City of Port St. Lucie

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

Meeting Agenda

Special* *Request to Table Item 6A

Monday, August 4, 2025

9:00 AM

Council Chambers, City Hall

City Council Workshop

Shannon M. Martin, Mayor

Jolien Caraballo, Vice Mayor, District IV
Stephanie Morgan, Councilwoman, District I
Dave Pickett, Councilman, District II
Anthony Bonna, Sr., Councilman, District III

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

1. Meeting Called to Order

2. Roll Call

3. Pledge of Allegiance

4. Public to be Heard

5. First Reading of Ordinances, Public Hearing

5.a Ordinance 25-42, Public Hearing, An Ordinance Amending and Restating the City of Port St. Lucie Code of Ordinances Chapter 159, Article IV, Entitled "Public Buildings Impact Fee Schedule" (P25-128). **2025-718**

6. New Business

6.a Discussion of the 2025 Mobility Plan and Fee Schedule Update **2025-724**

6.b Discuss Revisions to City of Port St. Lucie Engineering Standards for Land Development **2025-737**

6.c Approve a Modification to the Renewal Agreements for the Provision of a School Resource Officer Provision at Somerset Academy St. Lucie and Somerset College Preparatory Academy and the Approval of a New Agreement for the Provision of a School Resource Officer at the Somerset Academy Bethany Campus **2025-753**

7. Adjourn

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

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

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

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

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

Agenda Summary

2025-718

Agenda Date: 8/4/2025 **Agenda Item No.:** 5.a

Placement: First Reading of Ordinances / Public Hearing

Action Requested: Motion / Vote

Ordinance 25-42, Public Hearing, An Ordinance Amending and Restating the City of Port St. Lucie Code of Ordinances Chapter 159, Article IV, Entitled "Public Buildings Impact Fee Schedule" (P25-128).

Submitted By: Bethany Grubbs, AICP, Senior Planner

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

Executive Summary (General Business): This is a request to adopt an updated Public Buildings Impact Fee Ordinance, Fee Schedule and the 2025 Impact Fee Study.

Presentation Information: Staff and TischlerBise, the City's consultant, will provide a presentation.

Staff Recommendation: Move that the Council adopt the Ordinance amending the City's Public Building Impact Fee Ordinance and Fee Schedule (Option#1).

Alternate Recommendations:

1. Move that the Council amend the recommendation and approve the Ordinance amending the City's Public Building Impact Fee Ordinance and Fee Schedule by selecting another option.
2. Move that the Council not approve the Ordinance and provide staff direction.

Background: The City of Port St. Lucie ("City") is in the process of updating its Development Impact Fees for Public Buildings, with a focus on the residential component, to fund capital facilities needed to support future growth. The City has contracted with TischlerBise, a fiscal, economic, and planning consulting firm, to prepare the 2025 Public Buildings Impact Fee Study.

Local governments in Florida may assess impact fees to offset infrastructure costs necessitated by future growth. Public Buildings Impact Fees are one-time charges assessed on new development to fund capital improvements such as administrative offices, public works facilities, and structured parking. These fees ensure that new development pays its proportionate share of the cost of growth-related infrastructure, as authorized by § 163.31801, Florida Statutes. Fees may only be used for capital construction or debt service, not for operations, maintenance, or correcting existing deficiencies.

The proposed update includes a phased implementation schedule in compliance with the Florida Impact Fee Act:

- Single-family residential: Increase under 25%, phased over two years.
- Multi-family and mobile home: Increase between 25% and 50%, phased over four years.
- Nonresidential: Continues previously adopted four-year phase-in (two years remaining), approved under the Act's extraordinary circumstances provision.

Two public workshops were held on July 22, 2025, to inform and engage the community on the proposed changes.

During the City Council workshop on July 28, 2025, consensus was reached to designate Option #1 as the preferred choice among the three presented.

Issues/Analysis: See attached, the 2025 Impact Fee Study for the full analysis.

The current impact fee rates are insufficient to recover the full cost of growth-related infrastructure. Without an adjustment, existing taxpayers would subsidize new development. The updated fees ensure that growth pays its proportionate share, complying with Florida's dual rational nexus requirements. The proposed fee adjustment reflects the updated costs for construction and land acquisition, expanded facility needs based on functional population growth, and legal compliance with Florida Impact Fee Act phasing limits.

Total capital costs associated with new development are estimated at over $45 million.

Port St. Lucie anticipates significant population and employment growth over the next decade:
- Residential: Projected population increase of 61,795 over 10 years.
- Nonresidential: Projected job growth of 7,995 over 10 years.

This growth will increase demand for public infrastructure and require additional administrative buildings, expanded public works facilities, and new structured parking to accommodate municipal staff and operations.

To maintain existing levels of service, Port St. Lucie plans to:
- Construct 24,536 sq. ft. of administrative space at an estimated cost of $12.9 million.
- Add 25,221 sq. ft. of public works facilities (net new) at a cost of $16.5 million.
- Build a 525-space parking garage at a cost of $15.75 million.

The Florida Impact Fee Act places limitations on how much local governments, school districts, or special districts may increase an impact fee.

Financial Information: The projected revenue to be generated from each option is provided in the attached presentation.

Special Consideration: The residential fees would become effective on November 1, 2025.

Location of Project: N/A

Business Impact Statement: Yes

Attachments:

1. Ordinance 25-42
2. 7.16.25 Impact Fee Study (Technical Report)
3. 2023 - Single-Family Fee Comparison
4. PSL Planning + Infrastructure Study
5. FY 24/25 CIP Budget
6. July 22nd Workshop - Sign-in Sheets
7. Staff Presentation: Workshops Q&A
8. Consultant's Presentation

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

Internal Reference Number: 25196-02

Legal Sufficiency Review:
Reviewed by Margaret M. Carland, Senior Deputy City Attorney. Approved as to Legal form and sufficiency by Richard Berrios, City Attorney.

ORDINANCE 25-42

AN ORDINANCE AMENDING AND RESTATING THE CITY OF PORT ST. LUCIE CODE OF ORDINANCES CHAPTER 159, ARTICLE IV, ENTITLED "PUBLIC BUILDINGS IMPACT FEE SCHEDULE"; PROVIDING FOR THE ADOPTION OF THE CITY OF PORT ST. LUCIE IMPACT FEE STUDY; PROVIDING FINDINGS; RESTATING TITLE, AUTHORITY AND APPLICABILITY; PROVIDING AMENDED AND RESTATED IMPOSITION OF PUBLIC BUILDING IMPACT FEES, FEE SCHEDULES, TIME OF PAYMENT, REVISION; PROVIDING AMENDED AND RESTATED PRESUMPTIONS, ADMINISTRATIVE FEES, ACCOUNTING AND AUDITS, LIMITATION, AGREEMENTS, AND SECURITY FOR REVIEW; PROVIDING AMENDED AND RESTATED CREDITS; PROVIDING AMENDED AND RESTATED EXEMPTIONS; PROVIDING AMENDED AND RESTATED RETURN OF FUNDS; PROVIDING FOR APPEALS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the authority to collect impact fees to offset the demands future development creates for new infrastructure is well established under Florida and federal caselaw and, in 2006, the Florida Legislature passed the "Florida Impact Fee Act", which recognized impact fees as "an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction." § 163.31801(2), Florida Statutes; and

WHEREAS, the City Council of Port St. Lucie, Florida (hereinafter "Council"), has determined that the City of Port St. Lucie (herein after "City") has and will continue to experience development and redevelopment which generates a need for additional public facility capacity and capital equipment; and

WHEREAS, as vacant lands within the City develop, or as existing uses expand, the demand imposed upon the City for additional public buildings and related infrastructure and capital facilities increases proportionately; and

WHEREAS, the City is updating its impact fees related to public buildings to fund these capital facilities needed to meet the demand created by future development; and

WHEREAS, impact fees are one mechanism the City uses to help shift the cost of providing such public building capacity and capital facilities to such development, and the Council hereby finds and declares that the existing public building impact fees established pursuant to Ordinance 13-24, as amended by Ordinance 16-34, and further amended by Ordinance 23-23, should be updated to reflect current data, costs, and development impacts on the need for public buildings; and

WHEREAS, the City has noticed, advertised, scheduled, and held a public hearing in compliance with Florida Statutes on this proposed Ordinance; and

WHEREAS, the Council has considered and desires to adopt the information and recommendations presented in "Public Buildings Impact Fee Study – Prepared for: Port St. Lucie, Florida" by TischlerBise, dated July 29, 2025; and

WHEREAS, the impact fees imposed hereby (1) are in compliance with the "dual rational nexus test" developer under Florida case law, (2) meet the "essential nexus" and "rough proportionality" requirements established by the United States Supreme Court, in *Nolan v. California Coastal Commission*, 483 U.S. 825 (1987) and *Dolan v. City of Tigard*, 512 U.S. 374 (1994), and (3) are consistent with and being imposed in accordance with Section 163.31801, Florida Statutes; and

WHEREAS, the Council has determined that the proposed impact fees are based on a rational nexus between the demand for public buildings generated by new development and the impact fees to be imposed on new development; and

WHEREAS, the Council has determined that it is advisable and in the public interest to adopt and implement the proposed Ordinance.

NOW, THEREFORE, THE CITY OF PORT ST. LUCIE HEREBY ORDAINS:

Section 1. Ratification of Recitals. That the foregoing recitals are hereby ratified and confirmed as true and correct and are hereby incorporated herein by this reference.

Section 2. Amendment and Restatement. Article IV of Chapter 159 of the City of Port St. Lucie Code of Ordinances is hereby presented in its entirety and restated and amended as specifically set forth as follows, with deleted text indicated by ~~strikethrough~~ and inserted text indicated by underline:

ARTICLE IV. PUBLIC BUILDINGS IMPACT FEE SCHEDULE

Sec. 159.301. – Short Title, Authority, and Applicability.

(A) This article shall be known and may be cited as the "Port St. Lucie Public Buildings Impact Fee Ordinance."

(B) The City of Port St. Lucie has the authority to adopt this article pursuant to its home rule powers under its City Charter granted by Article VIII of the Constitution of the

State of Florida and Chapter 166 Florida Statutes, and pursuant to other Florida laws, including sections 163.3201, 163.3202, and 163.31801 Florida Statutes.

(C) The City of Port St. Lucie has the power and responsibility to provide public buildings in the City. New ~~D~~development and redevelopment within the City impacts the public buildings capacity ~~capital~~ needs of the City, including the need for infrastructure to serve those public buildings.

(D) ~~Planning for capital facilities to serve new development that generates additional demand for public buildings and the subsequent implementation of these plans is a responsibility of the City.~~ The City is responsible for planning, funding, and constructing capital facilities to meet the increased demand generated by new developments. This includes identifying the needed public building improvements and incorporating them into the City's capital improvement plans. ~~Moreover, s~~Such planning is deemed to be in the best interests of the health, safety, and welfare of the citizens of the City.

Sec. 159.302. – Purpose and Intent.

(A) This article is intended to implement and be consistent with the goals, objectives and policies of the Comprehensive Plan.

(B) It is the purpose of this article to ensure the provision of an adequate level of service in public buildings, facilities and related infrastructure throughout the City, concurrent with the impacts of development, so that development may occur in a manner consistent with the Comprehensive Plan.

(C) It is also the purpose of this article to regulate the use and development of land so as to assure that new development bears a proportionate share of the cost of capital improvements that will be necessary to provide public buildings and their related infrastructure to adequately serve the future needs of the City and at the same level of service provided to existing development.

(D) The Florida Legislature, through the enactment of the Community Planning Act, Sections 163.3201 and 163.3202, Florida Statutes, and the Environmental Land and Water Management Act, Section 380.06(4), (5), (8) and (12), Florida Statutes, and the entirety of Chapters 163 and 380, respectively, encourages local governments to

enact impact fee programs as a part of their land development regulations to implement their Comprehensive Plan.

(E) The Council hereby finds and declares that the impact fees imposed pursuant to this article comply with the requirements of ~~F.S.~~ § 163.31801, Fla. Stat. Specifically, the requirements of ~~F.S.~~ § 163.31801, Fla. Stat., are fulfilled as follows:

a. The impact fees imposed herein are calculated based on the most recent and localized data~~,~~;

b. The established separate accounts and accounting procedures provide for appropriate accounting and reporting of impact fee collections and expenditures~~,~~;

c. The administrative charges that may be implemented will reflect actual costs to the City for the creation and maintenance of the impact fee system~~,~~;

d. Impact fee collection is not earlier than building permit issuance~~,~~;

e. Notice was provided at least ninety (90) days prior to the effective date of any increased impact fees in accordance with ~~F.S.~~ § 163.31801, Fla. Stat.;

f. The impact fees are proportional and reasonably connected to, or ~~has~~ have a rational nexus with, the need for additional capital facilities related to public buildings and the increased impact generated by ~~the~~ new residential or commercial construction~~,~~;

g. The impact fees are calculated to produce revenue adequate to provide the same level of service to new development as is provided to existing development~~,~~; and

h. Audits of the City performed pursuant to ~~F.S.~~ § 218.39, Fla. Stat., will include an affidavit from the chief financial officer of the City stating that the City has complied with ~~F.S.~~ § 163.31801, Fla. Stat.

(F) New impact fees may not apply to current or pending permit applications submitted before the effective date of a new impact fee.

Sec. 159.303. - Definitions.

For the purpose of this article, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

APPLICANT. A person commencing a land development activity or a change of use or requesting approval of a land development activity or a change of use covered by this article.

BUILDING PERMIT. Permits issued by the City, authorizing the construction or installation of buildings, structures, and other improvements including mobile homes and recreational vehicles.

CAPITAL COST. An expenditure which, under generally accepted accounting principles for local governments, would be considered a one time capital expense.

CAPITAL IMPROVEMENT. Includes, but is not limited to, construction costs, planning, engineering, design, surveys, inspection, testing, land acquisition, and other costs associated with the acquisition and construction of public buildings that add or improve public building capacity. May include payment of existing debt service as identified in the Technical Report.

CITY MANAGER. The City Manager of the City of Port St. Lucie, as defined in its City Charter, or a person or persons designated by the City Manager to carry out a function described in this article.

COMPREHENSIVE PLAN. The Comprehensive Plan of the City of Port St. Lucie, Florida~~, adopted pursuant to F.S. Ch. 163.3161 et. seq~~.

COUNCIL. The City Council of the City of Port St. Lucie, Florida.

DWELLING UNIT. Single-family and multi-family residential units, attached and detached dwellings, houses of conventional or manufactured construction, mobile homes,

recreational vehicles and all other structures used for permanent residence, regardless of whether occupied by a tenant or owner. This term does not include hotels or motels. The term housing unit, as used in the ~~t~~Technical ~~r~~Report and as may be used in fee tables, is equivalent to a dwelling unit.

GROSS FLOOR AREA. Total area (in square feet) of all floors of a structure that are within the principal outside faces of exterior walls including for example halls, stairways, corridors, lobbies, and elevator shafts, but excluding architectural setbacks or projections. Also includes areas where business is conducted outside the walls of the structure. If a site contains multiple buildings, the gross floor area shall be computed separately for each building. The definition of gross floor area (GFA) in the ITE trip generation manual shall be used to resolve any questions regarding calculation of gross floor area.

LAND DEVELOPMENT ACTIVITY OR PROJECT. A land development activity including any change in land use, development type, or any construction of buildings or structures, or any change of use of any building or structure.

PERSON. Any individual, company, corporation, association, or other legal entity.

PUBLIC BUILDINGS. Buildings and structures owned or leased by the City and used for municipal purposes, including, but not limited to, City services, job growth and economic development.

PUBLIC BUILDINGS PROGRAM. That portion of the "Five Year Capital Improvements Program" identifying public building improvements with funding programmed from public buildings impact fees, as that program may be amended from time to time.

TECHNICAL REPORT. Technical Report shall mean and refer to the "Public Buildings Impact Fee Study – Prepared for: Port St. Lucie, Florida" by TischlerBise, dated ~~April 12, 2023~~ July 29, 2025.

TRIP GENERATION MANUAL. The report entitled "Trip Generation" of the Institute of Transportation Engineers (11th edition). Official updates to the 11th edition may be accepted and used by the City as appropriate.

Sec. 159.304. - Findings and Declarations.

(A) The Council hereby finds that new development in the City requires additional governmental services and facilities, specifically including public buildings.

(B) It is the policy of the City that an adequate level of service in public buildings be provided throughout the City concurrent with the impacts of development, so that development will occur in a manner consistent with the Comprehensive Plan.

(C) It is the policy of the Council that new development should pay a pro rata share of capital costs related to the additional public buildings and supportive infrastructure required to accommodate new development.

(D) The Council, after consideration of the Technical Report, incorporated herein by reference, and the Public Buildings Program and the experience of the City and other similarly situated communities, hereby finds that impact fees provide a reasonable method of regulating development in the City so that new development pays a pro rata share of capital costs of public buildings and supportive infrastructure necessary to accommodate new development.

(E) Based on the Technical Report and the Public Buildings Program, the Council hereby finds that a rational nexus, relationship, and connection exists between the capital costs of public buildings made necessary by development and the impact fees to be imposed on new development and collected pursuant to this article, and between the expenditure of these funds on capital improvements induced by new growth and the benefit to the payers of fees.

(F) New development creates an impact on the capital cost of providing public buildings. The ~~p~~Public ~~b~~Buildings ~~p~~Program allocates the capital cost of providing public buildings among various types of development and between new development and

existing development according to an analysis of public building needs as described in the Technical Report.

(G) The provisions of this article relate to adequate public buildings in Port St. Lucie, the public buildings needed for new development in Port St. Lucie, and the impact fee for those capital costs are based on and supported by the Technical Report and the Public Buildings Program.

(H) Under the provisions of this article, development shall be required to pay a reasonable pro rata share of the capital costs related to the public buildings made necessary by such new development. New development is not responsible for the public building needs for existing development and impact fees will not be used to cure existing deficiencies resulting from existing development.

(I) It is the policy of the City to provide public buildings on a City-wide basis. The City has an affirmative duty to ensure that capital improvements paid for with impact fees will be those designated in the Public Buildings Program, as may be amended from time to time, determined to be of benefit to the payers of those fees. Therefore, impact fees imposed pursuant to this article will be used to pay for those capital costs related to the public buildings that will be required for and benefit new development in the City at the established level of service. The City assumes responsibility for, and will pay from revenues other than impact fees, the costs of the public building needs to provide the established level of service to existing development.

(J) Providing an adequate level of service within the City is essential to and in the best interests of the public health, safety and welfare of the City of Port St. Lucie.

Sec. 159.305. – Imposition of Public Building Impact Fees.

(A) Effective ~~June 30, 2023~~ November 1, 2025, any person who seeks to make improvements to land which can generate additional demand on public buildings and which requires the issuance of a building permit or certificate of occupancy or other permit, or who seeks to change the use of land to a use which can generate additional

need for public buildings shall be required to pay a public buildings impact fee in the manner and amount set forth in this article.

(B) No building permit, certificate of occupancy, or other permit shall be issued or change of use allowed unless and until the public buildings impact fee hereby required has been paid.

(C) The applicant shall pay the applicable impact fee to the City prior to the issuance of a building permit, a certificate of occupancy, or other permit, or to a change of use.

(D) If public buildings impact fees are owed, no development permits of any type or certificates of occupancy may be issued for the building or structure in question and no construction or change of use allowed while the fee remains unpaid. The City Manager may authorize the initiation of any action as permitted by law or equity to collect the unpaid fees.

(E) A violation of this article is punishable as an ordinance violation as provided in the City Charter and City Code. The City has the power to sue for relief in civil court to enforce the provisions of this article. Knowingly furnishing false information to the City Manager or any municipal official who is charged with the administration of this article on any matter relating to the administration of this article constitutes a violation hereof.

(F) In the case of mobile homes and recreational vehicles, that are moved from one location to another, a public buildings ~~facility~~ impact fee will be collected for the new location if the mobile home or recreational vehicle constitutes one of the land development types listed in section 159.308, regardless of whether public buildings impact fees had been paid at the old location, unless the use at the new location is a replacement of an equivalent use. If the mobile home or recreational vehicle so moved is replaced by an equivalent use, no public buildings impact fee is owed for the replacement use. In every case, the burden of proving past payment of public buildings impact fee equivalency of use rests with the applicant.

Sec. 159.306. – Exemptions

The following shall be exempt from payment of the public buildings impact fee:

(A) Alterations or expansion of an existing building or structure or a change of use where no additional dwelling units will be produced, where the use will not be changed, and where no additional need for public buildings will be generated over and above those generated by the existing building, structure, or use.

(B) The construction of accessory buildings or structures or change of use which will not generate additional need for public buildings facilities over and above those generated by the principal building, structure or use of the land.

(C) The replacement of a demolished or partially demolished building or structure with a new building or structure which will not generate additional need for public buildings facilities over and above those generated by the original building or structure, provided that there is no change of use of the land and that the new building or structure is permitted.

(D) ~~Any claim of exemption must be made no later than the time of application for a building permit or certificate of occupancy.~~ County, federal, municipal, or state government buildings, structures, or facilities used for functions and operation of government entities.

(E) Any claim of exemption must be made no later than the time of application for a building permit or certificate of occupancy.

Sec. 159.307. – Accounting and Use of Funds

(A) All funds collected from public buildings impact fees shall be used solely for the purpose of public building capital improvements identified in the Public Buildings Program, as may be amended. The public buildings impact fee amounts collected may include an additional charge not to exceed three (3) percent to offset the costs of administering, updating, maintaining and enforcing this article. The charge shall be based on actual costs. The charge may be established by resolution of the ~~City~~ Council as necessary to conform to this paragraph. Any such administrative charge imposed by the City is in addition to the impact fees due, is nonrefundable, is

payable at the time of payment of impact fees, and may include, but is not limited to, costs associated with consultants, administrative staff, equipment, software, and other associated expenses.

(B) The City shall ensure that payers of the public buildings impact fee receive the benefit of funds collected, consistent with the requirements of Florida case law on impact fees. All expenditures of impact fee funds shall be consistent with ~~F.S.~~ § 163.31801, Fla. Stat., and with the principles set forth in Volusia County v. Aberdeen at Ormond Beach, 760 So. 2d 126 (Fla. 2000), and St. Johns County v. NE Fla. Builders Ass'n, Inc., 583 So. 2d 635 (Fla. 1991).

(C) All public buildings impact fee funds collected by the City shall be placed in an interest bearing separate accounting fund until such time as the expenditures authorized by this article will take place. Interest proceeds from these funds will accrue to the public buildings impact fee separate accounting fund. Public buildings impact fee funds shall be used only for those capital improvements specified in the Public Buildings Program.

(D) Audits of the City performed pursuant to ~~F.S.~~ § 218.39, Fla. Stat., shall include an affidavit from the chief financial officer of the City stating that the City has complied with ~~F.S.~~ § 163.31801, Fla. Stat.

(E) Impact fees shall be encumbered and expended in the order in which they are collected.

Sec. 159.308. – Public Buildings Impact Fee Schedule.

(A) The amount of the fee shall be determined by the applicable public building impact fee schedule adopted as an exhibit to this article. The 2025 ~~2023~~ updated fee schedule is subject to revision based on the provisions of section 159.309.

(1) The Florida Impact Fee Act, ~~updated in 2021,~~ places limitations on how much local governments, school districts, or special districts may increase an impact fee. ~~An impact fee increase may not exceed 50 percent of the current impact fee rate.~~

~~Subsection (G) contains the maximum allowable impact fees for the first four years of the 2023 fee schedule, measured from its effective date.~~

a. An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

b. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

c. An impact fee increase may not exceed 50 percent of the current impact fee rate.

d. An impact fee may not be increased more than once every 4 years.

(B) The City Manager shall make a determination in the following circumstances:

(1) If a building or structure is requested for mixed uses, then the impact fee shall be determined through using the applicable fee schedule by apportioning the space committed to development types specified on the fee schedule.

(2) If the type of development for which a building permit is applied, or change of use is not specified on the applicable fee schedule, the City Manager shall use the fee applicable to the most nearly comparable type of development on the fee schedule.

(C) In the case of a change of use, redevelopment, or modification of an existing use, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the previous use in accordance with the fee schedule. No impact fee refund will be granted if a net decrease results.

(D) If the public buildings impact fee has been calculated and paid based on error or misrepresentation, it will be recalculated and the difference refunded to or requested from the original applicant or any successor in interest. If public buildings impact fees are owed, no permits of any type may be issued for the building or structure in

question, or for any other portion of a development of which the building or structure in question is a part, until public buildings impact fees are paid.

(E) The applicant may submit evidence to the City Manager demonstrating that the public buildings impact fees set out in ~~subsection (a)~~ the Fee Schedule are not reasonable when applied to the particular development. Based upon convincing and competent evidence and in accordance with the governing caselaw and statute, the City Manager may adjust the public buildings impact fee to be reasonable for the particular development.

~~(F) Reserved.~~

(~~G~~F) The 2025 ~~2023~~ Updated Public Buildings Impact Fee Schedule. ~~The fee schedule is phased over a period of four (4) years. The applicable fees per year are as follows:~~ The Public Buildings Impact Fee Schedule was updated in 2023 and is being phased in over a four-year period, beginning in 2024 and continuing through 2027. The applicable fees are outlined below by development type.

(1) ~~Public Buildings Impact Fees: Year 1~~ Nonresidential Development: The nonresidential public buildings impact fees shall be implemented in annual phases. The applicable nonresidential fee schedule per year is as follows:

~~Public Buildings Impact Fee Schedule – Effective June 30, 2023~~ ~~Year 1: June 30, 2023 to June 29, 2024~~		
~~Development Type~~	~~Unit of Measure (sf = gross sq. ft.)~~	~~Municipal Service Buildings~~
~~Single-Family~~	~~Dwelling Unit~~	~~$516.00~~
~~Multi-Family~~	~~Dwelling Unit~~	~~$337.00~~
~~Mobile Residence~~	~~Dwelling Unit~~	~~$417.00~~
~~Commercial~~	~~sf~~	~~$131.00~~
~~Research & Development Center~~	~~sf~~	~~$190.00~~
~~Office~~	~~sf~~	~~$216.00~~
~~Light Industrial~~	~~sf~~	~~$151.00~~
~~Manufacturing~~	~~sf~~	~~$116.00~~
~~Warehousing~~	~~sf~~	~~$60.00~~
~~Mini-Warehouse~~	~~sf~~	~~$2.00~~
~~Hospital~~	~~sf~~	~~$191.00~~
~~Nursing Home~~	~~sf~~	~~$152.00~~
~~Assisted Living~~	~~bed~~	~~$44.00~~
~~Day Care~~	~~student~~	~~$10.00~~
~~University/College~~	~~student~~	~~$12.00~~
~~Secondary School~~	~~sf~~	~~$42.00~~
~~Elementary School~~	~~sf~~	~~$63.00~~
~~Lodging~~	~~room~~	~~$28.00~~

~~(2) Public Buildings Impact Fees: Year 2~~

~~Public Buildings Impact Fee Schedule – Effective June 30, 2023 Year 2: June 30, 2024 to June 29, 2025~~		
~~Development Type~~	**~~Unit of Measure (sf = gross sq. ft.)~~**	**~~Municipal Service Buildings~~**
~~Single Family~~	~~Dwelling Unit~~	~~$516.00~~
~~Multi Family~~	~~Dwelling Unit~~	~~$337.00~~
~~Mobile Residence~~	~~Dwelling Unit~~	~~$417.00~~
~~Commercial~~	~~sf~~	~~$145.00~~
~~Research & Development Center~~	~~sf~~	~~$211.00~~
~~Office~~	~~sf~~	~~$240.00~~
~~Light Industrial~~	~~sf~~	~~$168.00~~
~~Manufacturing~~	~~sf~~	~~$129.00~~
~~Warehousing~~	~~sf~~	~~$66.00~~
~~Mini-Warehouse~~	~~sf~~	~~$3.00~~
~~Hospital~~	~~sf~~	~~$213.00~~
~~Nursing Home~~	~~sf~~	~~$169.00~~
~~Assisted Living~~	~~bed~~	~~$49.00~~
~~Day Care~~	~~student~~	~~$11.00~~
~~University/College~~	~~student~~	~~$14.00~~
~~Secondary School~~	~~sf~~	~~$46.00~~
~~Elementary School~~	~~sf~~	~~$70.00~~
~~Lodging~~	~~room~~	~~$30.00~~

~~(3)~~ (i) Public Buildings Impact Fees~~: Year 3~~ (Nonresidential): Effective June 30, 2025

Public Buildings Impact Fee Schedule (Nonresidential) - Effective June 30, 2025~~3~~ **~~Year 3: June 30, 2025~~ to June 29, 2026**		
Development Type	**Unit of Measure (sf = gross sq. ft.)**	**~~Municipal Service Buildings~~ Fee**
~~Single-Family~~	~~Dwelling Unit~~	~~$516.00~~
~~Multi-Family~~	~~Dwelling Unit~~	~~$337.00~~
~~Mobile Residence~~	~~Dwelling Unit~~	~~$417.00~~
Commercial	1,000 sf	$160.00
Research & Development Center	1,000 sf	$232.00
Office	1,000 sf	$264.00
Light Industrial	1,000 sf	$184.00
Manufacturing	1,000 sf	$142.00
Warehousing	1,000 sf	$73.00
Mini-Warehouse	1,000 sf	$3.00
Hospital	1,000 sf	$234.00
Nursing Home	1,000 sf	$186.00
Assisted Living	bed	$54.00
Day Care	student	$12.00
University/College	student	$15.00
Secondary School	1,000 sf	$51.00
Elementary School	1,000 sf	$77.00
Lodging	room	$33.00

~~(4)~~ (ii) Public Buildings Impact Fees~~: Year 4~~ (Nonresidential): Effective June 30, 2026

Public Buildings Impact Fee Schedule (Nonresidential) - Effective June 30, 2026~~3~~ ~~Year 4: June 30, 2026~~ to June 29, 2027*		
Development Type	**Unit of Measure (sf = gross sq. ft.)**	**~~Municipal Service Buildings~~ Fee**
~~Single Family~~	~~Dwelling Unit~~	~~$516.00~~
~~Multi Family~~	~~Dwelling Unit~~	~~$337.00~~
~~Mobile Residence~~	~~Dwelling Unit~~	~~$417.00~~
Commercial	1,000 sf	$174.00
Research & Development Center	1,000 sf	$254.00
Office	1,000 sf	$288.00
Light Industrial	1,000 sf	$201.00
Manufacturing	1,000 sf	$155.00
Warehousing	1,000 sf	$80.00
Mini-Warehouse	1,000 sf	$3.00
Hospital	1,000 sf	$255.00
Nursing Home	1,000 sf	$203.00
Assisted Living	bed	$59.00
Day Care	student	$14.00
University/College	student	$17.00
Secondary School	1,000 sf	$56.00
Elementary School	1,000 sf	$84.00
Lodging	room	$35.00

*In the event the fee schedules are not updated by June 29, 2027, the ~~Year 4~~ fee schedule effective June 30, 2026, shall apply.

(2) Residential Development: The residential public buildings impact fees shall also be implemented in annual phases. The applicable residential fee schedule per year is as follows:

(i) Public Buildings Impact Fees (Residential): Effective November 1, 2025

Public Buildings Impact Fee Schedule (Residential) - Effective November 1, 2025 to October 31, 2026		
Development Type	**Unit of Measure**	**Fee**
Single-Family	Dwelling Unit	$565.50
Multi-Family	Dwelling Unit	$362.75
Mobile Residence	Dwelling Unit	$446.00

(ii) Public Buildings Impact Fees (Residential): Effective November 1, 2026

Public Buildings Impact Fee Schedule (Residential) - Effective November 1, 2026 to October 31, 2027		
Development Type	**Unit of Measure**	**Fee**
Single-Family	Dwelling Unit	$615.00
Multi-Family	Dwelling Unit	$388.50
Mobile Residence	Dwelling Unit	$475.00

(iii) Public Buildings Impact Fees (Residential): Effective November 1, 2027

Public Buildings Impact Fee Schedule (Residential) - Effective November 1, 2027 to October 31, 2028		
Development Type	**Unit of Measure**	**Fee**
Single-Family	Dwelling Unit	$615.00
Multi-Family	Dwelling Unit	$414.25
Mobile Residence	Dwelling Unit	$504.00

(iv) Public Buildings Impact Fees (Residential): Effective November 1, 2028

Public Buildings Impact Fee Schedule (Residential) - Effective November 1, 2028 to October 31, 2029*		
Development Type	**Unit of Measure**	**Fee**
Single-Family	Dwelling Unit	$615.00
Multi-Family	Dwelling Unit	$440.00
Mobile Residence	Dwelling Unit	$533.00

*In the event the fee schedules are not updated by October 31, 2029, the fee schedule effective November 1, 2028, shall apply.

Sec. 159.309. - Adoption, Review a~~A~~nd Revision.

(A) The Council shall adopt all revisions and updates to the Public Buildings Program by ordinance.

(B) The City Manager shall direct staff or consultants to annually review the impact fee ordinance, procedures, assumptions, and fee calculations and to issue, on or before July 1, an annual report summarizing information on the impact fees. Information on all impact fees imposed by the City may be included in ~~one~~ the annual report. The annual report shall be distributed to the Council by the City Manager. The annual report should include, for example, information on account balances, annual collections, annual expenditures, capital improvement projects funded in whole or in part with impact fees, administrative costs and administrative fees charged, if any,

and may include any other issues of concern related to the City's impact fee system and ordinance. Information from the Annual Comprehensive Financial Report (ACFR), the capital improvements program (CIP) and any other reports or plans adopted by the City may be included by reference or duplicated in part for the annual impact fee report. Nothing in this article shall be construed to limit the Council's authority to amend this article at any time.

(C) The Council shall, through staff or consultants, review and, if needed, update the Technical Report and ordinance at least once every four (4) years. Fee studies should specifically address new estimates of population and other socioeconomic data, changes in construction, land acquisition and related costs, and adjustments to the assumptions, and account for any changes in the governing law. The report issued based on this review shall be distributed to the Council by the City Manager. Changes to the impact fee system, including updated fee calculations, should be adopted within a year of completion of the quadrennial report. This quadrennial report shall be issued on or before July 1 in the applicable years and may substitute for the annual report in that year.

Sec. 159.310. - Construction or Donation of Property in Lieu of Impact Fee Payments.

(A) In lieu of all or part of the public buildings impact fee, the applicant may offer to construct capital improvement(s), or dedicate or donate property for a public building described in the Public Buildings Program. The applicant shall submit an estimate of the cost of a proposed capital improvement certified by a registered Florida professional engineer, architect or landscape architect acceptable to the Council or~~and~~ an appraisal of the fair market value of the proposed donation of property prepared by a state certified general appraiser who is a member of the Appraisal Institute (MAI), acceptable to the Council.

(B) If it finds the offer acceptable, the Council may authorize the City to enter into an agreement with the applicant to apply the cost of the construction of the ~~public buildings~~ capital improvement(s) or~~and~~ the fair market value of the property

dedication or donation to the public buildings impact fee otherwise due. The portion of the fee represented by the cost of construction of the capital improvement(s) ~~public buildings~~ or property dedication or donation shall be considered paid when the construction, dedication, or donation is completed and accepted by the City (or other governmental entity as may be approved by the City) ~~for maintenance~~ or when adequate security for the completion of the construction has been provided. If public buildings impact fees are owed, no development permits of any type may be issued for the building or structure in question while the fee remains unpaid. The City Manager may authorize the initiation of any action as permitted by law or equity to collect the unpaid fees.

(C) The City shall not give impact fee credits for impact fees paid, or capital improvements constructed, or dedications or donations of property, except to the extent that such credit was specifically granted by the City to an applicant in a binding written agreement with the City. If an applicant or successor in interest or predecessor in title has agreed in a binding written agreement with the City or other governmental agency not to seek or accept any impact fee credits, then it shall not be given impact fee credits for the construction of capital improvements or the dedication or donation of property required by the agreement.

(1) The holder of any impact fee credits granted by the City~~,~~ shall be entitled to redeem such credits for the full benefit of the density or intensity represented by such credits as of the date of issuance, notwithstanding any subsequent increase in impact fee rates. The transferability of any impact fee credits granted by the City shall be in accordance with state law.

(2) Credit for contributions, payments, construction or dedications of the public buildings impact fee shall not be transfe~~r~~rable as a credit against other impact fees imposed for purposes other than public buildings.

(3) Unless otherwise agreed to in writing in relation to an excess of public buildings impact fee credits, no credit shall exceed the amount due for the public buildings impact fee.

(D) The City may adopt policies and procedures related to construction or donation of property in lieu of impact fee payments by resolution.

Sec. 159.311. - Refund of Fees Paid.

(A) If a building permit or a permit for a mobile home or recreational vehicle expires or is canceled, and no construction has been commenced, then the applicant or its successors may request, within three (3) months of permit expiration or cancellation, a refund of the impact fee paid without payment of interest. The refund request should substantially follow the submittal requirements of a refund petition as described in subsection (B)(2). The City shall retain any administrative charges as reimbursement for the City's cost of processing the refund.

(B) (1) Any impact fee funds not expended or encumbered by the end of the calendar quarter immediately following seven (7) years from the date the public buildings impact fee was paid shall, upon application of the current owner of the property within one hundred eighty (180) days of the expiration of the seven (7) year period, be returned to the current owner of the property with interest at the rate of three (3) percent per annum.

(2) If such funds have not been spent during this time period, the then-present owner of the property may obtain a refund according to the following procedure:

(i) The then-present owner must petition the Council for a refund within one hundred eighty (180) days of the expiration of the seven (7) year period.

(ii) The petition must be submitted to the City Manager and must include the following:

(a) A notarized, sworn statement that the petitioner is the current owner of the property;

(b) A copy of the dated receipt issued for payment of the public buildings impact fee;

(c) A certified copy of the latest recorded deed; and

(d) A copy of the most recent ad valorem tax bill.

(3) Within sixty (60) days from the date of receipt of the petition for refund, the City Manager~~,~~ shall advise the petitioner and the Council of the status of the fee requested for a refund. For purposes of determining whether the public buildings impact fees have been expended ~~spent~~ or encumbered, the first money placed into the special revenue account shall be deemed to be the first money taken out of that account.

(4) When the money requested is still in the special revenue account and has not been expended ~~spent~~ or encumbered by the end of the calendar quarter immediately following seven (7) years from the date the public buildings impact fees were paid, the funds shall be returned with interest at the rate of three (3) percent per annum. The City shall retain any administrative charges as reimbursement for the City's cost of processing the refund.

Sec. 159.312. - Appeals.

(A) Any decision made by the City Manager in the course of administering the provisions of this article may be appealed to the Council by filing a petition of appeal within thirty (30) calendar days of the date of the rendition of the decision.

(B) The Council shall review the petition at a public meeting within thirty (30) calendar days from the date of filing the appeal. The petitioner shall be provided reasonable notice of the time, date, and place of the public meeting by certified mail, return receipt requested, and invited to attend. The Council's decision shall be final for the purpose of administrative appeals. The Council shall revoke the decision of the City Manager only if there is no competent and substantial evidence in the record supporting the decision of the City Manager or that there is no adequate legal basis for the decision of the City Manager or there was a failure to substantially comply with this article. A determination shall be made in writing and issued within thirty (30) days of the public meeting ~~hearing~~.

Section 3. Conflict. If any ordinances, or parts of ordinances, resolutions, or parts of resolution, are in conflict herewith, this Ordinance shall control to the extent of the conflicting provisions.

Section 4. Severability. The provisions of this Ordinance are intended to be severable. If any provision of this Ordinance is determined to be void or is declared illegal, invalid, or unconstitutional by a Court of competent jurisdiction, the remainder of this Ordinance shall remain in full force and effect.

Section 6. Codification. The provisions of this Ordinance shall be made a part of the Code of Ordinances of the City of Port St. Lucie, Florida. The sections of this Ordinance may be renumbered or re-lettered to accomplish such intentions; the word "ordinance" may be changed to "section" or other appropriate word as may be necessary.

Section 7. Effective Date. This Ordinance shall become effective on November 1, 2025.

PASSED AND ADOPTED by the City Council of the City of Port St. Lucie, Florida, on this ___ day of _____, 2025.

CITY COUNCIL
CITY OF PORT ST. LUCIE

BY:_____
Shannon M. Martin, Mayor

ATTEST:

_____
Sally Walsh, City Clerk

APPROVED AS TO FORM:

_____
Richard Berrios, City Attorney

DRAFT

Public Buildings Impact Fee Study

Prepared for:

Port St. Lucie, Florida

July 16, 2025

4701 Sangamore Road
Suite S240
Bethesda, MD 20816
301.320.6900
www.TischlerBise.com

[PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

EXECUTIVE SUMMARY 1
Florida Impact Fee Enabling Legislation 1
Conceptual Development Fee Calculation 2
General Methodologies 3
Evaluation of Credits 4
Impact Fee Components 4
Rounding 4
Inflation 4
Proposed Impact Fees 5
PUBLIC BUILDINGS IMPACT FEES 6
Methodology 6
Service Area 6
Proportionate Share 7
Demand Indicators 8
Level-of-Service Analysis 9
Administrative Facilities – Incremental Expansion 9
Public Works Facilities – Cost Recovery 10
Parking Facilities – Cost Recovery 13
Projected Demand for Services and Costs 14
Administrative Facilities – Incremental Expansion 14
Public Works Facilities – Cost Recovery 15
Parking Facilities – Cost Recovery 16
Credits 17
Existing Debt 17
Future Debt 18
Proposed Public Buildings Impact Fees 19
Projected Public Buildings Impact Fee Revenue 21
APPENDIX A: LAND USE DEFINITIONS 22
Residential Development 22
Nonresidential Development 22
APPENDIX B: LAND USE ASSUMPTIONS 24
Summary of Growth Indicators 25
Residential Development 26
Recent Residential Construction 26
Occupancy Factors 27
Residential Estimates 28
Residential Projections 29
Nonresidential Development 30
Nonresidential Demand Units 30
Nonresidential Estimates 31
Nonresidential Projections 32
Development Projections 33

[PAGE INTENTIONALLY LEFT BLANK]

EXECUTIVE SUMMARY

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

FLORIDA IMPACT FEE ENABLING LEGISLATION

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

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

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

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

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

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

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

CONCEPTUAL DEVELOPMENT FEE CALCULATION

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

GENERAL METHODOLOGIES

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

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

- **Cost Recovery** (past improvements) - The rationale for recoupment, often called cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new development will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.
- **Incremental Expansion** (concurrent improvements) - The incremental expansion methodology documents current LOS standards for each type of public facility, using both quantitative and qualitative measures. This approach assumes there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion methodology is best suited for public facilities that will be expanded in regular increments to keep pace with development.
- **Plan-Based** (future improvements) - The plan-based methodology allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two basic options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning timeframe (marginal cost).

Evaluation of Credits

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

Impact Fee Components

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

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

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Public Buildings	Citywide	Public Works Facilities, Parking Facilities	Administrative Facilities	N/A	Population, Jobs

Rounding

Calculations throughout this report are based on an analysis conducted using Excel software. Most results are discussed in the report using two, three, and four decimal places, which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

Inflation

All costs in the impact fee calculations represent current dollars with no assumed inflation rate over time.

PROPOSED IMPACT FEES

Port St. Lucie will assess residential impact fees per dwelling unit, based on the type of unit, and nonresidential impact fees per development unit, based on the type of development. The Florida Impact Fee Act places limitations on how much local governments, school districts, or special districts may increase an impact fee. An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted. An impact fee increase in excess of 50 percent of the current impact fee rate must be demonstrated by the extraordinary circumstances necessitating the need to exceed the phase-in limitations. According to Florida's Impact Fee Act, an impact fee may not be increased more than once every four years. Port St. Lucie adopted the current public buildings impact fees in 2023. The proposed nonresidential public buildings impact fees in the 2023 impact fee study represented an increase compared to the previous nonresidential public buildings impact fees, so the proposed nonresidential public buildings impact fees below represent the statutory limit until 2027.

Figure 2: Proposed Impact Fees

Residential Fees per Development Unit						
Development Type	Development Unit	Maximum Justifiable	Current Fees[1]	Statutory Limit[2]	Proposed Fees	Increase / (Decrease)
Single Family	Housing Unit	$615	$516	$774	$615	$99
Multi-Family	Housing Unit	$440	$337	$506	$440	$103
Mobile Residence	Housing Unit	$533	$417	$626	$533	$116

Nonresidential Fees per Development Unit						
Development Type	Development Unit	Maximum Justifiable	Current Fees[1]	Statutory Limit[3]	Proposed Fees	Increase / (Decrease)
Commercial	1,000 Sq Ft	$609	$160	$174	$174	$14
Research & Dev. Center	1,000 Sq Ft	$945	$232	$254	$254	$22
Office	1,000 Sq Ft	$936	$264	$288	$288	$24
Nursing Home	1,000 Sq Ft	$586	$186	$203	$203	$17
Hospital	1,000 Sq Ft	$822	$234	$255	$255	$21
Day Care	Student	$55	$12	$14	$14	$2
University/College	Student	$52	$15	$17	$17	$2
Secondary School	1,000 Sq Ft	$181	$51	$56	$56	$5
Elementary School	1,000 Sq Ft	$267	$77	$84	$84	$7
Lodging	Room	$37	$33	$35	$35	$2
Assisted Living	Bed	$175	$54	$59	$59	$5
Mini-Warehouse	1,000 Sq Ft	$417	$3	$3	$3	$0
Warehousing	1,000 Sq Ft	$98	$73	$80	$80	$7
Manufacturing	1,000 Sq Ft	$543	$142	$155	$155	$13
Light Industrial	1,000 Sq Ft	$451	$184	$201	$201	$17

1. Current fees as of July 1, 2025.
2. This represents the maximum allowable increase (50 percent) to the current fees without extraordinary circumstances.
3. 2023 Impact Fee Study statutory limit. The Florida Impact Fee Act says "an impact fee may not be increased more than once every 4 years.

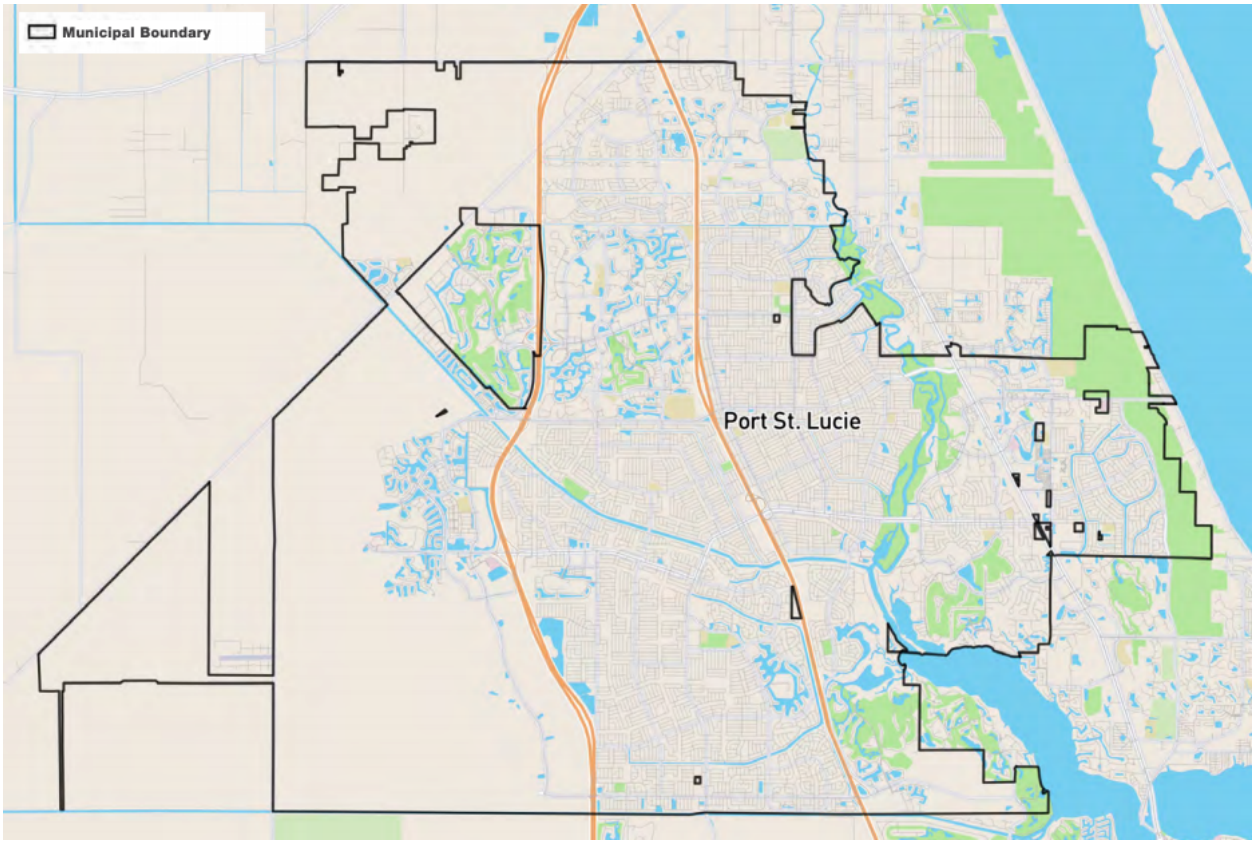
PUBLIC BUILDINGS IMPACT FEES

METHODOLOGY

The public buildings impact fees include components for administrative facilities, public works facilities, and parking facilities. The analysis uses the incremental expansion methodology for the administrative facilities component and the cost recovery methodology for public works facilities and parking facilities components.

SERVICE AREA

Port St. Lucie plans to provide a uniform level of service citywide; therefore, the public buildings impact fees use a citywide service area. The map below illustrates the public buildings impact fee service area. If the boundaries of the city are expanded by annexation action these fees will then apply to all lands within the revised/expanded boundary.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The public buildings impact fees allocate the cost of capital facilities between residential and nonresidential development using functional population. Based on 2022 estimates from the U.S. Census Bureau's OnTheMap web application, residential development accounts for approximately 81 percent of functional population and nonresidential development accounts for the remaining 19 percent.

Figure PB1: Proportionate Share

Demand Units in 2022					
Residential				Demand Hours/Day	Person Hours
Population	224,916				
Residents Not Working		139,495		20	2,789,900
Employed Residents		85,421			
Employed in Port St. Lucie, FL			14,707	14	205,898
Employed outside Port St. Lucie, FL			70,714	14	989,996
				Residential Subtotal	3,985,794
				Residential Share	81%
Nonresidential					
Non-working Residents		139,495		4	557,980
Jobs Located in Port St. Lucie, FL		35,424			
Residents Employed in Port St. Lucie, FL			14,707	10	147,070
Non-Resident Workers (inflow commuters)			20,717	10	207,170
				Nonresidential Subtotal	912,220
				Nonresidential Share	19%
				Total	4,898,014

Source: Florida Estimates of Population, Bureau of Economic and Business Research, University of Florida (Population); U.S. Census Bureau, OnTheMap 6.25.1 Application and LEHD Origin-Destination Employment Statistics (employment), 2022.

The analysis allocates the proportionate share of costs attributable to residential development to population and then converts the cost per person to an appropriate amount by type of housing unit. Since demand for service was unavailable by specific nonresidential use (i.e., retail, office, industrial, etc.), TischlerBise recommends using employees per 1,000 square feet of floor area as the best demand indicator for public buildings impact fees. Employment density is highest for office development and lowest for industrial development. Commercial and institutional employment densities fall between the other two categories. This ranking of employment is consistent with the relative demand for city services from nonresidential development.

DEMAND INDICATORS

Shown below, Figure PB2 displays the demand indicators for residential and nonresidential land uses. For residential development, the table displays the number of persons per development unit according to data published by the U.S. Census Bureau. For nonresidential development, the table displays the number of employees per development unit according to data published by the Institute of Transportation Engineers.

Figure PB2: Demand Units per Development Unit

Residential Development		
Development Type	Development Unit	Persons per Unit[1]
Single Family	Housing Unit	2.84
Multi-Family	Housing Unit	2.03
Mobile Residence	Housing Unit	2.46

Nonresidential Development		
Development Type	Development Unit	Jobs per Unit[2]
Commercial	1,000 Sq Ft	2.12
Research & Dev. Center	1,000 Sq Ft	3.29
Office	1,000 Sq Ft	3.26
Nursing Home	1,000 Sq Ft	2.04
Hospital	1,000 Sq Ft	2.86
Day Care	Student	0.19
University/College	Student	0.18
Secondary School	1,000 Sq Ft	0.63
Elementary School	1,000 Sq Ft	0.93
Lodging	Room	0.13
Assisted Living	Bed	0.61
Mini-Warehouse	1,000 Sq Ft	1.45
Warehousing	1,000 Sq Ft	0.34
Manufacturing	1,000 Sq Ft	1.89
Light Industrial	1,000 Sq Ft	1.57

1. U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates.
2. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

LEVEL-OF-SERVICE ANALYSIS

Administrative Facilities – Incremental Expansion

Port St. Lucie currently provides 112,965 square feet of administrative facilities to existing development and will incrementally expand these facilities to serve future development. To allocate the proportionate share of demand for administrative facilities to residential and nonresidential development, this analysis uses functional population outlined in Figure PB1. Port St. Lucie's existing level of service for residential development is 0.3402 square feet per person (112,965 square feet X 81 percent residential share / 269,002 persons). For nonresidential development, the existing level of service is 0.4398 square feet per job (112,965 square feet X 19 percent nonresidential share / 48,801 jobs).

Based on construction cost estimates provided by the Port St. Lucie Facilities Maintenance Department, the future City Hall expansion will cost $16,386,300 to construct 31,212 square feet of administrative facilities. This analysis uses the City Hall expansion construction cost of $525 per square foot ($16,386,300 City Hall expansion cost / 31,212 square feet) as a proxy for future construction costs. Port St. Lucie can use impact fees for the City Hall expansion project or for other growth-related administrative facilities. The growth-related cost of administrative facilities is $178.58 per person (0.3402 square feet per person X $525 per square foot) and $230.90 per job (0.4398 square feet per job X $525 per square foot).

Figure PB3: Existing Level of Service and Cost Factors

Description	Square Feet
City Hall - A (Council & Admin)	73,680
City Hall - B (Building & Engineering)	37,328
City Hall - Clinic	1,957
Total	112,965

Cost Factors	
City Hall Expansion	$16,386,300
Square Feet	31,212
Cost per Square Foot	$525

Level-of-Service (LOS) Standards	
Existing Square Feet	112,965
Residential	
Residential Share	81%
2025 Population	269,002
Square Feet per Person	0.3402
Cost per Person	$178.58
Nonresidential	
Nonresidential Share	19%
2025 Jobs	48,801
Square Feet per Job	0.4398
Cost per Job	$230.90

Source: Port St. Lucie Facilities Maintenance Department

Public Works Facilities – Cost Recovery

Port St. Lucie currently provides 31,009 square feet of public works facilities to existing development and plans to construct additional public works facilities to serve future development.

Figure PB4: Existing Public Works Facilities

Description	Square Feet
Public Works - 1 (Administration)	4,448
Public Works - 2 (Warehouse 1 & 2)	7,237
Public Works - 3 (Traffic)	4,702
Maintenance Garage	14,622
Total	31,009

Source: Port St. Lucie Facilities Maintenance Department

Port St. Lucie plans to construct new public works facilities to serve existing and future development. As shown below, these facilities include 71,576 square feet at a cost of $46,752,592, and the analysis uses the average cost of $653 per square foot ($46,752,592 total cost / 71,576 square feet) in the impact fee calculation. In 2021, Port St. Lucie issued Capital Improvement and Refunding Revenue Bonds with a principal balance of $45,665,000 that included $14,393,465 for construction of Phase I of the Public Works Facility (approximately 30,000 square feet). The current project scope for Phase I includes 45,000 square feet and a total cost of $29,393,465. This includes additional bond financing of $15,000,000, and this analysis uses 2055 as the final year of repayment for the proposed bond.

Figure PB5: Planned Public Works Facilities

Description	Square Feet	Cost	Cost per Sq Ft
Public Works Facility - Phase I	45,000	$29,393,465	$653
Public Works Facility - Phase II	10,973	$7,167,433	$653
Public Works Facility - Phase III	15,603	$10,191,694	$653
Total	71,576	$46,752,592	$653

Source: Port St. Lucie Facilities Maintenance Department

As discussed on the previous page, Port St. Lucie plans to construct new public works facilities to serve existing and future development. Phase I includes 45,000 square feet and will replace 6,536 square feet of existing facilities, Phase II includes 10,973 square feet and will replace 9,851 square feet of existing facilities, and Phase III includes 15,603 square feet and will replace 14,622 square feet of existing facilities. The planned public works facilities include 71,576 square feet; however, replacement of existing facilities equals 31,009 square feet. As shown below, planned public works facilities represent a net increase of 40,567 square feet (71,576 square feet – 31,009 square feet).

Port St. Lucie can only use impact fees to construct or acquire additional public works facilities, so replacement of existing facilities is ineligible for impact fees. As shown in Figure PB10, projected demand from future development does not exceed 40,567 square feet of planned public works facilities.

Figure PB6: Net New Public Works Facilities Square Feet

Description	Phase I	Phase II	Phase III	Total
Subtotal, Planned	45,000	10,973	15,603	71,576
Public Works - 1 (Administration)	-4,448	0	0	-4,448
Public Works - 2 (Warehouse 1 & 2)	0	-7,237	0	-7,237
Public Works - 3 (Traffic)	-2,088	-2,614	0	-4,702
Maintenance Garage	0	0	-14,622	-14,622
Subtotal, Replacement	-6,536	-9,851	-14,622	-31,009
Total, Net New	38,464	1,122	981	40,567

Source: Port St. Lucie Facilities Maintenance Department

Port St. Lucie plans to construct 71,576 square feet of public works facilities. The planned facilities will replace 31,009 square feet of existing facilities, so Port St. Lucie will provide 71,576 square feet of public works facilities to all development in 2055.

To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses functional population outlined in Figure PB1. Port St. Lucie's planned level of service for residential development is 0.1375 square feet per person (71,576 square feet X 81 percent residential share / 421,629 persons). For nonresidential development, the planned level of service is 0.1919 square feet per job (71,576 square feet X 19 percent nonresidential share / 70,861 jobs).

The total cost of planned public works facilities is $46,752,592, so this analysis uses a construction cost of $653 per square foot. For public works facilities, the cost is $89.82 per person (0.1375 square feet per person X $653 per square foot) and $125.36 per job (0.1919 square feet per job X $653 per square foot).

Figure PB7: Planned Level of Service and Cost Factors

Description	Square Feet
Existing Square Feet	31,009
Planned Square Feet	71,576
Replacement Square Feet	-31,009
Total	71,576

Cost Factors	
Public Works Facilities Cost	$46,752,592
Planned Square Feet	71,576
Cost per Square Foot	$653

Level-of-Service (LOS) Standards	
Planned Square Feet	71,576
Residential	
Residential Share	81%
2055 Population	421,629
Square Feet per Person	0.1375
Cost per Person	$89.82
Nonresidential	
Nonresidential Share	19%
2055 Jobs	70,861
Square Feet per Job	0.1919
Cost per Job	$125.36

Source: Port St. Lucie Facilities Maintenance Department

Parking Facilities – Cost Recovery

Port St. Lucie plans to construct a parking garage with 525 spaces within the City Hall Complex to serve existing and future development through 2055. According to estimates provided by the Facilities Maintenance Department, the planned parking garage will cost $15,750,000 ($30,000 per parking space). Port St. Lucie will issue bonds to fund construction of the parking garage, and this analysis uses 2055 as the final year of repayment for the proposed bond.

To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses functional population outlined in Figure PB1. Port St. Lucie's planned level of service for residential development is 0.0010 parking spaces per person (525 parking spaces X 81 percent residential share / 421,629 persons). For nonresidential development, the planned level of service is 0.0014 parking spaces per job (525 parking spaces X 19 percent nonresidential share / 70,861 jobs).

The total cost of planned parking facilities is $15,750,000, so this analysis uses a construction cost of $30,000 per parking space. For parking facilities, the cost is $30.26 per person (0.0010 parking spaces per person X $30,000 per parking space) and $42.23 per job (0.0014 parking spaces per job X $30,000 per parking space).

Figure PB8: Planned Level of Service and Cost Factors

Cost Factors	
Main Parking Garage Cost	$15,750,000
Parking Spaces	525
Cost per Space	$30,000

Level-of-Service (LOS) Standards	
2055 Parking Spaces	525
Residential	
Residential Share	81%
2055 Population	421,629
Parking Spaces per Person	0.0010
Cost per Person	$30.26
Nonresidential	
Nonresidential Share	19%
2055 Jobs	70,861
Parking Spaces per Job	0.0014
Cost per Job	$42.23

Source: Port St. Lucie Facilities Maintenance Department

PROJECTED DEMAND FOR SERVICES AND COSTS

As shown in Appendix B, projected development during the next 10 years includes residential growth of 61,795 persons and nonresidential growth of 7,995 jobs. To serve future development, Port St. Lucie plans to construct administrative facilities, public works facilities, and parking facilities during the next 10 years. The following pages include a more detailed projection of demand for public buildings.

Administrative Facilities – Incremental Expansion

Port St. Lucie plans to maintain its existing level of service for administrative facilities during the next 10 years. Based on a projected population increase of 61,795 persons, future residential development demands approximately 21,020 square feet of administrative facilities (61,795 additional persons X 0.3402 square feet per person). With projected employment growth of 7,995 jobs, future nonresidential development demands approximately 3,516 square feet of administrative facilities (7,995 additional jobs X 0.4398 square feet per job). Future development demands approximately 24,536 square feet of administrative facilities at a cost of $12,881,317 (24,535.8 square feet X $525 per square foot).

Figure PB9: Projected Demand for Administrative Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Administrative Facilities	0.3402 Square Feet	per Person	$525
	0.4398 Square Feet	per Job	

Demand for Administrative Facilities					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2025	269,002	48,801	91,501.7	21,463.4	112,965.0
2026	275,520	49,697	93,718.9	21,857.3	115,576.2
2027	282,039	50,593	95,936.1	22,251.2	118,187.4
2028	288,557	51,489	98,153.4	22,645.2	120,798.6
2029	295,076	52,384	100,370.6	23,039.1	123,409.8
2030	301,593	53,280	102,587.6	23,433.1	126,020.6
2031	307,435	53,983	104,574.7	23,742.3	128,317.0
2032	313,276	54,686	106,561.4	24,051.6	130,613.0
2033	319,116	55,390	108,548.2	24,360.9	132,909.1
2034	324,957	56,093	110,534.9	24,670.2	135,205.1
2035	330,797	56,796	112,521.4	24,979.5	137,500.8
10-Yr Increase	61,795	7,995	21,019.7	3,516.1	24,535.8

Growth-Related Expenditures	$11,035,349	$1,845,968	$12,881,317

Public Works Facilities – Cost Recovery

Port St. Lucie plans to construct public works facilities at a cost of $46,752,592 to serve all development through 2055 (the final year of debt repayment). Based on a projected population increase of 152,627 persons, future residential development demands approximately 20,987 square feet (152,627 additional persons X 0.1375 square feet per person). With projected employment growth of 22,059 jobs, future nonresidential development demands approximately 4,234 square feet (22,059 additional jobs X 0.1919 square feet per job). Future development demands approximately 25,221 square feet of the planned public works facilities at a cost of $16,473,828 (25,220.6 square feet X $653 per square foot).

Based on the planned level-of-service standards, existing development's share of the planned public works facilities is approximately 36,990 square feet for residential development (269,002 existing persons X 0.1375 square feet per person) and approximately 9,366 square feet for nonresidential development (48,801 existing jobs X 0.1919 square feet per job). Existing development's share of $30,278,764 (46,355.4 square feet X $653 per square foot) may not be paid with impact fee revenue.

Figure PB10: Projected Demand for Public Works Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Public Works Facilities	0.1375 Square Feet	per Person	$653
	0.1919 Square Feet	per Job	

Demand for Public Works Facilities					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2025	269,002	48,801	36,989.5	9,365.9	46,355.4
2026	275,520	49,697	37,885.8	9,537.8	47,423.6
2027	282,039	50,593	38,782.1	9,709.7	48,491.8
2028	288,557	51,489	39,678.4	9,881.6	49,560.0
2029	295,076	52,384	40,574.7	10,053.5	50,628.2
2030	301,593	53,280	41,470.9	10,225.4	51,696.3
2031	307,435	53,983	42,274.2	10,360.4	52,634.6
2032	313,276	54,686	43,077.4	10,495.3	53,572.7
2033	319,116	55,390	43,880.5	10,630.3	54,510.8
2034	324,957	56,093	44,683.7	10,765.3	55,448.9
2035	330,797	56,796	45,486.7	10,900.2	56,386.9
2040	356,376	60,312	49,003.9	11,575.0	60,579.0
2045	380,092	63,828	52,265.0	12,249.8	64,514.9
2050	401,843	67,344	55,255.9	12,924.6	68,180.6
2055	421,629	70,861	57,976.6	13,599.4	71,576.0
30-Yr Increase	152,627	22,059	20,987.1	4,233.5	25,220.6

Growth-Related Expenditures	$13,708,524	$2,765,304	$16,473,828
Existing Development Expenditures	$24,161,076	$6,117,688	$30,278,764
Total Expenditures	$37,869,600	$8,882,993	$46,752,592

Parking Facilities – Cost Recovery

Port St. Lucie plans to construct a parking garage at a cost of $15,750,000 to serve all development through 2055 (the final year of debt repayment). Based on a projected population increase of 152,627 persons, future residential development demands approximately 154 parking spaces (152,627 additional persons X 0.0010 parking spaces per person). With projected employment growth of 22,059 jobs, future nonresidential development demands approximately 31 parking spaces (22,059 additional jobs X 0.0014 parking spaces per job). Future development demands approximately 185 parking spaces of the planned parking garage at a cost of $5,549,699 (185 parking spaces X $30,000 per parking space).

Based on the planned level-of-service standards, existing development's share of the planned parking garage is approximately 271 parking spaces for residential development (269,002 existing persons X 0.0010 parking spaces per person) and approximately 69 parking spaces for nonresidential development (48,801 existing jobs X 0.0014 parking spaces per job). Existing development's share of $10,200,301 (340 parking spaces X $30,000 per parking space) may not be paid with impact fee revenue.

Figure PB11: Projected Demand for Parking Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Parking Facilities	0.0010 Parking Spaces	per Person	$30,000
	0.0014 Parking Spaces	per Job	

Demand for Parking Facilities					
Year	Population	Jobs	Parking Spaces		
			Residential	Nonresidential	Total
2025	269,002	48,801	271.3	68.7	340.0
2026	275,520	49,697	277.9	70.0	347.8
2027	282,039	50,593	284.5	71.2	355.7
2028	288,557	51,489	291.0	72.5	363.5
2029	295,076	52,384	297.6	73.7	371.4
2030	301,593	53,280	304.2	75.0	379.2
2031	307,435	53,983	310.1	76.0	386.1
2032	313,276	54,686	316.0	77.0	392.9
2033	319,116	55,390	321.9	78.0	399.8
2034	324,957	56,093	327.7	79.0	406.7
2035	330,797	56,796	333.6	80.0	413.6
2040	356,376	60,312	359.4	84.9	444.3
2045	380,092	63,828	383.4	89.9	473.2
2050	401,843	67,344	405.3	94.8	500.1
2055	421,629	70,861	425.3	99.8	525.0
30-Yr Increase	152,627	22,059	153.9	31.1	185.0

Growth-Related Expenditures	$4,618,124	$931,575	$5,549,699
Existing Development Expenditures	$8,139,376	$2,060,925	$10,200,301
Total Expenditures	$12,757,500	$2,992,500	$15,750,000

CREDITS

Existing Debt

In 2021, Port St. Lucie issued Capital Improvement and Refunding Revenue Bonds with a principal balance of $45,665,000 that included $14,393,465 for construction of the Public Works Facility. To prevent future development from paying once through the impact fee and a second time through future debt service payments, the analysis includes a credit for future debt service. To allocate the proportionate share of debt service payments to residential and nonresidential development, this analysis uses functional population outlined in Figure PB1. Annual principal payments are divided by projected population or jobs during the year of each payment to determine annual principal payments per person or per job. To account for the time value of money, annual principal payments are discounted using a net present value formula based on the average discount rate of 4.2 percent. The net present value of future principal payments is $20.19 per person and $27.25 per job. The analysis does not include a credit for future interest payments since impact fee calculations only include principal costs.

Figure PB12: Existing Debt Credit

Year	Principal Due	Residential Share	Population	Payment per Person	Nonresidential Share	Jobs	Payment per Job
2022	$822,664	$666,358	231,485	$2.88	$156,306	42,277	$3.70
2023	$855,759	$693,165	246,652	$2.81	$162,594	42,656	$3.81
2024	$242,702	$196,588	261,376	$0.75	$46,113	45,984	$1.00
2025	$252,157	$204,248	269,002	$0.76	$47,910	48,801	$0.98
2026	$263,189	$213,183	275,520	$0.77	$50,006	49,697	$1.01
2027	$272,645	$220,843	282,039	$0.78	$51,803	50,593	$1.02
2028	$283,677	$229,779	288,557	$0.80	$53,899	51,489	$1.05
2029	$297,861	$241,267	295,076	$0.82	$56,594	52,384	$1.08
2030	$313,621	$254,033	301,593	$0.84	$59,588	53,280	$1.12
2031	$329,381	$266,798	307,435	$0.87	$62,582	53,983	$1.16
2032	$345,141	$279,564	313,276	$0.89	$65,577	54,686	$1.20
2033	$362,476	$293,606	319,116	$0.92	$68,871	55,390	$1.24
2034	$379,812	$307,648	324,957	$0.95	$72,164	56,093	$1.29
2035	$395,572	$320,413	330,797	$0.97	$75,159	56,796	$1.32
2036	$411,332	$333,179	335,914	$0.99	$78,153	57,499	$1.36
2037	$427,092	$345,944	341,029	$1.01	$81,147	58,203	$1.39
2038	$444,428	$359,986	346,145	$1.04	$84,441	58,906	$1.43
2039	$463,339	$375,305	351,260	$1.07	$88,034	59,609	$1.48
2040	$480,675	$389,347	356,376	$1.09	$91,328	60,312	$1.51
2041	$501,163	$405,942	361,119	$1.12	$95,221	61,015	$1.56
2042	$520,075	$421,261	365,862	$1.15	$98,814	61,719	$1.60
2043	$542,139	$439,132	370,606	$1.18	$103,006	62,422	$1.65
2044	$562,626	$455,727	375,349	$1.21	$106,899	63,125	$1.69
2045	$584,690	$473,599	380,092	$1.25	$111,091	63,828	$1.74
2046	$608,330	$492,747	384,442	$1.28	$115,583	64,532	$1.79
2047	$633,546	$513,172	388,792	$1.32	$120,374	65,235	$1.85
2048	$658,761	$533,597	393,143	$1.36	$125,165	65,938	$1.90
2049	$685,553	$555,298	397,493	$1.40	$130,255	66,641	$1.95
2050	$712,345	$576,999	401,843	$1.44	$135,346	67,344	$2.01
2051	$740,713	$599,977	405,800	$1.48	$140,735	68,048	$2.07
Total	$14,393,465	$11,658,707		$35.21	$2,734,758		$47.97
4.2%	Interest Rate	Credit per Person		$20.19	Credit per Job		$27.25

Future Debt

Port St. Lucie will issue bonds with a principal balance of $47,136,300 for construction of future public buildings. This includes $16,386,300 for the City Hall expansion, $15,000,000 for Phase I of the Public Works facility, and $15,750,000 for the parking garage. To prevent future development from paying once through the impact fee and a second time through future debt service payments, the analysis includes a credit for future debt service payments. To allocate the proportionate share of debt service payments to residential and nonresidential development, this analysis uses functional population outlined in Figure PB1. Annual principal payments are divided by projected population or jobs during the year of each payment to determine annual principal payments per person or per job. To account for the time value of money, annual principal payments are discounted using a net present value formula based on a discount rate of 4.0 percent. The net present value of future principal payments is $61.87 per person and $83.98 per job. The analysis does not include a credit for future interest payments since impact fee calculations only include principal costs.

Figure PB13: Future Debt Credit

Year	Principal Due	Residential Share	Population	Payment per Person	Nonresidential Share	Jobs	Payment per Job
2026	$2,694,093	$2,182,215	275,520	$7.92	$511,878	49,697	$10.30
2027	$2,802,476	$2,270,005	282,039	$8.05	$532,470	50,593	$10.52
2028	$794,809	$643,795	288,557	$2.23	$151,014	51,489	$2.93
2029	$825,776	$668,878	295,076	$2.27	$156,897	52,384	$3.00
2030	$861,903	$698,142	301,593	$2.31	$163,762	53,280	$3.07
2031	$892,870	$723,225	307,435	$2.35	$169,645	53,983	$3.14
2032	$928,997	$752,488	313,276	$2.40	$176,510	54,686	$3.23
2033	$975,447	$790,112	319,116	$2.48	$185,335	55,390	$3.35
2034	$1,027,058	$831,917	324,957	$2.56	$195,141	56,093	$3.48
2035	$1,078,669	$873,722	330,797	$2.64	$204,947	56,796	$3.61
2036	$1,130,280	$915,527	335,914	$2.73	$214,753	57,499	$3.73
2037	$1,187,052	$961,512	341,029	$2.82	$225,540	58,203	$3.88
2038	$1,243,824	$1,007,498	346,145	$2.91	$236,327	58,906	$4.01
2039	$1,295,435	$1,049,303	351,260	$2.99	$246,133	59,609	$4.13
2040	$1,347,046	$1,091,108	356,376	$3.06	$255,939	60,312	$4.24
2041	$1,398,657	$1,132,912	361,119	$3.14	$265,745	61,015	$4.36
2042	$1,455,429	$1,178,898	365,862	$3.22	$276,532	61,719	$4.48
2043	$1,517,363	$1,229,064	370,606	$3.32	$288,299	62,422	$4.62
2044	$1,574,135	$1,275,049	375,349	$3.40	$299,086	63,125	$4.74
2045	$1,641,229	$1,329,395	380,092	$3.50	$311,833	63,828	$4.89
2046	$1,703,162	$1,379,561	384,442	$3.59	$323,601	64,532	$5.01
2047	$1,775,417	$1,438,088	388,792	$3.70	$337,329	65,235	$5.17
2048	$1,842,512	$1,492,434	393,143	$3.80	$350,077	65,938	$5.31
2049	$1,914,767	$1,550,961	397,493	$3.90	$363,806	66,641	$5.46
2050	$1,992,183	$1,613,669	401,843	$4.02	$378,515	67,344	$5.62
2051	$2,074,761	$1,680,556	405,800	$4.14	$394,205	68,048	$5.79
2052	$2,157,339	$1,747,444	409,757	$4.26	$409,894	68,751	$5.96
2053	$2,245,077	$1,818,513	413,714	$4.40	$426,565	69,454	$6.14
2054	$2,332,816	$1,889,581	417,671	$4.52	$443,235	70,157	$6.32
2055	$2,425,716	$1,964,830	421,629	$4.66	$460,886	70,861	$6.50
Total	$47,136,300	$38,180,403		$107.27	$8,955,897		$147.00

4.0%	Interest Rate	Credit per Person	$61.87	Credit per Job	$83.98

PROPOSED PUBLIC BUILDINGS IMPACT FEES

Infrastructure components and cost factors for public buildings impact fees are summarized in the upper portion of Figure PB14. The cost is $216.59 per person and $287.26 per job.

Public buildings impact fees for residential development are assessed according to the number of persons per development unit. The single-family fee of $615 is calculated using a cost of $216.59 per person multiplied by 2.84 persons per single-family unit.

Public buildings impact fees for nonresidential development are assessed according to the number of jobs per development unit. The commercial fee of $609 per 1,000 square feet is calculated using a cost of $287.26 per job multiplied by 2.12 jobs per 1,000 square feet of commercial floor area. According to Florida's Impact Fee Act, an impact fee may not be increased more than once every four years. Port St. Lucie adopted the current public buildings impact fees in 2023. The proposed nonresidential public buildings impact fees in the 2023 impact fee study represented an increase compared to the previous nonresidential public buildings impact fees, so the proposed nonresidential public buildings impact fees shown in Figure PB14 represent the statutory limit until 2027.

Figure PB14: Proposed Public Buildings Impact Fees

Fee Component	Cost per Person	Cost per Job
Administrative Facilities	$178.58	$230.90
Public Works Facilities	$89.82	$125.36
Parking Facilities	$30.26	$42.23
Debt Credit - Existing	($20.19)	($27.25)
Debt Credit - Future	($61.87)	($83.98)
Total	$216.59	$287.26

Residential Fees per Development Unit							
Development Type	Development Unit	Persons per Unit[1]	Maximum Justifiable	Current Fees[2]	Statutory Limit[3]	Proposed Fees	Increase / (Decrease)
Single Family	Housing Unit	2.84	$615	$516	$774	$615	$99
Multi-Family	Housing Unit	2.03	$440	$337	$506	$440	$103
Mobile Residence	Housing Unit	2.46	$533	$417	$626	$533	$116

Nonresidential Fees per Development Unit							
Development Type	Development Unit	Jobs per Unit[1]	Maximum Justifiable	Current Fees[2]	Statutory Limit[4]	Proposed Fees	Increase / (Decrease)
Commercial	1,000 Sq Ft	2.12	$609	$160	$174	$174	$14
Research & Dev. Center	1,000 Sq Ft	3.29	$945	$232	$254	$254	$22
Office	1,000 Sq Ft	3.26	$936	$264	$288	$288	$24
Nursing Home	1,000 Sq Ft	2.04	$586	$186	$203	$203	$17
Hospital	1,000 Sq Ft	2.86	$822	$234	$255	$255	$21
Day Care	Student	0.19	$55	$12	$14	$14	$2
University/College	Student	0.18	$52	$15	$17	$17	$2
Secondary School	1,000 Sq Ft	0.63	$181	$51	$56	$56	$5
Elementary School	1,000 Sq Ft	0.93	$267	$77	$84	$84	$7
Lodging	Room	0.13	$37	$33	$35	$35	$2
Assisted Living	Bed	0.61	$175	$54	$59	$59	$5
Mini-Warehouse	1,000 Sq Ft	1.45	$417	$3	$3	$3	$0
Warehousing	1,000 Sq Ft	0.34	$98	$73	$80	$80	$7
Manufacturing	1,000 Sq Ft	1.89	$543	$142	$155	$155	$13
Light Industrial	1,000 Sq Ft	1.57	$451	$184	$201	$201	$17

1. See Land Use Assumptions.
2. Current fees as of July 1, 2025.
3. This represents the maximum allowable increase (50 percent) to the current fees without extraordinary circumstances.
4. 2023 Impact Fee Study statutory limit. The Florida Impact Fee Act says "an impact fee may not be increased more than once every 4 years."

PROJECTED PUBLIC BUILDINGS IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the proposed public buildings impact fees shown on the previous page. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenues equal $14,331,516 and projected expenditures equal $75,383,909 before debt credits. Existing development's share of $40,479,065 for the Public Works facilities and parking facilities may not be paid with impact fees.

Figure PB15: Projected Public Buildings Impact Fee Revenue

Fee Component	Growth Share		Existing Share	Total
	Years 1-10	Years 11-30		
Administrative Facilities	$12,881,317	$0	$0	$12,881,317
Public Works Facilities	$6,552,470	$9,921,358	$30,278,764	$46,752,592
Parking Facilities	$2,207,394	$3,342,304	$10,200,301	$15,750,000
Gross Expenditures	$21,641,181	$13,263,662	$40,479,065	$75,383,909
Debt Credit - Existing	($1,465,691)	($1,821,154)	$0	($3,286,845)
Debt Credit - Future	($4,494,500)	($6,800,668)	$0	($11,295,168)
Net Expenditures	$15,680,990	$4,641,840	$40,479,065	$60,801,896

Year		Single Family $615 per unit	Multi-Family $440 per unit	Industrial $80 per KSF	Commercial $174 per KSF	Office $288 per KSF	Institutional $203 per KSF
		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2025	90,992	12,985	7,677	8,485	7,188	4,681
Year 1	2026	93,062	13,300	8,388	8,602	7,293	4,704
Year 2	2027	95,132	13,616	9,100	8,718	7,398	4,726
Year 3	2028	97,201	13,931	9,811	8,835	7,503	4,749
Year 4	2029	99,271	14,246	10,522	8,951	7,609	4,772
Year 5	2030	101,341	14,562	11,234	9,068	7,714	4,794
Year 6	2031	103,196	14,844	11,596	9,185	7,796	4,817
Year 7	2032	105,050	15,127	11,958	9,301	7,879	4,839
Year 8	2033	106,905	15,410	12,321	9,418	7,961	4,862
Year 9	2034	108,759	15,692	12,683	9,534	8,043	4,885
Year 10	2035	110,614	15,975	13,045	9,651	8,126	4,907
10-Year Increase		19,622	2,990	5,369	1,166	938	226
Projected Revenue		$12,067,530	$1,315,600	$429,480	$202,884	$270,144	$45,878

Projected Fee Revenue (Years 1-10)	$14,331,516
Projected Fee Revenue (Years 11-30)	$1,292,434
Total Expenditures	$60,801,896

APPENDIX A: LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

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

Single-Family Units:

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

Multi-Family Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."

Mobile Residence Units:

1. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT

Nonresidential development categories are defined by Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). Port St. Lucie will collect impact fees from all new nonresidential development. One-time impact fees are determined by site capacity (i.e., square feet).

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

Research & Development Center: A research and development center is a facility or group of facilities devoted almost exclusively to research and development activities. Research and development centers may contain offices and light fabrication areas.

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

Nursing Home: A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic care, and convalescent homes.

Hospital: A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients.

Day Care: A day care center is a facility where care for pre-school age children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

University/College: This land use includes 2-year junior, community, and technical colleges, and 4-year universities or colleges that may or may not offer graduate programs.

Secondary School: A middle or junior high school is a school that serves students who have completed elementary school and have not yet entered high school.

Elementary School: An elementary school is a school that typically serves students attending kindergarten through the fifth or sixth grade.

Lodging: A place of lodging that provides sleeping accommodations and may or may not provide supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities.

Assisted Living: A residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations.

Mini-Warehouse: A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities.

