City of Port St. Lucie

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

Meeting Agenda

Special

Tuesday, June 23, 2026

6:00 PM

Council Chambers, City Hall

Planning and Zoning Board

Jim Norton, Chair
Greg Pettibon, Vice Chair
Eric Reikenis, Chair Pro-Tem
Peter Previte, At-Large
Peter Louis Spatara, At-Large
Rose Mocerino, At-Large
Joe Rosen, At-Large
Douglas Harvey, Alternate
Peter Webb, Alternate

Please visit www.cityofpsl.com/tv for new public comment options.

1. Meeting Called to Order

2. Roll Call

3. Determination of a Quorum

4. Pledge of Allegiance

5. Approval of Minutes

6. Consent Agenda

7. Public Hearings - Non Quasi-Judicial

7.a P24-185 City of Port St. Lucie EAR-based Comprehensive Plan Amendments 2046 (Charting PSL) **2026-572**

Location: N/A

Legal Description: N/A

This is a request to update the City's Comprehensive Plan per Chapter 163, Part II, Florida Statutes.

8. Public Hearing - Quasi-Judicial

9. New Business

10. Old Business

11. Public to be Heard

12. Adjourn

Notice: No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, any person who may seek to appeal a decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at said meeting upon which any appeal is to be based.

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 for assistance.

As a courtesy to the people recording the meeting, please put your cell phone on silent.

Agenda Summary

2026-572

Agenda Date: 6/23/2026 **Agenda Item No.:** 7.a

Placement: Public Hearing - Non Quasi Judicial

Action Requested: Motion / Vote

P24-185 City of Port St. Lucie EAR-based Comprehensive Plan Amendments 2046 (Charting PSL)

Location: N/A

Legal Description: N/A

This is a request to update the City's Comprehensive Plan per Chapter 163, Part II, Florida Statutes.

Submitted By: Bridget Kean, AICP, Deputy Director

Executive Summary: Chapter 163, Part II, Florida Statues, requires all local governments within the State of Florida to maintain an adopted local government comprehensive plan and to evaluate its comprehensive plan at least once every seven years to determine if plan amendments are necessary to reflect changes in state requirements since its last update. The process is referred to as an Evaluation and Appraisal Report (EAR). The amendments to update the comprehensive plan are referred to as the EAR-based amendments. In 2024, the City hired Inspire Placemaking to assist the Planning and Zoning Department with the evaluation of and update to the City's comprehensive plan. Staff and the consultant have prepared draft EAR-based amendments for the Board's review and recommendation to City Council. The proposed amendments reflect updated data and analysis, city staff, City Council and public input.

Presentation Information: The consultant will provide a presentation.

Staff Recommendation: Move that the Board recommend approval of the proposed EAR-based amendments

Alternate Recommendations:

1. Move that the Board amend the recommendation and recommend approval of the proposed EAR-based amendments
2. Move that the Board not approve and provide staff direction.

Background: The most recent EAR-based amendments to the City of Port St. Lucie's Comprehensive Plan were completed in 2020. The City's next Evaluation and Appraisal Report is due in September 2026. The draft EAR-based amendments are based on background information, updated data and analysis, and recommendations that were collected by staff and consultants. The update is organized into eleven chapters or elements that address future land use, transportation, housing, infrastructure, conservation and coastal management, intergovernmental coordination, recreation and open space, economic development, capital improvements, public schools, and property rights.

Issues/Analysis: See attached staff report

Special Consideration: The City is adopting only the new and revised Goals, Objectives, and Policies by ordinance. With the exception of the Property Rights Element, each element has a support document that includes a data and analysis section (D&A) to clarify and elaborate on the rationale for adopting the goals, objectives, and policies (GOPs). The data and analysis sections of each element were updated, as needed, as part of this update to the comprehensive plan. The data and analysis sections of the elements are for reference purposes and are not being adopted as part of the EAR-based amendments.

Location of Project: N/A

Attachments:

1. Staff Report
2. Inspire Placemaking Memo
3. Updated Future Land Use Element
4. Updated Transportation Element
5. Updated Housing Element
6. Updated Infrastructure Element
7. Updated Conservation and Coastal Management Element
8. Updated Intergovernmental Coordination Element
9. Updated Recreation and Open Space Element
10. Updated Economic Development Element
11. Updated Capital Improvements Element
12. Updated Public Schools Facilities Element
13. Updated Private Property Rights Element
14. Consultant's Presentation

EAR-Based Amendments to Comprehensive Plan
Large-Scale Comprehensive Plan Amendment
P24-185

SUMMARY

Applicant's Request:	Proposed EAR-based Amendments to City's Comprehensive Plan
Applicant:	City of Port St. Lucie
Application Type:	Large Scale CPA Text Amendment
Project Planners:	Mary Savage-Dunham, AICP, CFM, Director Bridget Kean, AICP, Deputy Director Sofia Trail, Planner I

Background

Chapter 163, Part II, Florida Statues, also known as the Local Government Comprehensive Planning Act, requires all local governments within the State of Florida to maintain an adopted local government comprehensive plan. The Act requires each local government to evaluate its comprehensive plan at least once every seven years to determine if plan amendments are necessary to reflect changes in state requirements since its last update and to notify the state land planning agency (Florida Department of Commerce) of its findings. The process is referred to as an Evaluation and Appraisal Report (EAR). If the local government determines amendments are necessary, it has to prepare and transmit the amendments within one year. The amendments to update the comprehensive plan are referred to as the EAR-based amendments.

The most recent EAR-based amendments to the City of Port St. Lucie's Comprehensive Plan were completed in 2020. The City's next Evaluation and Appraisal Report is due in September 2026. In 2024, the City hired Inspire Placemaking to assist the Planning and Zoning Department with evaluation of and update to the City's comprehensive plan. The draft EAR-based amendments are based on background information, updated data and analysis, and recommendations that were collected by staff and consultants. The update is organized into eleven chapters or elements that address future land use, transportation, housing, infrastructure, conservation and coastal management, intergovernmental coordination, recreation and open space, economic development, capital improvements, public schools, and property rights. Any changes that were recommended were reviewed through the lens of Senate Bill 180, so as to avoid challenge for being more burdensome to property owners and developers.

The consultant provided a memo outlining the proposed changes to the elements of the comprehensive plan. The memo is attached for the Board's review.

Public Outreach

The City of Port St. Lucie, with Inspire Placemaking, conducted a public survey, held three public workshops, stakeholder meetings, and met frequently with interdepartmental staff to present the EAR-based comprehensive plan amendments and obtain feedback from the public. The first workshop was held on January 6, 2025. and it provided a background on the purpose of a comprehensive plan, recent development trends, and requested participant feedback on what they appreciated about the City's

current land use, transportation, infrastructure, housing, and economy and what they would like to see in the future. The second workshop was held on February 5, 2025, and presented participants with the anticipated population projections for 2045 and requested feedback on population growth, residential and non-residential uses and locations, housing types, and transportation modes. The third workshop was held on April 21, 2025, and allowed participants to share insights on the strategies to achieve the community's vision for the City's future. Public input was also collected at the 2024 and 2025 Citizens Summit and the 2025 Fam Fest.

In addition to public outreach, the same engagement activities were used with City staff and leadership to receive their insight. All public comments were review and considered by staff and the City's consultant. The EAR-based amendments were revised, where appropriate, to reflect the input from the public meetings and to address changes in state requirements.

Overview of Proposed Changes

Population projections were updated to 2050. Two new future land uses were added to the Future Land Use Element of the Comprehensive Plan and two existing land uses were modified to promote economic development and to promote Mixed Use Development. The two new future land uses are: Activity Center 1 and Activity Center 2. Activity Center 1 is intended as a new future land use for the Walton and One project on U.S. 1 (formerly known as City Center). It allows for large scale recreation uses, civic uses, hotels, multi-family residential, retail, restaurant, breweries, and structured parking in a compact development pattern with high-quality design, pedestrian connectivity, and integrated public open space. The Activity Center 1 future land use category will require a minimum of 3 uses, one of which must be Residential. It allows for a maximum height of 120 feet and a maximum density of 25 units per acre. The compatible zoning district is PUD (Planned Unit Development). Activity Center 2 is intended for both new development and redevelopment. It allows similar development as Activity Center 1 but with less development intensity. It allows for a maximum height of 75 feet and a maximum density of 15 units per acre. The compatible zoning district is PUD (Planned Unit Development).

The Planned Industrial Park (PIP) future land use category was modified to support the creation of future job corridors and promote economic development. It provides for a mix of uses such as industrial, manufacturing, logistics, warehouse and distribution, research and development, financial and technology focused industries, and the City's Targeted Industries List. It allows for hotels, office, restaurants, retail, and multi-family housing (max. 15% of gross land area) to support the workforce and the region.

The Mixed Use future land use category was modified to allow for both horizontal and vertical mixed use. At present, the Mixed Use future land use category only allows for vertical mixed use where commercial/retail uses are located on the ground floor with residential uses on the upper floor(s). The proposed modification will allow for vertical and horizontal mixed use to allow for single-use buildings such as multifamily apartment building, a retail building and an office building to be within the same complex or mixed-use zoning district.

The Transportation Element was updated to support the City's adopted mobility plan mobility plan and connectivity and the Recreation and Open Space Element was updated to support the City's adopted Park and Recreation Master Plan. All of the elements were reviewed for changes in state requirements and changes in local conditions and updated as necessary.

Staff Analysis

Staff from the Public Works, Utility Services, Building, Parks and Recreation, Emergency Management, and Solid Waste Departments assisted in the review and revisions of the EAR-based amendments. The Community Redevelopment Agency, St. Lucie County School District, and Economic Development Council of St. Lucie County also reviewed and provided feedback on the proposed EAR-based amendments.

The City is adopting only the new and revised Goals, Objectives, and Policies by ordinance. Each element has a support document that includes data and analysis to clarify and elaborate on the rationale for adopting the goals, objectives, and policies. The support documents are for reference purposes and are not being adopted as part of the EAR-based amendments. This will allow the City to update the data and analysis as conditions change over time, without having to process these changes as large-scale comprehensive plan amendments.

Following the public hearings before the Planning and Zoning Board and the City Council, the amendments will be transmitted to the Florida Department of Commerce (state land planning agency) for review and issue of the Objections, Recommendations, and Comments (ORC) report within 60 days of receiving the transmittal package. The City may make adjustments to the plan and then hold the adoption hearing (October 26, 2026) with the City Council. The adopted comprehensive plan with the EAR-based amendments will then be sent to the Florida Department of Commerce for their determination as to its compliance. The Florida Department of Commerce will issue their decision (Notice of Intent) within 45 days of receiving the adopted plan.

STAFF RECOMMENDATION

The Planning and Zoning Department recommends approval of the proposed amendments.

PLANNING AND ZONING BOARD ACTION OPTIONS

- Motion to recommend approval to the City Council
- Motion to recommend approval to the City Council with conditions
- Motion to recommend denial to the City Council

Should the Board need further clarification or information from either the applicant and/or staff, the Board may exercise the right to table or continue the hearing or review to a future meeting,

To: Bridget Kean, Planning and Zoning Department Deputy Director, City of Port St. Lucie

From: Pat Tyjeski, AICP, Inspire Project Manager

CC: Mary F. Savage-Dunham, Sofia Trail, Gabriela Castro

Date: June 9, 2026

Reference: Port St. Lucie Comprehensive Plan Update

Introduction

Every seven years, local governments must evaluate their Comprehensive Plans to determine if they reflect current conditions, meet the required planning horizon, and comply with the most current state legislation. The City of Port St. Lucie must formally notify the state land planning agency (the Florida Department of Commerce) of its evaluation. That letter is due to the state on September 1, 2026.

In preparation for that deadline, City staff have been working with Inspire Placemaking Collective and NUE Urban Concepts on assessing and updating the comprehensive plan to ensure consistency with current state requirements, community priorities, and the City's long-term vision for growth and development. The update extends the planning horizon to 2050 and incorporates recommendations from recent City planning efforts, including the Mobility Plan, Parks and Recreation Master Plan, and Planning and Infrastructure Study.

Planning Process

The Comprehensive Plan Update began in September 2024 and involved a multi-year planning effort consisting of:

- Stakeholder interviews
- Three public workshops
- Online community surveys
- Two Citizen Summits
- Coordination with City departments and partner agencies
- City Council Briefings

Stakeholder outreach included participation from City University attendees, developers, land use attorneys, Citizens Advisory Board members, realtors, and the Economic Development Council. Significant interdepartmental coordination occurred throughout the process to ensure consistency among City plans, infrastructure initiatives, and development objectives.

From these engagement efforts, similar themes emerged that aligned with the City's Strategic Plan and provided the framework for many of the proposed policy updates.

1. Promote responsible and strategic growth.
2. Establish a stronger sense of place and community identity.
3. Diversify the local economy and expand employment opportunities.
4. Preserve and conserve natural resources and open spaces.
5. Advance a connected and inclusive transportation system.
6. Foster housing diversity and improve affordability.

Population Growth

The Plan update must be based on population projections extended to meet the 10- and 20-year timeframe. Port St. Lucie continues to experience significant growth and remains one of Florida's fastest-growing communities. The City's population is projected to increase by approximately 139,428 residents between 2025 and 2050, resulting in a total population exceeding 400,000 by 2050. Much of this growth is expected to occur within major planned developments and growth areas such as Verano, Tradition, and Wilson Groves.

Table 1 Projected Population Estimate

	2025	2030	2035	2040	2045	2050
Total Population	267,793	308,346	338,960	364,885	387,106	407,221
Net Gain from 2025		40,553	71,167	97,091	119,313	139,428

Proposed Text Amendments

Overall, the updates to the goals, objectives, and policies extend the plan to 2050, incorporate new state requirements, align changes to ensure consistency with other City planning efforts, and highlight the City’s priorities of supporting economic development and preserving open space.

1. Future Land Use

The major element updates include amending and creating land use categories and revising voluntary annexation requirements.

The Planned Industrial PArk (PIP) category was amended to provide additional economic development opportunities outside of the Southern Groves Jobs Corridor. The update will allow for a mix of primary and accessory uses and permit a portion (15% maximum) to be multi-family housing to accommodate the area's workforce.

The Mixed Use category was amended to allow both horizontal and vertical mixed use, which is intended to reduce the current practice of assigning multiple land designations while still accommodating multiple uses.

To accommodate redevelopment, two new categories were created: Activity Center-1 and Activity Center-2. Activity Center-1 implements the Walton & One Plan Master Plan, which envisions a vibrant downtown filled with a mixture of services, public amenities, and housing, and allows for the uses, additional height, and density needed to execute the plan. Activity Center-2 would accommodate smaller redevelopment projects along major corridors and supports a mixture of uses.

Additionally, to ensure that voluntary annexations provide the City with public benefits and have a positive overall impact, the requirements for voluntary annexations have been modified. The changes require that a land use designation be specified, protect wildlife corridors and open space, require a fiscal impact assessment, ensure infrastructure and transportation impacts are analyzed, require land dedication that aligns with the Parks Master Plan, and evaluate the mixture of proposed uses.

2. Housing

The update introduces policies intended to address housing affordability and expand housing choice by providing opportunities to update the land development code to accommodate a wider range of housing types, consider adopting development bonuses and incentives to encourage affordable housing development, especially along key corridors, and continue support for Habitat for Humanity and other housing agencies that provide homeownership opportunities.

3. Transportation

The transportation element continues implementation of the City's Mobility Plan and Mobility Fee framework while shifting toward a more multimodal transportation system and pursuing improved connectivity and multimodal access throughout the City. Major changes include introducing a new Quality of Service (QOS) framework for streets and multimodal facilities. These QOS standards are intended as planning and performance measurement tools rather than concurrency or regulatory standards. They will evaluate roadway design based on desired operating speeds and multimodal accessibility. Additional changes include establishing policies to evaluate bicycle infrastructure, sidewalks and trails, low-speed and micromobility devices, and transit services, as well as enhancing transportation mapping and access to transportation-related data.

4. Infrastructure

The levels of service for potable water and sanitary sewer were both revised to 100 GPCD. Additionally, policies requiring development within utility service areas to connect to central sewer systems and encouraging interconnected open spaces within development design were added.

5. Conservation and Coastal Management

New policies strengthen the efforts that the City is already implementing through Naturally PSL and other environmental and conservation efforts. The update includes policies to protect marine habitats and sensitive natural resources, partner with the county to improve hazardous waste disposal, prioritize the conservation or low-impact development within flood-prone or environmentally sensitive areas, and advance strategies addressing sea-level rise, storm surge, and flooding.

6. Intergovernmental Coordination

The Intergovernmental Coordination Element incorporates the 2024 Planning and Infrastructure Study and maintains procedures to coordinate with local and regional agencies.

7. Recreation and Open Space

The Recreation and Open Space Element incorporates recommendations from the Parks and Recreation Master Plan Update and includes policies to pursue acquisition of conservation lands and improve wayfinding and educational signage.

8. Economic Development

The Economic Development Element has been amended to protect industrial and commercial land from conversion to residential use, support employment corridors and industry clusters, promote redevelopment and infill development, and support workforce development and small business growth. Additionally, the City's targeted industries list and strategy have been amended.

9. Capital Improvements

In the Capital Improvements element, the levels of service have been updated to be consistent with the infrastructure element, and policies addressing financial feasibility have been revised or removed per state statute.

10. Public Schools

The update incorporates the current interlocal agreement with the School Board. Additionally, changes were made to remove school concurrency requirements, as they are no longer required by state statute, and to add policies to document and map dedicated school sites, encourage public school locations within walking distance of residential areas, and prioritize pedestrian and bicycle infrastructure improvements around existing and proposed school sites.

FUTURE LAND USE

1

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

CHAPTER 1. FUTURE LAND USE ELEMENT 1-1
I. Introduction 1-1
A. Purpose 1-1
B. Planning Timeframes 1-1
C. General History & Setting 1-1
II. Land Use Inventory and Analysis 1-5
A. Existing Use and Development Patterns 1-5
B. Developments of Regional Impact 1-5
C. Permanent and Seasonal Population Projections 1-8
D. Future Land Use Categories 1-8
E. Future Land Use Map Holding Capacity 1-18
F. Availability of Public Facilities & Services 1-23
G. Natural Resources 1-26
H. Historic Resources 1-26
I. Urban Sprawl 1-29
J. Planning Areas 1-33
K. Neighborhood Planning 1-34
III. Future Considerations 1-40
IV. Appendix A. Population Projections 1-42

List of Tables

Table 1 - 1. Active Developments of Regional Impact 1-6
Table 1 - 2. Population Projections 1-8
Table 1 - 3. Acreage of Future Land Use Categories 1-9
Table 1 - 4. New Community Developments 1-15
Table 1 - 5. Vacant Residential Land Holding Capacity 1-19
Table 1 - 6. Planning Areas 1-33
Table 1 - 7. Neighborhoods 1-34

List of Maps

Map 1 - 1. Regional Context 1-3
Map 1 - 2. City Boundary 1-4
Map 1 - 3. Developments of Regional Impact 1-7
Map 1 - 4. Future Land Use 1-12
Map 1 - 5. Vacant Residential Within and Outside DRIs 1-21
Map 1 - 6. Vacant Residential FLU 1-22
Map 1 - 7. Historic Resources 1-28
Map 1 - 8. Community Redevelopment Areas 1-37
Map 1 - 9. Planning Areas 1-38
Map 1 - 10. Neighborhoods 1-39

CHAPTER 1. FUTURE LAND USE ELEMENT

I. Introduction

A. Purpose

The Future Land Use Element designates the proposed future general distribution, location, and extent of the uses of land for residential uses, commercial uses, industry, agriculture, recreation, conservation, education, public buildings and grounds, other public facilities, and other categories of the public and private uses of land. The element shall establish the long- term end toward which land use programs and activities are ultimately directed. Chapter 163, F.S., also requires that the Future Land Use Element achieve the compatibility of adjacent lands and the following community development goals:

- Encourage preservation of water dependent uses.
- Encourage the location of schools proximate to urban residential areas.
- Coordinate future land uses with the topography and soil conditions, and the availability of facilities and services.
- Ensure the protection of natural and historic resources.
- Provide for the compatibility of adjacent land uses.
- Provide guidelines for the implementation of mixed use development.
- Density and intensity of each use.
- A balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns.

This document contains an inventory and analysis of the City's existing land use patterns, projected permanent and seasonal populations, environmental features and constraints, and overall community character, which serve as the foundation for the update of the Future Land Use Map and the Goals, Objectives, and Policies (GOPs). The Future Land Use Map is a regulatory map that designates the future land use of parcels within the City. The GOPs guide future development and redevelopment, ensuring an orderly, logical, and efficient growth pattern that supports the City's short- and long-term vision. The Future Land Use Element GOPs are implemented primarily through the land development regulations.

B. Planning Timeframes

The Port St. Lucie Comprehensive Plan provides guidance on development and redevelopment over two planning periods: a 10-year period (short term) and a long term 20-year planning timeframe.

C. General History & Setting

The City of Port St. Lucie is located in St. Lucie County. The land that would become Port St. Lucie was originally inhabited by the Ais Indians before being colonized by the Spanish. The first non-Native American settlement in the area was Spruce Bluff, located along the North Fork of the St. Lucie River. This early pioneer community emerged in the 1890s, founded by John Enos Fultz, who settled on 160 acres of land along Blakeslee Creek. Fultz played a key role in developing the area, establishing a post office, sawmill, cemetery, and pineapple and citrus plantations. For many decades, Port St. Lucie remained sparsely populated and undeveloped, consisting mainly of a few farms, a modest fishing camp, and small local

businesses. The area was largely quiet and isolated, with little indication of the urban growth that would follow.

The City was incorporated in 1961 under the ownership of the General Development Corporation (GDC). The land development practices of the General Development Corporation consisted of platting quarter acre single-family residential lots for installment land sales. The vast majority of these lots were sold to buyers all across the United States and abroad.

The GDC legacy is the reason the City is often identified as being one of Florida's platted lands or pre-platted communities. These communities date back to the land sale practices of the 1950s and 1960s when large tracts of raw land were subdivided into small residential lots and marketed as potential vacation or retirement sites. The marketing plan called for a minimum down payment and modest monthly payments over a specified period of time. Over 80,000 platted lots were created in the City of Port St. Lucie. The emphasis was on land sales with little consideration for the impact on water supply, sewage disposal, transportation, and drainage which will accompany build out. Pre-platted communities pre-date the adoption of state mandated growth management and environmental regulations and are often referred to as antiquated subdivisions. Other platted communities in the State of Florida include Cape Coral, Lehigh Acres, Northport, and Sebastian.

The City of Port St. Lucie shares many of the challenges and opportunities common to pre- platted communities. It has experienced the rapid population growth that is often associated with pre-platted communities. In 1970, the population of the City of Port St. Lucie was 330 and the population reached 14,690 by 1980. Between, 1980 and 1990, the City's population increased by 280 percent to reach 55,866. Between 1990 and 2000, the population increased by 59 percent to reach 88,769. The latest estimate by the United States Census lists the City's population at 164,603 per the 2010 Census. This represents an increase of 85 percent from the 2000 Census largely due to new construction in annexed areas of the City.

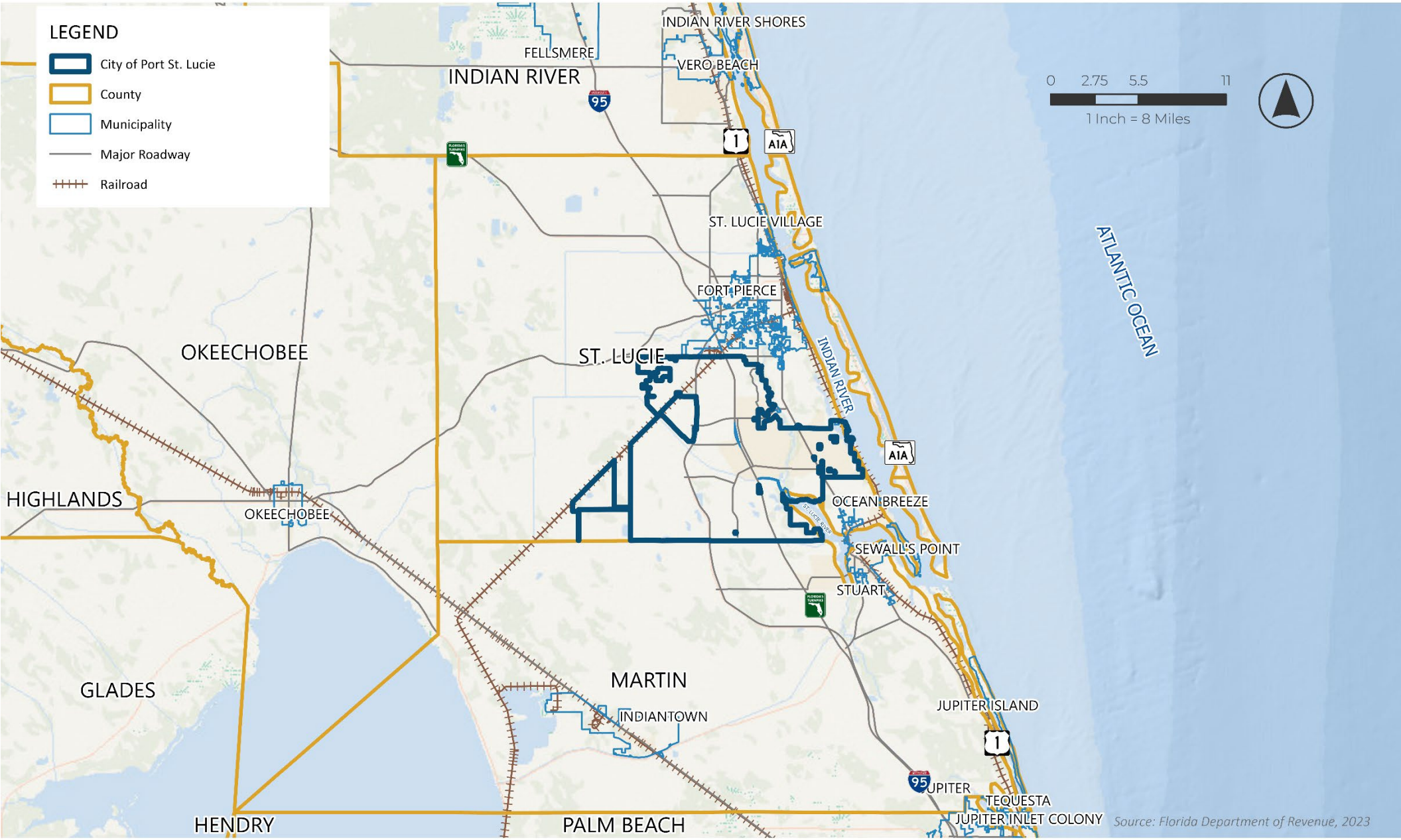
Between 2000 and 2008, the City of Port St. Lucie annexed approximately 24,000 acres. The majority of the acreage is located west of Interstate 95 in the area known as the City's Western Annexation Area. The City's Western Annexation Area reflects the sewer and water service boundary lines that were established in a mutual transfer agreement when the City purchased General Development Utilities from St. Lucie County in 1994. It includes seven large scale Developments of Regional Impact (DRIs) and several smaller planned mixed use and residential PUD type communities. These annexations were the result of requests for voluntary annexation by the individual property owners.

The City continues to grow at an exponential rate. In 2024, the City became the sixth largest city in Florida. This Comprehensive Plan will ensure this growth, which is expected to continue, will not have a detrimental effect on the quality of life of its current residents or the environment.

The City of Port St. Lucie is approximately 120 square miles or 77,000 acres in size. It's regional context can be seen on **Map 1-1** and the city boundaries can be seen on **Map 1-2**. Port St. Lucie is located in the southern half of St. Lucie County, south of Fort Pierce and St. Lucie Village and northwest of Seawall's Point, Ocean Breeze, and Stuart, which are all in Martin County. The major roads that run through the City are the Florida Turnpike and I-95, which connect Port St. Lucie to Indian River County and beyond the state boundaries to the north and Martin County and south Florida to the south. The St. Lucie River runs through the City of Port St. Lucie and the Indian River runs parallel to the City's eastern boundary.

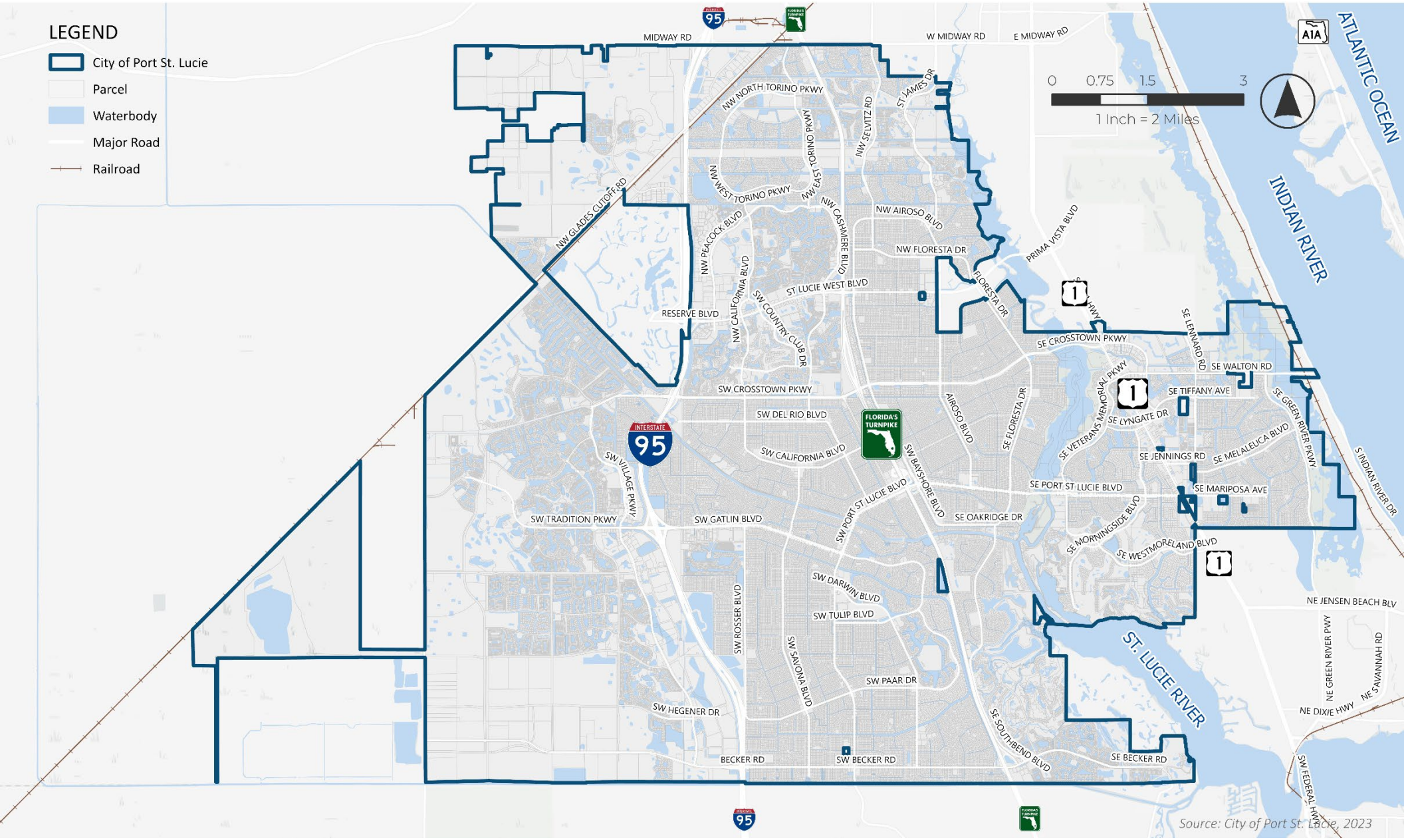
REGIONAL CONTEXT
COMPREHENSIVE PLAN 2050

MAP 1-1



CITY BOUNDARY
COMPREHENSIVE PLAN 2050

MAP 1-2



II. Land Use Inventory and Analysis

A. Existing Use and Development Patterns

Residential uses are a primary feature of Port St. Lucie's development pattern. They are primarily single family homes. Areas already developed with single family homes comprise approximately 35.1% of the total land area. A large portion of the City west of I-95 is currently undeveloped. Those sites have an agriculture use classification according to the Property Appraiser. However, the majority of those sites are already committed for development. The "Undeveloped" land makes up 17.6% of the City as a whole. Land already developed with commercial and industrial uses make up 1.2% and 1.4 % of the City respectively.

Including the undeveloped but entitled acreage noted above, approximately 30% of Port St. Lucie is currently undeveloped. The Holding Capacity section details how much development can be accommodated within the undeveloped/vacant land.

B. Developments of Regional Impact

At present, the City of Port St. Lucie has nine active Developments of Regional Impact. The list of DRIs, their development thresholds, and approval dates are shown in the following table and in **Map 1-3**.

Table 1 - 1. Active Developments of Regional Impact

Name	Year Approved	Acres	DUs	Retail S.F.	Industrial S.F.	Office S.F.	Research & Office S.F.	Other	
LTC Ranch DRI	11/14/2022	2,455	4,000	725,000	1,960,200	1,508,500			
Verano (fka PGA Village) DRI)	1/11/2021	3,004	7,200	848,500		100,000		300 Hotel Rooms	
Riverland Kennedy (GL Homes) DRI	3/8/2021	3,845	11,700	892,668	1,361,250		1,361,250		
Southern Grove DRI (current)	11/8/2021	3,606	7,674	1,831,465	8,745,000	1,409,903	1,201,557	1,051 Hotel Rooms & 300 Hospital Beds	
St. Lucie West	5/10/2021	4,614	7,523	2,125,287	2,499,528	1,293,088		800 Hotel Rooms	
Tradition DRI	4/25/2016	2,727.45	6,161	920,795	177,046	627,823		150 Hotel Rooms & 300 ALFs	
Western Grove DRI	1/25/2021	1,941	4,000	200,000		50,000			
Wilson Groves (Ansca) DRI	1/24/2011	2,499	7,700	765,000	1,361,250	1,583,250	1,361,250		

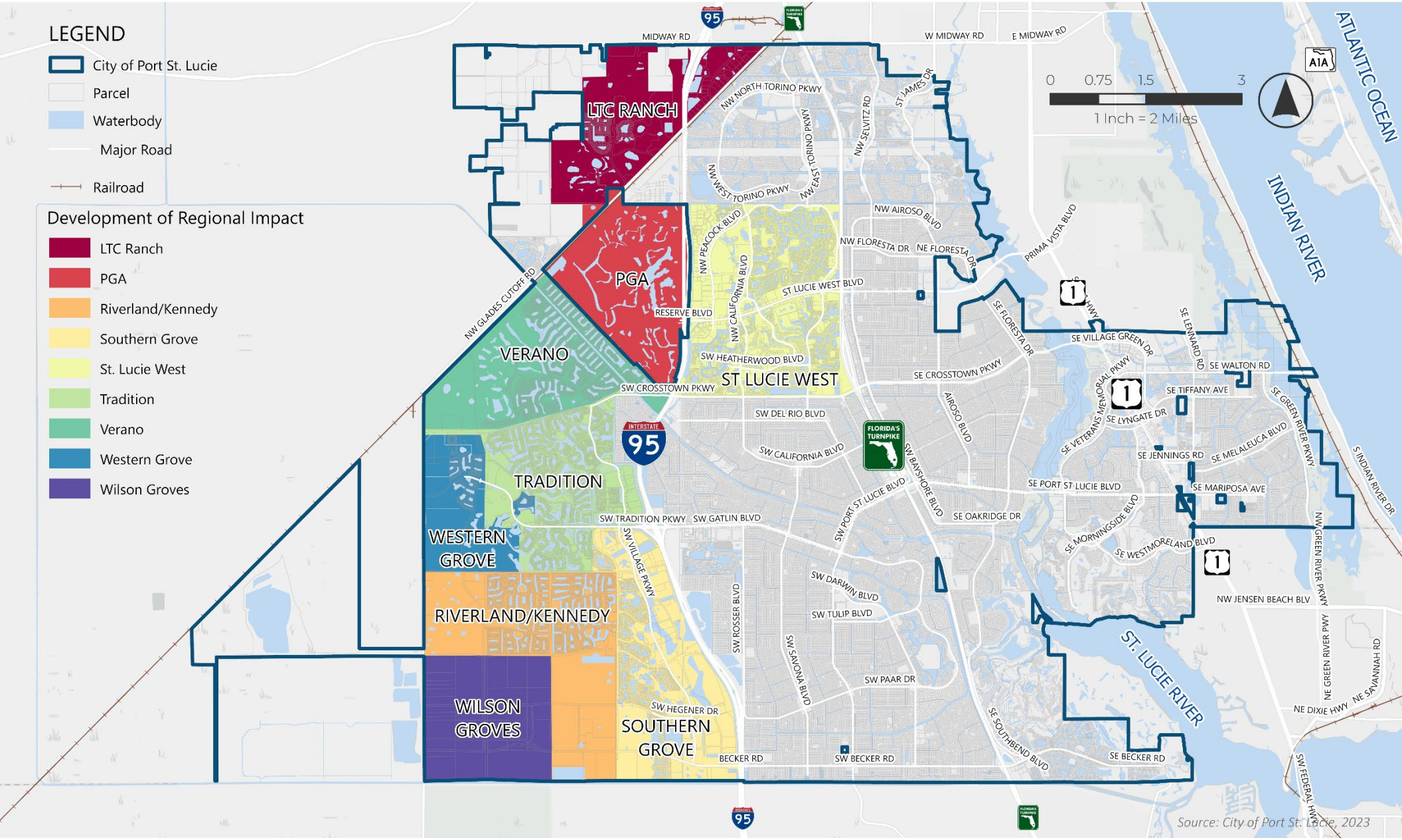
**The residential portion of the Reserve DRI is within unincorporated St. Lucie County.*

Source: City of Port St. Lucie, 2025

DEVELOPMENTS OF REGIONAL IMPACT

COMPREHENSIVE PLAN 2050

MAP 1-3



C. Permanent and Seasonal Population Projections

For comprehensive planning purposes, Chapter 163 of the Florida Statutes requires local governments to develop permanent and seasonal population projections to anticipate the land, housing, and public services necessary to accommodate current and prospective residents. The most commonly used source for population projections within Florida are those provided by the University of Florida's Bureau of Economic and Business Research (BEBR). However, BEBR does not provide projections for incorporated areas, nor do they identify seasonal population growth. As such, the following steps were utilized to establish population projections for the City of Port St. Lucie (see Appendix A, Population Projections, for detailed calculations).The Port St. Lucie's share of St. Lucie County's future population growth was estimated by averaging the City's contribution to St. Lucie County's total population in April of 2025 (66.03%).

It was assumed that the City would continue to comprise 66.03% of the County's overall population growth through the 2050 planning horizon and applied that percentage to the BEBR medium and high projections for St. Lucie County.

The 2020 percentage of seasonal to permanent population was applied to the current estimate and projections of permanent population. The 2020 Census reported 76,114 occupied housing units and 5,861 vacant units. Of those vacant units, 2,223 designated for seasonal, recreational, or occasional use. With a 2020 average household size of 2.69 persons per household, this equates to approximately 5,983 seasonal residents —2.92% of the permanent population.

The permanent and seasonal projections were added together and compared to local conditions and trends, including the issuance of certificates of occupancy and the number of entitled dwelling units. The medium-high projection was selected (see Table 1-2). Given the City's history of rapid growth, predicting whether this accelerated pace will continue or if the construction boom will slow remains challenging. While the comprehensive plan covers 10 and 20-year timeframes, it is updated every seven years. Projections must be reassessed during each update, or sooner if significant changes occur.

Table 1 - 2. Population Projections

Year	2010		2020	2025	2030	2035	2040	2045	2050
Permanent Population				260,194	299,596	329,341	354,530	376,121	395,665
Seasonal Population				7,599	8,750	9,619	10,354	10,985	11,556
Total Population	164,603		204,851	267,793	308,346	338,960	364,885	387,106	407,221
Net Gain from Estimated 2025					40,553	71,167	97,091	119,313	139,428

Source: BEBR; City of Port St. Lucie, 2025

D. Future Land Use Categories

The City of Port St. Lucie has a total of 22 future land use categories. Starting in the 1980s, several properties were assigned multiple future land use designations to promote flexibility and encourage a mix of uses. Today, approximately 7,000 acres within the City carry these overlapping designations. To better guide development and ensure a genuine mix of uses, the City has since adopted specific mixed use categories. These categories are designed to support a balanced mix of uses that meet the needs of both current and future residents. Complementing these efforts, zoning regulations now include design

standards for vertical mixed-use development, ensuring that neighborhoods are well-buffered and thoroughly integrated.

Map 1-4 depicts the adopted Future Land Use Map, and **Table 1-3** identifies the acreage associated with each future land use category. Certain properties contain a combination of two or more future land use categories but are represented by a single color on the Future Land Use Map.

The subsections that follow describe the range of uses that may be approved within each future land use category and illustrate the anticipated development patterns associated with each designation. These subsections also identify updates to previously adopted Future Land Use categories and map designations intended to address changing conditions in the City. Maximum densities and intensities for each category are established in the Goals, Objectives, and Policies.

As shown on **Map 1-4, Future Land Use**, the predominant future land use category in the City of Port St. Lucie is Low Density Residential making up 40% of the total land area. The land use category with the second highest acreage is New Community Development (NCD), which accounts for approximately 19% of the total land area in the City. The NCD District was created as a land use for Developments of Regional Impact to reflect the mixed use nature of these projects and allows residential, commercial, industrial, and institutional uses. The Tradition DRI, the Western Grove DRI, the Southern Grove DRI, the Riverland/Kennedy DRI, and the Wilson Grove DRI fall under this category.

Approximately 13% of the total land area of the City has an Open Space future land use designation. This category includes the acreage adjacent to the North Fork of the St. Lucie River (NFSLR), the Savannas State Preserve, and other city, county, and privately owned conservation and preservation land.

Lands with a Commercial or Industrial future land use designation make up 4% and 1% of the land area of the City respectively. As required by Chapter 163, F.S., the future land uses allow for operation of real estate markets to provide adequate choices for permanent and seasonal businesses.

Table 1 - 3. Acreage of Future Land Use Categories

Future Land Uses		Acreage	Percent
AC	Activity Center	77.11	0.10%
CG	Commercial General	977.77	1.27%
CG/CH/RO	Commercial General/ Highway Commercial/ Medium Density Residential Office Institutional	82.20	0.11%
CG/CS/CH/LI	Commercial General/ Highway Commercial/ Service Commercial/Light Industrial	30.46	0.04%
CG/CS/RO	Commercial General/ Service Commercial/ Medium Density Residential Office Institutional	3.38	0.00%
CG/I	Commercial General/ Institutional	145.69	0.19%
CG/OSR/I	Commercial General/ Open Space- Recreation/ Institutional	51.13	0.07%
CG/RH	Commercial General /High Density Residential	18.48	0.02%
CG/RH/I	Commercial General/ High Density Residential/ Institutional	52.30	0.07%
CG/RH/OSR/I	Commercial General/ High Density Residential/ Open Space-Recreation/ Institutional	17.29	0.02%
CG/RO	Commercial General/ Medium Density Residential Office Institutional	116.77	0.15%

Future Land Uses		Acreage	Percent
CG/RO/RL	Commercial General/ Medium Density Residential Office Institutional/Low Density Residential	10.25	0.01%
CH	Highway Commercial	53.00	0.07%
CH/CG	Highway Commercial/ Commercial General	95.76	0.12%
CH/CG/I	Highway Commercial/ Commercial General/ Institutional	72.21	0.09%
CH/CG/RH/I	Highway Commercial/ Commercial General/ High Density Residential/ Institutional	57.46	0.07%
CH/CG/RO	Highway Commercial/ Commercial General/ Medium Density Residential Office Institutional	5.57	0.01%
CH/CS/LI	Highway Commercial/ Service Commercial/ Light Industrial	18.61	0.02%
CH/RH	Highway Commercial/ High Density Residential	10.15	0.01%
CL	Limited Commercial	186.74	0.24%
CL/RO	Limited Commercial/ Medium Density Residential Office Institutional	1.40	0.00%
CS	Service Commercial	241.46	0.31%
CS/CG	Service Commercial/ Commercial General	31.46	0.04%
CS/CH	Service Commercial/ Highway Commercial	81.96	0.11%
CS/LI/HI	Service Commercial/ Light Industrial/ Heavy Industrial	83.08	0.11%
CS/LI/HI/RO	Service Commercial/ Light Industrial/ Heavy Industrial/ Medium Density Residential Office Institutional	53.69	0.07%
CS/LI/RO	Service Commercial/ Light Industrial/ Medium Density Residential Office Institutional	419.73	0.54%
CS/RH/I	Service Commercial/ High Density Residential/ Institutional	64.63	0.08%
CS/RO	Service Commercial/ Medium Density Residential Office Institutional	11.58	0.02%
HI	Heavy Industrial	58.61	0.08%
HI/LI/RO/U	Heavy Industrial/ Light Industrial/ Medium Density Residential Office Institutional/ Utilities	65.52	0.09%
HI/LI/U	Heavy Industrial/ Light Industrial/ Utilities	54.55	0.07%
HWY	Highway	1168.24	1.52%
I	Institutional	1,130.94	1.47%
I/LI	Institutional/ Light Industrial	0.71	0.00%
LI	Light Industrial	50.36	0.07%
LI/CS	Light Industrial/ Service Commercial	321.08	0.42%
LI/OSR/I	Light Industrial/ Open Space- Recreation/ Institutional	283.46	0.37%
MU	Mixed Use	7.11	0.01%
NCD	New Community District	14356.05	18.64%
NFSLR	North Fort St. Lucie River	541.18	0.70%
O	Office	93.57	0.12%
OSC	Open Space-Conservation	3,162.59	4.11%
OSC/I	Open Space-Conservation/ Institutional	8.61	0.01%

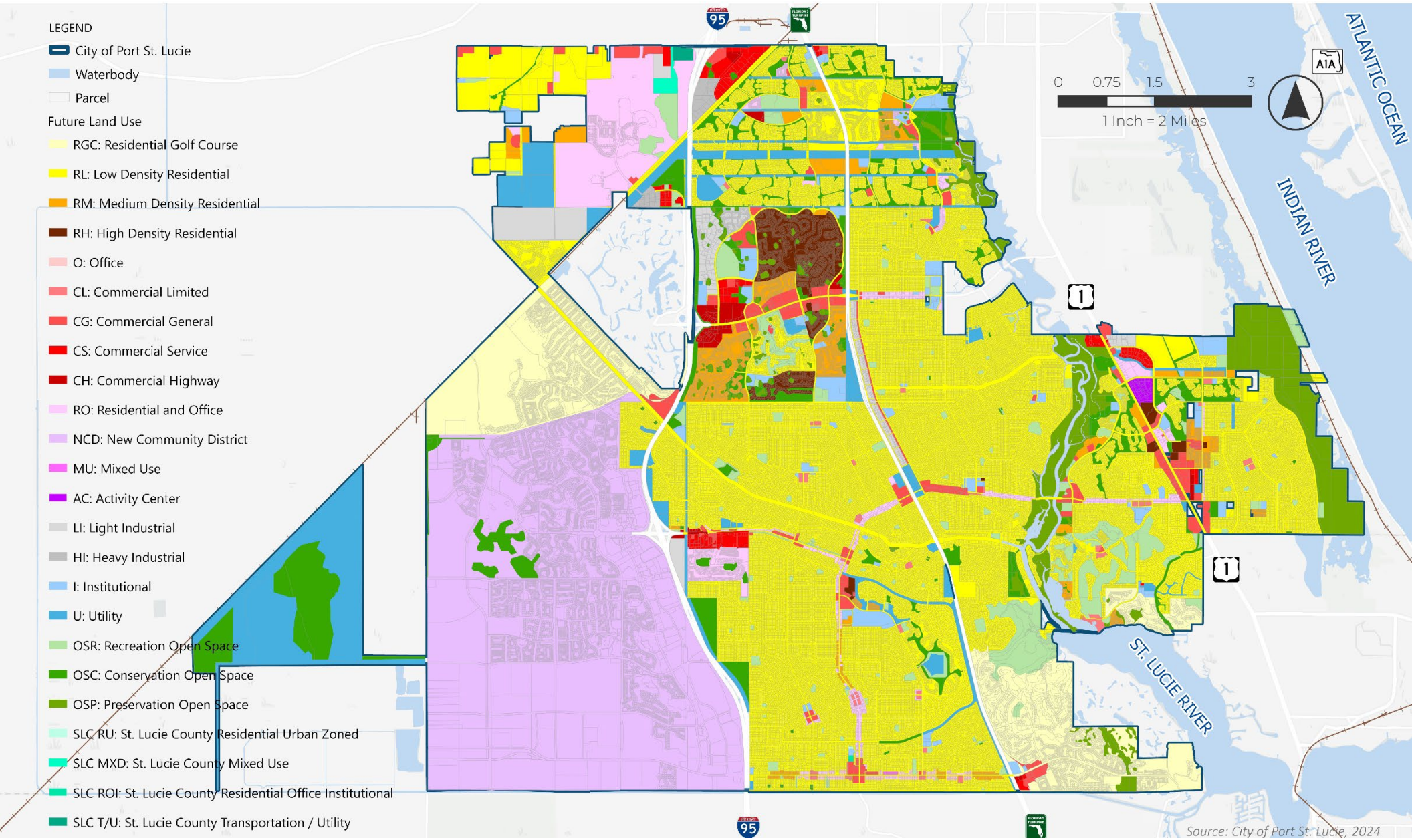
Future Land Uses		Acreage	Percent
OSC/OSR	Open Space-Conservation/ Open Space- Recreation	515.66	0.67%
OSP	Open Space- Preservation	2,919.90	3.79%
OSR	Open Space- Recreation	2340.27	3.04%
OSR/I	Open Space- Recreation/ Institutional	165.68	0.22%
OSR/LI	Open Space- Recreation/ Light Industrial	15.53	0.02%
RGC	Residential Golf Course	5,550.90	7.21%
RGC/CG	Residential Golf Course/Commercial General	65.57	0.09%
RH	High Density Residential	103.33	0.13%
RH/CG	High Density Residential/ Commercial General	3.82	0.00%
RH/CG/OSC	High Density Residential / Commercial General / Open Space Conservation	16.89	0.02%
RH/OSR/I	High Density Residential/ Open Space- Recreation/ Institutional	1050.88	1.36%
RL	Low Density Residential	30,417.96	39.49%
RL/CG	Low Density Residential/ Commercial General	284.93	0.37%
RM	Medium Density Residential	950.74	1.23%
RM/CG/OSC	Medium Density Residential/ Commercial General/ Open Space-Conservation	800.80	1.04%
RM/OSR/I	Medium Density Residential/ Open Space- Recreation/ Institutional	14.48	0.02%
RM/RO/CG	Medium Density Residential/ Medium Density Residential Office Institutional/ Commercial General	2,468.32	3.20%
RO	Medium Density Residential Office	2,468.32	3.20%
RO/CG	Medium Density Residential Office / Commercial General	65.12	0.08%
RO/LI	Medium Density Residential Office / Light Industrial	275.42	0.36%
SLC MXD	Mixed Use District (St. Lucie County)	75.89	0.10%
SLC OSP	Open Space- Preservation (St. Lucie County)	51.42	0.07%
SLC RO	Medium Density Residential Office Institutional (St. Lucie County)	5.01	0.01%
SLC RU	Residential Urban (St. Lucie County)	2.03	0.00%
SLC T/U	Transportation Utilities (St. Lucie County)	41.37	0.05%
U	Utilities	4,426.55	5.75%
U/LI	Utilities/ Light Industrial	29.18	0.04%
TOTALS		**77,031.64**	**100.0%**

Source: City of Port St Lucie, 2025

FUTURE LAND USE

COMPREHENSIVE PLAN 2050

MAP 1-4



1. **Residential Land Use Categories:** The City's Future Land Use Map depicts four residential categories: Residential Golf Course (RGC), and Low (RL), Medium (RM), and High (RH) Residential. The first one, as the name indicates, is intended to accommodate residential communities designed around an 18-hole golf course. The Low-Density Residential designation accommodates developments with a density of up to five units per acre. Medium up to 11, and High up to 15. The residential future land use categories also accommodate service uses such as schools.

2. **Office and Commercial Categories:** The Future Land Use Map includes one office category and three commercial categories: Commercial Limited, Commercial General, Commercial Service, and Commercial Highway.

   a. **Office (O)**: Intended to accommodate primarily office uses and serve as a transition area between residential and more intensive uses.

b. **Limited Commercial (CL)*:*** Intended to accommodate commercial sites along or near major thoroughfares to prove essential household services to surrounding residential neighborhoods.

c. **Commercial General (CG)*:*** Intended to accommodate general retail sales and services, serving more than just the surrounding neighborhoods.

d. **Commercial Highway (CH)*:*** Intended to provide commercial uses and services to the public traveling along major thoroughfares.

e. **Service Commercial (CS):** Intended to accommodate the most intensive commercial development including wholesale, warehouses, vehicle sales, lumber yards, and similar uses.

3. **Mixed-use categories.** The City's Future Land Use Map includes several categories that allow or require a mix of uses at various densities and intensities. The Residential and Office category (formerly known as Residential, Office, and Institutional, has been in place the longest. The New Community Development (NCD) dates to 2003. The City has also had the Mixed-Use land use category in place and is now introducing a new category labeled Activity Center.

   a. **Residential and Office (RO).** This future land use category (formerly known as Residential, Office, Institutional (ROI), is designed to accommodate a mix of uses, including medium density residential, office uses, and limited personal services along major corridors.

   b. **New Community Development (NCD):** The intent of this future land use category is to facilitate the development of mixed-use communities. A conceptual master plan is required in conjunction with each new NCD to identify proposed land use sub-categories. An NCD shall contain a minimum of three out seven of land use sub-categories: Residential, Neighborhood/ Village Commercial, Town Center, Resort, Employment Center, Regional Business Center, and Mixed-Use. Because all NCDs have conceptual master plans, each community has a maximum number of residential units and non-residential square footage allowed. The maximum number of residential units and maximum non-residential square footage for approved NCDs are shown below**.**

Table 1 - 4. New Community Developments

NCD	Max Residential Units	Max Non-Residential sq. ft.
Tradition/	6,161	1,725,664 + 150 Hotel Rooms & 300 ALFs
Western Grove	4,000	250,000
Southern Grove	7,674	13,187,925 + 1,051 Hotel Rooms & 300 Hospital Beds
Riverland Kennedy	11,700	3,615,168
Wilson Groves	7,700	5,070,750

Source: City of Port St. Lucie, 2025

c. **Mixed Use (MU):** A future land use category that provides for a mixture of uses on single parcels in order to develop sites which are sensitive to the surrounding uses, to the desired character of the community, and the capacity of public facilities to service the development. It is also intended to foster infill and redevelopment, the provision of affordable housing, and the reduction of vehicle trips in and out of the site.

d. **Activity Centers (AC-1, AC-2):** These future land use categories are intended to accommodate developments that combine commercial and/or office with multi-family residential in a vertical or horizontal fashion, complemented by hotels, and recreation facilities. The categories require a compact development pattern with high quality design, pedestrian connectivity, and allow integrated public spaces, and a diverse range of businesses, housing types, and community amenities. These categories incentivize the provision of affordable housing, parking garages, and public open spaces. The AC-1 category will implement the Walton & One master plan and allow a maximum density of 25 units per acre. The AC-2 category is intended to encourage redevelopment along major transportation corridors and allows a maximum density of 15 units per acre.

4. **Industrial categories**. The City has three industrial future land use categories, which include light (LI), heavy (HI), and planned industrial park (PIP). The main difference between light and heavy industrial is the types of uses allowed in each. The intensity of development allowed is the same. Retail uses are allowed as accessory uses to industrial. The land development code specifies the percentage of retail that may be allowed within this category. The planned industrial park aims to be an economic activity center designed to accommodate the City's targeted industries and economic development directives. The PIP aims to create economic hubs along major corridors by establishing minimum acreage requirements, requiring development through a master plan, and increasing allowable building coverage and impervious surface percentages.

5. **Institutional and Utilities**. Individual future land use categories are established for institutional uses (I) and public and private utilities (U). Institutional uses typically include government facilities, hospitals, schools, nursing homes, and similar facilities. In these areas, development will now be allowed a maximum lot coverage of 50%, an increase from 30%. This change, which is in line with what other jurisdictions in Florida allow, will serve to accommodate the space needs of utility facilities.

6. **Open Space**: The future land use map depicts four open space categories. The Open space recreation (OSR) category is intended to accommodate parks and recreational facilities. The Open Space Conservation (OSC) category is used to set aside lands to be preserved in their natural state. And Open Space Preservation (OSP) is intended to accommodate those areas that have unique ecological, hydrological, physiographic, or historical importance.

E. Future Land Use Map Holding Capacity

As required by Florida Statutes, the comprehensive plan must be based on at least the minimum amount of land required to accommodate the medium projections of the University of Florida's Bureau of Economic

and Business Research for at least a 10-year planning period. The most common method for determining the ability of the plan to accommodate projected population (holding capacity) is to calculate the number of residential units that can be built on vacant lands. As noted earlier, most of the vacant land in the City is already entitled for development. Therefore, in this case, the holding capacity was estimated using both the available acreage and existing development entitlements.

As shown in **Table 1-2** and detailed in **Appendix A**, the total population of Port St. Lucie, including both permanent and seasonal residents, is estimated at 267,793 in 2025 and is projected to increase by approximately 123,336 persons by 2046 and 139,428 persons by 2050.

Based on the 2020–2024 American Community Survey average household size of 2.76 persons per household, the City's Future Land Use Map (FLUM) will need to accommodate at least 44,687 additional dwelling units by 2046 and approximately 50,517 dwelling units by 2050.

Map 1-5 illustrates vacant residentially designated lands within the city limits, distinguishing between lands located within approved Developments of Regional Impact (DRIs) and those outside of DRIs. **Map 1-6** further identifies these vacant residential lands by Future Land Use designation. While vacant platted residential lots are distributed throughout the City, the majority of vacant residential acreage is located within approved DRIs.

The City maintains detailed records of platted lots, approved dwelling units, and completed residential development. As of February 2026, City records indicate that approximately 36,450 dwelling units had been entitled but not yet constructed, including approved units within DRIs and platted lots throughout the City (see **Tables 1-5 and 1-6**). In addition, vacant residential parcels that are neither located within DRIs nor already platted comprise approximately 505 acres and could potentially accommodate an estimated 4,601 additional dwelling units (see **Table 1-5**). This estimate includes the Walton and One site, which is anticipated to accommodate approximately 1,800 multifamily dwelling units in a vertical mixed-use development designated as Activity Center on the Future Land Use Map.

Based on existing entitlements and the estimated residential holding capacity of vacant land, the Future Land Use Map could potentially accommodate approximately 41,051 additional dwelling units - approximately 3,636 fewer than projected to be needed by 2046. Given the statutory requirement to reevaluate the Comprehensive Plan every seven years, the City prefers to defer consideration of increased residential densities until the next planning cycle. In addition, the Activity Center 2 Future Land Use category may provide opportunities for additional residential density in the urban core if pursued through future development applications. Anticipated annexations northwest of the City are also expected to help accommodate a portion of future residential growth.

Table 1 - 5. Vacant Residential Land Holding Capacity

Future Land Use	All Parcels (ac)	Vacant Resid (ac) [1]	Env. Sensitive (ac)	Density (du/ac)	Percent Residential (%)	Carrying Capacity
Residential Golf Course	5,476.6	85.6	34.7	5	100%	254
Low Density Residential	23,356.5	199.9	13.3	5	100%	933
Medium Density Residential	1,695.5	99.5	7.2	11	100%	1,015
High Density Residential	1,170.2	22.0	-	15	100%	330
Residential and Office	2,702.7	20.5	3.4	11	75%	141
Activity Center 1 [2]	77.1	77.1	-	25	100%	1,928

Future Land Use	All Parcels (ac)	Vacant Resid (ac) [1]	Env. Sensitive (ac)	Density (du/ac)	Percent Residential (%)	Carrying Capacity
Entitled: [3]	-	-	-	-	-	
• NCD: New Community Development	13,725.6	-	-	-	-	36,450
• MU: Mixed Use	6.9	-	-	-	-	
Total Holding Capacity						**41,051**
2046 Housing Demand						**44,687**
Surplus/(Deficit) of Dwelling Units						**(3,636)**

[1] These are 5 acre or larger sites that do not have entitlements in place and are currently undeveloped.

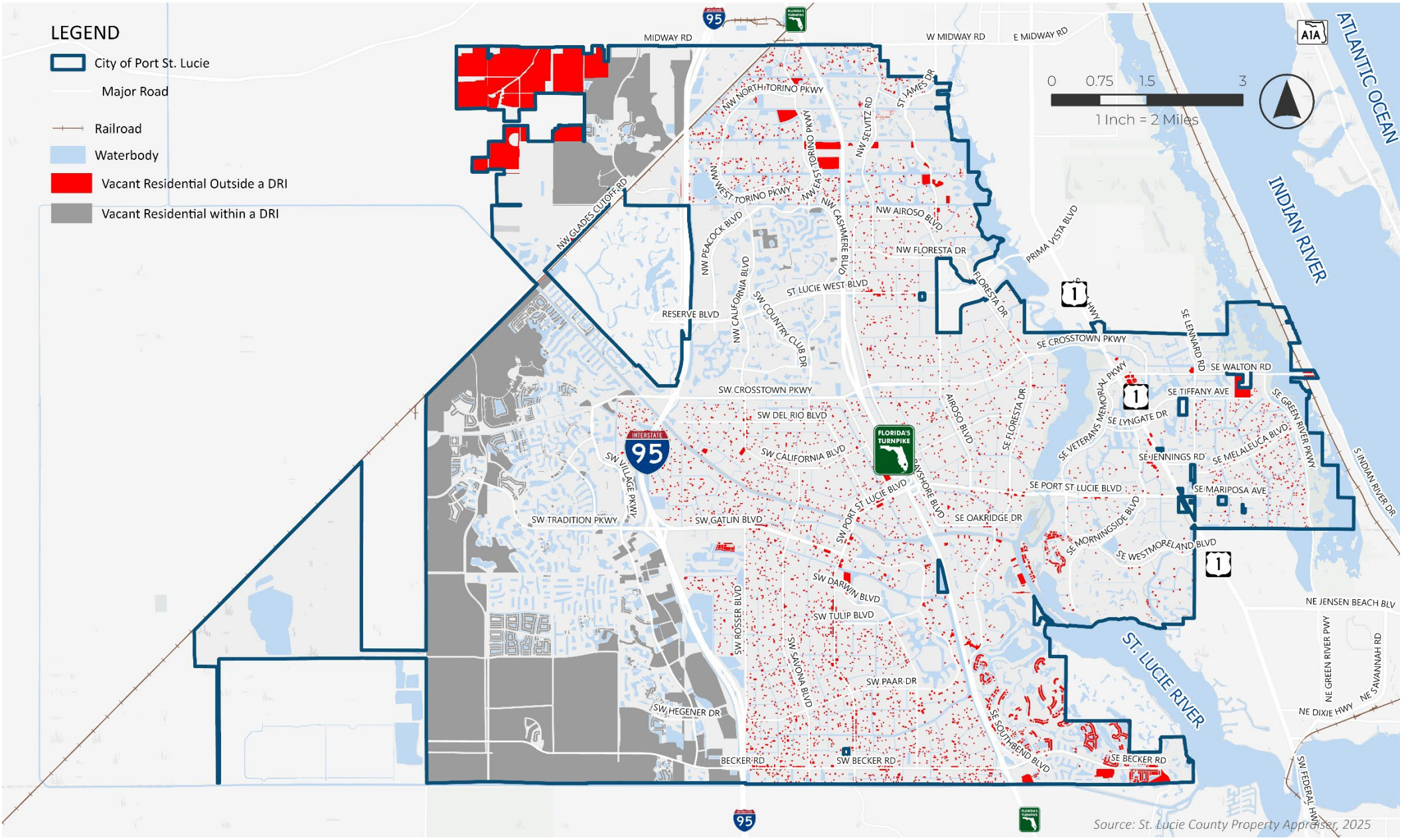
[2] Assumes multifamily as part of vertical mixed use.

[3] These are existing entitlements (approved units that have not been developed), summarized in **Table 1-6**.

VACANT RESIDENTIAL

COMPREHENSIVE PLAN 2050

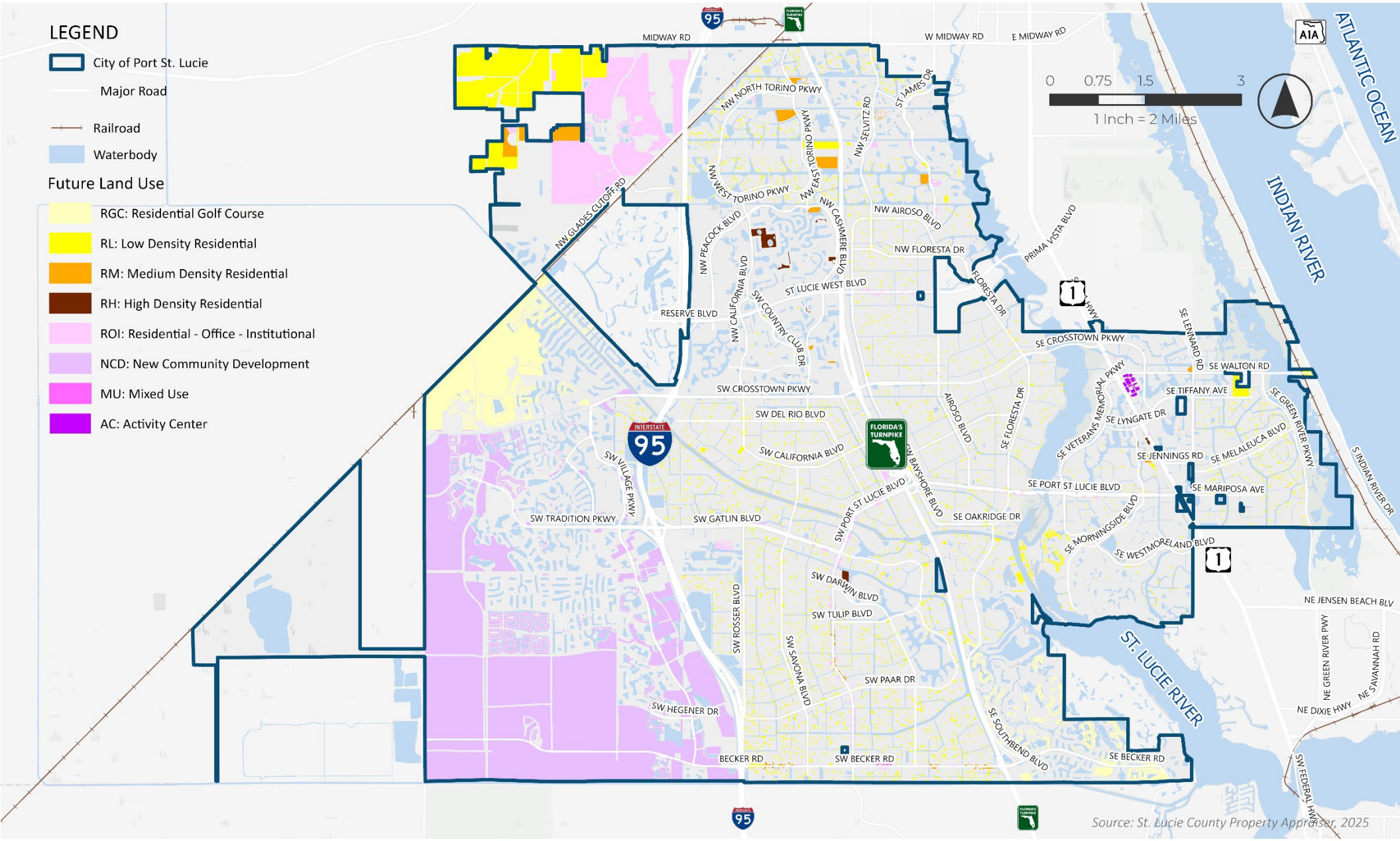
MAP 1-5



VACANT RESIDENTIAL - FLU

COMPREHENSIVE PLAN 2050

MAP 1-6



F. Availability of Public Facilities & Services

1. Transportation

The transportation network within the City o Port St. Lucie includes two interstates (Florida Turnpike and I-95), two state roadways (US 1 and Port St. Lucie Boulevard), a couple of county roads (Walton Road and St James Boulevard), and a rail line (Florida East Coast (FEC). Given the establishment of the city during the automobile era, local street patterns do not follow the traditional grid pattern, making connectivity a challenge.

Not unlike other Florida communities, the most common mode of transportation to work in Port St. Lucie is the automobile (81%) and about 18% of those commuting to work spend 30 to 34 minutes going from home to their place of employment. A very low percentage of commuters use public transit. About 20% of the population goes to work in other communities.

The City of Port St. Lucie is served by ART (Area Regional Transit), a fare-free public transit system administered by St. Lucie County and serving the cities of Fort Pierce, Port St. Lucie, St. Lucie Village, and the unincorporated areas of St. Lucie County. The system includes eight bus routes, one microtransit service area, and door-to-door para-transportation for eligible individuals. Since instituting a fare-free system in 2017, the fixed route ridership has tripled. This year, St. Lucie County partnered with FDOT to offer an express bus service connecting Port St. Lucie and West Palm Beach. The reasoning for this service is to help with commuters who live in Port St. Lucie and work in the West Palm Beach area.

While the focus in the past has been on moving vehicles in the best and most convenient manner, in recent years the focus has turned to address the mobility of all modes of transportation, not just vehicles. The city recently completed a Mobility Plan and established a Mobility Fee to replace the transportation concurrency and road impact fee. With this transition, the City will have a revenue source from new and future developments that include multi-modal opportunities. The focus is now on enhancing roadways that require additional capacity with elements such as sidewalks, bike lanes, and transit stops. The improvements will accommodate various modes of transportation, including pedestrians, cyclists, scooters, shared mobility, and public transit.

As the population grows and roads get more crowded, the City of Port St. Lucie's goal is to provide a safe, convenient, multimodal transportation system that places emphasis on public transportation systems, where feasible. A major issue facing the city as the unincorporated areas surrounding the city develop is the impact of such growth on the city's transportation network.

2. Potable Water

The City of Port St. Lucie is the primary responsible entity for the potable water treatment facilities and distribution system. Other regional providers in the area include the St. Lucie West Services Department (Community Development District) and The Reserve (private utility). The public water supply for the region comes from the Surficial Aquifer and the Floridan Aquifer. According to the 2022 Water Supply Facility Work Plan Update, there will be a surplus of 13.45 MGD by 2050 for the PSLUSD system. Therefore, there is sufficient capacity to serve City of Port St. Lucie residents in the short term and long term planning timeframes.

3. Wastewater

Major regional facilities include the Port St. Lucie Utility Systems Department, St. Lucie West Services Department (Community Development District) and The Reserve (private utility). The Port St. Lucie Utility Systems Department operates two wastewater treatment facilities – the Glades Wastewater Treatment Facility (WWTF) and the Westport WWTF. One package plant, the Savannah Club WWTF and private individual septic tanks also provide wastewater treatment.

The City currently has the capacity to treat 18 MGD of wastewater, which is less than the projected future demand of 37.1 MGD. The Water Supply Facility Work Plan has identified three projects to ensure sufficient wastewater treatment remains through the 2050 timeframe. The projects include upgrading the Westport Wastewater Treatment Facility; expanding the Glades Wastewater Treatment Facility by an additional 12 MGD; and continuing the Septic to Sewer program.

4. Solid Waste

All solid waste including yard waste generated within the City is disposed of at the St. Lucie County Baling and Recycling Facility as per an interlocal agreement with the County.

At the current rate of use, the landfill will be able to meet demand for Class I waste until year 2050 based upon the average generation rate of 3.88 pound per capita per day.. At the current rate of use, the landfill will be able to meet demand for C & D Debris until year 2042 based upon the average generation rate of 0.81 pounds per capita per day. After that time, the County would either need to co-dispose of C & D Class I waste or find an alternative solution.

5. Drainage

The City has completed four comprehensive drainage studies using today's accepted and more conservative flood elevation protection levels rather than the permitted values. As a result of the studies, the City has completed four major stormwater construction projects. These projects include the C-24 Emergency Relief Canal, Southbend Equalization Pipes, the C-23 Emergency Relief Canal, and the Eastern Watershed Improvement Project (EWIP), which provides additional storage capacity, improves flood protection levels, and improves water quality prior to discharge to Howard Creek.

The City compiled information provided in the drainage studies along with the inventory of facilities to create a Stormwater Management Master Plan. This plan prioritizes projects, identifies the desired levels of maintenance service, and creates a budget for a twenty-year stormwater management program.

Level of Service (LOS) standards for stormwater quantity and quality drainage reflect the applicable South Florida Water Management District (SFWMD) and National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permits and rules.

6. Parks

In July 2019, the City developed a 10-Year Parks and Recreation System Master Plan, which is currently undergoing an update. The purpose of the plan is to assess current conditions and incorporate community health/wellness activities and community education opportunities.

The City currently has 1,573 acres of recreation facilities across 52 sites. The City is also served by nearby County and State-owned public recreation land, such as the 6,000-acre Savannas Preserve State Park. Strategies for acquiring new parkland include the dedication of park and recreation land as part of the annexation agreements for the western annexed lands; utilization of the City's Conservation Trust Fund,

which is funded by mitigation fees paid by developers in lieu of on-site preservation; the acquisition of open space and park land through the City's Naturally PSL Land Bank program; and through annexation agreements with property owners to set aside land for parks and open space.

At 6.02 acres of parkland per 1,000 residents, the City currently exceeds its level of service standard of 5 acres per 1,000 persons for parks. However, with the population projected to reach 330,798 by 2035, a parkland deficit is anticipated if no additional improvements are made. To address this, Port St. Lucie is pursuing several strategies, including continued implementation of the Port District Master Plan, which will introduce new recreation areas, boat docks, and other facilities along the St. Lucie River. The City is also actively working towards developing the Torino Regional Park, which will add 195.2 acres of parkland, and has acquired and is in the process of developing the Traditional Regional Park.

7. School Capacity

Public education is under the jurisdiction of the elected School Board of St. Lucie County. The public school system in St. Lucie County is based on a countywide district, encompassing all municipalities within the County and unincorporated area. The City of Port St. Lucie has an Interlocal Agreement for Public School Facility Planning which is used for land use and school capacity planning. The School District notifies the City of needs pertaining to onsite or offsite improvements to support new facilities or the proposed expansion or redevelopment of existing schools within the jurisdiction of the City. The Public School Facilities Element of this Plan further describes the roles and responsibilities of the City, County, and other municipalities and the School Board of St. Lucie County. According to the School District's 2024-2025 Work Plan schools are at or exceeding capacity as detailed in the Public School Facilities Element.

8. Airports

There are currently no active airports within or adjacent to the City limits of Port St. Lucie. The closest airport is the Treasure Coast International Airport located at 3000 Curtis King Blvd. in Fort Pierce, about 7.5miles from the north city limits. The airport received its Federal Aviation Administration Part 139 in October 2024 allowing the airport to potentially accommodate commercial flights. This new development will provide aviation transportation opportunities for the residents and visitors of Port St. Lucie.

9. Military Installations

There are currently no active military installations within or closely proximate to the City limits of Port St. Lucie.

10. Railways

There are two railroad sections within Port St. Lucie. These facilities, which are part of the Florida East Coast Railway Lake Harbor Branch, are classified as SIS facilities. Strategic Intermodal System (SIS) facilities are considered Florida's highest priority network of transportation facilities, which are important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the most significant resources for interregional, interstate, and international travel.

The passenger rail system Brightline goes through the City of Port St. Lucie on the eastern most boundary, but no stations are planned within the City or St. Lucie County.

G. Natural Resources

The current state of natural resources within the City of Port St. Lucie are discussed in great detail in the Infrastructure Element (wellfield protection) and the Conservation and Coastal Management Element (wetlands, floodplains, topography and soils). The following subsections address the relationship between these resources and potential future development.

1. Wellfield Protection

Map 4-2 in the Infrastructure Element displays the location of public wellheads and associated protection zones. The City has a Wellfield Protection Ordinance to protect its water supply wells. It includes setbacks from wells and regulates land uses to prevent contamination.

2. Wetlands

Map 5-2 in the Conservation and Coastal Management Element depicts the wetlands within the City, which are regulated by the South Florida Water Management District through the Environmental Resource Permit (ERP) and Consumptive Use Permitting (CUP) processes. ERPs help protect wetlands, water quality, and surface waters from new development or construction activities; CUPs ensure that the extraction of water does not result in the deterioration of local water sources and water-dependent ecosystems. The City actively requires developers to seek ERP permits during the site plan review process. The City also requires a buffer zone of native upland around wetlands and mandates that wetlands be protected from sedimentation during development activities.

3. Floodplains

Map 5-3 in the Conservation and Coastal Management Element depicts the floodplains within the city limits. Proactively managing floodplains is essential for protecting people and property from flood events. Chapter 152 of the City's Code of Ordinances designates the city engineer as the Floodplain Administrator. The Floodplain Administrator is responsible for implementing and enforcing the Floodplain Management Regulations outlined in the City's Code of Ordinances. The floodplain has been subjected to very little development in the City and the Future Land Use Plan proposes continued restriction of floodplain development.

4. Soils

When glancing at the locations of waterbodies, wetlands, and floodplains, it is easy to see where soil permeability is poor within the City. Soils that possess poor drainage conditions are frequently more costly to develop given that permitting and development regulations have been implemented across multiple agencies to ensure that these features are either mitigated, preserved, protected, and/or enhanced throughout the development review process. **Map 5-4** in the Conservation and Coastal Management Element depicts the soil types within the City.

5. Topography

Due to the relatively flat topography of the City, and the protection the Barrier Island provides, soil erosion from typical geophysical conditions is generally not a problem in the City.

H. Historic Resources

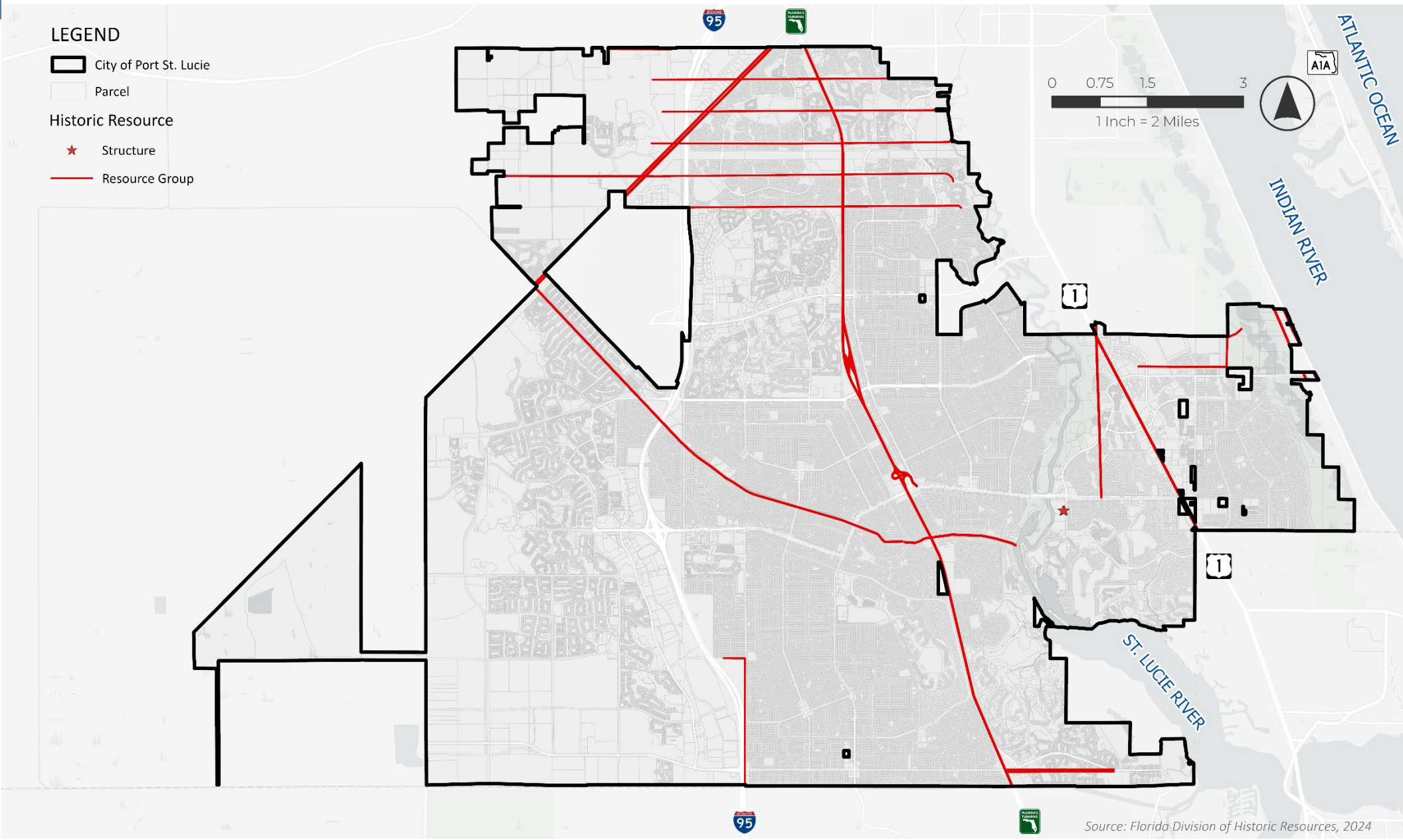
The City of Port St. Lucie currently does not maintain a local registry of historically significant resources or a historic preservation ordinance.

The Florida Master Site File (FMSF) office maintains the State of Florida's official inventory of historical and/or cultural resources. Categories of resources recorded within the FMSF include archeological sites and historical structures, cemeteries, bridges, districts, and landscapes. According to the FMSF office, there have been several surveys of historic properties conducted in Port St. Lucie, resulting in the cataloging of 11 sites in the FMSF.

According to the State Historic Preservation Office (SHPO), several resource groups were also surveyed in the past. Resource groups consist of districts, landscapes, building complexes, and linear resources. Among those surveyed were ten canals (e.g., C-23, C-24), eight roadways (e.g., Florida's Turnpike, Indian River Drive, Midway Road), and the FEC railroad– Lake Harbor Branch. The railroad was identified by the State Historic Preservation Office (SHPO) as potentially eligible for listing in the National Register. The FEC Railroad- Lake Harbor Branch runs through the eastern most and north western portions of the City. It was originally built in the 1920s and was the southernmost segment of the Kissimmee Valley Line until 1947, when the Glades Cutoff from Marcy to Fort Pierce was built and the rest of the Kissimmee Valley Line to the north was abandoned. The locations of the surveyed resources are shown on **Map 1-7**.

HISTORIC RESOURCES
COMPREHENSIVE PLAN 2050

MAP 1-7



I. Urban Sprawl

Section 163.3164(52), F. S., defines urban sprawl as "a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses." Considering the long-term negative effects of urban sprawl, the State of Florida strongly discourages communities from establishing any goals, objectives, or policies within their comprehensive plan which encourage its proliferation. Port St. Lucie discourages urban sprawl by promoting urban infill, redevelopment, and mixed-use development. Other strategies that have been used to prevent sprawl include the following:

1. Utility Service Area

The City's utility service area is currently comprised of approximately 132 square miles, including the entire city limits and some unincorporated areas of St. Lucie County adjacent to the city limits as described in Sec. 63.24 of the City Code of Ordinances.

2. Keep Port St. Lucie Beautiful

Taking its lead from Keep Florida Beautiful and Keep America Beautiful, Keep Port St. Lucie Beautiful's mission is "to improve our quality of life through education, beautification, and litter control by empowering individuals to take greater responsibility for their community." The KPSLB Committee, an advisory board for the City Council, addresses issues that relate to the physical and visual aspects of our community's environment and shows individuals how they can personally and directly impact that environment through their own actions. The KPSLB Committee plans various public events to build environmental awareness and encourage volunteer efforts for litter pick-up, landscape beautification, and the proper disposal of household chemicals. The Committee's activities also include beautification and community improvement including the Neighborhood Beautification and Business Beautification Award programs; tree plantings, including a tree-canopy assessment and master tree-planting plan; tree giveaways; and landscape grant funding for local businesses.

On the green side, the KPLSB Committee also organizes local television programming, including "Re-useful," a half-hour program demonstrating ways to make new things for your home out of old and minimizing the impacts of waste on the community (Household Hazardous Waste Collection Day). Household Hazardous Waste Collection Day and anti-litter campaigns also help minimize the impacts of waste on water quality in lakes, wetlands and rivers.

3. Conversion Manual

The original design of the city did not allocate sufficient land for commercial, service, or recreational uses to support future population growth. Residents had to travel outside the city limits for goods, services, and employment opportunities. In the 1980s, the City adopted a program for converting single-family platted lots along major roadways to non-residential uses. The City of Port St. Lucie Conversion Manual was adopted in 1984 to accommodate and modernize antiquated subdivisions. Under the conversion process, the City processed land use amendments to change the land use along designated segments of roadways. Depending on the conversion plan for the area, the land use would either be commercial, professional, industrial, or multi-family. Within these conversion zones, single-family lots could be assembled to create larger parcels suitable for development. Today's Future Land

Use Map shows a more diverse community with residential areas supported by retail, office, institutional, and recreational uses.

4. Activity Centers

In conjunction with this update, the City has created a mixed use land use category to promote infill development and allowing a mix of multi-family residential and commercial services at key locations. The City recognizes a need for this type of development to allow for greater flexibility, support the provision of affordable housing, and to ensure that employment and services are available where people live to reduce vehicular miles traveled. This category will initially apply to the Walton & One site, but will also be available for other locations..

5. Community Redevelopment Areas

In 2001, the City Council established the Community Redevelopment Agency to support the revitalization of designated areas within the City. Finding of Necessity reports identified certain areas as having substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, limited roadways, and inadequate parking. Each Community Redevelopment Area (CRA) has an adopted Community Redevelopment Plan, detailing specific tools and strategies to promote and support redevelopment in the targeted area. Today, the City has three active CRAs: The Original CRA, which was later amended to include East Lake Village; Port St. Lucie Blvd/The Port District, also known as the "Riverwalk" District; and Southern Grove. Each of these CRAs plays a key role in advancing the City's redevelopment goals, contributing to its overall economic development while enhancing the livability of the community. These community redevelopment areas and their overarching purpose are listed below and can be seen on **Map 1-8**.

a. Original and East Lake Village Expansion

The City's original CRA is approximately 1,600 acres or 2.7 square miles. The boundaries include the rear property line of sites located on the west side of US 1 on the west, the city limits just north of Village Green Drive to the north, the St. Lucie/Martin County line to the south And Lennard Road along the east. The major goals of the redevelopment plan center on the development of a town center at U.S. 1 and Walton Road (Walton & One) and a variety of mixed-use, commercial, office, residential, and recreational districts. In 2008, the City and Agency completed construction of a 100,000 square foot Civic Center, a public plaza with interactive fountain, a structured parking garage, and other improvements.

The Walton & One site, comprising 46 acres at the corner of Walton Road and US-1, has been home to the MidFlorida Credit Union Event Center, a 100,000 square foot building with an expansive surface parking facility. This site is poised to become the City's new downtown. It is planned to house a series of vertical mixed-use buildings combining commercial and office with multi-family residential, hotels, parking garages, and public recreation facilities.

The Community Redevelopment Plan was amended in 2003 to include Lentz Grove, now known as East Lake Village. Although located within the CRA original study area, East Lake Village was a 100+/- acre unincorporated St. Lucie County enclave when the CRA was established and was annexed into the City of Port St. Lucie in 2003. East Lake Village was developed pursuant to a public-private partnership agreement between the City, the Agency, and St. Lucie East Development Company, LLC. East Lake Village is a planned community that utilizes traditional neighborhood

development design concepts. It is a mix of residential housing types within a neighborhood setting of pedestrian friendly streets, public open spaces, neighborhood squares and a greenway trail system linking its residents to the rest of the CRA. Recreational amenities include Mary Ann Cernuto Park and the East Lake Village Segment of the Wood Stork Trail. This recreational component of the redevelopment plan contemplated transforming the drainage swales, ditches and ponds of the CRA into a better functioning stormwater drainage system and a linear park, which interconnect the entire district. The Wood Stork Trail is an open space network that connects East Lake Village, Hillmoor Lake and City Center. A master plan for the Wood Stork Trail was adopted in October 2005 and following approval of such, the Agency constructed a 1.5-mile trail around Hillmoor Lake, paved trails around the stormwater treatment areas in City Center and added wooden boardwalks and outlooks in East Lake Village and Hillmoor Lake.

b. CRA Expansion Area/The Port District.

In 2006, the City expanded the original CRA to include lands along Port St. Lucie Boulevard extending west to the St. Lucie River and the area between SE Veterans Memorial Parkway and the river up to SE Lyngate Drive. This expansion, which encompasses 321 acres, addresses the City's aspirations of developing an economically viable riverfront area to complement a downtown or central business district. The Port Master Plan includes strategies to make the Port District the heart of Port St. Lucie by enhancing connections, gathering spaces, and recreational opportunities that celebrate its natural landscape. Expanded park programming, public art, and signature dining along the river will attract visitors, while improved multi-modal transportation and cohesive branding will enhance accessibility and wayfinding. By fostering community, exploration, and environmental education, the plan strengthens the district's identity as a vibrant regional destination where life meets the river.

c. Southern Grove.

On June 25, 2012, the City Council approved an amendment to the Community Redevelopment Plan to include the area known as Southern Grove and amended the Community Redevelopment Trust Fund to provide for additional funding for community redevelopment within Southern Grove. Formerly a citrus grove, the 3,606-acre property was annexed into the City in 2004 and approved as a Development of Regional Impact (DRI) in 2006. Southern Grove is bounded by Tradition Parkway to the north, Martin County to the south, Interstate 95 to the east, and the Riverland Kennedy DRI to the west. With four (4) miles of frontage along Interstate 95, Southern Grove is envisioned as a mixed-use regional employment center and retail destination, pursuant to the approved Southern Grove DRI Development Order. Infrastructure improvements were constructed as part of a special assessment district and included roads, access to Interstate 95, and water and sewer lines.

Southern Grove is home to the city's job corridor and includes a 150-acre research and development park known as **Tradition Center for Innovation** and the1,247-acre **Tradition Center for Commerce**. The Center for Innovation has the Cleveland Clinic Tradition Hospital, the FIU Center for Transactional Science (formerly known as the Torrey Pines Institute for Molecular Studies), the Cleveland Clinic Florida Research & Innovation Center site (formerly known as the Vaccine & Gene Therapy Institute of Florida (VGTI)), and other research and medical facilities.

The Tradition Center for Commerce is focused on large-scale manufacturing, logistics, and retail development. It encompasses more than 10 million square feet of office, industrial, warehouse, residential, and retail space, along with Legacy Park. The 425-acre Legacy Park is specifically dedicated to industrial and distribution facilities, with major tenants like Costco, FedEx, and Amazon.

6. Citywide Design Standards

The City adopted Citywide Design Standards in 1997. These standards, which have been amended over the years, are intended to promote the development of a sense of place by improving the visual quality of the built environment and to foster economic development opportunities that will benefit the city's future. A major update to the Design Standards was approved in 2021 to:

a. Establish land development regulations applicable to land use and zoning districts located within the CDS.

b. Foster economic activity and development that is compatible in use, scale, design, and intensity with surrounding development.

c. Promote aesthetically appealing growth.

d. Promote pedestrian-friendly environments.

e. Promote environmentally sensitive development.

f. Improve the city's image.

g. Maintain or improve property values, and

h. Promote the public health, safety, and welfare

7. Conservation Trust Fund

The City's Conservation Trust Fund accumulates mitigation fees paid by developers who choose to make this payment in lieu of preserving a portion of their sites as required under the City's Land Development Code. These fees can be used for preservation of conservation land. Funds from the Conservation Trust Fund have been used for the City parks such as the Port St. Lucie Botanical Garden.

8. Economic Development

The Economic Development Element provides information on City of Port St. Lucie economic development programs, and programs done in cooperation with St. Lucie County and the Economic Development Council of St. Lucie County. Assisting in the creation of new jobs within the City will create a more favorable job-housing balance, reduce overall vehicle miles travelled by Port St. Lucie residents, and provide for a more sustainable community.

9. Annexation

At the time of the adoption of the 1998 Comprehensive Plan, the City of Port St. Lucie consisted of just 78 square miles. The current size is approximately 120.4 square miles. Between 2000 and 2008, a total of 24,013 acres, or 37.5 square miles, were voluntarily annexed into the City. The annexed area, generally referred to as the City's Western Annexation Area, includes seven large scale Developments of Regional Impact and several smaller planned or approved PUD type developments.

The Western Annexation Area corresponded to an agreement between the City and St. Lucie County for the City to be the provider of water and wastewater services west of Interstate 95. In 1994, the City purchased General Development Utilities from St. Lucie County. The County had condemned the utility in 1990 following the bankruptcy of the General Development Corporation. Under the purchase agreement, the Western Annexation Area fell within the City of Port St. Lucie Utility Service Area. In 1996, the City embarked on an aggressive utility service expansion program with the goal of providing both water and wastewater service to all properties throughout the entire utility service area. The unprecedented project included the extension of 1,199 miles of pipe, construction of 59 wastewater lift stations, and the installation of 3,000 fire hydrant was completed in 2006.

Property owners continue to request annexations. Between 2009 and 2019, there were five annexations encompassing approximately 117 acres. While growth offers economic opportunities, it also places a burden on the City to provide services often used by those outside its boundaries. In 2023, the City commissioned a study to evaluate strategies such as annexation for managing growth, assessing their impact on service levels, costs, revenues, and the City's relationship with the County. The study outlined tools and policies the City could use to better manage growth related to service requests and potential annexations. These measures address developer financial responsibilities and recommend improved coordination with the County. Applicable strategies have been incorporated into the Goals, Objectives, and Policies of this Plan.

J. Planning Areas

For planning purposes, the City has been divided into fourteen planning areas ranging in size from 3,000 acres to 8,500 acres (see **Map 1-9)**. City staff track the number of approved units and number of built units within each planning area. This data is summarized below in **Table 1-6**.

Table 1 - 6. Planning Areas

Planning Area	Acres	Approved units	Units Build			Remaining units to be built
			Single family	Multi-family	Total	
1	3,571.2	5,760	4,103	948	5,051	709
2	2,919.5	4,112	3,107	616	3,723	389
3	8,052.9	20,210	18,444	1	18,445	1,765
4N	9,176.8	22,435	18,790	677	19,467	2,968
4S	6,664.9	15,296	13,270	26	13,296	2,000
5	4,257.2	4,777	3,461	577	4,038	739
6	5,653.1	6,506	4,782	1,346	6,128	378
7	5,468.3	9,532	6,134	2,267	8,401	1,131
8	4,675.4	7,523	5,369	1,661	7,030	493
9	5,127.8	11,092	4,758	3,186	7,944	3,148
10	3,165.2	7,200	3,205	1,000	4,205	2,995
11	2,885.5	4,000	678	65	743	3,257
12	9,493.5	22,410	5,103	833	5,936	16,474
13	1,925.3	0	0	0	0	0
14	763.7	579	575	0	575	4

Planning Area	Acres	Approved units	Units Build			Remaining units to be built
			Single family	Multi-family	Total	
TOTAL	73,800.2	141,432	91,739	13,203	104,982	36,450

Source: City of Port St. Lucie, February 28, 2026

K. Neighborhood Planning

The Communications Department administers a program known as NICE (Neighborhood Improvement & Community Engagement) created to build community engagement and improve the fabric of the community, neighborhood by neighborhood The City is divided into 36 neighborhood focus areas. Initiatives include establishing neighborhood identities and groups to gather citizen input and ideas on how to define and enhance their neighborhoods. Objectives include administering grant programs, maintaining a high quality of life in the City's neighborhoods. Programs are developed to provide opportunities for housing and community development improvements and promote the beautification of neighborhoods. The neighborhoods within the City of Port St. Lucie are listed below and in **Map 1-10**.

Table 1 - 7. Neighborhoods

Neighborhood Name	Neighborhood Description
Bayshore Business District	The Bayshore Business District offers shops that are locally owned and operated, an industrial area.
Bayshore Heights	Dominantly a residential area, Bayshore Heights neighborhood is conveniently located near shops and restaurants.
Becker Ridge	Generally, a residential area, Becker Ridge is a neighborhood located just west of the Turnpike.
Canal Pointe	Explore the neighborhood's family-friendly charm and beyond by accessing the C-24 Canal Park to navigate the north fork of the St. Lucie River or the Intercostal Waterway.
Cashmere Cove	Cashmere Cove neighborhood features Turtle Run Park, a 10 acre area with a large pavilion, playground and a large open space to practice with multi-purpose goals (soccer, football, rugby).
Copper Creek	Copper Creek is a master planned community in Port St. Lucie, Fl located west of I-95 off of Glades Cut Off Road.
Crane Landing	Crane Landing is a desirable location in the South Becker area with quick access to I-95 or the Turnpike.
Fairgreen Crossings	Fairgreen Crossings is a limited access community just off Crosstown Parkway and I-95. Its distinct location provides a warm small town feel close to shopping, entertainment, and dining.
Floresta Gardens	Floresta Gardens neighborhood features the City of Port St. Lucie Community Center and Kiwanis Park.
Floresta Pointe	Quiet quality radiates throughout this unique neighborhood with easy access to the Crosstown Parkway, a gateway to both U.S. 1 and Interstate 95.

Neighborhood Name	Neighborhood Description
Gatlin Pines	Gatlin Pines is a convenient location and friendly neighborhood which makes living there a dream come true.
Hidden Oaks	Located on the 21-mile diversion canal, Hidden Oaks offers fishing and an abundance of water activities to enjoy.
Lyngate	Lyngate neighborhood is home to Lyngate Park and Dog Park which offers two ballfields, a playground and other sports courts.
Morningside	Morningside neighborhood is located within Lyngate and is home to Morningside Academy, a private K-12 school.
Newport Isles	Marsh and lake views with numerous wildlife sightings from the properties make Newport Isles a serene place to live.
Northport Village	Northport Village neighborhood features Sportsman Park and Girl Scout Friendship Park. Sportsman Park features four ball fields and much more.
Oak Hammock	Oak Hammock neighborhood features Oak Hammock Park nestled in a little hideaway on the canal system of Lake Okeechobee.
Paar Estates	Paar Estates is nestled between SW Paar Drive on its western border and the "Horseshoe Canal" on its eastern border. If you're looking for a serene and unique community to call home, Paar Estates should be on your list of places to consider.
Palm Trails	Palm Trails is a quiet and charming residential area centrally located in Port St. Lucie.
Riverland/Kennedy	Riverland / Kennedy is primarily a residential area in the southwest area of Port St. Lucie.
Riverview	See glimpses of the scenic St. Lucie River when visiting or passing through the Riverview neighborhood.
Rosser Reserve	Recreational and fishing enthusiasts should check out what Rosser Reserve has to offer.
Sandhill Crossing	Sandhill Crossing is just around the corner from the beautiful Indian River Lagoon and Savannas Preserve State Park.
Sandpiper Bay	Sandpiper Bay is a quaint and pristine neighborhood which features the Saints Golf Course and Port St. Lucie Botanical Gardens.
Sawgrass Lakes	Home to Sawgrass Lakes and other upscale properties, Sawgrass Lakes is noticeably different than most communities in Port St. Lucie.
Southbend Lakes	Southbend Lakes features Jessica Clinton Park and Tesoro, a private country club and gated community.
St. Luce North	St. Lucie North neighborhood features Preserves, Nature Trails and The Champion Turf Club at Saint James.
St. Lucie West	In addition to minor and major league baseball, St. Lucie West also offers world championship PGA golf courses, beautiful parks, and sparkling lakes.
Swan Park	Swan Park neighborhood features a 6.2 acre park with three soccer fields and a playground.

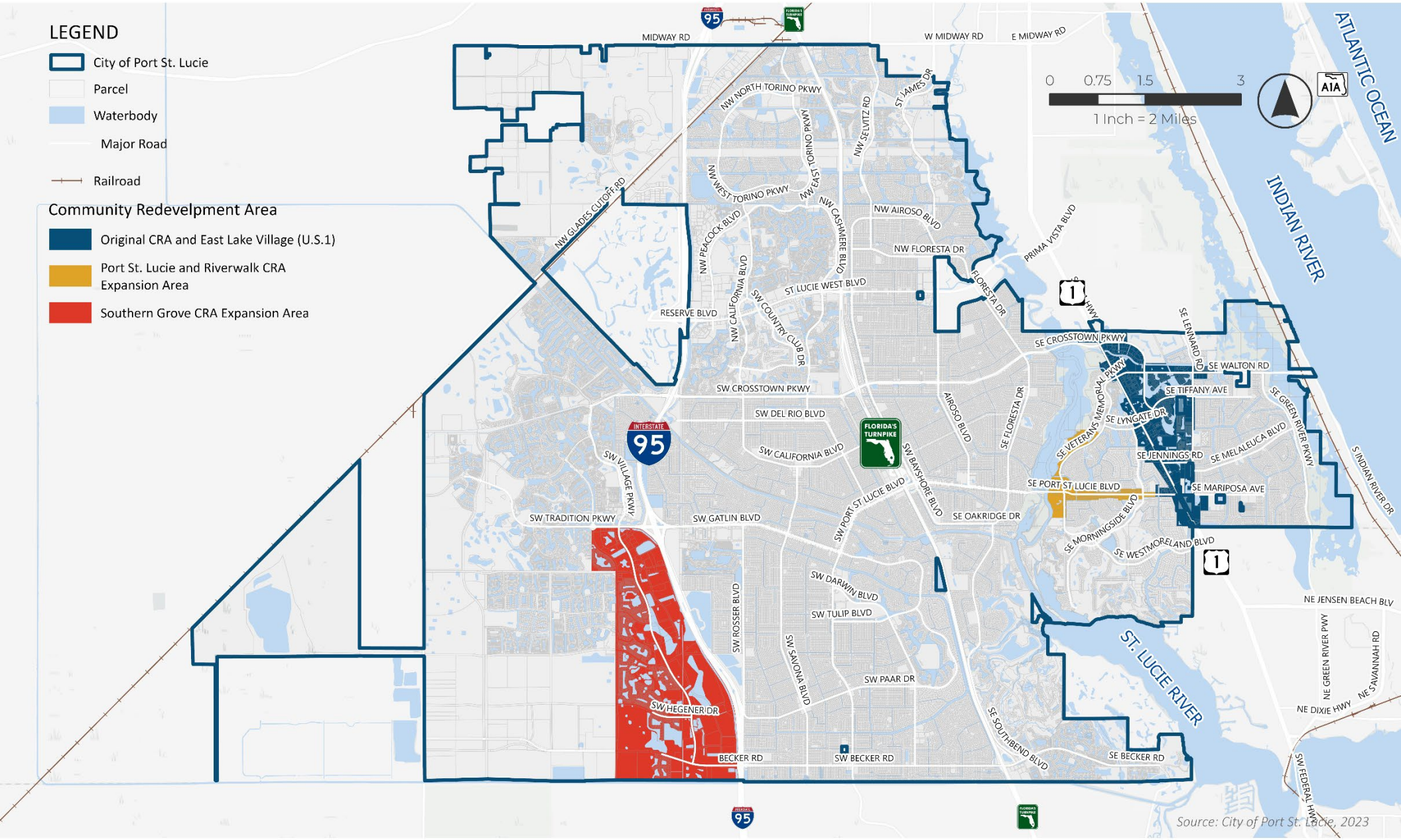
Neighborhood Name	Neighborhood Description
Torino	Torino is an up and coming community with close access to Interstate 95, is convenient to St. Lucie West.
Tradition	This unique master-planned community offers a pedestrian friendly small town feel with everything residents need including shops, restaurants, parks, schools, lakes and festivities.
Tulip Park	Tulip Park has a little something for everyone while being adjacent to Whispering Pines regional park, two schools, restaurants and shopping.
Verano	Verano includes both age-restricted (55+) and non-age-restricted communities and is home to the PGA Village Verano.
Whispering Pines	Home of the Southwest PSL Little League, Pop Warner Football and Whispering Pines Tennis 14 tennis courts with one pavilion Center.
Wilson Groves	Wilson Grove is located near Tradition just west of Village Parkway and Becker Road. The property offers quick access to I-95 at two interchanges: Becker Road and Gatlin Boulevard.
Woodland Trails	Woodland Trails is an up and coming residential community that has churches and commercial areas in walking distance.

Source: City of Port St. Lucie, 2025

COMMUNITY REDEVELOPMENT AREAS

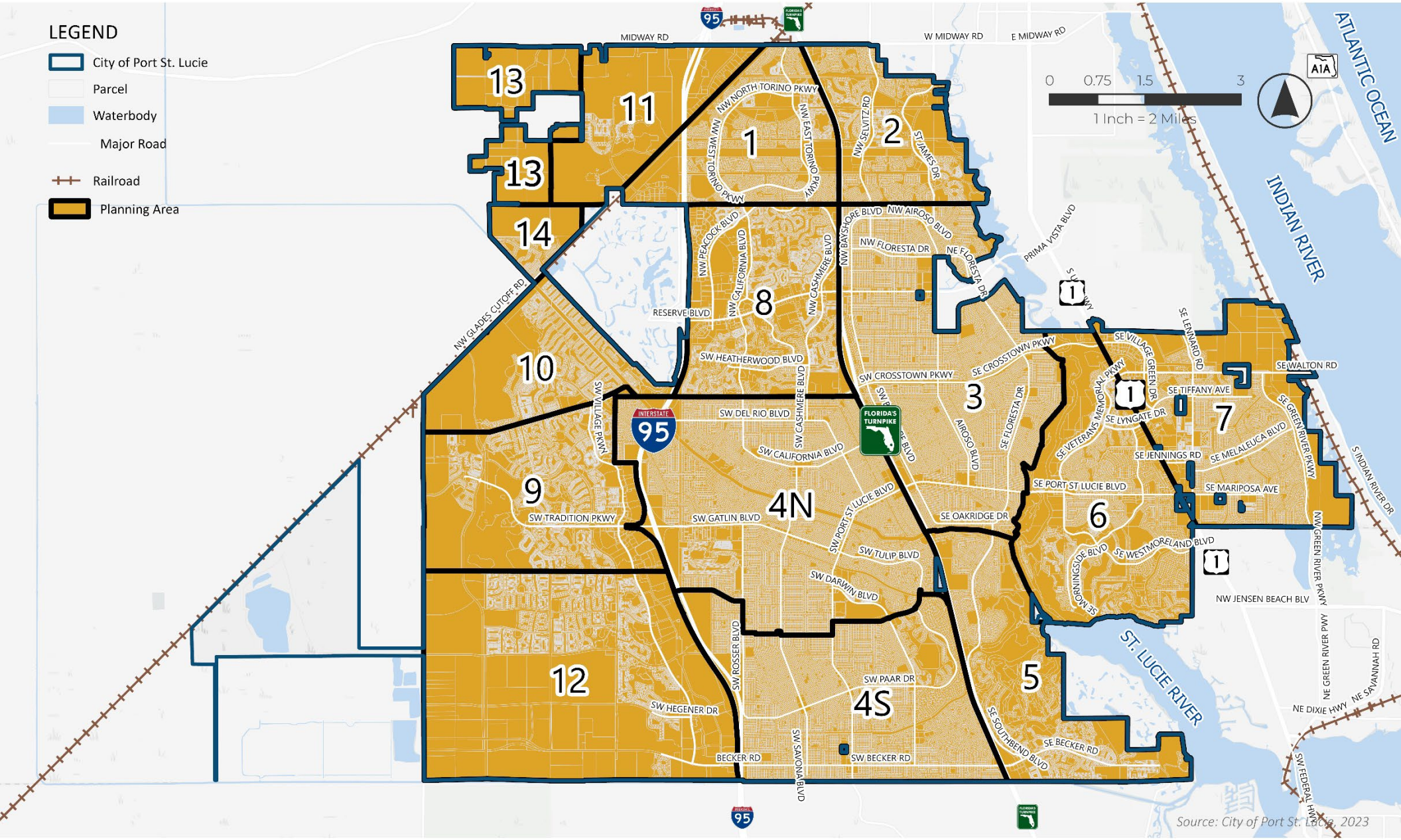
COMPREHENSIVE PLAN 2050

MAP 1-8



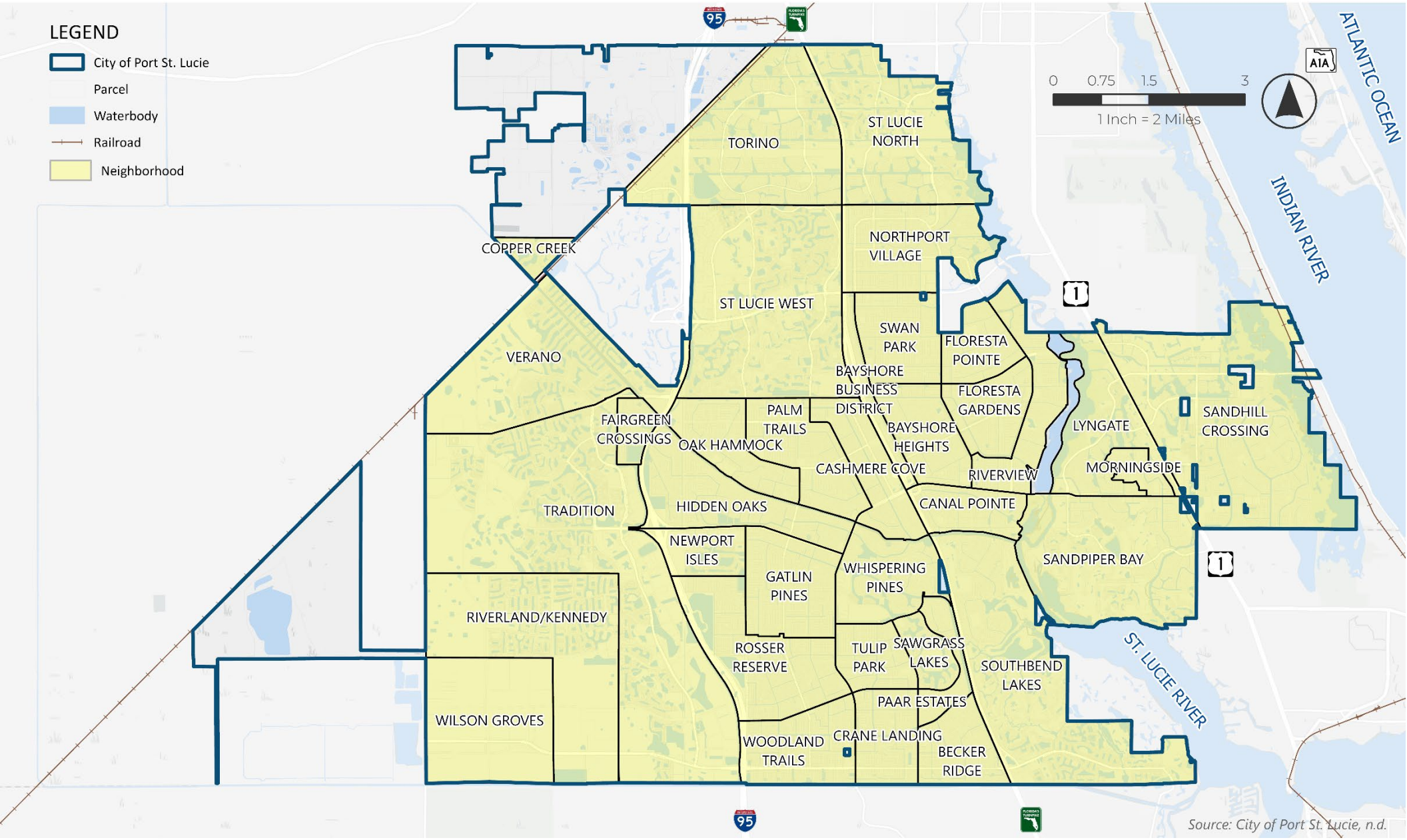
PLANNING AREAS
COMPREHENSIVE PLAN 2050

MAP 1-9



NEIGHBORHOODS
COMPREHENSIVE PLAN 2050

MAP 1-10



Source: City of Port St. Lucie, n.d.

III. Future Considerations

The City of Port St. Lucie must accommodate its projected population growth through the 2050 planning horizon while ensuring that current and future residents of Port St. Lucie have a high quality of life and access to essential public services. To accomplish this goal the City is committed to implementing the following strategies:

A. **Establish a new future land use category to implement the Walton & One plan**. This updated plan established a new land use category, Activity Center 1, to encourage high-density, mixed-use urban development to help cultivate a pedestrian friendly environment in what the city envisions as its "downtown." This well-defined Activity Center designation would encourage compact growth, integrate public spaces, and enhance economic vibrancy by attracting a diverse range of businesses, housing types, and community amenities. This category includes policies to achieve high quality design, pedestrian connectivity, and incentives for the provision of affordable housing. The resulting development will strengthen the City's identity.

B. **Balanced economy**. As noted in the Economic Development element, communities similar to Port St. Lucie typically allocate 10% of land to commercial use and 8% for industrial use. The City of Port St. Lucie's existing land use map shows that only 1.5% of the land within the city limits is used for commercial purposes (including office) and 1.1% for industrial use. The Future Land Use Element encourages the conversion of residential sites to commercial if the impact to surrounding residential uses can be minimized and the infrastructure is adequate to accommodate the more intensive uses. The threat of converting industrial lands to other uses is evident throughout the state. The City of Port St. Lucie discourages this practice.

C. **Promote the redevelopment of underutilized commercial areas.** The City will encourage adaptive reuse and redevelopment of aging, vacant large-scale commercial stores and shopping centers through development incentives. The City should prioritize projects that attract higher-wage jobs, foster entrepreneurship, and provide workforce training opportunities supporting a more resilient local economy.

D. **Impervious surface ratio provisions.** Drawing from best practices in Florida communities with similar growth patterns, the City evaluated the appropriateness of impervious surface restrictions applicable to certain future land use categories. The City has increased the allowable impervious surface percentage for PIP land use classification from 80% to 90%.

E. **Development Intensity.** Some comprehensive plans regulate development intensity using Floor Area Ratio (FAR), which is the proportion of the building volume to the size of the site. An FAR of 1.00, for instance, means that the total square footage of the building, including all floors, matches the size of the site. Another tool used to regulate development intensity is a combination of building height and building lot coverage. In this case, building lot coverage refers to the proportion of the building footprint to the size of the site. The City of Port St. Lucie's Comprehensive Plan has regulated non-residential development intensity through building height and building lot coverage and will continue to do so. However, as a new land use category is introduced where more urban development is expected, it is important to allocate building height and lot coverage restrictions that correspond to the desired compact development character. The new Activity Center category, therefore, allows a building height and lot coverage percentage that is higher than all other categories.

F. **Impervious Surface Ratio (ISR).** The City also regulates ISR in the comprehensive plan, which rather than have an effect on development intensity, it regulates how much of a site can be covered by

buildings, walkways, parking areas, and any other improvement that prevents natural percolation of water. With this plan update, the City is establishing ISR for all residential land use categories, ranging from 0.5 for lower density residential, to 0.75 for high density residential. The zoning regulations may further restrict these per zoning district.

G. **Strengthen coordination with St. Lucie County on Future Annexations**. As annexations shape the City's periphery, the City will need to continue collaborating with St. Lucie County to ensure that newly incorporated areas are consistent with the City's vision and receive adequate infrastructure, public services.

IV. Appendix A. Population Projections

City of Port St. Lucie
Comprehensive Plan Update
Population Projections

PURPOSE

This report provides an overview of the sources and methodologies utilized to develop population projections for the City of Port St. Lucie through the year 2050. Section §163.3177(1)(f)(3) of the Florida Statutes identifies the requirements for local governments establishing population projections as part of the comprehensive planning process:

"The comprehensive plan shall be based upon permanent and seasonal population estimates and projections, which shall either be those published by the Office of Economic and Demographic Research or generated by the local government based upon a professionally acceptable methodology. The plan must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period … Absent physical limitations on population growth, population projections for each municipality, and the unincorporated area within a county must, at a minimum, be reflective of each area's proportional share of the total county population and the total county population growth."

METHODOLOGY

The four-step process utilized to project the City population to 2050 is as follows:

Step 1: Obtain the Latest Population Projections for St. Lucie County

BEBR publishes three permanent population projection scenarios (low, medium, and high) for each county in Florida. They do not prepare projections for cities or the unincorporated area of the county. The following table shows the BEBR projections for St. Lucie County and an additional line showing a medium-high scenario.

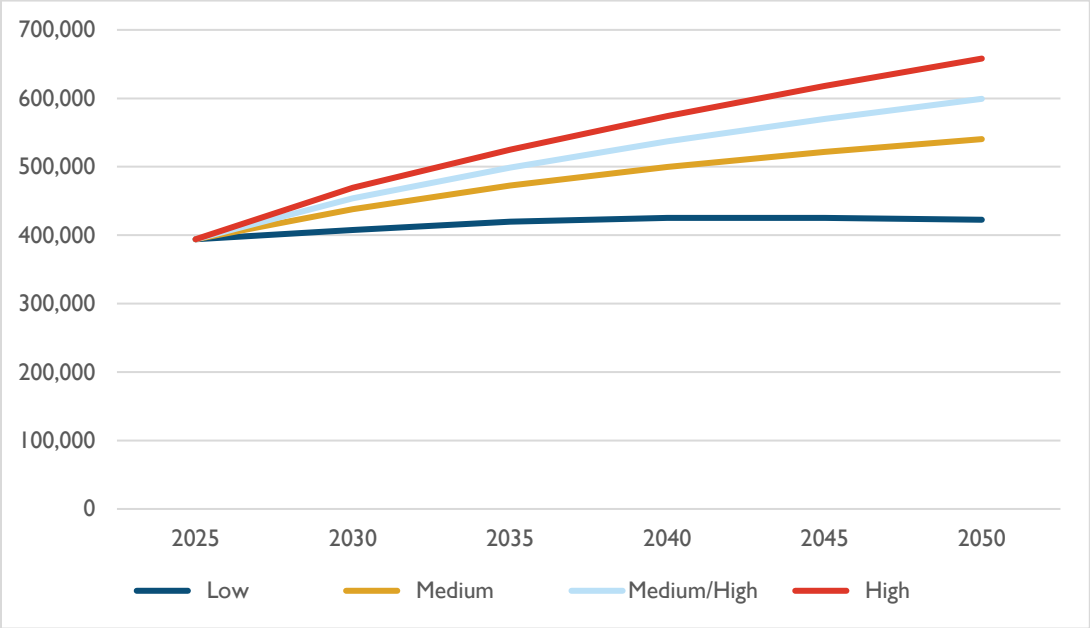
Table 1. BEBR Countywide Population Projections for St. Lucie County

	2030	2035	2040	2045	2050
Low	407,700	420,000	425,300	425,300	422,700
Medium	438,200	472,500	499,700	521,500	540,400
Medium/High [1]	453,750	498,800	536,950	569,650	599,250
High	469,300	525,100	574,200	617,800	658,100

[1] Not a BEBR projection, but an average of BEBR's 'Medium' and 'High' population projections.

Source: Bureau of Economic and Business Research, Florida Population Studies, Bulletin 203 (February 2026).

Figure 1. BEBR Countywide Population Projections for St. Lucie County



Step 2: Determine Port St. Lucie's Population Share

The State Statutes require that the City's population projections be derived from its proportion of the County's total population. Over time, this proportion has greatly increased (see **Figure 3**). In 1980, the City accounted for just 17% of the County's population (see **Table 2**), which surged to 37% by 1990—a remarkable 20% increase in just a decade. Between 1990 and 2000, the share continued to rise, reaching 46%, a more modest 24% increase. A similar trend occurred between 2000 and 2010, with the share increasing by 29%. However, the share increase began to slow after 2010, with the City's share increasing by only 5% between 2010 and 2020. According to the 2025 BEBR population estimate, the City now comprises nearly 66% of the County's population.

An average of the past 50 years yields a City-to-County share of 41%, but this figure is likely too low given the City's ongoing growth and the continued development of large master-planned communities. While historical trends suggest a declining growth rate of the share of City to County population, the current 66% share may remain stable over the next 20 years. Therefore, the City applied this ratio to the County projections prepared by BEBR to ensure a realistic and growth-aligned forecast.

Table 2. Historical Permanent Population Share of Port St. Lucie to Countywide Total

Year	St. Lucie County	Port St. Lucie	Population Share
1970	50,836	330	0.6%
1980	87,182	14,690	16.8%
1990	150,171	55,761	37.1%
2000	192,695	88,769	46.1%
2010	277,789	164,603	59.3%
2020	329,226	204,851	62.2%
2025	394,074	260,194	66.0%

Source: United States Census Bureau, 1970-2020; BEBR, 2025.

Figure 2. Historic Population Share of Port St. Lucie to Countywide Total

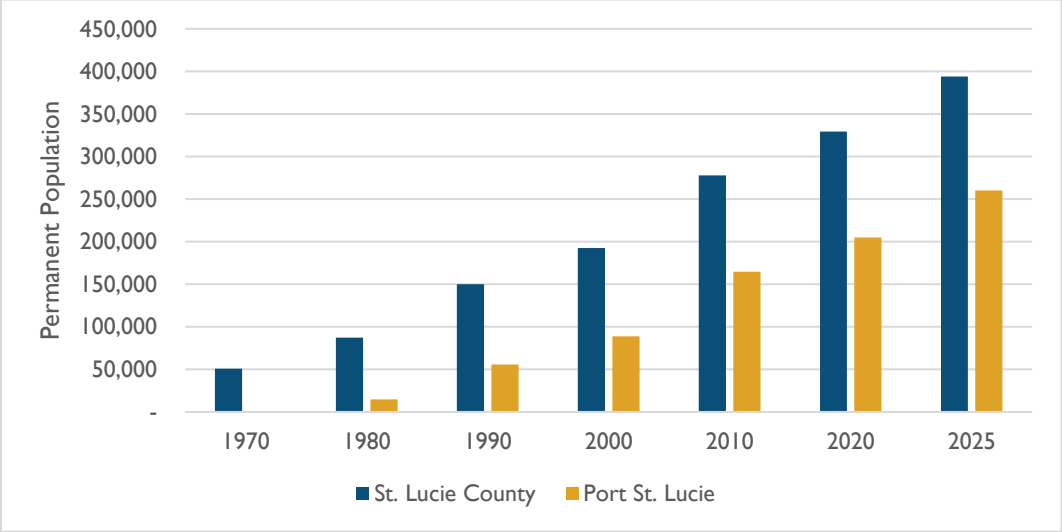
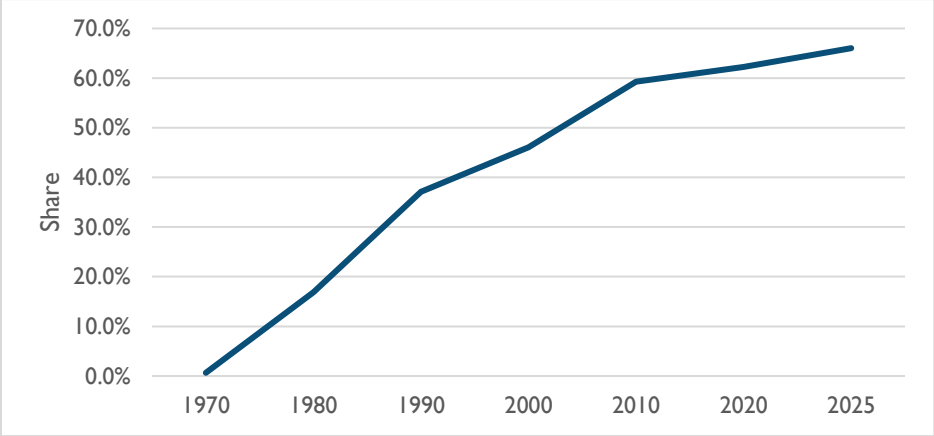


Figure 3. Population Share Trend



Step 3: Estimate Port St. Lucie's Seasonal Population

The BEBR population estimates and projections do not account for seasonal population. Additionally, there is no state-recognized database which provides up-to-date seasonal population data at the city level. Therefore, each jurisdiction must establish its own methodology for estimating current and projected seasonal populations.

One approach is to use the latest decennial Census data and derive seasonal population estimates and projections. This method involves applying the same seasonal population percentages from the Census to current estimates and projections of the permanent population. The 2020 Census reported 76,114 occupied housing units and 2,223 units designated for seasonal, recreational, or occasional use. With a 2020 average household size of 2.69 persons per household, this equates to approximately 5,983 seasonal residents —2.92% of the permanent population. This same percentage was applied to the current permanent population estimate and projections.

Table 3. Port St. Lucie's Seasonal Population Share

	2020 Census	2025 Estimates
Total Permanent Population	204,851	260,194
Total Housing Units	81,975	
Total Occupied Units (households)	76,114	
Total Vacant Units	5,861	
Total Vacant Units for Seasonal, Recreation, or Occasional Use	2,223	
Persons per Household	2.69 (1)	
Total Seasonal Population	5,983 (2)	7,599 (3)
Share of Seasonal to Permanent	2.92% (4)	

(1) 'Total Permanent Population' divided by 'Total Occupied Units'
(2) 'Total Vacant Units for Seasonal, Recreation, or Occasional Use' times 'Persons per Household'
(3) 'Total Permanent Population' times 'Share of Seasonal to Permanent'
(4) 'Total Seasonal Population'' divided by 'Total Population (Permanent + Seasonal)

Source: 2020 Census; BEBR 2025.

Step 4: Apply the Seasonal Population Share to the BEBR Projections

To estimate the future population growth in Port St. Lucie through 2050, three calculations were performed. These steps are listed below, and the results are presented in **Table 4** and **Figure 4**.

A. Utilizing the population share ratio from Step 2, the City derived the permanent population projections. As noted earlier, the City decided to utilize the current share (66.03%).
B. The City estimated seasonal population by multiplying permanent population by the seasonal population share (2.92%) identified in Step 3.
C. The City added permanent and seasonal population estimates to determine total population projections.

Table 4. Population Projections for Port St. Lucie

Year	St. Lucie County	Port St. Lucie		
	Permanent (1)	Permanent (2)	Seasonal (3)	TOTAL
2025	385,746	260,194	7,599	267,793
A. LOW PROJECTIONS				
2030	407,700	269,191	7,862	277,053
2035	420,000	277,312	8,099	285,411
2040	425,300	280,811	8,201	289,013
2045	425,300	280,811	8,201	289,013
2050	422,700	279,095	8,151	287,246
B. MEDIUM PROJECTIONS				
2030	438,200	289,329	8,450	297,779
2035	472,500	311,976	9,112	321,088

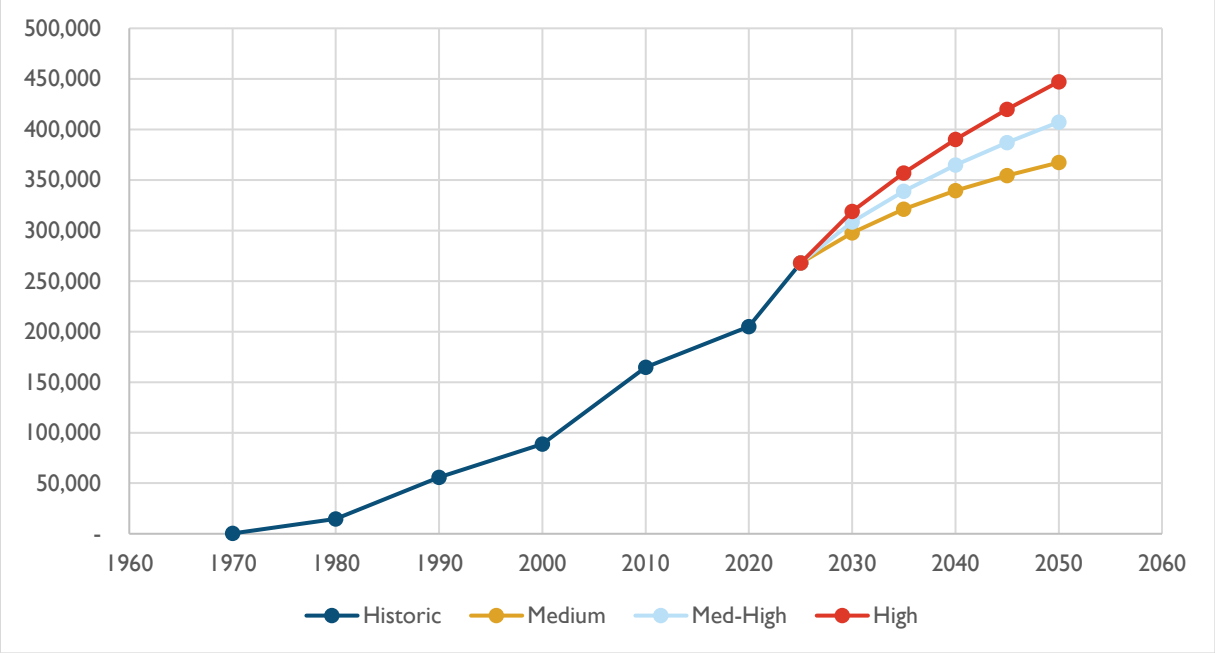
Year	St. Lucie County	Port St. Lucie		
	Permanent [1]	Permanent [2]	Seasonal [3]	TOTAL
2040	499,700	329,935	9,636	339,572
2045	521,500	344,329	10,057	354,386
2050	540,400	356,808	10,421	367,229
C. MEDIUM-HIGH PROJECTIONS				
2030	453,750	299,596	8,750	308,346
2035	498,800	329,341	9,619	338,960
2040	536,950	354,530	10,354	364,885
2045	569,650	376,121	10,985	387,106
2050	599,250	395,665	11,556	407,221
D. HIGH PROJECTIONS				
2030	469,300	309,863	9,050	318,913
2035	525,100	346,706	10,126	356,832
2040	574,200	379,125	11,073	390,198
2045	617,800	407,913	11,914	419,826
2050	658,100	434,522	12,691	447,212

[1] BEBR, 2025

[2] Calculated as a 2025 share of the County's (66.03%)

[3] Calculated based on the 2020 share to permanent population (2.92%)

Figure 4. Projections (Medium, Medium-High, and High Scenarios)



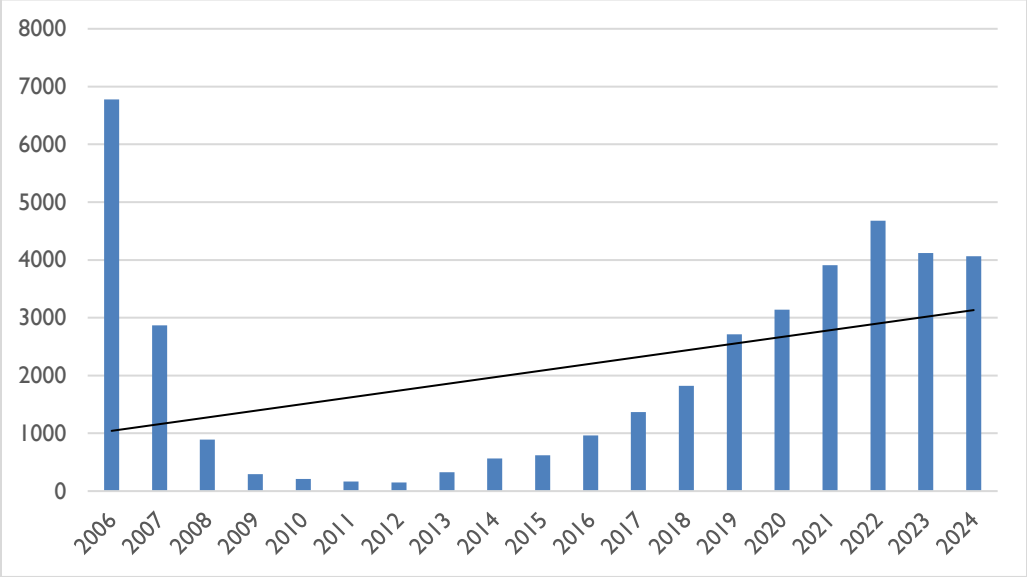
Local Considerations

While the State Statutes require using the proportional share method, unique local conditions were assessed to determine the validity of those figures.

Certificates of Occupancy

The issuance of certificates of occupancy for residential dwelling units has varied widely over the last twenty years, making it difficult to predict a trend. As shown in **Figure 5**, the number of certificates of occupancy issued in 2006 was extremely high, then dropped steeply over the next few years, reaching very low levels by around 2010–2012. Beginning in the early 2010s, issuance gradually recovered and transitioned into a period of steady and accelerating growth from approximately 2016 through 2022, when activity reached its highest levels since the initial peak. However, the most recent data show a clear decline over the last two years, indicating a potential cooling of development activity after this period of rapid expansion. Overall, despite early volatility, the long-term trend remains upward, as reflected by the trend line.

Figure 5. Residential Certificates of Occupancy Issued



Building Permits and Entitlements

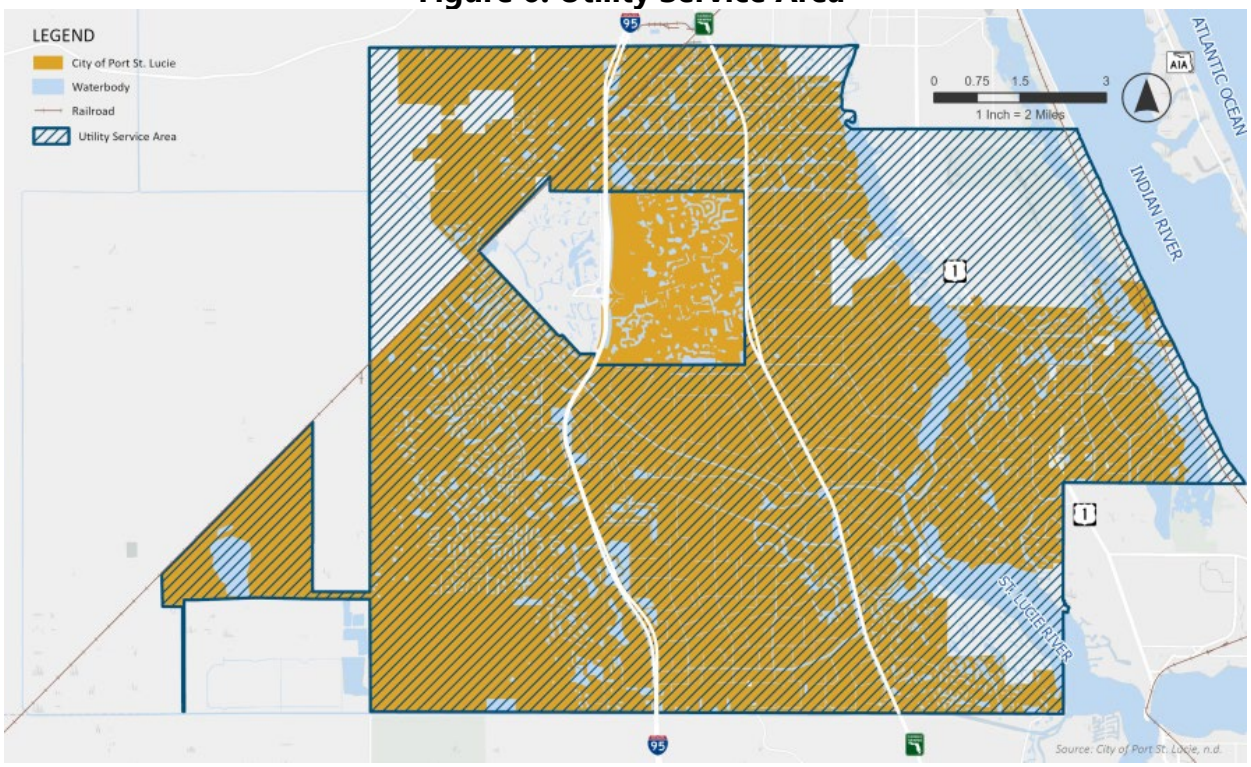
The City has kept track of the number of units approved and built within Developments of Regional Impact (DRIs) and large master planned communities. Recent estimates show that, as of February of 2026, there were 104,982 dwelling units in the City (91,779 single family and 13,203 multi-family). Approved units account for 141,432, leaving 36,450 units still to be constructed. That number multiplied by the persons per dwelling unit used in previous calculations in this report (2.69), would yield a total of 98,050 new residents, or a future total population of 365,843 (assuming build out for all the approved developments). The additional population (21,263 through 2045; 41,378 through 2050) would be accommodated in future development and redevelopment projects not yet approved and within future annexation areas.

Water Supply Plan

The City Water Supply Facilities Plan contains population projections that include the ***entire utility service area***, not just within the City boundaries (see map below). The current plan shows a 2045 projection of **492,801** residents, which includes 33,085 Domestic Self Supply users and 459,716 Public Supply customers. It must be noted that the South Florida Water Management District started requiring the City to use a high projection for water supply planning, rather than the medium projection that had been used previously.

As of November 30, 2024, the City served water to 96,194 customers (residential and commercial combined). Approximately 5,500 of those are residential customers located in unincorporated portions of the county. Applying a persons per household figure, it can be assumed that the number represents approximately 14,135 persons outside the City currently receiving municipal water services.

Figure 6. Utility Service Area



Transportation Plans

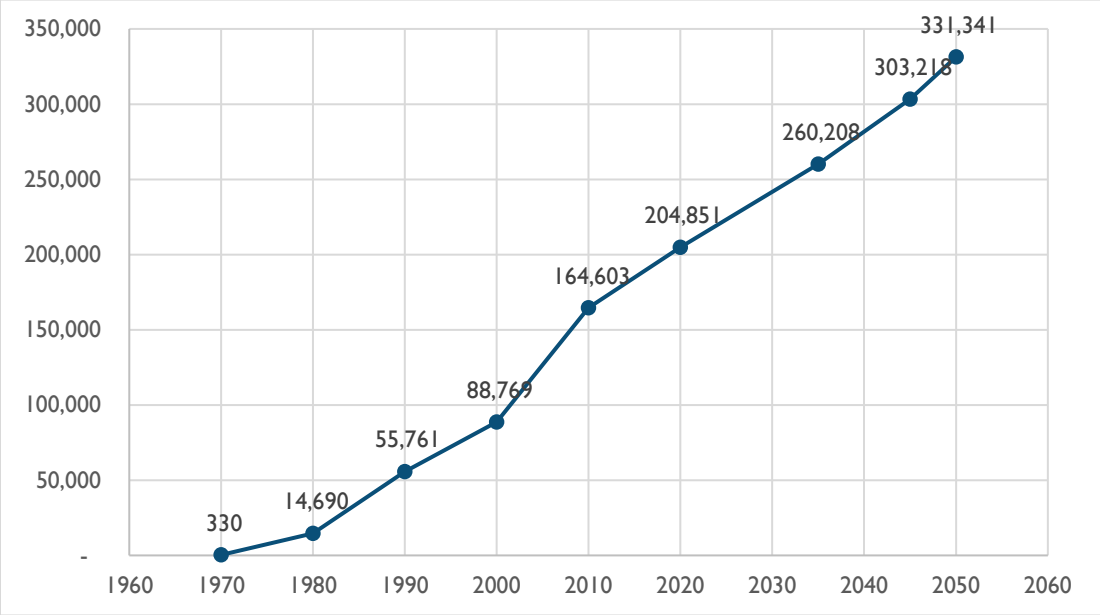
The Treasure Coast Regional Planning Model prepared by the Florida Department of Transportation District Four and used by the St. Lucie County Transportation Planning Organization (TPO) in development of the 2045 Long Range Transportation Plan (LRTP) show a 2045 projection of **369,267**. This projection is calculated by adding Traffic Analysis Zones (TAZ) data and those do not necessarily coincide with City boundaries. However, they give an indication of how much they estimate the City will grow.

