



PORT ST. LUCIE

Planning and Infrastructure Study

Purpose of Study

Provide **policy guidance** and growth management **strategy recommendations**.



Development Concentration

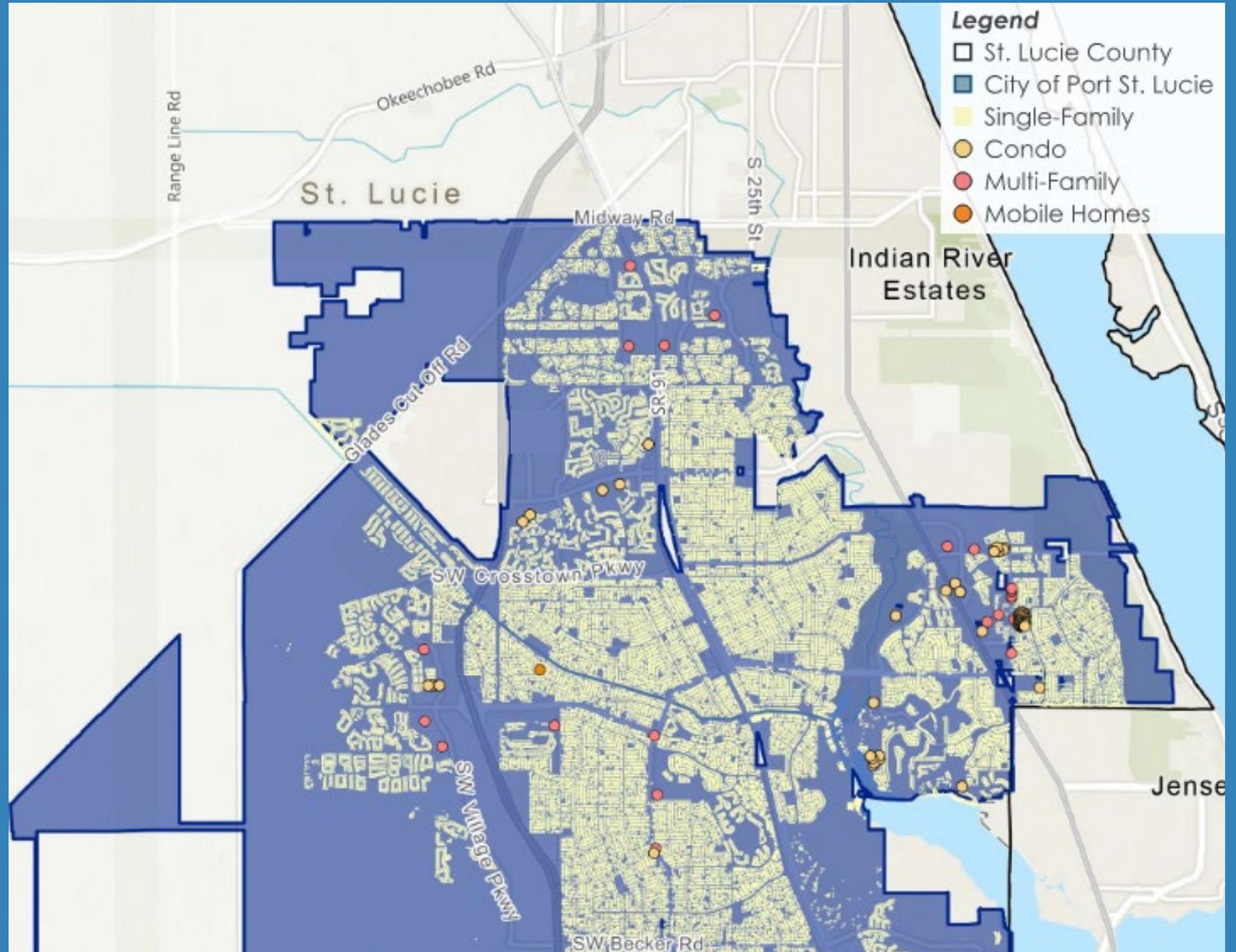
Key Observations

Residential

86% of all improved space in the City is in Residential use.