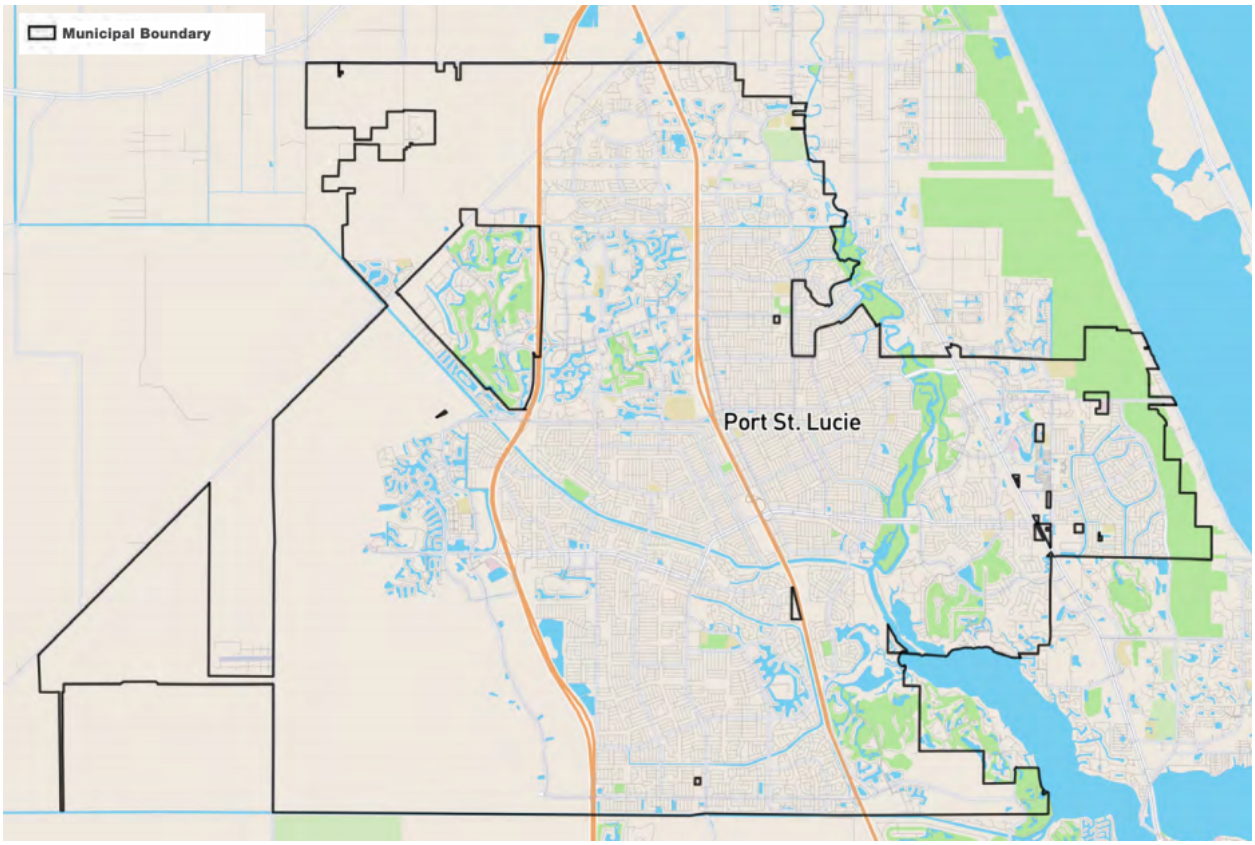
Warehousing: A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas.

Manufacturing: A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions.

Light Industrial: A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. I

APPENDIX B: LAND USE ASSUMPTIONS

This section includes estimates and projections of development for areas within the boundaries of Port St. Lucie, Florida. The map below illustrates Port St. Lucie's Impact Fee Service Area. If the boundaries of the city are expanded by annexation action these fees will then apply to all lands within the revised/expanded boundary.



SUMMARY OF GROWTH INDICATORS

Key land use assumptions for the Port St. Lucie Impact Fee Study are population, housing units, employment, and nonresidential floor area. The analysis uses population projections from the 2025 City of Port St. Lucie Comprehensive Plan Update. For housing units, TischlerBise applies occupancy factors derived from American Community Survey 2019-2023 5-Year Estimates to population projections. For nonresidential development, TischlerBise uses recent building per data to project nonresidential floor area. These floor area projections are converted to employment using employment density factors published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Complete development projections are summarized in Figure B10. These projections will be used to estimate impact fee revenue and to indicate the anticipated need for growth-related infrastructure. However, impact fee methodologies are designed to reduce sensitivity to development projections in the determination of the proportionate share fee amounts. If actual development is slower than projected, fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development occurs faster than anticipated, fee revenue will increase, but Port St. Lucie will need to accelerate infrastructure improvements to keep pace with the actual rate of development. Over the next 10 years, development projections indicate an average increase of approximately 2,261 housing units per year and approximately 770,000 square feet of nonresidential development per year.

RESIDENTIAL DEVELOPMENT

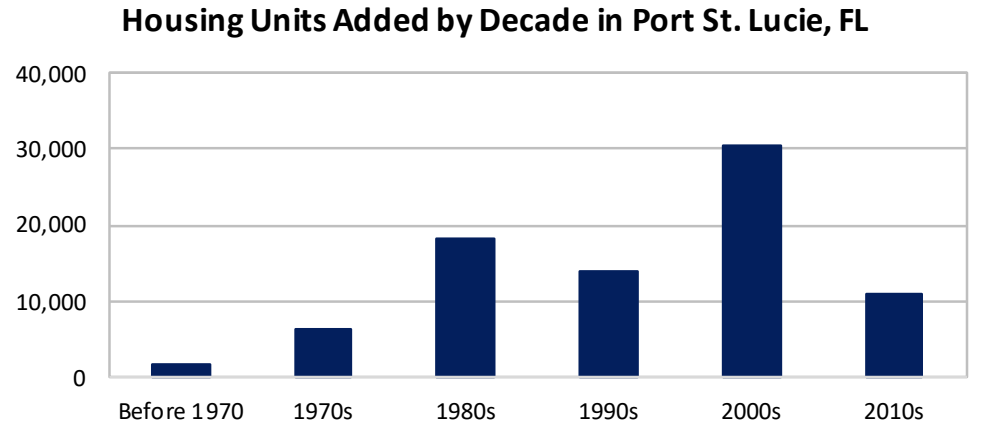
This section details current estimates and future projections of residential development including population and housing units.

Recent Residential Construction

Impact fees require an analysis of current levels of service. For residential development, current levels of service are determined using estimates of population and housing units. Shown below, Figure B1 indicates the estimated number of housing units added by decade according to data obtained from the U.S. Census Bureau. Port St. Lucie experienced moderate growth from 2010 to 2020, when housing inventory increased by an average of 1,110 units per year.

Figure B1: Housing Units by Decade

Census 2010 Housing Units	70,877	Port St. Lucie added an average of 1,110 housing units per year from 2010 to 2020.
Census 2020 Housing Units	81,975	
New Housing Units 2010 to 2020	11,098	



Source: U.S. Census Bureau, Census 2020 Summary File 1, Census 2010 Summary File 1, 2019-2023 5-Year American Community Survey (for 2000s and earlier, adjusted to yield total units in 2010).

Residential permit data from 2021 through 2024 averaged 5,092 units per year – 4,419 single-family units and 673 multi-family units. During this time, single-family units represent 86.8 percent of residential permits and multi-family units represent 13.2 percent of residential permits.

Figure B2: Recent Residential Permits

Year	Single Family	Multi-Family	Total
2021	2,250	828	3,078
2022	3,877	1,444	5,321
2023	8,024	166	8,190
2024	3,523	255	3,778
Total	17,674	2,693	20,367
Average	4,419	673	5,092

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

Occupancy Factors

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

Occupancy calculations require data on population and the types of units by structure. The 2020 census did not obtain detailed information using a "long-form" questionnaire. Instead, the U.S. Census Bureau switched to a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which has limitations due to sample-size constraints. For example, data on detached housing units are combined with attached single units (commonly known as townhouses, which share a common sidewall, but are constructed on an individual parcel of land). For impact fees in Port St. Lucie, single-family units include detached, stick-built units and attached units, multi-family units include structures with two or more units on an individual parcel of land, and mobile home units include mobile homes and RVs.

Figure B3 below shows the occupancy factors for Port St. Lucie. Based on 2019-2023 American Community Survey 5-Year Estimates (the most recent data available), single-family units averaged 2.84 persons per household, multi-family units averaged 2.03 persons per household, and mobile homes averaged 2.46 persons per household.

Figure B3: Occupancy Factors

Housing Type	Persons	Households	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy
Single-Family Units[1]	204,931	72,278	2.84	77,543	2.64	89.8%	6.80%
Multi-Family Units[2]	11,814	5,811	2.03	7,342	1.61	8.5%	20.90%
Mobile Home Units	2,698	1,096	2.46	1,513	1.78	1.8%	27.60%
Total	219,443	79,185	2.77	86,398	2.54	100.0%	8.30%

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates.

1. Includes detached and attached (i.e. townhouses) units.
2. Includes dwellings in structures with two or more units.
3. Includes mobile homes and all other units.

Residential Estimates

As shown below from Port St. Lucie's 2025 Comprehensive Plan Update, Port St. Lucie's 2024 population includes 253,959 permanent residents and 7,417 seasonal residents, for a total (peak) population of 261,376 persons. Port St. Lucie projects future population growth using the medium-high projections shown below, based on the average of medium projections and high projections published by the Bureau of Economic and Business Research (BEBR). As shown below, Port St. Lucie's projected population in 2025 includes 261,368 permanent residents and 7,634 seasonal residents, for a total (peak) population of 269,002 persons.

The 2025 Comprehensive Plan Update includes a 2024 housing unit estimate of 101,187 housing units – 88,571 single-family units and 12,616 multi-family units. To estimate 2025 housing units, TischlerBise converts the projected population increase from 2024 to 2025 using the housing mix shown in Figure B2 and the occupancy factors shown in Figure B3. The 2024 to 2025 population increase of 7,626 persons equals 2,790 additional housing units (2,421 single-family units and 369 multi-family units). For 2025, TischlerBise estimates a total of 103,977 housing units.

Figure B4: Port St. Lucie Comprehensive Plan Update

	St. Lucie County	Port St. Lucie		
Year	Permanent	Permanent	Seasonal	Total
2020	329,226	204,851	5,983	210,834
2021	340,060	214,514	6,265	220,779
2022	350,518	224,916	6,569	231,485
2023	368,628	239,653	6,999	246,652
2024	385,746	253,959	7,417	261,376
Medium Projections				
2025	385,400	253,731	7,411	261,142
2030	423,900	279,078	8,151	287,229
2035	456,800	300,738	8,783	309,521
2040	484,200	318,777	9,310	328,087
2045	508,800	334,973	9,783	344,756
Medium-High Projections				
2025	397,000	**261,368**	**7,634**	**269,002**
2030	445,100	**293,035**	**8,558**	**301,594**
2035	488,200	**321,410**	**9,387**	**330,798**
2040	525,950	**346,263**	**10,113**	**356,376**
2045	560,950	**369,306**	**10,786**	**380,092**
High Projections				
2025	408,600	269,005	7,857	276,862
2030	466,300	306,992	8,966	315,958
2035	519,600	342,083	9,991	352,074
2040	567,700	373,750	10,916	384,666
2045	613,100	403,639	11,789	415,428

Source: City of Port St. Lucie Comprehensive Plan Update Population Projections, 2025

Residential Projections

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

As shown below in yellow, the analysis uses the medium-high projections from the 2025 Comprehensive Plan Update shown in Figure B4 to project population during the next 10 years. For interim years, the analysis uses an equal allocation in each year. To project future housing units, TischlerBise converts the projected population increase using the housing mix shown in Figure B2 (86.8 percent single-family units and 13.2 percent multi-family units) and the occupancy factors shown in Figure B3. For this study, the analysis assumes the housing mix and the occupancy factors will remain constant.

The 2025 Comprehensive Plan Update projects a 2035 peak population of 330,797 persons, and this represents an increase of 61,795 persons during the next 10 years. Converting the projected population increase to housing units results in a 10-year increase of 22,612 housing units. This includes 19,622 single-family units and 2,990 multi-family units, or an average annual increase of 1,962 single-family units and 299 multi-family units. This is less than the 2021 through 2024 average of 4,419 single-family units and 673 multi-family units shown in Figure B2.

Figure B5: Residential Projections

Port St. Lucie, Florida	2025	2026	2027	2028	2029	2030	2035	10-Year
	Base Year	1	2	3	4	5	10	Increase
Population								
Permanent	261,368	267,701	274,035	280,368	286,702	293,035	321,410	60,042
Seasonal	7,634	7,819	8,004	8,189	8,374	8,558	9,387	1,753
Peak	**269,002**	**275,520**	**282,039**	**288,557**	**295,076**	**301,593**	**330,797**	**61,795**
Housing Units								
Single Family	90,992	93,062	95,132	97,201	99,271	101,341	110,614	19,622
Multi-Family	12,985	13,300	13,616	13,931	14,246	14,562	15,975	2,990
Total	**103,977**	**106,362**	**108,747**	**111,132**	**113,518**	**115,903**	**126,589**	**22,612**

NONRESIDENTIAL DEVELOPMENT

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

Nonresidential Demand Units

In Figure B6, gray shading indicates the nonresidential development prototypes used by TischlerBise to derive employment densities. For nonresidential development, TischlerBise uses data published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). The prototype for industrial development is Warehousing (ITE 150) which has 2,953 square feet of floor area per employee. Institutional development uses Hospital (ITE 610) and has 350 square feet of floor area per employee. For office & other services development, the proxy is General Office (ITE 710); and has 307 square feet of floor area per employee. The prototype for commercial development is Shopping Center (ITE 820) and has 471 square feet of floor area per employee.

Figure B6: Nonresidential Demand Units

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit[1]	Wkdy Trip Ends Per Employee[1]	Emp Per Dmd Unit	Square Feet Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
320	Motel	room	3.35	25.17	0.13	na
550	University/College	student	1.56	8.89	0.18	na
565	Day Care	student	4.09	21.38	0.19	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	1,000 Sq Ft	6.75	3.31	2.04	490
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
760	Research & Dev Center	1,000 Sq Ft	11.08	3.37	3.29	304
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Nonresidential Estimates

TischlerBise uses the term jobs to refer to employment by place of work. Shown below in Figure B7, Esri Business Analyst estimates 2024 employment equal to 45,984 jobs. Using a combination of estimates from the 2020 Southern Grove Master Plan (Technical Memorandum #2, Market Conditions & Development Potentials) and building permit data since 2020, TischlerBise estimates 2024 nonresidential floor area equals 26,173,948 square feet and 2025 nonresidential floor area equals 28,030,559 square feet

To estimate employment in the 2025 base year, TischlerBise converts the projected nonresidential floor area increase from 2024 to 2025, by development type, using the employment density factors shown in Figure B6. For example, the industrial increase of 890,637 square feet (7,676,787 square feet in 2025 – 6,786,150 square feet in 2024) divided by the industrial ITE employment density factor of 2,953 square feet per employee equals 302 additional industrial jobs. The 2025 base year estimate includes 48,801 jobs.

Figure B7: Nonresidential Estimates

Development Type	2024 Jobs[1]	Percent of Total Jobs	2024 Estimated Floor Area[2]
Industrial[3]	5,557	12%	6,786,150
Commercial[4]	13,387	29%	8,008,215
Office & Other Services[5]	21,643	47%	6,923,450
Institutional[6]	5,397	12%	4,456,133
Total	45,984	100%	26,173,948

1. Esri Business Analyst, 2024.
2. TischlerBise calculation.
3. Major sectors are Manufacturing; Transportation & Warehousing.
4. Major sectors are Retail Trade; Accommodation & Food Services.
5. Major sectors are Health Care; Professional, Scientific & Tech Services.
6. Major sectors are Educational Services; Public Administration.

Development Type	2025 Jobs[1]	Percent of Total Jobs	2025 Estimated Floor Area[1]
Industrial[2]	5,859	12%	7,676,787
Commercial[3]	14,399	30%	8,484,901
Office & Other Services[4]	22,504	46%	7,187,738
Institutional[5]	6,040	12%	4,681,133
Total	48,801	100%	28,030,559

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

Nonresidential Projections

To project future nonresidential development, the analysis uses a combination of trends from the 2020 Southern Grove Master Plan (Technical Memorandum #2, Market Conditions & Development Potentials) and building permit data since 2020. Shown below in Figure B8, nonresidential development grew by 154,500 square feet per year from 2015 through 2020 and by 955,800 square feet per year from 2020 through 2024. The average from 2015 through 2024 was 555,200 square feet per year.

Figure B8: Recent Nonresidential Construction

	Average Annual Square Feet		
Development Type	2015-20[1]	2020-24[2]	2015-2024
Industrial	13,100	711,400	362,300
Commercial	71,800	116,600	94,200
Office & Other Services	59,600	105,200	82,400
Institutional	10,000	22,600	16,300
Total	154,500	955,800	555,200

1. WTL+a, Technical Memorandum #2, Market Conditions & Development Potentials, Southern Grove Master Plan, June 2020

2. Building Permit Data, Port St. Lucie, Florida

For commercial and institutional development, the analysis projects future floor area using the 2020 through 2024 average annual increase of 116,600 square feet and 22,600 square feet, respectively. For industrial and office development, the analysis projects future floor area during the first five years of the projection period using the 2020 through 2024 average annual increase of 711,400 square feet and 105,200 square feet, respectively. For projections beyond 2030, the analysis uses the 2015 through 2024 average annual increase of 362,300 square feet of industrial development and 82,400 square feet of office development. Shown below in Figure B9, this results in a 10-year increase of 7,699,000 square feet of nonresidential floor area. To project employment, TischlerBise divides the projected nonresidential floor area by the employment density factors shown in Figure B6. Over the next 10 years, employment projections include an additional 7,995 jobs.

Figure B9: Nonresidential Projections

Port St. Lucie, Florida	2025	2026	2027	2028	2029	2030	2035	10-Year
	Base Year	1	2	3	4	5	10	Increase
Employment								
Industrial	5,859	6,100	6,340	6,581	6,822	7,063	7,677	1,818
Commercial	14,399	14,647	14,894	15,142	15,389	15,637	16,875	2,476
Office & Other Services	22,504	22,847	23,189	23,532	23,875	24,217	25,559	3,055
Institutional	6,040	6,104	6,169	6,234	6,298	6,363	6,686	646
Total	**48,801**	**49,697**	**50,593**	**51,489**	**52,384**	**53,280**	**56,796**	**7,995**
Nonres. Sq Ft (x1,000)								
Industrial	7,677	8,388	9,100	9,811	10,522	11,234	13,045	5,369
Commercial	8,485	8,602	8,718	8,835	8,951	9,068	9,651	1,166
Office & Other Services	7,188	7,293	7,398	7,503	7,609	7,714	8,126	938
Institutional	4,681	4,704	4,726	4,749	4,772	4,794	4,907	226
Total	**28,031**	**28,986**	**29,942**	**30,898**	**31,854**	**32,810**	**35,729**	**7,699**

DEVELOPMENT PROJECTIONS

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

Figure B10: Development Projections

Port St. Lucie, Florida	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2045	2055	10-Year Increase	20-Year Increase	30-Year Increase
	Base Year	1	2	3	4	5	6	7	8	9	10	20	30			
Population																
Permanent	261,368	267,701	274,035	280,368	286,702	293,035	298,710	304,385	310,060	315,735	321,410	369,306	409,663	60,042	107,938	148,295
Seasonal	7,634	7,819	8,004	8,189	8,374	8,558	8,725	8,891	9,056	9,222	9,387	10,786	11,966	1,753	3,152	4,332
Peak	**269,002**	**275,520**	**282,039**	**288,557**	**295,076**	**301,593**	**307,435**	**313,276**	**319,116**	**324,957**	**330,797**	**380,092**	**421,629**	**61,795**	**111,090**	**152,627**
Housing Units																
Single Family	90,992	93,062	95,132	97,201	99,271	101,341	103,196	105,050	106,905	108,759	110,614	126,266	139,455	19,622	35,274	48,463
Multi-Family	12,985	13,300	13,616	13,931	14,246	14,562	14,844	15,127	15,410	15,692	15,975	18,360	20,370	2,990	5,375	7,385
Total	**103,977**	**106,362**	**108,747**	**111,132**	**113,518**	**115,903**	**118,040**	**120,177**	**122,314**	**124,452**	**126,589**	**144,626**	**159,825**	**22,612**	**40,649**	**55,848**
Employment																
Industrial	5,859	6,100	6,340	6,581	6,822	7,063	7,186	7,309	7,431	7,554	7,677	8,903	10,130	1,818	3,045	4,272
Commercial	14,399	14,647	14,894	15,142	15,389	15,637	15,884	16,132	16,380	16,627	16,875	19,350	21,826	2,476	4,951	7,427
Office & Other Services	22,504	22,847	23,189	23,532	23,875	24,217	24,486	24,754	25,022	25,291	25,559	28,243	30,927	3,055	5,739	8,423
Institutional	6,040	6,104	6,169	6,234	6,298	6,363	6,427	6,492	6,556	6,621	6,686	7,331	7,977	646	1,291	1,937
Total	**48,801**	**49,697**	**50,593**	**51,489**	**52,384**	**53,280**	**53,983**	**54,686**	**55,390**	**56,093**	**56,796**	**63,828**	**70,861**	**7,995**	**15,027**	**22,059**
Nonres. Sq Ft (x1,000)																
Industrial	7,677	8,388	9,100	9,811	10,522	11,234	11,596	11,958	12,321	12,683	13,045	16,668	20,291	5,369	8,992	12,615
Commercial	8,485	8,602	8,718	8,835	8,951	9,068	9,185	9,301	9,418	9,534	9,651	10,817	11,983	1,166	2,332	3,498
Office & Other Services	7,188	7,293	7,398	7,503	7,609	7,714	7,796	7,879	7,961	8,043	8,126	8,950	9,774	938	1,762	2,586
Institutional	4,681	4,704	4,726	4,749	4,772	4,794	4,817	4,839	4,862	4,885	4,907	5,133	5,359	226	452	678
Total	**28,031**	**28,986**	**29,942**	**30,898**	**31,854**	**32,810**	**33,393**	**33,977**	**34,561**	**35,145**	**35,729**	**41,568**	**47,407**	**7,699**	**13,538**	**19,377**

4-Year Single-Family Fee Comparison

	Current Single-Family Fees			Proposed Single-Family Fees	
Park Fee Option	City[1]	County	Total	City[1]	Total
Option 1: Base	$4,233	$12,410	$16,643	$6,863	$19,273
Option 2: 75% of Base	$4,233	$12,410	$16,643	$6,077	$18,487
Option 3: 30-Year	$4,233	$12,410	$16,643	$5,884	$18,294

1. Includes Mobility Fee

Fees Prior to Mobility Fees 2020

City	
Road	$1,169
Parks	$782
Public Buildings	$2,227
Law Enforcement	$205
Subtotal, City	**$4,383**
County	
Road	$5,130
School	$6,786
Parks	$1,707
Library	$276
Public Buildings	$365
Fire/EMS	$667
Law Enforcement	$246
Subtotal, County	**$15,177**
Total	**$19,560**

Fees After Mobility Fees 2021

City	
Mobility[1]	$2,840
Parks	$782
Public Buildings	$2,227
Law Enforcement	$205
Subtotal, City	**$6,054**
County	
Mobility	$2,060
School	$6,786
Parks	$1,920
Library	$306
Public Buildings	$411
Fire/EMS	$650
Law Enforcement	$277
Subtotal, County	**$12,410**
Total	**$18,464**

Current Fees 2022

City	
Mobility[1]	$2,840
Parks	$782
Public Buildings	$406
Law Enforcement	$205
Subtotal, City	**$4,233**
County	
Mobility	$2,060
School	$6,786
Parks	$1,920
Library	$306
Public Buildings	$411
Fire/EMS	$650
Law Enforcement	$277
Subtotal, County	**$12,410**
Total	**$16,643**

Proposed Fees 2023

City	
Mobility[1]	$2,840
Parks	$3,141
Public Buildings	$516
Law Enforcement	$366
Subtotal, City	**$6,863**
County	
Mobility	$2,060
School	$6,786
Parks	$1,920
Library	$306
Public Buildings	$411
Fire/EMS	$650
Law Enforcement	$277
Subtotal, County	**$12,410**
Total	**$19,273**

1. Assumes 2,000 square feet in northwest mobility fee assessment area. Single-family mobility fees by mobility fee assessment area: east is $1.60 per square foot, southwest is $1.13 per square foot, northwest is $1.42 per square foot.

The City proposed fees represent an increase of $809 from 2021 fees.

The total proposed fees represent a decrease of $287 from 2020 fees.

OCTOBER 2024

CITY OF

PORT ST. LUCIE PLANNING & INFRASTRUCTURE STUDY

FINAL DRAFT| OCTOBER 2024

PORT ST. LUCIE
HEART OF THE TREASURE COA

CITY OF

PORT ST. LUCIE PLANNING & INFRASTRUCTURE STUDY

OCTOBER 2024

ACKNOWLEDGMENTS

CITY LEADERSHIP

Jesus Merejo | City Manager
Teresa Lamar-Sarno | Assistant City Manager
Mary F. Savage-Dunham, AICP, CFM | Planning & Zoning Director

CITY COUNCIL

Shannon M. Martin, Mayor
Jolien Caraballo, Vice Mayor, District 4
Stephanie Morgan, District 1
David Pickett, District 2
Anthony Bonna, Sr., District 3

City of Port St. Lucie
121 S.W. Port St. Lucie Boulevard
Port St. Lucie, FL 34984
(772) 871.5225

CONSULTANT TEAM

Owen Beitsch, PhD, FAICP, CRE | Senior Advisor, GAI Consultants
Richard L. Levey, PhD, AICP | Senior Advisor, GAI Consultants
Laura Smith, MPA, FRA-RA | Urban Analytics Director, GAI Consultants
Natalie Frazier, MBA | Urban Analytics Manager, GAI Consultants
Hannah Hollinger, LEED AP O+M | Senior Planner, GAI Consultants
Gabriel Madej | Project Analyst, GAI Consultants
Adam Burghdoff | Principal, Kittelson & Associates, Inc.

GAI Consultants' Community Solutions Group
618 East South Street, Suite 700
Orlando, FL 32801
(321) 319.3088

gai consultants | COMMUNITY SOLUTIONS GROUP

This document has been prepared by GAI Consultants, Inc. on behalf of the City of Port St. Lucie, Florida.

PORT ST. LUCIE
HEART OF THE TREASURE COAST

TABLE OF CONTENTS

01 | INTRODUCTION & OVERVIEW OF MAJOR FINDINGS 2
Section 1.1 Purpose of the Study 3
Section 1.2 Major Identified Tasks 4
Section 1.3 Locational Context 5
Section 1.4 Current Legal Framework for Annexations 6
Section 1.5 Overview of Major Findings 6

02 | EXISTING CONDITIONS 8
Section 2.1 Demographic & Socio-Economic Characteristics 9
Section 2.2 Employment & Business Activity 11
Section 2.3 Residential Development Assessment 13
Section 2.4 Commercial Development Assessment 14
Section 2.5 Concentration of Development 16
Section 2.6 Major Planned Developments 18

03 | HISTORY & BACKGROUND 20
Section 3.1 History of Port St. Lucie 21
Section 3.2 Relationship with the County 21
Section 3.3 Service Levels 22
Section 3.4 Perceptions 23

04 | STUDY AREA 24
Section 4.1 Definition of the Study Area 25
Section 4.2 Traffic Implications 29

05 | FINANCIAL BENCHMARKING & FISCAL IMPACT 36
Section 5.1 Introduction 37
Section 5.2 Financial Benchmarking 37
Section 5.3 Fiscal Impact Analysis 41
Section 5.4 City Considerations & Other Implications 48

06 | RECOMMENDED POLICY OPTIONS 50
Section 6.1 Recommended Policy Options 51
Section 6.2 Options Centered on Long Term Plan or Comprehensive Policy Options 53
Section 6.3 Options Centered on Financial Inducement 54
Section 6.4 Options Combining Financial Inducement & Policy 56
Section 6.5 Concluding Statements 57

SECTION **01.**

INTRODUCTION & OVERVIEW OF MAJOR FINDINGS

01

SECTION 1.1

PURPOSE OF THE STUDY

St. Lucie County ("County" or "St. Lucie") and several adjacent counties face extraordinary demands to expand their inventory of developable lands as agricultural interest declines and development pressure increases. Where there has been a long history of agricultural controls on property, demand for alternative property uses is now on an especially steep upward trajectory.

Potential population increases, regulatory conditions, and infrastructure capacity concerns being experienced along Florida's Treasure Coast Region ("Region") are acute within the County. Here, limited resources are an obvious impediment to accommodating population gains and positioning rural lands for more intense property uses.

In this Planning and Infrastructure Study ("Study"), the concerns focus on the City of Port St Lucie ("City"), the largest incorporated community within the County. As a result of regional growth pressures, lands or holdings within or most proximate to the City are obvious targets for future development with the City as the primary source of utility infrastructure and other quality municipal services maintained to a high standard. These City services make the community a highly desirable place to live and work. In addition, large tracts of land within the City are currently being developed at an exponential rate as City property is being re-zoned from Agricultural zoning to other zoning designations as part of Development of Regional Impact ("DRI") build-outs.

As a major population center in an otherwise emerging setting, the City faces the impacts of policy questions stemming from managing growth and other activity just outside its own municipal boundaries. While growth brings potential economic opportunities, it also tasks the City with providing services intended for its residents, property owners, and businesses but often accessed by those residing or operating outside the City's municipal boundaries. This duality requires the City and by extension, its resident population, property owners, and businesses, to assume the burden of providing or maintaining certain facilities, infrastructure, or services.

Although road and traffic degradations on major roadways tend to be the most visceral and visible issues, financial contributions from the County offer only nominal means to address external impacts on secondary local roads, parks, greenways, drainage associated with road expansions, and other life-safety services dependent upon a burdened highway interchange and surface roadway network. In terms of the major costs that the City might absorb from unincorporated development on its edge, road related items are almost certainly the most expensive and fiscally strained.

GAI's Community Solutions Group ("CSG"), along with Kittelson & Associates ("Consultant Team") were retained to explore the advantages and disadvantages of various means to control or enhance the quality and evaluate the impacts of such growth. The Consultant Team was charged with evaluating how these various means or strategies, including annexation, might alter the City's service levels generally, its costs of specific services, capital and operating needs, potential receipts or income, and its relationship with the County.

LIMITING CONDITIONS

Research, data collection, and analysis associated with the production of this Study was conducted in the latter half of 2023 and relies upon data available at that time. Further, to ensure consistency and reliability, this Study relies upon fiscal year 2021/2022 financial reports, 2022 estimates of demographic and socio-economic data, and the St. Lucie County 2022 Final Tax Roll.

While this Study is largely a look forward, it draws upon the outcome(s) of other planning efforts or models addressing the needs of the City. Because the needs of new growth cannot be forced to capitalize the growth of any existing deficiencies, this Study explicitly assumes prior service and capital obligations already called for, stipulated, or officially adopted in major plans, including any long-range transportation plans in particular, have or will be made as contemplated by 2045. Such prior plans have already identified major roadways or roadway

segments which are deficient and suggested budgets and funding options for those required improvements.

To emphasize, this Study is not an assessment or examination of any existing, current, and/or emerging constraints or deficiencies of the City's infrastructure, services, or programs. Further, it is important to note that legislation being considered or otherwise progressing through the State of Florida Legislature at the time of this Study may or may not be of significance to the City at some point in the future. The recommendations contained in this Study are made in the context of applicable legislation existing at the time of the Study.

SECTION 1.2
MAJOR IDENTIFIED TASKS

The major tasks conducted as part of this Study included the Consultant Team identifying areas outside of the City's existing municipal boundaries that would likely impact the City, its existing residents, property owners, and businesses, and any related development in such areas through changes in policy or actions including, but not necessarily limited to, a more thoughtful and targeted annexation strategy.

In total, the Consultant Team identified an estimated 30,900 acres ("Study Area") tied to the City through patterns of land ownership, roadway corridors, natural features, man-made barriers, and announced or contemplated development that might be strategically considered for enhanced management and control through explicit City growth policies, whether through consideration of voluntary annexation requests or other means and strategies.

These lands could reasonably accommodate a potential population of about 86,560 persons. Upon a reasonable build-out period, these developable lands would likely include a certain mix of commercial and other non-residential uses. Using various spatial measures, the Consultant Team determined the dimensions of those land use requirements, assuming the future mix would largely resemble that which now exists in the Tradition Community Development District ("CDD") and has been under development for the last several years. The Tradition CDD is dominated by a variety of residential development but also includes a substantial inventory of distribution, medical, and office space creating a concentration of potential employment. Such employment is deemed desirable in future projects and is a planned economic objective supported by both City staff and leadership.

Based on this potential scale of achievable development within the Study Area, the Consultant Team estimated spending for all City controlled financial obligations *with* and *without* any newly created development. This financial benchmarking assessment effectively calculated the City's spending and compared it with the spending of cities of similar density and intensity. In particular, the Consultant Team considered how development in or near the City would impact the existing road network, ultimately identifying broadly conceptual costs for those road segments or intersections becoming deficient as the result of future development and traffic.

To emphasize again, this Study draws upon the outcome of other planning efforts or models that address the needs of the City, and explicitly assumes prior service and capital obligations already called for, stipulated, or officially adopted—including any long-range transportation plans—have or will be constructed, completed, and/or implemented as planned or otherwise contemplated.

This Study documents the City's fiscal position *with* and *without* the *Theoretical Transportation Cost* estimates and related obligations to cure deficiencies specifically stemming from the estimates of future growth within the Study Area. As an obvious concern, these costs are isolated to show how this discrete set of capital costs affects longer term financial planning as other costs are also absorbed.

Finally, this Study identifies a series of tools and policies that the City might adopt to control, coordinate or improve growth management related to developments and projects seeking City services, or that might request consideration for annexation. These tools and policies address a variety of issues including the financial obligations which might be absorbed by any developer or project, both short- and long-term, as well as recommendations for improved coordination with the County.

SECTION 1.3

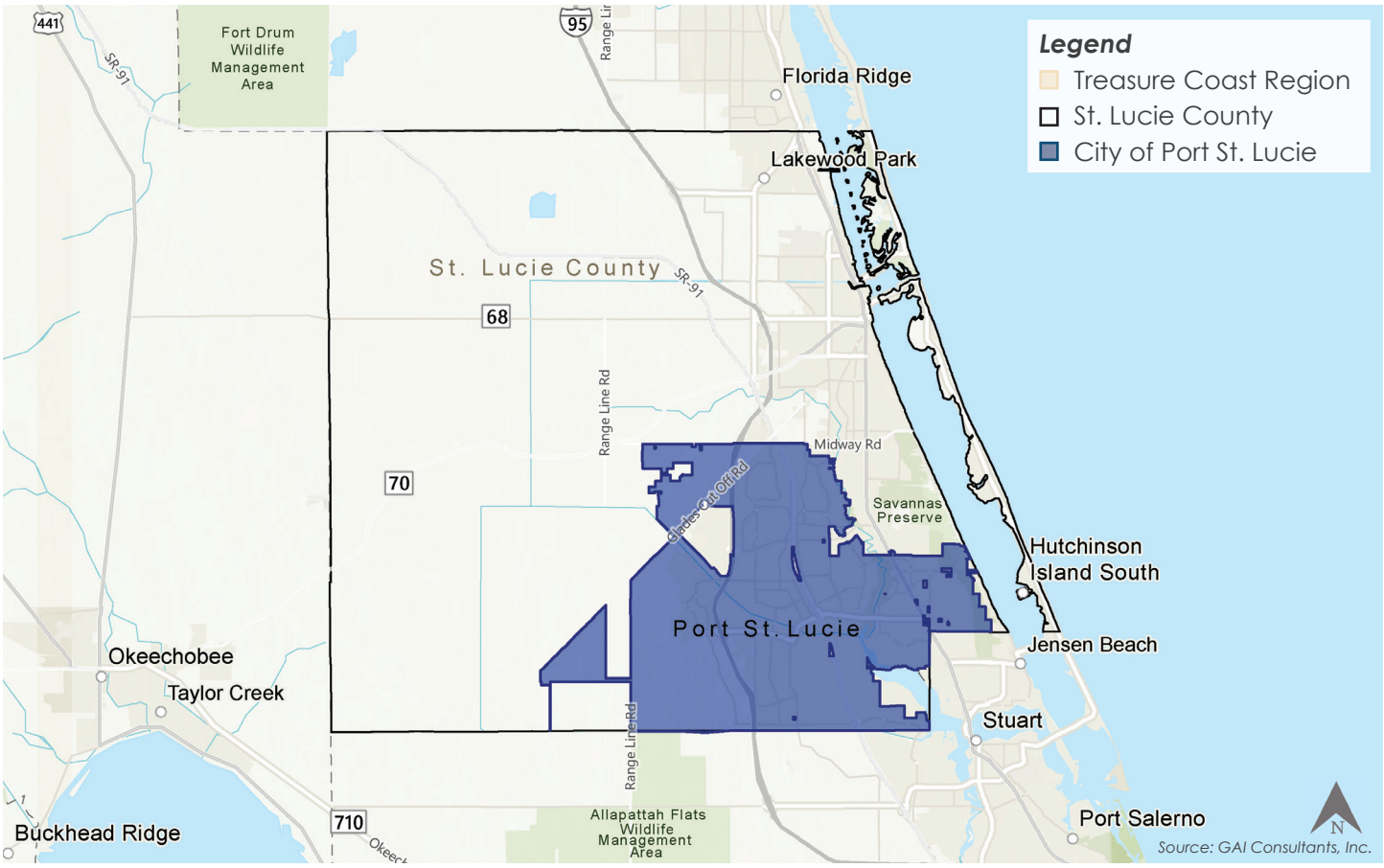
LOCATIONAL CONTEXT

The City of Port St. Lucie ("City") is an incorporated place within St. Lucie County ("County"). The community is bisected by the Florida Turnpike with the City's municipal boundaries extending east to the coast and south to Martin County. Most development within the County has historically been organized along Interstate-95 ("I-95"), U.S. Highway 1 ("US-1") and the Florida Turnpike. These major roadways have strongly influenced the north/south pattern of development throughout Florida's Treasure Coast Region ("Region") which is rapidly shifting away from its historically dominant agricultural activities. Increasing development interest is now inducing some settlement patterns well outside of historical concentrations.

Total population within the County as of year-end 2022 was estimated to be 358,700 people, with the City composing nearly 65% of that share. Experiencing a compound annual growth rate ("CAGR") of 2.3% over the last 10-years, from 2013 to 2022, the County is one of Florida's fastest growing counties. In 2022 about 231,800 people out of the total County population claimed the City as their place of residence. The figure below illustrates the City and County in relation to the broader Region (see **Figure 1**).

Like much of the region, certain physical conditions and regulatory constraints existing within the City are driving development activity westward. Other than certain small areas, purposefully targeted expansion options for the City are substantively restricted by the jurisdictional boundaries of nearby Martin County on the south and the municipal limits of the City of Ft. Pierce ("Ft. Pierce") to the north. Ft. Pierce is the only other incorporated municipality of meaningful population size in the County which may exercise its own, more limited, growth opportunities in the future.

Figure 1. Regional Map



SECTION 1.4

CURRENT LEGAL FRAMEWORK FOR ANNEXATIONS

While the comments detailed and discussed throughout this Study should absolutely not be construed as legal advice, they do underscore the basic set of recommendations which emerged in the course of and as a result of the analysis undertaken in this Study. Effectively, under Florida law, annexations can occur voluntarily and through referendum. Details of such procedures are, of course, important.

The voluntary arrangement occurs between property owner and the affected jurisdiction and is usually associated with new or undeveloped properties. The involuntary arrangement is typically applicable to older, often infill, situations and neighborhoods. Generally, unless indicated otherwise, this Study focuses on voluntary practices where the advantages of annexation are associated with utility access and controlled patterns of development and growth. Such voluntary strategy largely avoids the provision of utilities without the assurance of annexation.

SECTION 1.5

OVERVIEW OF MAJOR FINDINGS

Based on a variety of information and conditions presented in this Study, the City, by virtue of regional context, will continue to experience growth pressures at the edge of its current municipal boundaries. There may be some smaller opportunities in existing areas within the City's municipal boundaries but these will not have the same scale of growth implications as development projected within the Study Area may have.

Anticipated and proposed development within the Study Area, just beyond the City's western boundary, is likely to be approved by the County, following what has been a fairly consistent pattern and procedure. In a very substantive way, the County then receives receipts that might otherwise be controlled by the City in a beneficial way for new development experienced *within the City* rather *than outside* of its municipal boundaries. Notwithstanding, some minor conditional improvements or

City of Port St. Lucie | Photo Courtesy of World Atlas

obligations negotiated with the County, the City will remain reactive to practices often disadvantageous to its position. In the worst of circumstances, the City will be subsidizing development forms which may not comply with the desired development of the City and which are contrary to its own financial benefit and standards of service.

Absent self-imposed financial structures by developers themselves—unless proposed developments and projects are annexed into the City or the County exacts extraordinary requirements from the developer(s) to the benefit of the City—the City will bear an undue burden of service and capital costs resulting from significant development at its edge. Regardless of direct City intervention, the trend of converting historically agricultural or less intense lands to higher value residential and similar uses will persist.

As the Region's population grows, the City's job centers, services, and facilities become increasingly attractive to the development community, especially those targeting the southern portion of the County at the edges of the City's municipal boundaries which

lack similar options. Without some level of control, a substantial portion of the capital and operational costs for these services and responsibilities will continue to fall upon the City.

To address reasonably foreseeable levels and concentrations of development activity, three levels of intervention are addressed, including:

1. Do not accept requests for voluntary annexation of any projects or property within the Study Area;
2. Accept requests for voluntary annexation from proposed developments and/or projects within the Study Area under existing City planning and fiscal impact policies; and
3. Accept requests for voluntary annexation from proposed developments and/or projects within the Study Area under new City planning and fiscal impact analysis tools.

Among these options, a more active role for City leadership that operates within the existing legal and political framework is described. That framework could be extended to also include a much more robust annexation strategy centered on specific targets (location, uses, etc.) and enhanced by more affirmative policy. While any option explicitly recognizes the need for improved City and Country coordination and collaboration, a decision *not to act* does not change the more costly disadvantages of the established arrangement.

Consequently, the current situation favors a more aggressive and targeted annexation strategy adhering to several principles outlined in this Study. These principles secure the financial commitments from the development community to address the impacts of these projects on City infrastructure and services.

The research, analysis, issues, and recommendations are further detailed within this Study.

SECTION 02.

EXISTING CONDITIONS

02

SECTION 2.1

DEMOGRAPHIC & SOCIO-ECONOMIC CHARACTERISTICS

There are many key demographic and socio-economic indicators to consider when determining the market characteristics of a specific area, these include:

- Population
- Age Distribution
- Race and Ethnicity
- Academic Achievement
- Income Levels

A profile of these demographic and socio-economic characteristics was necessary to fully understand the unique marketplace and the overall market-supporting demand within the City.

Included in this Existing Conditions assessment is the evaluation of current and historical growth trends within the City, and where relevant, the assessment also identifies the capture of growth to the County, as detailed within the following pages.

TOTAL POPULATION

According to the U.S. Census Bureau ("Census") year-end 2022 estimates, the total population of the City is approximately 231,800 persons, which represents roughly 65% of the County's total population at 358,700 persons. Data subject to *Limiting Conditions* as described in previous section.

From 2010 to 2022, total population within the City grew at a compound annual growth rate ("CAGR") of approximately 2.6% annually, increasing over 40% from about 165,150 persons in 2010 to 231,800 persons in 2022. Approximately 33% of this population growth within the City occurred from 2020 to 2021. Although, the population within the County increased 29% from about 278,690 persons in 2010 to 358,700 persons in 2022, the County experienced a slightly lower CAGR than the City, at 2.0% from 2010 to 2022.

During this same time period, the overall capture of the City to the County's population steadily increased, as illustrated in the following table (see **Table 1**).

Table 1. Total Population Trends

	City	County	City Capture to County
2010	165,150	278,690	59%
2020	195,770	320,910	61%
2022 Est.	231,800	358,700	65%
CAGR	2.6%	2.0%	–

Sources: U.S. Census Bureau, American Community Survey (ACS); GAI Consultants.

AGE DISTRIBUTION

Age distribution is another important factor when examining market characteristic. Within the City, the median age is approximately 42 years old; this is marginally lower than the median age of nearly 44 years old observed within the County but consistent with the State of Florida's average of 43 years old.

In the City, approximately 62% of the population are between the ages of 15 and 64, which represents the typical *working-age* population. In comparison, about 59% of the County's population can be classified as in the *working-age* population. This indicates that the majority of the population within both the City and County is considered to be *working-age*. In addition, 23% of the population within the City are younger than 20, and 28% are 60 years or older. Whereas, the County has a slightly older population, with about 22% identified as younger than 20, and 31% aged 60 years or older, as illustrated in the **Table 2** below.

Table 2. Age Distribution

Age Distribution	City	County
0-19	23%	22%
20-29	12%	12%
30-39	12%	12%
40-49	12%	11%
50-59	13%	12%
60-69	13%	14%
70-79	10%	15%
80+	5%	5%
Median Age	42.2	44.4

Sources: U.S. Census Bureau, ACS; ESRI Business Analyst, GAI Consultants.

RACE AND ETHNICITY

Understanding the racial and ethnic make-up of an area can provide unique insight into its market characteristics. Within the City, approximately 57% of the population identifies as White, 19% as Black/African American, 2% as Asian, 14% as Two or More Races, and 7% as Other.

The racial composition within the County is similar to that of the City; with 48% White, 17% Black/African American, 1% Asian, 11% Two or More Races, and 6% as Other. The breakdown of the population by racial composition within the City compared to that of the County is represented in **Table 3** below.

Additionally, Hispanic origin is defined as an ethnicity, and therefore can be identified as any race. According to 2022 ESRI Estimates, 22% of the total population in the City are of Hispanic ethnicity. Similarly, approximately 17% of the total population within the County are of Hispanic ethnicity.

Table 3. Racial Composition

	City	County
Total Population	231,800	358,700
White	57%	48%
Black/African American	19%	17%
Asian	2%	1%
Two or More Races	14%	11%
Other Race	7%	6%

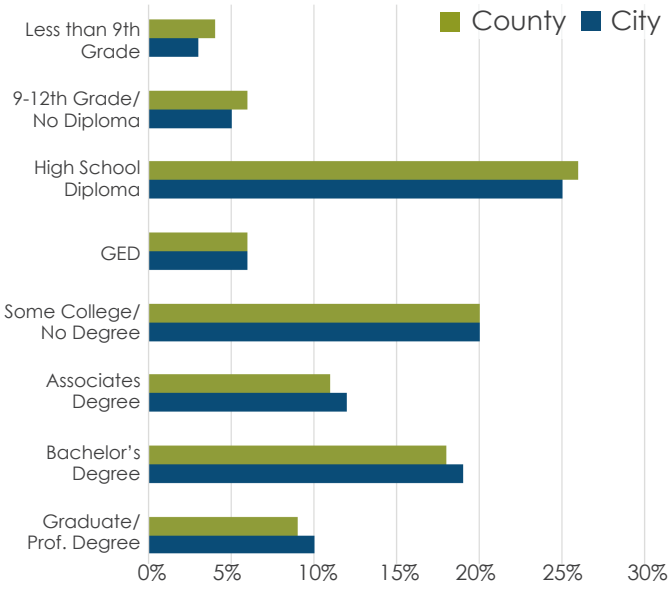
Sources: U.S. Census Bureau, ACS; ESRI Business Analyst, GAI Consultants.

ACADEMIC ACHIEVEMENT

Academic achievement refers to the level of schooling a person has successfully completed, and only accounts for those 25 years or older. Within the City, 92% of the population have obtained their high school diploma/GED or a more advanced degree, which is also observed at 90% within the County following these same metrics.

In addition, approximately 29% of the population within the City has a bachelor's degree or higher advanced degree, which is slightly higher compared to the 27% of the population observed within the County with a bachelor's degree or greater. Comparatively, when considering the population without a high school diploma/GED, about 8% of the total population in the City does not have a high school diploma/GED, which is slightly lower than the 10% observed within the County. The figure below illustrates the breakdown of academic achievement within the City and County (see **Figure 2**).

Figure 2. Academic Achievement



INCOME CHARACTERISTICS

Income is another important factor to consider when examining market characteristics as it can be a broad indicator of a household or individual's spending potential and their general ability to purchase a variety of goods and services within a specific marketplace. As of year-end 2022, median household income within the City is estimated to be about $71,030, which is notably higher than that of the County at $62,900. However, per capita incomes in the City at $33,720 are only marginally higher than that observed within the County at $32,690, as illustrated in the **Table 4.**

Table 4. Income Characteristics

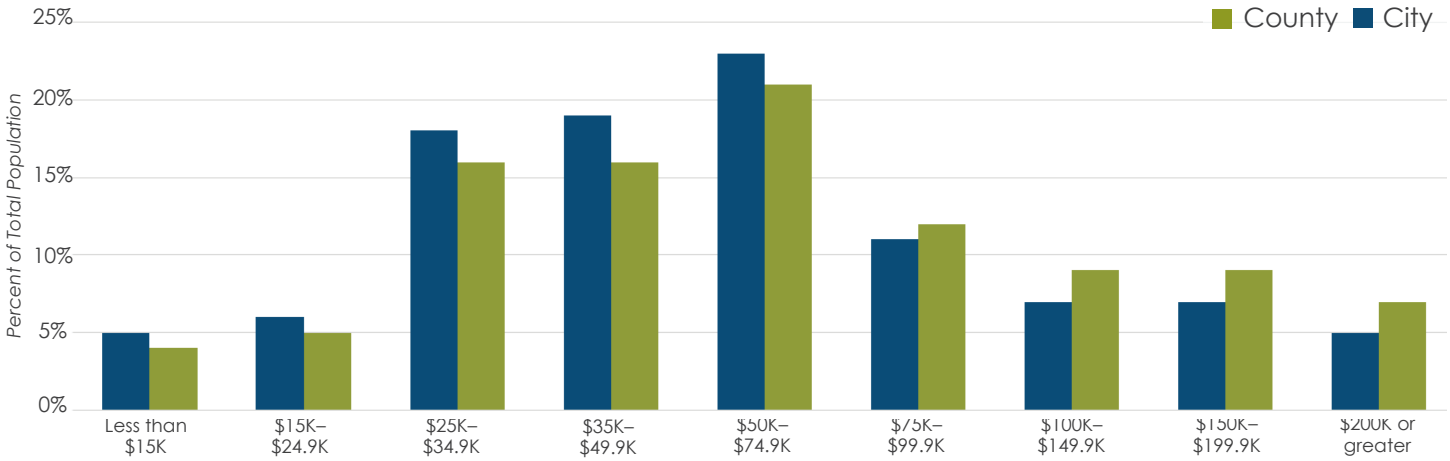
	City	County
Median Household	$71,030	$62,900
Average Household	$91,210	$84,160
Per Capita	$33,720	$32,690
Median Disposable	$58,240	$53,780

Sources: U.S. Census Bureau, ACS; ESRI Business Analyst, GAI Consultants.

Within the City, median disposable income is about $58,240, which is higher than that of the County at $53,780. From this income-related data, it can be inferred that the City comprises a population with greater incomes and spending potential compared to that of the County.

In addition, the largest concentration of household incomes are households with incomes of $50,000 to $74,999, which account for 23% and 21% in the City and County, respectively. **Figure 3** below illustrates the household income composition within the City and County as of year-end 2022 estimates.

Figure 3. Household Incomes



SECTION 2.2

EMPLOYMENT & BUSINESS ACTIVITY

A diverse workforce and industry base within a market area can be an indication of healthy economic conditions, as it enhances the variety of available employment and interested companies in an area. The components to employment to consider when analyzing the overall business and employment market include:

- Annual employment trends
- Jobs by industry sector
- Unemployment rate
- Employee inflow/outflow

ANNUAL EMPLOYMENT TRENDS

As of year-end 2022 estimates, there are 11,960 businesses within the County; approximately 52% or 6,250 businesses are located within the City. The total businesses within the County employ approximately 90,760 people; whereas, the total businesses within the City employ approximately 43,600 people, or 48% of the County's total employment.

From 2010 to 2022, total employment within the City and County experienced CAGRs of 5.2% and 2.9%, respectively. Since 2010, the City has experienced an increase of nearly 20,910 employees, capturing approximately 74% of the County's employment growth during this same time period. The capture of employment within the City to the County has progressively increased year-over-year, from 36% in 2010 to 48% in 2022, as illustrated in the following table (see **Table 5**).

Table 5. Total Employment Trends

	City	County	City Capture to County
2010	22,690	62,450	36%
2020	31,730	79,650	40%
2022 Est.	43,600	90,760	48%
CAGR	5.2%	2.9%	–

Sources: U.S. Census Bureau, LEHD OnTheMap Application; ESRI Business Analyst.

UNEMPLOYMENT RATE

As of year-end 2022 estimates, within the City, the unemployment rate—i.e., the total number of unemployed persons as a percentage of the Civilian Labor Force—is approximately 5%, which is comparable to the unemployment rate within the County at 4.8%. As more businesses are established within the City, subsequently creating more jobs, the unemployment rate should experience a decrease.

EMPLOYEE INFLOW/OUTFLOW

The most current employee inflow/outflow data provided by the Census is for year-end 2021. This data serves as an indication of the efficiency of the respective area's labor force. As of year-end 2021, there were 32,930 employees within the City. Of these employees, about 42% live within the City, while roughly 58% commute into the City from elsewhere to work (inflow). In addition, 66,470 workers live inside the City, but are employed elsewhere outside of the City (outflow). This condition results in a net outflow of 47,420 jobs from the City. Net job inflow (+)/outflow (-) indicates the area is a labor force provider.

Comparatively, there were 82,900 employees within the County as of year-end 2021. Of these employees, approximately 57% live within the County, while roughly 43% commute into the County from elsewhere to work (inflow). Additionally, 81,160 workers live inside the County, but are employed elsewhere outside (outflow). This condition results in a net outflow of approximately 45,710 jobs from the County.

JOBS BY INDUSTRY SECTOR

The most current employment sector data by the Census' North American Industry Classification System ("NAICS") is for year-end 2021. NAICS employment industry data for year-end 2021 indicates that Health Care and Social Assistance, Retail Trade, Accommodation and Food Services are the dominant industries within both the City and County. Combined, these three industries comprise approximately 50% and 39% of the total share of the employment within the City and County, respectively, as of year-end 2021. Professional employment includes the following industry sectors: Information; Finance and Insurance; Real Estate; Professional Services; Management of Companies; Administration, Support, and Waste Management; and Educational Services. The City's largely white collar, or professional work force, composes 24% of total employment within the City.

In addition, the County's professional work force composes 29% of the total employment within the County as of year-end 2021. **Table 6** below illustrates the breakdown of employment by NAICS' Industry Sector for year-end 2021.

Table 6. Jobs by NAICS Industry Sector, 2021

NAICS Industry	City	County
Agriculture & Mining	0%	1%
Construction	10%	8%
Manufacturing	3%	5%
Wholesale Trade	2%	3%
Retail Trade	18%	13%
Transportation & Utilities	2%	4%
Information	1%	1%
Finance & Insurance	3%	2%
Real Estate, Rental, & Leasing	2%	2%
Professional & Technical Services	5%	5%
Management of Companies	0%	0%
Administration & Support	10%	9%
Educational Services	2%	10%
Health Care & Social Assistance	19%	15%
Arts, Entertainment, & Recreation	2%	2%
Accommodation & Food Services	13%	10%
Other Services excluding Public Admin.	3%	4%
Public Administration	5%	6%
Total Employees	32,930	82,900

Source: U.S. Census Bureau, LEHD OnTheMap Application.

SECTION 2.3

RESIDENTIAL DEVELOPMENT ASSESSMENT

TOTAL HOUSING UNITS

Total housing units within the City are estimated to be about 90,760 units, which represents approximately 57% of the total housing units within the County, at 160,610 units, according to the 2022 Census.

Since 2010, total housing units within the City grew at a CAGR of approximately 2%, adding nearly 20,340 new units. Comparatively, the County has experienced a significantly lower CAGR at 1.2% since 2010. During this time, the City's capture of the County's total housing units has slowly increased, from 51% in 2010 to 57% as of 2022, as illustrated in **Table 7** below.

Table 7. Total Housing Unit Trends

	City	County	City Capture to County
2010	70,420	137,040	51%
2020	75,750	143,820	53%
2022 Est.	90,760	160,610	57%
CAGR	2.0%	1.2%	–

Sources: U.S. Census Bureau, American Community Survey (ACS); GAI Consultants.

RESIDENTIAL MARKET CHARACTERISTICS

As of year-end 2022 estimates, the total households within the City averaged approximately 2.7 persons per household, while the County has a slightly lower persons per households at 2.6. Additionally, the household tenure in both the City and County is predominantly owner-occupied at 81% and 77%, respectively, while the remaining is renter-occupied.

In addition, the percentage of vacant housing units within the City at 6% is significantly lower than that of the County at 11%, as of year-end 2022 estimates. This may be attributed to a greater permanent residential population occurring within the City rather than the County as a whole.

The average home values within the City at nearly $323,610 is marginally higher than the average home values observed in the County at $311,340, as of year-end 2022 estimates.

Comparatively, the average effective rental rate for multi-family residential units within the City was about $1,931 as of year-end 2022, marginally higher than the effective rental rate for multi-family residential units observed within the County at $1,726.

According to the County's Final 2022 Tax Roll, average market value per dwelling unit within the City was greater within single-family housing units, followed by condominiums and multi-family units. On average, residential properties within the City are achieving market values approximately 19% greater than those observed within the County.

RESIDENTIAL DEVELOPMENT ACTIVITY

According to the County's Final 2022 Tax Roll, approximately 22,120 residential dwelling units have been constructed in the City since 2010. Of the residential dwelling units constructed after 2010, single-family composed 93%, followed by multi-family with 7.1% of the total share. Zero condominiums and mobile homes have been constructed within the City since 2010.

In addition, approximately 26,044 residential dwelling units have been constructed in the County since 2010. Of the residential dwelling units constructed after 2010, single-family composed 93%, followed by multi-family with 6.7% of the total share. Condominiums and mobile homes composed 0.2% and 0.5%, respectively, of the total residential dwelling units within the County constructed after 2010. **Table 8** on the following page illustrates the construction activity by residential product-type within the City from 2010 to 2022.

City of Port St. Lucie | Photo Courtesy of World Atlas

Table 8. Residential Units by Year Built, City of Port St. Lucie

	Single-Family	Multi-Family	Condominiums	Mobile Homes[1]
Prior to 2010	64,200	1,422	2,606	939
2010	168	–	–	–
2011	157	–	–	–
2012	154	–	–	–
2013	327	–	–	–
2014	582	252	–	–
2015	639	–	–	–
2016	1,005	210	–	–
2017	1,359	–	–	–
2018	1,812	–	–	–
2019	2,699	304	–	–
2020	3,119	800	–	–
2021	3,880	–	–	–
2022	4,653	–	–	–
Total	**84,754**	**2,988**	**2,606**	**939**

Sources: St. Lucie County Final 2022 Tax Roll; St. Lucie County Property Appraiser; GAI Consultants.
Note: (1) Mobile Homes includes residential units classified as mobile homes and mobile home parks established prior to 2010.

SECTION 2.4

COMMERCIAL DEVELOPMENT ASSESSMENT

RETAIL MARKET CHARACTERISTICS

As of year-end 2022, the City had a total of 7.7 million square feet of retail space—achieving occupancy rates of 96.9%. The average rental rate per square foot experienced an increase of 4% since 2010, from $16.49 in 2010 to $17.14 as of year-end 2022. Additionally, occupancy rates experienced a nearly 0.5% increase during this same time frame from 92.8% in 2010 to 96.9% in 2022. Comparatively, the City composes 56% of the total retail space within the County at 13.8 million square feet. As of year-end 2022, total retail space within the County was achieving occupancy rates of 97% and an average effective rental rate of $17.94 per square foot. Since 2010, the City has added nearly 742,340 square feet of retail space, composing 12% of the total retail space added within the County during this same period at 6.1 million square feet.

OFFICE MARKET CHARACTERISTICS

As of year-end 2022, the City had a total of 3.9 million square feet of office space—achieving occupancy rates of 94.4%. The average rental rate per square foot experienced an increase of 24% since 2010, from $15.67 in 2010 to $19.35 as of year-end 2022. Additionally, occupancy rates experienced a nearly 12% increase during this same time frame from 84.5% in 2010 to 94.4% in 2022. Comparatively, the City composes 60% of the total office space within the County at 6.6 million square feet. As of year-end 2022, the office space within the County was achieving occupancy rates of 95.9% and an average rental rate of $21.87 per square foot. Since 2010, the City has added about 786,590 square feet of office space, composing 94% of the total office space added within the County during this same period at 835,030 square feet.

INDUSTRIAL/FLEX MARKET CHARACTERISTICS

As of year-end 2022, the City had a total of 5.9 million square feet of industrial/flex space—achieving occupancy rates of 96.1%. The average rental rate per square foot experienced an increase of 92% since 2010, from $6.66 in 2010 to $12.77 as of year-end 2022. Additionally, occupancy rates experienced an 18% increase during this same time frame from 81.2% in 2010 to 96.1% in 2022. Comparatively, the City composes 37% of the total industrial/flex space within the County at 15.9 million square feet. As of year-end 2022, the industrial/flex space within the County was achieving occupancy rates of 97.1% and an average rental rate of $10.11 per square foot. Since 2010, the City has added over 1.3 million square feet of industrial/flex space, composing 75% of the total industrial/flex space added within the County during this same period at 1.7 million square feet.

HOTEL MARKET CHARACTERISTICS

As of year-end 2022, the City had a total of 1,692 hotel rooms—achieving occupancy rates of 76.3%. The average daily rate ("ADR") per room experienced an increase of 66% since 2010, from $84.65 in 2010 to $140.67 as of year-end 2022. Additionally, occupancy rates experienced approximately a 54% increase during this same time frame from 49.5% in 2010 to 76.3% in 2022. Comparatively, the City composes 47% of the total hotel rooms within the County at 3,576 rooms. As of year-end 2022, hotels within the County were achieving occupancy rates of 71% and an ADR of $134.30 per room. Since 2010, the City has added nearly 82 hotel rooms, composing 57% of the total hotel rooms added within the County during this same period at 144 rooms.

The table below illustrates the commercial and non-residential development activity by property use within the City from 2010 to 2022 (see **Table 9**). To note, all commercial and non-residential market characteristics are sourced from the CoStar Group, an industry provider of commercial and non-residential real estate information and analytics.

Table 9. Commercial Development by Year Built, City of Port St. Lucie

	Retail	Office	Industrial/Flex	Hotel
Prior 2010	6,882,978	3,137,426	4,540,122	1,610
2010	63,602	32,194	8,200	–
2011	10,410	18,248	–	–
2012	–	76,873	101,000	–
2013	132,807	58,216	–	16
2014	26,585	11,355	–	–
2015	22,578	135,172	21,167	–
2016	92,248	–	10,599	–
2017	132,238	128,846	25,440	–
2018	159,327	88,653	129,800	–
2019	15,092	177,409	54,286	111
2020	16,931	50,820	412,692	–
2021	63,724	41,000	520,000	84
2022	70,400	–	32,795	52
Total	**7,688,920**	**3,956,212**	**5,856,101**	**1,692**

Sources: CoStar Group; GAI Consultants. Note: Reflected as total square feet for retail, office, and industrial/flex.

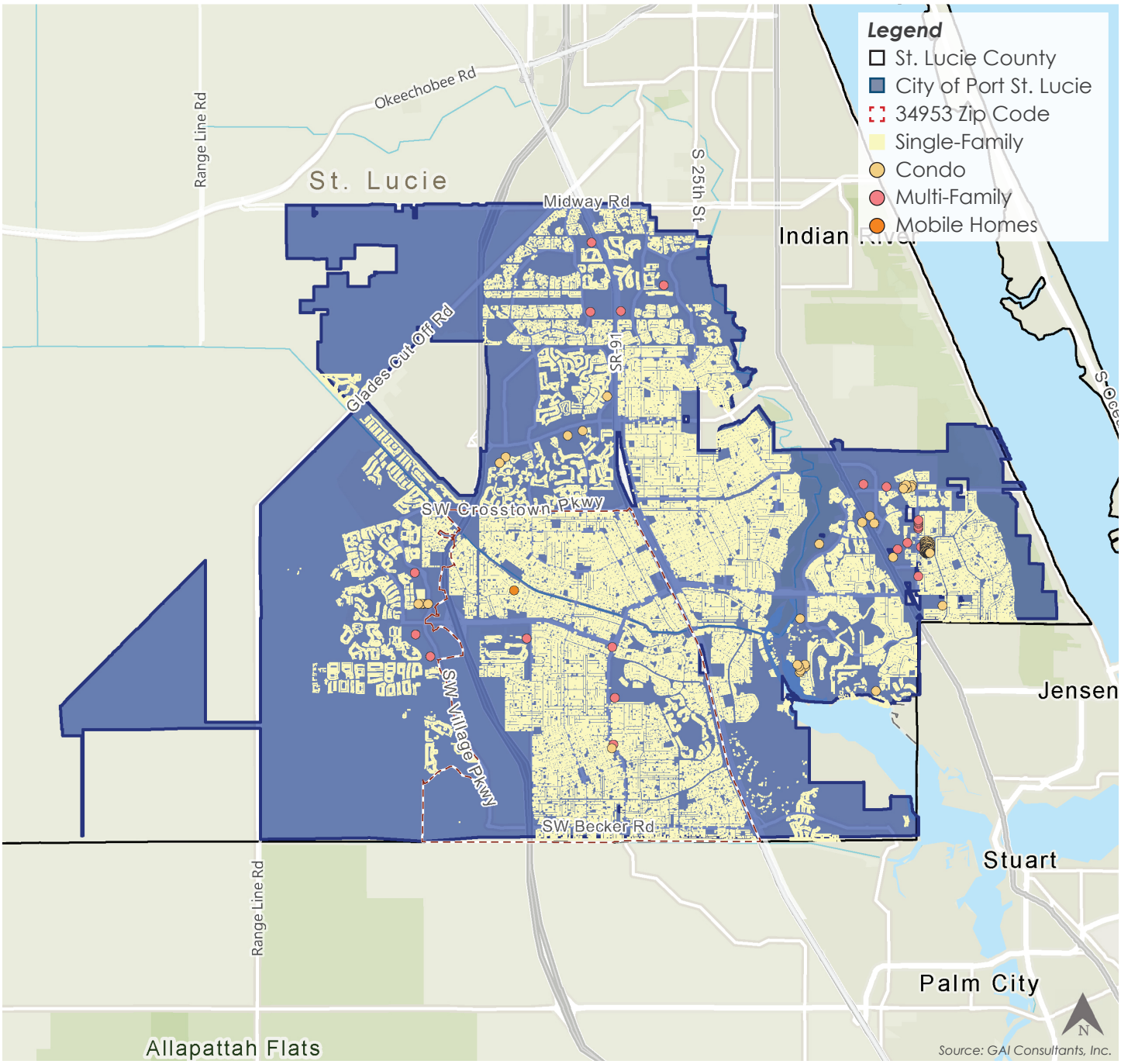
SECTION 2.5

CONCENTRATION OF DEVELOPMENT

CONCENTRATION OF RESIDENTIAL DEVELOPMENT

Since 2000, roughly 51% of the total residential parcels are located within the 34953 Zip Code, which can be found in the western portion of the City and situated between I-95 and the Florida Turnpike. The residential parcels within this Zip Code are predominately single-family, at 99.8%. The following figure illustrates the concentration of residential parcels by residential product-type within the County and City as of year-end 2022, according to the County's Final 2022 Tax Roll (see **Figure 4**).

FIGURE 4. CONCENTRATION OF RESIDENTIAL DEVELOPMENT

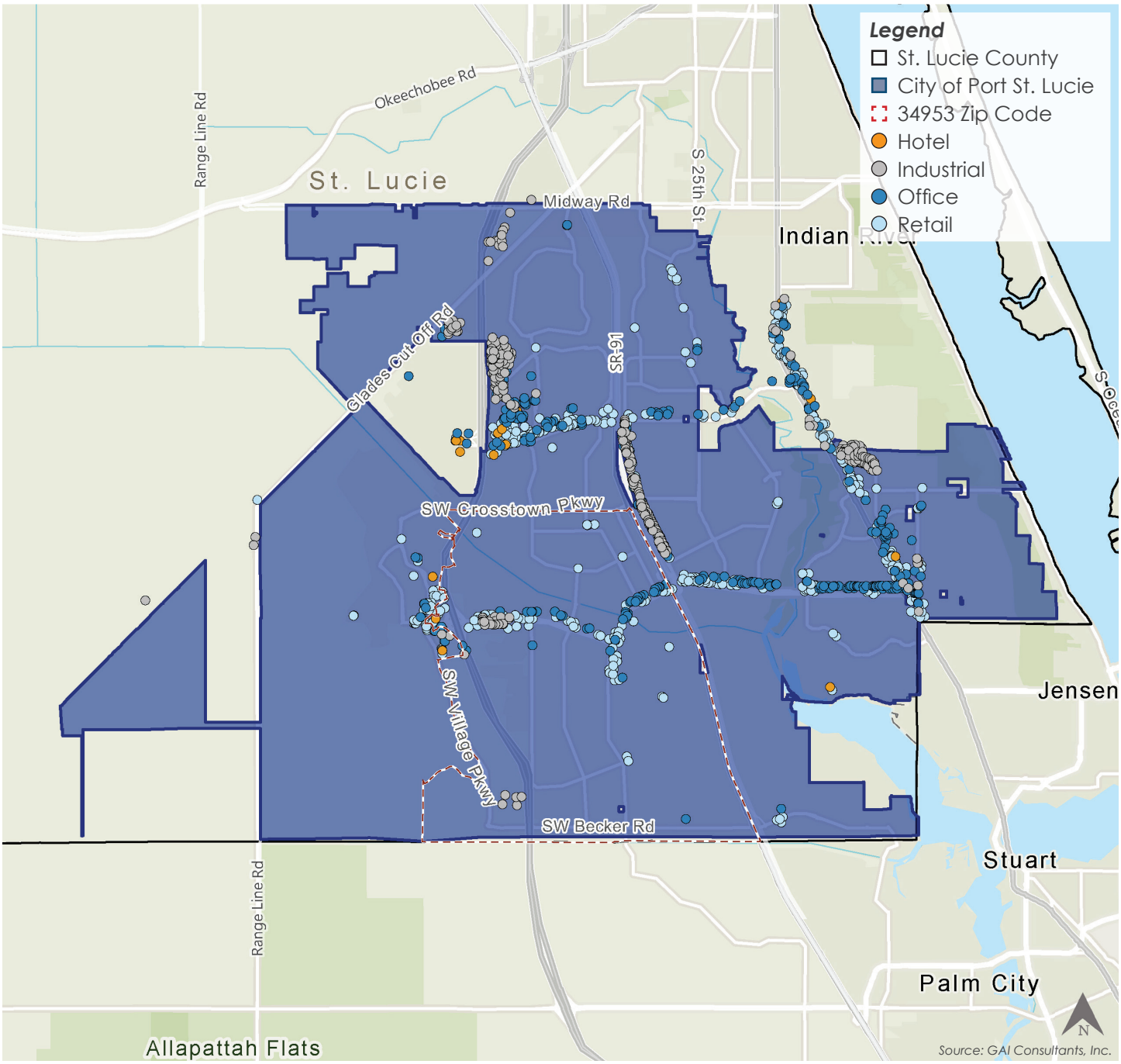


CONCENTRATION OF COMMERCIAL DEVELOPMENT

The majority of the commercial and non-residential development within the City has been constructed since 2000 along the major thoroughfares, specifically Florida's Turnpike, St. Lucie West Boulevard, and Port St. Lucie Boulevard, as illustrated in the map below.

Figure 5 below illustrates the concentration of commercial and non-residential properties by use within the County and City as of year-end 2022, according to the CoStar Group.

FIGURE 5. CONCENTRATION OF COMMERCIAL DEVELOPMENT



SECTION 2.6

MAJOR PLANNED DEVELOPMENTS

The City and County have been an attractive area for the development community in recent years especially as Florida became the fastest growing state in the country in 2022. More specifically, the southern and southwest portions of the County have been gaining interest from developers for sites both in and around the City.

A few of the major planned residential, commercial, or mixed-use developments and/or Planned Unit Developments ("PUD") which have been proposed within either the City or the County are detailed along the subsequent pages. With three (3) of the major planned residential, commercial, or mixed-use developments and/or PUDs (i.e., Neil Farm Estates, Rainbow Groves, and Oak Ridge Ranches), described below being within the Study Area and located contiguous to the City's western municipal boundaries.

Given the City's well-established utility, transportation, and other related infrastructure which is lacking in the unincorporated portions of the southwestern County, it is not surprising that many of the major planned residential, commercial, or mixed-use developments and/or PUD described are in areas of the unincorporated County that are served by either Port St. Lucie or Ft. Pierce municipal utilities. The map on the following page illustrates the location of the major planned developments listed below relative to the City's existing municipal boundaries (see **Figure 6**).

Creekside, PUD (Map ID #1)

Creekside PUD is slated to be a 179-acre residential development that was originally proposed by the home builder D.R. Horton on the southern portion of State Road 70. Initial platting of the Creekside PUD was first requested in November of 2022, and is set to feature 443 single-family homes, 337 townhomes, and 5.5 acres commercial activities and other amenities. As of November 2023, the project is still pending a mining permit to excavate and transport over 900,000 cubic yards of surplus material, or the equivalent of 45,000 dump truck loads. Locals of Creekside are opposed to the project due to environmental and traffic concerns.

Freeman Port Pierce, PUD (Map ID #2)

As of February 2024, the Freeman Planned Unit Development (PUD) on 96.32 acres in St. Lucie County has advanced through critical planning phases and was initially proposed for a 95-unit residential subdivision. The project has sought rezoning and preliminary site plan approval, with a key meeting held with the St. Lucie County Planning and Zoning Commission on March 16, 2023. Despite the lack of publicly disclosed information on architects and contractors, the project, with an estimated value of $38 million, was slated to start construction in November 2023 following its proposal submission in October 2021.

Indrio Groves, PUD (Map ID #3)

Indrio Groves, a proposed residential project proposed for St. Lucie County, aims to transform 792 acres into a large single-family community just east of I-95 along Indrio Road. With a re-submittal on August 15, 2022, the project seeks to rezone to the PUD district within the TVC overlay, with an emphasis on environmental consciousness and community-focused development. The project is set to incorporate affordable workforce housing while promoting internal circulation to reduce traffic impact.

Indrio Woods, PUD (Map ID #4)

Indrio Woods, a proposed Planned Unit Development (PUD), is centered on a 32.4-acre residential site which is undergoing rezoning to align with the Towns, Villages, and Countryside (TVC) land use and zoning compatibility. Submitted on November 29, 2022, the application outlines the potential to achieve a maximum density of 9 dwelling units per acre as permitted. Currently in its fifth re-submittal, the project has undergone multiple review by the county's planning and zoning committee.

Neill Farms Estates (Sana Vita) (Map ID #5)

Neill Farms Estates is a Residential Urban (RU) master planned community that has recently petitioned to be rezoned from AG-5, featuring 420.96-acres within the Study Area. Located along Range Line Road, the property sits in-between the proposed Palermo Estates and the already existing Treasure Coast Airpark neighborhood. Current allowance requests

are for up to 5 units per acre, with a maximum potential build out of 2,105 dwelling units to be completed by 2045. Its current developer GT USA suggests that the project may be ultimately titled 'Sana Vita'.

Oak Ridge Ranches (Map ID #6)

Oak Ridge Ranches, currently owned by Kolter Land, is a 3,250-acre planned project currently undergoing land use and zoning approval from the County. The project is estimated to feature 8,600 single-family homes, 2,000 multi-family units, and up to 650,000 square feet of commercial, as well as additional amenities such as schools and parks for residents. The property has received significant push back from local residents as well as the City of Port Saint Lucie's Planning and Zoning Commission, who claim that the construction of the project will disrupt the rural lifestyle and congest traffic in the region. This has led to substantial revisions to the original plan, and now ensures that a minimum of at least 80,000 square feet of commercial space will be included on the site. The most recent application for the project was submitted in February 2024. Current projections claim that the master-planned community could house up to 25,189 residents.

Palermo Estates, PUD (Map ID #7)

The Palermo Estates PUD (OMBU Ranch Range Line) is a proposed residential development located on the west side of Range Line Road between southwest Discovery Way and Glades Cut-Off Road. Situated across 235.1-acres, the project proposes a total of 705 dwelling units, split between 515 single-family homes and 190 low-rise multi-family units. Current projections provided by the developer indicate a final build-out year of 2032.

Pineapple Grove, PUD (Map ID #8)

Pineapple Grove is a PUD and rezoning project spanning 200.45 acres, designed as a single-family residential community with an array of amenities and associated site improvements set to be executed in phases. The proposal for this residential initiative was submitted on December 13, 2021. As it undergoes its third re-submittal, the resolution on Pine Grove has remained pending.

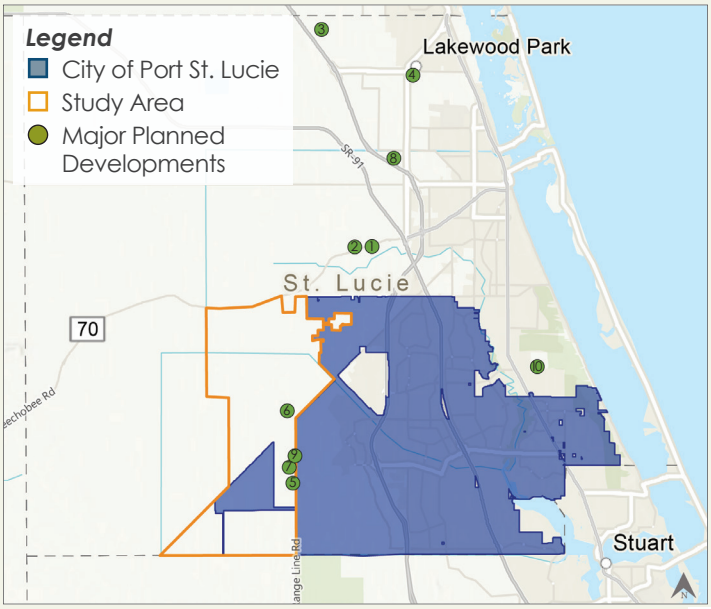
Rainbow Groves (Map ID #9)

Currently a historical ranching property, Rainbow Groves is a 245.27-acre property along Range Line Road that has recently had its zoning changed from agricultural to mixed-use development (MXD) by the County's Planning and Zoning Commission. McCarty & Associates, the current principle planners for the project, envision the property being converted into a massive industrial complex with connections to Florida's seaport and airport infrastructure via a rail line spur off of the Florida East Coast Railway. Although no definitive plans are available to the public at the moment, current narrative includes a combination of heavy industrial, light industrial, and light industrial/commercial land uses, developed in accordance with a Planned Non-Residential Development (PNRD) agreement.

Silver Oaks, PUD (Map ID #10)

The Silver Oaks PUD is a residential project proposed by the Kolter Group, which proposes the platting 127-acre woodland property. First submitted in February of 2023, the project will feature a total of 316 dwelling units, 82 of while would be single-family and the remaining 234 units would be multi-family units. Construction would be split into three phases, with the multi-family lots being completed in the second and third phases. The current submission is still pending review by the County.

Figure 6. Major Planned Developments



SECTION 03.

HISTORY & BACKGROUND

03

SECTION 3.1

HISTORY OF PORT ST. LUCIE

Florida has long beckoned to retirees seeking to spend their golden years in the Sunshine State, but for many the dream of owning a home here was financially impossible. That changed in the 1950s, when what has now become known as the "installment land sales industry" appeared seemingly out of nowhere offering billions of dollars of Florida residential property, sight unseen, to out of state retirees.

For only $10 down and $10 a month, working-class pensioners could buy a piece of the Sunshine State, a graded home site that would be waiting for them in sprawling exurban communities, which typically had no defined downtown, little industry, and combined boasted millions of residential lots. These communities allowed out-of-state retirees to move to Florida cheaply, but at a price—high-pressure sales tactics often led to fraud, weak urban planning led to sprawl, lack of regulatory oversight led to cleared forests, drained wetlands, and thousands of miles of roads built in grid-like subdivisions. The result was places like Cape Coral, Deltona, Port Charlotte, Palm Coast, Port St. John, North Port, Spring Hill, Port LaBelle, and Port St. Lucie. In 1958, General Development Corp., the largest land development company in Florida at the time, bought land between Fort Pierce and Stuart and platted 80,000 lots in a community known as Port St. Lucie. By 1961 250 homes had been built in the River Park area, however when General Development Corp. petitioned the State to incorporate the community, then known as Port. St. Lucie, into a City the residents of the River Park area were resistant to incorporating.

Officially incorporated as the City of Port St. Lucie on April 26, 1961, it was a City without residents as the River Park area was not included in the newly incorporated City and today the River Park area remains outside of the incorporated municipal boundaries of the City of Port St. Lucie. Since incorporation, Port. St. Lucie has grown to be the third most populous city in South Florida, after Miami and Hialeah, and the seventh most populous city in Florida based on 2022 estimates.

SECTION 3.2

RELATIONSHIP WITH THE COUNTY

The City and County have competing perspectives centered on the adequacy of growth management controls and cost burdens of development activity generally. Under such circumstances, achieving balance between the priorities of the County and the City has been challenging even when situations have yielded some mutually beneficial accommodations. Over the last few years in particular, the County has, at least preliminarily, authorized proposals for development(s) just outside the City's municipal boundaries, without clear acknowledgment of issues related to the flow of traffic into and through the City, as well as use of facilities intended for, and entirely funded by, property and business owners within the City.

These spillover effects experienced by the City's residents and businesses are not unexpected. Given the significant concentration of people living or working within the City, these effects may be more pronounced since there are fewer and much smaller areas elsewhere in the County competing for population or providing services. Traffic and roadway deficiencies within the City spurred by such development outside the City's municipal boundaries are typically the most visible issues, but there are also environmental and sustainability concerns. Specific to those points, there is some debate on the timing and adequacy of the utility infrastructure intended to address the scale of proposed development(s) being considered by the County at the City's edge.

While the County allows package plants or other on-site utility options, these are rarely deemed desirable, performing as substitutes for more environmentally sustainable, sophisticated and integrated system. While on-site alternatives may function adequately for the short term, they are not intended for major concentrations of development long term. Thus far, the common response has been for proposed projects and developments to request connection to and service from the City's utility system. Historically, the City has entertained such requests, a decision partly justified by state law which allows surcharges to be levied against municipal water, electric, or sewer customers located outside of a municipal boundary. For its part, the County has indicated in their evaluations of development proposals at the City edge that it will expand its own utility systems, though the timeframe and budget for such extension may not be sufficient to satisfy the increasing growth interests driving a more aggressive development pace.

By most standards, the preferred solution to accommodating development would be services secured from the City's legacy water and wastewater system operating at significantly higher level of performance when compared to on-site systems. That preference is what the Consultant Team understands to be the normal circumstance.

If annexation agreements are not fully settled at the outset, such agreements become prohibitive once a project is then fully developed and connected to utilities. At that point, such projects and their residents have reasonable access to other City facilities that are not being funded by the project within which they reside. As these edge locations become increasingly active and densely settled, they have an increased likelihood of spillover effects beyond the financial operations of the utility system. While the materiality of the spillover is a reasonable concern, the implications may not be given adequate attention by the County. Once a neighborhood is established, it becomes increasingly more difficult to annex. While the materiality of the spillover is a reasonable concern, the implications are seemingly less of a concern or priority of the County.

This is specifically evident based on the County's evaluation of Oak Ridge Ranches, a major planned development within the Study Area which is described in the previous section. As documented on pages 12–14 of the County's Planning Division Memorandum ("Memorandum") dated November 23, 2022, which was presented at the December 6, 2022 County Commission Meeting as part of the transmittal hearing for the Oak Ridge Ranches large scale Comprehensive Plan future land use map amendment, the County allocated $34,200,000 to expand water and wastewater lines, and to construct water/wastewater plants. However, beyond reference to funding allocation for a portion of the necessary funds to construct the above referenced water treatment plants within the County's 5-year capital improvement program, no timeline is offered in the Memorandum for planning, design, construction, or operational condition of the County's described $34,200,000 utility expansion. However, page 14 of the Memorandum references the location of Oak Ridge Ranches as being,

> *…adjacent to the planned water and wastewater connections, adjacent to the ongoing growth areas noted in western Port St. Lucie and extending into the unincorporated St. Lucie County, where public facilities and services including, but not limited to, central water and sewer capacity and roads, are already in place or in the planning stage.*

SECTION 3.3
SERVICE LEVELS

The City promotes a higher level of service for most of its activities or facilities including appearance standards, parks, and public safety. Circumstances and proximity naturally induce non-residents to use these services as a rational response to employment options, location generally, convenience, and desirability. In some cases, there may not even be comparable County funded or financed services available to non-residents. To the extent that these services are accessed by non-residents, even for the briefest of periods, they are subsidized by the City.