Linear Projection

A linear projection strictly based on past city population estimates would yield a 2045 projection of **303,218** and a 2050 projection of **331,341**. Considering the scale of residential projects

approved in the past, and the growth pressure coming from South Florida, the City does not foresee following a lineal constant growth.

Figure 7. Linear Projection



OFFICIAL POPULATION PROJECTION

Per Florida Statutes, the City of Port St. Lucie's Comprehensive Plan Update was required to accommodate a permanent and seasonal population at or above BEBR's medium projection model. Based upon historic and recent growth trends, the City used the 'Port St. Lucie's population share' of 66.03% applied to the 'BEBR Medium-High' projection scenario (**Table 5**).

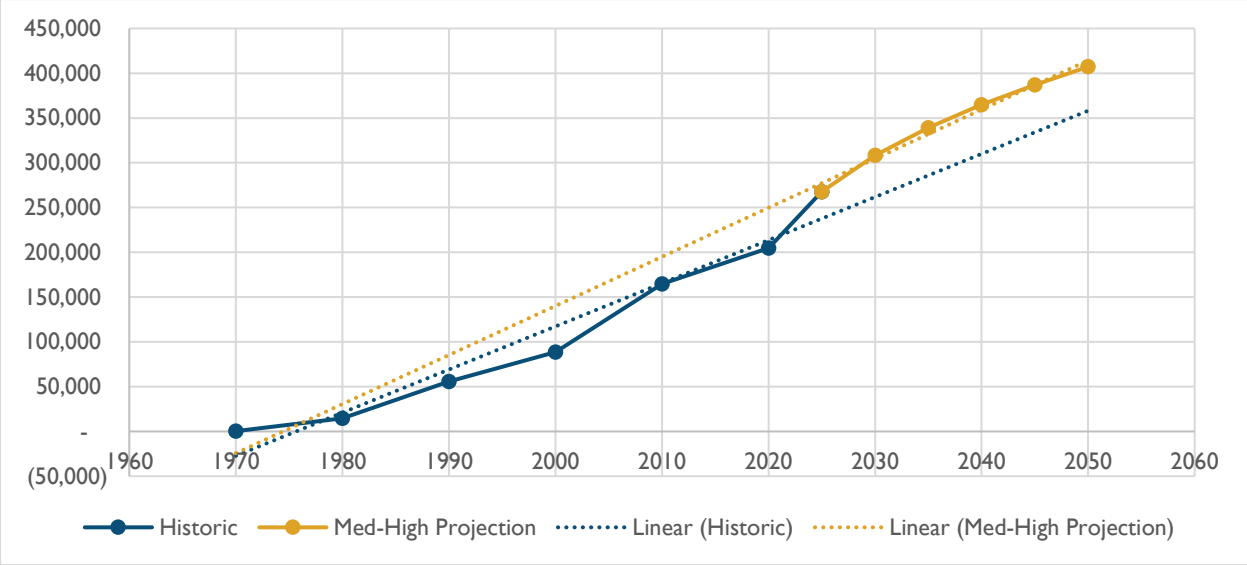
The selected scenario shows the total population of Port St. Lucie increasing by 119,313 people from 2025 to 2045, resulting in a total population of 387,106. The forecast for the 20-year planning horizon (2046) is 391,129, representing an increase of 123,336 people between 2025 and 2046.

The City will have the opportunity to re-evaluate the population projections every seven years as part of the evaluation and appraisal process.

Table 5. BEBR Medium-High Projections for Port St. Lucie (65.8% Population Share)

	2025	2030	2035	2040	2045	2050
Permanent	260,194	299,596	329,341	354,530	376,121	395,665
Seasonal	7,599	8,750	9,619	10,354	10,985	11,556
Total Population	267,793	308,346	338,960	364,885	387,106	407,221
Net Gain from 2025		40,553	71,167	97,091	119,313	139,428

Figure 8. BEBR Medium-High Projections for Port St. Lucie (65.8% Population Share)



FUTURE LAND USE

1

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES AND POLICIES~~

GOAL 1.1. MIX OF USES

~~GOAL 1.1:~~ Provide an appropriate mix of land uses which meet the needs of current and future residents of Port St. Lucie in a way which is environmentally acceptable; and developed concurrent with needed facilities and services.

OBJECTIVE 1.1.1.	NATURAL & HISTORIC RESOURCES
	~~Objective 1.1.1:~~ Development orders and permits for development or redevelopment activities shall be issued only if the protection of natural and historic resources is ensured and consistent with the goals, objectives, and policies of the Conservation and Coastal Management Elements of this Comprehensive Plan.

Policy 1.1.1.1. ~~Policy 1.1.1.1:~~ No development activities shall occur within areas designated on the Future Land Use Map as Open Space Preservation.

Policy 1.1.1.2. ~~Policy 1.1.1.2:~~ Species of flora and fauna listed in the Conservation and Coastal Management Elements of this Comprehensive Plan as endangered, threatened or species of special concern shall be protected through inclusion of their habitats in the Preservation designations.

Policy 1.1.1.3. ~~Policy 1.1.1.3:~~ The City shall protect potable water wellfields and prime aquifer recharge areas through the implementation of a Wellfield Protection Ordinance. The Ordinance shall include types of permitted uses and buffer area requirements around such sites in order to protect water supplies.

Policy 1.1.1.4. ~~Policy 1.1.1.4:~~ Proposals for development within the 100-year floodplain as identified by the Federal Emergency Management Agency shall conform with local regulations for development in such areas.

Policy 1.1.1.5. ~~Policy 1.1.1.5:~~ Through the site plan review process the developer/owner of any site shall be responsible for the on-site management of stormwater runoff so that post development runoff rates, volumes, and pollutant loads do not exceed adopted level of service standards.

Policy 1.1.1.6. ~~Policy 1.1.1.6:~~ A soil erosion and sedimentation control plan shall be required as part of an application for a building permit or grading and excavating permit whenever a development will involve any clearing, grading, transportation, or other form of disturbing land by the movement of earth, including the mining of minerals, sand and gravel.

Policy 1.1.1.7. ~~Policy 1.1.1.7:~~ Extraction of natural resources shall be permitted only where compatible with existing and proposed land uses and in a manner consistent with the goals, objectives, and policies of the Conservation Element of this Comprehensive Plan.

Policy 1.1.1.8. ~~Policy 1.1.1.8:~~ Continue to implement existing Land Development Regulations which contain criteria for the identification, designation and protection of historic resources. Sites shall be identified either on the Florida State Master Site File; by the City as part of a historic site survey; or by property owners, qualified professionals, or site developers. The City shall apply to designate historic sites based on historic significance. Historic significance shall be determined utilizing the criteria for listing in the National Register of Historic Places. The City shall protect significant sites by requiring preservation, reorientation of project sites, sensitive reuse or other similar actions.

Policy 1.1.1.9. ~~Policy 1.1.1.9:~~ An Environmental Assessment Report should be submitted for all future land use map amendments. An Environmental Assessment Report may be required for all development or redevelopment plans that are greater than two acres.

Policy 1.1.1.10. ~~Policy 1.1.1.10:~~ The City may encourage the preservation of recreational and commercial waterfronts for water dependent uses.

Policy 1.1.1.11. ~~Policy 1.1.1.11. Future l~~Land development activities within the identified Coastal High Hazard Area ~~should~~ shall be consistent with evacuation plans and the Conservation and Coastal Management Element.

Policy 1.1.1.12. ~~Policy 1.1.1.12:~~ The City may consider hazard mitigation options and post-disaster redevelopment plans when reviewing future land use map amendments and development applications.

Policy 1.1.1.13. ~~Policy 1.1.1.13:~~ The City may prohibit residential development where physical constraints or hazards exist; or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm or slope hazards and unstable soil or geologic conditions.

Policy 1.1.1.14. ~~Policy 1.1.1.14:~~ The floodplain administrator shall review all permit applications to determine whether proposed development sites will be reasonably safe from flooding. If a proposed development site is in a flood hazard area, all site development activities; all new construction and substantial improvements shall be designed and constructed with methods, practices and materials that minimize flood damage and that are in accordance with the City's Flood Prevention Code.

Policy 1.1.1.15. ~~Policy 1.1.1.15:~~ The City may explore the development of an Adaptation Action Area (AAA) which will assist the City in the prioritization of funding for infrastructure needs and adaptation planning. An AAA designation identifies an area of the City that experiences coastal flooding due to extreme high tides and storm surge making it vulnerable to the related impacts of rising sea levels.

OBJECTIVE 1.1.2.	SITE SUITABILITY ~~Objective 1.1.2:~~ Development orders and permits for development and redevelopment activities shall be issued only in those areas where suitable topography and soil conditions exist to support such development.

Policy 1.1.2.1. ~~Policy 1.1.2.1: All p~~Proposed development, other than individual residences, may ~~include~~ be required to submit a soil analysis prepared by a registered professional engineer which may include the ability of the soil structure to support the proposed development.

Policy 1.1.2.2. ~~Policy 1.1.2.2:~~ All proposed development shall be located in a manner such that the natural topographic features of a site are not adversely altered so as to negatively affect the drainage of neighboring properties or visual aesthetics of the area.

OBJECTIVE 1.1.3.	AVAILABILITY OF PUBLIC FACILITIES ~~Objective 1.1.3:~~ Development orders and permits for development and redevelopment activities shall be issued only in areas where public facilities necessary to meet level of service standards (which are adopted as part of the ~~Traffic~~Transportation, Infrastructure, Recreation and Open Space, Public School Facilities, and Capital Improvements Elements of this Comprehensive Plan) are available concurrent with the impacts of development.

Policy 1.1.3.1. ~~Policy 1.1.3.1:~~ The development of residential, commercial and industrial land shall be timed and staged in conjunction with the provision of supporting community facilities and services identified as being required such as:

a. Potable water;

b. Sanitary sewers;

c. Solid waste removal;

d. Vehicular and pedestrian access and circulation;

e. Public safety;

f. Recreation;

g. Public schools;

h. Electricity; and

i. Drainage.

Policy 1.1.3.2. ~~Policy 1.1.3.2:~~ The City shall incorporate the best available data and science into its policy and planning decisions for public facilities recognizing resiliency and the need to withstand increased storm surge and flooding in evaluating public infrastructure decisions.

Policy 1.1.3.3. ~~Policy 1.1.3.3:~~ The City shall permit only those proposed public facilities and utilities through the Capital Improvements Element which maximize the efficiency of services provided, minimize their costs, minimize their impacts on the natural environment, and maximize consistency with the goals, objectives, and policies of this Comprehensive Plan.

Policy 1.1.3.4. ~~Policy 1.1.3.4:~~ Potable Water: The City shall require all new development and encourage ~~and~~ existing development with private wells ~~shall be required~~ to connect to a public water system or a private central water system regulated by the State of Florida~~the City's Utility Department~~. Where a regulated system for central water service is unavailable, the applicant shall:

a. Provide an interim water system approved by the utility having jurisdiction City Engineer and the St. Lucie County Director of Public Health;

b. Agree to connect to a regulated central water utility when the central water service becomes available;

c. Pay all connection charges and other improvement costs with no such costs being absorbed by the utility having jurisdiction ~~City~~; and

d. Be consistent with the Infrastructure Element of this plan.

Policy 1.1.3.5. ~~Policy 1.1.3.5:~~ Wastewater Service: All new and existing development shall be required to connect to central wastewater utility regulated by the City's Utility Systems Department or other public wastewater system. Where such a system for central wastewater service is unavailable, the applicant shall:

a. Provide an interim wastewater system approved by the utility having jurisdiction~~City Engineer~~ and other applicable regulatory agencies;

b. Agree to connect to a public~~regulated central~~ wastewater utility or other public wastewater system when such central wastewater service becomes available (within 300 feet);

c. Pay all connection charges and other improvement costs with no such costs being absorbed by the utility having jurisdiction~~City~~;

d. Ensure that all lots accommodating individual wastewater systems must be one acre or greater if such lot is serviced by a private well, and such lot shall accommodate only one dwelling unit;

e. Ensure that all lots accommodating individual wastewater systems must be at least one-half acre when the subdivision, including the respective lot, is serviced by a regulated central water system, and such lot shall accommodate only one dwelling unit; and

f. Be consistent with the Infrastructure Element of this plan.

Policy 1.1.3.6. ~~Policy 1.1.3.6:~~ The City shall ensure the availability of suitable land for utility facilities to support proposed development.

Policy 1.1.3.7. ~~Policy 1.1.3.7:~~ Development reviews may be scheduled with a limited number of reviews per month to ensure that the City of Port St. Lucie has adequate staff and time to review the impacts of proposed developments. Development orders and permits for development and redevelopment activities shall be issued only after there is adequate staff review. The City Manager, in his or her sole discretion, may create a special staff review task force to ~~insure~~ ensure timely and thorough reviews of specific projects that the City Manager deems appropriate.

Policy 1.1.3.8. ~~Policy 1.1.3.8:~~ All relevant city~~City of Port St. Lucie~~ departments with responsibility for city infrastructure ~~will~~ shall participate in the development review process to ensure that adequate infrastructure is available concurrent with the impacts of development ~~for potable water, sanitary sewers, vehicular and pedestrian circulation, public safety, recreation, and drainage~~.

Policy 1.1.3.9. ~~Policy 1.1.3.9:~~ Central water and sewer facilities and other municipal services~~,~~ requiring capital investment shall be extended ~~and provided in the service districts to facilitate compact development in accordance with~~ as specified in the Capital Improvement Element.

Policy 1.1.3.10. ~~Policy 1.1.3.10:~~ The City shall encourage ~~F~~future development ~~will~~ to be ~~encouraged to~~ located within the utility service area.

OBJECTIVE 1.1.4.	**URBAN SPRAWL** ~~Objective 1.1.4:~~ Future growth, development and redevelopment should be directed to appropriate areas as depicted on the Future Land Use Map. The land use map should be consistent with sound planning principles including the prevention of sprawl; energy efficiency, natural limitations and constraints; and align with the goals, objectives, and policies ~~contained within~~ of this Comprehensive Plan; and the desired community character, and to ensure sufficient ~~availability of~~ land and infrastructure to meet~~for~~ future ~~demand and utility facilities~~needs.

Policy 1.1.4.1. ~~Policy 1.1.4.1:~~ The following residential future land use designations and associated maximum densities (as outlined in Policy 1.1.4.10) shall apply to the City:

a. ~~a.~~ Low Density Residential (RL) - a maximum density of 5.0 DUs per gross acre~~;~~

b. ~~b.~~ Medium Density Residential (RM) - a maximum density of 11.0 DUs per gross acre~~;~~

c. ~~c.~~ High Density Residential (RH) - a maximum ~~of~~ density of 15.0 DUs per gross acre.

d. ~~d.~~ Residential Golf Course (RGC) - a maximum density of 5.0 DUs per gross acre.

   i. Each development designated RGC shall include a minimum of one 18-hole golf course.

ii. No more than ten percent of the land area of each development designated RGC, excluding the actual golf course area, shall be developed with non-residential uses. ~~Which~~ Such uses may include: hotel, retail, conference center, recreational and maintenance facilities, institutional uses as defined in this land use plan, and office.

iii. A minimum of twenty percent and a maximum of thirty-five percent of the residential dwellings within the land area of each development designated RGC shall be multifamily dwelling units.

iv. Where an area designated RGC is part of a "multiuse" Development of Regional Impact (DRI) which meets or exceeds the guidelines and standards of Section 380.0651(3)(i), F.S. and Rule 28-24.032(2), F.A.C., and contains at least l00 residential dwelling units or 10% of the applicable residential threshold in St. Lucie County, whichever is greater, and otherwise meets the criteria of Section 163.3180(5), F.S., such DRI may satisfy the transportation concurrency requirements of the City of Port St. Lucie Comprehensive Plan, the City of Port St. Lucie's concurrency management system and Chapter 380, F.S., by payment of a proportionate share contribution that is sufficient to pay for one or more required improvements that will benefit a regionally significant transportation facility. The proportionate share contributions shall be determined in accordance with the proportionate share methodology of Section 163.3180(5).

Policy 1.1.4.2. ~~Policy 1.1.4.2:~~ The City shall provide the following commercial land use designation for commercial development (a more detailed description of each is provided ~~for~~ in the land use element ~~text~~Data and Analysis):

a. ~~a.~~ Residential, Office and Institutional (ROI). A ~~mixed use~~mixed-use category to serve development along major corridors as transitional land uses between more intensive commercial areas.

b. ~~b.~~ Commercial Limited (CL). Commercial sites accessible to major thoroughfares near residential neighborhoods. Intended to provide essential household services with certain restrictions on more intensive uses such as gasoline stations, fast foods, automotive services, department stores, etc. as stipulated by the zoning code.

c. ~~c.~~ Office (O). A category ~~designated~~designed to provide ~~a~~ limited land uses, accommodating primarily office uses. This category can also provide ~~another~~ an option as a transitional land use between more intensive commercial areas.

d. ~~d.~~ Commercial General (CG). ~~Designated~~ Established to accommodate general retail sales and services with restrictions on heavy vehicular sales, services, wholesale, warehouse uses, outdoor storage, or other nuisance uses.

e. ~~e.~~ Commercial Service (CS). Intended for the most intensive commercial development including wholesale, warehouses, vehicle sales, lumber yards, etc. Adequate buffering is required based on site plan reviews.

f. ~~f.~~ Commercial Highway (CH). Highway oriented commercial uses designed to service the traveling public and located adjacent to major arterials.

Policy 1.1.4.3. ~~Policy 1.1.4.3:~~ The City shall provide the following industrial land uses:

a. ~~a.~~ Light Industrial (LI). Primarily for light manufacturing and assembling warehousing and storage. Excludes the more intensive industrial uses as defined in the zoning code.

b. ~~b.~~ Heavy Industrial (HI). Uses with access to major transportation corridors and allows for traditionally more intensive industrial uses, as well as those within the LI designation. Large scale manufacturing and assembling, citrus processing and other intensive uses as defined by the zoning code. Standards shall be included in the zoning code to prohibit harmful materials and wastes.

Both land use categories shall be controlled through appropriate zoning regulations which address concerns such as buffering and limitations on uses considered hazardous or a nuisance.

c. ~~c.~~ Planned Industrial Park (PIP). Economic activity center primarily designed to accommodate the City's targeted industries list and implement the City's economic development directives. Uses include industrial uses, manufacturing, logistics, warehouse/distribution, research and~~,~~ development, financial and technology focused industries, public facilities (including utilities) and other value-added activities and support uses. Uses such as hotels, offices, restaurants, breweries, microbreweries, craft distilleries, retail,~~commercial~~ and institutional uses that serve the employees and the region ~~projected workforce and residential population and/or encourage internal automobile trip capture~~ shall be permitted, along with accessory uses. No more than 15% of the gross land area may be allocated for residential development. Permitted housing types are limited to vertical multi-family buildings, including apartments and condominiums. A minimum size of 30 acres is required for PIP.

i. Maximum Building Lot Coverage: 80%

ii. Maximum Impervious Lot Area: 90%

iii. Maximum Building Height: 75 feet.

iv. Minimum Density of Residential Area: 5.0 units/gross acre

v. Maximum Density of Residential Areas: 15.0 units/gross acre

Policy 1.1.4.4. ~~Policy 1.1.4.4:~~ The City shall provide the following land use designation for institutional land uses:

a. ~~a.~~ Institutional (I). This category combines both public and private institutional land uses from previous plans into one category. It is designed to accommodate both public and private institutional sites such as schools, public buildings and libraries, government buildings and hospitals, ~~child care~~childcare, various group home categories as well as other uses defined in the zoning code.

Policy 1.1.4.5. ~~Policy 1.1.4.5:~~ The City shall provide the following land use designation for utility land uses:

a. ~~a.~~ Utility (U). The Future Land Use Map allocates a utility designation to lands accommodating major public and private utilities generally requiring two or more acres of land.

Policy 1.1.4.6. ~~Policy 1.1.4.6:~~ The Future Land Use Map allocates an open space designation to: a) recreation areas; b) conservation areas; c) preservation areas.

a. ~~a.~~ Open Space Recreation (OSR). These areas are designated for existing or future parks.

b. ~~b.~~ Open Space Conservation (OSC). Conservation areas are comprised of lands that should, to the maximum reasonable extent, maintain the natural character of the land.

c. ~~c.~~ Open Space Preservation (OSP). Preservation areas are those areas having unique ecological, hydrological, physiographic, historical or socioeconomic importance.

Policy 1.1.4.7. ~~Policy 1.1.4.7:~~ The City shall review and revise as needed land development regulations and modify the site plan development review process to, at a minimum ensure:

a. ~~a.~~ Residential.

i. ~~1.~~ Require 50 percent of site remain as open space (30 percent open space shall be required for residential areas within the NCD land use as defined under Policy 1.2.5.1);

ii. ~~2.~~ Require one half of designated open space area (15 percent to 25 percent as applicable) remain in native state when native vegetation exists in enough quantity to satisfy this requirement;

iii. ~~3.~~ Require wildlife corridors between preserved areas; and

iv. ~~4.~~ In situations where preserved areas would be ten acres or less~~,~~ and could not be interconnected with other preserved areas which would result in an area of ten acres or more, the City Council shall consider accepting a monetary donation to its Conservation Trust Fund to be used towards purchase of habitats of ten acres or more.

b. ~~b.~~ Non-residential.

i. ~~1.~~ When native upland habitat exists on the property, a minimum of twenty-five (25) percent of the total native upland habitat on site shall be preserved. ~~Require 25 percent of site remain as open space (10 percent open space shall be required for non-residential areas within the NCD land use as defined under Policy 1.2.5.1);~~

ii. ~~2.~~ Require wildlife corridors between preserved areas where possible; and

iii. ~~3.~~ In situations where preserved areas would be ten acres or less~~,~~ and could not be interconnected with other preserved areas which would result in an area of ten acres or more, the City Council shall consider accepting a monetary donation to its Conservation Trust Fund to be used towards purchase of habitats of ten acres or more.

Policy 1.1.4.8. ~~Policy 1.1.4.8:~~ The City shall provide the following land use designation for mixed use development. The intent of the category is to provide for a mixture of uses ~~on single parcels~~ in order to develop sites which are sensitive to the surrounding uses, desired character of the community, and the capacity of public facilities to service existing and proposed developments. This future land use category is also intended to foster infill and redevelopment efforts, to deter urban sprawl and to encourage new affordable housing opportunities, as well as lessen the need for additional vehicular trips through the internalization of trips within a neighborhood or project.

a. ~~a.~~ Mixed Use (MU).

i. ~~1.~~ This category allows for horizontal or vertical mixed use to allow for the arrangement of residential, commercial, and retail uses side by side on the same site or area or stacked vertically within the same building~~where commercial/retail uses are located on the ground floor with residential uses on the upper floor(s)~~.

ii. ~~2.~~ A minimum of two (2) uses are required within the development and a minimum percentage of 10% for any one use. Residential development is a required use. Requests for rezoning under the Mixed

Use land use requires Planned Unit Development zoning and will require the preparation, submission, and approval of a Conceptual Master Plan and PUD Regulation book

~~3. The City shall amend the zoning code to create mixed use zoning district regulations.~~

b. Activity Center (AC-1 and AC-2). The AC-1 category shall serve to implement the Walton & One master plan. The AC-2 category is intended to encourage the redevelopment of private sites along major transportation corridors that are considered prime for redevelopment. The AC categories shall implement the following directives:

i. Activity Center 1 (AC-1). Shall include commercial and office uses, sports and entertainment, hotels, restaurants, breweries, microbreweries, craft distilleries, medical uses, institutional uses, recreational facilities, public facilities (including utilities), residential, live/work studios, and other similar services designed to serve an urban center. A minimum of three uses, as described above, is required. Residential development is a required use.

1. A compact development pattern with high-quality design, pedestrian connectivity, and integrated public spaces shall be required and may include structured parking and accessible public open space.

2. The three uses shall be identified as part of a Planned Unit Development (PUD) zoning Regulation Book and a Conceptual Master Plan.

a. Maximum Building Lot Coverage: 80%

b. Maximum Impervious Lot Coverage: 90%

c. Maximum Building Height: 120 feet

d. Minimum Density of Residential Area: 5.0 units/gross acre

e. Maximum Density: 25 units/gross acre

ii. Activity Center 2 (AC-2). Shall include commercial and office uses, sports and entertainment, hotels, restaurants, breweries, microbreweries, craft distilleries, medical uses, institutional uses, recreational facilities, public facilities (including utilities), residential, and other similar uses designed to meet the needs of the larger area. A minimum of three uses, as described above, is required.

1. The three uses shall be identified as part of a Planned Unit Development (PUD) zoning Regulation Book and a Conceptual Master Plan.

a. Maximum Building Lot Coverage: 60%

b. Maximum Impervious Lot Coverage: 80%

c. Maximum Building Height: 75 feet

d. Minimum Density of Residential Area: 5.0 units/gross acre

e. Maximum Density: 15 units/gross acre

Policy 1.1.4.9. ~~Policy 1.1.4.9:~~ Upon completion of any update of the Treasure Coast Regional Planning Council's Hurricane Evacuation Plan, or during any update of the City's Comprehensive Plan, the City ~~will~~ shall

review, and revise as necessary, its coastal area densities to ensure that they do not result in an increase in hurricane evacuation times or shelter capacity deficiencies as contained in the Region's Plan.

Policy 1.1.4.10. ~~Policy 1.1.4.10:~~ The following densities and intensities shall apply to the future land use designations established above:

	MAXIMUM INTENSITIES			
LAND USE DESIGNATIONS	**DENSITY**	**COVERAGE**	**HEIGHT**	**IMPERVIOUS[1]**
Residential				
RGC (Residential Golf Course)	1-5du/acre	50%		
RL (Low Density Residential)	1-5du/acre	50%		
RM (Medium Density Residential)	1-11du/acre	50%		
RH (High Density Residential)	1-15du/acre	50%		
Commercial				
ROI (Residential, Office, and Institutional) ~~(Medium Density Residential,~~	~~1-11du/acre~~			
- Medium Density Residential,	11du/acre			
- Office	N/A	4~~3~~0%	35/75* feet	80%
- Institutional	N/A	4~~3~~0%	35/75* feet	80%
- Office/Com[2]	N/A	40%	35/75*feet	80%
~~NCD-New Community District[3]~~	~~1-35du/acre***~~	~~60%/80%~~	~~35/50/100/150 feet***~~	~~80%/90%~~
O (Office)	N/A	40%	35/75* feet	80%
CL (Limited Commercial)	N/A	40%	35 feet	80%
CG (General Commercial)[4]	N/A	40%	35/75*/120** feet	80%
CS (Service Commercial)	N/A	40%	35 /75* feet	80%
CH (Highway Commercial)	N/A	40%	50 feet	80%
Institutional				
I (Institutional)	N/A	4~~3~~0%	35/75*feet	80%
Utilities				
U (Utility)	N/A	50~~30~~%	50 feet	80%
Open Space				
OSR (Open Space Recreation)	N/A	30%	35 feet	80%
OSC (Open Space Conservation)	N/A	10%	35 feet	20%
OSP (Open Space Preservation)	N/A	10%	35 feet	20%
Industrial				
LI (Light Industrial)	N/A	50%	35/75* feet	80%
HI (Heavy Industrial)	N/A	50%	35/75* feet	80%
PIP (Planned Industrial Park)	NA	80%	75 feet	90%
Mixed-Use				
AC-1 (Activity Center 1)	25 du/acre	80%	120	90%
AC-2 (Activity Center 2)	15 du/acre	60%	75	80%
MU (Mixed Use)	~~1-~~11du/acre	60%	35/75*feet	80%
NCD-New Community District[3]	1-35du/acre***	60%/80%	35/50/100/150 feet***	80%/90%
~~PIP (Planned Industrial Park)~~	~~NA~~	~~50%~~	~~35/75*feet~~	~~80%~~

N/A - Not Applicable

[1] Impervious coverage is subject to upland preservation as required by land development regulations. 80% coverage may not always be possible if 25% of the site consists of native upland vegetation.

~~[2] Office/Com. Per LMD zoning allows up to 50% retail personal service related, or a maximum of 5,000 sf, in conjunction with other office uses.~~

[3] See the Objectives and Policies ~~contained~~ under Goal 1.2 for provisions related to the NCD – New Community Development District.

~~[4] Commercial districts allow for one dwelling unit for owner/manager through special exception public hearing process.~~

* Within a PUD, greater than five acres, the maximum height permitted is 75 feet. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

**The maximum height for commercial, uses within a PUD located in the Port St. Lucie Community Redevelopment Area may be 120 feet or 10 stories, whichever is less. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

*** See Goal 1.2 and associated objectives and policies ~~The 35 dwelling units per acre maximum density allowance and 150 foot maximum height limit are only permitted in the Regional Business Centers. The 150 foot maximum height shall also be permitted for hospital uses in Employment Centers.~~

Policy 1.1.4.11. ~~Policy 1.1.4.11:~~ The City Council may limit the densities or intensities to less than the maximums allowed by Policy 1.1.4.10. These limitations shall be illustrated on the Future Land Use Map and included in the adopting ordinance. If the property owner desires to increase the density or intensity limitation imposed by an ordinance amending the Future Land Use Map, a new comprehensive plan future land use amendment application shall be submitted and reviewed pursuant to the amendment procedures outlined in Chapter 163, F.S. Or 94-54 10/94.

Policy 1.1.4.12. ~~Policy 1.1.4.12:~~ The City shall continue implementing the land use conversion~~A~~ manual ~~shall be established~~ to encourage the transition of residential zoning to commercial uses along certain corridors ~~implement conversion areas of the Future Land Use Map. It shall include development of performance standards to allow conversions and include~~and empower the Planning and Zoning Board to approve specific development variances to facilitate those conversions~~procedures for exception to such standards only in appropriate locations. The Planning and Zoning Board shall review these variance requests and forward a recommendation to the City Council for final approval or denial authority regarding such requests. Ord. 95-48 11/95~~. Development levels within conversion areas may be reviewed to determine if any changes to these areas should be considered

Policy 1.1.4.13. ~~Policy 1.1.4.13:~~ The following conversion chart is established to illustrate compatible land use and zoning categories:

FUTURE LAND USE CLASSIFICATION	COMPATIBLE ZONING DISTRICT(S)
RGC (Residential Golf Course)	PUD, GU, I

FUTURE LAND USE CLASSIFICATION	COMPATIBLE ZONING DISTRICT(S)
RL (Low Density Residential)	~~GU,~~ RE, RS-1 through RM-5, RMH
RM (Medium Density Residential)	RM-5 or Residential PUD (Planned Unit Development) between 5-11 units per acre
RH (High Density Residential)	RM-5 or Residential PUD (Planned Unit Development) between 5-15 units per acre, I
ROI (Residential, Office & Institutional)	P, LMD, RM-5 or Residential PUD (Planned Unit Development) between 5-11 units per acre
NCD (New Community Development)	MPUD, GU, OSC
O (Office)	P
CL (Limited Commercial)	~~GU,~~ CN, P, LMD
CG (General Commercial)	CN, CG, P, GU, LMD
CH (Highway Commercial)	CH, GU
CS (Service Commercial)	CS, GU, WI
I (Institutional, Private & Public)	I, GU
U (Utility)	U, GU
OSR (Open Space - Recreation)	OSR~~, GU~~
OSC (Open Space - Conservation)	OSC~~, GU~~
OSP (Open Space - Preservation)	OSC~~, GU~~
LI (Light Industrial)	WI, GU, IN
HI (Heavy Industrial)	WI, GU, IN*
MU (Mixed Use)	PUD
PIP (Planned Industrial Park)	PUD, PIP
AC-1 (Activity Center 1)	PUD
AC-2 (Activity Center 2)	PUD

NOTE: Planned Unit Developments (PUD~~'~~s) can be compatible with all Future Land Use Classifications depending on the range of permitted uses submitted as part of the PUD Concept Plan.

* Special Exception Uses have been designated for all heavy industrial land uses.

Policy 1.1.4.14. ~~Policy 1.1.4.14:~~ The City may encourage economic development by revising the zoning code to allow for more flexibility in non-residential zoning districts.

Policy 1.1.4.15. ~~Policy 1.1.4.15:~~ The City shall allow agricultural uses in ~~the~~ all future land use categories except RGC, RL, RM, RH, ROI, I, OSC, OSP, ~~and~~ MU, and AC.

Policy 1.1.4.16. ~~Policy 1.1.4.16:~~ Gatlin Commons Regional Activity Center. The purpose of this overlay is the development of a compact, high-intensity, high-density, multi-use area, and to designate an area for intensive growth that includes land uses such as residential, commercial, retail, cultural, recreational, hospital/medical and entertainment facilities. This area generally includes the property located east of Interstate 95, south of Gatlin Boulevard and west of Rosser Boulevard. The total acreage of the Gatlin Commons RAC is approximately 124.59 acres.

Policy 1.1.4.17. ~~Policy 1.1.4.17:~~ Pursuant to Section 380.06(2)(e). Florida Statutes and Rule 28-24.014(10)(a), Florida Administrative Code, the Gatlin Commons Regional Activity Center Overlay shall be used to increase the

Development of Regional Impact ("DRI") development thresholds on the property located with the RAC boundaries. As such, the development thresholds within the Gatlin Commons RAC shall be increased by the following:

a. The thresholds shall be increased by 50 percent for the following land uses:

- residential (to 1,500 dwelling units);
- hotel/motel (to 525 rooms);
- office (to 450,000 square feet); and
- retail (to 600,000 square feet).

Policy 1.1.4.18. ~~Policy 1.1.4.18:~~ Lulfs Groves Business Park Area. This area is designated pursuant to the provisions of Policy 1.1.7.2, in order to promote the development of a compact, high-intensity, multi-use area, and to designate an area for intensive growth that includes land uses such as industrial, commercial, retail, and residential, which supports the City's biotech and life sciences industries. This area generally includes the property west of Glades Cut-Off Road, north of the Copper Creek PUD, and south of the City's Glades Road Wastewater Treatment Facility and LTC Ranch. The total acreage of the Lulfs Groves Business Park Area is approximately 464.5 acres.

Policy 1.1.4.19. ~~Policy 1.1.4.19:~~ Development within the Lulfs Groves Business Park Area shall be consistent with the land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

a. ~~a.~~ Within the Lulfs Groves Business Park Area, the following land uses shall be allowed either individually or in combination:

i. ~~i.~~ Residential, Office and Institutional (ROI);

ii. ~~ii.~~ General Commercial (CG);

iii. ~~iii.~~ Service Commercial (CS);

iv. ~~iv.~~ Light Industrial (LI); and

v. ~~v.~~ Heavy Industrial (HI).

b. ~~b.~~ Overall distribution of mix of uses/density and intensity proposed:

Table A.1 - Distribution Mix of Uses/Density and Intensity Proposed (Overall)

Use	Square Feet/Units
Industrial	1,000,000 s.f. - 2,400,000 s.f.
Retail	100,000 s.f. - 200,000 s.f.
Office	50,000 s.f. - 200,000 s.f.
Institutional	50,000 s.f. - 200,000 s.f.
Residential	up to 500 units

c. ~~c.~~ Distribution of mix of uses/density and intensity proposed by 2013:

Table A.2 Distribution Mix of Uses/Density and Intensity Proposed (5 Year)

Use	Square Feet/Units
Industrial	Up to 675,000 s.f.
Retail	Up to 50,000 s.f.
Office or Institutional	Up to 100,000 s.f.
Residential	Up to 135 units

These figures are based on the traffic analysis prepared by Susan O'Rourke, P.E., Inc. stating that the maximum number of vehicular trips permitted within the first 5 years is 227 trips in and 628 trips out.

Policy 1.1.4.20. ~~Policy 1.1.4.20:~~ Orange Lake Crossings Area. This area is designated pursuant to the provisions of~~,~~ Policy 1.1.7.2, and Policy 1.1.7.3, in order to promote the development of a compact, ~~mixed use~~mixed-use community with an appropriate commercial node. This area generally includes property south of Williams Road at the intersection of McCarty Road, north of the City of Port St. Lucie Wastewater Plant and east of Shinn Road and contains a total of approximately 177.1 acres.

Policy 1.1.4.21. ~~Policy 1.1.4.21:~~ Development within the Orange Lake Crossings Area shall be consistent with land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

a. ~~a.~~ Within the Orange Lake Crossings Area, the following land uses shall be allowed.

   i. ~~i~~ Low Density Residential (RL)

   ii. ~~ii~~ Medium Density Residential (RM)

   iii. ~~iii~~ General Commercial (CG)

   iv. ~~iv.~~ Residential/Office/Institutional (ROI)

   v. ~~v.~~ Open Space Recreation (OSR)

   vi. ~~vi.~~ Utilities (U)

b. ~~b.~~ Overall distribution of mix of intensity and density proposed at build-out:

Table A.3 – Distribution Mix of Uses/Density and Intensity Proposed (Overall)

Use	Units/Square Footage
Single Family Residential	330 units*
Multifamily Residential	698 units*
Commercial	154,202 s.f.
ROI	161,912 s.f.
Utility	121,400 s.f.

**The mix of multifamily and single-family residential units may change so long as the maximum number of residential units does not exceed 1,028 and the total traffic generation is comparable.*

c. ~~c.~~ Year 2013 overall ~~5 year~~5-year maximum distribution of mix of intensity and density or an alternative mix of uses equivalent to the PM peak hour trips generated by the following uses:

Table A.4 – Distribution Mix of Uses/Density and Intensity Proposed (5 Year)

Use	Units/Square Footage
Single Family Residential	120 units
Multifamily Residential	225 units
Commercial Office	70,000 s.f.
Retail	40,000 s.f.
Utility	121,400 s.f.
Recreation	8 Acres

These figures are based on the traffic analysis prepared by Susan O'Rourke, P.E., Inc. stating that the maximum number of vehicular trips permitted within the first 5 years is 291 trips in and 310 trips out.

Policy 1.1.4.22. ~~Policy 1.1.4.22:~~ Graves Brothers Area. This area is designated pursuant to the provisions of Policy 1.1.7.2 and Policy 1.1.7.3, in order to promote development with a mix of uses and an appropriate commercial node. This area generally includes property at the southeast intersection of Midway Road and Shinn Road and contains a total of approximately 304 acres.

Policy 1.1.4.23. ~~Policy 1.1.4.23:~~ Development within the Graves Brothers Area shall be consistent with land uses delineated on the Future Land Use Map and the sub-area policies establishing development allowances and requirements set forth below:

a. ~~a.~~ Within the Graves Brothers Area, the following land uses shall be allowed:

   i. ~~i.~~ Low Density Residential (RL)

   ii. ~~ii.~~ General Commercial (CG)

   iii. ~~iii.~~ Institutional (I)

   iv. ~~iv.~~ Open Space Recreation (OSR)

b. b. Overall Distribution of mix of intensity and density proposed at build-out:

Table A.5 – Distribution Mix of Uses/Density and Intensity Proposed (Overall)

Use	Units/Square Footage
Residential	1,314 units
Commercial	175,000 s.f.
Institutional/Office	65,340 s.f.

c. ~~c.~~ Year 2013 overall ~~5 year~~5-year maximum distribution of mix of intensity and density or an alternative mix of uses equivalent to the PM peak hour trips generated by the following uses:

Table A.6 – Distribution Mix of Uses/Density and Intensity Proposed (5 Year)

Use	Units/Square Footage
Residential	340 units
Commercial	45,000 s.f.
Institutional/Office	20,000 s.f.

These figures are based on the traffic analysis prepared by Susan O'Rourke, P.E., Inc. stating that the maximum number of vehicular trips permitted within the first 5 years is 287 trips in and 230 trips out.

OBJECTIVE 1.1.5.	USE COMPATIBILITY
	~~Objective 1.1.5:~~ The City may continue to identify existing land uses, which are incompatible or inconsistent with the Future Land Use Plan.

Policy 1.1.5.1. ~~Policy 1.1.5.1:~~ The City shall prohibit the ~~E~~expansion or replacement of land uses which are incompatible with the Future Land Use ~~Plan~~ Map~~shall be prohibited~~. The City shall ~~include~~ continue to implement non-conforming use provisions contained within the land development regulations ~~which amortize land uses which are not compatible or consistent~~.

Policy 1.1.5.2. ~~Policy 1.1.5.2:~~ The City ~~may~~ shall continue to ~~implement regulations for~~ require buffering between incompatible land uses as set forth in the City's land development regulations.

OBJECTIVE 1.1.6.	LAND DEVELOPMENT REGULATIONS
	~~Objective 1.1.6:~~ The City will manage ~~F~~future growth and development ~~will be managed~~ through the preparation, adoption, implementation and enforcement of land development regulations, including the use of PUD~~'~~s~~,~~ and ~~mixed use~~mixed-use projects, and ~~to~~ shall ensure coordination and consistency with interagency hazard mitigation plans of resource planning and management plans pursuant to Chapter 380~~,~~. F.S.

Policy 1.1.6.1. ~~Policy 1.1.6.1:~~ The City may continue to implement land development regulations, consistent with F.S. Section 163, as amended, that may contain provisions required to implement the Comprehensive Plan, and which include the following:

a. ~~a.~~ Regulate the subdivision of land;

b. ~~b.~~ Regulate the use of land and water consistent with the Comprehensive Plan and ensure the compatibility of adjacent land uses and provide for open space;

c. ~~c.~~ Protect those areas designated Open Space Conservation or Open Space Preservation on the Future Land Use Map;

d. ~~d.~~ Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;

e. ~~e.~~ Protect potable water wellfields and aquifer recharge areas;

f. ~~f.~~ Regulate signage;

g. ~~g.~~ Ensure safe and convenient on-site traffic flow and vehicle parking needs;

h. ~~h.~~ Provide that development orders and permits shall not be issued which result in a reduction of the level of service for the affected public facilities below the level of service standards adopted in the Comprehensive Plan; and,

i. ~~i.~~ Provide for procedures and time schedules for amendments to the Comprehensive Plan consistent with the provisions of F.S. Section 163.

j. ~~j.~~ Provide for the preservation of existing native and specimen trees and other vegetation during land clearing or development.

Policy 1.1.6.2. ~~Policy 1.1.6.2:~~ Review regional and state agency plans and amend local plans and development regulations as needed to ensure consistency between various levels of government.

Policy 1.1.6.3. ~~Policy 1.1.6.3:~~ The implementation of a multi-use development within a designated urban infill and redevelopment area may satisfy transportation concurrency by paying to Port St Lucie a proportionate share contribution, provided there are sufficient funds to pay for one or more improvements that will benefit a regionally significant roadway. The proportionate fair shares shall be calculated in accordance with Chapter 163, F.S.

Policy 1.1.6.4. The City shall update the Land Development Code within one year after the adoption of the Comprehensive Plan to achieve consistency.

OBJECTIVE 1.1.7.	**LAND DEVELOPMENT REGULATIONS** ~~Objective 1.1.7:~~ The City shall initiate and utilize planning and development controls to discourage the proliferation of urban sprawl, encourage innovative development~~,~~ and greater diversity of land uses, and ~~to~~ improve community appearance.

Policy 1.1.7.1. ~~Policy 1.1.7.1:~~ The City shall review Future Land Use Map amendments ~~will be reviewed~~ based upon consistency with the adopted goals, objectives, and policies and the following:

~~A. The Florida Community Planning Act:~~

a. ~~1.~~ The amount of land required to accommodate anticipated growth

b. Satisfy a deficiency or mix of uses in the Future Land Use Map

c. Diversify the housing choices in the City

d. Compatibility with abutting and nearby uses

e. ~~2.~~ The projected permanent and seasonal population of the area

f. ~~3.~~ The character of undeveloped land

g. ~~4.~~ The availability of water supplies, public facilities and services

h. ~~5.~~ The need for redevelopment, including the renewal of blighted areas and the elimination of nonconforming uses which are inconsistent with the character of the community

i. ~~6.~~ The discouragement of urban sprawl

j. ~~7.~~ The need for job creation, capital investment and economic development that will strengthen and diversity the community's economy

k. ~~8.~~ The need to modify land uses and development patterns within antiquated subdivisions

~~B. Consistency with the Goals, Objectives, and Policies of all Elements of the Comprehensive Plan and~~

~~C. City's needs such as:~~

~~1. Satisfy a deficiency or mix of uses in the Future Land Use Map~~

~~2. Diversify the housing choices in the City~~

~~3. Compatibility with abutting and nearby uses~~

l. ~~4.~~ Enhance or degrade environmental resources

m. ~~5.~~ Job creation within the targeted industry list.

Policy 1.1.7.2. ~~Policy 1.1.7.2:~~ The City shall consider PUD zoning ~~F~~for large scale projects~~, utilize PUD zoning, and design and architectural controls~~ to better integrate a mix~~ed~~ of uses into neighborhoods.

Policy 1.1.7.3. ~~Policy 1.1.7.3:~~ The City shall ~~E~~encourage commercial and ~~mixed use~~mixed-use nodes at or near arterial intersections and utilize urban design standards and techniques to beautify and enhance community appearance along major corridors.

Policy 1.1.7.4. ~~Policy 1.1.7.4:~~ The City may encourage the upgrading and redevelopment of existing strip commercial areas to become commercial nodes or ~~mixed use~~mixed-use areas by facilitating cooperative efforts between the City, property owners, and neighborhoods to develop specific plans and strategies.

Policy 1.1.7.5. ~~Policy 1.1.7.5:~~ The City shall ~~E~~evaluate the redevelopment of existing residences having direct access onto an arterial road to allow for office~~/residential~~ uses while maintaining the residential character of the surrounding neighborhood and minimizing the impacts to traffic flow on the arterial.

Policy 1.1.7.6. ~~Policy 1.1.7.6:~~ The City shall ~~D~~discourage the issuance of ~~single family~~single-family building permits in land use conversion areas with a non-residential land use designation.

Policy 1.1.7.7. ~~Policy 1.1.7.7:~~ The City shall ~~P~~permit telecommunication towers only in land use categories with HI, LI, CS, I, OSR, ~~OSC, and~~ NCD, and Activity Center designations in accordance with land development standards adopted in the zoning code.

Policy 1.1.7.8. The City shall permit electrical substations of any size within all future land use categories in accordance with Sec. 163.3208, F.S.

Policy 1.1.7.9. The City shall permit floating solar facilities on wastewater treatment ponds, stormwater treatment ponds, reclaimed water ponds, or other water storage reservoirs within the institutional, utilities, or industrial future land use categories in accordance with Sec. 163.32051, F.S.

OBJECTIVE 1.1.8.	NEIGHBORHOOD PLANNING
	~~Objective 1.1.8:~~ The City shall ~~Develop a~~ continue the neighborhood planning program to help build citizen consensus on zoning, diversify land uses, enhance neighborhoods, promote infill and redevelopment, and integrate open space and development.

Policy 1.1.8.1. ~~Policy 1.1.8.1:~~ Establish a multi-departmental team to address neighborhood issues including Planning and Zoning, Building/Code Enforcement, Engineering, Police, and the Community Services departments.

Policy 1.1.8.2. ~~Policy 1.1.8.2:~~ RESERVED ~~Identify target areas for neighborhood planning programs by 2016.~~

Policy 1.1.8.3. ~~Policy 1.1.8.3:~~ Neighborhood plans will include public participation through meetings and charrettes ~~with~~ engaging neighborhood associations, homeowners' groups, and business ~~groups~~ organizations as appropriate.

Policy 1.1.8.4. ~~Policy 1.1.8.4:~~ Neighborhood plans may ~~include~~ consider incentives for neighborhood enhancement such as commercial façade improvement grants, landscape enhancements and technical assistance.

Policy 1.1.8.5. ~~Policy 1.1.8.5:~~ Neighborhood plans may ~~include~~ assess the existing infrastructure and make recommendations on capital improvement projects and funding opportunities.

OBJECTIVE 1.1.9.	FUTURE ANNEXATIONS
	~~Objective 1.1.9:~~ The City may ensure all future annexations provide the City with a net benefit, accommodation for growth, reflect an orderly progression of urban expansion, and promote efficient delivery of urban services.

Policy 1.1.9.1. ~~Policy: 1.1.9.1:~~ The City may encourage voluntary annexation of enclaves.

Policy 1.1.9.2. ~~Policy 1.1.9.2:~~ In order to evaluate a proposed annexation request, the City may consider the following factors:

a. ~~1.~~ Adequacy of governmental services for both existing and proposed land uses within the annexation territory including:

   i. ~~a.~~ The ability to provide needed public services and facilities including the sufficiency of revenue sources for those services.

   ii. ~~b.~~ Demonstration that provision of public services may not negatively impact provision of public services within existing areas of the City.

b. ~~2.~~ The proposed annexation boundary is appropriate in relation to existing city boundaries.

~~3. The annexation territory is designated for urban land uses in the County's Comprehensive Plan.~~

c. ~~4.~~ Job creation related to targeted industries list.

d. ~~5.~~ The proposed annexation promotes a balance of housing for persons and families of all income levels.

e. ~~6.~~ The amount of existing vacant land within the City that is available for similar types of development to the proposed annexation.

f. ~~7.~~ The need to avoid potential detrimental effects to the City if the property ~~developed~~develops outside of the city.

g. A mixture of residential and non-residential uses (commercial and industrial), with a minimum of 20% dedicated to non-residential uses.

h. Preserving and creating mapped wildlife corridors through preserved open space networks through conservation mechanisms such as easements/dedications, buffers, and wildlife-friendly crossings to avoid fragmentation.

i. Dedicated public park or recreation facility sites meet the minimum level of service (LOS) standards of the most current Parks and Recreation Master Plan.

Policy 1.1.9.3. ~~Policy 1.1.9.3:~~ The City may require measures to minimize potential conflicts such as land use transitions or buffers If the annexation will result in urban development adjacent to existing agricultural lands~~, the City may require measures to minimize potential conflicts such as land use transitions or buffers~~.

Policy 1.1.9.4. ~~Policy 1.1.9.4:~~ In consideration of any proposed annexation, the City ~~may~~ shall request a fiscal impact assessment of the proposed annexation, including such information as costs to provide services and tax revenues. The cost of such analysis or additional information should be borne by the applicant(s). The City has the ability to retain professional assistance in either reviewing and/or conducting the assessment.

Policy 1.1.9.5. ~~Policy 1.1.9.5:~~ The City may use development agreements for all annexation projects to provide the city with certainty as to the completion of improvements in conjunction with development, and to provide developers with certainty of the protection of entitlements.

Policy 1.1.9.6. ~~Policy 1.1.9.6:~~ An annexation and/or development agreement(s) to address issues such as timing, cost, extension of infrastructure and expectations related to the annexation or development of the property may be in place prior to adopting an annexation ordinance.

Policy 1.1.9.7. ~~Policy 1.1.9.7:~~ Future annexed properties should consider the following criteria for creation of green communities including:

- Providing a mix of uses to reduce vehicle miles travelled;
- Transportation improvements that are recognized as contributing to complete streets, including pedestrian and bicycle safety; compliance with the Americans with Disabilities Act; public transit facilities, street trees and landscaping, street and sidewalk lighting;
- Ensuring residential areas have parks within walking distance;
- Use of alternative sources of energy such as solar panels;

- Measures to ensure the responsible use of water, including implementation of water re-use requirements for irrigation and use of drought tolerant or Florida Friendly landscaping plants to minimize use of pesticides and water consumption;
- Enhanced stormwater quality including Low Impact Development measures and rain harvesting;
- Incorporation of design and development standards that meet the energy efficiency criteria of the U.S. Green Building Council, Florida Green Building Coalition, U.S. Environmental Protection Agency Energy Star program, or similar ~~third party~~third-party green building certification program;
- Designating property for existing or future transit;
- Providing for "park-n-ride" or commuter parking facilities within the annexation property;
- Fair share obligations to major community infrastructure required for the overall Urban Service Area that exceed the development and required improvements.
- Providing wildlife corridors between preserved parcels, consistent with Policy 1.1.4.7

Policy 1.1.9.8. ~~Policy 1.1.9.8:~~ The City may encourage multiple property owners within an annexation area to work collaboratively to resolve ~~issues~~ concerns related to utilities, parks, stormwater facilities, roads, and other issues determined by the City to be prerequisites to annexation. The City may not accept or process annexation applications until it is satisfied that the issues have been resolved or that a "good faith effort" has been made by property owners.

Policy 1.1.9.9. ~~Policy 1.1.9.9:~~ Future ~~L~~land use map amendments shall be ~~prepared~~ submitted for all annexed properties within one year of annexation. The City may require a future land use amendment application to be submitted concurrent with an application for annexation. Explicit land uses shall be identified on all annexation maps.

Policy 1.1.9.10. The City shall collaborate with the County to mitigate impacts on the city from urban development occurring in the unincorporated areas adjacent to the City. Using the Planning and Infrastructure Study as a guiding framework, the City shall pursue annexation policy and agreements that ensure new development in these areas reflects the City's desired urban form, development intensity, and land use compatibility.

Policy 1.1.9.11. Requests for voluntary annexations shall include a traffic study and a right-of-way needs assessment that identify required transportation improvements and the funding needed to serve the annexed areas at adopted levels of service.

Policy 1.1.9.12. Developments in newly annexed areas are encouraged to incorporate a local grid street network into their design to provide public access to the area-wide network with multiple connections to the local. collector, and arterial roadways.

OBJECTIVE 1.1.10.	REDEVELOPMENT ~~Objective 1.1.10:~~ The City may continue to identify areas of the City in need of redevelopment to preserve property values and encourage livable neighborhoods.

Policy 1.1.10.1. ~~Policy 1.1.10.1:~~ RESERVED~~The City may continue to support the Community Redevelopment Agency in implementation of the Wood Stork Trail Master plan to create a vibrant greenway and blueway trail system.~~

Policy 1.1.10.2. ~~Policy 1.1.10.2:~~ The City ~~may~~ will continue implement~~ation of~~ the Community Redevelopment Area (CRA) Master Plan including ~~support for City Center~~ the Walton & One project and the development of a variety of mixed use, commercial, office, residential and recreational uses in the CRA.

Policy 1.1.10.3. ~~Policy 1.1.10.3:~~ The City may continue to support the ~~Community Redevelopment Agency~~CRA in marketing and community activities of ~~City Center~~the MidFlorida Event Center as a cultural and civic resource for the CRA and eastern communities.

Policy 1.1.10.4. ~~Policy 1.1.10.4:~~ The City may adopt Special District (SD) or overlay zoning designations for land uses within the City's Community Redevelopment Areas consistent with the adopted Community Redevelopment Plan.

Policy 1.1.10.5. ~~Policy 1.1.10.5:~~ The City will support planning programs, partnerships, and activities within designated "urban infill and redevelopment" areas which result in fulfilling the intent of the approved Community Redevelopment Plan and as consistent with state growth management rules and statutes.

Policy 1.1.10.6. ~~Policy 1.1.10.6:~~ The City, through its ~~Community Redevelopment Agency~~CRA, shall provide for the redevelopment of lands within the CRA boundaries, consistent with the goals, objectives and policies of the Comprehensive Plan and require compliance with architectural and community appearance standards in plans for new development, expansion, upgrading of existing properties or redevelopment, and make community design a major consideration in site plan review and approval.

OBJECTIVE 1.1.11.	LAND USE AND MOBILITY ~~Objective: 1.1.11:~~ Promote mobility through viable transportation and land uses that incorporate ~~walking, bicycling, and transit~~all modes of transportation.

Policy 1.1.11.1. ~~Policy 1.1.11.1:~~ The City shall encourage ~~T~~transit supportive development and redevelopment ~~may be encouraged~~ along existing and proposed transit routes. Site design guidelines for such developments may be developed in the City's update to the land development regulations.

Policy 1.1.11.2. ~~Policy 1.1.11.2:~~ The City may encourage all new roadways to be developed as complete streets and to consider reconfiguring existing roadways to a complete street design.

Policy 1.1.11.3. ~~Policy 1.1.11.3:~~ The City may encourage the creation of short-cuts for pedestrians and bicyclists with additional connections and cross access in order to create walking and bicycling connections between neighborhoods and commercial areas.

Policy 1.1.11.4. ~~Policy 1.1.11.4:~~ The City should strive to form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a neighborhood and prevent barriers between neighborhoods.

Policy 1.1.11.5. ~~Policy 1.1.11.5:~~ The City may continue to allow home occupations in all residential areas provided they do not generate excessive traffic and parking.

Policy 1.1.11.6. ~~Policy 1.1.11.6:~~ The City shall coordinate with the St. Lucie County School District when identifying school bus stops so that they are strategically located as to not block traffic~~Encourage the location of schools proximate to urban residential areas to the greatest extent possible~~.

Policy 1.1.11.7. The City shall promote multi-modal transportation options through the implementation of its mobility plan.

GOAL 1.2. SUSTAINABLE COMMUNITIES

~~GOAL 1.2:~~ To create large-scale, sustainable ~~new~~ communities with a diverse mix~~ed-~~ of uses.

OBJECTIVE 1.2.1.	NEW COMMUNITY DEVELOPMENT (NCD)
	~~Objective 1.2.1:~~ The City shall ~~M~~maintain a New Community Development (NCD) ~~District (NCD District)~~ Future Land Use designation, which will facilitate the development of a mixed-use community.

Policy 1.2.1.1. ~~Policy 1.2.1.1:~~ The ~~New Community Development District~~NCD Future Land Use category shall be planned to incorporate a mixture of land uses, consistent with the densities and intensities authorized by the overall land use designation. At the option of the landowner(s), the NCD District may be broken into defined sub-districts, however each sub-district shall be included in or approved as part of a Development of Regional Impact as provided for in Policy 1.2.7.1.

Policy 1.2.1.2. ~~Policy 1.2.1.2:~~ The density and intensity of the NCD ~~District~~Future Land Use category shall be as established in this objective 1.2.2 and associated policies~~, or any sub-districts, shall be indicated in the Future Land Use Element~~. The transfer of dwelling units, hotel rooms, and non- residential square footage shall be permitted between any designated sub-district areas. A Comprehensive Plan Amendment shall not be required for the transfer of dwelling units, hotel rooms, and non-residential square footage between any designated sub-district areas provided that the transfer does not exceed 50% of the receiving sub-district's allocation of a particular use. Transfers shall also require consent from the affected property owners of any property from and to which the density is transferred, and an amendment of any zoning adopted pursuant to Policies 1.2.6.2 and 1.2.6.3.

Policy 1.2.1.3. ~~Policy 1.2.1.3:~~ A conceptual master plan shall be developed to illustrate how the seven land use sub-categories ~~(Residential, Neighborhood/Village Commercial Areas, Town Center, Resort, Employment Center, Regional Business Center and Mixed-Use)~~ would be allocated, where they would be located, and how they would function in relation to each other. The conceptual master plan for the NCD District shall be adopted as part of the Future Land Use Element of the Comprehensive Plan. The seven land use sub-categories are:

a. Residential

b. Neighborhood/Village Commercial Areas

c. Town Center

d. Resort

e. Employment Center

f. Regional Business Center

g. Mixed Use

OBJECTIVE 1.2.2.	NEW COMMUNITY DEVELOPMENT (NCD)
	~~Objective 1.2.2:~~ The City shall ~~Implement policies that~~ ensure that development within the New Community Development District ~~will be:~~is a. Mixed-Use, providing a greater variety of uses closer to home and work; b. Pedestrian oriented, reducing reliance on the automobile and building a sense of place and community; c. Environmentally sensitive, providing wildlife corridors and upland habitat preservation; and, d. ~~Able to provide~~ Inclusive of a diverse~~ity~~ range of housing types ~~to enable citizens from a wide range of economics levels and age groups to live within its boundaries~~.

Policy 1.2.2.1. ~~Policy 1.2.2.1:~~ The NCD District shall contain a minimum of three of the land use sub-districts described above in Policy 1.2.1.3.

Policy 1.2.2.2. ~~Policy 1.2.2.2:~~ Residential Areas shall:

a. ~~a.~~ Contain neighborhoods of housing, which neighborhood may also contain schools, parks, places of worship and civic facilities essential to the daily life of the residents;

b. ~~b.~~ Contain a central public focal point consisting of any one, all, or a combination of parks and public facilities such as places of worship, schools, or community centers as described below;

c. ~~c.~~ Provide one site for institutional uses for each 600 acres of Residential Area;

d. ~~d.~~ Link and co-locate schools and school sites with park, recreational, conservation, and residential uses;

e. ~~e.~~ Integrate the natural terrain, drainage, and vegetation within parks or greenbelts, where feasible.

Policy 1.2.2.3. ~~Policy 1.2.2.3:~~ The following standards shall be met in designing Neighborhoods within the Residential Area and incorporated into any Master Planned Unit Development (MPUD) Conceptual Plan and Regulation Book adopted pursuant to Policies 1.2.6.1 and 1.2.6.2:

a. Residential area density and intensity:

~~a.~~ Minimum Size Neighborhood:	10 acres
Maximum Size Neighborhood:	750 acres
Minimum Density:	1.00 units/gross acre[1]
Maximum Density:	28.0 units/gross acre
Maximum Building Lot Coverage:	60%
Maximum Impervious:	80%

Maximum Building Height:	
Single-Family	35 feet
Multi-Family	65 feet
Schools	65 feet
Other permitted uses	35 feet

[1] *Unless a higher minimum density is specified by the Conceptual Land Use Plan.*

b. ~~b.~~ Neighborhoods within the Residential Area shall be within a 2-mile radius of shops, services, and other activities. The radius may be relaxed where natural or community facilities and services interrupt the design;

c. ~~c.~~ Neighborhoods within the Residential Area shall contain a variety of dwelling and/or lot types;

d. ~~d.~~ Neighborhoods within the Residential Area shall contain useable open space in uses such as squares, greens and parks whose uses are encouraged through placement and design; and,

e. ~~e.~~ Neighborhoods within the Residential Area shall contain local and collector streets, pedestrian paths and bike paths that contribute to a system of fully connected routes from individual neighborhoods to neighborhood commercial uses, schools and other neighborhoods.

f. ~~f.~~ Gated neighborhoods are permitted provided they are integrated into the overall community via pedestrian and bicycle connections and arterial or collector roads are not gated.

Policy 1.2.2.4. ~~Policy 1.2.2.4:~~ Neighborhood/Village Commercial Areas shall function as a community of compatible uses in a compact setting serving adjoining neighborhoods and may provide for a mix of residential and non-residential land uses. Non-residential uses include commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds, and other similar services designed to meet the needs of adjoining neighborhoods. The following standards shall be met in designing Neighborhood/Village Commercial Areas:

a. Neighborhood/Village Commercial Areas density and intensity:

~~a.~~ Minimum Size:	3 acres
Maximum Size:	35 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Minimum Density of Residential Area:	5.0 units/gross acre
Maximum Density of Residential Area:	28.0 units/gross acre
Maximum Building Height	50 feet[1]

[1] *Steeples and similar architectural embellishments shall have a maximum height of 100 feet.*

b. ~~b.~~ Shall contain a minimum of two or more uses as described above. The minimum two-use requirement shall be identified for each Neighborhood/Village Commercial Area as part of an MPUD master plan. The minimum two-use requirement shall be identified for each Neighborhood/Village Commercial Area as part of the MPUD master plan with one required use being commercial/retail. Individual parcels within a Neighborhood/Village Commercial Area may undergo separate site-specific applications for development approvals without individually meeting such multi-use requirement provided the site-specific development application is consistent with the MPUD master plan;

c. ~~c.~~ Shall have frontage on roads which function as a collector or arterial or at the junction of two such roads. The collector road may not split the commercial area unless alternative pedestrian access is provided; and,

d. ~~d.~~ Within open space areas include a minimum of 5% useable open space for employees and visitors in uses such as ~~of~~ squares, greens, parks, recreation areas, and/or conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.5. ~~Policy 1.2.2.5:~~ Town Centers shall be established that include commercial and office uses, hospital and medical uses, restaurants, hotels, institutional uses, public facilities (including utilities), residential and other similar services designed to meet the needs of the larger area. The following standards shall be met in designing Town Centers:

a. Town Center density and intensity:

~~a.~~ Minimum Size:	30 acres
Maximum Size:	150 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Minimum Density of Residential Area:	5.0 units/gross acre
Maximum Density of Residential Area:	28.0 units/gross acre
Maximum Building Height:	50 feet [1]

[1] *Steeples and similar architectural embellishments shall have a maximum height of 100 feet.*

b. ~~b.~~ Shall contain a minimum of three or more uses as described above, one of which shall be residential. The minimum three-use requirement shall be identified for each Town Center as part of an MPUD master plan. The minimum three-use requirement shall be identified for each Town Center as part of the MPUD master plan with a minimum of one use being commercial/retail designed to serve the needs of the residents. Individual parcels within a Town Center may undergo separate site- specific applications for development approvals without individually meeting such multi-use requirement provided the site-specific development application is consistent with the MPUD master plan;

c. ~~c.~~ A minimum of 30% and a maximum 50% of the net developable area within a Town Center shall be residential;

d. ~~d.~~ A minimum of 800 residential units shall be located within ½ mile of the Town Center; and,

e. ~~e.~~ Within open space areas include a minimum of 5% useable open space for employees and visitors in the form of squares, greens, parks, recreation areas, and/or conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.6. ~~Policy 1.2.2.6:~~ Resort Areas offering, but not limited to public and private golf courses, may be included in the development components of the NCD District and may provide for a mix of residential and non-residential land uses. Residential uses may include single-family detached, single family attached, townhomes, condominiums, and multi-family uses. Non-residential uses include retail shops, office uses, hotels, restaurants, personal service establishments, institutional uses, public facilities, parks, playgrounds, and other similar services designed to meet the needs of adjoining resort neighborhoods. The following standards shall be met in designing Resort Areas:

a. Resort Areas density and intensity:

~~a.~~ Minimum Size:	100 acres
Minimum Density:	1.0 units/gross acre
Maximum Density:	28.0 units/gross acre
Maximum Building Lot Coverage:	
Single-Family Detached	50%
All Other Uses	70%
Maximum Impervious Lot Area:	
Single-Family Detached	70%
All Other Uses	90%
Maximum Building Height:	35 feet

b. ~~b.~~ Non-residential uses shall be located on a road which functions as a collector or at the junction of two such collector roads. The collector road may not split the commercial area unless alternative pedestrian access is provided; and,

c. ~~c.~~ Within open space, areas include a minimum of 15% useable open space in uses such as squares, greens, parks, recreation areas, golf courses and/or conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.7. ~~Policy 1.2.2.7:~~ Mixed-Use Areas shall be established that include commercial and office uses, hospital and medical uses, restaurants, theaters, hotels, institutional uses, public facilities (including utilities), light industrial, warehouse/distribution, residential and other similar services designed to meet the needs of the larger area. The following standards shall be met in designing Mixed-Use Areas:

a. Mixed-Use Areas density and intensity:

~~a.~~ Minimum Size:	30 acres
Maximum Size:	500 acres
Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Minimum Density of Residential Area:	5.0 units/gross acre
Maximum Density of Residential Area:	28.0 units/gross acre
Maximum Building Height:	100 feet

b. ~~b.~~ Shall contain a minimum of three or more uses as described above, one of which shall be residential. The minimum three-use requirement shall be identified for each Mixed-Use Area as part of an MPUD master plan. Individual parcels within a Mixed- Use Area may undergo separate site-specific applications for development approvals without individually meeting such multi-use requirement provided the site-specific development application is consistent with the MPUD master plan;

c. ~~c.~~ A minimum of 30% and a maximum 70% of the net acreage within a Mixed-Use Area shall be residential; and,

d. ~~d.~~ Within open space, areas include a minimum of 5% useable open space for employees and visitors in uses such as squares, greens, parks, recreation areas, and/or conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.8. ~~Policy 1.2.2.8:~~ Regional Business Centers (developments with more than 1,000,000 non-residential square feet) shall be established that include industrial uses, warehouse/distribution, manufacturing, retail, commercial and office uses, and medical uses, restaurants, theaters, hotels, institutional uses, public facilities (including utilities), residential and other similar services designed to meet the needs of the larger area. The following standards shall be met in designing Regional Business Center sub-districts:

a. Regional Business Center sub-districts density and intensity:

~~a.~~ Minimum Size:	30 acres
Maximum Size:	500 acres
Maximum Building Coverage:	80%
Maximum Impervious Area:	90%
Minimum Density of Residential Area:	5.0 units/gross acre
Maximum Density of Residential Area	35.0 units/gross acre
Maximum Building Height:	150 feet

b. ~~b.~~ Shall contain a minimum of two or more uses as described in the paragraph above. The minimum two-use requirement shall be identified as part of a MPUD master plan. Individual parcels within a Regional Business Center may undergo separate site-specific applications for development approvals without individually meeting such multi-use requirement provided the site-specific development application is consistent with the MPUD master plan;

Policy 1.2.2.9. ~~Policy 1.2.2.9:~~ The following unique term shall apply to regional mall/lifestyle center projects within the Regional Business Centers of the NCD district.

~~a.~~ Gross Leasable Area ("GLA"), shall be defined as the sum of gross horizontal areas of all floors of a building designed for the tenants' occupancy and exclusive use, expressed in sq. ft. and measured from the inside face of the exterior walls. GLA does not include public or "common areas" i.e., hallways and exit corridors, stairwells, elevators, escalators, lobbies, mall concourses or mall management offices nor does it include mechanical rooms, mechanical chases, basement, mezzanines (unless used as retail sales space), public and private restrooms, outdoor lumber and garden areas and storage areas that are roofed and enclosed but not served by a HVAC system or other unoccupied areas.

Policy 1.2.2.10. ~~Policy 1.2.2.10:~~ Employment Centers shall be established to include office uses, medical uses, hospitals, industrial uses, warehouse/distribution, research and development, manufacturing, institutional uses, educational facilities including college, technical, or vocational schools (including dormitories), public facilities (including utilities), sports and recreation, retail, hotel, multi-family housing, and other similar uses and services to support the City's targeted industries list and improve the economic vitality of the area. The following standards shall be met in designing Employment Centers:

a. Employment Centers density and intensity:

~~a.~~ Minimum Size:	50 acres

Maximum Building Lot Coverage:	80%
Maximum Impervious Lot Area:	90%
Maximum Building Height:	100 feet (150 feet for hospitals)
Minimum Density of Residential Area	5.0 units/gross acre
Maximum Density of Residential Area	28.0 units/gross acre
Maximum Retail Uses	100,000 gross square feet Maximum of 20% of gross sq. ft.

b. ~~b.~~ Within open space areas include a minimum of 5% useable open space for employees and visitors in the form of squares, greens, parks, recreation areas, and/or conservation areas whose uses are encouraged through placement and design.

Policy 1.2.2.11. ~~Policy 1.2.2.11:~~ To facilitate infrastructure construction, the City shall consider providing incentives to encourage the development of Regional Business Centers and Employment Centers, which will result in new jobs above minimum wage. Such incentives may include expedited permit review, tax abatements, tax increment financing, tax exemptions, and tax credits, subsidized loans, publicly provided infrastructure, assistance with work-force training, industrial development bonds, and waivers of impact and permit fees.

Policy 1.2.2.12. ~~Policy 1.2.2.12:~~ To facilitate business relocation and retention, the City shall consider providing incentives to encourage end users to locate within Regional Business Centers and Employment Centers, including tax incentives such as tax abatements, tax exemptions, and tax credits, subsidized loans, assistance with training, industrial development bonds, creation of foreign trade zone and waivers of impact and permit fees.

Policy 1.2.2.13. ~~Policy 1.2.2.13:~~ The City will use its best efforts to assist developers and end users within any Regional Business Center or Employment Center with any application for and the pursuit of tax and economic incentives from St. Lucie County, the State of Florida, and the ~~United States~~Federal Government.

Policy 1.2.2.14. ~~Policy 1.2.2.14:~~ The City will permit ~~A~~agriculture and agriculture related activities, such as citrus, cash crops and ranching, ~~shall be permitted~~ in areas intended for future development until such time as construction for non-agricultural uses has begun in a particular sub-district. The commencement of construction activities on one portion of a sub-district property shall not prohibit agriculture and agriculture related activities on those portions of the sub-district where construction activities have not commenced. Agriculture and agriculture related activities, such as citrus, cash crops and ranching, shall be permitted in the transitional buffer areas.

Policy 1.2.2.15. ~~Policy 1.2.2.15:~~ Block lengths and Cul-de-sacs shall be of reasonable lengths. Gated communities shall promote public access road connectivity by providing pedestrian-access ways to and through the site to public sidewalks.

Policy 1.2.2.16. ~~Policy 1.2.2.16:~~ The edge of a New Community Development District residential area may be formed by a major arterial. The land uses directly along this major arterial should be mixed- use or multifamily housing.

Policy 1.2.2.17. ~~Policy 1.2.2.17:~~ The City shall promote ~~P~~pedestrian connectivity between residential areas and village commercial areas shall be promoted through the provision of sidewalks along low-traffic, low-volume streets, and through the creation of greenway links.

Policy 1.2.2.18. ~~Policy 1.2.2.18:~~ The City shall encourage ~~E~~elementary and middle schools ~~should be encouraged~~ to locate within residential areas where possible. The City will encourage the design of school sites to promote safe and convenient walking and biking to school.

Policy 1.2.2.19. ~~Policy 1.2.2.19:~~ The City shall create urban design standards for village centers about the location of buildings, parking, alleys, facades, materials, transparency, streetscape standards, and other elements of urban design.

OBJECTIVE 1.2.3.	**NCD AND THE U.S. 1 CORRIDOR** ~~Objective 1.2.3:~~ The NCD District shall serve to reduce transportation and land use pattern deficiencies ~~along the U.S. 1 corridor by employing innovative planning principles and~~ by providing an appropriate mix of land uses in the western portion of the City to create large-scale mixed-use development ~~nodes that provide for multi-modal transportation to redirect transportation patterns away from the U.S. 1 corridor and reduce infrastructure costs~~.

Policy 1.2.3.1. ~~Policy 1.2.3.1:~~ The City shall ~~R~~require a mix of land uses within close proximity to work and home.

Policy 1.2.3.2. ~~Policy 1.2.3.2:~~ The NCD District shall establish a hierarchy of interconnected streets within and between the land uses that promotes internal capture of vehicle trips.

Policy 1.2.3.3. ~~Policy 1.2.3.3:~~ The arrangement and design of streets shall promote a pleasant, pedestrian- and-bicycle-friendly environment with an emphasis on convenient access to surrounding neighborhoods and community amenities. Generally, a connected system of two-lane streets ~~are~~is favored over four-lane and six-lane collectors and arterials that tend to require significant buffering that will then fragment rather than unify neighborhoods. On-street parking should be permitted throughout the community to calm traffic.

Policy 1.2.3.4. ~~Policy 1.2.3.4:~~ In order to provide shortcuts and alternatives to travel along high-volume streets, a network of pedestrian/bicycle paths and accommodations for ~~low speed~~low-speed vehicles may be provided within the residential areas and to interconnect residential and non- residential areas.

Policy 1.2.3.5. ~~Policy 1.2.3.5:~~ Incorporate transit-oriented design features such as:

a. ~~a.~~ Mix of land uses vertically as well as horizontally;

b. ~~b.~~ Inclusion of civic uses;

c. ~~c.~~ Locate higher density housing within or near Neighborhood/Village Commercial Areas, Town Centers, Employment Centers, Regional Business Centers and Mixed-Use Areas;

d. ~~d.~~ Design of street networks with multiple connections and relatively direct routes;

e. ~~e.~~ Land Development Code regulations and policies which encourage shared use of parking areas and innovative parking design.

OBJECTIVE 1.2.4.	NCD PUBLIC FACILITIES
	~~Objective 1.2.4: The n~~New NCD communities~~y~~ shall be developed in conjunction with the provision of adequate public facilities.

Policy 1.2.4.1. ~~Policy 1.2.4.1:~~ To ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the NCD District, public infrastructure requirements for developments within an NCD District, or any sub-districts, may be funded and maintained by Community Development Districts in accordance with Chapter 190, F.S. As an alternative to ensure fiscal neutrality and avoid inequitable burdens on parties outside the NCD District, the City may establish a dependent special assessment district within a NCD District, or any district, or similar financing entity to provide for construction and maintenance of public infrastructure within a NCD District, or any district, which is not to be financed or maintained by a Community Development District. Other funding mechanisms for infrastructure and maintenance may be used, including but not limited to conventional financing and HOA's, to ensure the provision of adequate public facilities that are financially neutral and avoid inequitable burdens on parties outside of the NCD District.

Policy 1.2.4.2. ~~Policy 1.2.4.2:~~ The implementation of an approved multi-use Development of Regional Impact Development Order within the NCD District~~,~~ that meets the requirements of Chapter 163.3180(5)(h)(3), F.S., shall satisfy transportation concurrency. The proportionate-share contribution shall be calculated in accordance with Chapter 163.3180(5)(h)(3), F.S.

Policy 1.2.4.3. ~~Policy 1.2.4.3:~~ To facilitate school planning within the NCD District the developer(s) shall coordinate with the School Board of St. Lucie County for the provision of schools and school sites concurrent with the need for such facilities. The provision of facilities shall be effectuated through the payment of required impact fees, dedication of sites in exchange for impact fee credit and/or the execution of Developer Agreements, or similar binding legal agreements to finance, construct, operate, and maintain school facilities designed to serve a given population. The location of each proposed school site shall be in proximity to neighborhoods, park facilities and other public open space and civic facilities.

OBJECTIVE 1.2.5.	NCD AND ENVIRONMENTAL PLANNING
	~~Objective 1.2.5:~~ The City shall ~~R~~require a systems approach to environmental planning and design that protects adjacent agricultural resources and other natural resources.

Policy 1.2.5.1. ~~Policy 1.2.5.1:~~ Consistent with the other Policies governing the NCD District, open space shall be provided in accordance with Policy 1.1.4.7. Open Space areas may include pervious lot area as well as areas set aside for parks, recreation, golf course, lakes, linear parks, greens, town squares, buffers, preservation, and conservation areas. These areas shall be designed for maximum environmental value and located close to planned neighborhoods so that they complement the living experience of the residents within and around the community. Where regulatory protocols will allow, efforts should be made to provide limited trail access for controlled, passive recreation within the preservation and conservation areas to create an environmental network within the community that effectively integrates the natural environment with the built environment.

Policy 1.2.5.2. ~~Policy 1.2.5.2:~~ A buffer zone shall be created as a transition area between urban uses within the NCD District and those agricultural uses west of Range Line Road and Glades Cut-Off Road in accordance with the sub-policies below. This zone shall be identified on the Future Land Use Map.

Policy 1.2.5.2.i: Where 75 percent or more by coverage of native vegetation exists over the ~~500 foot wide~~500-foot-wide area east of Range Line Road, the buffer zone shall range in width from 250 feet to 1,000 feet, with an average width of 500 feet. A conservation easement shall be placed on the buffer zone. Notwithstanding the foregoing, the buffer zone and the conservation easement to be recorded thereon shall allow for agriculture and agricultural-related activities, passive recreation uses and the on-going construction, improvement and maintenance of applicable mitigation areas for, without limitation hereby, wetland mitigation, threatened and endangered species mitigation, and upland habitat mitigation.

Policy 1.2.5.2.ii: Where less than 75 percent by coverage of native vegetation exists over the ~~500 foot wide~~500-foot-wide area east of Range Line Road, the buffer zone shall be an average width of 50 feet with a minimum width of 30 feet. An open space easement shall be placed on the buffer zone prior to the start of construction. The buffer zone and the open space easement to be recorded thereon shall allow for agricultural and agricultural-related activities, passive recreation uses, landscaping, linear parks, and the on-going construction, improvement and maintenance of applicable mitigation areas for, without limitation hereby, wetland mitigation, threatened and endangered species mitigation, and upland habitat mitigation. At the time of development of the adjacent use within the NCD, a re-vegetation plan shall be provided for the required buffer that is consistent with intended use of the buffer and the adjacent development within the NCD.

OBJECTIVE 1.2.6.	**NCD AND LONG-RANGE VISION**
	~~Objective 1.2.6:~~ The City shall ~~R~~replace piecemeal planning which reacts to development on a project-by-~~-~~project basis with a long-range vision to create an integrated new community.

Policy 1.2.6.1. ~~Policy 1.2.6.1:~~ The City shall allow development of part or all of the NCD District, or any sub-~~-~~district, as a Master Planned Unit Development (MPUD) zoning category and will require the preparation, submission and approval of a Conceptual Master Plan and MPUD Regulation book prior to the initiation of construction within the NCD District, or any sub-districts, or portion thereof. Map H, as approved and appended to a DRI Development Order, may serve as the Conceptual Master Plan. The MPUD Regulation Book shall contain planning and design principles and standards that shall govern development within the MPUD. Where the MPUD Regulation Book conflicts with City Land Development Regulations, the MPUD Regulation book shall prevail. The City shall also allow parcels within the NCD District to be zoned General Use (GU), and Open Space Conservation (OSC) where appropriate.

Policy 1.2.6.2. ~~Policy 1.2.6.2:~~ Adoption of MPUD zoning must be accompanied by a MPUD Conceptual Master Plan and Regulation Book that will serve as the District or sub-district zoning and meet the following criteria:

a. ~~a.~~ The minimum area required for the establishment of an MPUD zoning district for land under a specific NCD sub-district shall be consistent with those minimum size requirements established for each such sub-district, except the establishment of a MPUD for the Residential sub-district shall require a minimum area of 50 acres;

b. ~~b.~~ Identification of MPUD boundaries;

c. ~~c.~~ Identification of extent and location of natural features in the MPUD area;

d. ~~d.~~ Identification of the preliminary areas suitable to address stormwater management requirements;

e. ~~e.~~ Identification of Residential, Neighborhood/Village Commercial, Town Center, Resort or Mixed-Use Areas consistent with Policies 1.2.2.1 through 1.2.2.10. A computation of residential density and non-residential intensity shall be provided along with permitted uses, the character of proposed uses and proposed lot sizes;

f. ~~f.~~ Identification of open space and recreational areas consistent with Policy 1.2.2.1;

g. ~~g.~~ Circulation routes for automobiles, pedestrians, and bicycles, including consideration for connection with surrounding areas. For each facility to be included in the MPUD, design criteria shall be included addressing:

- Right-of-way width
- On-street parking (if applicable)
- Design cross-sections
- Streetscape design

h. ~~h.~~ Preliminary design criteria for each land use proposed including, but not limited to:

- Minimum lot size
- Setbacks and build-to lines
- Building Height
- Density
- Building Coverage

Policy 1.2.6.3. ~~Policy 1.2.6.3:~~ Reserved ~~Deviations from the established MPUD may be allowed since it is the intention of the City to encourage innovation planning and land use management techniques for the MPUD zoning and provide the flexibility needed to react to market dynamics. The Planning and Zoning Director may authorize all minor adjustments to an approved MPUD, subject to the following exceptions:~~

~~a. A change which would include a land use not previously permitted under the MPUD;~~

~~b. A change which would alter a land use type adjacent to a property boundary, except where it is (1) a reduction in density, or (2) a reduction of intensity of approved residential development, unless the reduction locates the residential use adjacent to an incompatible use;~~

~~c. A change which would require an amendment to the City Council's conditions of approval;~~

~~d. A change which would increase the land use intensity within any development phase without a corresponding decrease in some other portion of the overall MPUD;~~

~~e. An amendment to the phasing which would propose a land use in advance of the development it is designed to support.~~

~~In addition, the Planning and Zoning Director may consider a minor change where the developer proposes to reduce the number of units or floor area in one (1) phase of the project, and make a corresponding increase in the number of units or floor area in another portion of the project, if other conditions of approval are not adversely affected, nor any other change is proposed which would be considered a substantial change to the MPUD.~~

~~The Planning and Zoning Director may refer minor adjustments to an approved MPUD to the Site Plan Review Committee. Any denial of a proposed change consistent with Policy 1.2.6.3 by the Director or the Site Plan Review Committee may be appealed to the City Council. All major adjustments shall be subject to City Council approval.~~

Policy 1.2.6.4. ~~Policy 1.2.6.4:~~ The City shall continue to implement Chapter 156, Subdivision Regulations of the Port St. Lucie Land Development Regulations to provide that the subdivision plat approval process for development within an NCD district and an approved MPUD shall be in accordance with the review for a minor subdivision plat.

OBJECTIVE 1.2.7.	NCD – DEVELOPMENTS OF REGIONAL IMPACT ~~Objective 1.2.7:~~ The City shall ~~To~~ ensure that development within the NCD ~~District~~ Future Land Use category is in conformance with the Objectives, Policies, Principles, standards and criteria contained herein.

Policy 1.2.7.1. ~~Policy 1.2.7.1:~~ Development within the NCD District shall be included in a Development of Regional Impact approval, as specified in Chapter 380, F.S. (as may be amended from time to time), prior to development within the NCD District.

Policy 1.2.7.2. ~~Policy 1.2.7.2:~~ A written status report shall be provided to the City for the NCD District or any sub- district every two years. If the property has an approved DRI Development Order in effect at the time, the required DRI biennial report may be submitted in lieu of the written status report. The biennial status report shall include the following information:

a. ~~a.~~ A summary of the development completed for the prior two years;

b. ~~b.~~ A summary of ongoing agricultural uses on undeveloped tracts of land;

c. ~~c.~~ A cumulative total of all development completed;

d. ~~d.~~ Identification of undeveloped tracts of land that have been sold to a separate entity or developer; and,

e. ~~e.~~ Identification of significant local, state, and federal permits which have been obtained or which are pending by agency, type of permit, permit number, and purpose of permit.

f. ~~f.~~ A summary of any dwelling units, hotel rooms, and non-residential square footage transferred between sub-districts.

OBJECTIVE 1.2.8.	NCD - TRADITION/WESTERN GROVE ~~Objective 1.2.8:~~ The Tradition/Western Grove NCD District is hereby established.

Policy 1.2.8.1. ~~Policy 1.2.8.1:~~ The density and intensity ~~of the~~ of the Tradition/Western Grove NCD District shall be limited to 11,307 residential units, 2,358,810 non-residential square feet, 150 hotel rooms, and institutional, civic, recreation and accessory uses. The City may increase or decrease the above development units as may be provided for in an Equivalency Matrix adopted as part of an approved DRI Development Order.

OBJECTIVE 1.2.9.	NCD - SOUTHERN GROVE ~~Objective 1.2.9:~~ The Southern Grove NCD District is hereby established.

Policy 1.2.9.1. ~~Policy 1.2.9.1:~~ The density and intensity of the Southern Grove NCD District shall be limited to 7,674 residential units, 13,187,925 non-residential square feet, 1,051 hotel rooms, 300 hospital beds and institutional, civic, recreation and accessory uses. The City may increase or decrease the above development units as may be provided for in an Equivalency Matrix adopted as part of an approved DRI Development Order. The Southern Grove NCD District shall, at a minimum, contain the Residential, Mixed Use and Employment Center as the three areas required by Policy 1.2.2.1.

OBJECTIVE 1.2.10.	NCD - RIVERLAND/KENNEDY ~~Objective 1.2.10:~~ The Riverland/Kennedy NCD District is hereby established and shall be developed consistent with the development order adopted by the City pursuant to section 380.06, F.S.

Policy 1.2.10.1. ~~Policy 1.2.10.1:~~ The density and intensity of the Riverland/Kennedy NCD District shall be limited to 11,700 residential units and a maximum 3,942,495 GSF of retail, research and office, light industrial and institutional and civic, plus amenities and ancillary uses.

Policy 1.2.10.2. ~~Policy 1.2.10.2:~~ The allocation of land uses within the Riverland/Kennedy NCD shall be as shown in Figure 1-5 providing for 166 acres of Neighborhood/Village Commercial Areas, 367 acres of Mixed-Use, and 3,095 acres of Residential.

Policy 1.2.10.3. ~~Policy 1.2.10.3:~~ Within the Riverland/Kennedy NCD, 50 acres will be dedicated toward a 100-~~-~~acre regional park, and an additional 91 acres of neighborhood and community parks will be provided.

Policy 1.2.10.4. ~~Policy 1.2.10.4:~~ The Riverland/Kennedy NCD District shall provide a mix of land uses within close proximity to work and home; establish a hierarchy of interconnected streets and pedestrian/bike paths within and between uses that promote internal trip capture; and incorporate transit-oriented design features. In conjunction with development of the Riverland/Kennedy NCD District, land may be reserved for schools, fire stations, utilities, civic sites, private institutional sites for religious institutions, clubs, private schools, adult congregate living facilities and other uses that may be identified throughout the development process.

Policy 1.2.10.5. ~~Policy 1.2.10.5:~~ The Riverland/Kennedy NCD District shall provide transportation and other public facilities, in the manner prescribed by the development order adopted pursuant to section 380.06, F.S.

OBJECTIVE 1.2.11.	NCD - WILSON GROVES
	~~Objective 1.2.11:~~ The Wilson Groves NCD District is hereby established and shall be developed consistent with the development order adopted by the City pursuant to section 380.06, F.S., and with the Annexation Agreement dated July 19, 2004, as amended.

Policy 1.2.11.1. ~~Policy 1.2.11.1:~~ The density and intensity of the Wilson Groves NCD District shall be limited to 7,700 residential units and a maximum of 4,092,372 GSF of retail, office, light industrial, and institutional and civic, plus amenities and ancillary uses.

Policy 1.2.11.2. ~~Policy 1.2.11.2:~~ The allocation of land uses within the Wilson Groves NCD District shall be as shown in Figure 19 providing for 57 acres of Neighborhood/Village Commercial, 566 acres of Mixed-Use, and 1,876 acres of Residential.

Policy 1.2.11.3. ~~Policy 1.2.11.3:~~ Within Wilson Groves NCD, 50 acres will be dedicated toward a ~~100 acre~~100-acre regional park and an additional 40 acres of neighborhood and community parks will be provided.

Policy 1.2.11.4. ~~Policy 1.2.11.4:~~ The Wilson Groves NCD District shall provide a mix of land uses within close proximity to work and home; establish a hierarchy of interconnected streets and pedestrian/bike paths within and between uses that promote internal trip capture; and incorporate transit-oriented design features. In conjunction with development of the Wilson Groves NCD District, land may be reserved for schools, fire stations, utilities, civic sites, private institutional sites for religious institutions, clubs, private schools, adult congregate living facilities and other uses that may be identified throughout the development process.

Policy 1.2.11.5. ~~Policy 1.2.11.5:~~ The Wilson Groves NCD District shall provide the following transportation and other public facilities, in the manner prescribed by the development order adopted pursuant to Section 380. F.S., and the Annexation Agreement dated July 19, 2004, as amended:

a. ~~a.~~ Convey right-of-way to the City for Becker Road within the Wilson Groves NCD District portion of the property (completed);

b. ~~b.~~ Pay for the construction of a two-lane roadway section on Becker Road through the property;

c. ~~c.~~ Fund the design, construction, property acquisition for storm water drainage (but no other property acquisition) and all associated expenses of a four-lane divided roadway section within a 100' right-of-way for Becker Road east of 1-95 to the Florida Turnpike (total funding not to exceed $12,500,000.00) (completed);

d. ~~d.~~ Convey right-of-way within the property to the City consistent with Transportation Series Map 2, 2035 Needs Assessment Map of the Transportation Element, including all intersection connections to Range Line Road related thereto (completed);

e. ~~e.~~ No later than July 19, 2007, contribute $10,000,000.00 toward the development of an interchange on 1-95 subject to a future determination of need by the City (completed per amended Annexation Agreement, dated November 16, 2009);

f. ~~f.~~ Construct all intersection connections within the property to Range Line Road.

Figure 1-3. Tradition/Western Grove NCD – Conceptual Land Use Plan

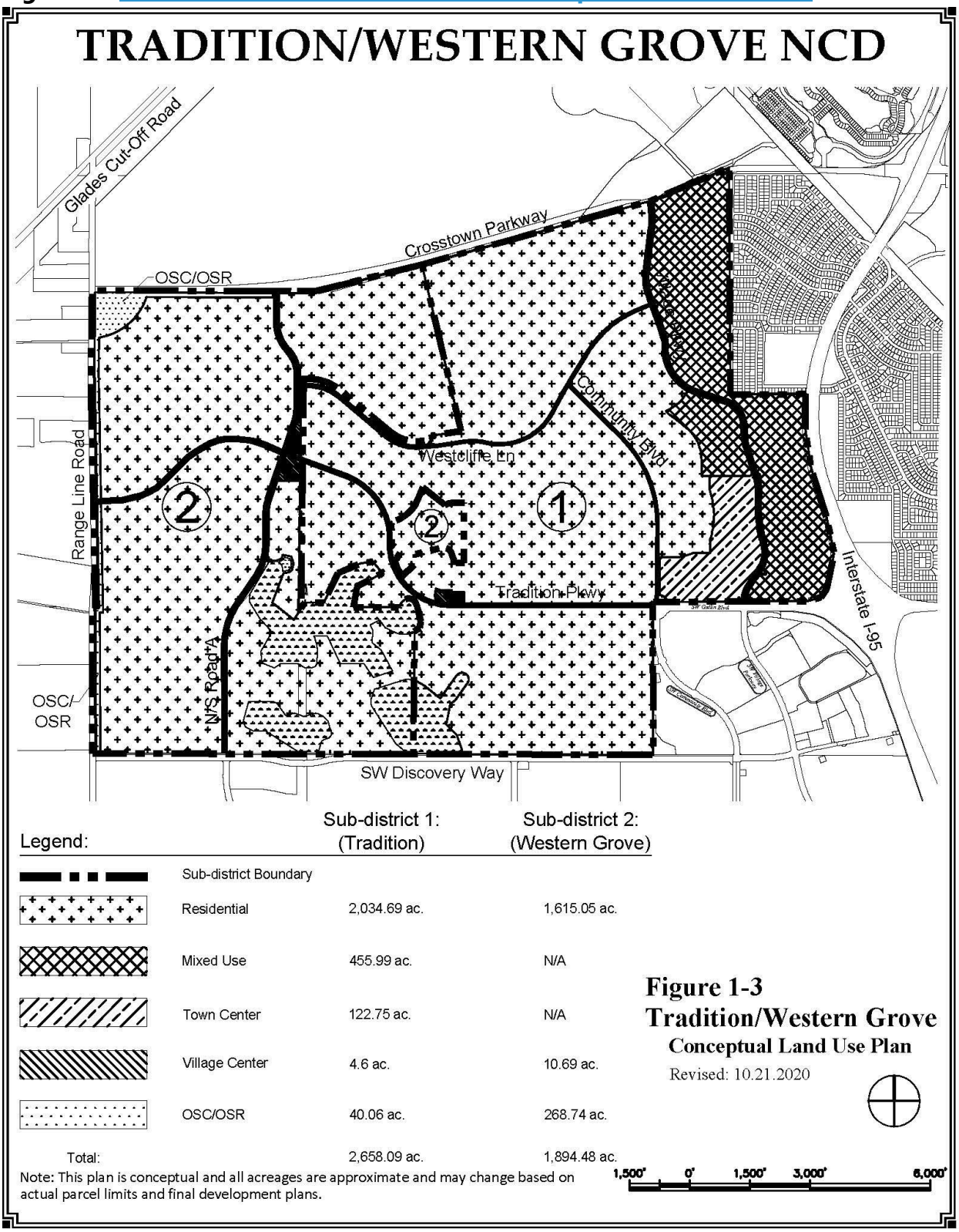


Figure 1-4. Southern Grove NCD – Conceptual Land Use Plan

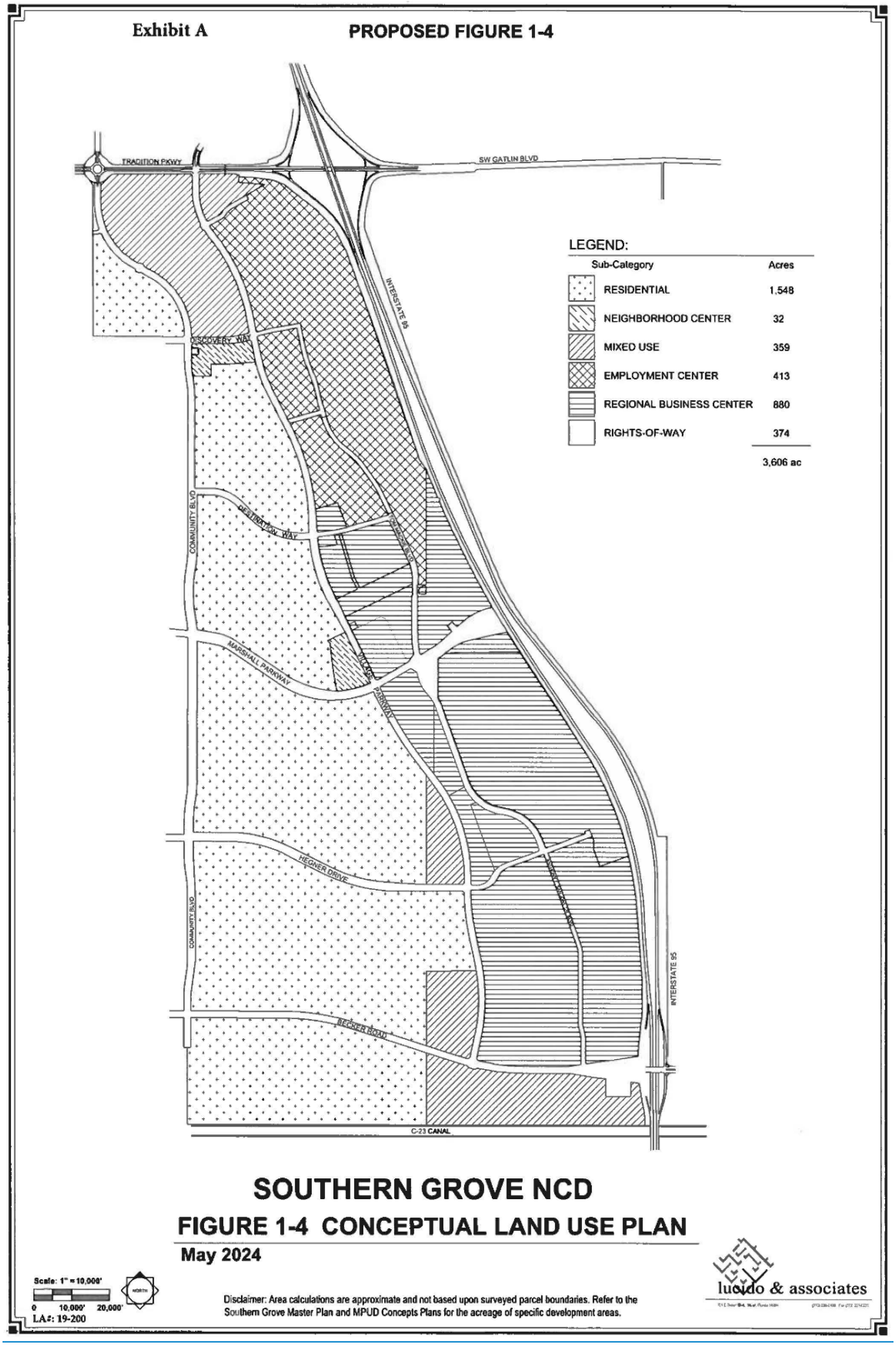


Figure 1-5. Riverland/Kennedy NCD – Conceptual Land Use Master Plan

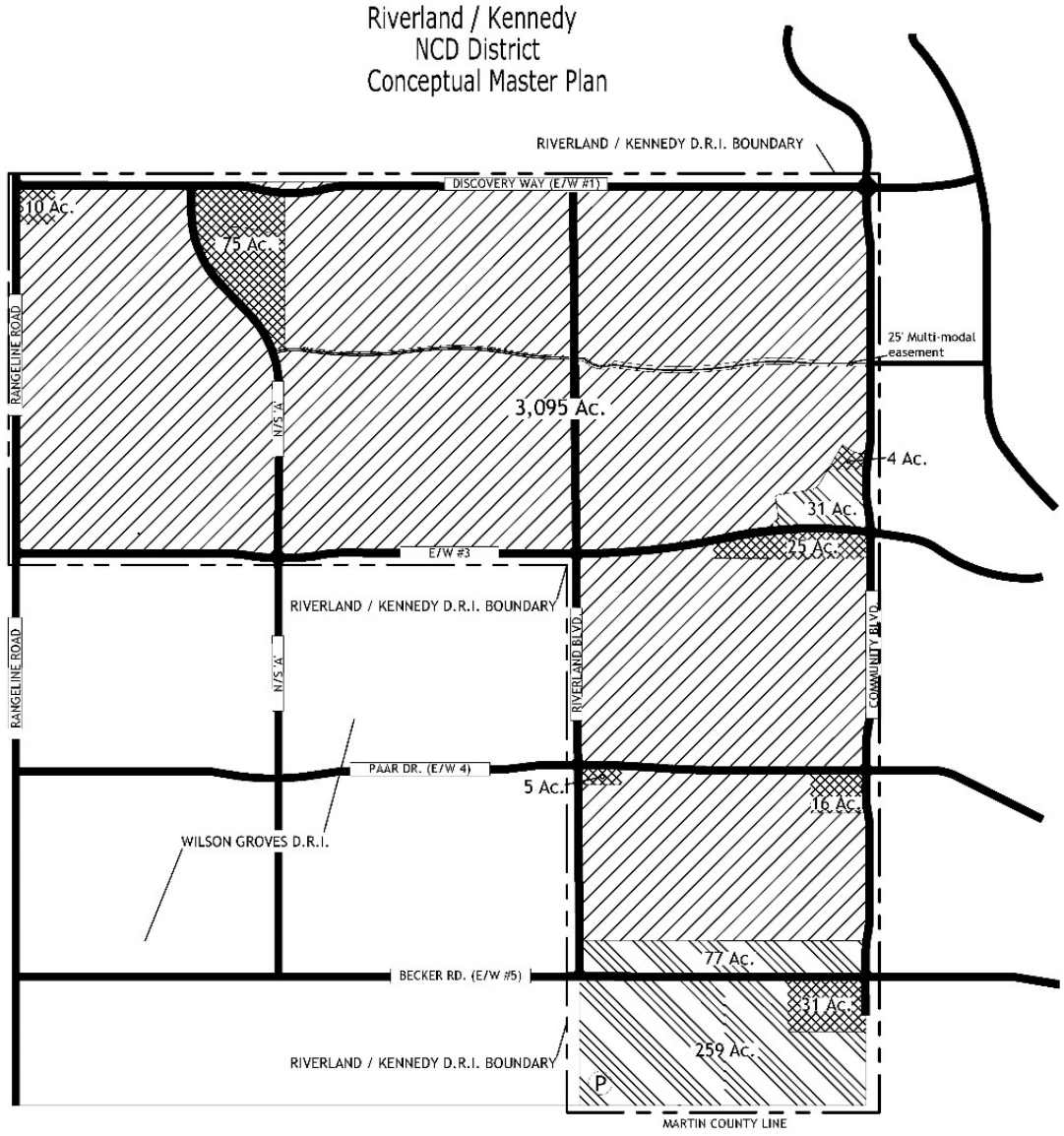
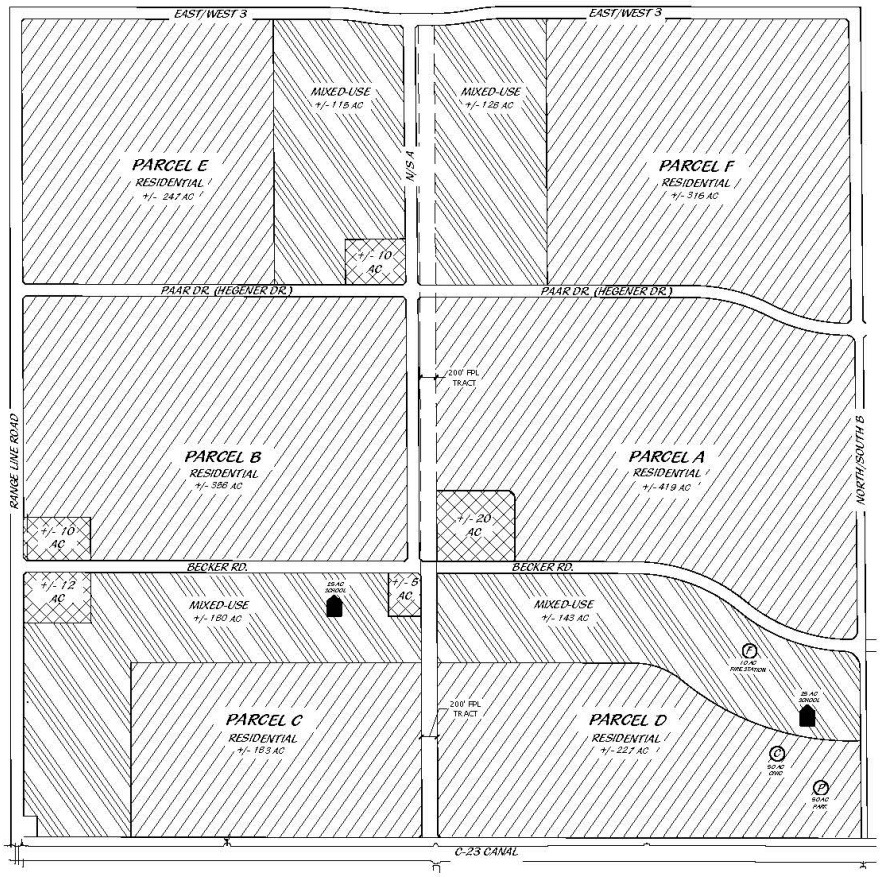


Figure 1-6 [Wilson Groves NCD – Conceptual Land Use Plan]

FIGURE 1-6

WILSON GROVE
Port St. Lucie, Florida



PROPOSED LAND USES

RESIDENTIAL	1876 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	30 AC
NEIGHBORHOOD / VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

*PROPOSED ACREAGES OF SUBDISTRICTS HAVE BEEN ROUNDED TO THE NEAREST +/- 1 ACRE.

NOTES

PER CONDITION 56 OF RESOLUTION 11-R01, 40 ACRES OF PARK IS REQUIRED. EXACT LOCATION AND CONFIGURATION OF PARKS TO BE DECIDED IN CONSULTATION WITH PARKS AND REC DEPARTMENT.

THIS MAP IS AN ARTISTS ILLUSTRATION OF THE GENERALIZED CONCEPT WHICH IS ONE OF MANY ALTERNATIVE SOLUTIONS WHICH SHARE A COMMON UNDERLYING DESIGN BASIS TO PROVIDE A FRAMEWORK WHICH RECOGNIZES THE REGIONAL IMPACTS WHICH THIS SCALE OF ENDEAVOR MAY HAVE AND TO ACCOMMODATE SUCH IMPACTS WITHIN THE LIMITS OF THE LAW AND BALANCED DESIGN IMPERATIVES TO PROVIDE ECONOMICALLY VIABLE AND MARKET SENSITIVE SOLUTIONS TO MEET THE NEEDS OF OUR COSTUMERS AND THE COMMUNITY THEY CREATE. THE PLANS FOR CONSTRUCTION MAY VARY AS THE NATURAL EVOLUTION OF THE SPECIFIC ENGINEERED SOLUTIONS ARE PROCESSED THROUGH THE VARIOUS DESIGN AND JURISDICTIONAL AUTHORITIES TO FINAL APPROVAL. NOTWITHSTANDING MARGINAL VARIATIONS IN DESIGN AS THE DETAILED ENGINEERING BECOME MORE REFINED, PRIOR APPROVALS SHALL ENTITLE THE APPLICANT WITHOUT RETURNING FOR REVISION REVIEW BY PRIOR AUTHORITY, TO CONTINUE SUBSEQUENT MORE LOCALIZED DECISIONS AS FUNCTIONAL DETAILS BECOME EVIDENT. THE PROPERTY OWNER AND/OR DEVELOPERS RESERVE ALL RIGHTS TO MAKE SUCH ADJUSTMENTS AS NEEDED TO ACCOMPLISH THESE FUNCTIONAL DESIGN ACCOMMODATIONS.

LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
INCLUDING COMMERCIAL AND OFFICE USES, PERSONAL AND HOUSEHOLD SERVICE ESTABLISHMENTS, INSTITUTIONAL USES, PUBLIC FACILITIES, PARKS, PLAYGROUNDS, AND OTHER SIMILAR SERVICES

MIXED USE
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

P — 50 AC REGIONAL PARK
K - 8 SCHOOL
C — 50 AC CIVIC SITE
F — FIRE STATION

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
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Jupiter, Florida 33458
561.747.6336 - Fax 747.1377
www.cotleurhearing.com
Lic# LC-C000239

COMPREHENSIVE LAND USE PLAN
WILSON GROVE

0' 1000' 2000' 4000'
Scale: 1" = 2000'
North

TRANSPORTATION

2

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

I. Introduction 1
II. Existing Multimodal Transportation System 1
III. Quality of Service (QOS) Standards: Street QOS 3
IV. Quality of Service (QOS) Standards: Multimodal QOS 8
V. FDOT Context Classification 14
VI. Future Volume to Capacity Evaluation 15
VII. Future Number of Lanes 16
VIII. Mobility Plan Overview 16
IX. Rationale for Transportation Element Amendments 18

LIST OF MAPS

Map 2 - 1. Existing Number of Lanes 26
Map 2 - 2. Roadway Maintenance 27
Map 2 - 3. Roadway Classification 28
Map 2 - 4. 2025 Volume to Capacity Ratios 29
Map 2 - 5. Posted Speed Limit 30
Map 2 - 6. Street Quality of Service 31
Map 2 - 7. Off-Street Multimodal Facilities 32
Map 2 - 8. Multimodal Off-Street Quality of Service (QOS) 33
Map 2 - 9. On-Street Multimodal Facilities 34
Map 2 - 10. Multimodal On-Street Quality of Service (QOS) 35
Map 2 - 11. 2050 Volume to Capacity Ratios 36
Map 2 - 12. Future Number of Lanes 37

LIST OF TABLES

Table 2 - 1. Existing Number of Lanes and Total Miles by Governmental Entity 1
Table 2 - 2. Functional Classification and Total Lanes by Governmental Entity 2
Table 2 - 3. Existing Volume to Capacity Evaluation by Governmental Entity 3
Table 2 - 4. Existing Volume to Capacity Percentage by Governmental Entity 3
Table 2 - 5. Miles of Roadway by Posted Speed Limit 5
Table 2 - 6. Street Quality of Service (QOS) Analysis by Governmental Entity 6
Table 2 - 7. Street Quality of Service (QOS) Analysis by Roadway Classification 7
Table 2 - 8. Off-Street Multimodal Facilities by Governmental Entity 9
Table 2 - 9. Off-Street Multimodal Quality of Service (QOS) Analysis by Governmental Entity 11
Table 2 - 10. On-Street Multimodal Quality of Service (QOS) Facilities by Governmental Entity 12
Table 2 - 11. On-Street Multimodal Quality of Service (QOS) Analysis by Governmental Entity 13
Table 2 - 12. 2050 Volume to Capacity Evaluation by Governmental Entity 15
Table 2 - 13. 2050 Volume to Capacity Percentage by Governmental Entity 16
Table 2 - 14. Future Number of Lanes and Total Miles by Governmental Entity 16

LIST OF FIGURES

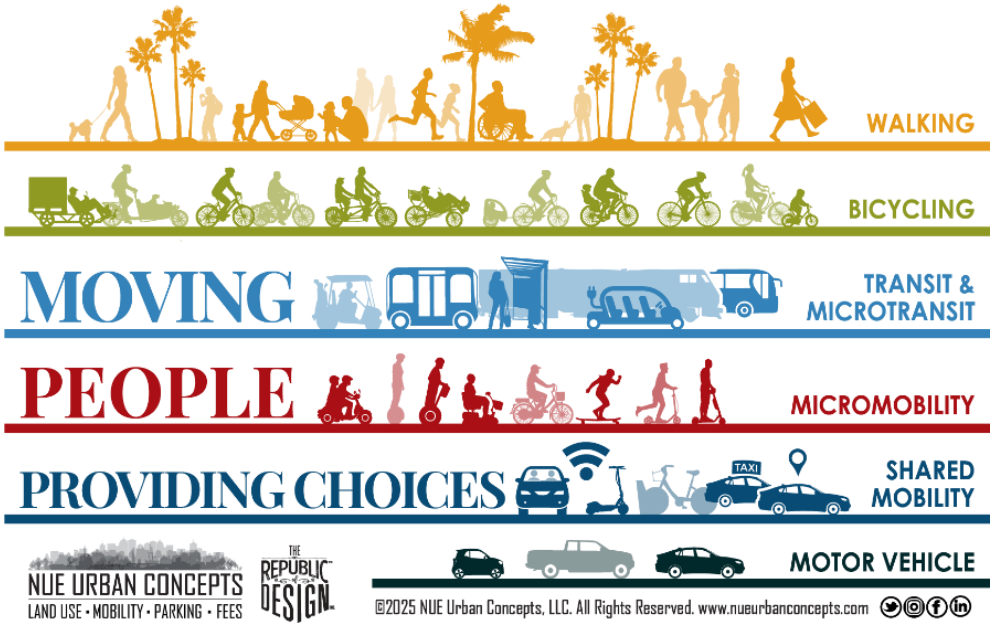
Figure 2 - 1. Moving People Providing Choices 1
Figure 2 - 2. Street Quality Of Service (QOS) Standards 5
Figure 2 - 3. Accessibility & Mobility 8
Figure 2 - 4. Off-Street Multimodal Facilities 10
Figure 2 - 5. Off-Street Multimodal Quality of Service (QOS) Standards 11
Figure 2 - 6. On-Street Multimodal Quality of Service (QOS) Standards 13
Figure 2 - 7. FDOT Context Classification 15

Chapter 2 – Transportation Element

I. Introduction

This element expands on the City's multimodal transportation system with an emphasis on safely and efficiently moving people, whether they choose to continue driving their cars, or decide to walk, bicycle, ride transit, or use new mobility technology **(Figure 2 - 1)**. The goals, objectives, and policies reflect the City's continued transition from a transportation concurrency and road impact fee framework - one that accepted congestion and primarily managed road capacity - to a comprehensive multimodal system centered on safety, accessibility, and mobility choice. This shift builds on the direction established with the adoption of the City's first Mobility Plan and Mobility Fee in 2021 and continues the City's commitment to a more balanced and sustainable transportation network. This element outlines important issues to address livability, safety, and balancing the need to accommodate both infill redevelopment east of I-95 and new development and future annexations west of I-95, while providing adequate accessibility and mobility throughout the City.

Figure 2 - 1. Moving People Providing Choices



II. Existing Multimodal Transportation System

The Existing Number of Lanes map is based on the Traffic Characteristics Data **(Map 2 - 1)**. The Traffic Characteristics Data which provides the existing limits of all major roads, the length, roadway classification, speed limit, number of lanes, daily capacities, traffic volumes, and volume-to-capacity ratios **(Appendix A)**. The following is a summary of the total existing mileage by road type based on number of lanes and by maintenance entity **(Table 2 - 1)**.

Table 2 - 1. Existing Number of Lanes and Total Miles by Governmental Entity

Number of Lanes (miles)	Total	HOA	City	County	State	Total
Two (2) Lane	146.43	0.00	110.83	35.60	0.00	146.43

Four (4) Lane	50.53	2.13	40.28	8.11	0.00	50.53
Six (6) Lane	21.89	0.00	14.09	0.00	7.80	21.89
Total	**218.85**	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of road by governmental entity. Number of lanes illustrated as part of the Existing Number of Lanes Map **(Map 2 - 1)**. The total milage does not include limited access roads. Ownership data by number of lanes is not mapped.						

Source: Port St. Lucie Traffic Characteristics Data (Appendix A).

The City of Port St. Lucie is unique within the State of Florida. The only City that owns and maintains more arterial and collector roads is the City of Jacksonville and that is because it is merged with Duval County. The City of Port St. Lucie maintains almost four times the milage of arterial and collector roads than St. Lucie County within and around the City.

The City of Port St. Lucie is the only large municipality in the State of Florida where neither a County nor State Road runs through the entire City. The majority of County Roads are on the periphery of the City **(Map 2 - 2)**. A portion of Port St. Lucie Blvd and US Hwy 1 are the only two State Roads, that are not limited access, within Port St. Lucie **(Map 2 - 2).** Interstate 95 and the Florida Turnpike are both State Roads that are limited access by bi-sect the City, limiting east-west connectivity within the City **(Map 2 - 2).**

The existing Functional Classification Map is based on the Traffic Characteristics Data **(Map 2 - 3)**. The Traffic Characteristics Data provides the functional classification for each roadway, along with the length of the roads and ownership **(Appendix A)**. There are a few major local roads included in the analysis that will eventually be reclassified as collector roads **(Table 2 - 2)**. The data for functional classification includes collector roads, arterials, major and principal arterials, ad limited access roads **(Table 2 - 2)**. The City of Port St. Lucie maintains 165.20 miles of functionally classified roads, which represents roughly 68% of all functionally classified roads **(Table 2 - 2)**.

Table 2 - 2. Functional Classification and Total Lanes by Governmental Entity

Functional Classification (miles)	HOA	City	County	State	Total
Major Local	0.00	0.00	5.72	0.00	5.72
Collector	2.13	75.90	4.81	0.00	82.84
Arterial	0.00	59.58	31.31	0.00	90.89
Major Arterial	0.00	29.72	1.87	0.00	31.59
Principal Arterial	0.00	0.00	0.00	7.80	7.80
Limited Access	0.00	0.00	0.00	24.51	24.51
Total	**2.13**	**165.20**	**43.71**	**32.31**	**243.36**
Note: Analysis shows the total miles by functional classification. Functional Classification Map **(Map 2 - 3)**. Functional Classification by number of lanes is not mapped.					

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

The next map in the map series illustrates existing Volume to Capacity ratios on the current transportation network **(Map 2 - 4)**. Overall, the majority of roadway miles (199.86) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity (**Table 2 - 3**). Roughly 16 miles of the network consist of roadways where available capacity is less than 15% (V/C > 0.85 < 1.0) of the available capacity, meaning these roads will likely be over capacity in the near future **(Table 2 - 3)**. There are a few segments of

roadways that are operating over capacity today, the majority of which are currently programmed to be widened in the next five (5) years **(Appendix A)**.

Table 2 - 3. Existing Volume to Capacity Evaluation by Governmental Entity

Maintaining Entity (miles)	V/C < 0.85	V/C > 0.85 < 1.0	V/C > 1.0	Total
HOA	3.10	0.00	0.00	3.10
City	148.77	14.25	3.56	166.58
County	42.48	0.00	1.24	43.71
State	5.52	1.40	0.88	7.80
Total	**199.86**	**15.66**	**5.68**	**221.19**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffc Characteristics Data **(Appendix A)***

Overall, the majority of roadway miles (90.36%) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity **(Table 2 - 4).** Roughly seven (7%) of the network consist of roadways where available capacity is more than 85% but less than the maximum road capacity at the adopted level of service (LOS) standard **(Table 2 - 4).** Over capacity segments along St. Lucie Blvd, California Blvd, and Port St. Lucie Blvd are under construction or are planned for widening over the next five years **(Map 2 - 4).**

Table 2 - 4. Existing Volume to Capacity Percentage by Governmental Entity

Maintaining Entity (percentage)	V/C < 0.85	V/C < 0.85 - 1	V/C > 1.0	Total
HOA	100.00%	0.00%	0.00%	100.00%
City	89.31%	8.56%	2.14%	100.00%
County	97.17%	0.00%	2.83%	100.00%
State	70.73%	18.00%	11.28%	100.00%
Total	**90.36%**	**7.08%**	**2.57%**	**100.00%**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. Source is the Port St. Lucie Traffc Characteristics Data **(Appendix A)**. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffc Characteristics Data **(Appendix A)**.*

III. Quality of Service (QOS) Standards: Street QOS

Florida Statute 163.3180 5(f) allows for establishing alternative standards for measuring mobility. Since the intent of alternative mobility funding systems, such as mobility fees, is to replace transportation concurrency, the establishment of a Street QOS, based on posted speed limits, provides an opportunity to prioritize safe travel for all modes of travel versus the level of capacity provided for vehicles. **Roadway Level of Service (LOS) Standards are utilized to regulate road capacity and require developments to meet transportation concurrency. Quality of Service (QOS) Standards are intended to be used for mobility planning and performance measures.**

In 2020, the City of St. Augustine successfully replaced roadway level of service (LOS) standards with multimodal quality of service (QOS) in its Comprehensive Plan through amendments that established the

legislative intent to develop a mobility plan and a mobility fee. The City was the first local government in Florida to completely move beyond transportation concurrency and roadway LOS.

The basis for the amendment occurred due to a question by a City Planning Commissioner who asked the simple question, "If we want to adopt a mobility plan and a mobility fee to replace transportation concurrency and we have no plans over the next 20 plus years to widen roads, why do we still have roadway LOS standards in the proposed comprehensive plan amendment?" The initial response from the City's mobility consultant, NUE Urban Concepts, was that Florida Statute requires local governments to have measurable standards in the transportation element of the comprehensive plan. The reply from the City Planning Commissioner was, "well can't we measure something else?"

From that response came the concept of Street QOS standards based on posted speed limits. It is something everyone can understand without being a transportation planner or traffic engineer, it is easy and cost effective to collect, it is something that can be easily quantified, and it can serve as a performance measure that can be evaluated over time. It is something that was recognized by both the Department of Economic Opportunity and FDOT District 2 as an innovative approach to encourage and plan for multimodal transportation.

Street QOS standards are intended to enhance mobility and move towards Vision Zero by allowing for the design of safer streets for all modes of travel by prioritizing slower speeds for cars. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speeds increase, so does the probability that a crash involving people walking, bicycling, or driving will result in one or more fatalities.

Given the size of current SUVs and trucks, even crashes at relatively slow speeds are fatal. The proposed Street QOS standards are the inverse of roadway LOS standards in that as speed limits go down, Street QOS goes up and provides the City with increased flexibility to design safer streets for all users. Whereas, for roadway LOS, as speed limits go down, road LOS also goes down, requiring the City to look at ways to add road capacity.

What most people don't know, without being a transportation planner or traffic engineer, is there is often a complete disconnect from the posted speed limit of a roadway and the design speed of a roadway. Most roads are designed to meet the 85th percentile speeds and can often accommodate speeds 10, 15, or 20 MPH above posted speed limits.

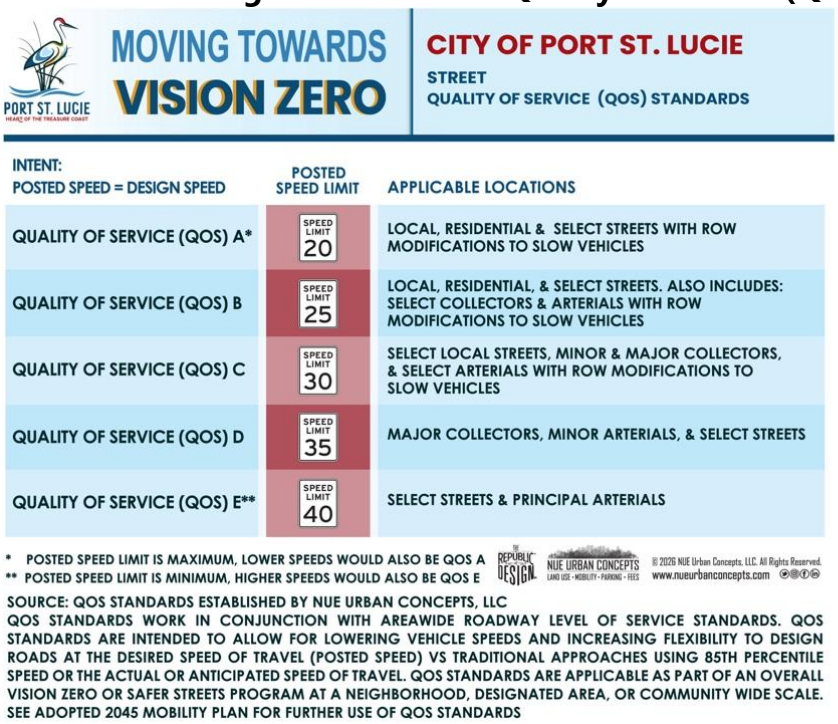
The other component of Street QOS Standards is that roads should be designed for their desired posted speed limit, not the speed vehicles are traveling at or the expected speed of vehicles. The concept is simple: ***Design Speed equals Posted Speed.*** Policies have been added to this element to provide the City Engineer with flexibility to design roads and streets that are safe for all users.

Street QOS standards that promote slower speeds provide planners and engineers with greater flexibility to implement innovative street designs, such as low-speed streets, shared streets, complete streets, narrower travel lanes, and locating buildings and trees closer to travel lanes.

However, just because a lower speed limit is posted, does not mean cars will slow down. Slowing down cars requires physical changes to the street right-of-way that result in people driving slower and people feeling more comfortable bicycling and walking.

Research from cities that have implemented Vision Zero polices has shown that reduction in speed limits to 25 MPH on arterials and collectors and 20 MPH on local streets has resulted in a reduction in crashes and injuries **(Appendix B)**. The adoption of Street QOS standards is the first step in allowing flexible street design to move towards Vision Zero **(Figure 2 - 2)** and to implement proven safety countermeasures **(Appendix C)**.

Figure 2 - 2. Street Quality Of Service (QOS) Standards



Street QOS standards allow the City of Port St. Lucie to establish a Street QOS of "A" for a given street or area to make it safer for all people to use the street; rather than continuing to have adopted standards in its Comprehensive Plan that accept a LOS of "E" or "F" and the associated congestion that results from being unable to widen roads or having community opposition to the widening of roads. It is more palatable and actionable to support and strive for a QOS "A" or "B" than being resigned to accepting failure and a LOS of "F".

An inventory of posted speed limits has been mapped for use in the analysis of Street QOS for the functionally classified roads in the City **(Map 2 - 5).** The data is included in the Traffic Characteristics Data and the Quality-of-Service Evaluation **(Appendix D).** The following summary of posted speed limits is summarized by the Street QOS standards **(Table 2 - 5)**.

Table 2 - 5. Miles of Roadway by Posted Speed Limit

Posted Speed Limit (Miles)	HOA	City	County	State	Total
20 MPH or Less	0.00	0.00	0.00	0.00	0.00
25 MPH	0.00	3.08	0.00	0.00	3.08
30 MPH	0.00	24.30	3.26	0.00	27.56
35 MPH	2.13	27.59	8.13	0.00	37.86
40 MPH or More	0.00	110.22	32.32	7.80	150.34
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Posted Speed Limit (Percentage)	**HOA**	**City**	**County**	**State**	**Total**
20 MPH or Less	0.00%	0.00%	0.00%	0.00%	0.00%
25 MPH	0.00%	100.00%	0.00%	0.00%	100.00%
30 MPH	0.00%	88.17%	11.83%	0.00%	100.00%
35 MPH	5.63%	72.88%	21.49%	0.00%	100.00%

40 MPH or More	0.00%	73.32%	21.49%	5.19%	100.00%
Total	**0.97%**	**75.49%**	**19.97%**	**3.57%**	**100.00%**
Note: Analysis shows the total miles by posted speed limit by governmental entity by ownership of the roadways. Posted speed limits illustrated are those used to establish Street QOS standards **(Figure 2 - 2)**.					

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

To illustrate that QOS standards can meet the statutory requirement for measurable standards and can serve as performance measures, a detailed evaluation of all arterials, collectors, and major local roads was developed **(Appendix D)**. The current Street QOS for the major roadway system within the City is summarized in **Table 2 - 6**. The current Street QOS for the major roadway system is further illustrated on **Map 2 - 6**.

There are 165.20 miles of City maintained roads and 43.71 miles of County maintained roads, respectively, within the City of Port St. Lucie. Of those roads, 16.02% of City and 18.61% of County roads result in a Street QOS of D based on a posted speed limit of 35 MPH **(Table 2 - 6)**. All 7.80 miles of State Roads within the City have a posted speed limit of 40 MPH (Street QOS E) or higher. Only 1.41% of the major roads in the City have posted speed limits of 25 MPH (QOS B), while 98.59% of major roads have posted speed limits of 30 MPH or higher **(Table 2 - 6)**. With research showing posted speed limits of 25 MPH have been shown to make roads safer, the City has the ability to make a significant impact on safety through re-evaluating posted speed limits and considering Street QOS Standards of "B" and "C". This analysis represents a benchmark to measure performance and changes in speed limits between updates of Mobility Plans.

Table 2 - 6. Street Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity	A	B	C	D	E	Total
HOA Streets (miles)	0.00	0.00	0.00	2.13	0.00	2.13
HOA Streets (percentage)	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
City Streets (miles)	0.00	3.08	25.42	26.47	110.22	165.20
City Streets (percentage)	0.00%	1.87%	15.39%	16.02%	66.72%	100.00%
County Roads (miles)	0.00	0.00	3.26	8.13	32.32	43.71
County Roads (percentage)	0.00%	0.00%	7.46%	18.61%	73.93%	100.00%
State Roads (miles)	0.00	0.00	0.00	0.00	7.80	7.80
State Roads (percentage)	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Total (miles)	**0.00**	**3.08**	**28.68**	**36.74**	**150.34**	**218.85**
Total (percentage)	**0.00%**	**1.41%**	**13.11%**	**16.79%**	**68.70%**	**100.00%**
Note: Analysis shows the total miles for each street quality of service (QOS) grade by governmental entity with maintenance responsibility for roadways. Street QOS based on posted speed limit **(Map 2 - 5)**. Analysis excludes limited access roads.						

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

The QOS Analysis of the City's multimodal transportation system serves as a benchmark that will allow the City to track changes in posted speed limits overtime. An analysis of the Street QOS by roadway classification has also been undertaken **(Table 2 - 7)**. The major local and collector roads provide the best opportunity for the City to make ROW changes to achieve slower speed limits and reduce posted speeds to 25 MPH (Street QOS "B") or 30 MPH (Street QOS "C").

Major collectors would be the next opportunity for the City to further evaluate ROW changes and lower posted speeds. Changes in speed limits and the resulting changes in Street QOS will likely occur over time as part of: (1) designing new mobility projects; (2) reimagining and repurposing existing right-of-way to emphasize the safe movement of people; and (3) as part of traffic calming projects. There will not be speed limit reductions on limited access roads or State Roads as their function is regional travel.

Table 2 - 7. Street Quality of Service (QOS) Analysis by Roadway Classification

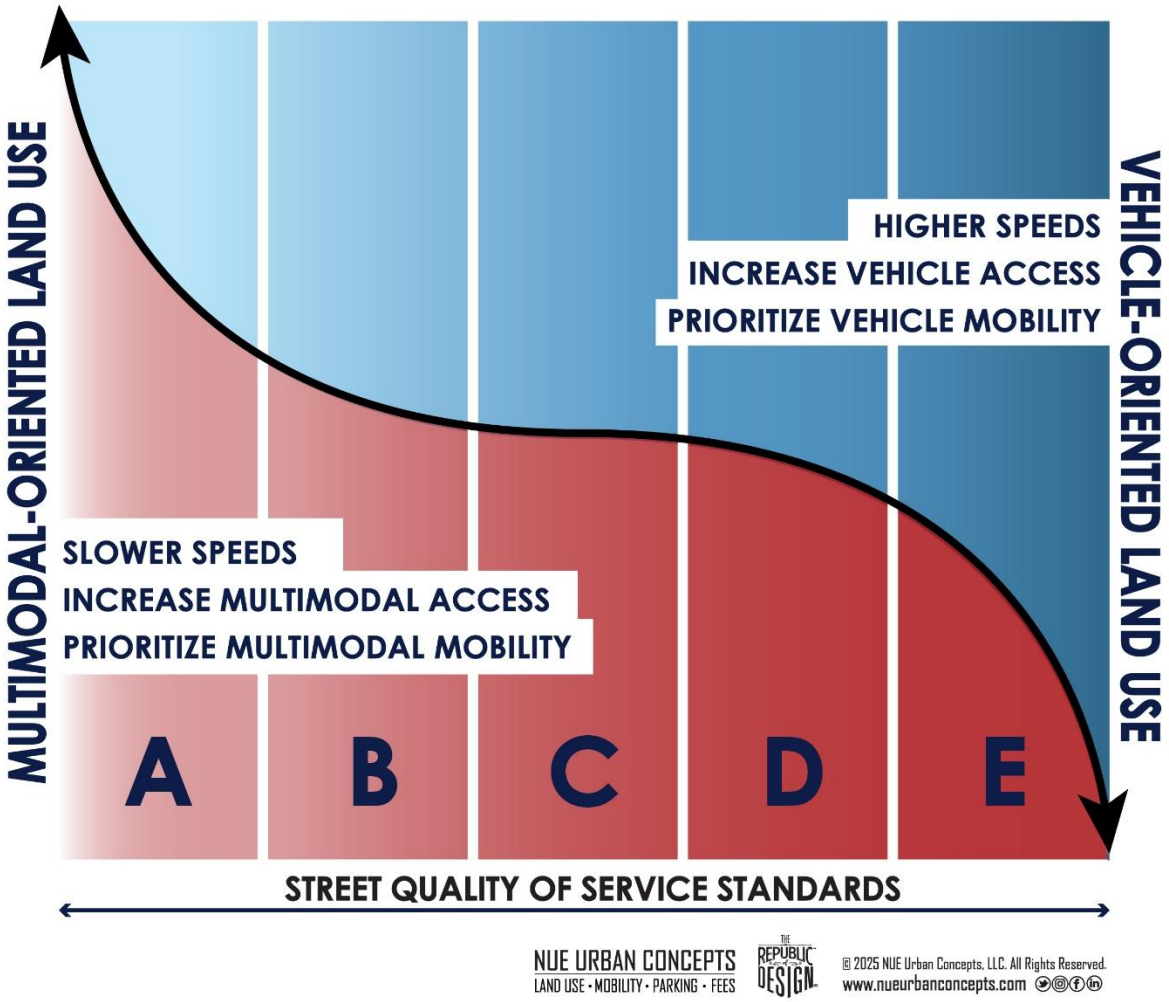
Functional Classification (miles)	A	B	C	D	E	Total
Major Local	0.00	0.00	2.53	3.19	0.00	5.72
Collector	0.00	3.08	23.76	19.45	36.55	82.84
Arterial	0.00	0.00	2.40	11.53	76.97	90.90
Major Arterial	0.00	0.00	0.00	2.57	29.02	31.59
Principal Arterial	0.00	0.00	0.00	0.00	7.80	7.80
Total	**0.00**	**3.08**	**28.68**	**36.74**	**150.34**	**218.85**
Functional Classification (percentage)	**A**	**B**	**C**	**D**	**E**	**Total**
Major Local	0.00%	0.00%	44.19%	55.81%	0.00%	100.00%
Collector	0.00%	3.72%	28.68%	23.48%	44.12%	100.00%
Arterial	0.00%	0.00%	2.64%	12.68%	84.68%	100.00%
Minor Arterial	0.00%	0.00%	0.00%	8.13%	91.87%	100.00%
Principal Arterial	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Total	**0.00%**	**1.41%**	**13.11%**	**16.79%**	**68.70%**	**100.00%**

Note: Analysis shows the total miles for each street quality of service (QOS) grade by roadway classification. Street QOS based on posted speed limit **(Figure 2 - 2)**. Analysis excludes limited access roads.

*Source is the Port St. Lucie Quality of Service (QOS) Analysis **(Appendix D).***

Establishing Street QOS standards based on posted speed limits more accurately reflects: (1) the intended purpose of a street; (2) the desired level of people walking and bicycling; and (3) the type of access to adjacent land uses. The lower the speed, the greater the accessibility to adjacent land uses by people walking and bicycling. The higher the speed limit, access to adjacent land uses becomes more restrictive, with a greater emphasis on the movement of vehicles and access via driving, versus walking and bicycling **(Figure 2 - 3).**

Figure 2 - 3. Accessibility & Mobility



A Street QOS standard of "B" prioritizes slower vehicle speeds, accessibility, and mobility for people. These streets not only help people reach their destinations; they can be destinations in and of themselves that offer a high level of social interaction. The adoption of Street QOS into the Comprehensive Plan will provide the City Engineer greater flexibility to allow for innovate street designs that will result in slower vehicle speeds and enhanced safety for all roadway users.

Florida Statute 163.3180 also allows for establishing quality of service (QOS) standards for multiple modes of transportation. Since transportation concurrency is intended to be replaced by a mobility fee, the establishment of a street QOS, based on posted speed limits, provides an opportunity to prioritize safe travel of all modes of travel versus the level of capacity provided by roads. Establishing street QOS standards allow for an eventual transition beyond roadway LOS. Street QOS standards are intended to be phased in over time in conjunction with physical geometric changes to street cross-sections that would result in lower motor vehicle speeds.

IV.Quality of Service (QOS) Standards: Multimodal QOS

Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal service standards as part of an alternative to transportation concurrency. The Multimodal QOS standards are currently used to establish multimodal capacities for the mobility fee calculations. The intent of Multimodal QOS is to provide a framework

for expansion of the multimodal transportation system over time. While the current QOS provided by the transportation network in the City may have room for improvement, the current conditions will serve as a baseline to evaluate improvements over the time frame of the 2050 Mobility Plan (aka performance measures).

Port St. Lucie is investing hundreds of millions of dollars in on-street bicycle lanes and off-street sidewalks, shared use paths and multi-use trails. There are several existing paths within the city that are part of a city-wide network of paths that provide connectivity across Port St. Lucie. Yet many of these paths are located on streets with posted speed limits of 35 MPH or higher. Given the significant financial commitment to funding for expanding paths and trails, it makes sense to ensure that people walking and bicycling along or around those trails are safe.

The higher the Multimodal QOS for a sidewalk or bike lane, **the higher the likelihood that people will actually bicycle or walk**, thus utilizing more of the person capacity provided by a sidewalk or bike lane. Multimodal Quality of Service for people walking and bicycling are influenced by three factors: (1) the type and width of the facility provided (e.g., 5-foot sidewalk, 4-foot bike lane); (2) the separation between the facility and cars (e.g., back of curb, barrier or set back from curb); and (3) the posted speed limit.

Port St. Lucie has built at least one off-street multimodal facility along most major roads and all State Roads that are not limited access have off-street multimodal facilities on both sides of the ROW **(Map 2 - 7)**. The vast majority of County Roads do not provide any type of off-street multimodal facility and account for most of the gaps in the current major road system. There are at least 80 miles of eight (8) foot or wider sidewalks or shared use paths along functionally classified roads **(Table 2 - 8)**. The City has strived to provide at least six (6) foot wide sidewalks along most collector roads and strives to provides eight (8) and ten (10) foot wide shared-use paths.

Table 2 - 8. Off-Street Multimodal Facilities by Governmental Entity

Facility for People Bicycling & Walking (miles)	HOA	City	County	State	Total
10'+ Wide (Boardwalk, Greenway, Multi-Use Trail, Shared Use Path, or Sidewalk)	0.00	17.22	1.79	0.00	19.02
8'-9' Wide (Sidewalk or Shared Use Path)	2.13	54.58	3.87	0.42	61.00
6'-7' Wide (Sidewalk)	0.00	48.90	0.87	5.29	55.06
4'-5' Wide (Sidewalk)	0.00	29.30	0.58	2.10	31.98
No Off-Street Facility	0.00	15.20	36.60	0.00	51.80
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of off-street multimodal facilities by governmental entity. Analysis excludes limited access roads.					

*Source is the Port St. Lucie Quality of Service Analysis **(Appendix D).***

The Multimodal Quality of Service is meant to evaluate how the street is performing for people "bicycling" or "walking", rather than "cyclists" or "pedestrians". These engineering terms tend to dehumanize a child riding a bicycle or an older adult walking along a sidewalk or a mobility impaired person using a motorized wheelchair to cross a street. Users of the multimodal transportation system are people who bicycle, walk, jog, run, ride a scooter, walk to a bus, ride a train, or drive a car.

