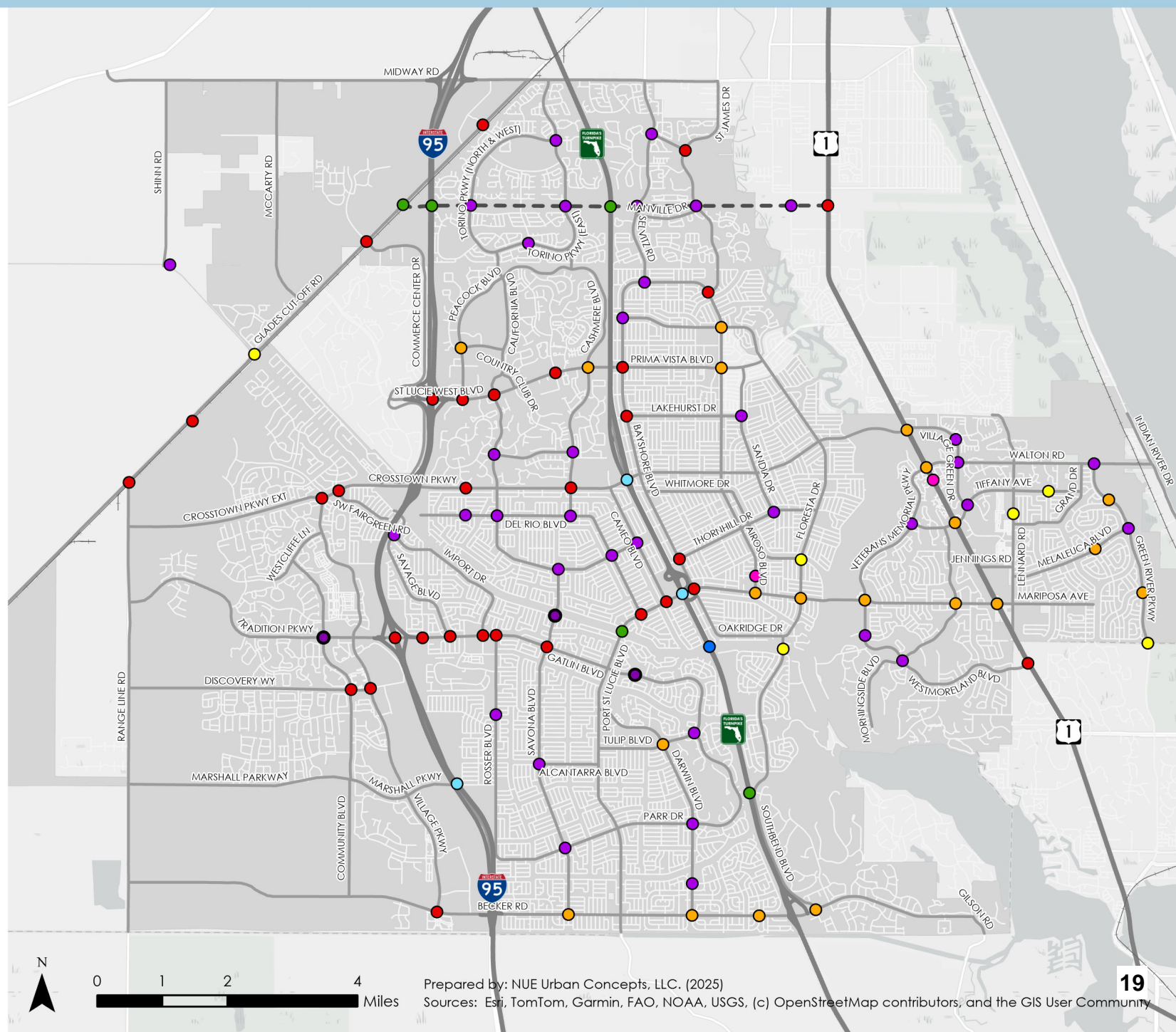
Produced by NUE Urban Concepts, LLC (Draft August 2025)

Intersections Plan (2025 to 2050)

City of Port St. Lucie Mobility Plan

- Capacity Improvements
- Multimodal Improvements
- High-Visibility Mid-Block Crossing
- Multimodal Overpass
- Multimodal Underpass
- Roundabout
- Roundabout Upgrade
- High-Intensity Activated Crosswalk
- Interchange
- Proposed NE Bypass

-  Minor Roads
-  Major Roads
-  Limited Access Roads
-  Railways
-  City Boundary



Draft City of Port St Lucie Intersections Plan (August 2025)				
Location	Type	Time Frame	Planning Level Cost	Status
Abingdon Ave @ Savona Blvd	Roundabout Upgrade	(2030 to 2040)	--	Roadway Corridors Mid Term Plan (2030 to 2040)
Airoso Blvd @ St James Dr	Capacity Improvements	(2030 to 2040)	\$2,500,000	
Airoso Blvd @ Thanksgiving Ave	High-Intensity Activated Crosswalk	(2030 to 2040)	\$325,000	
Bayshore Blvd @ Selvitz Rd	Roundabout	(2030 to 2040)	\$3,750,000	
Bayshore Blvd @ Thornhill Dr	Capacity Improvements	(2030 to 2040)	\$2,500,000	
Bayshore Dr @ Floresta Dr	Roundabout	(2025 to 2030)	--	Roadway Corridors Short Term Plan (2025 to 2030)
Bayshore Dr @ Lakehurst Dr	Capacity Improvements	(2040 to 2050)	\$2,500,000	
Becker Rd @ Darwin Blvd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Becker Rd @ Kestor Dr	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Becker Rd @ Savona Blvd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Becker Rd @ Southbend Blvd	Multimodal Improvements	(2030 to 2040)	\$2,000,000	
Becker Rd @ Village Pkwy	Capacity Improvements	(2040 to 2050)	\$2,500,000	
C24 Connector @ Florida Turnpike	Underpass	(2025 to 2030)	--	Roadway Corridors Short Term Plan (2025 to 2030)
C24 Canal Greenway @ Glades Cut-Off Road	High-Visibility Mid-Block Crossing	(2040 to 2050)	\$325,000	
C24 Canal Greenway @ Oaklyn St	High-Visibility Mid-Block Crossing	(2040 to 2050)	\$325,000	
C24 Canal Greenway @ Port St Lucie Blvd	Multimodal Overpass	(2040 to 2050)	\$10,000,000	
California Blvd @ Cameo Blvd	Roundabout	(2030 to 2040)	\$3,750,000	
California Blvd @ Del Rio Blvd (North)	Roundabout	(2030 to 2040)	--	Roadway Corridors Mid Term Plan (2030 to 2040)
California Blvd @ Del Rio Blvd (East)	Roundabout	(2030 to 2040)	\$3,750,000	
California Blvd @ Heatherwood Blvd	Roundabout	(2030 to 2040)	--	Roadway Corridors Mid Term Plan (2030 to 2040)
California Blvd @ Savona Blvd	Roundabout	(2030 to 2040)	--	Roadway Corridors Mid Term Plan (2030 to 2040)
Cashmere Blvd @ Del Rio Blvd	Roundabout	(2030 to 2040)	\$3,750,000	
Cashmere Blvd @ Heatherwood Blvd	Roundabout	(2030 to 2040)	--	Roadway Corridors Mid Term Plan (2030 to 2040)
Community Blvd @ Discovery Way	Capacity Improvements	(2025 to 2030)	TBD	Potential Developer Improvement or Public Private Partnership

Draft City of Port St Lucie Intersections Plan (August 2025)				
Location	Type	Time Frame	Planning Level Cost	Status
Crosstown Pkwy @ Cashmere Blvd	Capacity Improvements	(2025 to 2030)	\$2,500,000	
Crosstown Pkwy @ Congo St	Capacity Improvements	(2025 to 2030)	\$3,250,000	
Crosstown Pkwy @ Fairgreen Rd	Capacity Improvements	(2025 to 2030)	\$3,250,000	Top Priority Intersection
Crosstown Pkwy @ FL Turnpike	Interchange	(2030 to 2040)	--	Funded by tolls
Darwin Blvd @ Kestor Dr	Roundabout	(2040 to 2050)	\$3,750,000	
Darwin Blvd @ Tulip Blvd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Del Rio Blvd @ Congo St	Roundabout	(2030 to 2040)	\$3,750,000	
East Torino Pkwy @ West Torino Pkwy	Roundabout	(2030 to 2040)	\$3,750,000	
Floresta Dr @ Airosa Blvd	Multimodal Improvements	(2030 to 2040)	\$2,000,000	
Gatlin Blvd @ Import Dr	Capacity Improvements	(2025 to 2030)	--	Roadway Corridors Short Term Plan (2025 to 2030)
Gatlin Blvd @ Interstate 95	Capacity Improvements	(2020 to 2025)	--	Recently Completed
Gatlin Blvd @ Brescia St	Capacity Improvements	(2030 to 2040)	\$2,500,000	
Gatlin Blvd @ Rosser Blvd	Capacity Improvements	(2030 to 2040)	\$2,500,000	
Gatlin Blvd @ Savage Blvd	Capacity Improvements	(2025 to 2030)	--	Roadway Corridors Short Term Plan (2025 to 2030)
Gatlin Blvd @ Savona Blvd	Capacity Improvements	(2025 to 2030)	\$3,750,000	Top Priority Intersection - Before Roadway Corridor Construction
Glades Cut-Off Rd @ Commerce Center Dr	Capacity Improvements	(2025 to 2030)	--	Developer Improvement
Glades Cut-Off Rd @ Delcris Dr	Capacity Improvements	(2030 to 2040)	--	Roadway Corridors Mid Term Plan (2030 to 2040)
Glades Cut-Off Rd @ Range Line Rd (County)	Capacity Improvements	(2030 to 2040)	\$3,250,000	
Glades Cut-Off Rd @ Shinn Rd (County)	Capacity Improvements	(2030 to 2040)	\$3,250,000	
Green River Parkway @ Charleston Drive	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Green River Parkway @ Melaleuca Blvd	Roundabout	(2040 to 2050)	\$3,750,000	
Green River Pkwy @ Berkshire Blvd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Green River Pkwy @ Martin County Line	High-Visibility Mid-Block Crossing	(2030 to 2040)	\$325,000	
Interstate 95 @ Marshall Parkway Interchange	Interchange	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
Lennard Rd @ Village Green Elementary School	High-Visibility Mid-Block Crossing	(2030 to 2040)	\$325,000	
Melaleuca Blvd @ SE Berkshire Blvd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	

Draft City of Port St Lucie Intersections Plan (August 2025)				
Location	Type	Time Frame	Planning Level Cost	Status
NE Bypass @ Glades Cut-Off Rd	Multimodal Overpass	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
NE Bypass @ East Torino Pkwy	Roundabout	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
NE Bypass @ Florida Turnpike	Multimodal Overpass	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
NE Bypass @ Interstate 95	Multimodal Overpass	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
NE Bypass @ Oleander Ave	Roundabout	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
NE Bypass @ Selvitz Rd	Roundabout	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
NE Bypass @ St James Dr	Roundabout	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
NE Bypass @ US Hwy 1	Capacity Improvements	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
NE Bypass @ West Torino Pkwy	Roundabout	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
Paar Dr @ Darwin Blvd	Roundabout	(2030 to 2040)	\$3,750,000	
Paar Dr @ Savona Blvd	Roundabout	(2030 to 2040)	\$3,750,000	
Paar Dr @ Tulip Blvd	Roundabout	(2030 to 2040)	\$3,750,000	
Paar Dr Ext @ FL Turnpike	Multimodal Overpass	(2040 to 2050)	--	Roadway Corridors Long Term Plan (2040 to 2050)
Peachtree Blvd @ St James Dr	Capacity Improvements	(2030 to 2040)	\$3,250,000	
Peacock Blvd @ University Blvd	Multimodal Improvements	(2030 to 2040)	--	Roadway Corridors Mid Term Plan (2030 to 2040)
Port St Lucie Blvd @ Airoso Blvd	Multimodal Improvements	(2030 to 2040)	\$2,000,000	
Port St Lucie Blvd @ Bayshore Blvd	Capacity Improvements	(2030 to 2040)	\$3,250,000	
Port St Lucie Blvd @ Cameo Blvd	Capacity Improvements	(2030 to 2040)	\$3,250,000	
Port St Lucie Blvd @ Del Rio Blvd	Capacity Improvements	(2025 to 2030)	\$3,750,000	Top Priority Intersection
Port St Lucie Blvd @ Floresta Dr	Multimodal Improvements	(2020 to 2025)	--	Recently Completed
Port St Lucie Blvd @ Florida Turnpike	Interchange	(2030 to 2040)	--	Funded by tolls
Port St Lucie Blvd @ Morningside Blvd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Port St Lucie Blvd @ Veterans Memorial Pkwy	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Prima Vista Blvd @ Airoso Blvd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Canal Road @ C-24 Canal	Roundabout	(2040 to 2050)	\$3,750,000	
Rosser Blvd @ Cascades Rd Extension	Roundabout	(2025 to 2030)	\$3,750,000	Top Priority Intersection

Draft City of Port St Lucie Intersections Plan (August 2025)				
Location	Type	Time Frame	Planning Level Cost	Status
Sandia Dr @ Lakehurst Dr	Roundabout	(2040 to 2050)	\$3,750,000	
Sandia Dr @ Thornhill Dr	Roundabout	(2040 to 2050)	\$3,750,000	
Savage Blvd @ Import Dr	Roundabout	(2030 to 2040)	\$3,750,000	
Savona Blvd @ Alcantarra Blvd	Roundabout	(2030 to 2040)	\$3,750,000	
Selvitz Rd @ Peachtree Blvd	Roundabout	(2030 to 2040)	\$3,750,000	
St Lucie West Blvd @ Bayshore Blvd	Capacity Improvements	(2030 to 2040)	\$3,250,000	
St Lucie West Blvd @ Bethany Dr	Capacity Improvements	(2030 to 2040)	\$3,250,000	
St Lucie West Blvd @ California Blvd	Capacity Improvements	(2030 to 2040)	\$3,250,000	
St Lucie West Blvd @ Cashmere Blvd	Multimodal Improvements	(2030 to 2040)	\$2,000,000	
St Lucie West Blvd @ Interstate 95	Capacity Improvements	(2020 to 2025)	--	Recently Completed
St Lucie West Blvd @ Peacock Blvd	Capacity Improvements	(2030 to 2040)	\$3,250,000	
Tiffany Ave @ Canal	High-Visibility Mid-Block Crossing	(2040 to 2050)	\$325,000	
Tradition Pkwy @ Community Blvd	Roundabout Upgrade	(2025 to 2030)	\$3,250,000	Top Priority Intersection
Tulip Blvd @ Pierson Rd	Roundabout Upgrade	(2030 to 2040)	\$3,250,000	
US Hwy 1 @ Crosstown Parkway	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
US Hwy 1 @ Port St. Lucie Blvd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
US Hwy 1 @ Tiffany Ave	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
US Hwy 1 @ Village Square Dr	High-Intensity Activated Crosswalk	(2040 to 2050)	\$1,000,000	
US Hwy 1 @ Walton Rd	Multimodal Improvements	(2040 to 2050)	\$2,000,000	
Veterans Memorial Pkwy @ Tiffany Ave	Roundabout	(2030 to 2040)	\$6,000,000	
Village Green Dr @ Cam De Entrada	Roundabout	(2030 to 2040)	\$3,750,000	
Village Green Dr @ Tiffany Ave	Roundabout	(2030 to 2040)	\$3,750,000	
Village Pkwy @ Crosstown Pkwy	Capacity Improvements	(2040 to 2050)	\$2,500,000	
Village Pkwy @ Discovery Way	Capacity Improvements	(2030 to 2040)	\$2,500,000	

Draft City of Port St Lucie Intersections Plan (August 2025)				
Location	Type	Time Frame	Planning Level Cost	Status
Walton Rd @ Green River Pkwy	Roundabout	(2025 to 2030)	--	Roadway Corridors Short Term Plan (2025 to 2030)
Walton Rd @ Village Green Dr	Roundabout	(2030 to 2040)	\$6,000,000	
West Torino Pkwy @ Volusia Dr	Roundabout	(2030 to 2040)	\$3,750,000	
Westmoreland Blvd @ Morningside Blvd	Roundabout	(2040 to 2050)	\$3,750,000	
Westmoreland Blvd @ Palm Beach Rd	Roundabout	(2040 to 2050)	\$3,750,000	
Westmoreland Dr @ US Hwy 1	Capacity Improvements	(2040 to 2050)	\$2,500,000	
Whitmore Dr @ Floresta Dr	High-Visibility Mid-Block Crossing	(2030 to 2040)	\$325,000	
Produced by NUE Urban Concepts, LLC (August 2025)				

Multimodal Network (2025 to 2050)

City of Port St. Lucie Mobility Plan

Goal: To provide safe & connected multimodal access with an emphasis on schools and parks.

-  Public School
-  College / Private School
-  College Prep / Private School

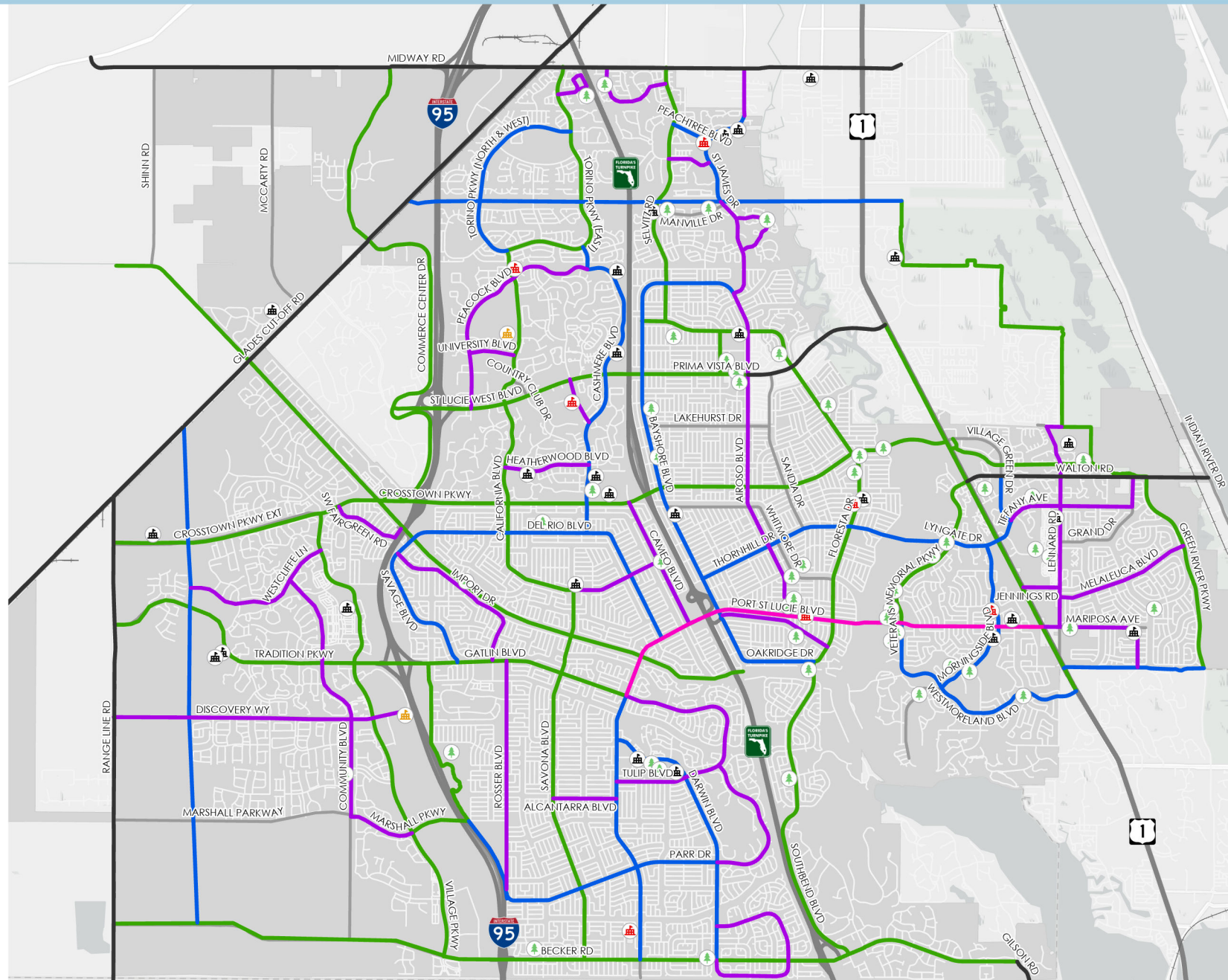
-  Park
-  Principal Multimodal Corridor
-  Major Multimodal Corridor
-  Minor Multimodal Corridor

-  County
-  Corridor Study

Multimodal corridors include:

- Trails
- Shared-Use Paths
- Protected Bike Lanes
- Buffered Bike Lanes
- Wide Sidewalks
- Sidewalks (Minor)

-  Minor Roads
-  Major Roads
-  Limited Access Roads
-  Railways
-  City Boundary



0 0.75 1.5 3
Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

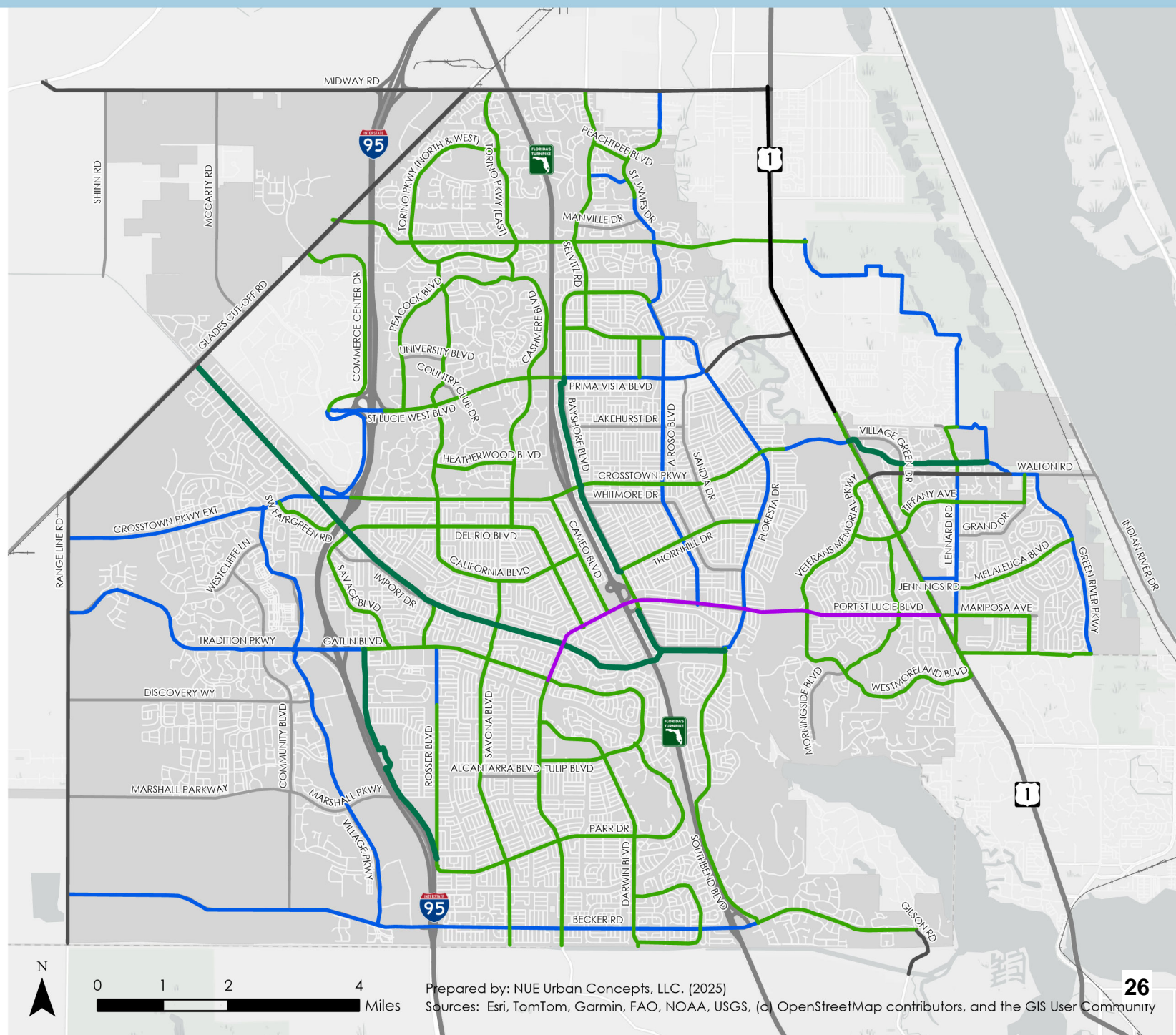
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Multimodal Plan (2025 to 2050)