SECTION 3.4

PERCEPTIONS

There is at least some perception that the fiscal relationship between the City and County is not as balanced as it could or should be. The fiscal relationship does not seem to acknowledge the apparent cost burdens carried by City's residents, property owners, and businesses, largely to the benefit of the County. While this might occur in almost any part of the State, the share of residents and businesses within a single jurisdiction relative to the County population and work locations gives this observation greater significance here where a single incorporated place, the City of Port St. Lucie, accounts for approximately 65% of the total population of St. Lucie County.

Much attention is focused on traffic and transportation issues but, to emphasize, there are other concerns centered on non-transportation services or facilities provided strictly through the City's leadership and financial resources. While there may not be full consensus on specific strategies to address these particular or related problems, there seems to be agreement that more sophisticated analysis, tools, and objective advice must become a formal part of the City's planning and regulatory processes when it comes to evaluating potential annexation of new planned or near-term development.

Port St. Lucie Historic Land Sale Flyer | Swamp Peddlers by Jason Vuic

LIFE IN PORT ST. LUCIE, FLORIDA

Start Now to Own Your Own Choice Land on Florida's Famous East Coast

Look at the people on these pages, enjoying the happy, relaxed, fun-filled life folks of all ages find in Port St. Lucie. And decide to start, right now, to prepare the way for your own wonderful future in this sub-tropical paradise.

Port St. Lucie is a fine, carefully planned, progressive community — built in a setting of great natural beauty. The land is high and dry — studded with stately pines. The lovely St. Lucie River which winds through the property, is one of the most picturesque in all Florida. And as you drive through the countryside, you will marvel at the beauty of the green and gold citrus groves and savor the sweet scent of fragrant orange blossoms.

The climate is delightful — warmed in winter and cooled in summer by prevailing trade winds from the Atlantic Ocean. Here, you can enjoy your favorite outdoor sport — raise tropical fruits, vegetables, and gorgeous, exotic flowers throughout the year.

And the location is ideal, on the fast-growing East Coast, famous for its millionaires' mansions and luxury resort hotels.

BIG 80' x 125' HOMESITES

$10 DOWN—$10 A MONTH SALE PRICE $995

Yet, thanks to the famous Mackie Plan, you can buy your own choice piece of property in Port St. Lucie — enjoy all the conveniences and advantages of Florida's East Coast — for money you'll hardly even miss. Just $10 down and $10 a month buys a big, well-located homesite.

Why not start, right now, to own your own "place in the sun" in Port St. Lucie?

All you do is fill out the coupon below and mail with a $10 deposit. As soon as your deposit is received, you will be sent a contract, and a map showing the exact location of your property. Then pay only $10 a month, which includes 5% interest, until your contract is completed.

But don't put it off. Act now! *Prices subject to change without notice.*

YOUR GUARANTEE

BOATING — Miles of friendly waters to explore — wonderful boating on the St. Lucie River, Intracoastal Waterway, Atlantic Ocean, and on the Cross State Canal to Florida's West Coast.

SECTION **04.**

STUDY AREA

04

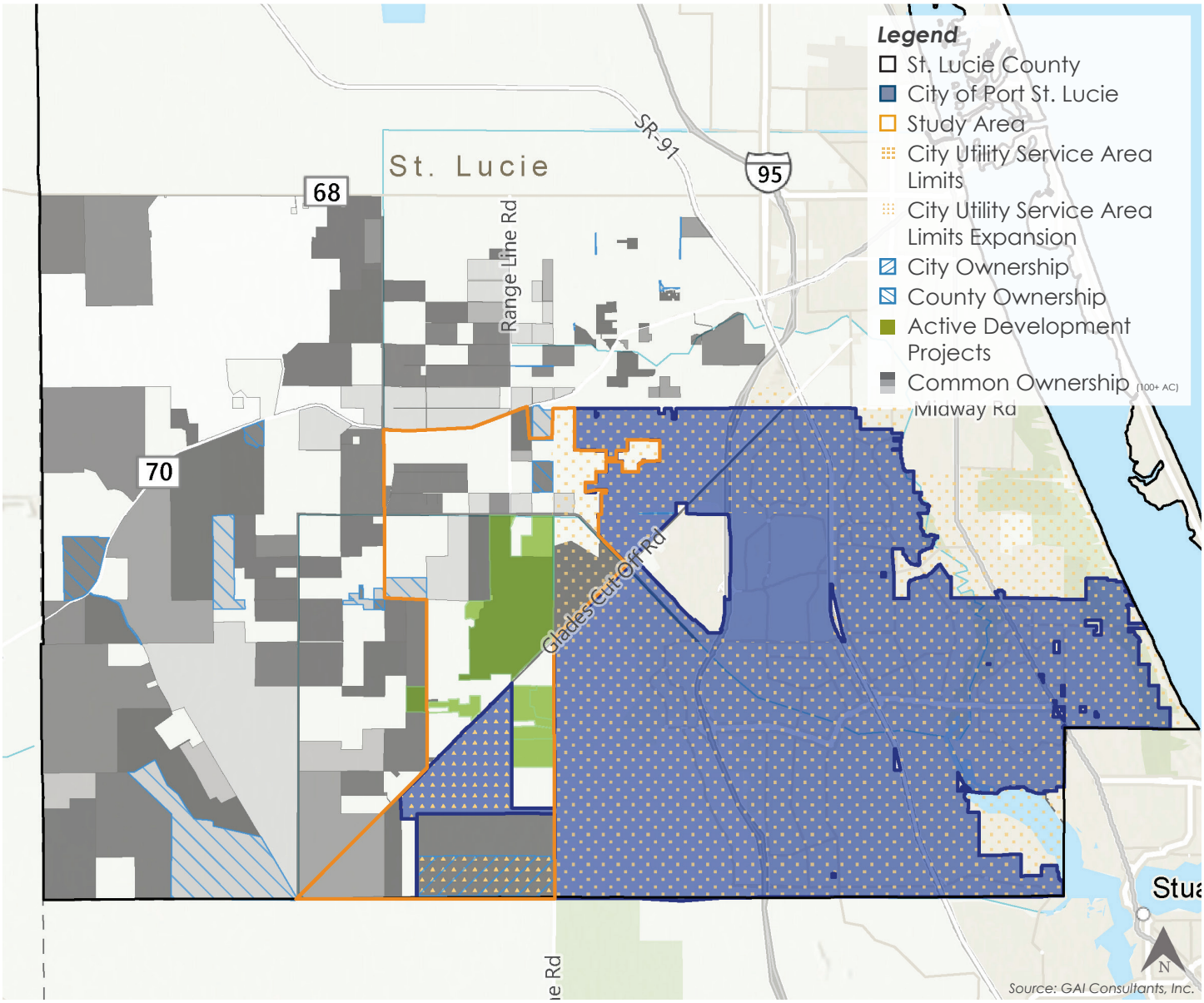
SECTION 4.1

DEFINITION OF THE STUDY AREA

The defined Study Area, generally located west of the City's existing municipal boundary, is comprised of roughly 30,900 acres which includes approximately 5,100 acres in government ownership restricted for preservation only. The map below illustrates the Study Area as it relates to the City and the broader County (see **Figure 7**). Other portions of the Study Area are currently improved and operational reducing their likelihood for redevelopment, these include properties developed with light and heavy industrial uses as well as developed residential lots and properties. A significant portion of the Study Area acreage is currently utilized for agricultural purposes, primarily as "Grazing Land", which may be well suited for development/redevelopment due to the minimal improvement to the land.

The Study Area, as defined, reflects existing physical constraints created by major roads, currently planned roads, rail lines, canals, and assembled land ownership, and contains adequate lands for future growth or expansion responsibly while also addressing the specific physical considerations and the identified areas of particular interest to the City and County.

Figure 7. Study Area Boundary Map



Based upon the Study Area's existing land use characteristics three scenarios (Low, Moderate, High) of potential development capacity of the Study Area were created. This range for potential development capacity of the Study Area is instructive in determining the total housing units, population, and employment which might reasonably occur within the Study Area at some point in the future.

- ***High Scenario:*** assumes roughly 23,900 acres of the Study Area are suitable for development/redevelopment, excluding only existing single-family residential development and government owned lands.
- ***Moderate Scenario:*** assumes roughly 22,980 acres of the Study Area are suitable for development/redevelopment, excluding the land use types which were excluded in the High Scenario as well as all existing residential development (multi-family, mobile homes, etc.), existing industrial use properties (light manufacturing, heavy industrial, and warehousing/distribution), and other non-agricultural use lands (roads, channels, submerged lands, etc.).
- ***Low Scenario:*** assumes roughly 18,340 acres of the Study Area are suitable for development/redevelopment, excluding most land use types and only including vacant residential, vacant industrial, agricultural grazing land, non-agricultural acreage, and centrally assessed lands as suitable for development/redevelopment.

The most recent Traffic Analysis Zone ("TAZ") data indicates that by 2045 the Study Area is projected to contain approximately 10,250 housing units with a total population of approximately 25,600 and reach a total of approximately 1,050 employees. The 2045 TAZ projections equate to roughly 0.37 housing units per acre, 0.92 population per acre, and 0.037 employment per acre. Given the limited amount of development activity that has been fully approved within the Study Area, the 2045 TAZ projections do not seem unreasonable. However, based upon proposed developments being considered by the County within the Study Area and development programs being achieved elsewhere within the region, it is also appropriate to consider densities and intensities that might be achieved within the Study Area regardless of timeframe or status of proposals/ applications for such development programs.

Therefore, ascertaining potential population, housing units, and employment which might be achieved within the Study Area relied upon aggregated data for larger Development of Regional Impact ("DRI") project development programs within the region, the City as a whole, and cities similar in total area to the Study Area. The DRI programs are comprised of a total of 18 DRI projects and include the cluster of DRI projects in the City located just west of I-95, and the cities similar in total area to the Study Area include Melbourne, Palm Beach Gardens, St. Petersburg, West Palm Beach. Using the scenarios and aggregated datasets described **Table 10** below depicts potential total housing units, population, and employment which might reasonably occur within the Study Area at some point in the future.

Table 10. Projected Study Area

	Population	Housing Units	Employ-ment
High	90,080	44,050	27,640
Moderate	86,560	42,320	26,560
Low	69,090	33,780	21,200

Source: GAI Consultants.

LAND OWNERSHIP PATTERNS

Within the developable land in the Study Area, the largest landowner with plans for development is *Oak Ridge Ranches LLC*, a subsidiary of Kolter Homes, with a total of 16 parcels and 3,257-acres of land. This property is currently slated to include 8,600 single-family homes, 2,000 multi-family units, and up to 650,000 square feet of commercial area. Other notable landowners planning for development within the developable lands of the Study Area include the *GT USA* and *OMBU Ranch Line LLC*. The second largest project underway is 'Sana Vita', which is a new residential master-planned community presented by *GT USA*, covering 421-acres and is locally known as Neill Farms. *OMBU Ranch Line LLC* recently submitted an application to rezone their 236-acre property, also known as Palermo Estates, from its current agricultural zoning to a PUD, as previously identified in the Section 2.6.

Most of the largest property owners within the Study Area are agricultural companies, which have no plans to develop their current properties but could potentially be willing to sell to potential developers if financially advantageous to their individual situation. Some of the largest landowners include Ru-Mar Inc, Southern Fruit Groves Ltd, Evans Properties Inc, and Milk Maid Inc with 1,853-acres, 1,440-acres, 1,418 acres, and 1,360-acres, respectively, as illustrated in **Table 11** below. All four of these landowners are agriculture operations, ranging from cattle ranching, orchards, and traditional crop farming.

Table 11. Land Ownership Patterns

Owner	Parcel Count	Total Area (Acres)
Oak Ridge Ranches LLC	16	3,257
Ru-Mar Inc	3	1,853
Southern Fruit Groves LTD	3	1,440
Evans Properties Inc	4	1,418
St. Lucie Milkmaid Inc.	5	1,360
GT Homes Port St. Lucie	2	421
OMBU Ranch Line Ridge LLC	6	236

Sources: St. Lucie County Final 2022 Tax Roll; GAI Consultants.

LAND USES

The composition and acreage of the Study Area examined as part of this Study, focused on Department of Revenue ("DOR") Land Use Codes, as well as the County's future land use ("FLU") and zoning designations. The Study Area encompasses a total of 30,898 acres, within which 75% is identified as developable land, amounting to 22,981 acres. This Study breaks down the land by total acres per land use, providing insights into the area's composition which is further divided into developable and non-developable land uses (see **Table 12**).

The largest DOR category designation within the entire Study Area—including developable and non-developable land—is agricultural, composing 80% of the Study Area. Governmental and residential property uses compose 10% and 4%, respectively, of the total acreage within the Study Area. Within the developable portion of the Study Area, about 97% represents agricultural uses including orchard groves, improved agricultural, and farming. The remaining 3% of developable acreage is predominantly residential and miscellaneous property uses.

Within the non-developable portion of the Study Area, composition of DOR designations is more varied across the property use types. The largest DOR category is government land with 39% of the non-developable acreage. A majority of this government land is held within the McCarty Ranch Preserve. Agriculture is the second largest use with the non-developable portion of the Study Area with 29% of the total share, although this acreage is entirely made up of a single 2,254-acre parcel that is designated for livestock grazing and is owned by the City and leased to *CMD Cattle*. The remaining non-developable acreage within the Study Area is divided across miscellaneous, residential, industrial property use designations.

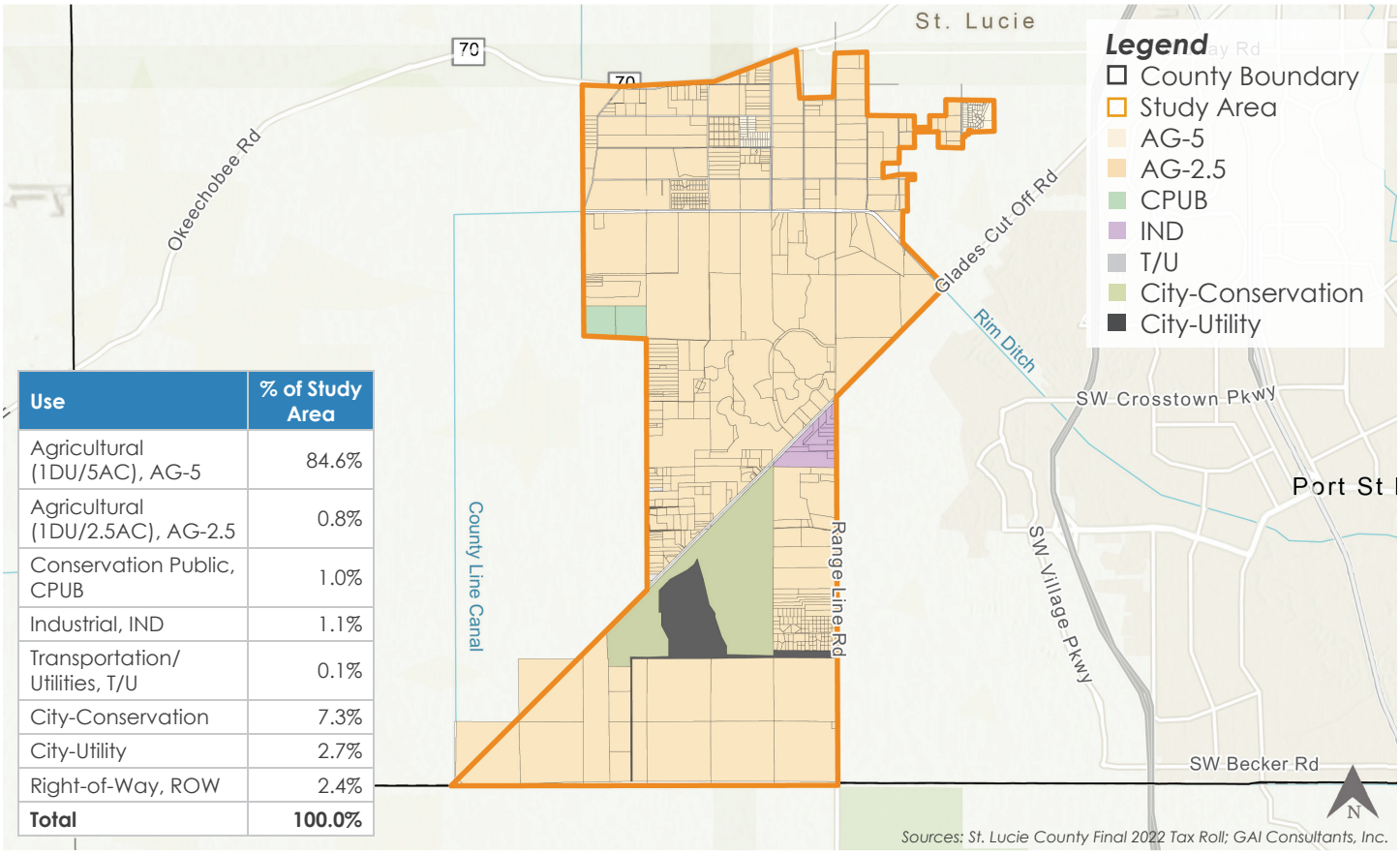
The FLU and zoning are fairly similar within the Study Area—the largest category is AG-5 which refers to agricultural properties of at least 5-acres, which accounts for approximately 84% of the acreage for both FLU and zoning. The second largest category within the Study Area is City Zoning which accounts for 10% of the total land area, and is divided across conservation lands and utilities. Right-of-Way ("ROW") and public conservation (CPUB) make up the remaining FLU and zoning acreage within the Study Area. The figures on the following page illustrate the FLU and zoning designations within the Study Area (see **Figures 8–9**).

Table 12. Land Use Inventory (Acreage)

Use	Study Area	% of Study Area	City	% of City	County	% of County
Residential	234	1.0%	8,049	30.9%	15,025	6.4%
Industrial	10	0.0%	546	2.1%	2,287	1.0%
Agricultural	22,377	97.4%	15,673	60.1%	206,632	87.4%
Miscellaneous	360	1.6%	1,802	6.9%	12,608	5.3%
Total	**22,981**	**100.0%**	**26,069**	**100.0%**	**236,552**	**100.0%**

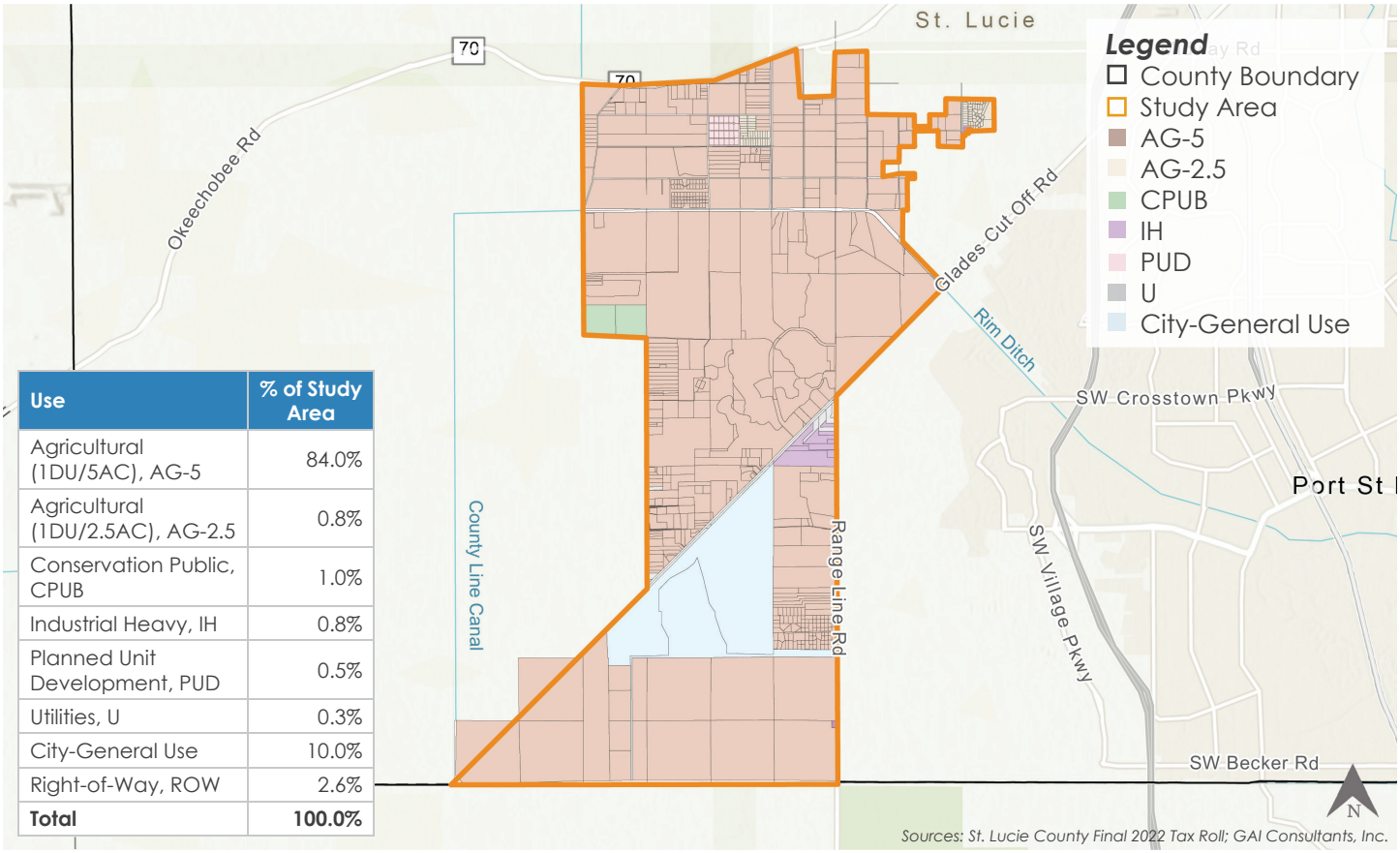
Sources: St. Lucie County Final 2022 Tax Roll; GAI Consultants.

Figure 8. Future Land Use Map, Study Area



Use	% of Study Area
Agricultural (1DU/5AC), AG-5	84.6%
Agricultural (1DU/2.5AC), AG-2.5	0.8%
Conservation Public, CPUB	1.0%
Industrial, IND	1.1%
Transportation/ Utilities, T/U	0.1%
City-Conservation	7.3%
City-Utility	2.7%
Right-of-Way, ROW	2.4%
Total	**100.0%**

Figure 9. Zoning Map, Study Area



Use	% of Study Area
Agricultural (1DU/5AC), AG-5	84.0%
Agricultural (1DU/2.5AC), AG-2.5	0.8%
Conservation Public, CPUB	1.0%
Industrial Heavy, IH	0.8%
Planned Unit Development, PUD	0.5%
Utilities, U	0.3%
City-General Use	10.0%
Right-of-Way, ROW	2.6%
Total	**100.0%**

SECTION 4.2

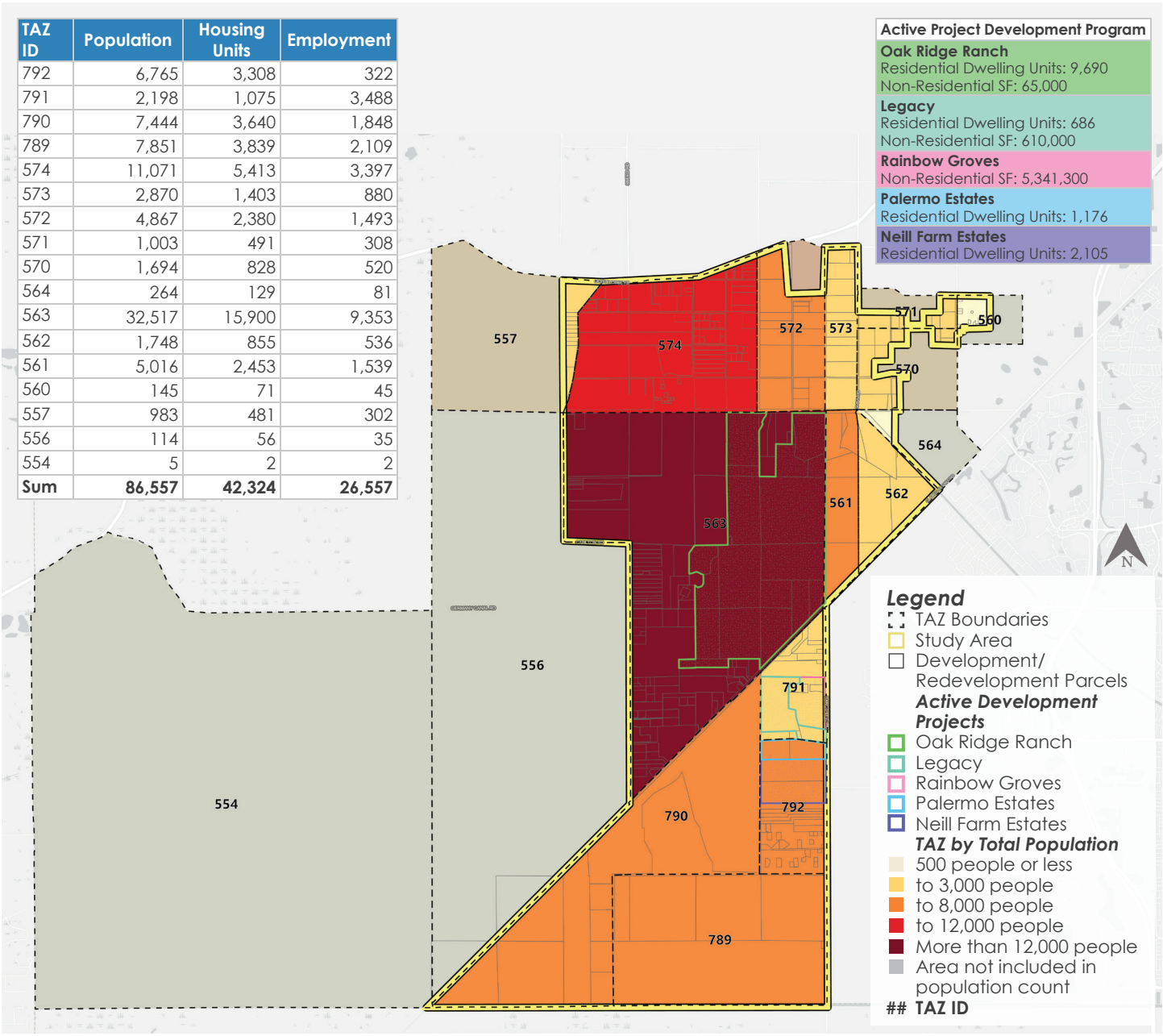
TRAFFIC IMPLICATIONS

To fully understand the potential fiscal impacts, which will be examined in detail in a subsequent section of this Study, that the City might absorb from unincorporated development on its edge, it was necessary to model potential roadway and traffic impacts on major roadways given that transportation related items are almost certainly the most expensive and fiscally strained. Therefore, a travel demand model was prepared for comparison of the 2045 Cost Feasible Plan ("2045 Plan"), adopted by the St. Lucie TPO, roadway network within the City to identify transportation deficiencies caused by potential occurrence of the *moderate* scenario within the Study Area, which anticipates approximately 42,320 new housing units and approximately 26,560 new jobs within the Study Area (see **Figure 10**).

The 2045 Plan network implicitly acknowledges parts or exiting deficiencies and identifies a strategy to address those needs. As a result, those current conditions are not addressed as a part of this forward looking Study.

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

TAZ ID	Population	Housing Units	Employment
792	6,765	3,308	322
791	2,198	1,075	3,488
790	7,444	3,640	1,848
789	7,851	3,839	2,109
574	11,071	5,413	3,397
573	2,870	1,403	880
572	4,867	2,380	1,493
571	1,003	491	308
570	1,694	828	520
564	264	129	81
563	32,517	15,900	9,353
562	1,748	855	536
561	5,016	2,453	1,539
560	145	71	45
557	983	481	302
556	114	56	35
554	5	2	2
Sum	**86,557**	**42,324**	**26,557**



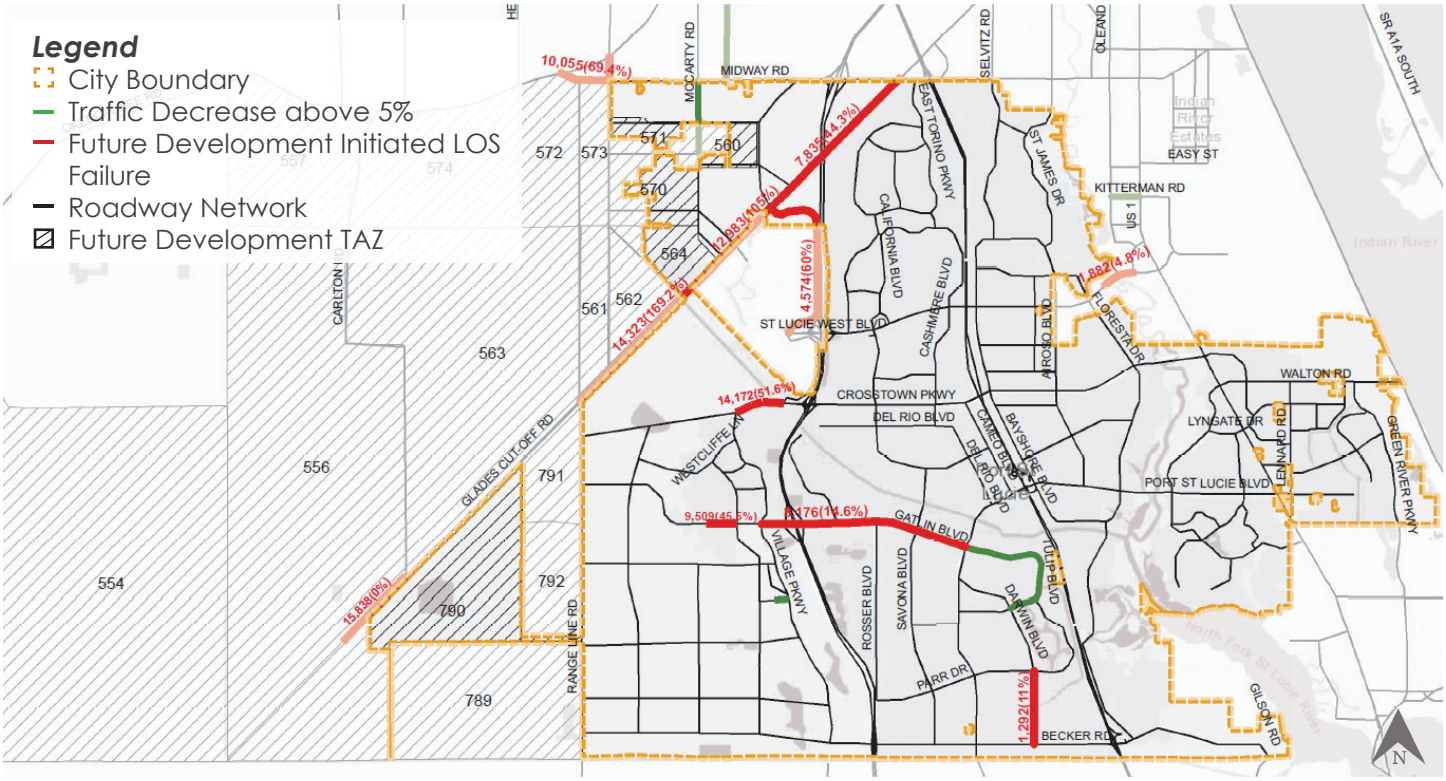
The travel demand model comparison resulted in the identification of roadways with a projected level of service deficiency due to development associated with the *moderate* development scenario occurring within the Study Area. The deficient roadway segments stemming from estimates of future growth within the Study Area are summarized in **Table 13** and illustrated in **Figure 11** below.

Table 13. Deficient Roadway Segments Stemming from Estimates of Future Growth within the Study Area

Roadway Segment	From	To
1. Commerce Center Dr	St Lucie West Blvd	Glades Cut-Off Rd
2. Darwin Blvd	Becker Rd	Paar Dr
3. Gatlin Blvd	W OF I-95	E OF I-95
	E OF I-95	Savage Blvd
	Savage Blvd	Rosser Blvd
	Rosser Blvd	Savona Blvd
	Savona Blvd	Port St Lucie Blvd
4. Tradition Pkwy	Town Park Ave	SW Community Blvd
	Village Pkwy	W of I-95
5. Crosstown Pkwy	Village Pkwy	Publix
6. Glades Cut-Off Rd	Commerce Center Dr	Midway Rd
	Carlton Rd	0.5 Mile SW
	Range Line Rd	Reserve Blvd
	Reserve Blvd	Commerce Center Dr
7. Graham Rd	Kings Hwy	Jenkins Rd
8. Midway Rd	Okeechobee Rd	Shinn Rd
9. Okeechobee Rd	McNeil Rd	Virginia Ave
10. Prima Vista Blvd	Naranja Ave	Rio Mar Dr
11. Shinn Rd	Midway Rd	Okeechobee Rd
12. U.S. Highway-1	St Lucie Blvd	25TH St
	25TH St	Indrio Rd

Source: Kittelson & Associates, Inc. Note: Shaded roadway segments represent City-owned streets (Segments 1–5), all other segments are owned by the County, Florida Department of Transportation (FDOT), or are located outside the City's municipal boundaries.

Figure 11. Roadway Deficiencies Stemming from Estimates of Future Growth within the Study Area



Source: Kittelson & Associates, Inc. Note: Traffic Volume Change (V/C Change Percentage).

ROADWAY DEFICIENT COST EVALUATION

Going into the future, there are a number of methods to address the above-described deficiencies stemming from the estimates of future growth within the Study Area associated with the Moderate Scenario, including: roadway widening, construction of parallel roadways, construction of new interchanges, or parallel roadway improvements. To determine the fiscal impacts of these roadway deficiencies stemming from the estimates of future growth within the Study Area, it is first necessary to evaluate the *Theoretical Transportation Cost* estimates to cure the deficiencies presented in **Table 13** and **Figure 10** at a planning level based solely on widening each roadway. These and related table(s) show cost by roadway segments for reference purposes. All together about 40% of the total estimated *Theoretical Transportation Cost* estimates and 48% of the roadway segments identified are related to City owned and operated roadways.

To conduct this evaluation, the historical cost per mile models from the Florida Department of Transportation ("FDOT') were utilized. The cost per mile models that were selected were for widening from two-to-four lanes, four-to-six lanes, and six-to-eight lanes. Each unit cost per mile was then adjusted to include design, construction inspection, signalization, and right-of-way, as reflected in the Theoretical Roadway Cost Evaluation Subtotals table on the following page (see **Table 14**).

The following 2023 FDOT historical cost per mile models were selected for use:

- Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: **$9,817,228.43**.
- Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: **$8,699,933.80**.
- Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: **$10,420,188.03**.

Signalization–A number of adjustments to existing traffic signals and the construction of new traffic signals will be needed to accommodate the widening of each roadway. The cost per mile models do not account for signalization. Thus, an assumed $500,000 per mile adjustment was added to each of the models to account for signalization. Actual signalization costs will vary.

Design and Construction Engineering Inspection ("CEI")–Fifteen percent (15%) for design and fifteen percent 15% for CEI were assumed to be added onto the construction costs (widening and signalization). These rates are typical for planning level estimates. Actual design and CEI costs will vary.

Crosstown Parkway Bridge
Photo Courtesy of City of Port St. Lucie

Table 14. Theoretical Total Roadway Cost Evaluation Subtotals

Roadway Segment [1]	Length	Improvement (Lanes w/ RT)	Construction Cost		Design 15% (000s)	CEI 15% (000s)	Total Roadway Costs (000s)
			Per Mile (000s)	Sub-Total (000s)			
1. Commerce Center Dr	3.13	2-4	$10,317	$32,293	$4,844	$4,884	**$41,981**
2. Darwin Blvd	1.25	2-4	$10,317	$12,897	$1,934	$1,934	**$16,765**
3. Gatlin Blvd	0.59	6-8	$10,920	$6,443	$966	$966	**$8,376**
	0.48	6-8	$10,920	$5,242	$786	$786	**$6,814**
	0.63	6-8	$10,920	$9,880	$1,032	$1,032	**$8,944**
	0.72	6-8	$10,920	$7,863	$1,179	$1,179	**$10,221**
	0.88	6-8	$10,920	$9,610	$1,441	$1,441	**$12,493**
4. Tradition Pkwy	0.29	2-4	$9,200	$2,668	$400	$400	**$3,468**
	0.26	6-8	$10,920	$2,839	$426	$426	**$3,691**
5. Crosstown Pkwy	0.86	4-6	$9,200	$7,912	$1,187	$1,187	**$10,286**
City-Owned Roadway Segment Totals				**$97,647**	**$14,195**	**$14,235**	**$123,039**
6. Glades Cut-Off Rd	3.12	2-4	$10,317	$32,190	$4,828	$4,828	**$41,847**
	0.50	2-4	$10,317	$5,159	$774	$774	**$6,706**
	3.73	2-4	$10,317	$38,483	$5,772	$5,772	**$50,028**
	0.88	2-4	$10,317	$9,079	$1,362	$1,362	**$11,803**
7. Graham Rd	1.00	2-4	$10,317	$10,317	$1,548	$1,548	**$13,412**
8. Midway Rd	0.85	2-4	$10,317	$8,770	$1,315	$1,315	**$11,401**
9. Okeechobee Rd	0.51	6-8	$10,920	$5,569	$835	$835	**$7,240**
10. Prima Vista Blvd	0.54	4-6	$9,200	$4,968	$745	$745	**$6,458**
11. Shinn Rd	0.39	2-4	$10,317	$4,024	$604	$604	**$5,231**
12. U.S. Highway-1	1.02	4-6	$9,200	$9,384	$1,408	$1,408	**$12,199**
	1.65	4-6	$9,200	$15,180	$2,277	$2,277	**$19,734**
Grand Total				**$240,770**	**$35,663**	**$35,703**	**$309,098**

Source: Kittelson & Associates, Inc. Notes: (1) Roadway Segments are described in Table 13, page 30. Shaded roadway segments represent City-owned streets (Segments 1–5), all other segments are owned by the County, FDOT, or are located outside the City's municipal boundaries.

The cost of right of way varies significantly for a number of reasons including, but not be limited to, adjacent land use, dimension of the right of way needed, and property values. Because of these variables, this Study estimated low-, moderate-, and high-ranges for the right of way component of each improvement cost as follows:

- Low: $2,000,000/acre
- Moderate: $4,000,000/acre
- High: $6,000,000/acre

Photo Courtesy of City of Port St. Lucie

For the purposes of this *theoretical* cost exercise, it was assumed that 24 feet of right-of-way would be needed to accommodate the additional two lanes. Actual right-of-way needs will vary. Right-of-way costs are summarized in **Table 15** below. The roadway costs and right-of-way costs were then combined to evaluate the low, moderate, and high-range costs for correcting the deficient roadways. The total transportation costs are summarized in **Table 16** on the following page.

Table 15. Theoretical Right-Of-Way (ROW) Costs

Roadway Segment [1]	Length	Acres	Total ROW Costs (000s)		
			Low $2M/AC	Moderate $4M/AC	High $6M/AC
1. Commerce Center Dr	3.13	9.1	$18,211	$36,422	$54,633
2. Darwin Blvd	1.25	3.6	$7,273	$14,545	$21,818
3. Gatlin Blvd	0.59	1.7	$3,433	$6,865	$10,298
	0.48	1.4	$2,793	$5,585	$8,378
	0.63	1.8	$3,665	$7,331	$10,996
	0.72	2.1	$4,189	$8,378	$12,567
	0.88	2.6	$5,120	$10,240	$15,360
4. Tradition Pkwy	0.29	0.8	$1,687	$3,375	$5,062
	0.26	0.8	$1,513	$3,025	$4,538
5. Crosstown Pkwy	0.86	2.5	$5,004	$10,007	$15,011
City-Owned Roadway Segment Totals			**$52,888**	**$105,773**	**$158,661**
6. Glades Cut-Off Rd	3.12	9.1	$18,153	$36,305	$54,458
	0.5	1.5	$2,909	$5,818	$8,727
	3.73	10.9	$21,702	$43,404	$65,105
	0.88	2.6	$5,120	$10,240	$15,360
7. Graham Rd	1	2.9	$5,818	$11,636	$17,455
8. Midway Rd	0.85	2.5	$4,945	$9,891	$14,836
9. Okeechobee Rd	0.51	1.5	$2,967	$5,935	$8,902
10. Prima Vista Blvd	0.54	1.6	$3,142	$6,284	$9,425
11. Shinn Rd	0.39	1.1	$2,269	$4,538	$6,807
12. U.S. Highway-1	1.02	3	$5,935	$11,869	$17,804
	1.65	4.8	$9,600	$19,200	$28,800
Grand Total		**67.7**	**$135,447**	**$270,895**	**$406,342**

Source: Kittelson & Associates, Inc. Notes: Millions represented as "M". (1) Roadway Segments are described in Table 13, page 30. Shaded roadway segments represent City-owned streets (Segments 1–5), all other segments are owned by the County, FDOT, or are located outside the City's municipal boundaries.

Table 16. Theoretical Total Transportation Costs

Roadway Segment (1)	Roadway Cost (000s) (2)	Row Costs (000s) (3)			Total Transportation-Related Capital Costs (000s) (4)		
		Low	Mod	High	Low	Mod	High
1. Commerce Center Dr	$41,981	$18,211	$36,422	$54,633	$60,192	$78,403	$96,614
2. Darwin Blvd	$16,765	$7,273	$14,545	$21,818	$24,038	$31,311	$38,584
3. Gatlin Blvd	$8,376	$3,433	$6,865	$10,298	$11,809	$15,241	$18,674
	$6,814	$2,793	$5,585	$8,378	$9,607	$12,400	$15,192
	$8,944	$3,665	$7,331	$10,996	$12,609	$16,275	$19,940
	$10,221	$4,189	$8,378	$12,567	$14,410	$18,599	$22,789
	$12,493	$5,120	$10,240	$15,360	$17,613	$22,733	$27,853
4. Tradition Pkwy	$3,468	$1,687	$3,375	$5,062	$5,156	$6,843	$8,530
	$3,691	$1,513	$3,025	$4,538	$5,204	$6,716	$8,229
5. Crosstown Pkwy	$10,286	$5,004	$10,007	$15,011	$15,289	$20,293	$25,296
City-Owned Totals	**$123,039**	**$52,888**	**$105,773**	**$158,661**	**$175,927**	**$228,814**	**$281,701**
6. Glades Cut-Off Rd	$41,847	$18,153	$36,305	$54,458	$59,999	$78,152	$96,305
	$6,706	$2,909	$5,818	$8,727	$9,615	$12,524	$15,433
	$50,028	$21,702	$43,404	$65,105	$71,730	$93,432	$115,134
	$11,803	$5,120	$10,240	$15,360	$16,923	$22,043	$27,163
7. Graham Rd	$13,412	$5,818	$11,636	$17,455	$19,231	$25,049	$30,867
8. Midway Rd	$11,401	$4,945	$9,891	$14,836	$16,346	$21,291	$26,237
9. Okeechobee Rd	$7,240	$2,967	$5,935	$8,902	$10,207	$13,175	$16,142
10. Prima Vista Blvd	$6,458	$3,142	$6,284	$9,425	$9,600	$12,742	$15,884
11. Shinn Rd	$5,231	$2,269	$4,538	$6,807	$7,500	$9,769	$12,038
12. U.S. Highway-1	$12,199	$5,935	$11,869	$17,804	$18,134	$24,068	$30,003
	$19,734	$9,600	$19,200	$28,800	$29,334	$38,934	$48,534
Grand Total	**$309,098**	**$135,448**	**$270,893**	**$406,340**	**$444,546**	**$579,993**	**$715,441**

Source: Kittelson & Associates, Inc. Notes: (1) Roadway Segments are described in Table 13, page 30. Shaded roadway segments represent City-owned streets (Segments 1–5), all other segments are owned by the County, FDOT or are located outside the City's municipal boundaries. (2) Total Roadway Costs are depicted in Table 14, page 31. (3) Total Right-of-Way Costs are depicted in Table 15, page 32. (4) Total Transportation Costs are applied in the following section, Section 5.4 City Considerations and Other Implications.

[THIS PAGE INTENTIONALLY LEFT BLANK]

SECTION 05.

FINANCIAL BENCHMARKING & FISCAL IMPACT

05

SECTION 5.1

INTRODUCTION

This Study applies a proprietary fiscal model which considers a combination of current and longer term operating and capital expenditures. The fiscal model reflects the City's own financial statements and Annual Comprehensive Financial Report ("ACFR") as detailed in Section 5.3. As the fiscal model is populated, benchmark and peer communities and their experiences can be valuable reference points, especially if the information deviates substantially from that expected by the fiscal model.

In the present case, a group of benchmark and peer communities were identified for purposes of making certain comparisons. These cities or communities are indicative of the City's size and character today, as well as the potential size and character if the City were to expand to include the Study Area within its municipal boundaries. All together, eight cities were identified as possible points of comparison and, if needed, adjustments. Generally speaking, the City's current and future expenditures for services and most obligations, net of major transportation costs, align with the experiences of its comparative group. ***However, these generally favorable future fiscal relationships and comparisons may be challenged by the magnitude of transportation costs associated with extensive new development which could reasonably occur within the Study Area.***

In any case, the analysis illustrates that regardless of the challenges confronting the City, a variety of policy and planning tools exist to mitigate a significant portion of the potential financial burden.

SECTION 5.2

FINANCIAL BENCHMARKING

WHY BENCHMARK?

While not an exact science, financial benchmarking is a rational means for a city to evaluate its financial obligations relative to other communities of similar density, service area, and population. Despite different service levels among communities, some focus on the cost of services and average expenditures for capital needs, identifying specific figures that might need to be addressed or affirming certain spending decisions.

For the purposes of this Study, Tallahassee, Cape Coral, Lakeland, and Gainesville ("Benchmark Cities") were examined as part of this financial benchmarking exercise. The Benchmark Cities were selected based on their physical and demographic likeness to the City's *existing* municipal boundaries. More specifically, the emphasis of comparison focused on total population and population density as they relate to the City, as illustrated in **Table 17** on the following page.

In addition, several peer communities are identified which have a population and service area comparable to that expected of the City and the Study Area combined, should the latter be embraced largely as an additional area *directly* controlled by the City through annexation, joint agreements, or other mechanisms. These peer cities include Orlando, Tampa, and St. Petersburg ("Peer Cities"), and should be view as a possible future or *after* condition.

Table 17. Benchmark and Peer Cities Profile

	Land Area	Total Population	Population Density
Port St. Lucie (Current)	119	231,800	1,940
Benchmark			
Tallahassee	101	201,730	2,000
Cape Coral	106	216,980	2,050
Lakeland	66	120,040	1,810
Gainesville	63	145,210	2,300
Peer Cities			
Orlando	111	261,250	4,230
Tampa	114	316,090	2,860
St. Petersburg	62	398,160	3,490

Sources: U.S. Census Bureau; GAI Consultants.

To provide further context, the observed Fiscal Year ("FY") 2022 Millage Rate for the City, as well as the Benchmark and Peer Cities, were examined as part of this financial benchmarking exercise. Amongst all observed municipalities, the City maintained a millage rate of 5.3000, the second lowest of all observed municipalities, as illustrated in **Table 18**.

Table 18. Millage Rates FY 2022

	Millage Rate
Port St. Lucie (Current)	5.3000
Benchmark Cities	
Tallahassee	4.1000
Cape Coral	6.2971
Lakeland	5.4323
Gainesville	5.5000
Peer Cities	
Orlando	6.6500
Tampa	6.2076
St. Petersburg	6.6550

Sources: Port St. Lucie FY 2022 ACFR; Tallahassee FY 2022 ACFR; Cape Coral FY 2022 ACFR; Gainesville FY 2022 ACFR; Lakeland FY 2022 ACFR; Orlando FY 2022 ACFR; Tampa FY 2022 ACFR; St. Petersburg FY 2022 ACFR; GAI Consultants.

METHODOLOGY

This financial benchmarking exercise examines the revenues and expenditures stemming from governmental and business-type activities within the City and each of the Benchmark Cities utilizing each municipality's respective 2022 ACFR. The purpose of this financial benchmarking exercise is to illustrate the City's existing operating position in the context of comparable municipalities while providing an overview of the revenue(s) and expenditure(s) which will inform a subsequent fiscal impact analysis. To emphasize, the fiscal activity reported primarily reflects revenues from ad valorem property taxes and other receipts which accrue to the benefit and the use of each municipality offsetting the costs of general governmental and business-type services provided by the respective municipality itself.

For this exercise, a *modified per capita* approach was used to determine potential operating and capital costs using projected population, expected employment, and the expected relationships between households and individuals working in their place of residence versus working in another area.

This method utilizes a Full-Time Equivalent ("FTE") approach since that population imposes demands upon all systems relative to its needs. Using this *modified per capita* method, expected population (household population, establishment employment, and visitors) are converted to an FTE using a 24-hour and 7-day period representing a "full-time" person impacting potential demands for the operating and capital needs.

Thus, a person residing in a home located in the City and working at a business located in the City would represent a full-time person or 1.0 FTE. Whereas someone residing in a home located in the City and working outside would represent less than a full-time person or 0.74 FTE, as illustrated in **Table 19**.

Table 19. Full-Time Equivalents

	Hours	% FTE	FTE	1 FTE =
Live & Work	8,763	100%	1.00	1
Live Only	6,486	74%	0.74	1.3
Work Only	2,250	26%	0.26	3.9
Hotel Visitor	120	1%	0.01	72.8
Day Visitor	4	<1%	0.0005	2,184

Sources: U.S. Census Bureau; GAI Consultants.

This analysis is not a reconciliation of funds and fund balances, but simply an estimate of annual net revenues/expenditures for governmental and business-type activities for planning purposes.

FTE population is intended to reflect the annual, permanent demands on services and infrastructure as opposed to peak demands. As a result, the estimated FTE factor for non-resident workers or visitors declines based on the assumed time spent within a community relative to a resident that both works and lives in a city—theoretically creating a full unit of demand for annual, permanent services and infrastructure.

The FTE population model *indirectly* accounts for seasonal populations that are different from hotel and day-visitors, which also occur on a seasonal basis. Seasonal residency, which is often referred to as "snowbirds", is a common factor in the difference between population per housing unit and population per occupied housing units.

One of the most important benefits of a *modified per capita* approach which utilizes FTE population is that revenues and expenses do not need to be allocated between residential and non-residential uses. The sum of FTE population reflects a common factor with which revenues and costs can be divided and applied back to specific uses based on the underlying population (household population, establishment employment, and visitors).

The following table illustrates the estimated FTE population for the City and the Benchmark Cities based on what the municipalities are currently experiencing in total population, establishment employment, and annual visitors (see **Table 20**).

Table 20. Full-Time Equivalent Population Estimates

	Resident	Employment	Visitor[(1)]	Total FTE
Port St. Lucie (Current)	217,620	13,680	12,610	**243,910**
Benchmark Cities				
Tallahassee	181,210	25,090	39,520	**245,820**
Cape Coral	201,130	11,730	5,610	**218,470**
Lakeland	105,450	8,660	24,890	**139,010**
Gainesville	124,190	13,740	34,760	**172,690**

Sources: U.S. Census Bureau; GAI Consultants; CoStar Group. Notes: Totals may not add due to rounding. (1) Annual visitation calculated as a formula of the number of hotel/motel properties, average persons per room, and occupancy rates achieved for each month in 2022.

KEY OBSERVATIONS

This financial benchmarking exercise reflects spending only for governmental and business-type activities (i.e., expenses and revenues) on a per FTE basis for the City as well as the Benchmark Cities. Governmental and business-type activities have been split into the following sub-categories as they relate to each municipality's respective 2022 ACFRs:

- ***Governmental Activities:*** General Government, Public Safety, Physical Environment, Transportation, Economic Environment, Human Services, Culture and Recreation, and Interest on Long-Term Debt.
- ***Business-Type Activities:*** Utilities and Other due to the various assortment of business endeavors associated with each municipality.

To note, the City is not a provider of Fire Services, which is represented in the Public Safety sub-category. In order to accommodate for this discrepancy, Fire Services has been removed from this sub-category within each of the Benchmark Cities' Public Safety category where data is available. The addition of Fire Services may result in a corresponding increase in expenditure per FTE for Public Safety.

In addition, capital costs—one-time expenses incurred on the purchase of land, buildings, construction, or equipment—were excluded from this benchmarking exercise specifically to illustrate the City's current revenue and expenditures for governmental and business-type activities stemming directly from their current financial position.

The table below illustrates the City's total operating expenses and general revenues on a per FTE basis compared to the operational spending of the Benchmark Cities. As reflected in **Table 21**, total operating expenses per FTE for the City as of FY 2022 were $1,154, reflecting spending of $817 for governmental activities and $337 for business-type activities. Attempting to off-set total operating expenditures, the City's current revenue sources contributed an average of $714 per FTE. Revenue sources are primarily driven by ad valorem and other taxes, in addition to other miscellaneous revenues and net income transfers into the general fund to subsidize governmental activities. As a result, the City is currently operating with a net expense of $440 per FTE for all governmental and business-type activities, which is significantly lower than all the Benchmark Cities using the same methodology.

Table 21. Financial Benchmarking per FTE, 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 Revenues					
Ad Valorem	$ 305	$ 209	$ 527	$ 311	$ 247
Other Taxes[1]	350	118	273	255	248
Other/Miscellaneous[2]	44	172	19	(205)	79
Enterprise Transfer(s)[3]	14	166	1	442	215
TOTAL GENERAL REVENUES	**$ 714**	**$ 665**	**$ 819**	**$ 803**	**$ 788**
Governmental Activities					
General Government	$ (119)	$ (84)	$ (299)	$ (129)	$ (195)
Public Safety[4]	(251)	(260)	(341)	(453)	(439)
Physical Environment	(138)	(23)	(165)	(49)	(5)
Transportation	(67)	(64)	-	(74)	(93)
Economic Environment	(74)	(11)	(84)	(74)	(48)
Human Services	(31)	(54)	-	(3)	(9)
Culture and Recreation	(71)	(93)	(93)	(208)	(87)
Interest on Long-Term Debt	(65)	(14)	(28)	(21)	(50)
Total Operating (Government)	**$ (817)**	**$ (604)**	**$ (1,009)**	**$ (1,013)**	**$ (925)**
Business-Type Activities					
Utilities	$ (330)	$ (1,395)	$ (450)	$ (2,290)	$ (2,297)
Other	(7)	(316)	(2)	23	(193)
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)**

Sources: Port St. Lucie FY 2022 ACFR; Tallahassee FY 2022 ACFR; Cape Coral FY 2022 ACFR; Gainesville FY 2022 ACFR; Lakeland FY 2022 ACFR; GAI Consultants. Notes: Totals may not add due to rounding. (1) Other taxes include earnings on taxes (tourist development, communication, fuel, local government), franchise fees, and earnings on investments. (2) Lakeland's negative value represents a significant loss on investments reflected in their FY 2022 ACFR, Statement of Activities (pg. D-4). (3) Transfers reflect the net income transfers into the general fund to subsidize governmental activities. (4) Since the City of Port St. Lucie is not a provider of Fire Services, Fire Services has been removed from Public Safety for all municipalities.

SECTION 5.3

FISCAL IMPACT ANALYSIS

The fiscal impact analysis within this Study is based on a series of major assumptions tied to the nature of the proposed development within the Study Area. At this point, the development within the Study Area is expected to achieve pricing and valuations of newer, comparable properties located in the City, specifically within the Tradition CDD. However, much of the outcome realized as a fiscal impact is not directly controlled by the development within the Study Area and is subsequently a result of the final tax treatment of key properties.

The manner of that tax treatment drives the receipts in large measure and is often not proportionate to the perceived value of the underlying property. This issue is more common in the initial years of a newer and higher priced project where the St. Lucie County Property Appraiser is limited by the pool of transactions needed to establish a defensible benchmark for taxable values.

Typically, it takes multiple transactions to establish that pool and identify a "trend". In this situation, the proposed development within the Study Area may set its own foundation for tax valuation purposes but that will not occur for at least several appraisal cycles. These figures, whatever they may ultimately be, are in some cases further affected by other exemptions, portability rules, and maximum annual valuation increases for all properties.

To deal with the various material considerations associated with achieving a longer-term fiscal outcome, a high, moderate, and low ("H-M-L") fiscal model has been prepared. The H-M-L fiscal model outlines assumptions that underlie anticipated revenues likely to accrue to the City as a result of various development scenarios of the Study Area at full build-out, as detailed on the subsequent pages.

- ***High Scenario*** is consistent with, and relies upon, the high scenario of population, housing units, and employment projections for the Study Area. This scenario reflects full build-out of the largest development program is achieved within the Study Area—equating to approximately 44,045 housing units, 760 hotel rooms, and 18.3 million square feet of commercial development (i.e., industrial/flex space, retail/restaurant, office, health care, and other non-residential properties). While this development scenario may be achieved, the number of properties within the City reflecting this scale of concentrated development is small and does not justify an obvious trend or outlook.

- ***Moderate Scenario*** is consistent with, and relies upon, the moderate scenario of population, housing units, and employment projections for the Study Area. This scenario would result in approximately 42,320 housing units, 730 hotel rooms, and 17.5 million square feet of commercial development constructed within the Study Area. Generally, the Consultant Team believe this scenario represents the development program in which the Study Area is "most likely" to achieve.

- ***Low Scenario*** is consistent with, and relies upon, the low scenario of population, housing units, and employment projections for the Study Area. This scenario reflects the full-build out scenario resulting in approximately 33,780 housing units, 580 hotel rooms, and 14.0 million square feet of commercial development constructed within the Study Area. The Consultant Team believes the low scenario to be the most conservative development program of the Study Area.

The following details the major assumptions and summary comments utilized within the fiscal impact analysis:

- While there are many considerations in this fiscal impact analysis, most costs shown here are exclusively obligations of the City itself. Other taxing authorities, apart from the City, may have other costs or receipts which are worthy of additional consideration and discussion.
- The H-M-L scenarios of the proposed development program within the Study Area could yield an estimated taxable value of about $10.1 million to $13.1 million, in 2022 dollars, based on average taxable values reported within the City.
- Using a fiscal impact methodology covering both potential of the City's general-government operating and capital costs needed to support the build-out of the H-M-L proposed development program scenarios, it is estimated that the Study Area could contribute an annual fiscal surplus to the City of between approximately $44.8 million and $58.4 million, as illustrated in **Table 22** below. This equates to between about $904.5 million to $1.18 billion over 20 years.
- These figures reflect an estimated Full-Time Equivalent ("FTE") population of between 71,320 and 92,990 persons based on the H-M-L development scenarios for the Study Area.
- At full build-out, the Study Area is expected to contribute a taxable value per FTE of $141,070, a significantly higher ratio of property value per FTE compared with the City average.
- Sources for prior revenue and expenditure relationships were obtained from the City's FY 2022 ACFR. Using audited financial statements, operating needs have been based on FY 2022 actual spending.
- The approach to fiscal impacts recognizes the importance of excluding existing deficiencies in calculating capital costs since this would impose an unfair burden on new households. As a result, this fiscal impact analysis excludes any existing capacity in capital infrastructure by assuming new FTE population generated by the Study Area would require the same level of capital spending to replace "everything" the City has constructed.

Table 22. Annual Fiscal Impact in 2022 Dollars

	City of Port St. Lucie	Estimated Study Area (at full build-out)		
		Low	Moderate	High
Ad Valorem Revenue (General Fund)	$ 74,483,000	$ 51,241,000	$ 64,204,000	$ 66,818,000
Other Revenue (revenue sharing, transfers)	99,648,000	29,138,000	36,506,000	37,991,000
Total Revenues	**$ 174,131,000**	**$ 80,378,000**	**$ 100,710,000**	**$ 104,809,000**
Gross Operating Costs (excluding capital)	(199,273,000)	(58,268,000)	(73,004,000)	(75,972,000)
Direct Revenues (program charges, fees)[(1)]	71,243,000	20,832,000	26,100,000	27,161,000
Net Operating Revenue/(Expense)	$ (128,030,000)	$ (37,436,000)	$ (46,904,000)	$ (48,811,000)
Annual Capital Expense	(31,830,000)	1,860,000	2,330,000	2,430,000
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**

Sources: City of Port St. Lucie FY 2022 ACFR; GAI Consultants. Notes: Totals may not add due to rounding. (1) Excludes impact fees.

Photo Courtesy of City of Port St. Lucie

In comparison, this fiscal impact analysis indicates that the balance of the City currently operates at a fiscal surplus of approximately $14.3 million annually without considering the proposed development program of the Study Area or its costs and benefits. As contemplated, the Study Area will positively contribute to the existing fiscal surplus within the City going forward.

METHODOLOGY

Potential fiscal benefits center on the public revenues and public costs expected to be realized (or lost) as the result of activities, generally originating from new residential or non-residential development or from other economic development initiatives. Calculations of potential fiscal benefits could rationally include both *direct* and *indirect* impacts for multiple levels of public goods and services. The analysis of the Study Area, however, is more conservative. It is purposefully confined to the *direct* effects only in the City to avoid misrepresentations about net impacts to municipalities, agencies, or special districts.

Methods for calculating fiscal impacts can vary widely. While there is no industry standard, a common approach reflects activities, receipts, and expenditures "per capita". The premise in this approach is that new development attracts new population growth and will generally have a consistent cost impact on the basis of public service needs per person.

Following that premise, new development, at a basic level, is expected to generate costs (and most revenues) at the same rate, creating the same levels of service needs being provided to existing residents. Reasonable rates of revenues and costs can be derived for any governmental agency using a per capita measure as the common denominator and existing costs and revenues. ***In contrast, to assume that new development creates more or less requirements than those imposed by current residents constitutes an obvious positional bias in the information used to make important policy decisions.***

As previously referenced, a *modified per capita* approach was used to determine potential operating and capital costs using projected population, expected employment, and the expected relationships between households and individuals working in their place of residence versus working in another area. This method can still be referred to as a per capita approach, but it uses an FTE population since that population imposes demands upon all systems relative to its needs.

FTE population is intended to reflect the annual, permanent demands on services and infrastructure as opposed to peak demands. The following table illustrates the estimated FTE population for the City and the Study Area based on the H-M-L development scenarios (see **Table 23**).

Table 23. Full-Time Equivalents Estimates

	Port St. Lucie	Study Area Development Program		
		Low	Moderate	High
Household Population	230,980	69,090	86,560	90,080
Labor Force Employment	105,320	21,200	26,560	27,640
FTE Population				
Resident	217,620	66,400	83,190	86,570
Employment	13,680	2,750	3,450	3,590
Visitor[1]	12,610	2,170	2,720	2,830
Total FTE	**243,910**	**71,320**	**89,360**	**92,990**

Sources: U.S. Census Bureau; GAI Consultants; CoStar Group. Notes: Totals may not add due to rounding. (1) Visitor FTE calculated as a formula of the number of projected hotel rooms, as well as the City's average persons per room, and occupancy rates achieved for each month in 2022.

INTERFUND TRANSFERS AND BUSINESS ACTIVITIES

Although the financial benchmarking exercise considered business-type activities in examining the net revenues and expenses of the City compared to the other Benchmark Cities, our approach to fiscal impact analyses treats business-type activities as a *net transfer*. Since these activities are generally profit centers and, in theory, run like a business where prices (water rates) are set to meet or exceed operating and capital, a majority of these types of activities provide a net income transfer, reimbursement, or payment into the general fund to offset costs of governmental activities, reimburse for central supplies, or other related activities. The fact is that when a utility system issues debt to fund capital, it is generally required to set utility rates to generate 1.25 to 2.00 times more operating income than annual debt service.

Since average service lines are the costliest components of a system and extend well beyond debt payments, the structure of rates and charges relative to expenses typically creates significant positive cash flow annually. Also, any capital requirements to meet new water and sewer demand is generally funded 100% with connection fees and/or water and sewer impact fees because those fees are calculated at full cost of service requirements, unlike many other impact fees or capital charges.

It is prudent for local governments to transfer some excess cash into general government activities as a payment-in-lieu-of-taxes. If utility services were provided by a private company, the City would be allowed to generate revenues through franchise fees on those services, so a transfer accomplishes the same thing. Thus, this analysis includes this net transfer as a revenue off-set after calculating incremental governmental expenses required to serve a new development. In the rare case where general-government activities subsidize a business-type activity, it is still included with revenues, but it would reflect a deduction in general revenues. The rationale is that it is reasonable to assume that new development will generate the same excess (or deficit) water and sewer revenues on a per capita basis as existing development.

EXISTING ACTIVITIES AND THEIR RELATED FISCAL REVENUES AND COSTS

Providing public sector services and infrastructure is accomplished on the basis of not-for-profit management of economic and financial resources. Each year, governmental agencies or organizations prepare for meeting service and capital needs with a budget that balances revenues and spending. In other words, allowable annual spending equals expected revenues. In the context of legal constraints to spending, most local governments operate well below what is allowed. The annual budgets adopted do not reflect expected income (profit or losses) in the same way as for-profit enterprises.

The annual budgetary process can make understanding the marginal impacts of new population or new development a challenge. The main challenges are the use of transfers between funds to accommodate "fund accounting" reporting, the use of cash balances in funds as revenues and cash forward as expenses to balance the budget, the recognition of capital as an expense in the year funds are expended, and the recognition of debt proceeds as revenue to also balance capital expenditures. The budgetary process is "cash-basis" accounting.

In addition, every governmental organization in the U.S. prepares a ACFR. While the formats and contents can vary slightly, these reports present the financial statements of the governmental entity, as well as important analysis tools like the management's discussion and analysis ("MD&A") and the notes to the financial statements similar to private industry. ACFRs present financial information of accounts for the financial position of the government as a whole. Governments

Photo Courtesy of Tradition, Port St. Lucie

use modified accrual accounting for their statements in the ACFR and include reconciliations explaining how they made the switch from cash-basis accounting to the modified accrual basis they report.

Most importantly, governments are required to present their consolidated financial statements in the ACFR that essentially mirror for-profit financial statements. In particular, the Statement of Activities for a not-for-profit organization is equivalent to an Income Statement for a for-profit enterprise. The main difference is the treatment of capital infrastructure and equipment. On a cash-basis, capital costs are recognized within the year funds are expended. For example, if the City spends funds to build a new City government office in 2023, that expense is a capital item in the same year and it is generally funded through some combination of current revenues, existing cash balances and debt proceeds, or exclusively with debt proceeds. As a result, the cash-basis is faulty because it places the burden of past and future capital needs, funded using past and future revenues, in a single current fiscal period.

Conversely, the Statement of Activities only recognizes current revenues and accounts for capital on a depreciation and amortization basis—matching capital spending with the life cycle of the asset. This fiscal impact analysis utilizes these Governmental Statements of Activities to correct for the challenges associated with governmental budgeting and fund accounting, especially capital spending which can otherwise materially ebb and flow on an annual basis. Our position is that the reported revenues and expenses, divided by FTE population, provide the best measure of the marginal impacts from new development and new population given the existing financial structure of the City.

Capital expenditures in this fiscal impact analysis are reflected in terms of depreciation and amortizations versus capital requirements (previously referenced in the financial benchmarking section), and are consistent with the Statement of Activities in the ACFR. This approach more appropriately aligns cost with the life cycle of assets. For example, a building built by the City 30-years ago that is still serving the community today would still be accounted for in this analysis because its average service life is generally 50 years or more. However, the capital expenditure for that building would not be recognized, especially if its debt is paid off.

PROSPECTIVE FISCAL IMPACTS

Based on Fiscal Year ("FY") 2022 audited financial statements from the City's ACFR and expected property valuation for the H-M-L development scenarios of the Study Area, the table on the following page details the Study Area's expected net fiscal impact compared to that of the City. In FY 2022, all general government activity within the City reflected an average cost per FTE of $655, including annual capital expenditures of $130 per FTE. Attempting to off-set total operating and capital costs, the current revenue sources contributed an average of $714 per FTE. As a result, the City currently has a slight fiscal surplus of $59 per FTE or approximately $14.3 million annually.

It is important to note that this calculated surplus is based on modified accrual accounting versus cash-basis accounting, therefore the City is not gaining $14.3 million each year on a cash-basis. Given the current levels of spending including interest costs and annual capital requirements, current revenues through taxes, charges, and fees meet current spending in FY 2022. This is the current basis from which types of new development will be measured using assumptions for FTE population and various ad valorem revenues models. In addition, this calculation of net fiscal impact excludes costs from *future transportation related activities,* which is further detailed in Section 5.4.

Comparatively, the Study Area is expected to create an expense of $498 (operating and capital) per FTE per year in each of the fiscal impact scenarios, significant property tax contributions of $719 per FTE, along with direct and other revenues, more than off-set those costs and create a significant net fiscal surplus per FTE per year of $628—equating to a total net fiscal surplus of $44.8 million in the low scenario, $56.1 million in the moderate, or "most-likely" scenario, and $58.4 million in the high scenario (see **Table 24**).

At any calculated level, a municipality can function with a deficit by drawing from existing balances or using debt, and at the same time adopting balanced budgets where expenditures equal revenues. In particular, this analysis is not a substitute for discrete departmental budgeting. More accurately, it is an estimate of the net fiscal impact from current activities which can generate positive or negative cash flow.

Table 24. FY 2022 Net Fiscal Position, City of Port St. Lucie and the Study Area

	City of Port St. Lucie		Study Area			
	Per FTE	Total (000s)	Per FTE	Total (000s)		
				Low	Moderate	High
Net Revenues						
Ad Valorem	$ 305	$ 74,483	$ 719	$ 51,241	$ 64,204	$ 66,818
Other Taxes[1]	394	96,230	393	28,137	35,255	36,688
Enterprise Transfer[2]	14	3,418	14	1,000	1,252	1,303
Subtotal	**$ 714**	**$ 174,131**	**$ 1,126**	**$ 80,378**	**$ 100,710**	**$ 104,809**
Net Operating Expenses with Capital						
General Government	$ (119)	$ (28,927)	$ (119)	$ (8,458)	$ (10,597)	$ (11,028)
Public Safety[3]	(251)	(61,223)	(251)	(17,902)	(22,429)	(23,341)
Physical Environment	(138)	(33,763)	(138)	(9,872)	(12,369)	(12,872)
Transportation	(67)	(16,386)	(67)	(4,791)	(6,003)	(6,247)
Economic Environment	(74)	(18,108)	(74)	(5,295)	(6,634)	(6,904)
Human Services	(31)	(7,658)	(31)	(2,239)	(2,805)	(2,919)
Culture and Recreation	(71)	(17,260)	(71)	(5,047)	(6,323)	(6,581)
Interest on Long-Term Debt	(65)	(15,948)	(65)	(4,663)	(5,843)	(6,080)
Direct Revenues (Charges, Fees)	292	71,243	292	20,832	26,100	27,161
Annual Capital Expenditure[4]	(130)	(31,830)	26	1,860	2,330	2,430
Subtotal	**$ (655)**	**$ (159,860)**	**$ (498)**	**$ (35,576)**	**$ (44,574)**	**$ (46,381)**
Net Fiscal - Surplus/(Deficit)	**$ 59**	**$ 14,272**	**$ 628**	**$ 44,802**	**$ 56,137**	**$ 58,428**

Sources: Port St. Lucie FY 2022 ACFR; GAI Consultants. Notes: Totals may not add due to rounding. (1) Other taxes include earnings on taxes (tourist development, communication, fuel, local government), franchise fees, and earnings on investments. (2) Transfers reflect the net income transfers into the general fund to subsidize governmental activities. (3) Since the City of Port St. Lucie is not a provider of Fire Services, Fire Services has been removed from Public Safety for all municipalities. (4) Annual capital expense reflects the annual capital requirement less estimated impact fees, adjusted for annual principal and interest, it does not include costs for transportation related activities.

This fiscal impact analysis is not a reconciliation of funds and fund balances, but an estimate of annual net fiscal surplus/(deficit) for governmental activities.

Both market forces and Florida Tax Law suggests that the significant gap created in taxable values per capita from new development compared with existing averages is a strong factor in positive fiscal impact from new development. In addition, this gap can be even more pronounced within areas of redevelopment where existing conditions are driven by both age and a relatively depressed market.

Under the premise that existing households would require no more or no less operating and capital needs than those households proposed within the Study Area, this observed relationship between property value and year-built implies a significant positive fiscal impact from the newly developed property. The fiscal impact analysis within this Study also includes a relatively conservative approach to estimating capital requirements for new development. As previously referenced, this approach excludes any existing capacity in capital infrastructure by assuming new FTE population would require the same level of capital spending to replace everything the City has constructed. This method takes all capital assets at original costs in 2022 dollars, as illustrated in **Table 25** below.

Table 25. General Government Capital Assets at Cost in 2022 Dollars (000s)

Capital Assets (000s)	Net	Depreci-ation	Gross
Land and ROW	$163,485	$ –	$163,485
Infrastructure	–	–	–
Construction	10,573	–	10,573
Buildings and Capital	590,484	(523,883)	1,114,400
Total Net Capital Assets	*$ 764,542*	*$ (523,883)*	*$ 1,288,425*
Capital Per FTE	**$ 2,420**	**$ (2,150)**	**$ 4,570**

Source: Port St. Lucie FY 2022 ACFR.

It is important to exclude existing deficiencies in calculating capital costs since this would impose an unfair burden on new households. In part, to the degree there are differences, these would be addressed by impact fees which can only apply to new development and capital. Prior, existing, and/or emerging transportation network or system deficiencies, in particular, are obligations which are already called for, stipulated, or officially adopted in major plans, including any long-range transportation plans.

Based on replacing all capital assets in 2022 dollars, new FTEs would be expected to generate capital needs of $4,570 per FTE. As a comparison to the Benchmark and Peer Cities previously identified in the prior section, **Table 26** illustrates the City's capital requirement per FTE compared with those of the Benchmark and Peer Cities.

As previously stated, the City is not a provider of Fire Services, which is included within the capital expenditures reflected for the Benchmark and Peer Cities of who contain Fire Services. As illustrated in the following table, the capital requirements existing today within the City are predominantly higher than the majority of the other comparable jurisdictions.

Table 26. Net Capital Requirements per FTE

	Capital Requirement
Port St. Lucie (Current)	$ 4,570
Benchmark Cities	
Tallahassee	$ 5,035
Cape Coral	$ 2,399
Lakeland	$ 4,581
Gainesville	$ 2,698
Peer Cities	
Orlando	$ 1,744
Tampa	$ 3,432
St. Petersburg	$ 1,865

Sources: Port St. Lucie FY 2022 ACFR; Tallahassee FY 2022 ACFR; Cape Coral FY 2022 ACFR; Gainesville FY 2022 ACFR; Lakeland FY 2022 ACFR; Orlando FY 2022 ACFR; Tampa FY 2022 ACFR; St. Petersburg FY 2022 ACFR.

In addition, the table on the following page illustrates the Study Area's estimated annual capital expense at full build-out on a per FTE basis and as a total for each of the H-M-L development scenarios (see **Table 27**).

To note, total impact fees for the Study Area were estimated by applying the H-M-L development program to an average rate as provided in the City's Mobility and Impact Fee Annual FY 2023 Report, as well as the County's FY 2023 Impact Fee Rate Schedule which a portion of those fees are returned back to the City. Capital costs related to *Theoretical Transportation Cost* estimates were not included in the calculation of the Study Area's annual capital expenses depicted on the following page.

Net capital requirements after deduction of impact fees paid to the City results in a net capital requirement of $425 per FTE. Assuming debt service over 30 years and a 4.5% interest results in an annual impact of $26 per FTE, which has been accounted for in the operating and capital costs previously detailed in **Table 24**.

Table 27. Calculation of the Study Area's Annual Capital Expense

	Per FTE	Total Annual Capital Expense (000s)		
		Low	Moderate	High
Capital Needs	$ 4,569	$ 325,850	$ 408,250	$ 424,850
(less) Total Impact Fees[1]	(4,994)	(356,189)	(446,266)	(464,413)
Net Required Capital	$ (425)	(30,339)	(38,016)	(39,563)
Annual P&I (30 years, 4.5%)	**$ 26**	**$ 1,860**	**$ 2,330**	**$ 2,430**

Sources: Port St. Lucie FY 2022 ACFR; GAI Consultants. Notes: Totals may not add due to rounding. (1) Total impacts fees for the Study Area were estimated.

SECTION 5.4

CITY CONSIDERATIONS & OTHER IMPLICATIONS

Multiple fiscal modeling scenarios were prepared to isolate how varying levels of development and population growth could impact the City's financial position. In these models, the *Theoretical Total Transportation Cost* estimates and related activities were isolated from other City services and facilities because of the magnitude of these *Theoretical Total Transportation Costs* stemming directly from extensive new development which could reasonably occur within the Study Area.

This fiscal impact analysis, in its entirety, supports several conclusions. The most obvious is the City currently manages its fiscal responsibilities well for a community of its size and composition based on prior spending. City spending for almost any category of service, program, or facility—including some level of capital and operating expenditures for transportation needs—falls in line with benchmarks from other communities.

Going forward, under the assumptions used within the fiscal impact analysis, it is quite likely that additional residential and non-residential development brought into the City through growth management or annexation practices will significantly enhance the City's fiscal position. This improved position occurs because the City should receive more substantive ad valorem receipts and other fees or revenues from newly included development, having a taxable value well above the current City-wide average value. The fiscal model suggests costs in the future, net of these major additional transportation costs, would equate to a fiscal surplus of $56,137,000 stemming from the Study Area's *moderate* development scenario.

However, once the magnitude of the *Theoretical Total Transportation Cost* estimates and related obligations are considered, the data indicates the potential of a substantial impact on the fiscal outcomes achieved in the City. The following sub-sections illustrate how the City's fiscal position would be impacted if the Study Area were to be developed as described and remain unincorporated.

In addition, the following sub-sections also illustrate how *Theoretical Total Transportation Cost* estimates of (1) all deficient roadway segments, and (2) only the City-owned deficient roadway segments, could impact the City's fiscal position. To note, deficient roadway segments stemming from estimates of future growth within the Study Area and *Theoretical Total Transportation Cost* estimates are previously detailed in **Table 13** and **Table 16**, respectively, within *Section 4.4*.

CITY'S FISCAL POSITION IF STUDY AREA REMAINS UNINCORPORATED

If the City decides not to consider or accept requests for voluntary annexation from

proposed development(s) and/or projects within the Study Area, the City's roadways would still be impacted if and when any of the development contemplated within the Study Area is realized. As a result, the City would be obligated to fund the transportation-related capital costs to City-owned roadways affected by future growth within the Study Area through the City's general fund exclusively since the City would not be accruing any impacts fees to offset transportation-related costs to City-owned roadways stemming from future growth within the Study Area.

Applying a range of *Theoretical Total Transportation Cost* estimates for *only* the City-owned deficient roadway segments, stemming from estimates of future growth within the Study Area, to the *City's current fiscal position*, excluding any impact fees, the low ($175.9 million), moderate ($228.8 million), and the high ($281.7 million) *Theoretical Total Transportation Cost* estimates would cause the City's fiscal position to *decline*—becoming negative if all of these *Theoretical Total Transportation Cost* estimates for only City-owned deficient roadway segments are funded by the City's general fund. In this example, the City would experience a net fiscal deficit between **$29,528,000** and **$39,708,000**.

FISCAL IMPACT OF TOTAL TRANSPORTATION-RELATED CAPITAL COSTS

Assuming the City decides to accept or otherwise favorably consider requests for voluntary annexation from proposed developments and/or projects within the Study Area, applying the range of *Theoretical Total Transportation Cost* estimates for *all* of the deficient roadway segments, stemming from estimates of future growth within the Study Area, to the *moderate* fiscal impact model, the low ($444.5 million), moderate ($579.9 million), and high ($715.4 million) *Theoretical Total Transportation Cost* estimates would maintain the City's positive fiscal position—resulting in a net fiscal surplus of the Study Area between **$12,117,000** and **$28,747,000**. The higher range of *Theoretical Total Transportation Cost* estimates include the maximum cost of road improvements, including lane additions, signalization, and potential acquisition of rights-of way as previously described in *Section 4.4*.

FISCAL IMPACT OF CITY-OWNED TRANSPORTATION-RELATED CAPITAL COSTS

Assuming the City decides to accept or otherwise favorably consider requests for voluntary annexation from proposed developments and/or projects within the Study Area, applying a range of *Theoretical Total Transportation Cost* estimates for *only* the City-owned deficient roadway segments, stemming from estimates of future growth within the Study Area, to the *moderate* fiscal impact model, the low ($175.9 million), moderate ($228.8 million), and the high ($281.7million) *Theoretical Total Transportation Cost* estimates would maintain the City's positive fiscawwl position—resulting in a net fiscal surplus of the Study Area between **$38,747,000** and **$48,917,000**.

CONCLUSION

Unless all, or most of, the transportation-related capital costs stemming from estimates of future growth within the Study Area can be placed onto new development itself in some way, through policy action and/or with improved relations with the County, the City's financial position could, and likely would, begin to erode. Regardless of the development scenario embraced for policy purposes, it is evident that the Study Area at full built-out, net of transportation-related capital costs stemming from estimates of future growth within the Study Area which could reasonably occur will generate very high levels of receipts in either of the H-M-L development program scenarios. These receipts could be well above those produced by other properties on average in the City, assuming the development program(s) are achieved as estimated or described.

Having made the above observation, a variety of policy recommendations and planning tools are available for the City's use to mitigate a significant portion of the potential financial burden associated with the potential transportation-related capital costs and development stemming from estimates of future growth within the Study Area. These policy recommendations and additional planning tools are further illustrated in the following section of this Study.

SECTION 06.

RECOMMENDED POLICY OPTIONS

06

SECTION 6.1

RECOMMENDED POLICY OPTIONS

It has been concluded in the course of this Study that the City is and likely will continue absorbing more than its fair share of the capital and operating costs created by development occurring at the unincorporated edges of the City. With or without direct intervention from the City, the interest in converting lands, historically available for agricultural and lesser intense purposes, to higher value residential and similar uses will continue. With that interest or pressure likely to grow along with the region's population, the nature of services and facilities provided by the City will be attractive to developers targeting properties within the adjacent southern and western portions of the County, as well as non-City residents, businesses, and property owners in the unincorporated County who may not have access to similar options within the County or within their own development projects. Absent some level of favorable consideration of requests for voluntary annexation, a material share of the capital and operational costs of those services will be carried by the City without the benefit of the revenue to pay those costs. As shown in the prior section, most service costs could be absorbed in the future. The value of new development would likely improve the City's financial capabilities. However, the burden of transportation-related capital costs stemming from estimates of future growth within the Study Area alone would likely have a deleterious effect on the City's fiscal position if they were to absorb those costs, as described in the prior section.

The table below and continued on the following page summarizes several available policy responses, including a description of what is likely to occur with no intervention from the City, compared with modest or more aggressive action (see **Table 28**). Thematically, the benefits and cost or risks described in this Study are summarized along the subsequent pages.