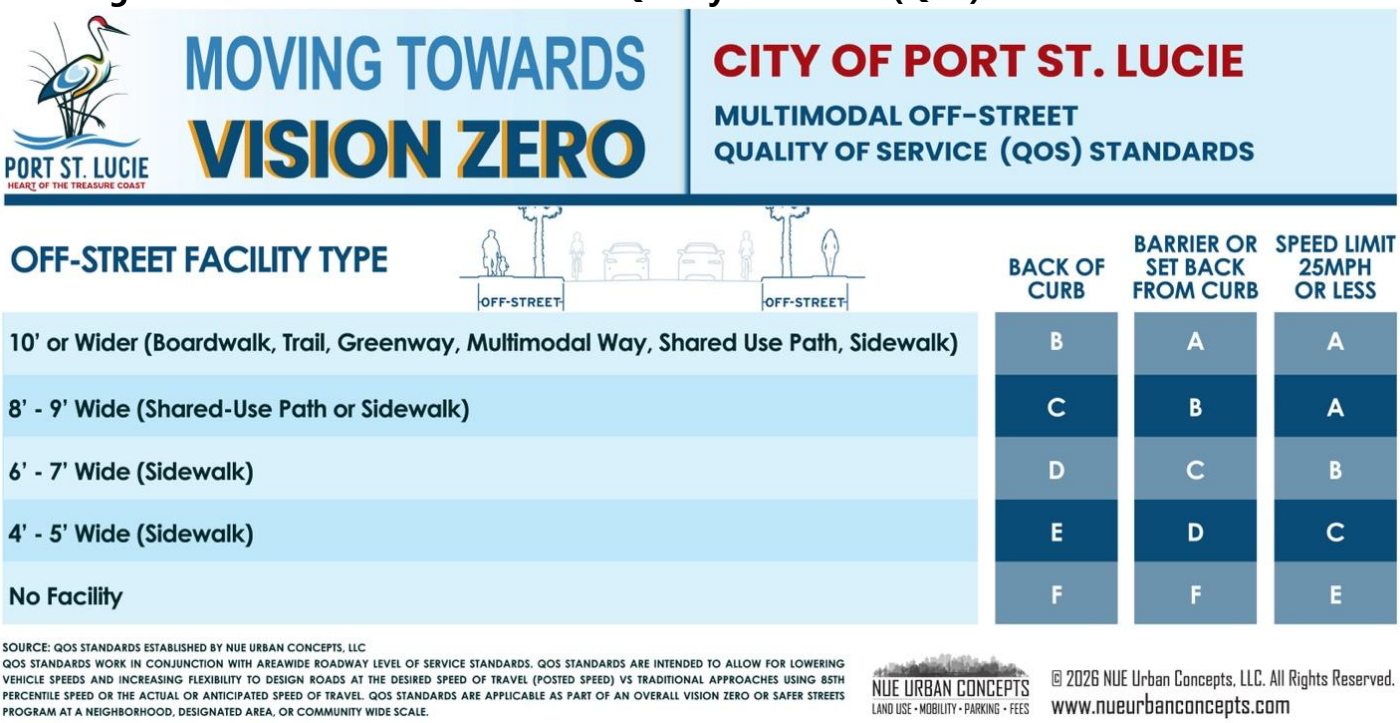
The common factor is they are people choosing this type of mobility and they are residents, employees, students, and visitors of Port St. Lucie. Most of the people who do choose to bicycle or walk prefer to do so on off-street sidewalks, shared-use paths, and multi-use trails that are separated from travel lanes and from people driving by a curb or barrier. The most comfortable separation includes on-street parking with landscaping and street trees.

The City and the Mobility Plan emphasize the construction of off-street multimodal facilities for people bicycling and walking. The standard facility for major collectors is an 8' wide sidewalk or path along at least one side of the roadway where ROW is available. The standard facility for arterials is a 10' to 12' wide sidewalk, path, or trail along at least one side of the roadway where ROW is available. Some arterials and collectors only have room for five (5) foot wide sidewalks along both sides of the ROW. Where ROW exists, such as along Floresta Dr, wide sidewalks are being constructed or have been recently completed, as well as along portions of new roadways like Tradition Parkway and Marshall Parkway, where 12' wide sidewalks and paths are being constructed or have already been constructed **(Figure 2 - 4)**.

Figure 2 - 4. Off-Street Multimodal Facilities

The following are the Multimodal QOS standards for off-street facilities consisting of sidewalks, shared-use paths, trails, boardwalks, multimodal ways, and greenways that accommodate non-motorized travel demand for people bicycling, walking, jogging, running, or skating **(Figure 2 - 5)**. Some off-street multimodal facilities may also be used by electric micromobility devices such as bikes, scooters, segways or microtransit vehicles such as neighborhood electric vehicles or autonomous transit shuttles that serve as transit circulators.

Figure 2 - 5. Off-Street Multimodal Quality of Service (QOS) Standards



The QOS evaluation of off-street multimodal facilities on the City's multimodal transportation system serves as a benchmark that will allow the City to track changes in improvements overtime. The current Multimodal QOS for off-street facilities within the City is summarized in **Table 2 - 9.** The current Multimodal QOS for off-street facilities is further illustrated on **Map 2 - 8**.

Table 2 - 9. Off-Street Multimodal Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity (miles)	A	B	C	D	E	F	Total
HOA	0.00	2.13	0.00	0.00	0.00	0.00	2.13
City	13.10	55.91	50.37	30.61	0.00	15.20	165.20
County	1.79	3.87	0.87	0.58	0.00	36.60	43.71
State	0.00	0.00	1.82	5.98	0.00	0.00	7.80
Total	**14.89**	**61.92**	**53.07**	**37.18**	**0.00**	**51.80**	**218.85**
Maintaining Entity (percentage)	**A**	**B**	**C**	**D**	**E**	**F**	**Total**
HOA	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
City	7.93%	33.85%	30.49%	18.53%	0.00%	9.20%	100.00%
County	4.10%	8.85%	1.99%	1.33%	0.00%	83.72%	100.00%
State	0.00%	0.00%	23.34%	76.66%	0.00%	0.00%	100.00%
Total	**6.80%**	**28.29%**	**24.25%**	**16.99%**	**0.00%**	**23.67%**	**100.00%**

Note: Analysis shows the total miles for each multimodal off-street QOS grade by governmental entity with maintenance responsibility for roadways. Off-Street QOS based on the predominant presence of off-street multimodal facilities and ROW features **(Figure 2 - 5)**. Analysis excludes limited access roads.

*Source is the Port St. Lucie Quality of Service Evaluation **(Appendix D)**.*

Overall, Port St. Lucie has a positive Multimodal QOS for off-street facilities, with 59.34% of the major roads featuring a QOS of "C" or better. Furthermore, City-owned streets perform extremely well with over 41% of facilities with a QOS "A" or "B". The greatest opportunity for improvements to QOS is along those City streets (roughly 9%) where facilities currently do not exist. County roads have a high percentage of QOS "F" facilities (83.72%) because of roadways such as Glades Cut-Off Road and Range Line Road. State facilities also perform well with 100% of facilities earning QOS grades "C" or "D"; however, there is potential to improve QOS at these locations. **(Table 2 - 9)**.

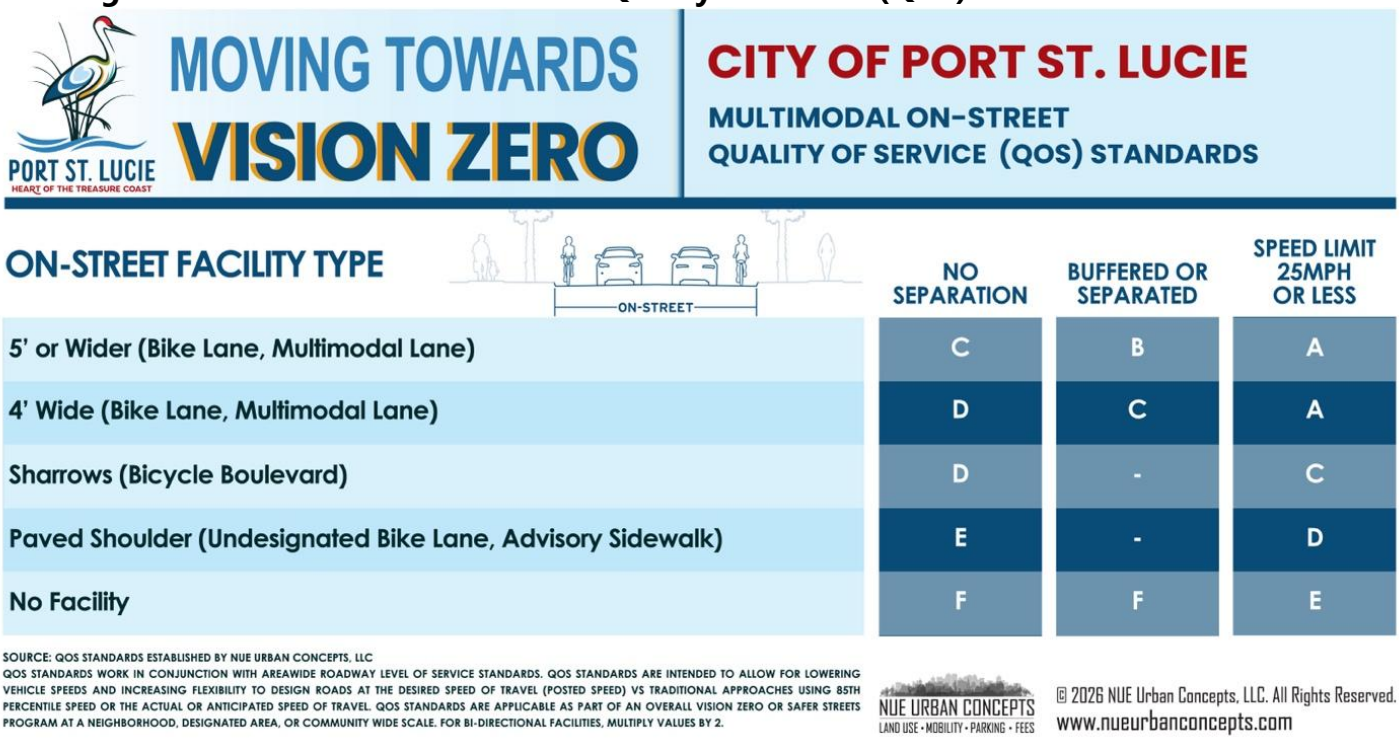
The Transportation Element map series includes a map that illustrates the existing On-Street Multimodal Facilities **(Map 2 - 9)**. Since the City excels at its multimodal off-street infrastructure, the need for on-street facilities is not as needed or desirable for people walking and biking. Most people prefer to walk and bicycle on separated facilities. The existing network reflects this as less than 35 miles of roadway currently include a dedicated on-street multimodal facility. Most bike lanes are 5' or wider and run along City-owned streets. **(Table 2 - 10)**. QOS standards for On-Street Multimodal Facilities that accommodate travel demand for people skating, riding a bicycle, scooter, skateboard, or riding a micromobility device or microtransit vehicle **(Figure 2 - 6)**.

Table 2 - 10. On-Street Multimodal Quality of Service (QOS) Facilities by Governmental Entity

Facility for People Bicycling & Walking (miles)	HOA	City	County	State	Total
5'+ Wide (Bike Lane, Multimodal Lane)	0.00	28.19	2.83	3.23	34.25
4' Wide (Bike Lane, Multimodal Lane)	0.00	6.53	0.68	0.27	7.49
Sharrows (Bicycle Boulevard)	0.00	0.00	0.00	0.00	0.00
Paved Shoulder (Undesign. Bike Lane, Advisory Sidewalk)	0.00	5.63	1.95	0.00	7.58
No On-Street Facility	2.13	124.85	38.25	4.30	169.53
Total	**2.13**	**165.20**	**43.71**	**7.80**	**218.85**
Note: Analysis shows the total miles by type of on-street multimodal facilities by governmental entity. Analysis excludes limited access roads.					

*Source: Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

Figure 2 - 6. On-Street Multimodal Quality of Service (QOS) Standards



The current QOS for on-street multimodal facilities within the City is summarized in **Table 2 - 11**. The current QOS for on-street multimodal facilities is further illustrated on **Map 2 - 10**. Overall, the Multimodal QOS for on-street facilities has ample room for improvement, with 80.9% of the major roads featuring a QOS of "E" or "F". In addition, no major roads scored a QOS of "A".

City and County owned streets feature 75% and 87% of facilities with a QOS "F", respectively. State roads perform somewhat better because of the buffered bike lanes along US 1, which account for the 34% of State Roads that score a QOS B. Approximately 55% of State roads in Port St. Lucie do not accommodate people bicycling through on-street multimodal facilities. The lower QOS for on-street multimodal facilities is not a surprise as the City has prioritized providing at least a sidewalk along all functionally classified roads, which it is very close to achieving. The data below serves as a benchmark and there is great opportunity for improvement.

Table 2 - 11. On-Street Multimodal Quality of Service (QOS) Analysis by Governmental Entity

Maintaining Entity (miles)	A	B	C	D	E	F	Total
HOA	0.00	0.00	0.00	0.00	0.00	2.13	2.13
City	0.00	4.54	23.65	6.53	6.43	124.05	165.20
County	0.00	0.59	2.24	0.68	1.95	38.25	43.71
State	0.00	2.66	0.57	0.27	0.00	4.30	7.80
Total	**0.00**	**7.79**	**26.46**	**7.48**	**8.38**	**168.73**	**218.85**
Maintaining Entity (percentage)	**A**	**B**	**C**	**D**	**E**	**F**	**Total**
HOA	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
City	0.00%	2.75%	14.32%	3.95%	3.89%	75.09%	100.00%

County	0.00%	1.35%	5.13%	1.56%	4.46%	87.51%	100.00%
State	0.00%	34.10%	7.30%	3.49%	0.00%	55.11%	100.00%
Total	**0.00%**	**3.56%**	**12.09%**	**3.42%**	**3.83%**	**77.10%**	**100.00%**
Note: Analysis shows the total miles for each multimodal on-street QOS grade by governmental entity with maintenance responsibility for roadways. On-Street QOS based on predominant presence of on-street multimodal facilities and ROW features **(Figure 2 - 6)**. Analysis excludes limited access roads.							

*Source: Port St. Lucie Quality of Service Analysis **(Appendix D)**.*

The Comprehensive Plan policies include a provision to recognize the benefit of shared-use paths in achieving a higher QOS. Accounting for shared-use paths does greatly improve the overall level of mobility for people riding bicycles. Further, as the City continues to improve roadways, there will be opportunities to include additional on-street multimodal facilities and shared-use paths.

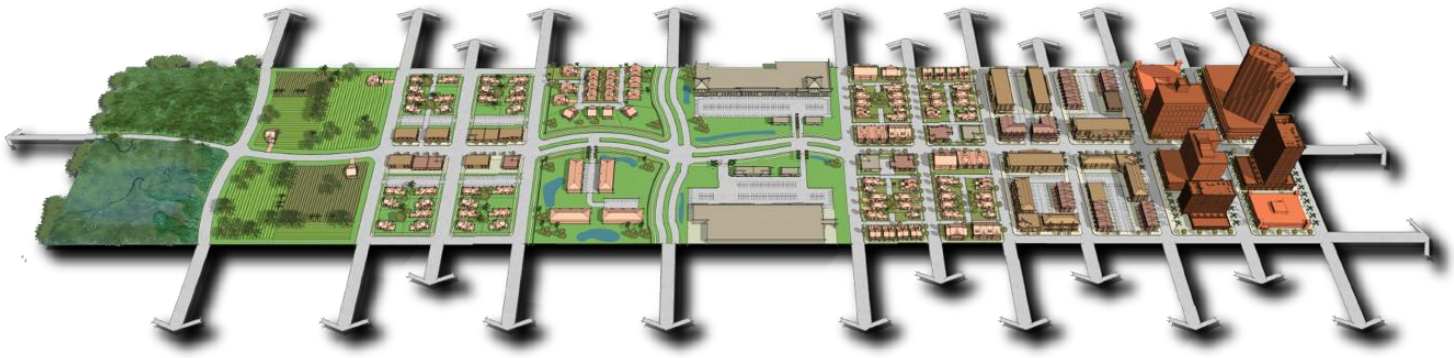
Florida Statute allows local governments to designate facilities to also accommodate microtransit vehicles (e.g., golf carts and low speed vehicles) as well as micromobility devices. The City has added a network of multimodal ways by working with developers in Tradition. Similar practices can be implemented along other major roadways within the City to improve the quality of multimodal infrastructure for low-speed vehicles.

The adoption of QOS Standards into the Comprehensive Plan is the next step in the City's transition away from roadway LOS and traditional transportation concurrency towards a multimodal system that emphasizes providing a safe, convenient, and interconnected transportation system that provides the City's residents, employees, students, and visitors with the choice to bicycle, walk, ride transit, or drive a vehicle. This transition will occur over time as the City continues to expand its multimodal transportation network.

V. FDOT Context Classification

In 2021, FDOT released its context classification system to better match the function of roadways with surrounding adjacent land uses (**Figure 2 - 7**). In more urbanized areas and in the core of small towns and cities, FDOT has recognized the need for roadway designs that increase safety for all users, especially those walking, bicycling, and accessing transit. In 2023, FDOT integrated the context classification into the 2023 FDOT Quality and Level of Service Handbook. As part of the Technical Data for determining volume to capacity ratio's, FDOT's content classification has been applied to each arterial and collector roadway **(Appendix A)**. This was a recommendation for implementation of the City's Mobility Plan and Mobility Fee in 2022. The context classifications and various QOS standards will help guide future design and apply appropriate context classification solutions based on existing and future land uses.

Figure 2 - 7. FDOT Context Classification



VI.Future Volume to Capacity Evaluation

The next map in the map series illustrates 2050 Volume to Capacity ratios based on the projected transportation network in 2050 **(Map 2 - 11)**. The projected network includes roads currently programmed for widening and future roadway improvements per the 2050 Mobility Plan. Overall, the majority of roadway miles (168.36) would continue to operate at a V/C ratio less than .85%, meaning the majority of the 2050 system, with planned improvements, will have adequate road capacity **(Table 2 - 12)**.

The share of the network where available capacity is projected to be less than 15% of the maximum road capacity increases from roughly 16 miles in 2025 to 28 miles in 2050 (**Table 2 - 12**). The most significant increase, even with planned improvements, is to roadways that will be operating above the maximum road capacity at current LOS standards. The total miles of roadways projected to be over capacity increases from 5.68 miles to 37.04 miles **(Table 2-12)**.

Table 2 - 12. 2050 Volume to Capacity Evaluation by Governmental Entity

Maintaining Entity (miles)	V/C < 0.85	V/C > 0.85 < 1.0	V/C > 1.0	Total
HOA	3.10	0.00	0.00	3.10
City	137.15	12.46	29.22	178.83
County	28.12	12.50	3.09	43.71
State	0.00	3.07	4.73	7.80
Total	**168.36**	**28.03**	**37.04**	**233.44**
Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.				

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

Overall, the majority of roadway miles (72.12) are at a V/C ratio less than .85%, meaning the majority of the system currently has adequate road capacity (**Table 2 - 13**). Roughly twelve (12%) of the network consists of roadways where available capacity is more than 85% but less than the maximum road capacity at the adopted level of service (LOS) standard (**Table 2 - 13)**. The share of roadways over capacity is projected to increase from roughly 2.6% to almost 16% **(Table 2 - 13)**.

Table 2 - 13. 2050 Volume to Capacity Percentage by Governmental Entity

Maintaining Entity (percentage)	V/C < 0.85	V/C < 0.85 - 1	V/C > 1.0	Total
HOA	100.00%	0.00%	0.00%	100.00%
City	76.69%	6.97%	16.34%	100.00%
County	64.33%	28.60%	7.07%	100.00%
State	0.00%	39.38%	60.62%	100.00%
Total	**72.12%**	**12.01%**	**15.87%**	**100.00%**

Note: Analysis shows the total miles for each volume to capacity (v/c) ratio by governmental entity with maintenance responsibility for roadways. The total milage does not include limited access roads.

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

VII. Future Number of Lanes

The Future Number of Lanes map, consistent with the 2050 Mobility Plan, illustrates a number of programmed and projected roadway improvements **(Map 2 - 12)**. The Future Number of Lanes map is based on the Traffic Characteristics Data **(Appendix A)**. The total miles of roadways for the multimodal transportation system are projected to increase from 218.85 in 2025 to 233.44 miles by 2050 **(Table 2 - 14)**. Most of these new roadways are projected to be built within the northwest and southwest annexation areas, west of Interstate 95 **(Map 2 - 11).**

The vast majority of roadway improvements will be widening or constructing four lane roads, with a projected increase from just over 40 miles in 20205 to 80.80 miles in 2050 **(Table 2 - 14)**. The City also plans on widening several roadways to six miles with the total miles increasing from just over 14 miles in 2025 to 21 miles in 2050 **(Table 2 - 14)**. Widening to six (6) lanes is proposed along portions of St. Lucie Blvd, Crosstown Parkway and Village Parkway. The following summarizes the total future mileage by road type based on number of lanes and maintenance entity **(Table 2 - 14)**.

Table 2 - 14. Future Number of Lanes and Total Miles by Governmental Entity

Number of Lanes (miles)	Total	HOA	City	County	State	Total
Two (2) Lane	91.50	0.00	76.90	14.60	0.00	91.50
Four (4) Lane	113.01	3.10	80.80	29.11	0.00	113.01
Six (6) Lane	28.93	0.00	21.13	0.00	7.80	28.93
Total	**233.34**	**3.10**	**178.83**	**43.71**	**7.80**	**233.44**

Note: Analysis shows the total miles by type of road by governmental entity. Number of lanes illustrated as part of the Future Number of Lanes Map **(Map 2 - 12)**. The total milage does not include limited access roads. Ownership data by number of lanes is not mapped.

*Source: Port St. Lucie Traffic Characteristics Data **(Appendix A)**.*

VIII. Mobility Plan Overview

The City of Port St. Lucie has an adopted mobility plan based on 2045 traffic projections. An updated Mobility Plan has been prepared based on 2050 traffic projections. The mobility plan has a series of maps that accompany project specific descriptions. Roadway Corridors consist of a series of three (3) plans based on projected time frames of improvements:

1) Short-Term plan (2025 to 2030)

2) Mid-Term plan (2030 to 2040)

3) Long-Term Plan (2040 to 2050)

The short-term plan primarily consists of funded and programmed improvements or improvements likely to be programmed for construction by 2030. The mid-term plan consists of roadways corridors where some preliminary planning or traffic studies have occurred or are occurring and are the corridors most likely to be under design and construction between 2030 and 2040. The long-term plan and projected needed improvements that will be monitored over the next ten years to determine if they need to be advanced before the 2040-time frame.

The 2050 Mobility Plan identifies a number of corridors for future study. Several corridors are intended to serve as parallel capacity to major east-west roads such as Port St. Lucie and Gatlin Blvd, the Crosstown Expressway, and Midway Road. Other corridor studies involve the introduction to improvements that have not been undertaken before in Port St. Lucie. These studies involve conversion of roadways into one-way pairs or use of existing canal right-of-way to also serve as roadway with appropriate stormwater infrastructure. Due to the number of platted lots within Port St. Lucie, many arterial and collector roads allow for one or two driveways per platted lot to connect to these higher volume roadways. These driveways impact utilities, stormwater, curbing, landscape, shared-use paths and capacity, all of which increase cost.

Some corridors, due to the frequency of driveways, are resulting in roadway construction cost approaching $30 million a mile. That is roughly three times the average cost per mile for traditional arterial and collector roadways. At this cost, pursuing use of drainage canals, even with the increased cost of stormwater structures, may be a viable alternative to trying to widen existing roadways along corridors with a substantial number of platted lots. The biggest downside to use canal right-of-way is not necessarily the cost, it is the reality that most of these canal ROW run adjacent to the back yards of existing residents. Even though these are platted ROW, it is recognized that there is a big difference between a canal in someone's back yard versus a roadway.

The three (3) roadway corridor plans largely identify improvements along corridors where ROW is available or attainable. The Corridor Studies identified the parallel corridors along arterials and collectors that are projected to be over capacity where ROW is not readily available to make parallel improvements. These corridors, such as Port St. Lucie Blvd between US 1 and Gatlin, and Gatlin between Port St. Lucie Blvd and Interstate 95 are going to require innovative solution to accommodate the projected traffic volumes along both corridors. The same will hold true for the Crosstown Parkway and Midway Road between US 1 and Interstate 95 in the future. The City will need to coordinate with FDOT and the TPO to advance studies for parallel improvements along these corridors, consistent with the 2050 Mobility Plan.

The 2050 Mobility Plan also identifies a preliminary network of developer access roads for areas west of current city limits where there are few planned corridors. These will need to be coordinated with St. Lucie County and future development. Most of these areas are currently unincorporated. However, several will likely become incorporated in the future and become part of Port St. Lucie. These developer access roads are intended to serve as a guide to ensuring connectivity and continuity. These corridors will need to be further defined over time.

The 2050 Mobility Plan includes an intersection plan that identified capacity and safety improvements at intersections throughout the City. The current intersection plan in the currently adopted mobility plan has been used extensively by the City to plan and prioritize current programmed intersection projects. The intersection plan project list is a testament to the number of intersection projects that are already programmed within the

City or are already under construction. The Intersection Plan will continue to function as a tool to be used by the City to identify and prioritize needed improvements.

The Multimodal Plan component of the 2050 Mobility Plan has been streamlined to better illustrate the overall existing and planned network of multimodal improvements. The Multimodal Plan consists of current multimodal corridors, planned shared-use paths, and future shared-use paths that would be outside road ROW in the form of boardwalks, greenways, or multi-use trails. The City is rapidly closing gaps in its multimodal network with a goal of a multimodal facility on at least one side of all City maintained functionally classified arterial and collector roadways.

The 2050 Mobility Plan also includes a multimodal network map that classifies multimodal corridors into four categories: (1) principal; (2) major; (3) minor; and (4) corridor studies. The objective of this map is similar to a functional classification map for roadways.

The principal multimodal corridors are the ones likely to experience the greatest level of multimodal use and connect schools, parks, neighborhoods, and major destinations. These are the top priority corridors for multimodal improvements and represent the foundation for an interconnected multimodal network. The principal multimodal corridors are the ones likely to experience the greatest level of multimodal use and connect schools, parks, neighborhoods, and major destinations. The next tier are major multimodal corridors, and these are intended to connect principal multimodal corridors and largely serve existing and future residential neighborhoods. The final tier are minor multimodal corridors, and these are intended to fill in gaps between principal and multimodal corridors and to serve parks and schools that are not located along a principal or multimodal corridor.

There is also a corridor study planned for Port St. Lucie Blvd from US 1 to Gatlin Blvd. This segment, which is mostly a State Road, does not have adequate right-of-way for on-street multimodal facilities such as bike lanes, nor does it have adequate ROW to widen existing sidewalks to shared-use paths. Parallel multimodal improvements are needed along this corridor given the land use patterns which can support multimodal trips.

The Transit Circulator Plan is the last of the 2050 Mobility Plan map series. The plan consists of microtransit routes using low speed vehicles and the potential for water taxi service in the future. While the Transit Circulator Plan identifies corridors throughout the City, each with key destinations that are intended to be served, the proposed project for funding in the next five years are more targeted pilot projects top initiate services, rather than try to provide services in areas where there is not yet demand.

The City has used its currently adopted Mobility Plan as the basis for funding studies, design, right-of-way and construction of existing road, multimodal and intersection projects. The prioritization process is done as part of the annual update of the Capital Improvements Program. The most recent version of the City's Mobility Plan is intended to serve as implementing the Capital Improvements Element of the Comprehensive Plan related to multimodal improvements. The latest version of the City's Mobility Plan is available upon request from the City's Planning and Zoning Department. Should the City Council adopt the 2050 Mobility Plan, the document will be made available upon request from the City's Planning and Zoning Department.

IX. Rationale for Transportation Element Amendments

The changes to the goals, objectives, and policies of this element had very specific reasons, outlined below.

Policy 2.1.1.4: Maintain our existing signal inventory study for all roads for which Port St. Lucie has operational, maintenance and jurisdictional responsibility as a basis for implementing the ~~2010~~ the latest edition of the Highway Capacity Manual city-wide.

Rationale: The Highway Capacity Manual has been updated twice since the 2010 version. It is currently at 7th edition of the Highway Capacity Manual last updated in 2022 and will likely be updated to the 8th edition in 2027. This change reflects that the latest document will be utilized. This amendment is not more restrictive on development.

Policy 2.1.2.5: Consider an equitable pro rata share of the costs to provide roadway improvements to serve new development as credit for required ~~impact~~ mobility fees.

Rationale: This change reflects that the City stopped collecting road impact fees in 2021 and replaced its road impact fee with a Mobility Fee in 2021. This amendment is not more restrictive on development.

~~Policy 2.1.2.13: The City may consider the establishment of a multimodal quality level of service standards that includes bicycle facilities including bicycle lanes, pedestrian facilities, and transit in addition to vehicular roadway capacity level of service standards. The City should coordinate with the FDOT, St. Lucie County, and the St. Lucie County TPO in developing planning studies in the feasibility of a multimodal quality level of service standards.~~

Rationale: This policy is being replaced by Objective 2.1.5 and subsequent policies. This amendment is not more restrictive on development.

Objective 2.1.5: The City shall evaluate the quality of service for streets, on-street and off-street multimodal facilities as part of updates to its mobility plan to measure improvements over time and to plan and design for safer streets for all.

Rationale: This Objective replaces existing Policy 2.1.2.13 and implements the City's current mobility plan which was adopted in 2023. This amendment is not more restrictive on development.

Policy 2.1.5.1: The City may adopt, in addition to existing roadway level of service (LOS) standards, the following street quality of service (QOS) standards based on posted speed limits:

Quality of Service (QOS) Standard	Posted Speed Limit	Applicable Locations
A	20 MPH or lower	Local, residential and select streets with ROW modifications to slow vehicles to achieve posted speed limit
B	25 MPH	Local, residential and select streets, also includes select arterials and collectors with ROW modifications to slow vehicles to achieve posted speed limit
C	30 MPH	Local, residential and select streets, minor and major collectors and select arterials with ROW modifications to slow vehicles to achieve posted speed limit
D	35 MPH	Major collectors, minor arterials and select streets
E	40 MPH or higher	Major collectors, arterials and select streets

Policy 2.1.5.2: The City Engineer shall have the flexibility to design roads where design speed is equal to posted speed. It shall be the City Engineer's discretion when to utilize this policy.

Policy 2.1.5.3: The City shall have flexibility in the implementation of street quality of service over time and may initially permit slower speeds after right-of-way modifications have been constructed that slow down motor vehicles.

Policy 2.1.5.4: The City may elect to replace roadway level of service standards with street quality of service standards in areas of the City in which the City or the community no longer desires to see additional roadway capacity added due to policy, physical, environmental, or neighborhood constraints.

Rationale: The City may elect to adopt Street QOS standards to allow the City Engineer greater flexibility in street design standards. These are not a regulatory standard. They reflect the subsequent Street QOS at a given posted speed limit. Florida Statute requires a measurable standard should the City ever elect to move away from roadway level of service standards for built-out areas of the City in the future. The Data, Inventory and Analysis demonstrate how Street QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.5: The City may adopt the following on-street multimodal quality of service standards based on the presence and width of on-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

On-Street Multimodal Facility	No Separation	Buffered or Separated	25 MPH or lower
5' or wider (bike lane or multimodal lane)	C	B	A
4' wide (bike lane or multimodal lane)	D	C	A
Sharrows (Bicycle Boulevard)	D	--	C
Paved Shoulder (Undesignated Bike Lane, Advisory Sidewalk)	E	--	D
No facility	F	F	E
* On-street means a multimodal facility located between curbs or the edge of pavement using the same asphalt pavement or other surface as motor vehicles.			
** For bi-directional multimodal facilitates, the width would be multiplied by two.			
*** An off-street shared-use path on the back of curb would result in a QOS B, and an off-street path separated at least five (5) foot from the back of curb or edge of pavement would be a QOS of A.			

Rationale: The City may elect to adopt QOS standards for On-Street multimodal facilities. The table above in Policy 2.1.5.5 assigns a QOS based on the type of on-street multimodal facility present. These are not a regulatory standard. These standards allow for performance to be measured over time. The Data, Inventory and Analysis demonstrate how this QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.6: To the maximum extent feasible on-street multimodal facilities without physical separation should be limited to roads with a posted speed limit of 30 MPH or lower. Roads with a posted speed limit of 35 to 40 MPH should be designed with a buffer, physical separation or off-street shared use path. On-street multimodal facilities on roadways with a posted speed of 45 MPH or greater should either be physically separated or feature an off-street shared-use path.

Rationale: This Policy provides guidance on the most appropriate type of bicycle facility given the posted speed limit. The State has implemented similar guidance. It is becoming recognized that higher speed roads

require different on-street multimodal facilities where feasible. This amendment is not more restrictive on development.

Policy 2.1.5.7: On-street multimodal facilities should primarily be used by people on bicycles. Unless pre-empted by the State, the City can regulate the use of e-bikes, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on on-street multimodal lanes.

Rationale: This Policy allows the City to regulate use of on-street multimodal facilities, unless pre-empted by the State. This addresses use of e-bike, golf carts, delivery robots and other forms of motorized transportation. This amendment is not more restrictive on development.

Policy 2.1.5.8: The City may adopt the following off-street multimodal quality of service standards based on the presence and width of off-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

Off-Street Multimodal Facility	Back of curb	Barrier or setback from curb	25 MPH or lower
10′ or wider (boardwalk, trail, multimodal way, shared-use path, sidewalk)	B	A	A
8′ to 9′ wide (shared-use path or sidewalk)	C	B	A
6′ to 7′ wide (sidewalk)	D	C	B
4′ to 5′ wide (sidewalk)	E	D	C
No facility	F	F	E
* Off-street means a multimodal facility located outside of the travel lanes for motor vehicles. When adjacent to travel lanes, most sidewalks feature a vertical curb. Setbacks can also be from the edge of pavement where a vertical curb is not present.			
** A paved shoulder on a 30 MPH roadway could accommodate people walking and would be a QOS E.			
*** A designated walking areas (aka paved shoulder) on a 25 MPH or slower roadway could accommodate people walking and would be a QOS D.			

Rationale: The City may elect to adopt QOS standards for Off-Street multimodal facilities. The table above in Policy 2.1.5.8 assigns a QOS based on the type of off-street multimodal facility present. These are not a regulatory standard. These standards allow for performance to be measured over time. The Data, Inventory and Analysis demonstrate how this QOS functions as a measurable standard. This amendment is not more restrictive on development.

Policy 2.1.5.9: Off-street multimodal facilities should primarily be used by people walking, jogging, running, biking, pushing a stroller, or using a mobility assistance device. Unless pre-empted by the State, the City can regulate the use of e-bikes, bicycles, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on off-street multimodal facilities.

Rationale: This Policy allows the City to regulate use of off-street multimodal facilities, unless pre-empted by the State. This addresses use of bicycles, e-bike, golf carts, delivery robots and other forms of motorized transportation. This amendment is not more restrictive on development.

Policy 2.1.5.10: The City may elect to establish quality of service standards for transit at a future date as part of an update to its mobility plan.

Rationale: This Policy allows the City to establish QOS standards for measuring transit performance as part of updates to its mobility plan in the future. This amendment is not more restrictive on development.

Policy 2.2.1.1: Review development projects to require improvements for pedestrian (on-street multimodal) and bicycle (off-street multimodal) facilities.

Rationale: This Policy provides consistency with QOS standards for on and off street multimodal facilities. This amendment is not more restrictive on development.

Objective 2.4.1: Share common transportation goals, objectives, and policies with the transportation-related agencies listed above where common interests are involved. The City should coordinate with adjacent jurisdictions on multimodal ~~multi-modal~~ approaches to transportation planning and implementation of concurrency or mobility.

Rationale: This Policy provides for consistent spelling of the term multimodal. This amendment is not more restrictive on development.

Policy 2.6.1.5: The latest edition of the roadway plan for the Western Annexation Area, maintained by the City, ~~as depicted in Transportation Series Map 2, 2035 Needs Assessment Map~~, will be built as development occurs in the study area and will be financed or constructed by developers as part of the development approval process.

Rationale: This Map has been updated and is updated as new development occurs within the City and County. This update is in conjunction with new Objective 2.7.3 to make the City's maps and data more accessible to the public to reflect the rapid growth occurring in the City of Port St. Lucie. The City is making a concentrated effort to move mapping data to its online Geographic Information Systems where it can provide for the latest available data and to reflect the changes occurring within the City. This amendment is not more restrictive on development.

Policy 2.7.1.5: Development shall be required to construct roadway ~~mobility~~ and multimodal corridors shown on the Mobility Plan that are internal to the development or that are adjacent to an external property boundary to ensure connectivity, the dispersal or trips, and adequate access for first responders.

Rationale: This change reflects the mobility plan corridor types. Previously mobility corridors were where road capacity was to be added either as new roads or wider roads, but neither was defined. The mobility plan description of roadways and number of lanes is now more defined to distinguish between new roads and wider roads. This amendment is not more restrictive on development.

Policy 2.7.1.6: The City shall continue to pursue strategic acquisition of parcels to enhance connectivity between existing roadways and provide enhanced access to existing intersections with functionally classified roadways.

Rationale: The City has been utilizing this approach as part of implementing the mobility plan and being proactive to increase connectivity. This policy amendment reflects that this is a specific approach the City should continue to utilize to implement the mobility plan and improve connectivity and potentially reduce the need to utilize eminent domain. This amendment is not more restrictive on development.

Policy 2.7.1.7: The City shall evaluate concepts unique to Port St. Lucie such as one-way roads, use of canal right-of-way, elevated roads in medians, canal crossings, and limited access over and underpasses to address existing and future congestion.

Rationale: The City has available right-of-way in newer parts of the City. In the traditional platted areas of the City, right-of-way is more restrictive. This policy reflects the need of the City to consider unique options for addressing congested areas where right-of-way is less available. This amendment is not more restrictive on development.

Policy 2.7.1.8: The City shall evaluate concepts unique to Port St. Lucie such as shared driveways, frontage roads, and alleyways and restricting direct access from platted lots to functionally classified roadways.

Rationale: The platted lots within the City have the ability to directly access a collector or arterial road. These access connections make improvements and multimodal facilities more difficult to provide. This policy allows the City to explore different approaches to potentially limit the number of direct access connection. This amendment is seeking to strike a balance of still providing access to an individual lot while maintaining existing traffic flows or improving traffic on functionally classified roads.

Policy 2.7.1.9: The City shall evaluate concepts unique to Port St. Lucie such as designated walking areas, physical right-of-way modifications, low speed streets, and bicycle boulevards on residential streets where there is support from adjacent residents to address the lack of on-street and off-street multimodal facilities in the historic platted portions of the City.

Rationale: This policy allows the City to be creative in addressing the numerous local residential roads without sidewalks or bicycle lanes. The City is primarily focused on ensuring all functionally. Classified roads have a sidewalk on at least one side of the street and that roads with access to schools and parks also have sidewalks. This still leaves hundreds of miles of local residential roads without sidewalks. There are innovative approaches using pavement markings and existing pavement to provide designated areas for people to walk and bicycle. This amendment is not more restrictive on development.

Policy 2.7.2.1: The City shall implement the vision of the Mobility Plan through the planning, design, funding, and construction of multimodal projects that strengthen mobility, accessibility, safety, and connectivity and result in:

1. A complete and connected primary multimodal network of greenways, shared-use ~~multi-use~~ paths, multimodal ways, and multimodal lanes that connect neighborhoods with schools, parks, places of assembly, civic uses, employment and retail centers;

Rationale: This policy amendment recognizes use of the more common term "shared-use path" versus "multi-use" path. The State also uses the term "shared-use path". This amendment is not more restrictive on development.

Objective 2.7.3: Develop and periodically update a transportation map series for transportation planning through updates to the level of service report, the Mobility Plan, and the Multimodal Program of the Capital Improvements Program.

Rationale: This new objective seeks to to make the City's maps and data more accessible to the public to reflect the rapid growth occurring in the City of Port St. Lucie. The City is making a concentrated effort to move mapping data to its online Geographic Information Systems where it can provide for the latest available data and to reflect the changes occurring within the City. This objective also identifies times when these maps should be updated in conjunction with updated LOS reports, the mobility plan and the capital improvements program. This amendment is not more restrictive on development.

Policy 2.7.3.1: The City will update the current functional classification map as needed to reflect the construction of new functionally classified roads and updates to the existing functional classification of roadways. The City will also evaluate the need for a future functional classification map or address future functional classification through area specific corridor plans.

Rationale: The Data, Inventory, and Analysis includes a detailed appendix with all functionally classified roads, a map of the functional classification, and a summary of the total miles by functional classification. This data will be updated periodically as new roads are built, widened, or improved to change functional classification. This amendment is not more restrictive on development.

Policy 2.7.3.2: The City will update volume to capacity maps as needed to reflect the latest traffic counts and capacity of the existing roadway network.

Rationale: The Data, Inventory, and Analysis includes existing volume to capacity for all major roads in the appendix, a map of the existing volume to capacity, and a summary of the volume to capacity-by-capacity thresholds. This data will be updated periodically as LOS reports and the mobility plan are updated. This amendment is not more restrictive on development.

Policy 2.7.3.3: The City will develop and maintain an existing and future number of lanes map to reflect existing conditions and planned improvements identified through the Mobility Plan and Multimodal Program of the Capital Improvements Program.

Rationale: The Data, Inventory, and Analysis includes existing number of lanes for all major roads in the appendix, a map of the existing number of lanes, and a summary of the number of lanes by functional classification. This data will be updated periodically as the mobility plan and capital improvement program are updated. This amendment is not more restrictive on development.

Policy 2.7.3.4: The City will develop and maintain roadway and multimodal corridor plans through the Mobility Plan and Multimodal Program of the Capital Improvements Program. These documents shall serve as the latest source of information for transportation projects that would implement and serve as the Capital Improvements Element of the Comprehensive Plan.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

Policy 2.7.3.5: The City will develop and maintain a future corridor study map through the Mobility Plan that identifies roadway and multimodal corridors that require additional evaluation due to physical, environmental, and neighborhood constraints or that propose unique configurations such as one-way corridors or the use of canal right-of-way to enhance connectivity.

Rationale: This map will be included in future updates of the mobility plan. This amendment is not more restrictive on development.

Policy 2.7.3.6: The City will develop and maintain projected developer access road corridors through the Mobility Plan that may be further defined into area specific maps such as the Northwest Annexation Area Right-of-Way Network Map.

Rationale: This map will be included in future updates of the mobility plan. This amendment is not more restrictive on development.

Policy 2.7.3.7: The City will maintain and periodically update a posted speed limits maps and update the street quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing posted speed limits for all major roads in the appendix, a map of the posted speed limits, and a summary of the posted speed limits by functional classification. The Data, Inventory, and Analysis also includes the same for Street QOS. This amendment is not more restrictive on development.

Policy 2.7.3.8: The City will maintain and periodically update existing on-street multimodal facilities map and update the on-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing on-street multimodal facilities for all major roads in the appendix, a map of the existing on-street multimodal facilities, and a summary of the existing on-street multimodal facilities by functional classification. The Data, Inventory, and Analysis also includes the same for On-Street Multimodal QOS. This amendment is not more restrictive on development.

Policy 2.7.3.9: The City will maintain and periodically update existing off-street multimodal facilities map and update the off-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Rationale: The Data, Inventory, and Analysis includes existing off-street multimodal facilities for all major roads in the appendix, a map of the existing off-street multimodal facilities, and a summary of the existing off-street multimodal facilities by functional classification. The Data, Inventory, and Analysis also includes the same for Off-Street Multimodal QOS. This amendment is not more restrictive on development.

Policy 2.7.3.10: The City will maintain and periodically update planned micro-transit and proposed water-taxi transit routes maps as part of updates of the Mobility Plan.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

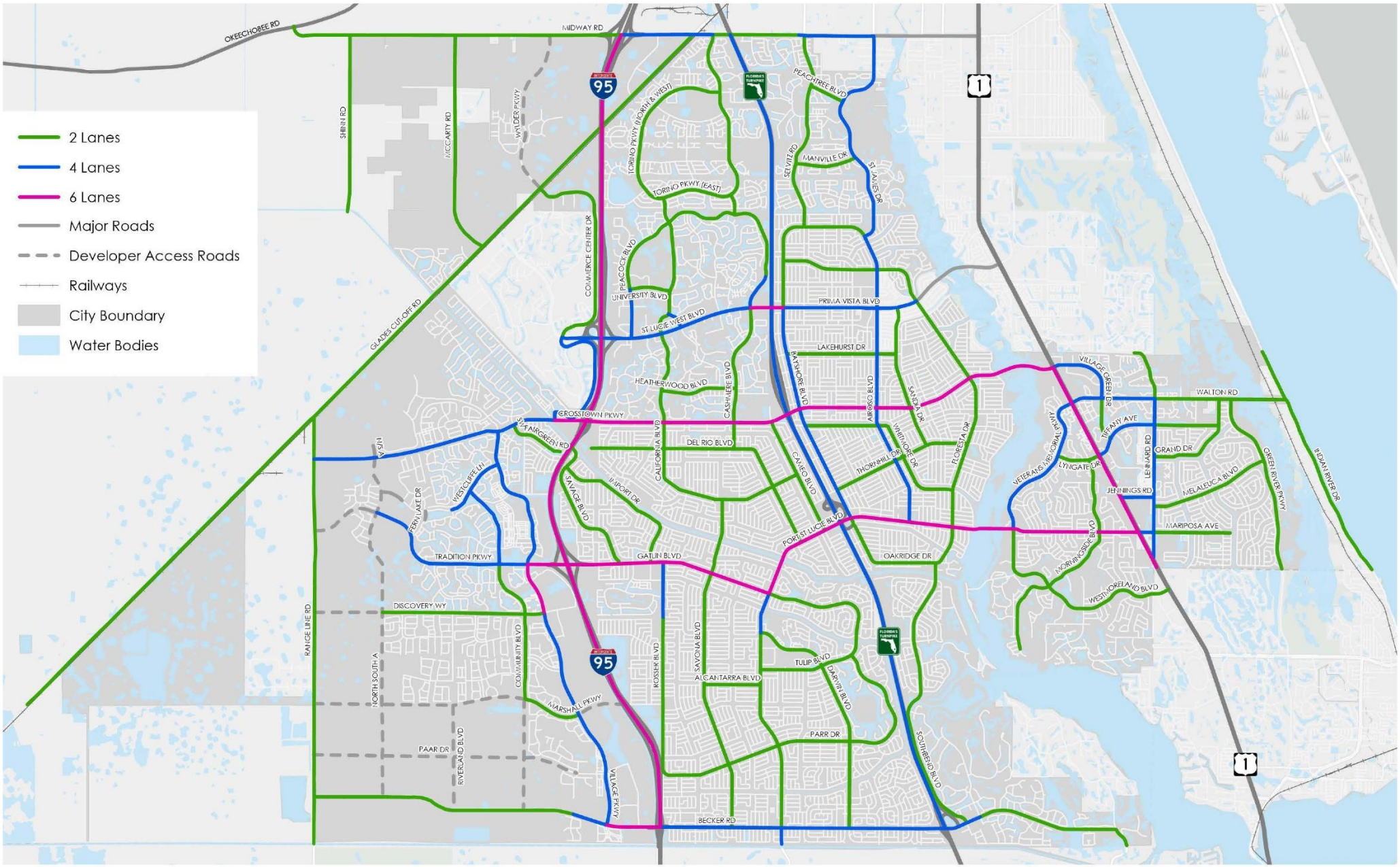
Policy 2.7.3.11: The City will maintain and periodically update planned intersection improvements as part of updates of the Mobility Plan and Multimodal Program of the Capital Improvements Program.

Rationale: These maps are in the current mobility plan and will be included in future updates. This amendment is not more restrictive on development.

EXISTING NUMBER OF LANES

COMPREHENSIVE PLAN 2050

MAP 2-1



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

N

0 0.75 1.5 3 Miles

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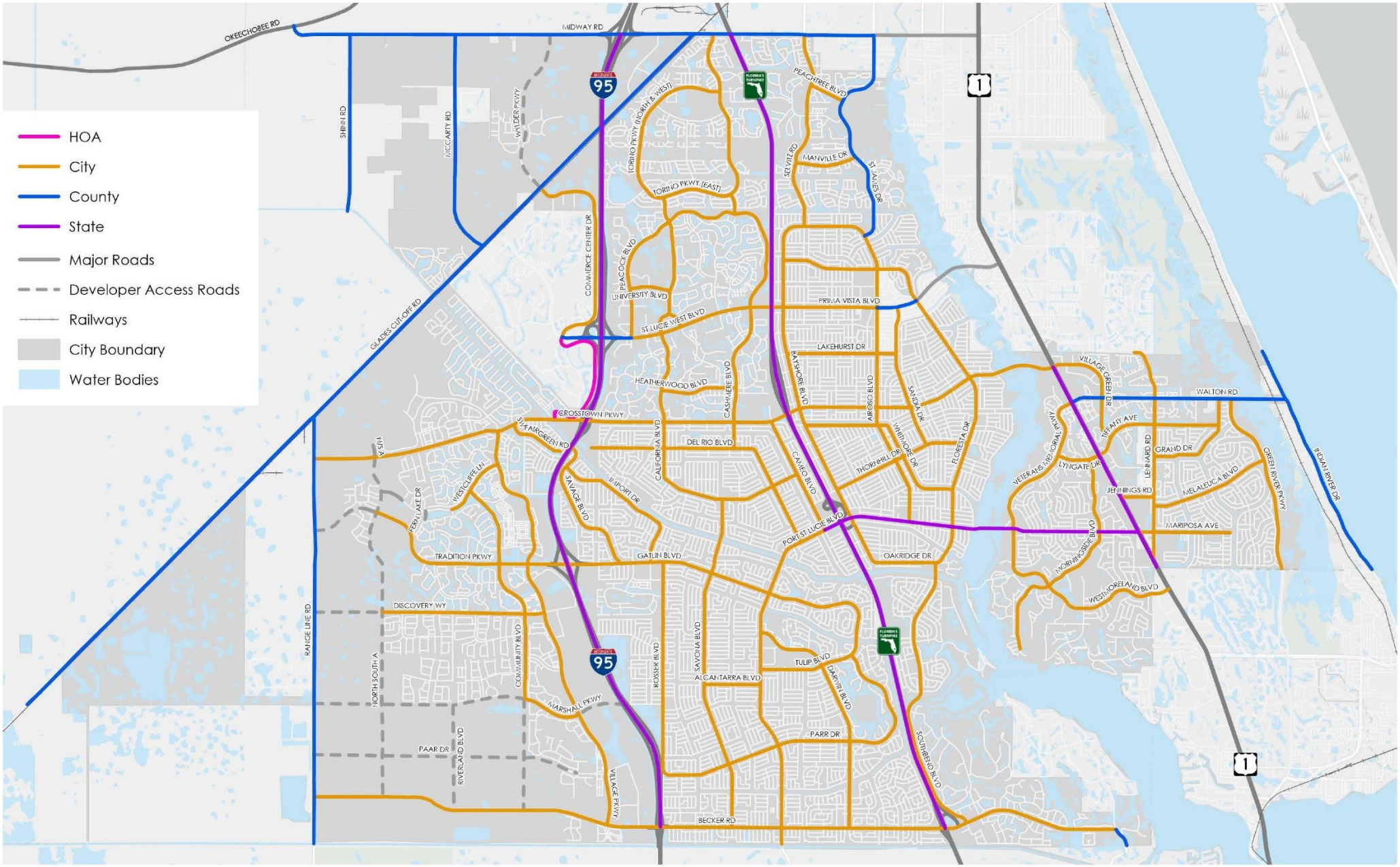
ROADWAY MAINTENANCE

COMPREHENSIVE PLAN 2050

MAP 2-2



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N

0 0.75 1.5 3 Miles

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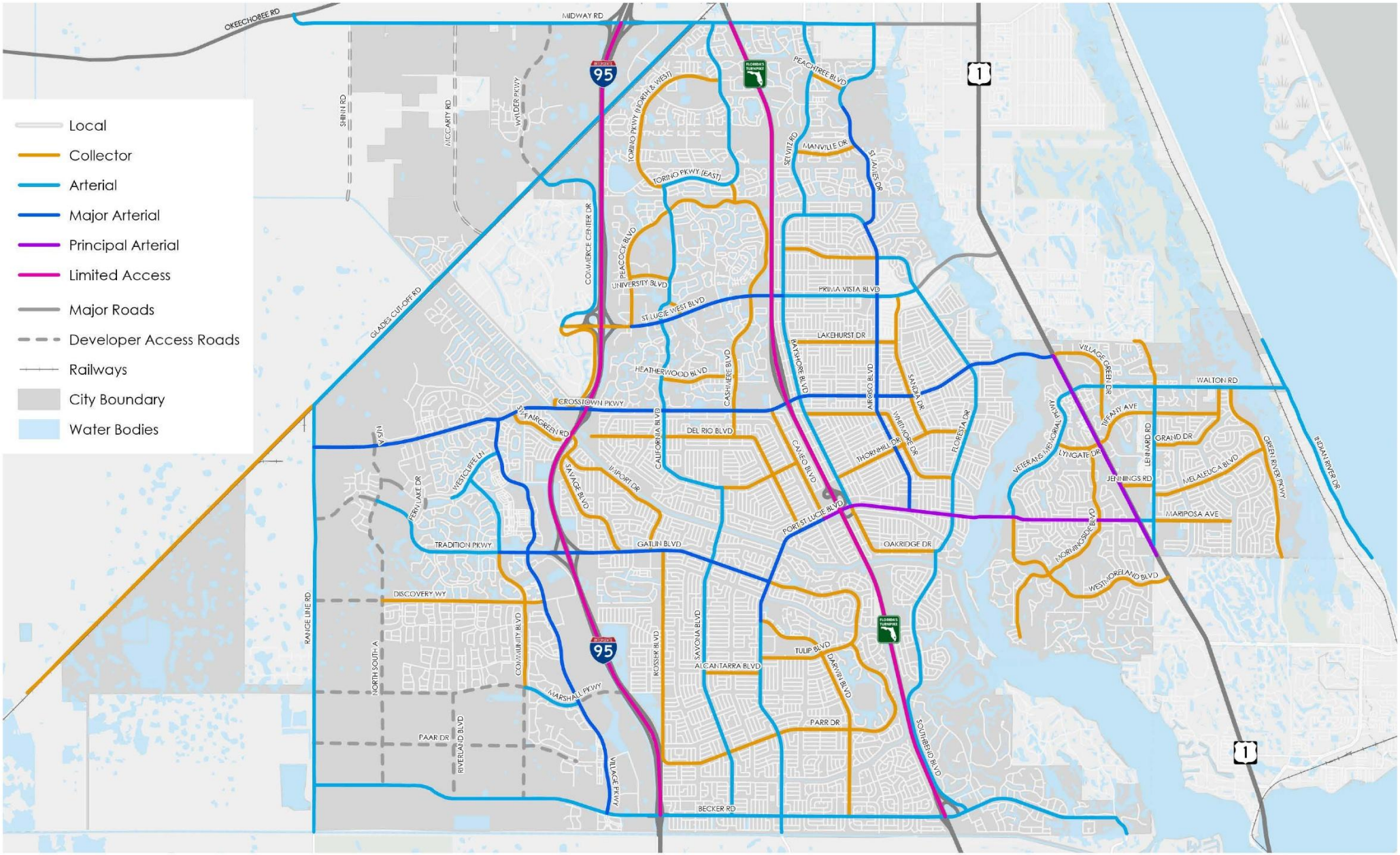
ROADWAY CLASSIFICATION

COMPREHENSIVE PLAN 2050

MAP 2-3



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N

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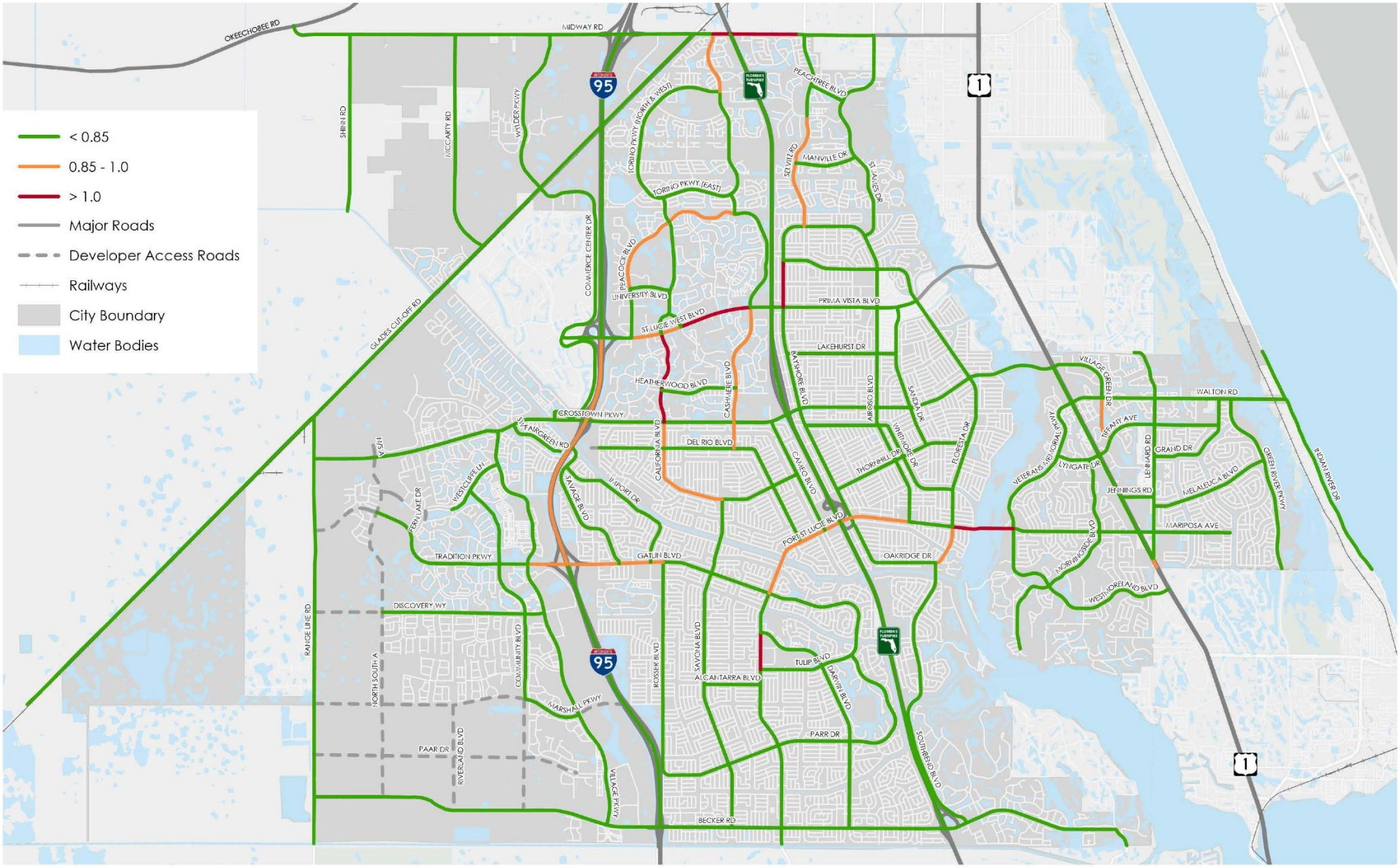
2025 VOLUME TO CAPACITY RATIOS

COMPREHENSIVE PLAN 2050

MAP 2-4



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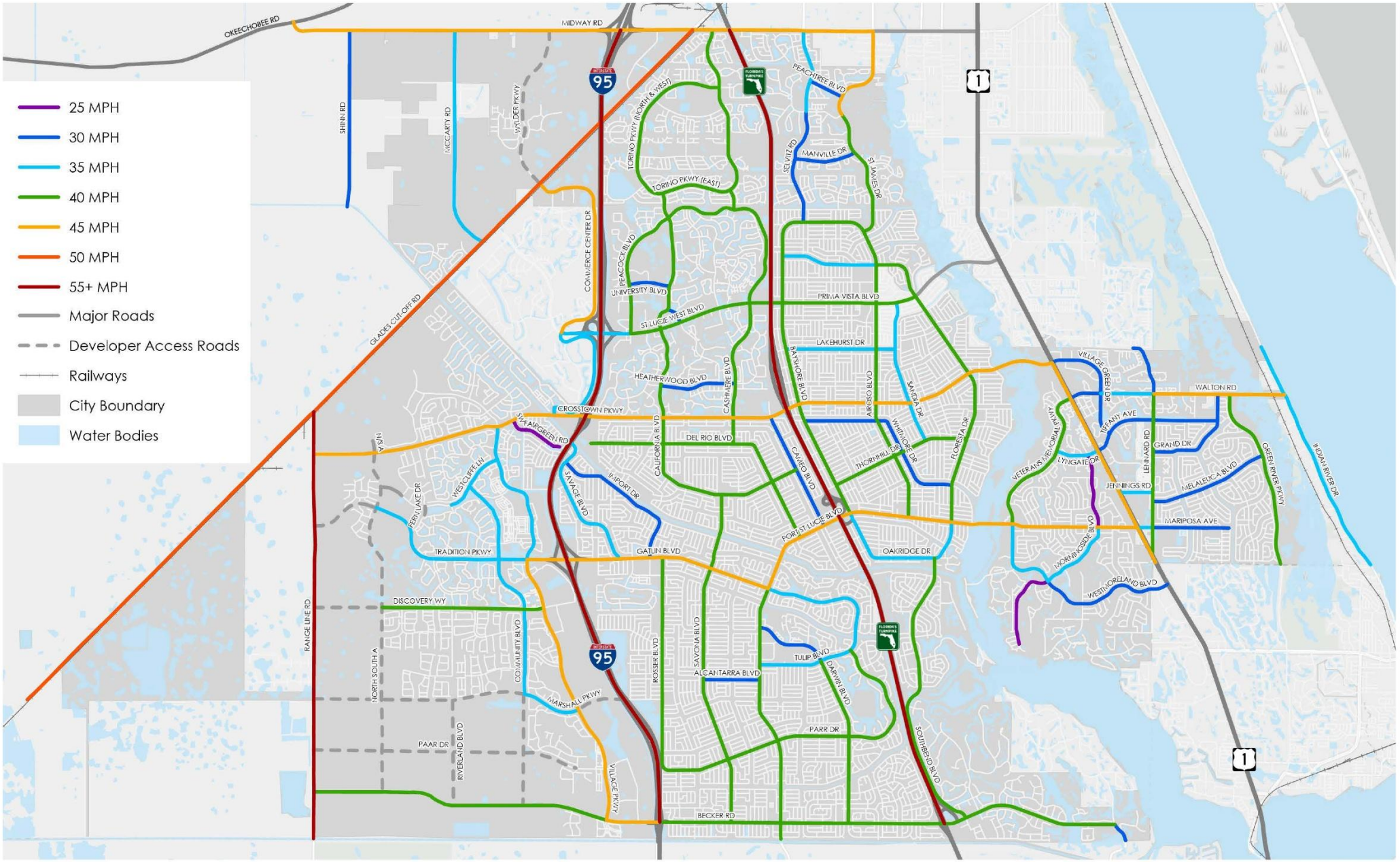
POSTED SPEED LIMIT

COMPREHENSIVE PLAN 2050

MAP 2-5



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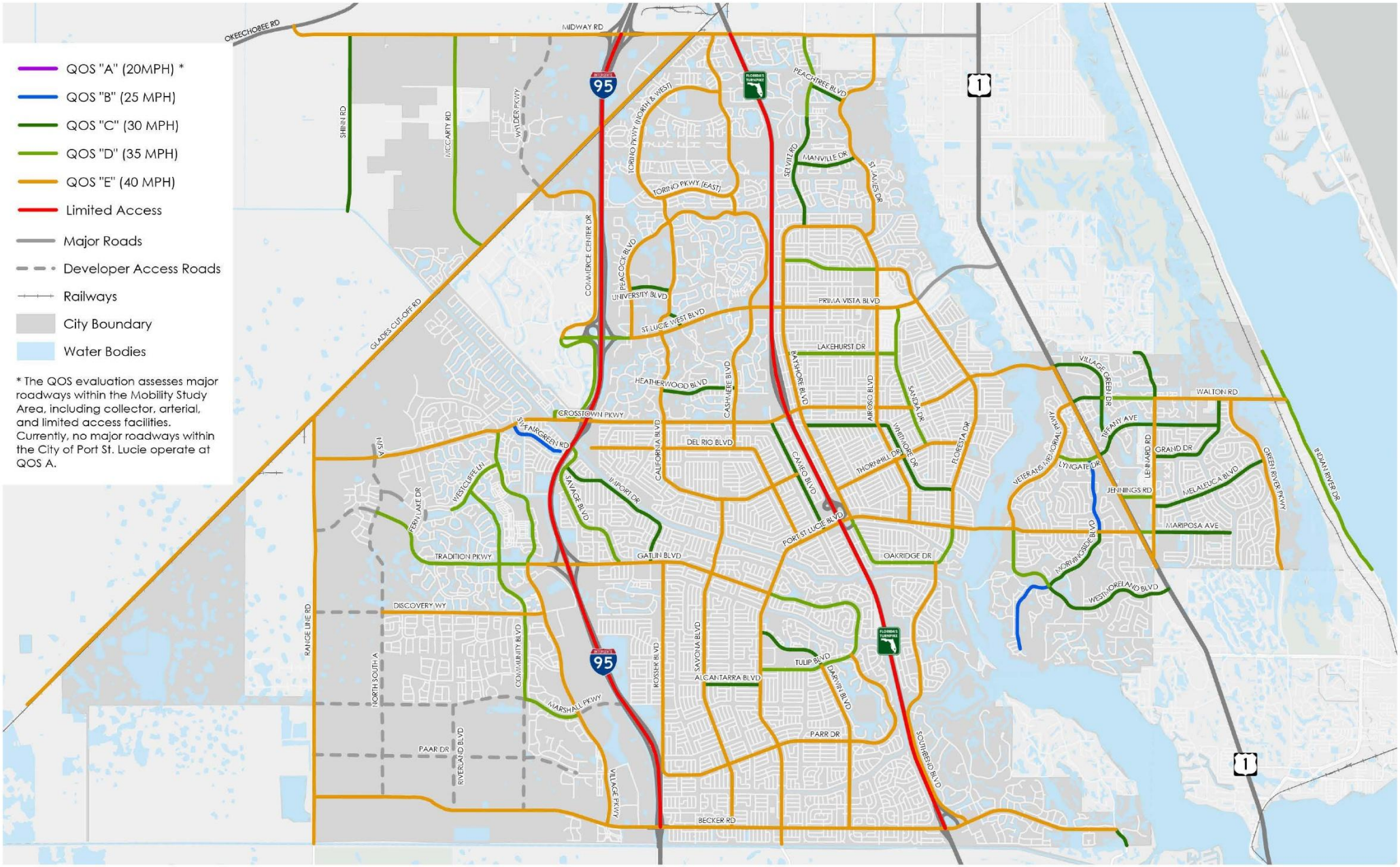
STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-6



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N

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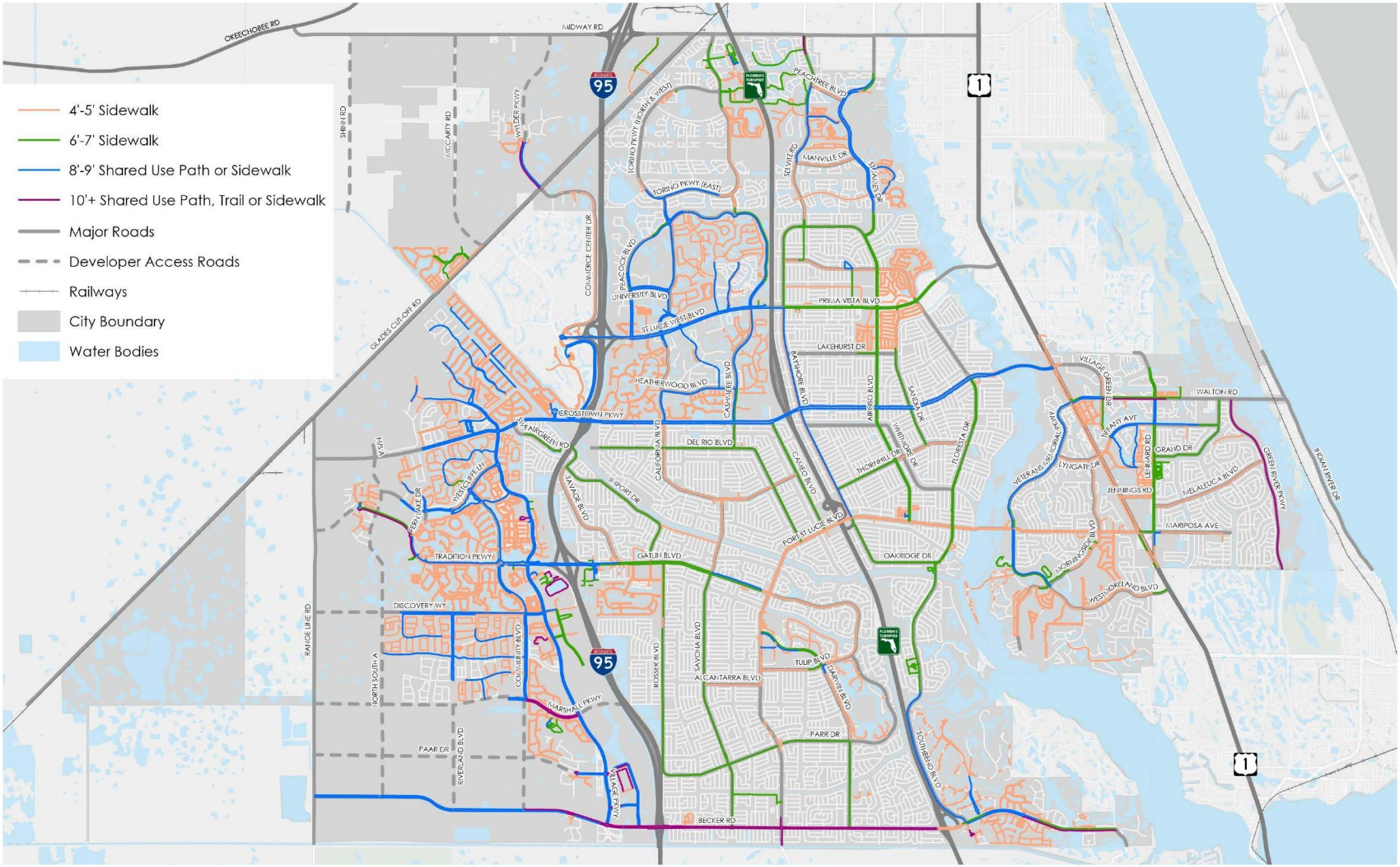
OFF-STREET MULTIMODAL FACILITIES

COMPREHENSIVE PLAN 2050

MAP 2-7



NUE URBAN CONCEPTS

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N

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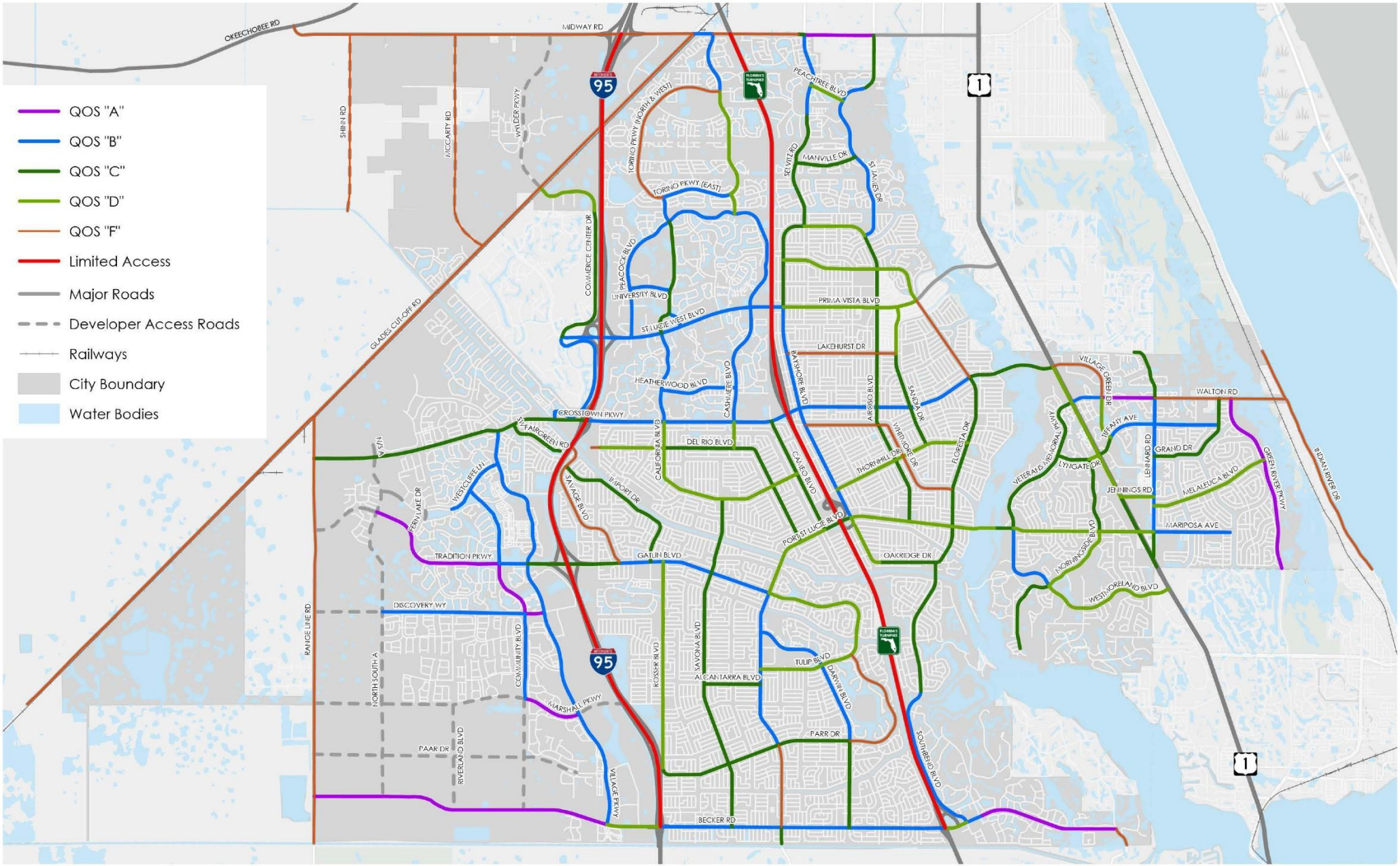
MULTIMODAL OFF-STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-8



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LAND USE · MOBILITY · PARKING · FEES

N

0 0.75 1.5 3 Miles

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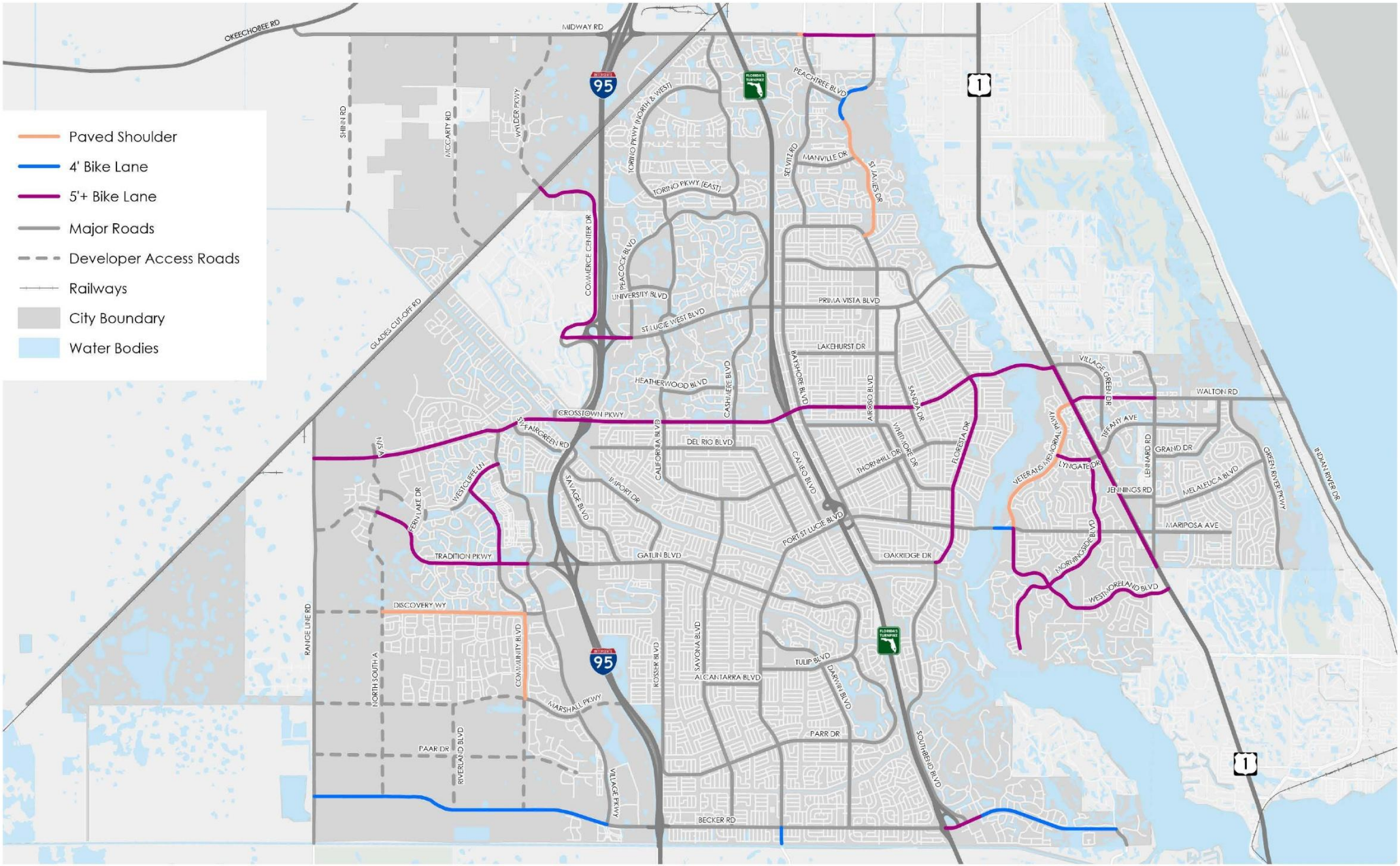
ON-STREET MULTIMODAL FACILITIES

COMPREHENSIVE PLAN 2050

MAP 2-9



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N

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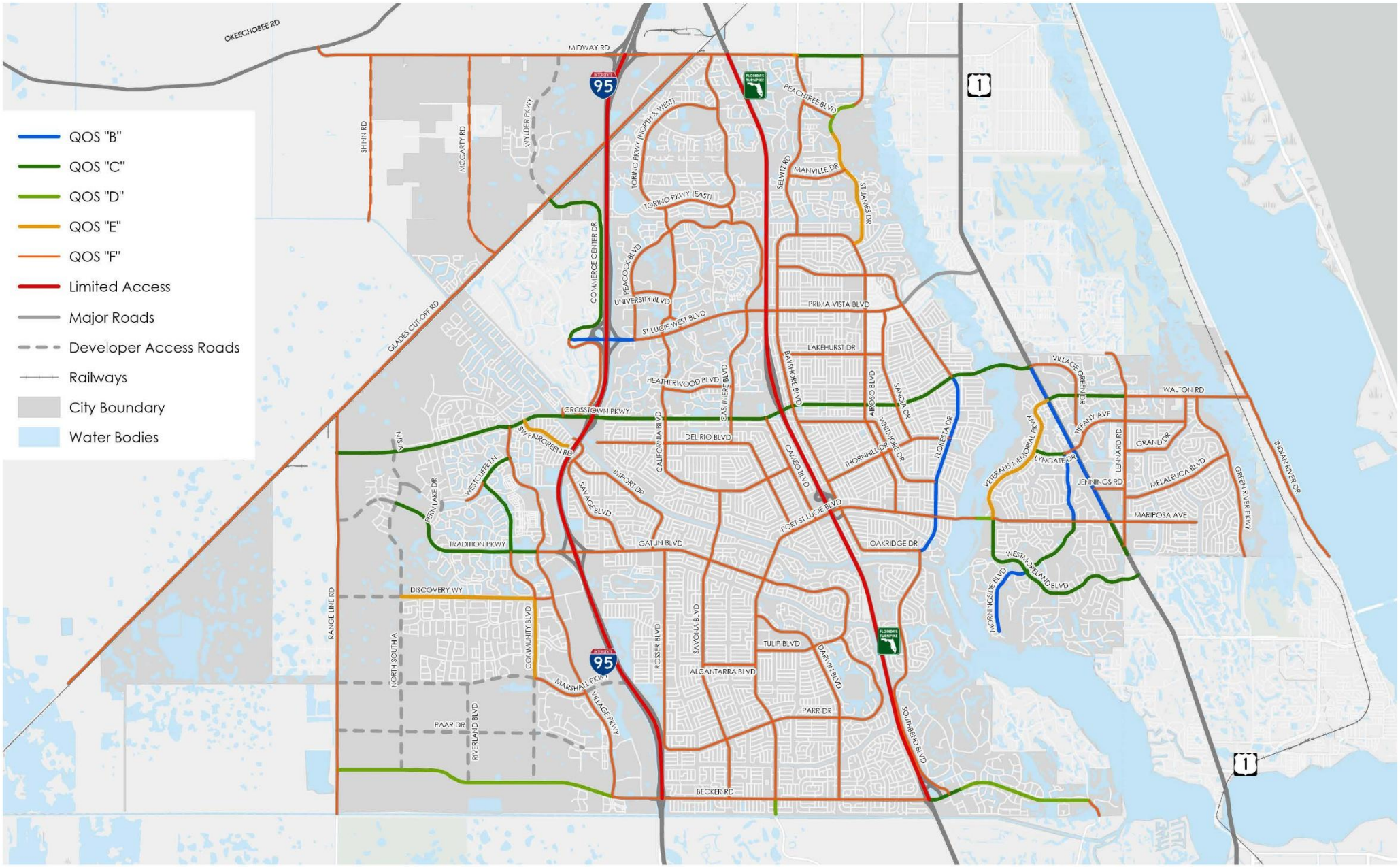
MULTIMODAL ON-STREET QUALITY OF SERVICE (QOS)

COMPREHENSIVE PLAN 2050

MAP 2-10



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

N

0 1 2 4 Miles

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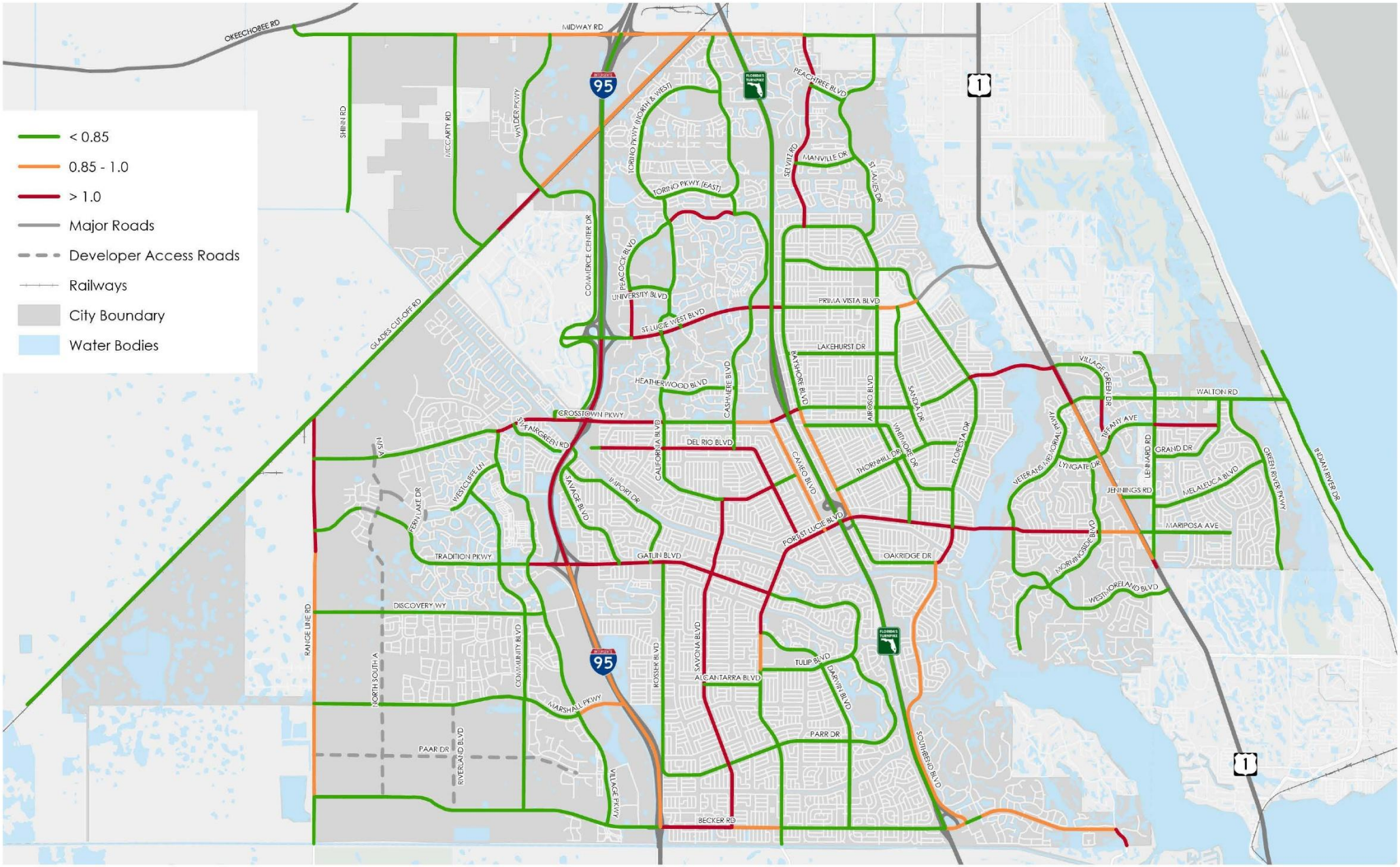
2050 VOLUME TO CAPACITY RATIOS

COMPREHENSIVE PLAN 2050

MAP 2-11



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N

0 0.75 1.5 3 Miles

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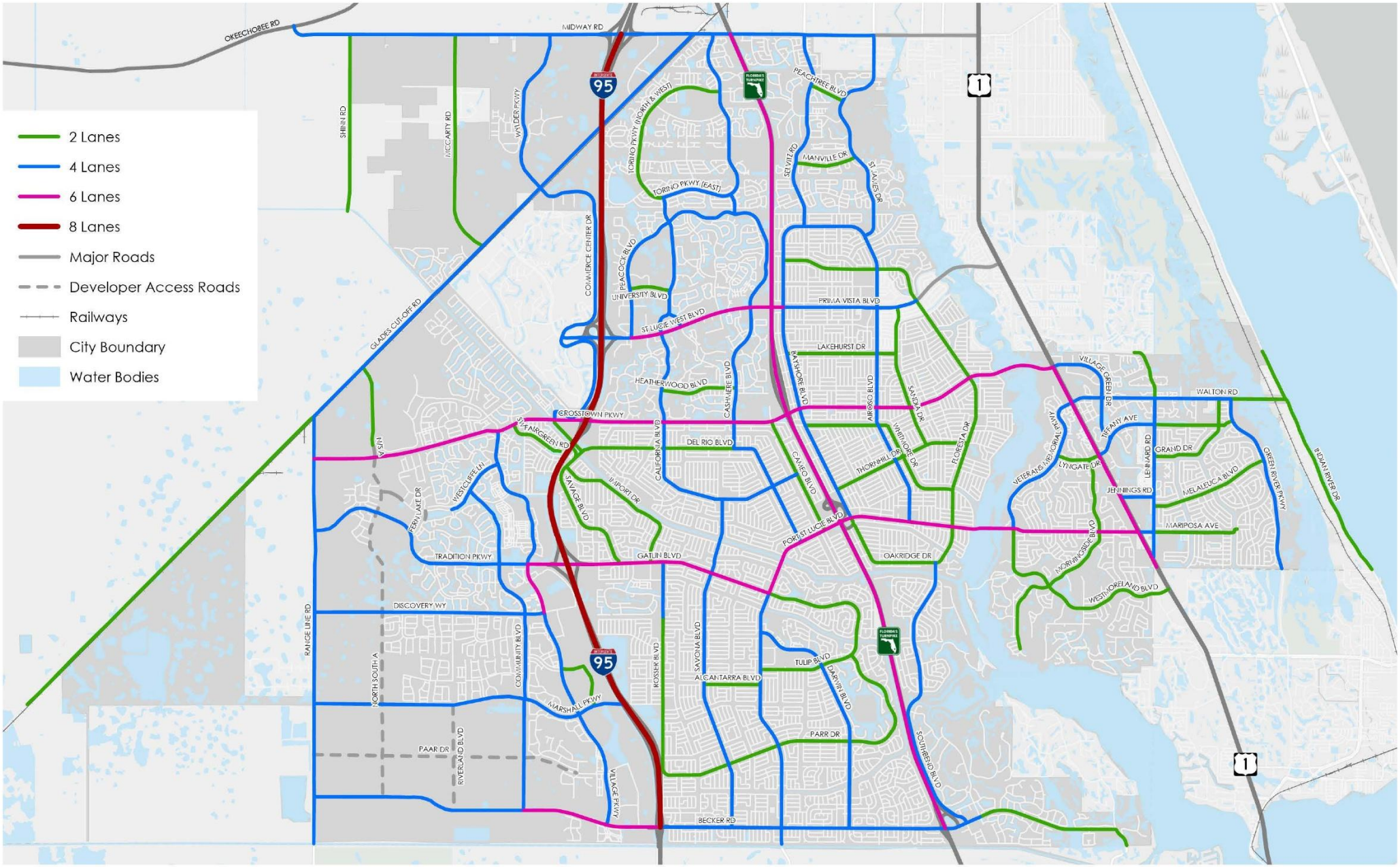
FUTURE NUMBER OF LANES

COMPREHENSIVE PLAN 2050

MAP 2-12



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N

0 0.75 1.5 3 Miles

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Appendix A. Traffic Characteristics Data

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA																							
Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	MAJOR ARTERIAL	CITY	4	4	40	0.93	3.71	E	E	17,400	C3R	39,200	2025	1.60%	16,136	36,350	0.44	43,120	25,880	24,000	39,990	0.60
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	4	40	0.82	3.27	E	E	17,400	C3R	39,200	2025	1.60%	14,238	32,080	0.44	43,120	25,880	21,180	35,290	0.60
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	MAJOR ARTERIAL	CITY	4	4	40	1.42	5.70	E	E	17,400	C3R	39,200	2025	1.60%	24,781	55,830	0.44	43,120	25,880	36,860	61,410	0.60
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	MAJOR ARTERIAL	CITY	4	4	40	0.55	2.21	E	E	17,400	C3R	39,200	2025	1.60%	9,604	21,640	0.44	43,120	25,880	14,280	23,800	0.60
AIROSO BLVD	FLORESTA DR	ST JAMES DR	MAJOR ARTERIAL	CITY	4	4	40	0.51	2.06	E	E	22,300	C3R	39,200	2025	1.60%	11,482	20,180	0.57	43,120	33,160	17,070	22,200	0.77
ALCANTARRA BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	30	0.81	1.62	C	D	6,132	C3R	18,000	2024	2.20%	4,965	14,570	0.34	19,800	10,570	8,560	16,030	0.53
ANTHONY SANSON EXTENSION	MARSHALL PKWY	VILLAGE PKWY	COLLECTOR	CITY	0	2	-	1.05	0.00	-	-	-	C3C	-		6.70%	-	-	-	19,140	3,480	3,650	20,100	0.18
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	0.80	1.61	D	D	5,588	C3R	22,400	2024	1.60%	4,494	18,010	0.25	24,640	8,310	6,680	19,820	0.34
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	4	4	40	0.45	1.80	E	E	25,400	C3C	38,500	2025	1.60%	11,445	17,350	0.66	42,350	37,770	17,020	19,080	0.89
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	4	4	40	1.28	5.12	E	E	25,400	C3C	38,500	2025	1.60%	32,500	49,260	0.66	42,350	37,770	48,330	54,190	0.89
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	4	4	40	1.48	5.91	E	E	20,500	C3R	39,200	2025	1.60%	30,282	57,910	0.52	43,120	30,490	45,040	63,700	0.71
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	ARTERIAL	CITY	2	4	40	0.67	1.34	E	E	20,500	C3R	18,000	2025	1.60%	13,747	12,070	1.14	43,120	30,490	20,450	28,920	0.71
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	ARTERIAL	CITY	2	4	40	0.70	1.40	E	E	7,300	C3R	18,000	2025	1.60%	5,117	12,620	0.41	43,120	10,860	7,610	30,220	0.25
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	ARTERIAL	CITY	2	4	40	0.92	1.84	E	E	7,300	C3R	18,000	2025	1.60%	6,734	16,600	0.41	43,120	10,860	10,020	39,780	0.25
BECKER RD	RANGE LINE RD	POWERLINE RD	ARTERIAL	CITY	2	4	40	0.95	1.90	E	D	1,250	C3R	22,400	2025	7.25%	1,188	21,280	0.06	43,120	7,200	6,840	40,960	0.17
BECKER RD	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	2	4	40	2.10	4.20	E	D	1,500	C3R	22,400	2025	8.75%	3,150	47,040	0.07	43,120	12,200	25,620	90,550	0.28
BECKER RD	COMMUNITY BLVD	SW BELTERRA DR	ARTERIAL	CITY	2	6	40	0.75	1.50	E	D	2,500	C3R	22,400	2025	10.33%	1,875	16,800	0.11	63,690	29,200	21,900	47,770	0.46
BECKER RD	SW BELTERRA DR	VILLAGE PKWY	ARTERIAL	CITY	4	6	40	0.50	2.00	E	D	5,888	C3R	39,200	2024	7.05%	2,944	19,600	0.15	63,690	32,300	16,150	31,850	0.51
BECKER RD	VILLAGE PKWY	I-95	ARTERIAL	CITY	6	6	45	0.75	4.50	E	E	11,600	C3C	56,800	2025	5.98%	8,700	42,600	0.20	62,480	49,600	37,200	46,860	0.79
BECKER RD	I-95	SAVONA BLVD	ARTERIAL	CITY	4	4	40	1.05	4.20	E	E	31,100	C3R	39,200	2025	1.64%	32,655	41,160	0.79	43,120	46,700	49,040	45,280	1.08
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	ARTERIAL	CITY	4	4	40	0.71	2.86	E	E	25,500	C3R	39,200	2025	1.97%	18,204	27,980	0.65	43,120	41,500	29,630	30,780	0.96
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	ARTERIAL	CITY	4	4	40	0.61	2.43	E	E	20,000	C3R	39,200	2025	1.77%	12,165	23,840	0.51	43,120	31,000	18,860	26,230	0.72
BECKER RD	ALBACORE ST	DARWIN BLVD	ARTERIAL	CITY	4	4	40	0.37	1.47	E	E	20,000	C3R	39,200	2025	1.77%	7,367	14,440	0.51	43,120	31,000	11,420	15,880	0.72
BECKER RD	DARWIN BLVD	ATHENA DR	ARTERIAL	CITY	4	4	40	0.71	2.82	E	E	24,800	C3R	39,200	2025	1.50%	17,499	27,660	0.63	43,120	36,000	25,400	30,430	0.83
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	ARTERIAL	CITY	4	4	40	0.68	2.71	E	E	24,800	C3R	39,200	2025	1.50%	16,826	26,600	0.63	43,120	36,000	24,430	29,260	0.83
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	ARTERIAL	CITY	4	4	40	0.32	1.30	E	E	22,100	C3C	38,500	2025	1.97%	7,156	12,470	0.57	42,350	36,000	11,660	13,710	0.85
BECKER RD	SOUTHBEND BLVD	VIA TESORO	ARTERIAL	CITY	4	4	40	0.22	0.88	E	E	11,900	C3R	39,200	2025	3.01%	2,618	8,620	0.30	43,120	25,000	5,500	9,490	0.58
BECKER RD	VIA TESORO	GILSON RD	ARTERIAL	CITY	2	2	40	2.00	4.00	E	E	11,900	C3R	22,400	2025	2.39%	23,800	44,800	0.53	24,640	21,500	43,000	49,280	0.87

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Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	2	40	0.39	0.77	E	D	8,380	C3R	18,000	2024	2.20%	3,230	6,940	0.47	19,800	14,440	5,570	7,630	0.73
CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	COLLECTOR	CITY	2	2	40	0.77	1.55	E	D	11,803	C3R	18,000	2023	2.20%	9,146	13,950	0.66	19,800	20,340	15,760	15,340	1.03
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	ARTERIAL	CITY	2	4	40	1.33	2.66	E	E	17,400	C3R	18,000	2025	2.20%	23,122	23,920	0.97	43,120	29,980	39,840	57,300	0.70
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	ARTERIAL	CITY	2	4	40	0.37	0.75	E	E	17,400	C3R	18,000	2025	2.20%	6,512	6,740	0.97	43,120	29,980	11,220	16,140	0.70
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	ARTERIAL	CITY	2	4	40	0.47	0.93	E	E	19,300	C3R	18,000	2025	2.20%	8,977	8,370	1.07	43,120	33,250	15,470	20,060	0.77
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	ARTERIAL	CITY	2	4	40	0.85	1.71	E	E	19,300	C3R	18,000	2025	2.20%	16,476	15,370	1.07	43,120	33,250	28,390	36,810	0.77
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	ARTERIAL	CITY	2	4	40	0.35	0.70	E	E	8,900	C3C	17,400	2025	2.20%	3,106	6,070	0.51	42,350	15,330	5,350	14,780	0.36
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	ARTERIAL	CITY	2	4	40	0.34	0.67	E	E	8,900	C3C	17,400	2025	2.20%	2,988	5,840	0.51	42,350	15,330	5,150	14,220	0.36
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	ARTERIAL	CITY	2	4	40	1.00	2.00	E	E	8,200	C3C	17,400	2025	2.20%	8,180	17,360	0.47	42,350	14,130	14,090	42,240	0.33
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	ARTERIAL	CITY	2	4	40	0.37	0.74	E	E	8,200	C3R	18,000	2025	2.20%	3,032	6,660	0.46	43,120	14,130	5,220	15,940	0.33
CAMEO BLVD	PORT ST LUICE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	30	0.90	1.79	C	D	11,100	C3R	18,000	2025	2.20%	9,950	16,130	0.62	19,800	19,120	17,140	17,750	0.97
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	2	30	0.84	1.68	C	D	11,100	C3R	18,000	2025	2.20%	9,316	15,110	0.62	19,800	19,120	16,050	16,620	0.97
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	4	40	0.38	0.75	E	D	15,400	C3R	18,000	2025	2.20%	5,811	6,790	0.86	43,120	26,530	10,010	16,270	0.62
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	COLLECTOR	CITY	2	4	40	0.49	0.99	E	D	15,400	C3R	18,000	2025	2.20%	7,597	8,880	0.86	43,120	26,530	13,090	21,270	0.62
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	COLLECTOR	CITY	2	4	40	1.24	2.48	E	D	15,400	C3R	18,000	2025	2.20%	19,077	22,300	0.86	43,120	26,530	32,860	53,420	0.62
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	COLLECTOR	CITY	4	4	40	0.51	2.06	E	D	15,100	C3C	38,500	2025	2.20%	7,759	19,780	0.39	42,350	26,020	13,370	21,760	0.61
CASHMERE BLVD	SWAN LAKE CIRCLE	PEACOCK BLVD	COLLECTOR	CITY	2	4	40	1.20	2.40	E	D	15,100	C3R	18,000	2025	2.20%	18,141	21,630	0.84	43,120	26,020	31,260	51,810	0.60
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	COLLECTOR	CITY	2	4	40	0.30	0.60	E	D	15,100	C3R	18,000	2025	2.20%	4,513	5,380	0.84	43,120	26,020	7,780	12,890	0.60
COMMERCE CENTER DR EXTENSION	DEL RIO BLVD EXTENSION	CROSSTOWN PKWY	COLLECTOR	CITY	0	2	-	0.65	0.00	-	-	-	C3R	-		6.70%	-	-	-	19,140	15,410	10,020	12,440	0.81
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	COLLECTOR	HOA	4	4	35	2.13	8.53	D	D	9,900	C3R	32,400	2025	2.37%	21,118	69,110	0.31	35,640	17,800	37,970	76,030	0.50
COMMERCE CENTER DR	ST LUCIE WEST BLVD	CANAL	ARTERIAL	CITY	2	4	45	2.10	4.21	E	E	9,900	C3R	18,000	2025	4.80%	20,823	37,860	0.55	43,120	32,000	67,310	90,700	0.74
COMMERCE CENTER DR	CANAL	GLADES CUT-OFF RD	ARTERIAL	CITY	2	4	45	1.03	2.05	E	E	9,900	C3C	17,400	2025	4.02%	10,171	17,880	0.57	42,350	26,500	27,230	43,510	0.63
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	ARTERIAL	CITY	4	4	35	1.20	4.80	D	E	6,176	C3R	39,200	2021	3.42%	7,418	47,080	0.16	43,120	14,300	17,180	51,790	0.33
COMMUNITY BLVD	TRADITION PKWY	DISCOVERY WAY	COLLECTOR	CITY	2	4	35	0.88	1.76	D	D	6,231	C3R	18,000	2021	4.63%	5,483	15,840	0.35	43,120	19,300	16,980	37,950	0.45
COMMUNITY BLVD	DISCOVERY WAY	MARSHALL PKWY	COLLECTOR	CITY	2	4	35	1.25	2.50	D	D	2,500	C3R	18,000	2025	9.09%	3,125	22,500	0.14	43,120	22,000	27,500	53,900	0.51
COMMUNITY BLVD	MARSHALL PKWY	BECKER RD	COLLECTOR	CITY	0	4	35	1.50	0.00	D	D	-	C3R	-		6.70%	-	-	-	43,120	15,880	23,820	64,680	0.37
COUNTRY CLUB DRIVE	ST LUCIE WEST BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	4	4	30	0.28	1.12	C	E	6,685	C3R	32,400	2023	2.20%	1,872	9,070	0.21	35,640	11,520	3,230	9,980	0.32
CROSSTOWN PKWY	RANGE LINE RD	POWERLINE RD	MAJOR ARTERIAL	CITY	4	6	45	0.89	3.56	E	E	8,500	C3R	39,200	2025	5.45%	7,565	34,890	0.22	63,690	32,000	28,480	56,680	0.50

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CROSSTOWN PKWY	POWERLINE RD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	6	45	1.86	7.44	E	E	12,500	C3R	39,200	2025	5.68%	23,250	72,910	0.32	63,690	49,700	92,440	118,460	0.78
CROSSTOWN PKWY	VILLAGE PKWY	SW FAIRGREEN RD	MAJOR ARTERIAL	CITY	4	6	45	0.25	1.00	E	E	25,300	C3R	39,200	2025	4.41%	6,325	9,800	0.65	63,690	74,500	18,630	15,920	1.17
CROSSTOWN PKWY	SW FAIRGREEN RD	COMMERCE CENTER DR	MAJOR ARTERIAL	CITY	4	6	45	0.60	2.40	E	E	25,300	C3R	39,200	2025	3.93%	15,180	23,520	0.65	63,690	66,300	39,780	38,210	1.04
CROSSTOWN PKWY	COMMERCE CENTER DR	I-95	MAJOR ARTERIAL	CITY	6	6	45	0.39	2.34	E	E	25,300	C3R	57,900	2025	4.02%	9,867	22,580	0.44	63,690	67,800	26,440	24,840	1.06
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.11	6.64	E	E	25,300	C3R	57,900	2025	4.04%	27,985	64,040	0.44	63,690	68,100	75,330	70,450	1.07
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.01	6.04	E	E	25,300	C3R	57,900	2025	2.85%	25,460	58,270	0.44	63,690	51,100	51,420	64,090	0.80
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.54	3.24	E	E	25,300	C3R	57,900	2025	3.61%	13,666	31,270	0.44	63,690	61,400	33,170	34,400	0.96
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.45	2.68	E	E	25,300	C3R	57,900	2025	4.25%	11,285	25,830	0.44	63,690	71,700	31,980	28,410	1.13
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.11	6.67	E	E	25,300	C3R	57,900	2025	2.71%	28,123	64,360	0.44	63,690	49,400	54,910	70,800	0.78
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	MAJOR ARTERIAL	CITY	6	6	45	0.48	2.90	E	E	25,300	C3R	57,900	2025	2.05%	12,208	27,940	0.44	63,690	42,000	20,270	30,730	0.66
CROSSTOWN PKWY	SANDIA DR	FLORESTA DR	MAJOR ARTERIAL	CITY	6	6	45	0.97	5.82	E	E	29,400	C3R	57,900	2025	1.48%	28,518	56,160	0.51	63,690	42,400	41,130	61,780	0.67
CROSSTOWN PKWY	FLORESTA DR	US 1	MAJOR ARTERIAL	CITY	6	6	45	1.23	7.38	E	E	33,016	C3R	57,900	2025	2.94%	40,609	71,220	0.57	63,690	68,170	83,850	78,340	1.07
DARWIN BLVD	BECKER RD	PAAR DR	COLLECTOR	CITY	2	4	40	1.25	2.49	E	D	10,255	C3R	18,000	2021	2.20%	12,772	22,420	0.57	43,120	17,670	22,010	53,700	0.41
DARWIN BLVD	PAAR DR	TULIP BLVD	COLLECTOR	CITY	2	4	40	1.17	2.34	E	D	10,255	C3R	18,000	2021	2.20%	11,975	21,020	0.57	43,120	17,670	20,630	50,350	0.41
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	4	30	1.08	2.15	C	D	8,837	C3C	15,200	2021	2.20%	9,507	16,350	0.58	42,350	15,230	16,380	45,560	0.36
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	40	0.90	1.79	E	D	11,600	C3R	18,000	2025	2.20%	10,397	16,130	0.64	19,800	19,990	17,920	17,750	1.01
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	2	40	0.89	1.77	E	D	11,600	C3R	18,000	2025	2.20%	10,272	15,940	0.64	19,800	19,990	17,700	17,530	1.01
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	40	1.00	2.01	E	D	11,600	C3R	18,000	2025	2.20%	11,643	18,070	0.64	19,800	19,990	20,060	19,870	1.01
DEL RIO BLVD	CALIFORNIA BLVD	SW MACKENZIE ST	COLLECTOR	CITY	2	2	40	0.94	1.88	E	D	12,264	C3R	18,000	2024	2.20%	11,528	16,920	0.68	19,800	21,130	19,860	18,610	1.07
DEL RIO BLVD EXTENSION	SW MACKENZIE ST	SAVAGE BLVD	COLLECTOR	CITY	0	2	-	0.45	0.00	-	-	-	C3R	-	-	2.20%	-	-	-	19,800	13,500	6,080	8,910	0.68
DISCOVERY WAY	RANGE LINE RD	POWERLINE RD	COLLECTOR	CITY	0	4	-	1.10	0.00	-	-	-	C3R	-	2025	6.70%	-	-	-	43,120	14,810	16,290	47,430	0.34
DISCOVERY WAY	POWERLINE RD	SW RIVERLAND BLVD	COLLECTOR	CITY	2	4	40	1.05	2.10	E	D	7,000	C3R	18,000	2025	6.70%	7,350	18,900	0.39	43,120	35,420	37,190	45,280	0.82
DISCOVERY WAY	SW RIVERLAND BLVD	SW COMMUNITY BLVD	COLLECTOR	CITY	2	4	40	1.05	2.10	E	D	7,000	C3R	18,000	2025	6.70%	7,350	18,900	0.39	43,120	35,420	37,190	45,280	0.82
DISCOVERY WAY	SW COMMUNITY BLVD	VILLAGE PKWY	COLLECTOR	CITY	2	4	40	0.28	0.56	E	D	3,521	C3R	18,000	2024	6.70%	986	5,040	0.20	43,120	17,820	4,990	12,070	0.41
EAST TORINO PKWY	CALIFORNIA BLVD	CASHMERE BLVD	ARTERIAL	CITY	2	4	40	1.00	2.00	E	E	6,000	C3R	18,000	2021	2.20%	6,005	18,020	0.33	43,120	10,340	10,350	43,160	0.24
EAST TORINO PKWY	CASHMERE BLVD	NORTH TORINO PKWY	ARTERIAL	CITY	2	4	40	1.56	3.12	E	E	11,321	C3R	18,000	2021	1.90%	17,677	28,110	0.63	43,120	18,120	28,290	67,330	0.42
EAST TORINO PKWY	NORTH TORINO PKWY	MIDWAY RD	ARTERIAL	CITY	2	4	40	0.88	1.76	E	E	15,500	C3R	18,000	2025	2.20%	13,623	15,820	0.86	43,120	26,710	23,480	37,900	0.62
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	ARTERIAL	CITY	2	2	35	0.61	1.22	D	E	16,100	C3R	18,000	2025	1.60%	9,806	10,960	0.89	19,800	23,940	14,580	12,060	1.21

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FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	2	2	40	0.67	1.34	E	E	10,600	C3R	18,000	2025	1.60%	7,085	12,030	0.59	19,800	15,760	10,530	13,230	0.80
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	2	2	40	0.98	1.95	E	E	10,600	C3R	18,000	2025	1.60%	10,345	17,570	0.59	19,800	15,760	15,380	19,320	0.80
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	2	2	40	1.34	2.69	E	E	10,000	C3R	18,000	2025	1.60%	13,433	24,180	0.56	19,800	14,870	19,970	26,600	0.75
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	ARTERIAL	CITY	2	2	40	0.86	1.71	E	E	9,600	C3R	18,000	2025	1.60%	8,225	15,420	0.53	19,800	14,280	12,230	16,960	0.72
FLORESTA DR	AIROSO BLVD	SELVITZ RD	COLLECTOR	CITY	2	2	35	1.07	2.15	D	D	3,516	C3R	18,000	2021	1.60%	3,778	19,340	0.20	19,800	5,230	5,620	21,270	0.26
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	COLLECTOR	CITY	2	2	35	0.30	0.59	D	D	3,516	C3R	18,000	2021	1.60%	1,046	5,350	0.20	19,800	5,230	1,560	5,890	0.26
FLORIDA TURNPIKE	MARTIN C.L.	PORT ST LUCIE BLVD	LIMITED ACCESS	TURNPIKE (STATE)	4	6	70	4.98	19.92	E	D	58,569	LA	82,200	2024	1.74%	291,671	409,360	0.71	122,800	90,110	448,750	611,540	0.73
FLORIDA TURNPIKE	PORT ST LUCIE BLVD	MIDWAY RD	LIMITED ACCESS	TURNPIKE (STATE)	4	6	70	7.35	29.40	E	D	50,969	LA	82,200	2024	1.73%	374,620	604,170	0.62	122,800	78,340	575,800	902,580	0.64
GATLIN BLVD	W OF I-95	E OF I-95	MAJOR ARTERIAL	CITY	6	6	45	0.32	1.89	E	E	53,531	C3C	56,800	2024	1.00%	16,868	17,900	0.94	62,480	68,680	21,640	19,690	1.10
GATLIN BLVD	E OF I-95	SAVAGE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.60	3.61	E	E	53,499	C3C	56,800	2024	0.94%	32,169	34,150	0.94	62,480	67,630	40,670	37,570	1.08
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.63	3.81	E	E	50,500	C3C	56,800	2025	1.27%	32,052	36,050	0.89	62,480	69,200	43,920	39,660	1.11
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.72	4.31	E	E	42,600	C3C	56,800	2025	1.90%	30,598	40,800	0.75	62,480	68,200	48,990	44,880	1.09
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.88	5.28	E	E	37,400	C3C	56,800	2025	2.17%	32,902	49,970	0.66	62,480	64,000	56,300	54,970	1.02
GILSON RD	MARTIN C.L.	BECKER RD	ARTERIAL	COUNTY	2	2	30	0.28	0.57	C	E	11,573	C3R	15,700	2024	2.41%	3,271	4,440	0.74	17,270	21,000	5,940	4,880	1.22
GLADES CUT-OFF RD	SOUTHERN TERMINUS	CARLTON RD	COLLECTOR	COUNTY	2	2	50	2.03	4.05	E	D	600	C3R	18,000	2025	6.70%	1,216	36,480	0.03	19,800	3,040	6,160	40,130	0.15
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	COLLECTOR	COUNTY	2	2	50	2.19	4.39	E	D	600	C3R	18,000	2025	6.70%	1,316	39,470	0.03	19,800	3,040	6,670	43,410	0.15
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	ARTERIAL	COUNTY	2	4	50	3.73	7.47	E	E	8,180	C3R	18,000	2023	5.86%	30,543	67,210	0.45	43,120	33,930	126,690	161,010	0.79
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	ARTERIAL	COUNTY	2	4	50	0.88	1.75	E	E	8,436	C3R	18,000	2023	7.50%	7,387	15,760	0.47	43,120	51,410	45,020	37,760	1.19
GLADES CUT-OFF RD	COMMERCE CENTER DR	I-95	ARTERIAL	COUNTY	2	4	50	1.26	2.52	E	E	6,015	C3C	17,400	2024	7.42%	7,588	21,950	0.35	42,350	36,000	45,410	53,420	0.85
GLADES CUT-OFF RD	I-95	MIDWAY RD	ARTERIAL	COUNTY	2	4	50	1.85	3.71	E	E	6,022	C3C	17,400	2024	7.53%	11,157	32,240	0.35	42,350	37,000	68,550	78,470	0.87
GRAND DR	SW WALTON RD	SE TIFFANY AVE	COLLECTOR	CITY	2	2	30	0.38	0.76	C	D	981	C3R	15,700	2023	1.60%	372	5,950	0.06	17,270	1,460	550	6,550	0.08
GRAND DR	SE TIFFANY AVE	SE LENARD RD	COLLECTOR	CITY	2	2	30	1.16	2.32	C	D	981	C3R	15,700	2023	1.60%	1,137	18,210	0.06	17,270	1,460	1,690	20,030	0.08
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	COLLECTOR	CITY	2	4	40	0.69	1.37	E	D	5,283	C3R	18,000	2024	1.60%	3,629	12,360	0.29	43,120	7,860	5,400	29,620	0.18
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	COLLECTOR	CITY	2	4	40	0.90	1.80	E	D	5,283	C3R	18,000	2024	1.60%	4,762	16,230	0.29	43,120	7,860	7,090	38,870	0.18
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	COLLECTOR	CITY	2	4	40	1.06	2.12	E	D	5,283	C3R	18,000	2024	1.60%	5,605	19,100	0.29	43,120	7,860	8,340	45,740	0.18
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	COLLECTOR	CITY	2	2	30	1.09	2.18	C	D	3,577	C3R	15,700	2024	2.20%	3,904	17,130	0.23	17,270	6,160	6,720	18,850	0.36
IMPORT DR	SW SAVAGE BLVD	SW GATLIN BLVD	COLLECTOR	CITY	2	2	30	2.21	4.41	C	D	1,880	C3R	15,700	2023	2.20%	4,147	34,630	0.12	17,270	3,240	7,150	38,090	0.19
INDIAN RIVER DR	MARTIN C. L.	WALTON ROAD	ARTERIAL	COUNTY	2	2	35	2.77	5.54	D	D	7,300	C3R	15,700	2025	1.60%	20,207	43,460	0.46	17,270	10,860	30,060	47,810	0.63

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INDIAN RIVER DR	WALTON ROAD	WALTON SCRUB PRESERVE	ARTERIAL	COUNTY	2	2	35	0.82	1.64	D	D	7,300	C3R	15,700	2025	1.60%	5,985	12,870	0.46	17,270	10,860	8,900	14,160	0.63
I-95	MARTIN C. L.	GATLIN BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	4.34	26.02	E	D	88,769	LA	122,800	2024	2.00%	385,033	532,640	0.72	163,400	145,630	631,670	708,750	0.89
I-95	GATLIN BLVD	ST LUCIE WEST BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	3.45	20.68	E	D	105,570	LA	122,800	2024	2.00%	363,860	423,250	0.86	163,400	173,200	596,960	563,180	1.06
I-95	ST LUCIE WEST BLVD	MIDWAY RD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	4.40	26.37	E	D	77,406	LA	122,800	2024	2.00%	340,257	539,800	0.63	163,400	126,990	558,220	718,270	0.78
JENNINGS RD	US 1	LENNARD RD	COLLECTOR	CITY	4	4	35	0.48	1.92	D	D	5,471	C3R	39,200	2023	1.60%	2,631	18,850	0.14	43,120	8,140	3,920	20,740	0.19
LAKEHURST DR	SW BAYSHORE RD	SW AIROSO BLVD	COLLECTOR	CITY	2	2	35	1.30	2.60	D	D	2,168	C3R	18,000	2023	1.60%	2,814	23,370	0.12	19,800	3,220	4,180	25,700	0.16
LAKEHURST DR	SW AIROSO BLVD	SANDA AVE	COLLECTOR	CITY	2	2	35	0.27	0.55	D	D	2,168	C3R	18,000	2023	1.60%	593	4,920	0.12	19,800	3,220	880	5,420	0.16
LENNARD RD	US 1	MARIPOSA AVE	ARTERIAL	CITY	4	4	40	0.38	1.53	E	E	17,961	C3R	39,200	2023	1.60%	6,874	15,000	0.46	43,120	26,710	10,220	16,500	0.62
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	ARTERIAL	CITY	4	4	40	0.37	1.50	E	E	17,600	C3R	39,200	2025	1.60%	6,583	14,660	0.45	43,120	26,170	9,790	16,130	0.61
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	ARTERIAL	CITY	4	4	40	0.13	0.52	E	E	17,475	C3R	39,200	2024	1.60%	2,251	5,050	0.45	43,120	25,990	3,350	5,550	0.60
LENNARD RD	JENNINGS RD	HILLMOOR DR	ARTERIAL	CITY	4	4	40	0.35	1.42	E	E	17,475	C3R	39,200	2024	1.60%	6,188	13,880	0.45	43,120	25,990	9,200	15,270	0.60
LENNARD RD	HILLMOOR DR	TIFFANY AVE	ARTERIAL	CITY	4	4	40	0.68	2.74	E	E	17,475	C3R	39,200	2024	1.60%	11,968	26,850	0.45	43,120	25,990	17,800	29,530	0.60
LENNARD RD	TIFFANY AVE	WALTON RD	ARTERIAL	CITY	4	4	40	0.37	1.49	E	E	7,866	C3R	39,200	2022	1.60%	2,935	14,630	0.20	43,120	11,700	4,370	16,090	0.27
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	COLLECTOR	CITY	2	2	30	0.79	1.58	C	D	3,716	C3R	15,700	2021	1.60%	2,938	12,410	0.24	17,270	5,530	4,370	13,660	0.32
LYNGATE DR	VETERANS MEMORIAL PKW	MORNINGSIDE BLVD	COLLECTOR	CITY	2	2	35	0.46	0.92	D	D	6,194	C3R	18,000	2023	1.60%	2,852	8,290	0.34	19,800	9,210	4,240	9,120	0.47
LYNGATE DR	MORNINGSIDE BLVD	US 1	COLLECTOR	CITY	2	2	35	0.16	0.31	D	D	9,084	C3R	18,000	2023	1.60%	1,413	2,800	0.50	19,800	13,510	2,100	3,080	0.68
MANVILLE DR	NW SELVITZ RD	ST JAMES DR	COLLECTOR	CITY	2	2	30	0.88	1.76	C	D	1,445	C3R	39,200	2023	1.60%	1,275	34,590	0.04	43,120	2,150	1,900	38,050	0.05
MARIPOSA AVE	US 1	LENNARD RD	ARTERIAL	CITY	4	4	35	0.22	0.88	D	E	9,910	C3R	57,900	2021	1.60%	2,180	12,740	0.17	63,690	14,740	3,240	14,010	0.23
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	COLLECTOR	CITY	2	2	30	1.13	2.27	C	D	6,297	C3R	15,700	2023	1.60%	7,131	17,780	0.40	17,270	9,360	10,600	19,560	0.54
MARSHALL PARKWAY	RANGE LINE RD	SW RIVERLAND BLVD	ARTERIAL	CITY	0	4	-	2.26	0.00	-	-	-	C3R	-		6.70%	-	-	-	43,120	24,560	55,510	97,450	0.57
MARSHALL PARKWAY	SW RIVERLAND BLVD	SW COMMUNITY BLVD	ARTERIAL	CITY	0	4	-	2.21	0.00	-	-	-	C3R	-		6.70%	-	-	-	43,120	27,060	59,800	95,300	0.63
MARSHALL PARKWAY	SW COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	CITY	2	4	35	0.84	1.68	D	D	1,250	C3R	15,700	2025	6.70%	1,050	13,190	0.08	43,120	30,700	25,790	36,220	0.71
MARSHALL PARKWAY	VILLAGE PKWY	INTERSTATE 95	ARTERIAL	CITY	0	4	-	0.70	0.00	-	-	-	C3C	-		6.70%	-	-	-	42,350	38,460	26,920	29,640	0.91
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	LOCAL	COUNTY	2	2	35	3.19	6.39	D	D	320	C3R	15,700	2024	6.70%	1,022	50,130	0.02	17,270	1,620	5,170	55,140	0.09
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	COLLECTOR	CITY	2	2	30	1.74	3.48	C	D	9,754	C3R	15,700	2024	1.60%	16,978	27,330	0.62	17,270	14,500	25,240	30,060	0.84
MIDWAY RD	OKEECHOBEE RD	SHINN RD	ARTERIAL	COUNTY	2	4	45	0.88	1.77	E	E	6,900	C3R	18,000	2025	6.70%	6,098	15,910	0.38	43,120	34,910	30,850	38,110	0.81
MIDWAY RD	SHINN RD	MCCARTY RD	ARTERIAL	COUNTY	2	4	45	1.52	3.03	E	E	6,900	C3R	18,000	2025	6.70%	10,456	27,280	0.38	43,120	34,910	52,900	65,350	0.81
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	ARTERIAL	COUNTY	2	4	45	0.88	1.76	E	E	7,900	C3R	18,000	2025	6.70%	6,952	15,840	0.44	43,120	39,970	35,170	37,950	0.93

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA																							
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MIDWAY RD	N/S ARTERIAL A	I-95	ARTERIAL	COUNTY	2	4	45	1.51	3.02	E	E	7,900	C3R	18,000	2025	6.70%	11,929	27,180	0.44	43,120	39,970	60,350	65,110	0.93
MIDWAY RD	I-95	GLADES CUT-OFF RD	ARTERIAL	COUNTY	4	4	45	1.00	3.99	E	E	22,200	C3C	38,500	2025	2.20%	22,155	38,420	0.58	42,350	38,250	38,170	42,260	0.90
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	ARTERIAL	COUNTY	4	4	45	0.28	1.12	E	E	23,600	C3C	38,500	2025	2.20%	6,632	10,820	0.61	42,350	40,660	11,430	11,900	0.96
MIDWAY RD	EAST TORINO PKWY	MILNER DR	ARTERIAL	COUNTY	2	4	45	0.56	1.12	E	E	25,100	C3C	18,000	2025	1.60%	14,088	10,100	1.39	42,350	37,330	20,950	23,770	0.88
MIDWAY RD	MILNER DR	W OF SELVITZ RD	ARTERIAL	COUNTY	2	4	45	0.67	1.35	E	E	25,100	C3C	17,400	2025	1.60%	16,927	11,730	1.44	42,350	37,330	25,170	28,560	0.88
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	ARTERIAL	COUNTY	4	4	45	0.08	0.32	E	E	25,100	C3C	38,500	2025	1.60%	2,014	3,090	0.65	42,350	37,330	2,990	3,400	0.88
MIDWAY RD	SELVITZ	S 25TH ST	ARTERIAL	COUNTY	4	4	45	1.03	4.11	E	E	22,100	C3C	38,500	2025	1.60%	22,722	39,580	0.57	42,350	32,870	33,800	43,540	0.78
MORNINGSIDE BLVD	SW WESTCHESTER DR	WESTMORELAND BLVD	COLLECTOR	CITY	2	2	25	1.22	2.44	B	D	2,787	C3R	15,700	2023	1.60%	3,396	19,130	0.18	17,270	4,140	5,040	21,040	0.24
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	1.12	2.25	C	D	6,400	C3R	18,000	2023	1.60%	7,190	20,220	0.36	19,800	9,520	10,690	22,240	0.48
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	COLLECTOR	CITY	2	2	25	1.06	2.13	B	D	3,251	C3R	15,700	2024	1.60%	3,458	16,700	0.21	17,270	4,830	5,140	18,370	0.28
N/S A RD	GLADES CUTOFF RD	CROSSTOWN PKWY	COLLECTOR	CITY	0	2	-	1.31	0.00	-	-	-	C3R	-		6.70%	-	-	-	19,800	12,520	16,400	25,940	0.63
OAKRIDGE DR	OAKLYN ST	MOUNTWELL ST	COLLECTOR	CITY	2	2	35	0.81	1.61	D	D	5,115	C3R	14,800	2021	1.60%	4,124	11,930	0.35	16,280	7,610	6,140	13,130	0.47
PAAR DR	ROSSER BLVD	SAVONA BLVD	COLLECTOR	CITY	2	2	40	1.03	2.06	E	D	6,800	C3R	18,000	2025	2.20%	7,007	18,550	0.38	19,800	11,720	12,080	20,400	0.59
PAAR DR	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	40	0.76	1.53	E	D	6,800	C3R	18,000	2025	2.20%	5,192	13,740	0.38	19,800	11,720	8,950	15,120	0.59
PAAR DR	PORT ST LUCIE BLVD	DARWIN BLVD	COLLECTOR	CITY	2	2	40	1.04	2.07	E	D	4,387	C3R	18,000	2023	2.20%	4,548	18,660	0.24	19,800	7,560	7,840	20,530	0.38
PAAR DR	DARWIN BLVD	TULIP BLVD	COLLECTOR	CITY	2	2	40	2.03	4.06	E	D	1,985	C3R	18,000	2023	2.20%	4,030	36,550	0.11	19,800	3,420	6,940	40,210	0.17
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	COLLECTOR	CITY	2	2	30	0.51	1.03	C	D	2,684	C3R	14,800	2023	1.60%	1,377	7,600	0.18	16,280	3,990	2,050	8,360	0.25
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	COLLECTOR	CITY	4	4	40	0.70	2.80	E	D	24,900	C3C	38,500	2025	2.20%	17,434	26,960	0.65	42,350	42,900	30,040	29,650	1.01
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	4	40	1.23	2.46	E	D	15,943	C3C	18,000	2024	2.20%	19,638	22,170	0.89	42,350	27,470	33,840	52,170	0.65
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	2	40	1.04	2.08	E	D	15,943	C3R	18,000	2024	2.20%	16,562	18,700	0.89	19,800	27,470	28,540	20,570	1.39
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	ARTERIAL	CITY	4	4	40	0.23	0.93	E	E	10,311	C3R	39,200	2024	4.16%	2,406	9,150	0.26	43,120	28,540	6,660	10,060	0.66
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	4	40	1.19	2.37	E	E	12,900	C3R	18,000	2025	3.07%	15,287	21,330	0.72	43,120	27,500	32,590	51,100	0.64
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	ARTERIAL	CITY	2	4	40	1.16	2.32	E	E	12,900	C3R	18,000	2025	3.13%	14,991	20,920	0.72	43,120	27,900	32,420	50,110	0.65
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	ARTERIAL	CITY	2	4	40	0.53	1.05	E	E	24,400	C3C	17,400	2025	1.70%	12,854	9,170	1.40	42,350	37,210	19,600	22,310	0.88
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	MAJOR ARTERIAL	CITY	4	4	40	0.58	2.34	E	E	24,400	C3C	38,500	2025	3.37%	14,269	22,510	0.63	42,350	55,920	32,700	24,770	1.32
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.90	5.42	E	E	51,800	C3C	56,800	2025	1.68%	46,784	51,300	0.91	62,480	78,500	70,900	56,430	1.26
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.39	2.31	E	E	51,800	C3C	56,800	2025	1.65%	19,959	21,890	0.91	62,480	78,000	30,050	24,070	1.25
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	PRINCIPAL ARTERIAL	STATE	6	6	45	0.24	1.46	E	E	49,052	C3C	56,800	2024	2.19%	11,907	13,790	0.86	62,480	84,350	20,480	15,170	1.35

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.17	1.05	E	E	48,953	C3C	56,800	2024	1.98%	8,530	9,900	0.86	62,480	80,010	13,940	10,890	1.28
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.84	5.06	E	E	49,982	C3C	56,800	2024	0.97%	42,176	47,930	0.88	62,480	63,670	53,730	52,720	1.02
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	PRINCIPAL ARTERIAL	STATE	6	6	45	0.62	3.75	E	E	43,192	C3C	56,800	2024	1.63%	26,975	35,470	0.76	62,480	64,690	40,400	39,020	1.04
PORT ST LUCIE BLVD	FLORESTA DR	ST LUCIE RIVER	PRINCIPAL ARTERIAL	STATE	6	6	45	0.61	3.65	E	E	57,929	C3C	56,800	2024	1.63%	35,199	34,510	1.02	62,480	86,760	52,720	37,970	1.39
PORT ST LUCIE BLVD	ST LUCIE RIVER	VETERANS MEMORIAL PKW	PRINCIPAL ARTERIAL	STATE	6	6	45	0.27	1.63	E	E	57,912	C3C	56,800	2024	1.60%	15,772	15,470	1.02	62,480	86,120	23,450	17,020	1.38
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKW	MORNINGSIDE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	1.25	7.48	E	E	39,266	C3C	56,800	2024	1.99%	48,936	70,790	0.69	62,480	64,240	80,060	77,870	1.03
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	PRINCIPAL ARTERIAL	STATE	6	6	45	0.56	3.37	E	E	38,644	C3C	56,800	2024	1.70%	21,680	31,870	0.68	62,480	58,830	33,010	35,050	0.94
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	ARTERIAL	CITY	4	4	40	1.35	5.40	E	E	21,844	C3C	38,500	2024	1.60%	29,504	52,000	0.57	42,350	32,480	43,870	57,200	0.77
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	ARTERIAL	COUNTY	4	4	40	0.58	2.33	E	E	27,300	C3R	39,200	2025	1.60%	15,897	22,830	0.70	43,120	40,600	23,640	25,110	0.94
RANGE LINE RD	MARTIN COUNTY	BECKER RD	ARTERIAL	COUNTY	2	4	55	0.40	0.80	E	E	2,400	C3R	18,000	2025	10.63%	960	7,200	0.13	43,120	30,000	12,000	17,250	0.70
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF	ARTERIAL	COUNTY	2	4	55	3.82	7.64	E	E	2,400	C3R	18,000	2025	11.91%	9,165	68,740	0.13	43,120	40,000	152,750	164,660	0.93
RANGE LINE RD	2 MI S OF GLADES CUT-OFF	GLADES CUT-OFF RD	ARTERIAL	COUNTY	2	4	55	1.93	3.87	E	E	2,400	C3R	18,000	2025	12.64%	4,642	34,820	0.13	43,120	47,000	90,910	83,400	1.09
ROSSER BLVD	PAAR DR	APRICOT RD	COLLECTOR	CITY	2	2	40	2.17	4.34	E	D	6,541	C3R	18,000	2024	2.20%	14,180	39,020	0.36	19,800	11,270	24,430	42,920	0.57
ROSSER BLVD	APRICOT RD	GATLIN BLVD	COLLECTOR	CITY	4	4	40	0.79	3.14	E	D	18,300	C3R	39,200	2025	1.00%	14,388	30,820	0.47	43,120	23,470	18,450	33,900	0.54
SANDIA DR	NW PRIMA VISTA BLVD	SE LAKEHURST DR	COLLECTOR	CITY	2	2	35	0.68	1.36	D	D	3,048	C3R	15,700	2024	1.60%	2,075	10,690	0.19	17,270	4,530	3,080	11,750	0.26
SANDIA DR	SE LAKEHURST DR	CROSSTOWN PKWY	COLLECTOR	CITY	2	2	35	0.81	1.61	D	D	3,048	C3R	15,700	2024	1.60%	2,455	12,650	0.19	17,270	4,530	3,650	13,910	0.26
SANDIA DR	CROSSTOWN PKWY	SE THORNHILL DR	COLLECTOR	CITY	2	2	35	0.59	1.17	D	D	3,048	C3R	15,700	2024	1.60%	1,786	9,200	0.19	17,270	4,530	2,650	10,120	0.26
SAVAGE BLVD	GATLIN BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	2	35	2.30	4.60	D	D	3,373	C3R	18,000	2024	2.20%	7,757	41,400	0.19	19,800	5,810	13,360	45,540	0.29
SAVONA BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	2	40	0.91	1.83	E	E	11,753	C3R	18,000	2024	2.20%	10,730	16,430	0.65	19,800	20,250	18,490	18,080	1.02
SAVONA BLVD	PAAR DR	GATLIN BLVD	ARTERIAL	CITY	2	2	40	2.81	5.63	E	E	11,753	C3R	18,000	2024	2.20%	33,077	50,660	0.65	19,800	20,250	56,990	55,720	1.02
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	ARTERIAL	CITY	2	2	40	1.08	2.16	E	E	14,308	C3R	18,000	2024	2.20%	15,441	19,420	0.79	19,800	24,650	26,600	21,370	1.24
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	ARTERIAL	CITY	2	2	30	1.67	3.33	C	E	13,500	C3R	15,700	2025	1.60%	22,490	26,160	0.86	17,270	20,080	33,450	28,770	1.16
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	ARTERIAL	CITY	2	2	35	1.19	2.39	D	E	12,700	C3R	15,700	2025	1.60%	15,154	18,730	0.81	17,270	18,890	22,540	20,610	1.09
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	LOCAL	COUNTY	2	2	30	2.53	5.06	C	D	529	C3R	15,700	2022	9.77%	1,338	39,690	0.03	17,270	5,440	13,750	43,660	0.31
SOUTHBEND BLVD	SE OAKRIDGE DR	E SNOW RD	ARTERIAL	CITY	2	2	40	1.94	3.87	E	E	13,200	C3R	18,000	2025	1.60%	25,574	34,870	0.73	19,800	19,630	38,030	38,360	0.99
SOUTHBEND BLVD	E SNOW RD	BECKER RD	ARTERIAL	CITY	2	2	40	2.25	4.50	E	E	13,200	C3R	18,000	2025	1.60%	29,700	40,500	0.73	19,800	19,630	44,170	44,550	0.99
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	MAJOR ARTERIAL	COUNTY	4	4	40	1.87	7.47	E	E	19,304	C3R	39,200	2024	1.60%	36,060	73,230	0.49	43,120	28,710	53,630	80,550	0.67
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	ARTERIAL	COUNTY	4	4	45	0.27	1.09	E	E	19,812	C3R	39,200	2024	1.60%	5,388	10,660	0.51	43,120	29,460	8,010	11,730	0.68

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA																							
Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	ARTERIAL	COUNTY	4	4	45	0.41	1.64	E	E	17,780	C3R	39,200	2024	1.60%	7,275	16,040	0.45	43,120	26,440	10,820	17,640	0.61
ST JAMES DR	TELFORD AVE	MIDWAY RD	ARTERIAL	COUNTY	4	4	45	0.79	3.16	E	E	17,780	C3R	39,200	2024	1.60%	14,042	30,960	0.45	43,120	26,440	20,880	34,050	0.61
ST LUCIE WEST BLVD	COMMERCE CENTER DR	PEACOCK BLVD	COLLECTOR	COUNTY	4	4	35	0.59	2.36	D	D	19,100	C3C	38,500	2025	2.09%	11,272	22,720	0.50	42,350	32,000	18,890	24,990	0.76
ST LUCIE WEST BLVD	PEACOCK BLVD	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	4	6	40	0.85	3.39	E	E	38,200	C3C	38,500	2025	1.99%	32,412	32,670	0.99	62,480	62,560	53,080	53,010	1.00
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	MAJOR ARTERIAL	CITY	4	6	40	0.30	1.19	E	E	38,200	C3C	38,500	2025	1.99%	11,341	11,430	0.99	62,480	62,560	18,570	18,550	1.00
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	MAJOR ARTERIAL	CITY	4	6	40	1.04	4.17	E	E	43,600	C3C	38,500	2025	1.99%	45,503	40,180	1.13	62,480	71,400	74,520	65,210	1.14
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	6	40	0.47	2.83	E	E	43,600	C3C	56,800	2025	2.20%	20,566	26,790	0.77	62,480	75,120	35,430	29,470	1.20
SW FAIRGREEN RD	CROSSTOWN PKWY	SW CADIMA ST	COLLECTOR	CITY	2	2	25	0.80	1.60	B	D	6,500	C3R	15,700	2025	2.41%	5,200	12,560	0.41	17,270	11,800	9,440	13,820	0.68
THORNHILL DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	2	40	2.04	4.07	E	D	9,497	C3R	18,000	2023	1.60%	19,333	36,640	0.53	19,800	14,120	28,740	40,310	0.71
TIFFANY AVE	US 1	HILLMOOR DR	COLLECTOR	CITY	4	4	30	0.12	0.47	C	D	14,800	C3R	39,200	2025	1.60%	1,750	4,630	0.38	43,120	22,010	2,600	5,100	0.51
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	COLLECTOR	CITY	4	4	30	0.20	0.80	C	D	14,800	C3R	39,200	2025	1.60%	2,976	7,880	0.38	43,120	22,010	4,430	8,670	0.51
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	COLLECTOR	CITY	4	4	30	0.70	2.80	C	D	14,800	C3R	39,200	2025	1.60%	10,369	27,460	0.38	43,120	22,010	15,420	30,210	0.51
TIFFANY AVE	LENNARD RD	SE GRAND DR	COLLECTOR	CITY	2	2	30	0.92	1.84	C	D	14,800	C3R	18,000	2025	1.60%	13,652	16,600	0.82	19,800	22,010	20,300	18,260	1.11
TORINO PKWY (NORTH & WEST)	CALIFORNIA BLVD	NW EAST TORINO PKWY	COLLECTOR	CITY	2	2	40	2.61	5.22	E	D	4,599	C3R	18,000	2024	2.20%	12,009	47,000	0.26	19,800	7,920	20,680	51,700	0.40
TRADITION PKWY	RANGE LINE RD	POWERLINE RD	ARTERIAL	CITY	0	4	-	1.02	0.00	-	-	6,900	C3R	-	2021	2.71%	-	-	-	43,120	13,470	13,740	43,980	0.31
TRADITION PKWY	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	4	4	35	2.15	8.60	D	E	7,118	C3R	39,200	2021	3.51%	15,304	84,280	0.18	43,120	16,880	36,290	92,710	0.39
TRADITION PKWY	COMMUNITY BLVD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	4	35	0.41	1.64	D	E	10,969	C3C	38,500	2024	3.48%	4,505	15,810	0.28	42,350	25,800	10,600	17,390	0.61
TRADITION PKWY	VILLAGE PKWY	W OF I-95	MAJOR ARTERIAL	CITY	6	6	45	0.40	2.40	E	E	55,600	C3C	56,800	2025	1.00%	22,245	22,720	0.98	62,480	71,300	28,530	25,000	1.14
TULIP BLVD	PORT ST LUCIE BLVD	PAAR DR	COLLECTOR	CITY	2	2	35	2.02	4.03	D	D	9,096	C3C	18,000	2024	2.20%	18,344	36,300	0.51	19,800	15,670	31,600	39,930	0.79
TULIP BLVD	PAAR DR	DARWIN BLVD	COLLECTOR	CITY	2	2	35	0.46	0.91	D	D	9,096	C3C	18,000	2024	2.20%	4,161	8,230	0.51	19,800	15,670	7,170	9,060	0.79
TULIP BLVD	DARWIN BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	0.89	1.78	D	D	3,800	C3C	18,000	2025	2.20%	3,391	16,060	0.21	19,800	6,550	5,850	17,670	0.33
UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	COLLECTOR	CITY	2	2	30	0.58	1.16	C	D	5,014	C3R	15,700	2023	2.20%	2,906	9,100	0.32	17,270	8,640	5,010	10,010	0.50
US 1	MARTIN C.L.	LENNARD RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.14	0.86	E	E	54,193	C3C	56,800	2023	1.60%	7,773	8,150	0.95	62,480	80,590	11,560	8,960	1.29
US 1	LENNARD RD	PORT ST LUCIE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.43	2.56	E	E	36,068	C3C	56,800	2024	1.60%	15,376	24,210	0.64	62,480	53,640	22,870	26,640	0.86
US 1	PORT ST LUCIE BLVD	JENNINGS RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.56	3.37	E	E	36,068	C3C	56,800	2024	1.60%	20,273	31,930	0.64	62,480	53,640	30,150	35,120	0.86
US 1	JENNINGS RD	TIFFANY AVE	PRINCIPAL ARTERIAL	STATE	6	6	45	0.68	4.06	E	E	36,068	C3C	56,800	2024	1.60%	24,418	38,450	0.64	62,480	53,640	36,310	42,300	0.86
US 1	TIFFANY AVE	WALTON RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.85	5.08	E	E	36,068	C3C	56,800	2024	1.60%	30,525	48,070	0.64	62,480	53,640	45,400	52,880	0.86
US 1	WALTON RD	VILLAGE GREEN DR	PRINCIPAL ARTERIAL	STATE	6	6	45	0.58	3.45	E	E	46,228	C3C	56,800	2024	1.60%	26,584	32,660	0.81	62,480	68,750	39,540	35,930	1.10

APPENDIX A: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	Year Count	Annual Growth Rates	2025 VMT	2025 VMC	2025 VC Ratio	2050 Daily Capacity	2050 AADT	2050 VMT	2050 VMC	2050 VC Ratio
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	ARTERIAL	CITY	4	4	40	1.38	5.50	E	E	13,700	C3R	39,200	2025	1.60%	18,854	53,950	0.35	43,120	20,370	28,030	59,340	0.47
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	ARTERIAL	CITY	4	4	40	0.90	3.62	E	E	9,042	C3R	39,200	2024	1.60%	8,174	35,440	0.23	43,120	13,450	12,160	38,980	0.31
VILLAGE GREEN DR	US 1	WALTON RD	COLLECTOR	CITY	4	4	30	1.05	4.20	C	D	17,272	C3C	39,200	2024	1.60%	18,123	41,130	0.44	43,120	25,690	26,960	45,240	0.60
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	COLLECTOR	CITY	2	2	30	0.63	1.26	C	D	13,213	C3C	15,200	2023	1.60%	8,314	9,560	0.87	16,720	19,650	12,370	10,520	1.18
VILLAGE PKWY	BECKER RD	MARSHALL PKWY	MAJOR ARTERIAL	CITY	4	4	45	1.70	6.80	E	E	14,410	C3C	38,500	2024	1.48%	24,497	65,450	0.37	42,350	20,800	35,360	72,000	0.49
VILLAGE PKWY	MARSHALL PKWY	DISCOVERY WAY	MAJOR ARTERIAL	CITY	4	4	45	1.50	6.00	E	E	14,235	C3C	38,500	2024	0.25%	21,352	57,750	0.37	42,350	15,140	22,710	63,530	0.36
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	MAJOR ARTERIAL	CITY	6	6	45	0.75	4.48	E	E	32,500	C3C	56,800	2025	1.58%	24,287	42,450	0.57	62,480	48,100	35,950	46,690	0.77
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	MAJOR ARTERIAL	CITY	4	4	35	1.67	6.70	D	E	27,775	C3C	38,500	2024	1.00%	46,517	64,480	0.72	42,350	35,620	59,660	70,930	0.84
VILLAGE PKWY	WESTCLIFFE LN	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	4	35	0.48	1.93	D	E	17,852	C3C	38,500	2023	1.00%	8,619	18,590	0.46	42,350	22,890	11,050	20,450	0.54
WALTON RD	US 1	VILLAGE GREEN DR	ARTERIAL	COUNTY	4	4	30	0.45	1.80	C	E	10,656	C3C	38,500	2021	1.60%	4,797	17,330	0.28	42,350	15,850	7,140	19,060	0.37
WALTON RD	VILLAGE GREEN DR	LENNARD RD	ARTERIAL	COUNTY	4	4	35	0.76	3.05	D	E	19,400	C3R	39,200	2025	1.60%	14,815	29,940	0.49	43,120	28,850	22,030	32,930	0.67
WALTON RD	LENNARD RD	GREEN RIVER PKWY	ARTERIAL	COUNTY	2	4	45	1.10	2.19	E	E	12,000	C3R	18,000	2025	1.60%	13,150	19,730	0.67	43,120	17,850	19,560	47,250	0.41
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	ARTERIAL	COUNTY	2	2	45	0.79	1.58	E	E	6,299	C3R	18,000	2024	1.60%	4,977	14,220	0.35	19,800	9,370	7,400	15,640	0.47
WESTCLIFFE LN	TREMONTE AVE	COMMUNITY BLVD	ARTERIAL	HOA	4	4	35	0.40	1.59	D	E	5,579	C3R	39,200	2023	6.70%	2,216	15,570	0.14	43,120	28,230	11,210	17,130	0.65
WESTCLIFFE LN	COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	HOA	4	4	35	0.56	2.26	D	E	5,579	C3R	39,200	2023	6.70%	3,151	22,140	0.14	43,120	28,230	15,950	24,360	0.65
WESTMORELAND BLVD	US 1	MORNINGSIDE BLVD	COLLECTOR	CITY	2	2	30	1.98	3.95	C	D	8,800	C3R	15,700	2025	1.60%	17,394	31,030	0.56	17,270	13,090	25,870	34,130	0.76
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	1.21	2.42	D	D	7,925	C3R	18,000	2024	1.60%	9,573	21,740	0.44	19,800	11,790	14,240	23,920	0.60
WHITMORE DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	2	30	2.66	5.32	C	D	203	C3R	15,700	2024	1.60%	540	41,760	0.01	17,270	300	800	45,930	0.02
WYLDER RD	GLADES CUTOFF RD	MIDWAY RD	COLLECTOR	CITY	2	4	35	2.79	5.58	D	D	5,335	C3R	18,000	2025	6.70%	14,885	50,220	0.30	43,120	26,990	75,300	120,300	0.63

Source: Traffic characteristics as of December 2025. Traffic data provided by City of Port St. Lucie, St. Lucie County, FDOT, and St. Lucie County TPO. LOS Standards based on adopted Comprehensive Plan. Daily Capacity based on 2023 FDOT Generalized Tables. AADT obtained from the Florida Department of Transportation (FDOT), St. Lucie County, and the St. Lucie County TPO. VMT is length x AADT. VMC is length x Daily Capacity. 2025 AADT, VMT, & VMC rounded to the nearest 10th. AADT and Daily Capacity are generally rounded to the nearest 100th, for some smaller values, numbers are rounded to the nearest 50th. The 2050 Daily Capacity was increased by 10% to account for future technology improvements to optimize traffic flows and preserve road capacity.