City of Port St. Lucie Mobility Plan

- Existing Multimodal Corridor
- Shared Use Path
- Shared Use Path (Boardwalk or Greenway)
- Multimodal Corridor Study
- County Road
- State Road

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary



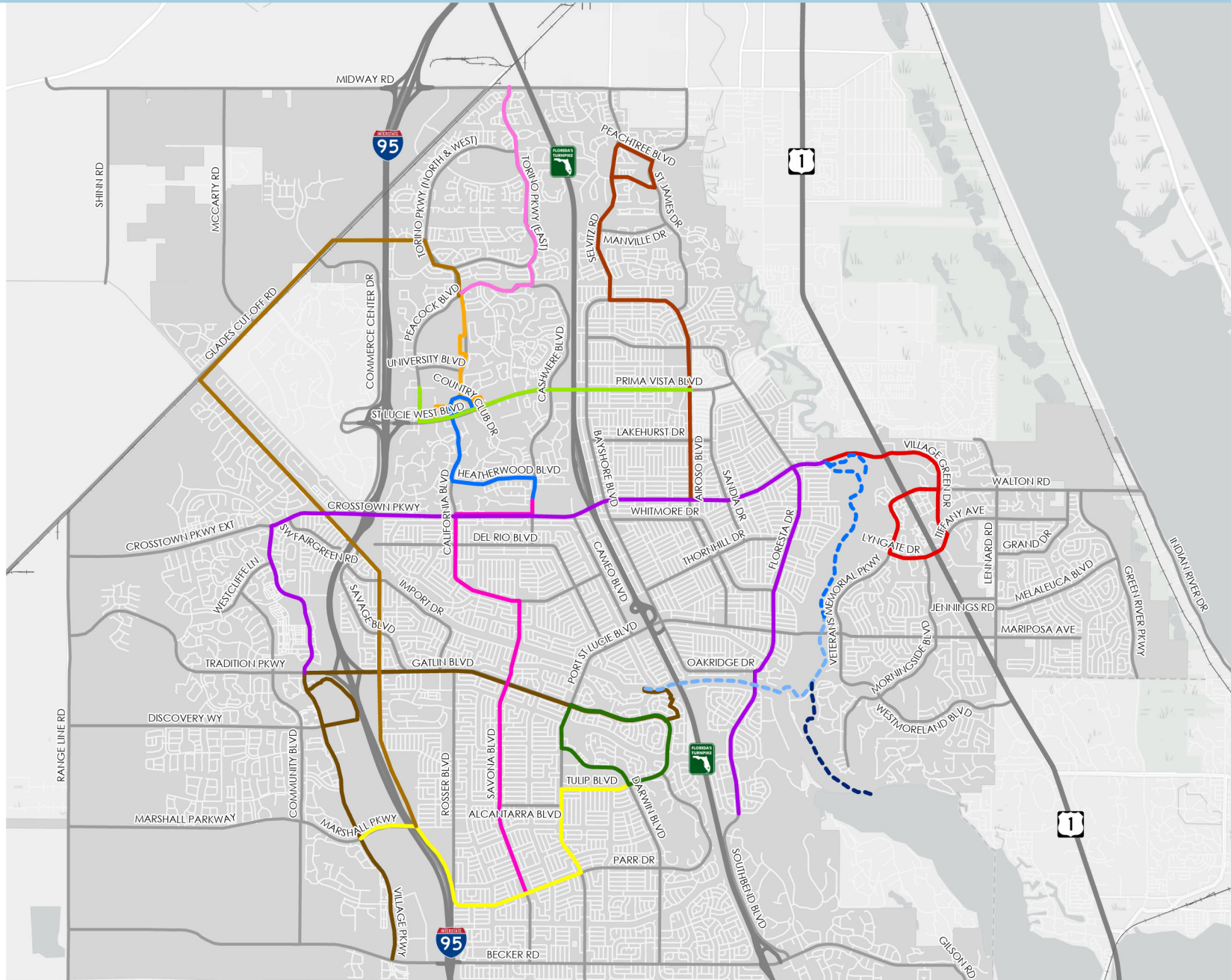
0 1 2 4
Miles

Transit Circulator Plan (2025 to 2050)

City of Port St. Lucie Mobility Plan

- California North
- California South
- Downtown to Port District
- Gatlin Village Parkway
- School to Employment Route Central
- School to Employment Route South
- Selvitz to Crosstown
- St Lucie North
- The Greenway Connector
- Torino to California MTC
- Traditions to Southbend
- Tulip Darwin Loop
- - - Water Taxi C24
- - - Water Taxi North
- - - Water Taxi South

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary



0 1 2 4
Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Draft City of Port St Lucie Transit Plan					
Name	Type	Length (miles)	Time Frame	Planning Level Cost	Description
WATER TAXI: NORTH ROUTE	WATER TAXI	3.33	TBD	TBD	Water Taxi Stops. Implement public water taxi transit service with a route between the Port District and Downtown. The route should make stops at the north end of the existing River Boardwalk at Bridge Plaza, the proposed Day-use Camping Pad in the Port District Master Plan (C9), the existing river board walk at Tom Hooper Family Park, and the Port District Master Plan proposed boardwalk (N9) at Lyngate Park. Service may be a public / private partnership opportunity.
WATER TAXI: C24 CANAL ROUTE	WATER TAXI	3.31	TBD	TBD	Water Taxi Stops. Implement public water taxi transit service with a route between the Port District and the C-24 Canal Park. The route should make stops at the south end of the existing River Boardwalk at the Port St. Lucie Botanical Gardens. Service may be a public / private partnership opportunity.
WATER TAXI: SOUTH ROUTE	WATER TAXI	1.95	TBD	TBD	Water Taxi Stops. Implement public water taxi transit service with a route between Club Med and the Port District. Other entities may have a desire for a stop along the southern portion of the water taxi route. Possibility that St. Lucie County, the City of Stuart and Martin County may wish to expand water taxi service or locations. Service may be a public / private partnership opportunity.
TRANSIT CIRCULATOR: DOWNTOWN TO PORT DISTRICT	MICROTRANSIT	6.49	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TRANSIT CIRCULATOR: CALIFORNIA NORTH	MICROTRANSIT	3.19	TBD	TBD	Transit Circulator. Public / Private Partnership to provide rides via Neighborhood Electric Vehicles. Portions of the routes could be served by Autonomous Transit Shuttles.
TRANSIT CIRCULATOR: CALIFORNIA SOUTH	MICROTRANSIT	3.14	TBD	TBD	Transit Circulator. Public / Private Partnership to provide rides via Neighborhood Electric Vehicles. Portions of the routes could be served by Autonomous Transit Shuttles.
TRANSIT CIRCULATOR: GATLIN / VILLAGE PKWY	MICROTRANSIT	11.27	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.

Draft City of Port St Lucie Transit Plan					
Name	Type	Length (miles)	Time Frame	Planning Level Cost	Description
TRANSIT CIRCULATOR: CENTRAL SCHOOL TO EMPLOYMENT	MICROTRANSIT	6.8	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TRANSIT CIRCULATOR: SOUTH SCHOOL TO EMPLOYMENT	MICROTRANSIT	5.69	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TRANSIT CIRCULATOR: ST LUCIE WEST	MICROTRANSIT	4.04	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TRANSIT CIRCULATOR: TRADITIONS TO SOUTHBEND	MICROTRANSIT	14.78	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TRANSIT CIRCULATOR: TULIP DARWIN LOOP	MICROTRANSIT	4.14	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TRANSIT CIRCULATOR: SELVITZ TO CROSSTOWN	MICROTRANSIT	6.97	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TRANSIT CIRCULATOR: TORINO TO CALIFORNIA	MICROTRANSIT	3.73	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TRANSIT CIRCULATOR: THE GREENWAY CONNECTOR	MICROTRANSIT	11.48	TBD	TBD	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.

Draft City of Port St Lucie Transit Plan					
Name	Type	Length (miles)	Time Frame	Planning Level Cost	Description
MOBILITY PLAN IMPLEMENTATION: MICROTRANSIT VEHICLES	MICROTRANSIT VEHICLE	76.25	TBD	TBD	Microtransit Vehicles. City could purchase initial fleet of NEVs to support Public / Private Partnerships or make a start-up contribution for providing microtransit service. The initial estimate is \$2,250,000 based on the purchase of 90 NEVs at a cost of \$25,000 each. It would take roughly 30 NEVs per direction to provide 15 minute headways (assume travel at 10 MPH) plus 50% of the total for downtime due to incidents / service.
MOBILITY PLAN IMPLEMENTATION: MOBILITY HUBS	MICROTRANSIT FACILITY	76.25	TBD	TBD	Mobility Hubs. Construct 75 mobility hubs (staggered roughly one (1) per mile on alternating sides of the ROW or every two (2) miles if provides on both sides of a ROW). Mobility Hubs provide covered shelters plus drop-off and pick-up areas for microtransit vehicles and where applicable, ride-hail / ride share services (e.g., Uber, Lyft). These locations will feature amenities such as shared bicycle and micromobility devices, Wi-Fi, lighting, benches, landscape, personal device charging stations, potentially golf-cart charging or shared golf-cart services. The City could enter into Public / Private Partnerships to lease naming rights to off-set ongoing maintenance cost. Mobility Hubs cost \$75,000 each for a total cost of \$5,625,000. The Mobility Hubs could also serve as Trailheads (Greenways & Boardwalks) and Transit Stops. Mobility Hubs cost \$75,000 each for a total cost of \$5,625,000.
MOBILITY PLAN IMPLEMENTATION: COMMUNITY MOBILITY HUBS	MICROTRANSIT FACILITY	76.25	TBD	TBD	Community Mobility Hubs. Construct 20 Community Mobility Hubs at locations with high levels of student bus ridership. In addition to the features found at Mobility Hubs, Community Mobility Hubs feature separate drive-aisles that are physically separated by at least a 15' wide buffer from adjacent travel lanes and completely exit adjacent street traffic flow. These Community Mobility Hubs would also feature High Visibility Mid-Block Crosswalks with advance warning devices. These locations may also feature off-street parking for persons waiting to pick-up students. The Community Mobility Hubs could also serve Trailheads (Greenways & Boardwalks). The City could enter into Public / Private Partnerships to lease naming rights to off-set ongoing maintenance cost. Mobility Hubs cost \$500,000 each for a total cost of \$10,000,000.

Draft City of Port St Lucie Transit Plan					
Name	Type	Length (miles)	Time Frame	Planning Level Cost	Description
MOBILITY PLAN IMPLEMENTATION: TRANSIT / BUS STOPS	MICROTRANSIT FACILITY	100	TBD	TBD	Transit Stops. Construct 200 Transit Stops (roughly every 1/2 mile or every (1) mile if provided on both sides of the ROW). Transit Stops would provide a covered waiting area, stabilized pad, and ADA accessible routes connecting the edge of travel lane pavement, the transit stops, and adjacent multimodal facilities. Transit Stops may feature additional amenities. Transit Stops cost \$25,000 each for a total cost of \$5,000,000. Transit stops could serve buses, school buses, microtransit, and ride share services.
MOBILITY PLAN IMPLEMENTATION: WATER TAXI STOPS	MICROTRANSIT FACILITY	9	TBD	TBD	Water Taxi Stops. Construct ten (10) Water Taxi Stops. Water Taxi Stops would provide docks, boardwalks, and waiting areas at various locations along the Riverwalk. Water Taxi Stops cost \$250,000 each for a total cost of \$2,500,000. The City could allow other boats to dock and enter into public / private partnerships to offer canoes, kayaks, and other water transport to share dock space and to lease naming rights to off-set ongoing maintenance cost.
Produced by NUE Urban Concepts, LLC (Draft August 2025)					

Monday, July 7, 2025 @ 6:00 PM

[illegible]

ONLINE



Mobility Plan and Fee Public Workshop

Monday, July 7, 2025 @ 6:00 PM

NAME	PHONE NUMBER	E-MAIL ADDRESS	AFFILIATION/ORGANIZATION
Darren Weiner			
Joseph Sabater			SLC - AMS
Ken Metcalf			
Lauren Rushing			New urban concerts
Lisa Burns			City of PSL P&Z
Marceia Lathon			SLC TPO
Maya Lama			
Ricardo Carana	• exited @ 6:25		
Kori Benton	• exited @ 6:35	(in person)	SLC - P&Z
Josh Hoot	• joined @ 6:45		

Azolina Goldstein • joined @ 6:45

GL Homes

Monday, July 7, 2025 @ 6:00 PM

[illegible]



Mobility Plan and Fee Public Workshop

PORT ST. LUCIE
HEART OF THE TREASURE COAST

Tuesday, July 8, 2025 @ 10:00 AM

NAME	PHONE NUMBER	E-MAIL ADDRESS	AFFILIATION/ORGANIZATION
Amy Dolbow	561-335-9375	adolbow@nyrinc.com	Ryan Homes
Gregory Potts	954-415-0229	gregpotts@lennar.com	Lennar
DAVID HUTCHESON	239 272 9600	david.hutcheson@meritogehomes.com	Meritoge Homes
Yi Ding	770-462-2182	Yi.ding@stlucieco.gov	FPD
Bo Baenawan	321-403-3991	BOBAENAWAN@gmail.com	KITOV
Austin Burr	(904) 910-7256	ABurr@GreenPointe.com	Green Pointe

ONLINE



Mobility Plan and Fee Public Workshop

Tuesday, July 8, 2025 @ 10:00 AM

NAME	PHONE NUMBER	E-MAIL ADDRESS	AFFILIATION/ORGANIZATION
Alex Daugherty			Kimley-Horn
Azina Goldstein			GL
Benjamin Meyers			Greenpointe
Bridget Kean			PSL-P&Z
Charleigh Berry			Berry USA
Dana Pirulli			SLC
Steve Garrett			Lucido
Jack Berry	• Left @ 10:45 → Back 11:05		Berry USA
Jessica Kowalski	• Left @ 11		
Deb Frazier			T CBA

Tustin Frye • Left @ 11

Justina Schmidt

Kiran Husainy

- Kimley Horne

Kori Benton

- SLc PZ

Meghan Hodde

- The P5 Group

Ryan Courson

- Left @ 10:40 → Back @ 11:05 - GL Hanes


Austin Burr

- Greenpointe.



MEMORANDUM

TO: Mayor and City Council Members

VIA: Kristina Ciuperger, Assistant City Manager 

FROM: Mary Savage-Dunham, AICP, CFM, Director of Planning & Zoning

SUBJECT: Request to Table: Discussion of the 2025 Mobility Plan and Fee Update

DATE: July 31, 2025

Staff respectfully requests to table the *Discussion of the 2025 Mobility Plan and Fee Update* to a date uncertain. The reason is to provide additional time for interested parties to review the information as we prepare to begin this important conversation.

All information from past workshops and pending meetings is posted on the City's webpage at <https://www.cityofpsl.com/Government/Your-City-Government/Departments/Planning-Zoning/Mobility-Plan> under 2025 Meetings.

MOBILITY PLAN & MOBILITY FEE



CITY OF PORT ST. LUCIE Public Workshop #2

August 25th, 2025



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

WORKSHOP PURPOSE

- **Discuss HB 479 & recent Legislative Updates**
- **Review Mobility Plan & Options**
- **Request Input / Direction on Mobility Plan & Options**

MOBILITY FEE INCREASE: MULTIPLE OPTIONS

- **Mobility Fee will Increase with any adopted Plan changes**

1 Option to reduce fee: identify funding (i.e. sales tax, grants, etc.)

2 Option to reduce fee: further refine Mobility Plan Projects

3 Option: Phase-in increase: 2-year, 3-year or 4-year time frame

- **Can do all three (3) options to reduce fee or immediate fee impact**

☐ **Developer Access Roads – Options to be discussed**

☐ **Interlocal Timing – Options to be discussed**

MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Affirm Alternative Transportation System:

- Defines Mobility Plan & Mobility Fee
- Replace Transportation concurrency
- Replace Proportionate share
- Replace Road impact fees



HOUSE BILL 479: ADOPTED IN 2024

Mandates an interlocal agreement between a county and a municipality if both charge a fee for transportation and provides for how fee is to be collected in absence of an interlocal agreement. HOWEVER, grandfathers in existing interlocal until they expire.

Statutory presumption in favor of permitting authority as entity responsible for collecting transportation fees whether an interlocal agreement is agreed upon or not.

Intent is to require one payment that addresses City and County owned projects.

SENATE BILL 1080: ADOPTED IN 2025

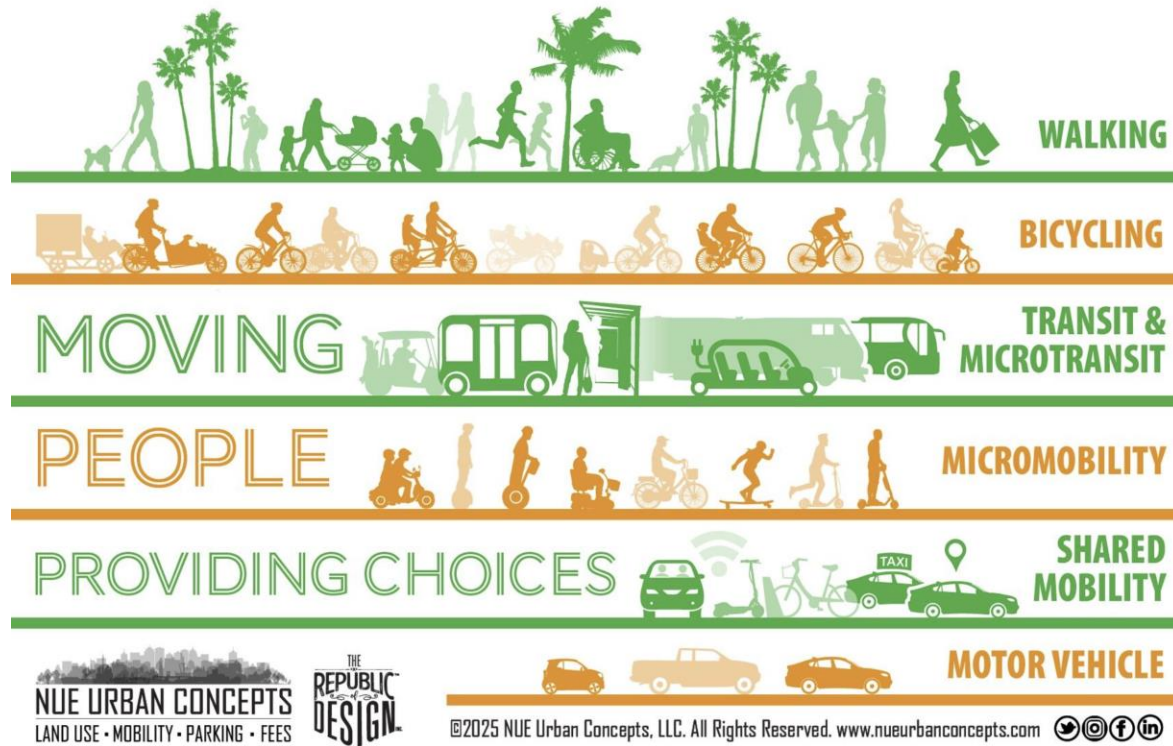
As of January 1st, 2026:

- 1. Revises extraordinary circumstances to require unanimous vote of elected officials**
- 2. Requires any increase in fees based on extraordinary circumstances to be phased-in over a minimum of two years (Currently no phasing requirement).**
- 3. Workshops revised to a minimum of two workshops. If a local government has not updated fees in more than five (5) years, cannot claim extraordinary circumstances.**

HOW ARE FEES CURRENTLY ASSESSED?

- **Interlocal Agreement (“ILA”) controls until expiration in 2027, or prior termination.**
- **ILA currently agrees to exclude County owned Roads from City Mobility Fee. County Roads can’t be phased in until 2027.**
- **Under the ILA, City Mobility Fee & County Road Impact Fee (“RIF”) are assessed at building permit.**
- **Under the ILA, Port St. Lucie collects & remits County RIF to the County**

WHAT IS A MOBILITY PLAN?