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HEART OF THE TREASURE COAST



Development Concentration

Key Observations

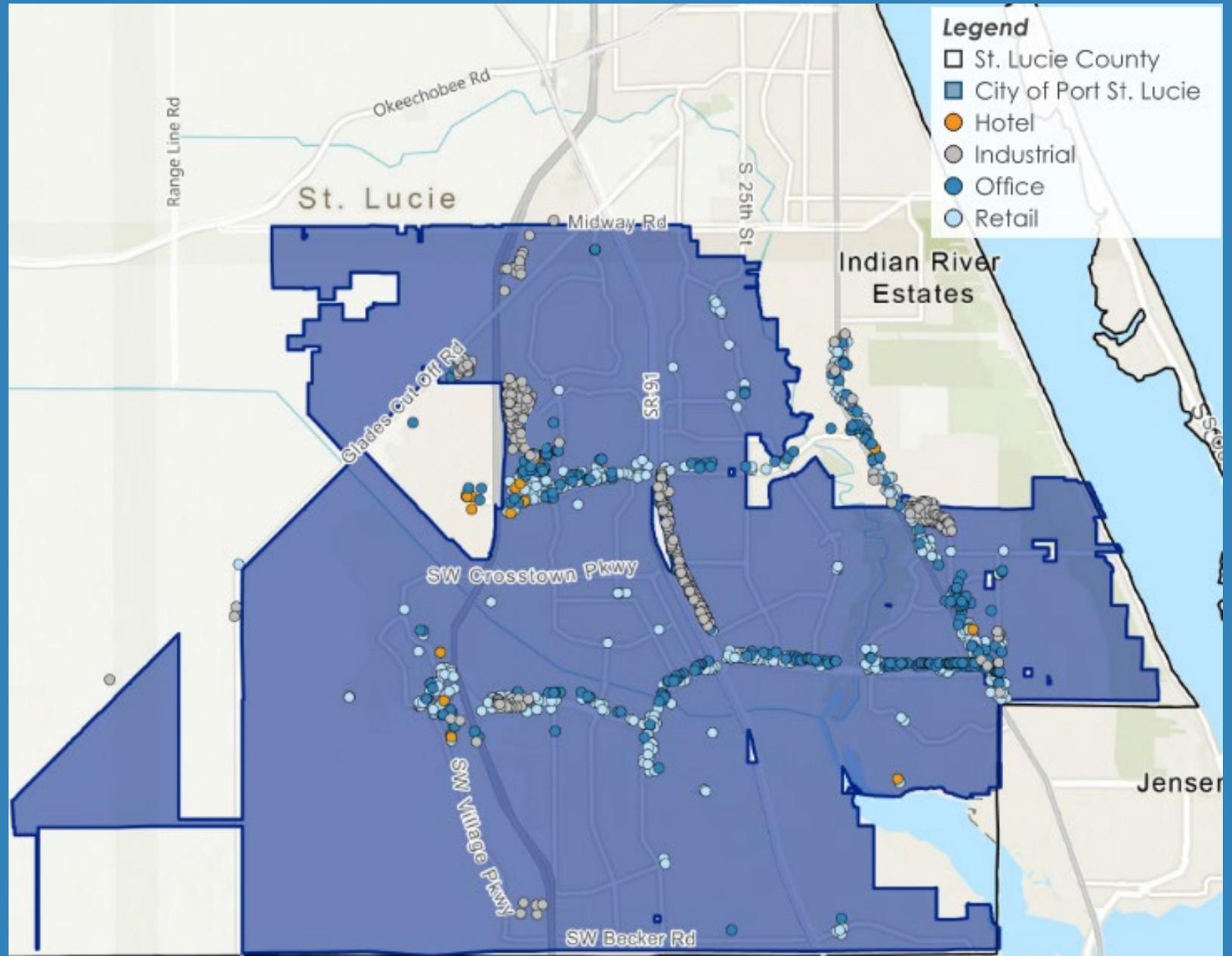
Commercial

10% of all improved space in the City is in non-residential/commercial use.