Appendix B. Federal Highway Administration (FHWA) Speed Studies

Appropriate Speed Limits for All Road Users

There is broad consensus among global roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speed is an especially important factor on non-limited access roadways where vehicles and vulnerable road users mix.

A driver may not see or be aware of the conditions within a corridor, and may drive at a speed that feels reasonable for themselves but may not be for all users of the system, especially vulnerable road users, including children and seniors. A driver traveling at 30 miles per hour who hits a pedestrian has a 45 percent chance of killing or seriously injuring them.[1] At 20 miles per hour, that percentage drops to 5 percent.[1] A number of cities across the United States, including New York, Washington, Seattle and Minneapolis, have reduced their local speed limits in recent years in an effort to reduce fatalities and serious injuries, with most having to secure State legislative authorization to do so.

States and local jurisdictions should set appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves. Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.[2]

Safety Benefits:

Traffic fatalities in the City of Seattle decreased 26 percent after the city implemented comprehensive, city-wide speed management strategies and countermeasures inspired by Vision Zero. This included setting speed limits on all non-arterial streets at 20 mph and 200 miles of arterial streets at 25 mph.[5]

One study found that on rural roads, when considering other relevant factors in the engineering study along with the speed distribution, setting a speed limit no more than 5 mph below the 85th-percentile speed may result in fewer total and fatal plus injury crashes, and lead to drivers complying closely with the posted speed limit.[6]

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures/ and https://safety.fhwa.dot.gov/speedmgt/ref_mats/.

Applications

Posted speed limits are often the same as the legislative statutory speed limit. Agencies with designated authorities to set speed limits, which include States, and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones, and a growing number are doing so. While non-statutory speed limits must be based on an engineering study, conducted in accordance with the *Manual on Uniform Traffic Control Devices* (MUTCD) involving multiple factors and engineering judgment, FHWA is also encouraging agencies to use the following:[3]

- Expert Systems tools.
  - USLIMITS2.
  - NCHRP 966: Posted Speed Limit Setting Procedure and Tool.
- Safe System approach.

Based on international experience and implementation in the United States, the use of 20 mph speed zones or speed limits in urban core areas where vulnerable users share the road environment with motorists may result in further safety benefits.[4]

Considerations

When setting a speed limit, agencies should consider a range of factors such as pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.

To achieve desired speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as self-enforcing roadways, traffic calming, and speed safety cameras. Additional information is in the following FHWA resources:

- FHWA Speed Management website.
- Self-Enforcing Roadways: A Guidance Report.
- Noteworthy Speed Management Practices.
- Jurisdiction Speed Management Action Plan Development Package.
- Traffic Calming ePrimer.

1 Reducing the speed limit to 20 mph in urban areas: Child deaths and injuries would be decreased.
2 Lowering the speed limit from 30 to 25 mph in Boston: effects on vehicle speeds.
3 FHWA's Methods and Practices for Setting Speed Limits: An Informational Report, (2012).
4 Recommendations of the Academic Expert Group for the 3rd Global Ministerial Conference on Road Safety.
5 https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa20047/sec8.cfm#foot813
6 Safety and Operational Impacts of Setting Speed Limits below Engineering Recommendations.

FHWA-SA-21-034

Appendix C. Federal Highway Administration (FHWA) Safety Countermeasures

MAKING OUR ROADS SAFER

One Countermeasure at a Time

The FHWA has identified and is promoting widespread use of a set of 28 Proven Safety Countermeasures that can offer significant, measurable impacts as part of any agency's data-driven, systemic approach to improving safety. These strategies are designed to enhance safety on all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses **speed management, intersections, roadway departures,** or **pedestrians/ bicyclists**—along with crosscutting strategies that address all four safety focus areas.

Which Proven Safety Countermeasures Will You Use?

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures.

U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

OFFICE OF SAFETY

Proven Safety Countermeasures

SPEED MANAGEMENT

Speed Safety Cameras

Variable Speed Limits

Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

Wider Edge Lines

Enhanced Delineation for Horizontal Curves

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

SafetyEdge℠

Roadside Design Improvements at Curves

Median Barriers

INTERSECTIONS

Backplates with Retroreflective Borders

Corridor Access Management

Dedicated Left- and Right-Turn Lanes at Intersections

Reduced Left-Turn Conflict Intersections

Roundabouts

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Yellow Change Intervals

PEDESTRIANS/BICYCLES

Crosswalk Visibility Enhancements

Bicycle Lanes

Rectangular Rapid Flashing Beacons (RRFB)

Leading Pedestrian Interval

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Pedestrian Hybrid Beacons

Road Diets (Roadway Reconfiguration)

Walkways

CROSSCUTTING

Pavement Friction Management

Lighting

Local Road Safety Plans

Road Safety Audit

Appendix D. Quality of Service Evaluation

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	MAJOR ARTERIAL	CITY	4	4	40	0.93	3.71	E	E	6'-7'	Set Back from Curb	C	None	None	F
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	4	40	0.82	3.27	E	E	6'-7'	Set Back from Curb	C	None	None	F
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	MAJOR ARTERIAL	CITY	4	4	40	1.42	5.70	E	E	6'-7'	Set Back from Curb	C	None	None	F
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	MAJOR ARTERIAL	CITY	4	4	40	0.55	2.21	E	E	6'-7'	Set Back from Curb	C	None	None	F
AIROSO BLVD	FLORESTA DR	ST JAMES DR	MAJOR ARTERIAL	CITY	4	4	40	0.51	2.06	E	E	6'-7'	Set Back from Curb	C	None	None	F
ALCANTARRA BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	30	0.81	1.62	C	D	6'-7'	Set Back from Curb	C	None	None	F
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	0.80	1.61	D	D	4'-5'	Set Back from Curb	D	None	None	F
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	4	4	40	0.45	1.80	E	E	8'-9'	Set Back from Curb	B	None	None	F
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	4	4	40	1.28	5.12	E	E	8'-9'	Set Back from Curb	B	None	None	F
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	4	4	40	1.48	5.91	E	E	8'-9'	Set Back from Curb	B	None	None	F
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	ARTERIAL	CITY	2	4	40	0.67	1.34	E	E	6'-7'	Set Back from Curb	C	None	None	F
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	ARTERIAL	CITY	2	4	40	0.70	1.40	E	E	6'-7'	Set Back from Curb	C	None	None	F
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	ARTERIAL	CITY	2	4	40	0.92	1.84	E	E	4'-5'	Set Back from Curb	D	None	None	F
BECKER RD	RANGE LINE RD	POWERLINE RD	ARTERIAL	CITY	2	4	40	0.95	1.90	E	D	10'+	Set Back from Curb	A	4' Bike Lane	None	D
BECKER RD	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	2	4	40	2.10	4.20	E	D	10'+	Set Back from Curb	A	4' Bike Lane	None	D
BECKER RD	COMMUNITY BLVD	SW BELTERRA DR	ARTERIAL	CITY	2	6	40	0.75	1.50	E	D	10'+	Set Back from Curb	A	4' Bike Lane	None	D
BECKER RD	SW BELTERRA DR	VILLAGE PKWY	ARTERIAL	CITY	4	6	40	0.50	2.00	E	D	10'+	Set Back from Curb	A	4' Bike Lane	None	D
BECKER RD	VILLAGE PKWY	I-95	ARTERIAL	CITY	6	6	45	0.75	4.50	E	E	6'-7'	Back of Curb	D	None	None	F
BECKER RD	I-95	SAVONA BLVD	ARTERIAL	CITY	4	4	40	1.05	4.20	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	ARTERIAL	CITY	4	4	40	0.71	2.86	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	ARTERIAL	CITY	4	4	40	0.61	2.43	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	ALBACORE ST	DARWIN BLVD	ARTERIAL	CITY	4	4	40	0.37	1.47	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	DARWIN BLVD	ATHENA DR	ARTERIAL	CITY	4	4	40	0.71	2.82	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	ARTERIAL	CITY	4	4	40	0.68	2.71	E	E	10'+	Back of Curb	B	None	None	F
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	ARTERIAL	CITY	4	4	40	0.32	1.30	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	None	C
BECKER RD	SOUTHBEND BLVD	VIA TESORO	ARTERIAL	CITY	4	4	40	0.22	0.88	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
BECKER RD	VIA TESORO	GILSON RD	ARTERIAL	CITY	2	2	40	2.00	4.00	E	E	10'+	Set Back from Curb	A	4' Bike Lane	None	D
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	2	40	0.39	0.77	E	D	4'-5'	Set Back from Curb	D	None	None	F

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
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CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	COLLECTOR	CITY	2	2	40	0.77	1.55	E	D	4'-5'	Set Back from Curb	D	None	None	F
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	ARTERIAL	CITY	2	4	40	1.33	2.66	E	E	4'-5'	Set Back from Curb	D	None	None	F
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	ARTERIAL	CITY	2	4	40	0.37	0.75	E	E	4'-5'	Set Back from Curb	D	None	None	F
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	ARTERIAL	CITY	2	4	40	0.47	0.93	E	E	8'-9'	Set Back from Curb	B	None	None	F
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	ARTERIAL	CITY	2	4	40	0.85	1.71	E	E	8'-9'	Set Back from Curb	B	None	None	F
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	ARTERIAL	CITY	2	4	40	0.35	0.70	E	E	6'-7'	Set Back from Curb	C	None	None	F
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	ARTERIAL	CITY	2	4	40	0.34	0.67	E	E	6'-7'	Set Back from Curb	C	None	None	F
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	ARTERIAL	CITY	2	4	40	1.00	2.00	E	E	6'-7'	Set Back from Curb	C	None	None	F
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	ARTERIAL	CITY	2	4	40	0.37	0.74	E	E	8'-9'	Set Back from Curb	B	None	None	F
CAMEO BLVD	PORT ST LUICE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	30	0.90	1.79	C	D	6'-7'	Set Back from Curb	C	None	None	F
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	2	30	0.84	1.68	C	D	6'-7'	Set Back from Curb	C	None	None	F
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	4	40	0.38	0.75	E	D	4'-5'	Set Back from Curb	D	None	None	F
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	COLLECTOR	CITY	2	4	40	0.49	0.99	E	D	8'-9'	Set Back from Curb	B	None	None	F
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	COLLECTOR	CITY	2	4	40	1.24	2.48	E	D	8'-9'	Set Back from Curb	B	None	None	F
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	COLLECTOR	CITY	4	4	40	0.51	2.06	E	D	8'-9'	Set Back from Curb	B	None	None	F
CASHMERE BLVD	SWAN LAKE CIRCLE	PEACOCK BLVD	COLLECTOR	CITY	2	4	40	1.20	2.40	E	D	8'-9'	Set Back from Curb	B	None	None	F
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	COLLECTOR	CITY	2	4	40	0.30	0.60	E	D	4'-5'	Set Back from Curb	D	None	None	F
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	COLLECTOR	HOA	4	4	35	2.13	8.53	D	D	8'-9'	Set Back from Curb	B	None	None	F
COMMERCE CENTER DR	ST LUCIE WEST BLVD	CANAL	ARTERIAL	CITY	2	4	45	2.10	4.21	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
COMMERCE CENTER DR	CANAL	GLADES CUT-OFF RD	ARTERIAL	CITY	2	4	45	1.03	2.05	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	None	C
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	ARTERIAL	CITY	4	4	35	1.20	4.80	D	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
COMMUNITY BLVD	TRADITION PKWY	DISCOVERY WAY	COLLECTOR	CITY	2	4	35	0.88	1.76	D	D	10'+	Set Back from Curb	A	None	None	F
COMMUNITY BLVD	DISCOVERY WAY	MARSHALL PKWY	COLLECTOR	CITY	2	2	35	1.25	2.50	D	D	8'-9'	Set Back from Curb	B	Paved Shoulder	None	E
COUNTRY CLUB DRIVE	ST LUCIE WEST BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	4	4	30	0.28	1.12	C	E	8'-9'	Set Back from Curb	B	None	None	F
CROSSTOWN PKWY	RANGE LINE RD	POWERLINE RD	MAJOR ARTERIAL	CITY	4	6	45	0.89	3.56	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
CROSSTOWN PKWY	POWERLINE RD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	6	45	1.86	7.44	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
CROSSTOWN PKWY	VILLAGE PKWY	SW FAIRGREEN RD	MAJOR ARTERIAL	CITY	4	6	45	0.25	1.00	E	E	8'-9'	Back of Curb	C	5'+ Bike Lane	None	C
CROSSTOWN PKWY	SW FAIRGREEN RD	COMMERCE CENTER DR	MAJOR ARTERIAL	CITY	4	6	45	0.60	2.40	E	E	8'-9'	Back of Curb	C	5'+ Bike Lane	None	C

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CROSSTOWN PKWY	COMMERCE CENTER DR	I-95	MAJOR ARTERIAL	CITY	6	6	45	0.39	2.34	E	E	8'-9'	Back of Curb	C	5'+ Bike Lane	None	C
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.11	6.64	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.01	6.04	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.54	3.24	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.45	2.68	E	E	8'-9'	Barrier	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	MAJOR ARTERIAL	CITY	6	6	45	1.11	6.67	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	MAJOR ARTERIAL	CITY	6	6	45	0.48	2.90	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	SANDIA DR	FLORESTA DR	MAJOR ARTERIAL	CITY	6	6	45	0.97	5.82	E	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
CROSSTOWN PKWY	FLORESTA DR	US 1	MAJOR ARTERIAL	CITY	6	6	45	1.23	7.38	E	E	6'-7'	Barrier	C	5'+ Bike Lane	None	C
DARWIN BLVD	BECKER RD	PAAR DR	COLLECTOR	CITY	2	4	40	1.25	2.49	E	D	6'-7'	Set Back from Curb	C	None	None	F
DARWIN BLVD	PAAR DR	TULIP BLVD	COLLECTOR	CITY	2	4	40	1.17	2.34	E	D	8'-9'	Set Back from Curb	B	None	None	F
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	4	30	1.08	2.15	C	D	8'-9'	Set Back from Curb	B	None	None	F
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	40	0.90	1.79	E	D	6'-7'	Set Back from Curb	C	None	None	F
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	2	40	0.89	1.77	E	D	6'-7'	Set Back from Curb	C	None	None	F
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	2	40	1.00	2.01	E	D	6'-7'	Set Back from Curb	C	None	None	F
DEL RIO BLVD	CALIFORNIA BLVD	SW MACKENZIE ST	COLLECTOR	CITY	2	2	40	0.94	1.88	E	D	4'-5'	Set Back from Curb	D	None	None	F
DEL RIO BLVD	SW MACKENZIE ST	SAVAGE BLVD	COLLECTOR	CITY	2	2	40	0.45	0.90	E	D	None	None	F	None	None	F
DISCOVERY WAY	POWERLINE RD	SW RIVERLAND BLVD	COLLECTOR	CITY	2	4	40	1.05	2.10	E	D	8'-9'	Set Back from Curb	B	Paved Shoulder	None	E
DISCOVERY WAY	SW RIVERLAND BLVD	SW COMMUNITY BLVD	COLLECTOR	CITY	2	4	40	1.05	2.10	E	D	8'-9'	Set Back from Curb	B	Paved Shoulder	None	E
DISCOVERY WAY	SW COMMUNITY BLVD	VILLAGE PKWY	COLLECTOR	CITY	2	4	40	0.28	0.56	E	D	10'+	Set Back from Curb	A	None	None	F
EAST TORINO PKWY	CALIFORNIA BLVD	CASHMERE BLVD	ARTERIAL	CITY	2	4	40	1.00	2.00	E	E	8'-9'	Set Back from Curb	B	None	None	F
EAST TORINO PKWY	CASHMERE BLVD	NORTH TORINO PKWY	ARTERIAL	CITY	2	4	40	1.56	3.12	E	E	4'-5'	Set Back from Curb	D	None	None	F
EAST TORINO PKWY	NORTH TORINO PKWY	MIDWAY RD	ARTERIAL	CITY	2	4	40	0.88	1.76	E	E	8'-9'	Set Back from Curb	B	None	None	F
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	ARTERIAL	CITY	2	2	35	0.61	1.22	D	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	Buffered	B
FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	2	2	40	0.67	1.34	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	Buffered	B
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	2	2	40	0.98	1.95	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	Buffered	B
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	2	2	40	1.34	2.69	E	E	None	None	F	None	None	F
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	ARTERIAL	CITY	2	2	40	0.86	1.71	E	E	4'-5'	Set Back from Curb	D	None	None	F

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FLORESTA DR	AIROSO BLVD	SELVITZ RD	COLLECTOR	CITY	2	2	35	1.07	2.15	D	D	4'-5'	Set Back from Curb	D	None	None	F
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	COLLECTOR	CITY	2	2	35	0.30	0.59	D	D	4'-5'	Set Back from Curb	D	None	None	F
FLORIDA TURNPIKE	MARTIN C.L.	PORT ST LUCIE BLVD	LIMITED ACCESS	TURNPIKE (STATE)	4	6	70	4.98	19.92	Limited Access	D						
FLORIDA TURNPIKE	PORT ST LUCIE BLVD	MIDWAY RD	LIMITED ACCESS	TURNPIKE (STATE)	4	6	70	7.35	29.40	Limited Access	D						
GATLIN BLVD	W OF I-95	E OF I-95	MAJOR ARTERIAL	CITY	6	6	45	0.32	1.89	E	E	8'-9'	Back of Curb	C	None	None	F
GATLIN BLVD	E OF I-95	SAVAGE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.60	3.61	E	E	8'-9'	Back of Curb	C	None	None	F
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.63	3.81	E	E	8'-9'	Set Back from Curb	B	None	None	F
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.72	4.31	E	E	8'-9'	Set Back from Curb	B	None	None	F
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.88	5.28	E	E	8'-9'	Set Back from Curb	B	None	None	F
GILSON RD	MARTIN C.L.	BECKER RD	ARTERIAL	COUNTY	2	2	30	0.28	0.57	C	E	None	None	F	None	None	F
GLADES CUT-OFF RD	SOUTHERN TERMINUS	CARLTON RD	COLLECTOR	COUNTY	2	2	50	2.03	4.05	E	D	None	None	F	None	None	F
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	COLLECTOR	COUNTY	2	2	50	2.19	4.39	E	D	None	None	F	None	None	F
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	ARTERIAL	COUNTY	2	4	50	3.73	7.47	E	E	None	None	F	None	None	F
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	ARTERIAL	COUNTY	2	4	50	0.88	1.75	E	E	None	None	F	None	None	F
GLADES CUT-OFF RD	COMMERCE CENTER DR	I-95	ARTERIAL	COUNTY	2	4	50	1.26	2.52	E	E	None	None	F	None	None	F
GLADES CUT-OFF RD	I-95	MIDWAY RD	ARTERIAL	COUNTY	2	4	50	1.85	3.71	E	E	None	None	F	None	None	F
GRAND DR	SW WALTON RD	SE TIFFANY AVE	COLLECTOR	CITY	2	2	30	0.38	0.76	C	D	6'-7'	Set Back from Curb	C	None	None	F
GRAND DR	SE TIFFANY AVE	SE LENARD RD	COLLECTOR	CITY	2	2	30	1.16	2.32	C	D	6'-7'	Set Back from Curb	C	None	None	F
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	COLLECTOR	CITY	2	4	40	0.69	1.37	E	D	10'+	Set Back from Curb	A	None	None	F
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	COLLECTOR	CITY	2	4	40	0.90	1.80	E	D	10'+	Set Back from Curb	A	None	None	F
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	COLLECTOR	CITY	2	4	40	1.06	2.12	E	D	10'+	Set Back from Curb	A	None	None	F
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	COLLECTOR	CITY	2	2	30	1.09	2.18	C	D	8'-9'	Set Back from Curb	B	None	None	F
IMPORT DR	SW SAVAGE BLVD	SW GATLIN BLVD	COLLECTOR	CITY	2	2	30	2.21	4.41	C	D	6'-7'	Set Back from Curb	C	None	None	F
INDIAN RIVER DR	MARTIN C. L.	WALTON ROAD	ARTERIAL	COUNTY	2	2	35	2.77	5.54	D	D	None	None	F	None	None	F
INDIAN RIVER DR	WALTON ROAD	WALTON SCRUB PRESERVE	ARTERIAL	COUNTY	2	2	35	0.82	1.64	D	D	None	None	F	None	None	F
I-95	MARTIN C. L.	GATLIN BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	4.34	26.02	Limited Access	D						
I-95	GATLIN BLVD	ST LUCIE WEST BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	3.45	20.68	Limited Access	D						
I-95	ST LUCIE WEST BLVD	MIDWAY RD	LIMITED ACCESS	INTERSTATE (STATE)	6	8	70	4.40	26.37	Limited Access	D						

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JENNINGS RD	US 1	LENNARD RD	COLLECTOR	CITY	4	4	35	0.48	1.92	D	D	4'-5'	Set Back from Curb	D	None	None	F
LAKEHURST DR	SW BAYSHORE RD	SW AIROSO BLVD	COLLECTOR	CITY	2	2	35	1.30	2.60	D	D	None	None	F	None	None	F
LAKEHURST DR	SW AIROSO BLVD	SANDA AVE	COLLECTOR	CITY	2	2	35	0.27	0.55	D	D	None	None	F	None	None	F
LENNARD RD	US 1	MARIPOSA AVE	ARTERIAL	CITY	4	4	40	0.38	1.53	E	E	6'-7'	Set Back from Curb	C	None	None	F
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	ARTERIAL	CITY	4	4	40	0.37	1.50	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	ARTERIAL	CITY	4	4	40	0.13	0.52	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	JENNINGS RD	HILLMOOR DR	ARTERIAL	CITY	4	4	40	0.35	1.42	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	HILLMOOR DR	TIFFANY AVE	ARTERIAL	CITY	4	4	40	0.68	2.74	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	TIFFANY AVE	WALTON RD	ARTERIAL	CITY	4	4	40	0.37	1.49	E	E	8'-9'	Set Back from Curb	B	None	None	F
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	COLLECTOR	CITY	2	2	30	0.79	1.58	C	D	6'-7'	Set Back from Curb	C	None	None	F
LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	COLLECTOR	CITY	2	2	35	0.46	0.92	D	D	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
LYNGATE DR	MORNINGSIDE BLVD	US 1	COLLECTOR	CITY	2	2	35	0.16	0.31	D	D	4'-5'	Set Back from Curb	D	None	None	F
MANVILLE DR	NW SELVITZ RD	ST JAMES DR	COLLECTOR	CITY	2	2	30	0.88	1.76	C	D	6'-7'	Set Back from Curb	C	None	None	F
MARIPOSA AVE	US 1	LENNARD RD	ARTERIAL	CITY	4	4	35	0.22	0.88	D	E	6'-7'	Back of Curb	D	None	None	F
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	COLLECTOR	CITY	2	2	30	1.13	2.27	C	D	8'-9'	Set Back from Curb	B	None	None	F
MARSHALL PARKWAY	SW COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	CITY	2	4	35	0.84	1.68	D	D	10'+	Set Back from Curb	A	None	None	F
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	LOCAL	COUNTY	2	2	35	3.19	6.39	D	D	None	None	F	None	None	F
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	COLLECTOR	CITY	2	2	30	1.74	3.48	C	D	4'-5'	Set Back from Curb	D	None	None	F
MIDWAY RD	OKEECHOBEE RD	SHINN RD	ARTERIAL	COUNTY	2	4	45	0.88	1.77	E	E	None	None	F	None	None	F
MIDWAY RD	SHINN RD	MCCARTY RD	ARTERIAL	COUNTY	2	4	45	1.52	3.03	E	E	None	None	F	None	None	F
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	ARTERIAL	COUNTY	2	4	45	0.88	1.76	E	E	None	None	F	None	None	F
MIDWAY RD	N/S ARTERIAL A	I-95	ARTERIAL	COUNTY	2	4	45	1.51	3.02	E	E	None	None	F	None	None	F
MIDWAY RD	I-95	GLADES CUT-OFF RD	ARTERIAL	COUNTY	4	4	45	1.00	3.99	E	E	None	None	F	None	None	F
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	ARTERIAL	COUNTY	4	4	45	0.28	1.12	E	E	8'-9'	Back of Curb	B	None	None	F
MIDWAY RD	EAST TORINO PKWY	MILNER DR	ARTERIAL	COUNTY	2	4	45	0.56	1.12	E	E	None	None	F	None	None	F
MIDWAY RD	MILNER DR	W OF SELVITZ RD	ARTERIAL	COUNTY	2	4	45	0.67	1.35	E	E	None	None	F	None	None	F
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	ARTERIAL	COUNTY	4	4	45	0.08	0.32	E	E	6'-7'	Set Back from Curb	C	Paved Shoulder	None	E
MIDWAY RD	SELVITZ	S 25TH ST	ARTERIAL	COUNTY	4	4	45	1.03	4.11	E	E	10'+	Set Back from Curb	A	5'+ Bike Lane	None	C

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
MORNINGSIDE BLVD	SW WESTCHESTER DR	WESTMORELAND BLVD	COLLECTOR	CITY	2	2	25	1.22	2.44	B	D	4'-5'	Set Back from Curb	C	5'+ Bike Lane	None	B
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	1.12	2.25	C	D	4'-5'	Set Back from Curb	D	5'+ Bike Lane	None	C
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	COLLECTOR	CITY	2	2	25	1.06	2.13	B	D	4'-5'	Set Back from Curb	C	5'+ Bike Lane	None	B
OAKRIDGE DR	OAKLYN ST	MOUNTWELL ST	COLLECTOR	CITY	2	2	35	0.81	1.61	D	D	6'-7'	Set Back from Curb	C	None	None	F
PAAR DR	ROSSER BLVD	SAVONA BLVD	COLLECTOR	CITY	2	2	40	1.03	2.06	E	D	6'-7'	Set Back from Curb	C	None	None	F
PAAR DR	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	40	0.76	1.53	E	D	6'-7'	Set Back from Curb	C	None	None	F
PAAR DR	PORT ST LUCIE BLVD	DARWIN BLVD	COLLECTOR	CITY	2	2	40	1.04	2.07	E	D	6'-7'	Set Back from Curb	C	None	None	F
PAAR DR	DARWIN BLVD	TULIP BLVD	COLLECTOR	CITY	2	2	40	2.03	4.06	E	D	None	None	F	None	None	F
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	COLLECTOR	CITY	2	2	30	0.51	1.03	C	D	4'-5'	Set Back from Curb	D	None	None	F
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	COLLECTOR	CITY	4	4	40	0.70	2.80	E	D	8'-9'	Set Back from Curb	B	None	None	F
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	4	40	1.23	2.46	E	D	8'-9'	Set Back from Curb	B	None	None	F
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	2	40	1.04	2.08	E	D	8'-9'	Set Back from Curb	B	None	None	F
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	ARTERIAL	CITY	4	4	40	0.23	0.93	E	E	8'-9'	Back of Curb	C	4' Bike Lane	None	D
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	4	40	1.19	2.37	E	E	None	None	F	None	None	F
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	ARTERIAL	CITY	2	4	40	1.16	2.32	E	E	8'-9'	Set Back from Curb	B	None	None	F
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	ARTERIAL	CITY	2	4	40	0.53	1.05	E	E	8'-9'	Set Back from Curb	B	None	None	F
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	MAJOR ARTERIAL	CITY	4	4	40	0.58	2.34	E	E	8'-9'	Set Back from Curb	B	None	None	F
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.90	5.42	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	6	45	0.39	2.31	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	PRINCIPAL ARTERIAL	STATE	6	6	45	0.24	1.46	E	E	8'-9'	Back of Curb	C	None	None	F
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.17	1.05	E	E	8'-9'	Back of Curb	C	None	None	F
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.84	5.06	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	PRINCIPAL ARTERIAL	STATE	6	6	45	0.62	3.75	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	FLORESTA DR	ST LUCIE RIVER	PRINCIPAL ARTERIAL	STATE	6	6	45	0.61	3.65	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	ST LUCIE RIVER	VETERANS MEMORIAL PKWY	PRINCIPAL ARTERIAL	STATE	6	6	45	0.27	1.63	E	E	6'-7'	Barrier	C	4' Bike Lane	None	D
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	1.25	7.48	E	E	6'-7'	Back of Curb	D	None	None	F
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	PRINCIPAL ARTERIAL	STATE	6	6	45	0.56	3.37	E	E	6'-7'	Back of Curb	D	None	None	F
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	ARTERIAL	CITY	4	4	40	1.35	5.40	E	E	6'-7'	Back of Curb	D	None	None	F

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	ARTERIAL	COUNTY	4	4	40	0.58	2.33	E	E	4'-5'	Set Back from Curb	D	None	None	F
RANGE LINE RD	MARTIN COUNTY	BECKER RD	ARTERIAL	COUNTY	2	4	55	0.40	0.80	E	E	None	None	F	None	None	F
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF RD	ARTERIAL	COUNTY	2	4	55	3.82	7.64	E	E	None	None	F	None	None	F
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD	GLADES CUT-OFF RD	ARTERIAL	COUNTY	2	4	55	1.93	3.87	E	E	None	None	F	None	None	F
ROSSER BLVD	PAAR DR	APRICOT RD	COLLECTOR	CITY	2	2	40	2.17	4.34	E	D	4'-5'	Set Back from Curb	D	None	None	F
ROSSER BLVD	APRICOT RD	GATLIN BLVD	COLLECTOR	CITY	4	4	40	0.79	3.14	E	D	6'-7'	Back of Curb	D	None	None	F
SANDIA DR	NW PRIMA VISTA BLVD	SE LAKEHURST DR	COLLECTOR	CITY	2	2	35	0.68	1.36	D	D	4'-5'	Set Back from Curb	D	None	None	F
SANDIA DR	SE LAKEHURST DR	CROSSTOWN PKWY	COLLECTOR	CITY	2	2	35	0.81	1.61	D	D	6'-7'	Set Back from Curb	C	None	None	F
SANDIA DR	CROSSTOWN PKWY	SE THORNHILL DR	COLLECTOR	CITY	2	2	35	0.59	1.17	D	D	6'-7'	Set Back from Curb	C	None	None	F
SAVAGE BLVD	GATLIN BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	2	35	2.30	4.60	D	D	None	None	F	None	None	F
SAVONA BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	2	40	0.91	1.83	E	E	6'-7'	Set Back from Curb	C	None	None	F
SAVONA BLVD	PAAR DR	GATLIN BLVD	ARTERIAL	CITY	2	2	40	2.81	5.63	E	E	6'-7'	Set Back from Curb	C	None	None	F
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	ARTERIAL	CITY	2	2	40	1.08	2.16	E	E	6'-7'	Set Back from Curb	C	None	None	F
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	ARTERIAL	CITY	2	2	30	1.67	3.33	C	E	6'-7'	Set Back from Curb	C	None	None	F
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	ARTERIAL	CITY	2	2	35	1.19	2.39	D	E	8'-9'	Set Back from Curb	B	None	None	F
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	LOCAL	COUNTY	2	2	30	2.53	5.06	C	D	None	None	F	None	None	F
SOUTHBEND BLVD	SE OAKRIDGE DR	E SNOW RD	ARTERIAL	CITY	2	2	40	1.94	3.87	E	E	6'-7'	Set Back from Curb	C	None	None	F
SOUTHBEND BLVD	E SNOW RD	BECKER RD	ARTERIAL	CITY	2	2	40	2.25	4.50	E	E	8'-9'	Set Back from Curb	B	None	None	F
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	MAJOR ARTERIAL	COUNTY	4	4	40	1.87	7.47	E	E	8'-9'	Set Back from Curb	B	Paved Shoulder	None	E
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	ARTERIAL	COUNTY	4	4	45	0.27	1.09	E	E	8'-9'	Set Back from Curb	B	4' Bike Lane	None	D
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	ARTERIAL	COUNTY	4	4	45	0.41	1.64	E	E	8'-9'	Set Back from Curb	B	4' Bike Lane	None	D
ST JAMES DR	TELFORD AVE	MIDWAY RD	ARTERIAL	COUNTY	4	4	45	0.79	3.16	E	E	6'-7'	Set Back from Curb	C	None	None	F
ST LUCIE WEST BLVD	COMMERCE CENTER DR	PEACOCK BLVD	COLLECTOR	COUNTY	4	4	35	0.59	2.36	D	D	8'-9'	Set Back from Curb	B	5'+ Bike Lane	Buffered	B
ST LUCIE WEST BLVD	PEACOCK BLVD	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	4	6	40	0.85	3.39	E	E	8'-9'	Set Back from Curb	B	None	None	F
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	MAJOR ARTERIAL	CITY	4	6	40	0.30	1.19	E	E	8'-9'	Set Back from Curb	B	None	None	F
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	MAJOR ARTERIAL	CITY	4	6	40	1.04	4.17	E	E	8'-9'	Set Back from Curb	B	None	None	F
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	6	40	0.47	2.83	E	E	8'-9'	Set Back from Curb	B	None	None	F
SW FAIRGREEN RD	CROSSTOWN PKWY	SW CADIMA ST	COLLECTOR	CITY	2	2	25	0.80	1.60	B	D	4'-5'	Set Back from Curb	C	None	None	E

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
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THORNHILL DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	2	40	2.04	4.07	E	D	4'-5'	Set Back from Curb	D	None	None	F
TIFFANY AVE	US 1	HILLMOOR DR	COLLECTOR	CITY	4	4	30	0.12	0.47	C	D	6'-7'	Set Back from Curb	C	None	None	F
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	COLLECTOR	CITY	4	4	30	0.20	0.80	C	D	6'-7'	Set Back from Curb	C	None	None	F
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	COLLECTOR	CITY	4	4	30	0.70	2.80	C	D	8'-9'	Set Back from Curb	B	None	None	F
TIFFANY AVE	LENNARD RD	SE GRAND DR	COLLECTOR	CITY	2	2	30	0.92	1.84	C	D	8'-9'	Set Back from Curb	B	None	None	F
TORINO PKWY (NORTH & WEST)	CALIFORNIA BLVD	NW EAST TORINO PKWY	COLLECTOR	CITY	2	2	40	2.61	5.22	E	D	None	None	F	None	None	F
TRADITION PKWY	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	4	4	35	2.15	8.60	D	E	10'+	Set Back from Curb	A	5'+ Bike Lane	None	C
TRADITION PKWY	COMMUNITY BLVD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	4	35	0.41	1.64	D	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
TRADITION PKWY	VILLAGE PKWY	W OF I-95	MAJOR ARTERIAL	CITY	6	6	45	0.40	2.40	E	E	8'-9'	Back of Curb	C	None	None	F
TULIP BLVD	PORT ST LUCIE BLVD	PAAR DR	COLLECTOR	CITY	2	2	35	2.02	4.03	D	D	4'-5'	Set Back from Curb	D	None	None	F
TULIP BLVD	PAAR DR	DARWIN BLVD	COLLECTOR	CITY	2	2	35	0.46	0.91	D	D	4'-5'	Set Back from Curb	D	None	None	F
TULIP BLVD	DARWIN BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	0.89	1.78	D	D	4'-5'	Set Back from Curb	D	None	None	F
UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	COLLECTOR	CITY	2	2	30	0.58	1.16	C	D	8'-9'	Set Back from Curb	B	None	None	F
US 1	MARTIN C.L.	LENNARD RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.14	0.86	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
US 1	LENNARD RD	PORT ST LUCIE BLVD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.43	2.56	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	None	C
US 1	PORT ST LUCIE BLVD	JENNINGS RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.56	3.37	E	E	6'-7'	Set Back from Curb	C	5'+ Bike Lane	Buffered	B
US 1	JENNINGS RD	TIFFANY AVE	PRINCIPAL ARTERIAL	STATE	6	6	45	0.68	4.06	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	Buffered	B
US 1	TIFFANY AVE	WALTON RD	PRINCIPAL ARTERIAL	STATE	6	6	45	0.85	5.08	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	Buffered	B
US 1	WALTON RD	VILLAGE GREEN DR	PRINCIPAL ARTERIAL	STATE	6	6	45	0.58	3.45	E	E	4'-5'	Set Back from Curb	D	5'+ Bike Lane	Buffered	B
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	ARTERIAL	CITY	4	4	40	1.38	5.50	E	E	6'-7'	Set Back from Curb	C	Paved Shoulder	None	E
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	ARTERIAL	CITY	4	4	40	0.90	3.62	E	E	6'-7'	Set Back from Curb	C	Paved Shoulder	None	E
VILLAGE GREEN DR	US 1	WALTON RD	COLLECTOR	CITY	4	4	30	1.05	4.20	C	D	None	None	F	None	None	F
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	COLLECTOR	CITY	2	2	30	0.63	1.26	C	D	4'-5'	Set Back from Curb	D	None	None	F
VILLAGE PKWY	BECKER RD	MARSHALL PKWY	MAJOR ARTERIAL	CITY	4	4	45	1.70	6.80	E	E	8'-9'	Set Back from Curb	B	None	None	F
VILLAGE PKWY	MARSHALL PKWY	DISCOVERY WAY	MAJOR ARTERIAL	CITY	4	4	45	1.50	6.00	E	E	8'-9'	Set Back from Curb	B	None	None	F
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	MAJOR ARTERIAL	CITY	6	6	45	0.75	4.48	E	E	8'-9'	Set Back from Curb	B	None	None	F
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	MAJOR ARTERIAL	CITY	4	4	35	1.67	6.70	D	E	8'-9'	Set Back from Curb	B	None	None	F
VILLAGE PKWY	WESTCLIFFE LN	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	4	35	0.48	1.93	D	E	8'-9'	Set Back from Curb	B	None	None	F

APPENDIX D: CITY OF PORT ST. LUCIE QUALITY OF SERVICE EVALUATION																	
Name	From Street	To Street	Roadway Classification	Maintaining Entity	Existing Travel Lanes	Future Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	Off-Street Multimodal Facility Width	Separation Type	Off-Street Multimodal QOS	On-Street Multimodal Facility	Separation Type	On-Street Multimodal QOS
WALTON RD	US 1	VILLAGE GREEN DR	ARTERIAL	COUNTY	4	4	30	0.45	1.80	C	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
WALTON RD	VILLAGE GREEN DR	LENNARD RD	ARTERIAL	COUNTY	4	4	35	0.76	3.05	D	E	10'+	Set Back from Curb	A	5'+ Bike Lane	None	C
WALTON RD	LENNARD RD	GREEN RIVER PKWY	ARTERIAL	COUNTY	2	4	45	1.10	2.19	E	E	None	None	F	None	None	F
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	ARTERIAL	COUNTY	2	2	45	0.79	1.58	E	E	None	None	F	None	None	F
WESTCLIFFE LN	TREMONTE AVE	COMMUNITY BLVD	ARTERIAL	CITY	4	4	35	0.40	1.59	D	E	8'-9'	Set Back from Curb	B	None	None	F
WESTCLIFFE LN	COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	CITY	4	4	35	0.56	2.26	D	E	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
WESTMORELAND BLVD	US 1	MORNINGSIDE BLVD	COLLECTOR	CITY	2	2	30	1.98	3.95	C	D	4'-5'	Set Back from Curb	D	5'+ Bike Lane	None	C
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	2	35	1.21	2.42	D	D	8'-9'	Set Back from Curb	B	5'+ Bike Lane	None	C
WHITMORE DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	2	30	2.66	5.32	C	D	None	None	F	None	None	F

Source: QOS standards developed by NUE Urban Concepts LLC. QOS is based on the predominant facility type, width, and separation across each facility segment on at least one side of the roadway. Based on roadway characteristics as of December 2025.

TRANSPORTATION

2

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

~~The Goals, Objectives and Policies section for the Transportation Element establish the long term end towards which traffic circulation and mass transit programs and activities are ultimately directed. For this reason, input on the Goals, Objectives and Policies was received from various sources such as the public, local agencies, and the local government in the City of Port St. Lucie.~~

GOAL 2.1 ~~GOAL 2.1:~~ TRANSPORTATION

To provide safe and efficient movement of people and goods, at reasonable cost and minimum detriment to the environment.

Objective 2.1.1.	**SYSTEM MONITORING AND COORDINATION** ~~Objective 2.1.1:~~ The City's roadway transportation system shall be reviewed annually in coordination and consistent with changes to the Future Land Use Element. A report on the status of the system and impacts on the system by proposed land use changes shall be prepared.

Policy 2.1.1.1. ~~Policy 2.1.1.1:~~ Develop an annual report on the level of service provided on the City roadway system and identify improvement needs and costs to provide the levels of service.

Policy 2.1.1.2. ~~Policy 2.1.1.2:~~ In coordination with the Florida Department of Transportation, St. Lucie Transportation Planning Organization (TPO), Florida Department of Economic Opportunity and Treasure Coast Regional Planning Council annually review the transportation network and define any Special Interest Areas that may warrant LOS standards lower than those listed in Policies 2.1.2.7 and 2.1.2.8.

Policy 2.1.1.3. ~~Policy 2.1.1.3:~~ Facilities currently operating at conditions below those standards listed in Policy 2.1.2.7 shall be maintained at least at their current LOS through development order conditions for roadway improvements within the radius of influence of a proposed development. The radius of influence for a given development shall be further defined in the City's Land Development Regulations traffic monitoring provisions. Radius of influence or study area will be defined using a comparison of project traffic to thresholds of the percentage of the maximum service flow rate at an established LOS criterion.

Policy 2.1.1.4. ~~Policy 2.1.1.4:~~ Maintain our existing signal inventory study for all roads for which Port St. Lucie has operational, maintenance and jurisdictional responsibility as a basis for implementing the ~~2010~~ latest edition of the Highway Capacity Manual city-wide.

Policy 2.1.1.5. ~~Policy 2.1.1.5:~~ Coordinate with the St. Lucie TPO a regular review of accident data and identify above average accident locations. Prepare a report every two years on high accident locations including proposed corrective measures and costs.

Objective 2.1.2.	ROADWAY DEFICIENCY MITIGATION ~~Objective 2.1.2:~~ Existing and future roadway deficiencies based on standards established in this plan shall be mitigated through a continuous roadway improvement program.

Policy 2.1.2.1. ~~Policy 2.1.2.1:~~ In coordination with the St. Lucie TPO, continue to develop and implement a Transportation Improvement Program (TIP) that is consistent with the goals and policies of this plan.

Policy 2.1.2.2. ~~Policy 2.1.2.2:~~ Review all proposed development for consistency with the goals, objectives, and policies of this plan and require coordination of traffic circulation plans and improvements with land use, right-of-way and infrastructure plans, before development approval. Traffic circulation plans shall address the mitigation of all potential project impacts on the roadway system.

Policy 2.1.2.3. ~~Policy 2.1.2.3:~~ Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity as a condition of development approval based on the City's existing access standards, which are equal to or greater than those of FDOT. New development shall attempt to accommodate more than one access point.

Policy 2.1.2.4. ~~Policy 2.1.2.4:~~ Review on-street parking to assure adequate sight distance to provide safe entry and exit for all new development and roadway projects.

Policy 2.1.2.5. ~~Policy 2.1.2.5:~~ Consider an equitable pro rata share of the costs to provide roadway improvements to serve new development as credit for required ~~impact~~ mobility fees.

Policy 2.1.2.6. ~~Policy 2.1.2.6:~~ Maintain the operation of the roadway network at or above the LOS standards as listed in Policy 2.1.2.7.

Policy 2.1.2.7. ~~Policy 2.1.2.7:~~ The City adopts the following level of service standards for SIS and ~~non SIS~~non-SIS facilities:

MINIMUM LEVEL OF SERVICE STANDARDS

Facility Type (~~Non SIS~~Non-SIS)	LOS Standard
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

(Level of service for roadways shall be determined based on peak hour traffic conditions.)

LEVEL OF SERVICE STANDARDS

Facility Type	Standards
Transportation Deficient Facilities	maintain & improve
Constrained Facilities	maintain*

*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

SIS Facilities Level of Service Standards

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	D
I-95	Gatlin Boulevard to St. Lucie Boulevard	D
I-95	St. Lucie Boulevard to Midway Road	D
Florida's Turnpike	Martin County Line to Becker Road	D
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	D
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	D

Policy 2.1.2.8. ~~Policy 2.1.2.8:~~ In coordination with FDOT, designate as constrained facilities those roadways in the City which operate below acceptable levels of service and where capacity improvements are not feasible due to physical or policy barriers.

Policy 2.1.2.9. ~~Policy 2.1.2.9:~~ New development and redevelopment must demonstrate that the adopted roadway level of service can be maintained in the buildout year of the development. A traffic study prepared by a registered Professional Engineer shall be provided to the City identifying existing and future traffic volumes at buildout of the development, as well as recommendations for roadway improvements, if any. For those projects that cannot meet the concurrency requirement for transportation, Article V – Offsite Improvements of the City's Land Development Regulations includes the provision for the use of "proportionate fair-share mitigation for transportation facilities" consistent with Florida Statute 163.3180.

Policy 2.1.2.10. ~~Policy 2.1.2.10:~~ Up to the fiscal year indicated for improvements, operating conditions for transportation deficient or constrained facilities may be maintained or improved through Transportation System Management and Transportation Demand Management measures.

Policy 2.1.2.11. ~~Policy 2.1.2.11:~~ Provide timely resurfacing and repair of roads and bridges to minimize costly reconstruction and enhance safety.

Policy 2.1.2.12. ~~Policy 2.1.2.12:~~ The City shall not be required to stop issuance of final development orders for projects which affect transportation deficient county or state roads outside of City jurisdiction.

Policy 2.1.2.13. ~~Policy 2.1.2.13:~~ RESERVED~~The City may consider the establishment of a multimodal quality level of service standards that includes bicycle facilities including bicycle lanes, pedestrian facilities, and transit in addition to vehicular roadway capacity level of service standards. The City should coordinate with the FDOT, St. Lucie County, and the St. Lucie County TPO in developing planning studies in the feasibility of a multimodal quality level of service standards.~~

Policy 2.1.2.14. ~~Policy 2.1.2.14:~~ The City will continue to evaluate and revise the existing Land Development Regulations to be in compliance with Florida Statutes on all transportation related regulations.

Objective 2.1.3.	**FUTURE RIGHT-OF-WAY ACQUISITION** ~~Objective 2.1.3:~~ Acquire the right-of-way needed for the future roadway network based upon the Regional Long Range Transportation Plan and the future land use element of this plan.

Policy 2.1.3.1. ~~Policy 2.1.3.1:~~ Prohibit encroachment of development and required setbacks into established present and future rights-of-way and within the law require dedication of right-of-way through development orders issued by the City.

Policy 2.1.3.2. ~~Policy 2.1.3.2:~~ Review proposed development plans for impact on the future land use plan and assess the capacity needs of each project as it relates to the thoroughfare right-of-way protection plan by requiring a traffic impact analysis.

Objective 2.1.4.	**SUSTAINABLE TRANSPORTATION ALTERNATIVES** ~~Objective 2.1.4:~~ The City should reduce greenhouse gases by promoting increased usage of transit, improved bicycle and pedestrian facilities, and more efficient roadways.

Policy 2.1.4.1. ~~Policy 2.1.4.1:~~ The City may seek to secure and utilize TRIP funds for transportation related projects when funds are made available.

Policy 2.1.4.2. ~~Policy 2.1.4.2:~~ The City may work with the County in budgeting and planning Transportation Demand Management (TDM) and Transportation System Management (TSM) measures to reduce traffic congestion, improve levels of service, and reduce greenhouse gas emissions.

Policy 2.1.4.3. ~~Policy 2.1.4.3:~~ The City should continue working with the St. Lucie TPO and the County in establishing new transit facilities and routes that meets the demand of the residents and the future and the future land use map to reduce traffic congestion. The City should also seek to construct new bus stops and transit amenities such as benches and bus shelters on new and existing bus routes.

Objective 2.1.5.	**MULTIMODAL QUALITY OF SERVICE EVALUATION** The City shall evaluate the quality of service for streets, on-street and off-street multimodal facilities as part of updates to its mobility plan to measure improvements over time and for use in future mobility planning and designing safer streets for all.

Policy 2.1.5.1. The City may adopt, in addition to existing roadway level of service (LOS) standards, the following street quality of service (QOS) standards based on posted speed limits:

Street Quality of Service (QOS) Standard	Posted Speed Limit	APPLICABLE LOCATIONS
A	20 MPH or lower	Local, residential and select streets with ROW modifications to slow vehicles to achieve posted speed limit
B	25 MPH	Local, residential and select streets, also includes select arterials and collectors with ROW modifications to slow vehicles to achieve posted speed limit
C	30 MPH	Local, residential and select streets, minor and major collectors and select arterials with ROW modifications to slow vehicles to achieve posted speed limit
D	35 MPH	Major collectors, minor arterials and select streets
E	40 MPH or higher	Major collectors, arterials and select streets

Policy 2.1.5.2. The City Engineer shall have the flexibility to design roads where design speed is equal to posted speed. It shall be the City Engineer's discretion when to utilize this policy.

Policy 2.1.5.3. The City shall have flexibility in the implementation of street quality of service over time and may initially permit slower speeds after right-of-way modifications have been constructed that slow down motor vehicles.

Policy 2.1.5.4. The City may elect to replace roadway level of service standards with street quality of service standards in areas of the City in which the City or the community no longer desires to see additional roadway capacity added due to policy, physical, environmental, or neighborhood constraints.

Policy 2.1.5.5. The City may adopt the following on-street multimodal quality of service standards based on the presence and width of on-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

On-Street Multimodal Facility	No Separation	Buffered or Separated	25 MPH or lower
5' or wider (bike lane or multimodal lane)	C	B	A
4' wide (bike lane or multimodal lane)	D	C	A
Sharrows (Bicycle Boulevard)	D	--	C
Paved Shoulder (Undesignated Bike Lane, Advisory Sidewalk)	E	--	D
No facility	F	F	E
* On-street means a multimodal facility located between curbs or edge of pavement using the same asphalt pavement or other surface as motor vehicles.			
** For bi-directional multimodal facilitates, the width would be multiplied by two.			
*** An off-street shared-use path on the back of curb would result in a QOS B, and an off-street path separated at least five (5) foot from the back of curb or edge of pavement would be a QOS of A.			

Policy 2.1.5.6. To the maximum extent feasible on-street multimodal facilities without physical separation should be limited to roads with a posted speed limit of 30 MPH or lower. Roads with a posted speed limit of 35 to 40 MPH should be designed with a buffer, physical separation or off-street shared use path. On-street multimodal facilities on roadways with a posted speed of 45 MPH or greater should either be physically separated or feature an off-street shared-use path.

Policy 2.1.5.7. On-street multimodal facilities should primarily be used by people on bicycles. Unless pre-empted by the State, the City can regulate the use of e-bikes, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on on-street multimodal lanes.

Policy 2.1.5.8. The City may adopt the following off-street multimodal quality of service standards based on the presence and width of off-street multimodal facilities, physical separation and posted speed limits of 25 MPH or lower:

Off-Street Multimodal Facility	Back of curb	Barrier or setback from curb	25 MPH or lower
10' or wider (boardwalk, trail, multimodal way, shared-use path, sidewalk)	B	A	A
8' to 9' wide (shared-use path or sidewalk)	C	B	A
6' to 7' wide (sidewalk)	D	C	B
4' to 5' wide (sidewalk)	E	D	C
No facility	F	F	E
* Off-street means a multimodal facility located outside of the travel lanes for motor vehicles. When adjacent to travel lanes, most sidewalks feature a vertical curb. Setbacks can also be from the edge of pavement where a vertical curb is not present.			
** A paved shoulder on a 30 MPH roadway could accommodate people walking and would be a QOS E.			
*** A designated walking areas (aka paved shoulder) on a 25 MPH or slower roadway could accommodate people walking and would be a QOS D.			

Policy 2.1.5.9. Off-street multimodal facilities should primarily be used by people walking, jogging, running, biking, pushing a stroller, or using a mobility assistance device. Unless pre-empted by the State, the City can regulate the use of e-bikes, bicycles, scooters, golf carts, low speed vehicles, motor bikes, delivery robots, and other motorized forms of personal mobility on off-street multimodal facilities.

Policy 2.1.5.10. The City may elect to establish quality of service standards for transit at a future date as part of an update to its mobility plan.

GOAL 2.2 ~~GOAL 2.2:~~ INTEGRATED AND COORDINATED SYSTEM

Establish an integrated transportation system consistent with future development in the city.

Objective 2.2.1.	**MULTIMODAL TRANSPORTATION FOR NEW DEVELOPMENT** ~~Objective 2.2.1:~~ Motorized and non-motorized needs shall be addressed and met for each new development approved.

Policy 2.2.1.1. ~~Policy 2.2.1.1:~~ Review development projects to require improvements for pedestrian (on-street multimodal) and bicycle (off-street multimodal) facilities.

Policy 2.2.1.2. ~~Policy 2.2.1.2:~~ Review on-site traffic flow to assure adequate circulation for motorized and non-motorized vehicles and pedestrians is provided.

Policy 2.2.1.3. ~~Policy 2.2.1.3:~~ Review development projects to ensure that adequate parking is provided for the proposed use consistent with the parking requirements identified in the latest Land Development Regulations.

Policy 2.2.1.4. ~~Policy 2.2.1.4:~~ Encourage new developments to construct bus stops and other transit amenities along with bicycle parking facilities.

Policy 2.2.1.5. ~~Policy 2.2.1.5:~~ The City may encourage all new roadways as complete streets and to consider reconfiguring existing roadways to a complete street design.

Objective 2.2.2.	**TRANSPORTATION SERVICES FOR DISADVANTAGED POPULATIONS** ~~Objective 2.2.2:~~ In cooperation with the county, review and revise as needed plans to provide transportation services to the transportation disadvantaged.

Policy 2.2.2.1. ~~Policy 2.2.2.1:~~ In coordination with the St. Lucie County Council on Aging the City may continue to plan to provide effective service for work, meals, and other necessary trips to the transportation disadvantaged within the City.

Policy 2.2.2.2. ~~Policy 2.2.2.2:~~ Coordinate with the St. Lucie TPO to maintain and establish transit services to meet the needs of the general public including those in the Western annexation areas.

Policy 2.2.2.3. ~~Policy 2.2.2.3:~~ Participate with St. Lucie County, the City of Fort Pierce, and other local jurisdictions via the St. Lucie TPO in implementation of cost-effective transit service.

Policy 2.2.2.4. ~~Policy 2.2.2.4:~~ Ensure that all new parking facilities, pedestrian facilities, transit amenities, and all other transportation infrastructure is in compliance with ADA standards.

GOAL 2.3 ~~GOAL 2.3:~~BALANCED MULTIMODAL MOBILITY

Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.

Objective 2.3.1.	**BICYCLE AND PEDESTRIAN FACILITY IMPROVEMENTS** ~~Objective 2.3.1:~~ The transportation system shall be improved to appropriately accommodate bicycle and pedestrian roadway design and facility requirements where determined feasible and when funding is made available.

Policy 2.3.1.1. ~~Policy 2.3.1.1:~~ Consider new Land Development Regulations, design criteria and standards to be used in addressing the needs of bicyclists and pedestrians including but not limited to roadway typical sections.

Policy 2.3.1.2. ~~Policy 2.3.1.2:~~ Develop a GIS-based program to systematically inventory all significant streets within the City, with particular attention given to hazards, bottlenecks, and barriers.

Policy 2.3.1.3. ~~Policy 2.3.1.3:~~ Continue to implement the requirements outlined in the Land Development Regulations that all new developments provide bicycle facilities and/or sidewalks along all major collectors and arterials within and adjacent to the proposed development.

Policy 2.3.1.4. ~~Policy 2.3.1.4:~~ Continue to implement the City's Sidewalk Program to connect or complete either existing or proposed sidewalks in a manner that provides a complete pedestrian circulation system. Sidewalk projects may be prioritized based upon nearby schools, parks, and existing sidewalks.

Objective 2.3.2.	**REGIONAL GREENWAYS AND TRAIL COORDINATION** ~~Objective 2.3.2:~~ Cooperate with the County on their Greenways and Trails program and with the St. Lucie County TPO on their Bicycle and Pedestrian Plan.

Policy 2.3.2.1. ~~Policy 2.3.2.1:~~ Establish bicycle and pedestrian facilities in accordance with AASHTO guidelines and the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways in the vicinity of schools, with emphasis placed upon the area encompassing schools that are not serviced by the school bus system.

Policy 2.3.2.2. ~~Policy 2.3.2.2:~~ Cooperate with the St. Lucie TPO in implementation of the ~~2008~~ latest St. Lucie Bicycle, Pedestrian, Greenways & Trails Master Plan. The policies and regulations in the Master Plan should be adopted into the LDR's.

Policy 2.3.2.3. ~~Policy 2.3.2.3:~~ Work with local recreation departments, the South Florida Water Management District, and the State Department of Environmental Protection to develop bicycle facilities and trails within community and regional parks, off road trails such as drainage canals and utility right-~~-~~of-way property, and other major recreational facilities.

Policy 2.3.2.4. ~~Policy 2.3.2.4:~~ Coordinate bicycle planning activities with other agencies associated with bicycle planning activities.

Objective 2.3.3.	**SAFE AND EFFICIENT STREET SYSTEM MANAGEMENT** ~~Objective 2.3.3:~~ Manage the street system safely and efficiently for all modes of users and seek to balance limited street capacity among competing uses.

Policy 2.3.3.1. ~~Policy 2.3.3.1:~~ Promote safe and convenient bicycle and pedestrian access throughout the transportation system and support the establishment of bicycle and pedestrian facilities within arterial and collector roadways.

Policy 2.3.3.2. ~~Policy 2.3.3.2:~~ Support the development of an integrated, regional transit system and work with transit providers to provide safe and convenient access to transit stops and facilities.

Policy 2.3.3.3. ~~Policy 2.3.3.3:~~ Encourage transit services that address the needs of persons with disabilities, elderly, people with special needs, and people who depend on public transit for their mobility.

Policy 2.3.3.4. ~~Policy 2.3.3.4:~~ The City may require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as park-~~-~~and-ride facilities.

Policy 2.3.3.5. ~~Policy 2.3.3.5:~~ The City may support and encourage the use of carpooling and vanpooling as effective mechanisms for increasing vehicle occupancy rates and decreasing greenhouse gas emissions.

Policy 2.3.3.6. ~~Policy 2.3.3.6:~~ Proposed development may be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities.

Policy 2.3.3.7. ~~Policy 2.3.3.7:~~ Transportation facilities may be designed to result in a pleasing environment enhanced by trees and landscaping that will present an attractive community appearance, enhance safety, reduce heat island effects, and provide shade for pedestrians, bicyclists and transit users.

Objective 2.3.4.	**STORMWATER AND FLOOD PROTECTION MANAGEMENT** ~~Objective 2.3.4:~~ The City of Port St. Lucie will maintain an effective Stormwater Management Plan which includes strategies to improve drainage, improve water quality and provide flood protection.

Policy 2.3.4.1. ~~Policy 2.3.4.1:~~ The City's Public Works Department will utilize its geodatabase and mapping system of its stormwater facilities to assist the City in its maintenance, modification and management of drainage facilities.

Policy 2.3.4.2. ~~Policy 2.3.4.2:~~ The Stormwater Utility Fee will be utilized to fund capital projects to replace and/or modify existing infrastructure. In selecting and designing capital projects to be funded, the City will consider evolving and projected conditions affecting stormwater, transportation, and other infrastructure.

GOAL 2.4 ~~GOAL 2.4:~~INTERGOVERNMENTAL TRANSPORTATION COORDINATION

Coordinate transportation-related issues with the FDOT, the Treasure Coast Regional Planning Council, St. Lucie County, the TPO, the Division of Community Development, and other private or public transportation-related agencies.

Objective 2.4.1.	**LOCAL TRANSPORTATION PLANNING COORDINATION** ~~Objective 2.4.1:~~ Share common transportation goals, objectives, and policies with the transportation-related agencies listed above where common interests are involved. The City should coordinate with adjacent jurisdictions on multimodal ~~multi-modal~~ approaches to transportation planning and implementation of concurrency or mobility.

Policy 2.4.1.1. ~~Policy 2.4.1.1:~~ Review the existing Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for the City.

Policy 2.4.1.2. ~~Policy 2.4.1.2:~~ Continue to ensure that all interested agencies listed above are informed of transportation related activities and improvements via copies of correspondence.

Policy 2.4.1.3. ~~Policy 2.4.1.3:~~ As part of the Capital Improvements Element update process, annually review transportation improvements planned for the City indicating the agency responsible for the improvement and the estimated date of completion.

Policy 2.4.1.4. ~~Policy 2.4.1.4:~~ The City shall consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

Objective 2.4.2.	**DEVELOPMENT REVIEW COORDINATION** ~~Objective 2.4.2:~~ Applicable agencies listed in Goal 2.4 shall be advised of development proposals which may have impacts within their respective jurisdictions and request comments, as applicable.

Policy 2.4.2.1. ~~Policy 2.4.2.1:~~ Continue to utilize the standard checklist procedure to advise applicable agencies of proposed developments.

Policy 2.4.2.2. ~~Policy 2.4.2.2:~~ Evaluate existing policies relating to design standards for reconstructed roadways to incorporate requirements for bicycle and pedestrian facilities.

GOAL 2.5 ~~GOAL 2.5:~~PROTECTION OF SCENIC AND HISTORIC TRANSPORTATION CORRIDORS

Cooperate with St. Lucie County to establish and encourage the protection of scenic features, natural resources and historic sites along the designated roadway.

Objective 2.5.1.	**SCENIC HIGHWAY PRESERVATION AND DESIGNATION** ~~Objective 2.5.1:~~ The City of Port St. Lucie should cooperate with St. Lucie County in maintaining those roadway and transportation corridors that have unique social, environmental or historic resources as a Scenic Highway consistent with the general requirements of the State Florida Scenic Highway Program. Designation as a National Scenic Byway will be sought consistent with Federal program guidelines.

Policy 2.5.1.1. ~~Policy 2.5.1.1:~~ The following roadway is designated as a Scenic Highway under the Florida Scenic Highway Program, as administered by the Florida Department of Transportation:

a. Indian River Drive - All segments of Indian River Drive that are within the City of Port St. Lucie

Policy 2.5.1.2. ~~Policy 2.5.1.2:~~ The City of Port St. Lucie shall, consistent with the other elements of this Plan (Future Land Use, Conservation and Coastal Management, Recreation and Open Space), encourage the protection and preservation of the scenic features, natural resources, and historic sites along the candidate roadway or transportation corridors, while minimizing any potential negative impacts on adjacent properties.

GOAL 2.6 ~~GOAL 2.6:~~TRANSPORTATION PLANNING FOR WESTERN ANNEXATION AREAS

Provide a safe and efficient multimodal transportation system for the western annexation areas.

Objective 2.6.1.	**WESTERN STUDY AREA TRANSPORTATION NETWORK** ~~Objective 2.6.1:~~ Provide a comprehensive transportation system for the Western Study Area that provides a sufficient roadway grid network that accommodates the planned uses identified in the future land use map.

Policy 2.6.1.1. ~~Policy 2.6.1.1:~~ Encourage proposed development in the Western Annexation areas to incorporate a local grid street network with spacing of collector roads approximately one-half mile to one mile apart. The collector roads should provide public access to the area-wide network with multiple connections to the local and arterial roadways.

Policy 2.6.1.2. ~~Policy 2.6.1.2:~~ Encourage proposed development in the Western Annexation areas to incorporate a local grid street network with spacing of local roads approximately one-quarter to one-half mile apart. The local roads should provide public access to the area-wide network with multiple connections to the collector and arterial roadways.

Policy 2.6.1.3. ~~Policy 2.6.1.3:~~ The city shall enforce the Northwest Annexation Area Right-of-Way Network Map and protect right-of-way by requiring all appropriate land to be deeded to the City at the time of the first subdivision plat approval.

Policy 2.6.1.4. ~~Policy 2.6.1.4:~~ Right-of-way deficiencies in the Western Annexation areas shall be satisfied by deeding of equal amounts of right-of-way from each side of the deficient roadway, unless the following conditions apply:

a. Where right-of-way must be dedicated for site related improvements, all such dedicated right-of-way shall come from the development project side of the roadway.
b. Where a drainage district canal right-of-way, a railroad right-of-way, a high voltage power line, or similar impediment abuts one (1) side of a deficient road right-of-way, the entire right-of-way deficiency shall be made up from the property on the opposite side.
c. Where at least one-half (1/2) of the required road right-of-way has been provided from the property on one (1) side of a deficient road right-of-way, the remaining right-of-way deficiency shall be made up from the property on the opposite side.

Policy 2.6.1.5. ~~Policy 2.6.1.5:~~ The latest edition of the roadway plan for the Western Annexation Area, maintained by the City, ~~as depicted in Transportation Series Map 2, 2035 Needs Assessment Map,~~ will be built as development occurs in the study area and will be financed or constructed by developers as part of the development approval process.

Policy 2.6.1.6. ~~Policy 2.6.1.6:~~ All new developments must provide the appropriate infrastructure to facilitate the use of public transportation such as bus stop~~s~~ locations and shelters.

Policy 2.6.1.7. ~~Policy 2.6.1.7:~~ Sufficient pedestrian, parking and bicycle facilities shall be constructed pursuant to the latest Land Development Regulations for all new development and roadway projects within the Western Annexation areas.

GOAL 2.7 ~~GOAL 2.7:~~CONNECTED MULTIMODAL MOBILITY

Enhance mobility for residents, businesses, and visitors through an interconnected multimodal transportation system that emphasizes the movement of people over vehicles and provides all users of the system with the choice to safely, comfortably, and conveniently walk, bicycle, ride transit, drive a vehicle, or use share mobility technology.

Objective 2.7.1.	**TRANSITION TO A MULTIMODAL MOBILITY SYSTEM** ~~Objective 2.7.1:~~ The City shall transition from a roadway facility-based level of service system that implements transportation concurrency towards a multimodal system~~,~~ that provides mobility for all users.

Policy 2.7.1.1. ~~Policy 2.7.1.1:~~ The City shall implement the Port St. Lucie Mobility Plan to provide people the opportunity to walk, bicycle, ride transit, use shared mobility technology, or continue to drive their vehicles through the following:

1. Identification of multimodal projects to develop and update the Mobility Plan;
2. Determine multimodal capacities for multimodal projects in the Mobility Plan;
3. Prioritize multimodal projects for annual capital improvement programming;
4. Develop Complete Streets design standards for new and retrofitted streets;
5. Implement FDOT's Context Classifications for Complete Streets;
6. Develop mobility solutions, standards, and strategies for new development;
7. Develop multimodal site access analysis and internal street evaluation requirements;
8. Develop multimodal criteria to review Comprehensive Plan amendments; and
9. Develop a connectivity index for access connection spacing to define the distances and required number of access connections to existing mobility of multimodal corridors, and
10. Any other standards the City determines appropriate for advancing this objective.

Policy 2.7.1.2. ~~Policy 2.7.1.2:~~ Review all proposed development for consistency with the goals, objectives, and policies of the Comprehensive Plan, the Mobility Plan, and other adopted infrastructure plans.

Policy 2.7.1.3. ~~Policy 2.7.1.3:~~ Prioritize mobility projects for planning, design, right-of-way acquisition, and construction through the Multimodal Program as part of the annual update of Capital Improvements Program.

Policy 2.7.1.4. ~~Policy 2.7.1.4:~~ Development shall mitigate its impacts to the transportation system through payment of a Mobility Fee to the City. Development shall also be required to pay a portion of the County's

transportation impact fee consistent with adopted and valid interlocal agreements between the City and the County. Payment of the Mobility Fee shall not relieve developments of development order or developer agreement requirements for monitoring impacts, constructing improvements, or being required to construct future improvements to mitigate impacts.

Policy 2.7.1.5. ~~Policy 2.7.1.5:~~ Development shall be required to construct roadway ~~mobility~~ and multimodal corridors shown on the Mobility Plan that are internal to the development or that are adjacent to an external property boundary to ensure connectivity, the dispersal or trips, and adequate access for first responders.

Policy 2.7.1.6. The City shall continue to pursue strategic acquisition of parcels to enhance connectivity between existing roadways and provide enhanced access to existing intersections with functionally classified roadways.

Policy 2.7.1.7. The City shall evaluate concepts unique to Port St. Lucie such as one-way roads, use of canal right-of-way, elevated roads in medians, canal crossings, and limited access over and underpasses to address existing and future congestion.

Policy 2.7.1.8. The City shall evaluate concepts unique to Port St. Lucie such as shared driveways, frontage roads, and alleyways and restricting direct access from platted lots to functionally classified roadways.

Policy 2.7.1.9. The City shall evaluate concepts unique to Port St. Lucie such as designated walking areas, physical right-of-way modifications, low speed streets, and bicycle boulevards on residential streets where there is support from adjacent residents to address the lack of on-street and off-street multimodal facilities in the historic platted portions of the City.

Objective 2.7.2.	**MOBILITY PLAN AND FEE** ~~Objective 2.7.2:~~ Implement and periodically update the Mobility Plan and Mobility Fee.

Policy 2.7.2.1. ~~Policy 2.7.2.1:~~ The City shall implement the vision of the Mobility Plan through the planning, design, funding, and construction of multimodal projects that strengthen mobility, accessibility, safety, and connectivity and result in:

1. A complete and connected primary multimodal network of greenways, shared-use ~~multi-use~~ paths, multimodal ways, and multimodal lanes that connect neighborhoods with schools, parks, places of assembly, civic uses, employment and retail centers;
2. Providing people with the opportunity to walk, bicycle, ride transit, use shared mobility technology, or continue to drive their vehicles;
3. Providing more visible and safe multimodal crossings through high visibility crosswalks, advanced warning crossing systems, and reductions in the unprotected crossing width of streets, driveways, access connections, and intersections; and
4. Ensuring that new development and redevelopment, along with new, upgraded, or widened roads are planned, designed, funded, and constructed using a Complete Streets approach.

Policy 2.7.2.2. ~~Policy 2.7.2.2:~~ Reduce vehicle congestion and improve traffic circulation by adding turn lanes or roundabouts at busy intersections, upgrading and interconnecting traffic signals, and ensuring new

development and redevelopment plan, design, and construct mobility projects through or adjacent to the development along with the addition of road capacity to existing mobility corridors.

Policy 2.7.2.3. ~~Policy 2.7.2.3:~~ Mobility fees shall be used as a funding source, along with gas taxes, sales taxes, and other available revenue sources for multimodal projects.

Policy 2.7.2.4. ~~Policy 2.7.2.4:~~ Update the Mobility Plan and Mobility Fee at least once every five (5) years.

Objective 2.7.3.	**TRANSPORTATION MAP SERIES** Develop and periodically update a transportation map series for transportation planning through updates to the level of service report, the Mobility Plan, and the Multimodal Program of the Capital Improvements Program.

Policy 2.7.3.1. The City will update the current functional classification map as needed to reflect the construction of new functionally classified roads and updates to the existing functional classification of roadways. The City will also evaluate the need for a future functional classification map or address future functional classification through area specific corridor plans.

Policy 2.7.3.2. The City will update volume to capacity maps as needed to reflect the latest traffic counts and capacity of the existing roadway network.

Policy 2.7.3.3. The City will develop and maintain an existing and future number of lanes map to reflect existing conditions and planned improvements identified through the Mobility Plan and Multimodal Program of the Capital Improvements Program.

Policy 2.7.3.4. The City will develop and maintain roadway and multimodal corridor plans through the Mobility Plan and Multimodal Program of the Capital Improvements Program. These documents shall serve as the latest source of information for transportation projects that would implement and serve as the Capital Improvements Element of the Comprehensive Plan.

Policy 2.7.3.5. The City will develop and maintain a future corridor study map through the Mobility Plan that identifies roadway and multimodal corridors that require additional evaluation due to physical, environmental, and neighborhood constraints or that propose unique configurations such as one-way corridors or the use of canal right-of-way to enhance connectivity.

Policy 2.7.3.6. The City will develop and maintain projected developer access road corridors through the Mobility Plan that may be further defined into area specific maps such as the Northwest Annexation Area Right-of-Way Network Map.

Policy 2.7.3.7. The City will maintain, and periodically update, a posted speed limits maps and update the street quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Policy 2.7.3.8. The City will maintain and periodically update existing on-street multimodal facilities map and update the on-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Policy 2.7.3.9. The City will maintain and periodically update existing off-street multimodal facilities map and update the off-street multimodal quality of service evaluation and map to measure performance between updates of the Mobility Plan.

Policy 2.7.3.10. The City will maintain and periodically update planned micro-transit and proposed water-taxi transit routes maps as part of updates of the Mobility Plan.

Policy 2.7.3.11. The City will maintain and periodically update planned intersection improvements as part of updates of the Mobility Plan and Multimodal Program of the Capital Improvements Program.

HOUSING

3

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

I. Introduction 14
II. Housing Inventory 14
A. Number of Housing Units 15
B. Housing Units by Type 15
C. Housing Tenure and Occupancy 16
D. Age of Housing Units 17
E. Home Values 19
F. Monthly Owner-Occupied Housing Unit Costs 20
G. Cost Burden 21
H. Rental Cost and Cost Burden 22
I. Housing Conditions 24
J. Government Subsidized Housing 25
K. Community Residential Facilities 30
L. Farmworker Housing Needs 33
M. Mobile/Manufactured Homes 33
N. Historically Significant Housing 34
III. Short- and Long-Term Housing Needs 35
A. Household Projections 35
B. Projection of Cost-Burdened Households 36
C. Projection of Total Population by Age 38
IV. Future Considerations 40

List of Figures

Figure 3 - 1. Distribution of Housing Types, 2024 15
Figure 3 - 2. Number of Residential Structures Built, by Decade 18
Figure 3 - 3. Median Sales Price for Single Family Homes, Real Dollars 20
Figure 3 - 4. Cost-burdened household owners 22
Figure 3 - 5. Cost-burdened household renters 24
Figure 3 - 6. Peacock Houses (before and after relocation and renovation) 35

List of Tables

Table 3 - 1. Population Projections, 2025-2050 15
Table 3 - 2. Housing Type, 2024 15
Table 3 - 3. Vacant Units, 2024 17
Table 3 - 4. Home Values, 2024 19
Table 3 - 5. Monthly Owner-Occupied Housing Unit Costs, 2024 21
Table 3 - 6. Cost Burdened owners, 2024 21
Table 3 - 7. Cost Burden for Owners by Income Group, 2024 22
Table 3 - 8. Rentals Units by Gross Rent, 2024 23
Table 3 - 9. Cost-Burdened Renter Households, 2024 24
Table 3 - 10. Housing Conditions, 2024 25
Table 3 - 11. Inventory of Government Assisted Rental Housing, 2024 26
Table 3 - 12: Nursing homes, 2024 31
Table 3 - 13: Assisted Living Facilities, 2024 31
Table 3 - 14: Household Projections, 2025-2050 36
Table 3 - 15. Housing Cost Burden Projections for Owners and Renters, 2025-2050 36
Table 3 - 16: Projection of Total Population by Age, 2025-2050 38

CHAPTER 3 - Housing Element

I. Introduction

The Housing Element of the Port St. Lucie Comprehensive Plan documents existing housing conditions in the City, projects future needs, and identifies existing and potential deficiencies in the housing supply. By doing so, goals, objectives, and policies can be prepared which develop a strategy for meeting deficiencies in the housing supply.

The data in this element is derived, analyzed, synthesized, and extrapolated from a variety of sources. These sources include decennial census data from the United States Census Bureau, five-year estimates (2019 – 2023) from the American Community Survey (ACS), the Environmental System Research Institute (ESRI) Business Analyst Online (BAO) software, the Florida Data Clearinghouse (FHDC) at the University of Florida's Shimberg Center for Housing Studies, and local permitting data gathered by the City's Planning & Zoning Department. The data from these sources may vary due to estimation methodology. As a result, the housing data presented in this assessment may differ across sections. Additionally, the tables included in this element have been sourced from the listed databases but have been updated to reflect the 2024 population and housing estimates. Therefore, all values presented in this element are estimates unless otherwise specified.

The Port St. Lucie Housing Element Data & Analysis provides a comprehensive inventory of the City's current housing conditions, offering a factual foundation to guide housing-related decision-making. Recognizing the crucial role that housing plays in ensuring a high quality of life in Port St. Lucie, the City prioritizes the availability of attainable and affordable housing.

In accordance with Chapter 163, F. S., the Housing Element aims to establish goals, objectives, and policies to achieve the following objectives:

a. The provision of housing for all current and anticipated future residents of the City.

b. The elimination of substandard dwelling conditions.

c. The structural and aesthetic improvement of existing housing.

d. The provision of adequate sites for future housing, including affordable workforce housing as defined in Section 380.0651(1)(h), F. S., housing for very low-, low-, and moderate-income families, mobile homes, and group home facilities and foster care facilities, with supporting infrastructure and public facilities.

This document provides the background information that was used to develop the Housing Element's Goals, Objectives, and Policies (GOPs).

II. Housing Inventory

The following is a series of topics which together provide a description of the existing housing conditions in the City of Port St. Lucie. Key factors such as the age, type, and tenure of housing units, as well as various cost metrics including sales prices and the costs of rent and homeownership.

Port St. Lucie is one of the fastest growing communities in the country. Between 2023 and 2024, the Port St. Lucie metro area became the fifth fastest growing metro area in the nation. Between 2020 and 2024, the City saw an increase of over 50,000 residents. Current estimates indicate that as of April 2025, the permanent

population of Port St. Lucie was **260,194** (BEBR) and there were **104,982** housing units. Population projections for 2050 indicate that the City will grow to a total population (permanent and seasonal) of **407,221**.

Table 3 - 1. Population Projections, 2025-2050

Projections	2030	2035	2040	2045	2050
Permanent Population	299,596	329,341	354,530	376,121	395,665
Seasonal Population	8,750	9,619	10,354	10,985	11,556
Total Population	308,346	338,960	364,885	387,106	407,221

Source: City of Port St. Lucie, 2025

A. Number of Housing Units

As noted earlier, as of February 2026, there were **104,982** housing units in the City. The City estimates that ***36,450 additional units*** have been approved but remain to be constructed.

Port St. Lucie's housing stock will increase by

35%

when all remaining approved housing units are built

B. Housing Units by Type

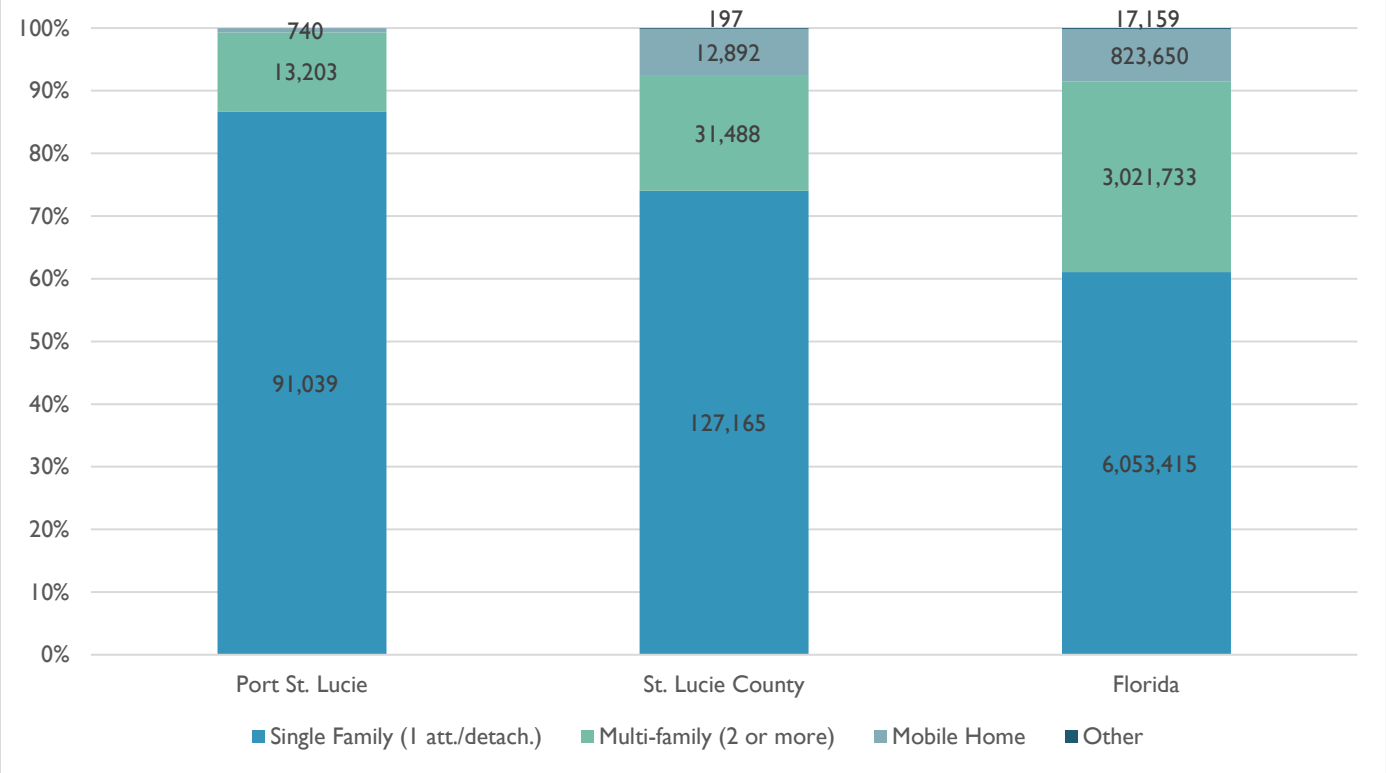
Compared to the state and county, Port St. Lucie has a substantially higher proportion of single-family homes, with multi-family homes and mobile homes occupying a small percentage of the housing stock. Approximately 91,039 (87%) of the City's housing units are single family, while multifamily homes made up approximately 12% of the housing stock. A total of 740 mobile homes were identified by the Shimberg Center for Housing Studies (Spanish Lakes). Total units and the percentage of housing inventory by type of unit are shown in the table and graphic below.

Table 3 - 2. Housing Types, 2024

Housing Type	City of Port St. Lucie		St. Lucie County	
	Estimate	Percent	Estimate	Percent
Single Family (attached and detached)	91,039	87.2%	127,165	73.5%
Multi-Family (2 or more dwellings)	13,203	12.1%	31,488	19.2%
Mobile Homes	740	0.8%	12,892	7.2%
Other	0	0.0%	127	0.1%
Total:	**104,982**		**171,742**	

Sources: City unit counts; County: Shimberg Center for Housing Studies, 2024; City of Port St. Lucie, 2024

Figure 3 - 1. Distribution of Housing Types, 2024



Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

C. Housing Tenure and Occupancy

Housing tenure refers to the occupancy of a unit, either owner-occupied or renter-occupied. The U.S. Census defines a housing unit as vacant if no one is living in it. Units occupied by persons staying for two months or less and have a more permanent residence elsewhere, are considered temporarily occupied and classified as vacant.

Based on 2025 Shimberg data, approximately 76% of homes in Port St. Lucie were owner-occupied, while 9% were vacant. HUD reports a homeownership rate of 84%, which corresponds to the combined share of owner-occupied and vacant units, similar to Shimberg's data when both categories are considered. The remaining 16% were renter-occupied. The tables below provide a breakdown of owner-occupied versus renter-occupied units, as well as the status of vacant units.

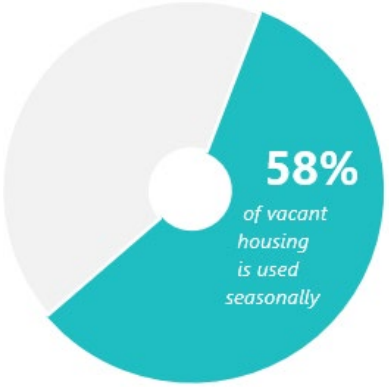
Table 3 -3. Housing Tenure, 2024

	Port St. Lucie		St. Lucie County	
Status	**Number of dwelling units**	**Percentage of Total**	**Number of dwelling units**	**Percentage of Total**
Owner-occupied	80,203	76.4%	119,235	69.3%
Renter-occupied	17,206	16.4%	31,610	18.4%
Vacant Units	7,573	7.2%	21,091	12.3%
Total Housing Units	**104,982**	**100%**	**171,936**	**100%**

Sources: U.S. Census Bureau, 2024 American Community Survey 1-Year and 5-Year Estimates

Table 3 - 3. Vacant Units, 2024

Status	Number of dwelling units	Percentage of Total
For sale	1,561	16.7%
For rent	695	7.4%
Seasonal	5,412	57.8%
Rented or sold, not occupied	967	10.3%
Other vacant	720	7.7%
Total Vacant Units	9,355	100.00%



Sources: U.S. Census Bureau, 2024 American Community Survey 1-Year and 5-Year Estimates

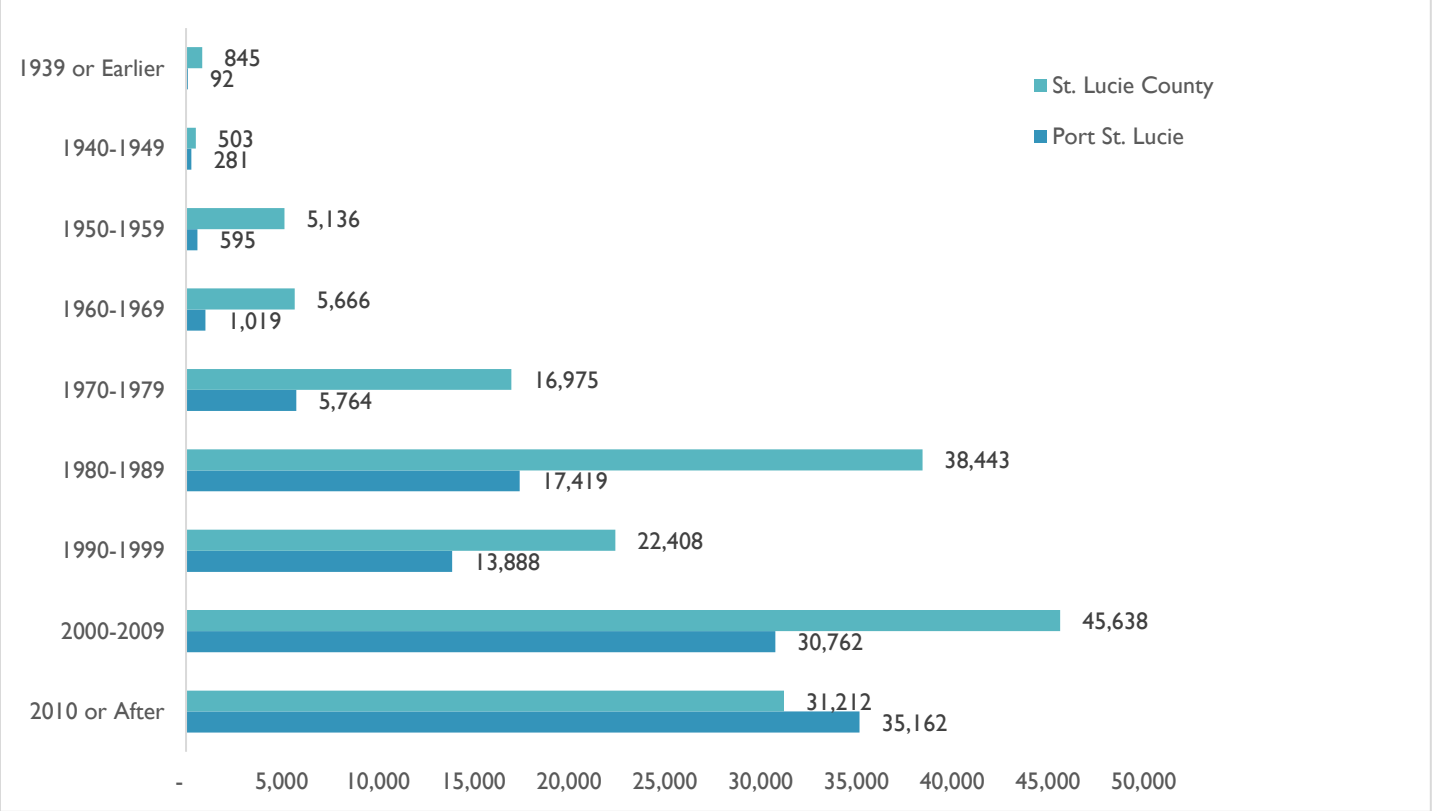
D. Age of Housing Units

The age of housing units in the City of Port St. Lucie is shown in figure below. Prior to the 1970s, the number of housing units constructed was relatively low. However, there was a significant increase in construction between the 1970s and 1980s, when the number of units built tripled from 6,900 units (1970–1979) to 20,853 units (1980–1989).

About 60% of the homes in the City were built in the year 2000 or later. The most substantial surge in housing construction occurred between 2000 and 2009, with a total of 33,301 units built. After 2009, the pace of construction slowed slightly, with 26,505 units built. However, given projected population growth, the rate of construction is expected to rise again in the coming years. These trends in housing construction and population growth may have significant implications for future housing demand and infrastructure needs.

The age of a community's housing stock plays a significant role in construction quality and maintenance needs. In Port St. Lucie, the housing stock is relatively new compared to other communities in Florida, with a median year of construction of 2001. This suggests that most of the housing units in the City are fairly recent, with the majority being less than 54 years old.

Figure 3 - 2. Number of Residential Structures Built, by Decade



Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

Table 3 - 4. Age of Housing Units

Year Structure Built	Port St. Lucie		St. Lucie County	
	Units	Percent	Units	Percent
Built 2010 or later	35,162	33.5%	33,389	19.4%
Built 2000 to 2009	30,762	29.3%	49,306	28.7%
Built 1990 to 1999	13,888	13.2%	23,007	13.4%
Built 1980 to 1989	17,419	16.6%	36,499	21.3%
Built 1970 to 1979	5,764	5.5%	16,607	9.7%
Built 1960 to 1969	1,019	1.0%	6,063	3.5%
Built 1950 to 1959	595	0.6%	4,964	2.9%
Built 1940 to 1949	281	0.3%	1343	0.8%
Built 1939 or earlier	92	0.1%	564	0.3%
Total housing units	**104,982**	**100%**	**171,742**	**100%**

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

E. Home Values

The following table and figure show the value of median sales price for single-family homes in Port St. Lucie and Florida according to data from the Florida Department of Revenue (FLDOR) provided by the Shimberg Center for Housing Studies. The median value for Port St. Lucie has experienced a significant increase over the past decade, following national market trends. While the median sales price in Port St. Lucie has generally remained lower than the median for the State of Florida, there have been notable changes. In 2014, single-family homes in Port St. Lucie sold for roughly $69,000 less than the State's median sales price. By 2022, the median sales price for a single-family home in Port St. Lucie peaked at $409,386, surpassing the State's median of $403,591 for the first time. From 2014 to 2023, the median sales price for single-family homes in the City increased by 115%. These trends reflect the broader expansion and growth of the housing market in Port St. Lucie.

From 2014-2023:

115%

increase in median sales price for single-family homes

22%

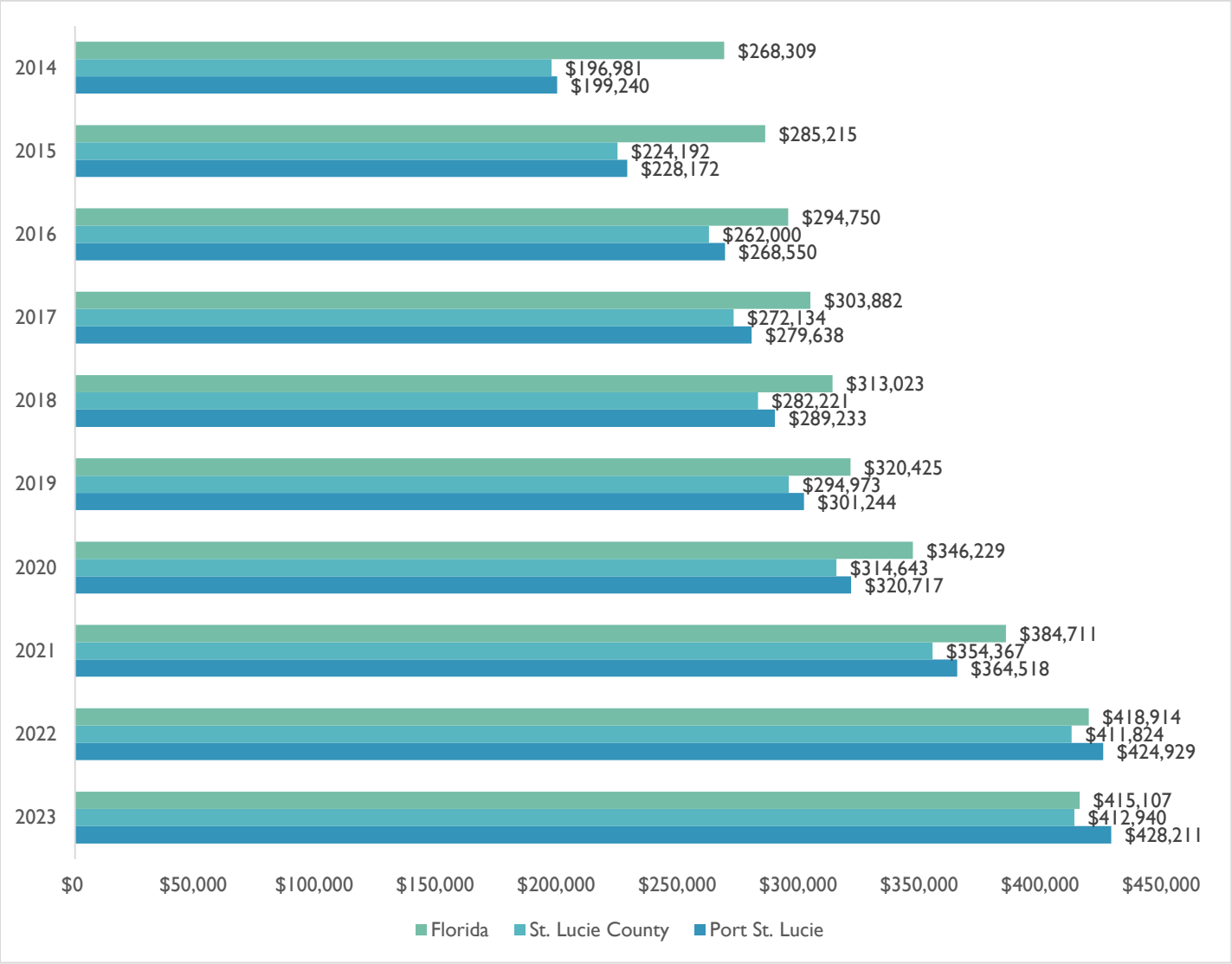
increase in median household income

Table 3 - 4. Home Values, 2024

	City of Port St. Lucie		St. Lucie County	
	# of Units	Percent	# of Units	Percent
Owner Occupied	80,203	100%	114,715	100%
Less than $50,000	1,877	2.34%	6,459	5.6%
$50,000 to $99,999	960	1.20%	2,593	2.3%
$100,000 to $149,999	2234	2.79%	2,994	2.6%
$150,000 to $199,999	7914	9.87%	5,703	5.0%
$200,000 to $299,999	29461	36.73%	17,174	15.0%
$300,000 to $499,999	32085	40.00%	56,393	49.2%
$500,000 to $999,999	5015	6.25%	21,263	18.5%
$1,000,000 to $1,499,999	400	0.50%	1,393	1.2%
$1,500,000 to $1,999,999	0	0.00%	353	0.3%
$2,000,000 or more	257	0.32%	390	0.3%
Median (dollars)	$428,211	--	$412,940	--

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

Figure 3 - 3. Median Sales Price for Single Family Homes, Real Dollars



Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

F. Monthly Owner-Occupied Housing Unit Costs

Homeownership can be a costly endeavor. In addition to recurring costs such as taxes, insurance, utilities, and association fees, maintenance expenses for repairs and improvements tend to rise as properties age. Another substantial cost of homeownership is mortgage payments, which can heavily influence the decision to buy or rent a property.

The following table shows the housing cost including payments for mortgage, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees.

Table 3 - 5. Monthly Owner-Occupied Housing Unit Costs, 2024

	City of Port St. Lucie		St. Lucie County	
	# of Units	Percent	# of Units	Percent
Housing units with a mortgage	**51,430**	**100%**	**66,674**	**100%**
Less than $500	0	0.0%	589	0.0%
$500 to $999	865	1.7%	1,652	2.5%
$1,000 to $1,499	7,042	13.9%	10,372	15.6%
$1,500 to $1,999	13,177	26.0%	16,646	25.0%
$2,000 to $2,499	12,572	24.8%	15,505	23.3%
$2,500 to $2,999	7,232	14.3%	9,069	13.6%
$3,000 or more	9,739	19.2%	12,585	18.9%

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

G. Cost Burden

According to HUD, households are determined to be cost-burdened when their housing costs exceed 30% of their monthly income. The data in the following table suggests that 35% of owners with a mortgage, and 20% of those without a mortgage are cost burdened. Together, they comprise about 35% of all homeowners . This percentage is higher than the County (33.8%) and the State (25.8%). These figures suggest that housing affordability remains a challenge for a significant number of homeowners in the City, with nearly a third of them spending a substantial portion of their income on housing costs.

Table 3 - 6. Cost Burdened owners, 2024

	City of Port St. Lucie		St. Lucie County	
% of Income Paid for Housing	Households	Percent	Households	Percent
Housing units with a mortgage	**48,939**	**65.9%**	**63,258**	**56.2%**
0-29.9% (Not Cost Burdened)	31,747	64.9%	35,726	56.5%
30% or more (Cost Burdened)	17,192	35.1%	27,532	43.5%
Housing unit without a mortgage	**28,773**	**35.9%**	**52,048**	**44.0%**
0-29.9% (Not Cost Burdened)	22,951	79.8%	41,874	80.5%
30% or more (Cost Burdened)	5,822	20.2%	10,174	19.5%
Total Owner Households (with and without a mortgage)	**80,203**	**100%**	**118,400**	**100%**

* *Excluding units where cost cannot be computed*

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

While the previous table shows total cost burden, the following table shows the number of cost-burdened and severely cost-burdened owners by income level. Cost burdened in this case includes those paying from 30% to 50% of their income in housing. Severely cost burdened households spend more than 50% of their income on housing. The income levels are specified as a percentage of the Area Median Income (AMI). The AMI in the St. Lucie County area was $89,300 in 2025.

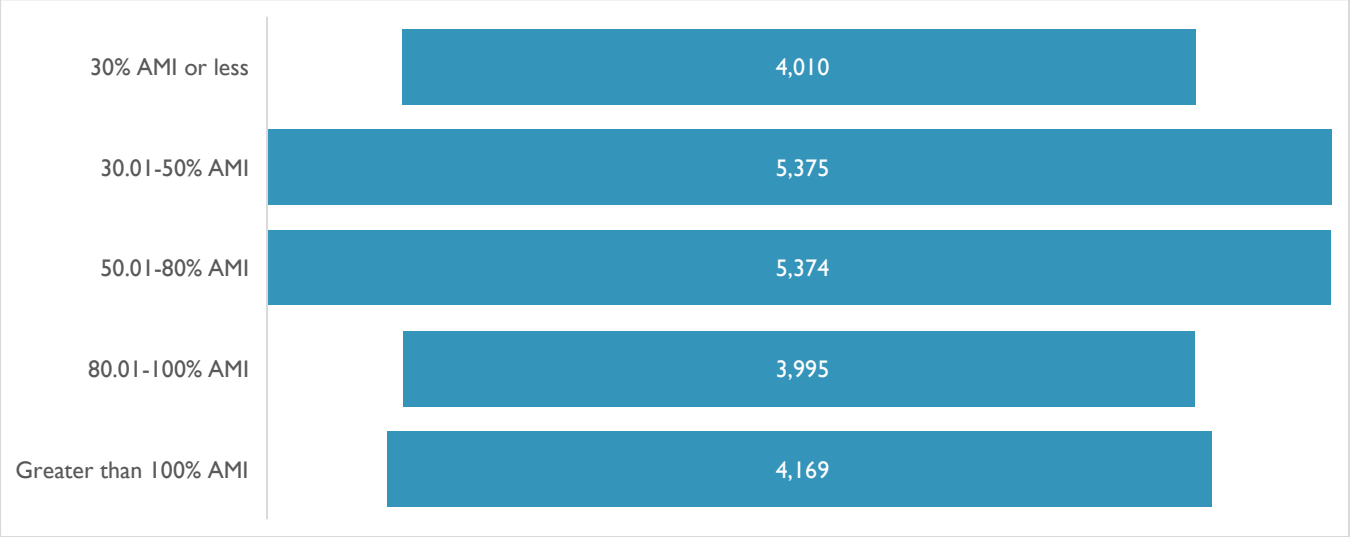
The table shows that approximately14,759extremely-low, very-low, and low income households were burdened and 8,584 of them in the severely cost-burdened category. That is 18% and 11% of the total number of owner-occupied households respectively.

Table 3 - 7. Cost Burden for Owners by Income Group, 2024

Household Income	Number of Households		Cost-Burdened Owners	Percentage of Total
	Cost Burdened (30 to 50%)	Severely Cost Burdened (>50%)		
30% AMI or less (extremely low)	472	3,538	4,010	17.49%
30.01-50% AMI (very low)	2,180	3,195	5,375	23.45%
50.01-80% AMI (low)	3,522	1,852	5,374	23.44%
80.01-100% AMI (moderate)	3,438	557	3,995	17.43%
Greater than 100% AMI	4,048	121	4,169	18.19%
Low-income cost burdened	6,174	8,584	14,759	64.4%
Total Cost-Burdened Homeowners	**13,660**	**9,262**	**22,922**	**100%**
Percentage of Total Owners	**17.0%**	**11.5%**	**28.6%**	**28.6%**

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

Figure 3 - 4. Cost-burdened household owners



Sources: Shimberg Center for Housing Studies, City of Port St. Lucie.

H. Rental Cost and Cost Burden

Renting is often considered to be an affordable alternative to single-family homeownership. However, when a high demand for rental housing units exceeds an affordable local supply, the cost of renting can escalate quickly. According to HUD, Cost-burdened households often are forced to choose between essential items, such as transportation, food, clothing, or medicine because they cannot afford to purchase these items once rent and utilities are paid. These choices can have long-term and dramatic effects on a household,

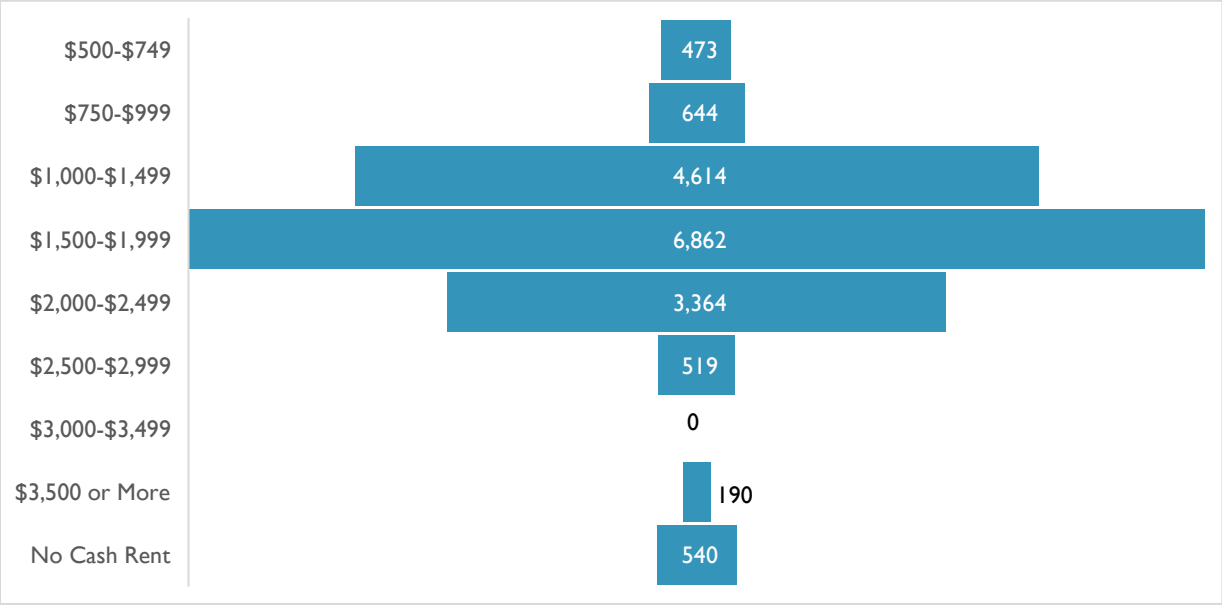
often leading to issues such as long-term health concerns, limited employment opportunities, and a lack of educational achievement.

According to ACS data, the median gross rent (which includes the cost of both rent and utilities) for a household in Port St. Lucie was $2,133 in 2024, compared to $1,725 in St. Lucie County. The State's median gross rent was $1,812. Even though a record number of apartments were added to the housing stock in 2024, the cost of renting in the City is still high. The largest share of renters across the City are paying between $1,500 to $1,999 in monthly rent.

Table 3 - 8. Rentals Units by Gross Rent, 2024

With Cash Rent	Units	%
Less than $749	473	2.70%
750-$999	644	3.70%
$1,000 to 1,499	4,614	26.80%
$1,500 to $1,999	6,862	39.90%
$2,000 to $2,499	3,364	19.60%
$2,500 to $2,999	519	3.00%
$3,000 or more	190	1.1
No Cash Rent	540	3.1
Total	**17,206**	**100%**

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024



Renters in Port St. Lucie experience higher levels of cost burden than homeowners, with 53.9% of renters considered cost burdened compared to 28.6% of homeowners. Similarly, 21.8% of renters are *severely* cost burdened, nearly double the rate of homeowners at 11.5%. Therefore, renters, particularly with lower-income, generally have less expendable income than homeowners to spend on other basic necessities.

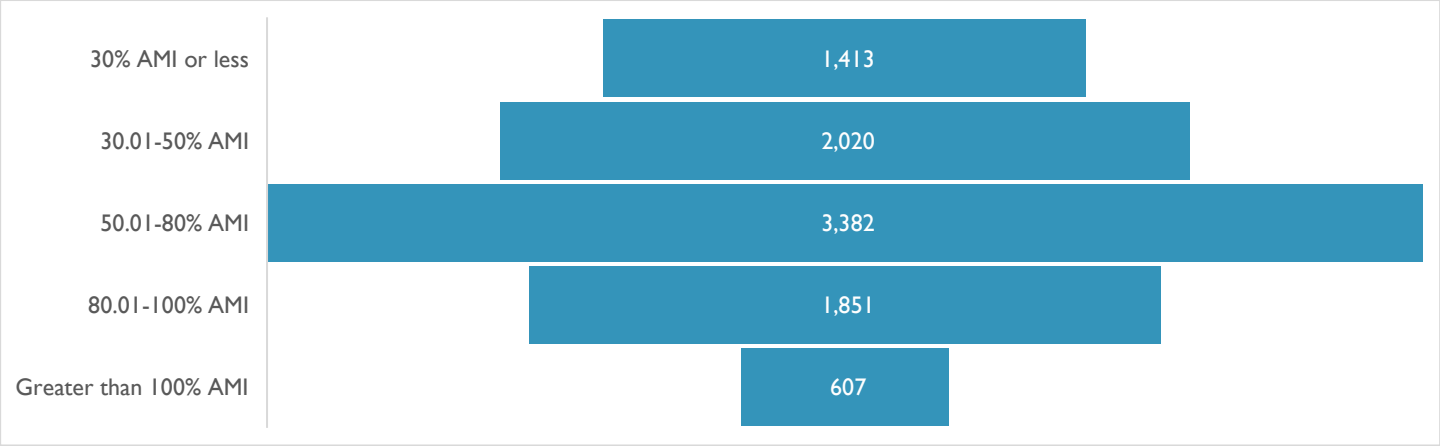
The City continues to offer options to increase the supply of renter-friendly housing options and continues to support rental assistance programs to offer more housing choices to Port St. Lucie renters. The following tables show the range of gross rents and cross-burdened renter households throughout the City.

Table 3 - 9. Cost-Burdened Renter Households, 2024

Household Income	Number of Households		Total Cost-Burdened Renters	Percentage of Total
	Cost Burdened	Severely Cost Burdened		
30% AMI or less	25	1,388	1,413	8%
30.01-50% AMI	450	1,570	2,020	13%
50.01-80% AMI	2,676	706	3,382	22%
80.01-100% AMI	1,838	13	1,851	17%
Greater than 100% AMI	538	69	607	40%
Total Households	**5,527**	**3,745**	**9,272**	**100%**
Percentage of Total Renters	**32.1%**	**21.8%**	**53.9%**	

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

Figure 3 - 5. Cost-burdened household renters



Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

I. Housing Conditions

Housing quality plays a significant role in the success of individuals, families, and their communities. Housing quality refers to the physical condition of a person's home. There are numerous factors that can be used to determine the current condition of an area's housing stock, two of the most frequently used indicators include overcrowding and the availability of utilities and services. For example, individual housing units may be considered substandard if the unit lacks complete plumbing for exclusive use of the residents complete kitchen facilities or central heating, and or is overcrowded. An analysis of these indicators in reference to the City of Port St. Lucie has been provided within this subsection.

Table 3 - 10. Housing Conditions, 2024

	City of Port St. Lucie		St. Lucie County	
	# of Units	Percent	# of Units	Percent
Overcrowded (more than one person per room)	1,680	1.6%	4,671	3.2%
Lacking complete plumbing facilities	-	0%	969	0.6%
Lacking complete kitchen facilities	630	0.6%	1,125	0.7%

Source: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

1. Overcrowding

According to the U.S. Census Bureau, overcrowding exists if there are more than 1.01 persons per room living in a dwelling unit. In developing this analysis, a 'room' is defined as a living room, dining room, kitchen, bedroom, finished recreation room, or enclosed porch suitable for year-round use. Excluded are bathrooms, open porches, balconies, halls and utility rooms. The Census Bureau considers overcrowded units to be a form of substandard housing. According to the Shimberg data estimates, 1.6% of the City's total number of occupied dwellings are considered overcrowded.

2. Utilities, Facilities, and Internet

Shimberg collects information on a number of indicators that are often used to determine the condition of housing within a community. Depending on the availability of data, this can include indicators such as outdated heating methods, the lack of complete plumbing and kitchen facilities, and poor or missing internet services. This data is provided below.

3. Physical Conditions

The age of a structure often has a direct impact on its condition. As homes get older, continued maintenance can become a significant cost over time. As stated in **Section D** above, the median year of construction is 2001; most of the housing stock is less than 54 years old. Although a study on the condition of the City's housing stock has yet to be conducted, property records show that the oldest residential structures are in the east part of the City. As the City's housing stock ages, more homes may be in need of rehabilitation, maintenance, or assistance to preserve their quality and extend their lifespan.

J. Government Subsidized Housing

According to the FHDC's Assisted Housing Inventory, Port St. Lucie is currently home to 6 government subsidized housing facilities. The following table provides an inventory of federal, state, and/or local assisted rental housing within the City. It shows a total of 1,093 units with rent/or income restrictions.

Table 3 - 11. Inventory of Government Assisted Rental Housing, 2024

Name/Address		Total/ Assisted Units	Housing Programs	Population Served	Year Built	Ownership Type	Subsidy End
Cove at Saint Lucie 4400 NW Cove Circle		144/144	Housing Credits 9% | Section 207/223 | State HOME	Elderly	1999	For-Profit	2050
Grove Park 9800 Lenard Road		210/168	Extremely Low Income | Housing Credits 4% | Local Bonds |SAIL	Family; Link; Persons with Disabilities	2016	For-Profit	2047
Peacock Run Apartments 5502 East Torino Parkway		264/264	Extremely Low Income | Housing Credits 4% | State Bonds	Family; Link	2003	For-Profit	2040
Saint Andrews Pointe 2550 NW Hatches Harbor Road		184/184	Housing Credits 4% | SAIL | State Bonds	Family	2004	For-Profit	2035
Sanctuary at Winterlakes 5410 Rabbit Run		284/284	Housing Credits 4% | State Bonds	Family	2001	For-Profit	2033
Villa Seton 3300 SW Chartwell Street		50/49	Rental Assistance/HUD | Section 202 Capital Advance | State HOME	Elderly	2005	For-Profit	2055

Source: Shimberg Center for Housing Studies, 2023.

There are no Housing Authorities located within the City of Port St. Lucie. There are two Housing Authorities in neighboring areas. One is the Fort Pierce Housing Authority located at 511 Orange Avenue Fort Pierce, Florida 34950. The Fort Pierce Housing Authority was established in 1959. The other is the Housing Authority of the City of Stuart, Florida located at 611 SE Church Street, Stuart, Florida 34994.The Housing Authority of Stuart was established in 1942.

The State of Florida has provided means for the creation of local housing finance authorities {Chapter 159, Florida Statutes (F. S.)}, Local Public Housing Authorities (Chapter 421, F. S.), and the State Housing Development Corporation (Chapter 420, F. S.). In partnership with the federal and state governments, both the City of Port St. Lucie and St. Lucie County administer several affordable housing programs to area residents. A listing of grant revenue sources and programs available through the City is provided below:

1. Grants

a. Community Development Block Grant (CDBG)

This grant program, funded by the Department of Housing and Urban Development (HUD), provides communities with resources to address a wide range of unique community development needs. Each CDBG-funded project must meet one (1) of the following three (3) objectives:

- Benefit low- and moderate-income persons,
- Prevent or eliminate slum and blight, and

- Meet other community development needs having a particular urgency.

The City has been receiving CDBG funds since the early 1990s and uses the money mainly to fund infrastructure-related projects. Smaller portions of the funding are also utilized for housing-related programs. The City is considered an entitlement community and receives an annual allocation which is formula based, using Census data and awarded via the Federal budget process.

b. State Housing Initiatives Partnership (SHIP) Program

The Florida Housing Finance Corporation administers the State Housing Initiatives Partnership program (SHIP), which provides funds to local governments to preserve affordable home ownership. The program was designed to serve extremely low, very-low, low and moderate-income households and support the creation and preservation of affordable homeownership and multifamily housing. These funds are allocated on an entitlement basis. SHIP funds can be used for various activities, including down payment and closing cost assistance for first-time homebuyers with the purchase of a newly construed or existing site built home, repairs to owner-occupied homes, and modifications for accessibility. These funds are allocated to local governments based on a populations-based formula and awarded through the State's budget process. The City has been receiving SHIP funds since the early 1990s and uses the money mainly to fund urgent life safety repairs and rehabilitation of homes for homeowners. The program opens for applications when funding is available. The program also provides emergency home repairs and demolition/reconstruction assistance to homeowners. These funds are given to local governments and are based on a populations-based formula.

c. Neighborhood Stabilization Programs 1 and 2 (NSP1 and NSP3)

HUD's Neighborhood Stabilization Program provides emergency assistance to state and local governments to acquire and redevelop foreclosed properties that might otherwise become sources of abandonment and blight within their communities.

In response to the Great Recession, the City of Port St. Lucie allocated grant funds from the Neighborhood Stabilization Programs (NSP1 and NSP3) in 2008 and 2011. These funds have now been fully utilized. The City is working towards closing the NSP1 and NSP3 programs and funding. Funding for NSP3 has been exhausted. The remaining NSP1 funding will be used to continue the Homebuyer Assistance Program. The ARPA program will be followed by additional efforts funded with NSP – program income.

d. HOME Investment Partnerships Program

In 2018, the City of Port St. Lucie joined the Treasure Coast HOME Consortium through an interlocal agreement with St. Lucie, Martin, and Indian River counties. St. Lucie County serves as the lead agency for the Consortium, administering the program on behalf of all members in accordance with HUD requirements. All funds are received by the County and expended by the County in partnership with each participating jurisdiction. St. Lucie County is also responsible for reporting to HUD on the activities of the local HOME Consortium.

The U.S. Department of Housing and Urban Development (HUD) provides these funds to the Consortium on a formula basis. The objective of the HOME program is to provide decent and

affordable housing opportunities for very low and low income households through activities such as first time home buyer assistance and homeowner housing rehabilitation.

2. Programs

a. Homeowner Repair & Rehabilitation Assistance Program

The Neighborhood Services Department is responsible for administering this housing program with grant funding from the State Housing Initiatives Partnership (SHIP) program and the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Program, when available. If SHIP funds are limited, the City may supplement the program with Community Development Block Grant (CDBG) funds. The Department also uses supplemental CDBG funding to implement grant programs for septic-to-sewer conversions and most recently is implementing a new culvert replacement program for low-income homeowners. These two programs are administered in partnership with the Utilities Systems Department and Public Works Department, respectively, who assist residents with loans to get these repairs completed.

b. Homebuyer Assistance Program

The current program is being funded by a federal grant through the American Rescue Plan Act (ARPA), this program is a partnership between the Community Land Trust of Palm Beach County and the Treasure Coast. It is designed to assist moderate-income buyers who live and/or work in Port St. Lucie by offering financial support to help them purchase a home. The program opens for applications when funding is available.

c. Tenant-Based Rental Assistance (TBRA) Program for Seniors

The City uses its HOME allocation (approximately $200K to $300K) primarily for rental assistance for residents aged 62 and older and the program has been successful. Seniors aged 62 and older who live and/or work within the city and earn less than the federal income limits are eligible to apply for a minimum of 12 months of rental assistance. The program opens for applications when funding is available.

d. Emergency Rental Assistance 2 (ERA 2) Program

The City received and managed both ERA1 and ERA2 funding (also known as Emergency Rental Assistance). ERA1 funds were awarded by the U.S. Department of the Treasury through the Consolidated Appropriations Act of 2021 and the American Rescue Plan Act of 2021. ERA1 was closed out in July 2024. The ERA2 program, officially known as the second round of the Emergency Rental Assistance (ERA) program, was awarded through the American Rescue Plan Act of 2021. This act provided $21.55 billion to assist eligible households with financial assistance, housing stability services, and other affordable rental housing and eviction prevention activities, according to the U.S. Department of the Treasury (.gov). ERA2 funds were distributed to states, U.S. territories, and certain local governments with populations over 200,000. In collaboration with the Treasure Coast Homeless Services Council, Inc. (TCHSC) and the area's Continuum of Care (CoC), the City is administering the final phase of the Emergency Rental Assistance 2 (ERA2) program. This program is funded with a $400,000 grant to provide emergency rental assistance to individuals experiencing homelessness or at imminent risk of homelessness. The $400,000 will be available to assist program participants until the funds are exhausted or by September 30, 2025, whichever comes first.

Approved applicants may receive assistance for first and second month's rent, rental security deposits, and utility security deposits, depending on their household circumstances. Additional services may include housing stabilization case management, housing navigation, referrals to supportive services, and tenant-based rental assistance.

e. Affordable Housing Advisory Committee (AHAC)

The City of Port St. Lucie Affordable Housing Advisory Committee (AHAC) was established pursuant to Section 420.9076 Florida Statutes. The Affordable Housing Advisory Committee meets triennially to review established policies and procedures, ordinances, land development regulations, and the Comprehensive Plan, and makes recommendations to encourage or facilitate affordable housing while protecting the ability of the property to appreciate in value. The Committee also reviews regularly the 11 incentives outlined in the Florida Statutes.

The Committee is appointed by the City Council to make recommendations to the City Council on Affordable Housing Issues. By Ordinance 08-42, the AHAC consists of 9 members who are subject to the provisions of the Sunshine Law and serve on a voluntary basis. The Committee reviews policies, procedures, ordinances, land development regulations, and the adopted local government comprehensive plan, as well as recommends specific actions or initiatives to encourage or facilitate affordable housing while protecting the ability of the property to appreciate in value.

f. Affordable Housing Incentives

The Neighborhood Services Department administers the Affordable Housing Advisory Committee's recommendations and other City Council housing policies and initiatives.

The following is a list of the housing incentives listed in Florida Statutes that have been recommended by the Affordable Housing Advisory Committee and approved by the City Council:

1. The processing of approvals of development orders or permit, as defined in Florida Statute 163.3164 (7) and (8), for affordable housing projects is expedited to a greater degree than other projects (approved in 1994).
2. The modification of impact-fee requirements, including reduction or waiver of fees and alternative methods of fee payment for affordable housing (approved in 2009).
3. The establishment of a process by which a local government considers, before adoption, policies, procedures, ordinances, regulations, or plan provisions that increase the cost of housing (approved in 2009 and 2020).
4. The preparation of a printed inventory of locally owned public lands suitable for affordable housing (approved in 2009).
5. The support of development near transportation hubs and major employment centers and mixed-use developments (approved in 2009).

As part of a new initiative in the City's Strategic Plan, City Council recently held a workshop to explore strategies for housing incentive programs aimed at encouraging the development of additional housing options for working professionals. This initiative builds on the City's continuous research into best practices and policies that support economic development and increase in attainable housing options. Staff presented a draft policy framework for the proposed Essential

Attainable Housing Incentivation Program (EAHIP), which included a proposed title, mission, vision, and guidelines. The discussion will help refine the policy and incentives, including those proposed in Florida State Statutes, into a tailored program that provides a structure for incentivizing more attainable housing options.

g. Thriving Communities Technical Assistance

On December 22, 2025, the City released documentation related to the Thriving Communities Technical Assistance Grant Program. This effort builds upon the 2024 Housing Needs Assessment, which identified opportunities for the City to encourage the development of affordable housing for essential workers through targeted incentives. The study outlined several potential incentives:

- Bonus density – Minimum 20% for developments or units with permanent or long-term affordability requirements
- Developer fee reductions – Application and approval for the use of available funding to reduce/subsidize or defer fees with permanent or long-term affordability requirements.
- Developer contributions - Minimum contribution of units as part of housing mitigation for future developments, voluntary or mandatory, also referred to as inclusionary zoning with permanent or long-term affordability requirements.
- Zoning reform - Facilitating Essential Attainable Housing Incentivization Program (EAHIP) project requests in targeted areas including transit hubs, CRAs, or economic corridors
- Use of city-owned land - Utilizing City-owned land or facilitating land donation for EAHIP projects, when available.
- Commercial linkage fees - Commercial fees as housing mitigation to support EAHIP projects

The intent of these incentives is to expand housing opportunities for existing residents, new households, and employees working within the City who currently face limited access to affordable housing options in Port St. Lucie. City Council will take these incentives under consideration and evaluate their applicability within the community. The Council may direct staff to prepare and incorporate appropriate amendments to the Comprehensive Plan or other plans to implement these incentives.

Also on December 22, 2025, the City released a Development Community Outreach and Communications Plan to support implementation. The plan recommends that the City compile and share housing program information, policies, and key housing data with developers prior to meetings. This information helps developers better understand the City's housing goals and allow them to compare those goals with their own development experience and project considerations.

K. Community Residential Facilities

The US Census Bureau classifies all people not living in housing units (house, apartment, mobile home, rented rooms) as living in group quarters. There are two types of group quarters: (1) Institutional, which includes correctional facilities, nursing homes, or mental hospitals, and (2) Non-Institutional, which encompasses college dormitories, military barracks, group homes, missions, or shelters.

According to Florida Health Finder, there are, 6 **nursing homes** with a total of 783 beds and 69 **assisted living facilities** with a total of 630 beds in Port St. Lucie, as detailed below.

The City has established a process for monitoring group home referred to as "Community Residential Homes" (CHR). Per the City's Code of Ordinances Sec 158.224 the Neighborhood Services Department's Code Compliance Division monitors group homes and their geographic locations. This system allows users to view where CHRs are located and determine whether an address is within 1,000 feet of another CHR for reservation purposes. More information about the process can be viewed at the City's Community Residential Home Program webpage at: https://www.cityofpsl.com/Government/Your-City-Government/Departments/Neighborhood-Services/Community-Residential-Home-Program.

The Florida Department of Children and Families (DCF) provides resources for children who are neglected abused, for families who wish to adopt or provide foster care, as well as other social services. The nearest DCF Circuit office is in the City of Fort Pierce. A private adoption and foster organization, Kids Central, Inc., is also located within the City and provides resources for residents.

Table 3 - 12: Nursing homes, 2024

Nursing Homes	Street Address	Licensed Beds
Ardie R. Copas State Veterans Nursing Home	13000 SW Tradition Parkway	120
Life Care Center of Port St. Lucie	3720 SE Jennings Rd	123
Palm Garden of Port St. Lucie	1751 SE Hillmoor Drive	120
Port St. Lucie Rehabilitation and Healthcare	7300 Oleander Ave	180
Savannas Park Health and Rehabilitation Center	1655 SE Walton Road	120
Tiffany Hall Nursing and Rehab Center	1800 SE Hillmoor Drive	120

Source: Florida Agency for Health Care Administration, 2024 (FloridaHealthFinder | Facility/Provider)

Table 3 - 13: Assisted Living Facilities, 2024

Nursing Homes	Street Address	Licensed Beds
A Bethel Loving Care of The Treasure Coast Inc	1816 SW Brisbane Street	6
A Kee to Paradise LLC	5579 NW Commodore Terr	6
A Loving Hand Facility Care LLC	554 Kilpatrick Ave	6
A Touch of Class Adult Care LLC	537 SW Whitmore Drive	10
Angel of Light Assisted Living Facility, LLC	613 SW Homeland Rd	6
Avalon Family Resort Assisted Living, LLC	160 SW Saratoga Ave	6
B & B Angel's Home LLC	150 SW Port St Lucie Blvd	6
Baxter's Adult Living Facility, Inc	1092 SW Majorca Ave	6
Bay Isles Senior Care	1782 SW Whipple Ave	6
Bayamo Assisted Living Facility, Inc	1199 SW Bayamo Avenue	6
Blessings Assisted Living	2449 SW Humber Ct	6
Brighten Assisted Living Facility LLC	1931 SW McAllister Ln	6
Brightstar Assisted Living LLC	1613 SW Meridian Ave	5
Brooks Manor LLC	2043 SE Watercrest St	6
Browns House Assisted Living Facility LLC	2241 SE Melaleuca Blvd	5
Caring Assisted Living LLC	2588 SW Grotto Circle	4

Nursing Homes	Street Address	Licensed Beds
Comfort Care Home ALF	2402 SW Santana Ave	6
Country Living Assisted Care Center, Inc	1762 SW Arch Street	6
Doricare LLC	2551 SW Choctaw St	5
Elite Care ALF LLC	4702 NW Ever Rd	6
Ellie's Assisted Living LLC	1840 SW Janette Ave	6
Endless Care ALF LLC	1245 SW Fox Ct	5
Fabulous Resort Alf, LLC	1762 SE Carvalho St	6
Faith Care LLC	2562 SW Calder St	6
Future Smiles Senior Living LLC	4645 SW Vahalla St	8
Good Natured Home Care LLC	337 SW Grimaldo Terrace	6
Grace Home	2317 SW Webster Ln	6
Grace House	6755 NW Monoco Ct	6
Grace Manor	221 SW Yager Pl	6
Grandparents House ALF Inc	3890 SW Chaffin Street	5
Heavenly Adult Care LLC	3934 SW Kakopo St	6
Helping Hands Residential Care Home LLC	494 SW Halibut Ave	6
Home Sweet Home Assisted Living by C & A LLC	775 NW Bayard Ave	5
JD Treasure Coast Assisted Living Facility, LLC	2749 SE Eagle Dr	6
JJ Manor Assisted Living LLC	2637 SW Fair Isle Rd	5
Just Like Home ALF LLC	1342 SW Del Rio Blvd	5
K and L Loving Care of Port Saint Lucie ALF Inc	3871 SW Ramspeck St	6
L & C Care LLC	2048 SE Harding St	5
Linx Living LLC	552 SE Volkerts Terr	5
Live, Love, Laugh Assisted Living Inc	1766 SW Columbia St	6
Loving Care of the Treasure Coast, LLC	2102 SW Larchmont Lane	6
Merciful Assisted Living	4112 SW Tumble St	6
Naina's Angelic Hands Assisted Living LLC	6260 NW Topaz Way	6
Nates Health Services LLC	742 SW Saragossa Ave	6
New Dimension Family Care Inc	849 SW Hamberland Ave	6
Parah Assisted Living Facility LLC	701 SW Tulip Blvd	6
Rose Assisted Living Facility LLC	256 SW Moselle Ave	5
Rosewell Home and Residential Care LLC	3366 SW Vendome St	5
Rosie's House ALF	2073 SE Rainier Rd	5
Rosie's Manor ALF	1910 SE Rainier Rd	5
Royalty First LLC	1733 SE Mariana Rd	6
Royalty First Too LLC	2341 SE Gillette Ave	6
Savorah Alf II LLC	2369 SW Fern Cir	6
Savorah ALF Inc	2314 SW Ranch Ave	5
Senior Paradise LLC	3650 SW Viceroy St	5
Serenity Garden Assisted Living LLC	579 SW Aster Rd	5
Sunshine Family ALF LLC	5817 NW Gerald Cir	6
Superior Living LLC	496 SE Verada Ave	6

Nursing Homes	Street Address	Licensed Beds
The Gardens of Port St Lucie	1699 SE Lyngate Drive	110
The Loving Care Home LLC	1249 SW Byron St	6
The Perfect Place ALF 2 Inc	2666 Ace Rd	5
Toni Mary Home ALF Corp	1662 SW Alvaton Avenue	6
Treasure Coast ALF Inc	642 SW Jacoby Ave	6
Unique Loving Home Care LLC	1221 SW Medina Ave	6
Violet Gardens ALF LLC	372 SW Todd Ave	6
Vitality Resort ALF LLC	1258 SW Ermine Ave	6
Vitality Spring Resort ALF LLC	121 SW Oakridge Dr	6
Vitality Star Resort Alf LLC	591 SW Bradshaw Cir	6
Watercrest of St Lucie West Assisted Living and Memory Care	279 NW California Blvd	132

Source: Florida Agency for Health Care Administration, 2024 (FloridaHealthFinder | Facility/Provider)

L. Farmworker Housing Needs

The Florida Housing Data Clearinghouse (FHDC) does not provide farmworker housing data at the City level, but it provides information for St. Lucie County as a whole (including all the cities). The FHDC estimates that there are currently 470 'Total Unaccompanied Workers' within St. Lucie County, with 228 Department of Health (DOH) permitted camp beds available for these workers. Additionally, the Center also estimates that the County currently contains 308 'Accompanied Migrant & Seasonal Households' and offers these families 74 'Rural Development & Florida Housing Multifamily Units.' Due to the relative low presence of agricultural operations within the City limits, it is assumed that the demand for these units is entirely within the unincorporated part of St. Lucie County. Additionally, it is possible that farm workers are accommodated on private premises throughout the community.

M. Mobile/Manufactured Homes

Mobile home parks, lodging and recreational vehicle parks, and recreational camps are licensed annually by the Department of Health in accordance with Chapter 64E-15, Florida Administrative Code (F.A.C.), rules. The county health departments provide direct services in the operational aspect of the program through routine inspections, plan reviews, educational programs, and enforcement actions.

In 1976, the Department of Housing and Urban Development (HUD) passed the Manufactured Housing Code, which preempted local code standards and began to regulate manufactured housing and modular housing[1]. Modular housing is a form of housing which is built in components, off-site. While the term "mobile home" is often used in reference to manufactured homes, the term technically only applies to homes which were built prior to the HUD regulations adopted in 1976. The term "manufactured homes" refers to all modular housing which is regulated by HUD's Housing Code. Manufactured homes are built in the controlled environment of a manufacturing plant and are transported in one or more sections on a permanent chassis.

These structures are traditionally provided on individually platted lots or within a mobile home park under unified ownership, where the manufactured home is owned yet the land is leased. Manufactured housing is

[1] American Planning Association. Factory Housing. https://www.planning.org/policy/guides/adopted/factoryhousing.htm. 2001.

considered by many to be affordable housing, though studies show that residents owning mobile homes often pay higher rates for their home loans and are unlikely to have a return on their home investment. Manufactured homes are difficult and expensive to transfer to another location, so unless a resident owns the land where the home is, there is the possibility that the land can be sold, displacing the residents from their homes.

There is one large manufactured home development east of US 1 just south of the City's boundary, which is part of a larger development that spans the city limits (Spanish Lakes). The portion within the City contains 740 manufactured homes on individually platted lots, which accounts for approximately 0.75% of the housing stock in Port St. Lucie. Other manufactured home parks have recently been converted into recreational vehicle parks.