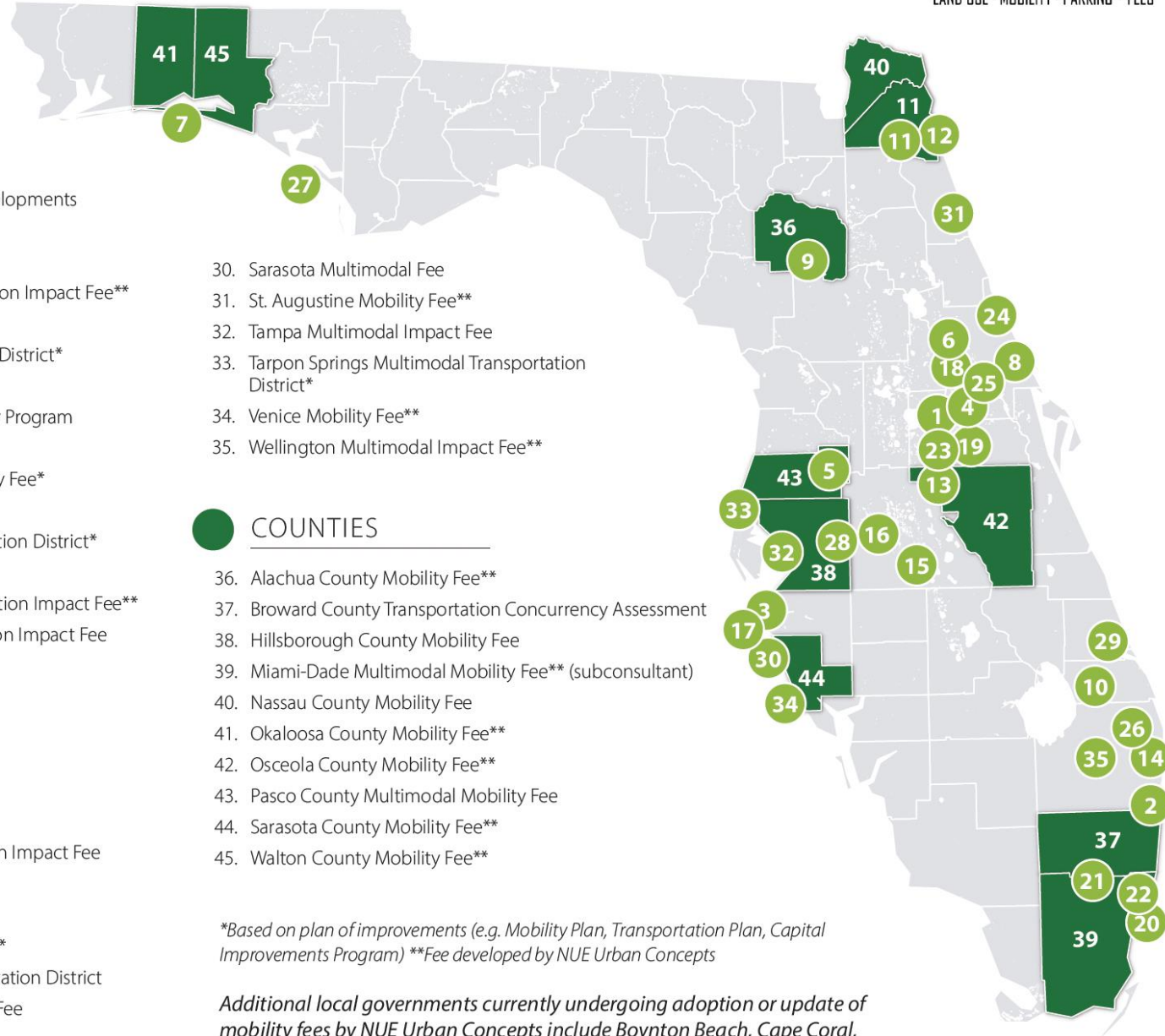
- Vision for the City's transportation system to transition from one focused on moving vehicles quickly to **moving people safely**.
- Required by Florida Statute to serve as basis for development of a **Mobility Fee**.
- **Long-term plan** (2050 horizon)
- Identifies project needs (high-level, **not final design**)

EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA



MUNICIPALITIES

1. Altamonte Springs Mobility Fee**
2. Boca Raton Planned Mobility Developments
3. Bradenton Mobility Fee**
4. Casselberry Mobility Fee
5. Dade City Multimodal Transportation Impact Fee**
6. DeBary Mobility Fee**
7. Destin Multimodal Transportation District*
8. Edgewater Mobility Fee
9. Gainesville Transportation Mobility Program
10. Indiantown Mobility Fee**
11. Jacksonville/Duval County Mobility Fee*
12. Jacksonville Beach Mobility Fee
13. Kissimmee Multimodal Transportation District*
14. Lake Park Mobility Fee**
15. Lake Wales Multimodal Transportation Impact Fee**
16. Lakeland Multimodal Transportation Impact Fee
17. Longboat Key Mobility Fee**
18. Longwood Mobility Fee**
19. Maitland Mobility Fee**
20. Miami Beach Mobility Fee**
21. Miami Lakes Mobility Fee
22. North Miami Mobility Fee**
23. Orlando Multimodal Transportation Impact Fee
24. Ormond Beach Mobility Fee
25. Oviedo Mobility Fee**
26. Palm Beach Gardens Mobility Fee**
27. Panama City Multimodal Transportation District
28. Plant City Transportation Mobility Fee
29. Port St. Lucie Mobility Fee**



30. Sarasota Multimodal Fee
31. St. Augustine Mobility Fee**
32. Tampa Multimodal Impact Fee
33. Tarpon Springs Multimodal Transportation District*
34. Venice Mobility Fee**
35. Wellington Multimodal Impact Fee**



COUNTIES

36. Alachua County Mobility Fee**
37. Broward County Transportation Concurrency Assessment
38. Hillsborough County Mobility Fee
39. Miami-Dade Multimodal Mobility Fee** (subconsultant)
40. Nassau County Mobility Fee
41. Okaloosa County Mobility Fee**
42. Osceola County Mobility Fee**
43. Pasco County Multimodal Mobility Fee
44. Sarasota County Mobility Fee**
45. Walton County Mobility Fee**

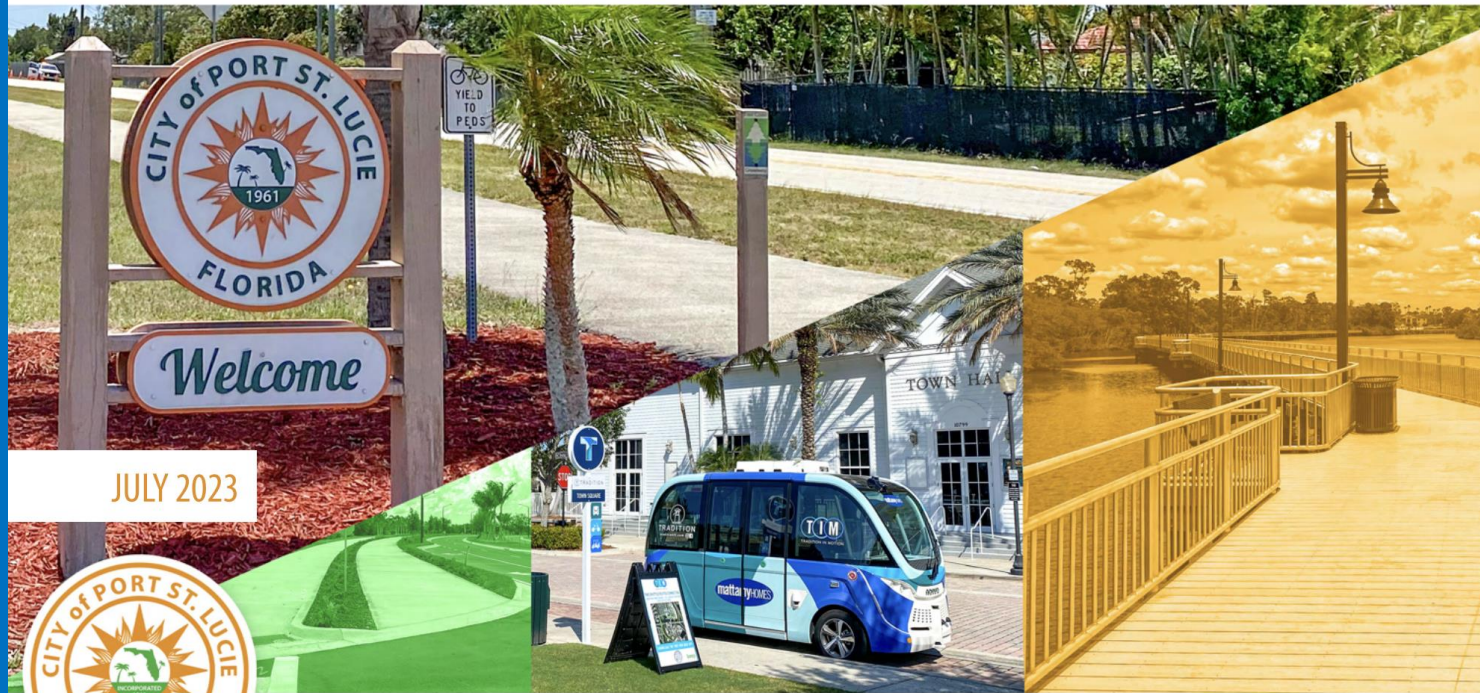
**Based on plan of improvements (e.g. Mobility Plan, Transportation Plan, Capital Improvements Program) **Fee developed by NUE Urban Concepts*

Additional local governments currently undergoing adoption or update of mobility fees by NUE Urban Concepts include Boynton Beach, Cape Coral, Crestview, Flagler Beach, Gainesville (Mobility Fee), Lake City, Palm Springs, and West Palm Beach.

2045 MOBILITY PLAN

CITY OF PORT ST. LUCIE

2045 MOBILITY PLAN & MOBILITY FEE EXECUTIVE SUMMARY



JULY 2023



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



futureplan



MOBILITY COHORT

CITY OF PORT ST. LUCIE

2045 MOBILITY PLAN

JULY 2023



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



futureplan



MOBILITY COHORT

2045 MOBILITY PLAN

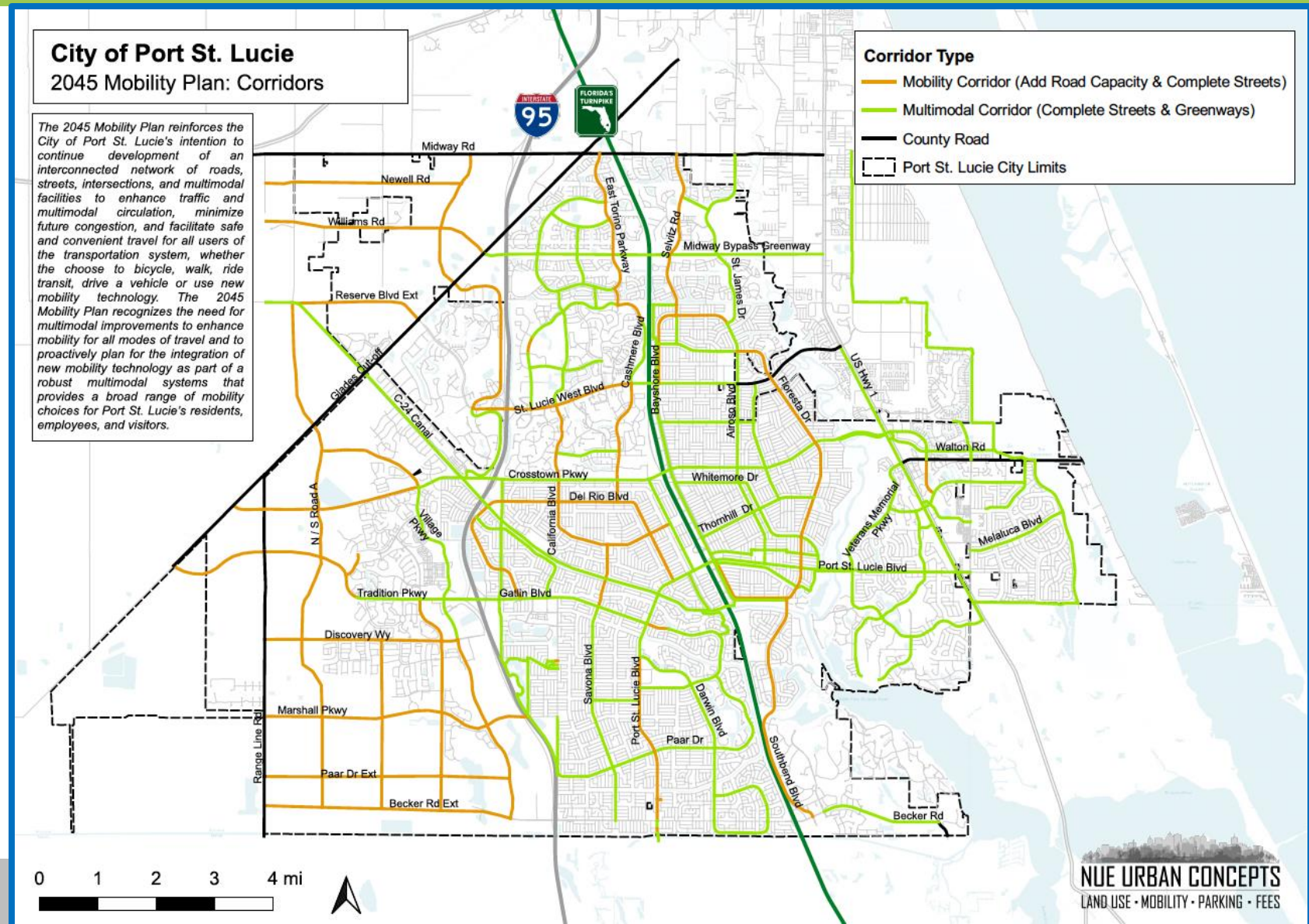
- Corridors Plan
- Multimodal Plan
- Intersections Plan
- Transit Circulation Plan

CITY OF PORT ST. LUCIE 2045 MOBILITY PLAN

JULY 2023



EXISTING CORRIDORS PLAN



MULTIMODAL INFRASTRUCTURE PLAN

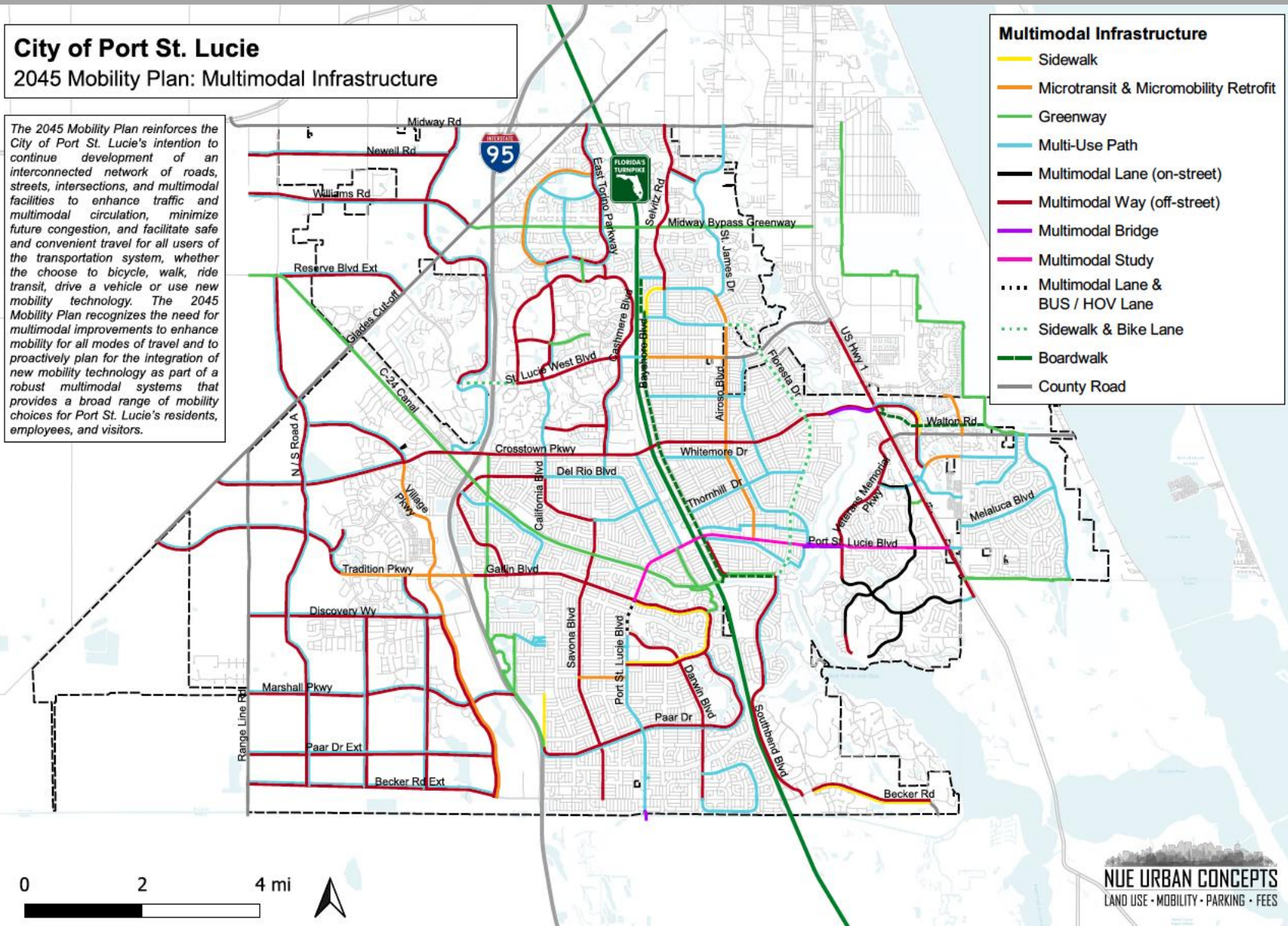
City of Port St. Lucie

2045 Mobility Plan: Multimodal Infrastructure

The 2045 Mobility Plan reinforces the City of Port St. Lucie's intention to continue development of an interconnected network of roads, streets, intersections, and multimodal facilities to enhance traffic and multimodal circulation, minimize future congestion, and facilitate safe and convenient travel for all users of the transportation system, whether they choose to bicycle, walk, ride transit, drive a vehicle or use new mobility technology. The 2045 Mobility Plan recognizes the need for multimodal improvements to enhance mobility for all modes of travel and to proactively plan for the integration of new mobility technology as part of a robust multimodal systems that provides a broad range of mobility choices for Port St. Lucie's residents, employees, and visitors.

Multimodal Infrastructure

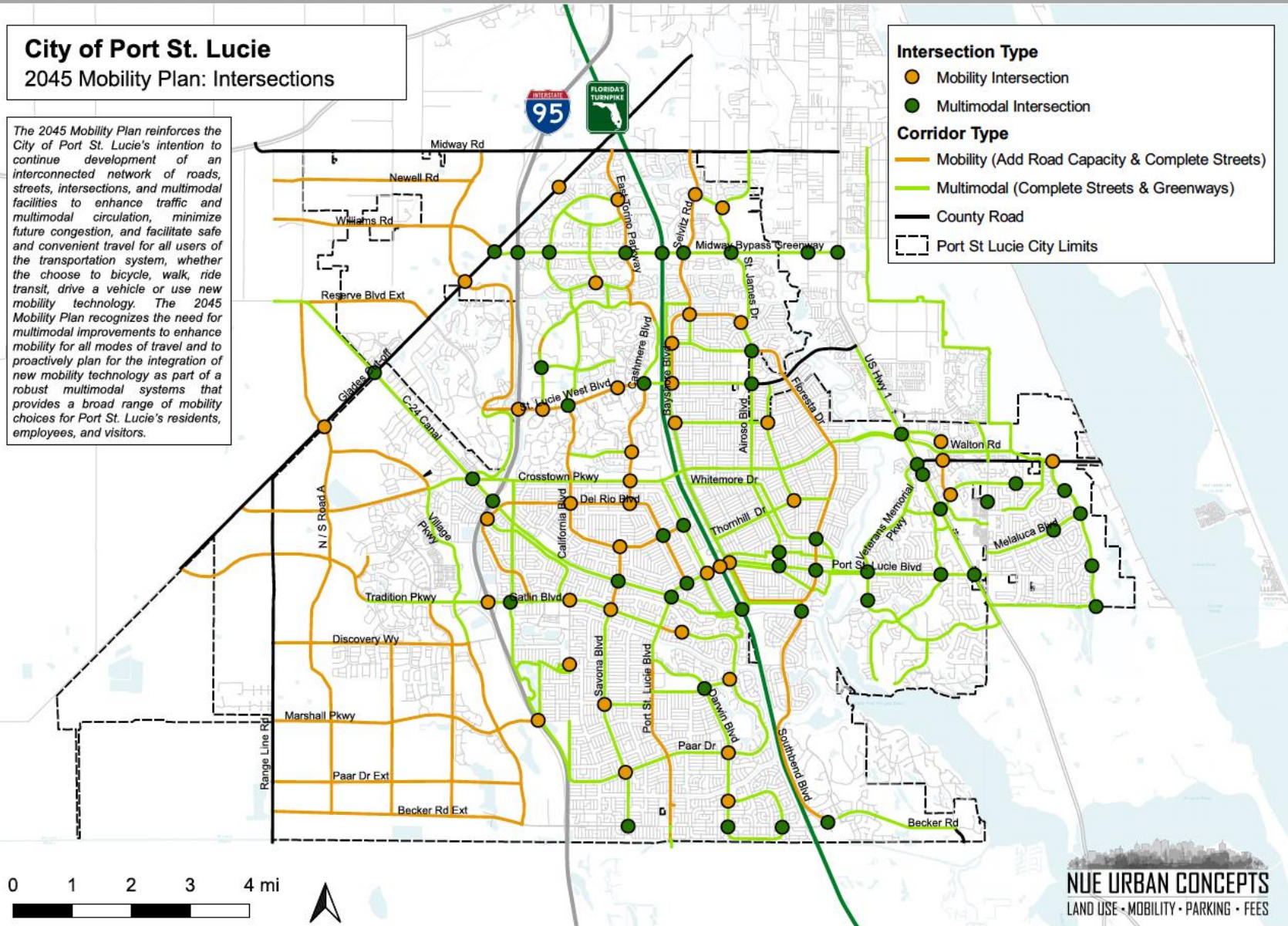
- Sidewalk
- Microtransit & Micromobility Retrofit
- Greenway
- Multi-Use Path
- Multimodal Lane (on-street)
- Multimodal Way (off-street)
- Multimodal Bridge
- Multimodal Study
- Multimodal Lane & BUS / HOV Lane
- Sidewalk & Bike Lane
- Boardwalk
- County Road



EXISTING INTERSECTIONS PLAN

City of Port St. Lucie 2045 Mobility Plan: Intersections

The 2045 Mobility Plan reinforces the City of Port St. Lucie's intention to continue development of an interconnected network of roads, streets, intersections, and multimodal facilities to enhance traffic and multimodal circulation, minimize future congestion, and facilitate safe and convenient travel for all users of the transportation system, whether they choose to bicycle, walk, ride transit, drive a vehicle or use new mobility technology. The 2045 Mobility Plan recognizes the need for multimodal improvements to enhance mobility for all modes of travel and to proactively plan for the integration of new mobility technology as part of a robust multimodal systems that provides a broad range of mobility choices for Port St. Lucie's residents, employees, and visitors.