Majority built since 2000

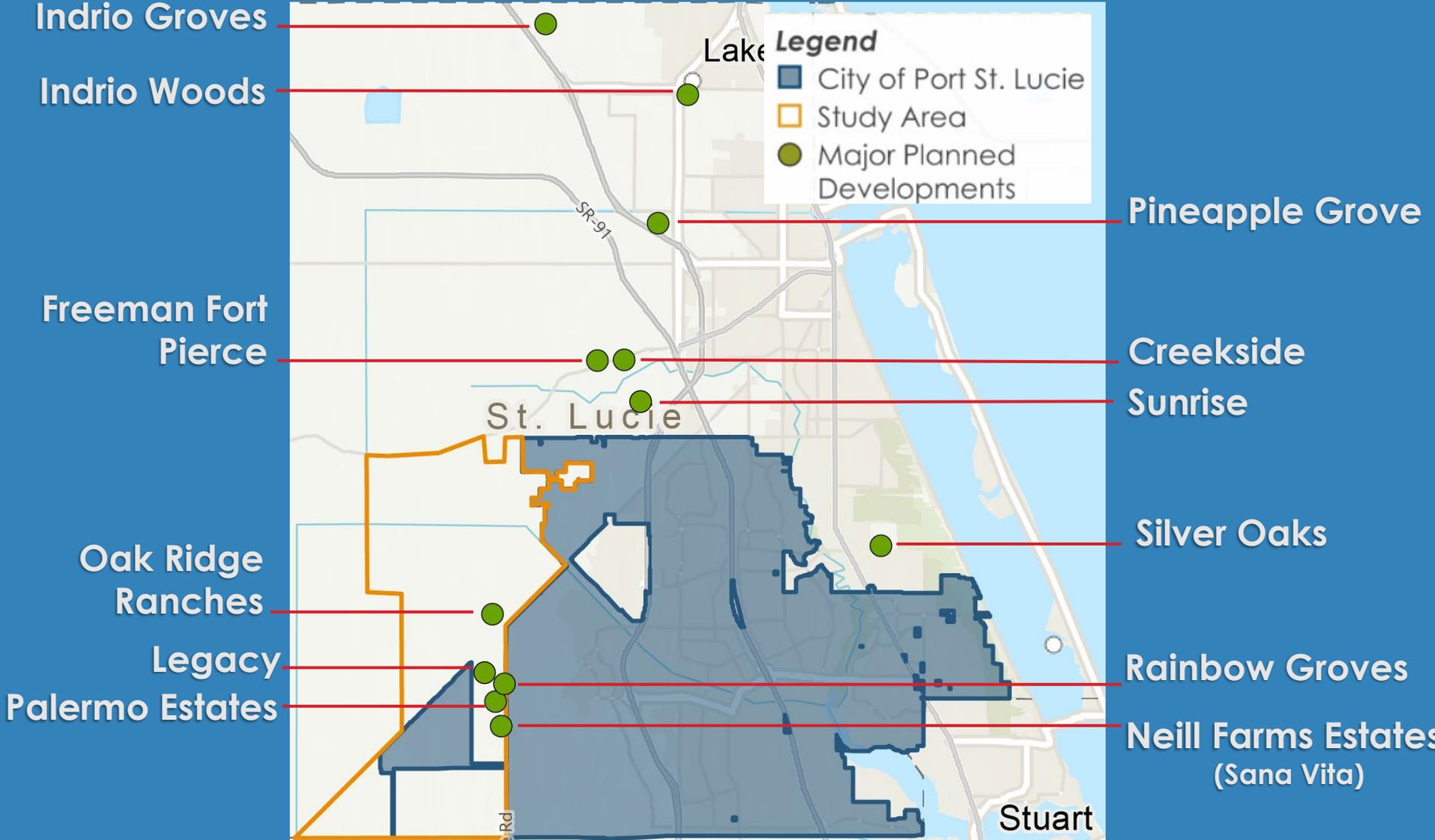


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Key Observations

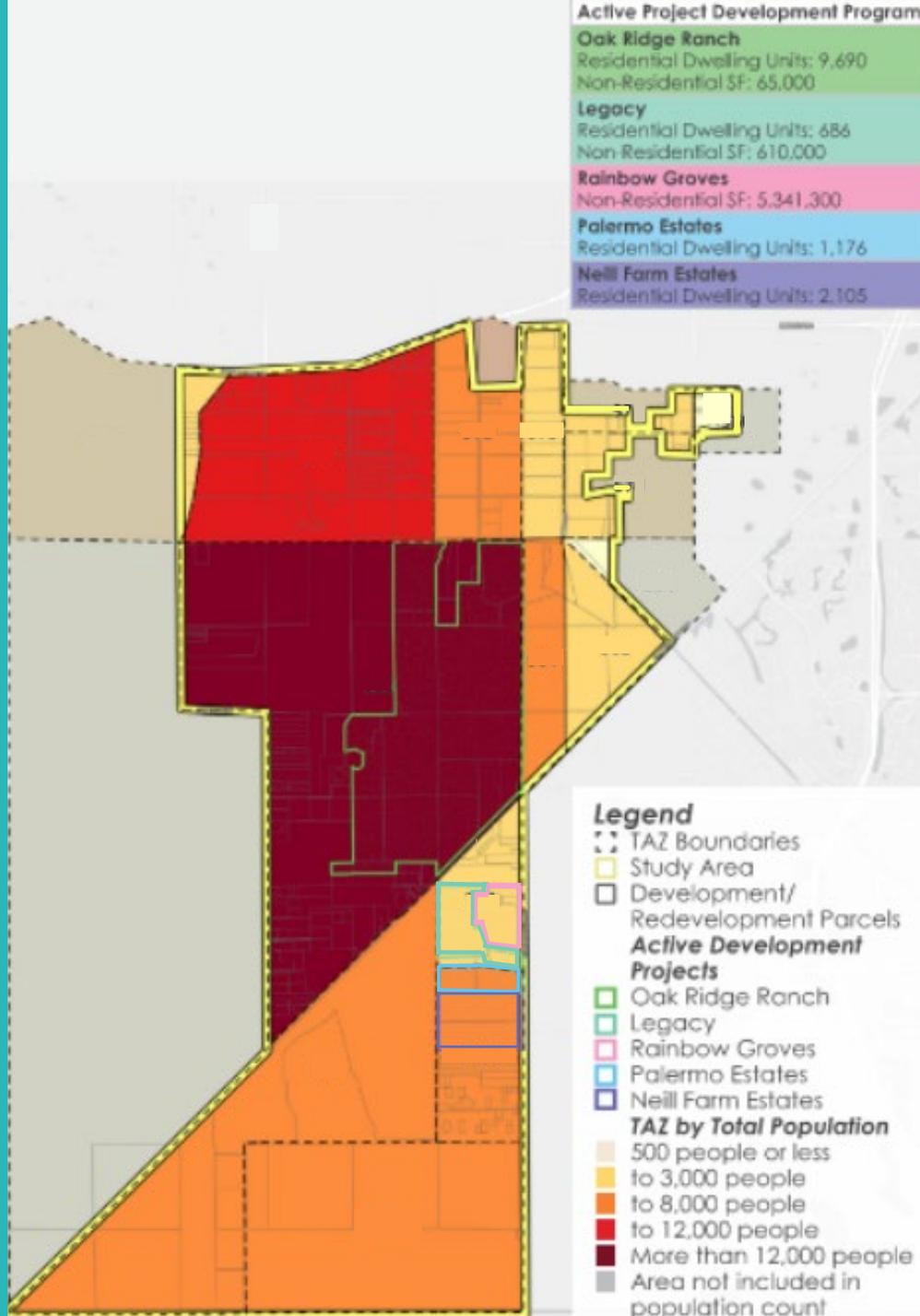
Major Planned Developments



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Key Observations



Study Area

Potential Build Out

(beyond 2045)

Population
86,557

Housing Units
42,324

Non-Residential
17.5 million SF

Employment
26,557

Development Mix
80% residential
20% non-residential

Key Observations

Impacted Roadway Segments

City Roadways

- Commerce Center Dr.
- Darwin Blvd.
- Gatlin Blvd.
- Tradition Parkway
- Crosstown Parkway

Other Roadways

- Glades Cut-Off Rd.
- Graham Rd.
- Midway Rd.
- Okeechobee Rd.
- Prima Vista Blvd.
- Shinn Rd.
- U.S. Highway-1

Theoretical Transportation Costs

City Roadways Only

\$177,600,000

\$230,485,000

\$283,375,000

Low

High

Total All Roadways

\$446,220,000

\$581,660,000

\$717,110,000

Low

High



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Major Findings

Fiscal Benchmarking

The City is operating with a net expense **significantly lower** than the other Benchmark Cities

	Port St. Lucie	Tallahassee	Cape Coral	Lakeland	Gainesville
Total Population	231,800	201,730	216,980	120,040	145,210
FTE Estimates	243,910	245,820	218,470	139,010	172,690
TOTAL GENERAL REVENUES	\$ 714	\$ 665	\$ 819	\$ 803	\$ 788
<i>Governmental Activities</i>					
Total Operating (Government)	\$ (817)	\$ (604)	\$ (1,009)	\$ (1,013)	\$ (925)
Total Operating (Business)	\$ (337)	\$ (1,711)	\$ (452)	\$ (2,267)	\$ (2,490)
TOTAL OPERATING EXPENSES	\$ (1,154)	\$ (2,315)	\$ (1,461)	\$ (3,279)	\$ (3,415)
Net Revenue/Expenditures	\$ (440)	\$ (1,650)	\$ (642)	\$ (2,476)	\$ (2,627)