N. Historically Significant Housing

The Florida Master Site File (FMSF) serves as the State's official inventory of historical and cultural resources. One of the criteria for recording sites with the FMSF is that they are over 50 years old, regardless of historical significance. A small portion of the housing units in the City are 50 years old or older. Shimberg data revealed that 682 structures exist today that were built prior to 1970. Within the city limits, several historic property surveys have been conducted in the past resulting in the cataloging of 11 sites in the FMSF. They were all found to be ineligible for designation, whether individually or as part of a district.

Of these 11 structures surveyed, only two were originally residential—the 1952 and 1917 Peacock Houses. These historic homes were relocated from their original location along C-24 Canal Road (south of Glades Cut Off Road) to 2456 SE Westmoreland Boulevard, near the southern portion of the Port District, with assistance from the Florida Division of Historical Resources (FDHR). In 2018, they underwent significant renovations, including foundation updates, new shingle roofs, and fresh paint (see **Figure 3-6**).

In 2022, plans were approved to repurpose the homes into a museum and gift shop, along with meeting and office spaces. The Port St. Lucie Historical Society now manages these facilities.

According to the State Historic Preservation Office (SHPO), several resource groups were also surveyed in the past. Resource groups consist of districts, landscapes, building complexes, and linear resources. Among those surveyed were ten canals (e.g., C-23, C-24), eight roadways (e.g., Florida's Turnpike, Indian River Drive, Midway Road), and the FEC railroad– Lake Harbor Branch. The railroad was identified by the surveyor as potentially eligible for listing in the National Register.

Figure 3 - 6. Peacock Houses (before and after relocation and renovation)

III. Short- and Long-Term Housing Needs

The inventory presented above utilizes data from two primary sources, the Census Bureau and the Shimberg Center, with adjustments made to reflect more current population counts. Florida Statutes require that the Housing Element provide data and analysis of the minimum housing need of the current and anticipated future residents of the jurisdiction. The following tables and analyses provide projections on anticipated needs particularly for very low-, low-, and moderate-income households.

In projecting future needs, the Shimberg Center (Florida Housing Data Clearinghouse) relies on population projections developed by the Bureau of Economics and Business Research (BEBR) for Florida counties. For cities, population projections are based on the assumption that the city's population is a certain percentage of the county's population, with this share being used to generate local forecasts. The figures in this section are based on Shimberg Center data, but they have been adjusted to align with the population projections prepared by the City, as detailed in the Future Land Use Element.

A. Household Projections

According to the Census, the City had 76,114 households in 2020. By 2025, the number of households was estimated to have increased to 94,324. Using data from Shimberg, the Florida Housing Data Clearinghouse (FHDC) develops household projections. The table below presents household projections in five-year

increments, extending through 2050. The household figures differ slightly from the holding capacity calculations in the Future Land Use Element because those were developed by dividing the projected population by the average number of persons per household reported in the most recent American Community Survey.

Table 3 - 14: Household Projections, 2025-2050

Projections	2030	2035	2040	2045	2050
Owners	86,963	97,179	106,432	114,600	122308
Renters	21,278	23,408	25,139	26,857	28476
Total Households	**108,241**	**120,587**	**131,571**	**141,457**	**150,784**

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

B. Projection of Cost-Burdened Households

Low income, as defined by the Shimberg Center for Housing Studies, refers to households with incomes below 80% of the Area Median Income. The following table lists the number of cost-burdened owner and renter households according to their income bracket (as a percentage of the Area Median Income in 2023) and projections for 2050. The 80% of median income figure is a traditional measure of eligibility for housing assistance. For example, all beneficiaries of the federal public housing program and federal HOME program must have incomes below this amount. The estimates and projections can serve as an approximation of the total number of households that would benefit from some type of housing assistance. Such assistance could include the construction of new affordable housing units, but it could also include the provision of subsidies to make current units more affordable.

The projections prepared by Shimberg apply current cost-burden percentages to the owner and renter household projections Based on that assumption, the City can expect to have 19,284 cost burdened and 13,073 severely cost burdened homeowners by 2050. For renters, those figures are 9,147 and 6,198. That means that 5.8% and 8.1% of owner households and 3.5% and 4.1% of renter households will be cost-burdened and severely cost-burdened, respectively.

With roughly 12% of low-income households projected to continue to be severely cost burdened and 9% forecasted to be cost burdened through the 2050 planning horizon, the City will undertake measures to continue providing residents with greater access to housing programs and affordable housing units. Special attention will be given to providing a variety of housing types within the city, such as attached housing, multifamily rentals, and small houses. While pursuing these types of housing options, the City will encourage and ensure that future development provides a mixture of housing types and costs, rather than creating isolated, homogeneous neighborhoods.

Table 3 - 15. Housing Cost Burden Projections for Owners and Renters, 2025-2050

Year	Income Level	30.1-49.9% (cost-burdened)			50% or more (severely cost-burdened)		
		Owners	Renters	Total	Owners	Renters	Total
2030	30% AMI or less	474	31	505	3,550	1,716	5,266
	30.01-50% AMI	2,188	557	2,745	3,206	1,941	5,147
	50.01-80% AMI	3,535	3,309	6,844	1,859	874	2,733

Year	Income Level	30.1-49.9% (cost-burdened)			50% or more (severely cost-burdened)		
		Owners	Renters	Total	Owners	Renters	Total
	80.01-100% AMI	3,451	2,273	5,724	559	15	574
	Greater than 100% AMI	4,063	665	4,728	121	85	206
	Total cost burdened households	**13,711**	**6,835**	**20,546**	**9,295**	**4,631**	**13,926**
	Percent of total households	12.7%	6.3%	19.0%	8.6%	4.3%	12.9%
	Low income (<80%) cost burdened	6,197	3,897	10,094	8,615	4,531	13,146
	Percent of total households	5.7%	3.6%	9.3%	8.0%	4.2%	12.1%
2035	30% AMI or less	530	34	564	3,967	1,888	5,855
	30.01-50% AMI	2,445	612	3,057	3,583	2,135	5,718
	50.01-80% AMI	3,950	3,640	7,590	2,078	961	3,039
	80.01-100% AMI	3,856	2,501	6,357	624	17	641
	Greater than 100% AMI	4,540	732	5,272	135	94	229
	Total cost burdened households	**15,321**	**7,519**	**22,840**	**10,387**	**5,095**	**15,482**
	Percent of total households	12.7%	6.2%	18.9%	8.6%	4.2%	12.8%
	Low income (<80%) cost burdened	6,925	4,286	11,211	9,628	4,984	14,612
	Percent of total households	5.7%	3.6%	9.3%	8.0%	4.1%	12.1%
2040	30% AMI or less	581	37	618	4,345	2,028	6,373
	30.01-50% AMI	2,678	658	3,336	3,924	2,293	6,217
	50.01-80% AMI	4,326	3,910	8,236	2,276	1,032	3,308
	80.01-100% AMI	4,223	2,686	6,909	684	18	702
	Greater than 100% AMI	4,972	786	5,758	148	100	248
	Total cost burdened households	**16,780**	**8,077**	**24,857**	**11,377**	**5,471**	**16,848**
	Percent of total households	12.8%	6.1%	18.9%	8.6%	4.2%	12.8%
	Low income (<80%) cost burdened	7,585	4,605	12,190	10,545	5,353	15,898
	Percent of total households	5.8%	3.5%	9.3%	8.0%	4.1%	12.1%
2045	30% AMI or less	625	39	664	4,678	2,167	6,845
	30.01-50% AMI	2,884	703	3,587	4,225	2,450	6,675
	50.01-80% AMI	4,658	4,177	8,835	2,450	1,103	3,553
	80.01-100% AMI	4,547	2,869	7,416	736	20	756
	Greater than 100% AMI	5,354	839	6,193	159	107	266
	Total cost burdened households	**18,068**	**8,627**	**26,695**	**12,248**	**5,847**	**18,095**
	Percent of total households	12.8%	6.1%	18.9%	8.7%	4.1%	12.8%
	Low income (<80%) cost burdened	8,167	4,919	13,086	11,353	5,720	17,073
	Percent of total households	5.8%	3.5%	9.3%	8.0%	4.0%	12.1%
2050	30% AMI or less	667	41	708	4,993	2,297	7,290
	30.01-50% AMI	3,078	745	3,823	4,509	2,597	7,106
	50.01-80% AMI	4,972	4,429	9,401	2,615	1,169	3,784
	80.01-100% AMI	4,853	3,042	7,895	786	21	807
	Greater than 100% AMI	5,714	890	6,604	170	114	284
	Total cost burdened households	**19,284**	**9,147**	**28,431**	**13,073**	**6,198**	**19,271**

Year	Income Level	30.1-49.9% (cost-burdened)			50% or more (severely cost-burdened)		
		Owners	Renters	Total	Owners	Renters	Total
	Percent of total households	12.9%	6.1%	19.0%	8.8%	4.2%	12.9%
	Low income (<80%) cost burdened	8,717	5,215	13,932	12,117	6,063	18,180
	Percent of total households	5.8%	3.5%	9.3%	8.1%	4.1%	12.2%

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024

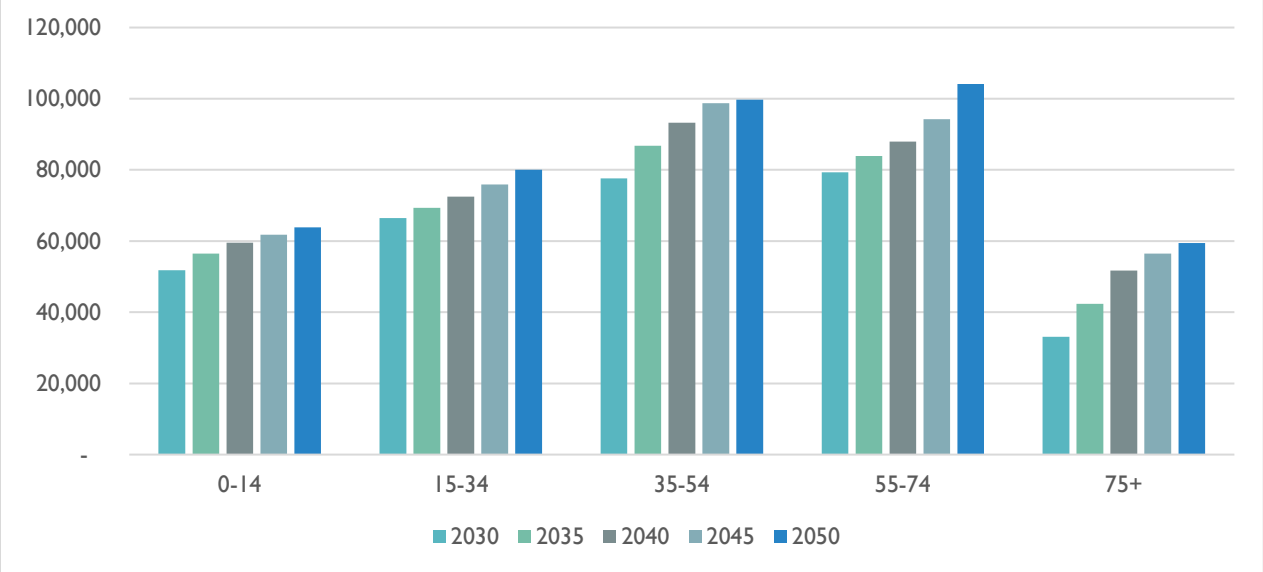
C. Projection of Total Population by Age

Projections were created by applying the age distribution data provided by Shimberg to the projections for permanent households in five-year increments through 2050. According to projections from the Shimberg Center in the following table titled Projection of Total Population by Age,, the population aged 75 and older is expected to grow significantly (nearly double), followed by the 55-59 and 50-54 age groups. The City will need to take into account the housing preferences of these age groups when making housing-related decisions.

Table 3 - 16: Projection of Total Population by Age, 2025-2050

Age	2030	2035	2040	2045	2050	20-Yr Percent Change
0-4	16,818	18,010	18,618	19,388	20,310	20.8%
5-9	17,576	19,051	20,080	20,626	21,324	21.3%
10-14	17,425	19,455	20,836	21,796	22,205	27.4%
15-19	16,484	17,581	19,073	20,217	21,025	27.6%
20-24	15,041	15,134	15,852	17,286	18,247	21.3%
25-29	15,983	17,315	17,086	17,988	19,421	21.5%
30-34	18,986	19,338	20,482	20,371	21,320	12.3%
35-39	21,348	22,128	22,852	24,449	24,137	13.1%
40-44	19,344	23,759	24,420	24,686	26,207	35.5%
45-49	19,135	21,055	24,717	24,646	24,737	29.3%
50-54	17,747	19,837	21,229	24,924	24,647	38.9%
55-59	18,500	19,634	21,857	23,697	27,548	48.9%
60-64	19,613	20,208	21,317	24,102	25,931	32.2%
65-69	21,818	21,772	22,769	24,064	27,117	24.3%
70-74	19,408	22,303	21,980	22,425	23,575	21.5%
75+	33,120	42,380	51,717	56,442	59,472	79.6%
Total	**308,346**	**338,960**	**364,885**	**387,106**	**407,221**	**32.1%**

Sources: Shimberg Center for Housing Studies, 2023; City of Port St. Lucie, 2024


120,000
100,000
80,000
60,000
40,000
20,000
-
0-14
15-34
35-54
55-74
75+
2030
2035
2040
2045
2050

IV. Future Considerations

The Housing Data and Analysis presented in this document highlights Port St. Lucie's predominantly suburban character, with a housing stock largely composed of newer single-family homes. However, several emerging trends pose challenges in meeting future housing demands. These include rapid population growth, escalating home prices and insurance costs, incomes that are not increasing at the same pace, a constrained housing supply, low vacancy rates, and a projected significant increase in residents aged 75 and older. Collectively, these factors may limit access to affordable housing for both current residents and those seeking to return or relocate to Port St. Lucie.

Housing Short-Term Initiatives

The City will continue to facilitate economic development activities to reduce the number of households with a burden, particularly in the very low, low-, and moderate-income brackets. Additionally, the City's neighborhood programs will continue to implement improvements that enhance home values.

Housing Ongoing Initiatives

The City continues to have a great need for Affordable Housing. The City will continue to assist Homeowners through local, state, and federal programs.

To address these challenges and support future housing needs, the City will implement the following strategies through the planning timeframe of this Plan:

1. **Residential Density.** Revise some future land use categories to allow for increased density in exchange for affordable housing. This would be most appropriate in areas like the Walton & One site, which includes several land use categories. Applying a single mixed-use land use category to sites like this one and offering development incentives for affordable housing would facilitate the development of cohesive, affordable developments.
2. **Density bonuses for affordable housing.** With support from the HUD "Thriving Communities" grant, the City is collaborating with a Washington D.C.- based consultant to develop an ordinance and housing initiatives that address transportation and community challenges. This includes creating ways to incentivize the provision of affordable housing.

   As part of these efforts, the City will look at encouraging the development of low and medium-rise multi-family and mixed-use buildings along key commercial corridors such as US 1. These corridors offer opportunities for transit-oriented development that provide greater access to public transportation and reduce reliance on private vehicles. This approach can provide affordable housing options for both renters and homeowners while enhancing the vibrancy and walkability.

   Additionally, it fosters economic development opportunities by supporting local businesses and attracting new investments through an expanded customer base. Integrating residential units with ground-floor retail, dining, and services will activate commercial corridors that create a more dynamic, pedestrian-friendly environment. To further promote the development of affordable housing in these areas, the City will also consider additional incentives, such as expedited permitting processes, density bonuses, and reduced parking requirements.
3. **Housing Diversity.** Update some future land use categories to allow a broader range of housing types. This includes permitting multi-family units, townhouses, and accessory dwelling units (ADUs) in certain

areas, which help accommodate a diverse range of household sizes and income levels. By facilitating a wider variety of housing options, the City can better address the growing demand for affordable and accessible housing.

The City is committed to continuing to allow ADUs within new Planned Unit Developments (PUDs), recognizing the numerous benefits they offer. These benefits include, but are not limited to, increasing the diversity of housing stock and affordable housing within single-family neighborhoods, generating rental income, and reducing resource consumption. However, in the older parts of the City (original platted areas), the constraints of smaller lot sizes and limited infrastructure present challenges to the introduction of ADUs. Even when lots may be of sufficient size, many are not served by central utilities or adequately sized streets, which further complete their potential implementation.

4. **Support Rental Assistance and Affordable Housing Development.** Continue providing support for programs that offer rental assistance, which can help lower-income residents maintain housing stability. Additionally, prioritize the development of affordable and workforce housing projects to ensure that all income groups have access to safe and affordable living options. Collaborating with local developers, non-profit organizations, and state and federal agencies help secure the resources needed to expand the affordable housing stock.
5. **Expand Housing Options for Aging-in-Place.** Given the significant growth of the elderly population in the region, it is crucial to promote housing solutions that enable seniors to age in place comfortably. This includes developing more age-friendly housing options, such as accessible single-level homes, senior housing communities, and assisted living facilities. Moreover, supporting home modification programs that help seniors adapt their existing homes to meet their needs will ensure that aging residents can remain in their communities as they age.

By proactively implementing these strategies, Port St. Lucie can better align its housing market with the needs of its evolving population, ensuring that all residents have access to affordable, suitable, and sustainable housing options in the years to come.

HOUSING

3

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 3.1. HOUSING

~~Goal 3.1:~~ The City shall promote the provision of an adequate mix of safe and sanitary housing which meets the needs of existing and future Port St. Lucie residents.

OBJECTIVE 3.1.1.

HIGH QUALITY AND DIVERSE HOUSING SUPPLY

~~Objective 3.1.1:~~ The City shall support the provision of high quality ~~Assist the private sector in providing dwelling units~~ housing of various types, sizes, and costs to meet the needs of current and future residents.

Policy 3.1.1.1. ~~Policy 3.1.1.1: Through the housing data base t~~The City ~~will~~ shall provide information, technical assistance, and incentives to the private and non-profit sectors to maintain a housing production capacity sufficient to meet the required demand.

Policy 3.1.1.2. ~~Policy 3.1.1.2:~~ The City shall ~~D~~develop and maintain local government partnerships with the private and non-profit sectors to improve ~~the~~ efficiency ~~and~~ in expanding the capacity of the housing delivery system.

Policy 3.1.1.3. ~~Policy 3.1.1.3:~~ Continue to review ordinances, codes, regulations and the permitting process for the purpose of eliminating excessive requirements, streamlining and amending or adding other requirements in order to maintain or increase private sector participation in meeting the housing needs of all residents, especially those with special housing needs, while continuing to ~~insure~~ ensure the health, welfare, and safety of the residents.

Policy 3.1.1.4. ~~Policy 3.1.1.4:~~ RESERVED ~~Incorporate Communities of a Lifetime principles into neighborhood planning programs such as walkability and programming for seniors.~~

Policy 3.1.1.5. The City shall encourage the production of housing units to be for sale or rent at prices attainable to essential workers.

Policy 3.1.1.6. The City may consider adopting incentives to encourage the development of workforce housing.

Policy 3.1.1.7. The City shall encourage attainable housing unit production for homeownership opportunities that would target households earning between 80% to 120% of AMI.

Policy 3.1.1.8. The City shall encourage attainable housing rental opportunities that will target households earning at or below 80% of AMI.

OBJECTIVE 3.1.2.	NEIGHBORHOOD PRESERVATION AND ENHANCEMENT
	~~Objective 3.1.2:~~ The City ~~may~~ shall promote the preservation~~e the value and character of existing affordable housing neighborhoods~~ and enhancement of established neighborhoods through neighborhood ~~planning~~ programs and minimum housing standards.

Policy 3.1.2.1. ~~Policy 3.1.2.1:~~ The City shall ~~U~~update on an annual basis the Consolidated Plan for the CDBG program, which identifies substandard housing.

Policy 3.1.2.2. ~~Policy 3.1.2.2:~~ The City shall enforce the property maintenance code and amend this code when necessary to ~~i~~improve the structural and aesthetic quality of the housing stock~~, through enforcement of the property maintenance code.~~.

Policy 3.1.2.3. ~~Policy 3.1.2.3:~~ The City shall ~~C~~continue ~~participation~~ to participate in the CDBG, NSP and SHIP programs to obtain funds for the rehabilitation of substandard housing when funds are available.

Policy 3.1.2.4. ~~Policy 3.1.2.4:~~ RESERVED~~Neighborhood plans should be developed to encourage neighborhood self-help, removing blighting influences, and concentrating capital and/or operating budget improvements in such neighborhoods through a public process.~~

Policy 3.1.2.5. The City shall educate residents on the property maintenance code and provide assistance to homeowners who do not meet code requirements.

OBJECTIVE 3.1.3.	PROVISION OF AFFORDABLE HOUSING SITES
	~~Objective 3.1.3:~~ The City shall support the~~Make~~ availability~~le~~ of ~~adequate sites for~~ housing ~~of~~ for very-low, low and moderate-income residents~~persons to meet their particular housing needs~~.

Policy 3.1.3.1. ~~Policy 3.1.3.1:~~ RESERVED ~~Continue to support efforts of the Housing Authority of Fort Pierce.~~

Policy 3.1.3.2. ~~Policy 3.1.3.2:~~ The City may ~~P~~pursue other federal sources of funding earmarked for very-low, low-and moderate-~~-~~income housing for residents as applicable.

Policy 3.1.3.3. ~~Policy 3.1.3.3.:~~ The City shall ~~C~~continue to review the land development regulations to consider the need for criteria for the location of very-low, low-, and moderate-~~-~~income housing.

Policy 3.1.3.4. The City shall consider establishing a system of development bonuses and incentives to encourage the provision of affordable housing in conjunction with multifamily and mixed-use developments, especially along key commercial corridors such as US 1

Policy 3.1.3.5. The City shall continue to partner with Habitat for Humanity to provide homeownership opportunities in the City.

Policy 3.1.3.6. The City shall pursue workforce housing opportunities to promote working in the city.

OBJECTIVE 3.1.4.	**RESERVED**

OBJECTIVE 3.1.5.	**PRESERVATION OF HISTORIC AND ARCHITECTURAL HOUSING AND NEIGHBORHOODS** ~~Objective 3.1.5:~~ The City shall ~~P~~preserve and protect significant housing and neighborhoods in terms of history and architecture and encourage reuse of such housing to meet residential needs.

Policy 3.1.5.1. ~~Policy 3.1.5.1:~~ The City shall identify strategies and provide technical assistance to property owners of historically significant housing in applying for and utilizing state and federal assistance programs.

Policy 3.1.5.2. ~~Policy 3.1.5.2:~~ The City may support the identification and improvement of historically significant housing.

OBJECTIVE 3.1.6.	**PROPERTY MAINTENANCE CODE** ~~Objective 3.1.6:~~ The City shall ~~E~~enforce the property maintenance code.

Policy 3.1.6.1. The City shall ~~Policy 3.1.6.1: C~~continue to review and amend where necessary the ~~City~~ housing and health codes and standards relating to the care and maintenance of residential and neighborhood environment and facilities.

Policy 3.1.6.2. ~~Policy 3.1.6.2:~~ The City shall ~~S~~schedule and concentrate public infrastructure and supporting facilities and services to upgrade the quality of existing neighborhoods as possible.

Policy 3.1.6.3. ~~Policy 3.1.6.3:~~ The City shall ~~E~~encourage individual homeowners to increase private reinvestment in housing by providing information, technical assistance programs, financial assistance, and incentives as possible.

OBJECTIVE 3.1.7.	**RELOCATION ASSISTANCE REQUIREMENTS** ~~Objective 3.1.7:~~ The City shall provide at least the amount of assistance required under the Federal Uniform Relocation Act to any resident displaced by the City.

Policy 3.1.7.1. ~~Policy 3.1.7.1:~~ The City shall ~~A~~assist households in obtaining reasonably located, standard housing at affordable costs prior to displacement through public action.

OBJECTIVE 3.1.8.	MOBILE AND MANUFACTURED HOMES REQUIREMENTS
	~~Objective 3.1.8:~~ The City shall continue to provide regulations that permit mobile and manufactured homes.

Policy 3.1.8.1. ~~Policy 3.1.8.1:~~ The City shall ensure that ~~the~~land development regulations ~~shall~~ continue to be consistent with ~~Section 553.38(2), F.S~~state statutes~~.~~ regarding manufactured homes and ~~Section 320.8285(5) F.S. regarding~~ mobile homes.

Policy 3.1.8.2. ~~Policy 3.1.8.2:~~ The City shall ensure that ~~S~~sites for mobile home parks ~~shall be~~are adequately served by water and sewer service.

Policy 3.1.8.3. RESERVED~~Policy 3.1.8.3: Continue to allow manufactured homes in appropriate residential areas.~~

OBJECTIVE 3.1.9.	RESERVED
	~~Objective 3.1.9: Continue to implement and refine housing policies and programs as documented in this element.~~

~~Policy 3.1.9.1: Policies 3.1.1.1, 3.1.1.2, 3.1.2.3, 3.1.2.4, 3.1.5.1 and 3.1.6.3 will constitute the housing implementation programs.~~

OBJECTIVE 3.1.10.~~.~~	IMPLEMENTATION OF HOUSING ELEMENT POLICIES
	~~Objective: 3.1.10:~~ The City shall ~~C~~continue to support the implementation of the adopted recommendations of the Affordable Housing Advisory Committee as possible.

Policy 3.1.10.1. ~~Policy 3.1.10.1:~~ The City shall continue to provide expedited permitting procedures for affordable housing projects developed with state or federal funds.

Policy 3.1.10.2. ~~Policy 3.1.10.2:~~ The City shall continue to ~~C~~coordinate with the Treasure Coast Builders Association (TCBA) to review any increases in building fees.

Policy 3.1.10.3. ~~Policy 3.1.10.3:~~ The City shall consider adopting a policy or regulations to reduce, waive or support alternative methods of impact fee payment for affordable housing.

Policy 3.1.10.4. ~~Policy 3.1.10.4:~~ The City shall consider establishing guidelines and amending land development regulations ~~that allow parking and setback reductions~~ for affordable housing projects where it can be shown that such changes~~reduction~~ will be compatible with the surrounding neighborhood~~, and will not cause an adverse impact to the neighborhood by 2013.~~

Policy 3.1.10.5. ~~Policy 3.1.10.5:~~ The City shall encourage development of affordable housing and/or workforce housing near (within ½ mile) a transportation hub, major employment center, ~~and~~ mixed-use development, opportunity zones, and the jobs corridor.

Policy 3.1.10.6. ~~Policy 3.1.10.6:~~ The City may allow flexibility in densities to facilitate affordable housing.

Policy 3.1.10.7. ~~Policy 3.1.10.7:~~ The City may establish a requirement that new residential or mixed-use development provide either affordable housing or contributions to an Affordable Housing Trust Fund.

Policy 3.1.10.8. ~~Policy 3.1.10.8:~~ The City may update its Land Development Regulations to allow flexibility in lot configurations for affordable housing.

Policy 3.1.10.9. ~~Policy 3.1.10.9:~~ As the City approves policies, procedures, ordinances regulations or plans, the City ~~it~~ should include an analysis of any potential ~~affect~~effect they may have on the cost of housing.

Policy 3.1.10.10. The City shall continue to facilitate economic development activities to improve job opportunities and incomes, particularly for the very-low, low-, and moderate-income brackets.

OBJECTIVE 3.1.11.	**ENERGY EFFICIENCY**
	~~Objective 3.1.11:~~ The City may encourage energy efficiency in new and existing housing to reduce the production of greenhouse gas emissions.

Policy 3.1.11.1. ~~Policy 3.1.11.1:~~ The City may encourage support for residential construction that meets the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system or the Florida Green Building Coalition standards.

Policy 3.1.11.2. ~~Policy 3.1.11.2:~~ The City may educate residents on home energy reduction strategies and on the strategic placement of landscape materials to reduce energy consumption.

Policy 3.1.11.3. ~~Policy 3.1.11.3:~~ The City may continue to enforce land development regulations for the appropriate placement of photovoltaic panels.

Policy 3.1.11.4. ~~Policy 3.1.11.4.:~~ The City may provide educational materials on the strategic placement of landscape materials to reduce energy consumption.

Policy 3.1.11.5. ~~Policy 3.1.11.5:~~ The City may include, in affordable housing projects, use of renewable energy resources to the fullest extent possible.

Policy 3.1.11.6. ~~Policy 3.1.11.6:~~ The City may encourage water reuse, including use of rain barrels by residents to reduce overall water usage.

INFRASTRUCTURE

4

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

CHAPTER 4. INFRASTRUCTURE ELEMENT 4-1
I. Introduction 4-1
II. Sanitary Sewer 4-5
A. Introduction 4-5
B. Wastewater Facilities Inventory 4-5
C. Level of Service 4-7
D. Needs Assessment/Future Wastewater Treatment Demand 4-7
E. Septic to Sewer 4-8
F. Wastewater System Improvements 4-8
III. Solid Waste Collection 4-9
A. Solid Waste Facilities Inventory 4-9
B. Existing Demand Surpluses and Deficiencies 4-9
C. Future Demand Capacity 4-9
D. Needs Assessment 4-10
E. Solid Waste Future Improvements 4-10
IV. Drainage and Stormwater 4-10
A. Current System and Levels of Service 4-10
B. Future Demand 4-12
C. System Improvements 4-12
V. Aquifer Recharge 4-12
A. Existing Conditions 4-13
B. Aquifer Contamination 4-13
C. Regulatory Framework 4-13
VI. Potable Water 4-15
A. System Inventory 4-15
B. Current Water Demand / Level of Service 4-18
C. Future Water Demand and Capacity 4-18
D. System Improvements 4-19
VII. Future Considerations 4-20

List of Maps

Map 4 - 1. Utility Service Area 4-2
Map 4 - 2. Aquifer Recharge 4-14
Map 4 - 3. Wellfield Protection Areas 4-16

List of Tables

Table 4 - 1. Sanitary Sewer Treatment - Projected Demand* 4-7
Table 4 - 2. Permitted and Estimated Withdrawal, 2019 4-15
Table 4 - 3. Water Treatment Plants Permitted Capacities 4-17
Table 4 - 4. Projected water supply Demand (PSLUSD) 4-19
Table 4 - 5. Future Water Supply Capacity and Demand, (PSLUSD) 4-19

CHAPTER 4. INFRASTRUCTURE ELEMENT

I. Introduction

The purpose of the Infrastructure Element is to provide for necessary public facilities and services correlated to future land use designations. This element addresses general utilities which are provided by or managed by the City of Port St. Lucie. These include:

- Sanitary Sewer
- Solid Waste
- Drainage and Natural Groundwater Recharge
- Potable Water

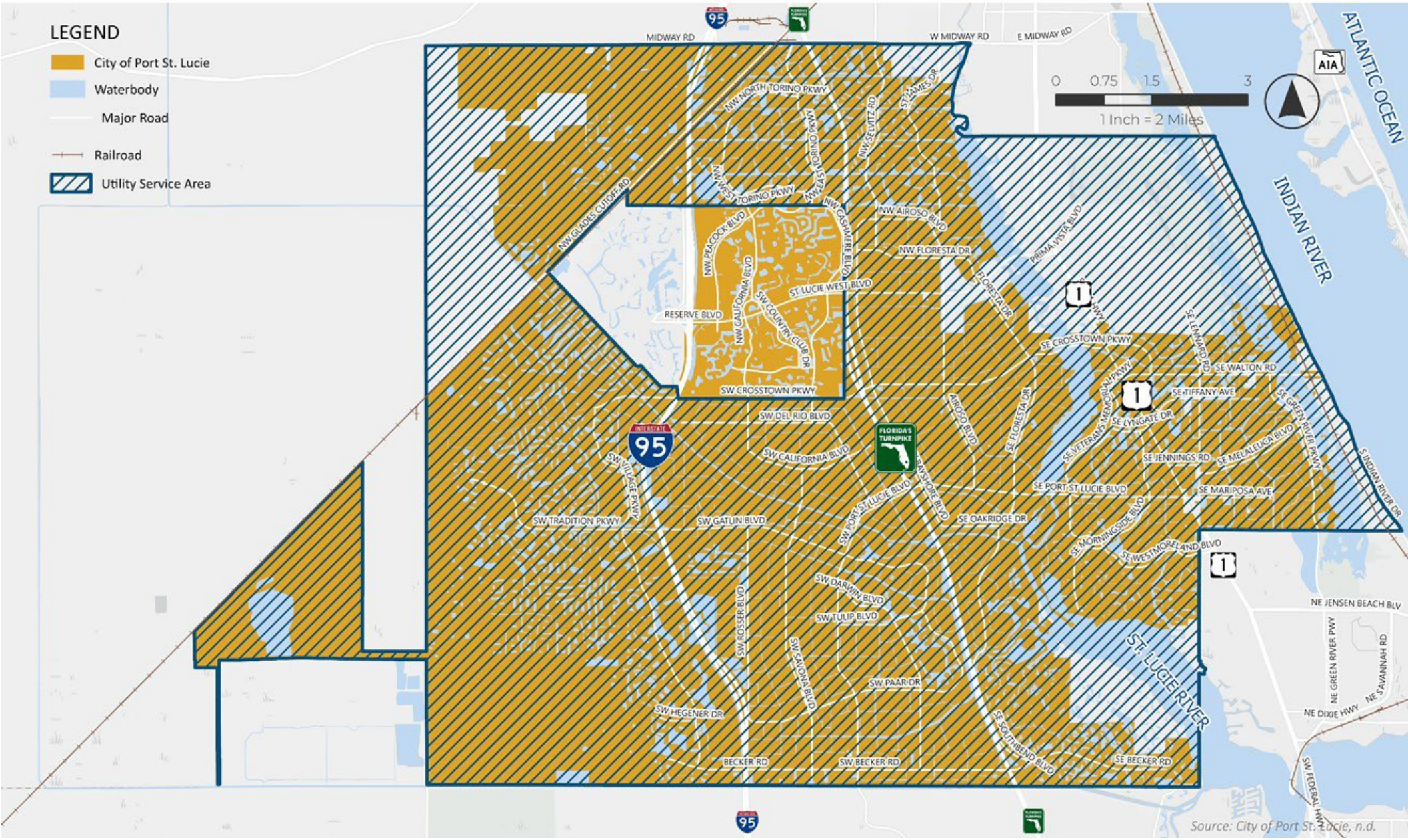
This document provides an inventory and analysis of current public utility systems and the groundwater aquifer and identifies future improvements to the potable water, wastewater treatment, solid waste collection, drainage, and stormwater management systems to support the anticipated population growth.

The City's utility service area (see **Map 4-1**) includes the incorporated City limits, excluding St. Lucie West, which operates with private utilities. The service area also extends beyond the City limits, as permitted under Chapter 180, F. S. This element assumes that Port St Lucie Utility Systems Department will continue to serve the same area through the planning horizon. Due to this arrangement, the population figures noted in the potable water section vary from the projected population for other elements.

UTILITY SERVICE AREA

COMPREHENSIVE PLAN 2050

MAP 4-1



II. Sanitary Sewer

A. Introduction

This section provides a description of the existing sewage collection, treatment and disposal methods in use in the City of Port St. Lucie. Private utility systems and on-site treatment facilities is also noted.

B. Wastewater Facilities Inventory

The City of Port St. Lucie is the responsible entity for the sanitary sewer collection and treatment facilities managed and operated by the Port St. Lucie Utility Systems Department (PSLUSD). The PSLUSD owns and operates two wastewater treatment facilities: the Glades and the Westport wastewater treatment facilities. As of May 2025, the City has approximately 82,221 active wastewater connections. In addition to the two wastewater treatment facilities, the wastewater system includes a network of gravity collection, low pressure force mains, lift stations force mains, three major inline regional wastewater booster stations, effluent disposal facilities containing deep injection wells, and reclaimed water production. Within the City boundary, the St Lucie West Services District also treats wastewater effluent.

1. Wastewater Treatment System

The Glades Wastewater Treatment Facility (WWTF) has a current treatment capacity of 12.0 Million Gallons per Day (MGD) with a build-out treatment capacity of 30.0 MGD. The Westport WWTF has a permitted capacity of 6.00 MGD.

The Glades wastewater treatment facility can also provide up to 12.0 MGD of reclaimed water. Effluent disposal at the Glades Wastewater Treatment Facility occurs with deep well injection. Effluent disposal is accomplished via reclaimed water for irrigation and deep well injection.. The Westport Wastewater Treatment Facility provides up to 6.0 MGD of irrigation quality reclaimed water, which is used for spray irrigation at various golf courses and common areas within the city.

Currently the Westport Wastewater Treatment Facility is undergoing updates to achieve advanced wastewater treatment through improved nutrient reduction. This project is part of a federal grant program, and the total project budget is $65 million.

The improved facilities will produce higher-quality wastewater treatment to meet the new Florida Department of Environmental Protection (FDEP) standards and Florida State Statutes, which require facilities to implement the updated Best Management Action Plan (BMAP) for wastewater treatment and includes Advanced Wastewater treatment (AWT). Reclaimed water for irrigation could percolate through the sandy soils and enter the St. Lucie River Estuary. These upgrades ensure that nitrogen and phosphorus are removed from the waste stream before disposal into a deep injection well or irrigation-quality reclaimed water. This project will also reduce possible negative impacts on the environment and water quality.

Construction, which began in January 2024 and is scheduled to conclude Summer 2027, includes upgrades to the existing wastewater treatment facility, including expansion of the aeration basin facilities and upgraded pretreatment systems, as well as new components such as new high-efficiency turbo-blowers, electrical systems, filtration system, and hardening of the infrastructure to better withstand weather events. Located close to the Sawgrass Lakes neighborhood, the construction at Westport is being strategically planned to minimize any possible disruptions and impacts to the surrounding neighbors. New sound attenuation improvements are also being implemented to reduce

noise levels at the facility. These improvements are designed to advance the overall efficiency and final properties of treated and disinfected effluent quality.

2. Private Utilities

St. Lucie West and The Reserve Community Development District provide wastewater treatment to areas within City boundaries. Additionally, smaller private utilities serve limited areas within the City. On-site private septic systems and smaller package treatment plants are also present and in use.

a. St. Lucie West Services District

St. Lucie West is a large mixed use development of approximately seven square miles in the western part of the City. Wastewater treatment and disposal facilities to serve the community are provided through this Community Development District. Wastewater effluent is treated to reclaimed water standards. Currently, the permitted treatment capacity is 2.13 MGD three-month average daily flow (TMADF) with IQ water storage of15.0 MG. All wastewater from the Reserve goes to the St. Lucie West facility. All disposal is effluent reuse into HDPE lined ponds. The wastewater plant has a 3 MG HDPE lined pond for reject/non-compliant effluent.

b. The Reserve Community Development District

The Reserve Community Development District (CDD) wastewater treatment facility serves The Reserve at PGA Village, a gated residential/golf course community located outside the City of Port St. Lucie near the intersection of St. Lucie West Boulevard and Interstate 95. CDD also serves the Reserve Commerce Centre, which is within City limits. All flows are pumped to an onsite surge tank. From the surge tank all flows are pumped to St. Lucie West Services District. In 2025, an agreement between the Reserve and St Lucie West was signed to eventually transfer the Reserve assets to St. Lucie West. The transfer is pending area improvements.

c. Package Treatment Plants

Package treatment plants are essentially small treatment systems that have a collection network, treatment plant, and disposal system. According to the DEP, one permitted package plant is located within the City's Utility Service Area, the Savannah Club WWTF. Package plants may be designed to provide any level of treatment, but plants providing secondary treatment, or enhanced secondary treatment, are most commonly used. Package plants are available in a range of capacities up to one-million gallons per day. They are generally used to serve isolated developments and are usually modular units partially or completely pre-assembled by the manufacturer prior to shipment to the site of use.

Effluent disposal in package plants may take a variety of forms. Most common in Port St. Lucie are drain fields and percolation ponds. Small package plants usually do not require full-time attendance by an operator, and private operating services runs many small package plants in the County. Some of the larger package plants have their own operators, usually for only a portion of the day.

d. Harbor Ridge

Harbor Ridge, a golf course community spanning approximately 885 acres along the St. Lucie River, operates their own wastewater treatment for their 695 residents and golf course.

e. Septic Tanks

Septic tank systems are most commonly used to serve single or small multiple housing units. The tank receives wastewater from the residence and provides a period of settling during which time a significant portion of the suspended solids settle out to be biologically (anaerobically) degraded. The effluent is discharged through underground, perforated drainage pipes (drainfield) and percolate into the soil where microorganisms and filtration purify the liquids. **Map 5-4**, Soil Permeability, indicates the general soil types present in the City as identified in the 2023 Natural Resource Conservation Service (NRCS) SSURGO Soils Maps. The soils located within the city have moderate or severe limitations for drainfields. Due to the soil conditions, the St. Lucie County Health Department requires removing and replacing 95 percent of existing soils when permitting a drainfield. Septic tanks generally require cleaning every two to three years to remove accumulated solids. These solids, called septage, are generally transported to treatment and disposal facilities.

Septic tanks can be adversely affected by a number of conditions, including high water table, poor drainage, lack of space, and miscellaneous effects from other conditions such as overloads from washing machines. In areas not previously provided with municipal utility service, but where such service is now available, residences may retain their on-site systems until they fail, at which time connection to the utility system is mandatory.

C. Level of Service

The majority of the City receives wastewater treatment from Port St Lucie Utilities. The level of service standard adopted by the City of Port St. Lucie for sanitary sewer facilities is 70.0 gallons/capita/day. The St. Lucie West service district uses a level of service of 100 GPCD.

D. Needs Assessment/Future Wastewater Treatment Demand

The future capacity of the wastewater treatment facilities is evaluated based on the projected growth and the City's adopted level of service standards. The City currently has the capacity to treat **18 MGD** of wastewater; however, according to the projected population this is less than the projected future demand of 37.1 MGD. **Table 4-5** indicates the projected future wastewater demand. The City will need to expand the total treatment capacity of the wastewater treatment system to keep up with the demand.

Table 4 - 1. Sanitary Sewer Treatment - Projected Demand*

Year	Population	Projected Wastewater Treatment Demand (MGD)
2025	246,292	24.6
2030	278,239	27.8
2035	304,061	30.4
2040	325,265	32.5
2045	342,982	34.3
2050**	371,490	37.1

**Demand based upon 100 gallons per day per person*

***2050 population projection based on projected population trend in Utility Service Area*

Source: City of Port St. Lucie, 2024

E. Septic to Sewer

Since 2023, the state has been requiring that all municipalities and counties to assess the feasibility of providing sanitary sewer services to sites currently served by septic systems within a 10-year planning horizon. The jurisdictions must identify the name and location of the wastewater facility that could receive sanitary sewer flows after connection; the capacity of the facility and any associated transmission facilities; the projected wastewater flow at that facility for the next 20 years, including expected future new construction and connections of onsite sewage treatment and disposal systems to sanitary sewer; and a timeline for the construction of the sanitary sewer system. Additionally, municipalities and counties are required to include projects necessary to achieve pollutant load reductions established in the basin management action plan.

Starting prior to the state mandate, the City has been converting approximately 400 septic systems to the municipal sewer system per year. Since the City started the program in 1999, approximately 10,700 conversions have been completed. This program is supported by interest-free loans and annual grant funding from the Indian River Lagoon program, helping to reduce nitrogen and phosphorus from entering the Indian River Lagoon, its tributaries, and surrounding waterways.

In 2024, the City completed a feasibility study to identify properties currently served by septic systems. As part of the BMAP Wastewater Treatment and Onsite Sewage Treatment and Disposal Systems (OSTDS) Remediation Plan, the study concluded that significant upgrades are required including improvements to existing wastewater treatment facilities and the construction of approximately 14 miles of new force mains to connect the City and areas within the Port St. Lucie Utility Service District (PSLUSD) to the central sewer system. As of 2024, there were 13,421 properties with septic systems located within 100 feet of an existing sewer line, and an additional 3,330 properties located more than 100 feet away. The total estimated cost for connecting all properties and upgrading wastewater infrastructure is approximately $208.7 million. The City plans to complete these connections over the next 20 years, at an average rate of 838 septic system conversions per year, which will double the current rate of conversion. The report determined that there were no financially feasible projects; however, the City is seeking grant funding to assists its residents.

F. Wastewater System Improvements

The Water Supply Facility Work Plan has identified the following projects to ensure sufficient wastewater treatment remains throughout the 2050 timeframe.

1. **Westport Wastewater Treatment Facility Nutrient Reduction Project**: With grant funding from the Florida Department of Environmental Protection, this project aims to upgrade the Westport Wastewater Treatment Facility to meet advanced wastewater treatment requirements for nitrogen and phosphorus removal.
2. **Septic-to-Sewer Program:** The City continues to convert approximately 400 residents per year from private, on-site septic to sewer systems, supported by interest-free loans and annual grant funding via the Indian River Lagoon program. The City will need to increase its rate of conversion to meet the twenty year deadline to convert all properties to central sewer over the 20 year time period.
3. **Glades Wastewater Treatment Facility Expansion:** The Glades Wastewater Treatment Facility will be expanded by an additional **12 MGD** by 2034, with design planned for 2032.

III. Solid Waste Collection

The appropriate collection and disposal of solid waste is an important function to protect the public health of the community. Through a franchise agreement, the City partners with FCC Environmental Services Florida for the collection of Solid Waste and Recyclable Materials. The current agreement expires on September 30, 2029, with a mutual option for a three-year extension.

Residential collection is made twice per week for household refuse, once per week for recyclable materials and yard trash, and by request for special items such as white goods (i.e. appliances). Commercial collection is made twice or more each week.

A. Solid Waste Facilities Inventory

1. Active Landfills

There are no active landfills within the City of Port St Lucie. Through an interlocal agreement, solid waste collected within Port St. Lucie is transported to the St. Lucie County Baling and Recycling Facility, the only solid waste disposal facility currently permitted in St. Lucie County. This facility, located at 6120 Glades Cut Off Road in Fort Pierce, collects and processes recycling, Class I waste, and construction and demolition waste The 333 acre site is owned and operated by St. Lucie County.

2. Transfer Stations/Collection Centers

There is currently one drop off center for yard waste and bulk waste within the city located at 1501 SW Cameo Boulevard. However, this will be phased out in 2026.

3. Recycling Program

Recycling is picked up once a week through the agreement with FCC Environmental Services Florida.

4. Hazardous Waste

There are no hazardous waste collection or disposal sites in the City of Port St Lucie. The St. Lucie County Sanitary Landfill, located in Fort Pierce, is open for drop off of hazardous materials. The City of Port St Lucie offers two Household Hazardous Waste Collection Days and rechargeable battery drop off is available at all City buildings.

B. Existing Demand Surpluses and Deficiencies

The current level of service for solid waste is 3.88 pounds per capita day for Class I solid waste and 0.81 pounds per capita day for construction and demolition (C & D) waste.

C. Future Demand Capacity

Total estimated capacity remaining of Class I Landfill is 11,971,202 cubic yards (per St. Lucie County 2025 Comprehensive Plan Update). The St. Lucie County Baling and Recycling Facility has capacity to meet the demand through 2050 for Class I waste. .

In 2025, the total estimated capacity of the C & D Debris landfill was 628,080 pounds. At the current rate of use, the landfill will reach capacity for C & D Debris around 2035. The County may decide to combine the C & D with Class I waste if an alternative solution or location is not found. The County is investigating this matter and has yet to reach a decision.

D. Needs Assessment

The City via their interlocal agreement with St. Lucie County has solid waste disposal facilities sufficient to satisfy the needs of the City for the short-term planning period. However, the County will need to assess alternative disposal site between 2018 and 2022.

E. Solid Waste Future Improvements

The City plans to continue contracting with FCC Environmental Services Florida to provide solid waste collection However as the current agreement draws to a close, the City is currently exploring the possibility of providing solid waste collection in-house. The City will need to coordinate with the County to devise a solution for the disposal of construction & demolition debris. Additionally, the City should collaborate with the County to seek alternatives to reduce the volume of the waste stream that must be landfilled to extend the life of the Baling and Recycling Facility.

IV. Drainage and Stormwater

This section provides an evaluation of the City's stormwater management system and the established level of service standard that will promote the health, safety and welfare of the citizens of the City of Port St Lucie.

A. Current System and Levels of Service

Historically, the City had a drainage pattern that was controlled by the Atlantic Coastal Ridge with a gentle slope from west to east The North Fork of the St. Lucie River (NFSLR) varies from 200 to 400 feet in width and meanders through a lush floodplain that is approximately one-half mile wide in the City. The area surrounding the St. Lucie River is identified as preservation open space in the Future Land Use Map, which maintains restrictions for development within the area to protect natural resources.

Major drainage modifications started to occur and improvements in St. Lucie County commenced with the formation of the North St. Lucie River Water Management District and the Fort Pierce Farms Water Management District. during the 1960's, when the Army Corps of Engineers constructed canals C-23A, C-24 and C-25 and their control structures, which discharges within the City and south of the City. This was done in order to improve drainage, provide irrigation supply, and to divert a portion of the headwaters of the North Fork of the St Lucie River (NFSLR).. Today, there are three canals that serve the City for drainage purposes: C-23, C-23a, and C-24. As land is urbanized, the volumes of stormwater have increased and runoff times) have decreased. Since the majority of the urban areas are downstream, the potential for flooding has increased in several areas.

The City of Port St. Lucie's stormwater management system is located within the North Fork of the St. Lucie Estuary Drainage Basin. The City's system discharges into the South Florida Water Management District's C-23 and C-24 canals, the North Fork of the St. Lucie River, or the Savannas Preserve State Park, which ultimately drains into the St. Lucie River. Most of the swales, canals, and waterways that transport stormwater to these discharge points are within public drainage rights-of-way maintained by the City. However, there are a handful of Community Development Districts that eventually discharge into the City system, the canals, or the North Fork.

In order to combat the additional runoff and address drainage concerns, the City has launched several initiatives. The City addressed the stormwater issues within the eastern side of the City by implementing as the Eastern Watershed Improvement Project (EWIP) that created new stormwater treatment areas to improve water quality and attenuation, new collection/transmission systems, pumps, and improvements to increase or restore the original capacity of the existing drainage system. The City has also implemented

some low impact design standards in order to better manage stormwater runoff. These include bioswales, bioretention areas, and grassed swales.

1. Water Quantity

The stormwater treatment system(s) may be project-specific, serve designated sub-areas within the City, or function citywide. Stormwater runoff treatment is required for all development or redevelopment projects and for the City reflects the applicable South Florida Water Management District (SFWMD) and National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permits and rules . The City mandates that peak post-development runoff rates not exceed pre-development levels. If no specific rate is established for the receiving body, runoff shall be limited to 0.5 cubic feet per second (cfs) per acre.

The City mandates that all new developments provide on-site stormwater detention or retention, and treatment in compliance with the requirements of the South Florida Water Management District (SFWMD) permit and state and federal agencies.. Additionally, finished floor elevations for buildings must be at or above the level of a 100-year, 3-day storm event without off site discharge. Approved stormwater management methods include retention ponds, swales, and vault systems. For existing platted developments without SFWMD permits, the City requires building floor elevations to be at least two-feet above the crown of the road.

2. Water Quality

The City implements a development review process to ensure that proposed projects appropriately mitigate drainage and stormwater impacts on-site. Stormwater discharge facilities must be designed to maintain receiving water quality and prevent degradation below the minimum conditions necessary for their designated use.

Currently, the City is advancing the St. Lucie River/C-23 Water Quality Project, which will convert approximately 1,871 acres of former citrus groves into a shallow water storage facility. This project aims to divert nutrient-laden freshwater into the C-23 Canal and the NFSLR to improve water quality.

Additionally, the City participates in the National Pollution Discharge Elimination System (NPDES), a national permitting program focused on enhancing stormwater quality. To further these efforts, the City conducted a Microbial Tracking Study in 2018 to identify and mitigate sources of contamination. The City is hoping to conduct another if funding becomes available.

Since 2013, the City has also been part of the St. Lucie River and Estuary Basin Management Action Plan (BMAP), a state initiative designed to reduce total nitrogen concentrations to below 0.72 milligrams per liter (mg/L) and total phosphorous concentrations to below 0.081 mg/L at the Roosevelt Bridge, where the North and South Forks of the St. Lucie River converge. As of January 2020, 229 projects had been completed, with additional 35 planned.

3. Drainage Areas

Within the City, there are five major drainage areas: North, Central, East, South, and McCarty Ranch. With the exception of McCarty Ranch, each contains small private systems, as well as commercial or multifamily developments that eventually discharge into the City's stormwater system

The North drainage area features 120 acres of stormwater treatment areas and 62 acres of wetlands, whereas the East, South and Central drainage areas lack designated stormwater treatment areas.

McCarty Ranch serves primarily as a water storage and quality improvement facility. Once fully completed, it will provide 1,916 acres dedicated to water storage and treatment, with the added benefit of serving as a potable water source.

B. Future Demand

The City of Port St Lucie experiences some flooding after major rain events. The roadways and intersections experiencing flooding issues are as follows:

1. SW California Boulevard and SW Savona Boulevard intersection
2. SW Thornhill Drive between SW Brisbane Street and SW Airoso Boulevard
3. SW Thornhill Drive and SW Bayshore Boulevard & SW Biltmore Street intersections
4. SW Thornhill Drive and SE Manth Lane intersection
5. SE Port St. Lucie Boulevard and SE Gowin Drive intersection (FDOT roadway)
6. SW Port St. Lucie Boulevard construction area south of SW Gatlin Boulevard
7. SE Darwin Boulevard between SW Tulip Boulevard and SW Paar Drive
8. SW Airoso Boulevard and SW Pisces Terrace intersection
9. SW Gatlin Boulevard and Savona Boulevard intersection
10. SW Airoso Boulevard and SE Port St. Lucie Boulevard intersection
11. SE Melaleuca Boulevard and SE Lennard Road intersection
12. SW Cashmere Boulevard and SW Heatherwood Boulevard intersection
13. Walton Road and US-1 intersection
14. SE Port St. Lucie Boulevard and US-1 intersection

C. System Improvements

The City Stormwater Management Plan prioritizes improvements throughout the City based on public safety, water quantity, problem areas, and water quality. The highest priority projects identified are:

1. Zullo St./Fears Ave. Flood Mitigation Retrofit
2. E-8 Canal Retrofit from Tempico to Structure B15
3. Watershed C Retrofit area West of I-95
4. Elkcam Waterway Detritus Excavation – Project N
5. Kingsway Waterway Retrofit – Project E
6. Tiffany Pump Station Outfall Channel Retrofit

V. Aquifer Recharge

The protection of natural groundwater aquifer recharge areas is of great importance, as the City relies entirely on aquifers as its sole source of drinking water. Rainwater replenishes these aquifers by percolating through the soil or entering through sink holes and fissures. Additionally, aquifers may receive recharge from adjacent

aquifers or surface water bodies, depending on the extent of impervious surfaces such as roads, parking lots, and rooftops.

The expansion of impervious surfaces reduces the land available for percolation, thereby decreasing the natural recharge of aquifers. Not all precipitation reaches the aquifers, and if total water loss and withdrawals exceed recharge levels, stored groundwater supplies diminish. Well-drained areas, often prime location for development, also serve as the most effective recharge zones.

Beyond quantity, the quality of recharge water is equally important. Development can introduce contaminants into groundwater, which may then be transmitted to the aquifer, posing risks to the City's drinking water supply. Ensuring both the quantity and purity of recharge water is essential for long-term water sustainability.

A. Existing Conditions

Indian River County is underlain by two distinct sources of groundwater the shallow unconfined or semi-confined Surficial Aquifer and the deep artesian Floridan Aquifer, which are separated by impermeable green clay. **Map 4-2** shows the aquifer recharge area associated with the City of Port St Lucie. A portion of the City is within a high recharge area; however, most of the recharge of the Floridan Aquifer for St Lucie County occurs in West Central Florida

The soils in the City are generally sandy. The primary soil types found in the City are Ankona and Farmton sands, Lawnwood and Myakka sands, Nettles and Oldsmar sands, Pineda sand, Wabasso Sand, and Waveland and Immokalee fine sand. The fine textured soils do not allow rapid infiltration of rainfall and the majority is lost as runoff although some recharge does occur through bank storage in canals.. Most of the soil within the City is poorly drained or somewhat poorly drained, while some areas along the St. Lucie River are designated as somewhat excessively drained.

B. Aquifer Contamination

The potential for contamination of public water systems is monitored by the Florida Department of Environmental Protection under the Source Water and Protection Program (SWAP). The City published its Utility Systems Water Quality Report in 2024 in compliance with Federal legislation. The report includes the results of the sampling and testing conducted between January 1, 2024, and December 31, 2024. According to the report, there are five types of contaminants: microbiological, inorganic, pesticides and herbicides, organic chemical, and radioactive. The water quality report provides a list of likely sources of contamination which includes pesticides and herbicides, salt water intrusion, and corrosion of household plumbing According to the report, there no contaminants that exceed the maximum contaminant level (MCL) within city limits.

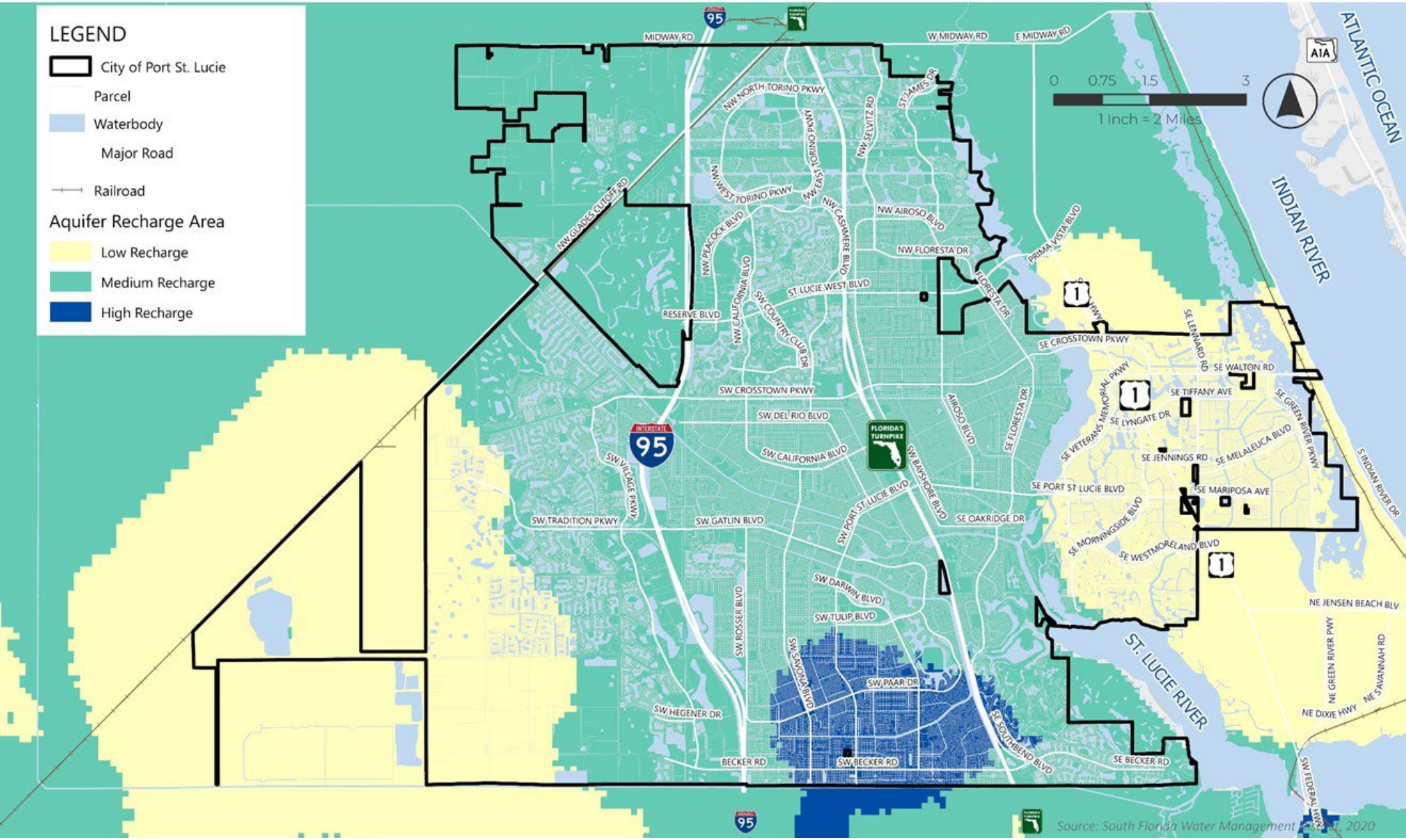
C. Regulatory Framework

Florida Administrative Code rules, local regulations, and state statutes have been enacted to prevent negative impacts of excessive water consumption. Extreme lowering of aquifer levels and surface water flows can adversely impact ecosystems by lowering lake levels, degrading wetlands and other natural systems and habitats, and saltwater intrusion.

In Chapter 373 of the Florida Statutes, the state delegates powers to water management districts to regulate potable water well construction and consumptive use permitting.

AQUIFER RECHARGE
COMPREHENSIVE PLAN 2050

MAP 4-2



VI. Potable Water

The City of Port St Lucie owns, operates, and maintains a potable water distribution system that pumps water from the surficial aquifer and the Floridan Aquifer. The Port St. Lucie Utility Systems Department (PSLUSD) is in charge of treating and distributing potable water to customers within the service area mentioned earlier. Other major regional water suppliers in the area include the St. Lucie West Service Department (SLWSD), and The Reserve. While The Reserve serves an area that is outside the City, it also serves a portion that is within the city limits.

A. System Inventory

The potable water distribution system of PSLUSD is comprised of three water supply and treatment facilities, five water storage and re-pump stations, and 48 wells. The City's potable water system provides water for both residential and non-residential customers. The SLWSD system consists of three wells and one water treatment facility. The Reserve water distribution system consists of one wellfield and one water treatment facility.

1. Public Water Wells

While the City's construction and operation of the potable water treatment plant facilities that serve the City are permitted by the Florida Department of Environmental Protection (FDEP), the withdrawal of groundwater as a source of raw water supply for treatment is governed and permitted by the South Florida Water Management District (SWFWMD).

PSLUSD is currently permitted for 48 operating wells 19 from the brackish Floridan Aquifer and 29 from the Surficial Aquifer. **Map 4-2** displays the location of the wellheads and associated protection zones. The SLWSD has three permitted Floridan Aquifer wells and The Reserve has one surficial aquifer well. The City has a Wellfield Protection Ordinance to protect its water supply wells. The ordinance includes setbacks from water supply wells and regulates land uses to prevent contamination.

Table 4-1 lists the water use permits, permitted amounts, and 2019 estimated withdrawals for the Port St. Lucie water district with areas outside of the City included as well. The withdrawal rates from both aquifers are limited per the Consumptive Use Permit Modification 56-00142-W issued on July 10, 2008, and will expire in 2028. The permit is currently in the process of being renewed That permit restricts the total annual allocation to 18,754 MG (51.38 MGD) and the monthly allocation to 1,906.6 MG (63.6 MGD).

Table 4 - 2. Permitted and Estimated Withdrawal, 2019

Permit #	Reference	Annual Average Permitted Withdrawal (MGD)	2019 Withdrawal (MGD)	Functional Population Served
56-00142	Surficial Aquifer- PSLUSD	5.0	16.71	187,815
	Floridan Aquifer- PSLUSD	46.38		
56-00552-W	Surficial Aquifer- The Reserve	0.17*	0.23	3,353
56-00614-W	Floridan Aquifer—St. Lucie West	3.1	1.98	13,785
TOTAL CITY		**54.65**	**18.92**	**204,953**

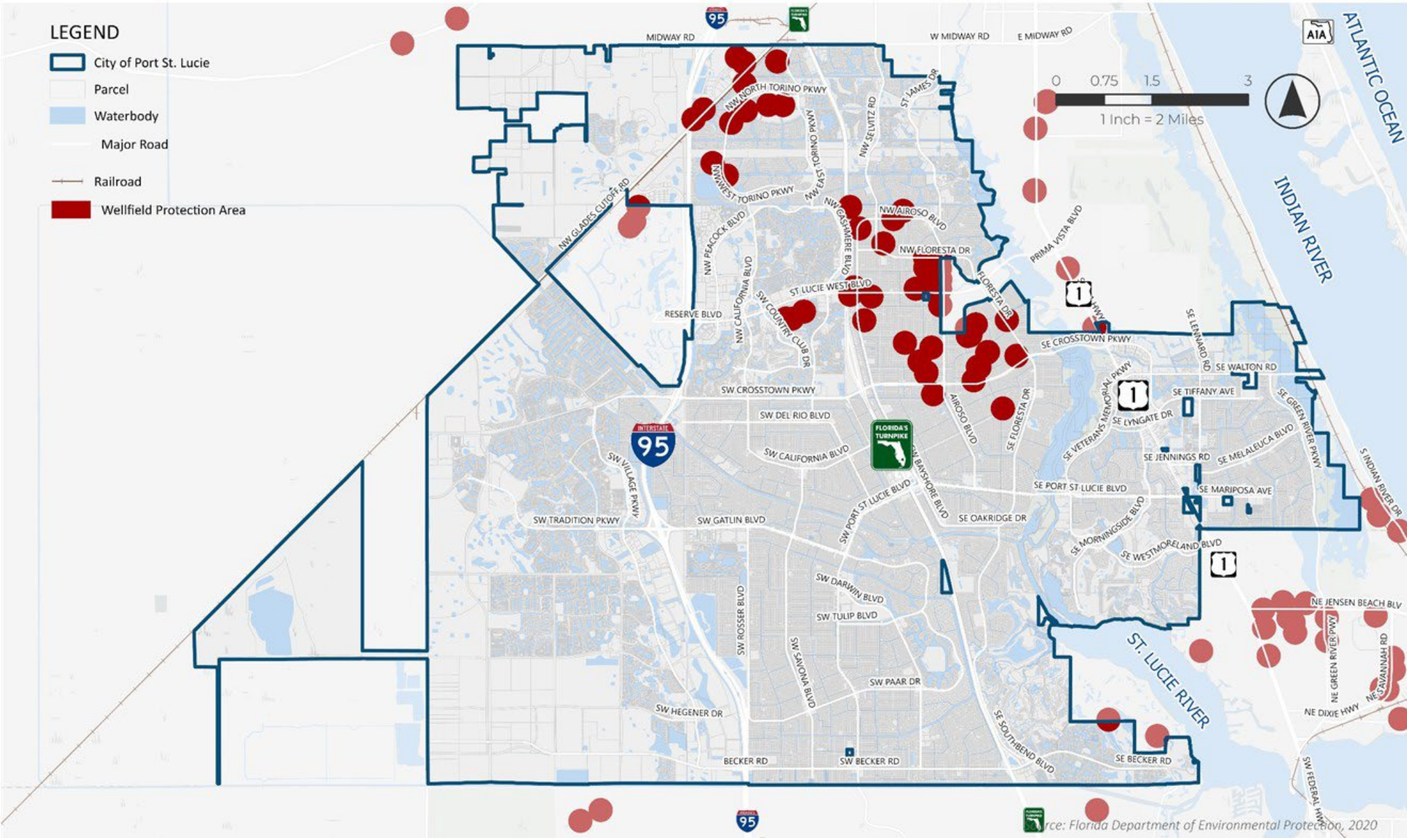
**The Reserve purchases .3 MGD of potable water from St Lucie West*

Source: Upper East Coast Water Supply Plan 2021

WELLFIELD PROTECTION AREAS

COMPREHENSIVE PLAN 2050

MAP 4-3



2. Water Treatment

The PSLUSD currently operates three water treatment facilities. (WTP), which are operating within their respective FDEP permitted capacities based on average and maximum daily flows (see **Table 4-2**).The combined PSLUSD system capacity is 41.65 million gallons of water per day. As of May 2025, there were 98,713 connections. The Reserve Community Development District and the SLWSD each also have one water treatment plant.

Table 4 - 3. Water Treatment Plants Permitted Capacities

WTP Name	Location	MDF Permitted Capacity (MGD)	Average	Maximum Daily Production (MGD)
Prineville WTP Lime Softening	1001 SE Prineville St	8.0	16.71	11.15
Prineville WTP Reverse Osmosis	1001 SE Prineville St	11.15		18.01
James E. Anderson WTP	7599 LTC Pkwy	22.50		31.50
The Reserve WTP	2160 Reserve Park Trace	0.17	0.23	0.17
St. Lucie West WTP	450 SW Utility Dr	3.60	1.98	3.60
	TOTAL	**45.42**	**18.92**	**64.43**

Source: City of Port St Lucie, Water Supply Facility Work Plan, 2022

The Prineville Lime Softening Water Treatment Plant, originally constructed in 1963, treats water from the surficial aquifer using lime softening technology. The plant has a maximum permitted daily flow capacity of 8.0 million gallons per day (MGD) and has undergone several modifications over the years to maintain its efficiency and capacity.

Constructed in 1999 and expanded in 2003, the Prineville Reverse Osmosis Water Treatment Plant treats brackish groundwater from the Floridan Aquifer. The plant has a maximum daily flow capacity of 11.15 MGD and includes significant storage capacity to ensure a steady supply of treated water.

The James E. Anderson Reverse Osmosis Water Treatment Plant, built in 2005 and expanded to its full capacity in 2008, also treats brackish groundwater from the Floridan Aquifer. With a maximum daily flow capacity of 22.5 MGD, it is the largest of the three plants.

The St. Lucie West Water treatment plant was originally constructed in 1987 and most recently expanded to its current capacity in 2013. The SLWSD water treatment facility uses reverse osmosis to treat the raw water entering the facility. The Reserve also has one water treatment plant.

3. Water Distribution

a. Port St. Lucie Utility Systems Department

The PSLUSD water distribution system covers approximately 132 square miles, including the entire City limits and some unincorporated areas of St. Lucie County adjacent to the City limits. The service area is bordered on the north by Midway Road, on the east by the Atlantic Ocean, on the west by Rangeline Road, and on the south by the St. Lucie County southern boundary. The overall permitted design treatment capacity of the system is 60.66 MGD.

b. Private Utilities with Capacities Greater than 0.1 MGD

i. St. Lucie West Services District

St. Lucie West Services District distribution system covers approximately a seven square mile area. The service area is bordered east and west by Interstate 95 and the Florida Turnpike, the southern boundary is Crosstown Parkway and the northern boundary is Peacock Boulevard. Expansion of treatment and storage capacity is planned to match the rate of development.

ii. The Reserve

The Reserve District is just west of the St. Lucie West Service District,. While it primarily serves areas outside the City, a 336.42 acre portion of the Reserve, known as the Go Team Industrial Park, is located within the City limits. The Reserve is supplied with potable water from two sources, its own Reserve Utility Corporation and by the St. Lucie West Services District. . In 2025, an agreement between the Reserve and St Lucie West was signed to eventually transfer the Reserve assets to St. Lucie West. The transfer is pending certain needed improvements.

c. Other Private Utilities

Harbor Ridge, a golf course community along the St. Lucie River at the southeastern border of the City also has its own water utility system. Additionally, there are small self-supply facilities that mobile home parks or water associations get their water from.

d. Domestic Self Supply

It is estimated that there are approximately 523 homes in the City that depend on on-site domestic wells for potable water. The City has an average of 58 well conversions per year and so most residents within the City will eventually be connected to the City's water distribution system.

B. Current Water Demand / Level of Service

The City's water withdrawal permit limit is for 54.65 MGD and the daily average potable water demand in 2019 was 18.92 MGD, leaving approximately 35.73 MGD of surplus water supply capacity.

The City's adopted level of service varies depending on the type of use:

- Residential uses (single and multi-family) within PSLUSD: 100 gallons per capita per day (GPCD)
- Residential uses (single and multi-family) within SLWSD: 100 gallons per capita per day (GPCD)
- Commercial: 125 gallons per day per 1,000 square feet
- Hotel/Motel: 112.5 gallons per day per room
- Industrial: 150 gallons per day per 1,000 square feet
- Office/School/Institutional: 120 gallons per day per 1,000 square feet

C. Future Water Demand and Capacity

The potable water demand projections for the City's Utility Service Area were based on the population projections and the historical per capita potable water usage. The2021 UEC Water Supply Plan Update projected the per capita use rate (PCUR) of finished water to be 89 for the City of Port St. Lucie Utility Systems Department (PSLUSD) which is the result of water conservation efforts.

According to the 2022 Water Supply Facility Work Plan Update, future water demand was based on a projected population of 342,982 residents within the PSLUSD service area by 2045. This projection was extended to 2050 using the established population growth trend for the Utility Service Area. **Table 4-3** presents the projected water demand in five-year increments, and **Table 4-4** indicates that the PSLUSD system is expected to maintain a surplus capacity of 13.45 million gallons per day (MGD) by 2050

Table 4 - 4. Projected water supply Demand (PSLUSD)

	2025	2030	2035	2040	2045	2050
Population	246,292	278,239	304,061	325,265	342,982	371,490
Finished Water Demand (mgd)	20.44	23.1	25.24	27.0	28.47	30.83
Raw Water Demand (mgd)	25.14	28.41	31.05	33.21	35.02	37.93

Source: City of Port St Lucie, Water Supply Facility Work Plan, 2022

Table 4 - 5. Future Water Supply Capacity and Demand, (PSLUSD)

2019 Demand (MGD)	2050 Demand (MGD)	PSLUSD Currently Permitted Quantity (MGD)	2050 Surplus (MGD)	Surplus as a Percentage of 2050 Demand
16.71	37.93	51.38	13.45	26.2%

Source: City of Port St Lucie, Water Supply Facility Work Plan, 2022

D. System Improvements

Based on the utility service area projections and permitted capacity, the City of Port St. Lucie will have enough water supply to serve the projected growth over the next twenty years. Additional water supply wells, treatment facilities and water delivery infrastructures will be needed as the City expands. Besides regular maintenance, no major improvements are currently planned for St. Lucie West or The Reserve Service District areas.

The City plans to continue maintenance on the existing distribution system and upsizing existing lines where necessary to keep up with the expected growth.

Extensions of water lines, pumps, and interconnection upgrades are currently planned pursuant to the 2022 Water Supply Facilities Work Plan Update. They include:

1. Short-Term Improvements

- **Water Supply Wells:** The City plans to add more Floridan wells. Each well will contribute approximately 2.65 million gallons per day (MGD) of raw water supply.
- **Reuse System Expansion:** The reclaimed water system will be expanded to reduce the use of potable water for irrigation purposes. This includes extending reclaimed water mains to new developments and recreational sites.
- **McCarty Ranch Water Quality Impoundment**: This project involves capturing stormwater from the C-23 canal to feed the new Rangeline Water Treatment Facility (WTF) for surficial water treatment. The first four areas are completed, and the fifth is under construction, with a total storage capacity of approximately 7,600 acre-feet.

2. Long-Term Improvements

- **Rangeline Reverse Osmosis Water Treatment Facility**: This new facility will be fed by the additional Floridan wells and is part of the long-term plan to meet projected water demands adding an additional 10 MGD with capacity. The expected completion date is 2030.

VII. Future Considerations

As Port St. Lucie continues to grow, maintaining a sustainable infrastructure and protecting environmental quality will be essential for both current and future residents. The City must continue its proactive approach to water supply protection and management, wastewater treatment capacity, and the expansion of reclaimed water use to support long-term resilience and sustainability.

- **Ensuring Water Supply Availability and Quality.** The McCarty Ranch Extension Project is a key initiative in securing Port St. Lucie's long-term water supply while preserving water quality. Once completed, the project will serve multiple purposes, including reducing harmful discharges into the North Fork of the St. Lucie River and increasing the availability of potable water. Additionally, the City will explore strategies to expand aquifer recharge efforts and implement further water conservation measures.
- **Addressing Wastewater Treatment Capacity.** With projected demand expected to exceed the capacity of existing wastewater treatment facilities, the City must plan for necessary capacity expansions. This includes increasing treatment plant capacity and exploring alternative solutions to reduce the overall load on wastewater treatment facilities.
- **Expanding Reclaimed Water Use.** To enhance sustainability and decrease reliance on potable water for non-drinking purposes, the City will consider expanding its reclaimed water system. Key initiatives include increasing reclaimed water distribution, promoting its use for irrigation and industrial purposes, and adding additional storage capacity to ensure a consistent supply during dry periods.
- **Incorporating the Wastewater Feasibility Analysis.** As required by Florida statutes the City has incorporated the results of the Wastewater Feasibility Analysis into the Goals, Objective and Policies. The City has conducted the BMAP Wastewater Treatment & OSTDS Remediation Plan and has noted while none of the projects are financially feasible the wastewater facilities will need to be updated to lower the target limits of total phosphorus and nitrogen outputs, an additional 14 miles of force main will need to be extended to have sewer availability to all properties, and convert the outstanding 16,751 septic systems to sewer.

INFRASTRUCTURE

4

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 4.A.1. SANITARY SEWER SUBELEMENT

~~GOAL 4.A.1:~~ Provide central sewage collection and treatment for existing and future development.

OBJECTIVE 4.A.1.1.	**PROVIDE SANITARY SEWER SERVICE** ~~Objective 4.A.1.1:~~ The City shall continue to meet wastewater collection system needs, by providing service to the current Port St. Lucie Water and Sewer Service Area and any additions that may be established as amended.

Policy 4.A.1.1.1. ~~Policy 4.A.1.1.1:~~ The design of ~~low pressure~~low-pressure wastewater systems (aka, grinder systems) shall be in accordance with FDEP regulations, and in accordance with Port St. Lucie Utility Systems Department (PSLUSD) standards. Low pressure systems shall only be constructed in the existing Low Pressure Sewer System Area.

Policy 4.A.1.1.2. ~~Policy 4.A.1.1.2:~~ PSLUSD shall maintain or concurrently construct adequate treatment facilities for sewage flows that will be generated by any additional sewer connections.

Policy 4.A.1.1.3. ~~Policy 4.A.1.1.3:~~ Priorities ~~will~~ shall be established for facility replacement and providing for future facility needs.

Policy 4.A.1.1.4. ~~Policy 4.A.1.1.4:~~ The City will continue to promote connection of existing non-residential development to an approved central wastewater system within 365 days of written notice. New nonresidential development on platted lots shall be required to connect when a service line is located adjacent to the new development or when required by the ~~St. Lucie County Health~~ Department of Environmental Protection.

Policy 4.A.1.1.5. ~~Policy 4.A.1.1.5:~~ The LOS standard for sanitary sewer within the Port St. Lucie Utility Systems Department shall be ~~85~~100 gallons per capita per day (GPCD)~~% of the potable water LOS~~ and for ~~.~~St. Lucie West Services District-100 GPCD.

Policy 4.A.1.1.6. The City shall require all new development within the utility service area to connect to the central sewer system.

GOAL 4.A.2. RECLAIMED WATER

~~GOAL 4.A.2:~~ The City may require the use of reclaimed domestic wastewater ~~shall be required~~ for nonresidential irrigation, except where ~~not~~ expressly prohibited by statute, rule or ordinance.

OBJECTIVE 4.A.2.1.	RECLAIMED WATER USE
	~~Objective 4.A.2.1:~~ The City ~~will~~ shall continue to update and implement the Reclaimed Water Master Plan to serve parks, golf courses, and commercial properties within the City where feasible.

Policy 4.A.2.1.1. ~~Policy 4.A.2.1.1:~~ The engineering and economic feasibility of concurrent construction of sewage collection systems and reclaimed water mains to serve new sewage service areas that are being proposed ~~will~~ shall be included where appropriate infrastructure is available.

Policy 4.A.2.1.2. ~~Policy 4.A.2.1.2:~~ PSLUSD will continue to investigate the feasibility of expanded use of reclaimed wastewater for residential landscaping.

Policy 4.A.2.1.3. The City hereby adopts by reference the Basin Management Action Plan (BMAP) Wastewater Treatment & On-Site Treatment and Disposal System (OSTDS) Remediation Plan (2024) as amended. The plan identifies and prioritizes areas for septic-to-sewer conversion within the existing sewer system.

Policy 4.A.2.1.4. The City may seek funding assistance through state and federal grant programs, including the Florida Department of Environmental Protection's Septic Upgrade Incentive Program and Clean Water State Revolving Fund, to support septic-to-sewer conversion projects.

GOAL 4.B.1. SOLID WASTE SUBELEMENT

~~GOAL 4.B.1:~~ Provide a solid waste management systems for the City of Port St. Lucie

OBJECTIVE 4.B.1.1.	**SOLID WASTE DATA** ~~Objective 4.B.1.1: The City has and will continue to compile solid waste background data to quantify solid waste generation. This data is and will be made available to St. Lucie County~~. The appropriate collection and disposal of solid waste is an important function to protect the public health of the community. The City shall ensure adequate provisions for commercial and residential solid waste management

Policy 4.B.1.1.1. ~~Policy 4.B.1.1.1:~~ Residential and commercial collection shall be set forth in the contract between the City and contract servicer~~The City will continue to require the solid waste hauler to audit the materials collected and maintain baseline solid waste data.~~

Policy 4.B.1.1.2. The level-of-service standard for solid waste facilities is 3.88 pounds/capita/day for Class I waste and 0.81 pounds/capita/day for C & D waste

OBJECTIVE 4.B.1.2.	**SOLID WASTE MANAGEMENT PLAN** ~~Objective 4.B.1.2:~~ The City ~~will~~ shall continue to develop solid waste management plans in accordance with Chapter 80. Solid Waste Management efforts will focus on providing adequate collection services.~~City Ordinance 91-33, and in conjunction with St. Lucie County's policies and the terms of the Florida Solid Waste Management and Volume Reduction Act of 1988. The plans will include levels of service and solid waste volume reduction efforts by the City, which will maximize existing facilities.~~

Policy 4.B.1.2.1. RESERVED. ~~Policy 4.B.1.2.1: The City will continue to evaluate the feasibility and probable costs of establishing recycling centers within the City and continue to use the recycling facilities at the County landfill.~~

Policy 4.B.1.2.2. RESERVED~~Policy 4.B.1.2.2: The City will continue to monitor mandatory recycling of glass, aluminum, plastic, and newsprint waste products.~~

Policy 4.B.1.2.3. ~~Policy 4.B.1.2.3:~~ The City ~~will~~ shall continue to support curbside recycling for residential properties.

Policy 4.B.1.2.4. The City shall continue to look for alternative disposal opportunities for all waste streams (yard waste, mixed solid waste, bulk, and recycling) and sites.

Policy 4.B.1.2.5. The City shall continue recycling education to lower contamination levels.

OBJECTIVE 4.B.1.3.	**RESERVED** ~~Objective 4.B.1.3: The City shall continue to cooperate with St. Lucie County to insure that development permits are issued only when adequate facility capacity is available to serve the development~~.

Policy 4.B.1.3.1. RESERVED~~Policy 4.B.1.3.1: The level of service standard adopted for solid waste facilities is 5.10 pounds/capita/day~~.

Policy 4.B.1.3.2. RESERVED~~Policy 4.B.1.3.2: The City will coordinate the St. Lucie County to ensure that the needs of future development are addressed.~~

GOAL 4.B.2. HAZARDOUS MATERIAL

~~GOAL 4.B.2:~~ Develop and implement a hazardous material management plan for the City.

OBJECTIVE 4.B.2.1.	**HAZARDOUS WASTE** ~~Objective 4.B.2.1:~~ The City ~~will~~ shall continue to support the County emergency response plan in accordance with the Superfund Amendments and Reauthorization Act 1(SARA), of 1986, Title III, 40 CFR Part 370.

Policy 4.B.2.1.1. ~~Policy 4.B.2.1.1:~~ The City ~~will~~ shall meet with representatives of St. Lucie County, the Treasure Coast Regional Planning Council, the St. Lucie County Health Department, and the regulated members of the business community to update the countywide hazardous materials management plan as necessary.

Policy 4.B.2.1.2. ~~Policy 4.B.2.1.2:~~ The City ~~will~~ shall utilize data from the St. Lucie County Government Hazardous Waste Assessment ~~for St. Lucie County~~ along with occupational license data collected by the St. Lucie County Health Unit, to identify the potential locations of hazardous waste or hazardous materials.

OBJECTIVE 4.B.2.2.	**HAZARDOUS MATERIAL MANAGEMENT PLAN** ~~Objective 4.B.2.2:~~ The City ~~will~~ shall review, revise, and adopt new regulations as needed regarding a hazardous materials management plan for the City in accordance with Objective 4.B.2.1.

Policy 4.B.2.2.1. The Hazardous Materials Management Plan at minimum will include:

a. ~~Policy 4.B.2.2.1: The plan will continue to include elements for~~ protection of wellfields and watersheds.

b. ~~Policy 4.B.2.2.2: The plan will include provisions for~~ spill prevention control and countermeasures (SPCC) plans at regulated businesses.

c. ~~Policy 4.B.2.2.3: The plan will include provision for~~ periodic inspection by code enforcement officers.

Policy 4.B.2.2.2. RESERVED

Policy 4.B.2.2.3. RESERVED

Policy 4.B.2.2.4. ~~Policy 4.B.2.2.4:~~ The City shall continue to support St. Lucie County with its educational program to inform the City's residents of effective methods to safely store and dispose of household and commercial hazardous material, and procedures to follow in emergencies.

Policy 4.B.2.2.5. ~~Policy 4.B.2.2.5:~~ The City ~~will~~ shall continue to cooperate with the County in "Amnesty Days" and other methods to be used to encourage the collection and disposal of household and commercial hazardous waste material.

GOAL 4.C.1. STORMWATER SUBELEMENT

~~GOAL 4.C.1: To~~ The City shall ensure ~~provide~~ adequate ~~Citywide~~ drainage and stormwater management for all residents ~~of the City~~ and continuously evaluate and improve the system as necessary to maintain efficiency and effectiveness ~~.~~

OBJECTIVE 4.C.1.1.	FLOOD MITIGATION PROGRAM
	~~Objective 4.C.1.1:~~ The City ~~will~~ shall continue to document efforts to review and refine the citywide flood mitigation program.

Policy 4.C.1.1.1. ~~Policy 4.C.1.1.1:~~ The City will continue to maintain an inventory of flooding complaints~~.~~ and ~~Policy 4.C.1.1.2: The City will continue to~~ investigate and plan for correctiveng actions as possible~~flooding problems.~~

Policy 4.C.1.1.2. RESERVED

Policy 4.C.1.1.3. ~~Policy 4.C.1.1.3:~~ The City ~~will~~ shall continue to update and maintain the base map survey that shows the inverts, elevations, sizes, and materials of street culverts and drainage conveyance systems.

Policy 4.C.1.1.4. ~~Policy 4.C.1.1.4:~~ The City's Floodplain Protection Ordinance shall maintain consistency with program policies of the Federal Insurance and Mitigation Administration and the Federal Emergency Management Agency.

OBJECTIVE 4.C.1.2.	DRAINAGE IMPROVEMENTS
	~~Objective 4.C.1.2:~~ The City ~~will~~ shall continue ~~document efforts to continue~~ to review and implement~~refine~~ drainage improvements as needed.

Policy 4.C.1.2.1. ~~Policy 4.C.1.2.1:~~ The City ~~will~~ shall continue to inventory and map problem areas and determine the adequacy of existing drainage plans in protecting life, property, and the environment.

Policy 4.C.1.2.2. ~~Policy 4.C.1.2.2:~~ The City ~~will~~ shall maintain the computer data-bases connected with the topographical maps.

Policy 4.C.1.2.3. ~~Policy 4.C.1.2.3:~~ RESERVED ~~The City will continue to update and maintain the base map survey that shows the inverts, elevations, sizes, and materials of the street culverts and drainage conveyance systems~~

Policy 4.C.1.2.4. ~~Policy 4.C.1.2.4:~~ The City will continue to limit development in the floodplain of the North Fork St. Lucie River~~NFSLR~~ to preservation, conservation, and public recreation uses and public interest projects of overriding public benefit, such as roads, hurricane evacuation routes, marinas, etc.

Policy 4.C.1.2.5. ~~Policy 4.C.1.2.5:~~ The City will continue to implement the improvements identified in the ~~Eastern~~ Oak Hammock Watershed Improvement Project.

Policy 4.C.1.2.6. ~~Policy 4.C.1.2.6:~~ The City ~~will~~ shall continue to address the drainage and stormwater needs of future development.

Policy 4.C.1.2.7. ~~Policy 4.C.1.2.7:~~ The City ~~will~~ shall e~~i~~nsure continual~~ing~~ funding for the preparation of surveys and engineering studies included in the most recent Capital Improvements Element five-year plan.

OBJECTIVE 4.C.1.3.	**CAPITAL IMPROVEMENTS PROGRAM** ~~Objective 4.C.1.3:~~ The City shall continue to allocate ~~adopt a schedule of prioritized improvements to be included and funded~~ funding for improvements scheduled in the Capital Improvements Program.

~~**Policy 4.D.1.1.1.** Policy 4.C.1.3.1: Funds for the prioritized improvements will be included in the Capital Improvements Program.~~

OBJECTIVE 4.C.1.4.	**STORMWATER MANAGEMENT AND REGULATIONS** ~~Objective 4.C.1.4:~~ The City ~~will~~ shall continue to review existing land development regulations and enact new provisions, if needed, ~~in the Land Development Code (and other codes and ordinances, as necessary)~~ for the design, construction, maintenance, and monitoring of stormwater management systems and to maximize the use of existing facilities and discourage urban sprawl.

Policy 4.C.1.4.1. ~~Policy 4.C.1.4.1:~~ The land development regulations will continue to address the following management techniques:

a. The monitoring, inspection, and maintenance of all existing and future stormwater facilities.

b. Limiting maximum impervious surface coverage and building coverage on residential, commercial, institutional, and industrial lots.

c. The use of erosion and runoff control devices during construction.

d. The existing 10-year or current 25-year level of service requirement, as appropriate.

e. The protection of the functions of natural drainage features.

Policy 4.C.1.4.2. ~~Policy 4.C.1.4.2:~~ Property in flood prone areas that is damaged to 50% of its value will not be rebuilt in the flood prone location.

Policy 4.C.1.4.3. ~~Policy 4.C.1.4.3:~~ To achieve long-term benefits such as improved water quality and improved groundwater infiltration and recharge, the City shall encourage low impact development best management practices, and green infrastructure as a part of the stormwater management system.

Policy 4.C.1.4.4. ~~Policy 4.C.1.4.4:~~ The City ~~will~~ shall develop policies and plans that set short-, intermediate-, and long-~~-~~range goals and establish adaptive management implementation strategies for water and wastewater resources under their jurisdiction to address the potential impacts of climate change, and its operational, economic and environmental effects.

Policy 4.C.1.4.5. ~~Policy 4.C.1.4.5:~~ The City shall require that construction meet or exceed the Federal Emergency Management Agency (FEMA) standards, the Florida Building Code (FBC), and the South Florida Water Management District.

OBJECTIVE 4.C.1.5.	**STORMWATER MANAGEMENT SYSTEM** ~~Objective 4.C.1.5:~~ The City shall continue to implement procedures, in cooperation with its stormwater management system providers, to coordinate the extension of, and/or increase the capacity of~~,~~ stormwater management facilities in order to meet future needs and to ~~insure~~ensure that development permits are issued only when adequate facility capacity is available to serve the development.

Policy 4.C.1.5.1. ~~Policy 4.C.1.5.1:~~ The levels of service standards for drainage are as follows:

a. The level of service adopted for stormwater management facilities for existing platted development and surface water management systems shall be as shown in the South Florida Water Management District (SFWMD) permit governing said system. In the event that a SFWMD permit does not cover the system, the system shall be developed in accordance with SFWMD rules in effect at the time of construction and discharge rates, should one not be specified for the receiving body, shall be limited to 0.5 cfs per acre.

b. Building floor elevations for existing platted developments without SFWMD permits shall be at least 2 ~~-~~feet above the crown of the road.

c. Building floor elevations for new development and surface water management systems shall be at or above the 100-year flood elevation, as determined from the greater of the Federal Flood Insurance Rate Maps or by calculations performed in accordance with the latest SFWMD rules.

d. All new development regardless of size must comply with Chapter ~~17-25,~~62-302 Rule ~~17-25.025~~62-302, F.A.C. ~~and Chapter 17-3, Rule 17-3.051, F.A.C.~~ for surface water quality standards ~~and direct stormwater discharge~~ to Outstanding Florida Waters and Aquatic Preserves as well as South Florida Water Management District Rules.

GOAL 4.C.2. GROUNDWATER AND AQUIFER RECHARGE SUBELEMENT

~~GOAL 4.C.2:~~ The City shall strive to ~~i~~increase groundwater recharge where practicable ~~throughout the City~~.~~.~~

OBJECTIVE 4.C.2.1.	**GROUNDWATER AND AQUIFER RECHARGE** ~~Objective 4.C.2.1:~~ The City ~~will~~ shall continue to assist SFWMD and USGS (United States Geological Survey) in implementing a comprehensive groundwater monitoring plan which includes monitoring wells, instrumentation devices, and database format to establish groundwater response to rainfall and artificial recharge systems.

Policy 4.C.2.1.1. ~~Policy 4.C.2.1.1:~~ The City ~~will~~ shall require ~~that~~ new developments with internal stormwater management systems to monitor rainfall, groundwater levels, and surface water levels within the new development as needed.

Policy 4.C.2.1.2. ~~Policy 4.C.2.1.2:~~ The City ~~will~~ shall continue to maintain monitoring stations at selected locations in the city to establish the baseline monitoring network.

Policy 4.C.2.1.3. ~~Policy 4.C.2.1.3:~~ The City and SFWMD ~~will~~ shall compile monitoring data.

OBJECTIVE 4.C.2.2.	**PROCTECT GROUNDWATER RECHARGE AREAS** ~~Objective 4.C.2.2:~~ The City shall provide for protection of natural groundwater recharge areas.

Policy 4.C.2.2.1. ~~Policy 4.C.2.2.1:~~ The City ~~will~~ shall continue to review and revise as needed land development regulations to include criteria for regulating land use and development to protect the functions of natural groundwater recharge areas.

Policy 4.C.2.2.2. ~~Policy 4.C.2.2.2:~~ The City shall promote stormwater management facility design guidelines that support joint use of retention and detention basins for passive recreation, habitat, and open space.

Policy 4.C.2.2.3. The City shall require new developments to incorporate interconnected, large open spaces into site design.

GOAL 4.D.1. POTABLE WATER SUBELEMENT

~~GOAL 4.D.1:~~ Ensure ~~The~~the provision of safe, healthy, and dependable potable water to all residents of Port St. Lucie and ~~other sections of~~ the City's service area.

OBJECTIVE 4.D.1.1.	POTABLE WATER SERVICE ~~Objective 4.D.1.1:~~ The City shall continue to enact ordinances and agreements for provision of potable water service to the City's service area and maximize existing facilities.

Policy 4.D.1.1.1. ~~Policy 4.D.1.1.1:~~ The City shall ensure ~~The~~ potable water system design ~~shall~~ be consistent with the citywide M~~m~~aster U~~u~~tility ~~p~~Plan and ~~Ten Year~~Ten-Year Water Supply Facilities Work Plan, as amended.

Policy 4.D.1.1.2. ~~Policy 4.D.1.1.2:~~ PSLUSD shall maintain or concurrently construct adequate treatment, storage and pumping capacity for potable water demands generated by development occurring within the PSLUSD Service Area.

Policy 4.D.1.1.3. ~~Policy 4.D.1.1.3:~~ The City shall continue to encourage connection for non-residential properties to an approved public drinking water system when it becomes available.

Policy 4.D.1.1.4. ~~Policy 4.D.1.1.4:~~ The City ~~will~~ shall continue to implement a cross-connection control and enforcement program for all residences, businesses, and/or irrigation systems connected to the public drinking water systems.

Policy 4.D.1.1.5. ~~Policy 4.D.1.1.5:~~ Properties with domestic wells that are connected to the public drinking water system may use the wells for irrigation purposes provided that they meet the cross-connection control requirements of Policy 4.5.5~~D.1.1.4~~.

Policy 4.D.1.1.6. ~~Policy 4.D.1.1.6:~~ The City ~~will~~ shall coordinate projections of future water supply and consumption with the South Florida Water Management District.

Policy 4.D.1.1.7. ~~Policy 4.D.1.1.7:~~ Calculated fire flows for system design shall be based on the Insurance Services Office Guide for Determination of Required Fire Flow, latest edition.

Policy 4.D.1.1.8. ~~Policy 4.D.1.1.8:~~ Priorities will be established for facility replacement and providing for future facility needs.

Policy 4.D.1.1.9. ~~Policy 4.D.1.1.9:~~ The City ~~will~~ shall continue to investigate the feasibility of expanded use of reclaimed water for irrigation and landscaping in order to reduce the demand for potable water where it is economically feasible to do so.

Policy 4.D.1.1.10. ~~Policy 4.D.1.1.10:~~ The City shall require ~~For increased reliability,~~ all water mains to ~~shall~~ be looped~~.~~ for increased reliability

OBJECTIVE 4.D.1.2.	ADEQUATE FACILITY CAPACITY ~~Objective 4.D.1.2:~~ The City shall continue to implement procedures to e~~i~~nsure that development permits are issued only when adequate facility capacity is available to serve the development.

Policy 4.D.1.2.1. ~~Policy 4.D.1.2.1:~~ The level-~~-~~of-~~-~~service standard adopted for potable water shall be as follows.

For residential uses, single and multi-family, the following level of service standards shall apply:

a. Port St. Lucie Utility Systems Department-~~115~~ 100 gallons per capita per day (GPCD)

b. St. Lucie West Services District-85 gallons per capita per day (GPCD)

For non-residential uses, the following level of service standards shall apply:

a. ~~1~~ Commercial, 125 gallons per day per 1000 square feet

b. ~~2~~ Hotel/Motel, 112.5 gallons per day per room

c. ~~3~~ Industrial, 150 gallons per day per 1000 square feet

d. ~~4~~ Office/School/Institutional, 120 gallons per day per 1000 square feet

Policy 4.D.1.2.2. ~~Policy 4.D.1.2.2:~~ RESERVED~~The level of service for the provision of water and sewage treatment for development in areas outside of existing Utility Service Areas shall be based on verification and acceptance of an approved water well and septic system by the County Health Department.~~

Policy 4.D.1.2.3. ~~Policy 4.D.1.2.3:~~ The City shall continue to address the potable water needs of future development.

GOAL 4.D.2. WATER SUPPLY

~~GOAL 4.D.2.:~~ The City shall strive to protect and conserve public drinking water supplies.

OBJECTIVE 4.D.2.1.	**WELLS AND WELLFIELDS** ~~Objective 4.D.2.1:~~ The City in conjunction with PSLUSD, St. Lucie County and the South Florida Water Management District, will have established the locations and zones of groundwater influence of existing and proposed public water supply wells and/or wellfields to provide a water supply through build-out of the City, and abide by FDEP district standards.

Policy 4.D.2.1.1. ~~Policy 4.D.2.1.1:~~ The City shall adopt by reference and implement the City of Port St. Lucie, Florida, Water Supply Facility Work Plan 2022~~17~~, ~~revised December 4, 2018~~as amended, in accordance with the SFWMD Upper East Coast Water Supply Plan, as amended.

Policy 4.D.2.1.2. ~~Policy 4.D.2.1.2:~~ The siting of new wells or wellfields shall consider the sanitary and water quality hazards of existing and proposed land uses. Hazards may include, but not be limited to, septic tanks, canals, surface water management systems (recharge areas), commercial properties, abandoned dumpsites and transportation systems.

Policy 4.D.2.1.3. ~~Policy 4.D.2.1.3:~~ The City shall continue to prohibit by ordinance the installation of septic tanks or the application of reclaimed (IQ) water from wastewater effluent within two hundred (200) feet of any existing or proposed public water supply well in the shallow aquifer.

Policy 4.D.2.1.4. ~~Policy 4.D.2.1.4:~~ The City, through its Planning and Zoning Department and Utility Systems~~ervices~~ Department, shall continue to review proposed development, for the potential for release of hazardous materials that may contaminate public drinking water supply wells, in accordance with the Wellfield Protection Ordinance.

OBJECTIVE 4.D.2.2.	**PLUMBING FIXTURES AND IRRIGATION** ~~Objective 4.D.2.2:~~ The City will continue to enforce Ordinances requiring water conserving plumbing fixtures and irrigation systems in new construction.

Policy 4.D.2.2.1. ~~Policy 4.D.2.2.1:~~ The City ~~will~~ shall continue to require the use of reclaimed (IQ) water instead of drinking water for irrigation of commercial and public properties wherever it is practicable and feasible.

CONSERVATION AND COASTAL MANAGEMENT

5

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

CHAPTER 5. Conservation and Coastal Management Element 5-1
I. Introduction 5-1
II. Inventory and Analysis of Natural Resources 5-1
A. Waterbodies 5-1
B. Wetlands 5-6
C. Ground Water 5-6
D. Surface Water 5-7
E. Pollutants 5-7
F. Floodplains 5-7
G. Commercially Valuable Minerals 5-8
H. Soils/Soil Erosion 5-8
I. Physiography 5-9
J. Fisheries 5-9
K. Wildlife 5-10
L. Vegetative Communities 5-14
M. Conservation Mechanisms 5-15
III. Coastal Management 5-26
A. Coastal Planning Area 5-26
B. Existing Conditions within the Coastal Planning Area (CPA) 5-31
C. Emergency Management 5-34
D. Potential Impacts of Future Development within the CPA 5-43
E. Estuarine Pollution 5-44
IV. Future Considerations 5-44
A. Conservation Future Considerations 5-44
B. Coastal Management Considerations 5-45

List of Maps

Map 5 - 1. Waterbodies 5-20
Map 5 - 2. Wetlands 5-21
Map 5 - 3. Floodplains 5-22
Map 5 - 4. Soil Permeability 5-23
Map 5 - 5. Land Use / Land Cover 5-24
Map 5 - 6. Conservation Areas 5-25
Map 5 - 7. Coastal Planning Area 5-28
Map 5 - 8. Storm Surge Zones 5-29
Map 5 - 9. Coastal High Hazard Area 5-30
Map 5 - 10. Land Use / Land Cover in the CPA 5-40
Map 5 - 11. Existing Land Use in the CPA 5-41
Map 5 - 12. Evacuation Routes 5-42
Map 5 - 13. Future Land Use in CPA 5-47

List of Tables

Table 5 - 1: Wetlands 5-6
Table 5 - 2: Floodplains 5-8
Table 5 - 3: Threatened or Endangered Species Classifications 5-10
Table 5 - 4: Listed Species 5-10
Table 5 - 5: Land Use/Land Cover 5-14
Table 5 - 6: Vegetative Communities 5-14
Table 5 - 7: Vegetative Communities in the Coastal Planning Area 5-31
Table 5 - 8: Current Uses in the Coastal Planning Area 5-32
Table 5 - 9: Public Schools in the Coastal Planning Area 5-32
Table 5 - 10: Bridges in the Coastal Planning Area 5-33
Table 5 - 11: Vulnerable Populations in the Coastal Planning Area 5-33
Table 5 - 12: Evacuation Zones 5-35
Table 5 - 13: St. Lucie County Clearance Times 5-37
Table 5 - 14: Emergency Shelters in St. Lucie County 5-38
Table 5 - 15: Future Land Use in the CPA 5-43

List of Figures

Figure 5 - 1. St. Lucie River Watershed 5-5

CHAPTER 5. Conservation and Coastal Management Element

I. Introduction

This document includes the data and analysis for the Conservation Element and the Coastal Management Element. The purpose of a Conservation Management Element is to identify natural resources in Port St. Lucie and establish policies that would protect and preserve the City's natural resources and environmentally sensitive land. The Coastal Management Element is intended to identify coastal hazards and establish policies that would protect human life limit public expenditures in areas that are subject to destruction by natural disaster, and make the City more resilient to coastal hazards. The City of Port St. Lucie lies in St. Lucie County, an Atlantic Ocean coastal county located slightly south of the middle of the Florida peninsula. The County is composed of a mainland component, an estuarine lagoon, and a barrier island that is intersected by the Fort Pierce inlet. The City is in the southeast corner of the mainland portion of St. Lucie County with portions of the eastern limits of the City abutting the west shoreline of the estuarine lagoon. The North Fork of the St. Lucie River traverses the City and portions of the Savannas State Reserve, a large, unique freshwater coastal wetland, as well as a portion of the Atlantic Coastal Ridge fall within the City.

The coastal areas and natural resources of the City are dynamic and vulnerable resources and are essential components of the City's economic and social structure. Appropriate protection and management of the City's natural resources and coastal area increases community resiliency, mitigates hazard risk and supports the economic and social structure of the community.

II. Inventory and Analysis of Natural Resources

This section identifies the natural resources that are located within the City including waterbodies, soils, wetlands, floodplains, commercially valuable minerals, vegetative communities, listed species, water, and discusses the protection of air and water quality.

A. Waterbodies

The largest bodies of water near or inside the City of Port St. Lucie are the North Fork of the St. Lucie River (NFSLR) which traverses the City, and the Indian River Lagoon which abuts small portions of the eastern limits of the City. Within the City, the NFSLR is brackish and progresses from a riverine system to an estuarine system as it flows south. Major natural tributaries and embayments of the North Fork in the City are Long Creek, Mud Cove, Kitching Cove, Winters Creek, Blakeslee Creek, and Howard Creek. The City also has an extensive system of manmade bodies of water in the form of lakes, ponds, and canals. The location of all waterbodies within the City of Port St. Lucie can be seen on **Map 5-1.**

The City of Port St. Lucie falls within the St. Lucie River Watershed, managed by the South Florida Water Management District (SFWMD), as does most of St. Lucie County (see **Figure 5-1**). The majority of the City is within the North Folk sub-watershed of the St. Lucie River Watershed.

1. *North Fork St. Lucie River*. The NFSLR is part of Florida's Save Our Rivers Program. Additionally, a portion of the North Fork is designated as an aquatic preserve and is also designated as Outstanding Florida Water pursuant to Chapter 62-302 F.A.C. The North Fork Aquatic preserve is bounded on the north by Midway Road and extends from Coconut Point in Stuart to Jenkins Point in Palm City just west of the Roosevelt Bridge in Martin County. The eastern and western boundaries of the preserve encompass the state-owned sovereign submerged land occurring below the mean high water line to which the state holds title. The preserve is approximately 16 miles long through the natural riverbends and contains approximately 5,000 acres. The North Fork is located in the Eastern Valley which is composed of long

low narrow ridges ranging from 15 to 30 feet in elevation. The natural topography of the watershed is generally flat with few natural rises. The hydrology of the North Fork and its headwaters was altered in the early to mid-1900s to support the growing demands of development and navigation. This began with a network of agricultural and residential canals and drainages. The canals were primarily designed to address flood control and drainage for land reclamation. Prior to these drainage efforts, the North Fork St. Lucie River (SLR) watershed encompassed 187 square miles. Construction of these drainage canals expanded the watershed to 821 square miles by diverting flows from other areas to the North Fork.

Another flood control and navigation project was conducted from the 1920s to the 40s to straighten portions of the North Fork. In the process of straightening the river, the dredged spoil was piled into berms (mounds) along the banks of the new channel. These spoil piles, which can measure up to 50 feet wide and 25 feet tall, block former river bends and oxbows as well as isolate a large portion of the North Fork floodplain. Historically, the slow and meandering path of the North Fork allowed suspended solids to settle out of the water and nutrients to be filtered by vegetation, but the direct river-course does not, which now affects the water quality and sediment loads reaching the estuary.

The creation of St. Lucie Inlet in 1892 connected the Indian River Lagoon to the Atlantic Ocean at the mouth of the St. Lucie River (SLR). This project ultimately converted this freshwater tributary to a riverine estuary (freshwater in the upper reaches and saltwater in the middle and lower sections). This unique salinity gradient changed the natural resources found in the SLR which now supports high species diversity and serves as an important nursery ground for a variety of fish and wildlife. The river is also especially important habitat for the juvenile phases of commercially important species such as blue crabs, snook, snapper, drum and shrimp. Rare tropical peripheral fish species are also found in the upper reaches of the North Fork and the two headwaters - Five Mile Creek and Ten Mile Creek.

The SFWMD in cooperation with the Florida Department of Environmental Protection, the Florida Department of Agriculture and Consumer Services, Martin County, and St. Lucie County developed the St. Lucie River Water Protection Plan. The plan focuses on how to improve the quality, timing, and distribution of water in the natural ecosystem surrounding the watershed.

2. *Indian River Lagoon*. Immediately interior to the coastal barrier island, located between the barrier island and the Atlantic Coastal Ridge, is the Indian River Lagoon (IRL). The IRL is a linear estuarine system that extends along more than a third of Florida's east coast, over 155 miles, from Ponce de Leon Inlet in Volusia County south to Jupiter Inlet in Palm Beach County. Numerous freshwater wetlands and sloughs undergo a transition into riverine systems that connect directly to the IRL. The lagoon interacts with the saline waters of the Atlantic Ocean through the inlets, providing tidal exchange with fresh water discharged into the lagoon from the inland rivers. Although only small portions of the eastern limits of the City abut the west shoreline of the Indian River Lagoon, due to the significance of this water body it is important to discuss this estuarine system that lies in such close proximity to the City.

   The IRL provides a higher species diversity than any other estuary in North America. Portions of the IRL have been designated as Aquatic Preserves. The Jensen Beach to Jupiter Inlet Aquatic Preserve extends from the southern corporate limits of Fort Pierce (St. Lucie County) south (through Martin County) to Jupiter Inlet (West Palm Beach County) and encompasses 22,000 acres. The aquatic preserve was adopted under Florida Statutes, Sections 258.35 – 258.46 by the State of Florida on October 21, 1969 and are managed by the Florida Department of Environmental Protection, Office of Coastal and Aquatic Managed Areas. The Preserve is listed in the Aquatic Preserve Rule, Chapter 18-20 Florida

Administrative Code, and have also been designated as Outstanding Florida Water pursuant to Chapter 62.302.7 F.A.C. The IRL is one of only twenty-eight estuaries in the country in the Environmental Protection Agency's National Estuary Program.

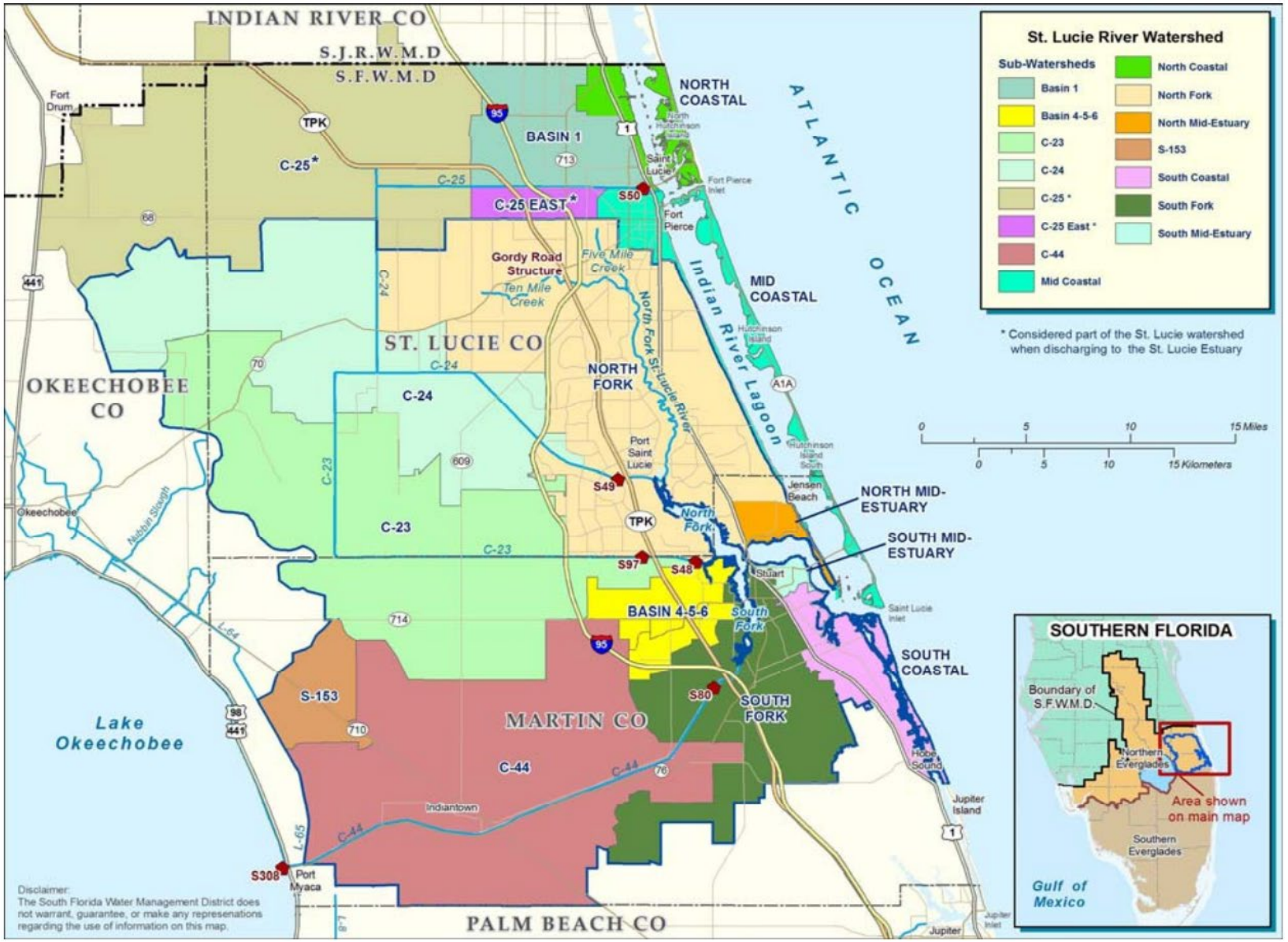
A variety of organizations have monitoring and research underway in the IRL and its watershed.

3. *Drainage Canals.* Port St. Lucie also has an extensive system of drainage canals. The C-24 canal traverses the City, and the C-23 canal runs along the southern limits of the City. There are three major primary drainage and flood control canals in the County, the C-23, C-24 and the C-25 which are part of the Central and South Florida Flood Control project and are managed by the South Florida Water Management District (SFWMD). In addition, the Fort Pierce Farms Water Control District and the North St. Lucie River Water Control District manage numerous secondary canal systems. These canals are solely dependent on rainfall as a source of inflow and are important sources of agricultural irrigation water. Canals C-23, C-24 and the North Fork of the St. Lucie River Water Control District canals drain into the North Fork of the St. Lucie River and its major tributaries. At this time all but a small area in southwestern and northeastern St. Lucie County is drained by these primary and secondary canal systems.

   Alteration and expansion of the historic watershed coupled with ecologically-degrading land use practices have set the stage for the current impaired condition of the North Fork and most other SLR watershed basins. Prior to these manmade alterations, wet season rains pooled broadly across the SLR watershed and moved toward the naturally lower elevations surrounding the river. Historic wetland ecosystems facilitated dynamic watershed storage and sheet flow. Reduced movement through natural features kept wetlands flooded and provided for movement of groundwater to the river during the dry season. This made historic wetlands and estuaries less vulnerable to Florida's variable rainfall. Today, much of the watershed runoff from the North Fork drainage basins flows quickly from smaller, residential canals into large canals that cross the coastal ridge instead of being detained, evaporated, cleansed, and held by natural systems.

4. *The Savannas.* A unique freshwater ecosystem is located in a shallow catchment area between the steeper western slope of the Atlantic Ridge and the gentler slope to the eastern uplands. A large portion of this habitat is under public ownership and is referred to as The Savannas. A large portion of the 6,311-acre Savannas Preserve State Park, under the ownership and management of the State, falls within the City. Outside of the Savannas, inland freshwater wetlands and swamps also occur throughout the City.

Figure 5 - 1. St. Lucie River Watershed



Source: South Florida Water Management District, 2009

B. Wetlands

Wetlands can be classified into two generalized categories, coastal (tidal) and inland (non-tidal). Coastal wetlands, which often line oceanic bodies of water, tend to remain muddy or sandy with little vegetation. Inland wetlands, are often found along river floodplains and lake perimeters, tend to be marshy and highly vegetated. Inland wetlands, also referred to as freshwater emergent wetlands or freshwater forested/shrub wetlands, are often some of the most productive ecosystems on earth. As a result, wetland features throughout Florida are heavily regulated and generally protected from development and other human activities. **Map 5-2** depicts all the wetlands within the City of Port St. Lucie and **Table 5-1** provides an acreage of all wetland typologies. According to the latest wetland GIS data provided by the U.S. Fish and Wildlife Service through the National Wetlands Inventory (NWI), Port St Lucie encompasses approximately 5,061 acres of wetlands (excluding lakes, ponds, and rivers).

Table 5 - 1: Wetlands

Wetland	Acres
Estuarine and Marine	1,002.2
Freshwater Emergent	2,850.2
Freshwater Forested/Shrub	1,208.6
Total	**5,060.9**

Source: U.S. Fish and Wildlife Service, 2021

Wetlands within Port St. Lucie are regulated by the South Florida Water Management District through the Environmental Resource Permit (ERP) and Consumptive Use Permitting (CUP) processes. ERPs help protect wetlands, water quality, and surface waters from new development or construction activities; CUPs ensure that the extraction of water does not result in the deterioration of local water sources and water-dependent ecosystems.

The City actively requires developers to seek ERP permits during the site plan review process. The City also requires a buffer zone of native upland around wetlands and mandates that wetlands be protected from sedimentation during development activities.

C. Ground Water

Water for urban and agricultural uses in the Upper East Coast (UEC) Planning Area comes from three main sources: the Floridan Aquifer System (FAS), the Surficial Aquifer System (SAS) and surface water. Currently, about 31% of the public water supply for the region comes from the shallower Surficial Aquifer. Withdrawals from the Floridan Aquifer have increased in recent years and currently meet about 69% of public water supply demands. In most cases, water from the Floridan Aquifer has a high salinity (relative to surface water) and has to be blended with surface water or water from the Surficial Aquifer before it is used for irrigation.

Because of its diffuse and intermittent nature, stormwater is not generally considered a viable option for direct public-supply applications where reliability is a major consideration. Stormwater management practices that provide for increased soil infiltration and groundwater recharge opportunities should be considered as a means to protect and possibly enhance existing groundwater resources.

The following is a summary of water supply issues in the UEC Planning Area.

- Increased withdrawals from the Surficial Aquifer System are limited due to potential impacts on wetlands, the increased potential for saltwater intrusion, and the proximity to contamination sources.
- Peak discharges of surface water during the wet season are affecting the ecological health of the St. Lucie River and Indian River Lagoon.
- Regulatory limitations prohibit additional surface water allocations from the C-23, C-24 and C-25 canals and from Lake Okeechobee and the Lake Okeechobee Service Area.
- Withdrawals from the Floridan Aquifer are expected to increase to meet future demands. Monitoring water levels and water quality in the FAS are needed to ensure long-term sustainability of the resource.
- Climate change and sea level rise could impact the UEC Planning Area.

D. Surface Water

Compared to most groundwater sources, surface water sources generally are of lower quality. Surface waters tend to contain silts and suspended sediments, algae, dissolved organic matter from topsoil, and chemical and microbiological contaminants from municipal wastewater discharges, stormwater runoff, and industrial and agricultural activities. The quality of surface water may vary seasonally with variation in flow rates or water levels. Traditionally, surface water has not been used for public supply in the SFWMD.

E. Pollutants

There are no sites in the City listed on the U.S. Environmental Protection Agency's (EPA) Federal Superfund list or the National Priorities List (NPL), and there are no brownfields in the City. Currently there are two sites within the City registered in the State Dry Cleaning Solvent Clean-up Program.

The City of Port St. Lucie does not and has never operated a solid waste disposal facility within the City. However, there are two abandoned dump sites within the City that have been identified by the Department of Environmental Protection. One is in the northwest quarter of Section 7, Township 37, Range 41, on the east side of Lennard Road and approximately 1.75 miles south of Walton Road. This site was used by General Development Corporation for disposal of residential and commercial solid waste. The second site is in the northeast quarter of Section 20, Township 36, Range 40, on the west side of Airoso Boulevard approximately 1800 feet north of Floresta Boulevard. This site was used by various property owners to dispose of building materials and some garbage. The Department of Environmental Protection Sites List describes a "minimal potential problem" to these two dump sites.

Nuclear Power Plant. The Florida Power and Light (FPL) St. Lucie Nuclear Power Plant is located on South Hutchinson Island, a barrier island in the southern portion of the County. The Power Plant is located only several miles from the eastern limits of the City. Nuclear energy production is monitored closely by the Nuclear Regulatory Commission, (NRC) a federal agency. Daily inspections are conducted at the St. Lucie Plant to guarantee compliance. Several identical safety systems are in place so that if one fails, others automatically go to work.

F. Floodplains

Floodplains are important ecological features that contribute to a region's water flow and storage, vegetative health, groundwater refreshment, and water quality protection. Whereas wetlands remain wet throughout the year, floodplain areas are next to bodies of water that experience flooding at different

points in time. Floodplains comprise approximately 1,865 acres or 8.7% of Port St. Lucie, and are reflected in **Table 5-2** and in **Map 5-3**.

Table 5 - 2: Floodplains

Floodplain Type	Acres	Percent of Port St. Lucie
100-Year	5,069.9	7.2%
500-Year	1,087.2	1.5%
Total	**6,157.1**	**8.7%**

Source: Federal Emergency Management Agency, 2022

Prior to development by man, the area that presently comprises St. Lucie County had drainage patterns that were controlled by major topographic features such as the Atlantic Coastal Ridge and more subtle features such as minor relict beach dunes (U.S. 1 south of Fort Pierce), Green Ridge (south central County), Osceola Plain (southwest County), Ten Mile Ridge (north central County), and overall a gentle slope from west to east (about 60 feet to about 5 feet). The alignment of these surface features generally parallels the existing coastline and thus traditionally served to impede sheetflow; the St. Johns Marsh, Allapattah Flats, and the Savannas were wetlands formed by these impediments. The Allapattah Flats and the south portion of the St. Johns Marsh slowly flowed east and south to form the headwaters of the North Fork of the St. Lucie River (NFSLR), which drained almost all of mainland St. Lucie County (450 sq. mi.). The Savannas normally percolated through the Atlantic Coastal Ridge to the Indian River, but during extremely high water stages there could be overflow to the North Fork of the St. Lucie River through Platts Creek. These wetland marshes stored water and provided recharge to the shallow aquifer.

Within the City of Port St. Lucie there were minor drainageways such as Howard Creek, Blakeslee Creek and Winters Creek, but the NFSLR was, and remains, the dominant drainage feature of both the City and the County. When comparing the locations of wetlands and floodplains within the community using **Map 5-2** and **Map 5-3**, significant portions of these critical environmental features often overlap. This is because both wetlands and floodplains are typically found within the lowest-lying areas of a community. Managing floodplains in a community is critical and requires proactive measures to protect people and property from hazardous flood events. Chapter 152 of the City's Code of Ordinances designates the city engineer as the floodplain administrator. The floodplain administrator is responsible for regulating development within Port St. Lucie's floodplains. The floodplain has been subjected to very little development in the City and the Future Land Use Plan proposes continued restriction of floodplain development.

G. Commercially Valuable Minerals

Other than sand there are no commercially valuable minerals in the City. Currently, there are no active mining operations in the City.

H. Soils/Soil Erosion

Soils provide several functions including drainage, stormwater filtration, water storage, aquifer recharge, and ground stabilization. The soils in the City are generally sandy. The primary soil types found in Port St. Lucie are Waveland, Oldsmar, Riviera, Wabasco, Arents, and Winder. Most of the soil within the southern portion of the City is Poorly Drained or Somewhat Poorly Drained, while the northern portion of the City is Well Drained or Excessively Drained. **Map 5-4** shows soil permeability within the City.

Due to the relatively flat topography of the City, and the protection the Barrier Island provides, soil erosion from typical geophysical conditions is generally not a problem in the mainland component of the County where the City lies. However, soil erosion and sedimentation can be a problem with large scale mining and agricultural operations if recommended Best Management Practices are not followed.

In the 1920's the headwaters of the North Fork the St. Lucie River were dredged for flood control and navigation. Spoil deposited along the newly created channel isolated both floodplain habitat and oxbows from the original river course. This left canals with steep banks and narrow remains of floodplain habitats degraded by dense stands of non-native vegetation. These altered shorelines with diminished and degraded floodplain are susceptible to erosion and have created sedimentation problems along portions of the North Fork of the St. Lucie River. Restoration projects along the North Fork are proposed within a component of the federal Comprehensive Everglades Restoration Program (CERP) identified as the Indian River Lagoon - South Plan.

The City's Land Development Regulations require the prevention of erosion in development and construction. These regulations are intended to protect water quality and air quality though standard practices, including controlling, filling, grading, and dredging. These actions will help prevent adverse impacts to wetlands and prevent violations of state water quality standards.

I. Physiography

The City of Port St. Lucie is identified by the U.S. Fish and Wildlife Service (FWS) as a part of an Upper East Coast sub-region; which includes St. Lucie, Indian River, Martin and the northern portion of Palm Beach County. This sub-region covers approximately 2,174 square miles and has an average elevation of 20 feet. The area is characterized by three, east to west, physiographic zones: (1) the Atlantic Coastal Ridge, (2) the Eastern Valley, and (3) the Osceola Plain. The Atlantic Coastal Ridge, bordered on the east by the Atlantic Ocean and on the west by the Eastern Valley, consists of relic dune ridges formed by wind and wave action along the coastline. Paralleling the east coast, the Ridge varies in width from a few hundred yards to a mile or two, and ranges in elevation from sea level to approximately 100 feet in Jonathan Dickinson State Park, the highest coastal elevation within this sub-region. In general, U.S. Highway 1 and the Florida East Coast Railway run along the Atlantic coastal ridge.

The City abuts the west shoreline of the Indian River Lagoon, an estuarine lagoon. Portions of the Savannas State Reserve, a unique freshwater coastal wetland, as well as a portion of the Atlantic Coastal Ridge fall within the City. The North Fork of the St. Lucie River traverses the City in a north-south direction. The creation of St. Lucie Inlet in 1892 connected the Indian River Lagoon to the Atlantic Ocean at the mouth of the SLR. This project ultimately converted this freshwater tributary to a riverine estuary (freshwater in the upper reaches and saltwater in the middle and lower sections). This unique salinity gradient changed the natural resources found in the SLR. Because of its geographic location and the tidal connection through the St. Lucie Inlet, the North Fork supports high species diversity and serves as an important nursery ground for a variety of fish and wildlife.

J. Fisheries

There are no fish management areas within the City limits.

K. Wildlife

Imperiled and other animal species depend on native vegetative communities for refuge, foraging, nesting, and denning. The size, quality, and connectivity of native vegetative communities all influence wildlife utilization. The City of Port St. Lucie and surrounding areas are home to a wide array of wildlife species, many of which are recognized as either threatened or endangered by federal and State agencies. The primary agency responsible for the continued identification and protection of these vulnerable species within the State is the Florida Fish and Wildlife Conservation Commission (FWC).

The Commission classifies Florida's threatened or endangered wildlife into five (5) categories of special status, these classifications are listed below in **Table 5-3**.

Table 5 - 3: Threatened or Endangered Species Classifications

Designation	Acronym	Description
Federally designated Endangered	FE	Species in danger of extinction if the deleterious factors affecting their population continue to operate.
Federally designated Threatened	FT	Species that are likely to become endangered in the nation within the foreseeable future if current trends continue.
State designated Threatened	ST	Species that are likely to become endangered in the state within the foreseeable future if current trends continue.
State designated Endangered	SE	Species in danger of extinction if the deleterious factors affecting their population continue to operate.
Species of Special Concern	SSC	Species that do not fit into the previous categories yet warrant special attention.

Source: Florida Fish and Wildlife Conservation Commission, 2024

Table 5-4 lists the threatened or endangered species which are potentially, likely, or confirmed (documented) to be located within St. Lucie County, along with a description of their habitats and current state status. There are currently a total of 22 listed species that could potentially live within St. Lucie County and thus the City of Port St. Lucie.

Table 5 - 4: Listed Species

Name	Habitat	State Status
Reptiles		
American Alligator: Alligator mississippiensis	Alligators occur from southeast Oklahoma and east Texas on the western side of their range to North Carolina and Florida in the east. They prefer freshwater lakes and slow-moving rivers and their associated wetlands, but they also can be found in brackish water habitats and rarely in salt water.	FT(S/A)
Loggerhead Sea Turtle: Caretta caretta	Loggerheads can be found in subtropical and temperate oceans of the world. Florida's sandy Atlantic and Gulf of Mexico beaches host one of the largest loggerhead nesting aggregations in the world. Females return to their nesting beach every two or more years to lay four to seven nests, one about every 14 days. Each nest contains about 100-126 eggs that incubate about 60 days.	FT

Name	Habitat	State Status
Green Sea Turtle: Chelonia mydas	Green sea turtles can be found in subtropical and temperate oceans of the world. Florida hosts one of the largest grouping of green turtle nests in the western Atlantic. More than 37,000 green sea turtle nests were documented in Florida in 2015, a record number. During the day, green turtles occupy shallow flats and seagrass meadows. In the evening, they return to their sleeping quarters of rock ledges, oyster bars and coral reefs.	FT
Leatherback Sea Turtle: Dermochelys coriacea	Leatherbacks can be found in marine waters throughout the Atlantic, Pacific, and Indian Oceans. They also nest on sandy beaches in the same range. Nesting in the United States usually occurs in Florida, Puerto Rico and St. Croix (U.S. Virgin Islands). Leatherbacks are found in Florida's coastal waters, with a small number nesting here, mostly on the Atlantic coast. Globally, they are found throughout the Atlantic, Pacific and Indian oceans. Travelling as far north as Alaska and Labrador, leatherbacks can regulate their body temperature to survive cold waters.	FE
Eastern Indigo Snake: Drymarchon couperi	Eastern indigo snakes inhabit pine flatwoods, hardwood forests, moist hammocks, and areas that surround cypress swamps. They can be found throughout Peninsular Florida and southeastern Georgia.	FT
Hawksbill Sea Turtle: Eretmochelys imbricata	Hawksbill sea turtles can be found in subtropical and temperate oceans of the world. Warm tropical seas are where people are most likely to see hawksbills. In Florida, hawksbills are found primarily on reefs in the Florida Keys and along the southeastern Atlantic coast.	FE
Gopher Tortoise: Gopherus polyphemus	Gopher tortoises prefer well-drained, sandy soils found in habitats such as longleaf pine sandhills, xeric oak hammocks, scrub, pine flatwoods, dry prairies, and coastal dunes. They are also found in a variety of disturbed habitats including pastures and urban areas. Suitable gopher tortoise habitat contains well-drained sandy soils for digging burrows and nesting, abundant herbaceous plants for forage, and open, sunny areas with sparse canopy for nesting and basking.	ST
Kemp's Ridley Sea Turtle: Lepidochelys kempii	The Kemp's ridley is the rarest sea turtle in the world. Its only major nesting beach is an area called Rancho Nuevo on Mexico's Gulf coast. The location of this nesting beach was a mystery to scientists until the discovery of a film made in 1947 by a Mexican engineer showing thousands of Kemp's ridleys crawling ashore to lay eggs there. Today, nesting females are found mainly on the beaches of Rancho Nuevo, however, they can be found on Florida and south Texas beaches.	FE
Pine Snake: Pituophis melanoleucus	The Florida pine snake inhabits areas that feature well-drained sandy soils with a moderate to open canopy. This species can be found	ST

Name	Habitat	State Status
	from southwest South Carolina, west to Mobile Bay in Alabama, south to Florida.	
Birds		
Florida Sandhill Crane: Antigone canadensis pratensis	Florida sandhill cranes inhabit freshwater marshes, prairies, and pastures. They occur throughout peninsular Florida north to the Okefenokee Swamp in southern Georgia; however, they are less common at the northernmost and southernmost portions of this range. Florida's Kissimmee and Desoto prairie regions are home to the state's most abundant populations.	ST
Florida Scrub-Jay: Aphelocoma coerulescens	The Florida scrub-jay is the only species of bird that is endemic to Florida. Scrub-jays inhabit sand pine and xeric oak scrub, and scrubby flatwoods, which occur in some of the highest and driest areas of Florida – ancient sandy ridges that run down the middle of the state, old sand dunes along the coasts, and sandy deposits along rivers in the interior of the state.	FT
Florida Burrowing Owl: Athene cunicularia floridana	Burrowing owls inhabit open prairies in Florida that have very little understory (floor) vegetation. These areas include golf courses, airports, pastures, agriculture fields, and vacant lots. The drainage of wetlands, although detrimental to many organisms, increases the areas of habitat for the burrowing owl. The range of the burrowing owl is throughout the peninsular of Florida in patches and localized areas. Burrowing owls can also be found in the Bahamas.	ST
Crested Caracara: Caracara plancus	Audubon's crested caracara inhabits wet prairies with cabbage palms. It may also be found in wooded areas with saw palmetto, cypress, scrub oaks and pastures. Audubon's crested caracara is found throughout south central Florida, and also occurs in Texas, Arkansas, Mexico, Cuba and Panama.	FT
Little Blue Heron: Egretta caerulea	Little blue herons inhabit fresh, salt, and brackish water environments in Florida including swamps, estuaries, ponds, lakes, and rivers (Rodgers et al. 1995). In the U.S., the little blue heron can be found from Missouri, east to Virginia, down to Florida, and west to Texas. In peninsular Florida they are relatively common and widespread but somewhat rare in the Panhandle. Outside of the U.S, the little blue heron can be found in Cuba, both coasts of Mexico and Central America, down into central South America.	ST
Tricolored Heron: Egretta tricolor	Tricolored herons inhabit fresh and saltwater marshes, estuaries, mangrove swamps, lagoons, and river deltas (Frederick 1997). They can be found from Massachusetts, down through the Gulf of Mexico and Caribbean, to northern Brazil. Breeding sites can also be found on the Pacific Coast from Baja California down to Ecuador. Tricolored herons are widespread, permanent residents in Florida, although they are less common in some parts of the Panhandle.	ST

Name	Habitat	State Status
American Oystercatcher: Haematopus palliatus	The American oystercatcher inhabits beaches, sandbars, spoil islands, shell rakes, salt marsh, and oyster reefs. Oystercatchers can be found from the coasts of the northeastern U.S. down to Florida's Gulf Coast (Nol and Humphrey 1994). Florida is home to both a resident breeding population and a large wintering population of American oystercatchers. Oystercatchers can also be found on the Caribbean coast of Central America.	ST
Wood Stork: Mycteria americana	Wood storks nest in mixed hardwood swamps, sloughs, mangroves, and cypress domes/strands in Florida. They forage in a variety of wetlands including both freshwater and estuarine marshes, although limited to depths less than 10-12 inches. The wood stork breeds in Florida, Georgia, South Carolina, and North Carolina. Non-breeding wood storks have an extensive range throughout North America, to northern Argentina in South America	FT
Roseate Spoonbill: Platalea ajaja	The roseate spoonbill is a resident breeder in South America, generally east of the Andes, and coastal areas of Central America, the Caribbean, and the Gulf of Mexico. Mangrove islands and occasionally dredge-spoil islands are the preferred nesting habitat for the species. In Florida, the species is found in Florida Bay, Tampa Bay, and Brevard County.	ST
Snail Kite: Rostrhamus sociabilis	Everglade snail kites inhabit shallow freshwater marshes and shallow grassy shorelines of lakes. They can primarily be found in the Kissimmee Valley, St. Johns River headwaters, Lake Okeechobee, Loxahatchee National Wildlife Refuge, Water Conservation Areas 2A, 2B, 3A, 3B, in Broward, Palm Beach and Dade counties; and sections of Big Cypress National Preserve and Everglades National Park.	FE
Black Skimmer: Rynchops niger	The black skimmer inhabits coastal areas in Florida such as estuaries, beaches, and sandbars. Skimmers can be found from the coasts of the northeastern U.S., down to Mexico, and over to the Gulf Coast of Florida. Breeding range is from Southern California, down to Ecuador.	ST
Least Tern: Sternula antillarum	The least tern inhabits areas along the coasts of Florida including estuaries and bays, as well as areas around rivers in the Great Plains. In Florida, the least tern can be found throughout most coastal areas. Outside of Florida, least terns are found along the U.S. Atlantic Coast, mid Atlantic states, and down from Mexico to northern Argentina.	ST
Mammals		
Southeastern Beach Mouse: Peromyscus polionotus niveiventris	The Southeastern beach mouse inhabits sand dunes along the Florida Atlantic Coast from Volusia south to Martin County.	FT

Source: Florida Natural Areas Inventory, 2024; Florida Fish and Wildlife Commission, 2024.

L. Vegetative Communities

Vegetative communities within the City are documented and classified using the 2021-2023 Land Use and Land Cover GIS data from the South Florida Water Management District based on the Florida Land Use, Cover, and Forms Classification System (LULC). The top five land use / land covers in the City are Residential, Tree Crops, Upland Coniferous Forests, Cropland and Pastureland, and Reservoirs. The table below provides the acreage and percentage of each of these land cover categories. All land use/land cover categories can be found on **Map 5-5.**

Table 5 - 5: Land Use/Land Cover

Land Use/Land Cover		Acreage	Percent of Port St. Lucie
Residential		38,245.4	49.7%
Tree Crops		6,582.4	8.5%
Upland Coniferous Forests		4,255.7	5.5%
Cropland and Pastureland		3,355.9	4.3%
Reservoirs		3,296.8	4.3%

Source: South Florida Water Management District, 2023

According to the Land Use/Land Cover analysis, there are a total of 16,166.0 acres or 21.0% of the City that are considered a vegetative community. The acreage for all vegetative communities is in **Table 5-6** and these areas can be seen on **Map 5-5**. These areas are mostly concentrated around the St. Lucie River and the Indian River Lagoon.

Table 5 - 6: Vegetative Communities

Land Use / Land Cover	Acres	Percent
Upland Coniferous Forests	4,255.7	5.5%
Reservoirs	3,296.8	4.3%
Vegetated Non-Forested Wetlands	2,890.9	3.8%
Wetland Hardwood Forests	2,062.6	2.7%
Streams and Waterways	1,109.6	1.4%
Upland Shrub and Brushland	817.4	1.1%
Open Land	499.2	0.6%
Lakes	279.4	0.4%
Upland Mixed Forests	241.7	0.3%
Upland Hardwood Forests	202.7	0.3%
Wetland Coniferous Forests	160.6	0.2%
Bays and Estuaries	152.3	0.2%
Herbaceous (Dry Prairie)	86.8	0.1%
Wetland Forested Mixed	84.3	0.1%
Mixed Rangeland	23.5	0.0%
Slough Waters	2.5	0.0%
Total	**16,166.0**	**21.0%**

Source: South Florida Water Management District, 2019

The LULC map is not parcel based but looks at all vegetative communities within the City limits. Therefore, it is important to note that the acreage identified by the LULC map will not directly correspond to the acreage totals established in future or existing land use maps, which are parcel based.

M. Conservation Mechanisms

1. Protection of Air Quality

The quality of air is measured by the percentage of pollutant parts in the air within a set monitoring time window. the Florida Department of Environmental Protection's Office of Air Monitoring is responsible for conducting this activity throughout the State of Florida. This Office currently has one ambient monitoring location (places that measure air quality/pollution) within St. Lucie County. The site is at 1420 East Midway Road in Fort Pierce, and it measures ozone. The data from the monitoring locations is analyzed according to the Air Quality Index (AQI), which ranks air quality in terms of pollution levels into the following categories: good, moderate, unhealthy for sensitive groups, unhealthy, very unhealthy, and hazardous. In the past 10 years, St. Lucie County's AQI rankings have consistently been recorded as "moderate" or "good" with few exceptions.

2. Protection of Water Quality and Quantity

The City is located within the SFWMD's Upper East Coast Water Supply Planning Area which encompasses Martin and St. Lucie counties as well as the northeastern portion of Okeechobee County. The City has adopted a Water Supply Facility Work Plan to provides for the development of alternative water supply and reuse programs to serve the projected population. The Water Supply Facilities is amended following updates to the SFWMD';s Upper East Coast Regional Water Supply Plan. The Port St. Lucie Utility Systems Department USD has added additional Floridan wells to meet the needs identified in the regional water supply plan and continues to identify and obtain rights to additional potential well sites in preparation for the projected growth.