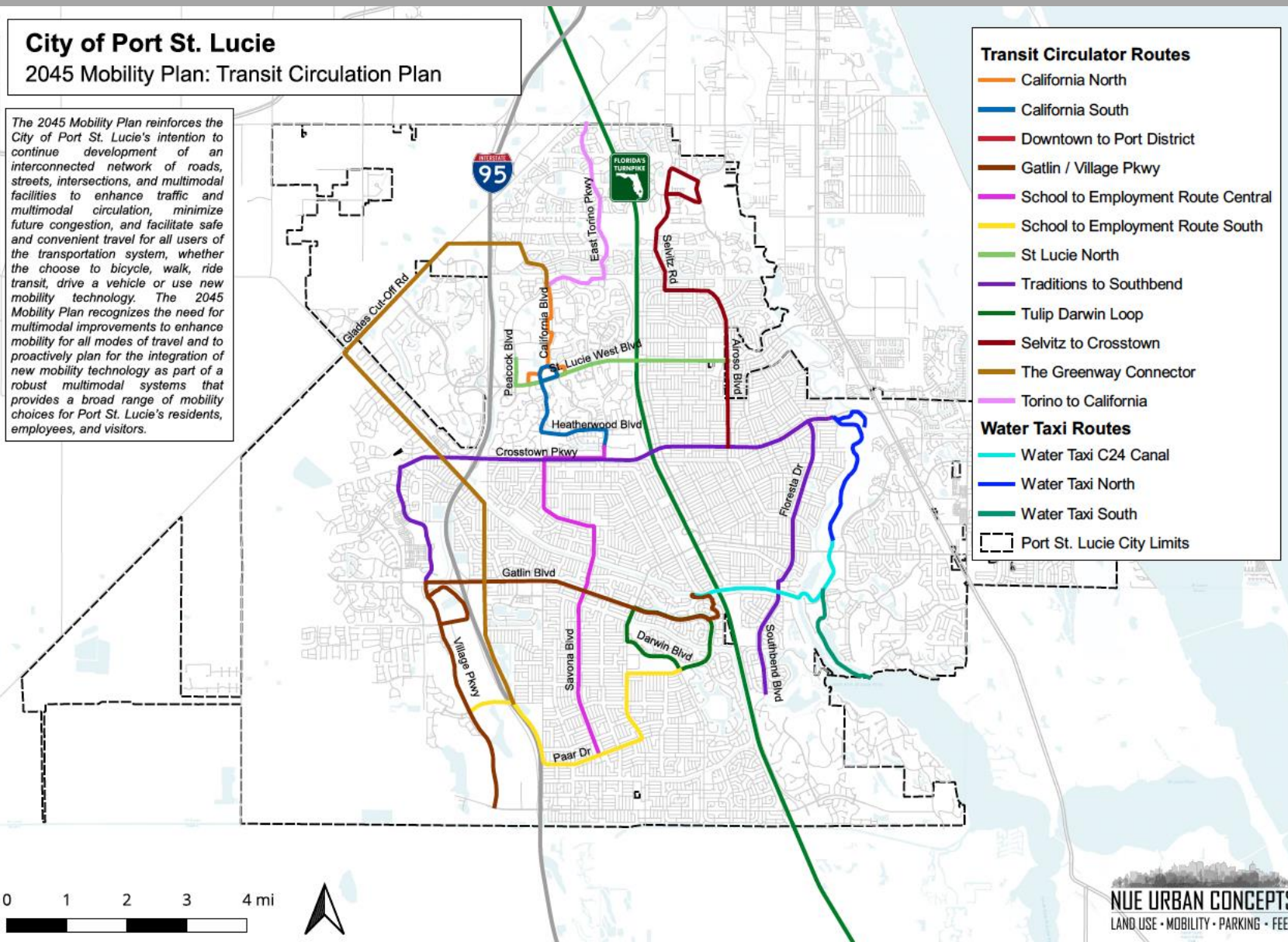


EXISTING TRANSIT CIRCULATION PLAN

City of Port St. Lucie

2045 Mobility Plan: Transit Circulation Plan

The 2045 Mobility Plan reinforces the City of Port St. Lucie's intention to continue development of an interconnected network of roads, streets, intersections, and multimodal facilities to enhance traffic and multimodal circulation, minimize future congestion, and facilitate safe and convenient travel for all users of the transportation system, whether they choose to bicycle, walk, ride transit, drive a vehicle or use new mobility technology. The 2045 Mobility Plan recognizes the need for multimodal improvements to enhance mobility for all modes of travel and to proactively plan for the integration of new mobility technology as part of a robust multimodal systems that provides a broad range of mobility choices for Port St. Lucie's residents, employees, and visitors.



WHY IS A MOBILITY PLAN UPDATE NEEDED

- **Desire to have a single transportation mitigation fee based on Mobility Plan upon expiration of ILA.**
- **Need for as extraordinary circumstances fee adjustment. Address extraordinary growth over last 5 years (over 50,000 residents entire City)**
- **Address proposed growth over next 20 years (over 100,000 residents)**
- **Need to widen roads to 4 Lanes vs. 2 Lane Divided with Multimodal Ways**
- **Identify western road network need: Mobility Plan plus Infrastructure Study**

TWO (2) LANE DEVELOPER ACCESS ROADS

■ Current mobility fee:

- **Does not** include cost for lanes 1 & 2 of any road west of I-95
- **Does include** 6 miles of widening roads to 3 & 4 lanes for implementation
- **Does not** include developer travel in assessment area
- This **reduces** the mobility fee by including **fewer lanes** of roads
- Why does the fee exclude lanes 1 & 2. They are considered site related (needed for access).

SITE RELATED vs COMMUNITY BENEFIT

- Determination of whether lanes are site related
 - Does the road provide access to the development?
 - Is the road needed without the development?
 - Does the development use (consume) most of the capacity provided?
- Historically if all of these questions are answered affirmatively, it is accepted the lanes are needed for site access

SITE RELATED vs COMMUNITY BENEFIT

- **Determination of Community Benefit Generally:**
 - **Needed without development?**
 - **Provides benefit to community, other than proposed development?**
 - **Provides alternative route to existing congested corridors?**
 - **Reduces travel time for existing residents and business?**

Often the 3rd and 4th lane of a roadway meets these requirements.

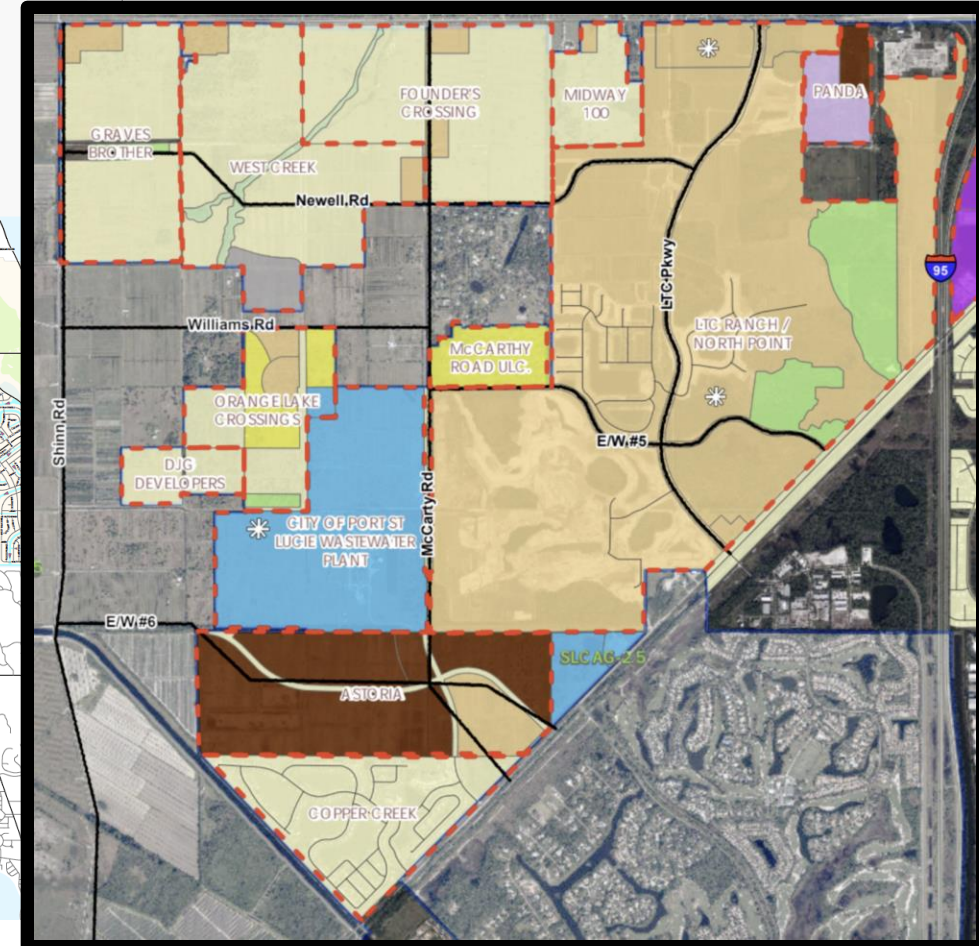
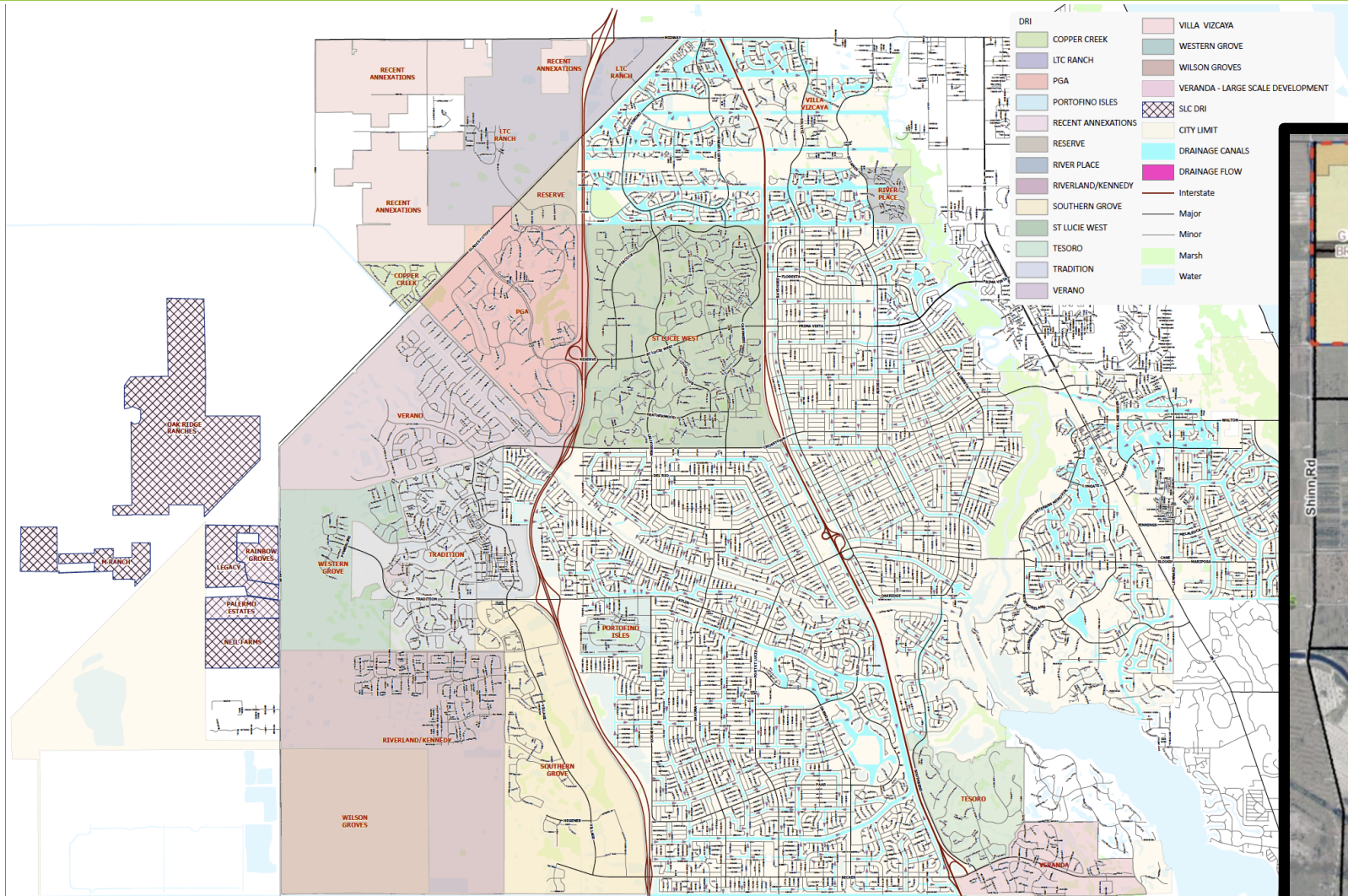
WHY DO SOME DEVELOPERS WANT THE FIRST TWO LANES INCLUDED IN THE FEE?

- **If a roadway or component of a roadway is not included in the fee a developer cannot apply for credit on such roadway or component.**
- **If the City includes the 1st & 2nd lanes in its fee, credit will be available to developer's who construct them in order to avoid a scenario where the developer has paid for the road twice, once by constructing it, and once by paying for a component of its construction through a mobility fee.**
- **General principle that development cannot be charged twice for same impact**

WHY IS INCLUDING FIRST TWO LANES IN FEE NOT RECOMMENDED?

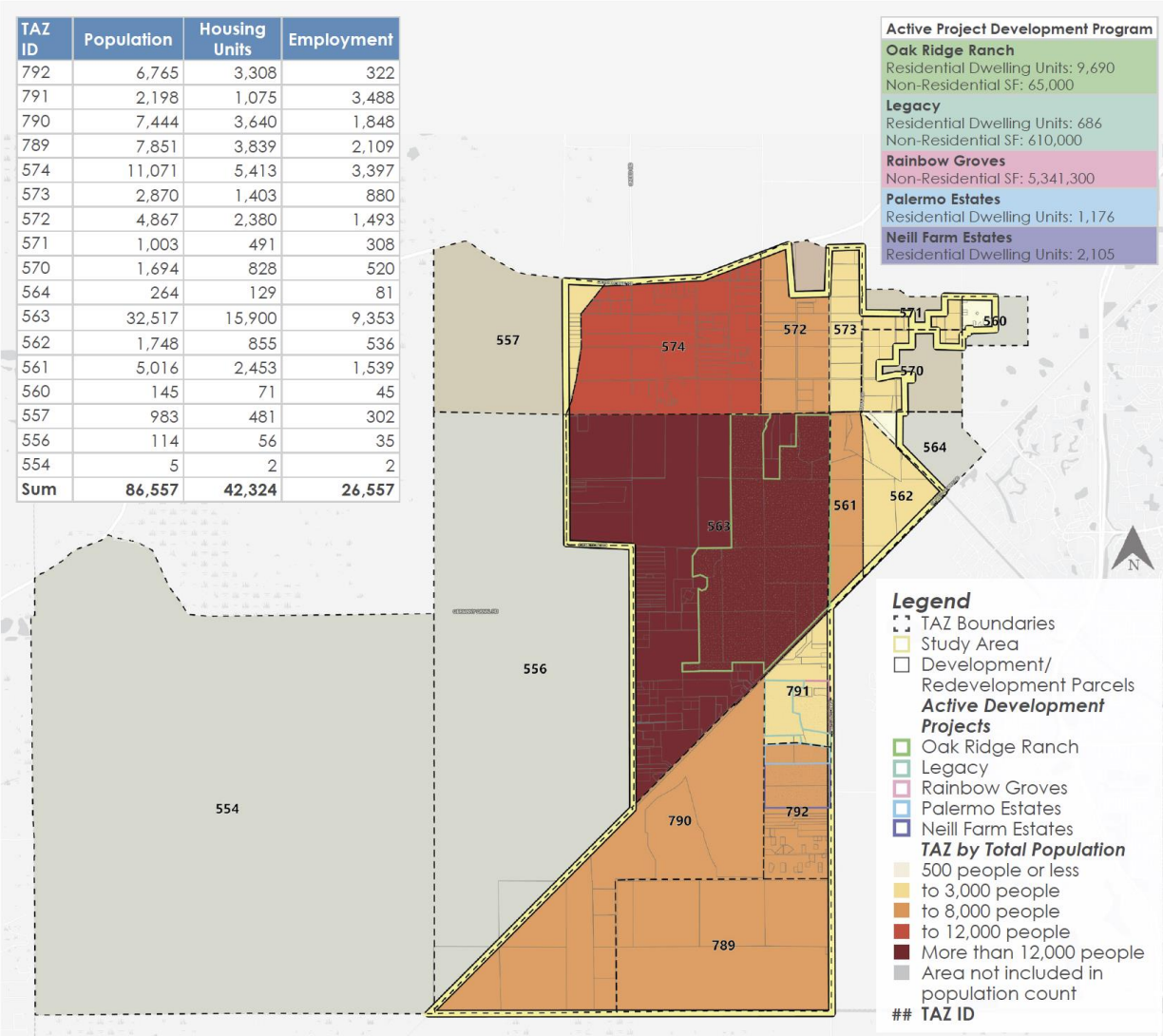
- **Some developer's arguing for credit where larger ROW required:**
 - **As explained previously, the first two lanes of a road are generally accepted as site specific. If the City includes them in the fee, the City would be providing credits to Developer's for roadways that do not create a community benefit. The City would essentially be subsidizing roads for developers.**
 - **The fee would be exponentially increased in more detail in the charts to be further explained a little further into the presentation**
 - **Instead, the ordinance can create a reimbursement application process for a developer to submit data driven evidence if they are in a novel situation where the first two lanes of a roadway are not site related to ensure equity and avoid double charging.**

WESTERN DEVELOPMENT

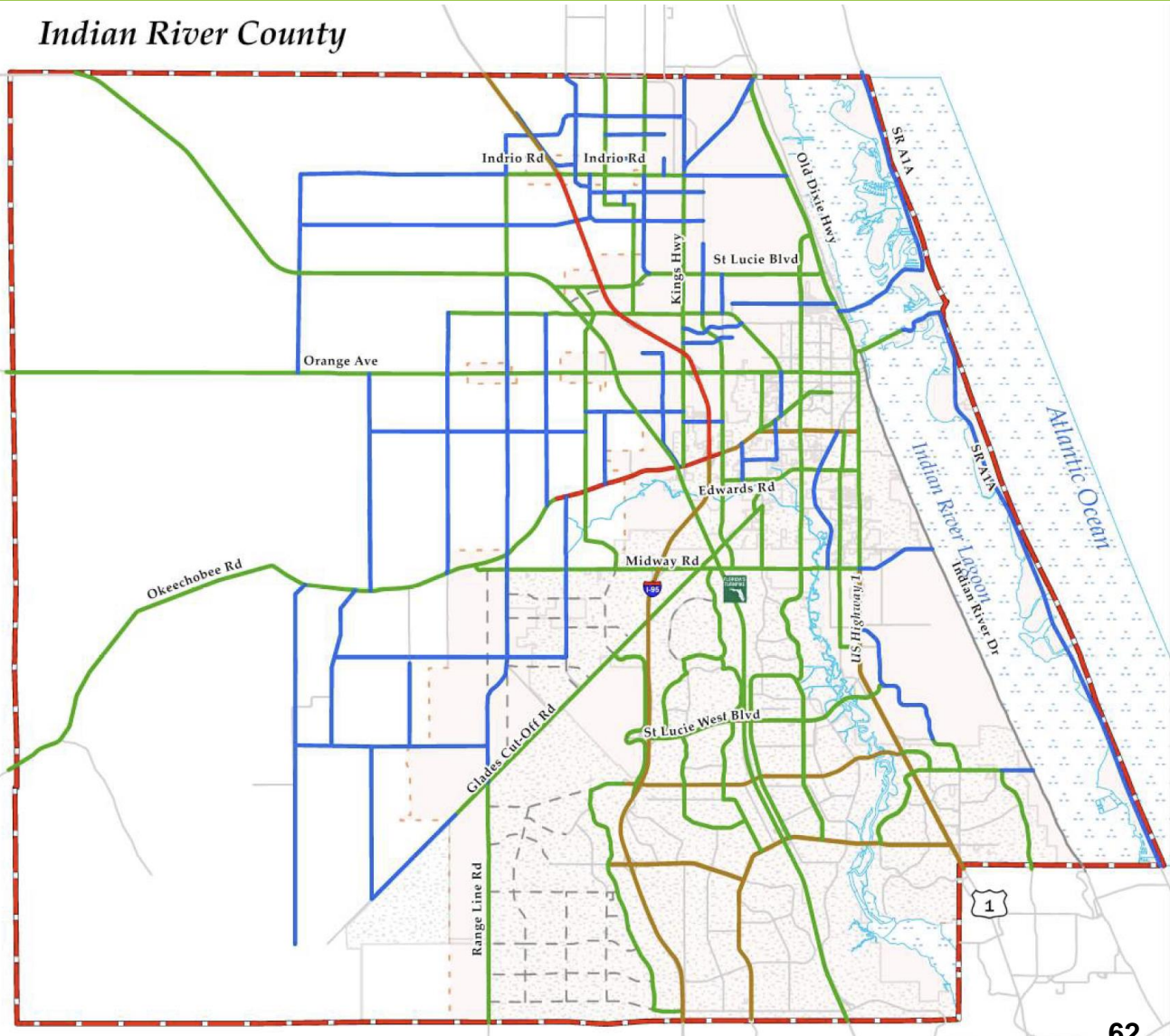


INFRASTRUCTURE STUDY & COUNTY PLANS

Figure 10. Study Area Moderate Scenario by Traffic Analysis Zone ("TAZ")



Indian River County



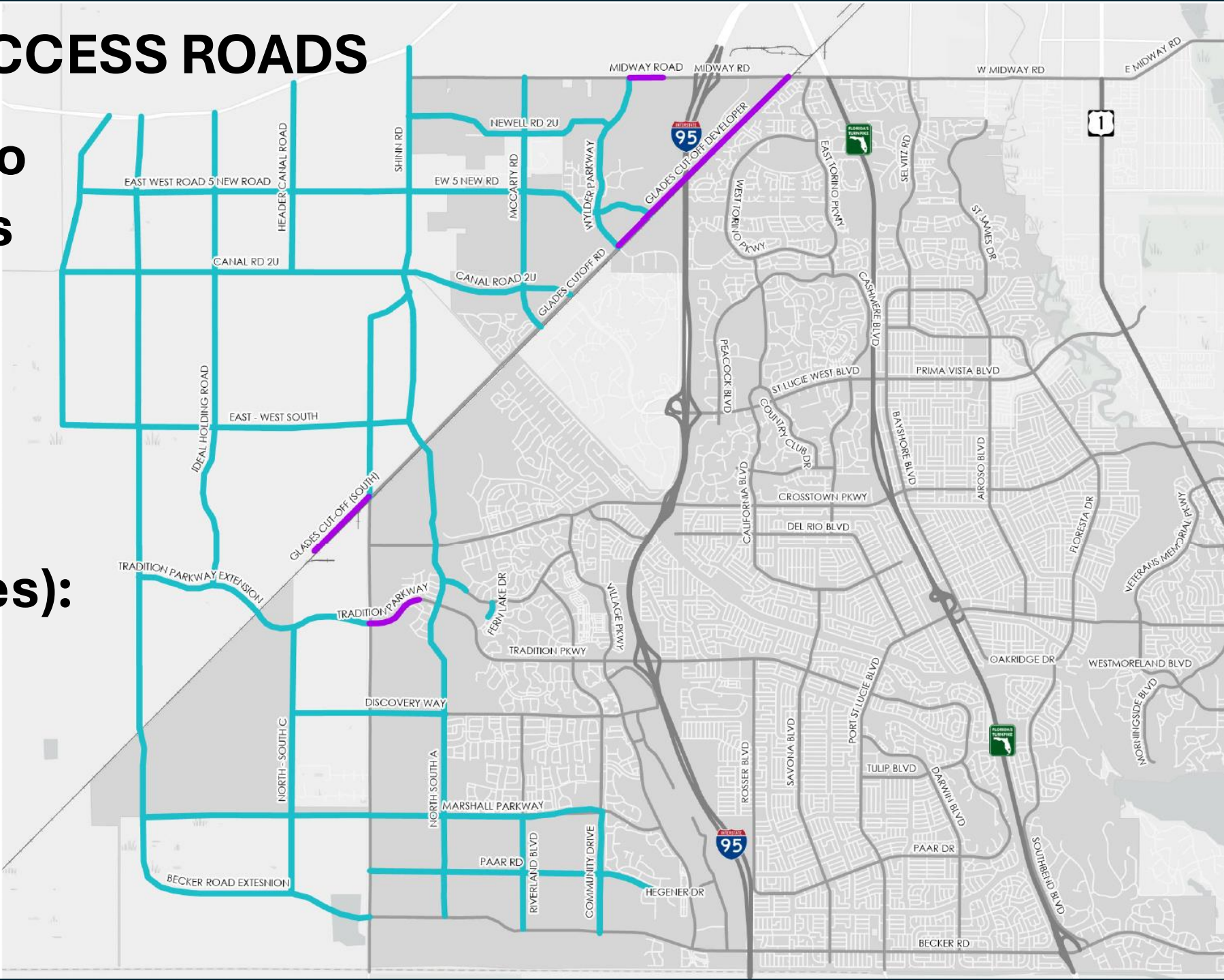
DEVELOPER ACCESS ROADS

94 Miles of Two
(2) Lane Roads

- New 2 Lane
- 4 Lane Divided

Potential
Mobility Fee
Impact (2 Lanes):
\$940 Million

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary



CITY OWNED ROADS & COUNTY OWNED ROADS

- **Original Mobility Plan included County Owned Roads (2021)**
- **County Owned Roads needs were far less in 2021 west of I-95**
- **Current Plan excludes County Owned Roads (2022 Fee & 2023 Plan)**
- **HB 479 Encourages Holistic Approach (City, County, State Roads)**
- **2050 Mobility Plan may include all Roads after ILA expires - Option**
- **Greater County Owned Road need west of I-95: pending development**
- **Only Two (2) County Owned Roads east of I-95**