Table 28. Options for Consideration

Options	Rationale	Benefits	Risks
Option 1: **No Acceptance of Voluntary Annexation requests within Study Area**	▪ Limited 'appetite' to expand City to include more development potential. ▪ Existing resident perception that growth is already too much in existing City—traffic congestion and taxation. ▪ No need to expand City utilities in area where County has expanded urban service boundary and indicated a desire to serve. ▪ Too much residential and no obligation for developers to include employment uses.	▪ Addresses perception that City can stop or slow growth. ▪ No risk in new growth not paying its way. ▪ Puts obligations on County to solve infrastructure issues in Study Area.	▪ Growth in Study Area will occur with or without the City. ▪ City loses opportunity to address impacts associated with growth in Study Area (land uses, paying for services, etc.). ▪ City loses advantage on utility expansion. ▪ Would likely require City to revisit its infill and redevelopment policies to make it more attractive. ▪ Puts obligations on County to solve infrastructure issues in Study Area.

Continue of Table 28. Policy Options for Consideration

Options	Rationale	Benefits	Risks
Option 2: **Accept Voluntary Annexation requests for Proposed Development and Projects within Study Area Under Existing City Planning & Fiscal Impact Policies**	▪ Expansion of City to the west is logical response to growth demands. ▪ Approach relies upon existing capital and service delivery model of the City. ▪ Business as usual.	▪ Existing policies defer to the County Comp Plan for urban land uses. ▪ Vacant land analysis within City is a factor.	▪ Existing policies are seemingly permissive of annexation, but may limit the City's ability to be more entrepreneurial. ▪ Existing City Planning and Fiscal Policies likely do not provide sufficient revenue capture to pay for expected impacts on the City.
Option 3: **Accept Voluntary Annexation requests for Proposed Development and Projects within Study Area Under New Planning and Fiscal Impact Analysis Tools**	▪ City desires to expand but under new land use and fiscal impact approach. ▪ City cannot afford to annex under 'old' approach. ▪ Addresses "Do No Harm" approach.	▪ Addresses existing strategy of "not negatively" impacting service delivery within existing City. ▪ Can be net benefit to the City. ▪ Does not defer to County FLU/urban service boundary. ▪ Proactive approach getting infrastructure investments earlier.	▪ Developers may not embrace additional capital and/or operating obligations. ▪ Would require coordination with the County to ensure successful implementation of the approach.

A view of O.L. Peacock, Sr. Park | Photo Courtesy of Port St. Lucie

SECTION 6.2

OPTIONS CENTERED ON LONG TERM PLAN OR COMPREHENSIVE POLICY OPTIONS

Within each of the policy option recommendations summarized in **Table 28** is a mix of very specific actions and tools that are not being used consistently, if at all, today to guide growth and development or to reduce the cost implications of that development. The City might pursue or implement literally all of the items described with greater or lesser effort, subject to input from the City Attorney. In some cases, an item or its objective might modestly overlap with another. Where those overlaps may occur, the item or its objective may also require some level of scrutiny to assure legal sufficiency. For example, Proportionate Share and impact fee arrangements need to be calculated somewhat conservatively and discretely.

Similar to the policy option recommendations, these specific tools are aligned with greater and lesser roles for the City. However, all of these tools intentionally share the specific objectives of (1) identifying critical cost considerations in the regulatory and development processes, then (2) pushing all, or a portion of, these costs back to their source, whether to the County, Unincorporated area developers, and/or future non-residents of the City.

Virtually every option or recommendation dictates that the analysis detailed within this Study be paired with additional evaluation. Notably, the timetable for utility infrastructure is such that actual implementation strategies need to be considered today if facilities are to be operational by 2045. As well, while prior transportation network deficiencies may exist today, any needs which remain unresolved must be carefully explored in the context of future requirements outlined in this Study.

1 *Special Plan*

This approach involves undertaking a specific master planning effort which would result in a land use plan change, new policies, and Land Development Code ("LDC") provisions unique to the Study Area. Similar to the City of Orlando's Southeast Sector Plan, Orange County's Horizons West, and Lake County's Wellness Way Plan, this work effort would culminate with adoption of the plan into Port St. Lucie's Comprehensive Plan and LDC.

The effort would be best achieved in collaboration with St. Lucie County, the St. Lucie County School Board, and a robust Stakeholder Group. Issues of utility service delivery and fire station location would best be resolved through this process. The resulting Special Plan and code amendments could address the following issues:

a. Walkable neighborhood form and design;
b. School centered neighborhoods;
c. An economic development/employment component guaranteeing land set asides for non-residential development;
d. Detailed mobility plan with complete street cross sections and interconnectivity standards;
e. Neighborhood and community park standards; and
f. Ensuring that infrastructure financing is appropriately allocated to the benefiting development.

The implementation of a Special Plan would allow for any applicant to propose comparable solutions as an alternative approach as long as the purpose and intent of the Special Plan was met. All development proposals would be required to be zoned 'Planned Development'.

Special Plans like these often include new planning and design approaches because the land is in a greenfield state. One suggestion might be to create a plan based on the principles of the 15-minute City and incorporate elements of Traditional Neighborhood Design.

Advantages

- Explicitly acknowledges the importance of development activities at the edge of the existing City boundaries.
- Offers the most comprehensive policy considerations.
- Further strengthens Comprehensive Plan directives
- Addresses longer term solutions indicative of predictability and political stability.
- Provides the policy basis for formal land development adopted standards for new development.
- The Special Plan can be a foundation for targeted economic development initiatives.

Disadvantages

- Development interests in the community may not embrace additional capital and/ or operating obligations within the Special Plan.
- Timeframe to complete a Special Plan may be extensive.

2 *Implementation Plan Only*

In lieu of a Special Plan, an Implementation Plan would be developed which relied upon the City's existing FLU and Zoning regime, but would focus on LDC provisions listed below that ensured the delivery of infrastructure at the time of impact of development. The existing development plan review process of the City would be evaluated and modified to allow for the implementation provisions of the Study Area.

Advantages

- Codifies all the advantages associated with Special Plan.
- Cost to implement may be lower than a Special Plan.
- Would be targeted to discrete areas or types of development and action.

Disadvantages

- May offer less protection and predictability than a Special Plan.

3 *Development Agreements*

Every property within the Study Area or any other targeted area would be required to enter into a Development Agreement in accordance with provisions of Florida Statute Chapter 163 commensurate with annexation or other major action. This would be the best mechanism to ensure that the provisions of the Special Plan, Implementation Plan, or compliance with the new LDC provisions would govern.

Advantages

- Ties policies of other plans and directives to a specific project or development.
- Offers further certainty to a developer and the City about respective obligations.
- The content and obligations of a Development Agreement are stipulated under Florida Statute Chapter 163.

Disadvantages

- The provisions of a development agreement under Chapter 163 may offer fewer protections and options for a local government than alternatives afforded under the City's own home rule powers.

SECTION 6.3

OPTIONS CENTERED ON FINANCIAL INDUCEMENT

1 *Prop Share Program for Mobility Impacts*

The roadway network analysis conducted in the course of this Study reveals impacts from the Study Area on specific existing roadways within the City. An allocation of the costs to address these impacts could be established and implemented by a special assessment or other allocation tool for the Study Area. This assessment would be above and beyond the existing Road and Mobility Impact Fee.

Each project in the Study Area would be required to submit a traffic study prior to rezoning, which would address their fair share cost of network improvements based on the framework established by the City.

Advantages

- Explicitly acknowledges the importance of transportation cost and needs.
- Focuses on transportation which is the capital item ostensibly of greatest concern.
- Focuses on sources of potential receipts that currently accrue advantageous to the County.
- Depending on the process through which it is implemented might also play into infill occurring within the City limits.
- May provide assurance of capital early in a project's planning and approval process.
- By definition assures a developer what the cost of a shared transportation segment might be, typically will allow a developer to pay the cost and proceed.

Disadvantages

- Requires careful calculation with each specific road segment and development being considered.

Note: Should this approach be found to be Impact Fee creditable against the existing Road and Mobility Fees, a new Road and Mobility Fee schedule for the Study Area could be established to accurately reflect the total impact on the network due to increased marginal cost of the Study Area's remote nature.

2 Road and Mobility Impact Fees

The City relies upon the conventional approach to the collection of fees and the funding of mobility improvements. The traditional approach to collection is at the time of building permit for each residential unit and individual non-residential building.

An alternative approach to the Study Area implementation could include a negotiated approach for the payment of impact fees at the time of platting of residential subdivisions, which are typically phased. This would infuse larger lump sum revenues to the City earlier in the process to accelerate roadway and mobility fee projects. This approach has worked in other jurisdictions and also provides an incentive for the developer to construct those improvements at the beginning of each phase of development for impact fee credits. The requisite traffic study would identify required lump sum payments by phase to address the impacts of the project. This approach could be achieved via a voluntary annexation and development agreement or a mobility fee agreement with the developer which would be required at the time of rezoning.

Advantages

- Explicitly acknowledges the importance of transportation cost and needs.
- Strong focus on transportation capital which is among the City's greatest concerns.
- Focuses on sources of potential receipts that currently accrue advantageous to the County.
- Provides funding for mobility improvements much earlier in the development process to allow capacity improvements to occur as the impacts occur, unlike standard impact fee system.
- A mobility fee offers some financial resources for the City that may not require a commitment to road and road construction.
- A mobility fee already exists.

Disadvantages

- Such fees tend to be the highest among impact fees charged.
- Such fees are often challenged and resisted by the development community.
- As matter of policy, such fees rarely cover full costs.

3 Park Impact Fees

If the Special Plan approach is not undertaken, a Park Plan would need to be established for the Study Area which will meet the City's neighborhood and community park standards. Developers could enter into voluntary annexation and development agreement(s) whereby payment of Park Impact Fees in lump sum could be made at the time of platting (residential) or agree to construct and dedicate parks to the City for impact fee credits. The City may choose to have certain neighborhood parks be owned and maintained by a Home Owners Association ("HOA"), Community Development District ("CDD"), or other governance mechanism approved by the City. Neighborhood parks would be required to be completed prior to

the issuance of a certificate of completion of the improvements of the approved phase of a subdivision or development plan.

Advantages
- Ensures a character of neighborhood development that includes a robust level of neighborhood parks, but not necessarily requiring any City capital or operating expenditures if, during the entitlement process, HOA or CDD managed/owned parks are required.
- Aligns with City's interest in such services and facilities.
- Rarely resisted by existing residents since costs are levied against new development.

Disadvantages
- As a matter of policy, rarely recovers full cost and state law limits the level of fee increases.

4 *Law Enforcement Impact Fees*

Given that police patrol is largely delivered without the need for fixed precinct/building locations, no change is recommended in the level or means of collection of the impact fee. Further examination of the structure of the fee basis might result in a future recommendation.

Advantages
- Aligns with City's interest in such services and facilities.
- Law Enforcement Impact Fees already exist.

Disadvantages
- As a matter of policy rarely recovers full cost.

SECTION 6.4

OPTIONS COMBINING FINANCIAL INDUCEMENT & POLICY

1 *Special Assessment Districts*

Pursuant to Chapter 170.01, Florida Statues, the City can levy assessments against benefiting properties to fund capital improvements as long as the rate of assessment is based on the special benefit accruing to any property. This benefit must be different in type or degree from benefits provided to the City as whole.

This tool should be considered only after a capital plan for the Study Area is established and it is confirmed that the required capital improvements differ in type or degree from what would be required in the City. Should a Special Plan for the Study Area be developed, this tool can be very effective in establishing funding mechanisms for any unique capital requirements.

This tool can also be used to bond assessment proceeds to advance capital projects.

Advantages
- Legally, special assessment are not taxes.
- An additional specific revenue outside of the existing millage.
- Does not require referendum to be adopted.
- May be applied exclusively to an area or project.
- Assures major costs are focused on area or service in question.
- Has broad applicability to a range of services provided by City.
- Can be used for operations and well as capital.
- Can be combined with existing general fund revenues.
- A secure source for bond debt.

Disadvantages
- Generates some resentment when services perceived to be paid for through general revenues are addressed instead by special fees or charges, although residents and property owners would be made aware of such assessments at the time of purchase of property.

SECTION 6.5

CONCLUDING STATEMENTS

Based on the extensive information and conditions analyzed and presented in this Study, the City, by virtue of regional context, will continue to experience growth pressures at the edge of its current municipal boundaries. While there are certainly smaller opportunities in existing areas within the City's municipal boundaries, these do not present the same scale of growth implications as development reasonably anticipated to occur within the Study Area. Regardless of direct City intervention, the trend of converting historically agricultural or less intense lands to higher value residential, mixed-use, and similar uses will persist.

Anticipated and proposed development within the Study Area is likely to continue to be received favorably by the County. Absent self-imposed financial structures by developers, unless proposed developments and projects are annexed into the City or the County exacts extraordinary requirements from the developer to the benefit of the City, the City will bear an undue burden of service and capital costs. As has been extensively documented throughout this Study, without some level of control, a substantial portion of the capital and operational costs associated with service provision will continue to fall upon the City.

This fiscal impact analysis presented in this Study clearly indicates that the City currently manages its fiscal responsibilities well for a community of its size and composition based on prior spending. City spending for almost any category of service, program, or facility falls in line with benchmarks from other communities. Going forward, it is likely that additional residential and non-residential development brought into the City through growth internal to the City's existing municipal boundaries or annexation practices will significantly enhance the City's fiscal position.

Though the value of new development would likely improve the City's financial capabilities relative to most costs, the burden of transportation costs stemming from anticipated reasonable development within the Study Area alone would likely have a deleterious effect on the City's fiscal position. Once the magnitude of major new transportation impacts and the associated obligations are considered, the data clearly indicates potential for substantial impacts on the fiscal outcomes achievable in the City. Unless all, or most of, these transportation-related capital costs can be placed onto new development itself in some way, through policy action and/or with improved cooperation between the City and County, the City's financial position could, and likely would, begin to erode. Regardless of the density, intensity, and mix of uses embraced for policy purposes, it is evident that the Study Area at full built-out will generate very high levels of receipts.

While several available policy responses have been presented in this Study, including a description of what is likely to occur with no intervention from the City, compared with modest or more aggressive action, all options explicitly recognize the need for improved cooperation and collaboration between the City and County. Further, all of the tools presented intentionally share the specific objectives of (1) identifying critical cost considerations in the regulatory and development processes, and (2) shifting all, or a substantial portion of, these costs back to their source. The options presented underscore the importance of policy intervention at some level, a decision not to act does not change the more costly disadvantages of the established arrangement.

At the very least, concerns or issues raised in the course of this Study need further study and evaluation to assure there are time and resources to advance an appropriate infrastructure response. The options outlined within this Study are basic choices for dealing with future needs but, by themselves, may not be a sufficient platform for dealing with real or perceived prior deficiencies existing today which cannot be accommodated or paid for by future growth. Those prior deficiencies, however, will become more deleterious and burdensome to the City if future needs are not properly addressed.

Prepared By:

COMMUNITY SOLUTIONS GROUP

618 E. South Street Suite 700
Orlando, FL 32801
T 407.423.8398
F 407.843.1070

gaiconsultants.com/communitysolutions

City of PORT ST. LUCIE
HEART OF THE TREASURE COAST

FY 2024/25

PROPOSED CIP BUDGET

Capital Improvement Projects

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

Table of Contents

City Manager Message 1-6
Capital Improvement Program Summary 7-10
Capital Improvement Project List 11-13

General Fund Capital Improvement CIP #301

General Fund CIP Summary Sheet 15
Police Department Body Worn Cameras & Tasers 19
Police Training Facility – Phase II & III 20
Police Department Main Building Renovations. 21
Police Department Evidence Building Renovations 22
Police Department Building on Macedo Property 23
Standby Chiller Replacement for Building B 25
LED Lighting Upgrade M.F.E.C. Parking Garage 26
Structural Repairs and Sealing M.F.E.C. Parking Garage 27
Police Building Impact Glass Installation (2 Phases) 28
Police Department Building Standby Chiller Replacement 29
City Hall Standby Chiller Replacement 30
City Hall Air Handler Replacements 31
City Hall LED Lighting Upgrade - Interior 32
Police Department LED Lighting Upgrade 33
Main Parking Garage – City Hall Complex Enhancement 34
City Hall Expansion Project 35
River Place Park Inclusive Playground 37
Sportsman's Park Security Camera Upgrade 38
Sports Lighting at Sportsman's West Park 39
C-24 Canal Park Security Cameras 40
Stars and Stripes Restroom Building 41
Oak Hammock Inclusive Playground 42
Whispering Pines Park Security and Fiber Optic Upgrade 43
Lyngate Park Lighting Improvements 44
Paseo Park Security Camera System 45
McChesney Park Playground 46
Winterlakes Park Security Camera/Fiber/WIFI System 47
Botanical Gardens Event Restrooms 48
Botanical Gardens Master Plan 49

Botanical Gardens Bollard Lights 50
Botanical Gardens Storage/Education Office Space 51
Botanical Gardens Gazebo 52
McCarty Ranch Preserve Campsite Electric Service 53
Saints Driving Range Teaching Facility 55
Saints Drainage Improvements 56
Saints Irrigation System Replacement 57
Saints Cart Path and Practice Area Repairs 58
Saints New Maintenance Facility 59
Event Center Bathroom Upgrades 61
Event Center Ballroom Lighting Upgrade 62
Event Center Dispersed Power System 63

Road & Bridge CIP #304

Road & Bridge CIP Summary Sheet 65
SW Rosser/Dreyfus Intersection Improvements Roundabout 69
Village Parkway Replacement Lights 70
Citywide New Sidewalks 71
St. Lucie West Blvd. and Peacock Blvd. Intersection Improvements 72
Tradition and Village Pkwy. Mobility Improvements 73
Gatlin/Savona Intersection Improvements Ph 2 74
Tiffany/Durango Safety Improvements 75
Morningside/Port St. Lucie Blvd. Safety Enhancement Bicycle Access 76
Darwin Blvd. & Paar Drive Intersection Improvements 77
Savona Blvd. & Paar Drive Intersection Improvements 78
Savona Blvd. & Alcantarra Intersection Improvements 79
SW Cameo Blvd. at Port St. Lucie Blvd Intersection Improvements 80
Road and Gateway Landscape Beautification 81
Project Management Costs for Capital Improvements 82
Citywide Traffic Calming 83
New Sidewalk - Kestor Drive 84
California/Cameo Intersection Improvements Roundabout 85
SW Crosstown/Cashmere Improvements 86
Port St. Lucie Blvd Landscaping - Turnpike Bridge to Gatlin Blvd 87
Lennard at Grand Enhancing Crossing Crosswalk with Flashing Beacons 88
Green River Pkwy. at Charleston Enhanced Crossing Crosswalk with Flashing Beacons 89
Green River Pkwy. at Berkshire Enhanced Crossing Crosswalk with Flashing Beacons 90
Green River Pkwy. at Melaleuca Safety Improvements 91
Green River Pkwy./Melaleuca Intersection Improvements 92
Melaleuca/Berkshire Intersection Improvements Roundabout 93
Torino/Hann Intersection Improvements Turn Lane Extension 94
U.S. Submarine Veterans Park On-Street Parking 95
Del Rio Blvd. & California Blvd. Intersection Improvements 96
N. Macedo Blvd. & Selvitz Road Raised Intersection 97

Selvitz/Peachtree Intersection Improvements 98
SE Veterans Memorial at Lyngate Multimodal Bicycle Access 99
NW Bayshore Blvd. Widening & Multimodal Improvements 100
New Sidewalk - Volucia Drive 101
Peacock Trail 102
Citywide ADA Improvements - Signals Various Locations 103
Citywide Traffic Signal Conversion 104
Port St. Lucie Blvd. South Improvements Segment 2.2 105
Port St. Lucie Blvd. South Improvements Segment 1 106
Pavement Condition and Asset Inventory Survey 107
St. Lucie West Blvd. Widening Improvements Conceptual Design & Construction 108
Southbend Blvd. Widening Improvements Conceptual Design 109
NW East Torino Pkwy. Widening & Mobility Improvements 110
Citywide Annual Resurfacing Program 111
Citywide Contract Repair/Improvements of Sidewalk 112
Glenwood Drive Roadway Reconstruction 113
Gatlin Pines - Roadway Reconstruction 114
Replace PWS-4160 2016 Pothole Patch Truck 115

Parks Impact Fee CIP #305

Parks Impact Fee CIP Summary Sheet 117
O.L. Peacock Sr. Park – Phase 2 & 3 Construction 119
Torino Regional Park – Phase 2 Design & Construction 120

Half Cent Sales Tax CIP #310

Half Cent Sales Tax CIP Summary Sheet 121
Citywide Paving Program 123
Citywide Sidewalk Improvements 124
Floresta Improvements (Phase III) 125
California/ St. Lucie West Blvd. Intersection Improvements 126
California Widening 127

Stormwater Utility Fund CIP #401

Stormwater Utility Fund CIP Summary Sheet 129
Design of Grant Eligible Water Quality Projects 131
D-11 Canal Improvements 132
A-14 Water Control Structure 133
Property Acquisition for Access to Water Control Structures 134
Watershed A & B Improvements 135
Veteran's Memorial Water Quality Phase III 136
Hogpen Slough Water Quality 137
SE Whitmore Drive Baffle Box 138
Camera Truck Envirosight 139
Replace PW-0589 2003 Gradall XL 4100 140
E-3 Canal Improvement Phase III 141
Water Quality Projects (Veterans Memorial Phases IV and V) 142
Hogpen Slough HPS-60 Replacement 143

Elkcam Basin Improvements 144
Kingsway/Oakridge Basin Improvements 145
Airoso Conflict Structure Piping 146
E-8 Downstream Repair of B-15 147
Emerson Street Water Quality Dry Pond 148
C-24/Monterrey/Cameo Watershed Ponds (3) 149
C-24/Monterrey/Cameo Watershed Baffle Boxes (12) 150

Utilities Capital Improvement CIP #448

Utilities Capital Improvement CIP Summary Sheet 151
Clear Well and Generator Building at the Prineville Reverse Osmosis Treatment Plant 153
Lime Plant Rehabilitation 154
Three Western Reverse Osmosis Floridian Wells (F-37, F-38, & F-39) 155
Rangeline Road Reverse Osmosis Injection (2) Well Systems and (1) Monitoring Well 156
Rangeline Road Reverse Osmosis Water Plant Floridian Wells (6) 157
Rangeline Road Raw Water Main 158
Rangeline Road Reverse Osmosis Water Plant 159
McCarty Ranch Water Quality Restoration Areas 7A & 7B 160
Village Green Parkway (CRA Project), Huffman - Tiffany Utility Line Relocation 161
Port St. Lucie Blvd. Segment 1 & 2.2 (FDOT) 162
Midway (FDOT) - Jenkins to Glades Cutoff 163
Citywide Pipe Replacement 164
Lift Station Replacements 165
Village Green Commercial Septic to Sewer Project 166
Northport Booster Pump Force (NPBFM) Main to Glades Phase 1-6 167
Inflow and Infiltration of Gravity Mains 168
Becker Road Water & Wastewater Improvements Phases 1-7 169
Westport South 16" Force Main Becker Road 170
Low Pressure Mains Ductile Iron Pipe Replacement 171

Jesus Merejo
City Manager

CITY MANAGER BUDGET MESSAGE
Fiscal Years 2025-29 Proposed Capital Improvements Program (CIP)

April 15, 2024

Honorable Mayor, Vice Mayor, Members of City Council, and Residents of Port St. Lucie:

It is my privilege to present the Proposed Capital Improvements Program (CIP) for Fiscals 2025-2029 in accordance with the City Charter. City Staff and I have devoted significant time developing this document around the City's strategic goals. The continued growth in the City brings new challenges and opportunities for our residents, businesses, and City staff. I am pleased with the collaborative budget process deployed that utilizes resources effectively to achieve goals set by the City Council, while delivering superior public services as expected by our community.

We received and reviewed 173 project requests for total funding of $1.0 billion; 78% or 135 of those projects totaled at $585.9 million (including Stormwater operating revenues) is included in the 5-year plan for Fiscal Year 2024-25 through Fiscal Year 2028-29. This proposed budget acknowledges the current economic challenges relating to continued inflation. During Fiscal Year 2024, the delivery cost of capital projects was greater than the adopted budget for projects. These projects include the Police training facility, Tradition Regional Park, Public Works new building, road improvements, utility upgrades, and stormwater projects. Completing these projects as planned at higher costs has created funding pressures for future capital projects in the five-year CIP.

The five-year CIP has been developed based upon the Council's top priorities as outlined in the Strategic Plan. The City Council will be asked to tentatively adopt the first year of the CIP, FY 2024-25; the additional years of information provided in the Program are useful for prudent financial planning. Seventy-two (72) projects planned for the first year are projected to cost $127.4 million, including Stormwater projects that are funded by operating revenues. Year 1 priorities are summarized below.

Goal 1: Safe, Clean, and Beautiful

Priority projects included in the CIP:

- Police Training Facility, construction for phases II and III of a three-story building.

- Police main building renovations to maintain the 30-year-old facility.
- Installation of impact glass to the Police building, which will extend the building's life and eliminate the need and maintenance of hurricane shutters.
- Investments in security cameras and sports lighting at Sportsman's Park to promote site security and enhance evening operations.
- Citywide traffic calming projects, including improvements throughout the Southeast Benefit District.

Goal 2: Vibrant Neighborhoods

Priority projects included in the CIP:

- O.L. Peacock Sr. Park – designated as a High-Performance Public Spaces Park Pilot Project, improvement of this neighborhood park space.

Goal 3: Smart and Connected City

Priority projects included in the CIP:

- Citywide ADA improvements and traffic signal conversions enhance safety and assist in reducing traffic congestion.
- LED lighting upgrade at MIDFlorida parking garage.

Goal 4: Diverse Economy and Employment Opportunities

Priority projects included in the CIP:

- Village Green Drive corridor revitalization project for the relocation of utility lines from Huffman to Tiffany.
- Village Green Drive septic to sewer conversion for commercial owners within the Hog Pen Hot Spot area that are on septic systems to the City's wastewater (sewer) system.

Goal 5: High Quality Infrastructure and Facilities

Priority projects included in the CIP:

- Port St. Lucie Boulevard South, Segment 2.2 (Paar Dr. to Alcantarra Boulevard), which will improve traffic flow, provide multi-use paths, and improve mobility.
- Projects funded by the Mobility Fees include –
    - Intersection improvements at Commerce Centre and Glades Cutoff Road; SW Cameo Boulevard and Port St. Lucie Boulevard; Darwin Boulevard and Paar Drive; Savona Boulevard and Paar Drive; and Gaitlin/Savona intersection improvements, Phase 2 – Girard to Dalton Cricle.
    - St. Lucie West Boulevard, and Southbend Boulevard, which will improve traffic flow.
    - Improvements to the Peacock/St. Lucie West intersection and sidewalk to coincide with Florida Department Of Transportation's (FDOT) bridge and interchange improvements.
    - Tradition and Village Parkway mobility improvements.
    - Installation of new sidewalks throughout the Southwest Benefit District and Kestor Drive, which is also supported by a FDOT Local Agency Program (LAP) grant agreement.

    - Replacement of lights at Village Parkway.
- Other revenue sources such as the Local Option Gas Tax, Half-Cents Sales Tax, General Fund, and grants will fund more traffic calming and improvements, including –
    - Floresta, Phase 3 from Southbend to Prima Vista; this phase will include enhanced sidewalks and bike lanes, as well as street and pedestrian lighting.
    - NW Bayshore widening and multimodal improvements from Prima Vista to Selvitz.
    - NW E Trino Parkway widening and mobility improvements from Torino to Midway.
    - Annual road resurfacing, new sidewalks throughout the City in accordance with the 10-Year sidewalk program list, and sidewalks improvements.
    - Annual paving in accordance with the City's Repaving Master Plan.
- We are leveraging state and federal funding to advance stormwater quality improvement projects –
    - Hog Pen Drainage Basin water quality treatment plan for the removal of high nutrients and bacteria.
    - Reconstruction of the A-14 water control structure that is located adjacent to SW Darwin Boulevard at the E-84 Canal.
    - D-11 Canal improvements are being funded by $2.1 million in replacement revenue from the American Rescue Plan Act.
    - Funding from a State Water Quality Assistance grant will fund the installation of baffle boxes along SE Whitmore Drive, treating a 119-acre area.
    - A Resilient Florida grant of $2 million is supporting Watershed A & B improvements.
    - Veterans's Memorial water quality treatment plan that includes the design and construction of a new structure to detain and treat stormwater prior to discharge in the North Fork.
- The CIP also includes funding to maintain the City's utility system for renovations, upgrade projects, and expansion to meet new build-out demands -
    - Design and construct three (3) Western Reverse Osmosis Floridian Wells.
    - Design of a 10 million gallons a day Rangeline Road Reverse Osmosis Water Treatment Plant to accommodate new development and future growth.
    - Design and construction of two (2) injection wells and one monitoring well for the Rangeline Road Reverse Osmosis Water Plant.
    - Design and construction of six (6) Floridan wells for the proposed Rangeline Road Reverse Osmosis Water Plant.
    - Design of Rangeline Road raw water main to provide the water needed for the proposed Rangeline Road Reverse Osmosis Water Plant.
    - PSL Boulevard Segments 1 (Becker Road to Paar Drive) and 2.2 (Paar Driver to Alcantarra Boulevard) relocation of low pressure main, force main and water main associated with road widening project.
    - McCarty Ranch water quality restoration through a design and construction of the last two remaining areas, 7A and 7B, of the St. Lucie River/C-23.
    - Westport South 16", installation of a parallel force main along Becker Road and Darwin Boulevard.
    - Citywide replacement of lift stations to prevent raw sewage spills and overflows.

Goal 6: Culture, Nature, and Fun Activities

Priority projects included in the CIP:

- River Place Park – replacement of an outdated playground through the construction of an inclusive playground that meets the ADA requirements for all visitors.
- Torino Regional Park – conceptually design of phase 2 of the park that is in alignment with the approved Parks and Recreation 10-Year Master Plan.
- The Saints Golf Course drainage improvements to alleviate persistent wet conditions and maintain proper turf conditions following rain events.
- Driving range improvements at The Saints Golf Course to support the growing number of "range-only" customers. This is the only driving range in the City open to the public, which is also a revenue generator to support the enterprise fund.
- Construction of a restroom building for the new Stars and Stripes park, and at the Botanical Gardens to support increased usage with the expanded development of The Port.
- Modernization of outdated restrooms at the MIDFLORIDA Event Center.

Goal 7: High-Performing Government Organization

Priority projects included in the CIP:

- Standby chiller replacement for City Hall complex Buildings A and B, and the Police facility; all chillers have reached their end of useful service life.
- Enhancements to the City Hall complex, including expansion of the main City Hall building and the construction of a parking garage are proposed for funding in years two and three.

The first year of the Capital Improvement Plan is a balanced budget that includes bond financing for road improvements and expansion of the City's utility system for water quality projects. Continuing in the second year of the Plan, we forecast revenue shortfalls and additional funding sources, such as new or increased fees or bank financing through credit or bonded debt, will be necessary to advance and fund critical capital projects. As the City's population continues to increase, new growth should share in the long-term investment costs for maintenance and infrastructure expansion that will serve current and future residents and businesses. At this time, we are projecting an unfunded requirement of $296 million dollars. The table below is the proposed bond financing that will be needed during the five-year period of the CIP to fund essential capital projects.

Proposed Bond Financing for CIP Fiscals 2025 – 2029

Fund - Project	Dollars ($ in millions)					
Fiscal Year	24/25	25/26	26/27	27/28	28/29	Total
General Fund						
City Hall Expansion		6.8	6.8			**13.6**
City Hall Parking Garage		6.1	6.1			**12.2**
General Fund Sub-Total	**0.0**	**12.9**	**12.9**	**0.0**	**0.0**	**25.8**
Road & Bridge						
NW Bayshore Boulevard Widening	6.2					**6.2**
PSL Boulevard - Segment 1, Becker to Paar		11.4				**11.4**
SLW Widening - Peacock to NW Cashmere		2.2		26.4		**28.6**
NW E Torino Parkway Widening	1.9	21.8				**23.7**
Southbend Blvd Widening				1.7		**1.7**
Road & Bridge Sub-Total	**8.1**	**35.4**	**0.0**	**28.1**	**0.0**	**71.6**
Stormwater						
E-3 Canal Improvements Phase III					2.4	**2.4**
Veterans Memorial Ph IV & V Water Quality					1.5	**1.5**
Elkcam Basin Improvements - HMGP LMS Grant					7.7	**7.7**
Kingsway/Oakridge Basin Improvements - HMGP LMS Grant					7.4	**7.4**
Airoso Conflict Structure & Piping					0.5	**0.5**
E-8 Downstream repair of B-15					2.3	**2.3**
Emerson Street Water Quality Dry Pond					0.2	**0.2**
C-24/Monterrey/Cameo Watershed Ponds (3)					0.9	**0.9**
Stormwater Sub-Total	**0.0**	**0.0**	**0.0**	**0.0**	**22.9**	**22.9**
Utility Systems						
Three Western Reverse Osmosis Floridan Wells		5.6	5.6			**11.2**
Rangeline Rd Reverse Osmosis Injection Well			38.0			**38.0**
Rangeline Rd Reverse Osmosis Well Field (6)	6.1	5.6	5.8	11.2		**28.7**
Rangeline Road Raw Water Main			7.9			**7.9**
Rangeline Road Reverse Osmosis Water Plant	8.9		81.0			**89.9**
Utility Systems Sub-Total	**15.0**	**11.2**	**138.3**	**11.2**	**0.0**	**175.7**
All Funds Total	**$23.1**	**$59.5**	**$151.2**	**$39.3**	**$22.9**	**$296.0**

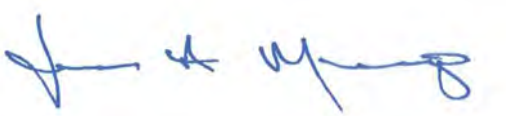
We will continue to aggressively pursue federal and state funding through the work of our Grants & Advocacy Team to further support the needs of our growing city.

Mobility Fees are projecting strong revenues of $12 million, of which $8.5 million will support capital projects for the respective districts during Fiscal 2024-25. The CIP includes significant

investments to prioritize traffic improvement projects aimed at reducing traffic congestion and expanding transit access with the installation of more sidewalks and bicycle access. The Mobility Fees will support thirty-three (33) projects within four benefit districts.

In summary, this proposed capital budget is a responsible plan and responsive to the growing demands of the City. Through the collaboration of many individuals who contributed to developing this proposed budget from City Council to Staff to City residents, we are collectively meeting the needs of our City. Their hard work, dedication, and ingenuity has allowed us to reach this critical juncture and I am appreciative of everyone's effort. I look forward to presenting this proposed budget to you in more detail and our team is available to assist you as you consider this budget.

Respectfully submitted,



Jesus Merejo, City Manager, ICMA-CM

Capital Improvement Program (C.I.P.) Fund

The purpose of the Capital Improvement Program (CIP) is to promote advanced planning by City department heads and managers for long-term investment, typically in facilities or infrastructure, such as roads, public buildings, or parks improvements. As part of the City's planning process, the City prepares and submits to the City Council a five-year Proposed Capital Improvement Plan. The Capital Improvement Plan is reviewed and updated annually, and includes the following:

(1) A clear general summary of its contents.

(2) A list of all capital improvements which are proposed to be undertaken during the five (5) fiscal years next ensuing, with appropriate supporting information as to the necessity for such improvements.

(3) Cost estimates, methods of financing and recommended time schedules for such improvements; and

(4) The estimated annual cost of operating and maintaining the facilities to be constructed and acquired.

The budget for capital improvements includes the infrastructure that all cities need to have in place to provide essential and quality of life services to current and future residents, businesses, and to support tourism. They are also designed to prevent the deterioration of the City's existing infrastructure for the benefit of our citizens. The capital budget includes funding for purchase and renovations of public buildings, construction of major projects and equipment purchases.

Examples of projects that are considered capital improvements include:

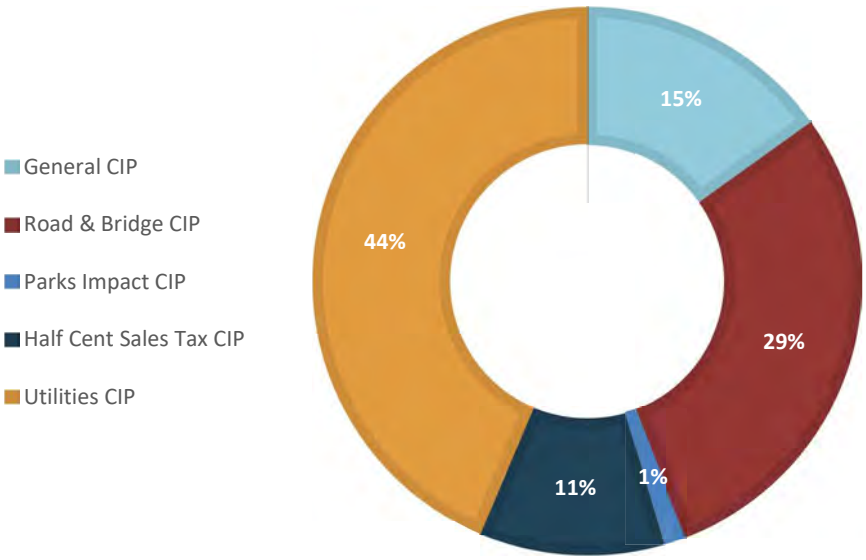
- Parks, trails, recreation centers, playground equipment, sports fields, tennis and pickleball courts.
- Police stations.
- Storm water drainage and flood control projects.
- Office buildings.
- Streets, traffic lights, and sidewalks.
- Landscape beautification projects.
- Water treatment plants, transmission pipes, storage facilities, and pump stations.

The Capital Improvement Plan is informed by the City Council's annual updates to the Strategic Plan. The City's Strategic Plan identifies goals, initiatives and projects that are programmed into departmental budgets and included in the Capital Improvement Plan. At the start of the budget preparation process, project request forms are completed by the departments separately from their operating budget requests. These forms provide the Office of Management and Budget capital projects that are scheduled for the next fiscal year and any changes that are requested from the previous five-year plan. These changes include requests for new projects or modifications to projects already forecasted in the plan, and they incorporate any new amendments to the City's Strategic Plan. Departments are required to give a description of the project, estimated costs and justification, funding resources and impact on the City's annual operating budget.

The operating budget and Capital Improvement Plan are closely linked. The obvious connection is that the operating budget assumes the cost of maintaining and operating new facilities or equipment that are procured under the Capital Improvement Plan.

The total capital expenditure requested for fiscal year 2024-25 through fiscal year 2028-29 is $ 541,241,123 **(excluding Stormwater, interfund transfers or reserves).**

Recommended Five-Year Capital Expenditure Plan
$541,241,123*



***Note: Total does not include Stormwater Projects that are funded by Operating Revenues, interfund transfers or reserves.**

General Fund CIP Fund

This fund is the capital improvement projects related to those departments of the General Fund. Projects being funded by fund transfers, grants and use of reserves are:

- Police Department Body Worn Cameras & Tasers
- Police Training Facility Phase II & III
- Police Department Main Building Renovations
- Police Department Evidence Building Renovations
- Police Building Impact Glass Installation (2 Phases)
- City Hall Expansion Project
- Main Parking Garage – City Hall Complex Enhancement
- River Place Park Inclusive Playground
- Sportsman's Parks Security Camera Upgrade
- Other projects aligned with various goals outlined in the City's Strategic Plan.

Road & Bridge CIP Fund

This Capital Improvement Fund has two significant revenues. Two levels of gas tax totaling five cents per gallon sold are expected to generate $4.9 million in FY 2024-25. Mobility Fees are projected to generate $8.5 million, funding projects in their district. Grants, bond financing, interest income and a transfer from the General Fund totaling $16.7 million for next year plus nearly $15.7 million is projected as a cash carryforward balance.

One of the projects in this plan is the annual resurfacing program, which is requested at $4 million in FY 2024-25. The City plans to spend $23.2 million on resurfacing over the five-year plan. Sidewalk projects total $2.4 million for FY 2024-25 and $8.1 million over five years. There are other smaller projects that are budgeted such as landscape beautification, enhanced crossing crosswalk with flashing beacons, traffic calming, signal improvements, on-street parking, widening roadways, and intersection improvements. Projects align with the City's Strategic Plan goal of High Quality-Infrastructure.

Parks Impact Fee CIP Fund

The Parks Impact Fee Fund is projected to generate $15.1 million in FY 2024-25. A carryforward balance of $10.08 million (includes bonds from 2021-22), Impact Fees and Interest Income are projected to create a total of $5.05 million. Projects requested in this plan are:

- O.L. Peacock Sr. Park - Phase 2 & 3 Construction
- Torino Regional Park - Phase 2 Design & Construction

This fund is fueled by the economy and as the economy grows, projects on the unfunded list can move up or be funded in years which go beyond this plan. Projects align with the City's Parks & Recreation 10-Year Master Plan and the City's Strategic Plan and strategic goal of Culture, Nature, and Fun Activities.

Half-Cent Sales Tax CIP Fund

The Half-Cent Sales Tax, which was approved by voters in November 2018, improves roads and rivers and builds more sidewalks. The Half-Cent Sales Tax increase will expire in 2028-29 and is estimated to generate $80.05 million in the five-year plan, with 15 to 20 percent of the revenue generated by visitors from outside of St. Lucie County. The estimated revenue generated for City funded projects in FY 2024-25 is $16.9 million.

Stormwater CIP Projects

The Stormwater CIP is not a standalone fund. Projects are included in the Stormwater Fund with operating expenses that balance against the Stormwater Fee. Projects in the five-year plan include large culvert replacements for failed culverts under roadways, property acquisition for access to water control structures, the side lot ditch program, and water quality projects. Projects in the plan align with the city's stormwater master plan and the city's strategic plan and strategic goal of high-quality infrastructure and facilities.

Utilities CIP Fund

The Utilities CIP Funds main purpose is to set aside designated reserves to plan for future upgrades of the Utilities System. This fund is projected to generate funding sources of $41.9 million in FY 2024-25. The funding sources include reserves and transfers from the Utility Operating, and Water and Sewer Capital Facility Funds. Some projects in this plan consist of three Western Reverse Osmosis Wells, Rangeline Reverse Osmosis Injection Well System, Rangeline Road Reverse Osmosis Well, Rangeline Road Raw Water Main, Water Quality Restoration Areas 7A & &B, and Port St. Lucie Blvd. (FDOT) Segments 1 & 2.2 low pressure main. The Utilities Department has provided a list of future projects beyond the five-year plan. Projects in the plan align with the City's Strategic Plan and strategic goal of High-Quality Infrastructure and Facilities.

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECTS
FIVE-YEAR PROJECTION

301 - General Fund CIP

Project/Description	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Police Department Body Worn Cameras & Tasers	$ 1,069,502	$ 1,304,853	$ 1,854,330	$ 1,854,330	$ -
Police Training Facility - Phase II & III	13,000,000	12,977,645	-	-	-
Police Department Main Building Renovations	250,000	100,000	100,000	100,000	100,000
Police Department Evidence Building Renovations	500,000	100,000	100,000	100,000	100,000
Police Department Building on Macedo Property	3,300,000	200,000	-	-	-
Standby Chiller Replacement for Building B	250,000	-	-	-	-
LED Lighting Upgrade M.F.E.C. Parking Garage	100,000	-	-	-	-
Structural Repairs and Sealing M.F.E.C. Parking Garage	500,000	500,000	500,000	500,000	500,000
Police Building Impact Glass Installation (2 Phases)	1,000,000	1,000,000	-	-	-
Police Department Building Standby Chiller Replacement	250,000	-	-	-	-
City Hall Standby Chiller Replacement	250,000	-	-	-	-
City Hall Air Handler Replacements	-	-	150,000	150,000	150,000
City Hall LED Lighting Upgrade - Interior	-	-	200,000	-	-
Police Department LED Lighting Upgrade	-	-	380,000	-	-
Main Parking Garage - City Hall Complex Enhancement (Bond Financing)	-	6,071,250	6,071,250	-	-
City Hall Expansion Project (Bond Financing)		6,787,850	6,787,850	-	-
River Place Park Inclusive Playground	472,000	-	-	-	-
Sportsman's Park Security Camera Upgrade	757,188	-	-	-	-
Sports Lighting at Sportsman's West Park	370,000	-	-	-	-
C-24 Canal Park Security Cameras	270,000	-	-	-	-
Stars and Stripes Restroom Building	503,000	-	-	-	-
Oak Hammock Inclusive Playground	-	485,000	-	-	-
Whispering Pines Park Security and Fiber Optic Upgrade	-	785,000	-	-	-
Lyngate Park Lighting Improvements	-	220,000	-	-	-
Paseo Park Security Camera System	-	-	492,000	-	-
McChesney Park Playground	-	-	785,000	-	-
Winterlakes Park Security Camera/Fiber/WIFI System	-	-	-	1,330,000	-
Botanical Gardens Event Restrooms	445,000	-	-	-	-
Botanical Gardens Master Plan	-	100,000	-	-	-
Botanical Gardens Bollard Lights	-	-	345,000	-	-
Botanical Gardens Storage/Education Office Space	-	-	65,000	65,000	370,000
Botanical Gardens Gazebo	-	-	-	25,000	180,000
McCarty Ranch Preserve Campsite Electric Service	-	500,000	-	-	-
Saints Driving Range Teaching Facility	250,000	-	-	-	-
Saints Drainage Improvements	300,000	-	-	-	-
Saints Irrigation System Replacement	150,000	300,000	1,000,000	-	-
Saints Cart Path and Practice Area Repairs	-	150,000	150,000	150,000	150,000
Saints New Maintenance Facility	-	-	-	-	500,000
Event Center Bathroom Upgrades	475,000	-	-	-	-
Event Center Ballroom Lighting Upgrade	-	275,000	-	-	-
Event Center Dispersed Power System	-	285,000	-	-	-
Total General CIP	$ 24,461,690	$ 32,141,598	$ 18,980,430	$ 4,274,330	$ 2,050,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECTS
FIVE-YEAR PROJECTION

Project/Description	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
304 - ROAD & BRIDGE CIP					
Project Manager Costs for Capital Improvements	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Citywide New Sidewalk	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Citywide Traffic Calming	600,000	250,000	250,000	250,000	250,000
New Sidewalk - Kestor Drive	1,400,000	-	-	-	-
New Sidewalk - Volucia Drive	-	850,000	-	-	-
Peacock Trail	-	150,000	650,000	-	-
St. Lucie West Blvd. and Peacock Blvd. Intersection Improvements	3,000,000	-	-	-	-
Village Parkway Replacement Lights	1,900,000	-	-	-	-
Tradition & Village Pkwy. Mobility Improvements	1,500,000	-	-	-	-
Gatlin/Savona Intersection Improvements Ph 2	4,500,000	-	-	-	-
Darwin Blvd. & Paar Drive Intersection Improvements	150,000	1,650,000	-	-	-
Savona Blvd. & Paar Drive Intersection Improvements	150,000	1,650,000	-	-	-
Savona Blvd. & Alcantara Intersection Improvements	-	150,000	1,650,000	-	-
SW Crosstown/Cashmere Intersection Improvements Turn Lane Extension	-		50,000	500,000	
Del Rio Blvd. & California Blvd. Intersection Improvements	-	-	1,500,000	-	-
NW Bayshore Blvd. Widening & Multimodal Improvements (Partial Bond Financing $6,160,000 / Mobility Fees $500,000)	6,660,000	-	-	-	-
Citywide ADA Improvements - Signals Various Locations	100,000	100,000	100,000	100,000	100,000
Citywide Traffic Signal Conversion	200,000	200,000	200,000	200,000	200,000
Port St. Lucie Blvd. South Improvements Segment 2.2 (Paar Dr. to Alcantarra Blvd.)	6,150,000	-	-	-	-
Port St. Lucie Blvd. South Segment 1 (Becker to Paar) ($11,350,000 Line of Credit)	-	20,000,000	-	-	-
Pavement Condition and Asset Inventory Survey	500,000	-	-	500,000	-
St. Lucie West Blvd. Widening Improvements Conceptual Design & Construction from Peacock to Cashmere (Bond Financing)	-	2,200,000	-	26,400,000	
Southbend Blvd. Widening Improvements Conceptual Design (Bond Financing)	-	-	-	1,650,000	-
NW E Torino Pkwy. Widening & Mobility Improvements (Bond Financing)	1,950,000	21,840,000	-	-	-
SW Cameo Blvd. & Port St. Lucie Blvd. Intersection Improvements	1,320,000	-	-	-	-
Tiffany/Durango Enhanced Crossing Crosswalk with Flashing Beacons	-	100,000	-	-	-
Morningside/Port St. Lucie Blvd. Safety Enhanced Bicycle Access	-	100,000	-	-	-
SW Rosser/Dreyfuss Intersection Improvements Roundabout	-	-	150,000	1,650,000	-
Road and Gateway Landscape Beautification	-	65,000	400,000	400,000	400,000
California/Cameo Intersection Improvements Roundabout	-	-	150,000	-	1,650,000
Port St. Lucie Blvd. Landscape - Turnpike Bridge to Gatlin Blvd	-	65,000	675,000	-	-
Lennard at Grand Enhancing Crossing Crosswalk with Flashing Beacons	-	-	150,000	-	-
Green River Pkwy. at Charleston Enhanced Crossing Crosswalk with Flashing Beacons	-	-	100,000	-	-
Green River Pkwy. at Berkshire Enhanced Crossing Crosswalk with Flashing Beacons	-	-	100,000	-	-
Green River Pkwy. at Melaleuca Safety Improvements	100,000	-	-	-	-
Green River Pkwy./Melaleuca Intersection Improvements	-	-	-	-	150,000
Melaleuca/Berkshire Intersection Improvements Roundabout	-	-	-	-	150,000
Torino/Hann Intersection Improvements Turn Lane Extension	-	-	-	100,000	-
U.S. Submarine Veterans Park On-Street Parking	-	-	250,000	-	-
N. Macedo Blvd. & Selvitz Road Raised Intersection	-	-	100,000	-	-
Selvitz/Peachtree Intersection Improvements	-	-	150,000	-	1,650,000
SE Veterans Memorial at Lyngate Multimodal Bicycle Access	-	-	250,000	-	-
Citywide Annual Resurfacing Program	4,000,000	4,000,000	4,000,000	4,000,000	7,200,000
Citywide Contract Repair/Improvements of Sidewalks	500,000	500,000	500,000	500,000	750,000
Glenwood Drive - Roadway Reconstruction	600,000	-	-	-	-
Gatlin Pines - Roadway Reconstruction	-	1,500,000	-	-	-
Replace PWS-4160 2016 Pothole Patch Truck	400,000	-	-	-	-
Total Road & Bridge CIP	$ 36,880,000	$ 56,570,000	$ 12,575,000	$ 37,450,000	$ 13,700,000
305 - PARKS IMPACT FEE					
O.L. Peacock Sr. Park - Phase 2 & 3 Construction	$ 700,000	$ 1,000,000	$ -	$ 1,163,005	$ 1,836,995
Torino Regional Park - Phase 2 Design & Construction	875,000	-	1,280,000	-	-
Total Parks Impact Fee CIP	$ 1,575,000	$ 1,000,000	$ 1,280,000	$ 1,163,005	$ 1,836,995

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECTS
FIVE-YEAR PROJECTION

Project/Description	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
310 - HALF CENT SALES TAX CIP					
Citywide Paving Program	$ 3,200,000	$ 3,200,000	$ 6,050,000	$ 4,600,000	$ 2,050,000
Citywide Sidewalk Improvements	1,100,000	1,100,000	1,100,000	960,000	-
Floresta Improvement (Phase III)	9,000,000	9,000,000	-	-	-
Project Manager Position (1 FTE)	101,594	104,642	107,781	111,014	114,345
California / St. Lucie West Blvd. Intersection Improvements	-	220,000	1,780,000	-	-
California Widening	-	1,050,000	5,000,000	9,000,000	-
Total Half Cent Sales Tax CIP	$ 13,401,594	$ 14,674,642	$ 14,037,781	$ 14,671,014	$ 2,164,345
401 - STORMWATER CIP - Funded by Operating Revenue					
Design of Grant Eligible Water Quality Projects	$ 335,000	$ 370,000	$ 400,000	$ 400,000	$ 400,000
D-11 Canal Improvements - PROJECT CHANGE - Prior FY project	2,100,000	-	-	-	-
A-14 Water Control Structure - Prior FY project	795,000	-	-	-	-
Property Acquisition for Access to Water Control Structures	160,000	-	160,000	-	160,000
Watershed A & B Improvements - Prior FY project	4,000,000	-	-	-	-
Veteran's Memorial Water Quality Phase III	120,000	1,200,000	-	-	-
Hogpen Slough Water Quality	1,500,000	1,500,000	-	-	-
SE Whitmore Drive Baffle Box - Prior FY project	915,500	-	-	-	-
Camera Truck Envirosight	320,000	-	-	-	-
Replace PW-0589 2003 Gradall XL4100 - Prior Year Project (Price Increase)	570,000	-	-	-	-
E-3 Canal Improvements Phase III (Bond Financing)	-	240,000	-	-	2,416,700
Water Quality Projects (Veterans Memorial Phases IV and V) (Bond Financing)		154,000	-	-	1,540,000
Hogpen Slough HPS-60 Replacement	-	-	-	1,300,000	-
Elkcam Basin Improvements - Bond Financing)	-	-	767,436	-	7,674,359
Kingsway/Oakridge Basin Improvements - (Bond Financing)		-	737,477	-	7,374,766
Airoso Conflict Structure & Piping (Bond Financing)	-	-	114,600	600,000	546,000
E-8 Downstream Repair of B-15 (Bond Financing)	-	-	226,000	-	2,260,000
Emerson Street Water Quality Dry Pond (Partial Bond Financing - $233,030)	-	-	-	150,000	530,000
C-24/Monterrey/Cameo Watershed Ponds (3) - NEW PROJECT (Bond Financing)	-		-	420,000	940,000 1,000,000
C-24/Monterrey/Cameo Watershed Baffles Boxes (12) - NEW PROJECT	-	-	-	300,000	
Total Stormwater CIP	$ 10,815,500	$ 3,464,000	$ 2,405,513	$ 3,170,000	$ 24,841,825
448 - UTILITY CIP					
Clear Well and Generator Building. at the Prineville Reverse Osmosis Treatment Plant	$ -	$ -	$ -	$ -	$ 800,000
Lime Plant Rehabilitation		-		500,000	500,000
Three Western Reverse Osmosis Floridan Wells (F-37, F-38, & F-39)	6,332,000	5,600,000	5,600,000	-	-
Rangeline Road Reverse Osmosis Injection (2) Well Systems and (1) Monitoring Well (Bond Financing)	1,760,000	-	38,000,000	-	-
Rangeline Road Reverse Osmosis Water Plant Floridian Wells (6) (Partial Bond Financing $5.6M FY26/27)	6,820,000	5,600,000	5,844,000	11,200,000	5,600,000
Rangeline Road Raw Water Main	796,000	-	7,967,000	-	-
Rangeline Road Reverse Osmosis Water Plant (Bond Financing)	8,900,000	-	81,000,00	-	-
Water Quality Restoration Areas 7A & 7B - (LOC $1.7M FY 24/25)	5,200,000	0 -		-	694,000
Village Green Parkway (CRA Project), Huffman - Tiffany Utility Line Relocation	150,000	-		3,000,000	-
Port St. Lucie Blvd. Segments 1 & 2.2 (FDOT)	2,500,000	2,500,000	-	-	-
Midway (FDOT) - Jenkins to Glades Cutoff	-	1,300,000	-	-	-
Citywide Pipe Replacement	-	-	500,000	-	1,000,000
Lift Station Replacements	700,000	-	700,000	1,470,000	1,470,000
Village Green Commercial Septic to Sewer Project	150,000	150,000	-	-	-
Northport Booster Pump Force Main (NPBPFM) to Glades Project Phases 1-6	-	-	1,800,000	-	2,150,000
Inflow and Infiltration of Gravity Mains	-	-	500,000	500,000	500,000
Becker Road Water & Wastewater Improvements Phases 1-7	-	-	2,100,000	2,700,000	3,800,700
Westport South 16" Force Main Becker Road	6,500,000	-	-	-	-
Low-Pressure Mains - Ductile Iron Pipe Replacement	500,000	500,000	-	500,000	-
Total Utilities CIP	$ 40,308,000	$ 15,650,000	$ 144,011,000	$ 19,870,000	$ 16,514,700
Total CIP	$ 116,626,284	$ 120,036,240	$ 190,884,211	$ 77,428,349	$ 36,266,040

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
GENERAL FUND CAPITAL IMPROVEMENT BUDGET - #301
TEN YEAR PROJECTIONS
FY 2024-25 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
REVENUES:										
Prior Year CIP Reserve	$ 1,236,579	$ -	$ -	$ 314,500	$ 83,526	$ 433,526	$ (26,151,729)	$ (33,641,397)	$ (40,826,065)	$ (48,010,733)
Grant - C.D.B.G. Funding (Sportsman's Park Security Camera)	807,000	-	-	-	-	-	-	-	-	-
Use of Reserves from Bond Proceeds (P.D. Training)	11,860,090	-	-	-	-	-	-	-	-	-
Bond Financing $25,718,200	-	12,859,100	12,859,100	-	-	-	-	-	-	-
Fund Transfer - General Fund #001	7,802,412	9,951,511	5,174,330	3,299,330	1,900,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
Fund Transfer - Building Fund #110	250,000	-	-	-	-	-	-	-	-	-
Fund Transfer - Special Assessment District Fund #150	-	-	-	-	-	-	-	-	-	-
Fund Transfer - Special Assessment District Fund #151	370,000	-	492,000	-	-	-	-	-	-	-
Fund Transfer - Special Assessment District Fund #152	-	100,000	-	-	-	-	-	-	-	-
Fund Transfer - Glassman Special Assessment District #153	695,000	-	-	-	-	-	-	-	-	-
Fund Transfer - E. Lake Village Special Assessment District #154	450,000	372,000	-	-	-	-	-	-	-	-
Fund Transfer - Combined Special Assessment District #158	-	625,000	-	-	-	-	-	-	-	-
Fund Transfer - Building Impact Fee Fund #159	-	7,423,987	-	-	-	-	-	-	-	-
Interest Income	990,609	810,000	769,500	744,025	500,000	250,000	250,000	250,000	250,000	250, 000
	$ 24,461,690	**$ 32,141,598**	**$ 19,294,930**	**$ 4,357,856**	**$ 2,483,526**	**$ 4,183,526**	**$ (22,401,729)**	**$ (29,891,397)**	**$ (37,076,065)**	**$ (44,260,733)**
EXPENDITURES:										
POLICE DEPARTMENT - COMMUNITY SVCS. 301-2105										
Police Department Body Worn Cameras & Tasers	$ 1,069,502	$ 1,304,853	$ 1,854,330	$ 1,854,330	$ -	$ -	$ -	$ -	$ -	$ -
Police Training Facility - Phase II & III - PROJECT CHANGE	13,000,000	12,977,645	-	-	-	-	-	-	-	-
Police Department Main Building Renovation	250,000	100,000	100,000	100,000	100,000	-	-	-	-	-
Police Department Evidence Building Renovations	500,000	100,000	100,000	100,000	100,000	-	-	-	-	-
Police Department Building on Macedo Property	3,300,000	200,000	-	-	-	-	-	-	-	-
	$ 18,119,502	$ 14,682,498	$ 2,054,330	$ 2,054,330	$ 200,000	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
GENERAL FUND CAPITAL IMPROVEMENT BUDGET - #301
TEN YEAR PROJECTIONS
FY 2024-25 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
FACILITIES MAINTENANCE #4135										
Standby Chiller Replacement for Building B	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LED Lighting Upgrade M.F.E.C. Parking Garage	100,000	-	-	-	-	-	-	-	-	-
Structural Repairs and Sealing M.F.E.C. Parking Garage	500,000	500,000	500,000	500,000	500,000	-	-	-	-	-
Police Building Impact Glass Installation (2 Phases)	1,000,000	1,000,000	-	-	-	-	-	-	-	-
Police Department Building Standby Chiller Replacement	250,000	-	-	-	-	-	-	-	-	-
City Hall Standby Chiller Replacement	250,000	-	-	-	-	-	-	-	-	-
City Hall Air Handler Replacements	-	-	150,000	150,000	150,000	-	-	-	-	-
City Hall LED Lighting Upgrade - Interior	-	-	200,000	-	-	-	-	-	-	-
Police Department LED Lighting Upgrade	-	-	380,000	-	-	-	-	-	-	-
Main Parking Garage - City Hall Complex Enhancement (Bond Financing)	-	6,071,250	6,071,250	-	-	-	-	-	-	-
City Hall Expansion Project (Bond Financing)	-	6,787,850	6,787,850	-	-	-	-	-	-	-
	$ 2,350,000	$ 14,359,100	$ 14,089,100	$ 650,000	$ 650,000	$ -	$ -	$ -	$ -	$ -
THE PORT PROJECT - 301-7210										
Midport/Lyngate Phase (Unfunded)	$ -	$ -	$ -	$ -	$ -	$ 7,017,765	$ -	$ -	$ -	$ -
Veteran's Memorial Improvements Phase (Unfunded)	-	-	-	-	-	2,798,415	-	-	-	-
**The Port - Boardwalk under PSL	-	-	-	-	-	7,194,075	-	-	-	-
Streetscape & Tom Hooper Phase	-	-	-	-	-	-	10,934,668	10,934,668	10,934,668	10,934,668
	$ -	$ -	$ -	$ -	$ -	$ 17,010,255	$ 10,934,668	$ 10,934,668	$ 10,934,668	$ 10,934,668
PARK & RECREATION 301-7210										
River Place Park Inclusive Playground	$ 472,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sportsman's Park Security Camera Upgrade	757,188	-	-	-	-	-	-	-	-	-
Sports Lighting at Sportsman's West Park	370,000	-	-	-	-	-	-	-	-	-
C-24 Canal Park Security Cameras	270,000	-	-	-	-	-	-	-	-	-
Stars and Stripes Restroom Building	503,000	-	-	-	-	-	-	-	-	-
Oak Hammock Inclusive Playground	-	485,000	-	-	-	-	-	-	-	-
Whispering Pines Security and Fiber Optic Upgrade	-	785,000	-	-	-	-	-	-	-	-
Lyngate Park Lighting Improvements	-	220,000	-	-	-	-	-	-	-	-
Paseo Park Security Camera System	-	-	492,000	-	-	-	-	-	-	-
McChesney Park Playground	-	-	785,000	-	-	-	-	-	-	-
Winterlakes Park Security Camera/Fiber/WIFI System	-	-	-	1,330,000	-	-	-	-	-	-
Minsky Gym Expansion	-	-	-	-	-	2,800,000	-	-	-	-
Turtle Run	-	-	-	-	-	785,000	-	-	-	-
Sandhill Crane Drainage	-	-	-	-	-	370,000	-	-	-	-
Lyngate Security Upgrade	-	-	-	-	-	605,000	-	-	-	-
Whispering Pines Park Back Lot Renovation	-	-	-	-	-	40,000	305,000	-	-	-
New Project - Community Center Roof	-	-	-	-	-	2,600,000	-	-	-	-
Jessica Clinton Park Softball Concession Bldg	-	-	-	-	-	775,000	-	-	-	-
Jessica Clinton Park Baseball Field Drainage Improvements	-	-	-	-	-	260,000	-	-	-	-
	$ 2,372,188	$ 1,490,000	$ 1,277,000	$ 1,330,000	$ -	$ 8,235,000	$ 305,000	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
GENERAL FUND CAPITAL IMPROVEMENT BUDGET - #301
TEN YEAR PROJECTIONS
FY 2024-25 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
PARK & RECREATION BOTANICAL GARDENS 301-7215										
Botanical Gardens Event Restrooms	$ 445,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Botanical Gardens Master Plan	-	100,000	-	-	-	-	-	-	-	-
Botanical Gardens Bollard Lights	-	-	345,000	-	-	-	-	-	-	-
Botanical Gardens Storage/Education Office Space	-	-	65,000	65,000	370,000	-	-	-	-	-
Botanical Gardens Gazebo	-	-	-	25,000	180,000	-	-	-	-	-
	$ 445,000	$ 100,000	$ 410,000	$ 90,000	$ 550,000	$ -	$ -	$ -	$ -	$ -
PARK & RECREATION 301-7216										
McCarty Ranch Preserve Campsite Electric Service	$ -	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
McCarty Ranch Preserve Mobile Home for P.D.	-	-	-	-	-	270,000	-	-	-	-
McCarty Ranch Preserve Maintenance Building	-	-	-	-	-	270,000	-	-	-	-
	$ -	$ 500,000	$ -	$ -	$ -	$ 540,000	$ -	$ -	$ -	$ -
GOLF COURSE - #7250 - MAINTENANCE										
Saints Driving Range Teaching Facility	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Saints Drainage Improvements	300,000	-	-	-	-	-	-	-	-	-
Saints Irrigation System Replacement	150,000	300,000	1,000,000	-	-	-	-	-	-	-
Saints Cart Path and Practice Area Repairs	-	150,000	150,000	150,000	150,000	-	-	-	-	-
Saints New Maintenance Facility	-	-	-	-	500,000	1,500,000	-	-	-	-
Saints Greens Renovation	-	-	-	-	-	1,000,000	-	-	-	-
	$ 700,000	$ 450,000	$ 1,150,000	$ 150,000	$ 650,000	$ 2,500,000	$ -	$ -	$ -	$ -
EVENT CENTER/PARKS & RECREATION # 301-7500/7503										
Event Center Bathroom Upgrades	475,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Event Center Ballroom Lighting Upgrade	-	275,000	-	-	-	-	-	-	-	-
Event Center Dispersed Power System	-	285,000	-	-	-	-	-	-	-	-
Event Center Exterior Renovation	-	-	-	-	-	1,300,000	-	-	-	-
Event Center Lobby and Art Gallery Renovation	-	-	-	-	-	750,000	-	-	-	-
	$ 475,000	$ 560,000	$ -	$ -	$ -	$ 2,050,000	$ -	$ -	$ -	$ -
	$ 24,461,690	**$ 32,141,598**	**$ 18,980,430**	**$ 4,274,330**	**$ 2,050,000**	**$ 30,335,255**	**$ 11,239,668**	**$ 10,934,668**	**$ 10,934,668**	**$ 10,934,668**
Designated CIP Reserve for Future Projects	$ -	$ -	$ 314,500	$ 83,526	$ 433,526	$ -			$ -	$ -
SURPLUS <DEFICIT>	$ -	$ -	$ 0	$ (0)	$ (0)	$ (26,151,729)	$ (33,641,397)	$ (40,826,065)	$ (48,010,733)	$ (55,195,401)

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Police / 2105
Contact Person: Acting Chief Richard Del Toro
Phone #/Extension: Ext. 4278
Fund Number: 301

Project Title: Police Department Body Worn Cameras & Tasers

Project Number: 24PD003P
Amount Spent-to-Date: $ -
(New 5-year contract recently approved)

Project Justification

Project Description & Scope: A new lease agreement with Axon for Body Worn Cameras (BWC), Tasers, (3) License Plate Cameras, and (1) Drone was recently approved (Nov 2023) commencing in fiscal year 23/24 through fiscal year 27/28. It does include Police Department growth consistent with its Strategic Plan.

Purpose: Life Safety

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ 1,069,502	$ 1,304,853	$ 1,854,330	$ 1,854,330	
Totals	$ 1,069,502	$ 1,304,853	$ 1,854,330	$ 1,854,330	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Improvements other than Building	$ 1,069,502	$ 1,304,853	$ 1,854,330	$ 1,854,330	
Totals	$ 1,069,502	$ 1,304,853	$ 1,854,330	$ 1,854,330	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
New FTE - Hire 1 BWC Coord Officer	$ -	$ 107,000	$ -	$ -	$ -
Totals	$ -	$ 107,000	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Police / 2105
Contact Person: Acting Chief Richard Del Toro
Phone #/Extension: Ext. 4278
Fund Number: 301

Project Title: Police Training Facility

Project Number: 23PD002P
Amount Spent-to-Date: $1,095,499

Project Justification

Project Description & Scope: This project is for the design and construction of a new Police Training Facility with 3 floors (about 40,000 SF) and an estimated total cost of $28,117,555.

Purpose: Life Safety

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Prior Year Bond Proceeds (Reserves)	$ 11,860,090	$ -	$ -	$ -	
Interfund Transfer from General Fund	189,910	5,553,658			
Interest Income	950,000				
Interfund Transfer from Building Impact Fee Fund	-	7,423,987			
Totals	$ 13,000,000	$ 12,977,645	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 13,000,000	$ 12,977,645	$ -	$ -	
Totals	$ 13,000,000	$ 12,977,645	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Furnish bldg. & specialized equip	-	1,000,000	-	-	-
Totals	$ -	$ 1,000,000	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Police / 2105
Contact Person: Acting Chief Richard Del Toro
Phone #/Extension: Ext. 4278
Fund Number: 301

Project Title: Police Department Main Building Renovations

Project Number: 24PD004P
Amount Spent-to-Date: $726,208 (since 2020)

Project Justification

Project Description & Scope: Continued renovations of all three floors of the main police building. Work will consist of the following: replacement of the flooring, painting, elevator wall upgrades, lighting, and construction for additional rooms/offices (to address space issues) while complying with ADA guidelines. This is a quality of life issue for employees & citizens who work/visit the Police Department on a daily basis. Note, that this building is about 30+ years old.

Purpose: Life Safety

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Fund Transfer from General Fund	$ 250,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Totals	$ 250,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair and Maintenance	$ 250,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Totals	$ 250,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	-	-	-	-	-
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Police / 2105
Contact Person: Acting Chief Richard Del Toro
Phone #/Extension: Ext. 4278
Fund Number: 301

Project Title: Police Department Evidence Building Renovations

N / A

Project Number: 22PD003P
Amount Spent-to-Date: $ -
(work is currently in process)

Project Justification

Project Description & Scope: Renovation project to continue installing proper dry wall and sealing off all the unfinished areas throughout the Police Evidence Building. Work will include the following: proper insulation, completing unfinished ceiling, fire suppression system, separating storage & office areas with proper installation of walls/barriers, and driveway/parking lot area on Thanksgiving Ave.

Purpose: Life Safety

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Fund Transfer from General Fund	$ 500,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Totals	$ 500,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair and Maintenance	$ 500,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Totals	$ 500,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Police / 2105
Contact Person: Acting Chief Richard Del Toro
Phone #/Extension: Ext. 4278
Fund Number: 301

Project Title: Police Department Building on Macedo Property

N / A

Project Number: 24PD006P
Amount Spent-to-Date: $ -
(Discussions in progress with architect)

Project Justification

Project Description & Scope: A Police building is needed on the existing property to accommodate 40+ employees. There is $150,000 budgeted in fiscal year 23/24 for architectural design fees. The estimate below is based on a building of 5,500 SF to be completed in fiscal year 24/25. A steel building structure is scheduled for the following fiscal year to be used for parking.

Purpose: Life Safety

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Fund Transfer from General Fund	$ 3,300,000	$ 200,000	$ -	$ -	
Totals	$ 3,300,000	$ 200,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 3,300,000	$ 200,000	$ -	$ -	
Totals	$ 3,300,000	$ 200,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Non-Capital Office Furniture	$ 200,000	$ -	$ -	$ -	$ -
Totals	$ 200,000	$ -	$ -	$ -	$ -

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: Standby Chiller Replacement for Building B

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: The standby chiller has reached the end of its useful service life and is used to provide air conditioning if the central chiller plant serving the City Complex shuts down for any reason. The coils are in poor condition due to corrosion and are leaking refrigerant. The standby chiller was the original chiller for Building B when the building was built in 2003 prior to the central chiller plant providing chilled water to the three buildings in the City Complex in 2013.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from Building Fund	$ 250,000	$ -	$ -	$ -	$ -
Totals	$ 250,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 25,000	$ -	$ -	$ -	$ -
Repair & Maintenance	225,000	-	-	-	-
Totals	$ 250,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Estimated Energy Savings	$ -	$ (2,500)	$ (2,500)	$ (2,500)	$ (2,500)
Totals	$ -	$ (2,500)	$ (2,500)	$ (2,500)	$ (2,500)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: LED Lighting Upgrade for M.F.E.C. Parking Garage

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: The existing fluorescent light fixtures are in poor condition and require replacement and updating with LED fixtures. LED lighting upgrades will be energy efficient. This proposed work shall be coordinated with the structural repair work.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ 100,000	$ -	$ -	$ -	$ -
Totals	$ 100,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair & Maintenance	$ 100,000	$ -	$ -	$ -	$ -
Totals	$ 100,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Estimated Maintenance & Energy Savings	$ -	$ (10,000)	$ (10,000)	$ (10,000)	$ (10,000)
Totals	$ -	$ (10,000)	$ (10,000)	$ (10,000)	$ (10,000)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: Structural Repairs and Sealing for M.F.E.C. Parking Garage

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Repair structural deficiencies include sealing and waterproofing to extend service life of parking garage.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	500,000	500,000	500,000	500,000	500,000
Totals	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000

Capital Project Expenditures/Expenses

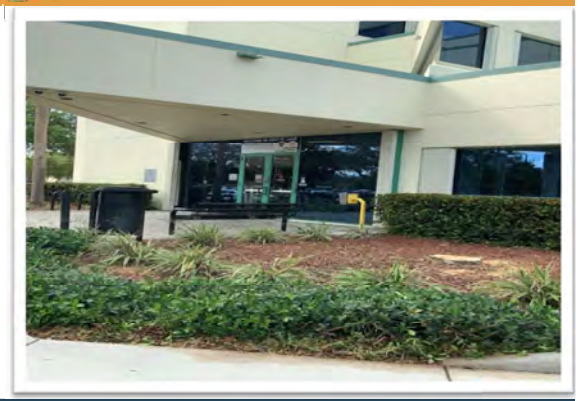
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair & Maintenance	500,000	500,000	500,000	500,000	500,000
Totals	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE



Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: Police Building Impact Glass Installation (2 Phases)

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Impact glass installation will extend the life of the building and will eliminate the need and maintenance of hurricane shutters.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ 1,000,000	$ 1,000,000	$ -		$ -
Totals	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair & Maintenance	$ 1,000,000	$ 1,000,000	$ -		$ -
Totals	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Estimated Energy Savings	$ -	$ (5,000)	$ (10,000)	$ (10,000)	$ (10,000)
Totals	$ -	$ (5,000)	$ (10,000)	$ (10,000)	$ (10,000)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: Police Department Building Standby Chiller Replacement

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: The standby chiller has reached the end of its useful service life and is used to provide air conditioning if the central chiller plant serving the City Complex shuts down for any reason. The coils are in poor condition due to corrosion and are leaking refrigerant. The standby chiller was the original chiller for the Police Building when the building was built in 1991 prior to the central chiller plant providing chilled water to the three buildings in the City Complex in 2013.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ 250,000	$ -	$ -	$ -	$ -
Totals	$ 250,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 25,000	$ -	$ -	$ -	$ -
Repair & Maintenance	225,000	-	-	-	-
Totals	$ 250,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Estimated Energy Savings	$ -	$ (2,500)	$ (2,500)	$ (2,500)	$ (2,500)
Totals	$ -	$ (2,500)	$ (2,500)	$ (2,500)	$ (2,500)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: City Hall Standby Chiller Replacement

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: The standby chiller has reached the end of its useful service life and is used to provide air conditioning if the central chiller plant serving the City Complex shuts down for any reason. The coils are in poor condition due to corrosion and are leaking refrigerant. The standby chiller was the original chiller for City Hall when the building was built in 1998 prior to the central chiller plant providing chilled water to the three buildings in the City Complex in 2013.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ 250,000	$ -	$ -	$ -	$ -
Totals	$ 250,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 25,000				
Repair & Maintenance	225,000	-	-	-	-
Totals	$ 250,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Estimated Energy Savings	$ -	$ (2,500)	$ (2,500)	$ (2,500)	$ (2,500)
Totals	$ -	$ (2,500)	$ (2,500)	$ (2,500)	$ (2,500)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: City Hall Air Handler Replacements

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: The units will have reached the end of their useful service life.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ -	$ 150,000	$ 150,000	$ 150,000
Totals	$ -	$ -	$ 150,000	$ 150,000	$ 150,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair & Maintenance	$ -	$ -	$ 150,000	$ 150,000	$ 150,000
Totals	$ -	$ -	$ 150,000	$ 150,000	$ 150,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Energy Efficiency	$ -	$ -		$ (15,000)	$ (15,000)
Totals	$ -	$ -	$ -	$ (15,000)	$ (15,000)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: City Hall LED Lighting Upgrade - Interior

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: LED Lighting will provide more energy efficiency.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ -	$ 200,000	$ -	$ -
Totals	$ -	$ -	$ 200,000	$ -	$ -
Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair & Maintenance	$ -	$ -	$ 200,000	$ -	$ -
Totals	$ -	$ -	$ 200,000	$ -	$ -
Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Estimated Energy Savings	$ -	$ -		$ (20,000)	$ (20,000)
Totals	$ -	$ -	$ -	$ (20,000)	$ (20,000)

Try to move project up. Maybe by reserves from G.F.

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: Police Department LED Lighting Upgrade

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: LED Lighting will provide more energy efficiency.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ -	$ 380,000	$ -	$ -
Totals	$ -	$ -	$ 380,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair & Maintenance	$ -	$ -	$ 380,000	$ -	$ -
Totals	$ -	$ -	$ 380,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Estimated Energy Savings	$ -	$ -	$ -	$ (38,000)	$ (38,000)
Totals	$ -	$ -	$ -	$ (38,000)	$ (38,000)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: Main Parking Garage - City Hall Complex Parking Enhancement

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Construction of five-level precast concrete parking garage within the City Complex. 525 parking spaces at $25,700 per space for $13,492,500. Design was approved for FY 23/24 CIP for $1,350,000.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Bond Financing	$ -	$ 6,071,250	$ 6,071,250	$ -	$ -
Totals	$ -	$ 6,071,250	$ 6,071,250	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ 6,071,250	$ 6,071,250	$ -	$ -
Totals	$ -	$ 6,071,250	$ 6,071,250	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Utilities (Water, Sewer & Electric)	$ -	$ -	$ -	$ 20,000	$ 20,000
Elevator Service	-	-	-	7,500	7,500
Custodial Services	-	-	-	7,500	7,500
Security & Fire Protections Services	-	-	-	15,000	15,000
Miscellaneous Maintenance	-	-	-	50,000	50,000
Totals	$ -	$ -	$ -	$ 100,000	$ 100,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Facilities Maintenance / 4135
Contact Person: Roger Jacob
Phone #/Extension: Ext. 9252
Fund Number: 301

Project Title: City Hall Expansion Project

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Construction of three story expansion to City Hall (102' x 102') for a total of 31,212 additional square feet. Estimated cost at $475/sft. for $14,825,700. Design was approved for FY 23/24 CIP for $1,250,000.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Bond Financing	$ -	$ 6,787,850	$ 6,787,850	$ -	$ -
Totals	$ -	$ 6,787,850	$ 6,787,850	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ 6,787,850	$ 6,787,850	$ -	$ -
Totals	$ -	$ 6,787,850	$ 6,787,850	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Utilities (Water, Sewer & Electric)	$ -	$ -	$ -	$ 35,000	$ 35,000
Custodial Services	-	-	-	25,000	25,000
Security & Fire Protection Services	-	-	-	7,000	7,000
Mechanical, Electrical & Plumbing Maintenance	-	-	-	6,000	6,000
Phone Service	-	-	-	2,000	2,000
Miscellaneous Maintenance	-	-	-	25,000	25,000
Totals	$ -	$ -	$ -	$ 100,000	$ 100,000

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: River Place Park Inclusive Playground

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Playground has exceeded its life cycle by twelve years as it was constructed in 2002. This playground will include inclusive play elements and will meet ADA requirements for all patrons to enjoy outdoor activities and will enhance the quality of life for all citizens.

Purpose: Policy Directives

City Council Goal: High-Quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
C.D.B.G. Funding	$ 250,000	$ -	$ -	$ -	$ -
Interfund Transfer from E. Lake Village Special Assessment District #154	222,222	-	-	-	-
Totals	$ 472,222	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 472,000	$ -	$ -	$ -	$ -
Totals	$ 472,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repairs and Maintenance	$ -	$ 3,200	$ 3,200	$ 3,200	$ 3,200
Totals	$ -	$ 3,200	$ 3,200	$ 3,200	$ 3,200

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Sportsman's Park
Security Camera Upgrade

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: In conjunction with the City's Strategic Plan, this project will also promote an environment that provides a sense of security by creating a safer environment while relaxing outdoors. Currently, this Low-Mod area is in an under-served area of the City which represents 48.39 % of the population within this census tract. To better serve the population within this area of the City, staff is recommending that consideration be given to partially fund this project using $557,000 from CDBG monies and $200,188 from the General Fund CIP. If this project is not approved for funding from the CDBG funding source, this will continue to be planned in FY 2025-26 as an approved General Fund Capital CIP project. It is the recommendation of staff that this project funding from the CIP act as a match to the CDBG funds to decrease the burden on the General Fund.

Purpose: Policy Directives

City Council Goal: Goal 1, Safe, Clean & Beautiful, Goal 2, Vibrant Neighborhoods, and Goal 6, Culture, Nature and Fun Activities

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Community Development Block Grant (CDBG)	$ 557,000	$ -	$ -	$ -	$ -
Use of Reserves	200,188	-	-	-	-
Totals	$ 757,188	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 757,188	$ -	$ -	$ -	$ -
Totals	$ 757,188	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance Contract	-	$ 22,000	$ 22,000	$ 22,000	$ 22,000
Totals	$ -	$ 22,000	$ 22,000	$ 22,000	$ 22,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Sports Lighting at Sportsman's West Park

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Replace sports lighting at Sportsman's West Park that is inadequate in coverage during night operations. Replacement of existing lights and additional lighting will help to promote site security, safety and improve playability.

Purpose: Policy Directives

City Council Goal: Culture, Nature and Fun Activities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from Special Assessment District Fund #151	$ 370,000		$ -	$ -	$ -
Totals	$ 370,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair & Maintenance	$ 370,000		$ -	$ -	$ -
Totals	$ 370,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Electrical Savings	$ -	$ (5,000)	$ (7,500)	$ (7,500)	$ (7,500)
Totals	$ -	$ (5,000)	$ (7,500)	$ (7,500)	$ (7,500)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: C-24 Canal Park Security Cameras

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: This park was constructed in FY 2013-2014. Fiber Optic Lines are now planned and will be installed in FY 23-24. The Parks & Recreation Department is recommending that a security camera system be funded in order to reduce the amount of 911 calls to PSLPD and reduce vandalism and domestic violence. This system will provide added relief and aid PSLPD in enhancing our ability to provide safer parks which will be in alignment with the Parks Safety Program.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ 270,000	$ -	$ -	$ -	$ -
Totals	$ 270,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 270,000	$ -	$ -		$ -
Totals	$ 270,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Service Maintenance Plan Agreement	$ -	$ 8,500	$ 8,500	$ 8,500	$ 8,500
Totals	$ -	$ 8,500	$ 8,500	$ 8,500	$ 8,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Kelly Boatwright
Phone #/Extension: Ext. 5099
Fund Number: 301

Project Title: Stars and Stripes Restroom Building

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: With the construction of this new facility being completed during FY 23-24 by the Developer, staff was directed by the City Manager during the November 13, 2023 Council meeting, to submit a recommendation to fund a restroom building at this new park. To offset construction costs for this project, the Developer has already installed the electrical and plumbing services needed.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ 503,000	$ -	$ -	$ -	$ -
Totals	$ 503,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	503,000	-	-		
Totals	$ 503,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Utilities	$ -	$ 80,300	$ 80,300	$ 80,300	$ 80,300
FTE	-	60,051	60,051	60,051	60,051
Totals	$ -	$ 140,351	$ 140,351	$ 140,351	$ 140,351

CITY OF PORT ST. LUCIE - NEW PROJECT
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Oak Hammock Park
Inclusive Playground

Amount Spent-to-date: $65,000 (Repairs & Maintenance)

Project Justification

Project Description & Scope: Playground will have exceeded its life cycle by eleven years as it was built in 2002. This playground will include inclusive play elements and meet ADA requirements for all patrons who enjoy outdoor activities and will enhance the quaility of life for all citizens.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ 485,000		$ -	$ -
Totals	$ -	$ 485,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ 485,000		$ -	$ -
Totals	$ -	$ 485,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repairs and Maintenance	$ -	$ -	$ -	$ 4,200	
Totals	$ -	$ -	$ -	$ 4,200	

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Whispering Pines Park Security and Fiber Optic Upgrade

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: In FY 2013-2014, the Parks & Recreation Department installed the second security camera system to aid and reduce the amount of 911 calls to PSLPD and reduce vandalism and domestic violence. This system has provided needed relief and is now well past the end of life. Per the recommendation from the City's Information Technology Department, we are recommending the upgrade to install fiber optic as well as to upgrade the cameras so that this system will be in line to incorporate into the new Digital Watchdog system. This upgrade will enhance our ability to provide safer parks and work in conjunction with the Parks Safety Program.