Major Findings

Fiscal Impact - Annual

Excluding Theoretical Transportation Costs

Study Area could contribute an annual **fiscal surplus** to the City of between **\$44.8 million - \$58.4 million**

beyond
2045

	City of Port St. Lucie	Estimated Study Area (at full build-out)		
		Low	Moderate	High
Total Revenues	\$ 174,131,000	\$ 80,378,000	\$ 100,710,000	\$ 104,809,000
Net Operating with Capital	\$ (159,860,000)	\$ (35,576,000)	\$ (44,574,000)	\$ (46,381,000)
Net Fiscal – Surplus/(Deficit)	\$ 14,272,000	\$ 44,802,000	\$ 56,137,000	\$ 58,428,000



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Major Findings

Fiscal Impact – Transportation With Voluntary Annexation in Study Area

Theoretical Transportation Cost Estimates (All Roadways)

Low	Moderate	High
\$446,220,000	\$581,660,000	\$717,110,000

Maintain the City's
positive fiscal position
results in net
fiscal surplus
between

\$12,117,000 and \$28,747,000



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KITTELSON
& ASSOCIATES

Major Findings

Fiscal Impact – Transportation With Voluntary Annexation in Study Area

Theoretical Transportation Cost Estimates (City Roads Only)

Low	Moderate	High
\$117,597,000	\$230,484,000	\$283,372,000

Maintain the City's
positive fiscal position
results in net
fiscal surplus
between

\$38,747,000 and \$48,917,000



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Major Findings

Fiscal Impact – Transportation Without Voluntary Annexation in Study Area

Theoretical Transportation Cost Estimates (City Roads Only)

Low	Moderate	High
\$117,597,000	\$230,484,000	\$283,372,000

City's **fiscal position** becomes negative
results in a net
fiscal deficit
between

\$29,528,000 and **\$39,708,000**



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Major Findings

Potential Financial Impact of Development on the City

YES - Owner Initiated Annexation in Study Area

Positive Fiscal Position

\$12,117,000 - \$48,917,000

NO - Owner Initiated Annexation in Study Area

Fiscal Deficit

\$29,528,000 - \$39,708,000



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Strategy Options

Long Term Plan - Comprehensive Policy - Financial Inducement

Development Agreements

Implementation Plan Only

Park Impact Fees

Prop Share Program for Mobility Impacts

Road & Mobility Impact Fees

Special Assessment Districts

Special Plan



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Next Steps

Development Evaluation Tool

WHAT

Analytical Tool for use in evaluating the **Potential Financial Impact of Development on the City**

Proposed developments on property already located within the City's boundaries.

Proposed developments located outside the City's boundaries, where annexation is being sought/contemplated.

STATUS

In Development - completion by **Year-End 2024**



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CONCLUSIONS



- Growth (new development) is going to keep coming with or without voluntary annexation into the City.
- The **impacts** of new development **will be felt by the City** and its residents, with or without voluntary annexation into the City.

With owner-initiated annexation: the City is positioned to proactively manage and control for the impacts of growth (new development).

Without owner-initiated annexation: the City is reliant on County to manage impacts of growth (new development). Without some level of control, capital and operational costs will continue to fall upon the City.

- Transportation costs **need to be placed on new development** (policy action and/or improved cooperation between City and County) to **limit impacts on the fiscal position** achievable in the City.
- The options presented highlight the importance of policy intervention at some level, **a decision not to act does not change the more costly disadvantages of the established arrangement.**
- Existing and prior deficiencies will become **more burdensome to the City** if future needs are not properly addressed.





Staff Recommendation

1. Accept the study and discuss together.
2. For the private development acreage this study shows that the project will be revenue neutral if the residential component does not exceed 80% of the residential to commercial/industrial land use ratio and revise annexation policy.
3. Update annexation policy to include requirements for a grid road network and connectivity, and for those roadways to be in place before the development comes online;
4. State that projects outside of the jurisdiction of the city wishing to be served by the PSL USD are required to apply for a voluntary annexation however the city has the option of providing said service at City's sole discretion (including applicable surcharges) while not approving annexation.
5. Further clarify the voluntary annexation application process and submittal requirements.
6. Address workforce housing needs by revising policy to include inclusionary zoning language.