Note: may take +/- 30 seconds to load

Click on eye symbol to turn plan on (slash disappears)



QR Code or link below

Click on lines or
dots (intersection plan)
for information about
each project



Corridors Plan (2025 - 2030)

- Complete Street Upgrade
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane

Corridors Plan (2030 - 2040)

- Complete Street Upgrade
- Corridor Study
- One-Way Pair

Developer Corridors

Corridors Plan (2025 - 2030)

Corridors Plan (2030 - 2040)

Corridors Plan (2040 - 2050)

Transit Plan

> Intersections Plan

Multimodal Plan



<https://bit.ly/PSLMP2025>

web address needs to be capitalized and
entered in as shown (don't forget https://)

SHORT TERM PLAN (2025 to 2030)

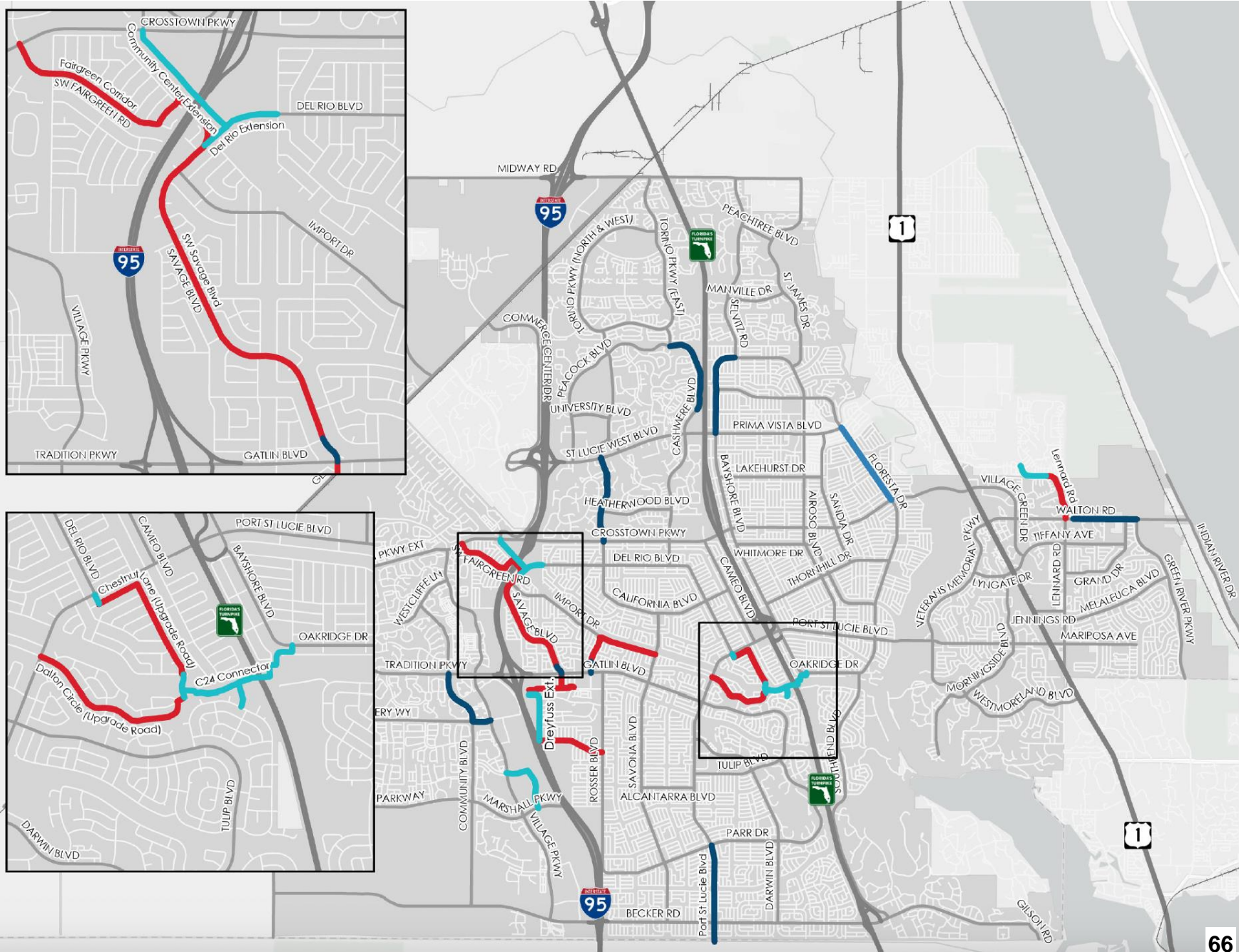
- Complete Street Upgrade
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane

\$428 Million Total

\$330 Million Unfunded

\$27.5 Million
Walton Road (County Owned)

5.7% County Owned Roads



MOBILITY PLAN UPDATES

- **Defines Western Network Need for first time in 20 Years**
- **Significant Increase in Roads West of 95**
- **2025 Update : More Four Lane Roads with Shared Use Paths vs.**
- **(2022 Fee / 2023 Plan) Two Lane Divided with Multimodal Ways**
- **Address continued increase in road construction cost**
- **Addressing long range capacity needs through 2050**
- **Further define future developer access roads**

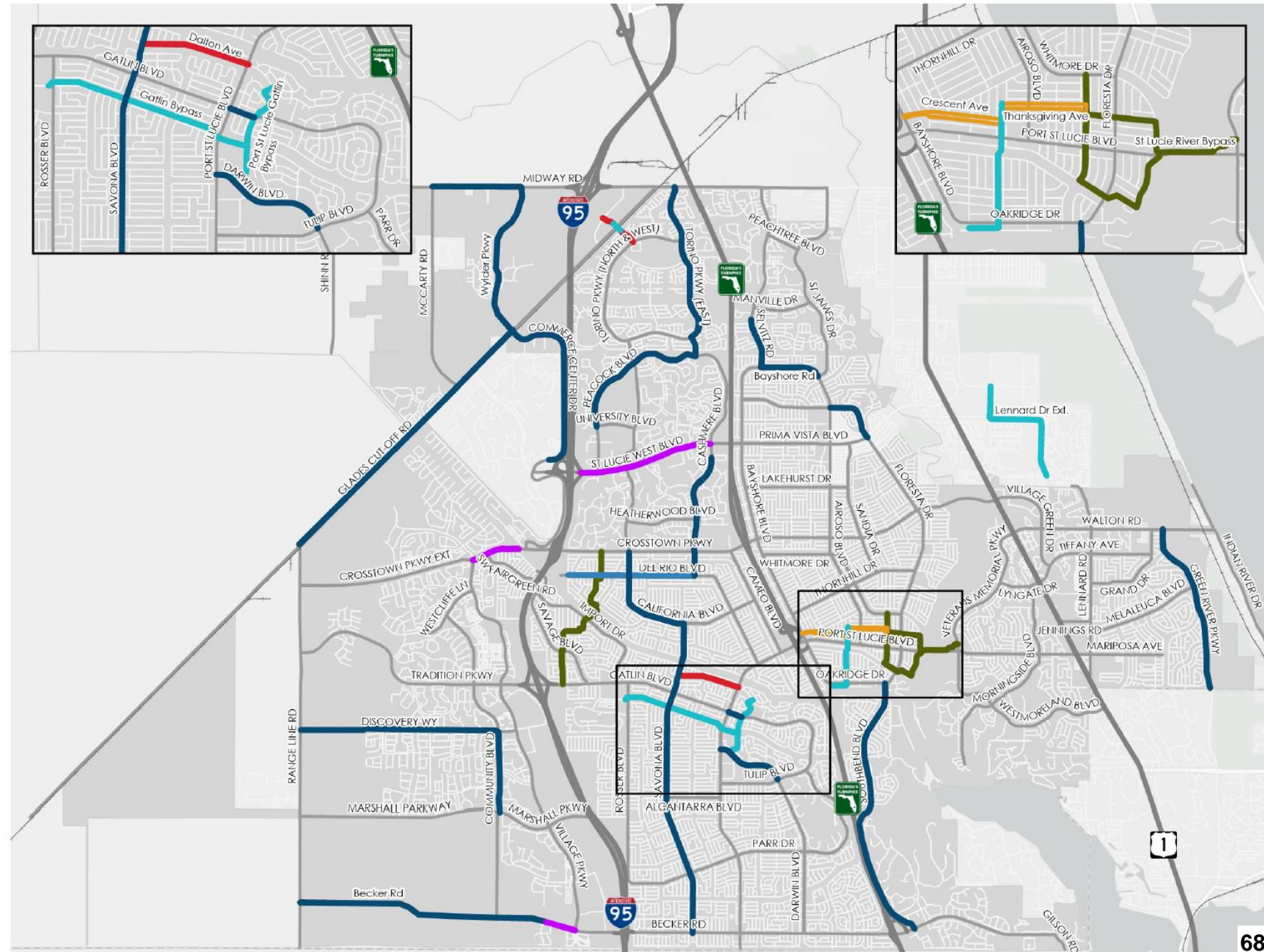
MID TERM PLAN (2030 to 2040)

- Complete Street Upgrade
- Corridor Study
- One-Way Pair
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane

\$1.25 billion Unfunded

\$128 Million
County Owned Roads
Glades (west of I-95)
Midway (west of I-95)
Lennard (east of I-95)

10.3% County Owned Roads



LONG TERM PLAN

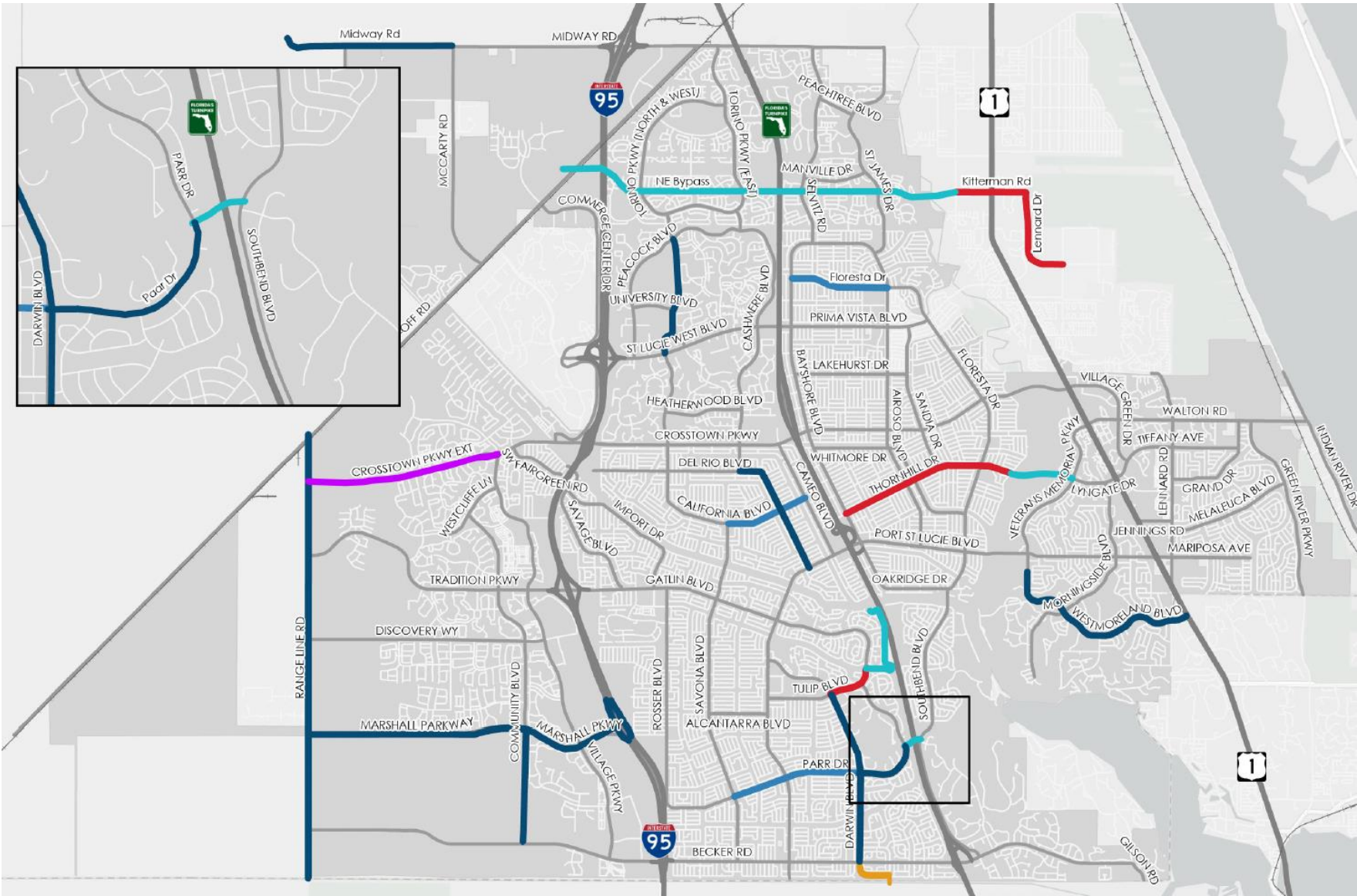
(2040 to 2050)

- Complete Street Upgrade
- One-Way Pair
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane

\$1.2 billion Unfunded

\$155 Million
County Owned Roads
Range Line (west of 95)
Midway (west of 95)
Kitterman (east of 95)

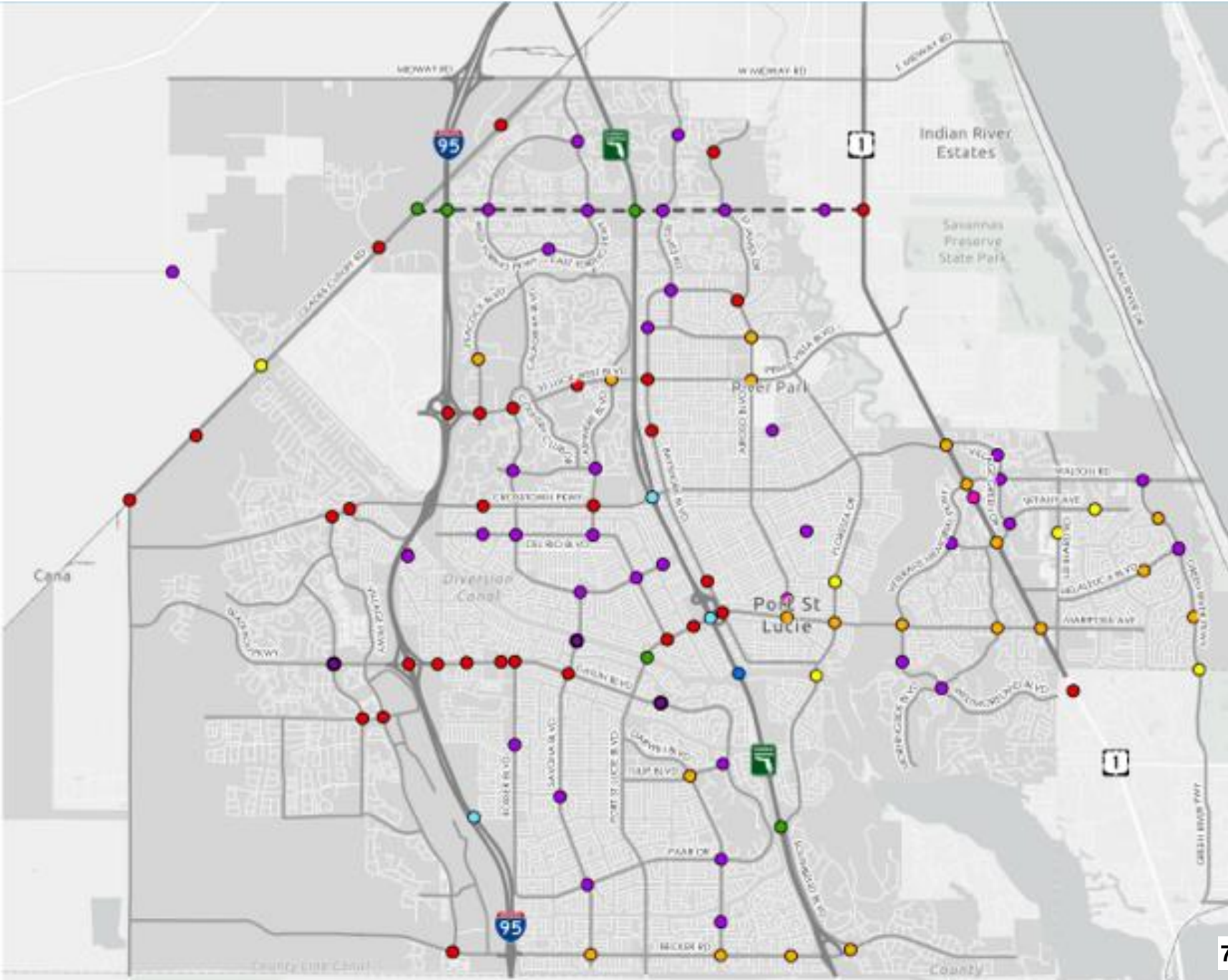
13.07% County Owned Roads


















INTERSECTION PLAN (2025 to 2050)

- Capacity Improvements
- Multimodal Improvements
- High-Visibility Mid-Block Crossing
- Multimodal Overpass
- Multimodal Underpass
- Roundabout
- Roundabout Upgrade
- High-Intensity Activated Crosswalk
- Interchange
- Proposed NE Bypass
- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary

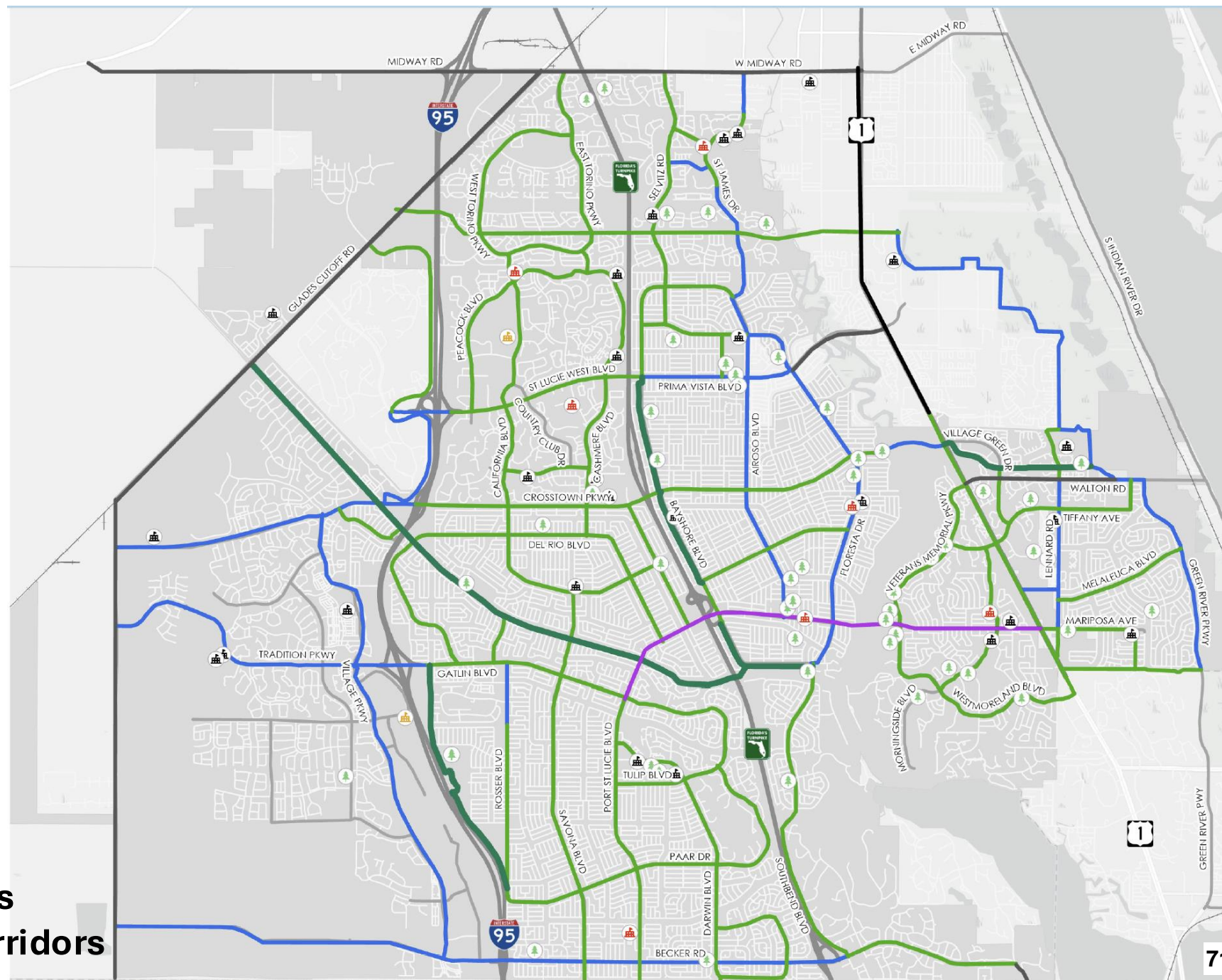
\$223 million
Most part of corridors
Waiting on final tweaks