As the Treasure Coast's largest public utility, Port St. Lucie Utility Systems has been a leader in the reclaimed water industry for more than 20 years. Reclaimed water is highly-treated wastewater used for beneficial purposes, such as irrigation of lawns and golf courses. New developments and recreational sites, such as golf courses, work with the PSLUSD to extend and connect to the reclaimed system. The City is committed to reducing demand through conservation practices and the use of reclaimed water for irrigation purposes. The City provides resources for public education programs for water conservation.

The Westport WWTF Nutrient Reduction Project has received grant funding from FDEP to allow for upgrades to the Westport wastewater treatment plant to meet advanced wastewater treatment (AWT) requirements for nitrogen and phosphorus removal. These upgrades are scheduled for completion in Summer 2027.

A water quality storage treatment project is underway on approximately 1,871 acres at the McCarty Ranch extension area that will take a fallow citrus grove and a 315-acre water impoundment and convert them to a shallow water storage facility consisting of seven reservoirs capable of receiving water diverted from the C-23 Canal. It also will capture an annual average of 53 inches of rain on the property reducing the need to discharge. This project is anticipated to keep up to 21% of excess freshwater C-23 Canal discharges from entering the North Fork of the St. Lucie Areas 1-4 already completed. Areas 5-7 are anticipated to be completed by 2030..

The City of Port St. Lucie Utility Systems Department produces an Annual Water Quality Report, that analyzes the City's potable water system for potential pollutants as required by Florida State Statutes. The potential pollutants that are analyzed are microbiological contaminants, inorganic contaminants, pesticides, herbicides, organic chemical contaminants, and radioactive contaminants. The 2023 report stated that no contaminants exceeded maximum containment level.

The protection of natural groundwater aquifer recharge areas is of great importance, as the City relies entirely on aquifers as its sole source of drinking water. The City will continue to implement development regulations and coordinate with state and federal agencies to ensure the protection of the water supply.

3. Pollution

Environmental pollution can be classified as point or non-point source. Point sources are pollutants that originate from one particular site or source, while non-point source pollution is derived from widely distributed sources. Land use coverage is an indicator of non-point source pollution. Non-point pollution can also be difficult to monitor because of the diffuse nature of the discharges. Sources include septic tanks, pesticides, and fertilizers that are used on crops and lawn, which may eventually leak into the aquifer.

Port St. Lucie regulates pollution and stormwater drainage in compliance with the National Pollution Discharge Elimination System (NPDES) – which is a national program designed to control the pollutants discharged into surface waters. Excess nitrogen and phosphorus can pollute local waterways and cause harmful algae blooms. Fertilizer and landscape debris are nutrient sources that can be controlled to prevent such occurrences. To address these issues, the City passed a stringent fertilizer ordinance (Ordinance 14-10) in 2014 which regulates landscape practices and fertilizer usage.

4. Conservation Programs

Conservation opportunities are enhanced through the public ownership of land. For an area to be considered conservation land by the Florida Natural Areas Inventory (FNAI), a significant portion of the property must be undeveloped and retain most of the attributes one could expect it to have in its natural condition. In addition, the managing agency or organization must demonstrate a formal commitment to the conservation of the land in its natural condition. The City contains 198 acres of city-owned natural preserves, out of a total of 2,940.5 acres of natural acres within city limits. The city also holds 3,909.7 acres for the McCarty Ranch Preserve, Recreation, and Water Quality Project.

a. *Conservation Lands Management and Acquisition Plan*. The City of Port St. Lucie has a Conservation Lands Management and Acquisition Plan which includes an inventory of conservation lands currently under the City's ownership and an inventory of lands that are candidates for purchase under the City's Conservation Trust Fund Program. The City's Conservation Trust Fund was formally established in 1992 through the adoption of Chapter 157: Natural Resource Protection in the City's Land Development Regulations. The funding source for the Conservation Trust Fund is a one-time voluntary contribution that developers pay in lieu of preservation or land donation as established under Chapter 157.

b. *Naturally PSL*. The City of Port St. Lucie launched the Naturally PSL initiative at the 2025 Citizen Summit as a resident-driven program to promote access to nature and neighborhood parks. This initiative evolved from feedback collected in previous summits, where access to natural areas was identified as a top priority in 2023. At the 2024 Citizen Summit, the City collaborated

with residents to co-design solutions for natural area preservation. This effort was recognized by the Bloomberg Harvard City Leadership Initiative as one of 40 programs selected worldwide. Through this process, residents and staff identified over 2,900 acres of natural areas and over 700 acres of land for improvement as green spaces.

Naturally PSL aims to increase awareness of the City's green spaces, support current and upcoming conservation projects, and engage residents in stewardship of natural areas. Key components include park and conservation land improvements; trails mapping and website; Environmental Stewardship Awards; Conservation Corps; Village Green Drive Green Street Festival; and in-person and virtual community meetings.

The Naturally PSL Land Bank Program, a central component of Naturally PSL, is a land bank program that focuses on acquiring, conserving, and activating city land for public use. According to the 2025 Neighborhood Citizen Survey (NCS), 63% of participants strongly support and 27% somewhat support a potential sales tax initiative to acquire land for additional parks, green spaces, water quality, and more.

Funding for land acquisition is derived from multiple sources.

- *Conservation Trust Fund*. Established in 1996, the Conservation trust fund collects a one-time donation in lieu of preservation where lands cannot be preserved on developed site of two (2) acres of greater. The donation amount is determined by the Upland Mitigation Fee per acre, which was last adjusted in 2017, and currently under review for update. The current fund balance is $682,178.
- *Private Donations*. Donations of land parcels or funds may be accepted for public purpose. For example, in the past, the City has provided tax abatements on property tax in exchange for parkland donations, job creation, and other benefits. One example is the Riverland Paseo Park.
- *Fees*. Developer contributions to Special Revenue Funds, including the tree mitigation fund, park impact fee funds, and capital project funds, may support land acquisition indirectly.
- *Grants and Bond Programs*. County, state, and federal programs provide funding for conservation acquisitions, including the St. Lucie County Environmentally Significant Lands (ESL) Program (e.g., Spruce Bluff Preserve and Oxbow Eco-Center), the Florida Communities' Trust (e.g., Florida Forever Program for the Port Preserve and Oak Hammock Park), the Land and Water Conservation Fund, and the Florida Recreation Development Assistance Program (FRDAP).
- *City Funds*. The City utilizes the general fund and land swaps for land acquisitions, including ongoing projects at the PSL Elementary School and Torino Park.

Challenges and Opportunities. Nearly half of all City-owned parcels (47%), including 198 acres of conservation land are not yet open or programmed for public use. Seventeen (17) open space recreation sites purchased with the Conservation Trust Fund in 2005 do not yet have implementation or maintenance plans. To address this, the City has launched the first pilot neighborhood green space project through the Naturally PSL Conservation Corps to demonstrate community-driven activation and stewardship.

The overarching goal of the Naturally PSL Land Bank Program is to acquire, conserve, and activate City land, leveraging a flexible funding structure that combines private donation, grants, and philanthropic contributions. By acquiring and activating an additional 10 public spaces, over 10,000 residents could gain access to a City park within a 10-minute walk.

c. St. Lucie County. In 1991, the St. Lucie Board of County Commissioners formed the Land Acquisition Selection Committee (LASC), which was charged with the task of preparing a proposal for public acquisition or protection of significant natural areas in the County. The LASC still serves as an advisory body to the Board of County Commissioners. In November, 1994, St. Lucie County voters approved a bond referendum authorizing issuance of ad valorem tax bonds, not to exceed $20 million, to participate in state and federal land acquisition programs targeting the protection of natural areas. The St. Lucie County Environmental Lands project began in 1994 with the passage of this local bond program. On December 7, 1995, Spruce Bluff, a 97-acre site along the North Fork of the St. Lucie River, was the first site acquired through the Environmentally Significant Lands program. Since that time, over 7,355 acres have been acquired and more land has been identified for protection through public acquisition, including the Oxbow Eco-Center located in the City.

5. Hazardous Waste Management

Hazardous wastes are corrosive, toxic, flammable, or reactive substances that may harm public health and the environment. The Florida Department of Environmental Protection maintains an inventory of sites that currently have cleanup activities and, according to the October 2024 data, there are no hazardous waste sites within the City of Port St. Lucie classified as a cleanup site.

All residents within St. Lucie County can bring some of their household hazardous waste to the Solid Waste Baling and Recycling Facility at 6120 Glades Cut-Off Road near Ft. Pierce. However, the hazardous waste the facility is able to accept is limited and cannot accept commercially generated hazardous waste.

6. Resilience Planning in St. Lucie County and Port St. Lucie

In 2024, the City of Port St. Lucie entered into a standard grant agreement with the Florida Department of Environmental Protection (FDEP) to prepare a Vulnerability Assessment (VA) in accordance with subsection 380.093, Florida Statutes (F.S.). A contract with a consultant was finalized in April 2025, with project completion anticipated by March 2026.

In October 2020, the Florida Department of Environmental Protection awarded St. Lucie County a $75,000 grant to prepare a Vulnerability Assessment. The City of Port St. Lucie is participated in this effort by serving on the project's steering committee. The County's VA was adopted in Summer 2025.

These assessments focus on identifying risks related to sea level rise and other flood scenarios, including potential impacts to critical infrastructure, public facilities, historic resources, and vulnerable populations.

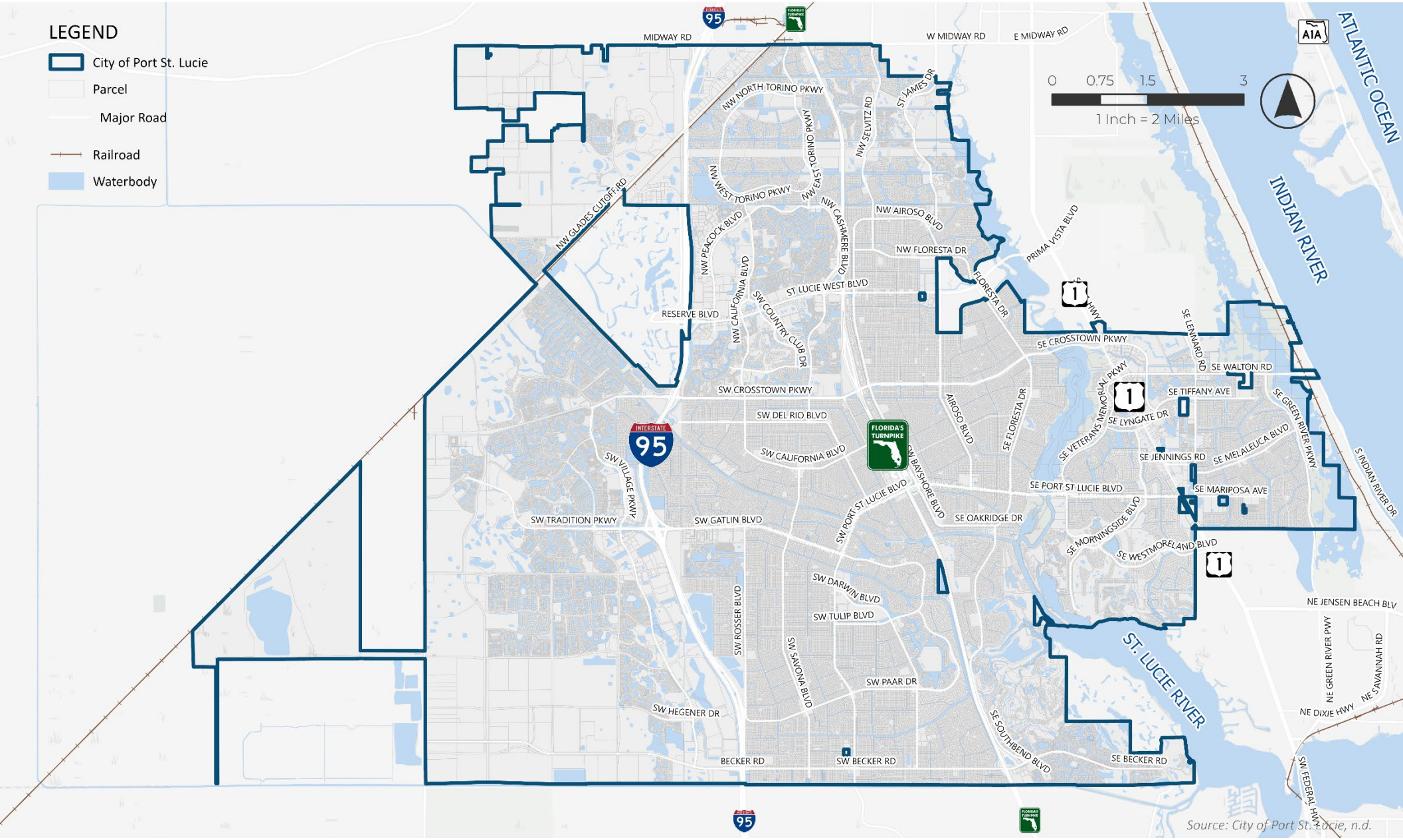
The County's assessment identified a range of natural resource adaptation strategies that are applicable to Port St. Lucie, such as living shorelines, wetland restoration, and enhanced stormwater management. It also emphasized the importance of preserving McCarty Ranch as a key resiliency strategy, recognizing its role as a major stormwater storage facility and water quality improvement project.

Additionally, St. Lucie County received funding from the Florida Department of Commerce's Community Development Block Grant (CDBG) Mitigation Program to complete a Resilience Vulnerability Assessment (RVA) and Regional Resilience Plan (RRP). The CDBG RVA will expand the scope of analysis to include hazards beyond flooding—such as coastal erosion, drought, extreme heat, wildfires, and wind.

The results of the City's Resilient Florida RVA and the County's CDBG RVA will inform the development of the RRP, which will serve as an implementation roadmap for regional adaptation and mitigation efforts. The RRP will include a prioritized list of projects, funding strategies, and policy recommendations. Continued collaboration by the City of Port St. Lucie will be essential to ensure that regional strategies are aligned with local priorities. Together, these documents will provide a foundation for enhancing the City's long-term resilience.

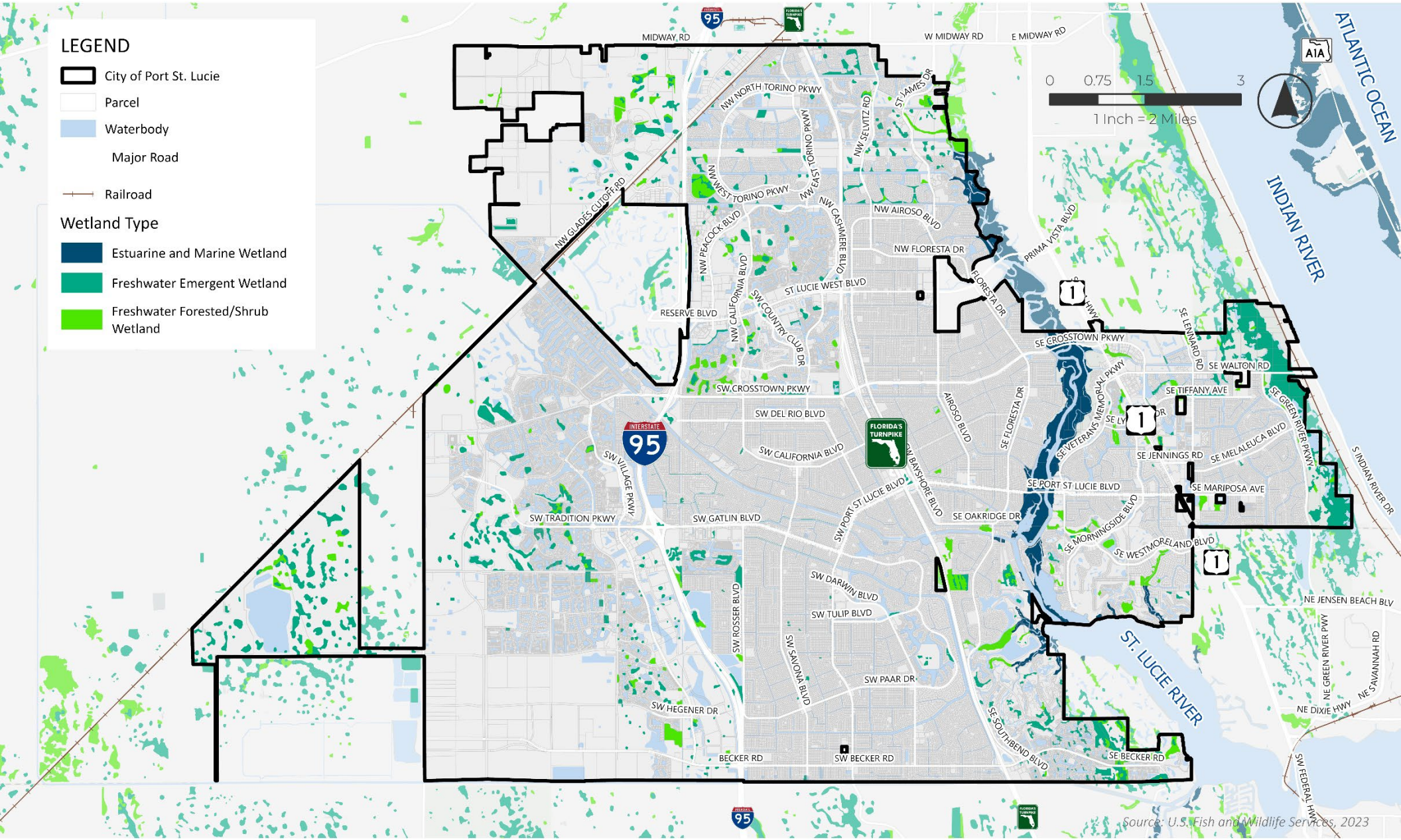
WATERBODIES
COMPREHENSIVE PLAN 2050

MAP 5-1



WETLANDS
COMPREHENSIVE PLAN 2050

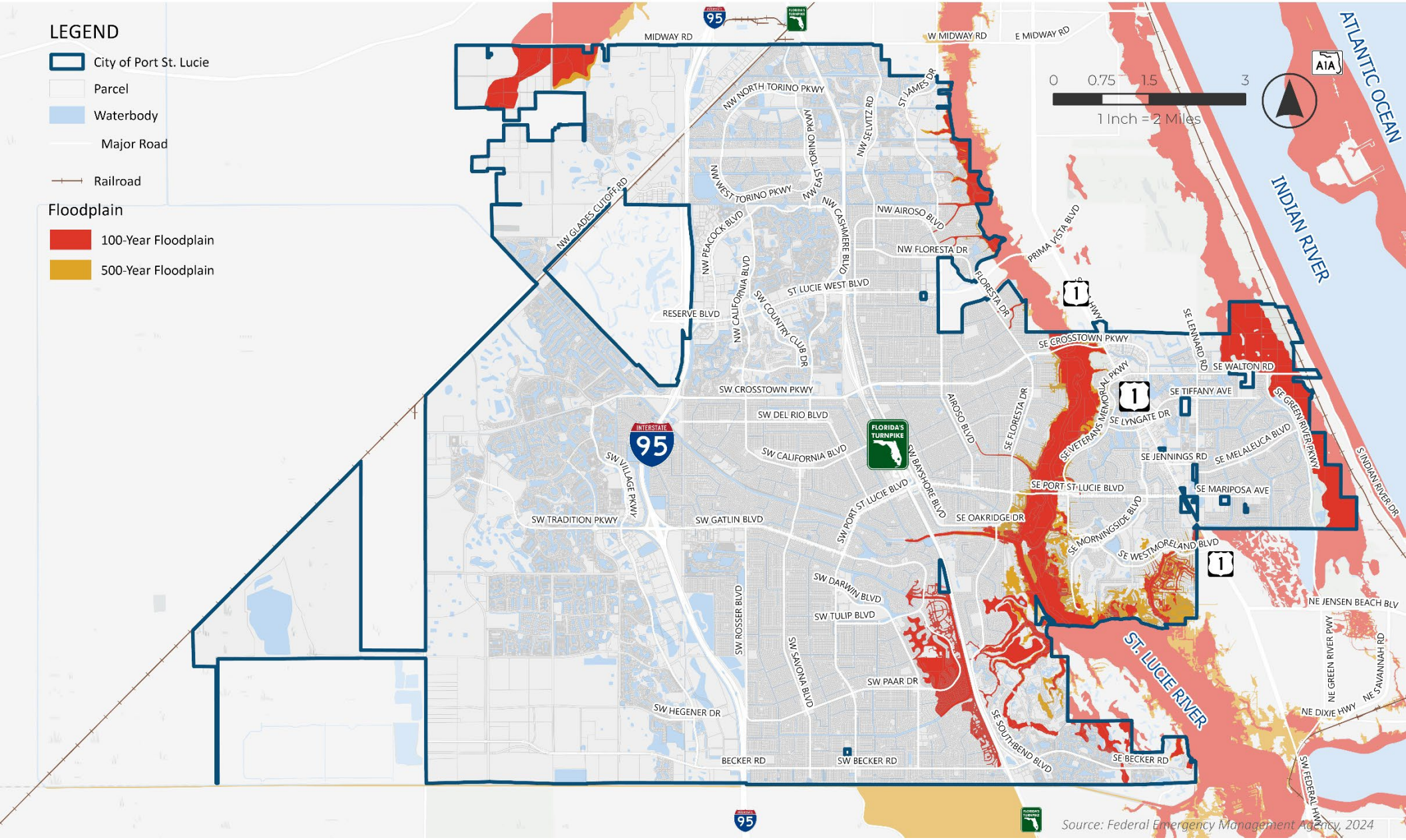
MAP 5-2



Source: U.S. Fish and Wildlife Services, 2023

FLOODPLAINS
COMPREHENSIVE PLAN 2050

MAP 5-3

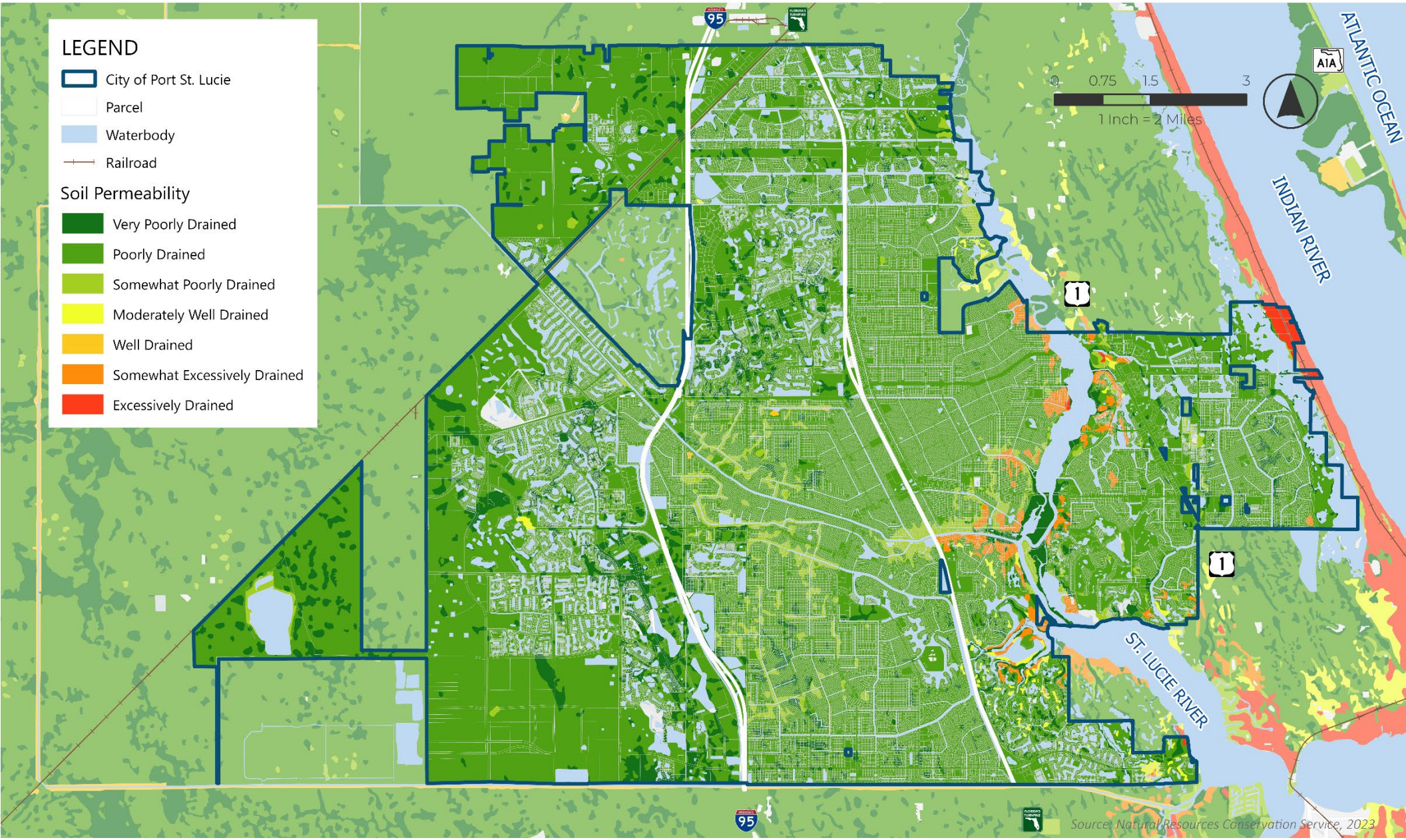


Source: Federal Emergency Management Agency, 2024

SOIL PERMEABILITY

COMPREHENSIVE PLAN 2050

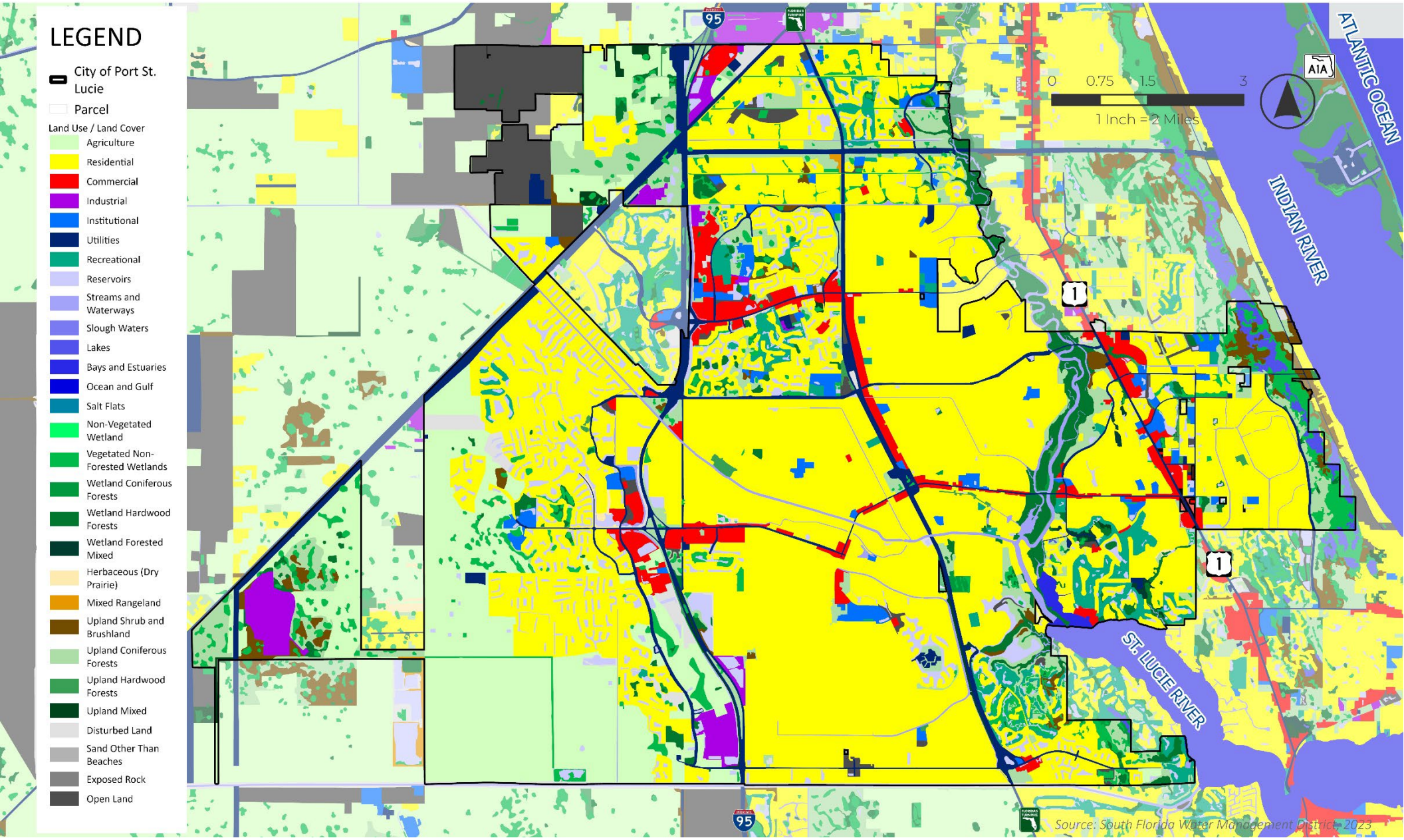
MAP 5-4



LAND USE / LAND COVER

COMPREHENSIVE PLAN 2050

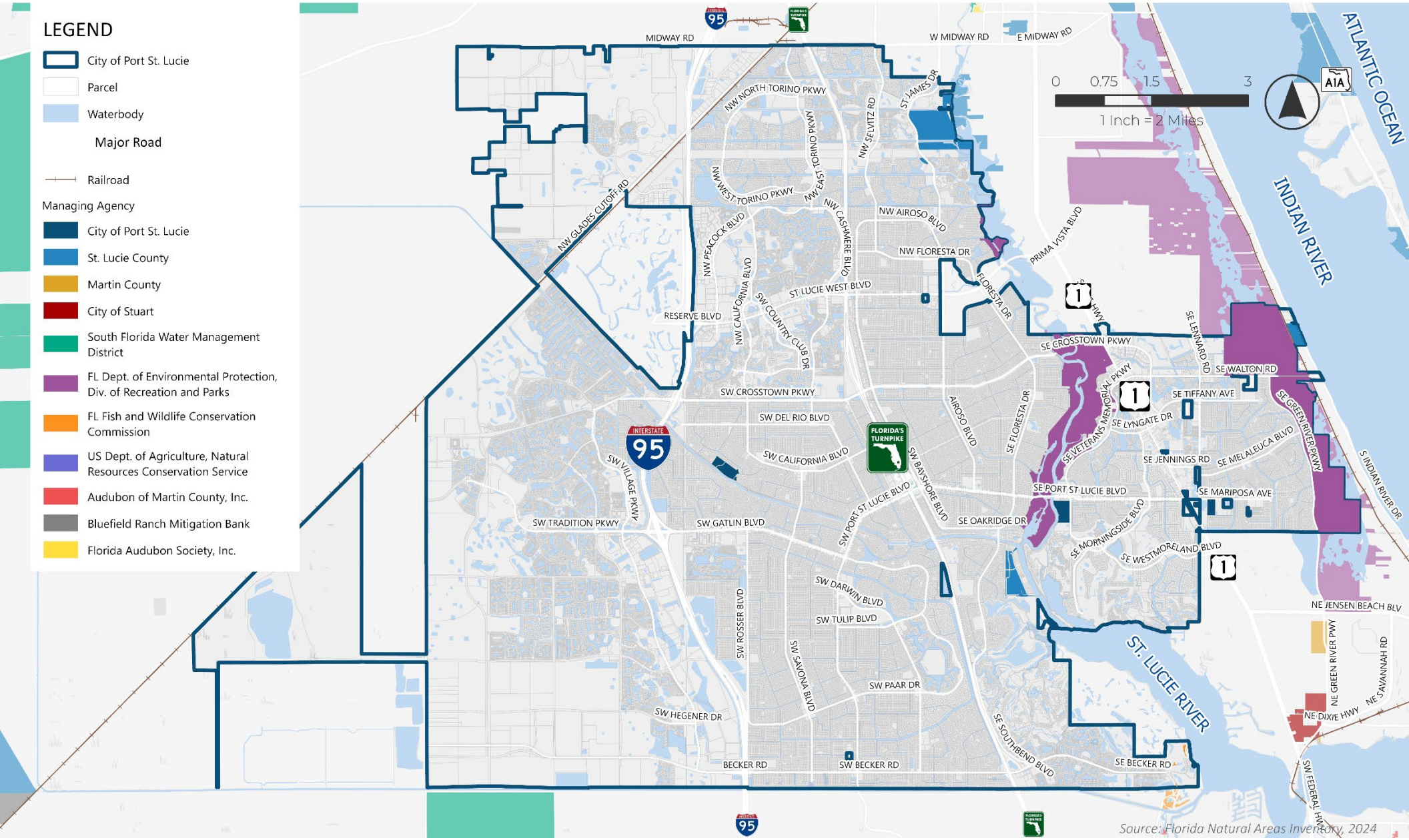
MAP 5-5



CONSERVATION AREAS

COMPREHENSIVE PLAN 2050

MAP 5-6



III. Coastal Management

The City of Port St. Lucie has no direct frontage on the Atlantic Ocean and only a limited stretch of approximately 4,000 linear feet along the Indian River Lagoon (IRL). The North Fork of the St. Lucie River (NFSLR) runs through the city from south to north. This section describes the City's coastal planning area and examines the potential risks associated with its waterfront exposure.

A. Coastal Planning Area

The Port St. Lucie Coastal Planning Area is approximately 11,500 acres in size and is shown on **Map 5-7**.

There are two separate locations where the eastern limits of the City abut the IRL. The first consists of the corridor along Walton Road that terminates at the mean high water of the IRL. This is delineated by the City limits on the north, east and south and by the Florida East Coast railroad on the west. The second area is slightly north of this area and consists of the northeastern corner of the City limits that abuts the IRL. This area is also delineated by the City limits on the north, east and south, and by the Florida East Coast railroad on the west.

Additionally, the City includes in the coastal planning area the portions of the City that abut the NFSLR; and this too consists of two separate areas. The southern area is identified by the City limits on the north and on the south; and by the City limits and U.S. 1 along the east, whichever is westernmost. The western limit is delineated by S.W. Floresta, Southbend Boulevard, S.E. Becker Road and the Florida Turnpike from the north to the south respectively.

The second area abutting the NFSLR is the northeastern corner of the City that abuts the NFSLR. This area is delineated by the City limits on the north, east and south and by N.W. James Drive and S.W. Airoso Boulevard along the west.

1. Natural Resources in the Coastal Planning Area

Immediately interior to the coastal barrier island, located between the barrier island and the Atlantic Coastal Ridge, is the Indian River Lagoon (IRL). The IRL is a linear estuarine system that extends along more than a third of Florida's east coast, over 155 miles, from Ponce de Leon Inlet in Volusia County south to Jupiter Inlet in Palm Beach County. Numerous freshwater wetlands and sloughs undergo a transition into riverine systems that connect directly to the IRL. The lagoon interacts with the saline waters of the Atlantic Ocean through the inlets, providing tidal exchange with fresh water discharged into the lagoon from the inland rivers. Along the IRL, the associated mangrove and salt marsh communities provide valuable filtration, stabilization and habitat and the seagrass beds provide foraging for manatees.

2. Storm Surge Consideration

According to the National Oceanic and Atmospheric Administration (NOAA), storm surge is defined as the "abnormal rise in seawater level during a storm, measured as the height of the water above the normal predicted astronomical tide." NOAA's Sea, Lake and Overland Surges from Hurricanes (SLOSH) model identifies the maximum extent of a community's anticipated storm surge based upon the category of the storm causing the flooding. The SLOSH model for the City of Port St. Lucie can be seen on **Map 5-8**. The map shows that there is potential storm surge for category 1-5 hurricanes for areas along the St. Lucie River.

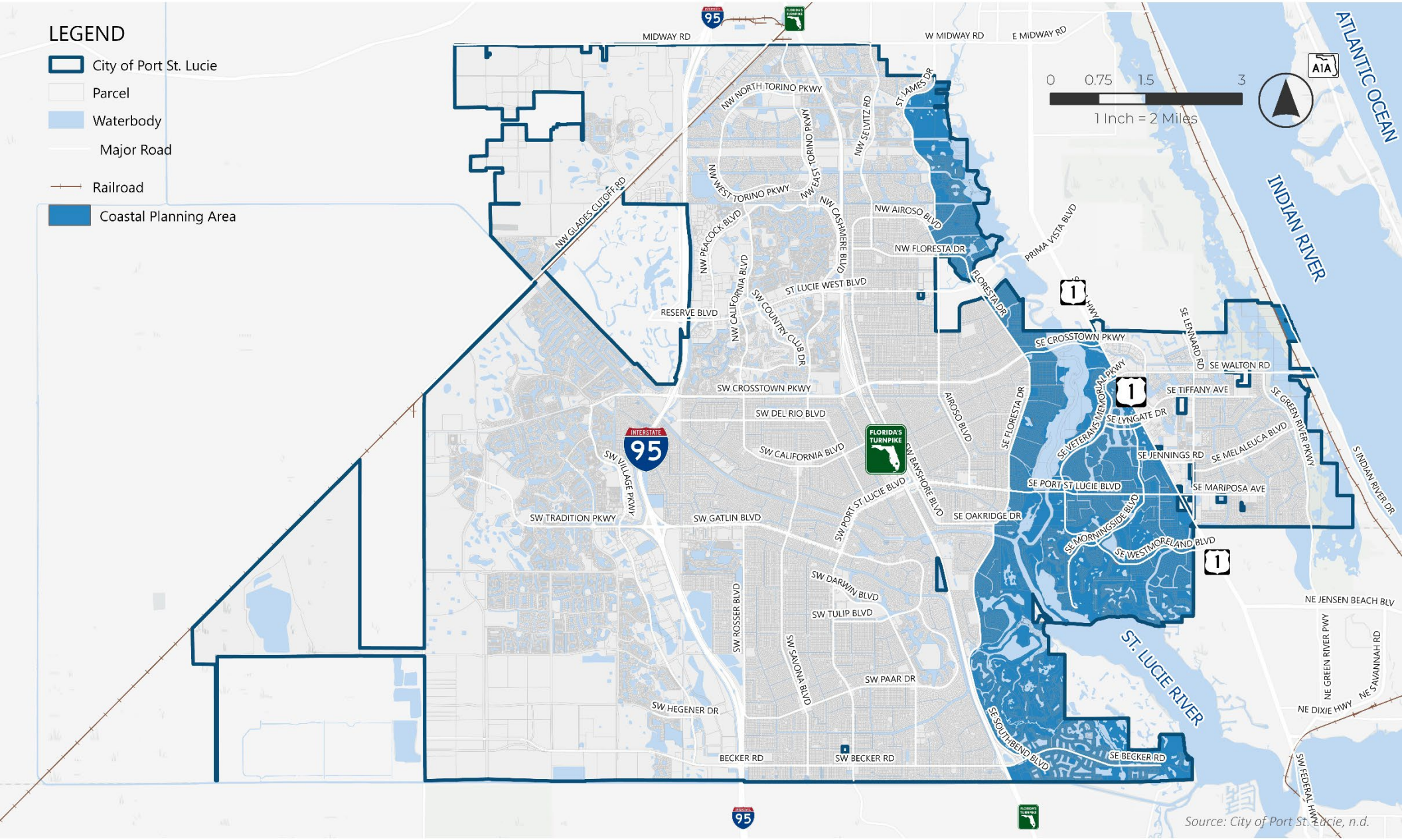
3. Coastal High Hazard Areas

The area projected to experience the most hurricane damage is the coastal high hazard area (CHHA). The coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. The CHHA can be seen in **Map 5-9** and is mainly comprised of undeveloped wetland habitat in the floodplain of the North Fork of the St. Lucie River, and adjacent properties and canals that connect to the St. Lucie River.

COASTAL PLANNING AREA

COMPREHENSIVE PLAN 2050

MAP 5-7

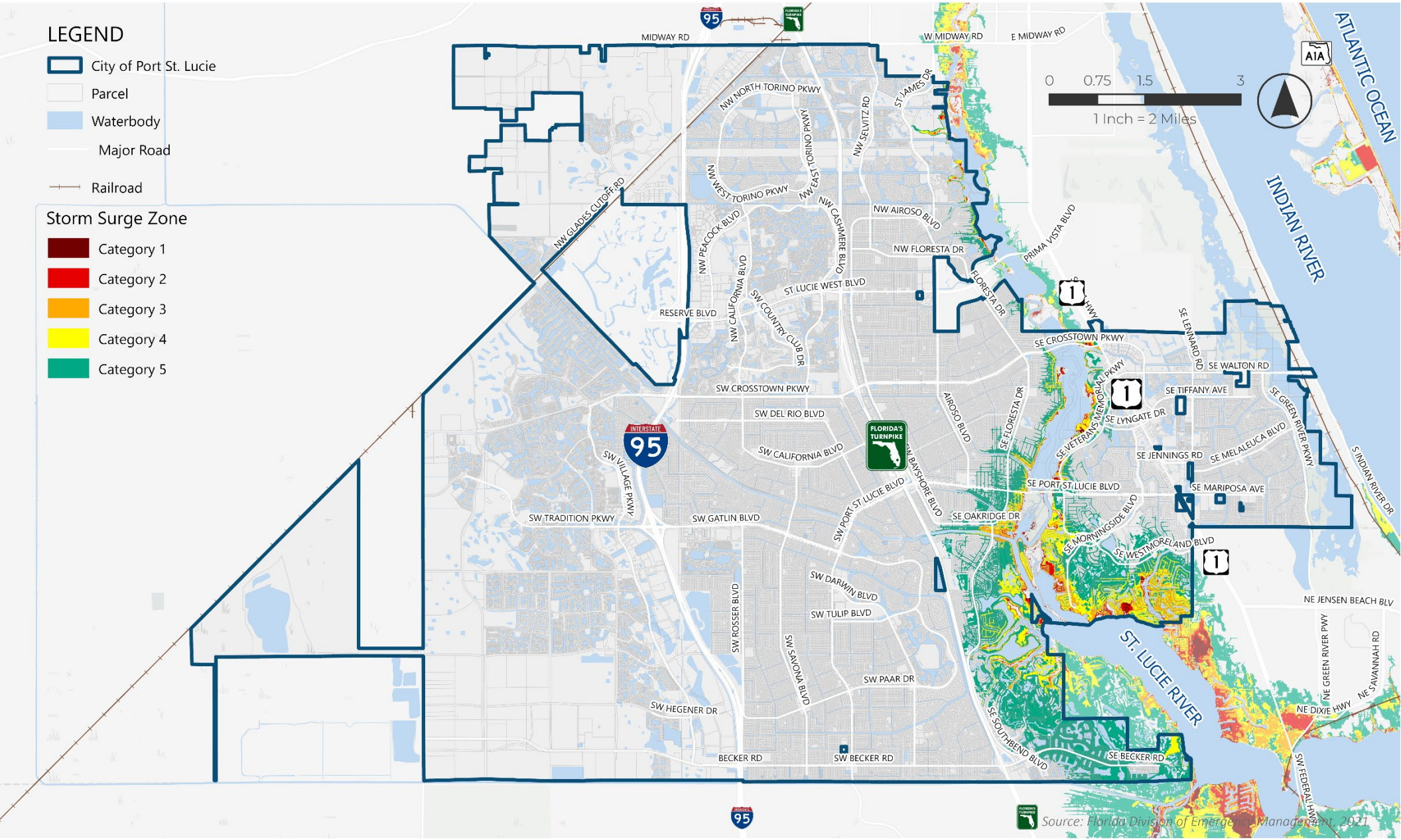


Source: City of Port St. Lucie, n.d.

STORM SURGE ZONES

COMPREHENSIVE PLAN 2050

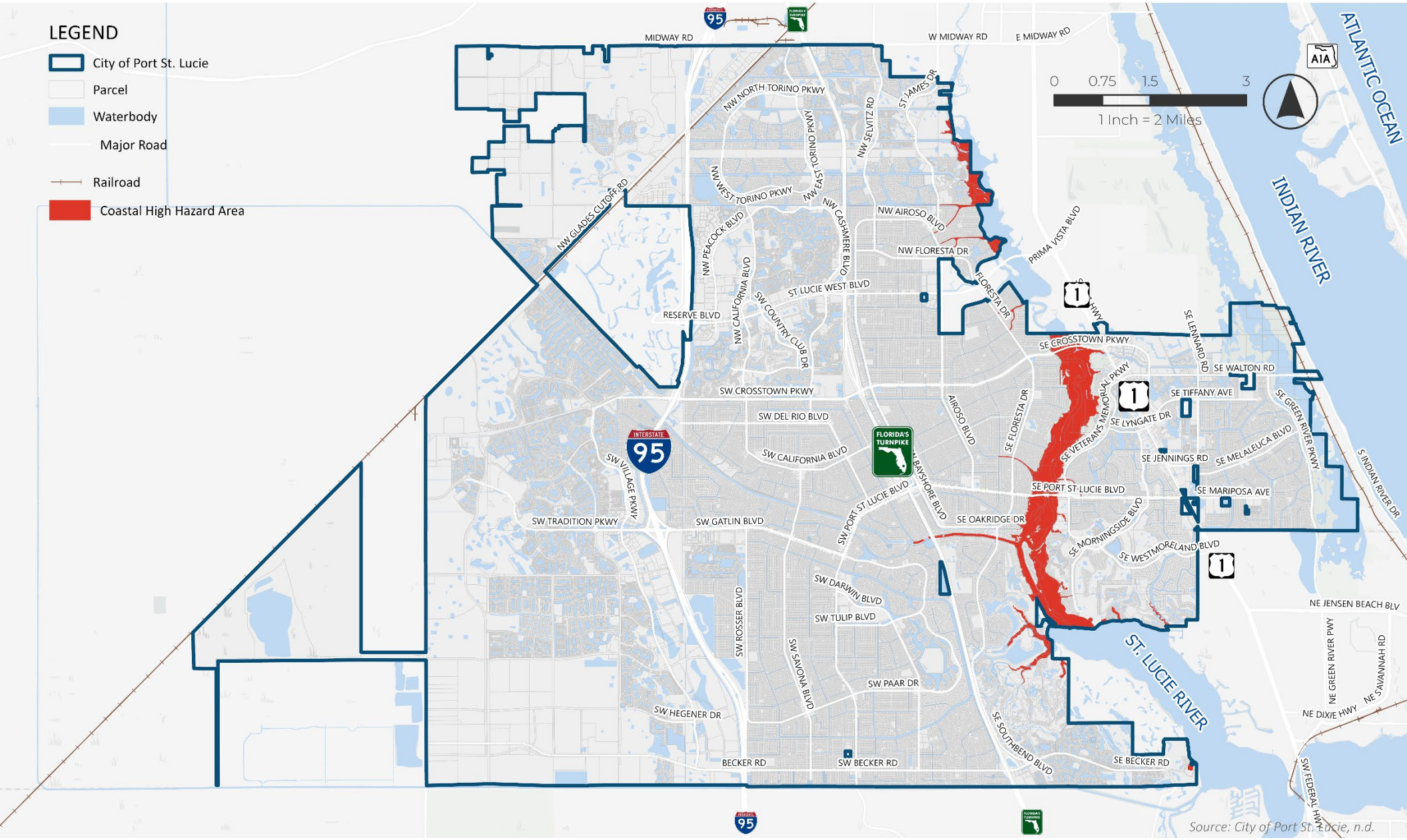
MAP 5-8



COASTAL HIGH HAZARD AREA

COMPREHENSIVE PLAN 2050

MAP 5-9



Source: City of Port St. Lucie, n.d.

B. Existing Conditions within the Coastal Planning Area (CPA)

The following overview of the natural resources, development, infrastructure, and populations found within the Coastal Planning Area (CPA) should not be interpreted as a vulnerability assessment, adaptation action area plan, or resiliency plan. These efforts include extensive and exhaustive assessments of the structural and social assets likely to be impacted by coastal flood-related issues and provide strategies for addressing these impacts. Instead, the following analysis should simply be utilized as a factual basis for future decision making regarding new development within the City's most vulnerable areas prone to flood-related issues and providing the basis for policy development in Port St. Lucie's Comprehensive Plan.

1. Natural Resources

According to the Land Use / Land Cover Analysis data from the South Florida Water Management District approximately 3,915 acres or 34.0% of the Coastal Planning Area is a vegetative community. The vegetative communities within the Coastal Planning Area are listed below and can be found on **Map 5-10**.

Table 5 - 7: Vegetative Communities in the Coastal Planning Area

Land Use / Land Cover	Acres	Percent of CPA
Bays and Estuaries	150.6	1.3%
Herbaceous (Dry Prairie)	11.3	0.1%
Lakes	9.9	0.1%
Open Land	57.0	0.5%
Slough Waters	2.5	0.0%
Streams and Waterways	469.1	4.1%
Upland Coniferous Forests	1,133.7	9.8%
Upland Hardwood Forests	21.9	0.2%
Upland Mixed Forests	12.9	0.1%
Upland Shrub and Brushland	175.2	1.5%
Vegetated Non-Forested Wetlands	401.4	3.5%
Wetland Coniferous Forests	53.1	0.5%
Wetland Forested Mixed	79.2	0.7%
Wetland Hardwood Forests	1,338.2	11.6%
Non-Vegetative Community	7,601.7	66.0%
Total	**11,517.6**	**100.0%**

Source: South Florida Water Management District, 2023

A majority of the LULC classifications listed above are highly productive and diverse habitats. In fact, many of these habitats contain wetland features (as shown **Map 5-10)** which are critical to the health and well-being of an abundance of Florida's vegetation and wildlife.

2. Development and Infrastructure

The following inventory and analysis contains a brief overview of the existing land uses and public facilities within the coastal planning area.

a. Existing Uses

As shown in **Map 5-11** and in **Table 5-9**, much of the Port St. Lucie Coastal Planning Area is currently developed. Existing land uses found within the CPA include a mix of residential and nonresidential activities such as commercial, office/professional, public/institutional, recreation, and rights-of-way and utilities. There is a sizable amount of vacant property within the Coastal Management Area; however, much of this land is likely undevelopable due to wetland regulations. Properties within the CPA are more vulnerable to storm surge and coastal flooding.

Table 5 - 8: Current Uses in the Coastal Planning Area

Use	Acres	Percent of CPA
Single Family Residential	3,110.4	34.1%
Multi-Family Residential	37.2	0.4%
Mobile Homes	0.8	0.0%
Commercial	141.0	1.5%
Office	127.2	1.4%
Industrial	199.7	2.2%
Institutional	1,155.4	12.7%
Recreation	1,801.3	19.7%
Common Area	1,133.1	12.4%
Utilities and Infrastructure	98.2	1.1%
Vacant	1,040.2	11.4%
Total	**9122.9**	**100.0%**

b. Source: St. Lucie County Property Appraiser, 2024Public Infrastructure

The provision, protection, and maintenance of infrastructure is one of the most important functions of local government, as public facilities are critical to supporting the day-to-day operations of its residents and businesses. As such, the disruption or destruction of infrastructure can create significant impacts to the function of a community. Considering that over 11,500 acres of the City are within the Coastal Planning Area, an extensive system of public infrastructure is currently operating within the CPA and thus, is subject to potential damage from coastal flood-related issues. An inventory of the area's most critical and widely utilized infrastructure is provided below. In terms of public infrastructure within the Coastal Planning Area, there are five public schools, which are listed below in **Table 5-10**, one fire station (Station 5), and eight bridges listed below in **Table 5-11**.

Table 5 - 9: Public Schools in the Coastal Planning Area

Name	Level	Address
Southern Oaks Middle School	Secondary	5500 NE St James Dr
Rivers Edge Elementary	Primary	5600 NE St James Dr
Southport Middle School	Secondary	2420 SE Morningside Blvd
Floresta Elementary	Primary	1501 SE Floresta Dr
Morningside Elementary	Primary	2300 SE Gowin Dr

Source: City of Port St. Lucie.

Table 5 - 10: Bridges in the Coastal Planning Area

Roadway	Waterbody
Port St. Lucie Boulevard	C-23 Canal
	E-84 Canal
	C-24 Canal
	St. Lucie River
Oaklyn Street	C-24 Canal
SE Floresta Dr	Elkham Waterway
Ballantrae Boulevard	Howard Creek
SE Westmoreland Boulevard	Howard Creek

Source: City of Port St. Lucie, 2020

3. Vulnerable Populations

For those who reside within Florida's coastal communities, preparing and protecting life and property from significant flood damage is often an annual occurrence—particularly in the event of a major storm. However, some segments of the population are often more vulnerable to experiencing significant disruptions to their lives from coastal flood-related than others. According to the U.S. Climate Resilience Toolkit, vulnerable populations are those which face "uneven exposures and sensitivities to growing coastal risks and limit[ed] adaption options" due to a broad range of socioeconomic factors. Factors which often increase the vulnerability of a household include lacking a motor vehicle, earning below the poverty level, sheltering one or more persons with a disability, and lacking an English-speaking person in the household. These vulnerability conditions were explored within the Port St. Lucie Coastal Planning Area using the demographic analysis tools available on ESRI Business Analyst Online (BAO). The result of this analysis is provided in **Table 5-12** below.

Table 5 - 11: Vulnerable Populations in the Coastal Planning Area

Vulnerability Factor	Number of Households
Total Households	10,898
Owner Occupied Households with No Vehicle[1]	213
Households Earning Below the Poverty Level	979
Households with One or More Persons with a Disability[2]	3,063
Households with No English Speaker	0

[1] This variable was not available for renter occupied households.
[2] The U.S. Census Bureau defines disability broadly as difficulty with one of the following six basic areas of functioning—ambulation, cognition, hearing, independent living, self-care, and vision.

Source: ESRI Business Analyst Online, 2022.

As shown in the table above, there appear to be several potentially vulnerable households within the CPA. The most prominent vulnerability factors within Port St. Lucie's CPA are households earning below the poverty level and those possessing one or more persons with a disability. Households earning below the poverty level are uniquely vulnerable to coastal flood-related events because they may not have the funds needed to make critical repairs, seek emergency medical treatment, or afford temporary shelters like motels. Additionally, households caring for those with disabilities are at greater risk of failing to escape from hazards, losing essential medications or medical devices, or failing to access transportation accommodations necessary for evacuation.

C. Emergency Management

As a coastal community in Florida, the City of Port St. Lucie is constantly striving to improve its emergency management processes and procedures to ensure the safety of its residents. The City has developed and has in place a Comprehensive Emergency Management Plan and has in place a statewide mutual aid agreement. The City also participates in the Unified Local Mitigation Strategy Program and the National Flood Insurance Program. As identified in the St. Lucie County Local Mitigation Strategy Program (LMS), the following hazards pose a risk to the County and the City: floods, hurricanes/tropical storms, tornadoes, severe thunderstorms/lightning, drought, temperature extremes, muck fires, wildfire/urban interface fires and erosion. Hurricanes/tropical storms and floods are given the highest priority.

Hurricanes have the highest potential to occur from June through November; heavy rainfall, high winds, storm surge and widespread flooding may accompany these storms, as well as a potential for associated tornadoes. During a hurricane evacuation, a significant number of vehicles will have to be moved across the local and regional road network. The quantity of evacuating vehicles will vary depending upon the magnitude of the hurricane, publicity and warnings provided about the storm and particular behavioral response characteristics of the vulnerable population. The City must be prepared to evacuate highly vulnerable populations on critical routes, often concurrently with evacuees from inside and outside the County. Hurricanes are rated on the Saffir-Simpson Hurricane Wind Scale based upon five intensities:

Category 1 hurricanes have sustained winds of 74 to 95 mph. These very dangerous winds will produce some damage.

Category 2 hurricanes have sustained winds of 96 to 110 mph. These extremely dangerous winds will cause extensive damage.

Category 3 hurricanes have sustained winds of 111 to 130 mph. Devastating damage will occur.

Category 4 hurricanes have sustained winds of 131 to 155 mph. Catastrophic damage will occur.

Category 5 hurricanes have sustained winds greater than 155 mph. Catastrophic damage will occur.

Source: NOAA

The St. Lucie County Division of Emergency Management provides a coordinating point for management of local emergencies to catastrophic events in and around St. Lucie County. It is the lead organization in coordinating disaster response from a municipal level to state and federal. Recovery planning and financial assistance from the State of Florida and FEMA are established through the Division's emergency operations center. The County disseminates information concerning the need for residents to evacuate at various hurricane threat levels and strives to educate the general citizenry regarding emergency preparedness plans and evacuation shelter assignments.

Public health and safety will receive the first priority in post-disaster emergency permitting decisions. Post-disaster redevelopment should ensure that actions include the following:

1. Repairs to potable water, wastewater and power facilities;

2. Removal of debris from roadways and required infrastructure;

3. Stabilization or removal of any structure which is about to collapse;

4. Minimal repairs to make structures habitable; and

5. Emergency repairs related to environmental damage.

Additionally, post-disaster redevelopment strategic planning should provide a basis to:

1. Ensure a means to restore economic activity;

2. Establish a framework for deciding whether to implement a temporary moratorium on building activity as may be required for public safety;

3. Develop procedures for reviewing and deciding upon emergency building permits;

4. Coordinate with State and Federal officials to prepare disaster assistance applications;

5. Analyze and recommend to the City Council hazard mitigation options, including reconstruction or relocation of damaged public facilities;

6. Recommend amendments to the Local Comprehensive Emergency Management Plan and other appropriate policies and procedures; and

7. Ensuring timely re-entry by residents following an evacuation.

Included in post-disaster redevelopment planning should be the basis for evaluating future options for damaged public facilities following a hurricane or other disaster event; which includes but is not limited to abandonment, repair in place, relocation and reconstruction with structural modifications. The following considerations will impact final determination:

1. Construction and maintenance costs;

2. History of potential for recurring damages;

3. Impacts on land use, the environment, and the public sector;

4. Inclusion in the inventory of the National Register of Historic;

5. Consistency with federal funding provisions; and

6. Consideration of structural integrity and safety.

The following discussion describes the City's evacuation procedures and routes, as well as identify emergency shelters available within St. Lucie County.

a. Evacuation Procedures and Zones

In the event of a significant storm event, those located within coastal communities may be recommended or mandated to evacuate by the St. Lucie County Emergency Management Department depending on the severity of the storm. Evacuation zones within the City are determined by the Florida Department of Emergency Management using storm surge models. These zones, and their location within the City, are described below in **Table 5-13**.

Table 5 - 12: Evacuation Zones

Evacuation Zone	Description
Zone A:	Areas likely to be impacted by storm surge up to 11 feet and thus are ordered to evacuate first
Zone B:	Areas likely to be impacted by storm surge up to 15 feet
Zone C:	Areas likely to be impacted by storm surge up to 20

Evacuation Zone	Description
Zone D:	Areas likely to be impacted by storm surge up to 28 feet
Zone E:	Areas likely to be impacted by storm surge up to 35 feet

Source: Treasure Coast Regional Planning Council, 2016

Residents and visitors seeking to evacuate Port St. Lucie may use one of the nine designated evacuation routes on **Map 5-12** and listed below:

- Becker Road
- Port St. Lucie Boulevard
- Gatlin Boulevard
- US Highway 1
- St. Lucie West Boulevard
- I-95
- Walton Road
- Veterans Memorial Parkway
- Florida Turnpike

b. Evacuation Clearance Times

Calculated clearance times are used by emergency managers as one input to determine when to recommend an evacuation order. This calculation can include the population-at-risk, shadow evacuees, as well as evacuees from other counties anticipated to pass through the county. Clearance time is developed to include the time required for evacuees to secure their homes and prepare to leave, the time spent by all vehicles traveling along the evacuation route network, and the additional time spent on the road caused by traffic and road congestion. Clearance times for St. Lucie County are studied and projected by the Treasure Coast Regional Planning Council (TCRPC) in coordination with the Florida Department of Emergency Management and local governments. To determine estimated clearance times within St. Lucie County, two primary analyses are utilized. The first method of analysis, base evacuation, is performed using a standardized set of data points and assumptions and, therefore, can easily be compared between counties and regional planning councils across the State. Alternatively, an operational evacuation analysis is performed using set a of data points and assumptions determined by each Regional Planning Council, and therefore, is tailored to each region. Clearance time does not relate to the time any one vehicle spends traveling along the evacuation route network, nor does it guarantee vehicles will safely reach their destination once outside the County. Using both base and operational evacuation analyses, the TCRPC has produced three sets of estimated clearance times for St. Lucie County, which are described and presented in the tables below.

1. **Clearance Time to Shelter**: The time necessary to safely evacuate vulnerable residents and visitors to a "point of safety" within the County based on a specific hazard, behavioral assumptions and evacuation scenario. This is calculated from the point in time when the evacuation order is given to the point in time when the last vehicle reaches a point of safety within the county.

2. **In-County Clearance Time**: The time required from the point an evacuation order is given until the last evacuee can either leave the evacuation zone or arrive at safe shelter within the county. This does not include those evacuees leaving the county on their own.
3. **Out of County Clearance Time:** The hours necessary to safely evacuate vulnerable residents and visitors to a "point of safety" outside the county based on a specific hazard, behavioral assumptions, and evacuation scenario. It is calculated from the point an evacuation order is given to the point in time when the last vehicle assigned an external destination exits the county.

Table 5 - 13: St. Lucie County Clearance Times

Clearance Time Type	Evacuation Zone A	Evacuation Zone B	Evacuation Zone C	Evacuation Zone D	Evacuation Zone E
Base Evacuation Clearance Time (Hours)					
Clearance Time to Shelter	12.5	13.0	13.5	15.0	17.5
In-County Clearance Time	13.5	14.5	19.5	25.0	32.5
Out of County Clearance Time	14.5	15.0	19.5	25.0	33.0
Operational Evacuation Clearance Time (Hours)					
Clearance Time to Shelter	6.5	7.0	8.5	11.5	14.5
In-County Clearance Time	9.0	10.5	13.0	20.5	26.0
Out of County Clearance Time	9.5	11.0	14.5	21.0	30.0

Source: Treasure Coast Regional Planning Council, 2016

c. Emergency Shelter

The vulnerable population, or population-at-risk, is defined as the portion of the population living within the county designated evacuation zones. This population is living in areas that are at risk for severe flooding during a storm event.

Evacuees are expected to seek shelter through a variety of means, however, many families and individuals which choose to evacuate from a major storm event may elect to stay at an emergency shelter. St. Lucie County organizes its emergency shelters into three distinct, yet occasionally overlapping, categories. The first is General Population Shelters which are open to the general public. The second category of shelters are categorized as Special Needs Shelters, which are operated in partnership with Florida Department of Health for individuals who require medical assistance for medical conditions that do not meet the requirements for hospitalization. The final type of evacuation shelter is Pet-Friendly Shelters, which allow for limited accommodations for families with pets.

According to the FDEM 2024 Statewide Emergency Shelter Plan, there are currently 25 emergency shelters in St. Lucie County in total. Of these 25, two are Pet-Friendly Shelters and two are Special Needs Shelters. A list of all the emergency evacuation shelters within the County, including their address, operational capacity, and type, is provided in **Table 5-15.**

Table 5 - 14: Emergency Shelters in St. Lucie County

Site Name	Address	Operational Capacity (Spaces)
General Population Shelters		
Bayshore ES	1661 SW Bayshore Blvd Port St Lucie, FL 34984	300
Chester A Moore ES	827 N 29th St Ft Pierce, FL 34947	300
Dan McCarty MS	1201 Mississippi Ave Ft Pierce, FL 34950	-
Floresta ES	1501 SE Floresta Dr Port St Lucie, FL 34983	300
Ft Pierce Central HS	4101 S 25th St Fort Pierce, FL 34981	1,100
Indian River State College	3002 Avenue D Fort Pierce, FL 34947	350
Lakewood Park ES	7800 Indrio Rd Ft Pierce, FL 34951	300
Manatee Academy K-8	1450 SW Heatherwood Blvd Port St Lucie, FL 34986	-
Mariposa ES	2620 SE Maripose Ave Port St Lucie, FL 34952	-
Morningside ES	2300 SE Gowin Dr Port St Lucie, FL 34952	300
Oak Hammock K-8	1251 SW California Blvd Port St Lucie, FL 34953	2,714
Parkway ES	7000 NW Selvitz Rd Ft Pierce, FL 34983	300
Samuel S Gaines K-8	2250 S Jenkins Rd Fort Pierce, FL 34947	560
Savanna Ridge ES	6801 Lennard Rd Port St Lucie, FL 34952	-
Treasure Coast HS	1000 SW Darwin Blvd Port St Lucie, FL 34953	1,100
Weatherbee ES	800 E Weatherbee Rd Fort Pierce, FL 34982	-
West Gate K-8	1050 NW Cashmere Blvd Port St Lucie, FL 34986	560
Windmill Point ES	700 SW Darwin Blvd Port St Lucie, FL 34953	-
Manatee Academy K-8	1450 SW Heatherwood Blvd Port St Lucie, FL 34986	1,423
Samuel S Gaines K-8	2250 S Jenkins Rd Fort Pierce, FL 34947	2,163
West Gate K-8	1050 NW Cashmere Blvd Port St Lucie, FL 34986	2,213
General Population Operational Capacity Subtotal		**13,983**
Special Needs Shelters		
Havert L Fenn Community Center	2000 Virginia Ave Ft Pierce, FL 34982	500
Port St Lucie Community Center	2195 SE Airoso Blvd Port St Lucie, FL 34984	290
Special Needs Operational Capacity Subtotal		**790**
Pet Friendly Shelters		
Ft Pierce Westwood HS	1801 Panther Ln Ft Pierce, FL 34947	750
Village Green Environmental Studies School	1700 SE Lennard Rd Port St Lucie, FL 34952	-
Pet Friendly Operational Capacity Subtotal		750
Operational Capacity Total		**15,523**

Source: Statewide Emergency Shelter Plan, FDEM, 2024

A special needs shelter is a temporary emergency facility capable of providing care to residents whose medical condition exceeds the capabilities of the Red Cross Shelter but is not severe enough to require hospitalization. Health Department medical staff supports these shelters. The State of Florida Division of Emergency Management, Department of Health, local emergency management agencies, and health care agencies have worked together over the last decade to establish Special Needs Shelter standards, protocols and technical assistance that can be integrated into the Florida

Emergency Management System. Although not referenced in the Statewide Regional Evacuation Study, the City has identified the Port St. Lucie Community Center as a backup special needs shelter with a capacity of 290.

d. St. Lucie Nuclear Power Plant

The Florida Power and Light (FPL) St. Lucie Nuclear Power Plant is located on south Hutchinson Island only a few miles from the City's eastern boundary. The population within the 10 mile emergency planning zone (EPZ) to the nuclear power plant is considered at greatest risk of exposure to radiation and radioactive materials in the unlikely event of an emergency. State and local officials, together with FPL, have prepared a detailed emergency plan for people within the 10 mile EPZ of the plant.

Nuclear energy production is monitored closely by the Nuclear Regulatory Commission (NRC), a federal agency. Daily inspections are conducted at the St. Lucie Plant to guarantee compliance. Several identical safety systems are in place so that if one fails, others automatically go to work. The purpose of radiological emergency preparedness is to protect people from the effects of radiation exposure after an accident at a nuclear power plant. Evacuation is the most effective protective measure because it protects the whole body (including the thyroid gland and other organs) from all radionuclides and all exposure pathways. However, in situations when evacuation is not feasible, in-place sheltering is substituted as a protective action. In addition, administering potassium iodide is a reasonable, prudent, and inexpensive supplement to both evacuation and sheltering. When the population is evacuated out of the area, and potentially contaminated foodstuffs are interdicted, the risk from further radioactive iodine exposure to the thyroid gland is essentially eliminated.

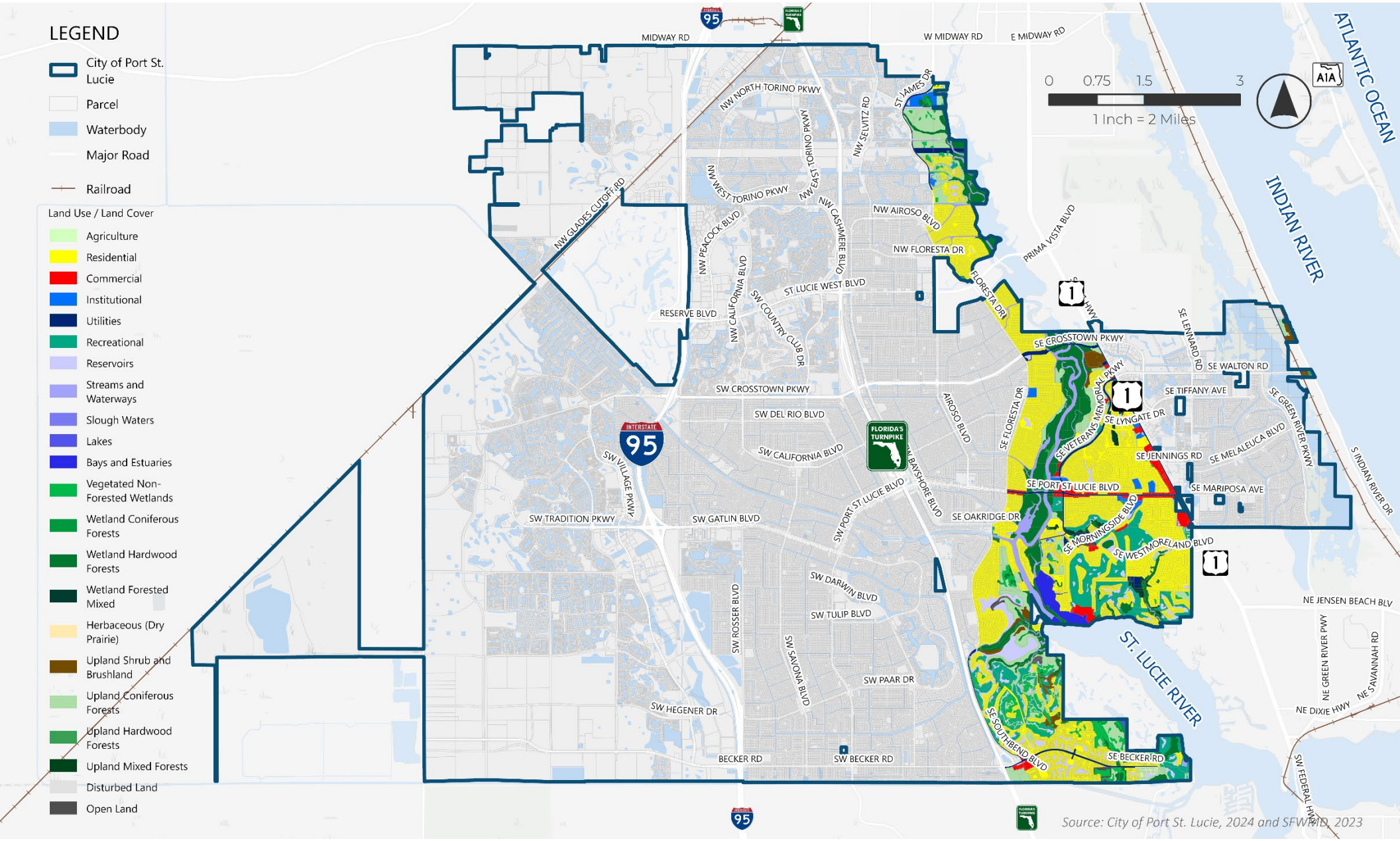
In the unlikely event of radiation contamination, the environmental impacts could range from modest to catastrophic on a wide ranging, long term scale dependent on the type and scope of event triggering a release of contamination. Long term commitments at the federal level will be required in the event of a significant emergency. At the local level, the City and County should continue to endorse the beach nourishment efforts to repair and stabilize the segment of critically eroded beach that is recognized as a threat to the power plant and should consider all current technological advances to address radiation exposure when periodically updating their CEMP.

1. **Procedural** - Outreach and education, real estate disclosure.
2. **Protection** - "Hard" and "soft" structurally defensive measures.
3. **Accommodation** - Altering the design and use of structures to handle flooding.
4. **Strategic Relocation** - Incremental relocation development to safer areas.
5. **Avoidance** - Directing new development away from vulnerable areas.

LAND USE / LAND COVER IN CPA

COMPREHENSIVE PLAN 2050

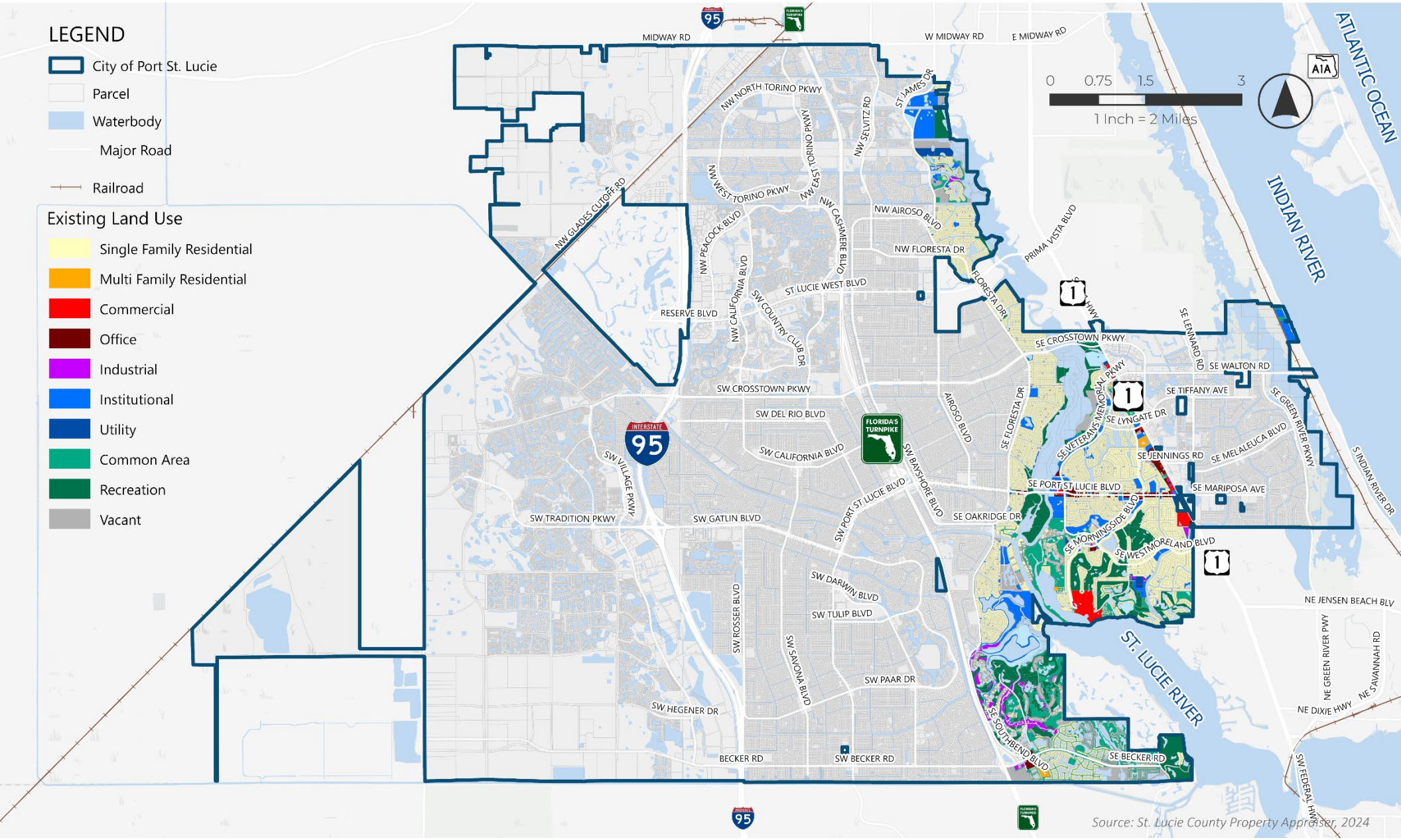
MAP 5-10



EXISTING LAND USE IN THE CPA

COMPREHENSIVE PLAN 2050

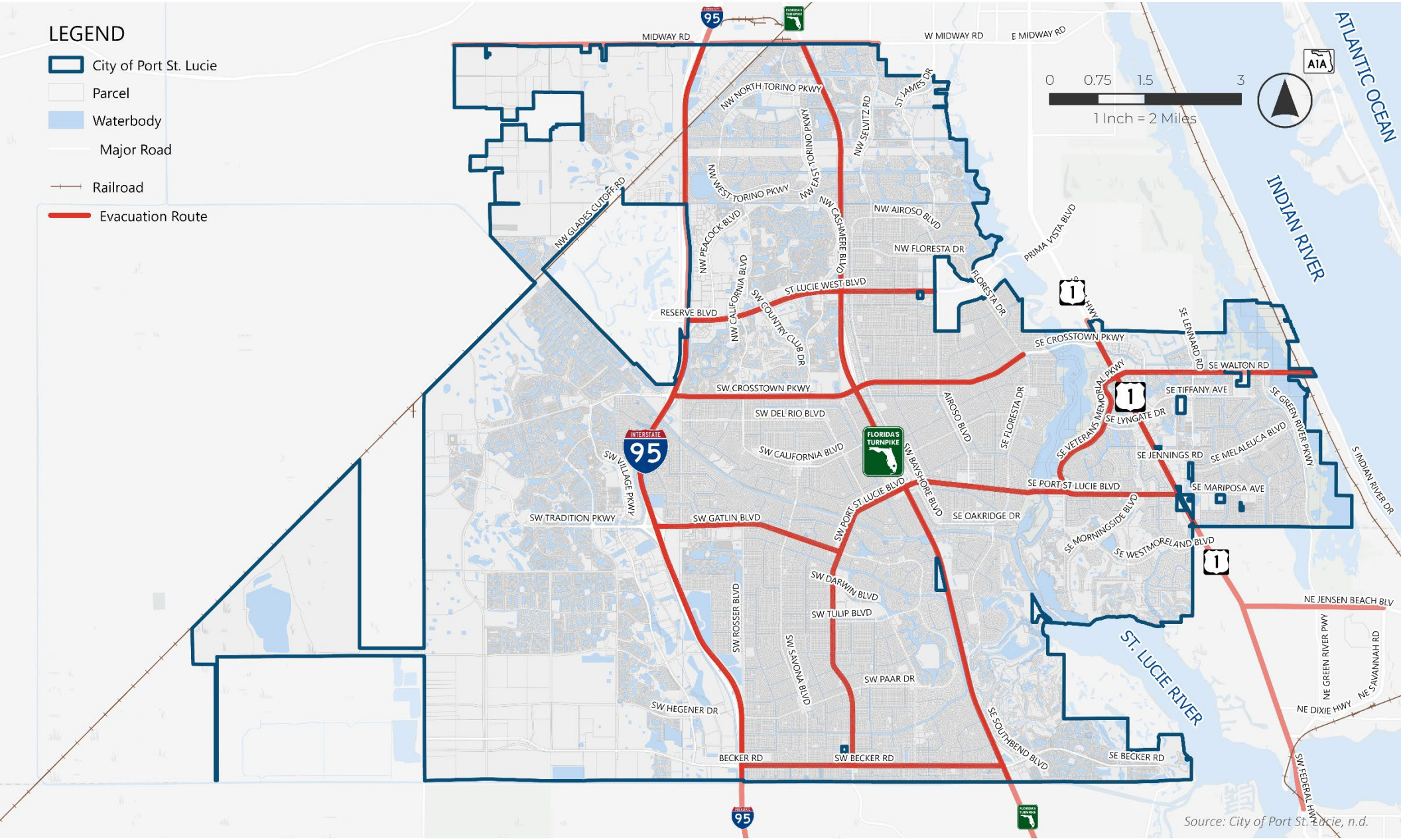
MAP 5-11



EVACUATION ROUTES

COMPREHENSIVE PLAN 2050

MAP 5-12



D. Potential Impacts of Future Development within the CPA

Much of the City's projected economic and population growth is not anticipated to occur within the Coastal Planning Area as evidenced by the less than 1,000 vacant acres in the Coastal Planning Area and large amounts of dwelling units allocated to the Developments of Regional Impact outside of the coastal planning area. However, it is important to examine the potential future development that could occur within the City's Coastal Planning Area.

1. Future Land Use

The future land use categories that are present within the Coastal Planning Area and their acreages are listed below in **Table 5-17** and can be seen on **Map 5-13**. The two largest future land use categories within the Coastal Planning Area are the Residential Golf Course and the Low Density Residential future land use categories which comprise approximately 60% of the coastal planning area.

Table 5 - 15: Future Land Use in the CPA

Future Land Use	Acres	Percent of CPA
Residential Golf Course	2,587.4	22.5%
Low Density Residential	4,272.1	37.1%
Medium Density Residential	144.1	1.3%
High Density Residential	16.9	0.1%
Residential - Office - Institutional	112.8	1.0%
Commercial Limited	51.9	0.5%
Commercial Highway	6.8	0.1%
Commercial General	242.0	2.1%
Commercial Service	47.9	0.4%
Institutional	164.6	1.4%
Conservation Open Space	557.0	4.8%
Preservation Open Space	1,348.1	11.7%
Recreational Open Space	1,304.2	11.3%
Utility	124.6	1.1%
Water	540.5	4.7%
Total	**11,520.8**	**100.0%**

Source: City of Port St. Lucie, 2024

2. Natural Resources

As identified and discussed within land use / land cover analysis of the CPA, 42.5% of the CPA is a diverse mixture of natural habitats. This diverse set of habitats includes a number of uplands, wetlands, and waterbody types. The natural habitats offer

3. Water-Dependent and Water-Related Uses

The City's adjacency to natural water bodies can be a significant driver for the local economy. However, properties located along the waterfront are finite in number and thus, should be encouraged to develop in a manner which capitalizes on their proximity to hydrological features without harming nearby natural resources.

4. Public Facilities

Continued maintenance and protection of infrastructure and public facilities will be required to ensure a resilient response to potential natural disasters. Continued coordination with utility providers, federal, state, and other government agencies with be essential to effective disaster response planning in Port St. Lucie.

5. Emergency Evacuation and Shelters

Evacuations and shelters are important functions of emergency planning. As the City continues to grow in population, the need for coordination between the Treasure Coast Regional Planning Council, St. Lucie County and the City will increase. These efforts should be focused on identifying ways to prevent the degradation of local evacuation times and to increase the volume and capabilities of County shelters.

6. Coastal Flooding

Based on storm surge models produced by the National Oceanic and Atmospheric Administration the City of Port St. Lucie has the potential for storm surge during Category 1-5 hurricanes. This means Port St. Lucie needs to be prepared for emergency response and limit future potential development and flood prone areas.

E. Estuarine Pollution

The St. Lucie River and Estuary Basin is located in southeast Florida in Martin, St. Lucie, and Okeechobee Counties. The St. Lucie Estuary is a major tributary to the Southern Indian River Lagoon. The basin is an ecologically important area where water quality is affected by freshwater runoff from agricultural and urban sources in the watershed and Lake Okeechobee. To address the nutrient impacts in this important basin, the Florida Department of Environmental Protection adopted Total Maximum Daily Loads to reduce the watershed nutrient inputs to the river and estuary. In response to the adopted Total Maximum Daily Loads a Basin Management Action Plan was developed to address the water quality of the St. Lucie River and Estuary.

IV. Future Considerations

As the City continues to develop, it must protect its natural resources to ensure these areas remain for generations to come and protect coastal areas from natural disasters. The following considerations will be emphasized as the City envisions the next 20 years.

A. Conservation Future Considerations

1. Enhance the Protection of the Indian River

Protecting and restoring the Indian River Lagoon is a top priority within the St. Lucie River Watershed. The City has committed to projects that reduce discharge-related contamination by implementing measures to remove pollutants before they enter the river. To further these efforts, the City will continue implementing and collaborating on programs that protect and enhance the ecological integrity of the Indian River while minimizing harmful discharges.

2. Protecting and Restoring Critical Habitats for Endangered and Threatened Species.

The City is committed to developing a habitat conservation and restoration plan focusing on the protection of critical habitats for threatened and endangered species that are listed in this element. As

part of this initiative, the City will implement monitoring programs to assess species populations, promote public education on wildlife conservation, and encourage collaboration with local, state, and federal agencies to support habitat restoration efforts.

3. Expand Household Hazardous Waste Management and Disposal Options.

The City will explore opportunities to expand hazardous waste collection programs by establishing additional drop-off locations, continuing the periodic household hazardous waste collection events, and providing mobile collection services in underserved areas. The City will consider partnerships with neighboring counties to increase disposal capacity.

4. Incorporate Soil Suitability in Land Use Planning and Development Decisions.

Areas with poorly drained soils, especially those in floodplains, wetlands, or near surface waters will be prioritized for conservation or low-impact development. The City will apply mitigation measures to reduce environmental impacts and promote nature-based solutions for better stormwater management and soil stability during development.

B. Coastal Management Considerations

1. Vulnerability Assessment

The City is currently preparing a Vulnerability Assessment to enhance its preparedness for natural disasters. This assessment will include a Hydrologic and Hydraulic modeling analysis task, identify high-risk areas, evaluate critical infrastructure, and prioritize improvements to enhance resilience. Completion of the Vulnerability Assessment will allow the City to apply for implementation project funding from FDEP and will improve the City's eligibility for other federal and state grants dedicated to disaster preparedness and mitigation. The City will also contribute to the County's CDBG Vulnerability Assessment and Regional Resiliency Plan preparation as part of the Steering Committee.

2. Strengthen Coastal Resilience and Mitigation Strategies for Vulnerable Areas.

The City is committed to establishing a coastal resilience strategy that focuses on reducing the vulnerability of the Port St. Lucie coastal planning area to sea level rise, storm surge, and flooding. This strategy includes regular updates to land use policies to discourage development in the Coastal High Hazard Area and other vulnerable zones. Additionally, the City will consider enhancing the stormwater management system to handle extreme events and prioritize the restoration of natural coastal buffers, such as mangroves and wetlands, to help mitigate storm surge. A key component of this effort is the continued preservation of McCarty Ranch, which provides critical stormwater storage capacity and supports water quality improvements. The City will also increase public awareness through education programs on flood risks, evacuation plans, and property-level mitigation measures, and encourage regional collaboration with neighboring municipalities to address shared coastal challenges.

3. Enhance Support for Vulnerable Populations.

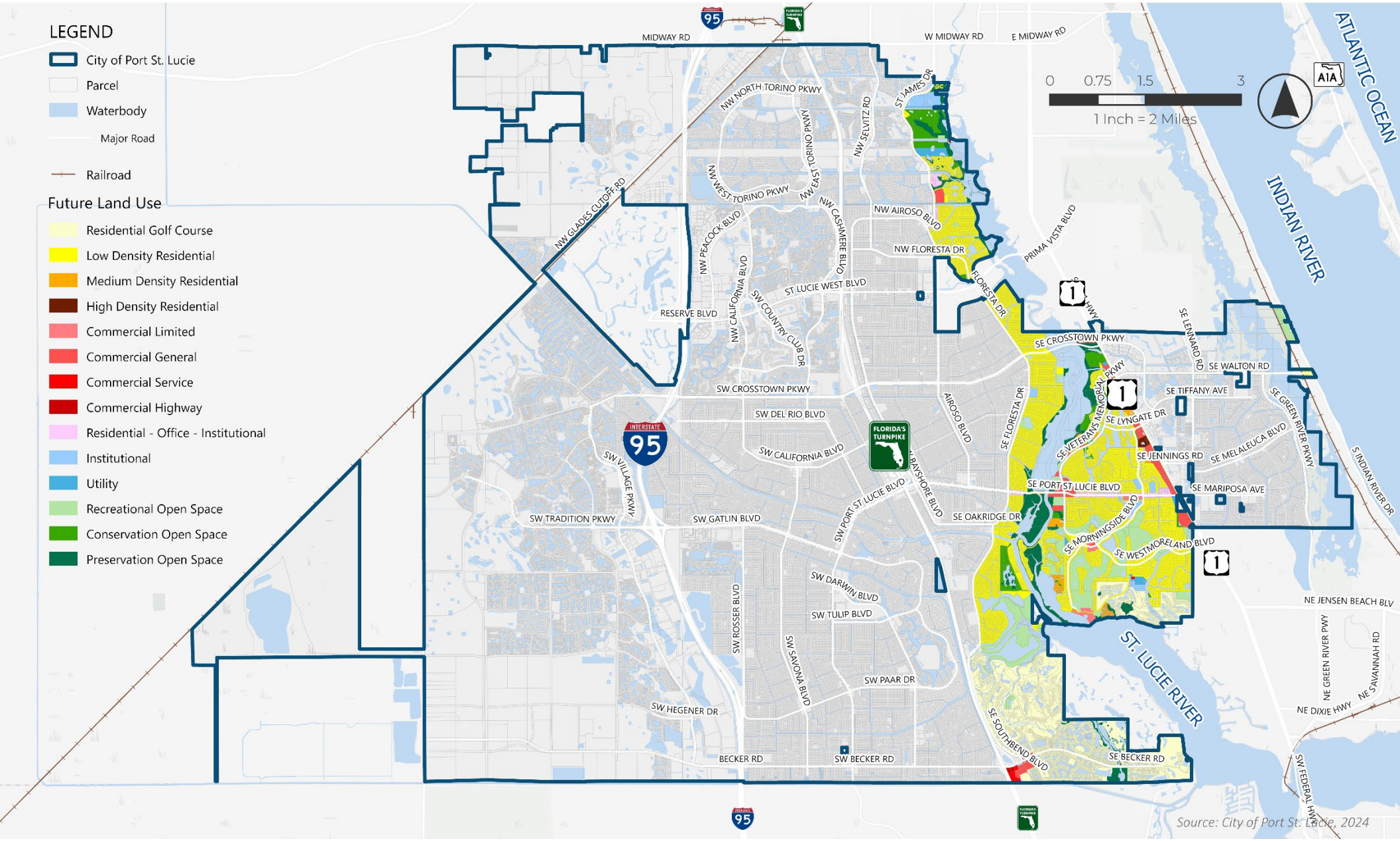
The City is committed to developing targeted outreach and support programs to help vulnerable populations in the Port St. Lucie Coastal Planning Area better prepare for and respond to coastal flood risks. This may include providing financial assistance for flood mitigation measures, emergency repairs, or temporary shelters for low-income households. The City will collaborate with local social services, healthcare providers, and community organizations. Additionally, the City will provide multilingual

resources and outreach to ensure that non-English-speaking residents receive the necessary information and support during coastal emergencies.

FUTURE LAND USE IN CPA

COMPREHENSIVE PLAN 2050

MAP 5-13



CONSERVATION AND COASTAL MANAGEMENT

5

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 5.1. COASTAL MANAGEMENT

~~GOAL 5.1:~~ The City shall maintain and enhance the social, natural, and economic resources of the Port St. Lucie Coastal Planning Area ~~through the regulation of~~ by regulating development activities that ~~w~~could ~~damage or destroy such~~ degrade these resources, ~~or threaten~~endanger human life, ~~and~~ or lead~~cause~~ to unnecessary public expenditures in areas ~~subject to destruction by~~ vulnerable to natural disasters.

Continue to protect the natural resources of the coastal area through the implementation and strengthening of existing environmentally related laws, the assignment of appropriate future land use designations, and providing for mitigation of development impacts.

OBJECTIVE 5.1.1.	COASTAL PLANNING AREA NATURAL RESOURCES ~~Objective 5.1.1:~~ The City shall continue to protect the natural resources of the Coastal Planning Area through the implementation and strengthening of existing environmentally related laws, the assignment of appropriate Future Land Use designations and providing for mitigation of development impacts.

Policy 5.1.1.1. ~~Policy 5.1.1.1:~~ The City shall limit future development in the Coastal Planning Area ~~should be limited~~ to those land uses which are resource dependent or compatible with the physical and environmental characteristics of the Coastal Planning Area, or to those uses which can occur without degradation of important environmental values or interfere with legal public access to coastal ~~area~~ shorelines.

Policy 5.1.1.2. ~~Policy 5.1.1.2:~~ In developing land use policies for shoreline uses, first priority should be directed toward:

a. Non-structural shoreline protection uses such as native shoreline re-vegetation programs;

b. Approved water-dependent shoreline uses such as: fish and wildlife production, recreation, pervious accessways, small dock facilities and residential multi-slip dock facilities without commercial fuel tanks or other commercial services;

c. Lowest priority should be directed to non-water dependent uses.

Policy 5.1.1.3. ~~Policy 5.1.1.3:~~ The City may continue to monitor all credible climate change data and what direct and potential effects this may have on the coastal planning area and natural resources. Based on this data the City may evaluate and update the resource protection standards of the Land Development Code and this plan as necessary.

OBJECTIVE 5.1.2.	**PROTECT ESTUARINE BEACHES** ~~Objective 5.1.2:~~ The City shall continue to protect estuarine beaches and shoreline vegetation through the establishment and enforcement of existing land development regulations and construction standards that minimize the impacts of man-made structures on beach or shoreline vegetation, or coastal wetlands, and restore altered beaches or vegetation.

Policy 5.1.2.1. ~~Policy 5.1.2.1:~~ The City shall continue to enforce regulations which prohibit the alteration of estuarine beaches located within the City~~,~~ and require restoration of degraded beaches as part of the site plan approval process for all new development and redevelopment.

OBJECTIVE 5.1.3.	**COASTAL HIGH HAZARD AREAS** ~~Objective 5.1.3:~~ The City shall direct population concentrations away from known or predicted coastal high hazard areas and limit public expenditures that subsidize development permitted in high-hazard areas except for restoration or enhancement of natural resources.

Policy 5.1.3.1. ~~Policy 5.1.3.1:~~ The coastal high hazard area shall be defined pursuant to Chapter 163.3178(2)(h), F.S., as the area below the elevation of the category 1 storm surge line as established by a Sea, Lakes, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Policy 5.1.3.2. ~~Policy 5.1.3.2:~~ Within six months of the conclusion of each annual hurricane season, the City shall review the status of lands within its corporate limits and determine whether any areas of the City meet the criteria of a coastal high hazard area.

Policy 5.1.3.3. ~~Policy 5.1.3.3:~~ The City shall, through land use designation and development review, regulate and limit the type of uses in the designated coastal high hazard area. Protection of human life and protection

of natural resource systems should be maximized. ~~The City may direct population concentrations away from known or predicted High Hazard Areas.~~

Policy 5.1.3.4. ~~Policy 5.1.3.4:~~ The City shall consider relocation, mitigation, or replacement of infrastructure in the coastal high hazard area as appropriate and when funding becomes available.

Policy 5.1.3.5. ~~Policy 5.1.3.5:~~ The City ~~will~~ shall continue to partner with St. Lucie County ~~the U.S. Army Corps of Engineers~~ to ~~conduct a~~implement the results of the Vulnerability Assessment~~Coastal Storm Risk Management Study by 2025~~ to ~~better understand~~mitigate the potential impacts of sea level rise as possible.

Policy 5.1.3.6. The City may direct population concentrations away from known or predicted High Hazard Areas.

OBJECTIVE 5.1.4.	**HURRICANE CLEARANCE TIMES** ~~Objective 5.1.4:~~ The City shall coordinate with the County and neighboring communities to maintain or reduce hurricane clearance times identified for St. Lucie County in the most recent~~2010~~ Statewide Regional Evacuation Study for the Treasure Coast Region.

Policy 5.1.4.1. ~~Policy 5.1.4.1:~~ The City shall maintain, throughout the planning period, the high level, operational scenario estimated clearance time to shelter of 12 hours, and in-County clearance time of 25 hours as i~~n~~dentified in the most recent ~~2010~~ Statewide Regional Evacuation Study for the Treasure Coast Region for St. Lucie County.

Policy 5.1.4.2. ~~Policy 5.1.4.2:~~ The City shall continue to implement City ~~road~~ local improvements identified in the St. Lucie County Local Mitigation Strategy Project Prioritization List to facilitate hurricane evacuation.

Policy 5.1.4.3. ~~Policy 5.1.4.3:~~ The City shall provide all hurricane evacuation studies and plans to the TCRPC, adjacent counties, St. Lucie County and all other municipalities within St. Lucie County for consistency with regional and local plans before their adoption and implementation.

OBJECTIVE 5.1.5.	**POST-DISASTER REDEVELOPMENT PLANS** ~~Objective 5.1.5:~~ The City shall participate in the prepara~~e~~tion and update of post-disaster redevelopment plans that will reduce or eliminate the exposure of human life, public property, and private property to natural hazards.

Policy 5.1.5.1. ~~Policy 5.1.5.1:~~ The City ~~may~~ shall maintain and update, as needed, the~~ir~~ City's Comprehensive Emergency Management Plan.

Policy 5.1.5.2. ~~Policy 5.1.5.2:~~ After a hurricane, but before re-entry of the population into evacuated areas, the City Council should meet to hear preliminary damage assessments, appoint a Recovery Task Force and consider a temporary moratorium on building activities not necessary for the public health, safety, and general welfare.

Policy 5.1.5.3. ~~Policy 5.1.5.3:~~ The City's Office of Emergency Management ~~Team~~ shall coordinate disaster preparation and recovery measures.

Policy 5.1.5.4. ~~Policy 5.1.5.4:~~ The City shall maintain a Recovery Plan that addresses ~~Task Force may review and decide upon~~ emergency building permits; coordinate with state and federal officials to prepare disaster assistance applications; analyze and recommend to the City Council hazard mitigation options including reconstruction or relocation of damaged public facilities; develop a redevelopment plan; and, recommend amendments to the comprehensive plan, Local Comprehensive Emergency Management Plan, and other appropriate policies and procedures.

Policy 5.1.5.5. ~~Policy 5.1.5.5:~~ Immediate repair and cleanup actions needed to protect the public health and safety include repairs to potable water, wastewater, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and minimal repairs to make dwellings habitable. These actions shall receive first priority in permitting decisions. Long-term redevelopment activities shall be postponed until the Recovery Task Force has completed its tasks.

Policy 5.1.5.6. ~~Policy 5.1.5.6:~~ If rebuilt, structures that suffer damage more than fifty percent of their appraised value shall be rebuilt to meet all current requirements including those enacted since construction of the structure.

Policy 5.1.5.7. ~~Policy 5.1.5.7:~~ The Office of Emergency Management, in coordination with other departments, ~~Recovery Task Force~~ shall review all interagency hazard mitigation reports and make recommendations for amendments to the comprehensive plan accordingly.

Policy 5.1.5.8. ~~Policy 5.1.5.8:~~ The City may provide the basis for evaluating future options for damaged facilities following a hurricane or other disasters. Post disaster redevelopment plan options may include but are not limited to, abandonment, repair in place, relocation, and reconstruction with structural modifications. Future options should at a minimum consider the following:

a. ~~1.~~ History of and potential for future recurring damages;

b. ~~2.~~ Impacts on land use, the environment, and the public sector;

c. ~~3.~~ Consistency with federal, state and other applicable provisions; and

d. ~~4.~~ Consideration of structural integrity and safety.

Policy 5.1.5.9. ~~Policy 5.1.5.9:~~ The City shall consider hazard mitigation initiatives when determining capital improvement expenditures.

Policy 5.1.5.10. ~~Policy 5.1.5.10:~~ The City shall mitigate hazards through the regulation of building practices, floodplains, stormwater management and sanitary sewer facilities.

Policy 5.1.5.11. ~~Policy 5.1.5.11:~~ The City shall continue to identify areas in need of redevelopment including unsafe conditions to reduce exposure to risk to public and private property and human life.

OBJECTIVE 5.1.6.	SHORELINE ACCESS
	~~Objective 5.1.6:~~ The City may continue to provide adequate access to shorelines, including parking facilities for shoreline access.

Policy 5.1.6.1. ~~Policy 5.1.6.1:~~ New development shall maintain existing public access to the lagoon or NFSLR. New shoreline development and redevelopment shall show ~~on their site plans~~ existing access ways on their site plans and the proposed development shall continue that access way, relocate it on the site, or donate it to the City according to the 1985 Coastal Zone Protection Act.

Policy 5.1.6.2. ~~Policy 5.1.6.2:~~ The City, with the County, should prioritize new park purchases and park development, with emphasis on parks that would provide public access to coastal ~~area~~ waters and include parking facilities and access to a state or county road where possible.

Policy 5.1.6.3. ~~Policy 5.1.6.3:~~ The City may increase shoreline access ~~of current 2011 levels~~ where possible and prevent the loss of existing ~~the amount of~~ public access to lagoon or river shorelines and coastal resources consistent with estimated public needs based on the most recent population estimate.

OBJECTIVE 5.1.7.	HISTORIC RESOURCES
	~~Objective 5.1.7:~~ Provide for the protection, preservation and sensitive reuse of public and private historic resources to ensure that the City does not experience a loss of historic resources.

Policy 5.1.7.1. ~~Policy 5.1.7.1:~~ Review and revise, as needed, existing regulations that provide for identification of historic and archaeological resources, encourage historic preservation, provide for sensitive reuse, permit excavation by the Division of Historic resources as an alternative prior to development, and prevent vegetation removal to prevent a loss of historic resources within the City.

Policy 5.1.7.2. ~~Policy 5.1.7.2:~~ The City may consider accepting donations of historic or archaeological sites.

Policy 5.1.7.3. ~~Policy 5.1.7.3:~~ The City may, on an annual basis, determine and map any structures or sites that meet the criteria for historic resources as defined within the City's Land Development Regulations and provide a list to appropriate agencies.

OBJECTIVE 5.1.8.	LEVELS OF SERVICE IN COASTAL AREAS
	~~Objective 5.1.8:~~ The level of service standards and phasing of infrastructure adopted for the entire City in the Capital Improvements Element and other elements of this Comprehensive Plan shall apply to the coastal planning area.

Policy 5.1.8.1. ~~Policy 5.1.8.1:~~ The level of service standards shall be applied whenever development orders or permits are requested for development in coastal planning areas.

GOAL 5.2. CONSERVATION

~~GOAL 5.2:~~ The City of Port St. Lucie shall conserve, protect, and manage the natural resources of the City in a manner which maximizes their functions and purposes.

OBJECTIVE 5.2.1.	AIR QUALITY ~~Objective 5.2.1:~~ Air quality within Port St. Lucie should meet or surpass National Ambient Air Quality Standards (NAAQS) for all pollutants measured by the Florida Department of Environmental Protection (FDEP).

Policy 5.2.1.1. ~~Policy 5.2.1.1:~~ The City should obtain the DEP annual Air Quality Report and confer with the FDEP on the source(s) of air quality violations and the proper abatement methods. If needed, coordinate with the FDEP in their efforts to enforce clean air standards.

Policy 5.2.1.2. ~~Policy 5.2.1.2:~~ The City may develop, where possible, bicycle and pedestrian paths to reduce vehicle use and the associated ~~toxic~~ pollutants.

Policy 5.2.1.3. ~~Policy 5.2.1.3:~~ The City may review implementable measures that would effectively reduce greenhouse gas emissions, and as financially feasible, enact effective measures to reduce emissions generated by City government operations and by policies ~~effecting~~affecting community-wide functions.

Policy 5.2.1.4. ~~Policy 5.2.1.4:~~ The City may facilitate development that maximizes energy efficiency and sustainability. This may include implementing Land Development Code standards promoting land use patterns and development techniques that reduce the total fossil fuel energy required to build and maintain uses, including standards that promote mixed land use patterns, urban infill, public transit and provisions for non-motorized interconnections between uses to reduce auto dependence and vehicle miles traveled.

Policy 5.2.1.5. ~~Policy 5.2.1.5:~~ The City may provide public information on the reduction of heat island effects in urban areas and reduction of air conditioning needs in structures through appropriate placement of canopy shading.

Policy 5.2.1.6. ~~Policy 5.2.1.6:~~ The City may preserve and enhance the City's physical and aesthetic character and environment by:

a. ~~1.~~ Preventing untimely and indiscriminate removal or destruction of trees.

b. ~~2.~~ Providing recognition to single-family residential homeowners for tree retention.

c. ~~3.~~ Providing protection for large trees.

d. ~~4.~~ Restricting the removal of trees on undeveloped land prior to the review of a specific development proposal.

Policy 5.2.1.7. ~~Policy 5.2.1.7:~~ The City may implement the recommendations contained in the City of Port St. Lucie Tree Planting Plan for the U.S. Conference of Mayors Climate Protection Agreement to achieve a sustainable urban forest that contains a mix of tree species and ages in order to use the forest's ability to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, and increase property values.

OBJECTIVE 5.2.2.	**WATER QUALITY AND QUANTITY** ~~Objective 5.2.2:~~ The City shall strive to conserve, appropriately use, and protect the quality and quantity of current and projected water sources and waters that flow into estuarine waters or oceanic waters to provide for the maintenance or improvement of water quality.

Policy 5.2.2.1. ~~Policy 5.2.2.1:~~ The City may ensure that surface water management systems be designed and operated consistent with and the City's adopted Level of Service Standard.

Policy 5.2.2.2. ~~Policy 5.2.2.2:~~ The City may ~~provide for~~include open space as a part of the requirements for all development and redevelopment to promote shallow water aquifer recharge and stormwater filtration.

Policy 5.2.2.3. ~~Policy 5.2.2.3:~~ The City may work towards further education of the public regarding various methods of water conservation at the household and small business level.

Policy 5.2.2.4. ~~Policy 5.2.2.4:~~ The City may, based on new technologies that become available, examine and revise, if needed, land development regulations that require water conserving landscape design, with minimum native vegetation requirements.

Policy 5.2.2.5. ~~Policy 5.2.2.5:~~ The City shall continue to enforce the adopted "Wellfield Protection Ordinance," and restrict activities that adversely affect water quality and quantity.

Policy 5.2.2.6. ~~Policy 5.2.2.6:~~ The City shall c~~C~~ontinue to implement Utility Service Areas (USAs) for water and sewer program development to protect the City's water resources.

Policy 5.2.2.7. ~~Policy 5.2.2.7:~~ The City may coordinate with the South Florida Water Management District in the development and updates of the District's Upper East Coast~~Regional~~ Water Supply Plan.

Policy 5.2.2.8. ~~Policy 5.2.2.8:~~ The City shall~~may~~ cooperate with the South Florida Water Management District to conserve water resources in emergencies and during declared water shortages.

Policy 5.2.2.9. ~~Policy 5.2.2.9:~~ The City may coordinate with the FDEP, the SFWMD, the County, other local municipalities and appropriate agencies in alternative water supply planning efforts.

OBJECTIVE 5.2.3.	ESTUARINE WATERS ~~Objective 5.2.3:~~ The City shall strive to conserve, appropriately use and protect the environmental quality and living marine resources of estuarine waters through the following policies and enforcement of the Land Development Code.

Policy 5.2.3.1. ~~Policy 5.2.3.1:~~ The City may continually evaluate the setback, landscape and buffer standards in the Land Development Code and update any portion of the standards that do not adequately protect the County's estuarine and marine resources.

Policy 5.2.3.2. ~~Policy 5.2.3.2:~~ The City shall continue to strictly enforce regulations that direct development away from floodplains and provide upland buffers along the floodplain.

Policy 5.2.3.3. ~~Policy 5.2.3.3:~~ all new marina projects should be compatible with the City's Natural Resource Protection Code~~s~~.

Policy 5.2.3.4. ~~Policy 5.2.3.4:~~ Retain river islands in public ownership through designation in the Preservation/Open Space category to serve as green areas, bird roosting, nesting, and feeding areas and, when appropriate, water-oriented recreation areas.

Policy 5.2.3.5. ~~Policy 5.2.3.5:~~ The City shall review, revise, and continue to enforce land development regulations consistent with those of the SFWMD and the DEP without exemptions which prohibit new point sources of run-off from discharging into the Indian River Lagoon or the North Fork of the St. Lucie River (NFSLR) for less than the 25-year storm event, and prohibit structures which constrict water circulation.

Policy 5.2.3.6. ~~Policy 5.2.3.6:~~ The City may institute a public education program targeted at known problem areas regarding dumping of debris and maintenance of stormwater swales.

Policy 5.2.3.7. ~~Policy 5.2.3.7:~~ The City shall update master drainage plans and programs that examine quality and quantity of stormwater~~,~~ and prioritize improvements for the Capital Improvements Plan and Capital Improvements Element.

OBJECTIVE 5.2.4.	SOILS AND MINERALS ~~Objective 5.2.4:~~ The City shall conserve, appropriately use and protect the natural functions and purposes of soils and minerals through the following policies and enforcement of the Land Development Code.

Policy 5.2.4.1. ~~Policy 5.2.4.1:~~ The City shall consider topographic, hydrologic and vegetative cover factors, and appropriate excavation and filling techniques to reduce erosion in the site plan review process of proposed developments.

Policy 5.2.4.2. ~~Policy 5.2.4.2:~~ The City may review possible revisions to existing mining regulations to better address water use plan, appropriate buffering, and rededication requirements of new mining operations.

Policy 5.2.4.3. ~~Policy 5.2.4.3:~~ The City may enforce land development regulations requiring the establishment and maintenance of buffers between mining activities and adjacent existing and future uses.

OBJECTIVE 5.2.5.	**CONSERVATION AND PROTECTION** ~~Objective 5.2.5:~~ Conserve, appropriate use and protect fisheries, wildlife, wildlife habitat, marine habitat, and native vegetative communities, including forests and wetlands through the following policies and enforcement of the Land Development Code.

Policy 5.2.5.1. ~~Policy 5.2.5.1:~~ The City shall continue to enforce standards for open space, wildlife and habitat preservation in conjunction with residential and commercial development.

Policy 5.2.5.2. ~~Policy 5.2.5.2:~~ The City may implement guidelines and recommendations in the adopted City of Port St. Lucie Conservation Lands Management and Acquisition Plan to allow for the purchase and management of preservation areas in the City.

Policy 5.2.5.3. ~~Policy 5.2.5.3:~~ The City shall require listed species ~~review existing measures for species identification and protection to ensure requirements exist for site~~ surveys prior to development and management plans for identified species per the City's adopted Natural Resource Protection Code.

Policy 5.2.5.4. ~~Policy 5.2.5.4:~~ The City may prohibit the development of marinas in designated manatee critical habitat.

Policy 5.2.5.5. ~~Policy 5.2.5.5:~~ The City may utilize the recommendations of the ~~County's~~ Boating Facility Siting Plan within the County's Manatee Protection Plan ~~should be utilized~~ for the identification of those areas most appropriate for the location of additional boat ramps for access to coastal waters.

Policy 5.2.5.6. ~~Policy 5.2.5.6:~~ The City shall review, revise as needed, and continue to enforce land development regulations that protect native vegetative communities from destruction by development activities.

Policy 5.2.5.7. ~~Policy 5.2.5.7:~~ The City shall ~~may~~ require all nuisance and invasive exotic vegetation (e.g. Brazilian pepper, Australian pine and Melaleuca) be removed and eradicated at the time of development or significant redevelopment of all site plan projects, for both nonresidential use and residential projects.

Policy 5.2.5.8. ~~Policy 5.2.5.8:~~ The City may consider clustering, micro-siting of structures or other protective mechanisms to preserve~~,~~ wetlands, wetland functions, and other native vegetative communities or protected species habitats.

Policy 5.2.5.9. ~~Policy 5.2.5.9:~~ The City shall review, revise, and continue to enforce land development regulations which at a minimum require a buffer zone of native upland (i.e., transitional) vegetation shall be provided and maintained around wetland and deepwater habitats.

Policy 5.2.5.10. [RESERVED]~~Policy 5.2.5.10: require submission of comments from appropriate agencies to the City prior to dredge and fill permit issuance to assure compliance with dredge and fill permitting processes~~.

Policy 5.2.5.11. ~~Policy 5.2.5.11:~~ The City may continue to coordinate with adjacent local governments to conserve, appropriately use, or protect unique vegetative communities located in more than one local jurisdiction.

Policy 5.2.5.12. ~~Policy 5.2.5.12:~~ The City may coordinate with appropriate agencies to restore or enhance disturbed or degraded natural resources, and programs to mitigate future disruptions and degradation.

Policy 5.2.5.13. ~~Policy 5.2.5.13:~~ The City shall protect native upland vegetative communities~~,~~ and shall protect listed species and their habitat through the implementation of the City's adopted Natural Resource Protection Code.

Policy 5.2.5.14. ~~Policy 5.2.5.14:~~ The City shall require development applicants ~~must~~ to comply with state and federal regulations when listed plant and animal populations are on a development site.

Policy 5.2.5.15. ~~Policy 5.2.5.15:~~ The City shall require the submittal of an Environmental Assessment Report ~~should be submitted~~ for all future land use map amendments. An Environmental Assessment Report shall~~may~~ be required for all development or redevelopment plans that are greater than two acres.

Policy 5.2.5.16. ~~Policy 5.2.5.16:~~ Conservation Trust Funds may only be used for acquisition and management of upland preserves and ~~.~~ ~~D~~development of passive recreation facilities, which shall be consistent with the permitted principal uses and structures of the Open Space Conservation Zoning District~~.~~

Policy 5.2.5.17. The City shall conserve, appropriately use, and protect fisheries, wildlife, wildlife habitat, and marine habitat and restrict activities known to adversely affect the survival of endangered and threatened wildlife.

Policy 5.2.5.18. The City shall partner with St. Lucie County to enhance hazardous waste disposal capacity and service efficiency.

Policy 5.2.5.19. The City shall prioritize the conservation or low-impact development of areas with poorly drained soils, particularly those located in floodplains, wetlands, or near surface waters.

Policy 5.2.5.20. The City will make efforts to educate the public about the importance of conserving wildlife and preserving natural habitats.

Policy 5.2.5.21. The City shall continue to implement the Naturally PSL Green Spaces & Places Initiative to acquire, enhance, and restore areas for conservation and passive recreation, as possible.

OBJECTIVE 5.2.6.	**HAZARDOUS WASTE** ~~Objective 5.2.6:~~ The City may coordinate with the Department of Environmental Protection to protect natural resources from hazardous waste~~s~~.

Policy 5.2.6.1. ~~Policy 5.2.6.1:~~ The City may continue to offer hazardous waste drop-off events at no cost to residents. ~~Amnesty Days to collect hazardous wastes in the City; and may evaluate the need for scheduling local Amnesty Days~~.

Policy 5.2.6.2. ~~Policy 5.2.6.2:~~ The City may coordinate with the Florida Department of Environmental Protection ~~in~~ for providing public information regarding the safe disposal of chemicals. Specifically, information on free disposal of household hazardous waste~~s~~, information on disposal contractors available to small businesses, and the special waste programs available for landfill disposal of non-typical materials, such as spill clean-ups and contaminated soils may be made available.

OBJECTIVE 5.2.7.	**FLORA AND FAUNA** The City shall protect endangered, threatened, or listed species and their habitats consistent with state and federal regulations.

Policy 5.2.7.1. The City recognizes the existence and strategic value of habitat within the City for federal and state threatened, endangered, or listed species of flora and fauna. The City shall participate in and support the efforts on the part of the U.S. Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission, South Florida Water Management District, Army Corps of Engineers, Florida Department of Environmental Protection, and Florida Department of Agriculture and Consumer Affairs to protect and conserve these resources.

Policy 5.2.7.2. Protection of listed species and their habitats shall be addressed during the Land Development code updates and development review process.

Policy 5.2.7.3. The City shall encourage the use of wildlife corridors and prevent habitat fragmentation.

Policy 5.2.7.4. The City may consider one or more of the following methods to protect endangered, threatened and listed species and their habitat:

a. Encourage the use of Low Impact Development (LID), cluster development, vegetative buffers, and other flexible techniques to work with developers to protect endangered, threatened or listed species and conserve habitat.

b. Fee simple acquisition through dedication and the use of conservation easements.

Policy 5.2.7.5. The City may consider land development regulations to protect viable, rare natural vegetative communities through implementation of the following options:

a. Where feasible, development shall be clustered to avoid destruction of viable, rare natural vegetative communities.

b. The use of native vegetation shall receive priority in meeting buffering, landscaping, and open space requirements.

GOAL 5.3. FLOOD RISK

~~GOAL 5.3:~~ new development, redevelopment and investment in public facilities, utilities and infrastructure shall be managed and regulated to reduce flood risk resulting from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise

OBJECTIVE 5.3.1.	REDUCE FLOOD RISK ~~Objective 5.3.1:~~ Development and redevelopment in the City shall be planned and managed to reduce risk and losses due to flooding resulting from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise.

Policy 5.3.1.1. ~~Policy 5.3.1.1:~~ The City shall utilize best practices to minimize the disturbance of natural shorelines, which provide stabilization and protect landward areas from storm impacts, where feasible.

Policy 5.3.1.2. ~~Policy 5.3.1.2:~~ The City will maintain shoreline protection and erosion control by:

a. Facilitating the installation and maintenance of native shoreline vegetation along appropriate areas of beach and

b. Considering hard structures, such as seawalls, only when alternative options are unavailable.

Policy 5.3.1.3. ~~Policy 5.3.1.3:~~ The City shall review development and redevelopment plans and proposals in the coastal high hazard area ~~shall be reviewed~~ for compliance with the goals, objectives and policies of the Comprehensive Plan and other appropriate plans and references, including the City's National Flood Insurance Program (NFIP) and the Community Rating System (CRS) Program.

Policy 5.3.1.4. ~~Policy 5.3.1.4:~~ The City shall ~~seek grant funding in order to prepare a Sea-Level Rise Study~~maintain and periodically update its Vulnerability Assessment, which provides mapping and other important data to develop a comprehensive hazard mitigation plan.

Policy 5.3.1.5. ~~Policy 5.3.1.5:~~ The City shall be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.

Policy 5.3.1.6. ~~Policy 5.3.1.6:~~ [RESERVED]~~The City shall require that any construction activities seaward of the coastal construction control lines established pursuant to section 161.053, F.S., be consistent with chapter 161~~.

Policy 5.3.1.7. Policy 5.3.1.7: The City shall continue to participate in the National Flood Insurance Program Community Rating System administered by FEMA to achieve flood insurance premium discounts for their residents.

Policy 5.3.1.8. ~~Policy 5.3.1.8:~~ The City may develop policies to improve resilience to coastal and inland flooding, saltwater intrusion, and other related impacts of climate change and sea level rise in their ~~Comprehensive Plans, Sustainability Action Plans, Vision Plans, Stormwater Master Plans, Adaptation Action Areas Plans, Climate Change Plans and other~~ City-wide plans.

Policy 5.3.1.9. ~~Policy 5.3.1.9:~~ [RESERVED].~~The City shall encourage the removal of coastal real property located in a FEMA flood zone designation.~~

Policy 5.3.1.10. The City shall contribute to the updates of St. Lucie County's Vulnerability Assessment and the Regional Resiliency Plan by serving on the steering committees.

Policy 5.3.1.11. The City shall collaborate with neighboring municipalities to address shared coastal challenges in a cohesive manner.

Policy 5.3.1.12. The City shall continue to advance a coastal resilience strategy aimed at reducing vulnerability to sea level rise, storm surge, and flooding. The strategy may include updates to land use policies, enhancements to stormwater infrastructure, restoration of natural coastal buffers, and efforts to raise public awareness.

INTERGOVERNMENTAL COORDINATION

6

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

I. Introduction 1
II. Inventory of Existing Intergovernmental Coordination Mechanisms 1
A. Specific Coordination Issues 3
B. Other Coordination 5
III. Future Considerations 6

List of Tables

Table 6 - 1. Intergovernmental Coordination Agreements 1

CHAPTER 6. INTERGOVERNMENTAL COORDINATION

I. Introduction

The purpose of the Intergovernmental Coordination Element, as identified by Chapter 163, Florida Statutes, F.S., is to identify relationships and procedures with local, regional and state agencies to implement the goals, objectives, and policies of the Comprehensive Plan. Port St. Lucie strongly believes that a well-developed communication network among applicable public and quasi-public entities will enhance the long-range growth and prosperity of the City. The effective implementation of federal, state, regional and local planning policies requires to:

1. Assess and analyze the existing interlocal agreements established between the City and its local, regional, state, and federal partners, and
2. Explore potential opportunities for new agreements that could enhance the community's health, safety, and welfare.

This element provides an overview of the intergovernmental coordination mechanisms currently in place and seeks to accomplish these objectives through a systematic identification and analysis of current and future intergovernmental coordination issues. Each analysis addresses deficiencies and determines actions to improve coordination. Ultimately the refinement of this process should allow Port St. Lucie to coordinate comprehensive planning with other entities, assuring compatible development and adequate public services across jurisdictional boundaries. The coordination process is continuous and should provide for effective monitoring systems. The Element concludes with a discussion of additional efforts that could strengthen the delivery of public services within Port St. Lucie.

II. Inventory of Existing Intergovernmental Coordination Mechanisms

To ensure the adequate provision and coordination of services within and adjacent to the City's corporate city limits, it is imperative that Port St. Lucie continue to coordinate with its public and private partners. **Table 6-1** identifies the interlocal agreements currently in place between the City and its public and private sector partners.

Table 6 - 1. Intergovernmental Coordination Agreements

Agency	Subject Coordination			Year last amended	Expiration date
MUNICIPALITIES & COUNTY:					
Martin County	2-Way Water Interconnection for Emergency Use			1994	Ongoing
	Direct water service by PSL to Martin Correctional Facility (State Prison)			2010	2029
St. Lucie County	Road Impact Fees			2022	2027
	Fire/EMS Impact Fees			2005	Ongoing

Agency	Subject Coordination			Year last amended	Expiration date
	Cost share agreement relating to improvements for a stormwater treatment area for Hog Pen Slough			2024	Ongoing
	Joint Planning Agreement			2007	Ongoing
	HUD Home Investment Partnership Act Program Consortium			2018	Ongoing
	Use of St. Lucie County Baling and Recycling Facility			2010	2030
St. Lucie Village, Fort Pierce, and St. Lucie County	Distribution of local option fuel tax levies			2015	2015
St. Lucie County, St. Lucie County Sheriff, City of Fort Pierce, and City of Port St. Lucie	CAD System Shared Network			2013	Continuing Services
	Public safety emergency communications center and 911 Board of Governors			2024	Active
SCHOOLS:					
St Lucie County School Board	Interlocal Agreement (ILA) for Public School Facility Planning			2008	Active
	Mutual use of facilities			2012	Active
	Supplement to ILA for mutual use of facilities for summer programs			2025	Active
UTILITY AGENCIES					
St. Lucie West Services District	2-Way Water Interconnection for Emergency Use			2005	2025
Fort Pierce Utilities Authority	2-Way Water Interconnection for Emergency Use			1994	Ongoing
Fort Pierce Utilities Authority & City of Fort Pierce	Resolution of Service Area Boundary Dispute			2013	Ongoing
OTHER:					
FCC Environmental Services	Solid Waste Service			2022	2029
Housing and Urban Development	Community Development Block Grants			2024	Ongoing (Annual)

Source: City of Port St. Lucie, 2025.

A. Specific Coordination Issues

Through the adoption and continued improvement of interlocal agreements, the City of Port St. Lucie, in cooperation with St. Lucie County, is able to provide more efficient and effective services to their constituents. The following is a summary of the interagency coordination services associated with each element of the Comprehensive Plan.

1. Future Land Use

Significant issues include coordination of future City annexations with the County. The City and County have a current agreement on notification procedures for upcoming annexations and site plan reviews. In order to better address future annexations, the City recently completed a Planning and Infrastructure Study to address challenges with development around City boundaries. The City and County will continue and/or to pursue additional coordination on future annexations to ensure compatibility of economic development and land use goals.

2. Transportation

The St. Lucie Transportation Planning Organization (TPO) is responsible for the planning and programming of State and Federal funding for transportation improvements for the City of Fort Pierce, City of Port St. Lucie, St. Lucie Village, and the unincorporated areas of St. Lucie County. The organization works with local governments, the U.S. Department of Transportation, and the Florida Department of Transportation (FDOT), the TPO conceives, plans, prioritizes, and funds projects which address the mobility needs of the TPO area.

The City works with St. Lucie County, the City of Fort Pierce, the TPO, Martin County, and FDOT to coordinate the implementation of the Long Range Regional Transportation Plan, and transit planning including the Regional Transit Development Plan for the Port St. Lucie Urbanized Area. Additionally, the City also participates in the St. Lucie TPO Advisory Committee to improve coordination of multimodal transportation improvements with St. Lucie County, the City of Fort Pierce, FDOT, and USDOT. Interagency coordination with FDOT is also required for the development of FDOT's annual Work Program. Further, the City partners with St. Lucie County's Transit Department, the cities of Fort Pierce, Port St. Lucie, St. Lucie Village, and St. Lucie County to provide Area Regional Transit (ART) services. ART is a fare-free transit service offering buses, paratransit, micro transit, and direct connection transportation services for participating jurisdictions.

3. Housing

The City coordinates with U.S. Housing and Urban Development to coordinate Community Development Block Grants and administration of the Neighborhood Stabilization Program. The City also works with the Florida Housing Finance Corporation on State Housing Initiatives Partnership (SHIP) program funding (when available) intended to produce and preserve affordable homeownership and multifamily housing. The City also coordinates with the Fort Pierce Housing Authority.

4. Infrastructure

The City of Port St. Lucie maintains utility partnerships with a number of agencies and municipalities in the region. Through strategic planning partnerships with the City of Fort Pierce, St. Lucie County, and the South Florida Water Management District (SWFWMD), water and sewer services are administered,

reviewed, and maintained. The SWFWMD is the largest of the five (5) regional agencies responsible for water quality, flood control and water conservation in the state. Serving 16 counties within south Florida and over 9 million residents, the agency maintains regulatory control over all water-based resources within the region, including (but not limited to) wetland conservation, water supply planning, aquifer water withdrawals, stormwater treatment, and policy coordination.

The City continues to coordinate with the South Florida Water Management District and potable water providers on implementation of the 10-Year Water Supply Facilities Work Plan and development of alternate water supplies. There have also been instances of direct partnership with federal agencies like the U.S. Army Corps of Engineers on specific projects, like the C-23/C-24 Stormwater Treatment Area and Hog Pen Slough Stormwater Treatment Area.

Port St. Lucie also coordinates with private companies to provide essential services to its residents. The City contracts with FCC Environmental Services to provide waste management services for over 82,000 households and 1,300 commercial customers. The contract was executed in 2022 and has a term of 7 years, expiring in 2029.

5. Parks and Recreation

Most parks and recreation services are handled by the City's Parks and Recreation Department. However, ongoing work with the Florida Department of Environmental Protection and its oversight of Savannas Preserve State Park located within the City continue. In 2012, the School Board of St. Lucie County and the City of Port St. Lucie entered into an Interlocal Agreement to allow mutual use of each other's indoor and outdoor facilities for events and programs that serve the public. Facility use is coordinated through designated contacts, with the City working through the Superintendent to reach school staff and the School District working through the City Manager to coordinate with the Parks and Recreation Director. A supplemental agreement was approved in April 2025 to enable the City and the School Board to provide summer youth programs (the "Summer Program") for public school children using School Board facilities.

6. Conservation and Coastal Management

The City shall continue to coordinate with the Florida Department of Environmental Protection, South Florida Water Management District (SFWMD), and the U.S. Army Corps of Engineers on natural resource protection. Coastal concerns and emergency management shall continue to be coordinated with the Federal Emergency Management Administration (FEMA), Florida Division of Emergency Management and the U.S. Army Corps of Engineers.

7. Capital Improvements

The City continues to coordinate with the entities that provide and monitor public facilities affecting concurrency such as the St. Lucie West Services Department, The Reserve, Florida Department of Transportation, the St. Lucie Transportation Planning Organization, St. Lucie County, the Florida Department of Environmental Protection, and the South Florida Water Management District.

8. Economic Development

Economic development is a high priority in the City and the City works continuously with St. Lucie County, the Economic Development Council, the St. Lucie County Chamber of Commerce, and

Enterprise Florida on attracting new businesses and encouraging the expansion of new businesses in Port St. Lucie.

9. Public School Facilities

The City continues to coordinate with the St. Lucie School Board on school concurrency through implementation of the interlocal agreement.

B. Other Coordination

1. Regional Coordination

To effectively manage issues at the regional level, the City of Port St. Lucie continues to coordinate with several regional partners. These agencies include the Treasure Coast Regional Planning Council, St. Lucie Transportation Planning Organization, and the South Florida Water Management District.

The Treasure Coast Regional Planning Council (TCRPC) is the regional forum for elected and appointed officials to discuss complex regional issues and build consensus for accomplishing regional goals. TCRPC is made up of nineteen elected officials and nine gubernatorial appointees. TCRPC is one of the 10 regional planning councils in the state of Florida and consists Indian River, St. Lucie, Martin, and Palm Beach counties along with 52 participating municipalities. Port St. Lucie works with TCRPC to, among other things, develop formal dispute resolution practices, utilize cost-sharing and minimize duplicative services, assure compliance with state and federal requirements, and respond to local government requests for assistance on strategic planning efforts.

2. State Coordination

In addition to the agencies with which the City has formal agreements, as noted in Table 6-1 and Section A above, the City also coordinates—formally or informally—with the following agencies on matters related to state grants, programs, resources, and regulations.

- Florida Department of Agriculture and Consumer Services (FDACS)
- Florida Department of Business and Professional Regulation (DBPR)
- Florida Department of Children and Families (DCF)
- Florida Department of Corrections (DOC)
- Florida Department of Commerce
- Florida Department of Health (DOH)
- Florida Department of State (FDOS)
- Florida Department of State, Division of Historical Resources (DHR)
- Florida Fish and Wildlife Conservation Commission (FFWCC)

3. Federal Coordination

In addition to State of Florida agencies, the City of Port St. Lucie also coordinates with several federal partners for grant, program, resource, and regulation-related purposes. These agencies include:

- United States Department of Housing and Urban Development (HUD)
- United States Environmental Protection Agency (EPA)
- United States Fish and Wildlife Service (FWC)
- United States Department of Agriculture (USDA)

4. Other Coordination Efforts

a. Fire Services

The City's Code of Ordinances outlines the St. Lucie County Fire District's procedures for development review related to fire rescue services.

b. Law Enforcement/Emergency Management Service

The City of Port St. Lucie currently has a mutual aid agreement in place with the Governor's Office and Division of Emergency Management for providing law enforcement and emergency management services.

c. Geographic Information Systems

Port St. Lucie works with St. Lucie County's Property Appraiser to track and publish GIS data and tax assessments for parcels in the City's planning area.

III. Future Considerations

The City of Port St. Lucie, like much of the Treasure Coast, is undergoing significant and transformative growth. As one of Florida's fastest-growing cities, this momentum presents both opportunities and challenges in planning for infrastructure, services, and sustainable development. Effectively managing this growth will require the City to regularly assess and refine its intergovernmental agreements and coordination strategies with both public and private sector partners. Collaborative frameworks ensure that public services, including transportation, utilities, emergency response, and housing, are delivered equitably and efficiently to meet the evolving needs of residents.

- **Addressing Cross-Boundary Development Challenges**. A key emerging challenge involves coordination between the City and St. Lucie County over large-scale residential and industrial developments in the County's western areas. While these developments are outside city limits, they raise concerns about their potential impacts on infrastructure. City leaders have expressed concerns about the strain on roads, utility systems, and other public services, particularly when developers are not required to contribute to the necessary cost of infrastructure improvements. To address this concern, the City conducted a Planning and Infrastructure Study in 2024 to evaluate the potential impacts of development in the area west and northwest of the City. The study analyzed the fiscal implications of development in this region and presented three scenarios: no annexation, annexation under existing planning and policy frameworks, and annexation guided by updated planning strategies and fiscal impact analysis. The study offered policy recommendations aimed at reducing the financial burden on the City when development utilizes municipal infrastructure but occurs outside City limits. Strengthening coordination between the City and County will be essential to mitigate these challenges and impacts. Establishing clear frameworks for addressing cross-boundary developments can ensure infrastructure investments are equitably shared. Proactively negotiating agreements on infrastructure funding, service delivery, and development standards will support balanced growth across jurisdictional boundaries
- **Enhancing Intergovernmental Agreements and Dispute Resolution**. A proactive review and update of existing interlocal agreements, especially those related to transportation planning, utility service areas, and development review procedures, will prevent service inefficiencies. Clear, collaborative

agreements will provide a foundation for responsible growth management. Furthermore, establishing or updating dispute resolution mechanisms can promote constructive dialogue and resolution when conflicts arise. Ensuring that comprehensive planning goals are aligned between the City and the County will also foster mutual understanding and cooperation, particularly in transition areas.

- **Building on Collaboration**. Port St. Lucie has a strong foundation of cooperation with local, regional, and state partners, demonstrated through successful partnerships in transportation planning, stormwater management, and economic development. As the region continues to grow, maintaining and expanding these partnerships will be key to ensuring that future growth enhances the quality of life for residents. The City will continue to engage with local, regional, and state partners to pursue shared goals, secure funding opportunities, and implement projects that benefit the entire Treasure Coast. Maintaining open lines of communication and seeking innovative, cooperative solutions will allow Port St. Lucie to navigate growth challenges while ensuring long-term resilience and prosperity.

INTERGOVERNMENTAL COORDINATION

6

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 6.1 ~~GOAL 6.1:~~ INTERGOVERNMENTAL COORDINATION

Establish effective coordination measures among pertinent public and quasi-public entities to best maintain port St. Lucie's quality of life and efficient use of resources.

Objective 6.1.1.	**FORMAL COORDINATION** ~~Objective 6.1.1:~~ The City shall e~~E~~stablish formal, specific means of coordination with adjacent municipalities, state, and federal agencies who have permitting and regulating authority, and quasi-public entities that provide services but lack regulatory authority in Port St. Lucie.

Policy 6.1.1.1. ~~Policy 6.1.1.1:~~ The City shall n~~N~~otify St. Lucie and Martin counties in writing (distribution of agendas of the Planning and Zoning Board) of all applications for comprehensive plan land use amendments that are near their borders.

Policy 6.1.1.2. ~~Policy 6.1.1.2:~~ The City shall establish liaisons between State regulatory agencies and the City.

Policy 6.1.1.3. ~~Policy 6.1.1.3:~~ The City Manager shall be responsible for assuring an effective intergovernmental coordination program for Port St. Lucie.

Policy 6.1.1.4. ~~Policy 6.1.1.4:~~ The City shall c~~C~~ontinue participation in the Treasure Coast Council of Governments which provides a regular formal forum in which to deal with issues unique to Martin, St. Lucie, Okeechobee, and Indian River counties, and the municipalities therein.

Policy 6.1.1.5. ~~Policy 6.1.1.5:~~ Treasure Coast Regional Planning Council (TCRPC) shall play an active role on issues between the City and St. Lucie County, and between federal and state agencies.

Policy 6.1.1.6. ~~Policy 6.1.1.6:~~ The City shall notify appropriate agencies for their assistance and/or inclusion regarding decisions which involve their agencies.

Policy 6.1.1.7. ~~Policy 6.1.1.7:~~ The City shall continue coordination of future annexations with St. Lucie County in accordance with the Joint Planning Agreement.

Policy 6.1.1.8. ~~Policy 6.1.1.8:~~ The City should review the need to adopt interlocal agreements or formal agreements within one year of adoption of the amended intergovernmental coordination element to address joint processes.

Policy 6.1.1.9. ~~Policy 6.1.1.9:~~ The City should continue to coordinate with the U.S. Department of Housing and Urban Development on Community Block Development Grants and Neighborhood Stabilization Programs to protect and maintain Port St. Lucie neighborhoods.

Policy 6.1.1.10. ~~Policy 6.1.1.10:~~ The City should continue to coordinate the impacts of development and management of the St. Lucie River, Indian River Lagoon, Savannas Preserve State Park, and other natural resources with the South Florida Water Management District, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, and other relevant agencies.

Policy 6.1.1.11. ~~Policy 6.1.1.11:~~ The City should continue to coordinate with the South Florida Water Management District on implementation of the ~~St. Lucie River Watershed Protection Plan~~Northern Everglades Watershed Protection Plan, Indian River County Lagoon ~~Surface Water Improvement Program (IRL SWIM)~~Management Plan and Comprehensive Everglades Restoration (CERP)/IRL South Plan.

Policy 6.1.1.12. ~~Policy 6.1.1.12:~~ The City should cooperate with and assist the Florida Department of Environmental Protection, the U.S. Fish and Wildlife Service and the National Marine Fisheries Commission in the implementation of protective and recovery programs for listed species.

Policy 6.1.1.13. ~~Policy 6.1.1.13:~~ The City should continue to coordinate bicycle, pedestrian and transit planning with St. Lucie County, the City of Fort Pierce, the Florida Department of Transportation, St. Lucie Transportation Planning Organization, Martin County and the Martin Metropolitan Planning Organization on the ~~2035~~2050 Regional Long Range Transportation Plan and the ~~Regional Transit Development Plan for the Port St. Lucie Urbanized Area~~St. Lucie County Transit Development Plan.

Policy 6.1.1.14. ~~Policy 6.1.1.14:~~ The City should continue to participate on the St. Lucie County TPO Technical Advisory Committee to improve coordination of multimodal transportation improvements with St. Lucie County, the City of Fort Pierce, FDOT, USDOT and other relevant agencies.

Policy 6.1.1.15. ~~Policy 6.1.1.15:~~ The City should continue to support the activities of the Economic Development Council, the St. Lucie Chamber of Commerce, and the Florida Research Coast in economic development activities and implementation of economic development programs.

Policy 6.1.1.16. ~~Policy 6.1.1.16:~~ The City should continue to coordinate with the St. Lucie County's Tourist Development Council (TDC) to promote tourism including eco-tourism in Port St. Lucie.

Policy 6.1.1.17. ~~Policy 6.1.1.17:~~ The City should establish joint processes for siting facilities of County-wide significance including locally unwanted land use.

Policy 6.1.1.18. The City shall coordinate with the County to develop and adopt a joint planning agreement, guided by the Planning and Infrastructure Study, to guide development in the unincorporated area.

Objective 6.1.2.	LEVEL OF SERVICE ~~Objective 6.1.2:~~ The City shall ~~E~~establish the means of coordinating all levels of service standards for public facilities with state, regional, county, and municipal governments having operational and maintenance responsibility for such facilities.

Policy 6.1.2.1. ~~Policy 6.1.2.1:~~ The City shall ~~E~~establish planning forums to coordinate programs on infrastructure development and improvement to maintain adopted levels of service standards.

Policy 6.1.2.2. ~~Policy 6.1.2.2:~~ Through the concurrency management system coordinate the timing, location, and capacity of public facilities to assure that required services will be available when needed and designate needed improvements within the Capital Improvements Element of this plan.

Policy 6.1.2.3. ~~Policy 6.1.2.3:~~ The City shall c~~C~~onsider using the TCRPC in informal mediation when level of service issues and other intergovernmental issue problems arise between the City and County.

Policy 6.1.2.4. ~~Policy 6.1.2.4:~~ The City shall ~~should~~ coordinate with the Florida Department of Environmental Protection (FDEP), the South Florida Water Management District (SFWMD), local municipalities and other appropriate agencies regarding water conservation, water supply planning and alternative water supply planning efforts.

Policy 6.1.2.5. ~~Policy 6.1.2.5:~~ The City should continue to review transportation service volumes and levels of service as they relate to State roads, and coordinate with the Florida Department of Transportation relative to State level of service standards.

Policy 6.1.2.6. ~~Policy 6.1.2.6:~~ The City should coordinate with the public facility providers on population and the location and extension of public facilities subject to concurrency.

Objective 6.1.3.	PLANNING AND ZONING COORDINATION ~~Objective 6.1.3:~~ The City shall e~~E~~nsure coordination of all Planning and Zoning related activities with the comprehensive plans of adjacent municipalities, the County, adjacent counties, and other units of local government, such as the School Board, providing services but not having regulatory authority over the use of land.