Purpose: Policy Directives

City Council Goal: Culture, Nature and Fun Activities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from Combined Special Assessment District #158		$ 625,000	$ -	$ -	$ -
Interfund Transfer from General Fund		160,000	-	-	-
Totals	$ -	$ 785,000	$ -	$ -	

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction		$ 785,000	$ -	$ -	$ -
Totals	$ -	$ 785,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance Contract	$ -		$ 6,800	$ 6,800	$ 6,800
Totals	$ -	$ -	$ 6,800	$ 6,800	$ 6,800

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Lyngate Park Lighting Improvements

Amount Spent-to-Date: N/A

Project Justification

Project Description & Scope: Replace inadequate lighting for coverage during night operation at Lyngate Park. Replacement of existing lights and additional lighting will help to promote site security, safety and improve playability.

Purpose: Best Practices/Industry Standards

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ 220,000		$ -	
Totals	$ -	$ 220,000		$ -	

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Lighting	$ -	$ 220,000		$ -	
Totals	$ -	$ 220,000		$ -	

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance	$ -	$ -	$ 3,800	$ 3,800	$ 3,800
Totals	$ -	$ -	$ 3,800	$ 3,800	$ 3,800

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Paseo Park Security Camera System

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Construction of this new facility is taking place during FY 2023-2024 and Fiber Optic Lines and Free Public Wi-Fi are anticipated to be installed during the same year. The Parks & Recreation Department is recommending that a security camera system (38 Cameras) be funded, in an effort to reduce the amount of 911 calls to Port St. Lucie Police Department and reduce vandalism and domestic violence. This system will provide added relief and aid our Port St. Lucie Police Department to enhance our ability to provide safer parks and work in conjunction with the Parks Safety Program.

Purpose: Policy Directives

City Council Goal: High-Quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer Special Assessment District Fund #151	$ -	$ -	$ 492,000	$ -	$ -
Totals	$ -	$ -	$ 492,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -		$ 492,000	$ -	$ -
Totals	$ -	$ -	$ 492,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance	$ -	$ -	$ -	$ 16,500	$ 16,500
Totals	$ -	$ -	$ -	$ 16,500	$ 16,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: McChesney Park
Playground Replacement

Amount Spent-to-date: $102,000 (Repair & Maintenance)

Project Justification

Project Description & Scope: Playground has exceeded its life cycle by 10 years as it was built in 2005. This playground will include inclusive play elements and meet ADA requirements for all patrons to enjoy outdoor activities and will enhance the quality of life for all citizens. A part of this project, a relocation which will place the family pavilion outside the playground space, will be accomplished to eliminate interference between reservations and public usage.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ -	$ 785,000	$ -	$ -
Totals	$ -	$ -	$ 785,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ -	$ 785,000		$ -
Totals	$ -	$ -	$ 785,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repairs and Maintenance	$ -	$ -	$ -	$ 7,800	$ 7,800
Totals	$ -	$ -	$ -	$ 7,800	$ 7,800

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7210
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Winterlakes Park Security Camera/Fiber/WIFI System

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: This park was constructed in FY 2012-2013. Fiber Optic Lines are being installed in FY 23-24 along Torino, which will reduce the distance to get into the park. The Parks & Recreation Department is recommending that a security camera system and free public Wi-Fi be added in order to aid in reducing the amount of 911 calls to Port St. Lucie Police Department and decrease vandalism and domestic violence. This system will provide added relief and aid our Port St. Lucie Police Department in enhancing our ability to provide safer parks in alignment with the Parks Safety Program.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ -	$ -	$ 1,330,000	$ -
Totals	$ -	$ -	$ -	$ 1,330,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Camera Design and Construction	$ -	$ -		$ 745,000	
Interior Light Design and Construction	-	-	-	585,000	
Totals	$ -	$ -	$ -	$ 1,330,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance	$ -	$ -	$ -	$ -	$ 26,000
Totals	$ -	$ -	$ -	$ -	$ 26,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7215
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Botanical Gardens Event Restroom

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: With The Port being constructed during FY 23-34, this event restroom will help offset the usage of facilities at The Port and will assist with existing events at the Botanical Gardens. This enhancement will also assist with the Main Pavilion restroom from continuing to be overused and reduce the damage to the plumbing systems that have already occurred. In addition, measures have already been taken into account to install water and sewer within The Port project, to offset the overall cost of the project.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from Glassman Special Assessment Fund #153	$ 445,000	$ -	$ -	$ -	$ -
Totals	$ 445,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 445,000	$ -	$ -	$ -	$ -
Totals	$ 445,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repairs and Maintenance	$ -			$ 2,200	$ 2,200
Totals	$ -	$ -	$ -	$ 2,200	$ 2,200

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation /7215
Contact Person: Kelly Boatwright
Phone #/Extension: Ext. 5099
Fund Number: 301

Project Title: Botanical Gardens Master Plan

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Through the expansion of Pioneer Park and The Port, we will require a plan that will serve as a guiding document in providing a vision for long-term development and an action plan for accomplishing immediate goals for the expansion and educational opportunities at the Botanical Gardens site.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from Special Assessment Fund #152	$ -	$ 100,000	$ -	$ -	$ -
Totals	$ -	$ 100,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Master Plan	$ -	$ 100,000		$ -	$ -
Totals	$ -	$ 100,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7215
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Botanical Gardens Bollard Lights

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope:

Given the completion of Pioneer Park and increased programming for Holiday Lights, there is a need for additional low level lighting and electrical connections. Staff is recommending that a lighting and electrical plan be created to replace and add new bollard low level lighting and electrical "out" connections throughout the entire Botanical Gardens interior to support future events and additional Holiday Light events. At this time, the current system is at full capacity and will not support future expansion for any Holiday Light events.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ -	$ 345,000		
Totals	$ -	$ -	$ 345,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design and Permitting	$ -	$ -	$ 25,000		$ -
Construction	-		320,000		
Totals	$ -	$ -	$ 345,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Operating	$ -	$ -	$ -	$ 5,800	$ 5,800
Totals	$ -	$ -	$ -	$ 5,800	$ 5,800

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7215
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Botanical Gardens Storage/ Educational Office Space

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Per the Capital Request Projects list presented to Parks & Recreation staff from The Friends of the Botanical Gardens, additional storage space is needed for storing tables, chairs, and event amenities and fixtures. As part of the design, educational space/office space will be incorporated into the design to allow for educational programs to be conducted, in an effort to add expanded programming for future growth.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ -	$ 65,000	$ 65,000	$ 370,000
Totals	$ -	$ -	$ 65,000	$ 65,000	$ 370,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design and Permitting	$ -	$ -	$ 65,000	$ 65,000	$ -
Construction	-	-	-		$ 370,000
Totals	$ -	$ -	$ 65,000	$ 65,000	$ 370,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Increase in Operational Costs	$ -	$ -	$ -		$ 5,800
Totals	$ -	$ -	$ -	$ -	$ 5,800

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7215
Contact Person: Mike Kendrick
Phone #/Extension: Ext. 5260
Fund Number: 301

Project Title: Botanical Gardens Gazebo

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Additional event space is needed for programming and educational opportunities offered by The Friends of the Botanical Gardens. This space will also increase the need for covered space to provide shade and/or picnic areas and gathering space.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -			$ 25,000	$ 180,000
Totals	$ -	$ -	$ -	$ 25,000	$ 180,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design/Permitting	$ -	$ -		$ 25,000	
Construction	-	-			$ 180,000
Totals	$ -	$ -	$ -	$ 25,000	$ 180,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Increase in Operations Cost	$ -	$ -			$ 1,800
Totals	$ -	$ -	$ -	$ -	$ 1,800

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation / 7215
Contact Person: Kelly Boatwright
Phone #/Extension: Ext. 5099
Fund Number: 301

Project Title: McCarty Ranch Preserve
Campsite Electric Service

Project Number:
Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: To enhance camping opportunities at McCarty Ranch Preserve.

Purpose: Policy Directives

City Council Goal: Culture, Nature and Fun Activities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ 500,000	$ -	$ -	$ -
Totals	$ -	$ 500,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ 500,000	$ -	$ -	$ -
Totals	$ -	$ 500,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Electric	$ -	$ -	$ 7,800	$ 7,800	$ 7,800
Totals	$ -	$ -	$ 7,800	$ 7,800	$ 7,800

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Saints Golf Course / 7250
Contact Person: Keith Bradshaw
Phone #/Extension: Ext. 4454
Fund Number: 301

Project Title: Saints Driving Range Teaching Facility

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: This project is to provide for additional enhancements to The Saints Driving Range. In an effort to increase revenue, be continually responsive to the growing "range only" customer market, and increase junior and adult training opportunities, this is a strategic phase of continued enhancements for The Saints Driving Range operations. This phase will install a teaching facility that would support year-round indoor simulation play, special lessons training, group training for junior and adult classes, club fitting programs, and more. This is supported by the National Golf Foundation and the City's Citizen's Advisory Board for continued development of the driving range operations. Increase of thirty thousand annually in new revenues.

Purpose: Best Practices

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Provide for Additional Revenue Opportunities for The Saints Golf Course.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from Glassman Special Assessment Fund #153	$ 250,000	$ -	$ -	$ -	$ -
Totals	$ 250,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Teaching Facility	$ 250,000		$ -	$ -	$ -
Totals	$ 250,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Other Contractual Services	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Totals	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Saints Golf Course / 7250
Contact Person: Keith Bradshaw
Phone #/Extension: Ext. 4454
Fund Number: 301

Project Title: Course Drainage Improvements

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: This project will provide for the installation of a special sub-surface drainage system on various portions of the golf course. Several holes were installed with this system in 2023 and it has proven to function very favorably for maintaining proper turf conditions after rain events . Additional holes on the course require this same system to alleviate persistent wet area conditions.

Purpose: Policy Directives

City Council Goal: Vibrant Neighborhoods.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Result in Savings or Cost Avoidance for Return of investment in one t

ROI: With consistent turf playing conditions resulting in fewer cart path only days, the golf course will continue to provide the best golfing experience possible and help rounds of play increase to 55,000-60,000 rounds per year.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from E. Lake Village Special Assessment Fund #154	$ 300,000	$ -	$ -	$ -	$ -
Totals	$ 300,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Sub-Surface Drainage	$ 300,000	$ -	$ -	$ -	$ -
Totals	$ 300,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
No Increase in Maintenance	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE -
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Saints Golf Course / 7250
Contact Person: Keith Bradshaw
Phone #/Extension: Ext. 4454
Fund Number: 301

Project Title: Saints Irrigation System Replacement

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: In FY 26-27, The Saints irrigation system will have reached its end of life per the National Golf Foundation Report and Analysis of The Saints assets conducted in FY 21-22. Based upon these recommendations and support from the Citizen's Advisory Board, we are recommending full replacement of the current 20-year-old-irrigation system in FY 26-27. Replacement of this antiquated system will also aid by reducing repairs and maintenance to equipment and will offer sufficient irrigation coverage throughout the entire golf course and clubhouse landscaping. This project will also provide a new structure for the existing irrigation pumps and add a new fertigation system to the existing course irrigation system for injecting liquid fertilizer and soil nutrients into the course irrigation lines to make irrigation water rich with nutrients and reduce labor and material costs associated with manual fertilization.

Purpose: Policy Directives

City Council Goal: High-Quality Infrastructure and Facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

ROI: Project will reduce annual maintenance costs associated with irrigation repairs and course fertilization.

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from E. Lake Village Special Assessment Fund #154	$ 150,000	$ -	$ -	$ -	$ -
Interfund Transfer from General Fund	-	300,000	1,000,000	$ -	$ -
Totals	$ 150,000	$ 300,000	$ 1,000,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Phase I- Pump House Building Replacement	$ 75,000	$ -	$ -	$ -	$ -
Phase II - Fertigation System	75,000	-	-	-	-
Phase III -Irrigation Design	-	300,000	-	-	-
Phase IV-Construction	-	-	1,000,000	-	-
Totals	$ 150,000	$ 300,000	$ 1,000,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Saints Golf Course / 7250
Contact Person: Keith Bradshaw
Phone #/Extension: Ext. 4454
Fund Number: 301

Project Title: Saints Cart Path and Practice Area Repairs

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: This project will be for the repair and re-build of the golf course cart paths. The existing asphalt pathways will be repaired and/or re-built to provide smoother surfaces, more aesthetic-contouring, and enhanced playability of the course. This project will also include a new asphalt cart path to the existing chipping practice area for cart staging. This will enhance the practice area for increased customer traffic. This project can be spread out over several years to minimize disruptions to business operations and customer experiences.

Purpose: Policy Directives

City Council Goal: Vibrant Neighborhoods.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will Enhance the Quality of Life or Quality of Governmental Services for our Citizens.

ROI: Re-built and repaired cart paths throughout the golf course will help the overall golfing experience for guests and increase rounds played and remove all safety related issues.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000
Totals	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Repair & Maintenance	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000
Totals	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
No increase in maintenance	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

Note: Cart paths were last overlaid when the course was purchased in 2001. The natural deterioration of asphalt along with encroachment of tree roots necessitate repair. Approximately 4.3 miles of cart paths need to be addressed.

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Saints Golf Course / 7250
Contact Person: Keith Bradshaw
Phone #/Extension: Ext. 4454
Fund Number: 301

Project Title: Saints New Maintenance Facility

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: This project will provide civil engineering, permitting, and construction to build a new and enhanced golf course maintenance facility. The existing facility was established as a temporary structure over 16 years ago and has since deteriorated beyond repair and has become unsafe and obsolete. This new facility will house all golf course maintenance equipment and contain an office and break room area for staff. The existing maintenance facility will be demolished for the expansion of the existing maintenance yard. To balance, project shifted to FY28/29 & FY29/30, years 6 & 7.

Purpose: Policy Directives

City Council Goal: Vibrant Neighborhoods.

Return on Investment (ROI) Considerations

Payback Period (ROI): **Project will provide a new maintenance facility.**

ROI: With a new maintenance facility, enhanced management of golf course equipment can be maintained. This will provide for a safer and more stable working environment for staff.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interest Income	$ -	$ -		$ -	$ 500,000
Totals	$ -	$ -	$ -	$ -	$ 500,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Professional Services	$ -	$ -		$ -	$ 500,000
Totals	$ -	$ -	$ -	$ -	$ 500,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
No Increase in Maintenance	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: MIDFLORIDA Event Center / 7500
Contact Person: David Stonehouse
Phone #/Extension: Ext. 7104
Fund Number: 301

Project Title: Event Center Bathroom Upgrades
Project Number:
Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Modernize the existing outdated/tired restrooms. With improvements, the Event Center will attract a higher level of clientele, with an estimated return on investment of $70K in additional revenues.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ 475,000	$ -	$ -	$ -	$ -
Totals	$ 475,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Improvements of Building	$ 475,000	$ -	$ -	$ -	$ -
Totals	$ 475,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
ROI	(70,000)	-	-	-	-
Management Expense	7,000	-			
Totals	$ (63,000)	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: MIDFLORIDA Event Center / 7500
Contact Person: David Stonehouse
Phone #/Extension: Ext. 7104
Fund Number: 301

Project Title: Event Center Ballroom Lighting Upgrade
Project Number:
Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Replace lighting in the ballrooms. This involves new fixtures, wiring, and controls. The ballast are no longer manufactured and are beginning to fail. Lighting currently produced will not match in intensity and temperature. The new concept would be to install new updated LED technology/fixtures with two drive lines. One for dimming and one for color temperature. This will allow the Event Center to meet the needs of conventions, banquets, and performances while adequately lighting the room from very bright to very low, to meet the needs of the Event Center clients and their guests.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will result in savings or cost avoidance for return of investment in 5 to 10 Years

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ 275,000	$ -	$ -	$ -
Totals	$ -	$ 275,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Improvements of Building	$ -	$ 275,000	$ -	$ -	$ -
Totals	$ -	$ 275,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Management Expense	-	5,000	-	-	-
Totals	$ -	$ 5,000	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: MIDFLORIDA Event Center / 7500
Contact Person: David Stonehouse
Phone #/Extension: Ext. 7104
Fund Number: 301

Project Title: Event Center Dispersed Power System
Project Number:
Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: A two-fold project- First, upgrade of existing power distribution to meet modern standards. Second, to provide power in new locations to meet the demands of more and larger clients. The Event Center currently has no power distribution on the main plaza. Multiple clients have requested increased power options on the main front plaza. Having more power and adequate options on the main Plaza will allow power connections necessary for outdoor events.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from General Fund	$ -	$ 285,000	$ -	$ -	$ -
Totals	$ -	$ 285,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Improvements of Building	$ -	$ 285,000	$ -	$ -	$ -
Totals	$ -	$ 285,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Management Expense	-	7,000	-	-	-
Totals	$ -	$ 7,000	$ -	$ -	$ -

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
ROAD & BRIDGE CAPITAL IMPROVEMENT BUDGET - #304
TEN YEAR PROJECTION
FY 2024-25 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
REVENUES (Mobility Fees):										
Glades Benefit District Prior Year CIP Reserve	32,804	121,804	206,354	286,677	362,983	435,474	504,340	569,764	631,916	690,960
Glades Benefit District	89,000	84,550	80,323	76,306	72,491	68,867	65,423	62,152	59,044	56,092
Total Glades Benefit District	**121,804**	**206,354**	**286,677**	**362,983**	**435,474**	**504,340**	**569,764**	**631,916**	**690,960**	**747,052**
Tradition Benefit District Prior Year CIP Reserve	1,095,600	535,600	753,600	1,000,700	77,945	436,328	776,791	1,100,232	1,407,500	1,699,405
Tradition Benefit District	440,000	418,000	397,100	377,245	358,383	340,464	323,440	307,268	291,905	277,310
Total Tradition Benefit District	**1,535,600**	**953,600**	**1,150,700**	**1,377,945**	**436,328**	**776,791**	**1,100,232**	**1,407,500**	**1,699,405**	**1,976,715**
Southwest Benefit District Prior Year CIP Reserve	5,588,957	1,396,957	674,557	7,527	1,236,349	2,716,229	3,502,115	4,398,707	6,010,470	2,541,644
Southwest Benefit District	2,308,000	2,192,600	2,082,970	1,978,822	1,879,880	1,785,886	1,696,592	1,611,762	1,531,174	1,454,616
Total Southwest Benefit District	**7,896,957**	**3,589,557**	**2,757,527**	**1,986,349**	**3,116,229**	**4,502,115**	**5,198,707**	**6,010,470**	**7,541,644**	**3,996,260**
Northwest Benefit District Prior Year CIP Reserve	109,185	109,185	109,185	109,185	109,185	109,185	109,185	109,185	109,185	109,185
Northwest Benefit District Fund	255,800	230,220	207,198	186,478	167,830	151,047	135,943	122,348	110,114	99,102
Total Northwest Benefit District	**364,985**	**339,405**	**316,383**	**295,663**	**277,015**	**260,232**	**245,128**	**231,533**	**219,299**	**208,287**
Southeast Benefit District Prior Year CIP Reserve	3,350,000	1,650,500	4,135,975	4,021,426	5,401,355	5,259,787	4,205,298	2,746,033	339,731	1,543,745
Southeast Benefit District	4,000,500	3,800,475	3,610,451	3,429,929	3,258,432	3,095,511	2,940,735	2,793,698	2,654,013	2,521,313
Total Southeast Benefit District	**7,350,500**	**5,450,975**	**7,746,426**	**7,451,355**	**8,659,787**	**8,355,298**	**7,146,033**	**5,539,731**	**2,993,745**	**4,065,057**
Northeast Benefit District Prior Year CIP Reserve	**975,717**	1,415,717	1,755,217	2,527,742	3,736,641	3,235,095	3,726,126	4,762,605	5,747,261	6,731,917
Northeast Benefit District	1,410,000	1,339,500	1,272,525	1,208,899	1,148,454	1,091,031	1,036,480	984,656	984,656	935,423
Total Northeast Benefit District	**2,385,717**	**2,755,217**	**3,027,742**	**3,736,641**	**4,885,095**	**4,326,126**	**4,762,605**	**5,747,261**	**6,731,917**	**7,667,339**
Mobility Fee Revenues	**$ 19,655,563**	**$ 13,295,108**	**$ 15,285,455**	**$ 15,210,936**	**$ 17,809,928**	**$ 18,724,903**	**$ 19,022,469**	**$ 19,568,411**	**$ 19,876,969**	**$ 18,660,711**
Glades Benefit District Project										
Glades Benefit District Project Total Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Tradition Benefit District Project										
SW Rosser/Dreyfuss Intersection Improvements Roundabout -Design FY 27 & Construct FY28	-	-	150,000	1,300,000	-	-	-	-	-	-
New Sidewalk - Volucia Dr. - NEW PROJECT	-	200,000	-	-	-	-	-	-	-	-
Village Parkway Replacement Lights - Prior FY Project	1,000,000	-	-	-	-	-	-	-	-	-
Tradition Benefit District Project Total Expenses	$ 1,000,000	$ 200,000	$ 150,000	$ 1,300,000	$ -	$ -	$ -	$ -	$ -	$ -
Southwest Benefit District Project										
Citywide New Sidewalks (563000) (local funds) (Y1420)	$ 1,000,000	$ -	$ 700,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
St. Lucie West Blvd. and Peacock Blvd. Intersection Improvements - Mobility / SLC contribution Prior FY project	1,030,000	-	-	-	-	-	-	-	-	-
Village Parkway Replacement Lights - Prior FY project	900,000	-	-	-	-	-	-	-	-	-
Tradition & Village Pkwy. Mobility Improvements - Prior FY project	1,500,000	-	-	-	-	-	-	-	-	-
Gatlin/Savona Intersection Improvements Phase 2-From Girard to Dalton Cir.	2,000,000	-	-	-	-	-	-	-	-	-
Savage to Del Rio Connector & Intersection Improvements Savage to Del Rio over C-24 canal	-	-	-	-	-	-	800,000	-	5,000,000	
Tiffany/Durango Enhanced Crossing Crosswalk with Flashing Beacons	-	$ 100,000	-	-	-	-	-	-	-	-
Morningside /PSL Blvd. Safety Enhanced Bicycle Access	-	$ 100,000	-	-	-	-	-	-	-	-
Darwin Blvd. & Paar Drive Intersection Improvements	-	1,000,000	-	-	-	-	-	-	-	-
Savona Blvd. & Paar Drive Intersection Improvements- Construction Prior FY Project	-	1,650,000	-	-	-	-	-	-	-	-
Savona & Alcantarra Intersection Improvements - Construction	-	-	1,650,000	-	-	-	-	-	-	-
Cameo Blvd. & Port St. Lucie Blvd. Intersection Improvements - Prior FY project	70,000	-	-	-	-	-	-	-	-	-
Melaleuca/Berkshire Intersection Improvements Roundabout	-	-	-	-	-	1,000,000	-	-	-	-
SW Rosser/Dreyfuss Intersection Improvements Roundabout -Design FY 27 & Construct FY28	-	-	-	350,000	-	-	-	-	-	-
Road and Gateway Landscape Beautification	-	65,000	400,000	400,000	400,000	-	-	-	-	-
Southwest Benefit District Project Total Expenses	**$ 6,500,000**	**$ 2,915,000**	**$ 2,750,000**	**$ 750,000**	**$ 400,000**	**$ 1,000,000**	**$ 800,000**	**$ -**	**$ 5,000,000**	**$ -**
Northwest Benefit District Project										
Northwest Benefit District Project Total Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
ROAD & BRIDGE CAPITAL IMPROVEMENT BUDGET - #304
TEN YEAR PROJECTION
FY 2024-25 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
Southeast Benefit District Project										
Citywide New Sidewalks (563000) (local funds) (Y1420)	$ -	$ -	$ 300,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
Project Management Costs for Capital Improvements (563005)	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Citywide Traffic Calming (563000)	600,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
New Sidewalk - Kestor Dr. (Mobility / FDOT LAP Agreement Approved Grant)	750,000	-	-	-	-	-	-	-	-	-
Cameo Blvd & PSL Blvd Intersection Improvements -Prior FY project	1,250,000	-	-	-	-	-	-	-	-	-
California/Cameo Intersection Improvements Roundabout - Design & Construction	-	-	150,000	-	1,650,000	-	-	-	-	-
SW Crosstown/Cashmere Intersection Improvements Turn Lane Extension Design & Construction	-	-	50,000	500,000		-	-	-	-	-
Savona Blvd. & Paar Drive Intersection Improvement- Design Prior FY Project	150,000	-	-	-	-	-	-	-	-	-
Port St. Lucie Blvd Landscaping - Turnpike Bridge to Gatlin Blvd	-	65,000	675,000	-	-	-	-	-	-	-
Gatlin/Savona Intersection Improvements Phase 2 Savona from SW Girard to SW Dalton Cir.	2,500,000	-	-	-	-	-	-	-	-	-
Lennard at Grand Enhanced Crossing Crosswalk with Flashing Beacons	-	-	150,000	-	-	-	-	-	-	-
Green River Pkwy. at Charleston Enhanced Crossing Crosswalk with Flashing Beacons	-	-	100,000	-	-	-	-	-	-	-
Green River Pkwy. at Berkshire Enhanced Crossing Crosswalk with Flashing Beacons	-	-	100,000	-	-	-	-	-	-	-
Green River Pkwy. at Melaleuca Safety Improvements- NEW PROJECT	100,000	-	-	-	-	-	-	-	-	-
Green River Pkwy./Melaleuca Intersection Improvements	-	-	-	-	150,000	1,650,000	-	-	-	-
Melaleuca/Berkshire Intersection Improvements Roundabout	-	-	-	-	150,000	650,000	-	-	-	-
Torino/Hann Intersection Improvements Turn lane Extension	-	-	-	100,000	-	-	-	-	-	-
Thornhill/Sandia Int Improvements Roundabout	-	-	-	-	-	150,000	1,650,000	-	-	-
Ski Lake Sidewalk Trail Tanforan Blvd to Halissee St	-	-	-	-	-	250,000	1,300,000	-	-	-
Darwin Blvd. & Paar Drive Intersection Improvements	150,000	650,000	-	-	-	-	-	-	-	-
Savona & Alcantarra Intersection Improvements - Design	-	150,000		-	-	-	-	-	-	-
U.S. Submarine Veterans Park On-Street Parking	-	-	250,000	-	-	-	-	-	-	-
Savage / Del Rio Intersection Improvements Roundabout	-	-	-	-	-	-	-	1,875,000	-	-
Savage/Import Int. Improvements intersection Roundabout	-	-	-	-	-	-	-	1,875,000	-	-
Del Rio/California Intersection Improvements	-	-	1,500,000	-	-	-	-	-	-	-
Southeast Benefit District Project Total Expenses	$ 5,700,000	$ 1,315,000	$ 3,725,000	$ 2,050,000	$ 3,400,000	$ 4,150,000	$ 4,400,000	$ 5,200,000	$ 1,450,000	$ 1,450,000
Northeast Benefit District Project										
St. Lucie West Blvd. and Peacock Blvd. Intersection Improvements - Mobility / SLC contribution Prior FY project	$ 470,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Citywide New Sidewalks (563000) (local funds) (Y1420)	-	1,000,000	-	-	-	-	-	-	-	-
NW E Torino Pkwy. Widening & Mobility Improvements	-	-	-	-	-	550,000	-	-	-	-
N Macedo Blvd. & Selvitz Road Raised Intersection	-	-	100,000	-	-	-	-	-	-	-
NW Selvitz/Peachtree Intersection Improvements	-	-	150,000	-	1,650,000	-	-	-	-	-
SE Veterans Memorial at Lyngate Multimodal-Bicycle Access	-	-	250,000	-	-	-	-	-	-	-
Essex Dr Multimodal Improvements Multimodal Sharrow Bayshore to Floresta	-	-	-	-	-	50,000	-	-	-	-
NW Bayshore Blvd. Widening & Multimodal Improvements NW Bayshore from Prima Vista to Selvitz - Design	500,000	-	-	-	-					
Northeast Benefit District Project Total Expenses	$ 970,000	$ 1,000,000	$ 500,000	$ -	$ 1,650,000	$ 600,000	$ -	$ -	$ -	$ -
TOTAL EXPENDITURES (Mobility Fee Projects)	**$ 14,170,000**	**$ 5,430,000**	**$ 7,125,000**	**$ 4,100,000**	**$ 5,450,000**	**$ 5,750,000**	**$ 5,200,000**	**$ 5,200,000**	**$ 6,450,000**	**$ 1,450,000**
Mobility Fee Surplus/Deficit	$ 5,485,563	$ 7,865,108	$ 8,160,455	$ 11,110,936	$ 12,359,928	$ 12,974,903	$ 13,822,469	$ 14,368,411	$ 13,426,969	$ 17,210,711
Revenues(continued)										
Prior Year CIP Reserve	$ 4,572,073	$ 3,354,206	$ 2,177,482	$ 2,640,693	$ 2,732,432	$ -	$ -	$ -	$ -	$ -
Local Option Gas Tax - 2 cents/gal. - renewed	1,944,550	1,983,441	2,033,027	2,083,853	2,135,949	2,189,348	2,233,135	2,277,797	2,323,353	2,369,820
Local Option Gas Tax - 3 cents/gal. - renewed	2,916,824	2,975,160	3,064,415	3,141,026	3,219,551	3,300,040	3,366,041	3,433,362	3,433,362	3,502,029
Interest Income & Other	275,000	220,000	222,200	224,422	226,666	228,933	228,933	231,222	231,222	233,534
St. Lucie County Contribution for SLW Blvd. & Peacock Blvd. Intersection Improvements	1,500,000	-	-	-	-	-	-	-	-	-
Port St. Lucie Blvd. Segment 1 - Transfer from General Fund	-	6,650,000	-	-	-	-	-	-	-	-
Port St. Lucie Blvd. Segment 1 - Line of Credit	-	11,350,000	-	-	-	-	-	-	-	-
Port St. Lucie Blvd. South Segment 1 - Grant (applied)	-	2,000,000	-	-	-	-	-	-	-	-
Port St. Lucie Blvd. South Segment 2.2 (Paar to Alcantarra) Transfer from General Fund	6,150,000	-	-	-	-	-	-	-	-	-
Bond Financing (use of restricted reserves)	8,110,000	24,040,000	-	28,050,000	-	18,480,000	-	-	-	-
Peacock Trail - (Design) Transfer from General Fund	-	150,000	-	-	-	-	-	-	-	-
Peacock Trail - (Construction) FDOT LAP Agreement	-	-	650,000	-	-	-	-	-	-	-
New Sidewalk - Kestor Dr. - PRICE INCREASE (SE Mobility / FDOT LAP Agreement Approved Grant)	650,000	-	-	-	-	-	-	-	-	-
New Sidewalk - Volucia Dr. - PRICE INCREASE (FDOT LAP Agreement Approved Grant)	-	650,000	-	-	-	-	-	-	-	-
Other Revenues - Subtotal	**$ 26,118,447**	**$ 53,372,807**	**$ 8,147,124**	**$ 36,139,993**	**$ 8,314,599**	**$ 24,198,321**	**$ 5,828,108**	**$ 5,942,381**	**$ 5,987,937**	**$ 6,105,384**
Total Revenues - Mobility and Other Revenues	$ 45,774,010	$ 66,667,916	$ 23,432,579	$ 51,350,928	$ 26,124,527	$ 42,923,224	$ 24,850,577	$ 25,510,793	$ 25,864,907	$ 24,766,095

CITY OF PORT ST. LUCIE
ROAD & BRIDGE CAPITAL IMPROVEMENT BUDGET - #304
TEN YEAR PROJECTION
FY 2024-25 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
EXPENDITURES:										
OPERATIONS/ADMINISTRATION - PUBLIC WORKS - #304-4105										
New Sidewalk - Kestor Dr. (Mobility / FDOT LAP Agreement Approved Grant)	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New Sidewalk - Volucia Dr. - PRICE INCREASE (FDOT LAP Agreement Approved Grant)	-	650,000	-	-	-	-	-	-	-	-
Peacock Trail - NEW PROJECT (Transfer from General Fund/ FDOT Grant)	-	150,000	650,000	-	-	-	-	-	-	-
Sub-Totals	$ 650,000	$ 800,000	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TRAFFIC CONTROL DIVISION - PUBLIC WORKS - #304-4121										
Citywide ADA Improvements - Signals Various Locations (568813)	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Citywide Traffic Signal Conversion (YELLOW FLASHING ARROW)	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Port St. Lucie Blvd South Segment 2.2 (Paar to Alcantarra) (Grant Match)-Transfer from GF- prior FY project	6,150,000	-	-	-	-	-	-	-	-	-
Port St. Lucie Blvd. South Segment 1 (Becker to Paar)	-	20,000,000	-	-	-	-	-	-	-	-
Pavement Condition and Asset Inventory Survey	500,000	-	-	500,000	-	-	-	-	-	-
NW Bayshore Widening & Multimodal Improvements NW Bayshore from Prima Vista to Selvitz - Const. **(Bond Financing)**	6,160,000	-	-	-	-	-	-	-	-	-
St. Lucie West Blvd. and Peacock Blvd. Intersection Improvements - Mobility / SLC contribution Prior FY project	1,500,000	-	-	-	-	-	-	-	-	-
St. Lucie West Blvd Widening Improvements Design FY25/26 Const. FY27/28 Peacock Blvd to Cashmere Blvd (Bond Financing)	-	2,200,000	-	26,400,000	-	-	-	-	-	-
Southbend Blvd. Widening Improvements Conceptual Design Becker to SE Peru St - (Bond Financing)	-	-	-	1,650,000	-	18,480,000	-	-	-	-
NW E Torino Pkwy Widening & Mobility Improvements - Torino to Midway- New Project (Bond Financing)	1,950,000	21,840,000	-	-	-	-	-	-	-	-
Sub-Totals	$ 16,560,000	$ 44,340,000	$ 300,000	$ 28,850,000	$ 300,000	$ 18,780,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
STREETS DIVISION - PUBLIC WORKS - #304-4125										
Citywide Annual Resurfacing Program (534132)	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$7,200,000	$7,200,000	$7,200,000	$7,200,000	$7,200,000	$7,200,000
Citywide Contract Repair / Improvements of Sidewalks (534133)	500,000	500,000	500,000	500,000	750,000	750,000	750,000	750,000	750,000	750,000
Glenwood Drive - Roadway Reconstruction	600,000	-	-	-	-	-	-	-	-	-
Gatlin Pines – Roadway Reconstruction	-	1,500,000	-	-	-	-	-	-	-	-
Replace PWS-4160 2016 Pothole Patch Truck	400,000	-	-	-	-	-	-	-	-	-
Sub-Totals	$ 5,500,000	$ 6,000,000	$ 4,500,000	$ 4,500,000	$ 7,950,000	$ 7,950,000	$ 7,950,000	$ 7,950,000	$ 7,950,000	$ 7,950,000
Internal Charges- Transfer to the General Fund	$ 54,241	$ 55,325	$ 56,432	$ 57,560	$ 58,712	$ 59,886	$ 61,084	$ 62,305	$ 63,551	$ 64,822
Sub-Totals	$ 54,241	$ 55,325	$ 56,432	$ 57,560	$ 58,712	$ 59,886	$ 61,084	$ 62,305	$ 63,551	$ 64,822
TOTAL EXPENDITURES (Non-Mobility Fee Projects)	**$ 22,764,241**	**$ 51,195,325**	**$ 5,506,432**	**$ 33,407,560**	**$ 8,308,712**	**$ 26,789,886**	**$ 8,311,084**	**$ 8,312,305**	**$ 8,313,551**	**$ 8,314,822**
TOTAL EXPENDITURES (Non-Mobility Fee Projects & Mobility Fees)	$ 36,934,241	$ 56,625,325	$ 12,631,432	$ 37,507,560	$ 13,758,712	$ 32,539,886	$ 13,511,084	$ 13,512,305	$ 14,763,551	$ 9,764,822
Designated CIP Reserve Mobility Fee Future Projects	$ 5,485,563	$ 7,865,108	$ 8,160,455	$ 11,110,936	$ 12,359,928	$ 12,974,903	$ 13,822,469	$ 14,368,411	$ 13,426,969	$ 17,210,711
Designated CIP Reserve Non-Mobility Future Projects	$ 3,354,206	$ 2,177,482	$ 2,640,693	$ 2,732,432	$ 5,887	$ (2,591,565)	$ (2,482,975)	$ (2,369,924)	$ (2,325,614)	$ (2,209,439)
TOTAL DESIGNATED CIP RESERVES (Mobility Fee Projects & Future Projects)	$ 8,839,769	$ 10,042,590	$ 10,801,148	$ 13,843,368	$ 12,365,815	$ 10,383,338	$ 11,339,494	$ 11,998,487	$ 11,101,355	$ 15,001,273
SURPLUS/DEFICIT	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: SW Rosser/ Dreyfuss Intersection Improvements Roundabout

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Intersection sees high volumes and subsequent delays, especially during the morning and afternoon peak hours. This project will analyze the intersection, recommend a permanent improvement, and then design and construct improvements.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Tradition Benefit Mobility Fees	$ -		$ 150,000	$ 1,300,000	
Southwest Benefit Mobility Fees	-	-	-	350,000	
Totals	$ -	$ -	$ 150,000	$ 1,650,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 150,000	$ -	
Construction	-	-	-	1,650,000	
Totals	$ -	$ -	$ 150,000	$ 1,650,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	20,000	75,000	-
Totals	$ -	$ -	$ 20,000	$ 75,000	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Paul Johnson
Phone #/Extension: Ext. 5182
Fund Number: 304

Project Title: Village Parkway - Replacement Lights

Project Number:
Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Replacement of the fixtures and rehabilitation (replacing conductor underground and in the poles) streetlighting from Becker Road to Tradition Pkwy.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Tradition Benefit Mobility Fees	$ 1,000,000		$ -		
Southwest Benefit Mobility Fees	900,000				
Totals	$ 1,900,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 200,000				
Construction	$ 1,700,000				
Totals	$ 1,900,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	50,000	5,000	5,000	5,000	5,000
Totals	$ 50,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Citywide New Sidewalks

Amount Spent-to-date: Ongoing

Project Justification

Project Description & Scope: Design and Construct Sidewalks throughout the City in accordance with the approved 10-year Sidewalk Master Plan. Additional projects may be added to take advantage of grant or alternate funding opportunities. This item funds the City's 10-year approved sidewalk plan (available on the City's website) and is supplemented by funds provided by the half-cent sales tax. The sales tax contributions are secured through FY 28/29 and amounts vary annually. Please refer to fund 310 for actual sales tax expenditures.

Purpose: Life Safety

City Council Goal: High-performing city government organization.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -	$ -	$ 300,000	$ 1,000,000	$ 1,000,000
Southwest Benefit Mobility Fees	$ 1,000,000	$ -	700,000	-	-
Northeast Benefit Mobility Fees		$ 1,000,000			
Totals	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
Totals	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000
Totals	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000

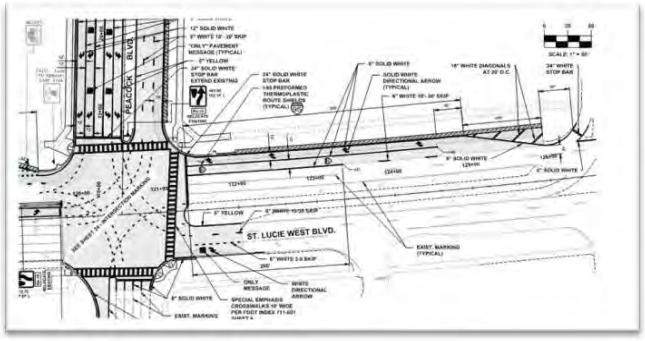
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Everett Tourjee
Phone #/Extension: Ext. 6334
Fund Number: 304

Project Title: St. Lucie West Blvd. and Peacock Blvd. Intersection Improvements

Amount Spent-to-date: $ -



Project Justification

Project Description & Scope: Construction of a third eastbound turn lane onto northbound Peacock and second southbound right turn lane onto westbound SLW Blvd. Construction of a westbound I-95 access lane and turn lane west of Peacock and extension of existing turn lanes on north and southbound Peacock. New mast arm construction on northwest and southeast corners to include upgrades to existing pedestrian signals.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southwest Mobility Fees	$ 1,030,000	$ -	$ -	$ -	$ -
Northeast Mobility Fees	$ 470,000				
SLC Contribution	$ 1,500,000				
Totals	$ 3,000,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 3,000,000	$ -	$ -	$ -	$ -
Totals	$ 3,000,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 30,000	$ 7,500	$ 7,500	$ 7,500	$ 7,500
Totals	$ 30,000	$ 7,500	$ 7,500	$ 7,500	$ 7,500

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Antonio Balestrieri
Phone #/Extension: Ext. 5111
Fund Number: 304

Project Title: Tradition & Village Pkwy Mobility Improvements

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Existing intersection has six lane divided arterials in each direction with expanded approaches to accommodate dual/triple left turn lanes and right turn lanes. This produces pedestrian crossing distances from 115 to 130 feet. Proposed improvements will shorten crossing distances with curb buildouts, and refuges in the medians and protected shared-use paths for enhanced bicycle safety. Part of the Southern Grove Master Plan.

Purpose: Life Safety

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southwest Benefit Mobility Fees	$ 1,500,000	$ -	$ -	$ -	$ -
Totals	$ 1,500,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 1,500,000	$ -	$ -	$ -	$ -
Totals	$ 1,500,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 50,000	$ -	$ -	$ -	$ -
Totals	$ 50,000	$ -	$ -	$ -	$ -

* Prior FY Project -

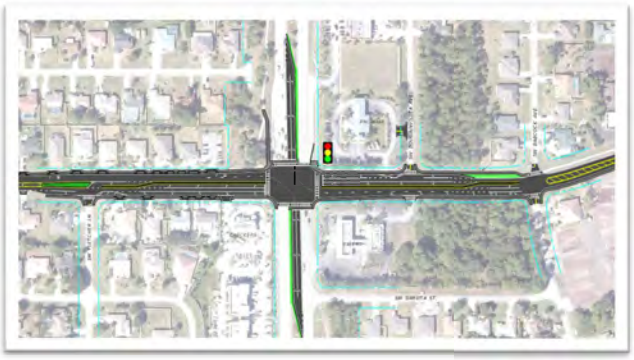
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Emily Seitter
Phone #/Extension: Ext. 4138
Fund Number: 304

Project Title: Gatlin/Savona Intersection Improvements Ph 2 Savona Widening from SW Girard to SW Dalton Cir.

Amount Spent-to-date: $ -



Project Justification

Project Description & Scope: This intersection yields a high volume of vehicular traffic, causing subsequent delays and lane stacking, especially during the morning and afternoon peak hours. Proposed improvements for Phase 2 include widening, enhanced striping, signage, multimodal pedestrian enhancements and roadway improvements to SW Savona Blvd. from SW Girard Ave. to SW Dalton Cir. Pending FDOT funding allocations for Phase I of this project which includes various improvements to SW Gatlin Blvd., all construction activities will be completed concurrently and/or consecutively to ensure minimal impact to the traveling public.

Purpose: Life Safety

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southwest Benefit Mobility Fees	$ 2,000,000	$ -	$ -	$ -	$ -
Southeast Benefit Mobility Fees	2,500,000	-	-	-	-
Totals	$ 4,500,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 300,000	$ -			$ -
CEI	400,000	-	-	-	-
Construction	3,800,000	-	-	-	-
Totals	$ 4,500,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 75,000	$ 7,500	$ 7,500	$ 7,500	$ 7,500
Totals	$ 75,000	$ 7,500	$ 7,500	$ 7,500	$ 7,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Antonio Balistreri
Phone #/Extension: Ext. 5111
Fund Number: 304

Project Title: Tiffany/Durango Enhanced Crossing Crosswalk with Flashing Beacons

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Improvements to pedestrian safety and visibility at the crosswalk

Purpose: Best Practices

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southwest Benefit Mobility Fees	$ -	$ 100,000	$ -	$ -	
Totals	$ -	$ 100,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design Build	$ -	$ 100,000	$ -	$ -	
Totals	$ -	$ 100,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	10,000	2,500	2,500	2,500
Totals	$ -	$ 10,000	$ 2,500	$ 2,500	$ 2,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Antonio Balestrieri
Phone #/Extension: Ext. 5111
Fund Number: 304

Project Title: Morningside/Port St. Lucie Blvd. Safety Enhanced Bicycle Access

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Improvements to bicycle access.

Purpose: Safe, clean and beautiful.

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southwest Benefit Mobility Fees	$ -	$ 100,000	$ -	$ -	
Totals	$ -	$ 100,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ 25,000	$ -	$ -	
Construction	-	75,000	-	-	
Totals	$ -	$ 100,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	10,000	3,000	3,000	3,000
Totals	$ -	$ 10,000	$ 3,000	$ 3,000	$ 3,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number 304

Project Title: Darwin Blvd. & Paar Drive Intersection Improvements

Amount Spent-to-date $ -

Project Justification

Project Description & Scope:

Intersection sees high volumes and subsequent delays, especially during the morning and afternoon peak hours. Temporary improvements were completed to add signalization. This project will analyze the intersection, recommend a permanent improvement, design, and construct improvements.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southwest Benefit Mobility Fees		1,000,000	-		
Southeast Benefit Mobility Fees	150,000	650,000	-		
Totals	$ 150,000	$ 1,650,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Analysis & Design	$ 150,000			$ -	$ -
Construction and CEI	-	1,650,000	-	-	-
Totals	$ 150,000	$ 1,650,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 9,000	$ 50,000	$ 20,000	$ 5,000	$ 5,000
Totals	$ 9,000	$ 50,000	$ 20,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Everett Tourjee
Phone #/Extension: Ext. 6334
Fund Number 304

Project Title: Savona Blvd. & Paar Drive Intersection Improvements

Amount Spent-to-date $ -

Project Justification

Project Description & Scope:

Intersection sees high volumes and subsequent delays, especially during the morning and afternoon peak hours. Temporary improvements were recently completed to add signalization, a northbound left turn lane, and an eastbound right turn lane. This project will analyze the intersection, recommend a permanent improvement, design, and construct improvements.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southwest Benefit Mobility Fees		$ 1,650,000	$ -	$ -	$ -
Southeast Mobility Fees	150,000	-	-	-	-
Totals	$ 150,000	$ 1,650,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Analysis, Design & Roundabout	$ 150,000	$ -	$ -	$ -	$ -
Construction and CEI	-	1,650,000	-	-	-
Totals	$ 150,000	$ 1,650,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs / Maintenance	$ 17,000	$ 25,000	$ 7,500	$ 7,500	$ 7,500
Totals	$ 17,000	$ 25,000	$ 7,500	$ 7,500	$ 7,500

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Savona & Alcantarra Intersection Improvements

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Intersection sees high volumes and subsequent delays, especially during the morning and afternoon peak hours. This project will analyze the intersection, recommend improvements, design, and construct improvements.

Purpose: Life Safety

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -	$ 150,000	$ -	$ -	$ -
Southwest Benefit Mobility Fees	-	-	1,650,000	-	-
Totals	$ -	$ 150,000	$ 1,650,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ 150,000	$ -	$ -	$ -
Construction	$ -	$ -	$ 1,650,000	$ -	$ -
Totals	$ -	$ 150,000	$ 1,650,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance	$ -	$ 5,000	$ 25,000	$ 7,500	$ 7,500
Totals	$ -	$ 5,000	$ 25,000	$ 7,500	$ 7,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Everett Tourjee
Phone #/Extension: Ext. 6334
Fund Number: 304

Project Title: SW Cameo Blvd. at Port St Lucie Blvd Intersection Improvements

Amount Spent-to-Date: $ 108,935

Project Justification

Project Description & Scope: Construction improvements to include turn lane extensions, drainage, traffic signals, sidewalk, and lighting.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ 1,250,000	$ -	$ -	$ -	
Southwest Benefit Mobility Fees	70,000	-	-	-	
Totals	$ 1,320,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 1,320,000	$ -	$ -	$ -	
Totals	$ 1,320,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	25,000	5,000	5,000	5,000	5,000
Totals	$ 25,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Jennifer Perkey
Phone #/Extension: Ext. 5105
Fund Number: 304

Project Title: Road and Gateway Landscape Beautification

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: City Council directive to develop a beautification master plan to include city gateways, sidewalks, ponds, utility facilities, cul-de-sacs and roadway tree and plant amenities.

Purpose: Best Practices/Industry Standards

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southwest Benefit Mobility Fees	$ -	$ 65,000	$ 400,000	$ 400,000	$ 400,000
Totals	$ -	$ 65,000	$ 400,000	$ 400,000	$ 400,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ 65,000	$ -	$ -	$ -
Construction	-	-	400,000	400,000	400,000
Totals	$ -	$ 65,000	$ 400,000	$ 400,000	$ 400,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 5,000	$ 25,000	$ 25,000	$ 25,000
Totals	$ -	$ 5,000	$ 25,000	$ 25,000	$ 25,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Project Management Costs for Capital Improvements

Amount Spent-to-date: Ongoing

Project Justification

Project Description & Scope: Management of unanticipated studies, reports, design, survey, geotechnical testing, and construction services for all Capital and Public Works Projects.

Purpose: Policy Directives

City Council Goal: Diverse economy and employment opportunities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Totals	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Admin Oversight	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Totals	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000
Totals	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: David Epperson, CPII
Phone #/Extension: Ext. 4319
Fund Number: 304

Project Title: Citywide Traffic Calming

Amount Spent-to-date: Ongoing

Project Justification

Project Description & Scope: This item is allocated for either development of traffic calming plans or implementation of traffic calming measures.

Purpose: Policy Directives

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ 600,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000
Totals	$ 600,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Analysis, Construction	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000
Savona& Rosser Horizontal Deflections	$ 350,000				
Totals	$ 600,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 10,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000
Totals	$ 10,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: Emily Seitter
Phone #/Extension: Ext. 4138
Fund Number 304

Project Title: New Sidewalk - Kestor Dr.

Amount Spent-to-date: $ 150,000

Project Justification

Project Description & Scope: Trails were ranked number one in the 10-Year Master Plan Needs Assessment Summary for facilities in the City. As one of the most-needed amenities, the 10-Year Sidewalk Master Plan serves as a guiding document that provides a vision for long-term sidewalk development and an action plan for accomplishing immediate sidewalk opportunities that can be used to provide multimodal access to all users. Construction of Kestor Sidewalk will provide a safe, clean, and beautiful environment for the citizens by constructing a 6-foot wide sidewalk on the north and east side of Kestor Drive between Darwin Boulevard and Becker Road. Design of this project is underway and utilized funding from FY23/24; Construction activities will be supplemented through a Local Agency Program (LAP) Grant. This funding is anticipated in the amount of $650,000 and will be available for reimbursement in FY24/25.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
FDOT LAP Agreement (approved)	$ 650,000	$ -	$ -	$ -	$ -
Southeast Benefit Mobility Fees	750,000	-	-	-	-
Totals	$ 1,400,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 1,400,000	$ -	$ -	$ -	$ -
Totals	$ 1,400,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance	$ 15,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000
Totals	$ 15,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: California /Cameo Intersection Improvements Roundabout

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Intersection sees high volumes and subsequent delays, especially during the morning and afternoon peak hours. This project will analyze the intersection, recommend a permanent improvement, and then design and construct improvements.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -		$ 150,000	$ -	$ 1,650,000
Totals	$ -	$ -	$ 150,000	$ -	$ 1,650,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 150,000	$ -	
Construction	-	-	-	-	1,650,000
Totals	$ -	$ -	$ 150,000	$ -	$ 1,650,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	20,000	75,000	75,000
Totals	$ -	$ -	$ 20,000	$ 75,000	$ 75,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: SW Crosstown /Cashmere Intersection Improvements Turn Lane Extension

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: NW Cashmere Blvd. Turn lane extensions at Crosstown Pkwy. Improvements include extending existing turn lanes and updated pavement markings

Purpose: Best Practices/Industry Standards

City Council Goal: High-performing city government organization.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -	$ -	$ 50,000	$ 500,000	$ -
Totals	$ -	$ -	$ 50,000	$ 500,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 50,000	$ -	$ -
Construction				$ 500,000	
Totals	$ -	$ -	$ 50,000	$ 500,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ -	$ 5,000	$ 15,000	$ 5,000
Totals	$ -	$ -	$ 5,000	$ 15,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: John Dunton
Phone #/Extension: Ext. 4035
Fund Number: 304

Project Title: Port St. Lucie Blvd Landscape - Turnpike Bridge to Gatlin Blvd

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Continuation of landscape west of the Turnpike to Gatlin Boulevard.

Purpose: Best Practices/Industry Standards

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -	$ 65,000	$ 675,000	$ -	$ -
Totals	$ -	$ 65,000	$ 675,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ 65,000	$ -	$ -	$ -
Construction	-	-	675,000	-	-
Totals	$ -	$ 65,000	$ 675,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs and Maintenance	$ -	$ 5,000	$ 10,000	$ 10,000	$ 10,000
Totals	$ -	$ 5,000	$ 10,000	$ 10,000	$ 10,000

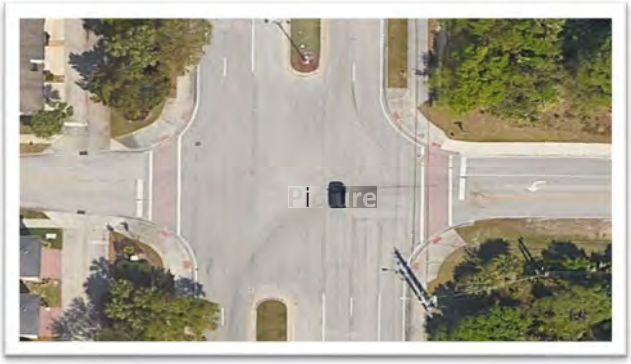
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Lennard at Grand Enhancing Crossing Crosswalk with Flashing Beacons

Amount Spent-to-Date: $ -



Project Justification

Project Description & Scope: Improvements to pedestrian safety and visibility. Intersection will be analyzed to determine appropriate improvements, design, and construct.

Purpose: Best Practices

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -		$ 150,000	$ -	$ -
Totals	$ -	$ -	$ 150,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design Build	$ -	$ -	$ 150,000	$ -	
Totals	$ -	$ -	$ 150,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	25,000	5,000	5,000
Totals	$ -	$ -	$ 25,000	$ 5,000	$ 5,000

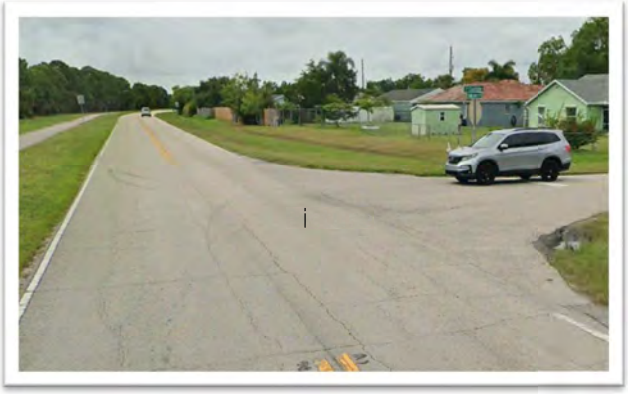
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Green River Pkwy. at Charleston Enhanced Crossing Crosswalk with Flashing Beacons

Amount Spent-to-Date: $ -



Project Justification

Project Description & Scope: Improvements to pedestrian safety and visibility. Intersection will be analyzed to determine appropriate improvements, designed, and constructed.

Purpose: Safe, clean and beautiful.

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -		$ 100,000	$ -	$ -
Totals	$ -	$ -	$ 100,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design Build	$ -	$ -	$ 100,000	$ -	
Totals	$ -	$ -	$ 100,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	20,000	5,000	5,000
Totals	$ -	$ -	$ 20,000	$ 5,000	$ 5,000

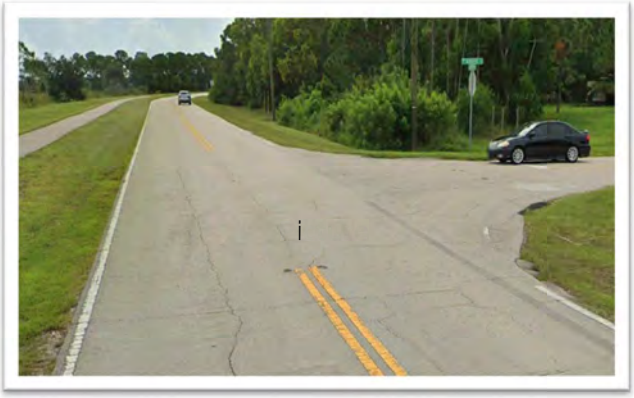
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Green River Pkwy. at Berkshire Enhanced Crossing Crosswalk with Flashing Beacons

Amount Spent-to-Date: $ -



Project Justification

Project Description & Scope: Improvements to pedestrian safety and visibility. Intersection will be analyzed to determine appropriate improvements, designed, and constructed.

Purpose: Safe, clean and beautiful.

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -		$ 100,000	$ -	$ -
Totals	$ -	$ -	$ 100,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design Build	$ -	$ -	$ 100,000	$ -	
Totals	$ -	$ -	$ 100,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	20,000	5,000	5,000
Totals	$ -	$ -	$ 20,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Antonio Balestrieri
Phone #/Extension: Ext. 5111
Fund Number: 304

Project Title: Green River Pkwy. at /Melaleuca
Project Number: Safety Improvements
Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Improvements to pedestrian safety and visibility

Purpose: Best Practices

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ 100,000	$ -	$ -	$ -	
Totals	$ 100,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design Build	$ 100,000	$ -	$ -	$ -	
Totals	$ 100,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	10,000	5,000	5,000	5,000	5,000
Totals	$ 10,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000

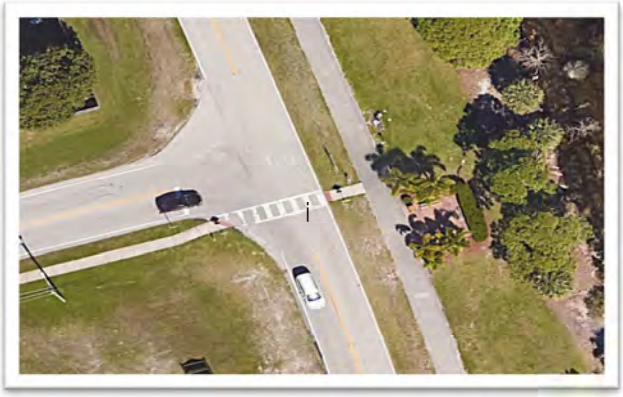
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Green River Pkwy./ Melaleuca Intersection Improvements

Amount Spent-to-Date: $ -



Project Justification

Project Description & Scope: Intersection sees high volumes and subsequent delays, especially during the morning and afternoon peak hours. This project will analyze the intersection, recommend improvements, design, and construct improvements.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -		$ -	$ -	$ 150,000
Totals	$ -	$ -	$ -	$ -	$ 150,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ -	$ -	$ 150,000
Construction	-	-	-	-	-
Totals	$ -	$ -	$ -	$ -	$ 150,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	-	-	25,000
Totals	$ -	$ -	$ -	$ -	$ 25,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Melaleuca/Berkshire Intersection Improvements Roundabout

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Intersection sees high volumes and subsequent delays, especially during the morning and afternoon peak hours. This project will analyze the intersection, recommend improvements, design, and construct improvements.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -		$ -	$ -	$ 150,000
Totals	$ -	$ -	$ -	$ -	$ 150,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ -	$ -	$ 150,000
Construction	-	-	-	-	-
Totals	$ -	$ -	$ -	$ -	$ 150,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	-	-	25,000
Totals	$ -	$ -	$ -	$ -	$ 25,000

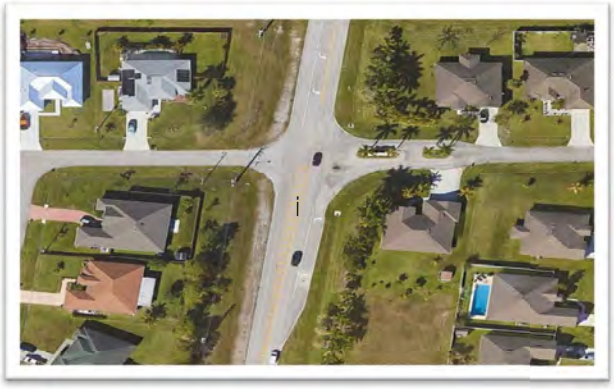
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Torino/Hann Intersection Improvements Turn Lane Extension

Amount Spent-to-Date: $ -



Project Justification

Project Description & Scope: Intersection see delays, especially during the morning and afternoon peak hours. This project will analyze the intersection, recommend a permanent improvement, and then design and construct improvements.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -		$ -	$ 100,000	$ -
Totals	$ -	$ -	$ -	$ 100,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design Build	$ -	$ -	$ -	$ 100,000	$ -
Totals	$ -	$ -	$ -	$ 100,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	-	20,000	5,000
Totals	$ -	$ -	$ -	$ 20,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: U.S. Submarine Veterans Park On-Street Parking

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Design and Construction of on-street parking on SE Bayharbor St. and SE Atlantus Ave. adjacent to the U.S. Submarine Veterans Park. Improvements will include asphalt parking, curb and gutter, striping, sidewalk and drainage.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -	$ -	$ 250,000	$ -	$ -
Totals	$ -	$ -	$ 250,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Professional Services	$ -	$ -	$ 250,000	$ -	$ -
Totals	$ -	$ -	$ 250,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ -	$ 10,000	$ 5,000	$ 5,000
Totals	$ -	$ -	$ 10,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Antonio Balestrieri
Phone #/Extension: Ext. 5111
Fund Number: 304

Project Title: Del Rio Blvd. & California Blvd. Intersection Improvements

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Intersection sees high volumes and subsequent delays, especially during the morning and afternoon peak hours. Temporary improvements were completed to add signalization and coordination with Crosstown Parkway. FDOT currently plans to fund improvements from Crosstown to Del Rio including this intersection.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Southeast Benefit Mobility Fees	$ -	$ -	$ 1,500,000	$ -	$ -
Totals	$ -	$ -	$ 1,500,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 250,000	$ -	$ -
Construction	-	-	1,250,000	-	-
Totals	$ -	$ -	$ 1,500,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 5,000	$ 17,000	$ -	$ -
Totals	$ -	$ 5,000	$ 17,000	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Antonio Balestrieri
Phone #/Extension: Ext. 5111
Fund Number: 304

Project Title: N Macedo Blvd. & Selvitz Rd. Raised Intersection

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Existing intersection is two-way stop controlled with pedestrian crossings at the north and east approaches. This project will construct a raised intersection to enhance pedestrian safety and provide speed management on Salvats Road with traffic calming elements.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Northeast Benefit Mobility Fees	$ -	$ -	$ 100,000	$ -	$ -
Totals	$ -	$ -	$ 100,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design Build	$ -	$ -	$ 100,000	$ -	$ -
Totals	$ -	$ -	$ 100,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ -	$ 8,000	$ 3,000	$ 3,000
Totals	$ -	$ -	$ 8,000	$ 3,000	$ 3,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Selvitz/Peachtree Intersection Improvements

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Traffic and pedestrian volumes on NW Selvitz Rd. continue to increase. This project will analyze the intersection, recommend improvements, design, and construct improvements.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Northeast Benefit Mobility Fees	$ -		$ 150,000	$ -	$ 1,650,000
Totals	$ -	$ -	$ 150,000	$ -	$ 1,650,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 150,000	$ -	$ -
Construction	-	-	-	-	1,650,000
Totals	$ -	$ -	$ 150,000	$ -	$ 1,650,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	25,000	50,000	75,000
Totals	$ -	$ -	$ 25,000	$ 50,000	$ 75,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: SE Veterans Memorial at Lyngate Multimodal Bicycle Access

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Improvements to bicycle access.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Northeast Benefit Mobility Fees	$ -		$ 250,000	$ -	
Totals	$ -	$ -	$ 250,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design Build	$ -	$ -	$ 250,000	$ -	$ -
Totals	$ -	$ -	$ 250,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	25,000	5,000	5,000
Totals	$ -	$ -	$ 25,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Everett Tourjee
Phone #/Extension: Ext. 6334
Fund Number: 304

Project Title: NW Bayshore Blvd. Widening & Multimodal Improvements

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Planning, design, and construction of improvements to NW Bayshore Blvd. from Prima Vista Blvd. to Selvitz Rd. Improvements include shared-use path, reconstruction of roadway, pavement markings, etc.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Northeast Benefit Mobility Fees	$ 500,000	$ -	$ -	$ -	
Bond Financing	6,160,000	-	-	-	
Totals	$ 6,660,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 500,000	$ -	$ -	$ -	
Construction	6,160,000	-	-	-	
Totals	$ 6,660,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	35,000	10,000	10,000	10,000	10,000
Totals	$ 35,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: Emily Seitter
Phone #/Extension: Ext. 4138
Fund Number: 304

Project Title: New Sidewalk - Volucia Dr.

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope:

Trails were ranked number one in the 10-Year Master Plan Needs Assessment Summary for facilities in the City. Volucia Trail was identified on the Multimodal Plan's Suggested Projects List. Volucia Trail will provide a safe, clean, and beautiful environment for the citizens through the construction of an 8-foot wide sidewalk on the east side of Volucia Drive between East Torino Parkway and Blanton Blvd. Through an interdepartmental collaboration, Design costs for this project have been funded by the Parks & Recreation Department through an interfund transfer from the General Fund. A portion of the construction costs for the sidewalk are made possible through a Transportation Alternative Program grant, which will be executed as a Local Agency Program (LAP) Grant in Fiscal year 25/26. The LAP Agreement is anticipated in the amount of $650,000. Volucia Trail connects to the on-going development of Torino Regional Park and is included in the Sidewalk Master Plan.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
FDOT LAP Agreement (approved)	$ -	$ 650,000	$ -	$ -	$ -
Tradition Benefit Mobility Fees	-	200,000	-	-	-
Totals	$ -	$ 850,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ 850,000	$ -	$ -	$ -
Totals	$ -	$ 850,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance	$ -	$ 5,000	$ 2,500	$ 2,500	$ 2,500
Totals	$ -	$ 5,000	$ 2,500	$ 2,500	$ 2,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: Emily Seitter
Phone #/Extension: Ext. 4138
Fund Number: 304

Project Title: Peacock Trail

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope:

Trails were ranked number one in the 10-Year Master Plan Needs Assessment Summary for facilities in the City. Construction of Peacock Trail will provide connection from the FDOT Jobs Express Park & Ride Facility located on SW Gatlin Blvd. southward to O.L. Peacock Sr. Park. The project limits will span SW Hayworth Ave. south to SW Dreyfuss Blvd. with an elevated boardwalk at the southern termini, forming a connection to O.L. Peacock Sr. Park. This trail will provide a 10' wide concrete path with targeted striping to encourage shared-use and multimodal accessibility. Construction costs will be supplemented through an FDOT Local Agency Program (LAP) grant which is scheduled for allocation in FY26/27.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
FDOT LAP Agreement	$ -	$ -	$ 650,000	$ -	$ -
Interfund Transfer from General Fund		$ 150,000			
Totals	$ -	$ 150,000	$ 650,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ -	$ 650,000	$ -	$ -
Design		$ 150,000			
Totals	$ -	$ 150,000	$ 650,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 30,000	$ 5,000	$ 5,000	$ 5,000
Totals	$ -	$ 30,000	$ 5,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Paul Johnson
Phone #/Extension: Ext. 5182
Fund Number 304

Project Title: Citywide ADA Improvements - Signals Various Locations

Amount Spent-to-date: Ongoing

Project Justification

Project Description & Scope: This project consists of citywide traffic signal improvements to comply with FDOT and American Disability Act (ADA) Standards.

Purpose: Regulatory/Contractual

City Council Goal: Safe, clean and beautiful.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Gas Tax	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Totals	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
ADA Improvements-Signals Various Locations	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Totals	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000
Totals	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Paul Johnson
Phone #/Extension: Ext. 5182
Fund Number: 304

Project Title: Citywide Traffic Signal Conversion

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Conversion of citywide traffic signals to enhance driver awareness of the protective/permissive allowable movements. This may assist in reducing traffic congestion and enhance safety for these movements. Possible FEMA Emergency Management dollars.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Gas Tax	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Totals	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Signal Conversion	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Totals	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 7,500	$ 7,500	$ 7,500	$ 7,500	$ 7,500
Totals	$ 7,500	$ 7,500	$ 7,500	$ 7,500	$ 7,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Clyde Cuffy, P.E.
Phone #/Extension: Ext. 7643
Fund Number: 304

Project Title: Port St. Lucie Boulevard South Improvements Seg. 2.2 (Paar Dr to Alcantarra Blvd)

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope:

Provide local funds to match grant funds for reconstruction of PSL Blvd from Paar Dr. to Alcantarra Blvd. Project includes widening of roadway from 2 lanes to 4 lanes, install new drainage, curb & gutter, multi-modal sidewalks, lighting, landscaping, and signalization. Project administration by FDOT. Construction scheduled in FY24/25 (Jan 2025) of FDOT 5-Year Work Plan. FDOT will require matching funds by April 2024 (Funds transferred to FDOT on Jan 5, 2024, see attached email from Finance). CIGP Grant.

Purpose: Life Safety

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Transfer from General Fund	$ 6,150,000	$ -	$ -	$ -	$ -
Totals	$ 6,150,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Local Match - Construction	$ 6,150,000	$ -	$ -	$ -	$ -
Totals	$ 6,150,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance	$ 25,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000
Totals	$ 25,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Clyde Cuffy, P.E.
Phone #/Extension: Ext. 7643
Fund Number: 304

Project Title: Port St. Lucie Blvd South Segment 1 (Becker to Paar)

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Project includes widening of roadway from 2 lanes to 4 lanes, install new drainage, curb & gutter, multi-modal sidewalks, lighting, landscaping, bridge, and signalization. Project administration by FDOT. Budget for possible property acquisition to add 4th approach to PSL Blvd and Gig Pl intersection.

Purpose: Life Safety

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer from GF	-	6,650,000			
Grant (applied)		2,000,000			
Funds from Line of Credit	-	11,350,000			
Totals	$ -	$ 20,000,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	-	20,000,000	-	-	-
Totals	$ -	$ 20,000,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Landscape	$ -	$ 25,000	$ 10,000	$ 10,000	$ 10,000
Totals	$ -	$ 25,000	$ 10,000	$ 10,000	$ 10,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Pavement Condition and Asset Inventory Survey

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Survey to provide an update to the existing citywide Pavement Management Plan and pavement condition indexes (PCI) which guide the 10-Year Master Paving Plan. Survey also to include update to the Asset Management Inventory

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Use of Reserve	$ 500,000	$ -	$ -	$ 500,000	$ -
Totals	$ 500,000	$ -	$ -	$ 500,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Professional Services	$ 500,000	$ -	$ -	$ 500,000	$ -
Totals	$ 500,000	$ -	$ -	$ 500,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 7,500	$ 7,500	$ 7,500	$ 7,500	$ 7,500
Totals	$ 7,500	$ 7,500	$ 7,500	$ 7,500	$ 7,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Emily Seitter
Phone #/Extension: Ext. 4138
Fund Number: 304

Project Title: St. Lucie West Blvd. Widening Improvements Conceptual Design & Construction

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Planning and design of improvements to widen SLW Blvd. from Peacock Blvd to Cashmere Blvd. Improvements include new drainage, curb & gutter, shared-use paths, lighting, and landscaping.

Purpose: Best Practices/Industry Standards

City Council Goal: High-performing city government organization.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Bond Financing	$ -	$ 2,200,000	$ -	$ 26,400,000	$ -
Totals	$ -	$ 2,200,000	$ -	$ 26,400,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Conceptual Design	$ -	$ 2,200,000	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ 26,400,000	$ -
Totals	$ -	$ 2,200,000	$ -	$ 26,400,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 75,000	$ 15,000	$ 300,000	$ 75,000
Totals	$ -	$ 75,000	$ 15,000	$ 300,000	$ 75,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Antonio Balestrieri
Phone #/Extension: Ext. 5111
Fund Number: 304

Project Title: Southbend Blvd. Widening Improvements Conceptual Design

Project Number:
Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Widening from Becker Road to Floresta/Oakridge Roundabout with new bridge, drainage, curb & gutter, trails, lighting, and landscaping.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Bond Financing	$ -		$ -	$ 1,650,000	$ -
Totals	$ -	$ -	$ -	$ 1,650,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Conceptual Design	$ -		$ -	$ 1,650,000	$ -
Totals	$ -	$ -	$ -	$ 1,650,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-			75,000	20,000
Totals	$ -	$ -	$ -	$ 75,000	$ 20,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4121
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: NW E Torino Pkwy. Widening & Mobility Improvements

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Improvements to NW E. Torino Pkwy. between NW Blanton Blvd. and Midway Rd. Proposed improvements include widening E. Torino Pkwy. from 2 to 4 lanes, construction of shared-use paths, as well as a roundabout at the intersection of NW Blanton Blvd.

Purpose: Regulatory/Contractual

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Bond Financing	$ 1,950,000	$ 21,840,000		$ -	$ -
Totals	$ 1,950,000	$ 21,840,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 1,950,000	$ -	$ -	$ -	$ -
Construction		21,840,000		-	-
Totals	$ 1,950,000	$ 21,840,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	35,000	75,000	15,000	15,000	15,000
Totals	$ 35,000	$ 75,000	$ 15,000	$ 15,000	$ 15,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number 304

Project Title: Citywide Annual Resurfacing Program

Amount Spent-to-date Ongoing

Project Justification

Project Description & Scope: The City is responsible for the maintenance of approximately 917 centerline miles of roadways throughout the City. Repairs and maintenance activities include but are not limited to milling, resurfacing, and asphalt rejuvenation. This item funds the City's 10-Year Roadway Preservation and Resurfacing Program.

Purpose: Best Practices/Industry Standards

Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Gas Tax	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 7,200,000
Totals	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 7,200,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 7,200,000
Totals	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 7,200,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Totals	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Citywide Contract Repair / Improvements of Sidewalks

Amount Spent-to-date: Ongoing

Project Justification

Project Description & Scope: These funds are intended for repairs to correct deficiencies as documented in the city wide sidewalk inventory. Continuing services contractor to undertake the repairs which vary from year to year and includes curb ramp replacement, trip hazard grinding and cracked sidewalk replacement.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Gas Tax	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 750,000
Totals	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 750,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 750,000
Totals	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 750,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 35,000
Totals	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 35,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Glenwood Drive - Roadway Reconstruction

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Project includes reconstruction of SW Glenwood Drive through the use of full depth reclamation (FDR).

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Use of Reserves / Gas Tax	$ 600,000	$ -	$ -	$ -	$ -
Totals	$ 600,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 600,000	$ -	$ -	$ -	$ -
Totals	$ 600,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 5,000	$ -	$ -	$ -	$ -
Totals	$ 5,000	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Thomas Salvador, CPII, CPWP-S
Phone #/Extension: Ext. 5187
Fund Number: 304

Project Title: Gatlin Pines - Roadway Reconstruction

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Project consists of the Design for Rehabilitation and/or Reconstruction of the roadways in a portion of the Gatlin Pines Neighborhood east of SW Savona Blvd. between SW Melrose Ave. and SW Emerald Ave. which are currently experiencing accelerated pavement and road base failures.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Use of Reserves / Gas Tax	$ -	$ 1,500,000	$ -	$ -	$ -
Totals	$ -	$ 1,500,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ 250,000	$ -	$ -	$ -
Construction	-	1,250,000	-	-	-
Totals	$ -	$ 1,500,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 90,000	$ -	$ -	$ -
Totals	$ -	$ 90,000	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4125
Contact Person: Kirk McCosh
Phone #/Extension: Ext. 4263
Fund Number: 304

Project Title: Replace PWS-4160 2016 Pothole Patch Truck

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope:

This piece of equipment is used to repair roadways and pot holes throughout the city. The Asphalt Patcher truck currently has 28,420 miles. Life time expense for this unit is $8,115. and 4,522 hours of down time. Upon replacement, the Asphalt truck will be eight years old with 65,000+ miles. The mechanical parts of the asphalt patch truck are deteriorating and will reach the end of its useful life prior to the vehicle mileage indication. This vehicle has exceeded its life cycle. Replacing the vehicle would significantly reduce maintenance cost and down time. The replacement cost for this vehicle plus the 6% cost increase will be $400,000. Model equipped with radiant heater, thermostatically controlled LPG burner, hydraulic top lids and doors, Kelvar chain conveyor and hand torch.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Use of Reserves / Gas Tax	$ 400,000	$ -	$ -	$ -	$ -
Totals	$ 400,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Equipment Purchase	$ 400,000	$ -	$ -	$ -	$ -
Totals	$ 400,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 7,500	$ 5,000	$ 5,000	$ 5,000	$ 5,000
Totals	$ 7,500	$ 5,000	$ 5,000	$ 5,000	$ 5,000

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
PARKS IMPACT FEE CAPITAL IMPROVEMENT BUDGET - #305
TEN YEAR PROJECTIONS
FY 2024-2025 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
REVENUES										
Prior Year CIP Reserves	$ 10,082,484	$ 12,565,032	$ 15,476,987	$ 17,815,826	$ 19,997,632	$ 21,249,554	$ (44,546,598)	$ (43,420,998)	$ (42,505,147)	$ (41,785,836)
Parks Impact Fee **(Note: 1)**	4,000,000	3,960,000	3,762,000	3,573,663	3,394,980	3,225,231	3,063,969	2,910,771	2,765,232	-
Interest Income	1,050,000	945,000	850,500	765,450	688,905	620,015	558,013	502,212	451,991	-
TOTAL REVENUES	**$ 15,132,484**	**$ 17,470,032**	**$ 20,089,487**	**$ 22,154,939**	**$ 24,081,517**	**$ 25,094,799**	**$ (40,924,616)**	**$ (40,008,015)**	**$ (39,287,924)**	**$ (41,785,836)**
EXPENDITURES										
PARKS & RECREATION DEPARTMENT - #305-7210 & 7202										2033-2034
O.L. Peacock Sr. Park - Phase 2 & 3 Construction (HPPS) **Note: 2**	$ 700,000	$ 1,000,000	$ -	$ 1,163,005	$ 1,836,995	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ -
Torino Regional Park - Phase 2 Design & Construction **Note: 3 & 5 (District 1 Community Center FY29/30)**	875,000	-	1,280,000	-	-	19,945,736	-	-	-	-
Land Acquisition	-	-	-	-	-	2,300,000	-	-	-	-
Tradition Regional Park **Note: 5 (District 3 Community Center FY29/30)**	-	-	-	-	-	27,400,000	-	-	-	-
NEW PROJECT -District 4 Community Center **Note: 5**	-	-	-	-	-	17,500,000	-	-	-	-
	$ 1,575,000	**$ 1,000,000**	**$ 1,280,000**	**$ 1,163,005**	**$ 1,836,995**	**$ 68,645,736**	**$ 1,500,000**	**$ 1,500,000**	**$ 1,500,000**	**$ -**
TOTAL EXPENDITURES	**$ 1,575,000**	**$ 1,000,000**	**$ 1,280,000**	**$ 1,163,005**	**$ 1,836,995**	**$ 68,645,736**	**$ 1,500,000**	**$ 1,500,000**	**$ 1,500,000**	-
Interfund Transfer to the General Operating Fund #001	$ 14,811	$ 15,404	$ 16,020	$ 16,661	$ 17,327	$ 18,020	$ 18,741	$ 19,491	$ 20,270	-
Interfund Transfer to the General Operating Fund #001 (Debt) Note: 4	977,640	977,640	977,640	977,640	977,640	977,640	977,640	977,640	977,640	-
Designated CIP Reserve for Future Projects	12,565,032	15,476,987	17,815,826	19,997,632	21,249,554	-	-	-	-	-
TOTAL EXPENDITURES AND TRANSFERS	$ 13,557,483	$ 16,470,031	$ 18,809,486	$ 20,991,933	$ 22,244,521	$ 995,660	$ 996,381	$ 997,131	$ 997,910	$ -
PARKS IMPACT CIP TOTAL	$ 15,132,483	$ 17,470,031	$ 20,089,486	$ 22,154,938	$ 24,081,516	$ 69,641,396	$ 2,496,381	$ 2,497,131	$ 2,497,910	$ -
SURPLUS/<DEFICIT>	$ -	$ -	$ -	$ -	$ -	$ (44,546,598)	$ (43,420,998)	$ (42,505,147)	$ (41,785,836)	$ (41,785,837)

Note: 1 Parks Impact estimates have decreased due to developer credits for Paseo Park.
Note: 2 New Project Funding (phase 1 NSD 301 funding = $650K & $305 total =$1.75 million/Combined total =$2.4 million). May require a budget amendment if FRDAP grant delays construction.
Note: 3 Separated & revised (3/3/2023) this year's potential design ($1 million) from next year's construction $$ and added all known potential funding sources.
Note: 4 Debt Services payment.
Note: 5 Community Center moved to FY 29/30

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation
Contact Person: Kelly Boatwright/Bolivar Gomez
Phone #/Extension: X5099/X7332
Fund Number 305-7210

Project Title: O.L. Peacock Sr. Park
Amount Spent-to-date: $ 2,400,000

Project Justification

Project Description & Scope: This site has been designated as the High Performance Public Space Initiative Park Pilot Project. Funding for the creation of 4-5 small neighborhood common spaces has been designated in the NSD budget and will, in part ($650K), fund Phase I of the proposed O.L. Peacock Sr. Park development. Further funding will be required to complete the Phase I proposed amenities and additional phases to fully develop the park as conceptualized through the public engagement process. Creating vibrant communities by providing funding for the creation of small neighborhood common spaces is a priority of the city's NICE program. Targeted areas of the city have also been identified in the Parks 10-Year Master Plan as lacking park amenities. Funding transferred from NSD is for the creation of small neighborhood common spaces in the south-eastern and central-western NICE neighborhoods of the city. The current targeted areas serve the Rosser Reserve/Newport Isles/Gatlin Pines neighborhoods as well as the Becker Ridge neighborhood. A Florida Recreation Development Assistance Program (FRDAP) grant has been submitted and awarded, resulting in an additional $200,000 that will be allocated to the project for additional revised Phase I amenities. A Land Water Conservation Fund Grant was submitted in January 2024, and, if awarded, an additional $1,000,000 will be allocated to the project for additional revised Phase II amenities.