MULTIMODAL PLAN (2025 to 2050)

-  Public School
-  College / Private School
-  College Prep / Private School
-  Park
-  Existing Multimodal Corridor
-  Shared Use Path
-  Shared Use Path (Boardwalk or Greenway)
-  Multimodal Corridor Study
-  County Road
-  State Road
-  Minor Roads
-  Major Roads
-  Limited Access Roads
-  Railways
-  City Boundary

Making Great Progress
Blue = Existing Multimodal
Majority overlap with corridors
Cost largely captured with corridors



2050 MOBILITY PLAN COST SUMMARY

- **Short Term: \$428 Million - \$330 Million Unfunded (subject to change)**
- **Mid Term: \$1.25 billion**
- **Long Term Plan: \$1.2 billion**
- **Intersection Plan: \$223 million (subject to change based on roads)**
- **Multimodal Plan: \$TBD (subject to change: majority part of corridors)**
- **Total: +/- \$3.1 billion of which +/- \$3 billion unfunded**
- **County Owned Roads Share: +/- \$310 million = +/- 10% of cost**
- **Developer Access Roads: \$940 million**

2050 MOBILITY PLAN: NEXT STEPS

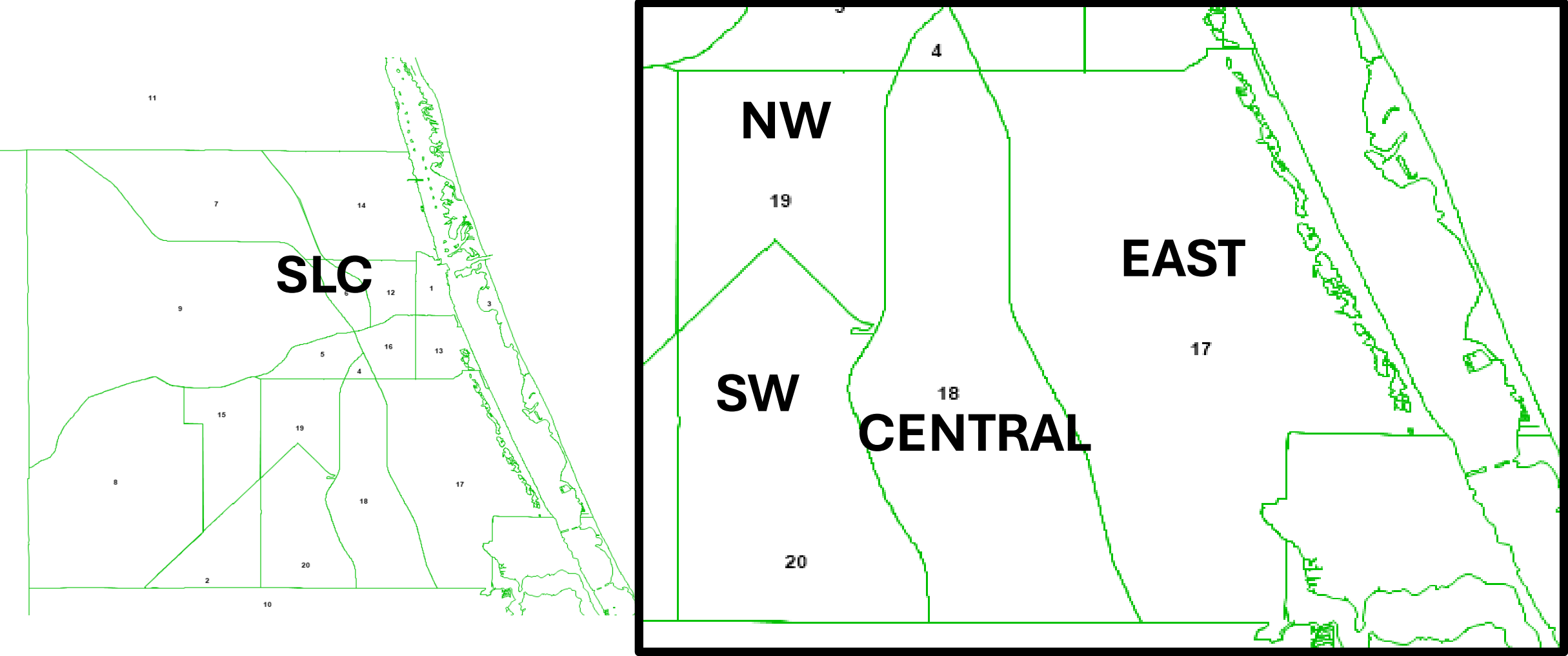
- **Continue to take community feedback**
- **Finalize 2050 Level of Service (LOS)**
- **Finalize 2050 daily traffic (model growth rates)**
- **Evaluate western annexations / developments**
- **Further coordinate with County, FDOT, TPO**
- **Finalize Draft Mobility Plan Projects (Hold Additional Workshops)**
- **Maps and projects on-line to review & provide feedback**

WHAT IS A MOBILITY FEE?

- Replaced City Road Impact Fee (2021)
- Intended to replace City Mobility Fee & County Road Impact Fee upon expiration of ILA in 2027
- One-time fee paid by (re)development
- Mitigate transportation impact
- Funding source for Mobility Projects



CITY TRAVEL PATTERNS (2024)



CITY TRAVEL PATTERNS (2024) EAST

EAST to EAST: 68%

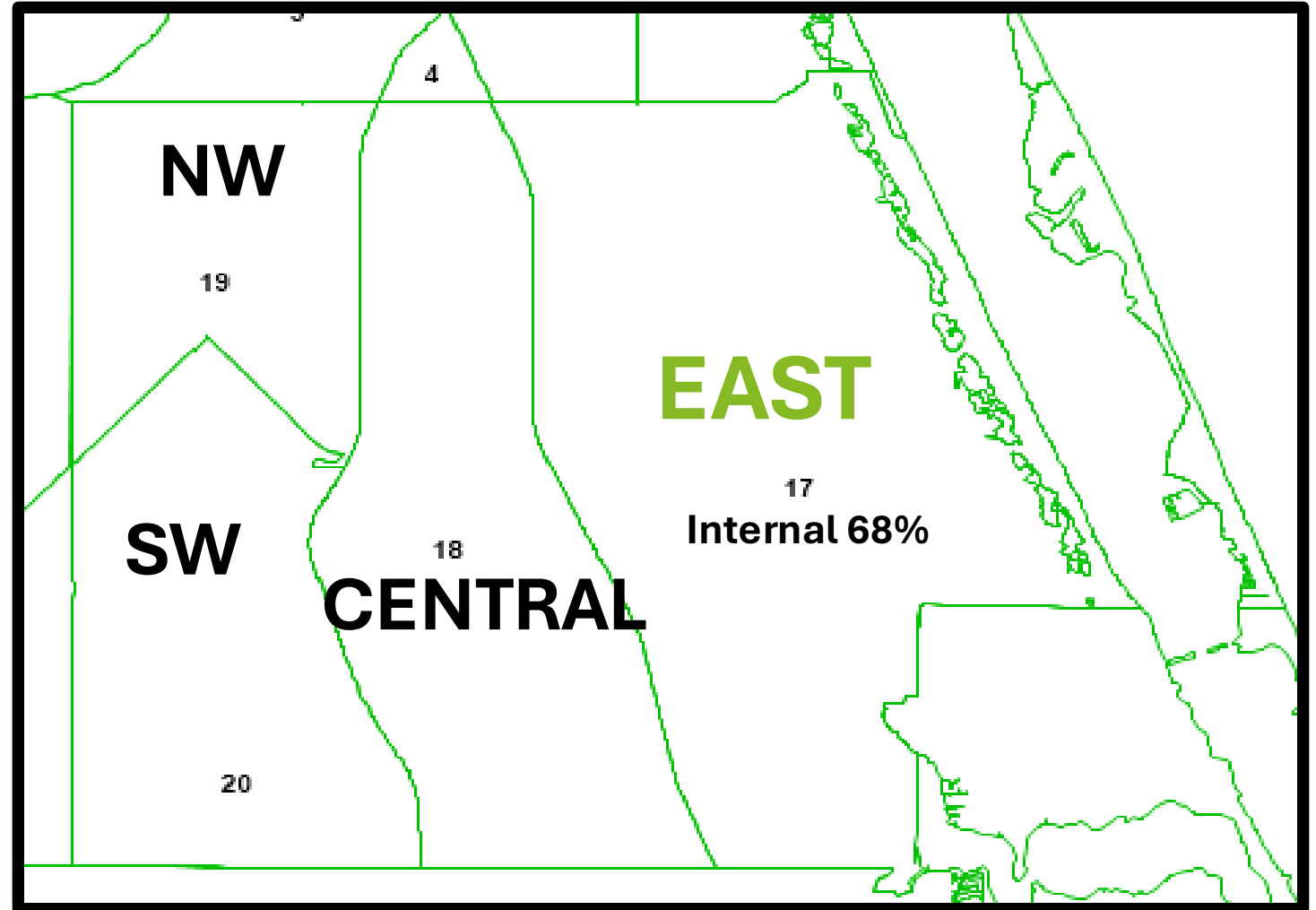
EAST to CENTRAL: 18%

EAST to NW: 0.8%

EAST to SW: 2.8%

EAST to SLC: 10.6%

SLC = St. Lucie County



CITY TRAVEL PATTERNS (2024) CENTRAL

CENTRAL to EAST: 18.2%

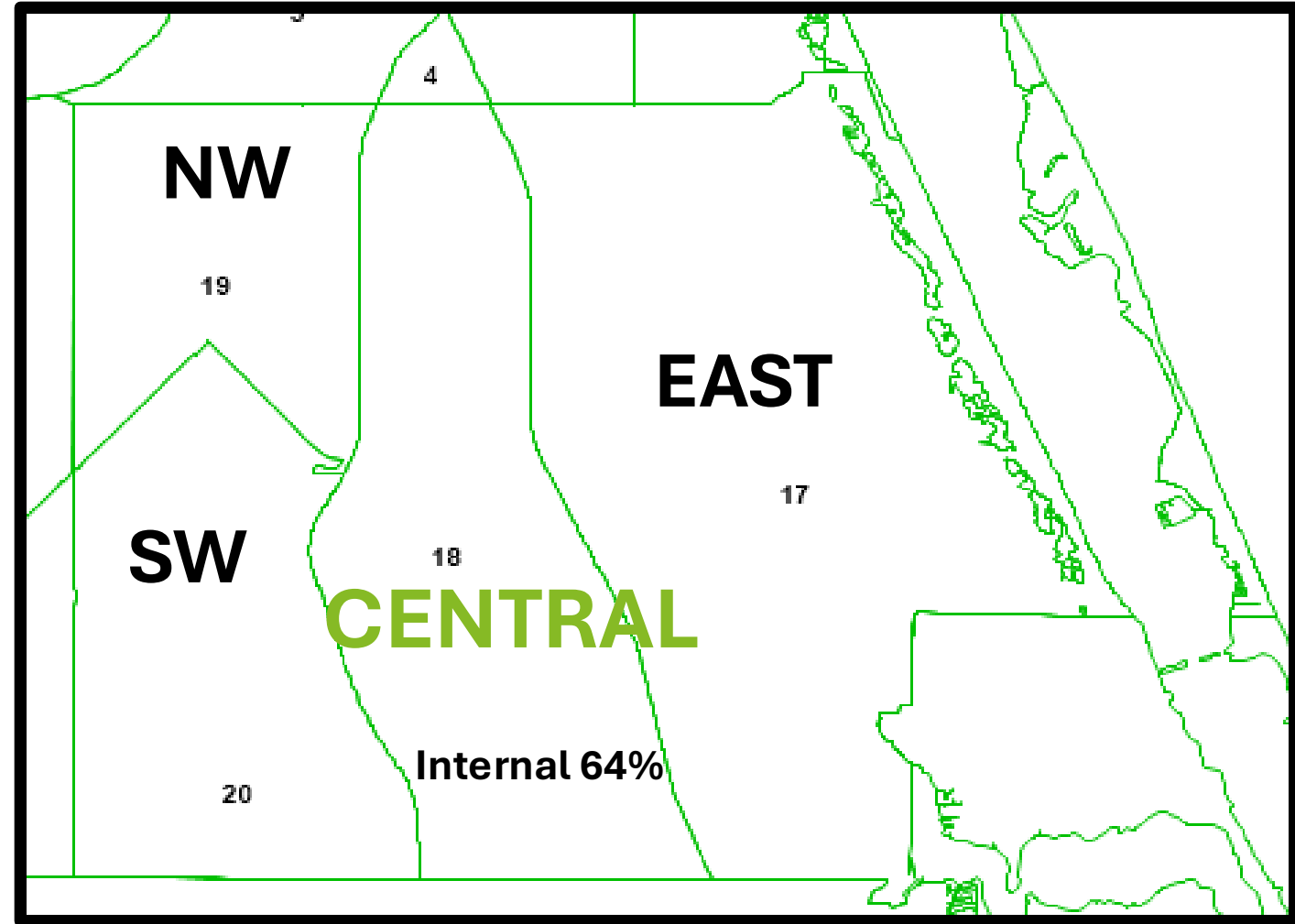
CENTRAL to CENTRAL: 64%

CENTRAL to NW: 2.5%

CENTRAL to SW: 9.3%

CENTRAL to SLC: 6.0%

SLC = St. Lucie County



CITY TRAVEL PATTERNS (2024) NORTHWEST

NW to EAST: 10.7%

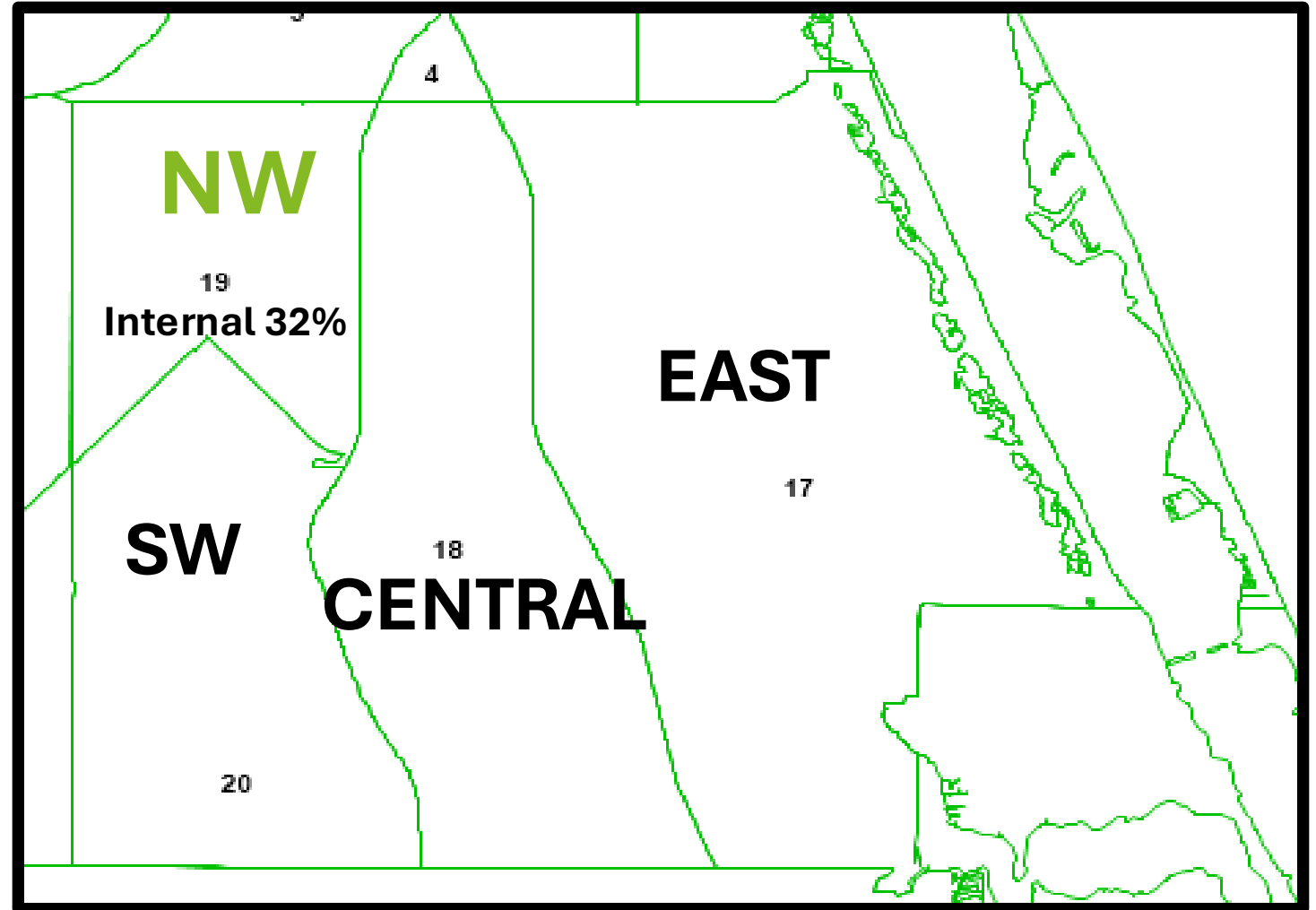
NW to CENTRAL: 32%

NW to NW: 30.6%

NW to SW: 19.5%

NW to SLC: 7.1%

SLC = St. Lucie County



CITY TRAVEL PATTERNS (2024) SOUTHWEST

SW to EAST: 8.7%

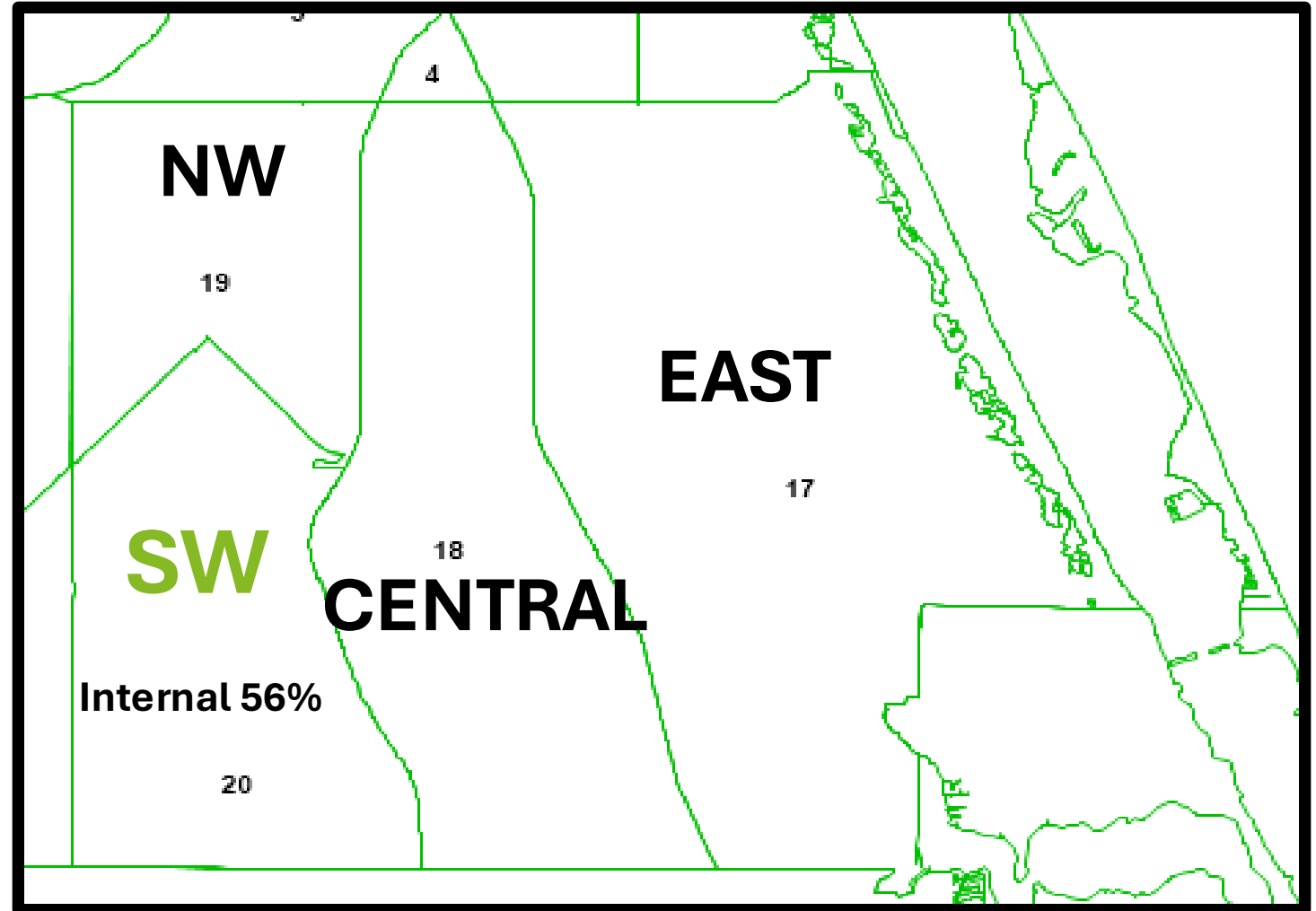
SW to CENTRAL: 27.7%

SW to NW: 3.4%

SW to SW: 56.2%

SW to SLC: 4.0%

SLC = St. Lucie County

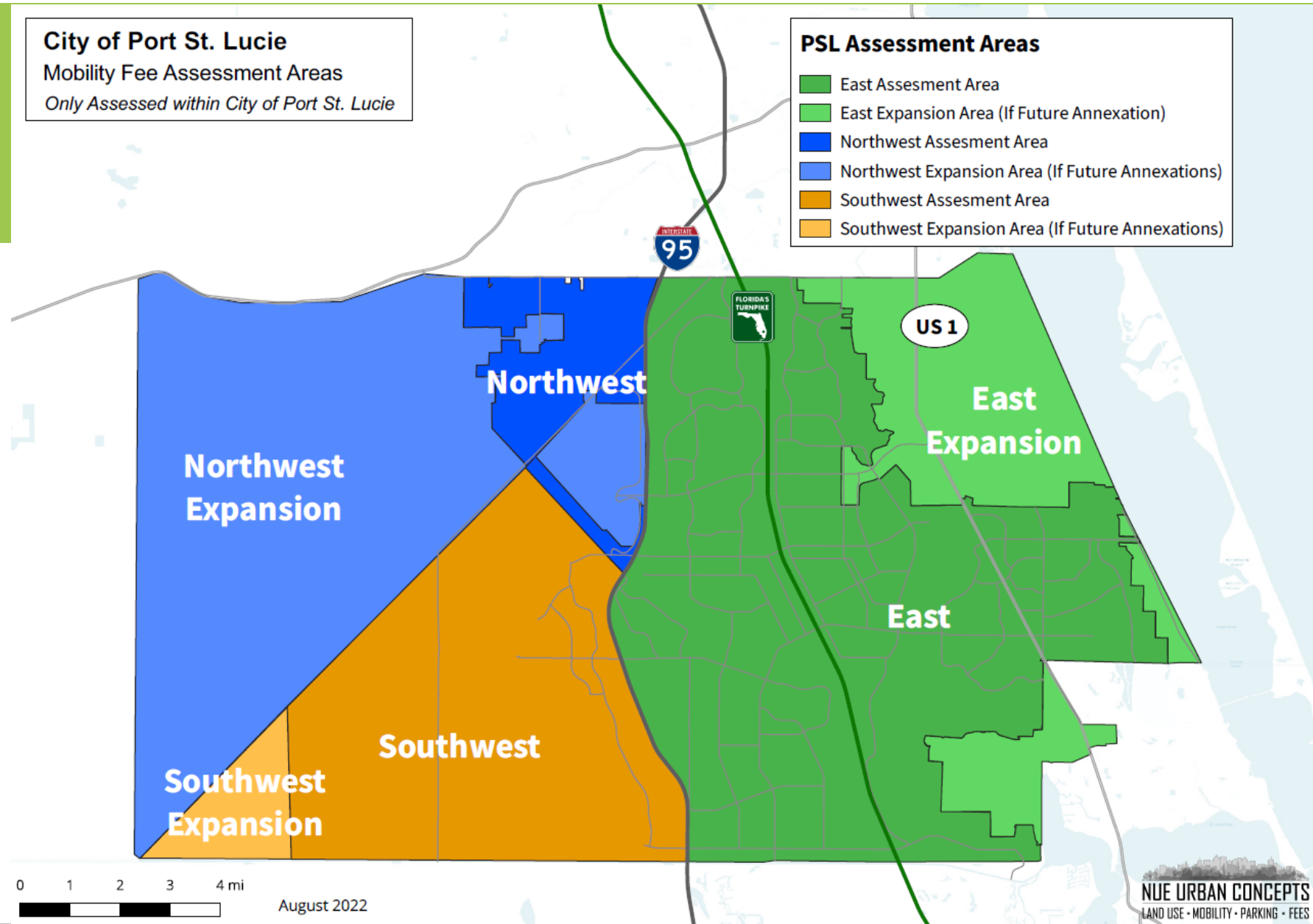


EXISTING ASSESSMENT AREAS

City of Port St. Lucie
Mobility Fee Assessment Areas
Only Assessed within City of Port St. Lucie