Policy 6.1.3.1. ~~Policy 6.1.3.1:~~ The City should continue to coordinate with St. Lucie County, the City of Fort Pierce and Martin County to receive and review copies of all proposed comprehensive plans or plan amendments or other development proposals that are adjacent to the City's boundaries.

Policy 6.1.3.2. ~~Policy 6.1.3.2:~~ The City shall ~~R~~request in writing, as needed, that St. Lucie County School Board, South Florida Water Management District (SFWMD), Treasure Coast Regional Planning Council (TCRPC), and

Florida Power and Light (FPL) provide expertise from their various disciplines into Planning and Zoning related activities.

Policy 6.1.3.3. ~~Policy 6.1.3.3:~~ The City shall, i~~I~~n conjunction with other affected parties, evaluate existing interlocal agreements when the Capital Improvements Element is undergoing annual review to determine if current funding is proportional to services rendered.

Objective 6.1.4.	**IMPACT ASSESSMENT** ~~Objective 6.1.4:~~ The City should continue an intergovernmental coordination process to ~~as~~ensure full consideration is given to the impacts of developments proposed in the City Comprehensive Plan on other governmental entities.

Policy 6.1.4.1. ~~Policy 6.1.4.1:~~ The City shall ~~Through the~~ adopt~~ion of~~ interlocal agreements~~,~~ with the affected municipalities and agencies~~,~~ to coordinate the management of the St. Lucie River, Intracoastal Waterway, Indian River Lagoon, and The Savannas.

Policy 6.1.4.2. ~~Policy 6.1.4.2:~~ The City shall, through informal or formal meetings, continue to work with the Treasure Coast Regional Planning Council to identify regional issues and to assist in the periodic updating of the Strategic Regional Policy Plan.

Policy 6.1.4.3. The City shall consider the findings and recommendations of the 2024 Planning and Infrastructure Study to help inform City positions on annexation, infrastructure investment, and interlocal agreements related to development outside City limits.

Objective 6.1.5.	**PUBLIC SCHOOL CONCURRENCY** ~~Objective 6.1.5:~~ The City should ensure coordination for the purpose of maintaining concurrency for public school facilities.

Policy 6.1.5.1. ~~Policy 6.1.5.1:~~ The City shall in conjunction with the St. Lucie County School Board implement the Public School Facilities Element and interlocal agreement for public schools' facility planning.

Policy 6.1.5.2. ~~Policy 6.1.5.2:~~ The City shall ~~The Public School Facilities Element and~~ maintain an ~~the~~ interlocal agreement with the School Board ~~should state principles and guidelines~~ to ensure coordination of the City's Comprehensive Plan with the plans of the School Board and describe the joint processes for collaborative planning and decision making, including population projections, school siting, and the location and extension of public facilities subject to concurrency.

RECREATION AND OPEN SPACE

7

CHARTING PORT ST. LUCIE

DRAFT

June 2026

Contents

CHAPTER 7. RECREATION AND OPEN SPACE ELEMENT 1
I. Introduction 1
II. Inventory of Existing Recreation and Open Space Facilities 1
A. Classification System for Parks and Open Space 1
B. Inventory of City Parks and Recreation Facilities 2
C. Open Space 9
D. State Facilities 10
E. Trails 10
III. Analysis 14
A. Level of Service Standard for Recreation and Open Space 14
B. Projected Need for Parks and Recreation Facilities 14
C. Parks and Open Space Funding 17
IV. Future Considerations 20

List of Maps

Map 7 - 1: Parks 8
Map 7 - 2: State-Owned Parks 12
Map 7 - 3: Trails 13
Map 7 - 4: Future Parks 16
Map 7 - 5: Park Service Areas 19

List of Tables

Table 7- 1. Inventory of Parks and Recreation Facilities 2
Table 7- 2. City-owned Conservation Lands 9
Table 7- 3. Inventory of Trails 11
Table 7- 4. Future Parks and Recreation Facilities 15
Table 7- 5. Projected Demand for Parks and Recreation Facilities 17

CHAPTER 7. RECREATION AND OPEN SPACE ELEMENT

I. Introduction

Per Chapter 163, F.S., the recreation and open space element provides for a comprehensive system of public and private sites for recreation, including, but not limited to, natural reservations, parks and playgrounds, parkways, open spaces, waterways, and other recreational facilities. The element also includes a Level of Service (LOS) standard for parks to ensure there is sufficient park space for existing and future development and to ensure a high quality of life.

This Data and Analysis section documents the current inventory of recreation facilities and open space, reviewing the current level of service (LOS) standards, and analyzing present and future parkland needs based on population projections.

II. Inventory of Existing Recreation and Open Space Facilities

The Parks and Recreation Department administers the development and maintenance of parks. The Department is responsible for planning and developing public parks and recreation facilities within the City and managing a variety of recreation and leisure programs throughout the City. The department's mission is to enhance the quality of life in Port St. Lucie by providing the programs and facilities that will facilitate the residents' pursuit of culture and recreation in a safe and enjoyable setting. This is pursued with the understanding of contributing to the attractiveness of the community, conservation of the environment, and the social and economic health of the City.

In July 2019, the City developed a 10-Year Parks and Recreation System Master Plan. The plan is currently undergoing an update to assess current conditions and incorporate community health/wellness activities and community education opportunities.

A. Classification System for Parks and Open Space

The City classifies parks and open space based on the following categories. Park acquisition and development are not based on this system, but it is provided as a way to inventory and monitor existing or future facilities and sites.

1. Neighborhood Parks: Neighborhood Parks typically range from 6 to 14 acres in size, but may be as small as one quarter (1/4) of an acre. Neighborhood Parks are generally found along residential streets and are within walking distance (3/4 to 1 mile) of residents in the area. Neighborhood Parks may include active and passive recreation facilities depending upon the neighborhood's wants and/or needs, including playground equipment, sports fields, recreation buildings, and picnic areas.

   Within the Neighborhood Park classification, there are seven parks that contain few amenities and serve primarily as passive spaces. Typically, they feature a walking trail and benches, and are intended to serve local populations.

2. Community Parks: Typically, a minimum of 15 acres that may be associated with a park-school combination. They can contain lighted athletic facilities for nighttime play, large playgrounds, recreation center, picnic area, and a swimming pool. They are designed to serve several neighborhoods and the population of a 1 to 3 mile radius.

3. Special Purpose Parks: These are facilities that vary in size and serve as particular function, such as a swimming pool or a golf course.
4. Nature Preserves: These open space areas of various sizes will remain, to a large extent, in a natural setting. They are used for conservation purposes, drainage and natural waterways, and platted greenway areas but provide passive recreation opportunities for residents. They generally have a land use of Open Space Conservation (OSC) and are restricted by similar zoning.

B. Inventory of City Parks and Recreation Facilities

The City of Port St. Lucie owns and maintains a diverse range of parks and recreational areas, providing an array of recreational opportunities for residents. The parks system currently includes 1,632 acres across 53 parks with an additional 12 future park site planned, for a total of 2,249 acres. This inventory includes neighborhood parks, community parks, nature preserves, and special purpose parks detailed in **Table 7-1**. The table does not include lands currently being developed or planned for parks. That list can be found in **Table 7-4**.

Park locations are shown on **Map 7-1.** The map highlights the concentration of existing parks on the east side of the city. However, there are a number of park sites west of I-95 that are slated for development in the coming years. The area between I-95 and Florida's Turnpike does seem to have a lack of public parks. To address this disparity, the City will explore opportunities to establish parks in that area. This proactive approach will help ensure equitable access to recreational spaces for all residents.

It should be noted that only sites that are open to the general public for recreation purposes have been included in the inventory of parks. Thus, vacant public lands and open space typically found in medians, buffers, retention areas, and similar facilities are not included as part of this inventory.

Table 7- 1. Inventory of Parks and Recreation Facilities

PARKS	ACRES	RESOURCES & FACILITIES
Neighborhood Parks	***246.7***	
1. Apache Park	13.9	Benches
2. Charles E Ray Park	8.7	Restrooms, tables, grills, pavilion/gazebo/shelter, playground, walking trails, tennis court
3. Fred Cook Park	5.5	Restrooms, tables, grills, pavilion/gazebo/shelter, playground
4. Girl Scout Friendship Park	8.4	Restrooms, tables, grills, pavilion/gazebo/shelter, playground, baseball fields, multi-purpose playing fields
5. Jaycee Park	6.2	Restrooms, tables, grills, pavilion/gazebo/shelter, playground, baseball field
6. Kiwanis Park	3.8	Restrooms, tables, grills, pavilion/gazebo/shelter, playground
7. O.L. Peacock Park	110.0	Restrooms, open space, playground
8. Pioneer Park	22.6	Restrooms, tables, fountains/splashpads, playground, fishing pier, canoe/kayak launch
9. PSL Elks Lodge Friendship Park	3.5	Restrooms, grills, pavilion/gazebo/shelter, playground, basketball court, fishing pier
10. Ravenswood Racquetball Courts	1.0	Racquetball court

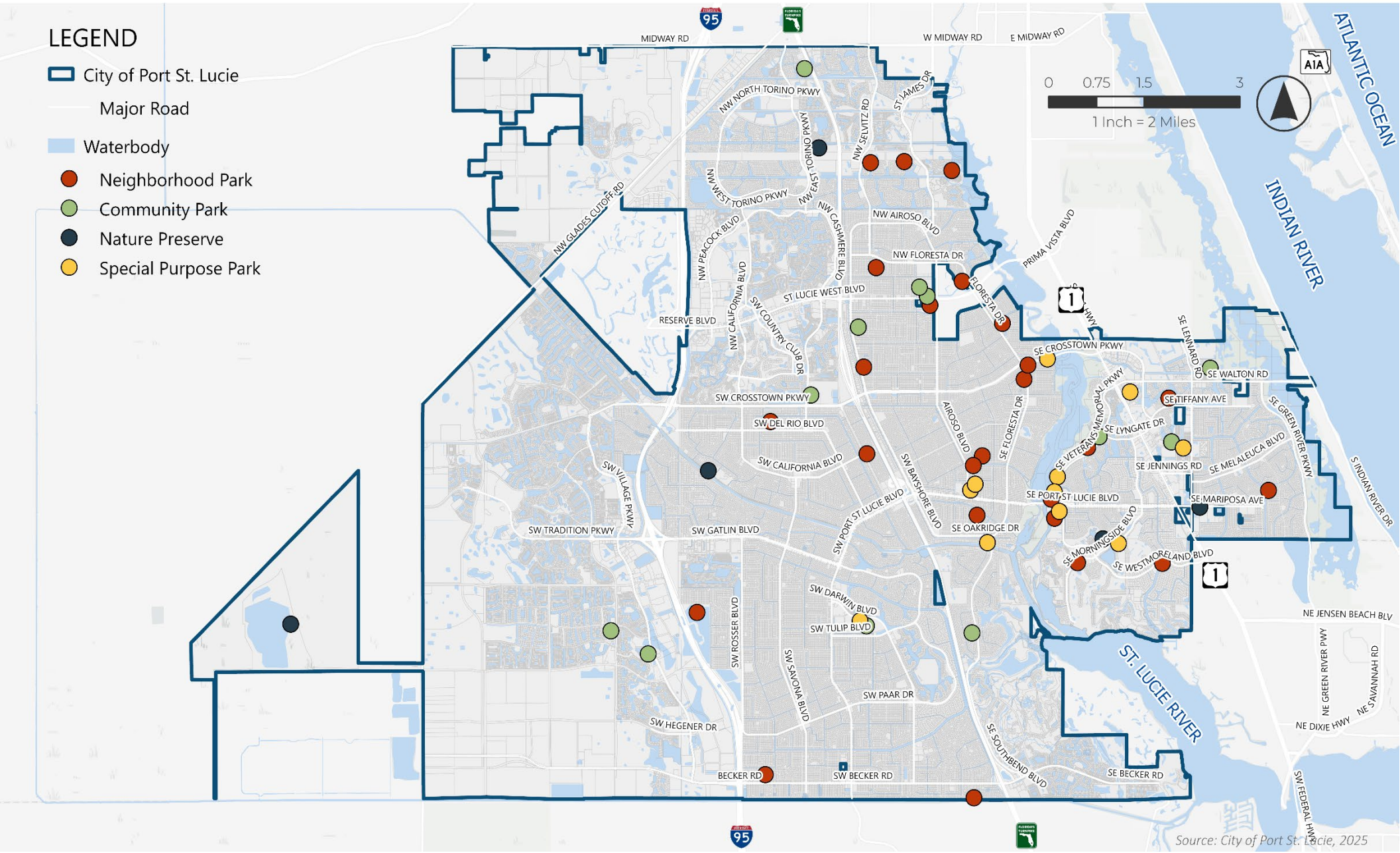
PARKS	ACRES	RESOURCES & FACILITIES
11. River Place Park	7.8	Restrooms, tables, grills, pavilion/gazebo/shelter, basketball court, volleyball court, baseball field, soccer field, canoe/kayak launch
12. Rotary Park	8.5	Restrooms, tables, pavilion/gazebo/shelter, dog park, basketball court, volleyball court, disc golf course, baseball fields
13. Sandpiper Bay Park	11.5	Tables
14. Tom Hooper Family Park	2.6	Pavilion/gazebo/shelter
15. Turtle Run Park	10.0	Restrooms, tables, grills, pavilion/gazebo/shelter, volleyball court, baseball fields, multipurpose playing field
16. U.S. Submarine Veterans Park	5.3	Fitness stations
17. Whitmore Park	4.4	Tables, pavilion/gazebo/shelter, playground
18. Woodland Trails Park	13.0	Restrooms/ pavilion/gazebo/shelter, playground, dog park, fitness stations, multipurpose playing fields
Neighborhood Passive Parks	***32.5***	
19. Doat Street Park	2.4	N/A
20. Duck Court Park	0.6	N/A
21. Gulf Stream Park	8.5	N/A
22. Harborview Park	4.8	N/A
23. Ian T Zook Park	3.5	Tables
24. Loyalty Park	0.7	Amphitheater/plaza/open space
25. Midport Lake	12.0	N/A
Community Parks	***293.5***	
26. Jessica Clinton Park	20.0	Restrooms, amphitheater/plaza/open space, tables, grills, pavilion/gazebo/shelter, playground, fitness stations, walking trails, basketball court, tennis court, baseball field, multi-purpose playing field, softball field
27. Lyngate Park	16.0	Restrooms, tables, grills, pavilion/gazebo/shelter, dog park, basketball court, tennis court, racquetball court, volleyball court, fishing pier, softball field
28. Riverland Paseo Park	12.0	Restrooms, tables, pavilion/gazebo/open space, dog park, multi-purpose playing field, softball field
29. Sandhill Crane Park	19.0	Restrooms, tables, grills, pavilion/gazebo/shelter, racquetball court, volleyball court, multipurpose playing field, softball field
30. Sportsman's Park	16.0	Restrooms, vending/concession stands, tables, grills, pavilion/gazebo/shelter, basketball court, tennis court, baseball field, multipurpose playing field, softball fields
31. Sportsman's Park West	13.0	Restrooms, vending/concession stands, tables, grills, pavilion/gazebo/shelter, football field
32. Stars and Stripes Park (Southern Grove Park #1)	26.5	Restrooms, solar system display, gleaming star sculptures, and meandering sidewalk with symbols through the park
33. Swan Park	6.5	Restrooms, playground, soccer fields
34. Whispering Pines Park	37.0	Restrooms, tables, grills, pavilion/gazebo/shelter, playground, tennis courts, volleyball courts, baseball fields, football fields, pickleball court, multipurpose field, softball field
35. William McChesney Park	24.5	Restrooms, vending/concession stand, tables, grills, pavilion/gazebo/shelter, playground, soccer fields

PARKS	ACRES	RESOURCES & FACILITIES
36. Winterlakes Park	28.0	baseball fields, soccer field
37. Woodstork Trail	75.0	Restrooms, walking trails, football fields
Nature Preserves	**799.5**	
38. Mariposa Cane Slough Preserve	19.8	N/A
39. McCarty Ranch Preserve	600	Boat & canoe launch, camping (RV & tent sites), disc golf, equestrian, fishing, parking, restrooms (ADA), trail, wifi
40. Luca Bay	46	N/A. At this time, Luca Bay does not have any site plan/conceptual plan.
41. Oak Hammock Park	48.7	Restrooms, tables, grills, pavilion/gazebo/shelter, playground, walking trails, boat ramp, fishing pier
42. Wilderness Park	85.0	N/A
Special Purpose Parks	**260.2**	
43. Botanical Gardens	22.8	Education center, amphitheater/plaza/open space, fountains/splashpads
44. Canal Park	9.0	Tables, grills, pavilion/gazebo/shelter, boat ramp
45. Community Center	4.9	Aerobics/fitness/wellness room; multi-purpose/banquet room
46. Deacon Street Transit Stations	1.9	N/A
47. Mary Ann Cernuto Park	0.9	Camping sites, amphitheater/plaza/open space, pavilion/gazebo/shelter
48. Midflorida Credit Union Event Center	8.7	Game room, gymnasium, indoor basketball/soccer/volleyball, multipurpose/banquet room
49. Pineapple Park	2.0	N/A
50. Robert E. Minsky Gym (@ Whispering Pines)	1.0	Restrooms, gymnasium
51. The Saints at Port St. Lucie Golf Course	185.0	Multipurpose/banquet room
52. Veterans Memorial Park	2.5	Restrooms, amphitheater/plaza/open space
53. Veterans Park at Rivergate	21.5	Restrooms, tables, grills, pavilion/gazebo/shelter, boat ramp
TOTAL	**1,632.4**	

Source: City of Port St. Lucie, November 2025.

PARKS
COMPREHENSIVE PLAN 2050

MAP 7-1



Source: City of Port St. Lucie, 2025

C. Open Space

In addition to the park facilities listed above, the City of Port St. Lucie has been actively acquiring lands for conservation. These sites are typically not open to the public for recreation, but provide valuable open space. Conservation areas purchased or acquired by the City are listed in **Table 7-2**. With the exception of the Mariposa Preserve and McCarty Ranch Preserve, city-owned conservation areas are not included in the inventory of available public parkland for level of service purposes. Management plans for these sites will be prepared as funding becomes available.

The purpose of the Port St. Lucie's Conservation lands program is to preserve and maintain native habitat. The City's Conservation Trust Fund accumulates mitigation fees paid by developers in lieu of onsite preservation of upland habitat as required by the City's Natural Resources Protection Code. In cases where the land cannot be preserved, the City can elect to accept a land donation or a monetary donation in lieu of preservation. Conservation land has also been acquired through the Florida Communities Trust land conservation program.

Florida Forever funds were used to purchase approximately 32 acres of land along the east shoreline of the North Fork of the St. Lucie River. The site includes the City's first public garden, the Port St. Lucie Botanical Garden which opened in March 2010. The gardens include a pond with a fountain, paved public paths, and a pavilion, as well as ample public parking.

Table 7- 2. City-owned Conservation Lands

Name	Legal Description	General Location	Acreage
Del Rio North	2/3 37 39 From NE Cor Sec 3 Run St Lucie West Plat #91	SE Quadrant I-95 / Crosstown Interchange	5.38
Del Rio South	3 37 39 From NE Cor Sec 3 Run Parcel 2 Govt. Lot 8	SE Quadrant I-95 / Crosstown Interchange	30.04
Reserve	Sec 15, Township 36S, Range 39E	North of Commerce Center Dr.	94.5
Peacock Parcel	SLW Plat No. 91, Tract D	Peacock Blvd.	2.17
Westmoreland Park	Parcel 2 Govt. Lot 8	Westmoreland Blvd.	12.24
Mariposa Preserve	*Tract "C", First Replat of Lennard Square*	*Mariposa*	*19.77**
McCarty Ranch Preserve	14/15/21/22/23/24/28/33 37 38 THAT PART OF SECS MPDAF: FROM INT SLY RD R/W LI OF FEC RR AND C/L OF CARLTON RD LYG IN SEC 15, TH N 44 47 24 E ALG SLY R/W LI OF FEC RR 14,922.87 FT, TH S 00 01 35 W 193.12 FT, TH S 00 30 13 E 5239.21 FT, TH S 00 53 49	West of I-95, south of Glades Cut Off Rd. and Range Line Rd. intersection	600*
Rosser	26 37 39 ALL THAT PART OF SEC LYG E OF I-95 R/W AS IN OR 311-2946- LESS THAT PART FOR RD R/W AS IN OR 4228-2398-	South of SW Open View Road between I-95 and Rosser Boulevard	105
Total			**869.1**

** Acreage included in the parks inventory.*

Sources: City of Port St. Lucie Planning & Zoning Department, 2025

D. State Facilities

Port St. Lucie is also served by nearby state-managed recreation areas, offering residents access to regional natural resources. Approximately 33% of Savannas Preserve State Park (2,323 acres out of 6,996 total) is located within the city's limits, as shown in **Map 7-2**. The park a 6,000+ acre preserve that protects a representative sample of a basin march ecosystem. The park provides a variety of activities such as hiking, kayaking, fishing, birdwatching, and educational programs that highlight the region's ecological significance. As a significant natural resource, the Savannas Preserve State Park complements the City's recreational offerings and enhances residents' connection to Florida's natural environment.

E. Trails

In the 2019 10-Year Parks and Recreation Master Plan, developing multi-purpose trails was identified as a key strategy in meeting the community's recreational needs. Trails are designated pathways created for non-motorized users, such as pedestrians and cyclists, offering opportunities for active recreation and connecting various destinations. They provide numerous public benefits, including encouraging physical activity, reducing traffic congestion, and enhancing outdoor recreation experiences. Most trails feature paved paths complemented by amenities like benches, water fountains, bike racks, wayfinding signage, lighting, and waste receptacles. Thoughtfully designed trails also link parks, neighborhoods, and major destinations, ensuring they are both functional and accessible.

The City of Port St. Lucie also aims to develop and enhance a recreational trail system that ties into St. Lucie County's Greenways and Trails system, the trail system in the 2035 Long Range Transportation Plan, and the trail system contained in the St. Lucie County TPO Bicycle, Pedestrian, and Greenways and Trails Study. In the 2019 10-Year Parks and Recreation Master Plan, developing a City-Wide Trail Master Plan was identified as a key project to support the goal of providing safe walking and transportation routes throughout the city. The plan recommended a phasing, funding, and implementation strategy to do so, with an expected completion date of 2026.

The City of Port St. Lucie supports this effort by providing 184 miles of trails throughout the city, as detailed in **Table 7-3**. The locations of these trails are shown in **Map 7-3.** As shown in the table and map, a large portion of the city's trails are considered "other suggested routes." These routes do not represent traditional trails per se, but do feature long expanses of paved sidewalks that can be used as multi-modal pathways. They are not as wide as other multi-use paved pathways identified on the map and lack amenities such as buffers and landscaping that are typically associated with recreational trails.

The City continues to actively plan and construct several major trail projects. These include the Port Preserve Trails—a system connecting Pioneer Park and The Anchorage—as well as Wilderness Trail, a boardwalk connection under the bridge to provide a continuous pedestrian route from the Promenade to Veterans Park, to Pioneer Park. Additional trail projects, such as the **O.L. Peacock Trail** and planned paved and unpaved trails at **Torino Regional Park**, will further strengthen the city's trail network and promote connections to surrounding neighborhoods and regional amenities.

Table 7- 3. Inventory of Trails

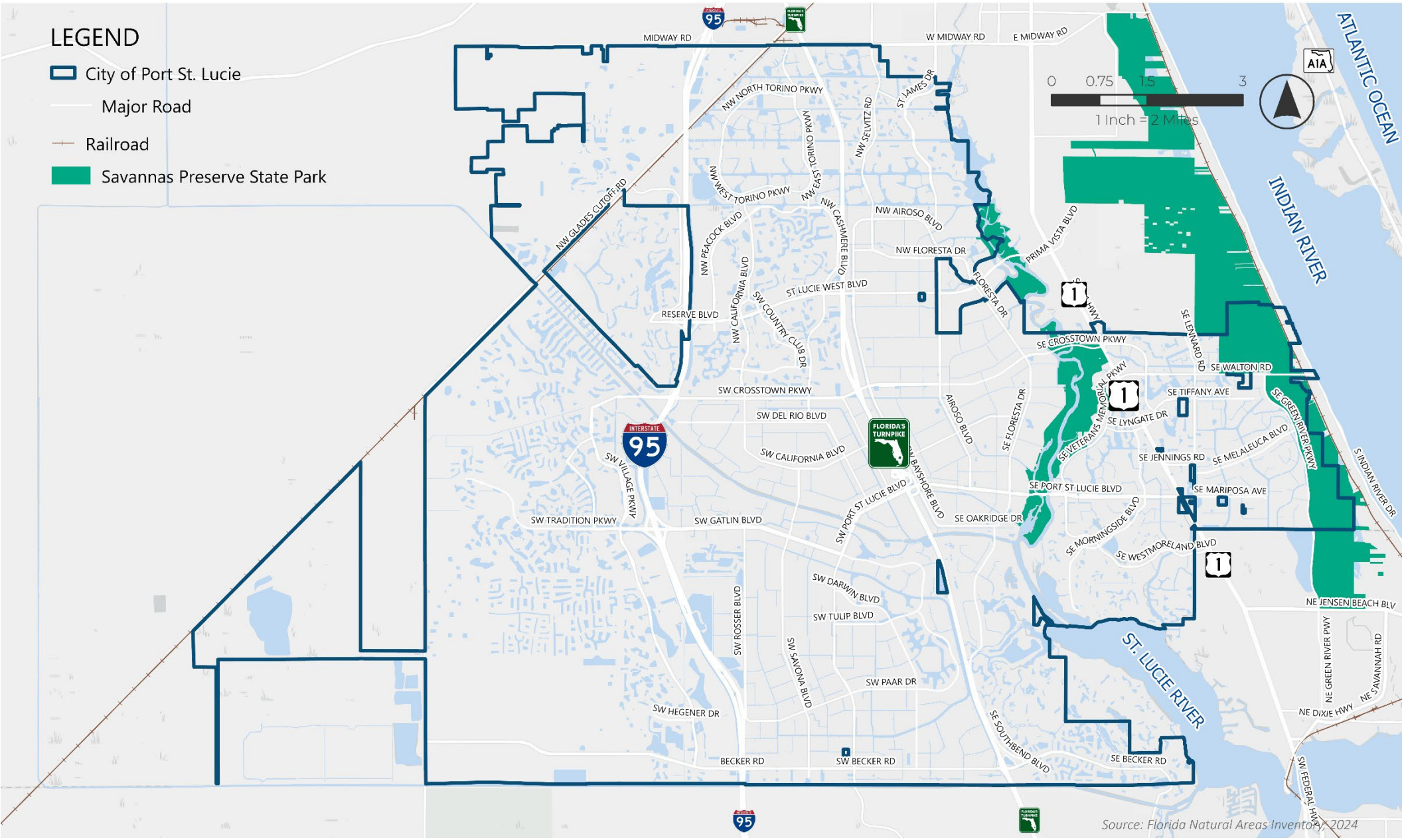
TRAIL TYPE	MILES
Paved Multi-Use Pathways	70.4
Bike Lanes (on road)	28.1
Paved Shoulder (on road)	1.2
Other Suggested Routes	84.5
Total	**184.2**

Sources: Port St. Lucie, 2024

STATE-OWNED PARKS

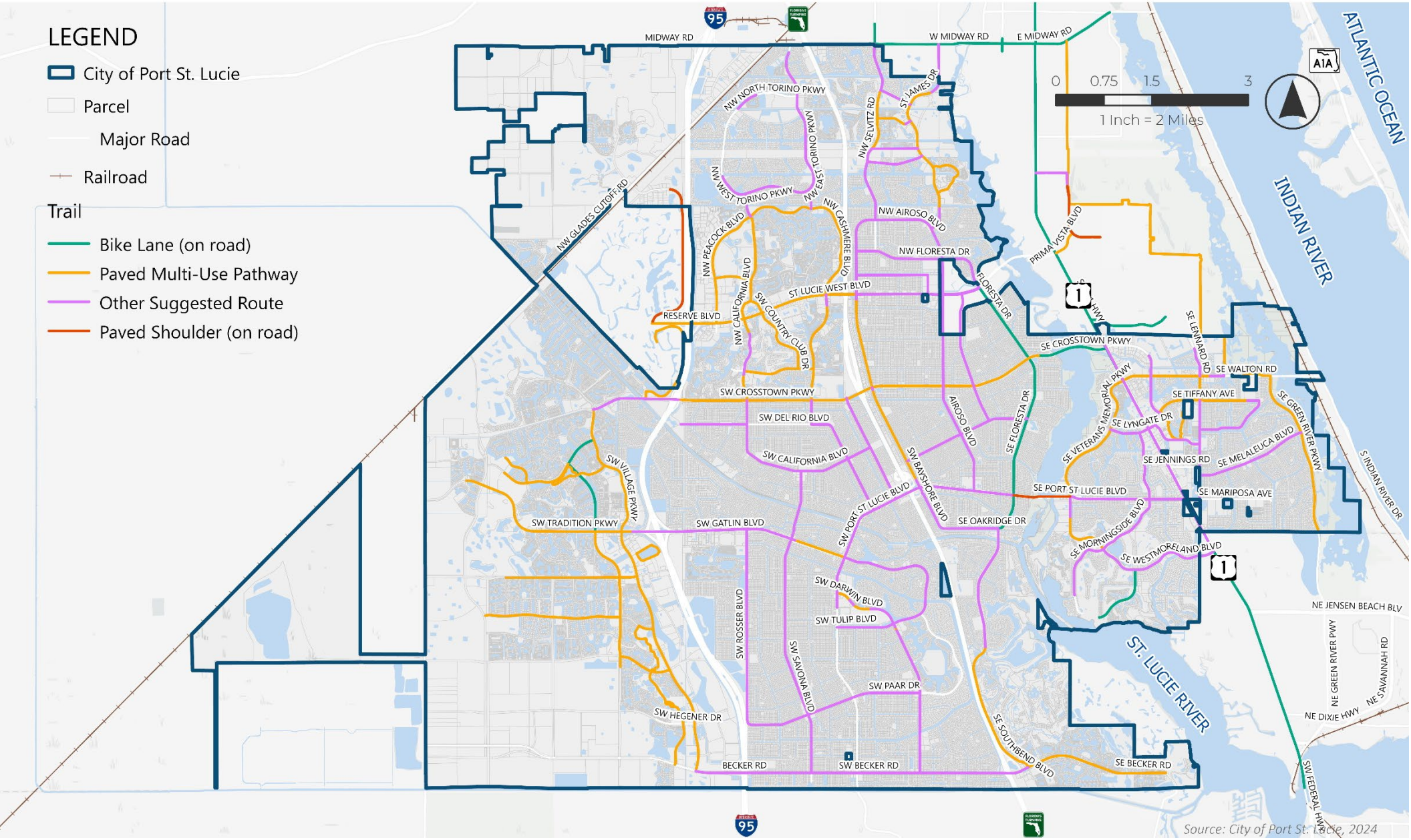
COMPREHENSIVE PLAN 2050

MAP 7-2



TRAILS
COMPREHENSIVE PLAN 2050

MAP 7-3



III. Analysis

A. Level of Service Standard for Recreation and Open Space

The parks level of service (LOS) is a measure for determining the park acreage necessary to accommodate the needs of the community. A level of service designed for a specific type of park or facility is considered to be too restrictive to meet changing demands of the public and fluctuating funding sources based in part on state grant funds. Therefore, the adopted level of service of 5 acres per 1,000 residents focuses on the overall need for developed public park facilities. The city currently exceeds the adopted level of service and has a current level of service of 6.1 acres per 1,000. The City does not have a specific level of service for open space. However, the Future Land Use Element contains policies for the dedication of open space as new developments are approved. Also, the City continues to work with developers to ensure the protection of environmentally sensitive areas through easements or acquisition.

B. Projected Need for Parks and Recreation Facilities

Understanding future demand for parks and recreation is important when deciding future goals, objectives, and policies for the City's long-range plans. This analysis is intended to project future demands for park facilities.

The projected demand for parks and recreation facilities has been derived by applying the adopted level of service (LOS) to projected population figures. According to the Bureau of Economic and Business Research (BEBR, 2025), Port St. Lucie had a permanent population of 260,194 in 2025. The City estimates a total current population of 267,793 (including seasonal residents). The population is projected to grow to 407,221 by 2050.

As mentioned earlier, there are a number of parks currently in the works and should come online in the next few years. **Table 7-4** shows the parks that will be added to the inventory in the near future. Southern Grove Park 2 is not developed, but is city-owned.

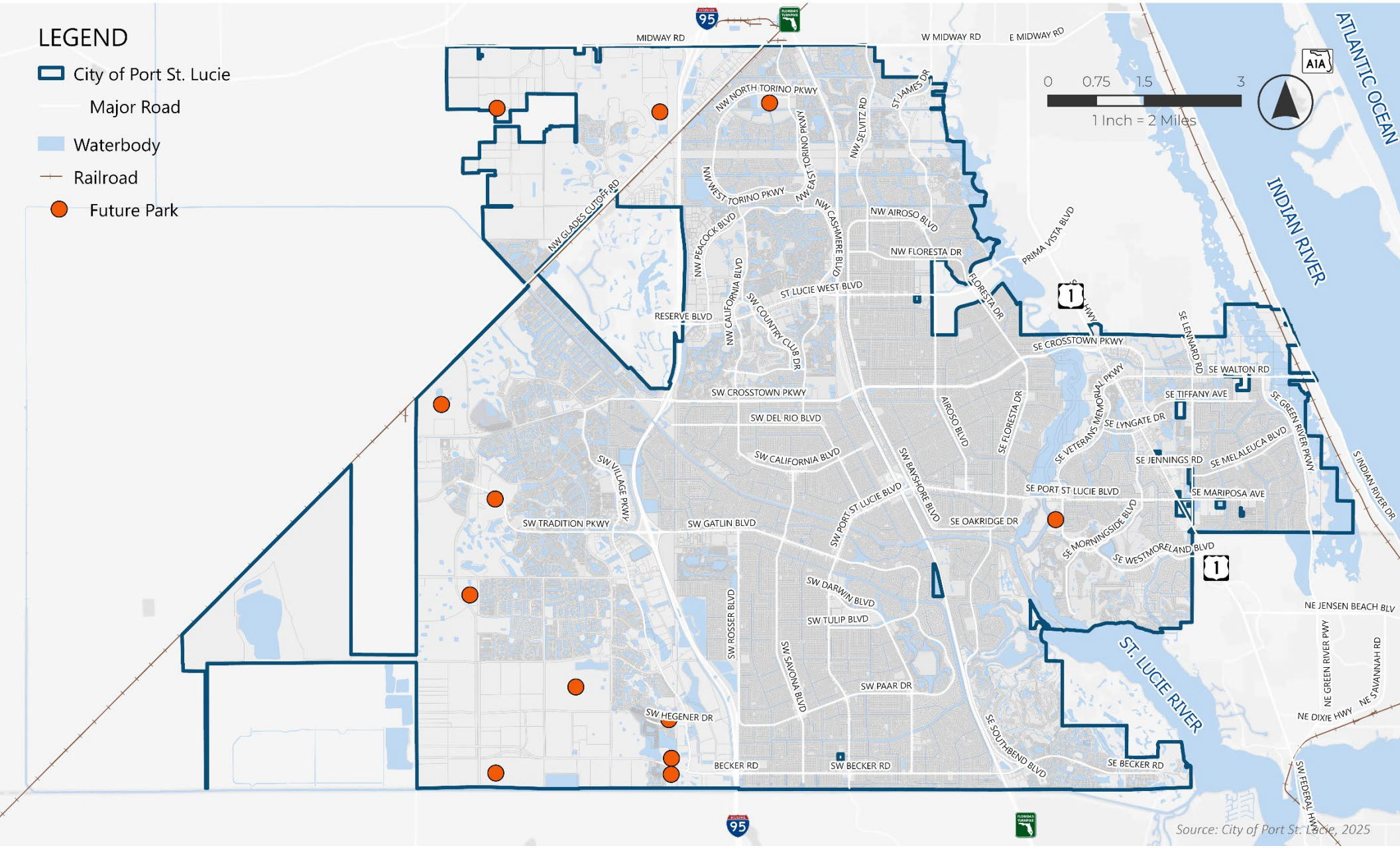
Table 7- 4. Future Parks and Recreation Facilities

PARKS	ACRES
1. Wylder Park *	113
2. Riverland - SITE 1	14.0
3. Riverland - SITE 2	55.9
4. Riverland/Wilson Groves Regional Park	140.0
5. Southern Grove Park 2	14.83
6. Southern Grove Park 3	36.0
7. Southern Grove Park 4	11.66
8. The Preserve at The Port	12.6
9. Torino Regional Park	195.2
10. Tradition Regional Park - Under construction with ballfields, multipurpose fields, and a BMX track	126.9
11. Verano – Location 1	50.0
12. Williams Road Park Property (city-owned; consists of two parcels split by a canal: one is 10 acres and the other is 36 acres).	46.45
TOTAL	**816.54**

Source: City of Port St. Lucie, November 2025

FUTURE PARKS
COMPREHENSIVE PLAN 2050

MAP 7-4



Tables 7-5 shows the projected demand for park space based on current level of service standards, current inventory of parks, and those coming online in the next few years. This analysis shows that Port St. Lucie is currently meeting LOS standards in park acreage and will continue to meet this standard through the planning horizon given the number of parks that are set to open in the coming years.

Table 7- 5. Projected Demand for Parks and Recreation Facilities

Year	Current/Projected Residents	Park Acreage (5 acres per 1,000 residents)		
		Demand	Acreage	Surplus/Deficit
2030	308,346	1541.7	2,449	907.3
2035	338,960	1694.8	2,449	754.2
2040	364,885	1824.4	2,449	624.6
2045	387,106	1935.5	2,449	513.5
2050	407,221	2036.1	2,449	412.9

Sources: Port St. Lucie, 2025

The City is actively pursuing park additions and improvements. In 2021, through the Community Redevelopment Agency, the City developed the Port District Master Plan to enhance a 1.5-mile area along the St. Lucie River. Covering approximately 85 acres, the plan aims to expand recreational opportunities by enlarging Veterans Memorial Park and Tom Hooper Park. Additionally, it explores the possibility of adding kayak launches, boat slips, and day use docks along the St. Lucie River to promote water-based uses and connectivity. The plan also emphasizes improved connectivity through the creation of new multi-use pathways and access points throughout the Port District.

Additionally, the City remains committed to implementing its 10-Year Parks and Recreation Master Plan. Three key examples of this effort are the development of **Torino Regional Park, Tradition Regional Park,** and the planned improvements at **O.L. Peacock Sr. Park**. The City is actively working toward opening Torino Regional Park in Spring 2027, which will add 195.2 acres of parkland. Tradition Regional Park is expected to open shortly and will add nearly 127 acres of parkland. O.L. Peacock Sr. Park has been designated as a High-Performance Public Space Initiative Pilot Project and will undergo enhancements to upgrade existing amenities and improve the overall park experience. Further, although it is not listed in the park inventory or the five-year budget, the City has designated areas for land acquisition for the District 4 Community Center in fiscal year 2029–2030.

C. Parks and Open Space Funding

Strategies for acquiring new parkland have included the dedication of park and recreation land as part of the annexation agreements for the western annexed lands; utilization of the City's Conservation Trust Fund, which is funded by mitigation fees paid by developers in lieu of on-site preservation; and through annexation agreements with property owners to set aside land for parks and open space. The City also collects Park Impact Fees to develop parks and recreation facilities. More recently, the city started implementing the Naturally PSL Land Bank, which engages residents as well as private, public and nonprofit partners in contributing to land acquisition and green space enhancements.

The City's Conservation Trust Fund accumulates mitigation fees paid by developers who choose to make this payment in lieu of preserving a portion of their sites as required under the City's Land Development

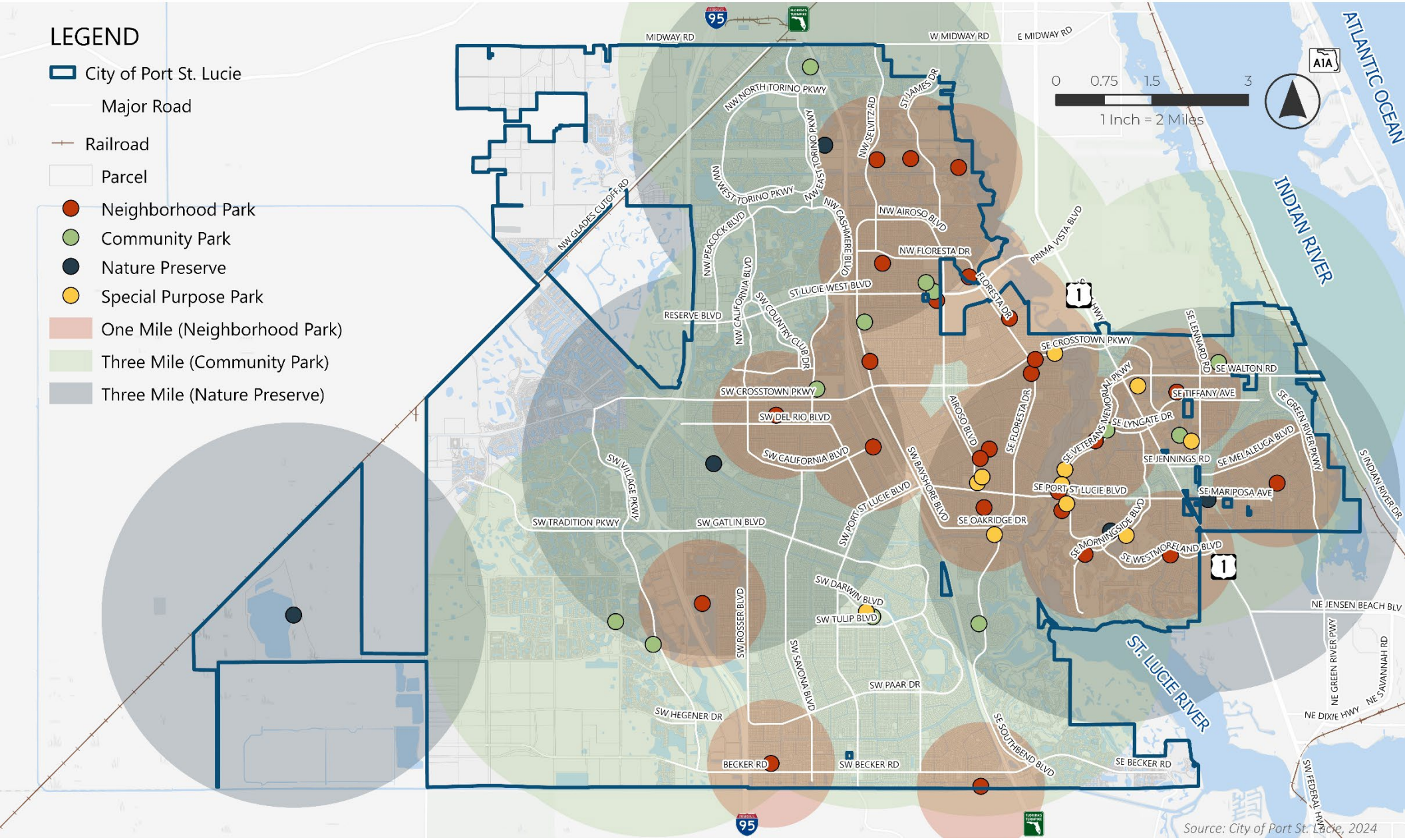
Code. These fees can be used for preservation of land. Funds from the Conservation Trust Fund have been used for City parks such as the Port St. Lucie Botanical Garden, the City's first public garden opened in 2010.

The acreage level of service shows adequate provision of parks and recreational facilities for the current population, but it is also necessary to look at population centers and determine if the current parks are adequately serving all residents. **Map 7-5** shows the service areas of neighborhood parks, community parks, nature preserves, and open space parks. As seen on the map, the eastern part of the City is well served by all park types. The region of the city west of the Turnpike has access to neighborhood and community parks but currently lacks other park types.

PARK SERVICE AREAS

COMPREHENSIVE PLAN 2050

MAP 7-5



IV. Future Considerations

The City of Port St. Lucie has invested in quality of life through the development of the MidFlorida Event Center, the Botanical Gardens, and ample park facilities. The City also supports public art projects and community and cultural events such as City Fest, jazz concerts, and holiday events. According to the 2019 10-Year Parks and Recreation Master Plan, an evaluation of existing facilities revealed that the parks and recreation system is meeting expectations overall. However, opportunities for improvement remain.

A. **Accessibility.** Enhancing pedestrian comfort and connectivity between parks is a key area for advancement. For instance, adding buffers along sidewalks adjacent to roads that connect residents to parks can create a safer, more cohesive, and visually appealing parks system. To ensure accessibility for all residents, the city may consider co-locating transit stops with parks, integrating public transportation into the parks network. Improving the signage hierarchy—such as incorporating wayfinding and educational signage—may further enhance the user experience by providing clear directions and enriching visitors' understanding of park features. The City of Port St. Lucie will also consider continuing to expand their trails system, especially across southern portions of the city, to enhance multimodal accessibility as connectivity across the city.

B. **Amenities.** Given the city's relatively balanced distribution of children, adults, and seniors, it is essential to ensure that park amenities cater to the diverse needs of all demographic groups. The Master Plan also identified the potential to acquire land for dual-purpose stormwater treatment park sites. The City will explore the idea of acquiring land that supports recreational use while also addressing stormwater treatment and water quality improvement goals.

C. **Locational Considerations.** Traditional comprehensive planning in Florida has often recommended the co-location of parks and recreation facilities with public schools. Previous comprehensive planning documents encouraged this practice. However, with increased prioritization of school safety in response to recent tragedies, this practice is no longer recommended. While some community parks in Port St. Lucie are currently associated with park-school combinations, the city should reevaluate this approach to prioritize safety. Although the city is currently meeting level-of-service standards by acreage, it should also evaluate the geographic distribution and service areas of its parks.

RECREATION AND OPEN SPACE

7

CHARTING PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 7.1. ~~GOAL 7.1:~~RECREATION AND OPEN SPACE

~~To p~~The City shall provide quality~~adequate~~ recreation and open space facilities ~~and areas~~ offering a broad range of activities, convenient access, appropriate improvements, and sound management to provide all citizens of Port St. Lucie with active and passive recreation opportunities in the interests of personal health, entertainment, and constructive use of leisure time.

OBJECTIVE 7.1.1.	**~~OBJECTIVE 7.1.1:~~ RECREATION FACILITIES** The City shall ~~E~~establish mechanisms ~~necessary~~ to provide active and passive recreation facilities and areas to serve current and future ~~for~~ residents of Port St. Lucie, as determined by the Parks and Recreation Master Plan ~~in a timely manner~~ so as to comply with the level of service standards set forth by this element and to maintain such compliance in subsequent years.

Policy 7.1.1.1. ~~Policy 7.1.1.1:~~ The City shall ~~Achieve~~maintain the parks ~~level of service~~LOS standard~~s~~ by utilizing parks impact fees, grant funds, or other public funding sources, as well as gifts, dedications, or contributions, for the purchase and/or development of park sites. ~~through an equitable and systematic land acquisition program.~~

Policy 7.1.1.2. ~~Policy 7.1.1.2:~~ The City shall ~~M~~maintain ~~the City~~ concurrency management regulations in accordance with ~~revised~~ adopted ~~level of service~~LOS standard~~s~~ and definitions ~~as~~ related to the provision~~s~~ ~~for~~ of recreation and open space.

Policy 7.1.1.3. ~~Policy 7.1.1.3:~~ The level-of-service standard for parks and recreation shall be as follows~~:~~.

Developed Public Park or Recreation Facilities = 5.0 acres per 1,000 population.

Policy 7.1.1.4. Policy 7.1.1.4: Based on the adopted ~~level of service~~LOS standards, the City shall document future needs for recreation facilities and correct or improve deficiencies in the City's Capital Improvements Element and capital improvements programs.

OBJECTIVE 7.1.2.

FUNDING AND PARTNERSHIPS

~~Objective 7.1.2:~~ Through the use of public funds, gifts and contributions, mandatory fees and/or dedications, and other means the City shall coordinate with other governmental agencies and the private sector to meet the recreation and open space needs of the residents.

Policy 7.1.2.1. ~~Policy 7.1.2.1:~~ The City shall ~~Utilize recreation impact fees, and other sources, for recreation land acquisition and development. S~~supplement recreation land acquisition and development needs through interlocal agreements and coordination, developer agreements, operational practices, user and impact fees, incentives, and public/private cooperative efforts~~. Develop a comprehensive implementation program based on data and analysis and direction established in this plan element~~.

Policy 7.1.2.2. ~~Policy 7.1.2.2:~~ The City shall ~~M~~maintain a detailed ~~recreation and open space~~ inventory of developed public parks and recreation facilities ~~which~~ indicating~~es~~ the general location of existing and potential sites and facilities.

Policy 7.1.2.3. ~~Policy 7.1.2.3:~~ RESERVED ~~Continue to require the mandatory dedication of park sites designated by General Development Corporation on their original maps.~~

Policy 7.1.2.4. ~~Policy 7.1.2.4:~~ Conservation Trust Funds shall only be used for the acquisition and management of upland preserves and the~~,~~ development of passive recreation facilities~~, on such lands consistent with the permitted principal uses and structures of the Open Space Conservation Zoning District, and education pertaining to such lands.~~

Policy 7.1.2.5. ~~Policy 7.1.2.5:~~ The City shall ~~D~~define open space and enforce preservation and open space design standards through the City's land development code~~s~~.

Policy 7.1.2.6. ~~Policy 7.1.2.6:~~ RESERVED~~Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all residents.~~

Policy 7.1.2.7. ~~Policy 7.1.2.7:~~ The City shall~~may~~ preserve existing ~~open space and~~ recreation and open space land by restricting its conversion to other uses and limiting encroachment from other uses.

Policy 7.1.2.8. ~~Policy 7.1.2.8:~~ The City shall ~~E~~encourage the development of new parks to ensure all Port St. Lucie residents have access to park and recreational facilities ~~within a maximum three mile radius.~~based on the following service radii:

Policy 7.1.2.9. ~~Policy 7.1.2.9:~~ The City shall ~~E~~encourage passive recreational activities and eco-tourism of natural areas~~ within the City of Port St. Lucie~~.

Policy 7.1.2.10. ~~Policy 7.1.2.10:~~ The City shall ~~P~~promote partnerships with local arts, ~~/~~cultural, sports, and other nonprofit organizations~~ and sports organizations, and~~ promote recreational tourism opportunities within the City of Port St. Lucie.

Policy 7.1.2.11. The City shall consider applying for county, state, and federal grants, including but not limited to the St. Lucie County Environmentally Significant Lands (ESL) Program, the Florida Communities' Trust, the

Land and Water Conservation Fund, and the Florida Recreation Development Assistance Program, for conservation land acquisitions.

OBJECTIVE 7.1.3.	**~~OBJECTIVE 7.1.3:~~ ACCESSIBILITY** The City shall ~~E~~ensure that parks and recreation facilities are reasonably accessible to all ~~categories of~~ users, including ~~the handicapped~~people with disabilities, ~~elderly~~older adults, and ~~economically disadvantaged~~those with limited financial means.

Policy 7.1.3.1. ~~Policy 7.1.3.1:~~ Through the site plan review process, the City shall require development to provide access easements or rights-of-way as needed to provide adequate access ways, ~~(~~including beach access where applicable.~~if appropriate)~~ Such access shall be~~which are~~ compatible with the character and needs of the facility, and be~~as well as being~~ harmonious with surrounding development patterns.

Policy 7.1.3.2. ~~Policy 7.1.3.2:~~ The City shall ~~C~~coordinate with St. Lucie County's Parks, Recreation and Facilities Department to negotiate public access to Atlantic Ocean beaches~~ through meetings and discussions~~.

Policy 7.1.3.3. ~~Policy 7.1.3.3:~~ The City shall ~~C~~continue to ~~implement~~ apply inclusive ~~handicapped~~ accessibility design standards in~~to~~ the development of new recreation facilities~~y designs~~.

Policy 7.1.3.4. ~~Policy 7.1.3.4:~~ The City shall~~should~~, in cooperation with St. Lucie County and other appropriate transportation providers, work to enhance physical access to park and recreation areas by automobile, bicycle, pedestrian, and public transportation.

Policy 7.1.3.5. ~~Policy 7.1.3.5:~~ The City shall~~should strive to~~ ensure that all ~~public, active,~~ recreation facilities are~~shall be~~ accessible to ~~the~~ people with disabilities~~disabled,~~ and ~~the elderly~~ older adults through proper design and continued maintenance.

Policy 7.1.3.6. The City may implement consistent wayfinding and educational signage to improve navigation, accessibility, and public awareness of natural, historical, and recreational features in parks and open space.

OBJECTIVE 7.1.4.	**~~OBJECTIVE 7.1.4:~~ COORDINATE WITH OTHER GOVERNMENT AGENCIES AND THE PRIVATE SECTOR** To implement park acquisition, construction, maintenance, and preservation plans.

Policy 7.1.4.1. ~~Policy 7.1.4.1:~~ The City will~~Through a joint use agreement~~ coordinate with the State of Florida to open ~~State owned~~State-owned lands along the North Fork of the St. Lucie River and the Savannas Preserve State Park. ~~to~~ for public access.

Policy 7.1.4.2. ~~Policy 7.1.4.2:~~ The City shall continue to work with the St. Lucie County School Board to provide recreation facilities and programs at schools located in the City through mutual use agreements.

Policy 7.1.4.3. ~~Policy 7.1.4.3:~~ The City shall~~will~~ seek intergovernmental agreements when necessary for joint projects with St. Lucie County in a cooperative effort to provide recreation facilities in the City.

Policy 7.1.4.4. ~~Policy 7.1.4.4:~~ The City shall ~~D~~develop and enhance the City's recreational trail system to tie into St. Lucie County's Greenways and Trails system, the trail system contained in the ~~2035~~ 2050 Long Range Transportation Plan, and the trail system contained in the St. Lucie County TPO ~~Bicycle, Pedestrian, and Greenways and Trails Study~~SmartMoves 2045 plan.

ECONOMIC DEVELOPMENT

8

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

CHAPTER 8. ECONOMIC DEVELOPMENT ELEMENT 8-1
I. Introduction 8-1
A. Economic Development History 8-1
B. Past Trends 8-1
II. Description of the Local Economy 8-2
A. Industry Diversity 8-2
B. Major Employers 8-3
C. Education 8-4
D. Income 8-5
E. Financial Health and Cost of Living 8-5
F. Unemployment 8-6
G. Future Land Uses 8-6
III. Important Economic Issues 8-7
A. Tourism 8-7
B. Public Infrastructure 8-7
C. Transportation 8-7
D. Quality of Life 8-8
E. Location identification to build on job creation efforts 8-8
F. Continued Small Business Support and Development 8-8
G. Provision of Workforce Housing Opportunities 8-8
IV. Economic Development 8-8
A. Business Navigator Program 8-8
B. Economic Development Activity 8-9
C. Economic Development Accomplishments 8-11
D. Business Retention and Expansion 8-13
E. Economic Development Incentives 8-13
V. Future Considerations 8-14

List of Tables

Table 8 - 1. Employment by industry 8-2
Table 8 - 2. Major Employers 8-4
Table 8 - 3. Educational Attainment of People in Port St. Lucie City in (2018-2022) 8-4
Table 8 - 4. Port St. Lucie Income 8-5
Table 8 - 5. Port St. Lucie MSA Wages by Occupation 8-5
Table 8 - 6. Cost of Living 8-6
Table 8 - 7. Job Growth 8-10

CHAPTER 8. ECONOMIC DEVELOPMENT ELEMENT

I. Introduction

The Economic Development Element is an optional element in Port St. Lucie's Comprehensive Plan. It addresses the City's current economic challenges and anticipates future opportunities and obstacles. While not a required element, its significance warrants careful consideration in shaping the City's long term prosperity. A well-structured plan provides direction for sustainable economic growth, ensuring a high quality of life for present and future residents.

Recognizing the interconnected nature of economic relationships across geographic areas, this element emphasizes coordination with various levels of government and private enterprise to foster successful economic development. This element serves as a foundation and a strategic tool, documenting key data, identifying opportunities, and guiding policy decisions. However, its effectiveness depends on implementation alongside targeted strategic actions to drive future economic progress.

A. Economic Development History

In 1993 the U.S. Economic Development Administration awarded St. Lucie County a grant to fund a county-wide economic plan. The development of the county's draft Economic Plan involved the creation of two requisite work products, a base study document entitled Economic Activities in St. Lucie County (1995), and a second document called Vision St. Lucie (1995).

As part of Vision St. Lucie, the City completed the following to support economic development:

- Internet homepage providing information about the City.
- City beautification projects (i.e. landscaping, signage, entry features).
- Development of a new City motto.
- Support of design improvements for Port St. Lucie and Gatlin Boulevards.
- Riverwalk along the North Fork of the St. Lucie River, now known as the Port District.

The City is continuing the following activities to attract new businesses:

- Increase quality jobs and attract investment in the community.
- Promote quality development for cultural, arts, and entertainment facilities.
- Promote existing attributes (i.e. PGA headquarters, NY Mets spring training camp).
- Pursue feasibility to develop a downtown or town center as a community focus and meeting place.
- Explore potential.

B. Past Trends

The economic emphasis at the time General Development Corporation (GDC) designed the community, was the platting of residential lots for sale. The population at the time was less than several hundred residents in the 78 square miles that made up the City limits.

Over time, GDC successfully sold most of the 80,000 residential lots they had platted. The area's low cost of living, sub-tropical climate, and central location contributed to rapid population growth, particularly during the late 1970s and 1980s. By 1990, the population exceeded 55,000 and grew to more than 76,000 by early

1997. However, the labor force expanded at a disproportionately higher rate than local job availability, Leading to two persistent challenges: a higher-than-average unemployment rate and a significant percentage of residents commuting outside the City for work.

In the City's early growth stages, the availability of commercial, office, and industrial areas was sufficient to support the population. However, as growth accelerated, the shortage of designated economic development areas became evident. To address this, the City established land use conversion zones, allowing residential areas along major corridors to transition into commercial, office, institutional, or multi-family uses. This initiative along with the annexation of additional land for economic development including St. Lucie West, LTC Ranch, and the southwest annexation area have helped alleviate the shortage of land for economic development. The Future Land Use Element of this further details necessary land use changes to foster new commercial centers .

Moving forward, identifying and strategically positioning additional commerce centers will be essential to capitalizing on economic development opportunities. Expanding and diversifying the local economy will help retain, grow, and attract businesses within the City's existing and target industry base.

II. Description of the Local Economy

The following provides a general description of the local Port St. Lucie economy. The data includes an analysis of industry diversity, major employers, educational attainment, cost of income, and cost of living.

A. Industry Diversity

The Port St. Lucie economy is comparable to the State's in terms of employment diversity. In 2024,, the leading employment classifications in Port St. Lucie were *educational services, health care, and social assistance*, which accounted for 28.6 percent of the workforce; *retail trade,* which accounted for 15.3 percent; arts, entertainment and recreation, and accommodation and food services, which accounted for 13.7 percent; and professional, scientific, management, and administrative and waste management services, which accounted for 10.2 percent of the workforce. This economic mix has contributed to a median income that exceeds the State average. This is a positive trend that can be further strengthened through targeted market and policy initiatives.

Recognizing this momentum, both the City of Port St. Lucie and the St. Lucie EDC are committed to fostering continued economic diversification and growth over time.

Table 8 - 1. Employment by industry

INDUSTRY	Port St. Lucie		State of Florida	
	Number of Employees	Percent	Number of Employees	Percent
Agriculture, forestry, fishing and hunting, and mining	45	0.1%	36,533	0.4%
Mining	11	0.0%	4,996	0.1%
Utilities	21	0.0%	24,710	0.3%
Construction	2,915	6.4%	498,017	5.3%
Manufacturing	1,156	2.5%	404,070	4.3%
Wholesale trade	696	1.5%	308,854	3.3%
Retail trade	6,946	15.3%	1,223,198	12.9%
Transportation and warehousing	676	1.5%	235,286	2.5%

INDUSTRY	Port St. Lucie		State of Florida	
	Number of Employees	Percent	Number of Employees	Percent
Information	920	2.0%	223,657	2.4%
Finance and insurance, and real estate and rental and leasing	2,499	5.5%	754,671	8.0%
Professional, scientific, and management, and administrative and waste management services	4,636	10.2%	1,148,881	12.2%
Educational services, and health care and social assistance	13,012	28.6%	2,147,209	22.7%
Arts, entertainment, and recreation, and accommodation and food services	6,235	13.7%	1,291,312	13.7%
Other services, except public administration, and unclassified establishments	3,881	8.5%	603,732	6.4%
Public administration	1,770	3.9%	543,402	5.8%
Total	45,419	100.0%	9,448,528	100.0%

Source: ESRI BAO Business Summary 2024

B. Major Employers

Major employers located in St. Lucie County include the following.

Table 8 - 2. Major Employers

Employer	Number of Employees
St. Lucie Public Schools	6,017
Walmart	3,376
Publix	1,974
Lawnwood Medical Center	1,751
City of Port St. Lucie	1,324
Indian River State College	1,471
Cleveland Clinic Martin Health System	1,402
Amazon Fullfillment Center	1,200
Oak Hill Hospital	950
St. Lucie County	857
Teleperformance	799
St. Lucie County Sheriff's Department	731
Atlantic Payroll Partners	694
PB Holdco	669
Maverick Boat Group	566
Florida Power & Light	526
Home Depot	522
FedEx Ground	451
Cheney Brothers	310
Amazon Delivery Station	300
City Electric Supply / TAMCO	234
Cleveland Clinic (Lerner Research Institute) - FRIC	234

Source: St. Lucie EDC, 2024

C. Education

According to the American Community Survey Key Population & Household Facts, 2018-2022, 90.7 percent of people 25 years and over had at least graduated from high school and 26.2percent had a bachelor's degree or higher. Port St. Lucie has a higher percentage of residents graduated from high school than the State of Florida, but a lower college graduation rate than the State .

Table 8 - 3. Educational Attainment of People in Port St. Lucie City in (2018-2022)

	Port St. Lucie		State of Florida	
EDUCATIONAL ATTAINMENT	Number	Percent	Number	Percent
Population 25 years and over	151,542	100%	15,579,847	
Less than 9th grade	4,990	3.3%	679,669	4.4%
Some high school	9,033	6.0%	991,203	6.4%
High school graduate or GED	46,832	30.9%	4,316,799	27.7%
Some college, no degree	33,355	22.0%	2,987,680 2,963,473	19.2%
Associate's degree	17,653	11.6%	1,567,030	10.1%
Bachelor's degree	26,714	17.6%	3,154,240	20.2%
Graduate or professional degree	12,965	8.6%	1,883,226	12.1%

High school graduate or higher	137,519	90.7%	5,037,466	89.3%
Bachelor's degree or higher	39,679	26.2%	5,037,466	32.3%

Source: American Community Survey Key Population & Household Facts, 2018-2024; ESRI Business Analyst Outline

College programs within the City have expanded extensively in the past ten years with more four-year programs. Higher educational resources within the City include Indian River State College (IRSC), Keiser University, and extension campuses of Florida Atlantic University and Barry University. Each of these institutions offers four-year degree programs.

D. Income

According to the American Community Survey, the 2022 median income for the Port St. Lucie Metro Area, adjusted for inflation, was $75,040 compared to $67,917 for the State of Florida. While this is a positive indicator, further economic diversification is needed to sustain income growth. Port St. Lucie, in collaboration with the St. Lucie County Economic Development Council, is actively working to toward this goal.

Tourism and retail/services are growing and well-represented sectors in the local economy. However, wages in these industries often lag behind the city's median and average household incomes. Food service, personal service, and sales occupations in particular offer significantly lower annual wages, creating income challenges for residents employed in these fields. Addressing these disparities through economic development initiatives will be key to strengthening the city's long-term prosperity.

Table 8 - 4. Port St. Lucie Income

Median Household Income	$75,040
Average Household Income	$94,089

Source: American Community Survey Key Population & Household Facts, 2018-2022; ESRI Business Analyst Outline

Table 8 - 5. Port St. Lucie MSA Wages by Occupation

Occupation	Hourly Median Wage	Annual Mean Wage
Food Preparation and Serving Related Occupations	$14.02	$32,800
Personal Care and Service Occupations	$17.12	$35,610
Sales and Related Occupations	$21.42	$44,560

Source: Employment and Wage Statistics, U.S. Bureau of Labor Statistics, 2023

E. Financial Health and Cost of Living

The following table compares Port St. Lucie's cost of living to other Florida cities and the nation. Based upon the overall cost of housing, transportation, utilities, and food, everyday costs are lower in Port St. Lucie compared to Fort Lauderdale, Miami and the US overall. A lower cost of living makes Port St. Lucie an attractive location for new residents as well as attractive to businesses interested in relocating.

Table 8 - 6. Cost of Living

	Port St. Lucie	Fort Pierce	W. Palm Beach	Ft. Lauderdale	Miami	U.S. Avg.
Cost of Living						
Overall	98.6	98.6	114.1	110.5	118.9	100.0
Housing	98.9	69.9	102.0	135.3	136.5	100.0
Transportation	102.7	88.1	127.4	130.8	144.5	100.0
Utilities	94.0	95.0	97.0	96.0	96.0	100.0
Food & Groceries	104.7	101.6	104.8	107.6	107.3	100.0
Health	103.7	103.7	101.0	99.2	104.0	100.0
Miscellaneous	86.5	86.3	108.8	107.6	100.2	100.0
Housing						
Median Home Cost	$372,300	$274,000	$397,000	$521,000	$524,600	$338,100

Source: Sperling's City Profile 05/20/2020

F. Unemployment

According to the US Bureau of Labor Statistics, the annual average unemployment rate for the Port St. Lucie Metropolitan Area, which includes St. Lucie and Martin counties was 3.8 percent in 2024 compared to a statewide unemployment rate of 2.9 percent (not seasonally adjusted) . These rates are near full employment, indicating that while many residents commute outside the area for work or earn lower-than-average wages, unemployment itself is not a significant local issue.

G. Future Land Uses

The future land use map allocates 8.7 percent of the total acreage in the city for commercial use and 1.2 percent for industrial use. Compared to past percentages (4% commercial and 1% industrial in 2012), it is evident that the city is transitioning from a bedroom community to a more diverse mix of uses. Historically, residential development was considered a stronger investment in Port St. Lucie. However, the City has in more recent years prioritized commercial growth. Key developments include commercial centers near major interchanges and the technology cluster at Tradition. The required mix of uses in the Developments of Regional Impact (DRIs) aligns with this strategy.

Located along Interstate 95 between the Tradition Parkway and Becker Road interchanges, the Southern Grove Jobs Corridor is a major employment and economic hub in Port St. Lucie. The area supports large-scale manufacturing, logistics, and retail development, offering a central location between major metropolitan areas and international airports in Orlando and West Palm Beach. Southern Grove includes the Tradition Center for Commerce and the Tradition Center for Innovation, which together provide substantial acreage and square footage for office, industrial, warehouse, and retail uses. The corridor continues to attract investment in sectors such as manufacturing, distribution, warehousing, corporate and medical offices, research and development, retail, multi-family residential, hospitality, and education.

Port St. Lucie DRIs in the southwest area utilize the New Community District (NCD) future land use designation. The NCD future land use designation accounts for approximately 19 percent of the total land area in the City. The NCD District was created as a land use for Developments of Regional Impact to reflect the mixed use nature of these projects and allows commercial and industrial uses in additional to residential uses.

Port St. Lucie has several areas designated as light industrial that provide somewhat higher paying jobs (than the County average) in light manufacturing and assembly. The City is also encouraging light clean industry, life sciences, and technology as a means to increase the number and quality of the available jobs within the City and lower the proportion of retail and construction jobs.

III. Important Economic Issues

A. Tourism

Eco-tourism is an emerging tourism trend that focuses on marketing of the environment. Eco-tourism involves experiencing the natural environment and educating about natural resources without threatening the environment. The North Fork of the St. Lucie River and other pristine natural habitats such as the Savannas Preserve State Park, and the County's Oxbow Eco-Center provide ideal settings for establishing eco-tourism. Developing this market with activities such as backpacking, bird watching, horseback riding, canoeing, camping, and fishing will help expand the tourism season and reduce the unemployment gap.

B. Public Infrastructure

The ability of a community to attract and sustain economic development depends on the quality of the community's infrastructure. Infrastructure includes roadways and bridges; airports; drainage and stormwater facilities; water and wastewater systems; electric generation and transmission systems; solid waste collection, recycling and disposal facilities; schools; parks; and any other facility that is basic in daily life. These facilities are the skeletal structure that support community life and economic development. Other elements of this plan provide details on City activities in these areas.

The City annually updates the Capital Improvements schedule to ensure level of service standards are met for existing and future development.

C. Transportation

Efficient transportation of people, goods, and services is a key driver of economic development. The region benefits from strong inter-modal access to larger markets through the Port of Ft. Pierce, a deep water seaport and the Treasure Coast International Airport, a major regional airport. These transportation hubs provide significant commercial opportunities and enhanced connectivity.

According to the 2035 Florida Aviation System Plan, the Treasure Coast International Airport's economic potential was recently strengthened by a $1.5 million grant from the U.S. Economic Development Administration. Combined with state and county funding, this grant supports the construction of a 30,000-square-foot hangar capable of housing two Boeing 737 aircraft. Additionally, the airport has expanded its customs processing capacity and improved its taxiway system to support future growth.

Although the airport and port are outside City limits, their proximity enhances Port St. Lucie's attractiveness for businesses seeking strategic access to transportation infrastructure.

Further bolstering the City's accessibility, the Florida Turnpike, Interstate 95, and the Florida East Coast (FEC) railroad all traverse the area, providing critical transportation linkages for industry and commerce. Currently, the City counts with 2 Interstate-95 interchanges providing access to the Southern Groves employment center: one at Tradition Parkway and another one at Becker Road. To further improve regional connectivity and support economic expansion within Southern Grove, a future interchange at Marshall Parkway and Interstate 95 has been identified as a key infrastructure need.

D. Quality of Life

The Treasure Coast Region enjoys an excellent quality of life. The indicators of quality of life include the natural environment, recreation, culture, safety, education, housing and health services. The perception of an area having a good quality of life is critical for many businesses when determining whether or not to invest in an area. A community must call attention to its diversity, identity, and individuality to attract capital and investment. In addition, a community must continue efforts to maintain and expand the infrastructure and other amenities (museums, theater, sports, entertainment, recreation) to sustain a quality of life enjoyed by residents and found attractive to outside businesses.

Port St. Lucie has invested in quality of life through the development of the Mid Florida Event Center, the Botanical Gardens, Pioneer Park, and ample park facilities. The City also supports public art projects and community and cultural events such as City Fest, jazz concerts, and holiday events.

The Public Art Advisory Board, established in 2009, was formed to prepare a Public Art Master Plan and recommends specific public art projects, including the selection of works of art, special landscape treatments and architectural enhancements. The City's Art in Public Places Program, as amended in 2018 and 2021, requires all new development requiring a site plan or site plan amendment to provide public art. In March, 2021, the City adopted an Art in Public Places Plan that establishes the vision and strategy for developing arts Citywide. Specifically, the Plan points to connections to the City Strategic Plan and in terms of economic development, efforts at building the arts portfolio in redevelopment activities.

E. Location identification to build on job creation efforts

There has been great success in development associated with Southern Grove in preceding years and the City has an interest in identifying additional physical inventory locations that can become the focal point for job creation efforts. These include developing job corridors of opportunity throughout the City particularly with regard to eastside initiatives such as US 1 and Walton and One. In addition, additional commerce park space capacity and supporting infrastructure would be important to provide opportunities to further develop large scale commercial and industrial employment.

F. Continued Small Business Support and Development

The City aims to supports small business growth by developing programs tailored to their unique needs. This may include program development with partners to provide small business and entrepreneurial services and from the City's perspective, guidance in navigating City regulatory procedures that adhere to small business development.

G. Provision of Workforce Housing Opportunities

Provision of adequate workforce housing will be important to the ability of the City to maintain the necessary workforce to serve local employers. Where possible, the City will need to partner with the private development community and housing provision partners to ensure that workforce housing opportunities align with workforce housing needs.

IV. Economic Development

A. Business Navigator Program

In 2017 the City of Port St Lucie established the Business Navigator position to assist applicants understand the land development and permitting process and work with the land development departments to resolve

issues and streamline the development process. The Business Navigator provides the following value-added services to the development and business community in Port St Lucie.

1. **Development Services**

   - Consultation to determine a company's business needs and provide an orientation to the land development and permitting process.
   - Guidance throughout the approval process and clarifying requirements for obtaining a business license, zoning approvals and building permitting.
   - Serve as the company's business facilitator with all City Departments.
   - Act as a liaison to resolve concerns in the development process to keep the project on schedule.

2. **Business Assistance**

   - Assist companies with identifying available sites including retail, office and industrial properties.
   - Provide information on available City, County and State incentive programs and assist with the submission of applications and approvals.
   - Coordinate peer-to-peer meetings with local business leaders, the St Lucie County Economic Development Council, St Lucie County Chamber of Commerce, Treasure Coast Manufactures Association and the Treasure Coast Builders Association.
   - Coordinate with CareerSource Research Coast to provide access to labor market information and employee training programs and incentives.

B. Economic Development Activity

The 2017–2024 Economic Impact Analysis, released by the Economic Strategy Center of Atlanta in February 2025, evaluates economic activity across St. Lucie County, more specifically focusing on the economic impact of the Economic Development Council of St. Lucie County from 2017 through 2024 for new and retained jobs from 64 projects. The economic impact of future jobs from commercial and industrial parks was also included. The report findings indicate that the majority of recent economic growth has occurred within Port St. Lucie.

According to the report, $20,116,746 in annual tax revenue was generated in 2024 across St. Lucie County's two municipalities from the 64 EDC-supported projects included in the IMPLAN model. Of that amount, $16,737,133 were returned specifically to the City of Port St. Lucie. This figure reflects a notable increase in tax revenue over the study period and the trend is expected to continue in the coming years. In addition, the County retained 12,997 jobs, coupled with the creation of 11 commercial and industrial parks and 2 spec buildings in the Legacy Park at Tradition.

Southern Grove has been one of Florida's most unique job opportunity areas for large-scale manufacturing, logistics and retail development. It had the largest swath of development-ready vacant land in all South Florida that fronts over four miles of Interstate 95, with interchanges at both Tradition Parkway and Becker Road. Port St. Lucie has a talent-ready labor market with a central location between several major metro areas, including international airports located in Orlando and West Palm Beach. Village Parkway runs from Tradition Parkway at the north down to Becker Road at the south, offering four miles of completed water, wastewater, electric, gas and fiber infrastructure.

Southern Grove includes both the Tradition Center for Commerce and the Tradition Center for Innovation, home to Cleveland Clinic Martin Health. Tradition Center for Commerce is a 1,175-acre part of the 8,200-acre community better known as 'Tradition'. It has been an opportunity for development with the City of Port St. Lucie with over 10 million square feet of office, industrial, warehouse and retail space. Parcel sizes are flexible to allow for opportunity for large-footprint users. Potential development include manufacturing, distribution, warehousing, corporate office, medical office, research & development, retail, multi-family residential, hospitality and educational uses.

Legacy Park is the largest park within the Southern Grove Jobs Corridor, a 1,247-acre area approved for a mix of employment-generating uses. Spanning approximately 400 acres, Legacy Park at Tradition is one of the largest master-planned industrial parks in Florida. The park is already home to a 245,000-square-foot FedEx Ground Sortation Center, a 367,000-square-foot Cheney Brothers food distribution facility, a 220,822-square-foot Amazon warehouse, and is planned to accommodate several other major developments, including a Costco Warehouse Depot, which is currently under construction and is planned to total 1.87 million square feet.

Recent data indicates that approximately 651 acres of City-owned land in the Southern Grove Job Corridor have been sold, with pending options on an additional 111 acres and 106 acres still available for development.

LTC Ranch Industrial Park is another major employment generating development in Port St. Lucie, encompassing approximately 1,960,200 square feet of industrial space and 1,508,500 of office space per the DRI. This site also contains a 1,000,000-square-foot Amazon warehouse. The park supports a diverse range of uses and contribute significantly to the local economy by creating skilled and professional employment opportunities that can expand the City's tax base and complement the other employment hubs, such as Southern Grove.

The City has also experienced growth in the manufacturing and healthcare sectors in St Lucie West, the Midway Business Center, as well as the Tradition Center for Commerce. The following table summarizes the recent expansions, job creation and capital expenditures of companies expanding or relocating to the City of Port St Lucie.

Table 8 - 7. Job Growth

Project/ Company Name	Industry	Baseline Jobs	Projected New Jobs	Current Jobs (12/31/24)	BLDG SQ FT
A&G Concrete	Manufacturing	60	10	62	19,000
TAMCO/City Electric Supply	Manufacturing	210	50	234	411,000
Expert Shutters	Manufacturing	31	10	85	24,800
Cleveland Clinic Martin Health System	Life Sciences	1,241	150	1,402	45,000
OCULUS Surgical	Manufacturing	27	50	37	150,000
Accel	Manufacturing	0	125	18	150,000
Cleveland Clinic Lerner Research Inst (FRIC)	Life Sciences Research	0	50	105	100,000
Drexel Metals	Manufacturing		25	7	

Ross Mixing	Manufacturing	40	16	40	55,000
FedEx Ground	Warehouse/ Distribution	0	40	451	245,000
Total Truck Parts	Warehouse/ Distribution	16	10	15	51,780
Amazon Fulfillment Center	Warehouse/ Distribution	0	500	1,200	1,100,000
Chandler Bats	Manufacturing	0	11	21	17,000
Cheney Brothers	Warehouse/ Distribution	0	275	310	427,000
Amazon Delivery Station	Warehouse/ Distribution	170	330	300	220,000
Florida Coast Medical Center (Tenet Health)	Life Sciences	0	600	0	181,925
LactaLogics	Life Sciences/ Headquarters	0	60	6	60,000
Costco Depot Phase 1	Warehouse/ Distribution	0	265	0	622,685
Marine Digital Integrators	Marine	0	61	0	40,000
Import Mex Distributors (fka Alex Lee, Inc Ph 1; Project King)	Warehouse/ Distribution	0	121	0	165,000
Project Four PSL	Manufacturing	0	225	0	250,000
Costco Depot Phase 2	Warehouse/ Distribution	0	115	0	1,247,955
TOTAL		**1,795**	**2,769**	**4,291**	**$5,448,145**

Source: City of Port St. Lucie, 2024.

C. Economic Development Accomplishments

The City continues to diversify its economy and expand job opportunities. Port St. Lucie is home to the New York Mets' spring training facility and its minor league affiliate, the St. Lucie Mets, contributing to the local sports and tourism economy. Additionally, the Professional Golf Association (PGA) has a presence at PGA Village, which features world-class golf courses.

Furthermore, the City has partnered with the United Soccer League (USL) to bring a professional men's and women's soccer franchise to the Port St. Lucie community. A 6,000-seat stadium is planned on nearly six acres within the Walton & One development, with room for future expansion based on league demand. The project is being led by Ebenezer Holdings, LLC and Ebenezer Management, LLC, in partnership with The McCullers Group and LaBella for construction and design. The stadium will be home to the Port St. Lucie Sports Club, a USL League One men's team expected to begin play in 2027, with a women's team to follow. The City will have access to the stadium for 24 event days annually.

Additional plans for a sports training complex are being considered outside Walton & One. This facility is expected to serve as a cultural and entertainment anchor for Walton & One, stimulating additional

commercial and mixed-use development, supporting local jobs, and enhancing Port St. Lucie's profile as a regional sports and entertainment destination.

The City also benefits from strong higher education institutions, with Indian River State College, Keiser University, Florida Atlantic University, and Barry University all maintaining facilities within Port St. Lucie providing residents with excellent educational and workforce development opportunities. In recent years, the City in partnership with St. Lucie County and the Economic Development Council (EDC) of St. Lucie County recruited three major life science institutions.

The EDC is also a partner in Florida's Research Coast, established in 1998 as a regional economic development initiative. It includes Indian River County, Martin County, St. Lucie County, and Okeechobee County.

The Economic Development Council has focused on diversifying the economy through a focus on growth and development of several target industries inclusive of: Advanced Manufacturing, AgTech/Nutraceuticals, Aviation/Aerospace, Composite Materials, Distribution/Logistics, Life Sciences and Marine Industries. These target industries roughly align with those identified by the City.

Some recent accomplishments announced in the City by the EDC include:

- **Costco Depot.** In January 2024, the EDC made its largest single project announcement to date. Costco will be bringing hundreds of jobs to the region as the company develops a multi-phased cold and dry storage depot at the Sansone Group's Legacy Park at Tradition. The global company's depot is currently under construction and will ultimately include two facilities totaling 1.87 million square feet and employ more than 500.
- **Lightbridge Academy.** Lightbridge Academy broke ground in April 2023 for the national educational childcare center's first Florida location. The 11,000+ SF facility with extensive outdoor play areas in Port St. Lucie near PGA Village was developed by Dragonfly Investments. Currently enrolling infants, toddlers and pre-K children, the academy opened this spring and held its official grand opening celebration in June. The academy also offers a summer camp with a learning-through-play theme.

Port St. Lucie is home to cutting-edge research facilities focused on human health, aquaculture, agriculture, our ocean and rivers. Hundreds of scientists and their staff live, work and make important discoveries here.

- The **Florida International University Center for Translational Science (CTS)** is a biomedical research center focusing on lung, vascular & airway disease (COPD, congenital heart disease); brain injury & aging (Alzheimer's, multiple sclerosis, brain tumors); inflammation, infection, & immunity; bioinformatics; and metabolism. CTS had 13 labs and 75 employees in 2023 and ultimately plans to expand to 25-30 labs and employ 250-300 scientists and staff. FIU offers local high school and Indian River State College students research opportunities through summer internship and undergraduate programs.
- **Cleveland Clinic Florida Research and Innovation Center (FRIC)**, led by Dr. Michaela Gack, is a cutting-edge research institute dedicated to advancing medicine and saving lives through groundbreaking research, discovery and innovation. Researchers work to expedite the timeline of translating basic science discoveries into treatments that can extend human life and improve the efficiency of healthcare delivery. Currently, more than 100 scientists and staff are employed at FRIC, investigating the mechanisms and manifestations of infectious and inflammatory diseases and designing novel cancer therapeutics that are urgently needed.

D. Business Retention and Expansion

One of the EDC's key programs is the development of a Business Retention and Expansion program (BRE) for businesses located in Port St. Lucie through a collaborative effort between St. Lucie County's Workforce Development Board of the Treasure Coast, St. Lucie County's Chamber of Commerce and the Economic Development Council of St. Lucie County.

The BRE Program tries to identify the following:

- Companies at risk.
- Companies ready for expansion.
- Company business needs - Uncover business needs, local factors, or trends that might lead a company to shut down, relocate or expand.
- Communication - Establish on-going communication between the public and private sector and build a pro-business attitude for local businesses.
- Knowledge - Build a knowledge base of how the local economy works.

E. Economic Development Incentives

The City of Port St. Lucie and St. Lucie County have a number of incentives for business to relocate to the City and St. Lucie County. They include:

- Job Growth Investment Grant
- Ad Valorem Tax Abatement
- Industrial Development Revenue Bonds
- Economic Development Impact Fee Mitigation
- Foreign Trade Zone
- Brownfield Site
- Franchise Fee Rebate

The City of Port St. Lucie supports creation of new business by holding new business training classes with sessions in English, Spanish and Creole. These programs complement the following State of Florida economic development incentives:

- Sales and Use Tax Exemptions
- Qualified Target Industry Grant
- Capital Investment Tax Credit
- High Impact Performance Grant
- Infrastructure Incentive Road Fund

According to the 2018 St. Lucie County Economic Development Data and Analysis, in April 2009, the Economic Development Council and the St. Lucie Chamber of Commerce hosted the St. Lucie Economic Roundtable to discuss the County's transition to a knowledge-based economy and to create a vision for the future, which resulted in a series of actions to be taken in the next three to five years.

As a result of this action plan, in 2009 St. Lucie County in partnership with the Economic Development Council of St. Lucie County was able to create a 3,000 new, high wage jobs; a thousand of which are also high wage, high skill positions. By 2010, St. Lucie County became the new home of prestigious

biotechnology institutions such as the Torrey Pines Institute for Molecular Studies, and the Mann Research Center, LLC.

The Economic Strategy Center of the National Community Development Services presented to the St. Lucie Economic Development Council in January 2018 their report titled Economic Impact Analysis Return on Investment, 2015-2017 summarizing the more recent successes of the EDC's partnerships with local governments. During the period the EDC worked on 29 projects that retained and created 2,867 jobs, the largest of which are represented by Maverick Boat Group's current expansion and Tradition Medical Center phase I and phase II expansions.

Additionally, the group determined to work collaboratively between City management and County administration to publish an official vision statement for the County and create a list of potential financing opportunities.

V. Future Considerations

As the City of Port St. Lucie continues to grow, it remains proactive in fostering economic opportunities within its boundaries. A key strategic goal for economic development is to create a diverse economy and expand employment opportunities for Port St Lucie residents. The 2024-2025 Strategic Plan Update identifies two major objectives under the Economic Development Goal:

- **Expand Job Opportunities and Support Economic Development:** Southern Grove was initially expected to develop over a longer timeframe. However, the City was able to quickly find employers interested in the area and the rapid land acquisition has demonstrated strong demand for industrial and commercial space, attracting major employers to the City. To further capitalize on this momentum, the City is actively pursuing developing additional employment corridors to ensure sites are ready for business expansion. To further enhance this effort, the City has launched the Eastside Economic Development and US 1 Business Revitalization Strategy.
- **Revitalize Eastern Port St Lucie and Local Small Businesses**: The Walton and One project, which will include the United Soccer League (USL) stadium, will serve as a cornerstone for economic growth in eastern Port St. Lucie, creating a vibrant mixed-use district where residents can live, work, and play. Advancing the Walton and One Master Plan remains a top priority to enhance economic vitality and quality of life. Additionally, the City is committed to supporting small businesses by facilitating workshops and providing business assistance programs ensuring small businesses thrive int the community.

The Economic Development Element Goals, Objectives, and Policies are a means to help realize orderly economic growth. Land use planning, zoning, and fiscal policy should encourage patterns of development that will foster redevelopment, infill of existing commercial areas, and develop new economic hubs. The Future Land Use Element of this plan also furthers this concept by designating compact centralized locations including commercial nodes and mixed use within the City suitable for expanded commercial activity.

ECONOMIC DEVELOPMENT

8

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 8.1. ECONOMIC COORDINATION

~~GOAL 8.1:~~ The City ~~will~~ shall support and promote balanced and ~~orderly~~ sustainable economic development as part of an overall strategy through coordination with state, regional agencies, and private sector partners to enhance quality of life and global competitiveness.~~consistent with other governmental agencies and private sector planning efforts.~~

OBJECTIVE 8.1.1.	COORDINATION
	~~Objective 8.1.1:~~ The City ~~will~~ shall coordinate and partner ~~designate staff to work~~ with ~~other~~ governmental agencies, economic development organizations, and private sector ~~and~~ entities ~~businesses in the development~~to develop ~~of~~ and implement comprehensive Economic Development strategies ~~. Such strategies will be consistent with the economic goals of Federal agencies and Regional and State Comprehensive Plans.~~

Policy 8.1.1.1. ~~Policy 8.1.1.1:~~ The City ~~will~~ shall ~~provide~~ maintain an inventory of commercial and industrially zoned lands to locate appropriate areas for development and contribute~~. This information shall be used~~ to produce ~~a~~ county-wide economic development planning efforts~~inventory~~.

Policy 8.1.1.2. ~~Policy 8.1.1.2:~~ The City ~~should~~ shall coordinate with St. Lucie County, the Economic Development Council of St. Lucie County and the St. Lucie County Chamber of Commerce to develop strategies ~~designed to~~that meet ~~the~~ economic diversification needs of the community with an emphasis on job creation, wage growth, workforce development, and capital investment~~.~~

Policy 8.1.1.3. ~~Policy 8.1.1.3:~~ The City ~~should~~ shall work with the Economic Development Council of St. Lucie County, which will act as the liaison to coordinate all state and federal incentive programs on behalf of companies locating or expanding in the City.

Policy 8.1.1.4. ~~Policy 8.1.1.4:~~ The City ~~should~~ shall initiate ~~efforts~~ and support ~~the~~ efforts ~~of other agencies~~ to obtain grant monies and other ~~funds designed to assist~~resources for local economic development and workforce development initiatives ~~to~~ that increase employment opportunities and remove barriers to workforce participation.

Policy 8.1.1.5. ~~Policy 8.1.1.5:~~The City ~~should~~ shall continue participation in regional economic development activities ~~such as those of~~ including the CareerSource ~~Florida~~ Research Coast and other multi-jurisdictional partnerships that promote economic growth.

Policy 8.1.1.6. ~~Policy 8.1.1.6~~ The City should seek to coordinate, where appropriate, City investment in utilities, transportation, and other public facilities with business, employment, and ~~other~~ economic development opportunities to maximize return on public investment.

GOAL 8.2. BUSINESS RETENTION AND ATTRACTION

~~Goal 8.2:~~ The City shall support the retention and growth of ~~the industrial sector, retaining existing businesses and small firms, and~~ existing businesses while actively ~~seek to~~ attracting new commercial and industrial businesses~~.~~

OBJECTIVE 8.2.1. PLANNING FOR COMMERCIAL AND INDUSTRIAL DEVELOPMENT

~~Objective 8.2.1:~~ The City shall plan for commercial and industrial development through strategic land use designations, employment corridor development, and infrastructure investment to support retention of existing businesses and attraction of new businesses. ~~Provide supporting services for the retention of existing and attraction of new businesses.~~

Policy 8.2.1.1. ~~Policy 8.2.1.1:~~ The City ~~should~~ shall ~~ensure the allocation~~allocate ~~of~~ an appropriate quantity of land~~s~~ on the Future Land Use Map ~~that are desirable~~ suitable for commercial and industrial ~~purposes~~ development with consideration for: ~~to serve future growth needs of the City.~~

- Proximity to reliable transportation networks
- Access to adequate infrastructure (water, wastewater, electricity, gas, telecom)
- Compatibility with surrounding land uses
- Environmental constraints and opportunities
- Workforce accessibility

Policy 8.2.1.2. ~~Policy 8.2.1.2:~~ The City ~~should~~ shall implement employment corridor plans that designate specific areas for concentrated commercial and industrial development with supporting infrastructure and amenities to create centers of economic activity.~~prioritize the development of sites with high visibility and direct access to major transportation corridors for targeted industries and uses that encourage job creation~~.

Policy 8.2.1.3. ~~Policy 8.2.1.3:~~ The City shall~~should~~ give ~~consider the~~ high priority ~~of~~ to retaining employment-generating land uses in appropriate locations during the review of comprehensive plan amendments and rezoning requests.

Policy 8.2.1.4. ~~Policy 8.2.1.4:~~ The City should encourage designation and preservation of commercial and industrial land ~~for industrial~~ uses to prevent conversion to non-job generating uses and maintain adequate land supply.

Policy 8.2.1.5. ~~Policy 8.2.1.5:~~ The City ~~should~~ shall promote infill development and redevelopment of underutilized ~~encourage new~~ commercial and industrial sites to maximize use of existing infrastructure and reduce urban sprawl.~~ development~~

Policy 8.2.1.6. The City shall support development patterns within employment corridors that encourage:

- Mixed-use development where appropriate
- Mobility-oriented design
- Shared parking and infrastructure
- Supporting retail and service uses

Policy 8.2.1.7. The City shall coordinate with regional business partners to promote employment corridors as economic development assets with multi-jurisdictional benefits.

Policy 8.2.1.8. The City shall support the County's EDC to ensure that the Business Retention and Expansion Program is focused on supporting existing businesses through regular outreach, surveys, and direct engagement.

Policy 8.2.1.9. The City shall consider prioritizing the use of economic development incentives for the retention and expansion of existing businesses.

GOAL 8.3. TARGETED INDUSTRY DEVELOPMENT AND ECONOMIC DIVERSIFICATION

~~GOAL 8.3:~~ The City ~~will~~ shall diversify the economic base by targeting industries that provide high-wage, high-skill employment opportunities aligned with regional competitive advantages and workforce capabilities~~develop and maintain an economic environment that will encourage the creation, expansion, and retention, of business within city limits while maintaining quality of life for its residents~~.

OBJECTIVE 8.3.1. STRATEGIC INDUSTRY TARGETING

~~Objective 8.3.1:~~ The City ~~will~~ shall target specific industries that align with regional strengths, offer quality employment opportunities, and support long-term sustainable economic growth~~provide and maintain appropriate data bases to assist in the analysis of trends and needs for economic development.~~

Policy 8.3.1.1. ~~Policy 8.3.1.1:~~ The City shall prioritize attraction and support of the targeted industries identified in Appendix "A" ~~The City Planning & Zoning Department will evaluate and update land use demand data as part of the Evaluation and Appraisal Reports of the Comprehensive Plan every seven years to evaluate the effectiveness of the adopted Comprehensive Plan Goals, Objectives, and Policies regarding land use and economic development~~

Policy 8.3.1.2. ~~Policy 8.3.1.2:~~ The City ~~should~~ shall encourage development of targeted industries that meet the following criteria: ~~foster a positive business climate by ensuring adequate public services, infrastructure, transportation, and other public facilities to support business retention and expansion. and high quality customer service.~~

- Pay higher than average wage levels
- Bring new capital into the economy with positive multiplier effects
- Have strong prospects for future growth
- Support development of industry clusters
- Diversify the regional economic base
- Provide opportunities for career advancement

Policy 8.3.1.3. ~~Policy 8.3.1.3:~~ The City may regularly review and update the targeted industry list with its economic development partners based on economic trends, workforce capabilities, infrastructure capacity, and regional competitive advantages ~~will target the following industries:~~

- ~~Aerospace/Engineering~~
- ~~Manufacturing~~
- ~~Agriculture/Aquaculture/Food Processing~~
- ~~Medical Industries~~
- ~~Boats and Marine Related Manufacturing~~
- ~~Pharmaceutical~~
- ~~Business/Financial Services~~
- ~~Plastics Manufacturing~~
- ~~Electronic Related Industries~~
- ~~Professional Sports~~
- ~~Fabricated Metal Products~~
- ~~Research and Development~~
- ~~Film Industry~~
- ~~Tourism/Entertainment~~
- ~~Golf and Recreation~~
- ~~Transportation Hub Development~~
- ~~International Trade~~
- ~~(Multi-modal Distribution)~~

Policy 8.3.1.4. ~~Policy 8.3.1.4:~~ The City ~~will~~ shall ~~support~~ target commercial development in employment corridors and support the implementation of employment corridor plans. ~~and promote the "Jobs Corridor" area along the west side of I-95 from the Crosstown Parkway Interchange to the county line on the south end in the vicinity of the Becker Road Interchange. The area will be recognized as an employment center.~~

Policy 8.3.1.5. ~~Policy 8.3.1.5:~~ RESERVED ~~The City should encourage the development of targeted industries that provide opportunities for long term growth. Criteria for identifying sectors to support include the following:~~

- ~~Pay higher than average wage levels;~~
- ~~Bring new capital into the economy, reflecting multiplier effects;~~
- ~~Have reasonably good future job prospects;~~
- ~~Involve a cluster of businesses engaged in similar activities;~~

- ~~Use quality environmental practices; or~~
- ~~Diversify the regional economic base.~~

Policy 8.3.1.6. ~~Policy 8.3.1.6:~~ RESERVED ~~The City should encourage the expansion of existing business and industry and/or development of new business and industry in appropriate locations, as feasible and applicable, in order to maximize the use of existing public services and infrastructure.~~

Policy 8.3.1.7. ~~Policy 8.3.1.7:~~ The City ~~may~~ shall consider ~~potential~~ changes to its Land Development Regulations to provide for a wide range of uses in commercial areas that contribute to the City's total employment base, provide the goods and services needed by the City's residents and promote the retention and expansion of businesses and attractions in the City's commercial areas.

Policy 8.3.1.8. ~~Policy 8.3.1.8:~~ In order to enhance current investments in the City and to maintain and improve existing structures, the City ~~may~~ shall consider allowing modifications to standards for required off-street parking, based on the anticipated use of the facility, size of meeting or assembly areas, hours of use, anticipated effects of parking on adjacent businesses and surrounding community, access to public transportation and carpools, and other considerations of need and impact.

Policy 8.3.1.9. The City ~~may~~ shall review and amend the Land Development Regulations to ensure it allows suitable home-based businesses. ~~that generate limited traffic.~~ In accordance with Florida Statute §559.955.

~~Policy 8.3.1.10: Continue to support local business by giving preference to Port St. Lucie businesses in the City's bid process.~~
~~Policy 8.3.1.11: Continue to support New Business Training and other public outreach programs to support local business creation.~~
~~Policy 8.3.1.12: The City should continue to work with educational partners to ensure there are appropriate educational opportunities, job skills programs, and facilities to meet business and industry needs.~~

OBJECTIVE 8.3.2.	**TOURISM** ~~Objective 8.3.2:~~ The City ~~should~~ shall continue to enhance local attractions and recreational facilities to promote tourism and quality of life.

Policy 8.3.2.1. ~~Policy 8.3.2.1:~~ The City ~~should~~ shall continue to promote tourism and recreation based upon the City's natural resources.

Policy 8.3.2.2. ~~Policy 8.3.2.2:~~ The City ~~should~~ shall continue to promote passive recreational activities by continuing to protect natural preserves and the North Fork of the St. Lucie River.

Policy 8.3.2.3. ~~Policy 8.3.2.3:~~ The City ~~should~~ shall continue to coordinate with the St. Lucie County Tourism office to promote tourism in the City.

Policy 8.3.2.4. ~~Policy 8.3.2.4:~~ The City ~~should~~ shall continue to support arts and culture as a core component to the economic health of the City.

Policy 8.3.2.5. ~~Policy 8.3.2.5:~~ Through its land development regulations and implementation of the Art in Public Places Master Plan, the City shall continue to support the art in public places program of for the integration of public art in both public and private development projects throughout the city to visually enliven

the city, illuminate the city's history, diversity and culture, and foster economic development.~~All new development shall continue to provide public art, or pay fees in lieu of for the Port St. Lucie community.~~

OBJECTIVE 8.3.3.	ECONOMIC CLUSTER DEVELOPMENT The City shall encourage development of industry clusters that benefit from proximity to related businesses, shared workforce, and supporting infrastructure.

Policy 8.3.3.1. The City shall identify and support development of economic clusters in appropriate locations, including technology, marine industries, healthcare/life sciences, and advanced manufacturing.

Policy 8.3.3.2. The City shall coordinate with research institutions, including FIU's Center for Translational Science and Cleveland Clinic's Florida Research & Innovation Center, to support clustering of research and development activities and technology commercialization.

Policy 8.3.3.3. The City shall support development of business incubators, innovation centers, and co-working spaces that facilitate entrepreneurship and cluster formation.

Policy 8.3.3.4. The City shall encourage development of supporting services and amenities that enhance cluster competitiveness, including specialized suppliers, professional services, and workforce training facilities.

OBJECTIVE 8.3.4.	WORKFORCE AND SMALL BUSINESS DEVELOPMENT The City shall support programming for workforce and small business development.

Policy 8.3.4.1. The City shall continue to provide assistance to small-business owners in navigating the development and permitting process.

Policy 8.3.4.2. The City shall continue to work with educational partners to ensure there are appropriate educational opportunities, job skills programs, and facilities to meet business and industry needs.

Policy 8.3.4.3. The City shall continue to support local business by giving preference to Port St. Lucie businesses in the City's bid process.

Policy 8.3.4.4. The City shall continue to support New Business Training and other public outreach programs to support local small business creation.

APPENDIX "A" PORT ST LUCIE'S TARGETED INDUSTRIES

Use	NAICS Code
Manufacturing	
Food & Beverage Products Manufacturing	311, 312
Textile Mills & Textile Product Mills	313, 314
Apparel Manufacturing	315
Wood & Paper Product Manufacturing	321, 322
Printing and Related Support Activities	323
Petroleum and Coal Products Manufacturing	324
Chemical & Pharmaceutical Manufacturing	325
Plastics & Rubber Products Manufacturing	326
Nonmetallic Mineral Product Manufacturing	327
Primary Metal Manufacturing	331
Fabricated Metal Manufacturing	332
Machinery Manufacturing	333
Computer and Electronic Product Manufacturing	334
Electronic Equipment, Appliance, and Component Manufacturing	335
Transportation Equipment Manufacturing (including Aerospace, Aviation, Boat & Marine)	336
Furniture and Related Product Manufacturing	337
Miscellaneous	339
Energy & Renewables	
Solar and Cell Manufacturing	334413
Biomass & Biofuels	325193, 325199
Fuel Cell & Hydrogen	334413, 335999
Global Logistics	
Wholesale Trade	42
Merchant Wholesalers, Durable Goods	423
Merchant Wholesalers, Nondurable Goods	424
Wholesale Electronic Markets and Agents and Brokers	425
Transportation and Warehousing	48–49
Information Technology	
Publishing Industries (Except Internet)	511
Motion Picture & Sound Recording Industries	512
Telecommunications	517
Data Processing, Hosting & Related Services	518
Other Information Services	519
Finance & Insurance	

Use	NAICS Code
Credit Intermediation and Related Activities	522
Securities, Commodities Contracts, and Other Financial Investments and Related Activities	523
Insurance Carriers and Related Activities	524
Funds, Trusts, and Other Financial Vehicles	525
Professional, Scientific, & Technical Services	
Computer Programming/Software and Computer System Design	541511, 541513
Management, Scientific & Technical Services	5416
Research & Development	5417
Testing Laboratories	541380
Simulation Training	611420
Corporate Headquarters	
Corporate, Subsidiary and Regional Management Offices	551114
Other	
Aquaculture	112511, 112512, 112519
Administrative Support Services	561
Professional Development & Management Training	611430, 611710
Space Research & Technology	927
Professional or Semiprofessional Sports Teams or Clubs	711211

Note: Includes all industries listed under the expanded NAICS Codes for each industry included above, unless otherwise noted. All projects are evaluated on an individual basis, and therefore operating in a target industry does not automatically indicate eligibility. Other industries may be considered by the City Council if the company can improve the quality of life within the community by creating new jobs and/or high wages

CAPITAL IMPROVEMENTS

9

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

CHAPTER 9. CAPITAL IMPROVEMENTS ELEMENT 9-1
I. Introduction 9-1
II. Capital Improvement Facilities and Needs 9-2
A. Transportation 9-2
B. Potable Water 9-3
C. Wastewater 9-4
D. Solid Waste 9-4
E. Drainage 9-5
F. Recreation and Open Space 9-5
G. Public School Facilities 9-6
III. Monitoring and Evaluation 9-6
IV. Implementation 9-7
V. Capital Improvements Schedule 9-7
VI. Future Considerations 9-17

List of Tables

Table 9- 1. Capital Improvements Schedule 9-14

CHAPTER 9. CAPITAL IMPROVEMENTS ELEMENT

I. Introduction

The purpose of the Capital Improvements Element is to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth: The Element includes the following:

1) Principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a year period.
2) Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3) Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4) A schedule of capital improvements listing publicly funded projects (federal, state, or local) and privately funded projects for which the City has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for a 5-year period are identified as either funded or unfunded and given a level of priority for funding

The City maintains a minimum level of service for transportation, potable water and wastewater, solid waste, storm water management, and recreation and open space. The City is transitioning from transportation concurrency to a mobility fee-based approach. This initiative emphasizes accommodating multimodal transportation options, including walking and bicycling, rather than focusing solely on vehicle movement. The St. Lucie County School District maintains minimum level of service standards for public school facilities, in accordance with the adopted Interlocal Agreement.

The Capital Improvements Schedule, annually compiled by the Office of Management and Budget, identifies and funds those projects for which the City is the service provider, and which are required to maintain the minimum levels of service and satisfy other prioritization criteria.

Generally speaking, the City is the entity responsible for the funding of capital improvements in the areas of the City platted by the original developer, the General Development Corporation. New development is expected to fund the improvements and infrastructure needed to support the development. Capital improvement funded by the developer are formalized through a development agreement, annexation agreement, other enforceable agreement, or binding condition of approval of a Development Order. These capital improvements are reflected in the schedule of capital improvements if the capital improvement is necessary to serve development within the five year schedule.

The schedule of capital improvements includes publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

Capital Assets and Capitalization Thresholds

A capital asset is real or personal property that has a cost equal to or greater (each individual item) than the cost noted by each class and has an estimated useful life of at least two years. When federal or state grant

funds are used to purchase capital assets each individual item purchased that has a cost equal to or greater than $5,000 shall be capitalized. The City of Port St. Lucie reports capital assets under the following categories:

1. Land and land improvements ($100,000 capitalization threshold),
2. Buildings and building improvements ($100,000 capitalization threshold),
3. Infrastructure and infrastructure improvements ($100,000 capitalization threshold),
4. Improvements other than buildings ($100,000 capitalization threshold),
5. Property under capital lease ($100,000 capitalization threshold),
6. Construction work in progress ($100,000 capitalization threshold),
7. Machinery and equipment ($5,000 capitalization threshold),
8. Computer software ($100,000 capitalization threshold)

II. Capital Improvement Facilities and Needs

Capital improvements are necessary to ensure the adopted level of service (LOS) standards, as outlined in other elements of this plan, are maintained. The following capital improvement projects are derived from the Transportation, Infrastructure, and Parks and Recreation Elements. The public facilities required to achieve and sustain these LOS standards include:

A. Transportation

The City of Port St. Lucie maintains approximately 165.2 miles of roadways. Transportation is coordinated with the County and regionally through Reimagine Mobility 2050, the St. Lucie Transportation Planning Organization's Long Range Transportation Plan (LRTP). Designated Strategic Intermodal System facilities in St. Lucie County include I-95, and the Florida's Turnpike.

Current transportation planning in Port St. Lucie focuses on east – west corridors, north-south corridors through St. Lucie West, connectors to Martin County, access to the Florida Turnpike and I-95, mass transit, bicycle paths, and pedestrian access. Several new roadways and extension of existing roadways have been identified in the Western Annexation area traffic study. The new annexation area roadway network will provide access and connection to the different areas through a grid network.

The City continues to transition from a transportation concurrency and road impact fee framework to a comprehensive multimodal system focused on safety, accessibility, and mobility choice. This transition builds upon the direction established through the adoption of the City's first Mobility Plan and Mobility Fee in 2021 and reflects the City's commitment to creating a more balanced and sustainable transportation network. As part of this effort, the City is adopting quality of service (QOS) standards that support slower speeds and encourage innovative street designs approaches. These approaches may include low-speed streets, shared streets, complete streets, narrower travel lanes, and urban design principles that promote buildings and landscaping closer to travel lanes.

The City has a sidewalk program to install sidewalks throughout the City based on a City Council approved priority list. Through the sidewalk program alone, the City has installed over 40 miles of sidewalks. The City is continuing to install more sidewalks in older General Development Corporation (GDC) neighborhoods.

The Transportation Element provides information of existing and projected volume-to-capacity standards, existing quality of service standards, transportation improvement strategies, and long term transportation planning programs.

The following transportation improvements have been included in the City's 5-year CIP:

1. **Intersection improvements** at SW Rosser Blvd./Dreyfuss Blvd., California Blvd./Cameo Blvd., N Macedo Blvd./Selvitz Rd, and California Blvd/St. Lucie West Blvd.
2. **Bicycle and multimodal improvements** at Morningside Blvd/Port St. Lucie Blvd, NW Bayshore Blvd., Tradition & Village, and SE Veterans Memorial Pkwy/Lyngate Dr.
3. **Road widening** at NW Bayshore Blvd, Gatlin Blvd/Savona Blvd, St. Lucie West Blvd, and California Blvd.
4. **Improvements** to Port St. Lucie Blvd South and Floresta Dr.
5. **Peacock Trail**
6. **Citywide sidewalk and paving improvements**

B. Potable Water

The City of Port St. Lucie is served by two potable water service providers: the Port St. Lucie Utility Systems Department (PSLUSD), the St. Lucie West Services District (SLWSD), and The Reserve (which may be shifting responsibilities to SLWSD). The PSLUSD owns and operates three water treatment facilities that pump water from the surficial and Floridan aquifers, water storage and re-pump stations, and an extensive transmission and distribution infrastructure. The PSLUSD service area extends beyond the City's boundaries, particularly to the north. There are currently about 523 homes in the City that rely on private wells for potable water service. An average of 58 wells have been converted to City water annually for the past five years. The City of Port St. Lucie completed their Water Supply Facility Work Plan Work Plan update in 2024.

According to the Water Supply Facilities Work Plan, the system had approximately 90,648 active water connections as of March 2023. While a quarter of the Utility Service Area remains undeveloped, several large planned development projects are currently under development. Short term improvements include the addition of Floridian wells, contributing approximately 2.65 million gallons per day (MGD) of raw water supply; the expansion of the reclaimed water system; and the McCarty Ranch Water Quality Impoundment to capture stormwater from the C-23 canal to feed the new Rangeline Water Treatment Facility. Long term improvements include the new Rangeline Reverse Osmosis Water Treatment Facility.

The following improvements have been added to the City's 5-year CIP:

1. **Rangeline Road Reverse Osmosis Water Treatment Plant**: to accommodate new development and future growth
    - Design of a 10 million gallons per day (MGD) treatment plant
    - Design and construction of two (2) injection wells and one (1) monitoring well.
    - Design and construction of six (6) Floridan wells.
    - Design of a raw water main to supply the plant.
2. **Western Reverse Osmosis Wells:**
    - Design and construct three (3) Western Reverse Osmosis Floridian Wells.

3. **Water Quality Restoration:**
    - McCarty Ranch: Design and construction of the final two areas (7A and 7B) for the St. Lucie River/C-23.

C. Wastewater

The City is currently served by the Port St. Lucie Utility Systems Department, and two private utility providers: the St. Lucie West Services Department and The Reserve. In 2025, an agreement between the Reserve and St Lucie West was signed to eventually transfer the Reserve assets to St. Lucie West, this agreement is pending Reserve area improvements. There are also private package plants and private individual septic tanks.

The City-owned wastewater system had roughly 73,896 active wastewater connections in 2023. According to the City's Water Supply Facilities Work Plan, a new Wastewater Master plan is being developed to determine the timing for expanding the Glades facility, which will also support the growth of the reclaimed water system. Additionally the 2024 BMAP Wastewater Treatment and Onsite Sewage Treatment and Disposal Systems (OSTDS) Remediation Plan identified upgrades needed to Glades and Westport Wastewater Treatment facility to ensure meet total nitrogen and total phosphorus limits. The plan also identified that an additional 14 miles of force main piping will be needed in order to accommodate the conversion of over 16,000 septic systems. Future capital improvement schedules will need to accommodate wastewater quality improvements projects to meet target deadlines.

The following projects have been included in the City's 5-year CIP:

1. **Septic to Sewer Conversion:**
    - Village Green Drive: Convert septic systems to sewer for commercial owners within the Hog Pen Hot Spot area.
2. **Force Main Installation:**
    - Westport South 16": Install a parallel force main along Becker Road and Darwin Boulevard.

D. Solid Waste

The City of Port St. Lucie ensures proper solid waste management through a franchise agreement with FCC Environmental Services Florida, which handles the collection of solid waste and recyclables. The current agreement runs until September 30, 2029, with a potential three-year extension. All solid waste including yard waste generated within the City is disposed of at the St. Lucie County Baling and Recycling Facility as per an interlocal agreement with the County. The City has one yard and bulk waste drop-off center. Recycling is collected weekly, also through FCC Environmental Services. However, this center is closing in January 2026.

While there are no hazardous waste disposal sites within the City, residents can drop off hazardous materials at the St. Lucie County Sanitary Landfill. Additionally, the City hosts two Household Hazardous Waste Collection Days annually and provides battery drop-off at all city buildings.

The total estimated capacity remaining of Class I Landfill is 11,971,202 cubic yards (per St. Lucie County Comprehensive Plan). At the current rate of use, the landfill will be able to meet demand for Class I waste until the year 2065.

The total estimated capacity of the C & D Debris landfill is 628,080 pounds. At the current rate of use, the landfill will be able to meet demand for C & D Debris until 2035. The City does not plan to implement any capital projects for solid waste. Instead, it will coordinate with the County on the issue of construction and demolition debris disposal beyond 2035.

E. Drainage

The City's drainage system was modified by the Army Corps of Engineers in the 1960s to improve drainage and irrigation. As urbanization increased, so did stormwater runoff, leading to higher flood risks. Over the years, the City has completed comprehensive drainage studies and major stormwater construction projects. One of those projects was the Eastern Watershed Improvement Project (EWIP), which provides additional storage capacity, improves flood protection levels, and improves water quality prior to discharge to Howard Creek.

The City mandates on-site stormwater retention and treatment for new developments, with runoff rates limited to 0.5 cubic feet per second per acre. Additionally, the City participates in the National Pollution Discharge Elimination System (NPDES) and the St. Lucie River and Estuary Basin Management Action Plan (BMAP) to enhance water quality. Major initiatives include the St. Lucie River/C-23 Water Quality Project, converting 1,871 acres of citrus groves into a water storage facility.

The following drainage projects have been added to the 5-year CIP:

1. Water Quality Treatment Plans:

- Hog Pen Drainage Basin: Develop and implement a water quality treatment plan to remove high levels of nutrients and bacteria.
- Veterans Memorial: Design and construct a new stormwater treatment structure to detain and treat stormwater before discharging into the North Fork.
- 12 Baffle Boxes for C-24/Monterrey/Cameo Watershed: Design, permit, and construct 12 baffle boxes on the outfalls within the C-24/Monterrey and Cameo Watersheds to help water q

2. Infrastructure Improvements:

- **A-14 Water Control Structure:** Reconstruct the control structure located adjacent to SW Darwin Boulevard at the E-84 Canal.
- **D-11 Canal:** Perform improvements funded by $2.1 million from the American Rescue Plan Act (ARPA).

3. Grant-Funded Projects:

- SE Whitmore Drive: Install baffle boxes using funds from a State Water Quality Assistance grant to treat stormwater runoff from a 119-acre area.
- Watershed A & B: Implement watershed improvements supported by a $2 million Resilient Florida grant.

F. Recreation and Open Space

In 2019, the City developed a 10-Year Parks and Recreation System Master Plan. In addition to identifying existing conditions and planning for future endeavors, the plan includes community health/wellness activities and community education opportunities. The plan is currently undergoing an update.

The City of Port St. Lucie's parks system consists of 53 parks, encompassing a total of 1,632 acres. This inventory includes small and large neighborhood parks, community parks, citywide and regional parks, specialized facilities, and nature preserve areas (see **Table 7-1** in the Recreation and Open Space Element). The current LOS for developed parkland is 6.1 acres per 1,000 residents. If no additional parkland is acquired, the existing parkland will meet the established LOS of 5 acres per 1,000 through the year 2030. The population in 2050 is estimated to be 407,221 and will result in a demand of 2,036 acres. Over the 2025-2030 time frame the City is proposing to add an additional 817 acres of parks to meet the demand.. Additionally, although not included in the five-year budget, the City has designated areas for land acquisition for Tradition Regional Park and the District 4 Community Center in the fiscal year 2029-2030.

The following projects are included in the 5-year CIP.

1. **O.L. Peacock Sr. Park:** Complete Phase 2 & 3 construction
2. **Torino Regional Park:** Develop a conceptual design for Phase 2 of the park, ensuring alignment with the approved Parks and Recreation 10-Year Master Plan.
3. **Peacock Trail:** Construct an elevated boardwalk from SW Hayworth Ave. south to SW Dreyfuss Blvd and end at O.L. Peacock Sr. Park.

G. Public School Facilities

Public education is under the jurisdiction of the elected School Board of St. Lucie County. The City of Port St. Lucie has two active Interlocal Agreements with the school board, one for Public School Facility Planning and the other one is for the mutual use of facilities for the benefit of the public.

The public school system in St. Lucie County is based on a countywide district, encompassing all municipalities within the County and the unincorporated area. The School District notifies the City of needs pertaining to onsite or offsite improvements to support new facilities or the proposed expansion or redevelopment of existing schools within the jurisdiction of the City. The Public School Facilities Element of this Plan further describes the roles and responsibilities of the City, County, and other municipalities and the School Board of St. Lucie County.

According to the Florida Department of Education, two high schools are currently over capacity – Fort Pierce Central High School and Treasure Coast High School. However, Legacy DDD High School opened in August 2025, the first new high school in the area in 20 years, and it is expected to ease overcrowding.

The St. Lucie School District plans the following projects:

1. Southern Grove K-Middle
2. Western Grove K-Middle
3. Legacy High School

III. Monitoring and Evaluation

The role of monitoring and evaluation is vital to the effectiveness of any planning program and particularly for the CIE. This is largely because the City's revenue and expenditure streams are subject to fluctuations in the market and economy. It is the behavior of these streams which will be used to predict fiscal trends in order to maintain the City's adopted level of service for public facilities. Modifications to update the 5-year Capital

Improvements Schedule will be completed by ordinance on an annual basis and are not deemed to be amendments to the Local Comprehensive Plan. The annual review will include the following considerations in order to determine their continued appropriateness:

- Any corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the element; or the date of construction of any facility enumerated in the element;
- The CIE's consistency with the other elements and its support of the Future Land Use Element;
- The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;
- The City's effectiveness in maintaining the adopted LOS standards;
- The City's effectiveness in reviewing the impacts of plans and programs of state agencies, other entities and the water management district that provide public facilities within the City's jurisdiction;
- Assessing new developments their pro rata share of improvement costs which they generate;
- The ratio of outstanding indebtedness to the property tax base;
- Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements;
- The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment; and,
- Capital improvements needed for the latter part of the planning period, for inclusion in the 5-Year Schedule of Improvements.

IV. Implementation

The 5-Year Schedule of Improvements is the mechanism by which the City can effectively stage the timing, location, projected cost, and revenue sources for the capital improvements derived from the other Comprehensive Plan elements in support of the Future Land Use Element. The City's annual CIP incorporates those improvements as scheduled for appropriation in the City's 5-Year Schedule of Improvements.

The following criteria are applied for determining the need for capital improvements:

- Regard for the Urban Service Area and provision of facilities in the most efficient and compact manner so as to discourage the proliferation of urban sprawl;
- Anticipated demand through growth;
- Coordination of County plans with those of State agencies and water management districts, school district, and other outside agencies;
- Demand for improvements created by facility breakdown or by life expectancy of the facility; and,
- Maintenance of level of service standards.

V. Capital Improvements Schedule

Table 9-1 is the Capital Improvement Schedule for the City of Port St. Lucie covering a five-year period from FY 2025-26 to FY 2029-30.

Table 9- 1. Capital Improvements Schedule

DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
General Fund		**$53,855,000.00**	**$1,605,000.00**	**$1,255,000.00**	**$3,855,000.00**	**$1,000,000.00**	**$61,570,000.00**
	Land Acquisition	$2,000,000.00	$1,000,000.00	$1,000,000.00	$1,000,000.00	$1,000,000.00	**$6,000,000.00**
	MIDFLORIDA Event Center Warehouse Expansion		$350,000.00		$2,600,000.00		**$2,950,000.00**
	Riverland Paseo Park Parking Lot Expansion	$1,600,000.00					**$1,600,000.00**
	Neighborhood Green Spaces (4)	$255,000.00	$255,000.00	$255,000.00	$255,000.00		**$1,020,000.00**
	Walton & One Recreation Center	$50,000,000.00					**$50,000,000.00**
Transportation		**$42,880,000.00**	**$52,440,000.00**	**$38,720,000.00**	**$5,710,000.00**	**$1,660,000.00**	**$141,410,000.00**
PW	Land Acquisition	$160,000.00	$160,000.00	$160,000.00	$160,000.00	$160,000.00	**$800,000.00**
PW	New Sidewalk Citywide	$1,500,000.00	$1,500,000.00	$1,500,000.00	$1,500,000.00	$1,500,000.00	**$7,500,000.00**
PW	Volucia Drive Sidewalk	$1,000,000.00					**$1,000,000.00**
PW	Peacock Trail	$150,000.00	$650,000.00				**$800,000.00**
PW	SW Rosser/ Dreyfuss Intersection Improvements Roundabout		$250,000.00	$2,500,000.00			**$2,750,000.00**
PW	California /Cameo Intersection Improvements Roundabout		$200,000.00		$2,000,000.00		**$2,200,000.00**

DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
PW	Morningside/Port St. Lucie Blvd. Safety Enhanced Bicycle Access	$100,000.00					**$100,000.00**
PW	NW Bayshore Blvd. Widening & Multimodal Improvements	$16,000,000.00	$9,000,000.00				**$25,000,000.00**
PW	Tradition & Village Mobility Improvements	$2,200,000.00					**$2,200,000.00**
PW	Gatlin/Savona Phase II Widening (Girard to Dalton)	$4,700,000.00					**$4,700,000.00**
PW	Port St. Lucie Boulevard South Improvements Seg. 2.2 (Paar Dr to Alcantarra Blvd)	$300,000.00					**$300,000.00**
PW	St. Lucie West Blvd. Widening Peacock to Cashmere	$2,200,000.00	$26,400,000.00				**$28,600,000.00**
PW	Port St. Lucie Blvd. South Seg. 1			$20,000,000.00			**$20,000,000.00**
PW	N Macedo Blvd. & Selvitz Rd. Raised Intersection		$100,000.00				**$100,000.00**
PW	SE Veterans Memorial at Lyngate		$250,000.00				**$250,000.00**

DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Multimodal Bicycle Access						
PW	Citywide Sidewalk Improvements	$1,100,000.00	$1,100,000.00	$960,000.00			**$3,160,000.00**
PW	Citywide Paving Program	$3,200,000.00	$6,050,000.00	$4,600,000.00	$2,050,000.00		**$15,900,000.00**
PW	Floresta Improvements Phase III	$9,000,000.00					**$9,000,000.00**
PW	California Widening	$1,050,000.00	$5,000,000.00	$9,000,000.00			**$15,050,000.00**
PW	California / St. Lucie West Blvd. Intersection Improvements	$220,000.00	$1,780,000.00				**$2,000,000.00**
Potable Water		**$7,430,000.00**	**$102,661,000.00**	**$108,700,000.00**	**$57,270,000.00**	**$5,215,900.00**	**$281,276,900.00**
PW	Rangeline Rd Reverse Osmosis Water Treatment Plant		$30,000,000.00	$50,000,000.00	$50,000,000.00		**$130,000,000.00**
PW	Rangeline Rd Reverse Osmosis Injection (2) Well Systems and (1) Monitoring Well		$25,000,000.00	$15,000,000.00			**$40,000,000.00**
PW	Rangeline Rd Reverse Osmosis Water Plant Floridian Wells (6)	$5,600,000.00	$5,844,000.00	$11,200,000.00	$5,600,000.00		**$28,244,000.00**
PW	Rangeline Rd Raw Water Main		$7,967,000.00				**$7,967,000.00**
PW	Glades Wastewater Treatment Plant		$10,000,000.00	$10,000,000.00			**$20,000,000.00**

DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Expansion 18 or 24 MGD						
PW	Glades Equalization Tank		$600,000.00	$6,000,000.00			**$6,600,000.00**
PW	Glades Injection Well System (1 Injection Well)	$130,000.00		$16,000,000.00			**$16,130,000.00**
PW	James E. Anderson Rear Water Main Phase I (WA19)					$320,000.00	**$320,000.00**
PW	James E. Anderson Rear Water Main Phase II (WA11)					$340,000.00	**$340,000.00**
PW	Water Quality Restoration Area 7A		$9,500,000.00				**$9,500,000.00**
PW	Water Quality Restoration Area 7B				$720,000.00		**$720,000.00**
PW	Northport Booster Pump Force Main to Glades Wastewater Treatment	$1,200,000.00	$3,600,000.00		$950,000.00	$4,055,900.00	**$9,805,900.00**
PW	Low Pressure Mains - Ductile Iron Pipe Replacement	$500,000.00		$500,000.00		$500,000.00	**$1,500,000.00**
PW	Westport South 16" Force Main Becker Road (WW11)		$6,500,000.00				**$6,500,000.00**
PW	Becker Road Water & Wastewater		$850,000.00				**$850,000.00**

DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Improvements Phase 1-7						
PW	Glades Cutoff Road Parallel Water Main Phase 1		$2,800,000.00				**$2,800,000.00**
Drainage		**$1,900,000.00**	**$1,880,000.00**	**$710,000.00**	**$3,084,000.00**	**$2,060,000.00**	**$9,634,000.00**
PW	B1 & D21 Canal Slope Restoration				$300,000.00	$1,500,000.00	**$1,800,000.00**
PW	Culvert Replacement Program	$400,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00	**$2,000,000.00**
PW	Property Acquisition for Access to Water Control Structures	$200,000.00	$160,000.00	$160,000.00	$160,000.00	$160,000.00	**$840,000.00**
PW	Veteran's Memorial Quality Phase III		$1,320,000.00				**$1,320,000.00**
PW	Veteran's Memorial Water Quality Phase IV and V				$1,694,000.00		**$1,694,000.00**
PW	Hog Pen Slough Water Quality & (HPS-60) Structure Replacement (Prior FY Project)	$1,300,000.00					**$1,300,000.00**
PW	Emerson Street Water Quality Dry Pond			$150,000.00	$530,000.00		**$680,000.00**
Recreation and Open Space		**$3,300,000.00**	**$1,280,000.00**	**$1,163,005.00**	**$2,836,995.00**	**$7,000,000.00**	**$15,580,000.00**
PR	Tradition Regional Park (Prior FY Project)	$2,000,000.00					**$2,000,000.00**

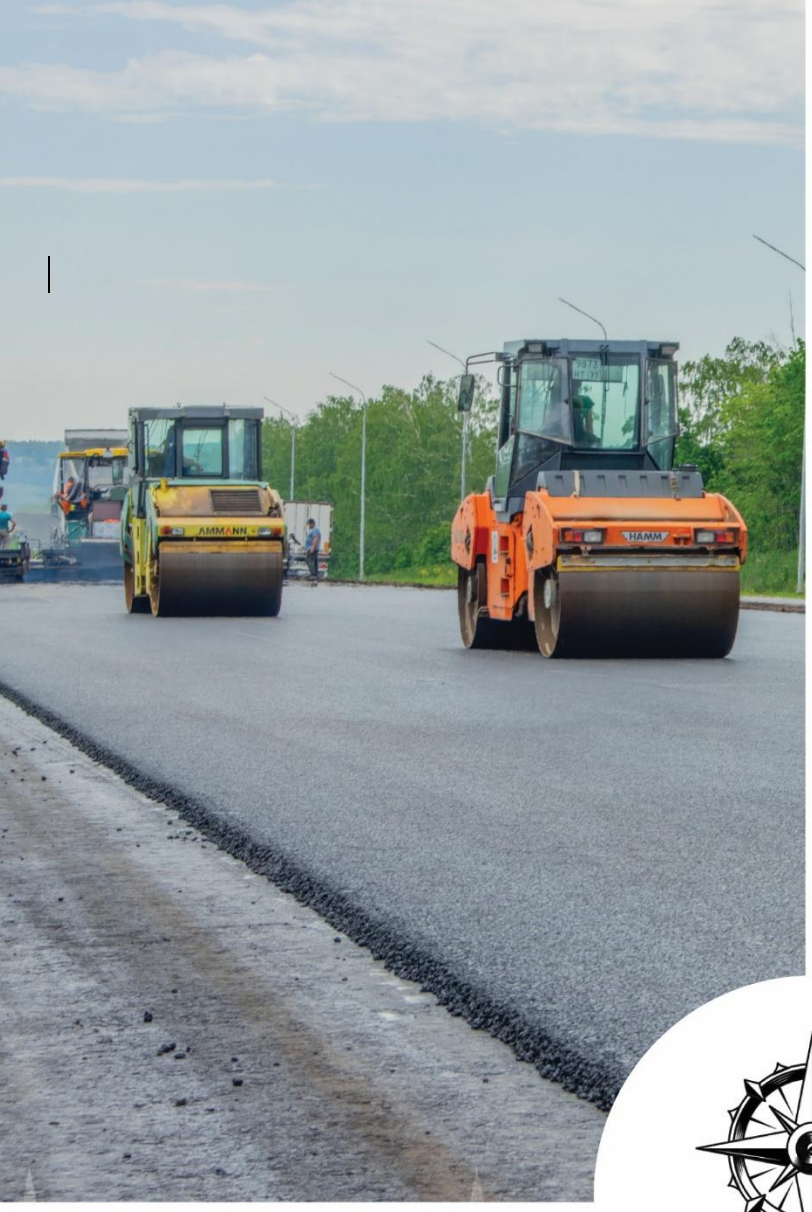
DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
PR	O.L. Peacock Sr. Park (impact fee)	$300,000.00		$1,163,005.00	$1,836,995.00		**$3,300,000.00**
PR	Torino Regional Park (impact fee)	$1,000,000.00	$1,280,000.00				**$2,280,000.00**
PR	Tradition Community Center				$1,000,000.00	$7,000,000.00	**$8,000,000.00**
TOTAL		**$109,365,000.00**	**$159,866,000.00**	**$150,548,005.00**	**$72,755,995.00**	**$16,935,900.00**	**$509,470,900.00**

PW: Public Works Department; PR: Parks and Recreation Department.

VI. Future Considerations

The Capital Improvements Element is crucial for implementing the Port St. Lucie Comprehensive Plan. Its Capital Improvement Schedule must address current deficiencies and supporting future growth.

- **Effective Allocation of Resources.** The Transportation, Infrastructure, and Recreation and Open Space elements establish levels of service and forecast demand. This method helps identify necessary improvements and prevent deficiencies. However, limited revenue may hinder funding these improvements, making effective allocation of resources essential to maintain adopted service standards and the Five-Year Capital Improvements Schedule.
- **Short and Long-Term Adaptability.** The Capital Improvements Schedule is reviewed annually as part of the budget process to ensure it reflects changes in population, available funding, and shifting community needs. This regular update ensures that projects remain aligned with the city's most pressing priorities. While the Comprehensive Plan covers a 20-year horizon, recognizing the potential for changes in environmental, political, or social conditions is key. Monitoring trends and projections helps city leaders make informed decisions, ensuring the Capital Improvement Schedule addresses the community's evolving needs.



CAPITAL IMPROVEMENTS

9

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 9.1. CAPITAL IMPROVEMENTS

~~GOAL 9.1:~~ The city shall undertake actions to adequately provide needed public facilities for both existing and future residents in a timely and efficient manner consistent with available resources that will promote orderly growth.

OBJECTIVE 9.1.1. ANNUAL BASIS

~~Objective 9.1.1:~~ Capital improvements shall be provided as required on an annual basis to correct existing deficiencies, to accommodate projected future growth and to replace obsolete and worn-~~-~~out facilities in accordance with the adopted Capital Improvement Program.

Policy 9.1.1.1. ~~Policy 9.1.1.1:~~ The City shall include in its 5-Year Capital Improvement Program all projects identified in other Comprehensive Plan elements that are determined to be of relatively large scale and high cost (i.e., $100,000 or greater); all capital improvements with costs $35,000 or greater shall be included in the City's ~~5-Year capital improvement program and~~ budget.

Policy 9.1.1.2. ~~Policy 9.1.1.2:~~ The City Council shall continue to evaluate and rank ~~in order of priority projects~~ capital improvement projects in order of priority ~~proposed~~ for inclusion in the 5-Year Schedule of Improvements, using the following criteria.

~~Policy 9.1.1.3: Proposed capital improvement projects will be evaluated and ranked in the following order of priority:~~

a. Replacement of obsolete or ~~worn out~~worn-out facilities, including repair, remodeling or renovation of facilities that contribute to achieving and/or maintaining levels of service.

b. New facilities that reduce or eliminate existing deficiencies in levels of service.

c. New facilities and improvements to existing public facilities that eliminate public hazards not otherwise eliminated by improvements prioritized according to a. and b. above.

d. New or expanded facilities that provide the adopted levels of service for new development and redevelopment during the next five fiscal years, as updated by the annual review of the CIE. The City may acquire land or right-of-way in advance of the need to develop a facility for new development.

e. Improvements to existing facilities and new facilities that significantly reduce the operating costs of achieving and/or maintaining levels of service.

f. All facilities scheduled for construction or improvement in accordance with this policy shall be evaluated to identify any plans of State agencies or the South Florida Water Management District that affect, or will be affected by, the proposed capital improvement.

OBJECTIVE 9.1.2.	ADOPTED LEVEL OF SERVICE (LOS) STANDARDS ~~Objective 9.1.2:~~ Future development shall bear 100% of the cost of facility improvements necessitated by the development in order to maintain adopted LOS standards.

Policy 9.1.2.1. ~~Policy 9.1.2.1:~~ The availability of public facilities shall be determined and measured using the following LOS standards for the required public facility classifications:

LEVEL OF SERVICE STANDARDS

a. ~~**TRAFFIC**~~ TRANSPORTATION

MINIMUM LEVEL OF SERVICE STANDARDS

Facility Type (Non SIS)	LOS Standard
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

(Level of service for roadways shall be determined based on peak hour traffic conditions.)

LEVEL OF SERVICE STANDARDS

Facility Type	Standards
Deficient Facilities	Maintain & improve
Constrained Facilities	Maintain*

*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	D
I-95	Gatlin Boulevard to St. Lucie Boulevard	D
I-95	St. Lucie Boulevard to Midway Road	D
Florida's Turnpike	Martin County Line to Becker Road	D
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	D
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	D

b. **POTABLE WATER**

The ~~level of service~~LOS standard adopted for potable water facilities is as follows:

For **residential uses**, single and multi-family, the following level of service standards shall apply:

1. Port St. Lucie Utility Systems Department-~~115~~ 100 gallons per capita per day (GPCD)
2. St. Lucie West Services District-85 gallons per capita per day (GPCD)

For **non-residential uses**, the following level of service standards shall apply:

1. Commercial, 125 gallons per day per 1000 square feet
2. Hotel/Motel, 112.5 gallons per day per room
3. Industrial, 150 gallons per day per 1000 square feet
4. Office/School/Institutional, 120 gallons per day per 1000 square feet

The level of service standard for the provision of water treatment for development in areas outside of existing Utility Service Areas (USA's) shall be based on verification and acceptance of an approved water well by the County Health Department.

c. **SANITARY SEWER**

The level-of-service standard ~~adopted~~ for sanitary sewer facilities ~~is~~ shall be 100~~85%~~ gallons per capita per day (GPCD)~~of the Potable Water LOS~~.

The level of service for sewage treatment for development in areas outside of existing Utility Service Areas (USA's) shall be based on verification and acceptance of an approved septic system by the County Health Department.

d. **SOLID WASTE**

The level-of-service standard adopted for solid waste facilities is 3.88 pounds/capita/day for Class I waste and 0.81 pounds/capita/day for C & D waste.

e. **DRAINAGE**

The level of service adopted for stormwater management facilities for existing surface water management systems shall be as shown in the South Florida Water Management District (SFWMD) permit governing said system. Systems without a permit shall be as shown in SFWMD rules in effect at the time of the system's original construction.

f. **PARKS AND RECREATION**

Developed Public Park or Recreation Facilities:– 5.0 acres/1000 population

g. **PUBLIC SCHOOLS**

~~1.~~ LOS Standards for High, Middle, and Elementary Schools and for Title 1 Schools. The uniform, district-wide LOS standards shall be 100% of permanent program capacity for elementary, middle, and high schools and for Title 1 Schools. The Florida Inventory of School Houses (FISH) capacity shall be adjusted by the St. Lucie County School Board annually to account for measurable programmatic changes. [Definition]

~~2. LOS Standards for Title 1 Schools The uniform district-wide LOS standards shall be 100% of permanent FISH capacity for Title 1 Schools.~~

Policy 9.1.2.2. ~~Policy 9.1.2.2:~~ The City will continue to ensure that future development will bear 100% of the costs of facilities necessitated by the development in order to maintain adopted LOS standards.

Policy 9.1.2.3. ~~Policy 9.1.2.3:~~ To ensure that facilities and services needed to support development are available concurrent with the impacts of such development, the City of Port St. Lucie has adopted a Concurrency Management System. Prior to the issuance of a development order or development permit, the Concurrency Management System shall ensure that the adopted levels of service standards required for transportation facilities, potable water, sanitary sewer, solid waste, drainage, parks and recreation shall be maintained. The following are the minimum requirements for concurrency:

For potable water, sewer, solid waste, and drainage:

a. ~~1.~~ The necessary facilities and services are in place and available to serve new development; or

b. ~~2.~~ A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or

c. ~~3.~~ The necessary facilities and services are guaranteed in an enforceable development agreement that requires the necessary facilities and services to be in place and available to serve the new development at the time of the issuance of a certificate of occupancy or its functional equivalent. Such enforceable development agreement may include, but is not limited to, a development agreement pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

For parks and recreation:

a. ~~1.~~ The necessary facilities and services are in place or under actual construction; or

b. ~~2.~~ The necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a certificate of occupancy or its functional equivalent; or

c. ~~3.~~ The necessary facilities and services are guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities or the provision of services within one year of the issuance of a certificate of occupancy or its functional equivalent. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

For transportation facilities:

a. ~~1.~~ The necessary facilities and services are in place or under actual construction; or

b. ~~2.~~ The necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or

c. ~~3.~~ The necessary facilities and services are guaranteed in an enforceable development agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than three years after the issuance of a certificate of occupancy or its

functional equivalent. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

OBJECTIVE 9.1.3.	NEEDED CAPITAL IMPROVEMENTS
	~~Objective 9.1.3:~~ The City shall coordinate the management of its fiscal resources and land use decisions to ensure the provision of needed capital improvements as identified on an annual basis in the City's Capital Improvements Program for previously issued development orders and for future development in order to maintain adopted LOS standards.

Policy 9.1.3.1. ~~Policy 9.1.3.1:~~ The City shall continue the review and approval process of the CIE, ~~and~~ the Capital Improvements Program, and Budget on an annual basis.

Policy 9.1.3.2. ~~Policy 9.1.3.2:~~ The City shall adopt a Capital Improvement Budget at the same time it adopts an Annual Operating Budget. The Capital Budget shall include those projects as specified in the policies of the other Comprehensive Plan elements necessary to maintain the adopted levels of service.

Policy 9.1.3.3. ~~Policy 9.1.3.3.~~ The City will maintain and ~~update~~ annually update a long-range financial forecasting system ~~that will~~which includes projections of revenues, expenditures, and financing of capital improvements.

Policy 9.1.3.4. ~~Policy 9.1.3.4:~~ The City shall pursue grants, private funds, and public/private partnerships, to finance capital improvements.

Policy 9.1.3.5. ~~Policy 9.1.3.5:~~ The City shall address all identified options and recommendations as a means to e~~i~~nsure economic feasibility through the capital improvement process and program.

Policy 9.1.3.6. ~~Policy 9.1.3.6:~~ The City ~~will~~ shall assess new developments' ~~their~~ pro rata share of improvement costs based on the demand those said developments generate.

Policy 9.1.3.7. ~~Policy 9.1.3.7:~~ Through the concurrency management system, the City shall manage its fiscal resources to e~~i~~nsure the provision of needed capital improvements for previously issued development orders.

Policy 9.1.3.8. ~~Policy 9.1.3.8:~~ The City ~~will~~ shall continue to maintain an adequate facilities ordinance to ensure that public facilities and services will meet the adopted levels of service and will be available concurrent with the impact of development.