Purpose: Policy Directives

City Council Goal: Culture, Nature and Fun Activities/Vibrant Neighborhoods

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Parks Impact Fee	$ 700,000	$ 1,000,000	$ -	$ 1,163,005	$ 1,836,995
Totals	$ 700,000	$ 1,000,000	$ -	$ 1,163,005	$ 1,836,995

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Phase 2 & 3 Construction	$ 700,000	$ 1,000,000	$ -	$ 1,163,005	$ 1,836,995
Totals	$ 700,000	$ 1,000,000	$ -	$ 1,163,005	$ 1,836,995

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	-	-	-	-	-
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Parks & Recreation
Contact Person: Kelly Boatwright
Phone #/Extension: X5099
Fund Number 305-7210

Project Title: Torino Regional Park
Amount Spent-to-date: $ 20,500,000

Project Justification

Project Description & Scope: FY 2021-2022: Conceptually design a park in alignment with the approved Parks & Recreation 10-Year Master Plan and additionally to meet the public's request for a park that provides skate facilities, off-road cycling, or other adventure sports as directed by City Council on March 21, 2022. FY 2023/2024: Construct Phase 1 amenities, which will be determined in the design process. FY 2024/2025 is for design, and FY 2026/2027 is to construct Phase II amenities.

Purpose: Policy Directives

City Council Goal: Culture, Nature and Fun Activities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Use of reserves	$ 875,000	$ -	$ -	$ -	$ -
Parks Impact Fees	-	-	1,280,000	-	-
SLC Interlocal Agreement Impact Fees	-	-	-	-	-
Totals	$ 875,000	$ -	$ 1,280,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Phase 1 Construction	$ -	$ -	$ -	$ -	-
Phase 2 Design	875,000	-	-	-	-
Phase 2 Construction	-	-	1,280,000	-	-
Totals	$ 875,000	$ -	$ 1,280,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Maintenance FTE's 17.075 W/Benefits	$ 1,041,895	$ 1,041,895	$ 1,905,793	$ -	$ -
Facility Operating Costs	390,450	390,450	785,580	-	-
Capital Equipment Cost	815,000	-	123,800	-	-
Totals	$ 2,247,345	$ 1,432,345	$ 2,815,173	$ -	$ -

Notes: Impact on operational expenditures/expenses have been calculated for the Maintenance Operations/Capital purchases needed to independently operate this facility as a stand alone from other Parks. Included starting FY 2025-2026 is also the cost to operate a new Community Center when constructed to include FTE's needed and operational costs and capital purchases of equipment. Fitness and Events staffing or operational costs are not included.

CITY OF PORT ST. LUCIE
HALF CENT SALES TAX PROJECTS BUDGET - #310
TEN YEAR PROJECTIONS
FY 2024-25 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
REVENUES										
Prior Year CIP Reserves	$ 3,227,330	$ 3,516,739	$ 2,939,936	$ 3,421,002	$ 3,704,400	$ 7,524,833	$ 7,524,833	$ 7,524,833	$ 7,524,833	$ 7,524,833
Half Cent Sales Tax Revenue	13,593,664	14,001,473	14,421,518	14,854,163	5,864,479	-	-	-	-	-
Other(Miscellaneous & Interest)	97,339	96,366	97,329	100,249	120,299	-	-	-	-	-
Total Revenues	**$ 16,918,333**	**$ 17,614,578**	**$ 17,458,783**	**$ 18,375,414**	**$ 9,689,178**	**$ 7,524,833**	**$ 7,524,833**	**$ 7,524,833**	**$ 7,524,833**	**$ 7,524,833**
EXPENDITURE										
OPERATIONS/ADMINISTRATION - PUBLIC WORKS - #310-4105										
Citywide Paving Program	$ 3,200,000	$ 3,200,000	$ 6,050,000	$ 4,600,000	$ 2,050,000	$ -	$ -	$ -	$ -	$ -
Citywide Sidewalk Improvements	1,100,000	1,100,000	1,100,000	960,000	-	-	-	-	-	-
Floresta Improvement (Phase III)	9,000,000	9,000,000	-	-	-	-	-	-	-	-
Project Manager Position (1 FTE)	101,594	104,642	107,781	111,014	114,345	-	-	-	-	-
California/ St. Lucie West Blvd. Intersection Improvements	-	220,000	1,780,000	-	-	-	-	-	-	-
California Widening	-	1,050,000	5,000,000	9,000,000	-	-	-	-	-	-
SUB-TOTALS	$ 13,401,594	$ 14,674,642	$ 14,037,781	$ 14,671,014	$ 2,164,345	$ -	$ -	$ -	$ -	$ -
TOTAL EXPENDITURES	**$ 13,401,594**	**$ 14,674,642**	**$ 14,037,781**	**$ 14,671,014**	**$ 2,164,345**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Designated Reserves for future Projects	$ 3,516,739	$ 2,939,936	$ 3,421,002	$ 3,704,400	$ 7,524,833	$ 7,524,833	$ 7,524,833	$ 7,524,833	$ 7,524,833	$ 7,524,833
Sub-Totals	$ 3,516,739	$ 2,939,936	$ 3,421,002	$ 3,704,400	$ 7,524,833	$ 7,524,833	$ 7,524,833	$ 7,524,833	$ 7,524,833	$ 7,524,833
SURPLUS/<DEFICIT>	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Unused Half Cent Sales Tax fund balance after the fund expires in FY2029 will be utilized on other projects.

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: Thomas Salvador
Phone #/Extension: Ext. 5187
Fund Number: 310

Project Title: Citywide Paving Program

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Providing a safe, comfortable, and economical road surface is a high priority for the City of Port St. Lucie. Timely and effective maintenance can extend the pavement's life thus reducing costly replacement in the future. See the City's Repaving Master Plan.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Half Cent Sales Tax Revenue	$ 3,200,000	$ 3,200,000	$ 6,050,000	$ 4,600,000	$ 2,050,000
Totals	$ 3,200,000	$ 3,200,000	$ 6,050,000	$ 4,600,000	$ 2,050,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 3,200,000	$ 3,200,000	$ 6,050,000	$ 4,600,000	$ 2,050,000
Totals	$ 3,200,000	$ 3,200,000	$ 6,050,000	$ 4,600,000	$ 2,050,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Cost	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000
Totals	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: Emily Seitter
Phone #/Extension: Ext. 4138
Fund Number: 310

Project Title: Citywide Sidewalk Improvements

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: In 2017, the City Council approved the City's Ten-Year Sidewalk Master Plan. Over the next ten years, the City anticipates the completion of only 17 miles or 47% of the sidewalks listed in the Plan as allowed by the proposed budget. Additional funding provided by the sales tax would allow the construction of 35 miles or 100% of the sidewalks listed in the Plan over the next ten years.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Half Cent Sales Tax Revenue	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 960,000	$ -
Totals	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 960,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 960,000	$ -
Totals	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 960,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Cost	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ -
Totals	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4105
Contact Person: David Epperson
Phone #/Extension: Ext. 4319
Fund Number: 310

Project Title: Floresta Improvement (Phase III)

Amount Spent-to-date: Ph1 $415,032

Project Justification

Project Description & Scope: The proposed roadway configuration is 4.1 miles of two lane roadway improvements (Southbend to Prima Vista Blvd) including four signalized intersections and six roundabouts. The corridor will include enhanced sidewalks and bike lanes, street and pedestrian lighting and provide for street trees and landscaping where possible.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Half Cent Sales Tax Revenue	$ 9,000,000	$ 9,000,000	$ -	$ -	$ -
Totals	$ 9,000,000	$ 9,000,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction Ph 3	9,000,000	$ 9,000,000	$ -	-	-
Totals	$ 9,000,000	$ 9,000,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 100,000	$ 100,000	$ 10,000	$ 10,000	$ 10,000
Totals	$ 100,000	$ 100,000	$ 10,000	$ 10,000	$ 10,000

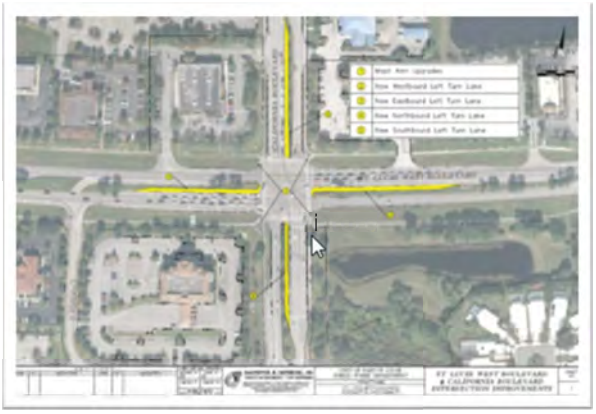
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works /4105
Contact Person: Emily Seitter
Phone #/Extension: Ext. 4138
Fund Number: 310

Project Title: California / St. Lucie West Blvd. Intersection Improvements

Amount Spent-to-date: $ -



Project Justification

Project Description & Scope: At St. Lucie West and California Boulevard, all four legs of the intersection are in need of an additional (dual) left turn lane. Funds will be utilized for completion of the intersection improvements. This project is to be included with California Widening project or SLW Widening project as determined by feasibility study.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Half Cent Sales Tax Revenue	$ -	$ 220,000	$ 1,780,000	$ -	$ -
Totals	$ -	$ 220,000	$ 1,780,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ 220,000	$ -	$ -	$ -
CEI	-	-	300,000	-	-
Construction	-	-	1,480,000	-	-
Totals	$ -	$ 220,000	$ 1,780,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 5,000	$ 10,000	$ 5,000	$ 5,000
Totals	$ -	$ 5,000	$ 10,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works /4105
Contact Person: Emily Seitter
Phone #/Extension: Ext. 4138
Fund Number: 310

Project Title: California Widening

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: California Boulevard south of St. Lucie West Boulevard, is also in need of widening from two to four lanes as the corridor is failing at peak hour travel times. To increase capacity, California Boulevard requires widening from St. Lucie West Boulevard to Crosstown Parkway. Project awarded federal appropriations of $2 Million for the planning and design for the complete street project. TBD on when the funds will be released.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Half Cent Sales Tax Revenue	$ -	$ -	$ 5,000,000	$ 9,000,000	$ -
Prior Year CIP Reserves	-	1,050,000	-	-	-
Totals	$ -	$ 1,050,000	$ 5,000,000	$ 9,000,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ 1,050,000	$ -	$ -	$ -
CEI	-	-	1,000,000	-	-
Construction	-	-	4,000,000	9,000,000	-
Totals	$ -	$ 1,050,000	$ 5,000,000	$ 9,000,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 10,000	$ 20,000	$ 20,000	$ -
Totals	$ -	$ 10,000	$ 20,000	$ 20,000	$ -

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE
STORMWATER UTILITY FUND - #401 - CAPITAL PROJECTS
TEN YEAR PROJECTION
FY 24-25 PROPOSED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2032-2034
REVENUES:										
Stormwater Fee	$ 3,005,000	$ 3,594,000	$ 2,345,513	$ 1,870,000	$ 1,856,970	$ 1,856,970	$ 1,856,970	$ 1,856,970	$ -	$ -
Budgeted Carryforward	795,000	525,000	655,000	595,000	595,000	595,000	(6,707,030)	(13,128,060)	(18,549,090)	(25,267,090)
Whitmore Baffle Box Stormwater Management FDEP SWAG Grant	457,750	-	-	-	-	-	-	-	-	-
Watershed A & B Stormwater management FDEP Grant (Resilient Florida)	2,000,000	-	-	-	-	-	-	-	-	-
Water Quality Grant applied Hog Pen Slough HPS-60 Replacement	-	-	-	1,300,000	-	-	-	-	-	-
Bond Financing	-	-	-	-	**22,984,855**	-	-	-	-	-
ARPA -Water & Sewer Infrastructure - D-11 Canal improvements	1,123,309	-	-	-	-	-	-	-	-	-
ARPA - Whitmore Baffle Boxes	457,750	-	-	-	-	-	-	-	-	-
ARPA - Watershed A&B	1,058,691	-	-	-	-	-	-	-	-	-
SWAG Grant A-14	525,000									
Transfer from General Fund - D-11 Canal Improvements	976,691	-	-	-	-	-	-	-	-	-
Transfer from General Fund Watershed A&B Grant match	941,309	-	-	-	-	-	-	-	-	-
Total Revenues	$ 11,340,500	$ 4,119,000	$ 3,000,513	$ 3,765,000	$ 25,436,825	$ 2,451,970	$ (4,850,060)	$ (11,271,090)	$ (18,549,090)	$ (25,267,090)
EXPENDITURES:										
DRAINAGE DIVISION - PUBLIC WORKS - #401-4126										
Design of Grant Eligible Water Quality Projects	$ 335,000	$ 370,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000	$ 400,000	$ -	$ -
D-11 Canal Improvements - PROJECT CHANGE - Prior FY Project	2,100,000	-	-	-	-	-	-	-	-	-
A-14 Water Control Structure - Prior FY Project	795,000	-	-	-	-	-	-	-	-	-
Property Acquisition for Access to Water Control Structures	160,000	-	160,000	-	160,000	160,000	160,000	160,000	-	-
Watershed A & B Improvements - Prior FY Project	4,000,000	-	-	-	-	-	-	-	-	
Veteran's Memorial Water Quality Phase III	120,000	1,200,000	-	-	-	-	-	-	-	-
Hogpen Slough Water Quality - Council Approved Interlocal for Design of Hog Pen Slough	1,500,000	1,500,000	-	-	-	-	-	-	-	-
SE Whitmore Drive Baffle Box - Prior FY Project	915,500	-	-	-	-	-	-	-	-	-
Camera Truck Envirosight	320,000	-	-	-	-	-	-	-	-	-
Replace PW-0589 2003 Gradall XL4100 - Prior Year Project (Porice Increase)	570,000	-	-	-	-	-	-	-	-	-
E-3 Canal Improvements Phase III (Bond Financing)	-	240,000	-	-	2,416,700	-	-	-	-	-
Water Quality Projects (Veterans Memorial Phases IV and V) (Bond Financing)	-	154,000	-	-	1,540,000	1,600,000	-	-	-	-
Hogpen Slough HPS-60 Replacement	-	-	-	1,300,000	-	-	-	-	-	-
Elkcam Basin Improvements - HMGP LMS Grant (applied) (Bond Financing)	-	-	767,436	-	7,674,359	-	-	-	-	-
Kingsway/Oakridge Basin Improvements - HMGP LMS Grant FY 26/27 (applied) (Bond Financing)	-	-	737,477	-	7,374,766	-	-	-	-	-
Airoso Conflict Structure & Piping (Bond Financing)	-	-	114,600	600,000	546,000	-	-	-	-	-
E-8 Downstream repair of B-15 (Bond Financing)	-	-	226,000	-	2,260,000	-	-	-	-	-
Emerson Street Water Quality Dry Pond (Partial Bond Financing FY 28/29 - $233,030)	-	-	-	150,000	530,000	-	-	-	-	-
C-24/Monterrey/Cameo Watershed Ponds (3) - NEW PROJECT (Bond Financing)	-		-	420,000	940,000	2,640,000	-	-	-	-
C-24/Monterrey/Cameo Watershed Baffles Boxes (6)[1] - NEW PROJECT	-	-	-	300,000	1,000,000	1,000,000	1,000,000	-	-	-
Central Watershed Pond (27)[2]	-	-	-	-	-	2,059,000	4,118,000	4,118,000	4,118,000	4,118,000
Central Watershed Structures and Pipes[3]	-	-	-	-	-	1,300,000	2,600,000	2,600,000	2,600,000	2,600,000
Total Expenditures	$ 10,815,500	$ 3,464,000	$ 2,405,513	$ 3,170,000	$ 24,841,825	$ 9,159,000	$ 8,278,000	$ 7,278,000	$ 6,718,000	$ 6,718,001
Designated CIP Reserve Future Projects	$ 525,000	$ 655,000	$ 595,000	$ 595,000	$ 595,000	$ -	$ -	$ -	$ -	$ 1
SURPLUS/<DEFICIT>	$ -	$ -	$ -	$ -	$ -	$ (6,707,030)	$ (13,128,060)	$ (18,549,090)	$ (25,267,090)	$ (31,985,092)

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

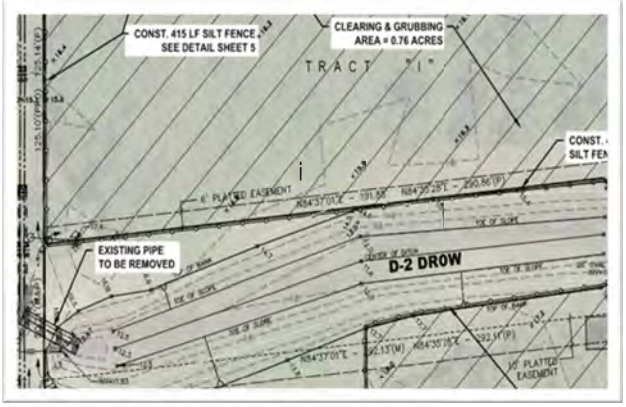
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Design of Grant Eligible Water Quality Projects

Amount Spent-to-date: $ -



Project Justification

Project Description & Scope: Provide the funds needed to identify and develop designs for various future water quality projects that are needed throughout the city. Completed designs are necessary when applying for grants. This will provide greater opportunity for grant funding in the future.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ 335,000	$ 370,000	$ 400,000	$ 400,000	$ 400,000
Totals	$ 335,000	$ 370,000	$ 400,000	$ 400,000	$ 400,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 335,000	$ 370,000	$ 400,000	$ 400,000	$ 400,000
Totals	$ 335,000	$ 370,000	$ 400,000	$ 400,000	$ 400,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 8,200	$ 8,500	$ 12,000	$ 12,000	$ 12,000
Totals	$ 8,200	$ 8,500	$ 12,000	$ 12,000	$ 12,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: D-11 Canal Improvements

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Piping of existing open channel conveyance system to piped underground system due to sluffing of the slide slopes that encroached onto private residency.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
ARPA - Water and Sewer Infrastructure	$ 1,123,309	$ -	$ -	$ -	$ -
Grant Match-General Fund Transfer	976,691	-	-	-	
Totals	$ 2,100,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 200,000	$ -	$ -	$ -	$ -
Construction	1,900,000	-	-	-	-
Totals	$ 2,100,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	15,000	7,500	7,500	7,500	7,500
Totals	$ 15,000	$ 7,500	$ 7,500	$ 7,500	$ 7,500

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: A-14 Water Control Structure

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Existing water control located adjacent to SW Darwin Boulevard at the E-84 Canal to be reconstructed due to its condition and remaining useful life expectancy. Project includes additional water quality enhancements.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ 270,000	$ -	$ -	$ -	$ -
SWAG Grant	525,000				
Totals	$ 795,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 95,000	$ -	$ -	$ -	$ -
Construction	700,000	-	-	-	-
Totals	$ 795,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 5,000	$ 5,000	$ 4,000	$ 4,000	$ 4,000
Totals	$ 5,000	$ 5,000	$ 4,000	$ 4,000	$ 4,000

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Property Acquisition for Access to Water Control Structures

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: The Drainage Division of the Public Works Department periodically acquires certain vacant residential lots that are along and adjacent to canals, waterways, and drainage rights-of-way. The acquisition of these properties will provide city staff and city contractors access to maintenance activities. The acquisition of certain properties for maintenance access will enhance the city's storm water maintenance and management activities.

Purpose: Past/Current Practices

City Council Goal: High-performing city government organization.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ 160,000	$ -	$ 160,000	$ -	$ 160,000
Totals	$ 160,000	$ -	$ 160,000	$ -	$ 160,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Property Purchase	$ 160,000	$ -	$ 160,000	$ -	$ 160,000
Totals	$ 160,000	$ -	$ 160,000	$ -	$ 160,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 1,000		$ 1,500	$ -	$ 1,500
Totals	$ 1,000	$ -	$ 1,500	$ -	$ 1,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Watershed A&B Improvements

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: As a continuation of a past project, the city will implement water control structure upgrades in Watersheds A and B. The city will complete the construction of critical control structure improvements, including upgrading culverts and risers, replacing gates, ancillary grading, and installing fiber optic connections. Work will occur along the E-5, E-8, and E-84 canals.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Resilient Florida (Awarded)	$ 2,000,000	$ -	$ -	$ -	$ -
ARPA	1,058,691				
Interfund Transfer from General Fund #001	941,309	-			
Totals	$ 4,000,000	$ -	$ -	$ -	$ -

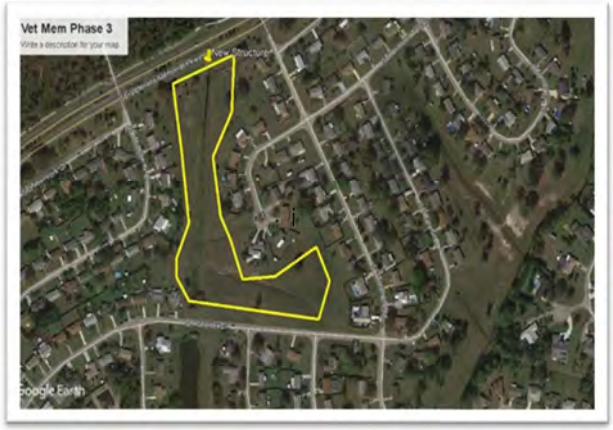
Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	4,000,000	-	-	-	-
Totals	$ 4,000,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 20,000	$ 7,000	$ 7,000	$ 7,000	$ 7,000
Totals	$ 20,000	$ 7,000	$ 7,000	$ 7,000	$ 7,000

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE



Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Veteran's Memorial Water Quality Phase III

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Design and construct a stormwater treatment area and a new control structure to detain and treat stormwater prior to discharge to the North Fork. Identified in the Master Plan

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ 120,000	$ 1,200,000	$ -	$ -	$ -
Totals	$ 120,000	$ 1,200,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	120,000	$ -	$ -	$ -	$ -
Construction	-	1,200,000	-	-	-
Totals	$ 120,000	$ 1,200,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 5,000	$ 20,000	$ 5,000	5,000	5,000
Totals	$ 5,000	$ 20,000	$ 5,000	$ 5,000	$ 5,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Hogpen Slough Water Quality

Amount Spent-to-Date: $ 150,000

Project Justification

Project Description & Scope:

Design a stormwater treatment area in City ROW to help remove high nutrients and bacteria in stormwater entering from north of City Limits into the Hogpen Drainage Basin, as called out in the Microbial Source Tracking Study. We will be seeking grants for construction.
Resolution 22-R41: Interlocal Agreement with St. Lucie County approved for design. Identified in the Master Plan.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ 1,500,000	$ 1,500,000	$ -	$ -	$ -
Totals	$ 1,500,000	$ 1,500,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	1,500,000	1,500,000	-	-	-
Totals	$ 1,500,000	$ 1,500,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 30,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000
Totals	$ 30,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Bret Kaiser
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: SE Whitmore Drive Baffle Box

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: With State Water-quality Assistance Grant (SWAG) funding, the City will install one baffle box along SE Whitmore Drive at the D-19 outfall. The baffle box will treat a 119-acre area.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
FDEP SWAG Grant	$ 457,750	$ -	$ -	$ -	$ -
ARPA Funding	457,750	-	-		
Totals	$ 915,500	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design/Permitting	$ 83,227	$ -	$ -	$ -	$ -
Construction	832,273	-	-	-	-
Totals	$ 915,500	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ 10,000				
Totals	$ 10,000	$ -	$ -	$ -	$ -

* Prior FY Project

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: John Dunton
Phone #/Extension: Ext. 4035
Fund Number: 401

Project Title: Camera Truck Envirosight

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: This specific piece of equipment will be used for checking and recording the condition of culvert pipes throughout the city. By scoping the culverts, this will help to prioritize the severity of a culvert failure and set a schedule for repair or replacement.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ 320,000	$ -	$ -	$ -	$ -
Totals	$ 320,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Purchase Camera Truck	$ 320,000	$ -	$ -	$ -	$ -
Totals	$ 320,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	16,000	6,000	6,000	6,000	6,000
Totals	$ 16,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: John Dunton
Phone #/Extension: Ext. 4035
Fund Number: 401

Project Title: Replace PW-0589 2003 Gradall XL 4100

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: This excavating equipment will be used daily for swale work, re-work, culvert replacement, and culvert repair, as well as, all the necessary steps for installing plastic liner, digging, filling, and filling for sod.

Purpose: Best Practices

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ 570,000	$ -	$ -	$ -	$ -
Totals	$ 570,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Equipment Purhase	$ 570,000	$ -	$ -	$ -	$ -
Totals	$ 570,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	15,000	6,000	6,000	6,000	6,000
Maintenance Cost (Savings)	(182,000)				
Totals	$ (167,000)	$ 6,000	$ 6,000	$ 6,000	$ 6,000

*Prior Year Project (Price Increase)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: E-3 Canal Improvements Phase III

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Design project to stabilize the E-3 Canal to improve drainage, reduce the risk of flooding of properties, reduce further loss of private property, and protect lives. This project will replace the existing open waterway canal system with a dual culvert system. East of Oak Hammock K-8 between Savona & California

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ 240,000	$ -	$ -	$ -
Bond Financing	-	-	-		2,416,700
Totals	$ -	$ 240,000	$ -	$ -	$ 2,416,700

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design/Permitting	$ -	$ 240,000	$ -	$ -	$ -
Construction	-	-	-	-	2,416,700
Totals	$ -	$ 240,000	$ -	$ -	$ 2,416,700

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 12,000	$ -	$ -	$ 60,000
Totals	$ -	$ 12,000	$ -	$ -	$ 60,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Water Quality Projects (Veterans Memorial Phases IV and V)

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Design stormwater storage and treatment areas to attenuate and treat stormwater prior to discharge to the North Fork. Identified in the Master Plan

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ 154,000	$ -	$ -	$ -
Bond Financing					1,540,000
Totals	$ -	$ 154,000	$ -	$ -	$ 1,540,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ 154,000	$ -	$ -	$ -
Construction					1,540,000
Totals	$ -	$ 154,000	$ -	$ -	$ 1,540,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ 5,000	$ -	$ -	$ 46,000
Totals	$ -	$ 5,000	$ -	$ -	$ 46,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Tom Salvador
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Hogpen Slough HPS-60 Replacement

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Design and construction of the replacement of the Hog Pen Slough (HPS-60) structure due to age. This project will replace the existing structure and evaluate the potential for adding water quality treatment to the basin. Utilize existing fiber for remote operation.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ -	$ -	$ 1,300,000	$ -
Totals	$ -	$ -	$ -	$ 1,300,000	$ -

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ -		$ 1,300,000	$ -
Totals	$ -	$ -	$ -	$ 1,300,000	$ -

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Operating Expense-Staff Costs	$ -		$ -	$ 20,000	$ -
Totals	$ -	$ -	$ -	$ 20,000	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Elkcam Basin Improvements

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope:

Basin study to determine the excavation limits needed throughout the entire waterway upstream of the outfall, along with adjustments to existing control structures. Improve water quality in the area.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ -	$ 767,436	$ -	$ -
Bond Financing	-	-	-	-	7,674,359
Totals	$ -	$ -	$ 767,436	$ -	$ 7,674,359

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 767,436	$ -	$ -
Construction	-	-	-		7,674,359
Totals	$ -	$ -	$ 767,436	$ -	$ 7,674,359

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ -	$ 5,000	$ -	$ 46,000
Totals	$ -	$ -	$ 5,000	$ -	$ 46,000

* HMGP LMS Grant (applied)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Kingsway/Oakridge Basin Improvements

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Basin study to determine the excavation limits needed throughout the entire waterway upstream of the outfall.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ -	$ 737,477	$ -	$ -
Bond Financing	-	-	-		7,374,766
Totals	$ -	$ -	$ 737,477	$ -	$ 7,374,766

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 737,477	$ -	$ -
Construction	-	-	-		7,374,766
Totals	$ -	$ -	$ 737,477	$ -	$ 7,374,766

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ -	$ 5,000	$ -	$ 46,000
Totals	$ -	$ -	$ 5,000	$ -	$ 46,000

* HMGP LMS Grant FY 26/27

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Airoso Conflict Structure & Piping

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: The utility structure needs to be adjusted so it does not interfere with the stormwater conveyance of a primary outfall. Located on Airoso near Prima Vista.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ -	$ 114,600	$ 600,000	$ -
Bond Financing	-	-	-		546,000
Totals	$ -	$ -	$ 114,600	$ 600,000	$ 546,000

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 114,600	$ -	$ -
Construction	-	-		600,000	546,000
Totals	$ -	$ -	$ 114,600	$ 600,000	$ 546,000

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ -	$ 5,000	$ 20,000	$ 20,000
Totals	$ -	$ -	$ 5,000	$ 20,000	$ 20,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: E-8 Downstream Repair of B-15

Amount Spent-to-Date: $4,861,966

Project Justification

Project Description & Scope: Existing ditch slopes are to be reworked and stabilized to eliminate the presence of visible erodible slopes on either side of the existing open conveyance system.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ -	$ 226,000	$ -	$ -
Bond Financing	-	-	-		2,260,000
Totals	$ -	$ -	$ 226,000	$ -	$ 2,260,000

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ 226,000	$ -	
Construction	-	-	-	-	2,260,000
Totals	$ -	$ -	$ 226,000	$ -	$ 2,260,000

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	$ -	$ -	$ 5,000	$ 5,000	$ 15,000
Totals	$ -	$ -	$ 5,000	$ 5,000	$ 15,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: Emerson Street Water Quality Dry Pond

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Project No. 8 in the Stormwater Master Plan includes the design, permitting, and construction of the Emerson Street Water Quality Dry Pond. This pond will provide water quality treatment for approximately 55 acres. This project will coordinate with the NICE program and parks and recreation for a HPPS site.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ -	$ -	$ 150,000	$ 296,970
Bond Financing	-	-	-		233,030
Totals	$ -	$ -	$ -	$ 150,000	$ 530,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Analysis / Design	$ -	$ -	$ -	$ 150,000	$ -
Construction	-	-	-		530,000
Totals	$ -	$ -	$ -	$ 150,000	$ 530,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	-	7,500	26,500
Totals	$ -	$ -	$ -	$ 7,500	$ 26,500

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: C-24/Monterrey/Cameo Watershed Ponds (3)

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Based on the 2015 study, this project consists of the design, permitting, and construction of the Lennox Street Pond, the California Boulevard Pond, and the Oxford Pond within the C-24/Monterrey and Cameo Watersheds.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources					
Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ -	$ -	$ 420,000	$ -
Bond Financing	-	-	-		$ 940,000
Totals	$ -	$ -	$ -	$ 420,000	$ 940,000

Capital Project Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Analysis / Design	$ -	$ -	$ -	$ 420,000	$ -
Construction	-	-	-		940,000
Totals	$ -	$ -	$ -	$ 420,000	$ 940,000

Impact on Operational Expenditures/Expenses					
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	-	10,000	20,000
Totals	$ -	$ -	$ -	$ 10,000	$ 20,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Public Works / 4126
Contact Person: Peter May
Phone #/Extension: Ext. 4158
Fund Number: 401

Project Title: C-24/Monterrey/Cameo Watershed Baffle Boxes (12)

Amount Spent-to-Date: $ -

Project Justification

Project Description & Scope: Based on the 2015 study, this project consists of the design, permitting, and construction of twelve (12) baffle boxes on the outfalls within the C-24/Monterrey and Cameo Watersheds to help water quality.

Purpose: Best Practices/Industry Standards

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Stormwater Fees	$ -	$ -	$ -	$ 300,000	$ 1,000,000
Totals	$ -	$ -	$ -	$ 300,000	$ 1,000,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Analysis / Design	$ -	$ -	$ -	$ 300,000	$ -
Construction	-	-	-		1,000,000
Totals	$ -	$ -	$ -	$ 300,000	$ 1,000,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Staff Costs	-	-	-	15,000	50,000
Totals	$ -	$ -	$ -	$ 15,000	$ 50,000

CITY OF PORT ST. LUCIE UTILITY SYSTEMS
UTILITIES CAPITAL IMPROVEMENT PROJECTS FUND - FUND #448
TEN YEAR PROJECTION
PROPOSED BUDGET FY 2024-25

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
REVENUES:										
Cash Carryforward	$16,864,311	$1,556,311	$165,406,311	$28,395,311	$15,525,311	$8,510,611	($39,522,289)	($118,177,309)	($118,177,309)	($132,443,559)
Federal Appropriations Revenue Area 7a - Construction	1,000,000	-	-	-	-	-	-	-	-	-
Line of Credit	**9,500,000**	-	-	-	-	-	-	-	-	-
Bond Financing	-	**170,000,000**	-	-	-	-	-	-	-	-
Transfer from 431 Operating Fund	7,000,000	6,000,000	5,000,000	5,000,000	7,500,000	5,000,000	-	-	-	-
Transfer from 440	-	-	-	-	-		-	-	-	-
Transfer from 441	7,500,000	3,500,000	2,000,000	2,000,000	2,000,000			-	-	-
Total Revenues	$ 41,864,311	$ 181,056,311	$ 172,406,311	$ 35,395,311	$ 25,025,311	$ 13,510,611	$ (39,522,289)	$ (118,177,309)	$ (118,177,309)	$ (132,443,559)
EXPENDITURES:										
PRINEVILLE WATER TREATMENT FACILITY - 3310										
Clear Well and Generator Bldg. at the Prineville Reverse Osmosis Treatment Plant - Design	$ -	$ -	$ -	$ -	$ 800,000	$ -	$ -	$ -	$ -	$ -
Clear Well and Generator Bldg. at the Prineville Reverse Osmosis Treatment Plant - Construction & CEI	-	-	-	-	-	8,700,000	-	-	-	-
Lime Plant Rehabilitation	-	-	-	500,000	500,000	500,000	-	-	-	
Sub-Totals	$ -	$ -	$ -	$500,000	$1,300,000	$9,200,000	$ -	$ -	$ -	$ -
JAMES E. ANDERSON (JEA) WATER TREATMENT FACILITY - 3312										
Western Reverse Osmosis Floridian Well F-37 - Design	244,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Western Reverse Osmosis Floridian Well F-37 - Construction & CEI **(Bond Financing)**	-	5,600,000	-	-	-	-	-	-	-	-
Western Reverse Osmosis Floridian Well F-38 - Design	244,000	-	-	-	-	-	-	-	-	-
Western Reverse Osmosis Floridian Well F-38 - Construction & CEI (Bond Financing)	-	-	5,600,000	-	-	-	-	-	-	-
Western Reverse Osmosis Floridian Well F-39 - Design	244,000	-	-	-	-	-	-	-	-	-
Western Reverse Osmosis Floridian Well F-39 - Construction & CEI	5,600,000	-	-	-	-	-	-	-	-	-
JEA Rear Water Main Phase 1 (WA-19)	-	-	-	-		-	3,103,560	-	-	-
JEA Rear Water Main Phase 2 (WA-11)	-	-	-	-		-	3,386,240	-	-	-
Sub-Totals	$ 6,332,000	$ 5,600,000	$ 5,600,000	$ -	$ -	$ -	$ 6,489,800	$ -	$ -	$ -
RANGELINE ROAD WATER TREATMENT FACILITY - 3313										
Rangeline Road Raw Water Main - Design	$ 796,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Rangeline Road Raw Water Main - Construction & CEI (Bond Financing)	-	-	7,967,000	-	-	-	-	-	-	-
Rangeline Road Reverse Osmosis Injection Well System (2 Injection Wells & 1 Monitoring Well) - Design	1,760,000	-	-	-	-	-	-	-	-	-
Rangeline Road Reverse Osmosis Injection Well System (2 Injection Wells & 1 Monitoring Well) - Construction & CEI (Bond Financing) Rangeline	-	-	38,000,000	-	-	-	-	-	-	-
Road Reverse Osmosis Water Treatment Plant (10 MGD) - Design (Line of Credit)	8,900,000	-	-	-	-	-	-	-	-	-
Rangeline Road Reverse Osmosis Water Treatment Plant (10 MGD) - Construction & CEI (Bond Financing)	-	-	81,000,000	-	-	-	-	-	-	-
Rangeline Road Reverse Osmosis Wells F-20, F-21, F-22 - Design	732,000	-	-		-	-	-	-	-	-
Rangeline Road Reverse Osmosis Wells F-20, F-21, F-22 - Construction & CEI (Bond Financing)	-	-	5,600,000	11,200,000	-	-	-	-	-	-
Rangeline Road Reverse Osmosis Wells F-23 & F-25 - Design	488,000	-	-	-	-	-	-	-	-	-
Rangeline Road Reverse Osmosis Wells F-23 & F-25 - Construction & CEI	5,600,000	5,600,000	-	-	-	-	-	-	-	-
Rangeline Road Reverse Osmosis Well F-24 - Design	-	-	244,000	-	-	-	-	-	-	-
Rangeline Road Reverse Osmosis Well F-24 - Construction & CEI (Bond Financing)	-	-	-	-	5,600,000	-	-	-	-	-
Sub-Totals	$18,276,000	$5,600,000	$132,811,000	$11,200,000	$5,600,000	$ -	$ -	$ -	$ -	$ -
McCARTY RANCH - 3314										
Water Quality Restoration Area 7A (234 Acre Water Storage Impoundment) - Construction & CEI (Partial Bond Pricing $1.7M)	$ 5,200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water Quality Restoration Area 7B (294 Acre Water Storage Impoundment) - Design	-	-	-	-	$694,000	-	-	-	-	-
Water Quality Restoration Area 7B (294 Acre Water Storage Impoundment) - Construction & CEI	-	-	-	-	-	5,783,000			-	-
McCarty fka Westport Aquifer Storage & Recovery Well	-	-	-	-	-	-	500,000		2,600,000	-
Dredging of South Lake	-	-	-	-	-	200,000	2,000,000	-	2,000,000	2,000,000
McCarty ASR Wells testing phase 2	-	-	-	-	-	-	344,000	-	-	-
Sub-Totals	$ 5,200,000	$ -	$ -	$ -	$694,000	$5,983,000	$2,844,000	$ -	$4,600,000	$2,000,000
WATER DISTRIBUTION - 3316										
Belcrest St Water Main (WA-16)	$ -	$ -	$ -	$ -	$ -		$ -		$ 1,019,250	
Midway (FDOT) - Jenkins to Glades Cutoff	-	1,300,000	-	-	-	-	-	-	-	-
NW Area-west of Glades WWTF Loop connect (WA-09)	-	-	-	-	-		-	-	-	500,000
Citywide Pipe Replacement	-	-	500,000	-	1,000,000		1,000,000	-	-	-
Prineville Sandia-South Water Main (WA-17)	-	-	-	-	-	-		-	2,553,000	-
PSL Blvd (FDOT Segment 1) - Becker to Paar	-	2,500,000	-	-	-	-	-	-	-	-
PSL Blvd (FDOT Segment 2.2) - Paar to Alcantarra Blvd	2,500,000	-	-	-	-	-	-	-	-	-
Westport Pumpout Water Main (WA-08)	-	-	-	-	-		-	-	-	398,640
Village Green Pkwy (CRA Project) - Huffman to Tiffany - Design	150,000	-	-	-	-	-	-	-	-	-
Village Green Pkwy (CRA Project) - Huffman to Tiffany - Construction & CEI	-	-	-	3,000,000	-	-	-	-	-	-
Sub-Totals	$2,650,000	$3,800,000	$500,000	$3,000,000	$1,000,000	$ -	$1,000,000	$ -	$ 3,572,250	$898,640

CITY OF PORT ST. LUCIE UTILITY SYSTEMS
UTILITIES CAPITAL IMPROVEMENT PROJECTS FUND - FUND #448
TEN YEAR PROJECTION
PROPOSED BUDGET FY 2024-25

		2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034
Warehouse - 3345											
New Warehouse @ Northport							$ 2,000,000			$ -	$ -
	Sub-Totals	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ -		$ -	
Lift Station - 3380											
Lift Station Replacements		$ 700,000	$ -	$ 700,000	$ 1,470,000	$ 1,470,000	$ 1,544,000	$ 1,544,000	$ -	$ 1,544,000	$ -
	Sub-Totals	$700,000	$ -	$700,000	$1,470,000	$1,470,000	$ 1,544,000	$ 1,544,000	$ -	$ 1,544,000	$ -
WESTPORT WASTEWATER TREATMENT PLANT - 3512											
EQ Tank		$ -		$ -				$ 6,000,000		$ -	
Additional Clarifier							5,000,000				
4 M Gallon Upset Tank 3				-	-	-	6,000,000				
	Sub-Totals	$ -	$ -	$ -	$ -	$ -	$ 11,000,000	$ 6,000,000	$ -	$ -	$ -
GLADES WASTEWATER TREATMENT PLANT - 3513											
EQ Tank							$6,000,000				
Additional On-site Storage Capacity - Reuse (RE-5)							$10,000,000				
Additional On-site Storage Capacity - Reuse (RE-12)								$16,000,000.00		$ -	$ -
Additional On-site High Service Pump Capacity - Reuse (RE-13)		$ -						$6,500,000.00		-	-
	Sub-Totals	$ -	$ -	$ -	$ -	$ -	$ 16,000,000	$ 22,500,000	$ -	$ -	$ -
WASTEWATER COLLECTIONS - PM - 3516											
Becker Road Water & Wastewater Improvements Phase 1		$ -	$ -	$ 2,100,000	$ -	$ -	-	-	-	-	-
Becker Road Water & Wastewater Improvements Phase 2		-	-	-	2,700,000	-	-	-	-	-	-
Becker Road Water & Wastewater Improvements Phase 3		-	-	-	-	3,800,700	-	-	-	-	-
Becker Road W & WW Improvements Phase 4		-	-	-			1,750,000				
Becker Road W & WW Improvements Phase 5					-			3,500,000			
Becker Road W & WW Improvements Phase 6						-		3,050,000			
Becker Road W & WW Improvements Phase 7							-			3,050,000	3,050,000
Glades North Force Main (WW-19)								3,703,630			
Glades WWTF From McCarty Reclaimed Main (RE-10)								1,157,090			
I&I Southport Area /Eastport Area/Step Systems		-	-	500,000	500,000	500,000	1,000,000	$1,000,000	-	1,000,000	-
Low-Pressure Mains - Ductile Iron Pipe Replacement		500,000	500,000	-	500,000	-	500,000	-	-	500,000	-
New Dev WP FM to Glades								7,000,000			
Northport Booster Pump Force Main (NPBPFM) to Glades Project - Phase 2B - 16" Main Modifications - Construction & CEI		-	-	-	-	450,000	-	-	-	-	-
Phase 3B - 16" Force Main on Canal 105 to Glades Cutoff Rd		-	-	-	-	-	2,444,400				
NPBPFM Project - Phase 4A - 12" Force Main St. James to Northport Wastewater Booster Pump Station - Construction & CEI		-	-	1,800,000	-	-	-	-	-	-	-
Phase 4B - 16" FM HDD River Crossing		-	-	-	-	-	310,000	4,094,000			
Phase 5A - River Park 16" FM Southport to Northport 12" FM		-	-	-	-	-		3,390,000			
NPBPFM Project - Phase 5B - Oleander Lift Station and Force Main - Design		-	-	-	-	500,000	-	-	-	-	-
Phase 5B - Oleander Lift Station and Force Main - Construction & CEI		-	-	-	-	-	1,301,500				
PSL Blvd Force Main (WW-08)								4,710,000			
Torino Force Main (WW-09)								6,672,500			
NPBPFM Project - Phase 6 - Booster Pump Station Upgrade & Connection to 16" Concentrate Main - Construction & CEI		-	-	-	-	1,200,000	-	-	-	-	-
Village Green Septic to Sewer - Design/Construction		150,000	150,000	-	-	-	-	-	-	-	-
Westport South 16" Force Main Becker Road (WW-11) - Construction & CEI		6,500,000	-	-	-	-	-	-	-	-	
	Sub-Totals	$7,150,000	$650,000	$4,400,000	$3,700,000	6,450,700	7,305,900	38,277,220	-	4,550,000	3,050,000
Total of Capital Projects & Payments		$40,308,000	$15,650,000	$144,011,000	$19,870,000	$16,514,700	$53,032,900	$78,655,020	$0	$14,266,250	$5,948,640
Designated Reserve for Future Projects		$1,556,311	$165,406,311	$28,395,311	$15,525,311	$8,510,611	$0	$0	$0	$0	$0
	SURPLUS <DEFICIT>	$ -	$ -	$ -	$ -	$ -	$ (39,522,289)	$ (118,177,309)	$ (118,177,309)	$ (132,443,559)	$ (138,392,199)

Future Projects:

Far West Reclaim Main (RE-12)	$10,314,900.00	Begin	2034
Rangeline Surface Water Plant	$172,600,000.00	Begin	2035
McCarty ASR Wellfield on Line - Phase II	$12,400,000.00	Begin	2040
Glades WWTP 12 to 18 mgd (WW-20)	$125,000,000	Begin	2040
Glades WWTP Inj. Well 2	$17,000,000.00		
Westport Fill WM (WA-07)	$5,500,000	98,618 Water Service Area ERCs	
Westport Repump Exp. Storage and Pump Upgrades (WA-18)	$4,000,000	98,618 Water Service Area ERCs	
Westport South WM (WA-20)	$1,000,000	98,618 Water Service Area ERCs	
Water Main Dead-end Improvements	$2,000,000.00	Annually	
SAD/USA Lift Station/Force main Improvements	$2,000,000.00	Annually	
AC Pipe Replacement (FM)	$2,000,000.00	Annually	

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3310
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Clear Well and Generator Bldg. at the Prineville Reverse Osmosis Treatment Plant

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Clear well and generator building at Prineville Reverse Osmosis plant. This structure will be a redundant facility to allow one to be taken out of service for maintenance and not impact the plant from operating. The generator needs to be replaced with a larger size to allow the Reverse Osmosis facility to operate at 100% capacity.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ -	$ -	$ -	$ -	$ 800,000
Totals	$ -	$ -	$ -	$ -	$ 800,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ -	$ -	$ -	$ -	$ 800,000
Totals	$ -	$ -	$ -	$ -	$ 800,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3310
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Lime Plant Rehabbilitation

Amount Spent-to-date: $152,355

Project Justification

Project Description & Scope: Lime plant rehabilitation. Due to age of the facility, various compenents such as piping, gravity filters, and accelator require repair or replacment to maintain current capacity.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ -	$ -	$ -	$ 500,000	$ 500,000
Totals	$ -	$ -	$ -	$ 500,000	$ 500,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction	$ -	$ -	$ -	$ 500,000	$ 500,000
Totals	$ -	$ -	$ -	$ 500,000	$ 500,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE - Price Increase
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3312
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Three Western Reverse Osmosis Floridan Wells (F-37, F-38, & F-39)

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Three Western Reverse Osmosis Floridan Wells. Required due to change in ground water conditions to stay in compliance with FDEP and maintain current capacity.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ 3,332,000	$ -	$ -	$ -	$ -
Interfund Transfer from #431	3,000,000	-	-	-	-
Line of Credit/Bond Financing	-	5,600,000	5,600,000	-	-
Totals	$ 6,332,000	$ 5,600,000	$ 5,600,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Well F-37 - Design	$ 244,000	$ -	$ -	$ -	$ -
Well F-37 - Construction & CEI	-	5,600,000	-	-	-
Well F-38 - Design	244,000	-	-	-	-
Well F-38 - Construction & CEI	-	-	5,600,000	-	-
Well F-39 - Design	244,000	-	-	-	-
Well F-39 - Construction & CEI	5,600,000	-	-	-	-
Totals	$ 6,332,000	$ 5,600,000	$ 5,600,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Operating	$ -	$ 54,000	$ 54,000	$ 54,000	$ 54,000
Totals	$ -	$ 54,000	$ 54,000	$ 54,000	$ 54,000

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3313
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Rangeline Road Reverse Osmosis Injection (2) Well Systems and (1) Monitoring Well

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Design and construction of two injection wells and one monitoring well for concentrate disposal for the planned Reverse Osmosis Water Plant.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer	$ 1,500,000	$ -	$ -	$ -	$ -
Reserves	260,000				
Line of Credit/Bond Financing	-	-	38,000,000	-	-
Totals	$ 1,760,000	$ -	$ 38,000,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 1,760,000	$ -	$ -	$ -	-
Construction & CEI	-	-	38,000,000	-	-
Totals	$ 1,760,000	$ -	$ 38,000,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3313
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Rangeline Road Reverse Osmosis Water Plant Floridian Wells (6)

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Six (6) Floridan wells for the proposed Rangeline Road Reverse Osmosis Water Plant.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ 732,000	$ -	$ 244,000	$ -	$ 5,600,000
Line of Credit/Bond Financing	6,088,000	5,600,000	5,600,000	11,200,000	-
Totals	$ 6,820,000	$ 5,600,000	$ 5,844,000	$ 11,200,000	$ 5,600,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design (5) wells $244K each	$ 1,220,000	$ -	$ -	$ -	$ -
Design (1) well	-	-	244,000	-	-
Construction (6) wells $5.6M each	5,600,000	5,600,000	5,600,000	11,200,000	5,600,000
Totals	$ 6,820,000	$ 5,600,000	$ 5,844,000	$ 11,200,000	$ 5,600,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

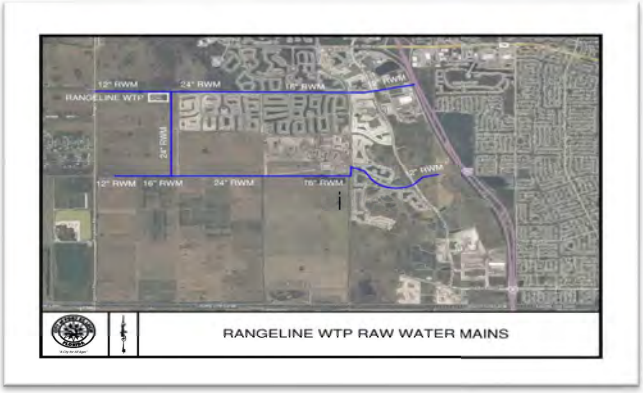
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3313
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Rangeline Road Raw Water Main

Amount Spent-to-date: $ -



Project Justification

Project Description & Scope:

With the addition of the Rangeline Road Reverse Osmosis Water Treatment Facility, six (6) Floridan Wells will be needed to provide the water needed for treatment. The purposed raw water main will connect the six (6) Floridan Wells to be located on half acre sites to the Rangeline Road RO Water Treatment Facility in order to meet the 10 MGD capacity. The six (6) wells have already been permitted and the well sites obtained.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ 796,000	$ -	$ -	$ -	-
Line of Credit/Bond Financing	-	-	7,967,000	-	-
Totals	$ 796,000	$ -	$ 7,967,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 796,000	$ -	$ -	$ -	
Construction & CEI	-	-	7,967,000	-	
Totals	$ 796,000	$ -	$ 7,967,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3313
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Rangeline Road Reverse Osmosis Water Plant

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Design of a 10 MGD (Million Gallons a Day) Reverse Osmosis (RO) Water Treatment Plant. The addition of this new RO Plant will increase capacity of the Utility's water supply system needed to accommodate new development and future growth within the Utility's service area.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Line of Credit/Reserves (TBD)	$ 8,900,000	$ -	$ -	$ -	$ -
Bond Financing	-	-	81,000,000	-	-
Totals	$ 8,900,000	$ -	$ 81,000,000	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 8,900,000	$ -	$ -	$ -	-
Construction & CEI		-	81,000,000	-	-
Totals	$ 8,900,000	$ -	$ 81,000,000	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3314
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: McCarty Ranch Water Quality Restoration Areas 7A & 7B - Approximately 528 Acres of Water Storage Impoundments

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Design and Construction of the last two remaining areas the St. Lucie River/C-23 Water Quality Project. Area 7A impoundment shall be approximately 234 acres in size and Area 7B impoundment shall be approximately 294 acres in size.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Federal Appropriations Grant - 7A	$ 1,000,000	$ -	$ -	$ -	$ -
Line of Credit or Reserves	1,700,000	-	-	-	-
Potential Grant - 7B	-	-	-	-	416,400
Interfund Transfer	2,500,000	-	-	-	277,600
Totals	$ 5,200,000	$ -	$ -	$ -	$ 694,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Water Quality Restoration Area 7A - Construction & CEI	$ 5,200,000	$ -	$ -	$ -	$ -
Water Quality Restoration Area 7B - Design	-	-	-	-	694,000
Totals	$ 5,200,000	$ -	$ -	$ -	$ 694,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Mowing	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility Sytem / 3316
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Village Green Parkway (CRA Project), Huffman - Tiffany Utility Line Relocation

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: The Village Green Drive Corridor Revitalization project to relocate utility lines.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ 150,000	$ -	$ -	$ 3,000,000	$ -
Totals	$ 150,000	$ -	$ -	$ 3,000,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design	$ 150,000	$ -	$ -	$ -	$ -
Construction & CEI	-	-	-	3,000,000	-
Totals	$ 150,000	$ -	$ -	$ 3,000,000	$ -

Impact on Operational Expenditures/Expenses

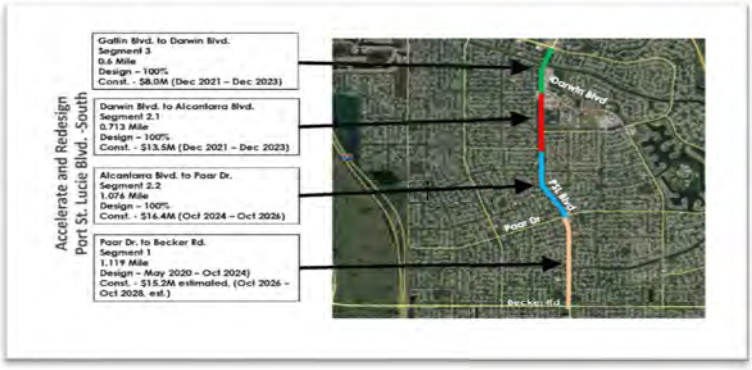
Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE - Price Increase
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3316
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Port St. Lucie Blvd. Segments 1 & 2.2 (FDOT)
Amount Spent-to-date: $884,814



Project Justification

Project Description & Scope: PSL Blvd (FDOT) Segments 1 & 2.2 - Segment 1 is Becker Road to Paar Drive and Segment 2.2 is Paar Drive to Alcantarra Blvd. This is due to road widening which requires relocation of low pressure mains, a force main and water main.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer - #441 - Segment 1	$ -	$ 2,500,000	$ -	$ -	$ -
Interfund Transfer - Segment 2.2	2,500,000	-	-	-	-
Totals	$ 2,500,000	$ 2,500,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Segment 1 - Construction & CEI	$ -	$ 2,500,000	$ -	$ -	$ -
Segment 2.2 - Construction & CEI	2,500,000	-	-	-	-
Totals	$ 2,500,000	$ 2,500,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE - Project Delayed
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3316
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Midway (FDOT) - Jenkins to Glades Cutoff

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Relocation of 12" & 16" water mains due to FDOT/county road widening project.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Interfund Transfer - #441	$ -	$ 1,300,000	$ -	$ -	$ -
Totals	$ -	$ 1,300,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction & CEI	$ -	$ 1,300,000	$ -	$ -	$ -
Totals	$ -	$ 1,300,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

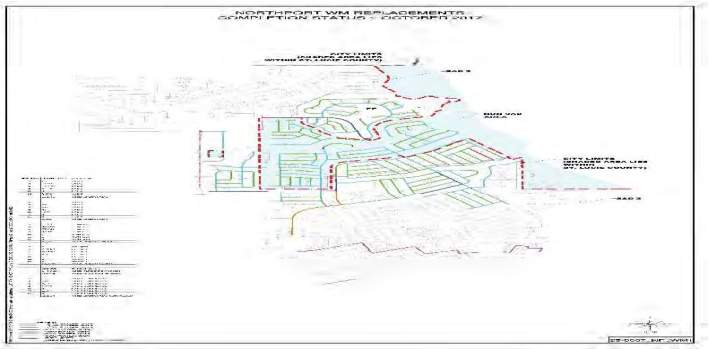
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3316
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Citywide Pipe Replacement

Amount Spent-to-date: $ -



Project Justification

Project Description & Scope: Pipe replacement to eliminate aging water mains.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ -	$ -	$ 500,000	$ -	$ 1,000,000
Totals	$ -	$ -	$ 500,000	$ -	$ 1,000,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design, Construction & CEI	$ -	$ -	$ 500,000	$ -	$ 1,000,000
Totals	$ -	$ -	$ 500,000	$ -	$ 1,000,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

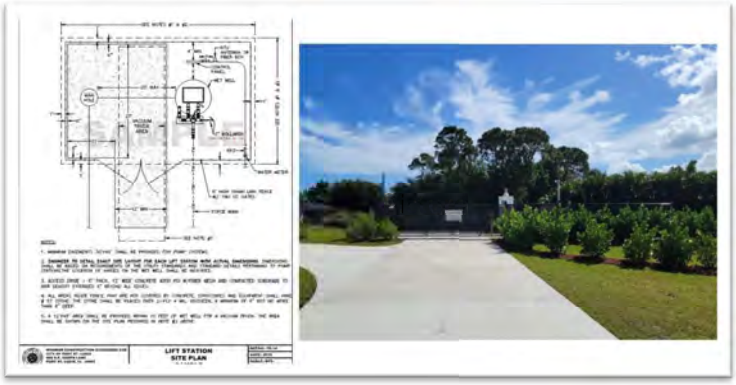
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3380
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Lift Station Replacements

Amount Spent-to-date: $ -



Project Justification

Project Description & Scope: Replacement of Lift Stations will help prevent raw sewage spills and overflows which could have serious negative impacts on the environment and could also jeopardize the City's compliance with its existing regulatory agency permits. This will include replacement of the wetwell, electrical panel, pumps, and pertinent piping. There are approximately 18 lift stations due for replacement that were installed by General Development and are approaching their end of useful life.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ 700,000	$ -	$ 700,000	$ 1,470,000	$ 1,470,000
Totals	$ 700,000	$ -	$ 700,000	$ 1,470,000	$ 1,470,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design, Construction & CEI	$ 700,000	$ -	$ 700,000	$ 1,470,000	$ 1,470,000
Totals	$ 700,000	$ -	$ 700,000	$ 1,470,000	$ 1,470,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3516
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Village Green Commercial Septic to Sewer Project

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope:

This program is to provide funding to convert seven commercial owners within the Hog Pen Hot Spot area that are currently on septic systems to the City's wastewater system. This program would reimburse up to 50%, not to exceed $75,000 of the commercial owner's costs associated with abandoning septic systems and connection to the City's wastewater system.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ 150,000	$ 150,000	$ -	$ -	$ -
Totals	$ 150,000	$ 150,000	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design/Construction	$ 150,000	$ 150,000	$ -	$ -	$ -
Totals	$ 150,000	$ 150,000	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Electricity	$ -	$ -	$ 20,000	$ 20,000	$ 20,000
Totals	$ -	$ -	$ 20,000	$ 20,000	$ 20,000

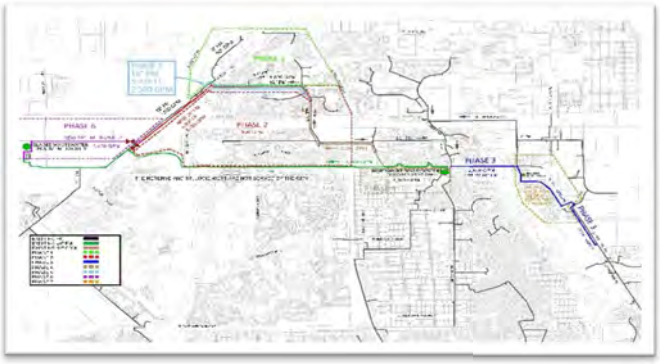
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3516
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Northport Booster Pump Force Main (NPBPFM) to Glades Project Phases 1-6

Amount Spent-to-date: $4,600,968



Project Justification

Project Description & Scope: Northport Booster Pump Force Main to Glades Wastewater Treatment Plant - Phase 1-6. Upon completion, will allow for more wastewater flow to be diverted from the Northport service area to the Glades Wastewater Facility.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ -	$ -	$ 1,800,000	$ -	$ 950,000
Interfund Transfer from Fund #441	-	-	-	-	1,200,000
Totals	$ -	$ -	$ 1,800,000	$ -	$ 2,150,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Phase 2B - Construction & CEI	$ -	$ -	$ -	$ -	$ 450,000
Phase 4A - Construction & CEI	-	-	1,800,000	-	-
Phase 5B - Design	-	-	-	-	500,000
Phase 6 - Construction & CEI	-	-	-	-	1,200,000
Totals	$ -	$ -	$ 1,800,000	$ -	$ 2,150,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Air Release Valve & Gate Valve Maintenance	$ -	$ -	$ -	$ 200	$ 200
Totals	$ -	$ -	$ -	$ 200	$ 200

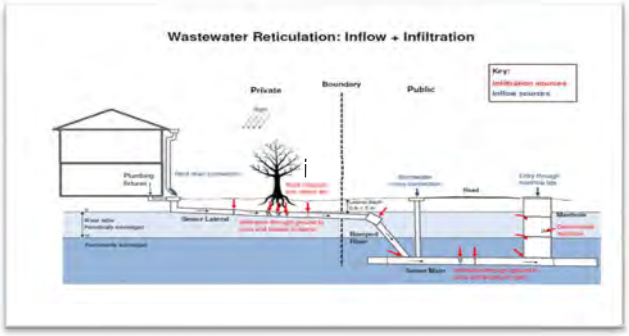
CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3516
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Inflow and Infiltration of Gravity Mains

Amount Spent-to-date: $ -



Project Justification

Project Description & Scope: Inflow and Infiltration of Gravity Mains. Reducing ground water infiltration into sewer system in Southport area due to the age of the system which was originally installed by General Development.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ -	$ -	$ 500,000	$ 500,000	$ 500,000
Totals	$ -	$ -	$ 500,000	$ 500,000	$ 500,000

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design, Construction & CEI	$ -	$ -	$ 500,000	$ 500,000	$ 500,000
Totals	$ -	$ -	$ 500,000	$ 500,000	$ 500,000

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Electricity Reduction	$ -	$ -	$ (2,500)	$ (2,500)	$ (2,500)
Totals	$ -	$ -	$ (2,500)	$ (2,500)	$ (2,500)

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☐ NEW PROJECT ☑ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3516
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Becker Road Water & Wastewater Improvements Phases 1-7

Amount Spent-to-date: $292,900

Project Justification

Project Description & Scope: To provide water and wastewater service to residents along Becker Road between the Florida Turnpike and I-95. The project also includes upgrading existing low-pressure system to meet build-out demands.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves 441 Phases 1	$ -	$ -	$ 2,100,000	$ -	$ -
Reserves - Phase 2	-	-	-	2,700,000	-
Reserves - Phase 3	-	-	-	-	3,800,700
Totals	$ -	$ -	$ 2,100,000	$ 2,700,000	$ 3,800,700

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Phase 1 - Construction & CEI	$ -	$ -	$ 2,100,000	$ -	$ -
Phase 2 - Construction & CEI	-	-	-	2,700,000	-
Phase 3 - Design, Construction & CEI	-	-	-	-	3,800,700
Totals	$ -	$ -	$ 2,100,000	$ 2,700,000	$ 3,800,700

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Air Release Valve & Gate Valve Maintenance	$ -	$ -	$ -	$ 100	$ 100
Totals	$ -	$ -	$ -	$ 100	$ 100

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3516
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Westport South 16" Force Main
Becker Road

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Installation of a new parallel force main along Becker Road and Darwin Boulevard. The force main was identified in the City's Wastewater Master Plan as being needed as developments continue to grow in the southeast service area.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ 4,000,000	$ -	$ -	$ -	$ -
Interfund Transfer from Fund	2,500,000	-	-	-	-
Totals	$ 6,500,000	$ -	$ -	$ -	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Construction & CEI (Design in FY23/24)	$ 6,500,000	$ -	$ -	$ -	$ -
Totals	$ 6,500,000	$ -	$ -	$ -	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Air Release Valve & Gate Valve Maintenance	$ -	$ 400	$ 400	$ 400	$ 400
Totals	$ -	$ 400	$ 400	$ 400	$ 400

CITY OF PORT ST. LUCIE
CAPITAL IMPROVEMENT PROJECT REQUEST FORM

PROJECT TYPE: ☑ NEW PROJECT ☐ PROJECT CHANGE/UPDATE

Department/Division: Utility System / 3516
Contact Person: Kevin Matyjaszek
Phone #/Extension: Ext. 6400
Fund Number: 448

Project Title: Low-Pressure Mains - Ductile Iron Pipe Replacement

Amount Spent-to-date: $ -

Project Justification

Project Description & Scope: Pipe replacement to eliminate aging low-pressure mains at intersection crossings.

Purpose: Policy Directives

City Council Goal: High-quality infrastructure and facilities.

Return on Investment (ROI) Considerations

Payback Period (ROI): Project will enhance the quality of life or quality of governmental services for our citizens.

Financial Information

Funding Sources

Funding Type	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Reserves	$ 500,000	$ 500,000	$ -	$ 500,000	$ -
Totals	$ 500,000	$ 500,000	$ -	$ 500,000	$ -

Capital Project Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Design, Construction & CEI	$ 500,000	$ 500,000	$ -	$ 500,000	$ -
Totals	$ 500,000	$ 500,000	$ -	$ 500,000	$ -

Impact on Operational Expenditures/Expenses

Activity	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITYOFPSL.COM/BUDGET

772-871-5223

121 SW PORT ST. LUCIE BLVD., PORT ST. LUCIE, FL 34984

City of
PORT ST. LUCIE
HEART OF THE TREASURE COAST

SIGN IN SHEET

Public Building Impact Fees Workshop

Tuesday, July 22, 2025, 1:00 p.m. to 3:00 p.m.

Name	Phone Number	E-Mail	Affiliation/Organization
Ben Meyers	845-475-7533	bmeyers@greenpointellc.com	Green Pointe.
Kristine Dalbashian	ext 4395	Kdalbashian@cityofPSL.com	city
Dawn Ackerman	772.206.9720	dackerman@kolter.com	Kolter Homes
Austin Burr	(904)910-7256	ABurr@greenpointellc.com	Green Pointe

SIGN IN SHEET

Public Building Impact Fees Workshop

Tuesday, July 22, 2025, 1:00 p.m. to 3:00 p.m.

Name	Phone Number	E-Mail	Affiliation/Organization
Amy Dolbow	561-335-9375	adolbow@nvrinc.com	Ryan Homes
Melissa Showman	772-873-6707	mshowman@homecretehomes.com	HCH
DARREN WEIMER	772 370 2468	dweimer@kolter.com	KOLTER
Ayden Williams	321-890-4294	ayden.williams@Meritagehmes.com	Meritage
MARIELA MOORE	X 4318	MMOORE@CITYOFPSL.COM	CITY
Ounica Moore		omoore@kolter.com	Kolter
Leighton Messam	772 301 4998	Leighton@leightonmessam.com	Realtor
Kathy Macaluso	561-719-3931	Kmacmarketingllc@gmail	TCBA
Bo BAR-NAVON	321-403-3991	BBAR@KHOV.COM	KHOV
Joe Sabater	772-462-1144	SabaterJ@stlucieco.org	SLC BOCC

PORT ST. LUCIE
HEART OF THE TREASURE COAST

SIGN IN SHEET

Public Building Impact Fees Workshop

Tuesday, July 22, 2025, 6:00 p.m. to 8:00 p.m.

Name	Phone Number	E-Mail	Affiliation/Organization
Deb Frazier	618-567-8804	debf treasurecoasthba.com	TCBA
Stephany Eddmes	561-632-7985	Stephany.Eddmes@gmail	TCBA
Sheila Noll	3215060287	Sheilam.noll@comcast.com	TCBA
Wes McCurry	772 324-2019	WMCcurry@yourEDC.com	SCC EDC
Amanda Geller	772-332-3298	AGeller18@gmail.com	Realtor Assoc
Kathy Macaluso	561-719-3931		TCBA
Josh Hoof	941-915-9693	Jhoof@holter.com	TCBA / Homebuilder

City of PORT ST. LUCIE
HEART OF THE TREASURE COAST

Public Building Impact Fee Workshops

Q&A Session
(P25-158)

City Council Meetings of August 4, 2025 and August 25, 2025
Bethany Grubbs, AICP, Senior Planner/Public Art Program

Stakeholder Question #1

Question: What is the fee change for single-family homes, and what unit is the fee measured in?

Answer: The fee for single-family homes increases from $516 to $615 per unit over two years.

Stakeholder Question #2

Question: Why were the residential fees not increased during the fee update in 2023?

Answer: The residential fees were decreased in 2023 due to the analysis at the time, and because the City paid off debt which previously was included in the fee calculation. As a result that savings was passed on by lowering the fee.

Stakeholder Question #3

Question: Is there a timeline or schedule for when the collected fees must be spent?

Answer: The fees must be spent on eligible projects more so than having a set date to be expended by. Some fees are tied to debt service payments. The most effective use of these fees is to fund the debt service associated with the capital projects as this ensures the fees are utilized timely.

Stakeholder Question #4

Question: Was the slowdown in development and building activity taken into account? The report suggests permit growth, but stakeholders have observed a decrease. Was it taking into account that development and building have slowed exponentially.

Answer: While building permits may have slowed recently development activity has not. However, this study takes a conservative approach in projecting development to account for this recent building permit cooling.

The 4- to 5-year average for building permits is approximately 4,400 single-family units per year, but as we will discuss in the analysis, this study projects approximately 2,200 units per year.

Stakeholder Question #5

Question: Is the Northwest Annexation area being taken into account?

Answer: Impact fees are applied at the time of building permit to any development within the city. These fees would apply to the Northwest Annexation area.

Stakeholder Question #6

Question: The city owns other buildings that are leased out. Has consideration been given to using those existing buildings to accommodate some of the growth instead of constructing new facilities?

Answer: The study identifies the necessary facilities or square foot area of needed facilities. How space is used in existing city owned buildings is a policy decision for the City Council.

Council Question

Question: Can these monies be used for Community Centers?

Answer: Community Centers are currently included with the Parks impact fee as plan based improvements. The Parks impact fee will be updated next year at the same time as Law Enforcement.

TischlerBise
FISCAL | ECONOMIC | PLANNING

City Council Meeting:
Draft Public Buildings Impact Fees

Port St. Lucie, Florida
August 4, 2025

Bethesda, MD | 301.320.6900
TischlerBise.com

Overview

- **Impact Fee Basics**
- **Project Timeline**
- **Land Use Assumptions**
- **Level-of-Service Analysis**
- **Proposed Fees**

Impact Fee Basics

- **One-time payment for growth-related infrastructure, usually collected when building permits are issued**
- **Can't be used for operations, maintenance, or replacement**
- **Not a tax. A contractual arrangement to build growth-related infrastructure**
- **Level of service (LOS) may not exceed what is provided to existing development**
- **Three requirements:**
  - **Need** (system improvements, not project-level improvements)
  - **Benefit**
    - Short range expenditures
    - Geographic service areas and/or benefit districts
  - **Proportionate** to demand

TischlerBise
FISCAL | ECONOMIC | PLANNING

Fee Methodologies

- **Cost Recovery Approach (Past)**
  - Future development is "buying in" to the cost the community has already incurred to provide growth-related capacity
  - Common in communities approaching buildout
- **Incremental Expansion Approach (Present)**
  - Formula-based approach based on existing levels of service
  - Fee is based on the current cost to replicate existing levels of service (i.e., replacement cost)
- **Plan-Based Approach (Future)**
  - Usually reflects an adopted CIP or master plan
  - Growth-related costs are more refined

Evaluate Need for Credits

- **Site specific**
  - Developer constructs a capital facility included in fee calculations
- **Debt service**
  - Avoid double payment due to existing or future bonds
- **Dedicated revenues**
  - Property tax, local option sales tax, gas tax, etc.

Project Timeline

- **May 2025:** Project Initiation
- **May - June:** Develop Land Use Assumptions
- **June - July:** Calculate Impact Fees
- **July:** Staff Review
- **July 22:** Public Workshops
- **July 28:** City Council Meeting - Workshop
- **August 4:** City Council Meeting - First Reading
- **August 25:** City Council Meeting - Second Reading
- **November 1:** Fees Effective

TischlerBise
FISCAL | ECONOMIC | PLANNING

Residential Demand Factors

Draft

We use occupancy factors calculated from American Community Survey estimates to estimate demand by housing type.

Housing Type	Persons	Households	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy
Single-Family Units[1]	204,931	72,278	2.84	77,543	2.64	89.8%	6.80%
Multi-Family Units[2]	11,814	5,811	2.03	7,342	1.61	8.5%	20.90%
Mobile Home Units	2,698	1,096	2.46	1,513	1.78	1.8%	27.60%
Total	219,443	79,185	2.77	86,398	2.54	100.0%	8.30%

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates.

1. Includes detached and attached (i.e. townhouses) units.
2. Includes dwellings in structures with two or more units.
3. Includes mobile homes and all other units.

Residential Assumptions

Draft

Population

2020 – 2025 : +58,000 peak population

2025+: The Port St. Lucie Comprehensive Plan Update uses Bureau of Economic and Business Research (BEBR) projections.

Year	Permanent	Seasonal	Peak
2020	204,851	5,983	210,834
2021	214,514	6,265	220,779
2022	224,916	6,569	231,485
2023	239,653	6,999	246,652
2024	253,959	7,417	261,376
BEBR Medium-High Projections			
2025	261,368	7,634	269,002
2030	293,035	8,558	301,594
2035	321,410	9,387	330,798
2040	346,263	10,113	356,376
2045	369,306	10,786	380,092

Source: City of Port St. Lucie Comprehensive Plan Update Population Projections, 2025

Compound Annual Growth Rate

2020-25: 5.0%
2025-30: 2.3%
2030-35: 1.9%
2035-40: 1.5%
2040-45: 1.3%

Housing Units

2021 – 2024 building permit data averages over 5,000 housing units per year.

Year	Single Family	Multi-Family	Total
2021	2,250	828	3,078
2022	3,877	1,444	5,321
2023	8,024	166	8,190
2024	3,523	255	3,778
Total	17,674	2,693	20,367
Average	4,419	673	5,092

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

Projections assume new housing units will be 86.8% single family and 13.2% multi-family.

Year	Single Family	Multi-Family	Total
2021	73.1%	26.9%	100.0%
2022	72.9%	27.1%	100.0%
2023	98.0%	2.0%	100.0%
2024	93.3%	6.7%	100.0%
Total	86.8%	13.2%	100.0%

TischlerBise
FISCAL | ECONOMIC | PLANNING

Residential Projections

Draft

Population: Projected using medium-high projections from the Port St. Lucie Comprehensive Plan Update (yellow cells).

Housing Units: Projected by applying ACS occupancy factors and the housing unit mix from recent construction to population projections.

Port St. Lucie	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year
		Base Year	1	2	3	4	5	6	7	8	9	10	Increase
Population													
Permanent	253,959	261,368	267,701	274,035	280,368	286,702	293,035	298,710	304,385	310,060	315,735	321,410	60,042
Seasonal	7,417	7,634	7,819	8,004	8,189	8,374	8,558	8,725	8,891	9,056	9,222	9,387	1,753
Total	261,376	269,002	275,520	282,039	288,557	295,076	301,594	307,435	313,276	319,116	324,957	330,798	61,796
Housing Units													
Single Family	88,571	90,992	93,062	95,132	97,201	99,271	101,341	103,196	105,050	106,905	108,759	110,614	19,622
Multi-Family	12,616	12,985	13,300	13,616	13,931	14,246	14,562	14,844	15,127	15,410	15,692	15,975	2,990
Total	101,187	103,977	106,362	108,747	111,132	113,518	115,903	118,040	120,177	122,314	124,452	126,589	22,612

2021-2024 average annual increase:
10,149 peak population
4,419 single-family units
673 multi-family units

Projected average annual increase:
6,180 peak population
1,962 single-family units
299 multi-family units

TischlerBise
FISCAL | ECONOMIC | PLANNING

Nonresidential Demand Factors

Draft

We use employment density factors published by the Institute of Transportation Engineers (ITE) to estimate demand by land use.

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit[1]	Wkdy Trip Ends Per Employee[1]	Emp Per Dmd Unit	Square Feet Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
320	Motel	room	3.35	25.17	0.13	na
550	University/College	student	1.56	8.89	0.18	na
565	Day Care	student	4.09	21.38	0.19	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	1,000 Sq Ft	6.75	3.31	2.04	490
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
760	Research & Dev Center	1,000 Sq Ft	11.08	3.37	3.29	304
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

TischlerBise
FISCAL | ECONOMIC | PLANNING

Existing Nonresidential Development

Draft

Nonresidential Category	2024 Jobs[1]	Percent of Total Jobs	2024 Estimated Floor Area[2]
Industrial[3]	5,557	12%	6,786,150
Commercial[4]	13,387	29%	8,008,215
Office & Other Services[5]	21,643	47%	6,923,450
Institutional[6]	5,397	12%	4,456,133
Total	45,984	100%	26,173,948

1. Esri Business Analyst, 2024.
2. TischlerBise calculation.
3. Major sectors are Manufacturing; Transportation & Warehousing.
4. Major sectors are Retail Trade; Accommodation & Food Services.
5. Major sectors are Health Care; Professional, Scientific & Tech Services.
6. Major sectors are Educational Services; Public Administration.

2024 Floor Area

1. WTL+a, Technical Memorandum #2, Market Conditions & Development Potentials, Southern Grove Master Plan, June 2020
2. 2020 – 2024 building permit data

Recent Nonresidential Development

Draft

2020 – 2024 Building Permit Data

Nonresidential Floor Area	2020	2021	2022	2023	2024	Total	Average
Industrial	27,618	1,467,973	1,520,819	345,609	194,837	3,556,856	711,371
Commercial	205,734	55,293	81,141	172,936	67,726	582,830	116,566
Office & Other Services	61,426	43,999	33,459	122,748	264,288	525,920	105,184
Institutional	91,799	0	10,000	11,043	0	112,842	22,568
Total	386,577	1,567,265	1,645,419	652,336	526,851	4,778,448	955,690

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

The previous study used 2015 – 2020 permit trends to project future development. The proposed development projections use a combination of 2020 – 2024 permit trends (yellow) and 2015 – 2024 permit trends (orange).

	Average Annual Square Feet		
Development Type	2015-2020	2020-2024	2015-2024
Industrial	13,100	711,400	362,300
Commercial	71,800	116,600	94,200
Office & Other Services	59,600	105,200	82,400
Institutional	10,000	22,600	16,300
Total	154,500	955,800	555,200

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

Nonresidential Projections

Draft

Floor Area: Projected using recent building permit data.

2020 – 2024 building permit average

2015 – 2024 building permit average

Employment: Projected using nonresidential floor area and ITE employment density factors.

Port St. Lucie	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year
	Base Year	1	2	3	4	5	6	7	8	9	10	Increase
Employment												
Industrial	5,859	6,100	6,340	6,581	6,822	7,063	7,186	7,309	7,431	7,554	7,677	1,818
Commercial	14,399	14,647	14,894	15,142	15,389	15,637	15,884	16,132	16,380	16,627	16,875	2,476
Office & Other Services	22,504	22,847	23,189	23,532	23,875	24,217	24,486	24,754	25,022	25,291	25,559	3,055
Institutional	6,040	6,104	6,169	6,234	6,298	6,363	6,427	6,492	6,556	6,621	6,686	646
Total	**48,801**	**49,697**	**50,593**	**51,489**	**52,384**	**53,280**	**53,983**	**54,686**	**55,390**	**56,093**	**56,796**	7,995
Nonresidential Floor Area												
Industrial	7,676,787	8,388,187	9,099,587	9,810,987	10,522,387	11,233,787	11,596,087	11,958,387	12,320,687	12,682,987	13,045,287	5,368,500
Commercial	8,484,901	8,601,501	8,718,101	8,834,701	8,951,301	9,067,901	9,184,501	9,301,101	9,417,701	9,534,301	9,650,901	1,166,000
Office & Other Services	7,187,738	7,292,938	7,398,138	7,503,338	7,608,538	7,713,738	7,796,138	7,878,538	7,960,938	8,043,338	8,125,738	938,000
Institutional	4,681,133	4,703,733	4,726,333	4,748,933	4,771,533	4,794,133	4,816,733	4,839,333	4,861,933	4,884,533	4,907,133	226,000
Total	**28,030,559**	**28,986,359**	**29,942,159**	**30,897,959**	**31,853,759**	**32,809,559**	**33,393,459**	**33,977,359**	**34,561,259**	**35,145,159**	**35,729,059**	7,698,500

TischlerBise
FISCAL | ECONOMIC | PLANNING

Development Projections

Draft

Residential: Population projections from the Port St. Lucie Comprehensive Plan Update.

Nonresidential: Floor area projections from recent permit data.

Port St. Lucie, Florida	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year
	Base Year	1	2	3	4	5	6	7	8	9	10	Increase
Population												
Permanent	261,368	267,701	274,035	280,368	286,702	293,035	298,710	304,385	310,060	315,735	321,410	60,042
Seasonal	7,634	7,819	8,004	8,189	8,374	8,558	8,725	8,891	9,056	9,222	9,387	1,753
Peak	**269,002**	**275,520**	**282,039**	**288,557**	**295,076**	**301,593**	**307,435**	**313,276**	**319,116**	**324,957**	**330,797**	**61,795**
Housing Units												
Single Family	90,992	93,062	95,132	97,201	99,271	101,341	103,196	105,050	106,905	108,759	110,614	19,622
Multi-Family	12,985	13,300	13,616	13,931	14,246	14,562	14,844	15,127	15,410	15,692	15,975	2,990
Total	**103,977**	**106,362**	**108,747**	**111,132**	**113,518**	**115,903**	**118,040**	**120,177**	**122,314**	**124,452**	**126,589**	**22,612**
Employment												
Industrial	5,859	6,100	6,340	6,581	6,822	7,063	7,186	7,309	7,431	7,554	7,677	1,818
Commercial	14,399	14,647	14,894	15,142	15,389	15,637	15,884	16,132	16,380	16,627	16,875	2,476
Office & Other Services	22,504	22,847	23,189	23,532	23,875	24,217	24,486	24,754	25,022	25,291	25,559	3,055
Institutional	6,040	6,104	6,169	6,234	6,298	6,363	6,427	6,492	6,556	6,621	6,686	646
Total	**48,801**	**49,697**	**50,593**	**51,489**	**52,384**	**53,280**	**53,983**	**54,686**	**55,390**	**56,093**	**56,796**	**7,995**
Nonres. Sq Ft (x1,000)												
Industrial	7,677	8,388	9,100	9,811	10,522	11,234	11,596	11,958	12,321	12,683	13,045	5,369
Commercial	8,485	8,602	8,718	8,835	8,951	9,068	9,185	9,301	9,418	9,534	9,651	1,166
Office & Other Services	7,188	7,293	7,398	7,503	7,609	7,714	7,796	7,879	7,961	8,043	8,126	938
Institutional	4,681	4,704	4,726	4,749	4,772	4,794	4,817	4,839	4,862	4,885	4,907	226
Total	**28,031**	**28,986**	**29,942**	**30,898**	**31,854**	**32,810**	**33,393**	**33,977**	**34,561**	**35,145**	**35,729**	**7,699**

Public Buildings

Draft

- **Service Area: Citywide**
- **Fee Components**
  - Administrative Facilities: Incremental
  - Public Works Facilities: Plan-Based
  - Parking Facilities: Plan-Based
- **10-Year Demand**
  - Administrative Facilities: 24,536 sq ft, $12.9 million
  - Public Works Facilities: 71,576 sq ft, $46.8 million (planned)
  - Parking Facilities: 525 spaces, $15.8 million (planned)

Administrative Facilities (Incremental)

Draft

Port St. Lucie will use impact fees to fund future development's share of future administrative facilities.

To maintain the existing level of service, Port St. Lucie needs to build approximately 24,536 square feet of facilities to serve future development.