PSL Assessment Areas

- East Assesment Area
- East Expansion Area (If Future Annexation)
- Northwest Assesment Area
- Northwest Expansion Area (If Future Annexations)
- Southwest Assesment Area
- Southwest Expansion Area (If Future Annexations)

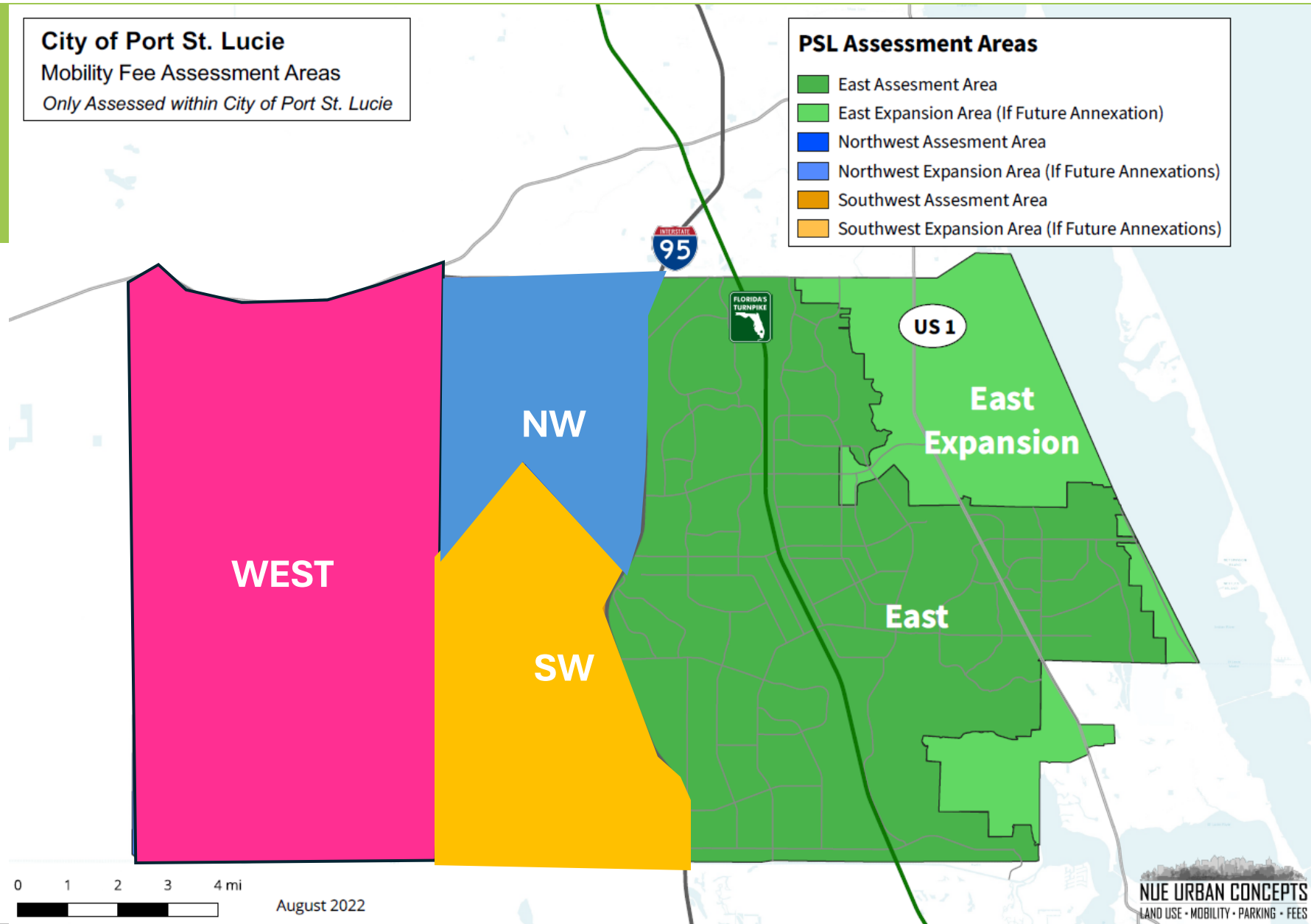


FUTURE ASSESSMENT AREAS

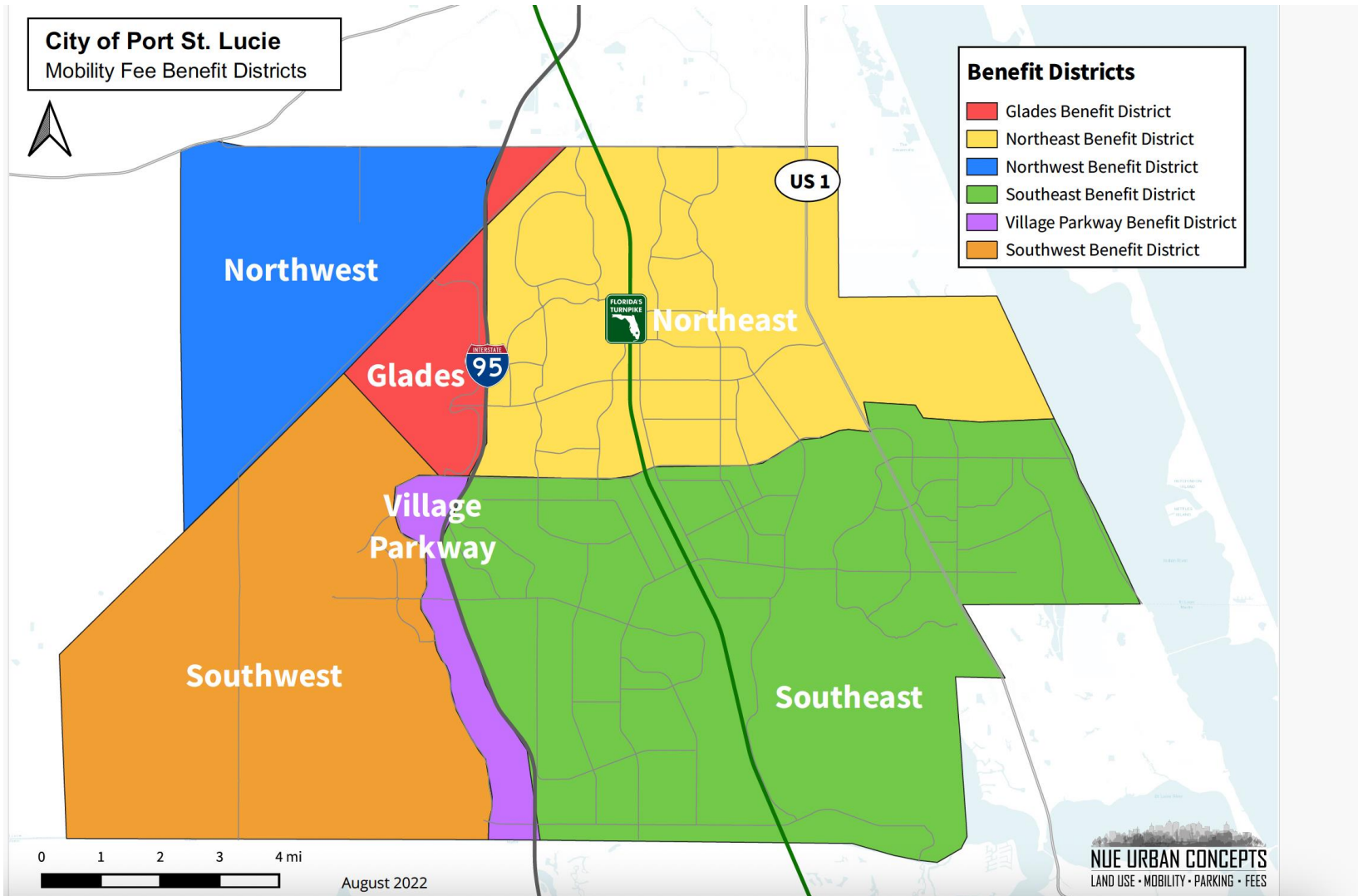
BEING FURTHER
EVALUATED

MAY INTRODUCE
WEST ZONE

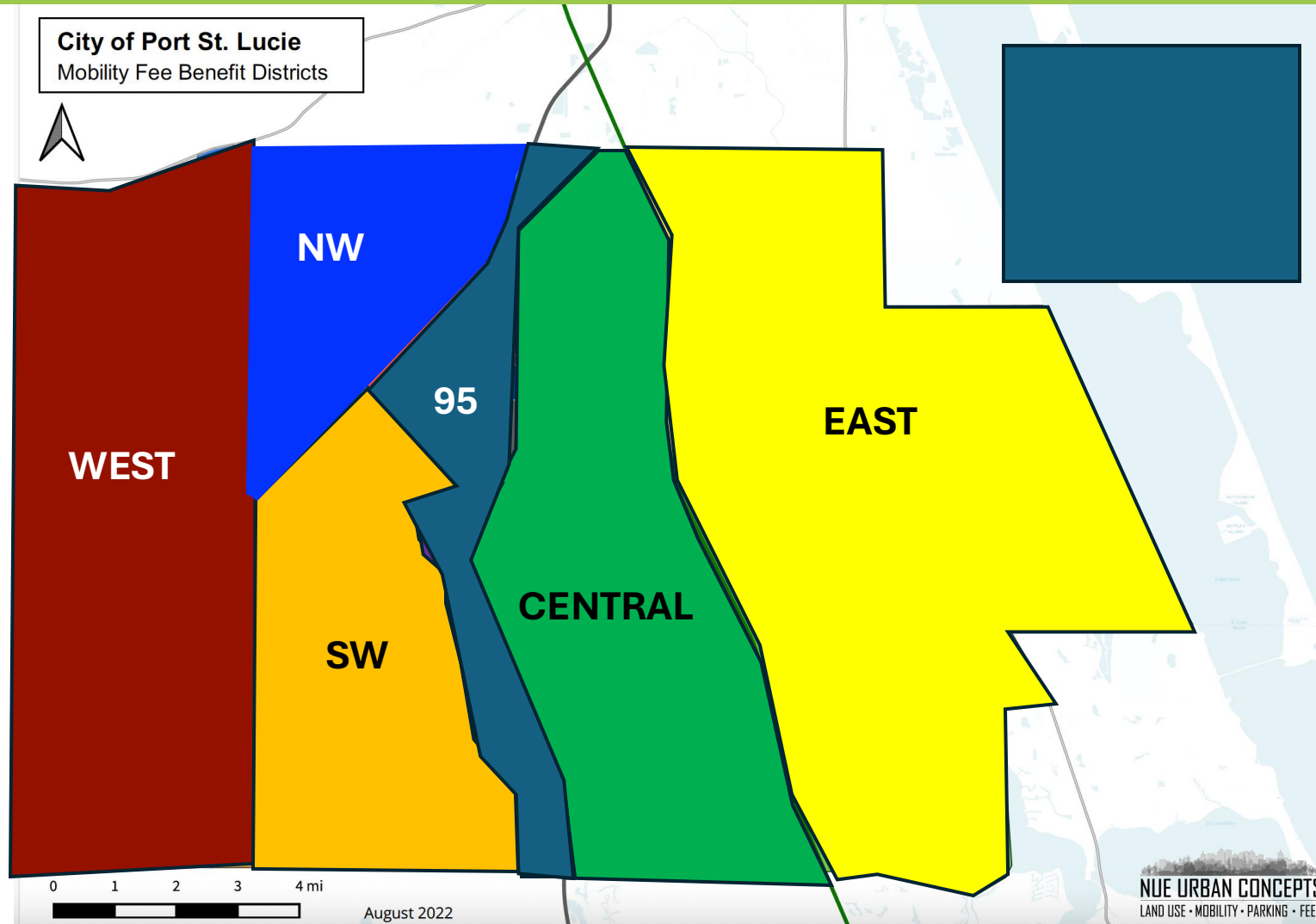
OPTION: COULD
REMAIN NW & SW



EXISTING BENEFIT DISTRICTS



UPDATED BENEFIT DISTRICTS



MAY ADD WEST DISTRICT

MAY CREATE NEW I-95 DISTRICT

MAY REVISE NORTHEAST & SOUTHEAST

POTENTIALLY RELATE TO SHARE OF REVENUE ALLOCATED TO COUNTY

METHODOLOGY

- **Based on trip generation per land use**
- **Apply share of new trips factor (aka pass-by) – non-residential**
- **Based on person trip factor per land use**
- **Based on person trip length per land use**
- **Adjust for travel on I-95 & Turnpike**
- **Adjust for origin & destination**
- **Multiply by Person Miles of Capacity Rate (Mobility Plan)**

METHODOLOGY: Person Miles of Capacity

- **Current methodology excludes developer roads**
- **Reduces trip length based on assessment area**
- **In 2022 did not have western roads defined for future need**
- **Cost based on share of travel in assessment areas**
- **In 2022 few defined projects west of I-95, based on east impact**
- **Why current southwest lower than east, with double trip length**
- **Why current northwest similar to east, with triple trip length**

2050 NEEDS WEST OF I-95 – NOT IN 2022 FEE

- Marshall Parkway Interchange with I-95
- Widening of Crosstown Parkway to 6 lanes
- Widening of Commerce Centre to 4 Lanes
- Widening of Becker to 4 Lanes
- Community, Discovery, Marshall, Wylder Pkwy widen to 4 Lanes
- NE PSL Bypass
- County Owned Roads: Glades, Range Line, Midway widen to 4 Lanes
- If Included (94 miles of developer access roads @ \$940 million)

FEE WITH DEVELOPER ACCESS ROADS & COUNTY ROADS

Residential & Lodging Uses	Unit of Measure	East	Southwest	Northwest	West
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 7,513	\$ 9,436	\$ 12,824	\$ 15,814
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 6,599	\$ 8,289	\$ 11,265	\$ 13,892
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 10,076	\$ 12,655	\$ 17,199	\$ 21,209
Overnight Lodging (Hotel, Inn, Motel, Resort) ²	per room	\$ 9,825	\$ 12,340	\$ 16,771	\$ 20,682
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	\$ 6,585	\$ 8,270	\$ 11,239	\$ 13,861

FEE WITH DEVELOPER ACCESS ROADS & COUNTY ROADS

Institutional Uses	Unit of Measure	East	Southwest	Northwest	West
Community Serving (Civic, Place of Assembly, Museum, Gallery) ²	per 1,000 sq. ft.	\$ 7,757	\$ 9,743	\$ 10,067	\$ 12,249
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	\$ 4,864	\$ 6,109	\$ 6,615	\$ 7,199
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	\$ 13,264	\$ 16,659	\$ 18,224	\$ 20,721
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	\$ 4,202	\$ 5,277	\$ 7,141	\$ 8,536
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse) ³	per 1,000 sq. ft.	\$ 2,696	\$ 3,387	\$ 4,582	\$ 5,478
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	\$ 2,263	\$ 2,843	\$ 3,846	\$ 4,598

FEE WITH DEVELOPER ACCESS ROADS & COUNTY ROADS

Recreational Uses	Unit of Measure	East	Southwest	Northwest	West
Marina (Including dry storage) per berth ²	per berth	\$ 2,330	\$ 2,926	\$ 6,879	\$ 9,284
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis) ²	per acre	\$ 16,972	\$ 21,317	\$ 50,106	\$ 67,626
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	\$ 15,382	\$ 19,319	\$ 45,412	\$ 61,290
Office Uses					
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	\$ 12,090	\$ 15,185	\$ 20,547	\$ 24,562
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	\$ 20,863	\$ 26,204	\$ 36,382	\$ 41,073

FEE WITH DEVELOPER ACCESS ROADS & COUNTY ROADS

Commercial Services & Retail Uses	Unit of Measure	East	Southwest	Northwest	West
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services) ⁴	per 1,000 sq. ft.	\$ 8,273	\$ 10,391	\$ 13,627	\$ 15,346
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services) ⁵	per 1,000 sq. ft.	\$ 16,257	\$ 20,419	\$ 26,776	\$ 30,155
Free-Standing Retail (Entertainment, Restaurant, Retail, Services) ⁶	per 1,000 sq. ft.	\$ 21,988	\$ 27,617	\$ 36,216	\$ 40,786
Additive Fees for Commercial Services & Retail Uses ⁷					
Bank Drive-Thru Lane or Free-Standing ATM ⁸	per lane / ATM	\$ 40,946	\$ 51,429	\$ 87,748	\$ 101,472
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) ⁹	per lane or stall	\$ 39,718	\$ 49,886	\$ 68,843	\$ 79,610
Motor Vehicle Charging or Fueling ¹⁰	per charging or fueling position	\$ 24,001	\$ 30,145	\$ 41,600	\$ 48,107
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) ¹¹	per service bay	\$ 13,866	\$ 17,416	\$ 24,034	\$ 27,793
Retail Drive-Thru ¹²	per lane	\$ 32,223	\$ 40,472	\$ 47,209	\$ 53,165
Quick Service Restaurant Drive-Thru Lane ¹³	per lane	\$ 81,257	\$ 102,058	\$ 142,000	\$ 168,808

FEE EXCLUDES DEVELOPER ACCESS ROADS & INCLUDES COUNTY ROADS

Residential & Lodging Uses	Unit of Measure	East	Southwest	Northwest	West
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 5,409	\$ 5,710	\$ 7,543	\$ 8,976
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 4,751	\$ 5,015	\$ 6,626	\$ 7,884
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 7,254	\$ 7,657	\$ 10,117	\$ 12,038
Overnight Lodging (Hotel, Inn, Motel, Resort) ²	per room	\$ 7,074	\$ 7,467	\$ 9,865	\$ 11,739
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	\$ 4,741	\$ 5,004	\$ 6,611	\$ 7,867

FEE EXCLUDES DEVELOPER ACCESS ROADS & INCLUDES COUNTY ROADS

Institutional Uses	Unit of Measure	East	Southwest	Northwest	West
Community Serving (Civic, Place of Assembly, Museum, Gallery) ²	per 1,000 sq. ft.	\$ 5,585	\$ 5,895	\$ 5,921	\$ 6,952
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	\$ 3,502	\$ 3,697	\$ 3,891	\$ 4,086
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	\$ 9,550	\$ 10,081	\$ 10,720	\$ 11,761
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	\$ 3,025	\$ 3,193	\$ 4,200	\$ 4,845
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse) ³	per 1,000 sq. ft.	\$ 1,941	\$ 2,049	\$ 2,696	\$ 3,109
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	\$ 1,630	\$ 1,720	\$ 2,263	\$ 2,610

FEE EXCLUDES DEVELOPER ACCESS ROADS & INCLUDES COUNTY ROADS

Recreational Uses	Unit of Measure	East	Southwest	Northwest	West
Marina (Including dry storage) per berth ²	per berth	\$ 1,678	\$ 1,771	\$ 4,046	\$ 5,269
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis) ²	per acre	\$ 12,220	\$ 12,899	\$ 29,474	\$ 38,382
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	\$ 11,075	\$ 11,690	\$ 26,713	\$ 34,786
Office Uses					
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	\$ 8,705	\$ 9,188	\$ 12,086	\$ 13,941
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	\$ 15,021	\$ 15,856	\$ 21,401	\$ 23,312

FEE EXCLUDES DEVELOPER ACCESS ROADS & INCLUDES COUNTY ROADS

Commercial Services & Retail Uses	Unit of Measure	East	Southwest	Northwest	West
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services) ⁴	per 1,000 sq. ft.	\$ 5,957	\$ 6,288	\$ 8,016	\$ 8,710
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services) ⁵	per 1,000 sq. ft.	\$ 11,705	\$ 12,355	\$ 15,751	\$ 17,115
Free-Standing Retail (Entertainment, Restaurant, Retail, Services) ⁶	per 1,000 sq. ft.	\$ 15,832	\$ 16,711	\$ 21,304	\$ 23,149
Additive Fees for Commercial Services & Retail Uses ⁷					
Bank Drive-Thru Lane or Free-Standing ATM ⁸	per lane / ATM	\$ 29,481	\$ 31,119	\$ 51,616	\$ 57,592
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) ⁹	per lane or stall	\$ 28,597	\$ 30,186	\$ 40,496	\$ 45,184
Motor Vehicle Charging or Fueling ¹⁰	per charging or fueling position	\$ 17,281	\$ 18,241	\$ 24,471	\$ 27,304
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) ¹¹	per service bay	\$ 9,984	\$ 10,538	\$ 14,138	\$ 15,774
Retail Drive-Thru ¹²	per lane	\$ 23,200	\$ 24,489	\$ 27,770	\$ 30,175
Quick Service Restaurant Drive-Thru Lane ¹³	per lane	\$ 58,505	\$ 61,755	\$ 83,529	\$ 95,810