Policy 9.1.3.9. ~~Policy 9.1.3.9:~~ Proposed plan amendments and requests for new development shall be evaluated according to the following guidelines as to whether the proposed action would:

a. Contribute to a condition of public hazard as described in the Infrastructure and Coastal Management Elements;

b. Exacerbate any existing condition of public facility deficits as described in the Traffic Circulation, Infrastructure and Recreation and Open Space Elements;

c. Generate public facility demands that may be accommodated by capacity increases planned in the 5-year Schedule of Capital Improvements;

d. Conform with future land uses as shown on the Future Land Use Map;

e. If public facilities are developer provided, accommodate public facility demands based upon adopted LOS standards;

f. If public facilities are provided by the City, demonstrate financial feasibility subject to this element; and,

g. Affect State agencies~~'~~ and the South Florida Water Management District's facilities plans.

Policy 9.1.3.10. ~~Policy 9.1.3.10:~~ To ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the New Community Development (NCD) District, public infrastructure requirements for developments within a NCD District, or any sub-Districts, may be funded and maintained by Community Development Districts in accordance with Chapter 190 F.S. As an alternative, the City may establish a dependent special assessment district within a NCD District, or any sub-Districts, or similar financing entity to provide for construction and maintenance of public infrastructure within a NCD District, or any sub-District, which is not financed or maintained by a Community Development District. Other funding mechanisms for infrastructure and maintenance may be used, including but not limited to conventional financing and HOA's, to ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the NCD District.

Policy 9.1.3.11. ~~Policy 9.1.3.11:~~ The City shall adopt and implement the City of Port St. Lucie Public School Facilities Element in accordance with the adopted Interlocal Agreement between the City and the St. Lucie County School District. The City hereby incorporates by reference the St. Lucie County School Board's Five-Year Work Plan, approved by the School Board as amended. This document includes school capacity sufficient to meet anticipated student demands projected by the county and municipalities, in consultation with the St. Lucie County School Board's projections for student enrollment, based on the adopted level of service (LOS) standards for the public schools. The Five-Year Capital Improvements Plan ensures the level of service (LOS) standards for public schools are achieved and maintained within the period covered by the ~~five year~~five-year schedule.

Policy 9.1.3.12. ~~Policy 9.1.3.12:~~ The City shall ~~may~~ require all annexation applications to provide a fiscal impact analysis and an analysis of public infrastructure needs and funding sources

OBJECTIVE 9.1.4.	**DEBT** ~~Objective 9.1.4:~~ The City shall manage its debt in a manner to retain the integrity of its fiscal resources and assure financial feasibility.

Policy 9.1.4.1. ~~Policy 9.1.4.1:~~ The City will confine long-term borrowing to capital improvements or projects that cannot be financed from current revenues.

Policy 9.1.4.2. ~~Policy 9.1.4.2:~~ When the City finances capital projects by issuing bonds, it will pay back the bonds within a period not to exceed the expected useful life of the project.

Policy 9.1.4.3. ~~Policy 9.1.4.3:~~ The City will try to keep the average maturity of general obligation bonds at or below 15 years.

Policy 9.1.4.4. ~~Policy 9.1.4.4:~~ On all debt-financed projects, the City will attempt to make a down payment of at least 10 percent of total project costs from current revenues.

Policy 9.1.4.5. ~~Policy 9.1.4.5:~~ Total debt service for general obligation debt will not exceed 15 percent of total annual locally generated operating revenue.

Policy 9.1.4.6. ~~Policy 9.1.4.6:~~ The City will not use long-term debt for current operation.

GOAL 9.2. ENRICHMENT

~~Goal 9.2:~~ Community facilities development will strive to go beyond meeting the basic needs of Port St Lucie residents to meeting their needs for cultural enrichment and community identity.

OBJECTIVE 9.2.1.	**PARKS MASTER PLAN** ~~Objective 9.2.1:~~ The City shall implement the Parks Master Plan ~~undertake~~ to provide a network of accessible parks and greenways when adding additional recreational areas to meet the residents' ~~passive and active recreational~~ needs, as resources allow.
OBJECTIVE 9.2.2.	**CULTURAL FACILITIES** ~~Objective 9.2.2:~~ The City should strive to provide cultural facilities that enhance the lives of Port St. Lucie residents and help define Port St. Lucie's unique cultural identity.

Policy 9.2.2.1. ~~Policy 9.2.2.1:~~ The City should work with development interests to identify a desirable site for a major cultural facility in the City in the western annexation area.

~~SCHEDULE OF CAPITAL IMPROVEMENTS~~

Description - Funding Source	Fiscal Year 2019-2020	Fiscal Year 2020-2021	Fiscal Year 2021-2022	Fiscal Year 2022-2023	Fiscal Year 2023-2024
Funding Source: Interfund Transfer					
General CIP Fund	$ 3,153,500	$ 7,048,613	$ 1,399,000	$ 2,630,000	1,480,000
Road and Bridge CIP Fund	300,000	-	-	-	-
Crosstown Parkway CIP Fund	250,000	138,000	-	-	-
Utilties CIP Fund	9,500,000	32,000,000	2,500,000	2,500,000	2,500,000
Subtotal	$ 13,203,500	$ 39,186,613	$ 3,899,000	$ 5,130,000	$ 3,980,000
Funding Source: Cash Carryforward/Fund Balance					
General CIP Fund	$ 1,637,487	$ 1,257,187	$ 1,130,000	$ 1,130,000	$ 1,480,000
Road & Bridge CIP Fund	3,198,444	3,372,230	42,085	486,394	1,130,503
Parks Impact Fee CIP Fund	1,598,759	2,067,469	103,056	1,959,129	2,386,323
Parks MSTU CIP Fund	556,560	923,057	1,354,602	1,744,884	3,225,374
Half Cent Sales Tax CIP Fund	2,613,343	2,395,235	1,054,919	3,474,142	772,953
Crosstown Parkway CIP Fund	1,342,057	1,125,032	1,153,032	1,093,032	1,064,592
Utilities CIP	11,045,699	19,824,417	17,308,041	7,262,044	-
Subtotal	$ 21,992,349	$ 30,964,627	$ 22,145,735	$ 17,149,625	$ 10,059,745
Funding Source: Impact Fees					
Road & Bridge CIP Fund	$ 2,424,000	$ 2,496,720	$ 2,446,786	$ 2,397,850	$ 2,349,893
Parks Impact Fee CIP Fund	4,216,402	2,005,925	2,056,073	2,097,195	2,139,138
Subtotal	$ 6,640,402	$ 4,502,645	$ 4,502,859	$ 4,495,045	$ 4,489,031
Funding Source: Ad Valorem Revenue					
Road & Bridge CIP Fund	$ -	$ -	$ -	$ -	$ -
Parks MSTU CIP Fund (County Distribution)	2,063,097	2,228,145	2,186,883	2,145,621	-
Subtotal	$ 2,063,097	$ 2,228,145	$ 2,186,883	$ 2,145,621	$ -
Funding Source: Interest Income					
General CIP Fund	$ 50,000	$ 30,000	$ -	$ -	$ -
Road & Bridge CIP Fund	110,000	110,000	110,000	110,000	200,000
Parks Impact Fee Fund	80,000	50,000	50,000	80,000	25,000
Parks MSTU CIP Fund	3,400	3,400	3,400	3,400	3,570
Crosstown Parkway CIP Fund	100,000	40,000	-	-	-
Subtotal	$ 343,400	$ 233,400	$ 163,400	$ 193,400	$ 228,570
Funding Source: Gas Tax					
Road & Bridge CIP Fund	$ 4,326,000	$ 4,412,520	$ 4,500,770	$ 4,545,778	$ 4,636,693
Subtotal	$ 4,326,000	$ 4,412,520	$ 4,500,770	$ 4,545,778	$ 4,636,693
Funding Source: Half Cent Sales Tax					
Half Cent Sales Tax CIP Fund	$ 7,653,300	$ 7,921,469	$ 8,199,038	$ 8,486,336	$ 8,783,694
Subtotal	$ 7,653,300	$ 7,921,469	$ 8,199,038	$ 8,486,336	$ 8,783,694
Funding Source: FDOT Contribution					
Road & Bridge CIP Fund	$ 613,756	$ 2,455,000	$ 648,795	$ -	$ -
Subtotal	$ 613,756	$ 2,455,000	$ 648,795	$ -	$ -
Funding Source: Other Financing Sources					
General CIP Fund	$ 969,700	$ 319,700	$ 250,000	$ 250,000	
Half Cent Sales Tax CIP Fund	5,000,000	4,500,000	-	3,000,000	-
Crosstown Parkway CIP Fund	-	-	-	-	-
Utilities CIP Fund	1,939,414	1,080,000	1,080,000	-	21,032,044
Subtotal	$ 7,909,114	$ 5,899,700	$ 1,330,000	$ 3,250,000	$ 21,032,044
	$ 64,744,918	$ 97,804,119	$ 47,576,480	$ 45,395,805	$ 53,209,777

PUBLIC SCHOOL FACILITIES

10

CHARTING
PORT ST. LUCIE

DRAFT

June 2026

Contents

CHAPTER 10. PUBLIC SCHOOL FACILITIES ELEMENT 10-1
I. Introduction 10-1
II. Inventory & Analysis of the Public School System 10-2
A. The St. Lucie School System 10-2
B. School Enrollment and Capacity 10-6
C. Relocatable Classrooms (Portables) 10-11
D. Level of Service Standards 10-12
III. Coordinated Planning Techniques 10-12
A. Shared Use Agreements 10-13
B. Emergency Shelters 10-13
C. Future School Sites 10-14
D. School Impact Fees 10-14
IV. Projected Enrollment & Capacity 10-14
V. Future Considerations 10-15

List of Maps

Map 10 -1. Public Schools 10-5
Map 10 -2. High School Proximity Zones 10-10

List of Tables

Table 10 - 1: St. Lucie School District Schools 10-2
Table 10 - 2: Inventory of St. Lucie County Public Schools 10-8
Table 10 - 3: Relocatable Classrooms 10-11
Table 10 - 4: Port St. Lucie Schools as Emergency Shelters 10-13
Table 10 - 5: Projected Student Generation 10-14

CHAPTER 10. PUBLIC SCHOOL FACILITIES ELEMENT

I. Introduction

Schools can act as an anchor in the community. They are a symbol of a neighborhood's stability and attract families to the community. They transmit knowledge to new generations, advance knowledge, display the achievements of society, plus bring neighbors together for Parent Teacher Association meetings, school plays, and sporting events. They offer their classrooms and media centers to residents for adult education classes, and community and club meetings. They are key determinants of the quality of life and are valued symbols of community identity and achievement. The entire community benefits from schools. Moreover, the community is often evaluated on the basis of the quality of its schools. The planning process that guides decision-making on school size, location, and programs should therefore be coordinated with the process that guides all community development.

Planning for school facilities is one of the responsibilities of the local School Board. The proper functioning and the best distribution of schools, however, are possible only when school planning is coordinated with the larger process of community planning for growth and change. Even though the Public School Facilities Element is not a mandatory component of the Comprehensive Plan, the City of Port St. Lucie recognizes the need to collaborate with the St. Lucie County School District to address the impacts of growth on school facilities. This Element outlines the current state of school facilities and the future plans of the St. Lucie County School District. .

The data and analysis included in this document are designed to inform future decisions and policy adjustments needed to accommodate public school facilities to serve future population growth. It includes an inventory of public schools (high schools, middle schools, and elementary schools) serving city residents, an evaluation of current and future capacity of the facilities, and planned improvements to the school system. Furthermore, the Element emphasizes opportunities for aligning the City's goals, objectives, and policies with the St. Lucie County School Board's plans.

The City of Port St. Lucie and St. Lucie Public Schools have agreements in place for the shared use of facilities. This collaboration supports the mutual use of their facilities and services, benefiting local communities by addressing geographic, economic, and population factors that impact development and public needs. The District and the City own and manage various recreational facilities, including gymnasiums, playgrounds, pools, athletic fields, and recreational areas. This collaboration strengthens the connection between land use planning, development, and the planning for public schools.

II. Inventory & Analysis of the Public School System

This element focuses on the public school system, which includes **traditional** tuition-free schools such as elementary, middle, and high; **charter** schools, which are also tuition-free, public schools but operate under a contract with a school district, granting them more flexibility than traditional public schools in exchange for higher accountability standards; **magnet** schools, which are free, public schools with specialized curricula or programs, focusing on themes like STEM, performing arts, and more, allowing students to choose a school aligned with their interests.; and **virtual** schools which are K-12 schools that meet online. The Florida Department of Education keeps detailed capacity and enrollment data only for the traditional public schools. St. Lucie County maintains date for all other school types.

A. The St. Lucie School System

The public school system in St Lucie County has expanded to meet the needs of growth. A profile of this system is provided in this section.

The St. Lucie School District currently encompasses a total of 51 schools distributed throughout the county, providing educational services to approximately 49,392 students. Of these schools, 27 are situated within the city limits of Port St. Lucie. The distribution of schools across the district and their respective locations are shown in **Map 10-1**. **Table 10-1** lists the schools, their location, the types of institutions, and the grade levels served.

Table 10 - 1: St. Lucie School District Schools

	ADDRESS	CITY
ELEMENTARY SCHOOLS		
1. Bayshore Elementary	1661 Bayshore Blvd	PSL
2. Chester A Moore Elementary	827 N 29th St	FP
3. Fairlawn Magnet Elementary	3203 Rhode Island Ave	FP
4. Floresta Elementary	1501 Floresta Dr	PSL
5. Frances K Sweet Elementary	1400 Ave Q	FP
6. Garden City Elementary	2202 Avenue Q	FP
7. Lakewood Park Elementary	7800 Indrio Rd	FP
8. Lawnwood Elementary	1900 S 23rd St	FP
9. Manatee Elementary	1450 Heatherwood Blvd	PSL
10. Mariposa Elementary	2620 Mariposa Ave	PSL
11. Morningside Elementary	2300 Gowin Dr	PSL
12. Parkway Elementary	7000 Selvitz Rd	PSL
13. Rivers Edge Elementary	5600 St James Dr	PSL
14. Savanna Ridge Elementary	6801 Lennard Rd	PSL
15. St Lucie Elementary School	2020 S 13th St	FP
16. Village Green Environmental Studies School	1700 Lennard Rd	PSL
17. Weatherbee Elementary	800 E Weatherbee Rd	FP
18. White City Elementary	905 W 2nd St	FP
19. Windmill Point Elementary	700 Darwin Blvd	PSL
K THROUGH 8 SCHOOLS		
20. Allapattah Flats K-8	12051 NW Copper Creek Dr	PSL

	ADDRESS	CITY
21. Creative Arts Academy of St. Lucie	1100 Delaware Ave	FP
22. Manatee Academy K-8	1450 SW Heatherwood Blvd	PSL
23. Northport K-8 School	250 Floresta Dr	PSL
24. Oak Hammock K-8 School	1251 California Blvd	PSL
25. St Lucie West K-8 School	1501 Cashmere Blvd	PSL
26. West Gate K-8 School	1050 Cashmere Blvd	PSL
MIDDLE SCHOOLS		
27. Dan McCarty Middle School	1201 Mississippi Ave	FP
28. Forest Grove Middle School	3201 S 25th St	FP
29. Southern Oaks Middle School	5500 St James Dr	PSL
30. Southport Middle School	2420 Morningside Dr	PSL
HIGH SCHOOLS		
31. Anglewood Center	1809 Panther Ln	FP
32. College Preparatory Academy of the Treasure Coast	501 NW University Blvd	PSL
33. Delaware Avenue School	2909 Delaware Ave	FP
34. Ft Pierce Central High School	4101 S 25th St	FP
35. Ft Pierce Westwood High School	1801 PantherLn	FP
36. Marine Oceanographic Academy	5801 N Old Dixie Hwy	FP
37. Port St Lucie High School	1201 Jaguar Ln	PSL
38. St Lucie West Centennial High School	1485 Cashmere Blvd	PSL
39. Treasure Coast High School	1000 Darwin Blvd	PSL
MAGNET SCHOOLS		
40. Francis K Sweet Magnet Elementary	1400 Avenue Q	FP
41. Lincoln Park Academy Magnet	1806 Avenue I	FP
42. Samuel S. Gaines Academy of Emerging Technologies	2250 S Jenkins Rd	FP
CHARTER SCHOOLS		
43. Palm Pointe Educational Research School	10680 Academic Way	PSL
44. Imagine Charter School - NAU Campus	4402 SW Yamada Dr	PSL
45. Renaissance Charter K-8	300 NW Cashmere Blvd	PSL
46. Renaissance Charter School at Tradition	10900 Sw Tradition Pkwy	PSL
ALTERNATIVE SCHOOLS		
47. Agriscience Education Center	11261 Picos Rd	FP
48. Indian Hills School	1901 S 11th St	FP
49. Dale Cassens School	1905 S 11thSt	FP
50. Mosaic Digital Academy	12051 NW Copper Creek Dr	PSL
51. Performance Based Preparatory Academy	2909 Delaware Ave	FP

Source: St. Lucie County Schools District, 2024

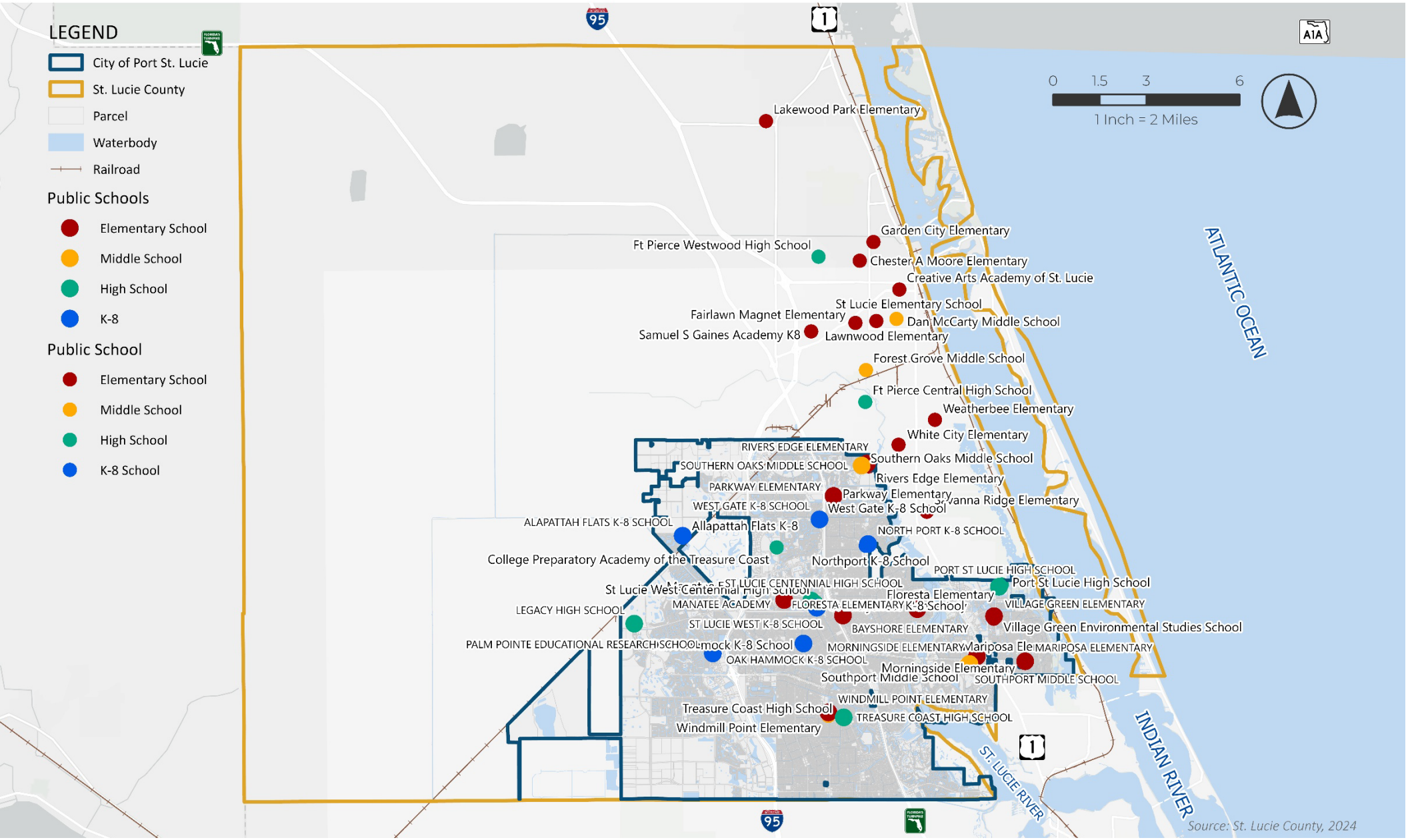
Although the County is divided into enrollment areas, students have the option to apply for schools outside their designated districts. According to Policy 5120 of the St. Lucie County Public Schools Policy Manual, students can request to attend schools in other districts through a waiver of attendance area. This request

is submitted through forms to the Student Assignment Office, with the Superintendent responsible for approving or denying these requests.

Outside of the public and private schools mentioned above, there is also a local community of homeschool students. The population of these students is significant, influencing the demand for resources, educational programs, and gathering spaces such as parks, libraries, and other community services.

PUBLIC SCHOOLS
COMPREHENSIVE PLAN 2050

MAP 10-1



B. School Enrollment and Capacity

This section outlines the current enrollment and capacity at the various schools serving the city residents. The following terms are used in this section.

- **Florida Inventory of School Houses (FISH)** is the number that the Department of Education/Office of Educational Facility uses to report the capacity of public schools.
- **School capacity** is the total number of students that a school can accommodate, including both permanent and relocatable (temporary) facilities. The calculation considers the number and size of classrooms, the type of educational programs, and the utilization rates of the spaces (FL DEO, FISH, 2025). The St. Lucie County School Board is responsible for annually updating the Florida Inventory of School Houses capacity, which is applied consistently across all municipalities in St. Lucie County and the School District.
- **Permanent capacity** refers to the number of students that can be accommodated in the permanent (non-relocatable facilities) of a school. It excludes any temporary or portable classrooms and focuses on the permanent structures.
- **Year-round capacity** refers to the number of students that a school can accommodate throughout the entire year, considering the use of facilities during all seasons. This includes adjustments for any variations in student attendance patterns and the utilization of spaces during different times of the year.
- **Utilization factor** is a measure of how efficiently a school's physical space is being used. It is calculated by comparing the actual number of students enrolled to the school's capacity. This factor helps determine whether a school is underutilized, overutilized, or operating at optimal capacity.
- **Percentage utilization** is the ratio of the actual number of students enrolled to the school's capacity, expressed as a percentage. This metric helps determine how effectively a school's physical space is being used.
- **Capital Outlay Full-time Equivalent (COFTE)** is a measure used to project the number of students for whom capital outlay funds are needed. This metric helps plan and allocate resources for school construction, renovation, and maintenance based on current and anticipated student enrollment.
- **Available capacity (surplus)** is the difference between the school's total capacity and the actual student enrollment. This metric indicates how many additional students a school can accommodate without exceeding its capacity.

Table 10-2 shows the capacity and utilization factors for public schools in St. Lucie County as presented in the School District's 2024-2025 Work Plan. The data reveals that Village Green Environmental Studies, Oak Hammock K-8 School, Fort Pierce Central High School, and Treasure Coast High School are currently facing overcrowding, with utilization rates over 100%.

The School Board's projections for the 2028-2029 school year indicate that Bayshore Elementary, Weatherbee Elementary, and West Gate K-8 will also exceed capacity.

There are several new schools planned to open in the near future. Legacy High School is scheduled to open in August 2025 at 14505 SW Crosstown Parkway in Port St. Lucie's Tradition neighborhood. The $80 million construction project will include an extension of Crosstown Parkway, providing direct access to the school. This will be the first new high school in the area in 20 years, and it is expected to ease overcrowding at Fort

Pierce Central High School and St. Lucie West Centennial Senior High. The capacity of Legacy, once it opens, will be 2,000. **Map 10-2** depicts the current and proposed high school proximity zones once Legacy High School opens in the Fall of 2025.

Western Grove and Southern Grove, both K-8 schools, are expected to open in the upcoming years. Western Grove is scheduled to open in the 2026-2027 school year, while Southern Grove is planned to open in the 2030-2031 school year. Additionally, the School District is expanding Village Green Environmental Studies from an elementary school to a K-8 school, with an estimated completion of 2029.

The St. Lucie County School District operates five non-traditional schools, as listed in **Table 10-1**. These schools and programs are available to students countywide. The Mosaic Digital Academy is a virtual program. The Performance-Based Preparatory Academy and Dale Cassens Education Complex are in-person schools located in Fort Pierce, Florida.

St. Lucie County also offers Magnet School programs countywide, although none are located within the City. These programs include the Creative Arts Academy of St. Lucie (K-8), Fairlawn Elementary (K-5), F.K. Sweet Elementary (K-5), Fort Pierce Westwood Academy, Lincoln Park Academy (6-12), and Samuel S. Gaines Academy of Emerging Technologies (K-8).

The non-traditional schools have adequate capacities.

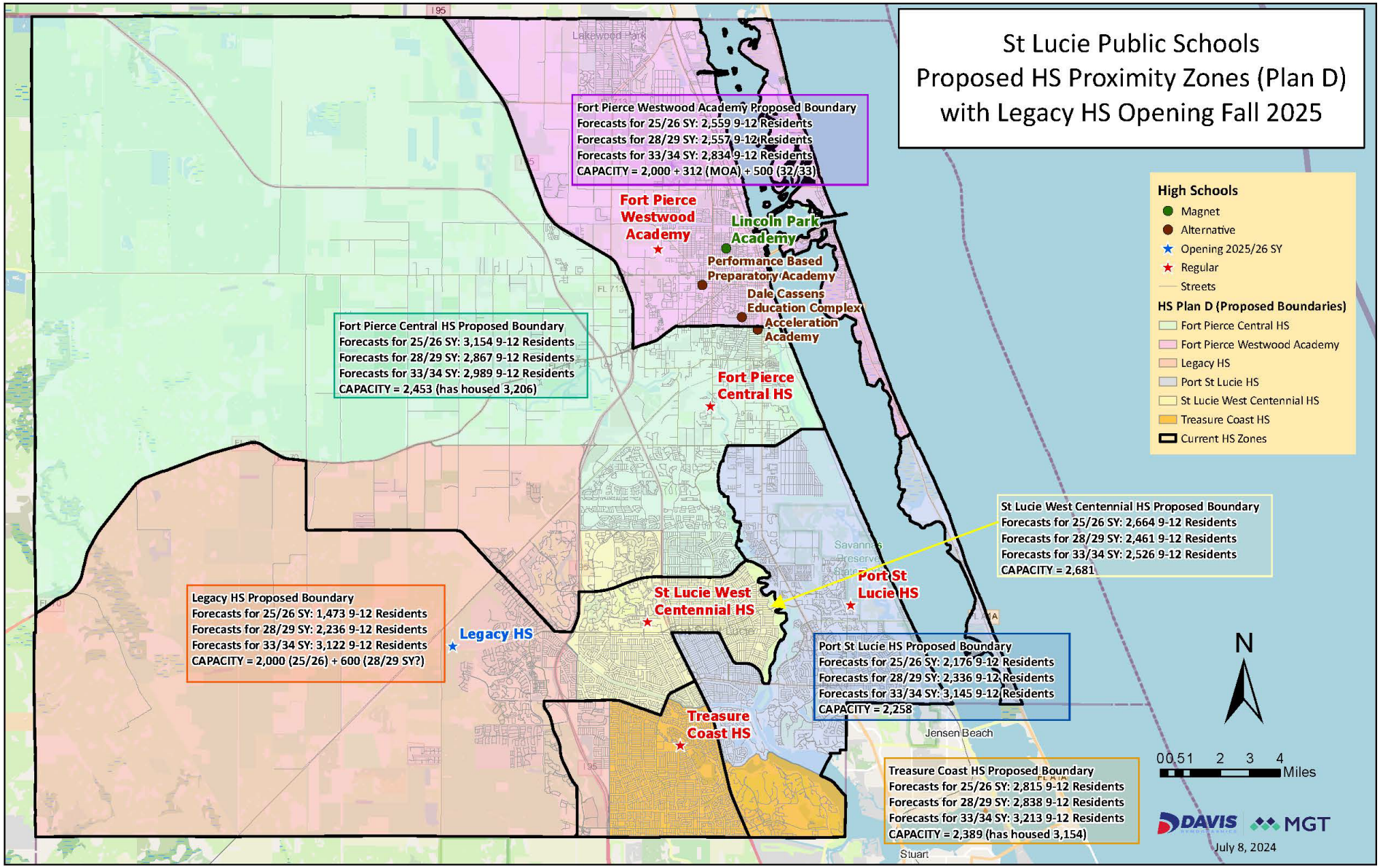
Table 10 - 2: Inventory of St. Lucie County Public Schools

Location	2024-25 Satisfactory Student Stations	Actual 2024-25 FISH Capacity	Actual 2023-24 COFTE	Actual 2024-25 Utilization	Projected 2028-29 COFTE	Projected 2028-29 Utilization
White City Elementary	637	637	499	78%	528	83%
Fairlawn Elementary	713	713	644	90%	681	96%
Creative Arts Academy of St. Lucie	985	886	470	53%	497	56%
Lawnwood Elementary	825	825	776	94%	820	99%
Saint Lucie Elementary	818	818	615	75%	650	79%
Dan McCarty School	1,401	1,260	716	57%	757	60%
Frances K Sweet Elementary	777	777	370	48%	391	50%
Garden City Early Learning Academy	727	727	43	6%	45	6%
Chester A Moore Elementary School	805	805	422	52%	446	55%
Lincoln Park Academy	2,218	1,996	1,543	77%	1,631	82%
Fort Pierce Westwood Senior High	2,004	1,903	1,548	81%	1,637	86%
Morningside Elementary	752	752	673	89%	711	95%
Lakewood Park Elementary	961	961	639	66%	676	70%
Floresta Elementary	741	741	653	88%	691	93%
Bayshore Elementary	891	891	845	95%	893	100%
Northport K-8 School	1,851	1,665	1,213	73%	1,282	77%
Windmill Point Elementary	1,206	1,206	1,010	84%	1,068	89%
Village Green Environmental Studies	545	545	566	104%	598	110%
Port Saint Lucie Senior High	2,377	2,258	1,641	73%	1,736	77%
Parkway Elementary	765	765	526	69%	556	73%
Dale Cassens Educational Complex	500	500	174	35%	183	37%
Southport Middle	1,334	1,200	869	72%	919	77%
Mariposa Elementary	1,002	1,002	753	75%	796	79%
Manatee Academy K- 8	2,055	1,849	1,719	93%	1,818	98%

Location	2024-25 Satisfactory Student Stations	Actual 2024-25 FISH Capacity	Actual 2023-24 COFTE	Actual 2024-25 Utilization	Projected 2028-29 COFTE	Projected 2028-29 Utilization
Forest Grove Middle	1,186	1,067	862	81%	912	85%
Rivers Edge Elementary	890	890	725	81%	766	86%
Southern Oaks Middle	1,283	1,154	922	80%	975	84%
Weatherbee Elementary	739	739	703	95%	743	101%
Saint Lucie West Centennial Senior High	2,823	2,681	2,431	91%	2,570	96%
Saint Lucie West K-8 School	2,040	1,836	1,684	92%	1,781	97%
Savanna Ridge Elementary	739	739	444	60%	470	64%
Performance Based Preparatory Academy	216	151	138	91%	146	97%
Performance Based Preparatory Academy	216	151	138	91%	146	97%
Oak Hammock K-8 School	1,882	1,693	1,711	101%	1,810	107%
Treasure Coast High School	2,515	2,389	2,770	116%	2,929	123%
West Gate K-8 School	1,900	1,710	1,614	94%	1,707	100%
Fort Pierce Central High School (New)	2,583	2,453	2,786	114%	2,946	120%
Samuel S. Gaines Academy of Emerging Technologies	1,852	1,666	704	42%	745	45%
Allapattah Flats K-8 School	1,943	1,748	1,285	73%	1,359	78%
Palm Pointe Educational Research School At Tradition	1,784	0	0	0%	0	0%
	51,265	**46,598**	**37,702**	**80.91%**	**39,869**	**85.56%**

Source: St. Lucie County School District, 2025

Map 10 -2. High School Proximity Zones



Source: St. Lucie County Schools, January 2025.

C. Relocatable Classrooms (Portables)

The Florida Department of Education requires school boards to include plans for relocatable classrooms as part of their 5-year work program. The most recent 2024-2025 Work Plan details the total number of relocatable classrooms for the St. Lucie County School District as shown in **Table 10-3**. The District outlines the total number of students in relocatable classrooms by year, the projected total number of COFTE students by year, and the percentage of students in relocatable classrooms each year.

Table 10 - 3: Relocatable Classrooms

Site	2024-25	2025-26	2026-27	2027-28	2028-29	5 Year Average
Forest Grove Middle	154	154	154	154	0	123
Windmill Point Elementary	0	0	0	0	0	0
Village Green Environmental Studies	22	22	22	22	0	18
Port Saint Lucie Senior High	0	0	0	0	0	0
Parkway Elementary	0	0	0	0	0	0
Dale Cassens Educational Complex	97	97	97	97	0	78
Southport Middle	220	220	220	220	0	176
Saint Lucie Elementary	62	62	62	62	0	50
Dan McCarty School	0	0	0	0	0	0
Frances K Sweet Elementary	0	0	0	0	0	0
Floresta Elementary	166	166	166	166	0	133
Bayshore Elementary	0	0	0	0	0	0
Northport K-8 School	22	22	22	22	0	18
Allapattah Flats K-8 School	0	0	0	0	0	0
Treasure Coast High School	0	0	0	0	0	0
White City Elementary	180	180	180	180	0	144
Fairlawn Elementary	0	0	0	0	0	0
Creative Arts Academy of St. Lucie	132	132	132	132	0	106
Lawnwood Elementary	18	18	18	18	0	14
Lakewood Park Elementary	18	0	0	0	0	4
Lincoln Park Academy	0	0	0	0	0	0
Fort Pierce Westwood Senior High	142	0	0	0	0	28
Morningside Elementary	191	191	191	191	0	153
Fort Pierce Central High School (New)	0	0	0	0	0	0
Samuel S. Gaines Academy of Emerging Technologies	0	0	0	0	0	0
Oak Hammock K-8 School	0	0	0	0	0	0
Garden City Early Learning Academy	0	0	0	0	0	0
Chester A Moore Elementary School	0	0	0	0	0	0

Site	2024-25	2025-26	2026-27	2027-28	2028-29	5 Year Average
Saint Lucie West Centennial Senior High	19	0	0	0	0	4
Saint Lucie West K-8 School	0	0	0	0	0	0
Savanna Ridge Elementary	0	0	0	0	0	0
Performance Based Preparatory Academy	0	0	0	0	0	0
West Gate K-8 School	0	0	0	0	0	0
Rivers Edge Elementary	162	162	162	162	0	130
Southern Oaks Middle	135	135	135	135	0	108
Weatherbee Elementary	0	0	0	0	0	0
Mariposa Elementary	0	0	0	0	0	0
Manatee Academy K-8	0	0	0	0	0	0
Palm Pointe Educational Research School at Tradition	0	0	0	0	0	0
Totals For St. Lucie County School District						
Total Students in Relocatables by Year.	1,740	1,561	1,561	1,561	0	1,285
Total Number of COFTE Students Projected by Year	39,315	39,222	39,125	39,480	39,870	39,402
Percent in Relocatables by Year	4 %	4 %	4 %	4 %	0 %	3 %

Source: St. Lucie County School District, 2025

D. Level of Service Standards

The City of Port St. Lucie coordinates with the St. Lucie County School Board and neighboring municipalities to establish School Concurrency Service Areas (SCSAs). This collaboration ensures the availability of school capacity in accordance with the Level of Service (LOS) standards.

III. Coordinated Planning Techniques

Section 163.31777(1), Florida Statutes (F. S.), requires the county and municipalities located within the geographic area of a school district to enter into an interlocal agreement with the district school board, which jointly establishes the specific ways in which the plans and processes of the district school board the local governments are to be coordinated.

Sections 163.31777(2) and (3) require local governments and school boards to collaborate on planning for population growth and student enrollment, ensuring coordinated efforts in school construction, closures, and renovations. It mandates sharing information on school facilities, improvements, and (re)development plans, as well as involving local governments in school district planning.

In 2008, St. Lucie County, the City of Fort Pierce, the City of Port St. Lucie, and the St. Lucie County School Board adopted the Interlocal Agreement for Public School Facility Planning. In 2012, a separate agreement was

enacted between the St. Lucie County School Board and local governments to allow for the mutual use of their facilities for the benefit of the public. Most recently, in 2022, a revised Interlocal Agreement was signed to ensure alignment with Sections 163.31777(2) and (3). Coupled together, these agreements provide a coordinated approach to meeting the community's educational needs while effectively managing growth and resources. The City collaborates with the St. Lucie School Board to implement school concurrency as required by the interlocal agreements and in compliance with state statutes.

A. Shared Use Agreements

The quality of schools plays a significant role in shaping residential growth patterns. Co-locating schools alongside public facilities, such as parks, libraries, and recreational centers, can support education and community needs, as well as promote shared uses to enhance community life and minimize the cost of services. Section 1013.101. F. S., authorizes shared use agreements to increase public access to recreation and sports facilities, reducing the impact of chronic health diseases, such as obesity and diabetes, and healthcare expenditures.

B. Emergency Shelters

Florida Statutes, Section 1013.372 requires the Department of Education to work with emergency management offices to develop guidelines for designing public shelters. These guidelines will be added to the Florida Building Code, allowing new educational facilities to serve as emergency shelters, unless exempt due to location or size. The Division of Emergency Management is responsible for submitting a statewide shelter plan every two years, identifying shelter needs and funding recommendations.

In Port St. Lucie, schools designated as emergency shelters must meet specific criteria related to structural integrity, accessibility, capacity, utilities, resources, and location to ensure they can safely accommodate individuals during emergencies. Shelters are activated at the request of local Emergency Management Officials and are opened on an "as needed" basis. **Table 10-4** provides a list of schools that serve as emergency shelters. In addition to list of school identified as emergency shelter, the new Western Grove K-8 will be designated as a Tier 2 shelter upon its opening in 2026.

The tier numbers indicate the order in which shelters will open. Tier 1 shelters are the first to open during an emergency and are typically the main shelters, offering the largest capacity and most resources. Tier 2 shelters open if Tier 1 shelters reach capacity or if more shelter space is needed. Tier 3 shelters are opened last, only if both Tier 1 and Tier 2 are full or if there is a high demand for shelter space.

Table 10 - 4: Port St. Lucie Schools as Emergency Shelters

Tier Opening	Schools as Emergency Shelter	Building Number
3	Bayshore Elementary	1
3	CA Moore Elementary	1
3	Floresta Elementary	1
1	Fort Pierce Central High School	3
1	Fort Pierce Westwood High School	1
1	Lakewood Park Elementary	1
3	Morningside Elementary	1

Tier Opening	Schools as Emergency Shelter	Building Number
2	Oak Hammock Elementary	4
3	Parkway Elementary	1
2	Samuel A. Gaines Academy	4
1	Treasure Coast High School	3
2	West Gate K-8	4

Source: St. Lucie County Public Schools 2024-2025 Hurricane, Sheltering, & Facility Emergency Preparedness and Response Plan, p. 12

C. Future School Sites

The City has been requiring Development of Regional Impact (DRI) developers to set aside land for schools as part of the development process. The City will continue this practice when reviewing future large-scale annexations.

D. School Impact Fees

St. Lucie County has an educational facilities impact fee ordinance outlined in the St. Lucie County Code, Chapter 24, Article II. The ordinance aims to ensure that new developments contribute a proportionate share of the costs required to fund capital expenditures for educational facilities. In Port St. Lucie, school impact fees vary between $713 and $2,564, depending on the type of dwelling unit, which includes categories such as single-family homes, multi-family units with 1-3 stories, multi-family units with 4 or more stories.

IV. Projected Enrollment & Capacity

The City is projected to have 151,306 dwelling units by 2050, suggesting a need for 46,324additional dwellings. Assuming that the single-family (SF), multi-family (MF), and mobile home units continue to constitute the same proportions of the additional, ,40,498 of these dwellings will be single-family (including manufactured homes) and 5,826 will be multifamily buildings.

The student population projections for elementary, middle, and high schools over the next two decades shown in **Table 10-5** are based on the population projections produced by the City and generation rates provided by St. Lucie County Schools. Those projections show that by 2050, there will be 25,742 children in elementary school, 13,760 in middle school, and 15,669 in high school. Based on the data outlined in **Table 10-5**, the City estimates there will be 45,923 students by 2035 and 55,171 by 2050. As noted earlier, the School Board is planning to open four new schools in the near future that can help accommodate the growing student population.

Table 10 - 5: Projected Student Generation

School Type	Unit Type	Generation Rate	2030	2035	2040	2045	2050
Elementary	SF	0.189	18,930	20,810	22,401	23,765	25,000
	MF	0.039	562	618	665	705	742
Middle	SF	0.101	10,116	11,121	11,971	12,700	13,360

School Type	Unit Type	Generation Rate	2030	2035	2040	2045	2050
	MF	0.021	303	333	358	380	400
High	SF	0.115	11,518	12,662	13,630	14,460	15,212
	MF	0.024	346	380	409	434	457
Total Additional Students			41,775	45,923	49,435	52,446	55,171

Source: City of Port St. Lucie, St. Lucie County, 2024 Future School Improvements

The St. Lucie Public Schools Board's Five-Year Strategic Plan outlines four key objectives for the period from 2024 to 2029. The first objective focuses on establishing a K-12 roadmap to success. The second objective aims to empower teachers as creators of both learning experiences and conducive learning environments. The third objective emphasizes engaging and supporting the St. Lucie community through vital infrastructure improvements. The fourth objective is centered on addressing the needs of 2030 with innovative, future-ready projects.

The St. Lucie County School District 5-Year Facilities Work Program is another key document that serves as a primary reference for multiple government agencies involved in areas such as funding, planning, and oversight of school facilities. Key stakeholders who depend on this program include the Department of Education, the Legislature, the Governor's Office, the County Division of Community Planning (Growth Management), local governments, and other relevant organizations.

Annually, the School Board is required to prepare a preliminary facilities work program prior to the adoption of the St. Lucie County School District's budget. This program outlines the available revenue and expenditures for new construction, remodeling, renovation projects, and major repairs aimed at preserving and maintaining educational facilities within the County. For the 2023-2024 fiscal year, the budget allocated for maintenance and repairs at St. Lucie County schools was $27,561,125, representing a notable decrease from the previous year's budget of $38,176,048. Per the 2023-2024 work plan, there are no plans for major renovations, remodeling, or additions in any of the Port St. Lucie schools.

As aforementioned, three new schools will be opening in the next few years – Legacy High School, Southern Grove, and Western Grove. Opening in the 2025-2026 school year at 14505 SW Crosstown Parkway in Port St. Lucie's Tradition neighborhood, ***Legacy High School*** will be home to 2,000 students in grades 9-12. The $80 million construction project will include an extension of Crosstown Parkway, providing direct access to the school. This will be the first new high school in the area in 20 years, and it is expected to ease overcrowding at Fort Pierce Central High School and St. Lucie West Centennial Senior High, both of which are approaching or exceeding their capacity.

Western Grove and ***Southern Grove***, both K-8 schools, are expected to open in the upcoming years. Western Grove is scheduled to open in the 2026-2027 school year, while Southern Grove is planned to open in the 2029-2030 school year.

V. Future Considerations

The Interlocal Agreement for Public School Facility Planning and School Concurrency established the schools level of service standards and the school concurrency program. As the City continues to grow, ongoing collaboration with the St. Lucie County Public School District remains important, especially regarding development and growth. While no new agreements or coordination efforts are anticipated in the immediate

future, to the City is committed to regularly reviewing and updating the existing agreement to address any evolving needs of both the City and School District.

- **Adapting to Evolving Educational Needs with Technology.** As Port St. Lucie continues to grow and educational needs evolve, it will be increasingly important to regularly update data and projections to assess the condition, capacity, and utilization of school facilities. As discussed in the St. Lucie Public Schools District's 5-year Strategic Plan, a goal is to engage and support the St. Lucie Community with physical, digital, and social infrastructure. With the growing demand for technology-enhanced learning environments, the City will consider implementing high speed internet citywide, security systems, and smart building technologies. With more people relying on digital platforms for education, having high-speed internet access across the city would ensure that all students, regardless of their location or socioeconomic status, can fully participate in online learning. Citywide high-speed internet could also support educators in using advanced tools and resources, leading to a more dynamic and interactive learning experience.
- **Planning for Future School Development and Infrastructure**. The City anticipates future school development and will work with St. Lucie Schools to ensure that roads and infrastructure are in place to serve the new schools. One way the City can assist with future school development is mapping all sites that have been dedicated to St. Lucie Schools by the DRI developers.
- **Integrating Schools into the Community Fabric**. Development applications will continue to be shared with the St. Lucie Public School District and other stakeholders to ensure that public schools effectively support the community's growth. The role of schools is especially important in larger developments and will be integrated into community planning. Ideally, schools will be centrally located within residential areas, within walking distance, and serve as community hubs. Improving pedestrian infrastructure and expanding transportation options around schools will enhance accessibility and safety, promoting more sustainable and walkable neighborhoods.
- **Building Strong Partnerships and School Design**. Building and maintaining strong partnerships with the School District and local government agencies will be essential for maintaining a coordinated approach to new developments, school site planning, and capital improvement projects. Incorporating new technologies and sustainable building practices into school design will improve the longevity and efficiency of school facilities, while addressing the evolving needs of students and educators. Ultimately, future planning for public schools will focus on creating safe, accessible, and community-centered spaces that promote educational excellence and enhance the overall quality of life in the region.

PUBLIC SCHOOL FACILITIES

10

CHARTING PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 10.1 PUBLIC SCHOOL FACILITIES

~~Goal 1:~~ The City of Port St. Lucie shall collaborate with the St. Lucie County School Board to plan for public school capacity to accommodate projected enrollment demand within the ~~five year~~five-year, ~~ten year~~ten-year, and ~~twenty year~~twenty-year planning periods

OBJECTIVE 10.1.1.	**~~OBJECTIVE PSFE 1.1:~~ LAND USE AND SCHOOL CAPACITY COORDINATION ~~[9J-5.025(3) (B) (4) (5), AND (6) F.A.C.]~~** ~~It is the objective of Port St. Lucie to c~~Coordinate land use decisions ~~[see definition]~~ with school capacity planning, recognizing ~~.This objective will be accomplished recognizing~~ the St. Lucie County School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools~~,~~ and the City's authority for land use decisions~~, including the authority to approve or deny petitions for future land use, rezoning, and subdivision and site plans for residential development that generate students and impact the St. Lucie County school system~~.

Policy 10.1.1.1. ~~Policy PSFE 1.1.1: Coordinated Map Series [9J-5.025(3) (c) (6), (4) (a) and (4) (b) F.A.C.]:~~ The City shall provide the St. Lucie County School Board by October 15 of each year a report of development trends for use in school planning~~.~~ and will coordinate with the ~~The St. Lucie County~~ School Board as they prepare their ~~shall coordinate with each local government in the preparation of the~~ annual Educational Facilities plan. The City shall use ~~Based upon~~ the final adopted Educational Facilities plan to ~~, the City and other local governments, shall~~ annually update and maintain a public school facilities map series, as supporting data and analysis. This map series ~~including the planned general location of schools and ancillary facilities for the five-year planning period and the long-range planning period,~~ will be coordinated with the City's Future Land Use Map ~~or Map~~ Series. The public school facilities m~~M~~ap s~~S~~eries shall include at a minimum:

a. M~~A map or m~~aps that~~which~~ identify existing location of public school facilities by type and existing location of ancillary facilities~~plants~~.

b. ~~A f~~Future conditions maps ~~or map series which~~ that depict~~s~~ the planned general location of public school facilities and ancillary plants and renovated facilities by year for the ~~five year~~five-year planning period, and for the ~~end of the~~ long-~~-~~range planning period of the ~~host c~~City.

c. Maps that~~A map or map series which~~ depict~~s~~ School Capacity Planning Areas (SCPA) for high schools, middle schools, and elementary schools.

d. Maps that ~~A map or map series which~~ depict~~s~~ School Concurrency Service Areas (SCSA) for high schools, middle schools, and elementary schools.

Policy 10.1.1.2. ~~Policy PSFE 1.1.2: Coordinating School Capacity with Growth.~~ The City shall coordinate land use decisions with the St. Lucie County School Board's ~~Long Range~~Long-Range Facilities Plans over ~~the~~ 5-year, 10-year, and 20-year periods.

Policy 10.1.1.3. ~~Policy PSFE 1.1.3:~~ Geographic Basis for School Capacity Planning. For purposes of coordinating land use decisions with school capacity planning, the School Concurrency Service Areas (SCSA) that are established for high, middle and elementary schools as part of the Interlocal Agreement (ILA) for Public School Facility Planning shall continue to be used for school capacity planning. The relationship of high, middle and elementary capacity and students anticipated to be generated as a result of land use decisions shall be continuously assessed in terms of its impact (1) on the school system as a whole and (2) on the applicable SCSA~~(s)~~ for purposes of this planning assessment., E~~e~~xisting or planned capacity in adjacent SCSA~~(s)~~ shall not be considered.

Policy 10.1.1.4. ~~Police PSFE 1.1.4: Local Government Notice of Development Proposals [ILA Section 9.3].~~ The City ~~agrees to~~shall notify ~~give~~ the St. Lucie County School Board ~~notification~~ of land use applications and development proposals ~~pending before them~~ that may affect student enrollment, enrollment projections, or school facilities. ~~-~~Notice to the St. Lucie County School Board will include copies of the meeting agenda and all City staff comments and other attachments related to any pending application or development proposal potentially affecting student enrollment, enrollment projections, or school facilities. ~~-~~Notice to the St. Lucie County School Board will be provided simultaneously with provision of such materials to the Local Planning Agency (LPA), Site Plan Review Committee (SPRC), or City Commission. This notice requirement applies to any amendment to the comprehensive plan, future land use map, rezoning, development of regional impact, or major residential or mixed-use development project that proposes: [ILA Section 9.3]

a. ~~to~~ An increase ~~the~~ in density of land with non-age-restricted residential dwelling units, that will produce more than one (1) student in any grade level.

b. ~~or to construct or develop~~ The development of non-age-restricted dwelling units or lots that will produce more than one (1) student in any grade level.

Policy 10.1.1.5. ~~Policy PSFE 1.1.5: ST. LUCIE COUNTY SCHOOL BOARD Report to City [ILA Section 9.4].~~ The City shall give ~~Within 15 days after notification by the City,~~ the St. Lucie County School Board 15 days to ~~will~~ advise the ~~local government~~ City of the school enrollment impacts anticipated to result from the proposed land use application or development proposal, and whether sufficient school capacity exists or is planned to accommodate the impacts. [ILA Section 9.4]

Policy 10.1.1.6. ~~Policy PSFE 1.1.6: School Capacity Shortfalls [ILA Section 9.5].~~ If sufficient school capacity is not available or planned to serve the development at the time of impact, the St. Lucie County School Board shall~~will~~ specify how it proposes to meet the anticipated student enrollment demand; alternatively, the St. Lucie County School Board, the City, and the developer will collaborate to find means to ensure sufficient capacity

will exist to accommodate the development, such as, developer contributions, project phasing, or developer provided facility improvements. [ILA Section 9.5]

Policy 10.1.1.7. ~~Policy PSFE 1.1.7: Criteria for Evaluating Land Use and Development Applications [ILA Section 9.6] [Section 163.3177(6) (a) F.S.].~~ In reviewing and approving comprehensive plan amendments, developments of regional impact, rezonings, and development proposals, the City shall~~will~~ consider the following factors: [ILA Section 9.6]

a. St. Lucie County School Board comments;

b. Available school capacity or planned improvements to accommodate the enrollment resulting from the land use decision;

c. The provision of school sites and facilities within planned neighborhoods;

d. Compatibility of land uses adjacent to existing schools and reserved school sites;

e. The collocation of parks, recreation, and neighborhood facilities with school sites;

f. The linkage of schools, parks, libraries, and other public facilities with bikeways, trails, and sidewalks for safe access;

g. Traffic circulation plans which serve schools and the surrounding neighborhood;

h. The provision of off-site signalization, signage, access improvements, and sidewalks to serve schools; and

i. The inclusion of school bus stops and turnarounds.

Policy 10.1.1.8. ~~Policy PSFE 1.1.8: Capacity Enhancement Agreements.~~ Where feasible and agreeable to the City, St.~~,~~ Lucie County School Board, affected jurisdictions, and the applicant, Capacity Enhancement Agreements shall be ~~encouraged~~ considered to ensure adequate capacity is available at the time the school impact is created.~~,~~ The St. Lucie County School Board's Long Range Facilities Plans over the five year, 10-year, and 20-year periods shall be amended to incorporate capacity modification commitments established by Capacity Enhancement Agreements.

OBJECTIVE 10.1.2.	**~~OBJECTIVE PSFE 1.2:~~ COMMUNITY DEVELOPMENT PLANS [ILA SECTION 9.7]** The City shall consider school capacity in the formulation of community development plans.

Policy 10.1.2.1. ~~Policy PSFE 1.2.1: Factors Considered in Formulating Community Development Plans.~~ In formulating community development plans and programs, the City shall~~will~~ consider the following factors: [ILA Section 9.7]

a. Scheduling capital improvements that are coordinated with and meet the capital needs identified in the St. Lucie County School Board District educational facilities plan;

b. Providing incentives to the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments;

c. Targeting community development improvements in older and distressed neighborhoods near schools; and

d. Working to address and resolve multi-jurisdictional public school issues.

OBJECTIVE 10.1.3.	**~~OBJECTIVE PSFE 1.3:~~ EVALUATION AND APPRAISAL OF COMPREHENSIVE PLANS [ILA SECTION 9.8]** The City shall consider school needs and school capacity in the Evaluation and Appraisal of Comprehensive Plans and corresponding Plan updates. [ILA Section 9.8].

Policy 10.1.3.1. ~~Policy PSFE 1.3.1:~~ Evaluation and Appraisal of Comprehensive Plans [ILA Section 9.8]

~~a. In accordance with Section 163.3191, F.S., the Local Planning Agency (LPA) for each Local Government must prepare an EAR on the Comprehensive Plan for its area of jurisdiction at least once every 7 years, or as otherwise scheduled by the Florida Department of Community Affairs.~~

~~b. Whenever a meeting of or hearing before the LPA includes consideration of an EAR, the City shall provide to the St. Lucie County School Board, prior to the meeting or hearing, copies of (1) the meeting or hearing agenda, (2) any draft of the EAR under consideration, and (3) any staff analysis, report, or recommendation prepared with respect to the EAR under consideration.~~

~~c. The City shall provide the St. Lucie County School Board a copy of each EAR prepared by the LPA within 30 days of submission to the City Council.~~

a. ~~d.~~ Whenever a meeting or hearing before the City Council includes consideration of an EAR or proposed amendments to the Comprehensive Plan to implement an EAR, the City shall provide to the St. Lucie County School Board prior to the meeting or hearing, copies of (1) the meeting or hearing agenda, (2) any draft of the EAR or proposed Comprehensive Plan amendments under consideration, and (3) any staff analysis, report, or recommendation prepared with respect to the EAR or proposed Comprehensive Plan amendments under consideration.

b. ~~e.~~ The St. Lucie County School Board may submit written comments to the City about the possible effect upon the St. Lucie County School Board of any EAR or proposed amendments to the Comprehensive Plan that are necessary to implement an EAR, and the City shall give due and appropriate consideration to such comments.

The City may request that the St. Lucie County School Board provide technical assistance with respect to any EAR or proposed amendments to the Comprehensive Plan to implement an EAR and the possible effect upon the St. Lucie County School Board, and the St. Lucie County School Board shall endeavor to provide such assistance as time and resources permit.~~,~~

GOAL 10.2 PUBLIC SCHOOL CAPACITY

~~Goal 2:~~ Provide adequate public school capacity to accommodate enrollment demand within a financially feasible five-year district facilities work program ~~[9J-5.025(3)(b)(1) F.A.C.~~

OBJECTIVE 10.2.1.	**~~OBJECTIVE PSFE 2.1:~~ IMPLEMENTATION OF SCHOOL CONCURRENCY** The City shall coordinate with the St. Lucie County School Board to assure the future availability of adequate public school facility capacity through its authority to implement school concurrency.

Policy 10.2.1.1. RESERVED~~Policy PSFE 2.1.1: Amendment of Interlocal Agreement. By July 1, 2008, the City shall amend the Interlocal Agreement for Public School Facility planning to implement school concurrency in concert with the St. Lucie County School Board, the County, and the City of Ft. Pierce. The Interlocal Agreement shall be consistent with the goals, objectives, and policies of the Element~~

Policy 10.2.1.2. ~~Policy PSFE 2.1.2: Ordinance Implementing School Concurrency [9J-5.025(3) (c) (4) F.A.C.]. No later than May 1, 2008, the City shall adopt, or commence proceedings for the adoption of, a Comprehensive Plan amendment to address school concurrency.~~The signed Interlocal Agreement for Public School Facility Planning between the City of Port St. Lucie and the School Board of St. Lucie County shall be used for school capacity planning and the School Concurrency Service Areas (SCSA).

OBJECTIVE 10.2.2.	**~~OBJECTIVE PSFE~~ 2.2: LEVEL OF SERVICE (LOS) STANDARDS** The City shall ensure that new residential development is not approved unless there is sufficient capacity to support new residential subdivisions, plats, and/or site plans at the adopted level of service (LOS) standards within the period covered by the five-year schedule of capital improvements and the long-range planning period. After the first ~~five year~~five-year schedule of capital improvements, capacity shall be maintained within each year of subsequent ~~five year~~five-year schedules of capital improvements.

Policy 10.2.2.1. RESERVED ~~Policy PSFE 2.2.1: Uniform Application of LOS Standards. The LOS standards established herein shall be applied consistently by all the local governments within St. Lucie County and by the St. Lucie County School Board district-wide to all schools of the same type.~~

Policy 10.2.2.2. RESERVED ~~Policy PSFE 2.2.2: LOS Standards for High, Middle, and Elementary Schools [9J-5.025(3) (c) (7)F.A.C.]. The uniform, district-wide LOS standards shall be 100% of permanent program capacity for elementary, middle, and high schools and for Title 1 Schools. The Florida Inventory of School Houses (FISH) capacity shall be adjusted by the ST. LUCIE COUNTY SCHOOL BOARD annually to account for measurable programmatic changes. No later than February 1, 2011, the School Board shall develop a permanent program capacity. Until such time as a permanent program capacity is developed, the permanent program capacity shall be designated as FISH.~~

Policy 10.2.2.3. ~~Policy PSFE 2.2.3: Amendment of LOS Standards.~~ If there is agreement to amend the LOS standards, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the local government comprehensive plans. ~~The amended LOS standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement for Public School Facility Planning is fully executed.~~ Changes to LOS standards shall be supported by adequate data and analysis showing that the amended LOS standard is financially feasible~~,~~ and can be achieved and maintained within the period covered by the first five years of the St. Lucie County School Board Five-Year Work Program. After the first five-year schedule of capital improvements, the capacity shall be maintained within each subsequent five-year schedules of capital improvements.

OBJECTIVE 10.2.3.	**~~OBJECTIVE PSFE 2.3.~~ SCHOOL CONCURRENCY SERVICE AREAS ~~[9J-5.025(3)(C)(1) F.A.C.]~~** The City shall, in coordination with the St. Lucie County School Board and municipalities, establish School Concurrency Service Areas (SCSA), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted LOS standards.

Policy 10.2.3.1. ~~Policy PSFE 2.3.1: School Concurrency Service Area (SCSA) Maps.~~ SCSA for high, middle and elementary schools shall be as adopted in the Interlocal Agreement. ~~SCSA boundaries shall be included as a part of the Data and Analysis supporting this Element and included in the PSFE Map Series as part of that supporting data.~~

~~Policy PSFE 2.3.2: Criteria for School Concurrency Service Areas. SCSA shall be established to maximize available school capacity and make efficient use of new and existing public schools in accordance with the LOS standards, taking into account minimization of transportation costs, limitations on maximum student travel times, the effect of court approved desegregation plans, and recognition of the capacity commitments resulting from the local governments' within St. Lucie County development approvals within the SCSA and contiguous SCPA.~~

~~Policy PSFE 2.3.3: Modifying School Concurrency Service Areas [9J-5.025(3)(c)(1) F.A.C.]. The City, in coordination with the St. Lucie County School Board and the Municipalities, shall require that prior to adopting a modification to SCSA, the following standards will be met:~~

~~a. Potential modifications to the SCSA may be considered annually. Supporting data and analysis for modified SCSA shall be included in the annual update to the St. Lucie County School Board's 5 -Year Work Program.~~

~~b. Modifications to SCSA boundaries shall be based upon the criteria as provided in Policy PSFE 2.3.2.~~

~~c. SCSA boundaries shall be modified based on supporting data and analysis showing that the amended SCSA's are financially feasible within the five year period described by the five year schedule of capital improvements.~~

~~d. Any party to the adopted Interlocal Agreement may propose a modification to the SCSA boundary maps.~~

~~e. At such time as the St. Lucie County School Board determines that a SCSA boundary change is appropriate considering the above criteria, the St. Lucie County School Board shall transmit the proposed SCSA boundary modification with data and analysis to support the changes to the Elected Officials Group.~~

~~f. The Elected Officials Group shall review the proposed SCSA boundary modifications and send its comments to the St. Lucie County School Board.~~

~~Modifications to a SCSA shall become effective upon final approval by the St. Lucie County School Board and amendment of the Interlocal Agreement for Public School Facility Planning.~~

OBJECTIVE 10.2.4.	**~~OBJECTIVE PSFE 2.4~~SCHOOL CONCURRENCY REVIEW PROCESS** In coordination with the St. Lucie County School Board, the City shall~~will~~ establish a joint process for implementation of school concurrency which includes applicability, capacity determination, availability standards, and school capacity methodology.

Policy 10.2.4.1. ~~Policy PSFE 2.4.1: Development Review.~~ The issuance of final subdivision~~s or~~ plats and site plan approvals for residential development shall be subject to the availability of adequate school capacity based on the Level of Service (LOS) standards adopted in this Element.

Policy 10.2.4.2. ~~Policy PSFE 2.4.2: Exemptions.~~ The following residential developments are exempt from the school concurrency requirements:

~~1.~~a. Single-family lots of record that received final plat approval prior to May 1, 2008;

~~2.~~b. Single-family subdivisions or plats that (i) were undergoing active review on May 1, 2008, (ii) ~~had~~ received preliminary subdivision approval prior to such date, and (iii) ~~have~~ had no lapse in the development approval status;

~~3.~~c. Multi-family residential development that received final site plan approval prior to May 1, 2008, and for which there has been no lapse in the development approval status;

~~4.~~d. Multi-family site plans that (i) were undergoing active review on May 1, 2008, (ii) had received preliminary site plan approval prior to such date, and (iii) have had no lapse in the development approval status;

~~5.~~e. An amendment to a residential subdivision plat or site plan that was approved prior to May 1, 2008, so long as the amendment does not increase the number of students generated by the development.

~~6.~~f. Age restricted developments that prohibit permanent occupancy by persons of school age, where enforceable age restrictions are recorded, irrevocable, and lawful under applicable state and federal housing statutes.

~~7.~~g. Group quarters in public facilities, including residential facilities, that do not generate students, such as jails, prisons, hospitals, bed and breakfasts, motels, hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dormitories (exclusive of married student housing), and religious non-youth facilities.

~~8.~~h. Developments of regional impact, as defined in Section 380.06, Florida Statutes, that received development orders prior to July 1, 2005, or had filed applications for development approval prior to May 1, 2005.

Policy 10.2.4.3. ~~Policy PSFE: 2.4.3: Student Generation Rates and Costs per Student Station.~~ Student generation rates used to determine the impact of a particular development application on public schools, and the costs per student station shall be determined in accordance with professionally accepted methodologies and adopted annually by the St. Lucie County School Board in the ~~five year~~five-year Work Program.

Policy 10.2.4.4. ~~Policy PSFE 2.4.4: School Capacity and Enrollment.~~ The uniform methodology for determining if a particular school is meeting adopted LOS standards, shall be determined by the St. Lucie County School Board. The St. Lucie County School Board shall use permanent program capacity as the methodology to determine the capacity of elementary, middle, and high school facilities. School enrollment shall be based on the enrollment of each individual school based on counts reported by the St. Lucie County School Board to the Department of Education.

Policy 10.2.4.5. ~~Policy PSFE 2.4.5: Determination of Adequate Capacity [9J-5.025(3)(c)(8) F.A.C.].~~ The St. Lucie County School Board shall conduct a concurrency review for all development plan approvals subject to school concurrency. This review shall include findings and recommendations to the City on whether there is adequate school capacity to accommodate the proposed development.

a. Adequate school capacity means there is sufficient school capacity at the adopted LOS standards to accommodate the demand created by a proposed development for each type of school within the affected CSA.

b. The St. Lucie County School Board's findings and recommendations shall address whether adequate capacity exists for each type of school, based on the level of service standards. If adequate capacity does not exist, the St. Lucie County School Board shall identify possible mitigation options that may be considered consistent with the policies set forth within Objective 10.2.5~~2.5~~.

The City shall~~will~~ issue a concurrency determination based on the St. Lucie County School Board's written findings and recommendations.

Policy 10.2.4.6. ~~Policy PSFE 2.4.6: Concurrency Availability Standard.~~ School concurrency applies only to residential development or a phase of residential development requiring a subdivision or plat approval, site plan, or its functional equivalent, proposed or established after the effective date of the Public School Facilities Element (PSFE). The City shall amend the concurrency management system in its land development regulations to require that all new residential development be reviewed for school concurrency no later than the time of final subdivision, final plat, or final site plan. The City shall not deny a final subdivision, final plat, or final site plan for residential development due to a failure to achieve and maintain the adopted LOS standards for public school capacity where:

a. Adequate school facilities will be in place or under construction within three years after the issuance of the final subdivision, final plat, or final site plan for residential development; or

b. Adequate school facilities are available in an adjacent SCSA, and when adequate capacity at adopted LOS Standards will be in place or under construction in the adjacent SCSA within three years after the issuance of the final subdivision, final plat, or final site plan approval; or,

c. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by development of the property subject to the final subdivision, plat, or site plan (or functional equivalent) as provided in this element.

d. For SCSAs that do not have any school type (elementary, middle, or high), then the capacity would be assigned as indicated in Table PSFE 2.4.6.d.

PSFE Table 2.4.6.d. SCSA Capacity for SCSAs without School Type

SCSA Location of Project without School Type	Capacity for Project ~~is~~ if Located in the Following SCSA
A	B, F
F	A, B, D
G	B, D, E

e. All school types exist in any SCSA not included in PSFE Table 2.4.6.d. ~~-~~The location of the SCSAs can be found in the Consolidated Concurrency Service Area Map in Appendix A of the Interlocal Agreement.

Policy 10.2.4.7. ~~Policy PSFE 2.4.7: Reservation of Capacity [9J-5.025(3)(c)(1)].~~ The City shall not issue a Certificate of Concurrency Determination for any non-exempt residential development application until the School District has issued a School Capacity Availability Determination Letter verifying capacity is available to serve the development. The School Capacity Determination Letter shall indicate a temporary commitment of capacity of necessary school facilities for a period not to exceed six (6) months or until a Final Development Order is issued, whichever occurs first.

a. Once the City issues a Certificate of Concurrency Reservation as a part of the Final Development Order, the school capacity necessary to serve the development shall be considered reserved for the life of the Development Order.

b. The City shall notify the St. Lucie County School Board within fifteen (15) days of the approval or expiration of a Concurrency Reservation for a residential development. No further determination of school capacity availability shall be required for the residential development before the expiration of the Certificate of Concurrency Determination, except that any change requires review.

Policy 10.2.4.8. ~~Policy PSFE 2.4.8: Subdivision and Site Plan Standards.~~ In the event that the St. Lucie County School Board determines that there is not sufficient capacity in the affected concurrency service area or an adjacent concurrency service area to address the impacts of a proposed development, the following standards shall apply:

a. The site plan or final subdivision must provide capacity enhancement sufficient to meet its impacts through proportionate share mitigation under Objective 10.2.5~~PSFE 2.5~~; or~~,~~

b. The final site plan or final subdivision must be delayed to a date when capacity enhancement and level of service can be assured; or~~,~~

c. A condition of approval of the site plan or final subdivision shall be that the project's development plan and/or building permits shall be delayed to a date when capacity enhancement and level of service can be assured.

Policy 10.2.4.9. ~~Policy PSFE 2.4.9. Capacity Availability.~~ In evaluating a subdivision plat or site plan for concurrency any relevant programmed improvements in years 2 or 3 of the ~~five year~~five-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis. Any relevant programmed improvements in years 4 or 5 of the ~~five year~~five-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through St. Lucie County School Board funding to accelerate the project, through proportionate share mitigation; or some other means of assuring adequate capacity will be available within 3 years. The St. Lucie County School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.

Policy 10.2.4.10. In accordance with Section 163.3180(6)(h)(2), F.S., school concurrency shall be deemed satisfied upon confirmation by the St. Lucie County School Board that adequate school capacity exists or will be in place through a legally binding commitment. Upon receipt of such a commitment from a developer, the Board has 30 days to notify the City whether adequate capacity is available to support the proposed development.

OBJECTIVE 10.2.5.	**~~OBJECTIVE PSFE 2.5:~~ PROPORTIONATE SHARE MITIGATION** The City, in coordination with the St. Lucie County School Board, shall provide for mitigation alternatives that are determined by the St. Lucie County School Board to be financially feasible and will achieve and maintain the adopted LOS standards consistent with the adopted St. Lucie County School Board's financially feasible Five-Year Work Program.

Policy 10.2.5.1. ~~Policy PSFE 2.5.1: Mitigation Options.~~ Mitigation may be allowed for those developments that cannot meet the adopted LOS Standards. Mitigation options shall include options listed below for which the St. Lucie County School Board assumes responsibility through incorporation in the adopted St. Lucie County School Board's financially feasible Five-Year Work Program and which will maintain adopted LOS standards.

a. The donation, construction, or funding of school facilities or sites sufficient to offset the demand for public school facilities created by the proposed development;

b. The creation of a school mitigation bank in accordance with an agreement acceptable to the School Board providing for (i) the construction, in accordance with SREF, of a public educational facility at an acceptable location, (ii) the conveyance of such facility to the School Board at no cost, (iii) the grant of appropriate credits against the educational facilities impact fees that will be due as a result of the proposed development, and (iv) to the extent credits are insufficient to recover the reasonable cost of such facility, reimbursement from future educational facilities impact fees received by the School Board from collections within the same CSA or adjacent CSAs;

c. The establishment of a charter school with educational facilities that are both (i) constructed in accordance with SREF and (ii) subject to enforceable assurances that the facility will be conveyed to the School Board at no cost if the charter school ceases operations;

d. The establishment of an educational facilities benefit district, and the corresponding construction of educational facilities that are sufficient to offset the demand for public educational facilities created by the proposed development at no cost to the School Board, in accordance with Sections 1013.355 through 1013.357, Florida Statutes and other governing law; and

e. At the sole discretion of the School Board, payment of a temporary capacity charge to fund temporary educational facilities until such time as there is sufficient impact, need, and demand to justify or substantiate, in accordance with SREF and other governing requirements, the construction of a new educational facility that is identified in the District facilities work program for a 5-year period.

Policy 10.2.5.2. ~~Policy PSFE 2.5.2: Mitigation Must Enhance Permanent Capacity.~~ Mitigation must be directed toward a permanent capacity improvement identified in the St. Lucie County School Board's financially feasible Five-Year Work Program, which satisfies the demands created by the proposed development consistent with the adopted LOS standards. Relocatable classrooms will not be accepted as mitigation.

Policy 10.2.5.3. ~~Policy PSFE 2.5.3: Mitigation to Meet Financial Feasibility.~~ Mitigation shall be directed to projects on the St. Lucie County School Board's financially feasible Five-Year Work Plan that the St. Lucie County School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the St. Lucie County School Board, the City, and the applicant which shall be executed prior to the City's issuance of the final subdivision plat or the final site plan approval. If the St. Lucie County School Board agrees to the mitigation, the St. Lucie County School Board must commit in the agreement to placing the improvement required for mitigation on its Five-Year Work Program.

Policy 10.2.5.4. ~~Policy PSFE 2.5.4: Calculating Proportionate Share.~~ The applicant's total proportionate share obligation to resolve a capacity deficiency shall be based on the following:

Number of Student Stations (by School Type) = Number of Dwelling Units by Housing Type X Student Generation Multiplier (by Housing Type and School Type)

Proportionate Share Amount = Number of Student Stations (by School Type) X Cost per Student Station for School Type.

The above formula shall be calculated for each housing type within the proposed development and for each school type (elementary, middle, or high) for which a capacity deficiency has been identified. The sum of these calculations shall be the proportionate share amount for the development under review. The St. Lucie County School Board average cost per student station shall only include school facility construction and land costs, and costs to build schools to emergency shelter standards when applicable. The applicant's proportionate share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

OBJECTIVE 10.2.6.	**~~OBJECTIVE 2.6:~~ ADOPTION OF ST. LUCIE COUNTY SCHOOL BOARD FIVE-YEAR PROGRAM ~~[9J-5.025(3)(B)(1) AND (3)F.A.C.]~~** Effective July 1, 2008, and no later than December 1st of each year thereafter, the City shall adopt by reference in its Capital Improvements Element, the St. Lucie County School Board's annually updated Five-~~-~~Year Work Program.

Policy 10.2.6.1. ~~Policy PSFE 2.6.1: Development, Adoption, and Amendment of the St Lucie County School Board Five-Year Work Program. The St. Lucie County School Board shall annually update and amend the Five-Year Work Program to reflect the LOS standards for schools to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools. The Five-Year Work Program ensures the level of service standards for public schools are achieved and maintained within the period covered by the five year schedule. After the first five year schedule of capital improvements, annual updates to the schedule shall ensure levels of service standards are achieved and maintained within the subsequent five year schedule of capital improvements. The City shall annually adopt the Five-Year district Facilities Plan by reference.~~ The City shall ~~by adopting~~ the St. Lucie County School Board's Five-Year Work Program by reference into the Capital Improvements Element. ~~The~~ However, the City shall have neither obligation nor responsibility for funding that ~~the Five-Year~~ Work Program. ~~by adopting the St. Lucie County School Board's Five-Year Work Program into the Capital Improvements Element,~~

OBJECTIVE 10.2.7.	**~~OBJECTIVE 2.7:~~ ADOPTION OF SCHOOL CAPACITY PLANNING AREAS.** The City shall, in coordination with the St. Lucie County School Board and municipalities, establish School Capacity Planning (SCPA) areas, as the areas within which long range capacity is planned and used for evaluation of comprehensive plan amendments.

Policy 10.2.7.1. ~~Policy PSFE 2.7.1: School Capacity Planning Area (SCPA) Maps.~~ SCPA for high, middle and elementary schools shall be as adopted in the Interlocal Agreement. ~~SCPA boundaries shall be included as a part of the Data and Analysis supporting this Element and included in the PSFE Map Series as part of that supporting data.~~

Policy 10.2.7.2. ~~Policy PSFE 2.7.2: Criteria for School Capacity Planning Areas.~~ SCPA shall be established to properly plan the location of schools in proximity of new development. While short or intermediate term school capacity needs may be met by student stations in the SCSA or the adjacent SCSA, it is the goal to place schools in proximity ~~of~~to the residential areas that they serve so that student travel times and the necessary infrastructure needed is minimized for each SCPA. The SCPAs should form the basis for evaluating school

capacity for all planning and preliminary regulatory review for residential development throughout St Lucie County and serve as the basis for "developer agreements" designed to preserve school sites and assure the timely commitment of school construction.

Policy 10.2.7.3. ~~Policy PSFE 2.7.3: Modifying School Concurrency Planning Areas [9J-5.025(3)(c)(1) F.A.C.].~~ The City, in coordination with the St. Lucie County School Board and the Municipalities, shall require that prior to adopting a modification to SCPA, the following standards will be met:

a. Potential modifications to the SCPA may be considered annually. Supporting data and analysis for modified SCPA shall be included in the annual update to the St. Lucie County School Board's 5-~~-~~Year Work Program;

b. Modifications to SCPA boundaries shall be based upon the criteria as provided in Policy 10.2.7.2~~PSFE 2.7.2.~~;

c. Any party to the adopted Interlocal Agreement may propose a modification to the SCPA boundary maps;

d. At such time as the St. Lucie County School Board determines that a SCPA boundary change is appropriate considering the above criteria, the St. Lucie County School Board shall transmit the proposed SCPA boundary modification with data and analysis to support the changes to the Elected Officials Group;

e. The Elected Officials Group shall review the proposed SCPA boundary modifications and send its comments to the St. Lucie County School Board.

Modifications to a SCPA shall become effective upon final approval by the St. Lucie County School Board and amendment of the Interlocal Agreement for Public School Facility Planning.

GOAL 10.3 SCHOOL SAFETY AND COMMUNITY DESIGN

~~Goal 3:~~ Provide safe and secure schools sited within well designed communities.

OBJECTIVE 10.3.1.	~~**OBJECTIVE PSFE 3.1**~~**SCHOOL LOCATION** ~~**[FLUE OBJECTIVE 1.1.17]**~~ The City shall work with the St. Lucie County School Board to provide adequate school location.

Policy 10.3.1.1. ~~Policy PSFE 3.1.1: Future Land Use Map to Designate Land Use Classifications Where Schools Are Permitted.~~ Traditional educational facilities serving students in grades K-12, regardless of grade level configuration, generally should be permitted in any institutional, residential, or ~~mixed use~~mixed-use future land use classification. [ILA Section 5.2]

Policy 10.3.1.2. ~~Policy PSFE 3.1.2: Future Land Use Designation for Public Schools.~~ To aid the City in categorizing land use for future purposes, the School Board agrees to cooperate with the City to change the Future Land Use designation of schools at such time the City deems appropriate.

Policy 10.3.1.3. The City shall coordinate with the St. Lucie County School Board to document and map all school sites dedicated through approved Development of Regional Impact (DRIs).

Policy 10.3.1.4. The City shall encourage the siting of public schools within walking distance of residential areas and shall prioritize pedestrian and bicycle infrastructure improvements around existing and proposed school sites.

OBJECTIVE 10.3.2.	~~**OBJECTIVE PSFE 3.2:**~~ **ENCOURAGE SCHOOLS AS FOCAL POINTS OF COMMUNITY PLANNING AND DESIGN**~~**. [9J-5.025(3)(B)(4), (5) AND (6)]**~~ The City shall work with the St. Lucie County School Board to make schools central focal points of the community.

Policy 10.3.2.1. ~~Policy PSFE 3.2.1: Enhance Community/Neighborhood Design.~~ The City, in conjunction with the St. Lucie County School Board, shall promote the neighborhood concept in new developments or redevelopment by encouraging the use of existing schools as neighborhood centers or focal points.

OBJECTIVE 10.3.3.	~~OBJECTIVE 3.3~~STANDARDS FOR SCHOOL SITE DESIGN. The City shall ~~will~~ establish standards for school siting and site design to provide security and safety of children and to provide a functional educational environment.

Policy 10.3.3.1. ~~Policy PSFE 3.3.1: Compatibility of Adjacent Uses.~~ The City shall review development proposals for compatibility of uses adjacent to existing schools and known future school sites.

Policy 10.3.3.2. ~~Policy PSFE 3.3.2: School Accessibility.~~ Bicycle and pedestrian facilities should be established around schools, especially areas near schools that are not served by the school bus system.

Policy 10.3.3.3. ~~Policy PSFE 3.3.3: Bus Stops.~~ The City shall, in cooperation with the St. Lucie County School Board, develop and adopt design standards for school bus stops and turnarounds in new developments and re-development projects.

Policy 10.3.3.4. ~~Policy PSFE 3.3.4: Safe Ways to School.~~ To reduce hazardous walking conditions consistent with Florida's Safe Ways to School Program, Port St Lucie, in coordination with the St. Lucie County School Board, shall implement the following strategies:

a. New developments adjacent to school properties shall be required to provide a right-of way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;

b. For new development and redevelopment within 2 miles of an existing or planned school, the City shall require sidewalks along the property for the corridor that directly serves the school, or qualifies as an acceptable designated walk or bicycle route to the school;

c. To ensure continuous pedestrian access to public schools, priority will be given to cases of hazardous walking conditions pursuant to Section 1006.23, F.S., and specific provisions for constructing such facilities will be included in the schedule of capital improvements adopted each

d. Evaluate school zones to consider safe crossing of children along major roadways, including possible speed limit reductions from 25 mph to 15 mph in school zones; and prioritize areas for sidewalk improvements including:

   1. Schools with high numbers of pedestrian and bicycle injuries or fatalities; or,
   2. Schools requiring courtesy busing for hazardous walking conditions; or,
   3. Schools with significant walking populations, but poor pedestrian and bicycle access; and,
   4. Schools needing safety improvements

Policy 10.3.3.5. ~~Policy PSFE 3.4.1: Evaluation of Potential School Sites [ILA Section 6.3].~~ Potential school sites shall be consistent with the following school siting standards, to the extent practicable: [ILA Section 6.3]

a. The location of schools proximate to urban residential development and contiguous to existing school sites, and which provide potential focal points for community activities, including opportunities for shared use and collocation with other community facilities~~;~~.

b. The location of elementary schools proximate to and, within walking distance of the residential neighborhoods served;

c. Elementary schools should be located on local or collector streets;

d. Middle and high schools should be located near arterial streets;

e. Compatibility of the school site with present and future land uses of adjacent property considering the safety of students or the effective provision of education;

f. Whether existing schools can be expanded or renovated to support community redevelopment and revitalization, efficient use of existing infrastructure, and the discouragement of urban sprawl;

g. Site acquisition and development costs;

h. Safe access to and from the school site by pedestrians, bicyclists, and motor vehicles;

i. Existing or planned availability of adequate public facilities and services to support the School;

j. Environmental constraints that would either preclude or render infeasible the development or significant expansion of a public school on the site;

k. Adverse impacts on archaeological or historic sites listed in the National Register of Historic Places or designated by the affected local government as a locally significant historic or archaeological resource;

l. The proposed location is consistent with the local government comprehensive plan, storm water management plans, or watershed management plans;

m. The proposed location is not within a velocity flood zone or floodway, as delineated on pertinent maps identified or referenced in the applicable comprehensive plan or land development regulations;

n. The proposed site can accommodate the required parking, circulation, and queuing of vehicles; and~~,~~

o. The proposed location lies outside the area regulated by Section 333.03, F.S., regarding the construction of public educational facilities in the vicinity of an airport.

OBJECTIVE 10.3.4.	~~**OBJECTIVE PSFE 3.4: SCHOOL SITE STANDARDS**~~**RESERVED** ~~**OBJECTIVE PSFE 3.4: SCHOOL SITE STANDARDS. THE CITY WILL ESTABLISH SITE STANDARDS FOR SCHOOLS.**~~

OBJECTIVE 10.3.5.	**~~OBJECTIVE PSFE 3.5:~~ SCHOOL DEVELOPMENT STANDARDS** The City shall c~~C~~oordinate with the St. Lucie County School Board and other educational institutions to locate future educational facilities in a manner which provides for their needs without undue negative impact on the proposed school, surrounding land uses, or public facilities and are integrated into the community fabric by promoting as central, multifunctional focal points within neighborhoods.

Policy 10.3.5.1. ~~Policy PSFE 3.5.1:~~ As provided in Chapter 1013, F.S., the Land Development Code may include reasonable development standards and conditions for school site plans in accordance with Chapter 1013 Florida Statues, so long as those standards and conditions are not in conflict with Chapter 1013, F.S., or the State Building Code.

a. The location, arrangement, and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property.

b. Maximum height of the school structure shall adhere to the height requirements established for the zoning district for the school site.

c. Building setbacks from property lines for all schools shall adhere to the minimum building setback requirements established for the zoning district for the school site.

d. All parking areas on school sites shall adhere to the minimum setback requirements established for the zoning district.

e. Access to school sites shall be governed by the City's and FDOT's access management regulations, including installation by the St. Lucie County School Board, or other party as determined by The City, of all access-related improvement required by such regulations. All school sites shall be connected to the existing network by existing paved roads.

f. The site shall be required to provide bicycle/pedestrian connections to sidewalks, trails, and bikeways internal or adjacent to residential neighborhoods, including the provision of safe roadway crossings.

g. Development of the site shall be consistent with applicable wetland policies contained within the Conservation Element and Recreation and Open Space Element of this plan.

OBJECTIVE 10.3.6.	**RESERVED**

OBJECTIVE 10.3.7.	**~~OBJECTIVE PSFE 3.7:~~ COORDINATION OF SUPPORTING INFRASTRUCTURE ~~[9J-5.025(3)(C)(5)]~~** The City shall coordinate with the St. Lucie County School Board plans for supporting infrastructure.

Policy 10.3.7.1. ~~Policy PSFE 3.7.1: Coordination of Planned Improvements.~~ The City shall annually update and amend the Capital Improvements Element to include the St. Lucie County School Board's ~~five year~~five-year Work Program to reflect the infrastructure required to support new school facilities.

GOAL 10.4 INTERGOVERNMENTAL COORDINATION

~~Goal 4.~~ Promote and optimize intergovernmental cooperation for effective future planning of public school system facilities.

OBJECTIVE 10.4.1.	~~OBJECTIVE PSFE 4.1~~SCHOOL BOARD REPRESENTATION The City shall ensure coordination and active representation with the St. Lucie County School Board in local planning and development review processes.

Policy 10.4.1.1. ~~Policy PSFE 4.1.1: St. Lucie County School Board Representation on LPAs [Section 163.3174(1) F.S.] [ILA Section 9.1].~~ The City shall~~will~~ include a nonvoting representative appointed by the St. Lucie County School Board on the- LPA to attend those meetings at which the agencies consider Comprehensive Plan amendments and rezonings that would, if approved, increase residential density on the property that is the subject of the application. The appointment of a nonvoting representative for the St. Lucie County School Board shall not affect the quorum or voting requirements of the LPA, nor entitle such representative to compensation or expense reimbursement otherwise applicable to the voting members of the LPA. [ILA Section 9.1]

Policy 10.4.1.2. ~~Policy PSFE 4.2.2: Development Review Representative [ILA Section 9.2].~~ The St. Lucie County School Board will appoint a representative to serve on the staff Site Plan Review Committee (SPRC) of the City. The St Lucie County School Board representative will be provided agenda for review and invited to participate in each meeting of the SPRC when development and redevelopment proposals are proposed which could have a significant impact on student enrollment of school facilities. [ILA Section 9.2]

OBJECTIVE 10.4.2.	~~OBJECTIVE 4.2~~JOINT MEETINGS The City shall participate in meetings and other actions established to promote coordination and the sharing of data and information.

Policy 10.4.2.1. ~~Policy PSFE 4.2.1: Staff Working Group [ILA Section 2.1].~~ A staff working group of the Local Governments and St. Lucie County School Board will meet on a semiannual basis to discuss issues and formulate recommendations regarding coordination of land use and school facilities planning, including such issues as population and student projections, capacity, condition assessments of facilities, development trends, school needs, collocation and joint use opportunities, and ancillary infrastructure improvements needed to support the school and ensure safe student access [ILA Section 2.1]. Representatives from the Regional Planning Council will also be invited to attend.- The Superintendent shall be responsible for making meeting arrangements and providing notification of meetings. [ILA Section 2.2]

~~Policy PSFE 4.2.2: Joint Workshop Sessions [ILA Section 2.2]. One or more representatives of the County, each City, and the St. Lucie County School Board will meet at least annually in joint workshop sessions. A representative of the Regional Planning Council will also be invited to attend. The joint workshop sessions will be opportunities for the local governments and the St Lucie County School Board to hear reports, discuss policy, set direction, and reach understandings concerning issues of mutual concern regarding coordination of land use and school facilities planning, including population and student growth, development trends, school needs, off-site improvements, and joint use opportunities. The Superintendent of Schools, or designee, shall be responsible for making meeting arrangements and providing notification to the general public of the annual meeting. [ILA Section 1.2]~~

OBJECTIVE 10.4.3.	**~~OBJECTIVE PSFE 4.3:~~STUDENT ENROLLMENT AND POPULATION PROJECTIONS [ILA SECTION 3].** The City shall~~will~~ coordinate with the St. Lucie County School Board and the Local Governments to maintain and update student enrollment and population projections.

Policy 10.4.3.1. ~~Policy PSFE 4.3.1: Review of Projections [ILA Section 3.1].~~ In fulfillment of their respective planning duties, the City shall~~will~~ cooperate with the Local Governments and St. Lucie County School Board to agree to coordinate and base their plans upon consistent projections of the amount, type, and distribution of population growth and student enrollment. ~~Countywide five-year population projections developed by the County and five-year student enrollment projections developed by the St. Lucie County School Board shall be revised annually and provided at the first staff working group meeting described in Policy PSFE 4.2.1.~~

Policy 10.4.3.2. ~~Policy 4.3.2: Basis of Projections. [ILA Section 3.2]~~ The St. Lucie County School Board shall utilize student population projections based on information produced by the demographic, revenue, and education estimating conferences pursuant to Section 216.136, F.S., where available, as modified by the St. Lucie County School Board based on development data and agreement with the local governments and the Office of Educational Facilities and SMART Schools Clearinghouse. The St. Lucie County School Board may request adjustment to the estimating conferences' projections to reflect actual enrollment and development trends. In formulating such a request, the St. Lucie County School Board will coordinate with the Local Governments regarding development trends and future population projections. [ILA Section 3.2]

~~Policy PSFE 4.3.3: Allocation of Enrollment [ILA Section 3.3]. The St. Lucie County School Board, working with the Local Governments, will use the information described in Section 4.3 to allocate projected student enrollment into sub-count planning sectors so that the District-wide projections are not exceeded. The planning sectors will be established by mutual consent of the St. Lucie County School Board and Local Government staff. The allocation of projected student enrollment will be determined at the first joint staff working group meeting described in~~

~~Policy PSFE 4.3.4: Provision of Reports [ILA Section 3.4]. The Local Governments shall provide the St. Lucie County School Board with a copy of each population report, count, or projection; residential building permit report, count, or projection; and demographic study or analysis prepared or received by any of them within thirty (30) days of preparation or receipt. The St. Lucie County School Board shall provide the Local Governments with a copy of each student enrollment report, count, or projection and demographic study or analysis prepared or received by the St. Lucie County School Board within thirty (30) days of preparation or receipt. Alternatively, the parties may comply with the requirements of this subsection by making each such~~

report available at the next semiannual staff working group meeting that follows preparation or receipt of the report.

Policy PSFE 4.3.5: The School District's Five-Year Facilities Work Program [ILA Section 4.1]. On August 1st of each year, the St. Lucie County School Board shall submit to the Local Governments the tentative District Educational Facilities Plan prior to adoption by the Board. The plan will be consistent with the requirements of Section 1013.35, F.S., and include

a. projected student populations apportioned geographically,
b. an inventory of existing school facilities,
c. projections of facility space needs,
d. information on relocatables,
e. general locations of new schools for the 5-, 10-, and 20-year time periods,
f. and options to reduce the need for additional permanent student stations.
g. The plan will also include a financially feasible District facilities work program for a five year period.

d. The Local Governments shall review the plan and comment to the St. Lucie County School Board within 30 days on the consistency of the plan with the local Comprehensive Plan, whether a Comprehensive Plan amendment will be necessary for any proposed educational facility, and whether the Local Government supports a necessary Comprehensive Plan amendment. If the Local Government does not support a Comprehensive Plan amendment, the matter shall be resolved pursuant to procedures established in the Interlocal Agreement for Public School Facility Planning.

Policy PSFE 4.3.6: Educational Plant Survey [ILA Section 4.2]. At least one year prior to preparation of the Educational Plant Survey update, the staff working group established in Policy PSFE 4.2.1 will assist the St. Lucie County School Board in an advisory capacity in the preparation of the update. The Educational Plant Survey shall be consistent with the requirements of Section 1013.31, F.S., and include at least:

a. an inventory of existing educational facilities,
b. recommendations for new and existing facilities,
c. and the general location of each in coordination with the land use plan.
d. The staff working group will evaluate and make recommendations regarding the location and need for new, or significant renovation and expansion of existing educational facilities with the Comprehensive Plan, and relevant issues established in this Element.

Policy PSFE 4.3.7: Growth and Development Trends [ILA Section 4.3]. On November 15 of each year, the Local Governments will provide the St. Lucie County School Board with a report on growth and development trends within their respective jurisdictions. This report will be in tabular, graphic, and textual formats (in electronic form using the respective Local Government's geographic information system data base) and will include the following:

a. The type, number, and location of residential units which have received zoning or site plan approval;
b. Information regarding comprehensive land use amendments which have an impact on school facilities;
c. Residential building permits and/or certificates of occupancy issued for the preceding year and their location;
d. Information regarding the conversion or redevelopment of housing or other structures into residential units which are likely to generate new students; and
e. The identification of any development orders issued which contain a requirement for the provision of a school site as a condition of development.

OBJECTIVE 10.4.4.	~~OBJECTIVE PSFE 4.4:~~SCHOOL SITE SELECTION, EXPANSIONS, AND CLOSURES [ILA SECTION 6]. The City, in conjunction with the St Lucie County St. Lucie School Board, shall implement an effective process for identification and selection of school sites and for the review of significant expansions and closures.

Policy 10.4.4.1. -RESERVED~~Policy PSFE 4.4.1: Public Schools Advisory Committee. [ILA Section 6.1] The St. Lucie County School Board will establish a Public Schools Advisory Committee for the purpose of reviewing potential sites for new schools and proposals for significant renovation and potential closure of existing schools.~~

~~a. The St. Lucie County School Board and each Local Government shall appoint a citizen member to serve on the Committee.~~

~~b. Based on information gathered during the review, the Committee will submit recommendations to the Superintendent.~~

~~c. The Public Schools Advisory Committee will be a standing committee and will meet on an as-needed basis.~~

~~d. In addition to citizen members, the Committee will include appropriate members of St. Lucie County School Board staff and at least one staff member from each of the Local Governments.~~

Policy 10.4.4.2. RESERVED~~Policy PSFE 4.4.2: Committee Review of Proposed Sites, Renovations, and Closures [ILA Section 6.2]. When the need for a new school is identified in the District educational facilities plan, the Public Schools Advisory Committee will develop a list of potential sites in the area of need. The list of potential sites for new schools and the list of schools identified in the District educational facilities plan for significant renovation and potential closure will be submitted to the City for an informal assessment regarding consistency with the Comprehensive Plan, including:~~

~~a. Environmental suitability, transportation, and pedestrian access, availability of infrastructure and services, safety concerns, land use compatibility, consistency with community vision, and other relevant issues.~~

~~b. The issues identified in Policy PSFE 4.4.3 of this Agreement will be considered by both the City and Public Schools Advisory Committee as each site or school is evaluated.~~

~~c. Based on the information gathered during this review for new schools, the Committee will make a recommendation to the Superintendent of one or more sites in order of preference. For significant renovations and potential closures, the Committee make appropriate recommendations.~~

Policy 10.4.4.3. RESERVED~~Policy PSFE 4.4.3: Factors Considered. [ILA Section 6.3]. The Public Schools Advisory committee, the St. Lucie County School Board, and the City will consider the factors established in Policy PSFE 3.4.1 when evaluating new school sites and significant renovations and potential closure of existing schools.~~

Policy 10.4.4.4. ~~Policy PSFE 4.4.4: Notice of Proposed Educational Facility Site Acquisition [ILA Section 6.4].~~ At least 60 days prior to acquiring or leasing property that may be used for a new public educational facility, the St. Lucie County School Board shall provide written notice of its intent to the City. The City shall notify the St. Lucie County School Board within 45 days of receipt of this notice if the proposed new public education facility

site is consistent with the local government's comprehensive plan. This notice does not constitute the local government's determination of consistency of any proposed construction pursuant to Section 1013.33 (12), (13), (14), (15), F.S. [ILA Section 6.4]

Policy 10.4.4.5. ~~Policy PSFE 4.4.5: Proposed Ancillary Facility Site Acquisition [ILA Section 6.5].~~ When the need for a new ancillary facility is identified in a District facilities work program, the St. Lucie County School Board will follow the site selection procedures set forth in Policy 10.4.4.2.~~PSFE 4.4.2~~ and Policy 10.4.4.3~~PSFE 4.4.3~~ with appropriate adjustment to the factors considered based upon the principal or predominant use proposed for the facility. [ILA Section 6.5]

Policy 10.4.4.6. ~~Policy PSFE 4.4.6: Conforming Future Land Use Change or Rezoning [ILA Section 6.6].~~ Upon request of the City, the St. Lucie County School Board shall cooperate in undertaking any City requested change to the future land use classification or zoning of property acquired or leased for an ancillary or educational facility if the City determines that such a change is appropriate to conform to the future land use classification or zoning of the property to its actual or intended use by the St. Lucie County School Board, provided, however, that no such change shall render the facility inconsistent with the Comprehensive Plan, inconsistent with the applicable Land Development Regulations (LDR), or otherwise nonconforming. [ILA Section 6.6]

Policy 10.4.4.7. ~~Policy PSFE 4.4.7: Supporting Infrastructure Agreement [ILA Section 6.7].~~ In conjunction with the preliminary consistency determination in accordance with Policy 10.4.4.4~~PSFE 4.4.4~~ and Policy 10.4.4.5~~PSFE 4.4.5~~, the St. Lucie County School Board and the City shall~~will~~ jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or ancillary facility or the proposed significant renovation of an existing school, and will enter into a written agreement as to the timing, future maintenance, location, and the party or parties responsible for constructing, operating, and maintaining the required improvements. [ILA Section 6.7]

a. At least 60 days prior to acquiring or leasing property that may be used for a new ancillary facility, the St. Lucie County School Board shall provide written notice to the City.

b. The City, upon receipt of this notice, shall notify the St. Lucie County School Board within 45 days if the proposed new ancillary facility site is consistent with the land use categories and policies of the City's comprehensive plan. This preliminary notice does not constitute the City's determination of consistency pursuant to Section 1013.33(12), F.S.

OBJECTIVE 10.4.5.	**~~OBJECTIVE PSFE 4.5:~~ ANCILLARY FACILITIES SITE DEVELOPMENT [ILA SECTION 7].** The City, in conjunction with the St. Lucie County School Board, shall implement an effective process for identification and selection of sites and for the review of ancillary facilities and site development.

Policy 10.4.5.1. ~~Policy PSFE 4.5.1: Ancillary Facilities Deemed Consistent with LDR [ILA Section 7.1].~~ All ancillary facilities existing or under construction as of October 2003 [Interlocal Agreement] are deemed to be consistent with the LDR.

Policy 10.4.5.2. ~~Policy PSFE 4.5.2: Notice of Proposed Facility and Request for Consistency Review [ILA Section 7.2].~~ At least 120 days prior to commencing construction of a new ancillary facility proposed for construction, the St. Lucie County School Board shall notify and request the City to review the proposed facility for consistency with the City's Comprehensive Plan and the LDR. The notice and request for consistency review shall include a site plan and related submittal materials that comply with those site plan submission requirements of the City with jurisdiction that are applicable to the type of ancillary facilities proposed. The site plan and related submittal materials~~,~~ shall include, at a minimum, the following: [ILA Section 7.2]

a. Site boundary;

b. General site development information, to scale and with dimensions, including building layout, vehicle access and parking facilities, and activity fields; and

c. Proposed staff population so that traffic impacts may be evaluated.

Policy 10.4.5.3. ~~Policy PSFE 4.5.3: Consistency Determination [ILA Section 7.3].~~ Scope of Review: The City acknowledges and recognizes the need to conserve public funds, the special nature of ancillary facilities, and the fact that such facilities constitute a vital component of the total public infrastructure required to support existing and future development. All new ancillary facilities proposed for construction shall be subject to the site plan submission requirements of the City that are applicable to the type of ancillary facilities proposed. Any required concurrency review of a new ancillary facility proposed for construction, including any appropriate capacity reservation, shall be undertaken as a part of the reviews provided in this element. Procedure for Review: As provided in Section 1013.33(14), Florida Statutes, when the St. Lucie County School Board proposes the construction of a new ancillary facility, the following consistency determination and site plan review procedure shall apply: [ILA Section 7.3]

~~1)~~a. Within 45 days of receiving from the St. Lucie County School Board all of the site plan submittal materials applicable to the type of ancillary facility proposed, the City staff shall (i) conduct a sufficiency review of the submission and a substantive analysis of the site plan, and (ii) schedule a review with and provide comments and recommendations to St. Lucie County School Board staff.

~~2)~~b. All comments and recommendations of the Local Government with jurisdiction shall be set forth in writing specifying the basis for the recommendation.

~~3)~~c. To the extent practicable, the St. Lucie County School Board shall incorporate the comments and recommendations of the City into the Site Plan, and the St. Lucie County School Board may then proceed with development consistent with and in accordance with the procedures set forth in the State Uniform Building Code for Public Education Facilities Construction adopted as provided in Section 1013.37, F.S.

~~4)~~d. Except as provided in this Element, no other or additional consistency determination or development approval shall be required by, of, or from the city with respect to a new ancillary facility proposed for construction within the City.

~~5)~~e. Following receipt of a consistency determination and upon request of the St. Lucie County School Board, the City shall confirm to any agency exercising regulatory jurisdiction over development of such facility that the St. Lucie County School Board has obtained all development approvals required by the City.

~~6)~~f. No site plan review fee shall apply but the St. Lucie County School Board shall reimburse the City for the actual cost of any required publication or other notification expense.

OBJECTIVE 10.4.6.	**~~OBJECTIVE PSFE 4.6:~~EDUCATIONAL FACILITIES SITE DEVELOPMENT [ILA SECTION 8].** The City, in conjunction with the St. Lucie County School Board, shall implement an effective process for the development of sites for educational facilities.

Policy 10.4.6.1. ~~Policy PSFE 4.6.1: Educational Facilities Deemed Consistent with LDR [ILA Section 8.1].~~ All educational facilities existing or under construction as of October 2003 are deemed to be consistent with the LDR. [ILA Section 8.1]

Policy 10.4.6.2. ~~Policy PSFE 4.6.2: Notice of Proposed Facility and Request for Consistency Review [ILA Section 8.2].~~ At least 120 days prior to commencing construction of a new educational facility proposed for construction, the St. Lucie County School Board shall notify and request the City to review the proposed facility for consistency with the Comprehensive Plan and the LDR. The notice and request for consistency review shall include a site plan and related submittal materials that comply with those site plan submission requirements of the City that are applicable to the type of educational facilities proposed. The site plan and related submittal materials~~,~~ shall include, at a minimum, the following: [ILA Section 8.2]

a. Site boundary;

b. General site development information, to scale and with dimensions, including building layout, vehicle access and parking facilities, and activity fields; and

c. Proposed student, faculty, and support staff populations so that traffic impacts may be evaluated.

Policy 10.4.6.3. ~~Policy PSFE 4.6.3:~~ The City shall comply with the following process for Consistency Determinations: [ILA Section 8.3]

a. *Scope of Review*: The City acknowledges and recognizes the need to conserve public funds, the special nature of educational facilities, the fact that such facilities constitute a vital component of the total public infrastructure required to support existing and future development, and the fact that the St. Lucie County School Board's site plans for such facilities will undergo scrutiny by several state and regional agencies. The City therefore agrees that its review of each such site plan, and each determination of consistency with the Comprehensive Plan and the LDR, shall focus upon but not be limited to the following:

1. ~~1.~~ Whether the ingress and egress to the site, with particular reference to vehicle and pedestrian safety, convenience, traffic flow and control, including traffic flow and control on the surrounding roads, and emergency access, are consistent with the LDR;

2. ~~2.~~ Whether the water and wastewater capacities available to the site or to be constructed on site are sufficient for the proposed educational facility;

3. ~~3.~~ Whether the drainage and storm water management facilities available to the site or to be constructed on site or in conjunction with development of the site are sufficient for the proposed educational facility;

4. ~~4.~~ Whether proposed signs and exterior lighting for the proposed educational facility, with reference to glare and traffic safety, are consistent with the LDR;

5. ~~5.~~ Whether the site plan, as proposed or with reasonable conditions, is adequate as it relates to environmental concerns and effects on adjacent property; and

6. ~~6.~~ If the site is located within a designated historic preservation, redevelopment, or other overlay zone, whether the site plan and design of the structure are consistent with the architectural guidelines and other LDR governing such overlay zone.

b. *Concurrency*: Any required concurrency review of a new educational facility proposed for construction, including any appropriate capacity reservation, shall be undertaken as a part of the reviews provided in this Element. As provided in Section 1013.371(1)(a), Florida Statutes, exempting educational facilities from local codes and ordinances, no conditional use, special exception, variance, or other process or procedure shall apply to such facilities in addition to the review provided in subsection 4.6.3(b) of this Element.

c. *Procedure for Review*: As provided in Section 1013.33(14), Florida Statutes, when the St. Lucie County School Board proposes the construction of a new educational facility, the following consistency determination and site plan review procedure shall apply:

1. Within 45 days of receiving the submittals specified in this Element, the City staff shall (i) conduct a sufficiency review of the submission and a substantive analysis of the site plan, and (ii) schedule a review with and provide comments and recommendations to St. Lucie County School Board staff.

2. Any City staff ~~-~~comments and recommendations shall be set forth in writing specifying the basis for the recommendations.

3. To the extent practicable, the St. Lucie County School Board ~~-~~shall incorporate the comments and recommendations of the City into the Site Plan, and the St. Lucie County School Board may then proceed with development consistent with and in accordance with the procedures set forth in the State Uniform Building Code for Public Education Facilities Construction adopted as provided in Section 1013.37, F.S.

4. Except as provided in this Element, no other or additional consistency determination or development approval shall be required by, of, or from the City with respect to a new educational facility proposed for construction within its respective jurisdiction.

5. Following receipt of a consistency determination and upon request of the St. Lucie County School Board, the City shall confirm to any agency exercising regulatory jurisdiction over development of such facility that the ST. LUCIE COUNTY SCHOOL BOARD has obtained all local government development approvals required by the City.

6. No site plan review fee shall apply but the St. Lucie County School Board shall reimburse the City for the actual cost of any required publication or other notification expense.

d. *Exceptions*: Notwithstanding any other provision of this Agreement, as provided in Section 1013.33(15), F.S., no consistency determination or site plan review shall be required for:

1. The placement of temporary or portable classroom facilities; or

2. Proposed renovation or construction on existing school sites, with the exception of construction that changes the primary use of a facility, includes stadiums, or results in a greater than 5 percent increase in student capacity.

OBJECTIVE 10.4.7.	**~~OBJECTIVE PSFE 4.7:~~ CAPITAL FUNDING MANAGEMENT** The County shall~~will~~ support St. Lucie County School Board in its efforts to effectively and efficiently manage capital funds and resources.

Policy 10.4.7.1. ~~Policy PSFE 4.7.1: Alternative Funding Strategies~~. The City shall support the St. Lucie County School Board in its efforts to research and support alternative funding for school capital needs, including, but not limited to, educational benefit units, and Community Development Districts.

Policy 10.4.7.2. ~~Policy PSFE 4.7.2: Private Partnering.~~ The City shall coordinate with the St. Lucie County School Board to encourage the private sector to identify and implement creative solutions, such as joint use facilities and alternative design, as well as requiring land dedication and requiring adequate school facilities in residential developments.

Policy 10.4.7.3. ~~Policy PSFE 4.7.3: Support for Creative Partnerships.~~ The City shall support the St. Lucie County School Board by giving priority consideration for development approvals when property owners provide donation of site(s), reservation, or sale of school sites at pre-development prices, construction of new facilities or renovations to existing facilities, and provide transportation alternatives.

OBJECTIVE 10.4.8.	**~~OBJECTIVE PSFE 4.8:~~ MAXIMIZE COLLOCATION, ~~AND~~ SHARED USE OPPORTUNITIES, AND SCHOOL SITE IDENTIFICATION** The City shall maximize collocation and shared use opportunities between the City, the St. Lucie County School Board, and the local governments.

Policy 10.4.8.1. ~~Policy PSFE 4.8.1: Collocation and Shared Use of Facilities [ILA Section 10.1].~~ Collocation and shared use of facilities are important to both the St. Lucie County School Board and the City. The St. Lucie County School Board will look for opportunities to collocate and share use of school facilities and civic facilities when preparing the District Educational Facilities Plan. Likewise, collocation and shared use opportunities will be considered by the City when preparing the annual update to the Comprehensive Plan's schedule of capital improvements and when planning and designing new, or renovating existing, community facilities. For example, opportunities for collocation and shared use with public schools will be considered for libraries, parks, recreation facilities, community centers, auditoriums, learning centers, museums, performing arts centers, and stadiums. In addition, collocation and shared use of school and governmental facilities for health care and social services will be considered. As part of the annual update of the Annual Facilities Work Plan, the City shall~~will~~ provide the School Board with planned parks, libraries and community centers anticipated to be

planned or constructed within the next five years. The School Board will review potential for collocation with schools. [ILA Section 10.1]

Policy 10.4.8.2. ~~Policy PSFE 4.8.2: Separate Agreement [ILA Section 10.2].~~ A separate agreement will be developed for each instance of collocation and shared use which addresses legal liability, operating and maintenance costs, scheduling of use, and facility supervision or any other issues that may arise from collocation and shared use. [ILA Section 10.2]

Policy 10.4.8.3. ~~Policy PSFE 4.8.3: Emergency Preparedness.~~ To build new school facilities, and rehabilitate existing facilities and expansions, to be designed to serve as and provide emergency shelters as required by Section 1013.372, F.S.~~,~~ The City shall~~will~~ coordinate with the St. Lucie County School Board and adjacent municipalities on requirements for such efforts.

Policy 10.4.8.4. ~~Policy PSFE 4.9.1: School Site Identification.~~ The St. Lucie County School Board shall coordinate with the City to identify and acquire future school sites prior to or concurrent with changes in urban service lines, land use, zoning, or approval of projects generating new students

Policy 10.4.8.5. r~~Policy PSFE 4.9.2: Use of Dedicated Property.~~ The City shall ~~R~~require within any developer agreement, zoning condition, or development order condition, that any property required to be conveyed for public services to the City may be transferred to the St. Lucie County School Board, with or without consideration except that, as applicable, to develop educational facilities, and conversely, if the St. Lucie County School Board deems any donated property through a developer agreement, zoning condition, or development order condition unsuitable for a school site, then it may transfer or lease said property to the City for any public use with or without consideration, as applicable. Said agreements and conditions may provide that any such properties may be transferred directly to the St. Lucie County School Board

Policy 10.4.8.6. ~~Policy PSFE 4.9.3: Use of Surplus Property.~~ Before disposing of surplus property, the City shall notify the St. Lucie County School Board and conversely, the St. Lucie County School Board shall notify the City.

Policy 10.4.8.7. ~~Policy PSFE 4.9.5: Conveyance of School Sites.~~ The City shall facilitate the conveyance of land, as required by the St. Lucie County School Board and consistent with this Element, to address the impact of new residential development on the school system

	~~OBJECTIVE PSFE 4.9: SCHOOL SITE IDENTIFICATION~~ ~~The City, in conjunction with the St. Lucie County School Board, shall implement an effective process for identification of school sites.~~

~~Policy PSFE 4.9.1: School Site Identification. The St. Lucie County School Board shall coordinate with the City to identify and acquire future school sites prior to or concurrent with changes in urban service lines, land use, zoning, or approval of projects generating new students.~~

~~Policy PSFE 4.9.2: Use of Dedicated, that any property required to be conveyed for public services to the City may be transferred to the St. Lucie County School Board, with or without consideration except that, as applicable, to develop educational facilities, and conversely, if the St. Lucie County School Board deems any donated property through a developer agreement, zoning condition, or development order condition unsuitable for a school site, then it may transfer or lease said property to the City for any public use with or~~

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Policy PSFE 4.9.5: Conveyance of School Sites. The City shall facilitate the conveyance of land, as required by the St. Lucie County School Board and consistent with this Element, to address the impact of new residential development on the school system.

Goal PSFE 5. Monitoring and evaluation of public school facilities element

	OBJECTIVE PSFE 5.1: COORDINATE THE COMPREHENSIVE PLAN WITH SCHOOL FACILITIES PLANS ON AN ONGOING BASIS, The City shall evaluate the comprehensive plan with the school facilities plans of the St. Lucie County School Board to ensure consistency with the comprehensive plan.

Policy PSFE 5.1.1: Coordination of Plan Amendments. The City and the St. Lucie County School Board will coordinate during updates or amendments to the City's Comprehensive Plan and updates or amendments for long-range plans for St. Lucie County School Board facilities. Amendments to the Public School Facilities Element will be initiated following the procedures of the Interlocal Agreement and amendments to the Capital Improvements Element to incorporate the St. Lucie County School Board's adopted Work Program and shall occur prior to December 1st of each year.

Policy PSFE 5.1.2: Annual Meeting of the School Working Group. Consistent with the Interlocal Agreement, the School Working Group will meet at least once per year to discuss issues related to the effectiveness of implementing the Public School Facilities Element and Interlocal Agreement and discuss recommendations for change.

Policy PSFE 5.1.3: St. Lucie County School Board to Report to the Elected Officials Group. The St. Lucie County School Board will annually provide a cumulative report of land use decisions and the effect of these decisions on public school capacity.

Policy PSFE 5.1.4: Annual Meeting of the City and the St. Lucie County School Board. On an annual basis, the City and the St. Lucie County School Board will conduct a workshop on implementing the Public School Facilities Element and Interlocal Agreement.

PROPERTY RIGHTS

11

CHARTING
PORT ST. LUCIE

DRAFT

GOALS, OBJECTIVES, & POLICIES

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 11.1. PRIVATE PROPERTY RIGHTS

~~GOAL 1~~ The City shall make local decisions with respect for property rights and with respect for people's rights to participate in local decisions that affect their lives and property.

OBJECTIVE 11.1.1.	RECOGNITION OF PRIVATE PROPERTY RIGHTS ~~Objective 1.1~~ The City will respect judicially acknowledged and constitutionally protected private property rights.

Policy 11.1.1.1. ~~Policy 1.1.1:~~ The City will consider in its decision-making the right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

Policy 11.1.1.2. ~~Policy 1.1.2:~~ The City will consider in its decision-making the right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

Policy 11.1.1.3. ~~Policy 1.1.3:~~ The City will consider in its decision-making the right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

Policy 11.1.1.4. ~~Policy 1.1. 4:~~ The City will consider in its decision-making the right of a property owner to dispose of his or her property through sale or gift.

Inspire
PLACEMAKING COLLECTIVE

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

CHARTING
PORT ST. LUCIE

COMPREHENSIVE PLAN UPDATE & EVALUATION AND APPRAISAL REVIEW

Planning and Zoning Board Meeting
June 23, 2026

AGENDA

1. INTRODUCTIONS
2. THE PLAN UPDATE
3. COMMUNITY INPUT
4. PROPOSED PLAN CHANGES
5. NEXT STEPS

INTRODUCTIONS

PORT ST. LUCIE
HEART OF THE TREASURE COAST

Mary Savage-Dunham
Planning & Zoning
Director

Bridget Kean
Planning & Zoning
Deputy Director

Sofia Trail
Planning & Zoning
Planner I

Inspire
PLACEMAKING COLLECTIVE

Pat Tyjeski
Project Manager

Gabriela Castro
Deputy PM

Jess Hays
GIS Lead

Haiden Lewis
Planner

NUE URBAN CONCEPTS
LAND USE · MOBILITY · PARKING · FEES

Jonathan Paul

TIMELINE

2024
2025
2026
S O N D J F M A M J J A S O N D J F M A M J J A S O
KICK OFF
DATA & ANALYSIS
VISION
GOALS OBJECTIVES POLICIES
UNVEILING
ADOPTION
Briefings
Stakeholder Interviews
Public Workshops
P&Z/CC Workshop
Public Hearing
Citizen Summits

THE PLAN UPDATE

THE PLAN UPDATE

What is a Comprehensive Plan?

A long-term vision and blueprint for the City's future growth and development

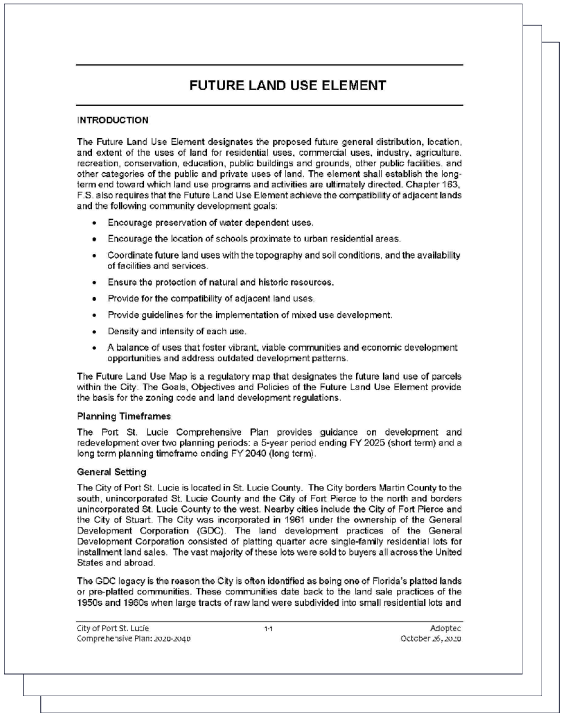
Guiding principles for decision making on development

11 elements

THE PLAN UPDATE

Why update the Comprehensive Plan?

- Required by Florida Statutes: Updates every 7 years
  - Last Major Update: 2012
  - Last EAR Transmittal: 2019
  - Minor Update: 2020
  - Next Update Due: 2026
- Understand public insight for the City's future
- Reflect new transportation mobility strategies



FUTURE LAND USE ELEMENT

INTRODUCTION

The Future Land Use Element designates the proposed future general distribution, location, and extent of the uses of land for residential uses, commercial uses, industry, agriculture, recreation, conservation, education, public buildings and grounds, other public facilities, and other categories of the public and private uses of land. The element shall establish the long-term end toward which land use programs and activities are ultimately directed. Chapter 163, F.S. also requires that the Future Land Use Element achieve the compatibility of adjacent lands and the following community development goals:

- Encourage preservation of water dependent uses.
- Encourage the location of schools proximate to urban residential areas.
- Coordinate future land uses with the topography and soil conditions, and the availability of facilities and services.
- Ensure the protection of natural and historic resources.
- Provide for the compatibility of adjacent land uses.
- Provide guidelines for the implementation of mixed use development.
- Density and intensity of each use.
- A balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns.

The Future Land Use Map is a regulatory map that designates the future land use of parcels within the City. The Goals, Objectives and Policies of the Future Land Use Element provide the basis for the zoning code and land development regulations.

Planning Timeframes

The Port St. Lucie Comprehensive Plan provides guidance on development and redevelopment over two planning periods: a 5-year period ending FY 2025 (short term) and a long term planning timeframe ending FY 2040 (long term).

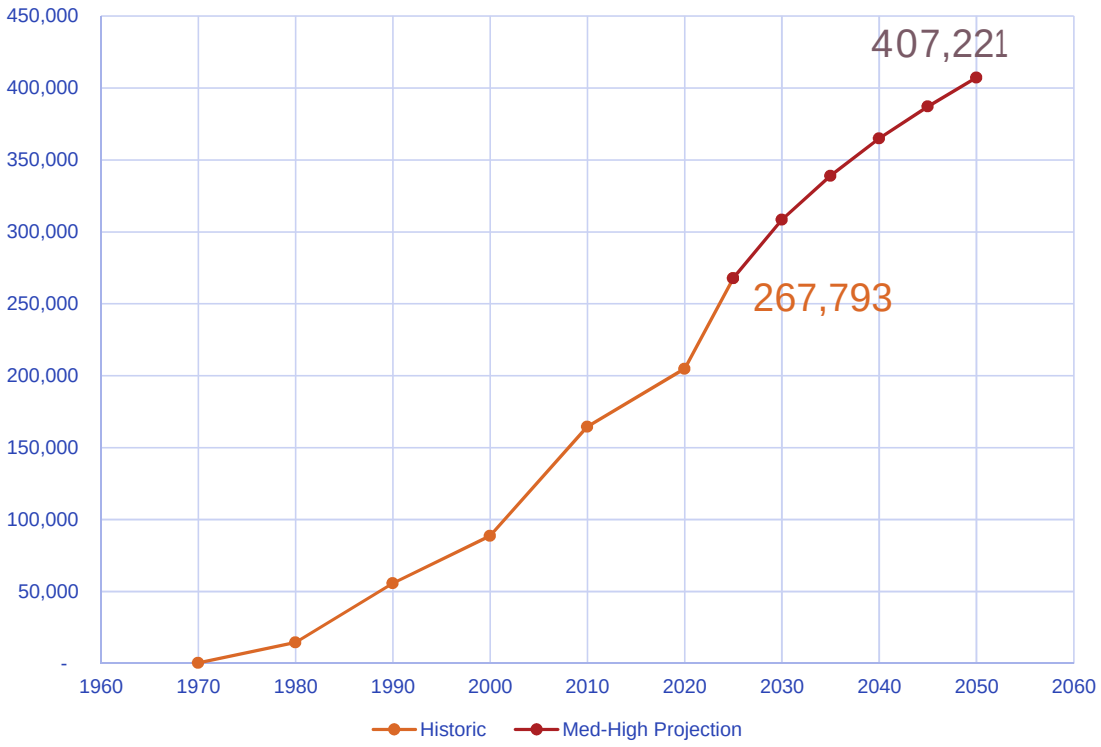
General Setting

The City of Port St. Lucie is located in St. Lucie County. The City borders Martin County to the south, unincorporated St. Lucie County and the City of Fort Pierce to the north and borders unincorporated St. Lucie County to the west. Nearby cities include the City of Fort Pierce and the City of Stuart. The City was incorporated in 1961 under the ownership of the General Development Corporation (GDC). The land development practices of the General Development Corporation consisted of platting quarter acre single-family residential lots for installment land sales. The vast majority of these lots were sold to buyers all across the United States and abroad.

The GDC legacy is the reason the City is often identified as being one of Florida's platted lands or pre-platted communities. These communities date back to the land sale practices of the 1950s and 1960s when large tracts of raw land were subdivided into small residential lots and

THE PLAN UPDATE

POPULATION PROJECTIONS



Port St. Lucie

139,428

ADDITIONAL POPULATION 2026-2050

The plan must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research

COMMUNITY INPUT

- City University Attendees
- Developers
- Land Use Attorney
- Citizens Advisory Board Members
- Realtors
- Econ Dev Council
- TCBA

December 2024
Stakeholder Meetings

February 2025
Citizen Summit

February 2025
Fam Fest

February 2026
Citizen Summit

November 2024
Started Online Survey

January 2025
Workshop 1

February 2025
Workshop 2

April 2025
Workshop 3

SUMMARY OF PUBLIC INPUT

Promote Responsible and Strategic Growth

Establish a Sense of Place

Diversify the Local Economy

Advance a Connected and Inclusive Transportation Future

Foster Housing Diversity To Improve Affordability

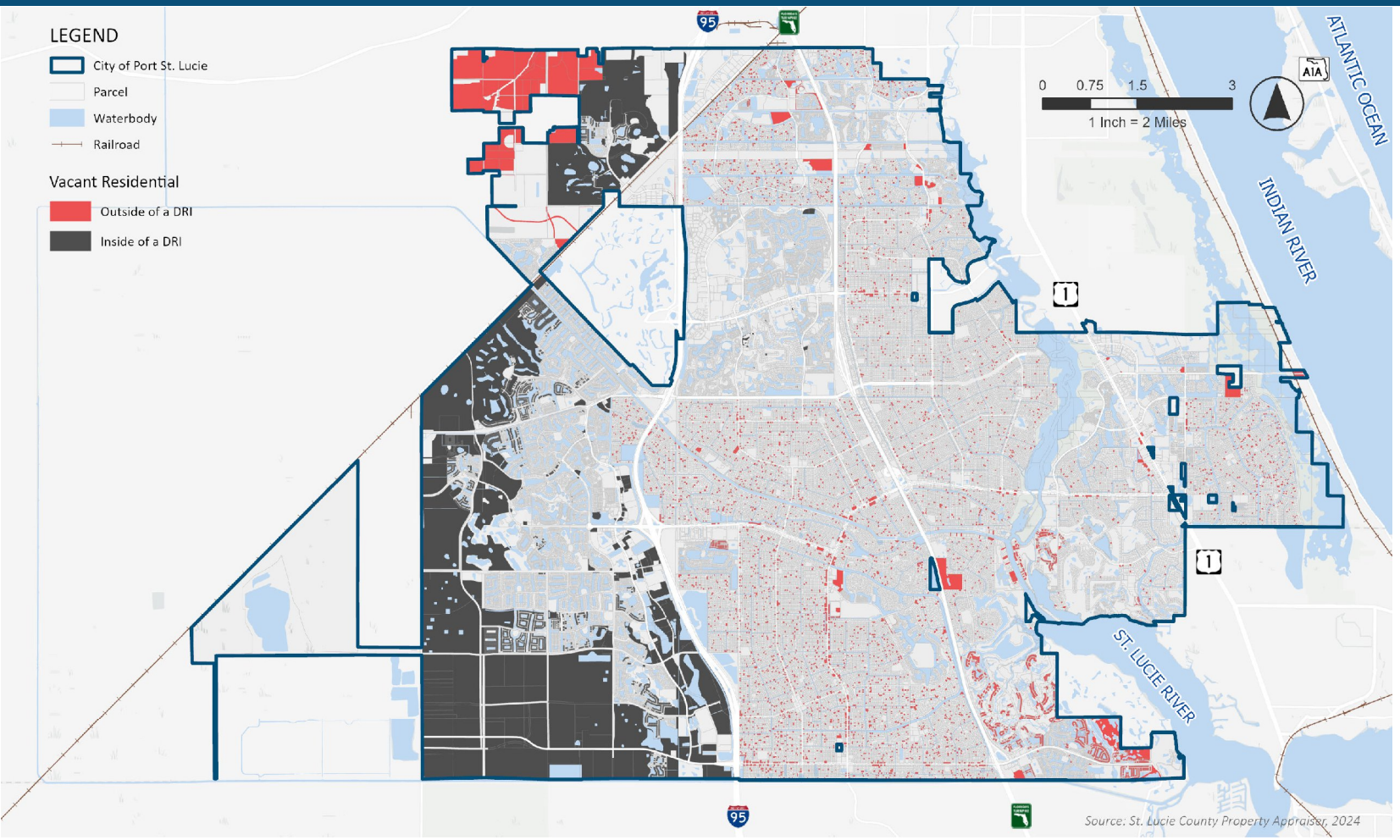
Preserve and Conserve Nature

PROPOSED PLAN CHANGES

OVERALL CHANGES

- Extended plan to 2050
- Incorporated new State requirements
- Included changes to support the Mobility Plan, Parks Master Plan Update, and the Planning & Infrastructure Study
- Included changes to support economic development and preservation of open space
- Reviewed changes for compliance with Senate Bill 180 (aka Section 28 of Chapter 2025-190)

HOUSING UNIT CAPACITY



44,687

HOUSING UNITS NEEDED BY 2046

41,051

ESTIMATED #UNITS TO BE AVAILABLE BY 2046*

*includes existing entitlements and vacant land

FUTURE LAND USE

- Amended the Planned Industrial Park (PIP) Land Use Category to strengthen economic development and job growth opportunities outside the Southern Grove jobs corridor.
  - Provides for a mix of uses such as industrial, manufacturing, logistics, warehouse and distribution, research and development, financial and technology focused industries, and the City's Targeted Industries List.
  - Allows hotels, office, restaurants, retail, and multi-family housing (max. 15% of gross land area) to support the workforce and the region.
  - Minimum size: 30 acres
  - Maximum building height: 75 feet
  - Up to 15% for multi-family housing

FUTURE LAND USE

Activity Center 1:

- To support the Walton & One Plan Master Plan
- Supports Opportunity Zones
- Allows for large scale recreation uses, civic uses, hotels, multi-family residential, retail, restaurant, breweries, and structured parking in a compact development pattern with high-quality design, pedestrian connectivity, and integrated public open space
- Requires a minimum of 3 uses, one of which must be Residential
- Maximum height: 120 feet
- Maximum density: 25 units per acre

FUTURE LAND USE

Activity Center 2:

- Encourage redevelopment along major corridors
- Supports Opportunity Zones
- Allows similar uses to Activity Center 1 but with less development intensity
- Requires a minimum of 3 uses
- Maximum height: 75 feet
- Maximum density: 15 units per acre

FUTURE LAND USE

- Updated Mixed Use Land Use Category to allow both horizontal and vertical mixed-use to allow for the arrangement of residential, commercial, and retail uses side by side on the same site or area or stacked vertically within the same building

FUTURE LAND USE

- New policies for <u>voluntary annexations</u>:
  - Require traffic study and right-of-way needs assessment
  - Evaluate the mixture of residential and non-residential uses to ensure a minimum of 20% is dedicated to non-residential uses as recommended by the Planning & Infrastructure Study
  - Encourage grid roadway network with connections to arterial and collector roads for new development
  - Ensure wildlife corridors and preservation of open space is included
  - Future land use designations shall be identified on annexation maps
  - Require a fiscal impact assessment of the proposed annexation.
  - Ensures public park or recreational land dedication align with the minimum LOS in Parks Master Plan

TRANSPORTATION

- Continued implementation of the mobility plan and mobility fee
- At this time, there are no major proposed changes to roadway LOS policies or standards. In the future, any changes to roadway LOS should be coordinated with St. Lucie TPO, FDOT, and St. Lucie County
- Add Objective 2.5: Evaluate QOS for streets and multimodal facilities, including on-street (e.g., bike lanes) and off-street (e.g., sidewalks) infrastructure.
  - Purpose: for mobility planning & performance measures – not a regulatory tool like concurrency or LOS
- Add Objective 2.7.3 and subsequent policies: Update and maintain transportation map series through updates of LOS report, mobility plan, and multimodal program of the capital improvements program.

TRANSPORTATION CONCEPTS & INCREASED ACCESSIBILITY

- New Policies:
  - Policy 2.7.1.6: Pursue acquisition of property for increased connectivity.
  - Policy 2.7.1.7: Evaluate unique roadway design for constrained areas.
  - Policy 2.7.1.8: Evaluate unique access management for platted lots.
  - Policy 2.7.1.9: Evaluate unique approaches to add multimodal areas on residential roads.
  - Purpose: Increased accessibility for public to transportation related maps and more timely updates of maps to reflect rapid changes in Port St. Lucie.

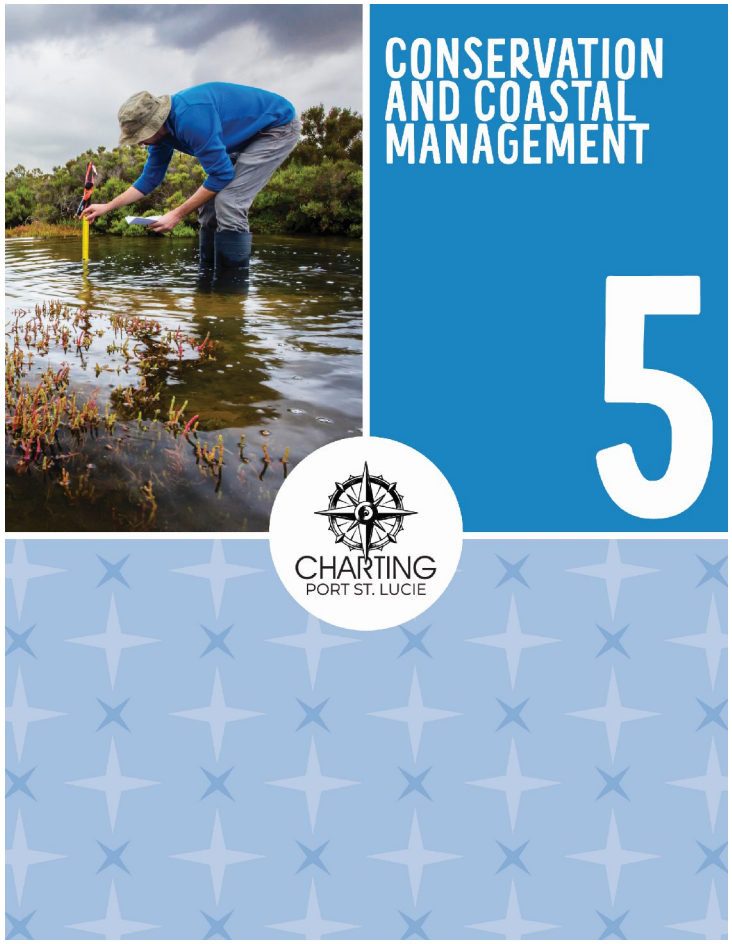
HOUSING

- Added policies to:
  - Consider amending land development code to allow a wide range of housing types in appropriate zoning districts with standards to complement existing housing
  - Consider adopting a system of development bonuses and incentives to encourage affordable housing
  - Support the partnership with Habitat for Humanity and other non-profit housing agencies to provide homeownership opportunities.
  - Consider establishing a system of incentives for the provision of affordable housing along key corridors

INFRASTRUCTURE

- Updates to level of service for sanitary sewer and water
- Require new developments within the utility service area to connect to the central sewer system.
- Encourage new development to incorporate interconnected large open spaces into site design
- Removed policy regarding the implementation of the Eastern Watershed Improvement Project which has already been completed

CONSERVATION & COASTAL MANAGEMENT



- Added policies to:
  - Protect marine habitats and restrict harmful activities
  - Partner with the County to improve hazardous waste disposal capacity and efficiency
  - Prioritize the conservation or low-impact development of areas with poorly drained soils, particularly within floodplains, wetlands, or near surface waters
  - Advance strategies to reduce vulnerability to sea level rise, storm surge, and flooding
  - Support the implementation of the Naturally PSL Green Spaces & Places Initiative

INTERGOVERNMENTAL COORDINATION

- Incorporated the 2024 Planning and Infrastructure Study
- Maintained procedures to coordinate with St. Lucie County, School Board, and regional and state agencies
- Updated agency names

RECREATION & OPEN SPACE

- Incorporated Parks and Recreation Master Plan directives
- Removed language regarding mandatory dedication of park sites by GDC
- Added policies to:
  - Seek funding opportunities to acquire conservation lands
  - Consider implementing consistent wayfinding and educational signage to improve accessibility and public awareness

ECONOMIC DEVELOPMENT

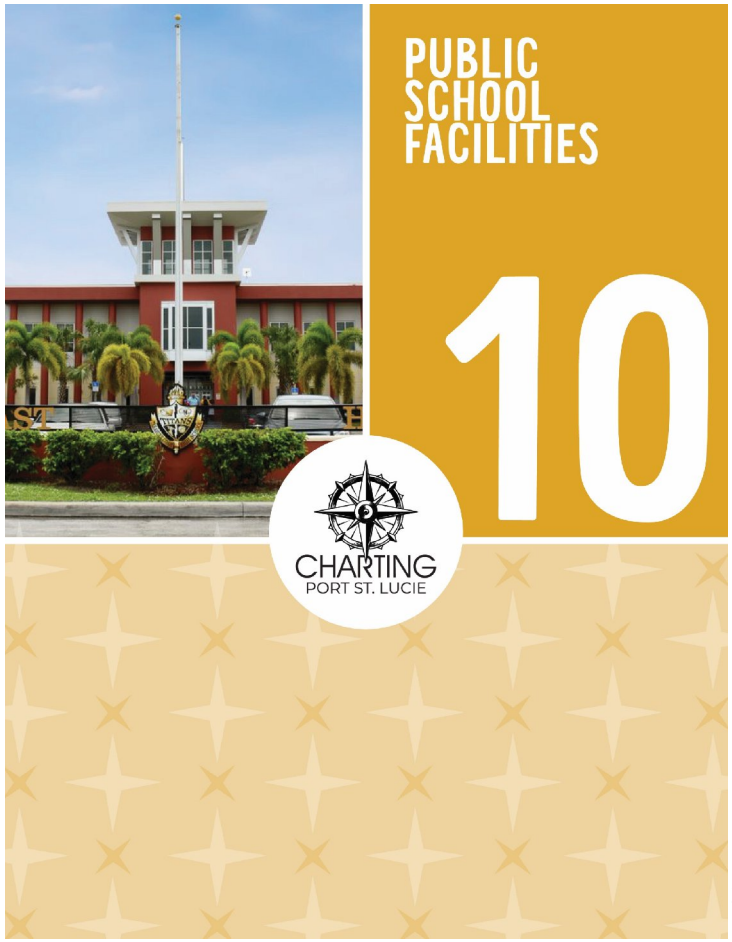
- Added policies to:
  - Protect industrial and commercial land to maintain adequate land supply for job growth and economic development within the city
  - Promote infill development and redevelopment
  - Support employment corridors
  - Update targeted industries list
  - Establish industry clusters
  - Promote continued support for workforce & small business development

CAPITAL IMPROVEMENTS

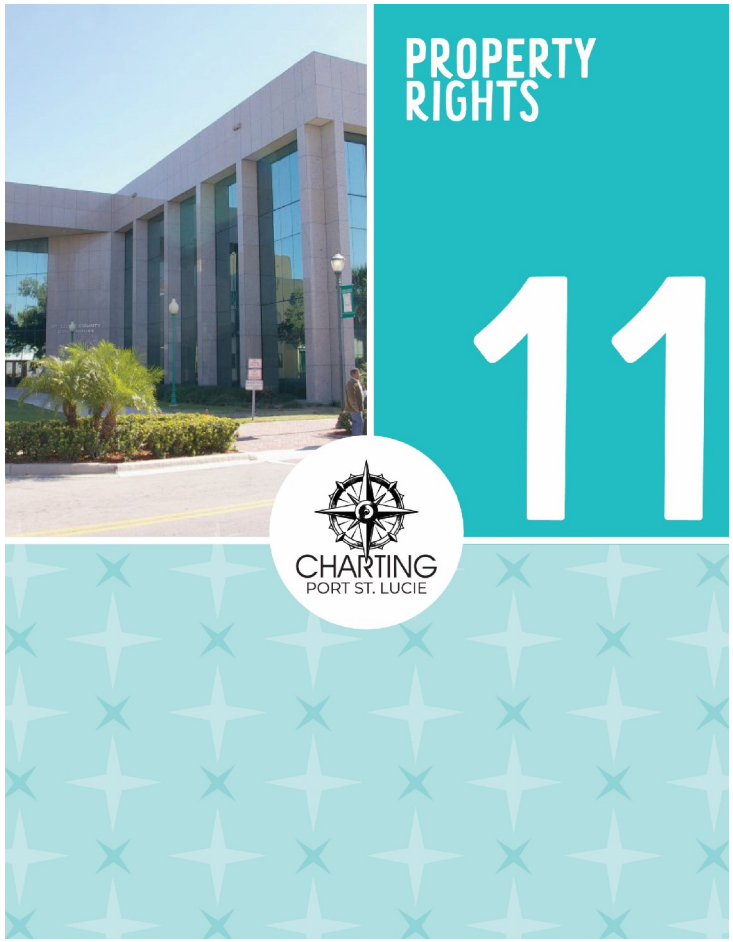
- Updated LOS to be consistent with Infrastructure element

PUBLIC SCHOOLS

- Incorporated the Interlocal Service Agreement references and policies
- Removed concurrency requirements no longer required by state statute
- Added policies to:
  - Document and map all dedicated school sites
  - Encourage public school location within walking distance of residential areas and prioritize pedestrian and bicycle infrastructure improvements around existing and proposed school sites



PROPERTY RIGHTS



- No Proposed Changes

NEXT STEPS

Council Public Hearing 1: July 13, 2026

Council Public Hearing 2: Oct. ’26

Check the project website for additional updates!

www.cityofpsl.com/compplan

CHARTING
PORT ST. LUCIE
THANK YOU!