Description	Square Feet
City Hall - A (Council & Administration)	73,680
City Hall - B (Building & Engineering)	37,328
City Hall - Clinic	1,957
Total	112,965

Existing facilities

Cost Factors	
City Hall Expansion	$16,386,300
Square Feet	31,212
Cost per Square Foot	$525

We use the City Hall expansion project as a proxy for future facility costs.

Level-of-Service (LOS) Standards	
Existing Square Feet	112,965
Residential	
Residential Share	81%
2025 Population	269,002
Square Feet per Person	0.3402
Cost per Person	$178.58
Nonresidential	
Nonresidential Share	19%
2025 Jobs	48,801
Square Feet per Job	0.4398
Cost per Job	$230.90

Port St. Lucie provides 0.3402 square feet per person to residential development in 2025.

Port St. Lucie provides 0.4398 square feet per job to nonresidential development in 2025.

Source: Port St. Lucie Facilities Maintenance Department

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Administrative Facilities	0.3402 Square Feet	per Person	$525
	0.4398 Square Feet	per Job	

Demand for Administrative Facilities

Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2025	269,002	48,801	91,501.7	21,463.4	112,965.0
2026	275,520	49,697	93,718.9	21,857.3	115,576.2
2027	282,039	50,593	95,936.1	22,251.2	118,187.4
2028	288,557	51,489	98,153.4	22,645.2	120,798.6
2029	295,076	52,384	100,370.6	23,039.1	123,409.8
2030	301,593	53,280	102,587.6	23,433.1	126,020.6
2031	307,435	53,983	104,574.7	23,742.3	128,317.0
2032	313,276	54,686	106,561.4	24,051.6	130,613.0
2033	319,116	55,390	108,548.2	24,360.9	132,909.1
2034	324,957	56,093	110,534.9	24,670.2	135,205.1
2035	330,797	56,796	112,521.4	24,979.5	137,500.8
10-Yr Increase	61,795	7,995	21,019.7	3,516.1	24,535.8
Growth-Related Expenditures			$11,035,349	$1,845,968	$12,881,317

TischlerBise
FISCAL | ECONOMIC | PLANNING

Public Works Facilities (Plan-Based)

Draft

Port St. Lucie will construct new Public Works facilities to serve existing and future development.

Description	Square Feet	Cost	Cost per Sq Ft
Public Works Facility - Phase I	45,000	$29,393,465	$653
Public Works Facility - Phase II	10,973	$7,167,433	$653
Public Works Facility - Phase III	15,603	$10,191,694	$653
Total	71,576	$46,752,592	$653

Source: Port St. Lucie Facilities Maintenance Department

The new facilities will replace 31,009 square feet of existing facilities (ineligible for impact fee funding).

Description	Existing	Phase I	Phase II	Phase III	Future
Public Works - 1 (Administration)	4,448	-4,448	0	0	0
Public Works - 2 (Warehouse 1 & 2)	7,237	0	-7,237	0	0
Public Works - 3 (Traffic)	4,702	-2,088	-2,614	0	0
Maintenance Garage	14,622	0	0	-14,622	0
Subtotal, Existing	31,009	-6,536	-9,851	-14,622	0
Public Works Facility - Phase I	0	45,000	0	0	45,000
Public Works Facility - Phase II	0	0	10,973	0	10,973
Public Works Facility - Phase III	0	0	0	15,603	15,603
Subtotal, Planned	0	45,000	10,973	15,603	71,576
Total, Net New	0	38,464	1,122	981	40,567

Source: Port St. Lucie Facilities Maintenance Department

Maximum square feet eligible for impact fees

Public Works Facilities (Plan-Based)

Draft

Port St. Lucie will use impact fees to fund future development's share of planned Public Works Facilities.

To reach the planned level of service, future development demands approximately 25,221 square feet of the new facilities.

Cost Factors	
Public Works Facilities Cost	$46,752,592
Public Works Facilities Square Feet	71,576
Cost per Square Foot	$653

The analysis allocates planned facilities to all development in 2055 (30-year debt).

Level-of-Service (LOS) Standards	
Planned Square Feet	71,576
Residential	
Residential Share	81%
2055 Population	421,629
Square Feet per Person	0.1375
Cost per Person	$89.82
Nonresidential	
Nonresidential Share	19%
2055 Jobs	70,861
Square Feet per Job	0.1919
Cost per Job	$125.36

Source: Port St. Lucie Facilities Maintenance Department

Port St. Lucie will provide 0.1375 square feet per person to residential development in 2055.

Port St. Lucie will provide 0.1919 square feet per job to nonresidential development in 2055.

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Public Works Facilities	0.1375 Square Feet	per Person	$653
	0.1919 Square Feet	per Job	

Demand for Public Works Facilities					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2025	269,002	48,801	36,989.5	9,365.9	46,355.4
2026	275,520	49,697	37,885.8	9,537.8	47,423.6
2027	282,039	50,593	38,782.1	9,709.7	48,491.8
2028	288,557	51,489	39,678.4	9,881.6	49,560.0
2029	295,076	52,384	40,574.7	10,053.5	50,628.2
2030	301,593	53,280	41,470.9	10,225.4	51,696.3
2031	307,435	53,983	42,274.2	10,360.4	52,634.6
2032	313,276	54,686	43,077.4	10,495.3	53,572.7
2033	319,116	55,390	43,880.5	10,630.3	54,510.8
2034	324,957	56,093	44,683.7	10,765.3	55,448.9
2035	330,797	56,796	45,486.7	10,900.2	56,386.9
2045	380,092	63,828	52,265.0	12,249.8	64,514.9
2055	421,629	70,861	57,976.6	13,599.4	71,576.0
30-Yr Increase	152,627	22,059	20,987.1	4,233.5	25,220.6

Growth-Related Expenditures	$13,708,524	$2,765,304	$16,473,828
Existing Development Expenditures	$24,161,076	$6,117,688	$30,278,764
Total Expenditures	$37,869,600	$8,882,993	$46,752,592

Parking Facilities (Plan-Based)

Draft

Port St. Lucie will use impact fees to fund future development's share of planned parking facilities.

To reach the planned level of service, future development demands approximately 185 parking spaces in the new parking garage.

Cost Factors	
Main Parking Garage Cost	$15,750,000
Parking Spaces	525
Cost per Space	$30,000

The analysis allocates planned facilities to all development in 2055 (30-year debt).

Level-of-Service (LOS) Standards	
2035 Parking Spaces	525
Residential	
Residential Share	81%
2055 Population	421,629
Parking Spaces per Person	0.0010
Cost per Person	$30.26
Nonresidential	
Nonresidential Share	19%
2055 Jobs	70,861
Parking Spaces per Job	0.0014
Cost per Job	$42.23

Source: Port St. Lucie Facilities Maintenance Department

Port St. Lucie will provide 0.0010 parking spaces per person to residential development in 2055.

Port St. Lucie will provide 0.0014 parking spaces per job to nonresidential development in 2055.

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Parking Facilities	0.0010 Parking Spaces	per Person	$30,000
	0.0014 Parking Spaces	per Job	

Demand for Parking Facilities					
Year	Population	Jobs	Parking Spaces		
			Residential	Nonresidential	Total
2025	269,002	48,801	271.3	68.7	340.0
2026	275,520	49,697	277.9	70.0	347.8
2027	282,039	50,593	284.5	71.2	355.7
2028	288,557	51,489	291.0	72.5	363.5
2029	295,076	52,384	297.6	73.7	371.4
2030	301,593	53,280	304.2	75.0	379.2
2031	307,435	53,983	310.1	76.0	386.1
2032	313,276	54,686	316.0	77.0	392.9
2033	319,116	55,390	321.9	78.0	399.8
2034	324,957	56,093	327.7	79.0	406.7
2035	330,797	56,796	333.6	80.0	413.6
2045	380,092	63,828	383.4	89.9	473.2
2055	421,629	70,861	425.3	99.8	525.0
30-Yr Increase	152,627	22,059	153.9	31.1	185.0

Growth-Related Expenditures	$4,618,124	$931,575	$5,549,699
Existing Development Expenditures	$8,139,376	$2,060,925	$10,200,301
Total Expenditures	$12,757,500	$2,992,500	$15,750,000

Existing Debt Credit

The analysis includes a credit for future debt payments on the existing Public Works facility debt.

A credit is necessary so future development doesn't pay for the Public Works facility through impact fees AND through future debt service payments.

The credit reduces the impact fee based on the net present value of future debt payments.

Year	Principal Due	Residential Share	Population	Payment per Person	Nonresidential Share	Jobs	Payment per Job
2022	$822,664	$666,358	231,485	$2.88	$156,306	42,277	$3.70
2023	$855,759	$693,165	246,652	$2.81	$162,594	42,656	$3.81
2024	$242,702	$196,588	261,376	$0.75	$46,113	45,984	$1.00
2025	$252,157	$204,248	269,002	$0.76	$47,910	48,801	$0.98
2026	$263,189	$213,183	275,520	$0.77	$50,006	49,697	$1.01
2027	$272,645	$220,843	282,039	$0.78	$51,803	50,593	$1.02
2028	$283,677	$229,779	288,557	$0.80	$53,899	51,489	$1.05
2029	$297,861	$241,267	295,076	$0.82	$56,594	52,384	$1.08
2030	$313,621	$254,033	301,593	$0.84	$59,588	53,280	$1.12
2031	$329,381	$266,798	307,435	$0.87	$62,582	53,983	$1.16
2032	$345,141	$279,564	313,276	$0.89	$65,577	54,686	$1.20
2033	$362,476	$293,606	319,116	$0.92	$68,871	55,390	$1.24
2034	$379,812	$307,648	324,957	$0.95	$72,164	56,093	$1.29
2035	$395,572	$320,413	330,797	$0.97	$75,159	56,796	$1.32
2036	$411,332	$333,179	335,914	$0.99	$78,153	57,499	$1.36
2037	$427,092	$345,944	341,029	$1.01	$81,147	58,203	$1.39
2038	$444,428	$359,986	346,145	$1.04	$84,441	58,906	$1.43
2039	$463,339	$375,305	351,260	$1.07	$88,034	59,609	$1.48
2040	$480,675	$389,347	356,376	$1.09	$91,328	60,312	$1.51
2041	$501,163	$405,942	361,119	$1.12	$95,221	61,015	$1.56
2042	$520,075	$421,261	365,862	$1.15	$98,814	61,719	$1.60
2043	$542,139	$439,132	370,606	$1.18	$103,006	62,422	$1.65
2044	$562,626	$455,727	375,349	$1.21	$106,899	63,125	$1.69
2045	$584,690	$473,599	380,092	$1.25	$111,091	63,828	$1.74
2046	$608,330	$492,747	384,442	$1.28	$115,583	64,532	$1.79
2047	$633,546	$513,172	388,792	$1.32	$120,374	65,235	$1.85
2048	$658,761	$533,597	393,143	$1.36	$125,165	65,938	$1.90
2049	$685,553	$555,298	397,493	$1.40	$130,255	66,641	$1.95
2050	$712,345	$576,999	401,843	$1.44	$135,346	67,344	$2.01
2051	$740,713	$599,977	405,800	$1.48	$140,735	68,048	$2.07
Total	$14,393,465	$11,658,707		$35.21	$2,734,758		$47.97

4.2%	Interest Rate	Credit per Person	$20.19	Credit per Job	$27.25

Future Debt Credit

The analysis includes a credit for future debt payments on future debt related to:

City Hall: $16,386,300

Public Works Facility: $15,000,000

Parking Garage: $15,750,000

A credit is necessary so future development doesn't pay for these improvements through impact fees AND through future debt service payments.

The credit reduces the impact fee based on the net present value of future debt payments.

Year	Principal Due	Residential Share	Population	Payment per Person	Nonresidential Share	Jobs	Payment per Job
2026	$2,694,093	$2,182,215	275,520	$7.92	$511,878	49,697	$10.30
2027	$2,802,476	$2,270,005	282,039	$8.05	$532,470	50,593	$10.52
2028	$794,809	$643,795	288,557	$2.23	$151,014	51,489	$2.93
2029	$825,776	$668,878	295,076	$2.27	$156,897	52,384	$3.00
2030	$861,903	$698,142	301,593	$2.31	$163,762	53,280	$3.07
2031	$892,870	$723,225	307,435	$2.35	$169,645	53,983	$3.14
2032	$928,997	$752,488	313,276	$2.40	$176,510	54,686	$3.23
2033	$975,447	$790,112	319,116	$2.48	$185,335	55,390	$3.35
2034	$1,027,058	$831,917	324,957	$2.56	$195,141	56,093	$3.48
2035	$1,078,669	$873,722	330,797	$2.64	$204,947	56,796	$3.61
2036	$1,130,280	$915,527	335,914	$2.73	$214,753	57,499	$3.73
2037	$1,187,052	$961,512	341,029	$2.82	$225,540	58,203	$3.88
2038	$1,243,824	$1,007,498	346,145	$2.91	$236,327	58,906	$4.01
2039	$1,295,435	$1,049,303	351,260	$2.99	$246,133	59,609	$4.13
2040	$1,347,046	$1,091,108	356,376	$3.06	$255,939	60,312	$4.24
2041	$1,398,657	$1,132,912	361,119	$3.14	$265,745	61,015	$4.36
2042	$1,455,429	$1,178,898	365,862	$3.22	$276,532	61,719	$4.48
2043	$1,517,363	$1,229,064	370,606	$3.32	$288,299	62,422	$4.62
2044	$1,574,135	$1,275,049	375,349	$3.40	$299,086	63,125	$4.74
2045	$1,641,229	$1,329,395	380,092	$3.50	$311,833	63,828	$4.89
2046	$1,703,162	$1,379,561	384,442	$3.59	$323,601	64,532	$5.01
2047	$1,775,417	$1,438,088	388,792	$3.70	$337,329	65,235	$5.17
2048	$1,842,512	$1,492,434	393,143	$3.80	$350,077	65,938	$5.31
2049	$1,914,767	$1,550,961	397,493	$3.90	$363,806	66,641	$5.46
2050	$1,992,183	$1,613,669	401,843	$4.02	$378,515	67,344	$5.62
2051	$2,074,761	$1,680,556	405,800	$4.14	$394,205	68,048	$5.79
2052	$2,157,339	$1,747,444	409,757	$4.26	$409,894	68,751	$5.96
2053	$2,245,077	$1,818,513	413,714	$4.40	$426,565	69,454	$6.14
2054	$2,332,816	$1,889,581	417,671	$4.52	$443,235	70,157	$6.32
2055	$2,425,716	$1,964,830	421,629	$4.66	$460,886	70,861	$6.50
Total	$47,136,300	$38,180,403		$107.27	$8,955,897		$147.00

4.0%	Interest Rate	Credit per Person	$61.87	Credit per Job	$83.98

Current Impact Fee Legislation

Draft

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

Proposed Public Buildings Fees (Residential)

Draft

Residential fees decreased in 2023 Impact Fee Study.

The maximum justifiable fees are less than the statutory limit (50% increase).

Maximum Justifiable Fees = Proposed Fees

Fee Component	Cost per Person	Cost per Job
Administrative Facilities	$178.58	$230.90
Public Works Facilities	$89.82	$125.36
Parking Facilities	$30.26	$42.23
Debt Credit - Existing	($20.19)	($27.25)
Debt Credit - Future	($61.87)	($83.98)
Total	$216.59	$287.26

Residential Fees per Development Unit							
Development Type	Development Unit	Persons per Unit[1]	Maximum Justifiable	Current Fees[2]	Statutory Limit[3]	Proposed Fees	Increase / (Decrease)
Single Family	Housing Unit	2.84	$615	$516	$774	$615	$99
Multi-Family	Housing Unit	2.03	$440	$337	$506	$440	$103
Mobile Residence	Housing Unit	2.46	$533	$417	$626	$533	$116

Percent Increase	
Maximum Justifiable	Proposed Fees
19%	19%
31%	31%
28%	28%

Single-family fees must be phased in over two years (<25%).

Multi-family and mobile residence fees must be phased in over four years (>25% and <50%).

1. See Land Use Assumptions.
2. Current fees as of July 1, 2025.
3. This represents the maximum allowable increase (50 percent) to the current fees without extraordinary circumstances.

Proposed Public Buildings Fees (Nonresidential)

Draft

Fee Component	Cost per Person	Cost per Job
Administrative Facilities	$178.58	$230.90
Public Works Facilities	$89.82	$125.36
Parking Facilities	$30.26	$42.23
Debt Credit - Existing	($20.19)	($27.25)
Debt Credit - Future	($61.87)	($83.98)
Total	$216.59	$287.26

Nonresidential fees increased in 2023 Impact Fee Study.

Statutory Limit = Proposed Fees

Nonresidential Fees per Development Unit								Percent Increase	
Development Type	Development Unit	Jobs per Unit[1]	Maximum Justifiable	Current Fees[2]	Statutory Limit[4]	Proposed Fees	Increase / (Decrease)	Maximum Justifiable	Proposed Fees
Commercial	1,000 Sq Ft	2.12	$609	$160	$174	$174	$14	281%	9%
Research & Dev. Center	1,000 Sq Ft	3.29	$945	$232	$254	$254	$22	307%	9%
Office	1,000 Sq Ft	3.26	$936	$264	$288	$288	$24	255%	9%
Nursing Home	1,000 Sq Ft	2.04	$586	$186	$203	$203	$17	215%	9%
Hospital	1,000 Sq Ft	2.86	$822	$234	$255	$255	$21	251%	9%
Day Care	Student	0.19	$55	$12	$14	$14	$2	358%	17%
University/College	Student	0.18	$52	$15	$17	$17	$2	247%	13%
Secondary School	1,000 Sq Ft	0.63	$181	$51	$56	$56	$5	255%	10%
Elementary School	1,000 Sq Ft	0.93	$267	$77	$84	$84	$7	247%	9%
Lodging	Room	0.13	$37	$33	$35	$35	$2	12%	6%
Assisted Living	Bed	0.61	$175	$54	$59	$59	$5	224%	9%
Mini-Warehouse	1,000 Sq Ft	1.45	$417	$3	$3	$3	$0	13800%	0%
Warehousing	1,000 Sq Ft	0.34	$98	$73	$80	$80	$7	34%	10%
Manufacturing	1,000 Sq Ft	1.89	$543	$142	$155	$155	$13	282%	9%
Light Industrial	1,000 Sq Ft	1.57	$451	$184	$201	$201	$17	145%	9%

Port St. Lucie will continue nonresidential phasing from the 2023 Impact Fee Study.

Port St. Lucie will review nonresidential fees in a future update.

1. See Land Use Assumptions.
2. Current fees as of July 1, 2025.
3. This represents the maximum allowable increase (50 percent) to the current fees without extraordinary circumstances.
4. 2023 Impact Fee Study statutory limit. The Florida Impact Fee Act says "an impact fee may not be increased more than once every 4 years."

TischlerBise FISCAL | ECONOMIC | PLANNING

Single-Family Fee Comparison

Draft

Single-Family Detached	Fire / EMS	Law Enforcement	Library	Mobility / Road	Parks	Public Buildings	School	Other	Total
Osceola County, FL	$780	$0	$0	$21,710	$2,305	$0	$12,923	$0	$37,718
Manatee County, FL	$345	$986	$419	$19,768	$4,404	$0	$7,658	$295	$33,875
St Cloud, FL	$902	$1,029	$0	$14,501	$2,865	$0	$12,923	$0	$32,220
Orange County, FL	$446	$644	$0	$11,208	$2,338	$0	$9,513	$0	$24,149
Orlando, FL	$0	$0	$0	$7,069	$2,225	$0	$9,513	$2,538	$21,345
Hillsborough County, FL	$335	$0	$0	$9,183	$2,145	$0	$8,227	$0	$19,890
Kissimmee, FL	$529	$489	$0	$3,567	$2,067	$0	$12,923	$0	$19,575
Port St. Lucie, FL (proposed)	**$650**	**$685**	**$366**	**$4,900**	**$4,703**	**$1,117**	**$6,786**	**$0**	**$19,207**
Port St. Lucie, FL (current)	**$650**	**$691**	**$366**	**$4,900**	**$4,703**	**$1,018**	**$6,786**	**$0**	**$19,114**
St. Lucie County, FL	$650	$338	$366	$6,858	$2,347	$502	$6,786	$0	$17,847
Fort Myers, FL	$405	$0	$0	$5,405	$1,155	$0	$2,965	$6,867	$16,798
Lake County, FL	$476	$0	$239	$2,952	$249	$0	$10,474	$100	$14,490
Martin County, FL	$654	$852	$520	$3,167	$1,844	$547	$5,567	$114	$13,265
Lee County, FL	$821	$0	$0	$5,498	$844	$0	$3,016	$0	$10,179
Indian River County, FL	$278	$196	$0	$6,632	$819	$415	$1,310	$193	$9,843
Vero Beach, FL	$278	$0	$0	$6,632	$0	$415	$1,310	$259	$8,894
Stuart, FL	$521	$521	$0	$732	$166	$0	$5,567	$0	$7,507

Single-Family Detached	Fire / EMS	Law Enforcement	Library	Mobility / Road	Parks	Public Buildings	School	Other	Total
Port St. Lucie, FL (proposed)	**$0**	**$347**	**$0**	**$2,840**	**$2,356**	**$615**	**$0**	**$0**	**$6,158**
Port St. Lucie, FL (current)	**$0**	**$353**	**$0**	**$2,840**	**$2,356**	**$516**	**$0**	**$0**	**$6,065**
St. Lucie County, FL (Unincorporated)	$650	$338	$366	$6,858	$2,347	$502	$6,786	$0	$17,847
St. Lucie County, FL (Port St. Lucie)	$650	$338	$366	$2,060	$2,347	$502	$6,786	$0	$13,049

TischlerBise
FISCAL | ECONOMIC | PLANNING

Single-Family Fee Comparison

Draft

Current Fees 2025	
Port St. Lucie	
Law Enforcement	$353
Mobility[1]	$2,840
Parks	$2,356
Public Buildings	$516
Subtotal, City	$6,065
St. Lucie County	
Fire/EMS	$650
Law Enforcement	$338
Library	$366
Mobility/Road	$2,060
Parks	$2,347
Public Buildings	$502
School	$6,786
Subtotal, County	$13,049
Total	**$19,114**

Proposed Fees 2025	
Port St. Lucie	
Law Enforcement	$353
Mobility[1]	$2,840
Parks	$2,356
Public Buildings	$566
Subtotal, City	$6,115
St. Lucie County	
Fire/EMS	$650
Law Enforcement	$338
Library	$366
Mobility/Road	$2,060
Parks	$2,347
Public Buildings	$502
School	$6,786
Subtotal, County	$13,049
Total	**$19,164**

Proposed Fees 2026	
Port St. Lucie	
Law Enforcement	$347
Mobility[1]	$2,840
Parks	$2,356
Public Buildings	$615
Subtotal, City	$6,158
St. Lucie County	
Fire/EMS	$650
Law Enforcement	$338
Library	$366
Mobility/Road	$2,060
Parks	$2,347
Public Buildings	$502
School	$6,786
Subtotal, County	$13,049
Total	**$19,207**

The proposed fees represent an increase of $93 when fully phased in (2026).

1. Assumes 2,000 square feet in northwest mobility fee assessment area. Single-family mobility fees by mobility fee assessment area: east is $1.60 per square foot, southwest is $1.13 per square foot, northwest is $1.42 per square foot.

Questions or Comments?

TischlerBise
FISCAL | ECONOMIC | PLANNING

Agenda Summary
2025-724

Agenda Date: 8/4/2025 **Agenda Item No.:** 6.a

Placement: New Business

Action Requested: Discussion

Discussion of the 2025 Mobility Plan and Fee Schedule Update

Submitted By: Mary Savage-Dunham, Planning and Zoning

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

Executive Summary (General Business): This is a discussion on a proposed update to the City's Mobility Plan and Mobility Fee Schedule. House Bill 479, adopted in 2024, enables local governments to adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share and transportation mitigation fees. The discussion today will focus on options to calculate the mobility fee (Lanes 1 & 2 in or out), benefit districts, the project list, and draft fee schedule.

Presentation Information: Mr. Paul will provide a presentation.

Staff Recommendation: Request that the Council discuss the mobility plan and mobility fee schedule information and provide comments and direction to the team on how the fee should be calculated moving forward, the proposed benefit districts, and the project list.

Background: This update to the mobility plan and mobility fee schedule is being undertaken as a result of the adoption of HB 479. The existing mobility plan focused on multimodal facilities as well as necessary improvements or expansions to the network to advance that vision primarily. This mobility plan has a greater focus on improving connectivity and providing more of a grid network to enable traffic to avoid congestion by following alternate routes. This update complies data of current traffic volumes and projects needs for the plan period. It also proposes an updated fee schedule as the city and county continue to experience exponential growth and the need for roadway infrastructure continues to increase.

Issues/Analysis: The City Mobility Fee would be the only fee for mobility/roadway infrastructure collected in the City, and a portion of the collected fee would be remitted to the County to address their infrastructure needs. How the collected fees are divided are governed by a Interlocal Agreement (ILA). The current Interlocal Agreement expires in 2027, but the City and County could agree to revise it before expiration. The ILA is not part of the discussion at this stage of the process.

Financial Information: n/a

Special Consideration: With the adoption of HB 1080, effective January 1, 2026, a unanimous vote will be

needed to approve Extraordinary Circumstances for impact fee revisions.

Location of Project: N/A

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

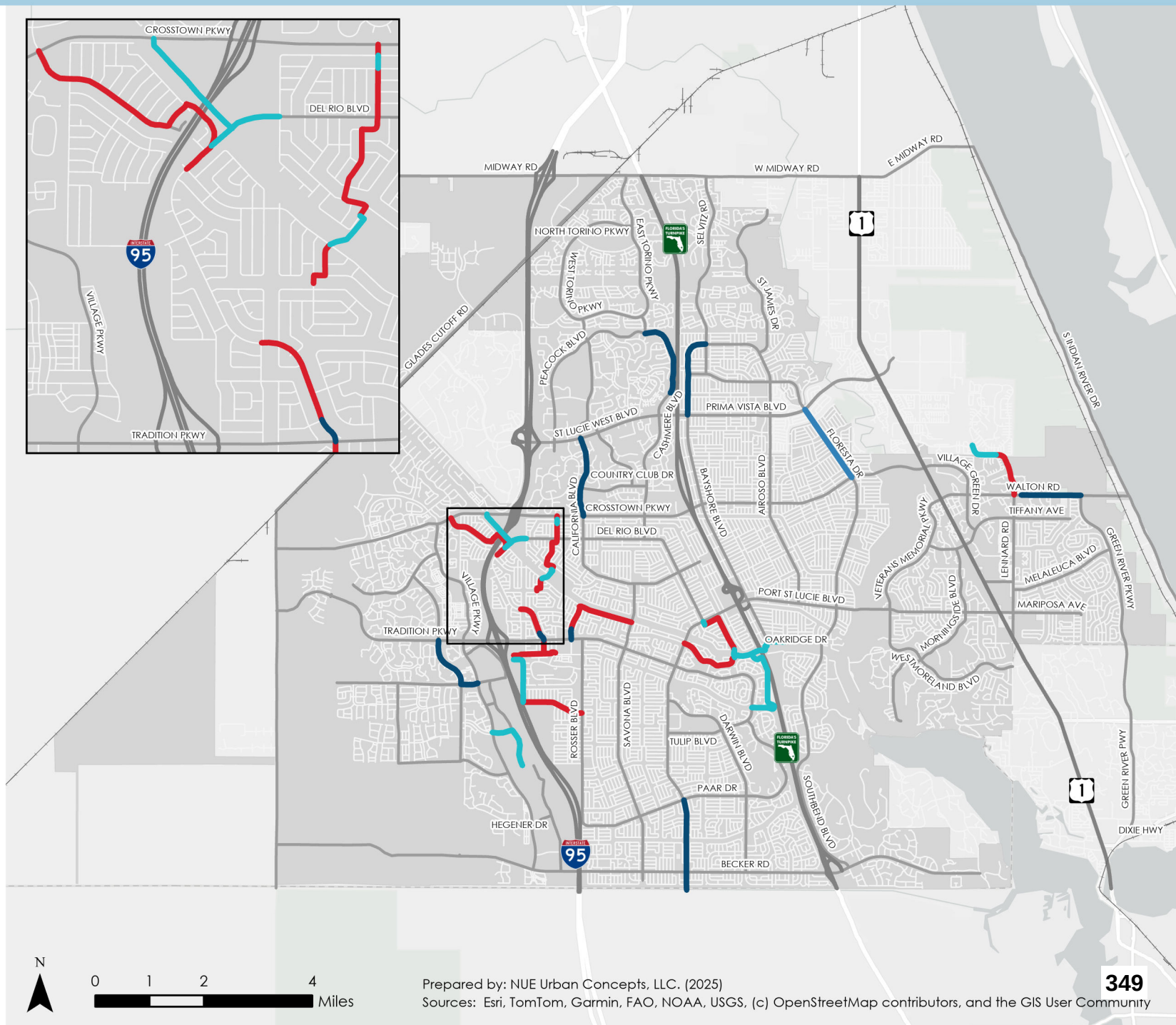
NOTE: All of the listed items in the "Attachment" section above are in the custody of the City Clerk. Any item(s) not provided in City Council packets are available upon request from the City Clerk.

Internal Reference Number: P#25-133 intake 25209-01

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

Corridors Plan (2025 to 2030)

City of Port St. Lucie Mobility Plan



- Complete Street
- New 2 Lane
- Widen 2 Lane Divided
- Widen 4 Lane Divided

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

N

0 1 2 4 Miles

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

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

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

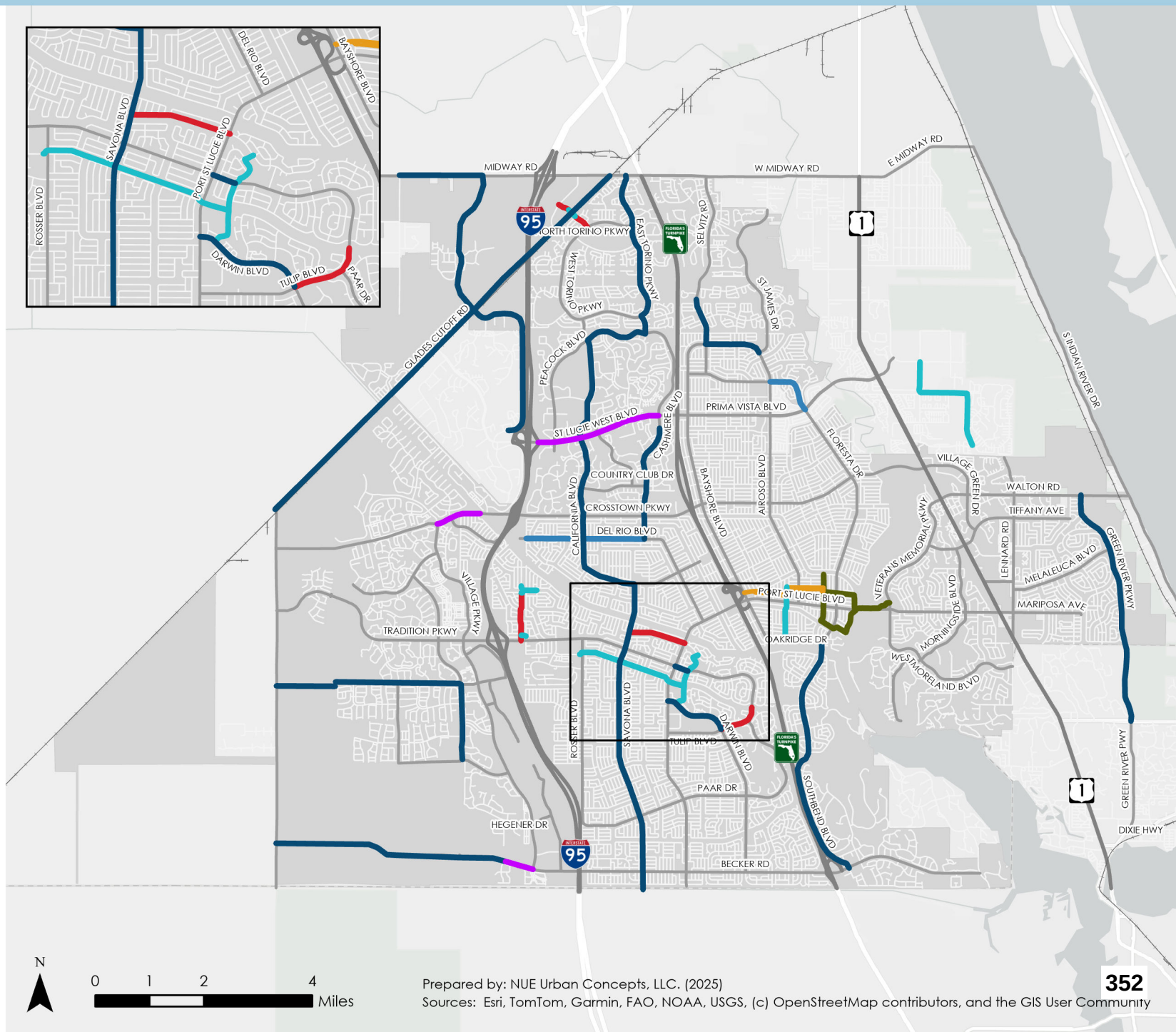
Draft City of Port St Lucie Corridors Plan (Short Term: 2025 to 2030)								
Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	Anthony Scansone Extension	Village Pkwy	Marshall Pkwy	New Two (2) Lane Road	1.05	2025 to 2030	$15,750,000	
	Bayshore Blvd	Prima Vista Blvd	Selvitz Rd	Widen from Two (2) to Four (4) Lane (Complex)	1.55	2025 to 2030	$54,250,000	Under Design
	California Blvd	St Lucie West Blvd	Crosstown Pkwy	Widen from Two (2) to Four (4) Lane	1.50	2025 to 2030	$37,500,000	Under Design
	Cashmere Blvd	Peacock Blvd	North of Renaissance Charter School	Widen from Two (2) to Four (4) Lane	1.47	2025 to 2030	$36,750,000	Consider moving to mid term (2030 to 2040)
Community & Discovery Corridor	Community Blvd	Tradition Pkwy	Discovery Way	Widen from Two (2) to Four (4) Lane	0.95	2025 to 2030	$23,750,000	
	Discovery Way	Community Blvd	Village Pkwy	Widen from Two (2) to Four (4) Lane	0.30	2025 to 2030	$7,500,000	
Congo Street Corridor	Congo St	SW Crosstown Pkwy	SW Janette Ave	Complete Street Upgrade	0.07	2025 to 2030	$350,000	
	Congo St	SW Janette Ave	SW Bellevue Ave	New two (2) Lane Road (Complex)	0.07	2025 to 2030	$1,750,000	
	Congo St	SW Bellevue Ave	SW Swift Ave	Complete Street Upgrade	0.30	2025 to 2030	$1,500,000	
	SW Swift Ave	Congo St	SW Erie St	Complete Street Upgrade	0.07	2025 to 2030	$350,000	
	SW Erie St	SW Swift Ave	SW Leafy Rd	Complete Street Upgrade	0.40	2025 to 2030	$2,000,000	
	SW Leafy Rd	SW Erie St	Villanova Rd	Complete Street Upgrade	0.15	2025 to 2030	$750,000	
	Villanova Rd	SW Erie St	Oak Hammock Park	Complete Street Upgrade	0.06	2025 to 2030	$300,000	
	C24 Canal Congo Overpass	Oak Hammock Park	SW Import Dr	New two (2) Lane Road (Canal)	0.25	2025 to 2030	$8,125,000	
	SW Drexel St	SW Import Dr	SW Aaron Ln	Complete Street Upgrade	0.30	2025 to 2030	$1,500,000	
	SW Aaron Ln	SW Drexel St	SW Tampico St	Complete Street Upgrade	0.16	2025 to 2030	$800,000	
	SW Tampico St	SW Aaron Ln	Tampico St Connector (New Road - Phase 2)	Complete Street Upgrade	0.04	2025 to 2030	$200,000	
Del Rio Blvd West Extension	Del Rio Extension	SW MacKenzie St	Savage Blvd Corridor	New two (2) Lane Road (Canal)	0.45	2025 to 2030	$14,625,000	
	Savage Blvd Corridor	SW Cadima St	SW Import Dr	Complete Street Upgrade	0.59	2025 to 2030	$2,950,000	
	Fairgreen Corridor	SW Crosstown Pkwy	Savage Blvd Corridor	Complete Street Upgrade	0.81	2025 to 2030	$4,050,000	
	Community Center Extension	SW Crosstown Pkwy	Del Rio Blvd West Extension	New Two (2) Lane Road	0.65	2025 to 2030	$9,750,000	
Dreyfuss Corridor	Dreyfuss Extension (New Road)	SW Brescia St	SW Dreyfuss Blvd	New Two (2) Lane Road	0.95	2025 to 2030	$14,250,000	
	SW Dreyfuss Blvd	Dreyfuss Extension	Rosser Blvd	Complete Street Upgrade	1.13	2025 to 2030	$5,650,000	

Draft City of Port St Lucie Corridors Plan (Short Term: 2025 to 2030)								
Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	Floresta Dr (Phase 3)	E Prima Vista Blvd	Crosstown Pkwy	Widen Two (2) Lane Divided	1.50	2025 to 2030	$26,250,000	Funded
	Port St. Lucie Blvd	Paar Dr	Martin County	Widen from Two (2) to Four (4) Lane (Complex)	1.65	2025 to 2030	$57,750,000	Funded
Port St. Lucie & Turnpike Bypass (Phase 1)	Del Rio Blvd Extension (New Road)	Port St Lucie Blvd	SW Badger Ter	New Two (2) Lane Road (Complex)	0.07	2025 to 2030	$1,750,000	
	Chestnut Lane (Upgrade Road)	Del Rio Blvd Extension (New Road)	SW Aster Rd	Complete Street Upgrade	0.95	2025 to 2030	$4,750,000	
	C24 Canal Chestnut Overpass (New Road)	SW Aster Rd	SW Dauphin Ave	New Two (2) Lane Road (Canal)	0.15	2025 to 2030	$4,875,000	
	Dalton Circle (Upgrade Road)	SW Dauphin Ave	Port St Lucie Blvd	Complete Street Upgrade	1.20	2025 to 2030	$6,000,000	
	Oakridge to C24 Canal (New Turnpike Underpass)	SW Oakridge Dr	SW Cooper Ln	New Two (2) Lane Road (Canal)	0.50	2025 to 2030	$16,250,000	
	C24 Canal to Tulip Blvd Bypass (New Road)	SW Cooper Ln	Tulip Blvd Bypass	New Two (2) Lane Road (Canal)	0.35	2025 to 2030	$11,375,000	
	Tulip Blvd Bypass (New Road)	C24 Canal	Tulip Blvd	New Two (2) Lane Road (Complex)	2.02	2025 to 2030	$50,500,000	Consider moving to mid term (2030 to 2040)
SE Lennard Corridor (Phase 1)	SE Lennard Upgrade	SE Walton Rd	Veterans Way	Complete Street Upgrade	0.88	2025 to 2030	$4,400,000	Possible widen to four (4) Lanes in log term (2040 to 2050)
	SE Lennard Rd Extension Phase 1	Veterans Way	Savanna Club Blvd	New Two (2) Lane Road	0.54	2025 to 2030	$8,100,000	
SW Import Dr Corridor	SW Abingdon Ave	Savona Blvd	SW Import Dr	Complete Street Upgrade	1.00	2025 to 2030	$5,000,000	
	SW Import Dr	SW Abingdon Ave	SW Oakwood Rd	Complete Street Upgrade	0.45	2025 to 2030	$2,250,000	
	SW Import Dr Widening	SW Oakwood Rd	Gatlin Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.18	2025 to 2030	$6,300,000	
SW Savage Blvd Corridor	SW Savage Blvd	SW Brescia St	SW Medlock Ave	Complete Street Upgrade	0.63	2025 to 2030	$3,150,000	
	SW Savage Blvd Widening	SW Medlock Ave	Gatlin Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.15	2025 to 2030	$5,250,000	
	SW Fondura Rd Upgrade	Gatlin Blvd	SW Hayworth Ave	Complete Street Upgrade	0.25	2025 to 2030	$1,250,000	
	SW Hayworth Ave Upgrade	SW Brescia St	SW Brigantine Pl	Complete Street Upgrade	0.80	2025 to 2030	$4,000,000	
	Walton Road (County Road)	Lennard Rd	Green River Pkwy	Widen from Two (2) to Four (4) Lane	1.10	2025 to 2030	$27,500,000	

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

Corridors Plan (2030 to 2040)

City of Port St. Lucie Mobility Plan



- Upgrade Street
- Corridor Study
- One-Way Pair
- New 2 Lane
- Widen 2 Lane Divided
- Widen 4 Lane Divided
- Widen 6 Lane Divided

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

N

0 1 2 4 Miles

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

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

NUE URBAN CONCEPTS

LAND USE · MOBILITY · PARKING · FEES

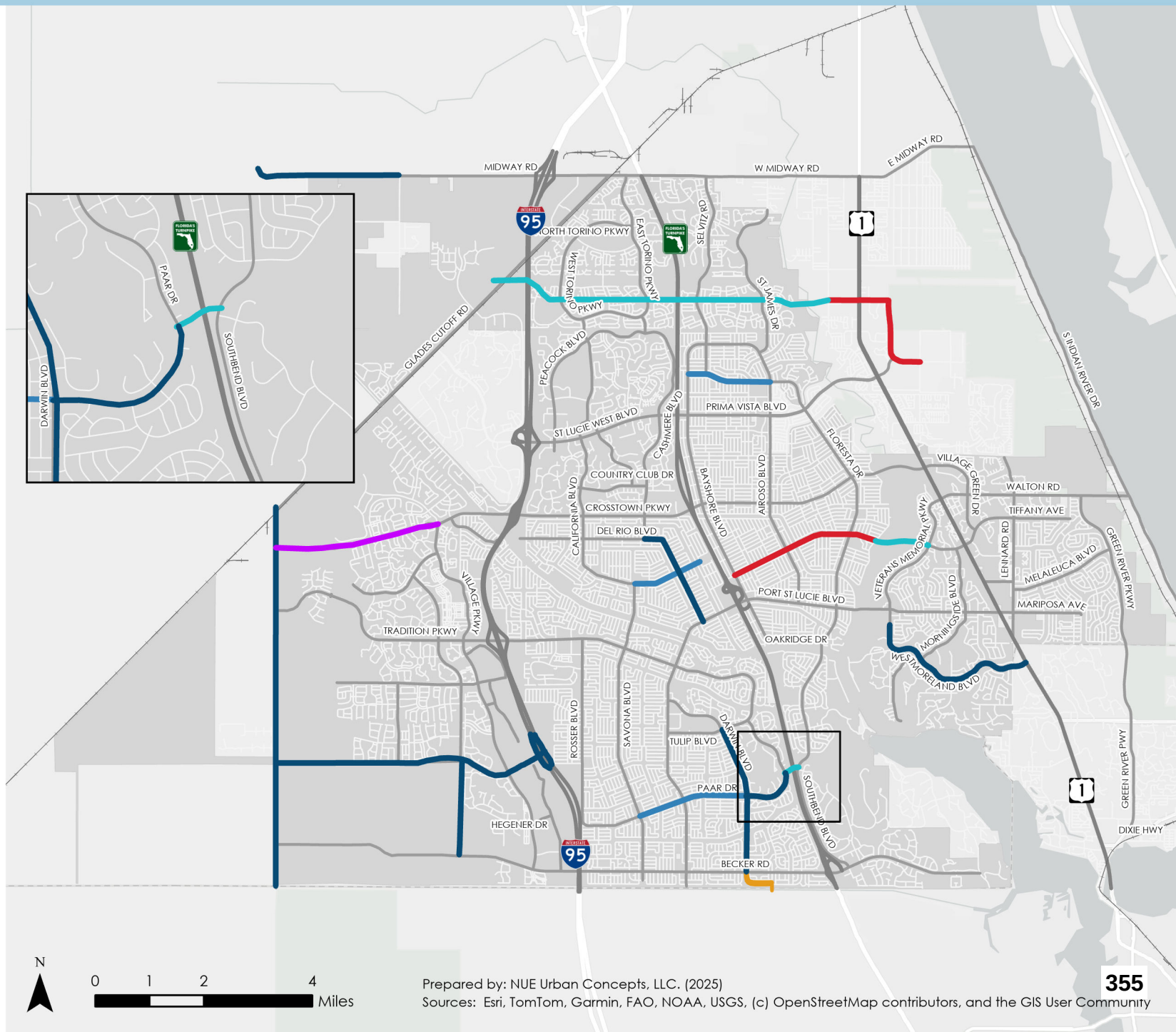
Draft City of Port St Lucie Corridors Plan (Mid Term: 2030 to 2040)								
Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	Bayshore Rd	Selvitz Rd	St James Dr	Widen from Two (2) to Four (4) Lane	1.04	2030 to 2040	$36,400,000	
Becker Rd Corridor	Becker Rd	Range Line Rd	SW Belterra Pl	Widen from Two (2) to Four (4) Lane	4.33	2030 to 2040	$43,299,999	
	Becker Rd	SW Belterra Pl	Village Pkwy	Widen from Four (4) to Six (6) Lane	0.50	2030 to 2040	$11,250,000	
Brescia Street Corridor	Tampico St Connector	SW Jay Ave / SW Almansa Ave	SW Tampico St	New Two (2) Lane Road	0.39	2030 to 2040	$12,675,000	Part of Congo Street Corridor (Short Term Plan)
	Brescia St	SW Almansa Ave	SW Gatlin Blvd	Complete Street Upgrade	0.88	2030 to 2040	$4,400,000	
	Medlock Ave Extension	SW Brescia St	SW Edgarce St	New Two (2) Lane Road	0.09	2030 to 2040	$2,250,000	
Cashmere Blvd (Phase 2)	Cashmere Blvd	1,000' South of St Lucie West Blvd	Crosstown Pkwy	Widen from Two (2) to Four (4) Lane	1.75	2030 to 2040	$17,500,000	Cashmere Blvd north of St. Lucie West (Short Term Plan)
	Cashmere Blvd	Crosstown Pkwy	Del Rio Blvd	Widen from Two (2) to Four (4) Lane	0.45	2030 to 2040	$15,750,000	
	Commerce Centre Dr	Glades Cut-Off Rd	World Cup Wy	Widen from Two (2) to Four (4) Lane	3.25	2030 to 2040	$32,500,000	
	Community Center Pkwy	Discovery Way	Marshall Pkwy	Widen from Two (2) to Four (4) Lane	1.35	2030 to 2040	$13,500,000	
	Crosstown Pkwy	SW Village Pkwy	Village Pkwy	Widen from Four (4) to Six (6) Lane	0.83	2030 to 2040	$18,675,000	
	Dalton Ave	Savona Blvd	Port St Lucie Blvd	Complete Street Upgrade	1.04	2030 to 2040	$5,200,000	Consider moving to short term Port St Lucie & Turnpike Bypass Corridor
	Darwin Blvd	Port St Lucie Blvd	Tulip Blvd	Widen from Two (2) to Four (4) Lane	1.20	2030 to 2040	$42,000,000	
Delcris Dr	Delcris Dr	LTC Pkwy	0.2 miles east of LTC Pkwy	Complete Street Upgrade	0.20	2030 to 2040	$1,000,000	
	Delcris Dr (Overpass)	0.2 miles East of LTC Pkwy	0.08 miles West of NW West Lundy Cir	New Two (2) Lane Road	0.17	2030 to 2040	$25,000,000	Railroad crossing, alternative route prior to North Torino construction. Potential study.
	Delcris Dr	0.08 miles West of NW West Lundy Cir	North Torino Pkwy	Complete Street Upgrade	0.31	2030 to 2040	$1,550,000	
	Del Rio Blvd	SW MacKenzie St	Cashmere Blvd	Widen to Two (2) Lane Divided	2.17	2030 to 2040	$37,975,002	Part of Savage Corridor. (Short Term Plan) Consider widen to four (4) lanes.
Discovery Way Corridor	Discovery Wy	Range Line Rd	SW Oceanus Blvd	Widen from Two (2) to Four (4) Lane	1.10	2030 to 2040	$11,000,000	
	Discovery Wy	SW Oceanus Blvd	SW Community Blvd	Widen from Two (2) to Four (4) Lane	2.30	2030 to 2040	$23,000,000	
	Floresta Dr (Phase 4)	NE Airoso Blvd	E Prima Vista Blvd	Widen from Two (2) to Four (4) Lane	0.96	2030 to 2040	$33,600,000	Unfunded Future Phase of Floresta
Gatlin Bypass	Gatlin Bypass	Rosser Blvd	Port St. Lucie Gatlin Bypass	New Two (2) Lane Road	2.10	2030 to 2040	$68,249,997	
	Port St. Lucie Gatlin Bypass	SW Dalton Cir	Darwin Blvd	New Two (2) Lane Road	1.15	2030 to 2040	$28,750,000	
	Glades Cut Off Rd (County Road)	Range Line Rd	Commerce Centre Dr	Widen from Two (2) to Four (4) Lane	4.60	2030 to 2040	$69,000,000	
	Green River Pkwy	Walton Rd	NW Jensen Beach Blvd	Widen from Two (2) to Four (4) Lane	4.45	2030 to 2040	$44,499,998	

Draft City of Port St Lucie Corridors Plan (Mid Term: 2030 to 2040)								
Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	Lennard Dr Extension (County Road)	Tilton Rd	Savanna Club Blvd	New Two (2) Lane Road	2.41	2030 to 2040	$36,150,000	(Phase 2 of US 1 Parallel Route)
	Midway Rd (County Road)	Mc Carty Rd	Wylder Pkwy	Widen from Two (2) to Four (4) Lane	1.54	2030 to 2040	$23,100,000	
N-S Central Corridor	Torino Pkwy	Midway Rd	Cashmere Blvd	Widen from Two (2) to Four (4) Lane	2.43	2030 to 2040	$24,300,000	
	Cashmere Blvd	Torino Pkwy	Peacock Blvd	Widen from Two (2) to Four (4) Lane	0.30	2030 to 2040	$10,500,000	
	Peacock Blvd	Cashmere Blvd	California Blvd	Widen from Two (2) to Four (4) Lane	1.03	2030 to 2040	$10,300,000	
	California Blvd	Peacock Blvd	St Lucie West Blvd	Widen from Two (2) to Four (4) Lane	1.70	2030 to 2040	$17,000,000	
	California Blvd (Phase 1)	St Lucie West Blvd	Crosstown Pkwy	Widen from Two (2) to Four (4) Lane	1.30	2025 to 2030	$13,000,000	Cost included in Short Term Plan (Phase 1 of N-S Central Corridor)
	California Blvd	Crosstown Pkwy	Del Rio Blvd	Widen from Two (2) to Four (4) Lane	0.38	2025 to 2030	$13,300,000	
	California Blvd	Del Rio Blvd	Savona Blvd	Widen from Two (2) to Four (4) Lane	1.33	2025 to 2030	$46,550,000	
	Savona Blvd	California Blvd	Gatlin Blvd	Widen from Two (2) to Four (4) Lane	1.08	2025 to 2030	$37,800,000	
	Savona Blvd	Gatlin Blvd	Martin County	Widen from Two (2) to Four (4) Lane	4.00	2025 to 2030	$140,000,000	
Port St. Lucie East Bypass	Crescent Ave	Bayshore Blvd	SW Best St	One-Way Pair	1.60	2030 to 2040	$32,000,000	May be part of larger study to provide parallel route to PSL Blvd from St. Lucie River to Turnpike. Potentially convert one-way pair to PSL corridor study.
	Port St. Lucie - St Lucie River Bypass	Veterans Memorial Pkwy	St Lucie River	Corridor Study	3.05	2030 to 2040	$1,525,000	
	Essex to Whitmore Connector	SE Whitmore Dr	SE Essex Dr	Corridor Study	0.85	2030 to 2040	$425,000	
	Thanksgiving Ave	SW Best St	SW Aneci St	One-Way Pair	1.40	2030 to 2040	$28,000,000	
	Thanksgiving to Port St. Lucie Connector	Thanksgiving Ave	Port St Lucie Blvd	New Two (2) Lane Road	0.25	2030 to 2040	$8,125,000	
	Port St Lucie to Oakridge Connector	Port St Lucie Blvd	SW Glenwood Dr	New Two (2) Lane Road	0.17	2030 to 2040	$5,525,000	Part of Port St. Lucie & Turnpike Bypass under Short Term Plan
	Port St Lucie to Oakridge Connector	SW Glenwood Dr	Oakridge Dr	New Two (2) Lane Road	0.52	2030 to 2040	$16,900,000	
	Selvitz Rd	PSL North Bypass	Bayshore Blvd	Widen from Two (2) to Four (4) Lane	0.86	2030 to 2040	$27,950,000	
	Southbend Blvd	SE Oakridge Dr	Becker Rd	Widen from Two (2) to Four (4) Lane	4.80	2030 to 2040	$72,000,003	
	St Lucie West Blvd	I-95	Cashmere Blvd	Widen from Four (4) to Six (6) Lane	2.32	2030 to 2040	$52,199,998	
Tulip Blvd	Tulip Blvd	Port St Lucie Blvd	Port St. Lucie Gatlin Bypass	Widen from Two (2) to Four (4) Lane	0.25	2030 to 2040	$8,750,000	
	Tulip Blvd	Darwin Blvd	Tulip Bypass	Complete Street Upgrade	0.75	2030 to 2040	$3,750,000	
	Wylder Pkwy	Midway Rd	Glades Cut-Off Rd	Widen from Two (2) to Four (4) Lane	2.79	2030 to 2040	$27,900,000	

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

Corridors Plan (2040 to 2050)

City of Port St. Lucie Mobility Plan



- Upgrade Street
- One-Way Pair
- New 2 Lane
- Widen 2 Lane Divided
- Widen 4 Lane Divided
- Widen 6 Lane Divided

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

N

0 1 2 4 Miles

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

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

NUE URBAN CONCEPTS

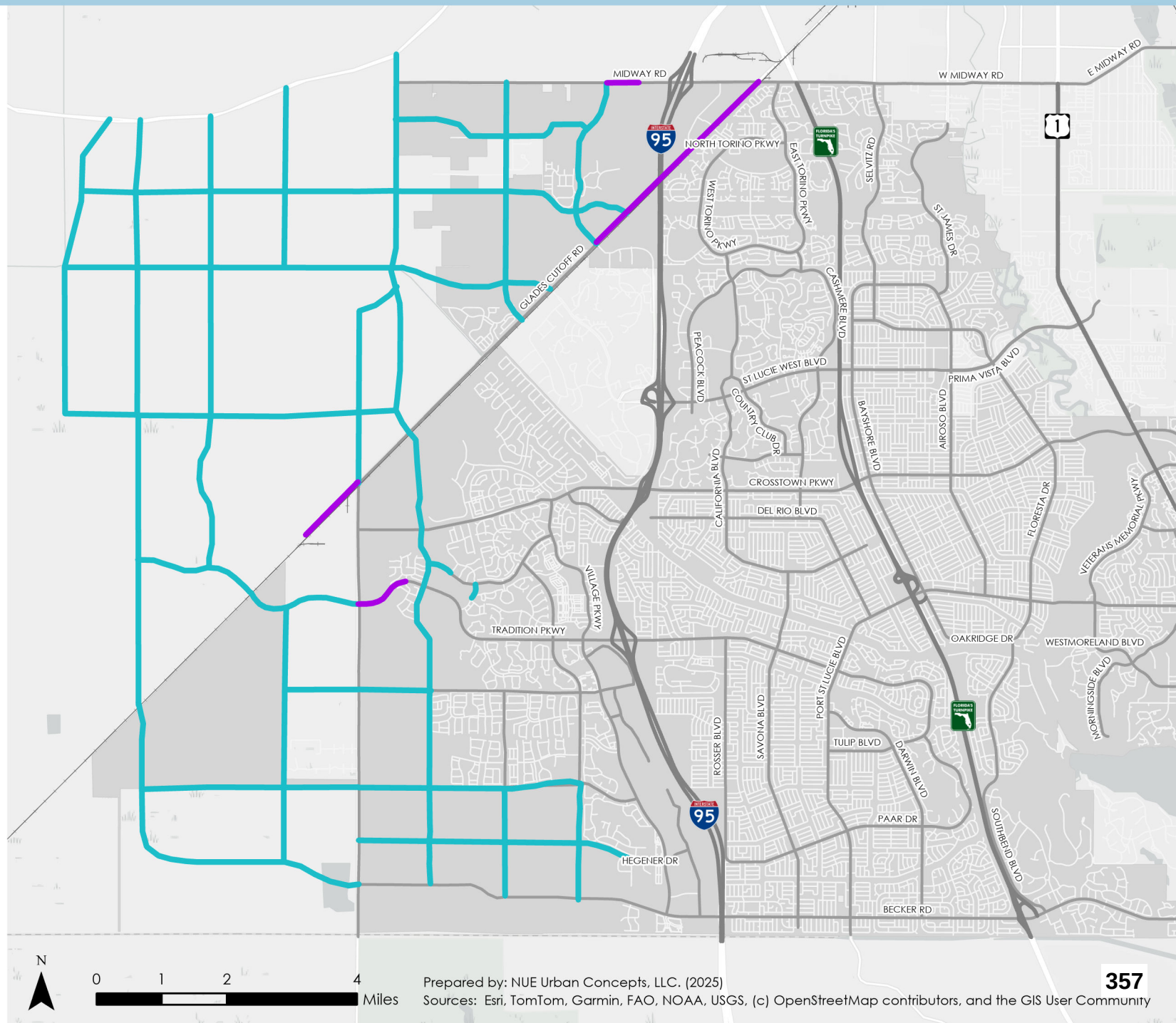
LAND USE • MOBILITY • PARKING • FEES

Draft City of Port St Lucie Corridors Plan (Long Term: 2040 to 2050)								
Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost	Status
	California Blvd	Savona Blvd	Cameo Blvd	Widen to Two (2) Lane Divided	1.29	2040 to 2050	$22,575,000	
	Community Center Pkwy	Marshall Pkwy	Becker Rd	Widen from Two (2) to Four (4) Lane	1.72	2040 to 2050	$17,200,000	
	Crosstown Pkwy	Range Line Rd	Village Pkwy	Widen from Four (4) to Six (6) Lane	3.05	2040 to 2050	$68,625,000	
Darwin Blvd Corridor	Darwin Blvd	Tulip Blvd	Becker Rd	Widen from Two (2) to Four (4) Lane	2.70	2040 to 2050	$40,500,000	
	Kestor Dr	Becker Rd	Martin County Line	One-Way Pair	1.50	2040 to 2050	$30,000,000	
	Del Rio Blvd	Cashmere Blvd	Port St Lucie Blvd	Widen from Two (2) to Four (4) Lane	2.01	2040 to 2050	$50,250,000	
	Floresta Dr (Phase 5)	Bayshore Blvd	Airoso Blvd	Widen to Two (2) Lane Divided	1.55	2040 to 2050	$27,125,000	Unfunded Future Phase of Floresta
Lennard Corridor	Kitterman Rd (County Road)	Oleander Ave	US Hwy 1	Complete Street Upgrade	0.56	2040 to 2050	$2,800,000	Phase 3 Lennard Road (Parallel Route US 1)
	Kitterman Rd (County Road)	US Hwy 1	Savanna Ridge Elementary School	Complete Street Upgrade	0.88	2040 to 2050	$4,400,000	Phase 3 Lennard Road (Parallel Route US 1)
	Lennard Dr (County Road)	Savanna Ridge Elementary School	Silver Oak Dr	Complete Street Upgrade	1.25	2040 to 2050	$6,250,000	Phase 3 Lennard Road (Parallel Route US 1)
Marshal Parkway Corridor	Marshall Pkwy	Range Line Rd	Village Pkwy	Widen from Two (2) to Four (4) Lane	4.35	2040 to 2050	$43,499,999	
	Marshall Pkwy	Village Pkwy	I-95	Widen from Two (2) to Four (4) Lane	0.75	2040 to 2050	$18,750,000	
	Marshall Pkwy I-95 Interchange	I-95	I-95	Widen from Two (2) to Four (4) Lane	0.75	2040 to 2050	$150,000,000	Potential State & Federal Fudning
	Midway Rd (County Road)	Okeechobee Rd (SR 70)	McCarty Rd	Widen from Two (2) to Four (4) Lane	2.45	2040 to 2050	$36,750,000	Parallel Alternative: four (4) lane East-West 5 (aka PSL North Bypass)
	PSL North Bypass (New Road)	Glades Cut-Off Rd	US Hwy 1	New Two (2) Lane Road	6.38	2040 to 2050	$270,700,002	New limited access route: Includes two (2) limited access overpass & railroad overpass
Paar Dr	Paar Dr	Savona Blvd	Darwin Blvd	Widen to Two (2) Lane Divided	2.04	2040 to 2050	$35,700,000	
	Paar Dr	Darwin Blvd	Paar to Southbend Connector (Overpass)	Widen from Two (2) to Four (4) Lane	1.00	2040 to 2050	$25,000,000	
	Paar to Southbend Connector (Overpass)	Paar Dr	Southbend Blvd	New Two (2) Lane Road	0.25	2040 to 2050	$50,000,000	
	Range Line Rd (County Road)	Glades Cut-Off Rd	Martin County Line	Widen from Two (2) to Four (4) Lane	7.00	2040 to 2050	$105,000,000	Parallel Alternative: four (4) lane North-South A
PSL Crosstown Bypass	Lyngate Dr Extension (St Lucie River Bridge)	Veterans Memorial Pkwy	Crowberry Dr	New Two (2) Lane Road	1.00	2040 to 2050	$65,000,000	Parallel to PSL Blvd (State Road): Potential State & Federal Funding
	Thornhill Dr	Crowberry Dr	Floresta Dr	Complete Street Upgrade	0.50	2040 to 2050	$2,500,000	
	Thornhill Dr	Floresta Dr	Bayshore Blvd	Complete Street Upgrade	2.30	2040 to 2050	$11,500,000	
	Westmoreland Blvd	SE Mendavia Ave	US Hwy 1	Widen from Two (2) to Four (4) Lane	3.30	2040 to 2050	$49,500,000	Parallel to PSL Blvd (State Road): Potential State & Federal Funding

Produced by NUE Urban Concpets, LLC (Draft July 2025)

Developer Roads

City of Port St. Lucie Mobility Plan



New 2 Lane

4 Lane Divided

Minor Roads

Major Roads

Limited Access Roads

Railways

City Boundary

N

0 1 2 4 Miles

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

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

NUE URBAN CONCEPTS

LAND USE · MOBILITY · PARKING · FEES

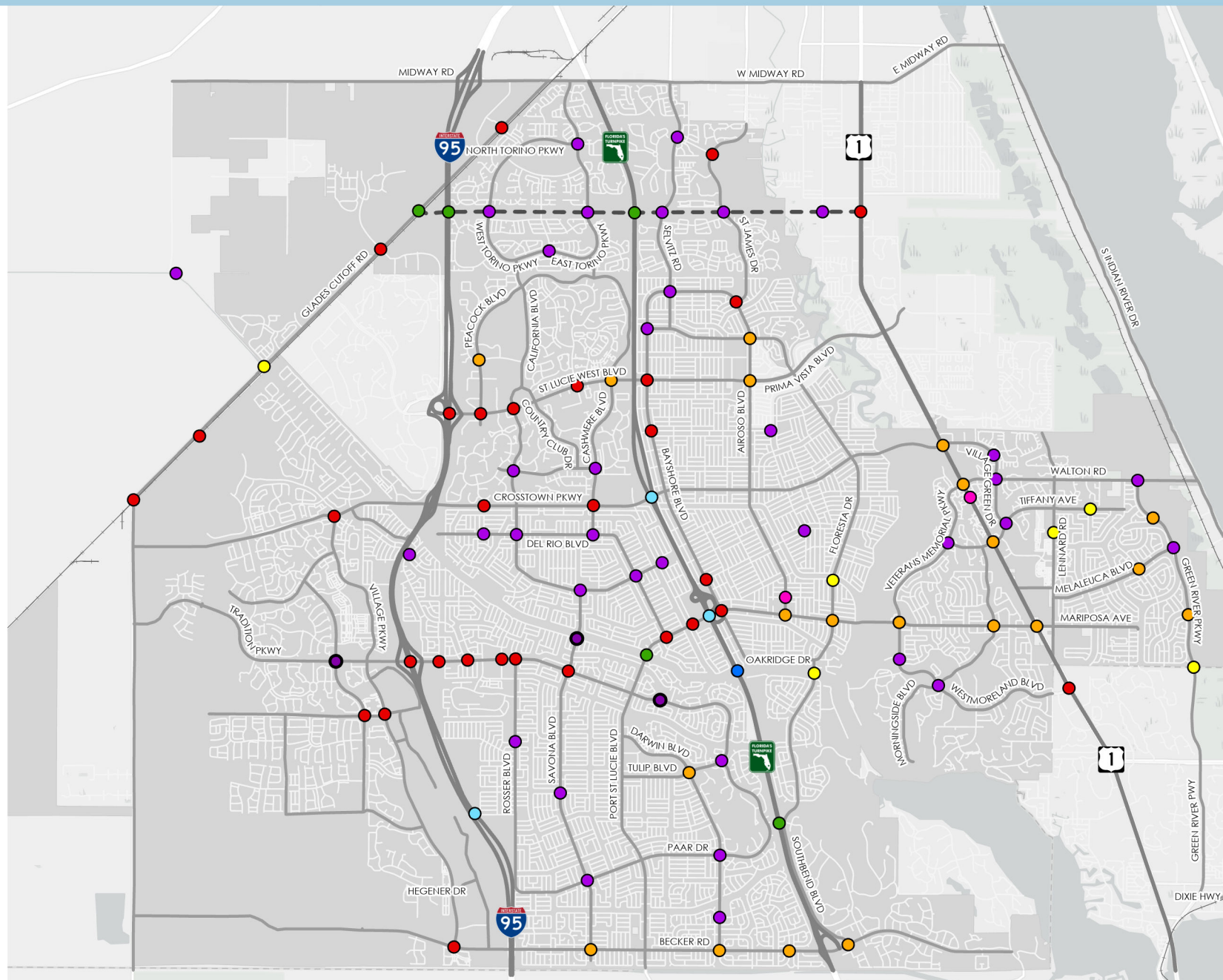
Draft City of Port St Lucie Corridors Plan (Development Access Roads)									
Corridor	Name	From	To	Type	Length (miles)	Time Frame	Developer Funded (Reccomended Option)	Planning Level Cost (Potentially Creditable)	Status
	Becker Rd Extension	Glades Cut Off Rd	Range Line Rd	New Two (2) Lane Road	5.00	Developer Driven	Potential Development Access Connection	$50,000,000	Could be partial City Funded: (Partially City Property)
Canal Rd	Canal Rd	Okeechobee Rd (SR70)	Shinn Rd	New Two (2) Lane Road	6.79	Developer Driven	Potential Development Access Connection	$67,900,000	
	Canal Rd	Shinn Rd	Glades Cut Off Rd	New Two (2) Lane Road	2.10	Developer Driven	Potential Development Access Connection	$21,000,000	
	Carlton Rd	Snead Rd Extension	Glades Cut Off Rd	New Two (2) Lane Road	6.94	Developer Driven	Potential Development Access Connection	$69,400,000	
	Community Dr	Marshall Pkwy	Becker Rd	New Two (2) Lane Road	1.58	Ongoing Development	Development Access	$15,800,000	
Discovery Way Corridor	Discovery Wy	North-South A	Range Line Rd	New Two (2) Lane Road	0.99	Ongoing Development	Development Access	$9,900,000	
	Discovery Wy	Range Line Rd	Header Canal Rd	New Two (2) Lane Road	1.01	Developer Driven	Development Access	$10,100,000	
	East - West South	Shinn Rd	Carlton Lake Rd	New Two (2) Lane Road	3.54	Developer Driven	Potential Development Access Connection	$35,400,000	
East West Road Corridor (AKA PSL North Bypass)	East West Road No. 5	Canal Rd	Shinn Rd	New Two (2) Lane Road	4.28	Developer Driven	Potential Development Access Connection	$42,800,000	
	East West Road No. 5	Shinn Rd	McCarty Rd	New Two (2) Lane Road	1.51	Developer Driven	Potential Development Access Connection	$15,100,000	
	East West Road No. 5	McCarty Rd	Glades Cut Off Rd	New Two (2) Lane Road	1.79	Developer Driven	Development Access	$17,900,000	
	Fern Lake Dr	Westcliffe Ln	Fern Lake Dr (south of Arabella Dr)	New Two (2) Lane Road	0.20	Ongoing Development	Development Access	$2,000,000	
Glades Cut Off Rd Corridor	Glades Cut Off Rd (County Road)	Midway Rd	Commerce Center Dr	Widen from Two (2) to Four (4) Lane	3.11	Developer Driven	County / Developer Agreement	County / Developer Agreement	
	Glades Cut Off Rd (South) (County Road)	Range Line Rd	~ 1 mile southwest of Range Line Rd	Widen from Two (2) to Four (4) Lane	1.01	Developer Driven	County / Developer Agreement	County / Developer Agreement	
	Header Canal Rd	Okeechobee Rd (SR70)	Canal Rd	New Two (2) Lane Road	6.79	Developer Driven	Potential Development Access Connection	$67,900,000	
	Ideal Holding Rd	Okeechobee Rd (SR70)	Tradition Pkwy Extension	New Two (2) Lane Road	6.20	Developer Driven	Potential Development Access Connection	$62,000,000	
Marshall Pkwy	Marshall Pkwy	Becker Rd Extension	Range Line Rd	New Two (2) Lane Road	2.94	Developer Driven	Potential Development Access Connection	$29,400,000	Could be partial City Funded: (Partially City Property)
	Marshall Pkwy	Range Line Rd	Community Dr	New Two (2) Lane Road	3.06	Ongoing Development	Development Access	$30,600,000	
	McCarty Rd (Partially County Road)	Midway Rd	Glades Cut Off Rd	New Two (2) Lane Road	3.30	Developer Driven	Development Access	$33,000,000	
	Midway Rd	Wylder Pkwy	West of I-95	Widen from Two (2) to Four (4) Lane	0.44	Ongoing Development	County / Developer Agreement	County / Developer Agreement	
	Newell Rd	Shinn Rd	Wylder Pkwy	New Two (2) Lane Road	2.79	Developer Driven	Potential Development Access Connection	$27,900,000	
	North-South A	Glades Cut Off Rd	Becker Rd	New Two (2) Lane Road	6.27	Ongoing Development	Development Access	$62,700,000	Could be partial City Funded: (Partially City Property)
	North-South C	Tradition Pkwy	Becker Rd Extension	New Two (2) Lane Road	3.47	Developer Driven	Potential Development Access Connection	$34,700,000	Could be partial City Funded: (Partially City Property)
	Paar Rd	Range Line Rd	Azura Dr	New Two (2) Lane Road	3.81	Ongoing Development	Development Access	$38,100,000	
	Range Line Rd	Shinn Rd	Glades Cut Off Rd	New Two (2) Lane Road	2.97	Developer Driven	Potential Development Access Connection	$29,700,000	

Draft City of Port St Lucie Corridors Plan (Development Access Roads)									
Corridor	Name	From	To	Type	Length (miles)	Time Frame	Developer Funded (Reccomended Option)	Planning Level Cost (Potentially Creditable)	Status
	Riverland Blvd	Marshall Pkwy	Becker Rd	New Two (2) Lane Road	1.46	Ongoing Development	Development Access	$14,600,000	
	Shinn Rd	Okeechobee Rd (SR70)	Glades Cut Off Rd	New Two (2) Lane Road	5.23	Developer Driven	Potential Development Access Connection	$52,300,000	
	Snead Rd Extension	Midway Rd	Carlton Lake Rd	New Two (2) Lane Road	4.01	Developer Driven	Potential Development Access Connection	$40,100,000	
Tradition Pkwy	Tradition Pkwy Extension	Carlton Rd	Glades Cut Off Rd	New Two (2) Lane Road	1.67	Developer Driven	Potential Development Access Connection	$16,700,000	
	Tradition Pkwy	Glades Cut Off Rd	Range Line Rd	New Two (2) Lane Road	1.63	Developer Driven	Potential Development Access Connection	$16,300,000	Could be partial City Funded: (Partially City Property)
	Tradition Pkwy	Range Line Rd	Hazel Dr	New Four (4) Lane Road	0.76	Ongoing Development	Developer	Developer Required	
	Westcliffe Ln	North-South A	Current Terminus of Westcliffe Ln	New Two (2) Lane Road	0.34	Ongoing Development	Development Access	$3,400,000	
	Wylder Pkwy	Midway Rd	Glades Cut Off Rd	New Two (2) Lane Road	2.41	Ongoing Development	Development Access	$24,100,000	

Produced by NUE Urban Concpets, LLC (July 2025)

Intersections Plan

City of Port St. Lucie Mobility Plan



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

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

N

0 1 2 4 Miles

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

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

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

Primary Multimodal Network

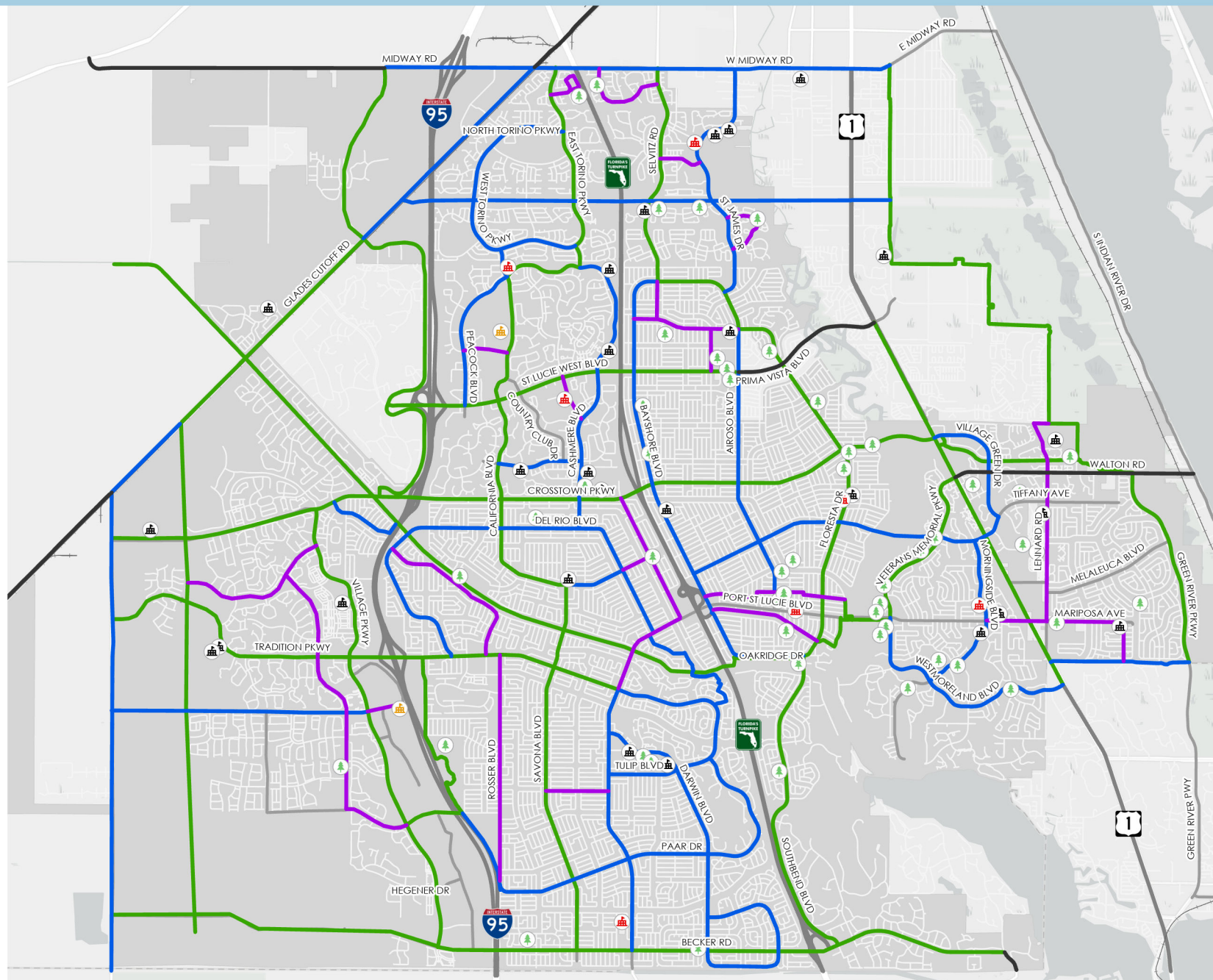
City of Port St. Lucie Mobility Plan

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

- Public School
- College / Private School
- College Prep / Private School
- Park
- Principal Multimodal Corridor
- Major Multimodal Corridor
- Minor Multimodal Corridor
- County

Multimodal corridors include:
Trails
Shared-Use Paths
Protected Bike Lanes
Buffered Bike Lanes
Wide Sidewalks
Sidewalks (Minor)

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



N

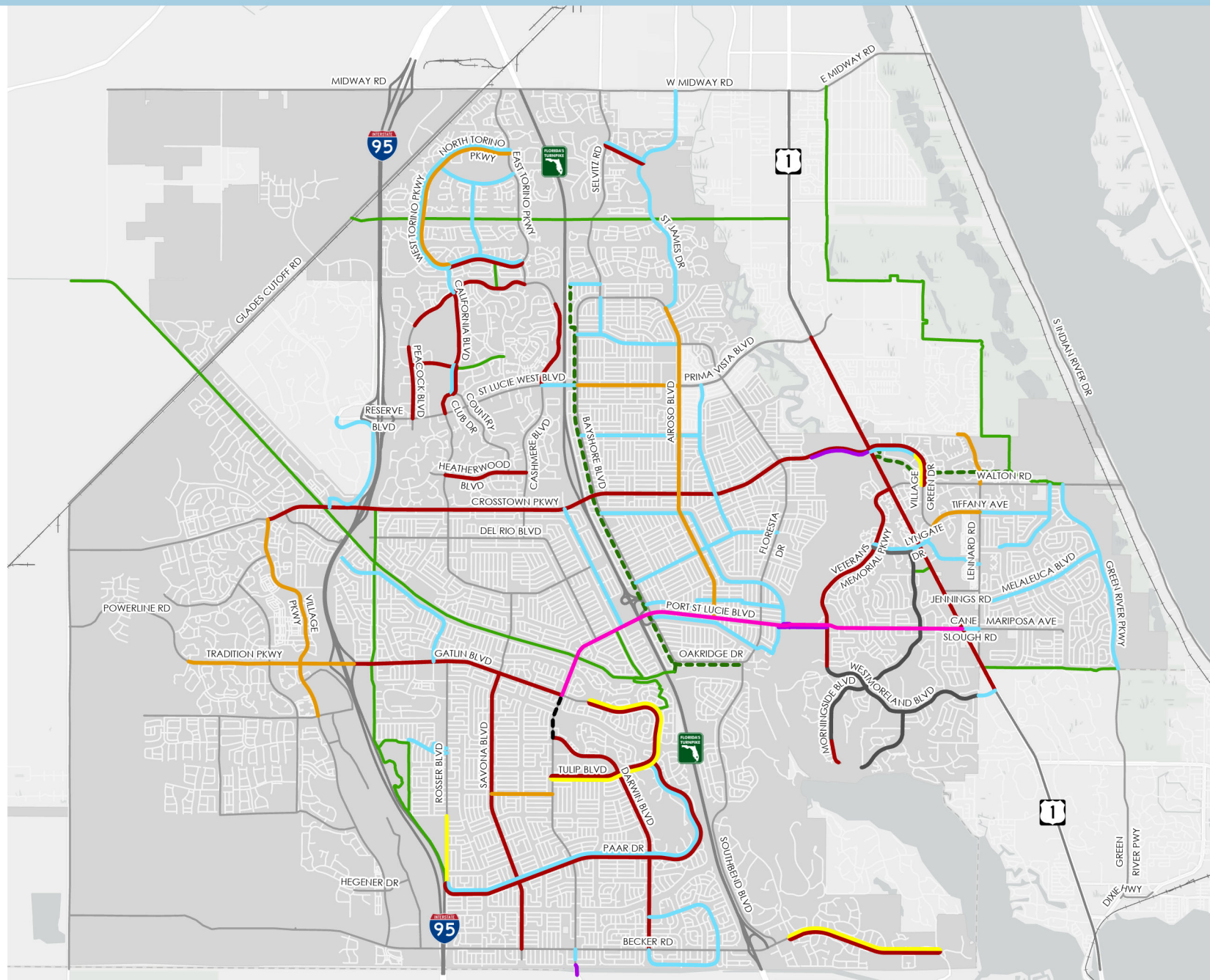
0 0.75 1.5 3 Miles

Prepared by: NUE Urban Concepts, LLC. (2025)
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

NUE URBAN CONCEPTS
LAND USE · MOBILITY · PARKING · FEES

Multimodal Plan

City of Port St. Lucie Mobility Plan



- Boardwalk
- Greenway
- Multimodal Lane
- Multimodal Way
- Multi-Use Path
- Sidewalk
- Multimodal Lane & BUS/HOV
- Multi-Use Path & Multimodal Lane
- Multi-Use Path & Multimodal Way
- Multi-Use Path & Micromobility
- Micromobility Retrofit
- Multimodal Bridge
- Multimodal Study
- Sidewalk & Multimodal Way

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

N

0 1 2 4 Miles

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

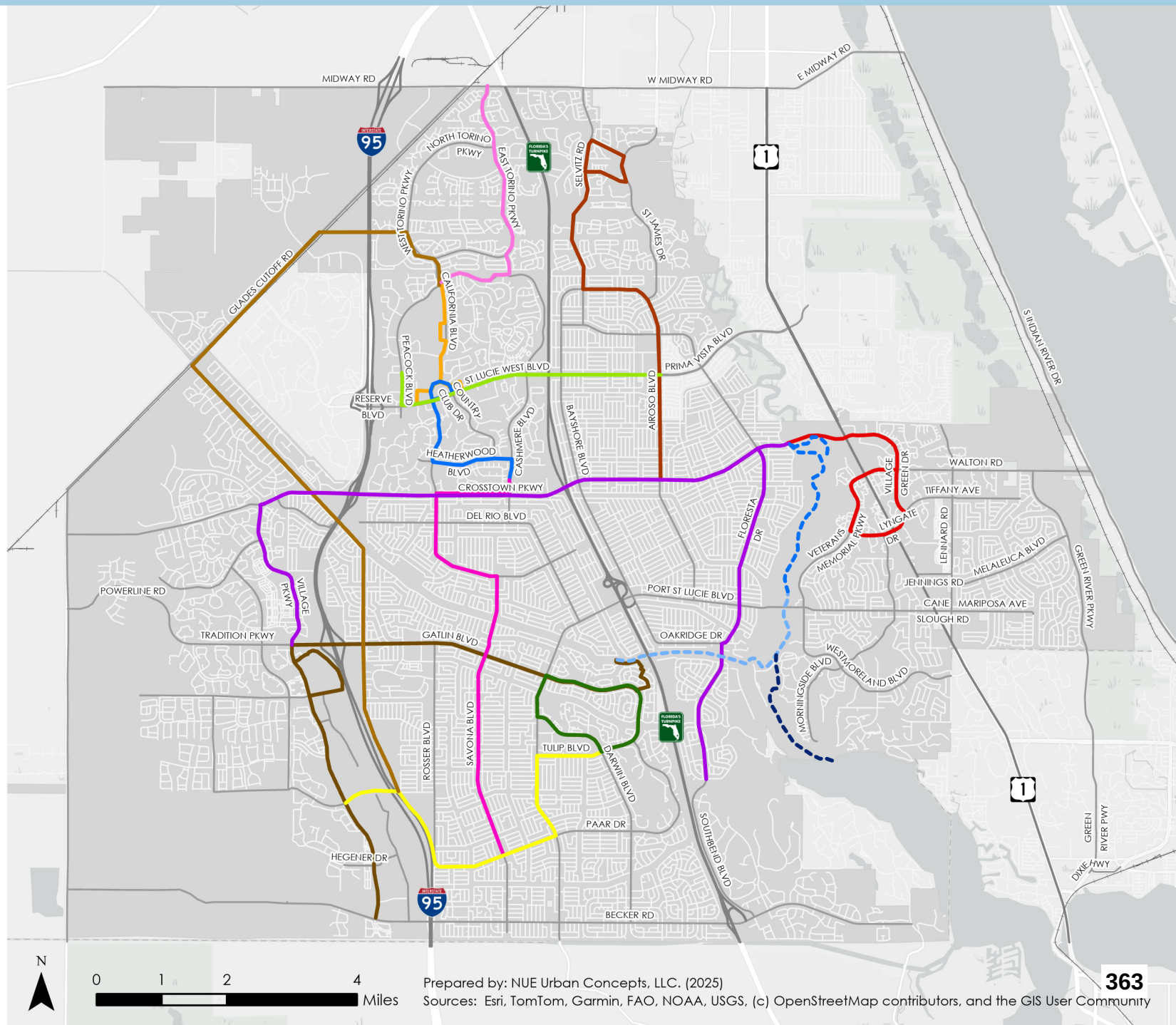
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

Transit Plan

City of Port St. Lucie Mobility Plan



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

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

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

Mobility Plan and Fee Public Workshop

Monday, July 7, 2025 @ 6:00 PM

NAME	PHONE NUMBER	E-MAIL ADDRESS	AFFILLIATION/ORGANIZATION
Jessica Kowalski	631 848 1438	Jessica@BerryUSA.com	Berry USA
Jack Berry III	561-600-9800	support@BerryUSA.com	BerryUSA

ONLINE

Mobility Plan and Fee Public Workshop

PORT ST. LUCIE
HEART OF THE TREASURE COAST

Monday, July 7, 2025 @ 6:00 PM

NAME	PHONE NUMBER	E-MAIL ADDRESS	AFFILLIATION/ORGANIZATION
Darren Weimer			
Joseph Sabater			SLC - OMB
Ken Metcalf			
Lauren Rushing			New urban concepts
Lisa Burns			PSQ City of PSL
Marceia Lathou			SLC TPO
Maya Lama			
Ricardo Corona	• exited @ 6:25		
Kori Benton	~~• exited @ 6:35~~	(in person)	SLC - PSQ
Josh Hoot	• Joined @ 6:45		
Azlina Goldstein	• Joined @ 6:45		GL Homes

Mobility Plan and Fee Public Workshop

Monday, July 7, 2025 @ 6:00 PM

NAME	PHONE NUMBER	E-MAIL ADDRESS	AFFILLIATION/ORGANIZATION
Charleigh Berry	407-718-9456	charleigh@berryusa.com	Berry USA
Steve Garrett	772-403-3725	sgarrett@lucidodesign.com	Lucido & Assoc
Patrick Dayan	772-462-2767	patrick.dayan@stlucieco.gov	St Lucie County
Benjamin Meyers	845-475-7533	bmeyers@greenpointellc.com	Green Pointe

Mobility Plan and Fee Public Workshop

Tuesday, July 8, 2025 @ 10:00 AM

NAME	PHONE NUMBER	E-MAIL ADDRESS	AFFILLIATION/ORGANIZATION
Amy Dolbow	561-335-9375	adolbow@nvrinc.com	Ryan Homes
Gregory Pidd	954-415-0229	gregpidd@lennar.com	Lennar
DAVID Hutcheson	239 272 9600	david.hutcheson@meritagehomes.com	Meritage Homes
Yi Ding	772-462-2182	Yi.ding@stlucieco.gov	TPO
Bo Barnaon	321-403-3991	BOBARNAON@gmail.com	KITOV
Austin Burr	(904) 910-7256	ABurr@GreenPointeLLC.com	Green Pointe

ONLINE

Mobility Plan and Fee Public Workshop

PORT ST. LUCIE
HEART OF THE TREASURE COAST

Tuesday, July 8, 2025 @ 10:00 AM

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

Justina Schmidt

Kinan Husainy - Kimley Horne

Kori Benton - SLC P$Z

Meghan Hodde - The P5 Group

Ryan Courson - Left @ 10:40 → Back @ 11:05 - GL Homes

Austin Burr - Greenpointe.