SINGLE-FAMILY COMPARISON

Single-Family Residential	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	2,400 sq. ft. house	\$ 3,840	\$ 2,712	\$ 3,408	\$ -
Current County Road Impact Fee	2,400 sq. ft. house	\$ 2,060	\$ 2,060	\$ 2,060	\$ -
Current Total Fees	2,400 sq. ft. house	\$ 5,900	\$ 4,772	\$ 5,468	\$ -
Draft Mobility Fee (with developer roads)	2,400 sq. ft. house	\$ 18,031	\$ 22,646	\$ 30,778	\$ 37,954
Draft Mobility Fee (without developer roads)	2,400 sq. ft. house	\$ 12,982	\$ 13,704	\$ 18,103	\$ 20,873
Draft Mobility Fee (w/o county & developer roads)	2,400 sq. ft. house	\$ 11,683	\$ 12,334	\$ 16,293	\$ 18,786

RESIDENTIAL FEE COMPARISON

LOCAL GOVERNMENT	LAND USE	UNIT OF MEASURE	FEE RATE	LAST UPDATE OF FEE
EXISTING CITY & COUNTY FEE	Single-Family Detached	2,400 SQ. FT.	\$5,900	2022
Port St. Lucie (East Assessment Area)	Single-Family Detached	2,400 SQ. FT.	\$12,982	Under Evaluation
Port St. Lucie (Southwest Assessment Area)	Single-Family Detached	2,400 SQ. FT.	\$13,704	Under Evaluation
Port St. Lucie (Northwest Assessment Area)	Single-Family Detached	2,400 SQ. FT.	\$18,103	Under Evaluation
Port St. Lucie (West Assessment Area)	Single-Family Detached	2,400 SQ. FT.	\$20,873	Under Evaluation
St. Lucie County (Urban)	Single-Family Detached	(2,400 to 3,499 sq. ft.)	\$14,121	Under Evaluation
St. Lucie County (Rural)	Single-Family Detached	(2,400 to 3,499 sq. ft.)	\$18,224	Under Evaluation
Cape Coral	Single-Family Detached	(2,000 sq. ft. or more)	\$10,063	Under Evaluation
Palm Coast	Single Family Detached	2,400 SQ. FT.	\$9,048	2025
Hillsborough County (Urban)	Single Family Detached	(1,500 to 2,499 sq. ft.)	\$9,183	2022
Hillsborough County (Rural)	Single Family Detached	(1,500 to 2,499 sq. ft.)	\$13,038	2022
Mantee County	Single Family Detached	(1,700 sq. ft. or more)	\$18,177	9/9/2025
Osceola County	Single Family Detached	Dwelling Unit	\$21,710	2025 ¹

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Single-Family Residential (2,400 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$5,900	\$12,982	\$3,541	\$9,441	\$12,982	\$12,982	\$12,982
East Assessment Area (3 YR PHASE)	\$5,900	\$12,982	\$2,337	\$8,237	\$10,574	\$12,982	\$12,982
East Assessment Area (4 YR PHASE)	\$5,900	\$12,982	\$1,771	\$7,671	\$9,441	\$11,212	\$12,982
Southwest Assessment Area (2 YR PHASE)	\$4,772	\$13,704	\$4,466	\$9,238	\$13,704	\$13,704	\$13,704
Southwest Assessment Area (3 YR PHASE)	\$4,772	\$13,704	\$2,948	\$7,720	\$7,720	\$13,704	\$13,704
Southwest Assessment Area (4 YR PHASE)	\$4,772	\$13,704	\$2,233	\$7,005	\$9,238	\$11,471	\$13,704
Northwest Assessment Area (2 YR PHASE)	\$5,468	\$18,103	\$6,318	\$11,786	\$18,103	\$18,103	\$18,103
Northwest Assessment Area (3 YR PHASE)	\$5,468	\$18,103	\$4,170	\$9,638	\$13,807	\$18,103	\$18,103
Northwest Assessment Area (4 YR PHASE)	\$5,468	\$18,103	\$3,159	\$8,627	\$11,786	\$14,944	\$18,103
West Assessment Area (2 YR PHASE)	--	\$20,873	\$10,437	\$10,437	\$20,873	\$20,873	\$20,873
West Assessment Area (3 YR PHASE)	--	\$20,873	\$5,218	\$10,437	\$15,655	\$20,873	\$20,873
West Assessment Area (4 YR PHASE)	--	\$20,873	\$3,444	\$10,437	\$13,881	\$17,325	\$20,873

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Single-Family Residential (2,400 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$5,900	\$11,683	\$2,892	\$8,792	\$11,683	\$11,683	\$11,683
East Assessment Area (3 YR PHASE)	\$5,900	\$11,683	\$1,908	\$7,808	\$9,717	\$11,683	\$11,683
East Assessment Area (4 YR PHASE)	\$5,900	\$11,683	\$1,446	\$7,346	\$8,792	\$10,237	\$11,683
Southwest Assessment Area (2 YR PHASE)	\$4,772	\$12,334	\$3,781	\$8,553	\$12,334	\$12,334	\$12,334
Southwest Assessment Area (3 YR PHASE)	\$4,772	\$12,334	\$2,495	\$7,267	\$7,267	\$12,334	\$12,334
Southwest Assessment Area (4 YR PHASE)	\$4,772	\$12,334	\$1,891	\$6,663	\$8,553	\$10,444	\$12,334
Northwest Assessment Area (2 YR PHASE)	\$5,468	\$16,293	\$5,413	\$10,881	\$16,293	\$16,293	\$16,293
Northwest Assessment Area (3 YR PHASE)	\$5,468	\$16,293	\$3,572	\$9,040	\$12,613	\$16,293	\$16,293
Northwest Assessment Area (4 YR PHASE)	\$5,468	\$16,293	\$2,706	\$8,174	\$10,881	\$13,587	\$16,293
West Assessment Area (2 YR PHASE)	--	\$18,786	\$9,393	\$9,393	\$18,786	\$18,786	\$18,786
West Assessment Area (3 YR PHASE)	--	\$18,786	\$4,697	\$9,393	\$14,090	\$18,786	\$18,786
West Assessment Area (4 YR PHASE)	--	\$18,786	\$3,100	\$9,393	\$12,493	\$15,592	\$18,786

MULTI-FAMILY COMPARISON

Multi-Family Residential	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 2,650	\$ 1,870	\$ 2,340	\$ -
Current County Road Impact Fee	(750 to 1,499 sq. ft. unit)	\$ 1,589	\$ 1,589	\$ 1,589	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 4,239	\$ 3,459	\$ 3,929	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 10,076	\$ 12,665	\$ 17,199	\$ 21,209
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 7,254	\$ 7,657	\$ 10,117	\$ 12,038
Draft Mobility Fee (w/o county & developer roads)	per 1,000 sq. ft.	\$ 6,529	\$ 6,891	\$ 9,105	\$ 10,834

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Multi-Family Residential (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$4,239	\$7,254	\$1,508	\$5,747	\$7,254	\$7,254	\$7,254
East Assessment Area (3 YR PHASE)	\$4,239	\$7,254	\$995	\$5,234	\$6,229	\$7,254	\$7,254
East Assessment Area (4 YR PHASE)	\$4,239	\$7,254	\$754	\$4,993	\$5,747	\$6,500	\$7,254
Southwest Assessment Area (2 YR PHASE)	\$3,459	\$7,657	\$2,099	\$5,558	\$7,657	\$7,657	\$7,657
Southwest Assessment Area (3 YR PHASE)	\$3,459	\$7,657	\$1,385	\$4,844	\$4,844	\$7,657	\$7,657
Southwest Assessment Area (4 YR PHASE)	\$3,459	\$7,657	\$1,050	\$4,509	\$5,558	\$6,608	\$7,657
Northwest Assessment Area (2 YR PHASE)	\$3,929	\$10,117	\$3,094	\$7,023	\$10,117	\$10,117	\$10,117
Northwest Assessment Area (3 YR PHASE)	\$3,929	\$10,117	\$2,042	\$5,971	\$8,013	\$10,117	\$10,117
Northwest Assessment Area (4 YR PHASE)	\$3,929	\$10,117	\$1,547	\$5,476	\$7,023	\$8,570	\$10,117
West Assessment Area (2 YR PHASE)	--	\$12,038	\$6,019	\$6,019	\$12,038	\$12,038	\$12,038
West Assessment Area (3 YR PHASE)	--	\$12,038	\$3,010	\$6,019	\$9,029	\$12,038	\$12,038
West Assessment Area (4 YR PHASE)	--	\$12,038	\$1,986	\$6,019	\$8,005	\$9,992	\$12,038

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Multi-Family Residential (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$4,239	\$6,529	\$1,145	\$5,384	\$6,529	\$6,529	\$6,529
East Assessment Area (3 YR PHASE)	\$4,239	\$6,529	\$756	\$4,995	\$5,750	\$6,529	\$6,529
East Assessment Area (4 YR PHASE)	\$4,239	\$6,529	\$573	\$4,812	\$5,384	\$5,957	\$6,529
Southwest Assessment Area (2 YR PHASE)	\$3,459	\$6,891	\$1,716	\$5,175	\$6,891	\$6,891	\$6,891
Southwest Assessment Area (3 YR PHASE)	\$3,459	\$6,891	\$1,133	\$4,592	\$4,592	\$6,891	\$6,891
Southwest Assessment Area (4 YR PHASE)	\$3,459	\$6,891	\$858	\$4,317	\$5,175	\$6,033	\$6,891
Northwest Assessment Area (2 YR PHASE)	\$3,929	\$9,105	\$2,588	\$6,517	\$9,105	\$9,105	\$9,105
Northwest Assessment Area (3 YR PHASE)	\$3,929	\$9,105	\$1,708	\$5,637	\$7,345	\$9,105	\$9,105
Northwest Assessment Area (4 YR PHASE)	\$3,929	\$9,105	\$1,294	\$5,223	\$6,517	\$7,811	\$9,105
West Assessment Area (2 YR PHASE)	--	\$10,834	\$5,417	\$5,417	\$10,834	\$10,834	\$10,834
West Assessment Area (3 YR PHASE)	--	\$10,834	\$2,709	\$5,417	\$8,126	\$10,834	\$10,834
West Assessment Area (4 YR PHASE)	--	\$10,834	\$1,788	\$5,417	\$7,205	\$8,992	\$10,834

INDUSTRIAL COMPARISON

Industrial	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 700	\$ 550	\$ 740	\$ -
Current County Road Impact Fee	per 1,000 sq. ft.	\$ 441	\$ 441	\$ 441	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 1,141	\$ 991	\$ 1,181	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 4,202	\$ 5,277	\$ 7,141	\$ 8,536
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 3,025	\$ 3,193	\$ 4,200	\$ 4,845
Draft Mobility Fee (w/o county & developer roads)	per 1,000 sq. ft.	\$ 2,723	\$ 2,874	\$ 3,780	\$ 4,361

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Industrial (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$1,141	\$3,025	\$942	\$2,083	\$3,025	\$3,025	\$3,025
East Assessment Area (3 YR PHASE)	\$1,141	\$3,025	\$622	\$1,763	\$2,384	\$3,025	\$3,025
East Assessment Area (4 YR PHASE)	\$1,141	\$3,025	\$471	\$1,612	\$2,083	\$2,554	\$3,025
Southwest Assessment Area (2 YR PHASE)	\$991	\$3,193	\$1,101	\$2,092	\$3,193	\$3,193	\$3,193
Southwest Assessment Area (3 YR PHASE)	\$991	\$3,193	\$727	\$1,718	\$1,718	\$3,193	\$3,193
Southwest Assessment Area (4 YR PHASE)	\$991	\$3,193	\$551	\$1,542	\$2,092	\$2,643	\$3,193
Northwest Assessment Area (2 YR PHASE)	\$1,181	\$4,200	\$1,510	\$2,691	\$4,200	\$4,200	\$4,200
Northwest Assessment Area (3 YR PHASE)	\$1,181	\$4,200	\$996	\$2,177	\$3,174	\$4,200	\$4,200
Northwest Assessment Area (4 YR PHASE)	\$1,181	\$4,200	\$755	\$1,936	\$2,691	\$3,445	\$4,200
West Assessment Area (2 YR PHASE)	--	\$4,845	\$2,423	\$2,423	\$4,845	\$4,845	\$4,845
West Assessment Area (3 YR PHASE)	--	\$4,845	\$1,211	\$2,423	\$3,634	\$4,845	\$4,845
West Assessment Area (4 YR PHASE)	--	\$4,845	\$799	\$2,423	\$3,222	\$4,021	\$4,845

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Industrial (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$1,141	\$2,723	\$791	\$1,932	\$2,723	\$2,723	\$2,723
East Assessment Area (3 YR PHASE)	\$1,141	\$2,723	\$522	\$1,663	\$2,185	\$2,723	\$2,723
East Assessment Area (4 YR PHASE)	\$1,141	\$2,723	\$396	\$1,537	\$1,932	\$2,328	\$2,723
Southwest Assessment Area (2 YR PHASE)	\$991	\$2,874	\$942	\$1,933	\$2,874	\$2,874	\$2,874
Southwest Assessment Area (3 YR PHASE)	\$991	\$2,874	\$621	\$1,612	\$1,612	\$2,874	\$2,874
Southwest Assessment Area (4 YR PHASE)	\$991	\$2,874	\$471	\$1,462	\$1,933	\$2,403	\$2,874
Northwest Assessment Area (2 YR PHASE)	\$1,181	\$3,780	\$1,300	\$2,481	\$3,780	\$3,780	\$3,780
Northwest Assessment Area (3 YR PHASE)	\$1,181	\$3,780	\$858	\$2,039	\$2,896	\$3,780	\$3,780
Northwest Assessment Area (4 YR PHASE)	\$1,181	\$3,780	\$650	\$1,831	\$2,481	\$3,130	\$3,780
West Assessment Area (2 YR PHASE)	--	\$4,361	\$2,181	\$2,181	\$4,361	\$4,361	\$4,361
West Assessment Area (3 YR PHASE)	--	\$4,361	\$1,090	\$2,181	\$3,271	\$4,361	\$4,361
West Assessment Area (4 YR PHASE)	--	\$4,361	\$720	\$2,181	\$2,900	\$3,620	\$4,361

OFFICE COMPARISON

Office	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 2,660	\$ 2,120	\$ 2,850	\$ -
Current County Road Impact Fee	per 1,000 sq. ft.	\$ 1,486	\$ 1,486	\$ 1,486	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 4,146	\$ 3,606	\$ 4,336	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 12,090	\$ 15,185	\$ 20,547	\$ 24,562
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 8,705	\$ 9,188	\$ 12,086	\$ 13,941
Draft Mobility Fee (w/o county & developer roads)	per 1,000 sq. ft.	\$ 7,835	\$ 8,269	\$ 10,877	\$ 12,547

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Office (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$4,146	\$8,705	\$2,280	\$6,426	\$8,705	\$8,705	\$8,705
East Assessment Area (3 YR PHASE)	\$4,146	\$8,705	\$1,504	\$5,650	\$7,155	\$8,705	\$8,705
East Assessment Area (4 YR PHASE)	\$4,146	\$8,705	\$1,140	\$5,286	\$6,426	\$7,565	\$8,705
Southwest Assessment Area (2 YR PHASE)	\$3,606	\$9,188	\$2,791	\$6,397	\$9,188	\$9,188	\$9,188
Southwest Assessment Area (3 YR PHASE)	\$3,606	\$9,188	\$1,842	\$5,448	\$5,448	\$9,188	\$9,188
Southwest Assessment Area (4 YR PHASE)	\$3,606	\$9,188	\$1,396	\$5,002	\$6,397	\$7,793	\$9,188
Northwest Assessment Area (2 YR PHASE)	\$4,336	\$12,086	\$3,875	\$8,211	\$12,086	\$12,086	\$12,086
Northwest Assessment Area (3 YR PHASE)	\$4,336	\$12,086	\$2,558	\$6,894	\$9,451	\$12,086	\$12,086
Northwest Assessment Area (4 YR PHASE)	\$4,336	\$12,086	\$1,938	\$6,274	\$8,211	\$10,149	\$12,086
West Assessment Area (2 YR PHASE)	--	\$13,941	\$6,971	\$6,971	\$13,941	\$13,941	\$13,941
West Assessment Area (3 YR PHASE)	--	\$13,941	\$3,485	\$6,971	\$10,456	\$13,941	\$13,941
West Assessment Area (4 YR PHASE)	--	\$13,941	\$2,300	\$6,971	\$9,271	\$11,571	\$13,941

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Office (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$4,146	\$7,835	\$1,845	\$5,991	\$7,835	\$7,835	\$7,835
East Assessment Area (3 YR PHASE)	\$4,146	\$7,835	\$1,217	\$5,363	\$6,581	\$7,835	\$7,835
East Assessment Area (4 YR PHASE)	\$4,146	\$7,835	\$922	\$5,068	\$5,991	\$6,913	\$7,835
Southwest Assessment Area (2 YR PHASE)	\$3,606	\$8,269	\$2,332	\$5,938	\$8,269	\$8,269	\$8,269
Southwest Assessment Area (3 YR PHASE)	\$3,606	\$8,269	\$1,539	\$5,145	\$5,145	\$8,269	\$8,269
Southwest Assessment Area (4 YR PHASE)	\$3,606	\$8,269	\$1,166	\$4,772	\$5,938	\$7,103	\$8,269
Northwest Assessment Area (2 YR PHASE)	\$4,336	\$10,877	\$3,271	\$7,607	\$10,877	\$10,877	\$10,877
Northwest Assessment Area (3 YR PHASE)	\$4,336	\$10,877	\$2,159	\$6,495	\$8,653	\$10,877	\$10,877
Northwest Assessment Area (4 YR PHASE)	\$4,336	\$10,877	\$1,635	\$5,971	\$7,607	\$9,242	\$10,877
West Assessment Area (2 YR PHASE)	--	\$12,547	\$6,274	\$6,274	\$12,547	\$12,547	\$12,547
West Assessment Area (3 YR PHASE)	--	\$12,547	\$3,137	\$6,274	\$9,410	\$12,547	\$12,547
West Assessment Area (4 YR PHASE)	--	\$12,547	\$2,070	\$6,274	\$8,344	\$10,414	\$12,547

RETAIL COMPARISON

Multi-Tenant Retail	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 4,780	\$ 3,300	\$ 4,050	\$ -
Current County Road Impact Fee	per 1,000 sq. ft.	\$ 2,414	\$ 2,414	\$ 2,414	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 7,194	\$ 5,714	\$ 6,464	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 16,257	\$ 20,419	\$ 26,776	\$ 30,155
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 11,705	\$ 12,335	\$ 15,751	\$ 17,115
Draft Mobility Fee (w/o county & developer roads)	per 1,000 sq. ft.	\$ 10,535	\$ 11,102	\$ 14,176	\$ 15,404

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Retail (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$7,194	\$11,705	\$2,256	\$9,450	\$11,705	\$11,705	\$11,705
East Assessment Area (3 YR PHASE)	\$7,194	\$11,705	\$1,489	\$8,683	\$10,171	\$11,705	\$11,705
East Assessment Area (4 YR PHASE)	\$7,194	\$11,705	\$1,128	\$8,322	\$9,450	\$10,577	\$11,705
Southwest Assessment Area (2 YR PHASE)	\$5,714	\$12,335	\$3,311	\$9,025	\$12,335	\$12,335	\$12,335
Southwest Assessment Area (3 YR PHASE)	\$5,714	\$12,335	\$2,185	\$7,899	\$7,899	\$12,335	\$12,335
Southwest Assessment Area (4 YR PHASE)	\$5,714	\$12,335	\$1,655	\$7,369	\$9,025	\$10,680	\$12,335
Northwest Assessment Area (2 YR PHASE)	\$6,464	\$15,751	\$4,644	\$11,108	\$15,751	\$15,751	\$15,751
Northwest Assessment Area (3 YR PHASE)	\$6,464	\$15,751	\$3,065	\$9,529	\$12,593	\$15,751	\$15,751
Northwest Assessment Area (4 YR PHASE)	\$6,464	\$15,751	\$2,322	\$8,786	\$11,108	\$13,429	\$15,751
West Assessment Area (2 YR PHASE)	--	\$17,115	\$8,558	\$8,558	\$17,115	\$17,115	\$17,115
West Assessment Area (3 YR PHASE)	--	\$17,115	\$4,279	\$8,558	\$12,836	\$17,115	\$17,115
West Assessment Area (4 YR PHASE)	--	\$17,115	\$2,824	\$8,558	\$11,381	\$14,205	\$17,115

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Retail (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$7,194	\$10,535	\$1,671	\$8,865	\$10,535	\$10,535	\$10,535
East Assessment Area (3 YR PHASE)	\$7,194	\$10,535	\$1,103	\$8,297	\$9,399	\$10,535	\$10,535
East Assessment Area (4 YR PHASE)	\$7,194	\$10,535	\$835	\$8,029	\$8,865	\$9,700	\$10,535
Southwest Assessment Area (2 YR PHASE)	\$5,714	\$11,102	\$2,694	\$8,408	\$11,102	\$11,102	\$11,102
Southwest Assessment Area (3 YR PHASE)	\$5,714	\$11,102	\$1,778	\$7,492	\$7,492	\$11,102	\$11,102
Southwest Assessment Area (4 YR PHASE)	\$5,714	\$11,102	\$1,347	\$7,061	\$8,408	\$9,755	\$11,102
Northwest Assessment Area (2 YR PHASE)	\$6,464	\$14,176	\$3,856	\$10,320	\$14,176	\$14,176	\$14,176
Northwest Assessment Area (3 YR PHASE)	\$6,464	\$14,176	\$2,545	\$9,009	\$11,554	\$14,176	\$14,176
Northwest Assessment Area (4 YR PHASE)	\$6,464	\$14,176	\$1,928	\$8,392	\$10,320	\$12,248	\$14,176
West Assessment Area (2 YR PHASE)	--	\$15,404	\$7,702	\$7,702	\$15,404	\$15,404	\$15,404
West Assessment Area (3 YR PHASE)	--	\$15,404	\$3,851	\$7,702	\$11,553	\$15,404	\$15,404
West Assessment Area (4 YR PHASE)	--	\$15,404	\$2,542	\$7,702	\$10,244	\$12,785	\$15,404

NEED COUNCIL DIRECTION ON THE FOLLOWING

- 1. Include or Exclude Developer Site Related Roads (Lane 1 & 2)?**
- 2. Phase in County owned Roads upon expiration or termination of the ILA in 2027 or exclude them completely. (Fee would be roughly 10% lower than calculated by excluding either interim or completely)**
- 3. Do we include the west assessment area/benefit area?**
- 4. Should we assume additional funding to lower fees?**
- 5. Are there changes to be made to mobility plan projects?**
- 6. Is there direction on phasing increases? If so, over how many years?**

OPPORTUNITY FOR FEEDBACK

- **Workshop (September 9th, 2025) – Additional being considered**
- **Welcome feedback on mobility projects and mobility fees**
- **There are very expensive projects that will require further review**
- **City's website will provide future meeting dates**
- **Will be ongoing coordination with County, Developers, FDOT & TPO**

COMMENTS & QUESTIONS



Jonathan B. Paul | Principal

nueurbanconcepts@gmail.com

www.nueurbanconcepts.com