MOBILITY PLAN & MOBILITY FEE

PORT ST. LUCIE
HEART OF THE TREASURE COAST

CITY OF PORT ST. LUCIE

Public Workshop #2

August 4th, 2025

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Alternative Transportation System:

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

HOUSE BILL 479: ADOPTED IN 2024

Reiterated that any local government can adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share, and transportation mitigation fees.

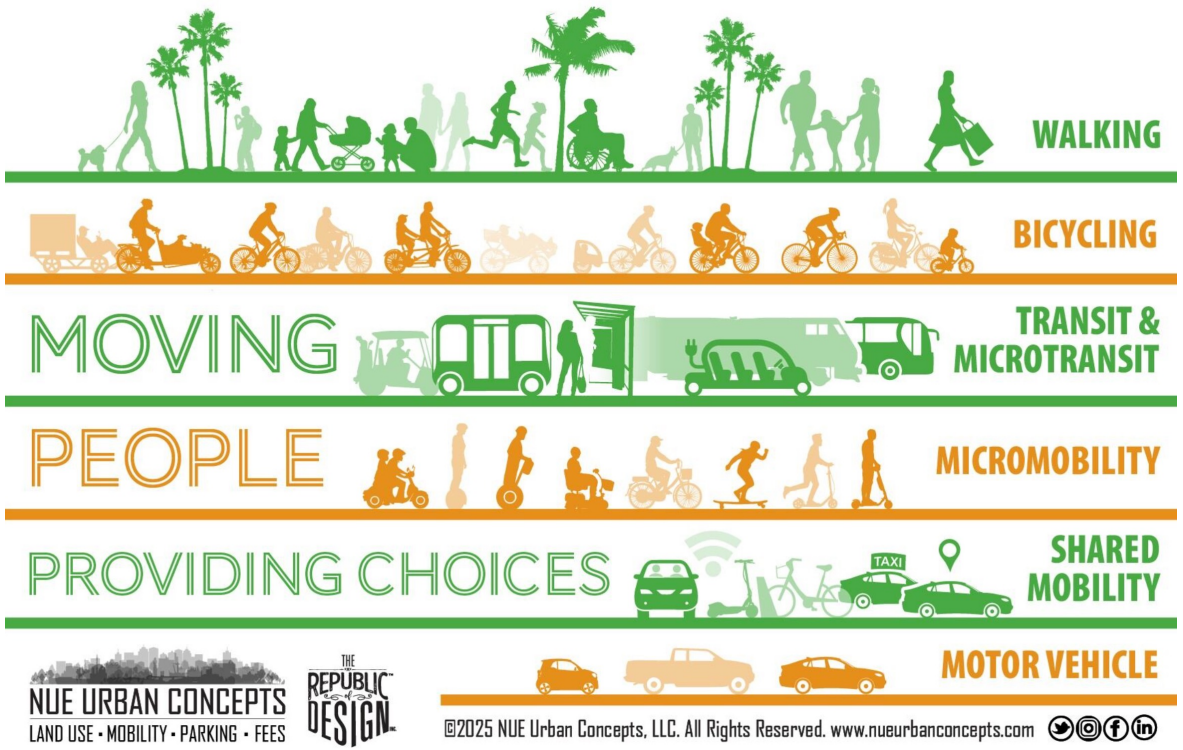
Only one mitigation fee may be collected, by the entity issuing building permits, from development in the City to mitigate transportation impacts.

Mobility Fee address City, County & State Road projects.
Negotiate interlocal agreement update w/ County based on Mobility Plan projects.

HOW ARE FEES CURRENTLY ASSESSED?

- Port St. Lucie has a Mobility Fee
- St. Lucie County has a Road Impact Fee (RIF)
- Mobility Fee & RIF are assessed at building permit
- Port St. Lucie collects & remits County RIF to the County

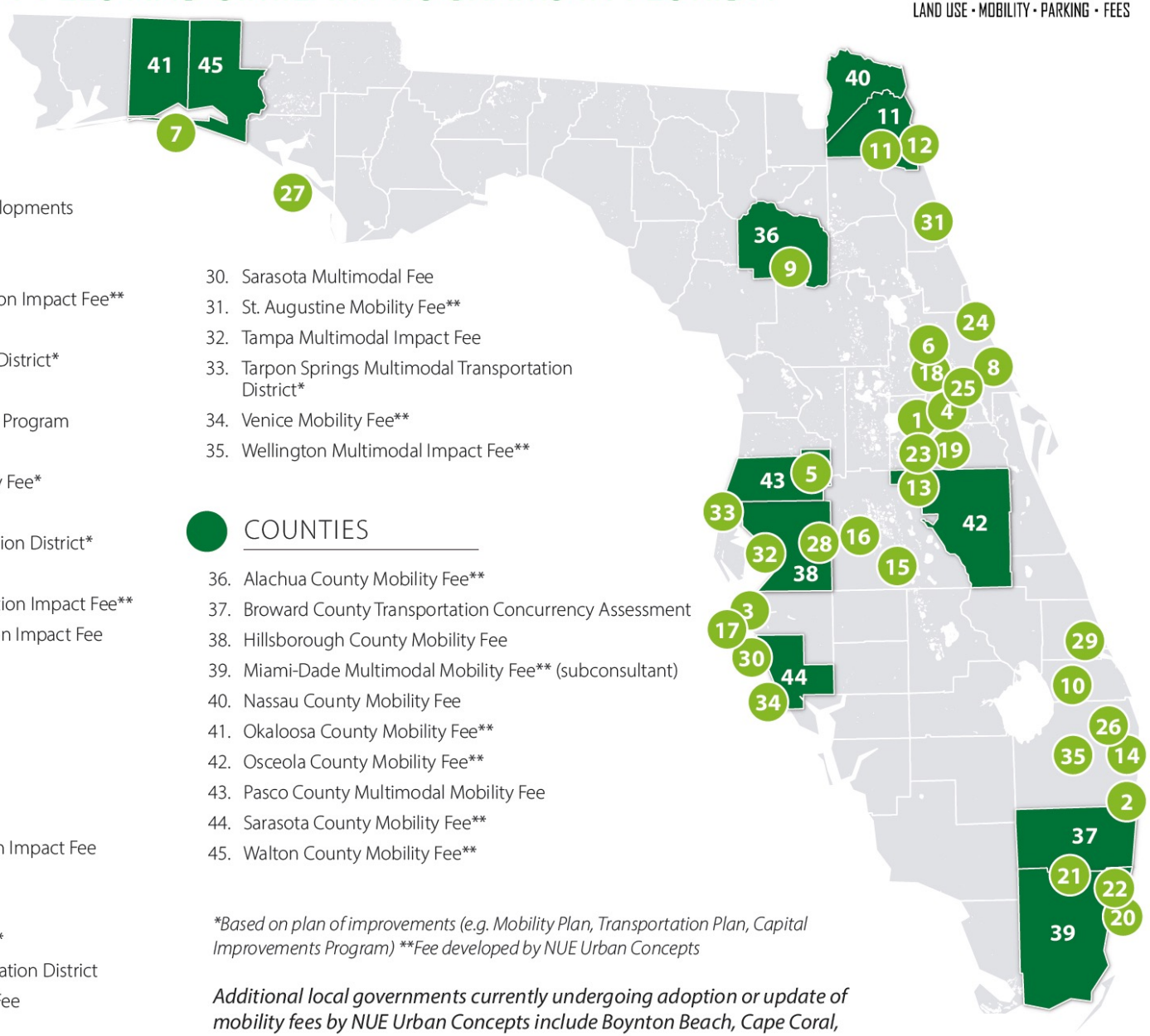
WHAT IS A MOBILITY PLAN?



- Vision for the City's transportation system to transition from one focused on moving vehicles quickly to **moving people safely**.
- Required by Florida Statute to serve as basis for development of a **Mobility Fee**.
- **Long-term plan** (2045 horizon)
- Identifies project needs (high-level**, not final design**)

EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



MUNICIPALITIES

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

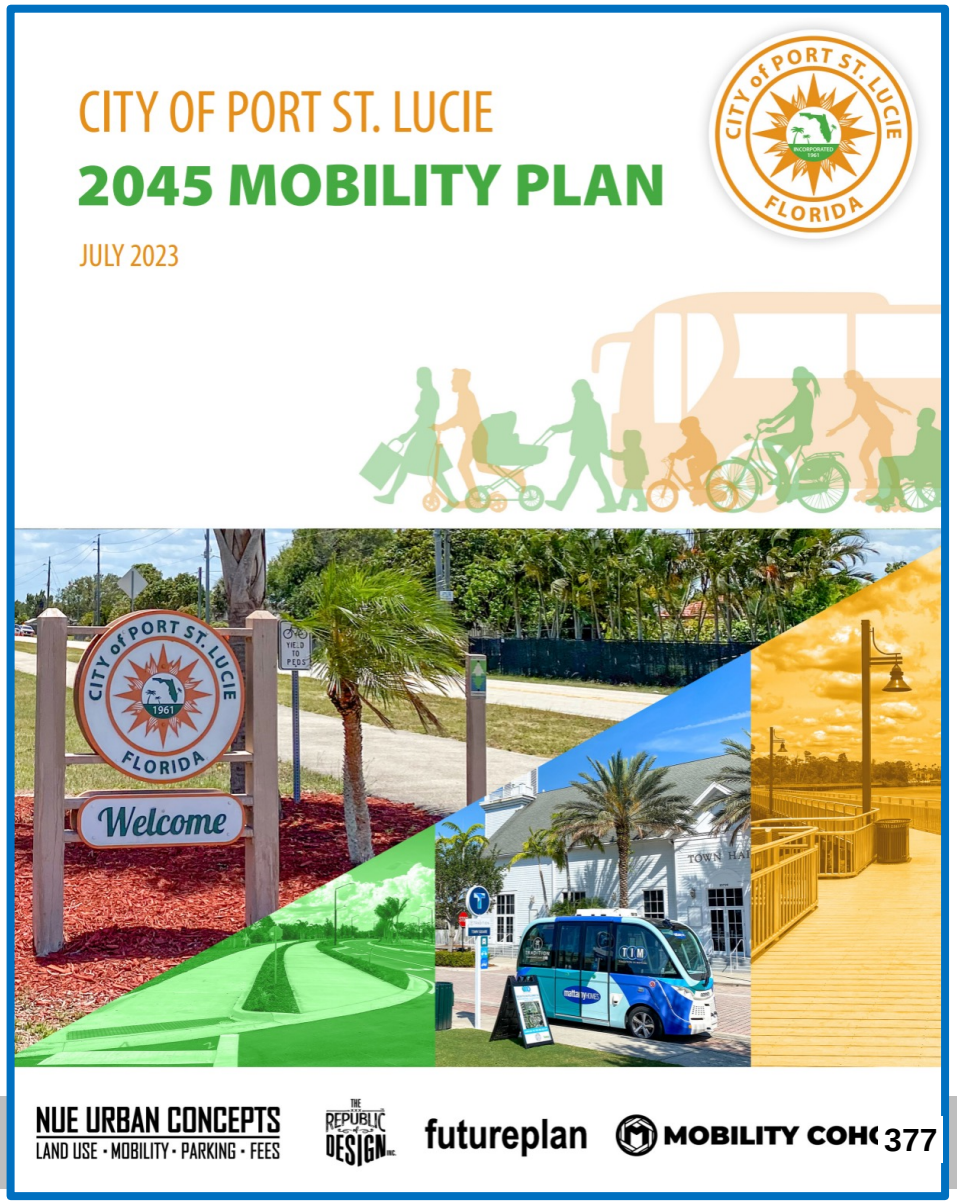
COUNTIES

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

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

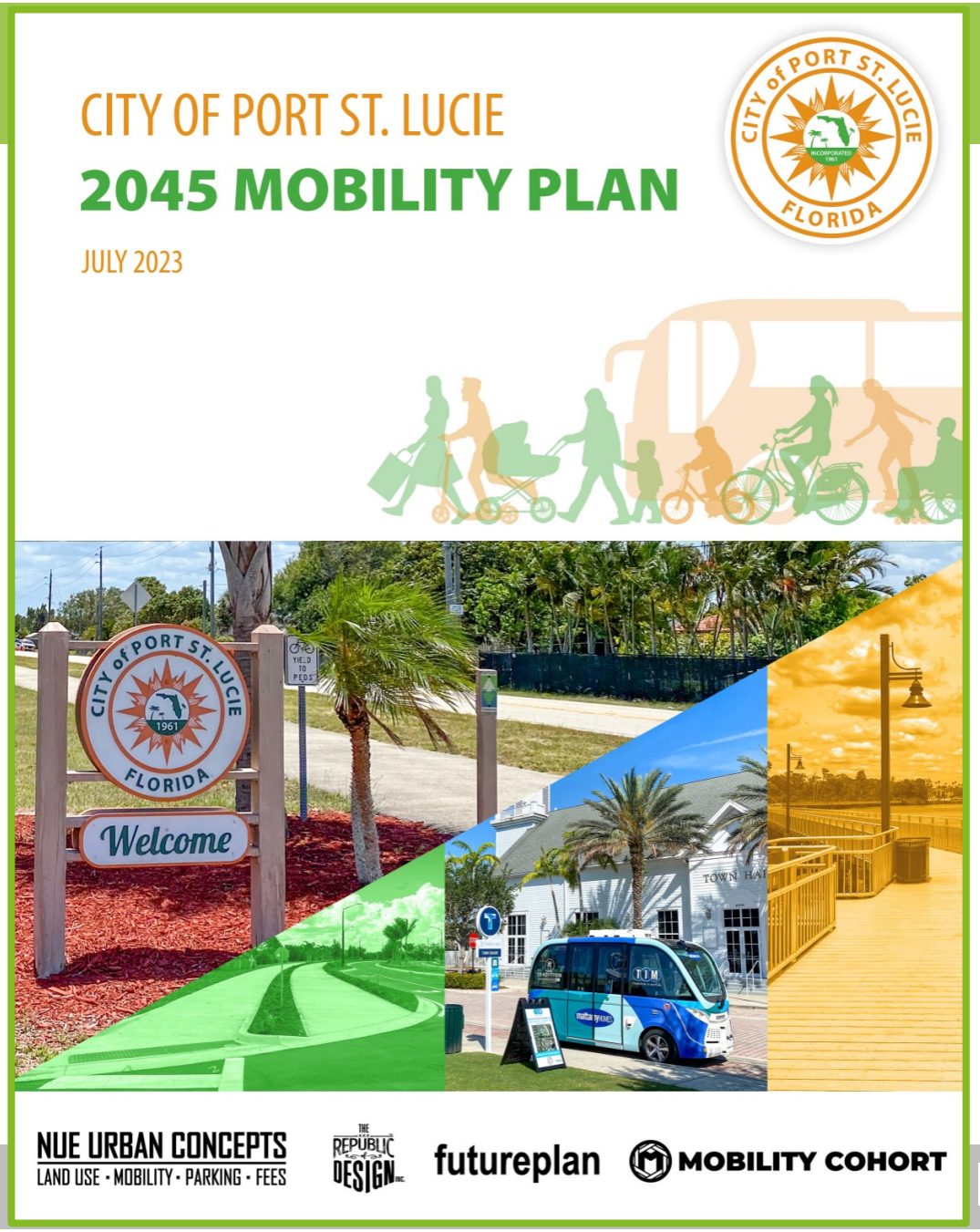
Additional local governments currently undergoing adoption or update of mobility fees by NUE Urban Concepts include Boynton Beach, Cape Coral, Crestview, Flagler Beach, Gainesville (Mobility Fee), Lake City, Palm Springs, and West Palm Beach.

2045 MOBILITY PLAN

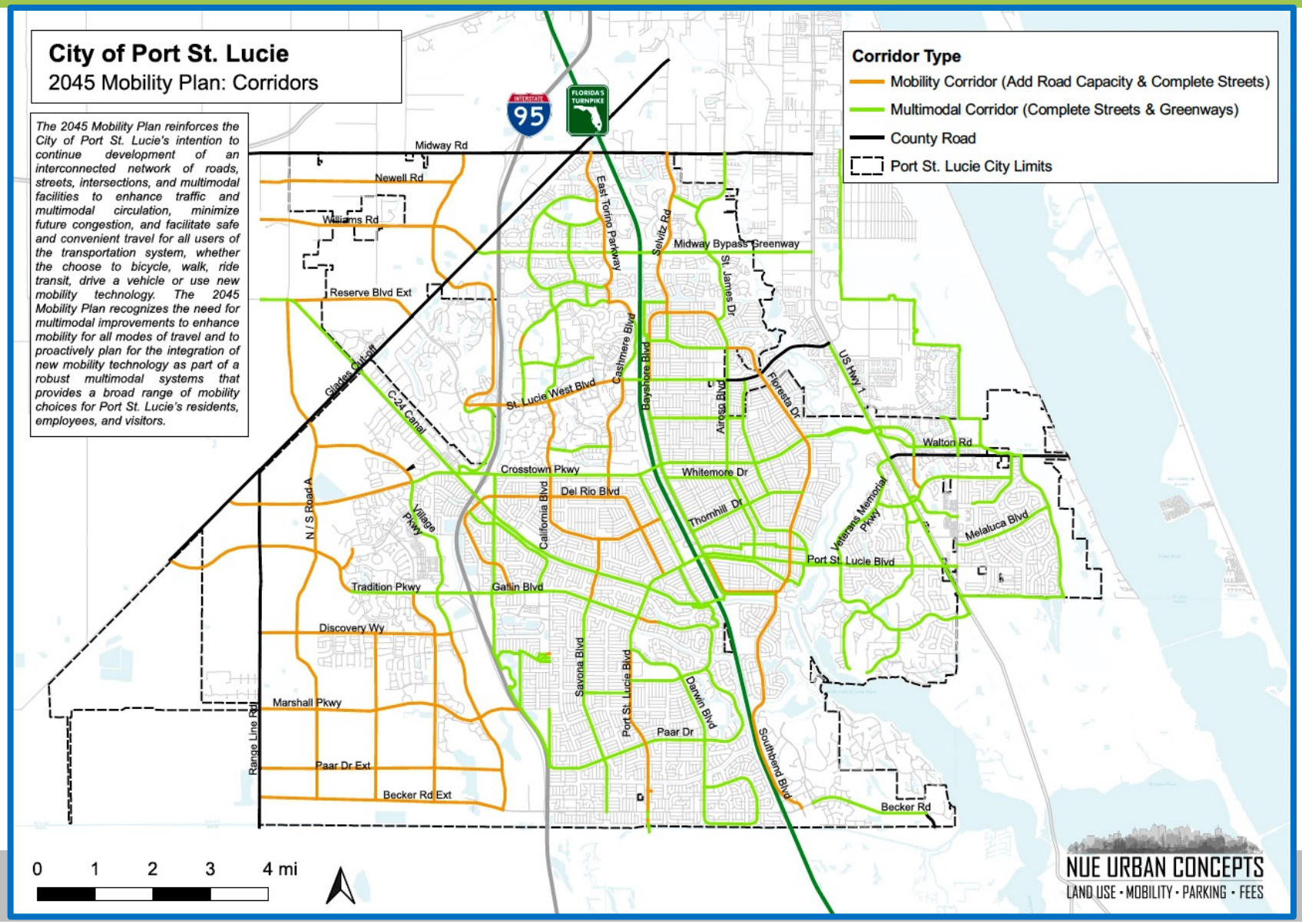


2045 MOBILITY PLAN

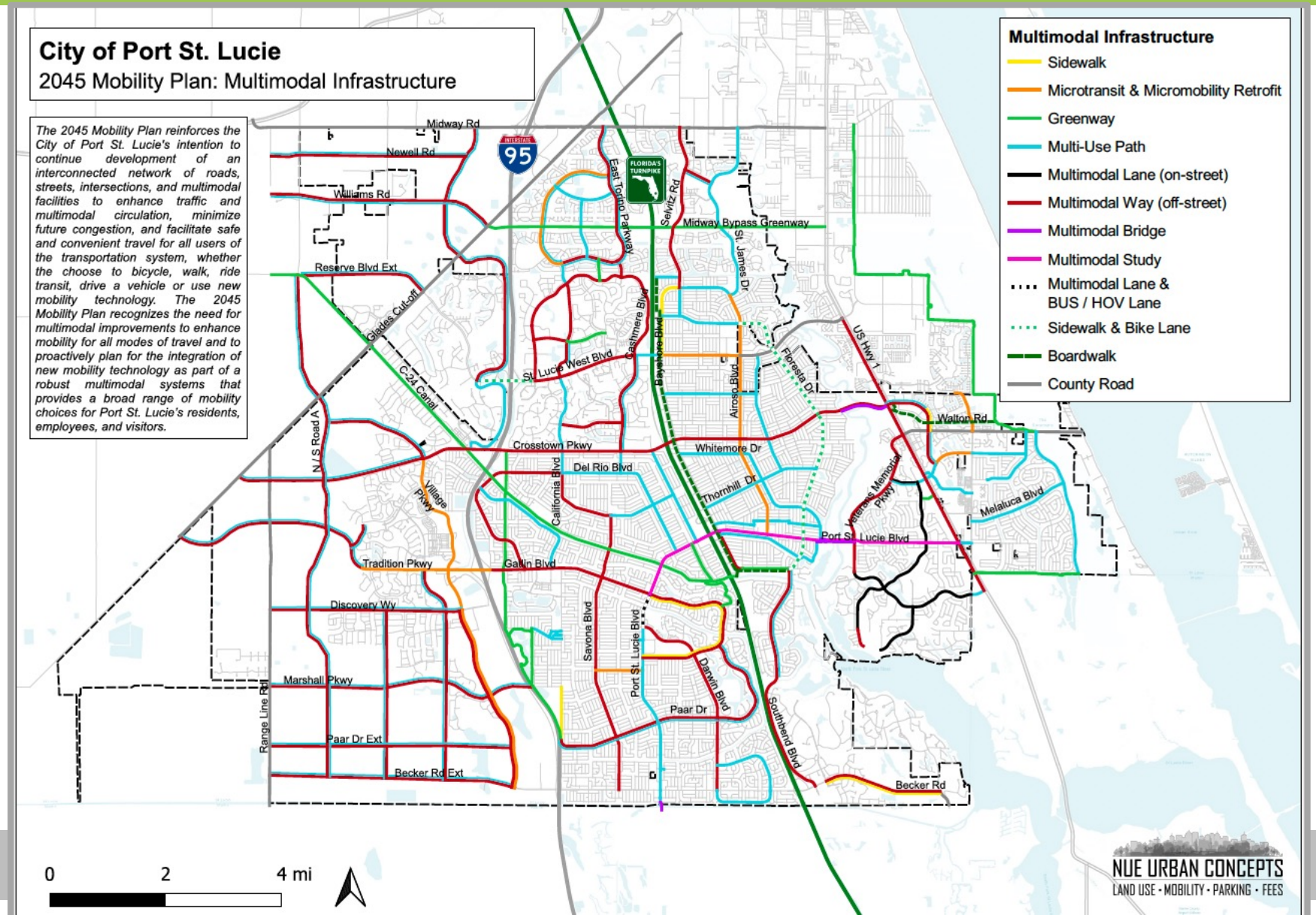
- Corridors Plan
- Multimodal Plan
- Intersections Plan
- Transit Circulation Plan



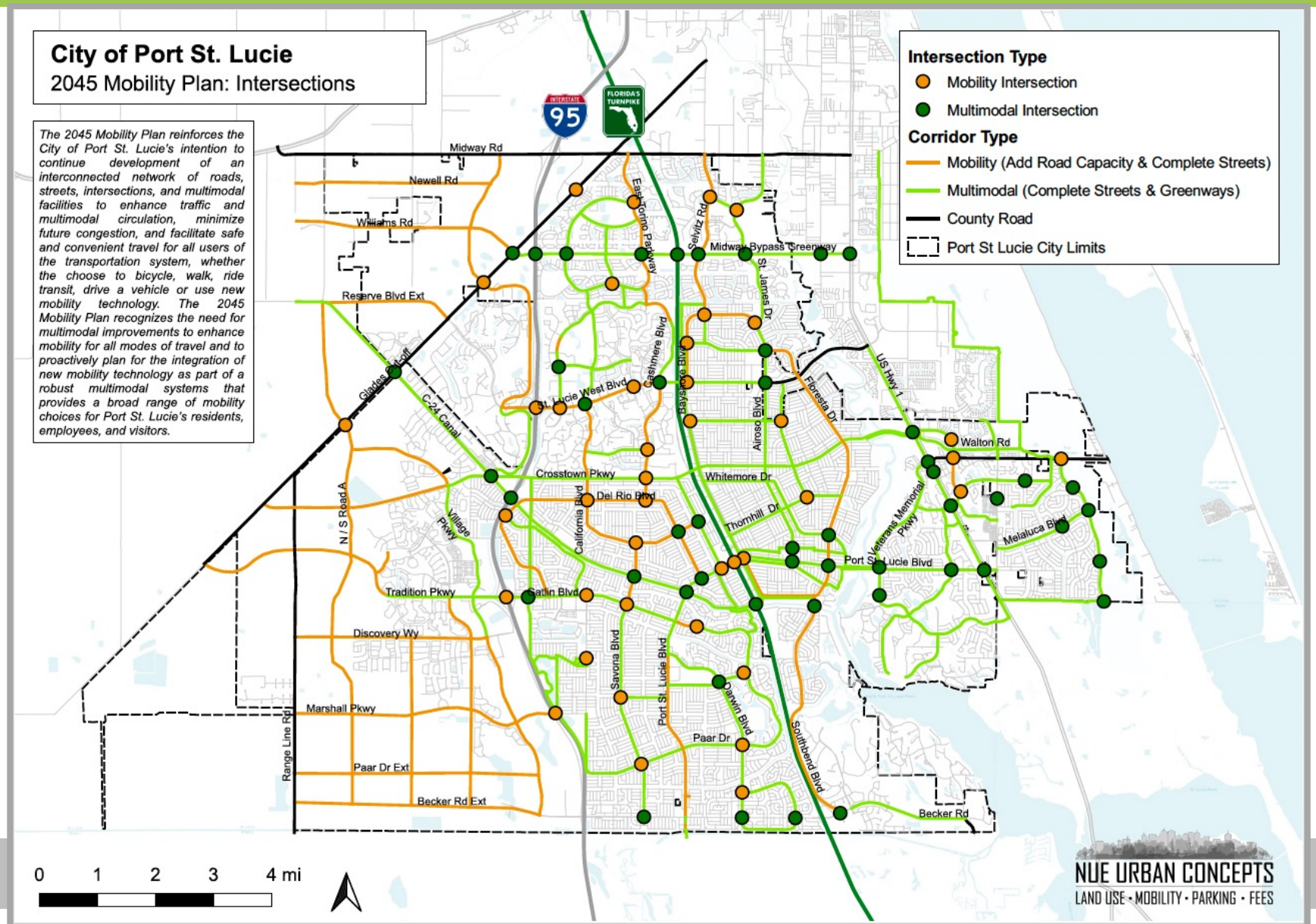
EXISTING CORRIDORS PLAN



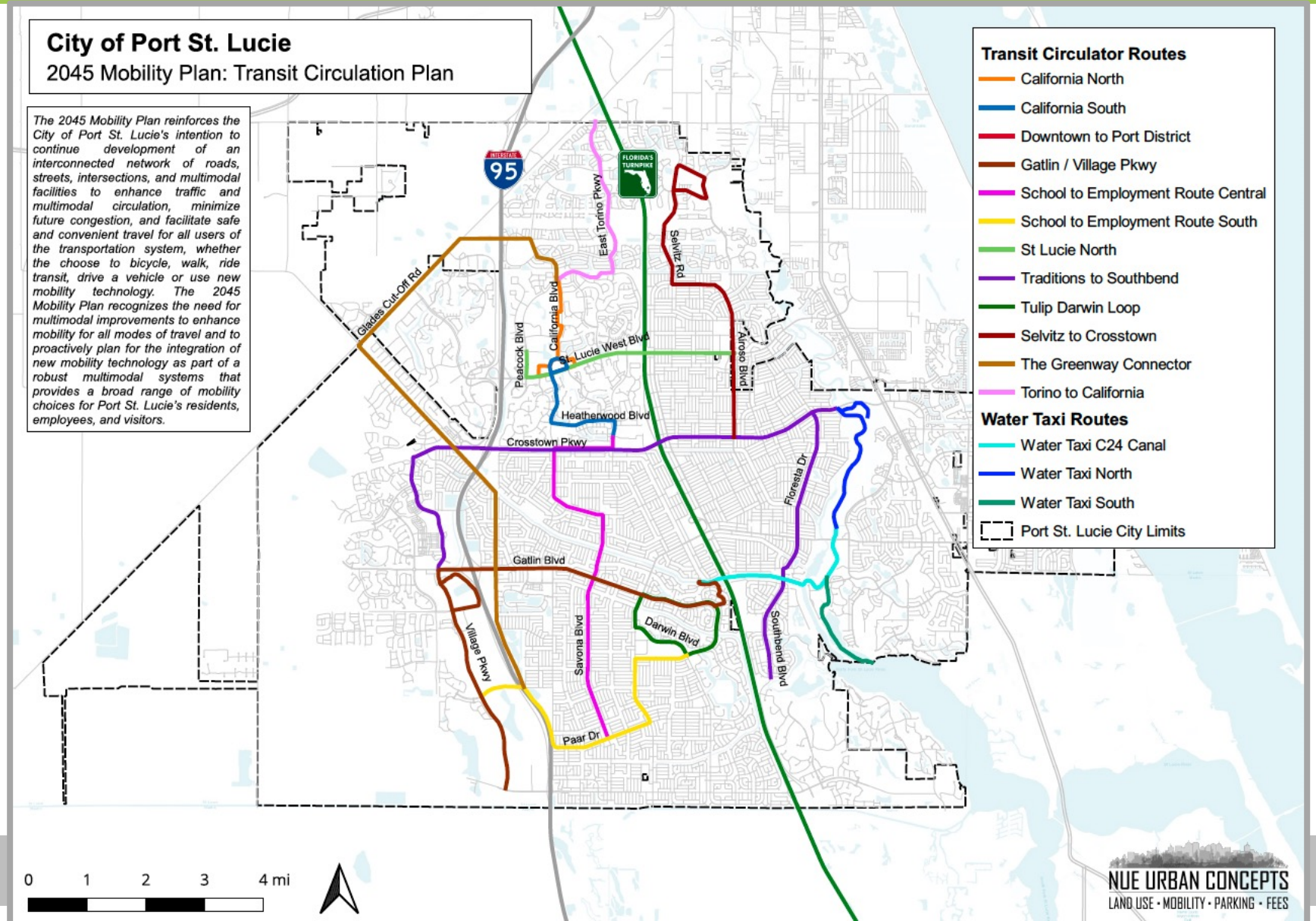
MULTIMODAL INFRASTRUCTURE PLAN



EXISTING INTERSECTIONS PLAN



EXISTING TRANSIT CIRCULATION PLAN



MOBILITY PLAN UPDATE

- Address extraordinary growth over last 5 years **(over 50,000 residents)**
- Address proposed growth over next 20 years **(over 100,000 residents)**
- Multimodal & Transit Plans largely unchanged
- Identify greater need to widen roads to 4 Lanes
- Identify western roadway network
- Short (2025 to 2030), Medium (2030 to 2040) & Long Term (2040 to 2050)

TWO LANE ROADS BY DEVELOPMENT

- Site Related Improvements or Mobility Fee Creditable
- Some developer's arguing for credit where larger ROW required
- Current mobility fee:

➢ Does not include cost for 1st two lanes of any road west of I-95

➢ Does not include developer travel in assessment area

➢ Reduces trip length that reduces developer's mitigation

➢ Designed purposefully not to charge developers for same impacts

SITE RELATED vs COMMUNITY BENEFIT

- Currently: Lanes 1 and 2 considered site related (need from access)
- Currently: Eligible for mobility fee credit for constructing lanes 3 & 4
- Site Related Generally:

➢ Does the road provide access to the development

➢ Is the road needed without the development

➢ Does the development use (consume) most of the capacity provided

➢ Historically been accepted as reasonably needed to benefit site

SITE RELATED vs COMMUNITY BENEFIT

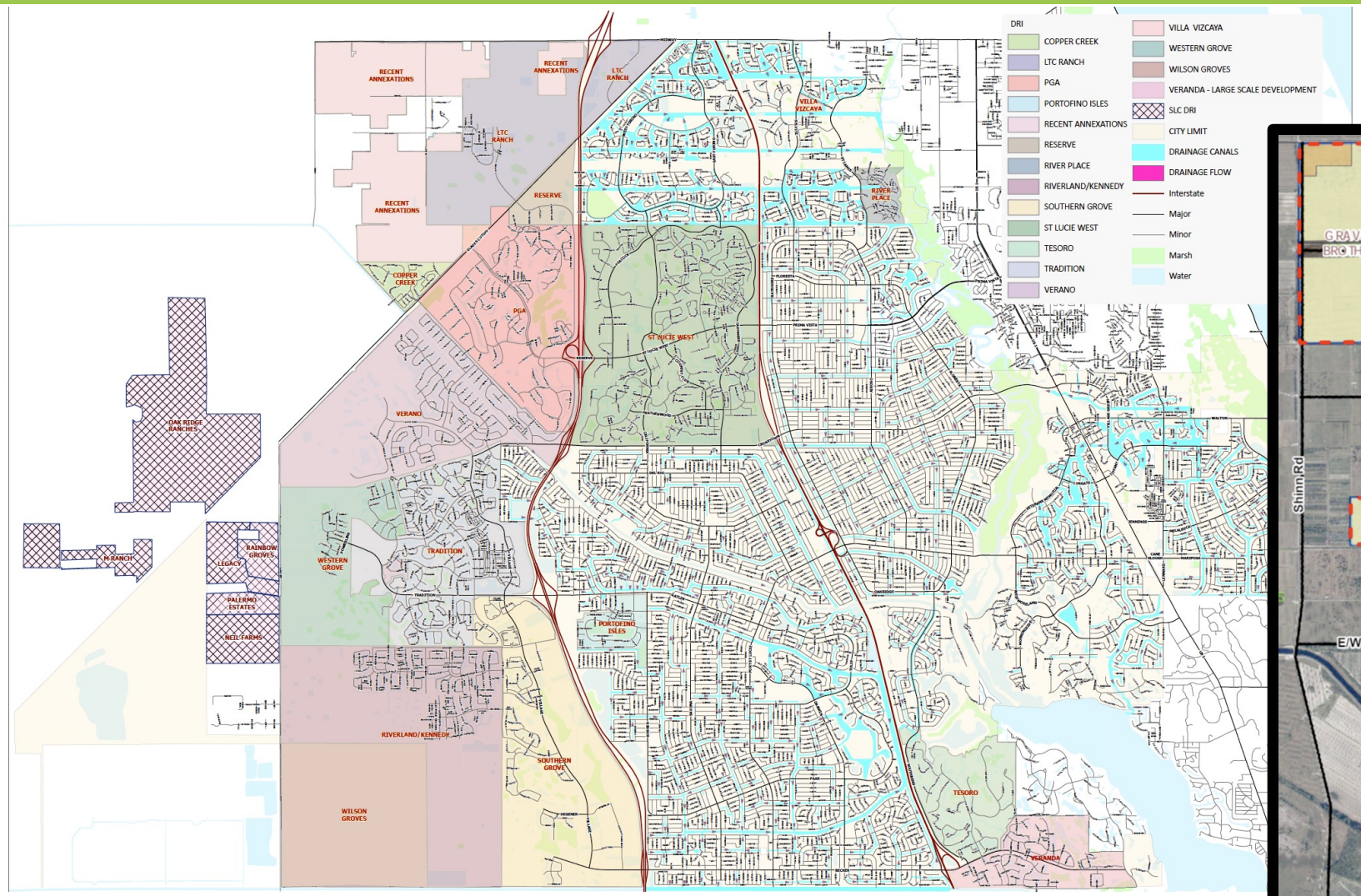
- Currently: Community benefits from additional lanes (3 & 4)
- Currently: Eligible for mobility fee credit for constructing lanes 3 & 4
- Currently: Some large developments consume 4 lanes of capacity
- Community Benefit Generally:

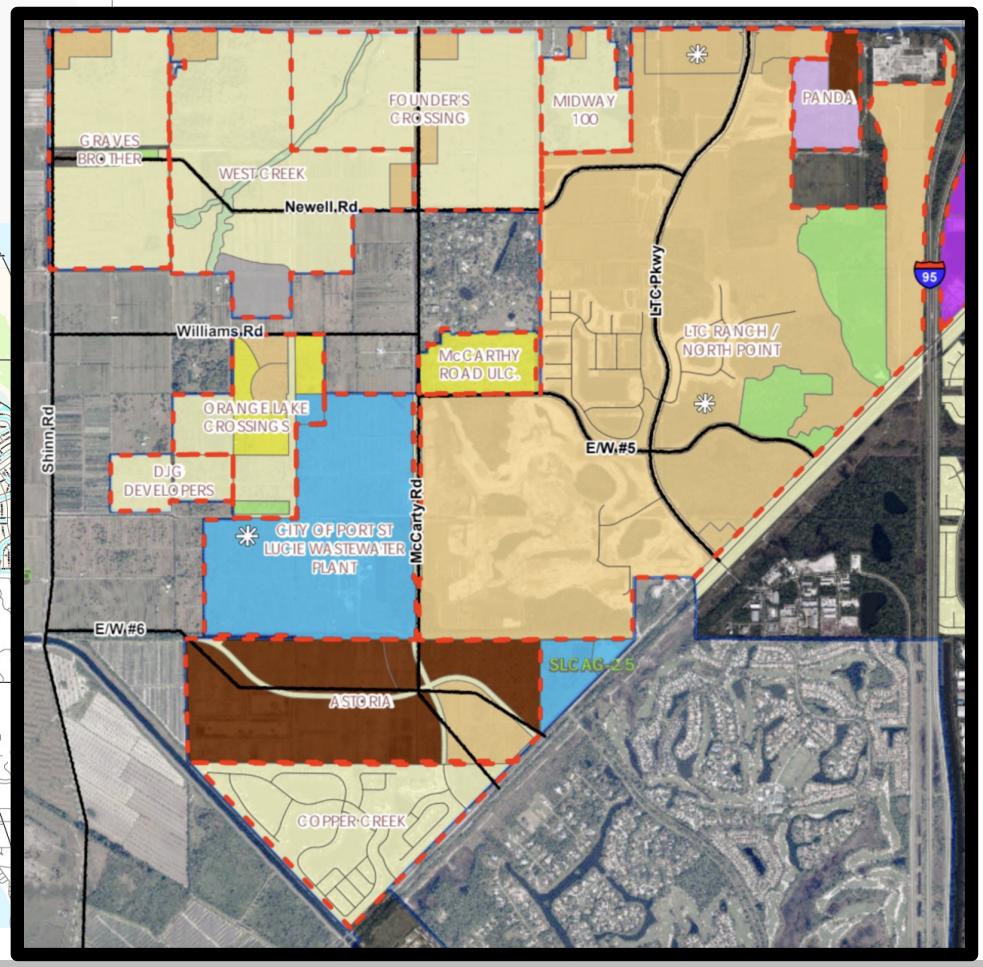
➢ Provides benefit to community other than development

➢ Provides alternative route to existing congested corridors

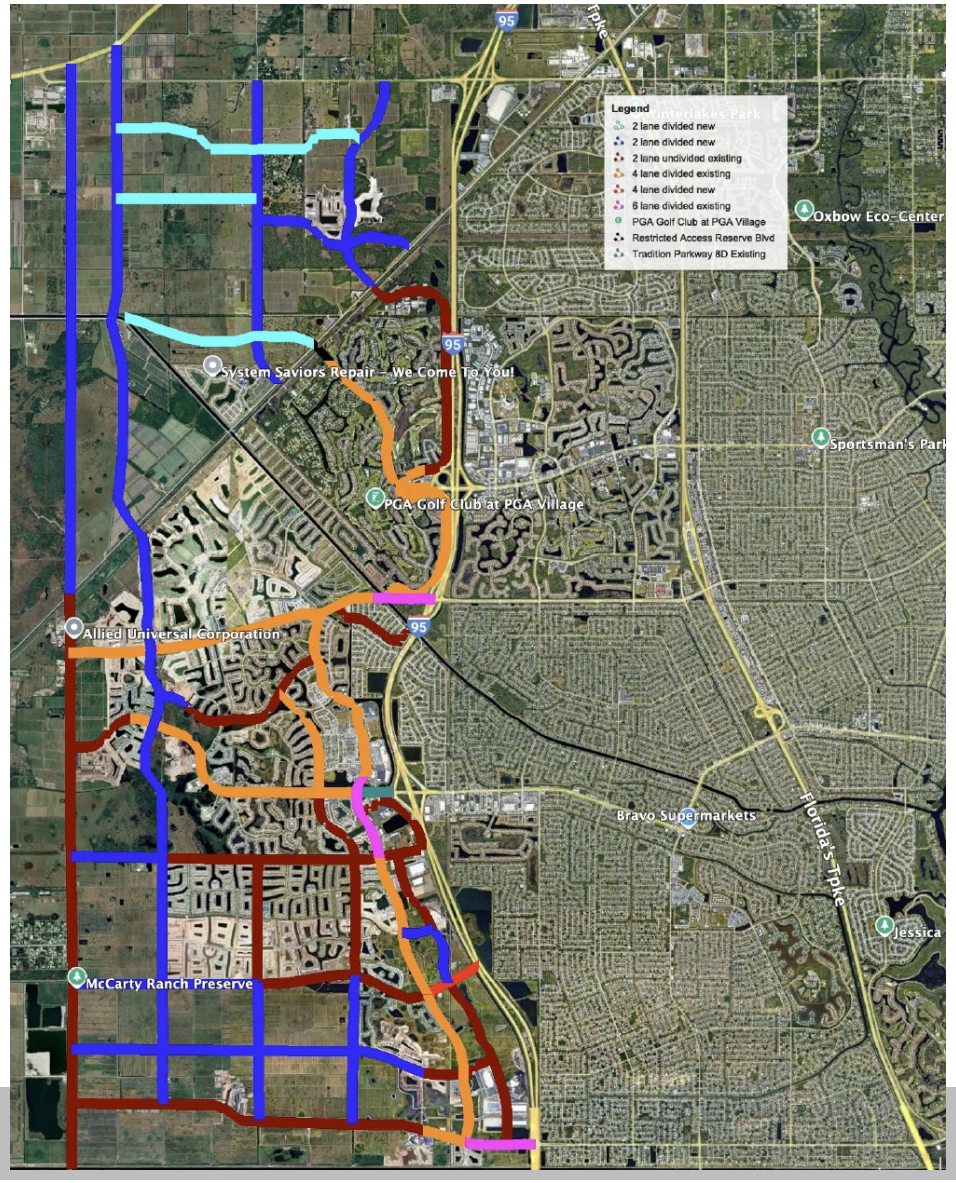
➢ Reduces travel time for existing residents and business

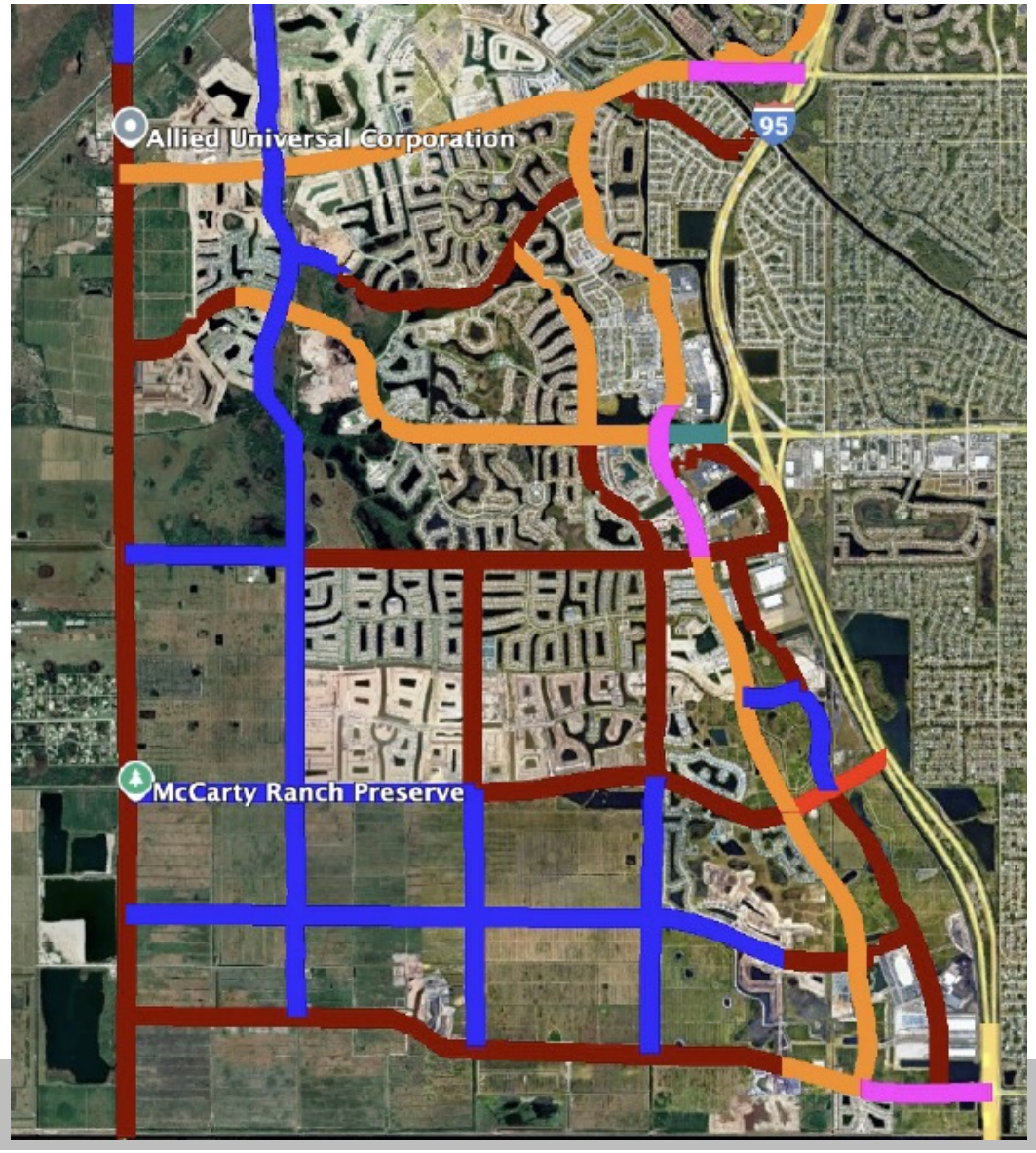
WESTERN DEVELOPMENT





WESTERN NETWORK & FUTURE DEVELOPMENT





Blue = Missing Gaps

Cayenne = Existing 2 lane

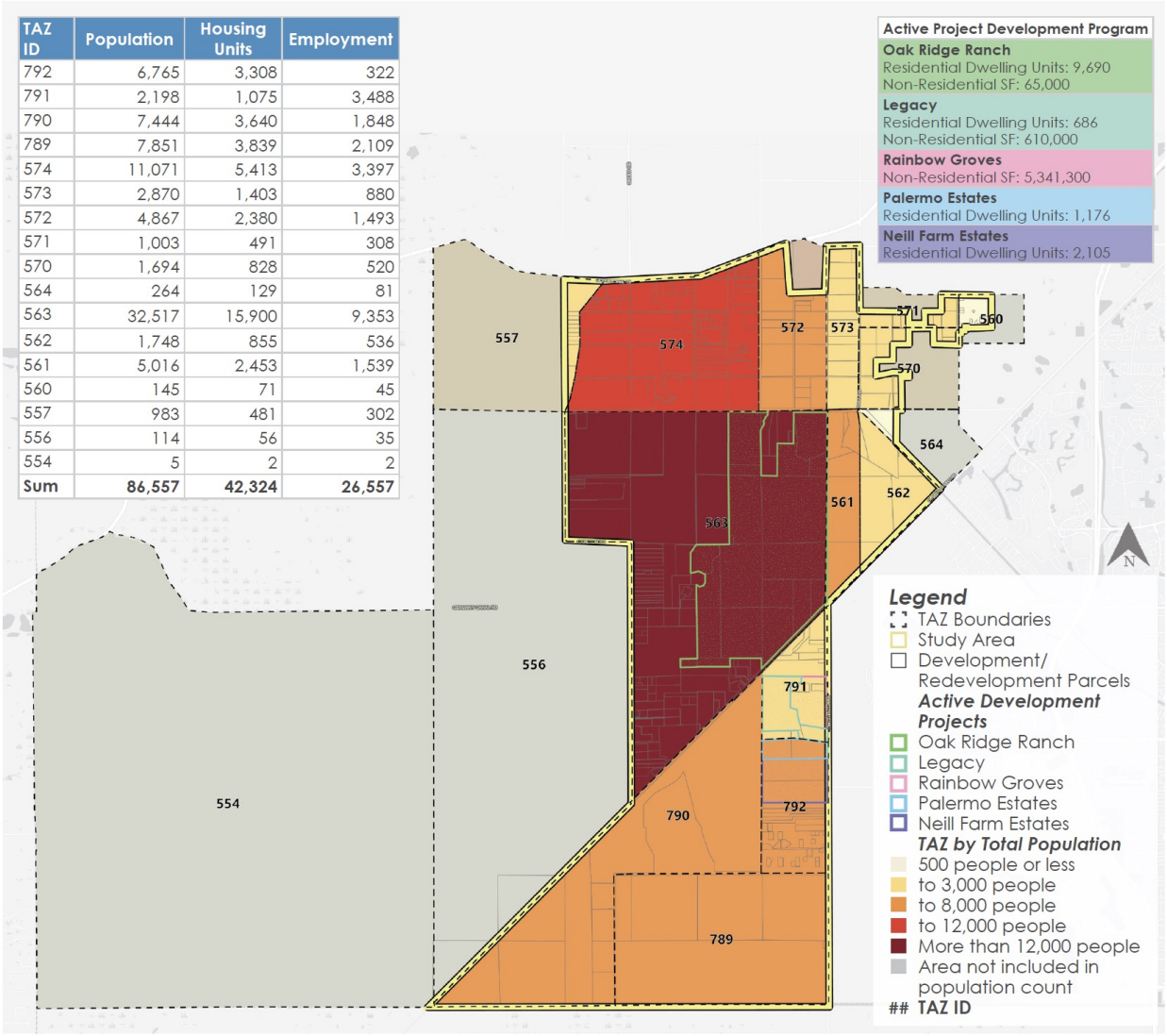
Orange = Existing 4 lane

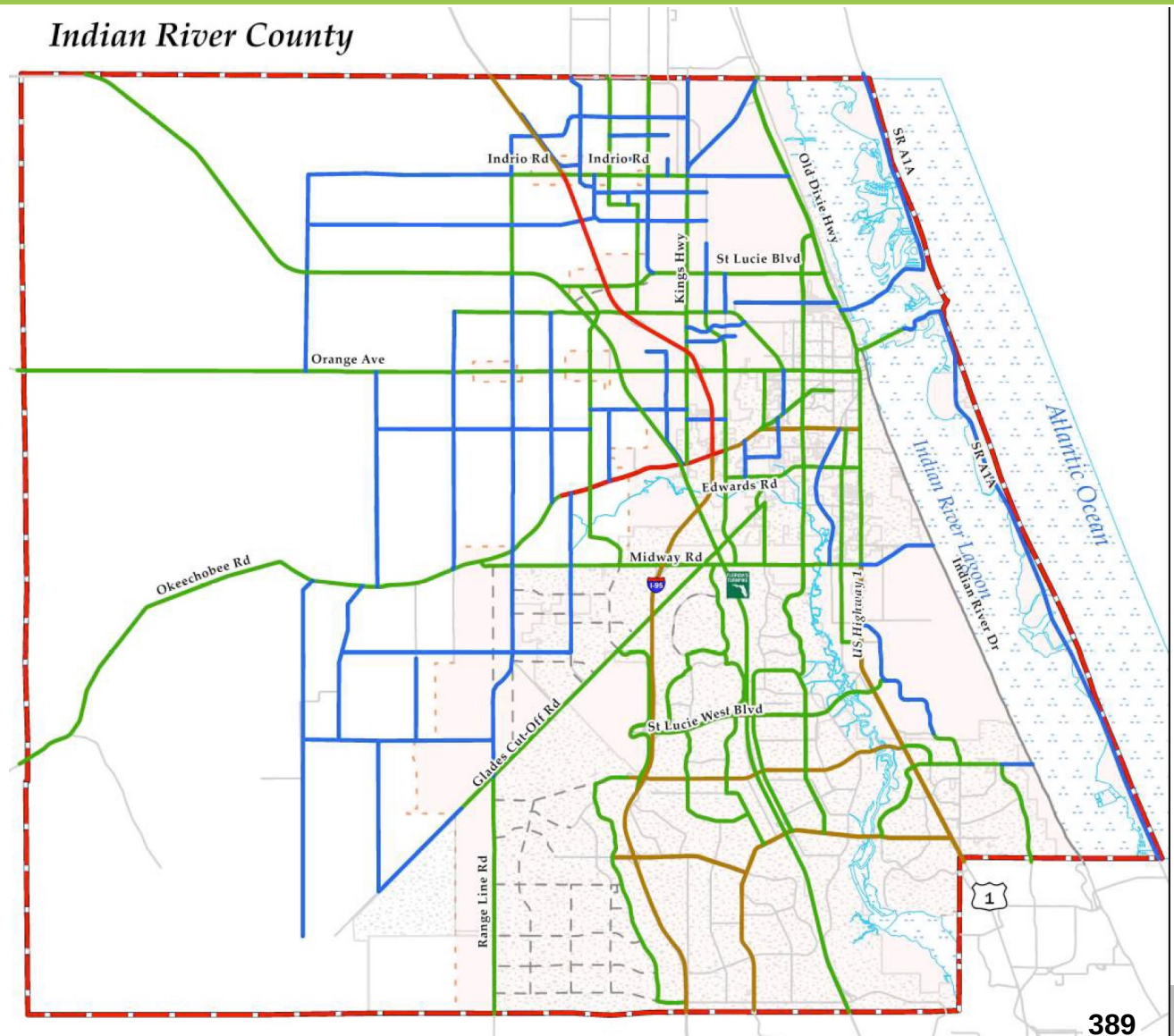
Magenta = Existing 6 lane

INFRASTRUCTURE STUDY & COUNTY PLANS

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

TAZ ID	Population	Housing Units	Employment
792	6,765	3,308	322
791	2,198	1,075	3,488
790	7,444	3,640	1,848
789	7,851	3,839	2,109
574	11,071	5,413	3,397
573	2,870	1,403	880
572	4,867	2,380	1,493
571	1,003	491	308
570	1,694	828	520
564	264	129	81
563	32,517	15,900	9,353
562	1,748	855	536
561	5,016	2,453	1,539
560	145	71	45
557	983	481	302
556	114	56	35
554	5	2	2
Sum	**86,557**	**42,324**	**26,557**

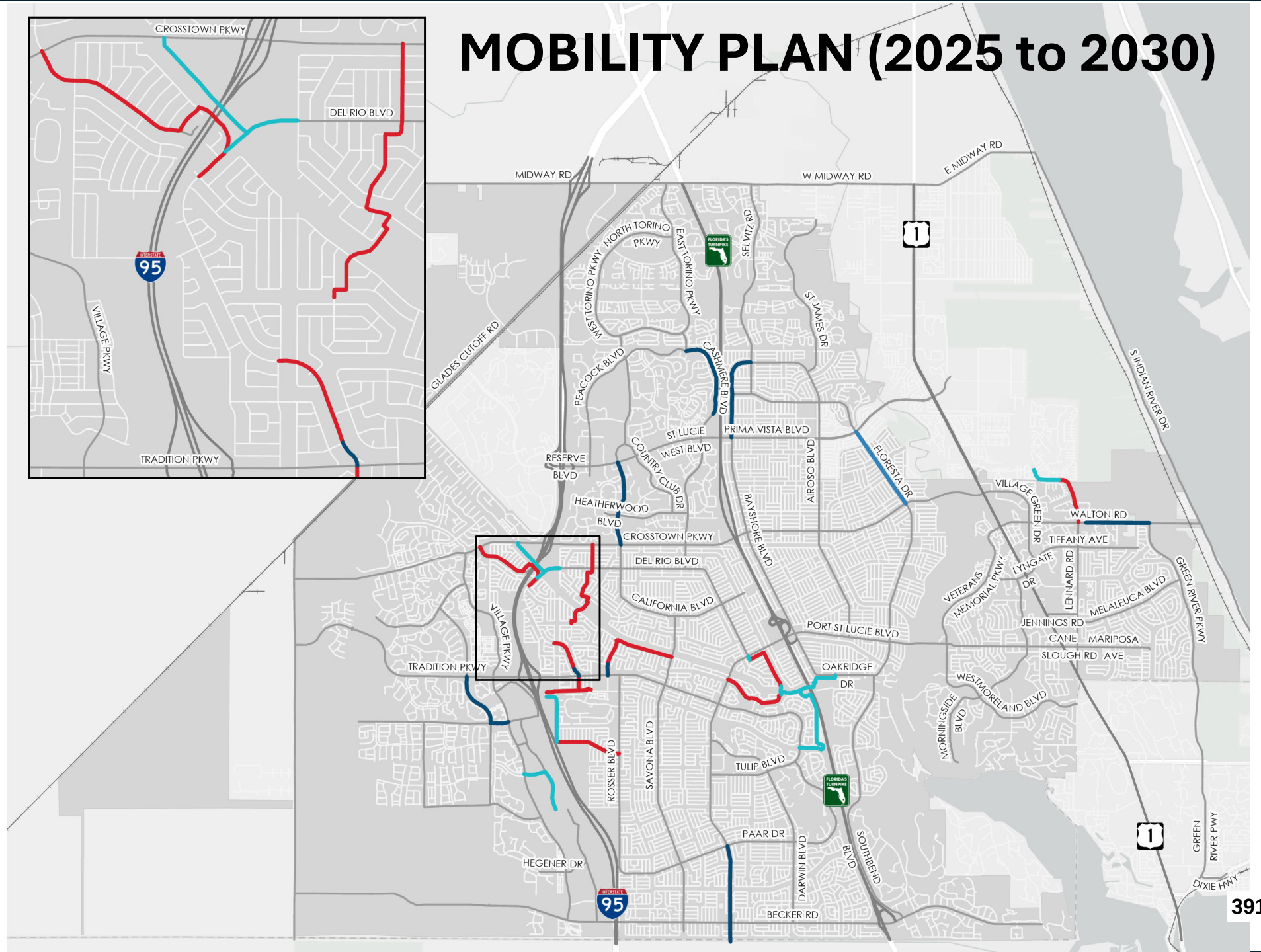




CITY & COUNTY ROADS

- Original Mobility Plan included County Roads (2021)
- County needs were less in 2021 west of I-95
- Current Mobility Plan excludes County Roads (2022 & 2023)
- HB 479 Address Impacts to all Roads (City, County, State)
- 2025 Mobility Plan to include all Roads (City, County, State)
- Greater County Road need west of I-95 based on pending development
- Only Two (2) County Roads east of I-95

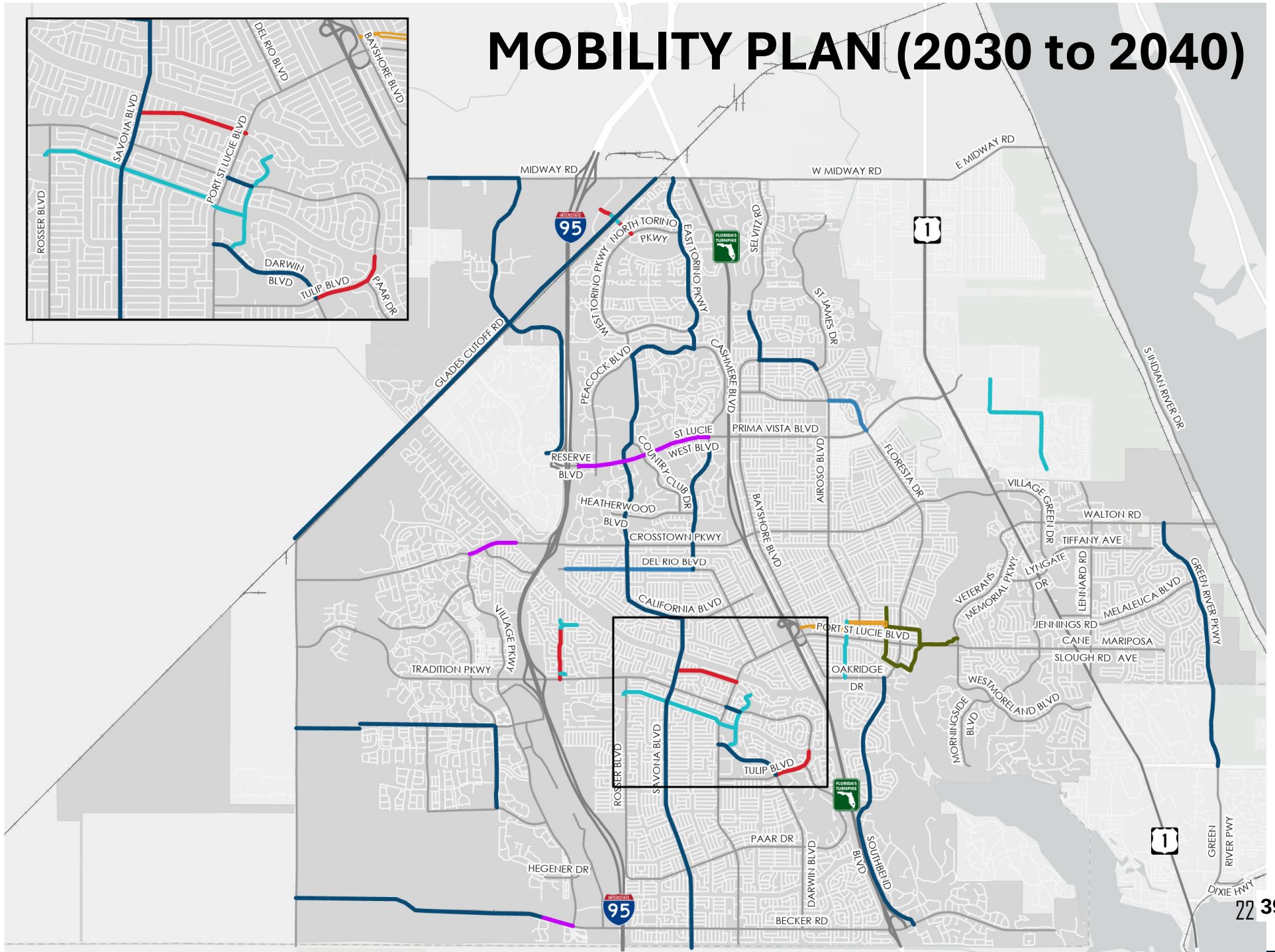
MOBILITY PLAN (2025 to 2030)



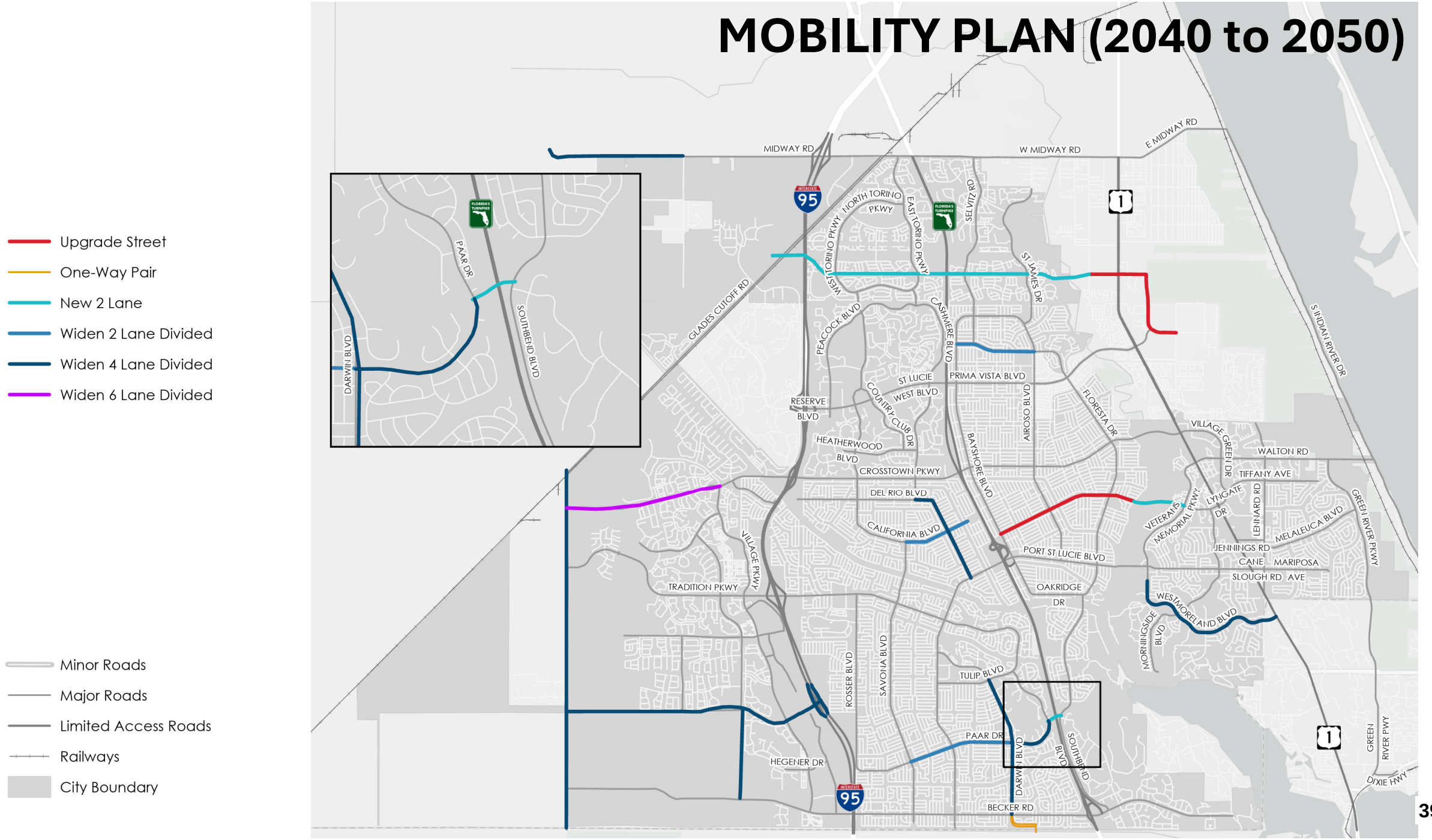
- Complete Street
- New 2 Lane
- Widen 2 Lane Divided
- Widen 4 Lane Divided

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

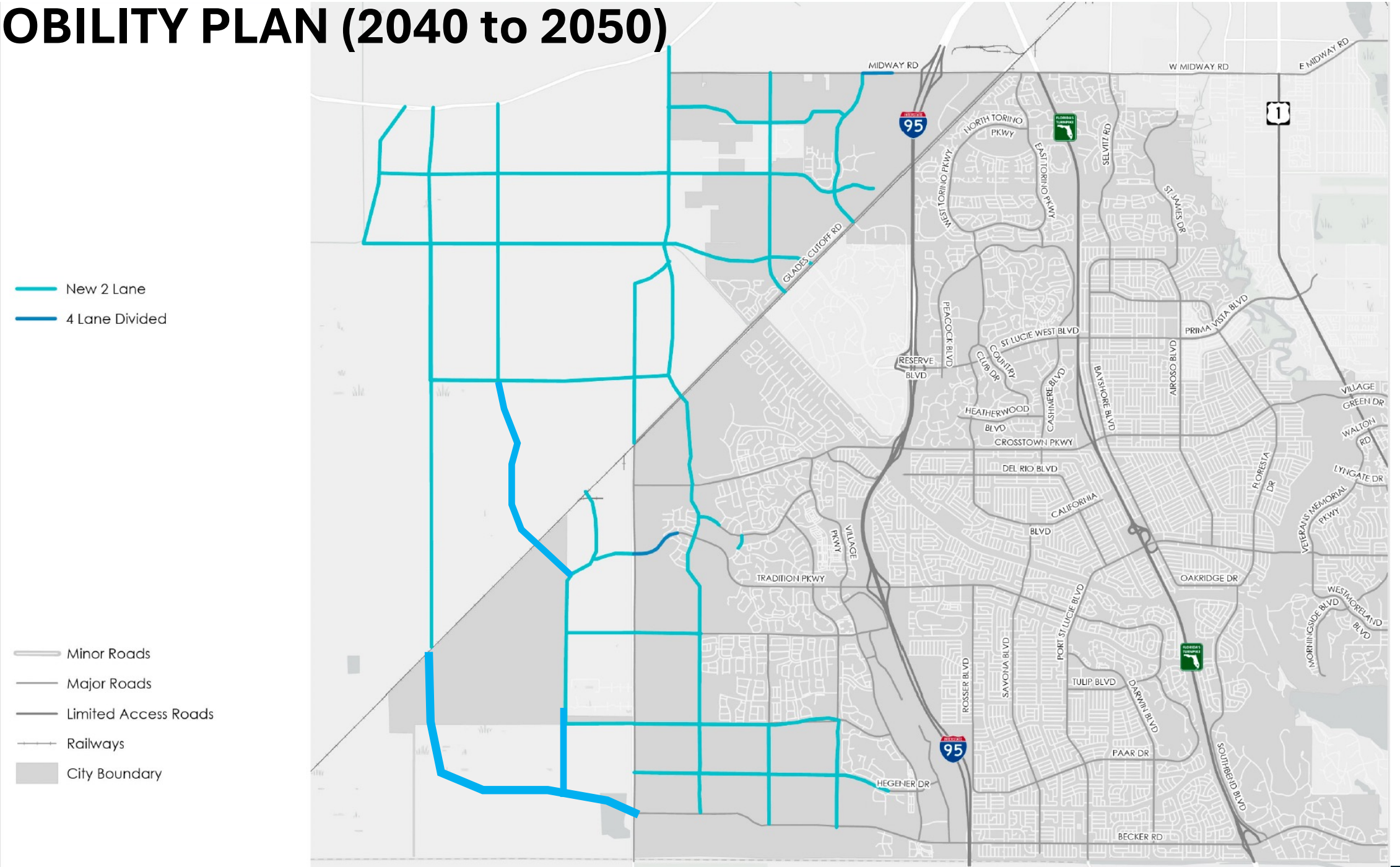
MOBILITY PLAN (2030 to 2040)



MOBILITY PLAN (2040 to 2050)



MOBILITY PLAN (2040 to 2050)



CITY & COUNTY ROADS SHARE OF TRAVEL

- In 2022, County Claimed 46% of all Travel in Port St. Lucie
- In 2025, County Claiming 46% of all Travel in Port St. Lucie
- Current Mobility Plan excludes County Roads (2022 & 2023)
- HB 479 Address Impacts to all Roads (City, County, State)
- 2025 Mobility Plan to include all Roads (City, County, State)
- Greater County Road need west of I-95 based on pending development
- County claiming all State Roads & Arterials in Port St Lucie as County

REAL SHARE OF TRAVEL

- Port St. Lucie Unique in ALL of Florida:

➢ Fewest State Road (non limited access) mileage of any large city in Florida

➢ Fewest County Road mileage of any large city in Florida (Except Jacksonville)

➢ 75% plus of all travel occurs on City Maintained Roads

➢ City Maintains more miles of road than any city (Except Jacksonville)

- County relying solely on State Statue definition of County Road System

❖ When is the last time County funded improvements on City Roads?

REAL WORLD NEEDS VS COUNTY APPROACH

- County treating all of Port St. Lucie the same
- County ignoring Santa Rosa vs. West Florida Builders
- Fees need to reflect growth and vary based on needs & growth
- County blanket claims 46% of all travel
- Reality: County Road Travel = 15% of all travel
- County Road Needs greater west of I-95 between = 35% to 50% of plan
- County Road Needs greater east of I-95 between = 10% of plan

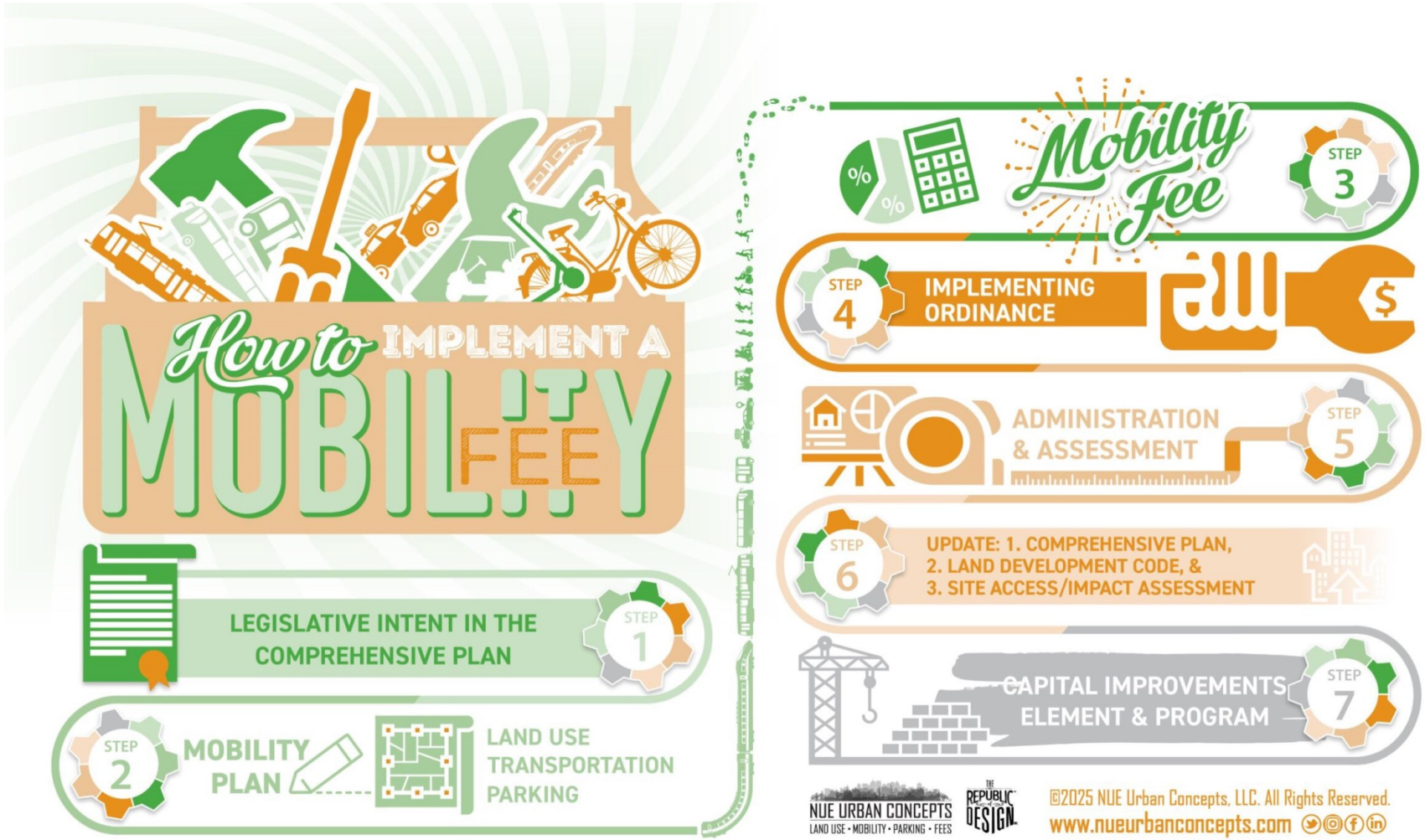
2045 MOBILITY PLAN: NEXT STEPS

- Continue to take community feedback
- Finalize 2025 network traffic counts
- Finalize 2045 daily traffic (model growth rates)
- Evaluate western annexations / developments
- Further coordinate with County, FDOT, TPO
- Finalize Draft Mobility Plan Projects (Hold 2nd Round of Workshops)
- Will have maps and projects on-line to review & provide feedback

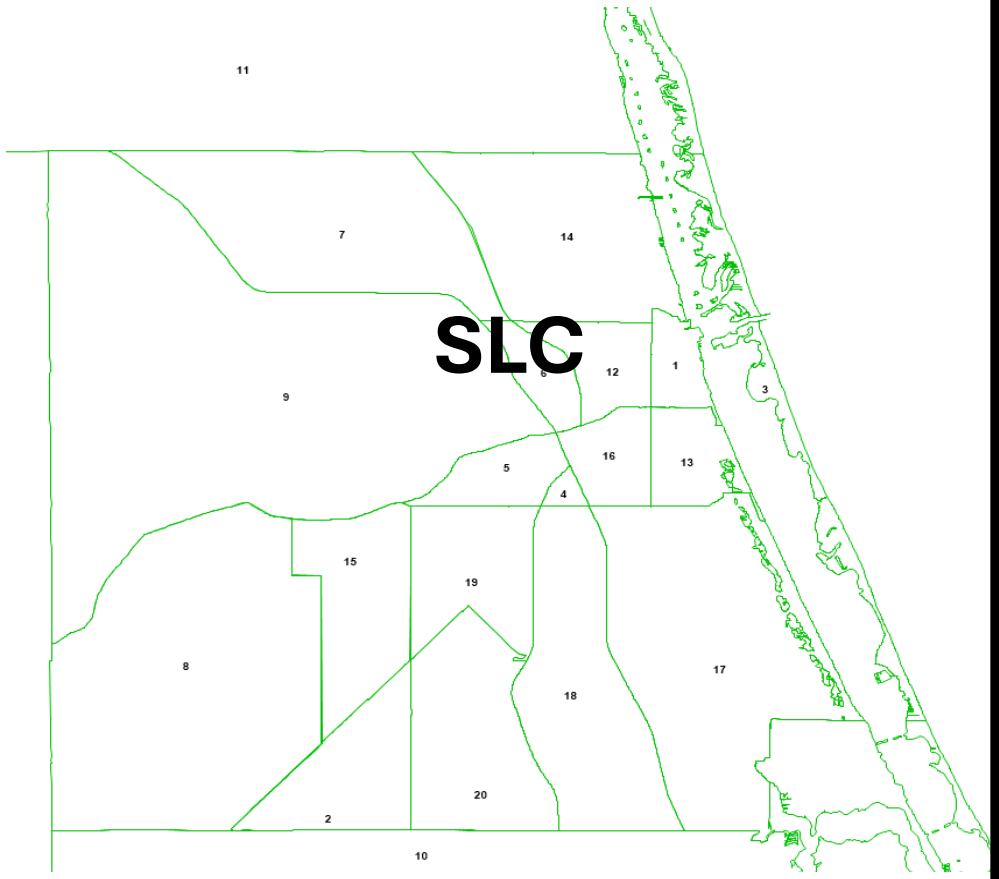
WHAT IS A MOBILITY FEE?

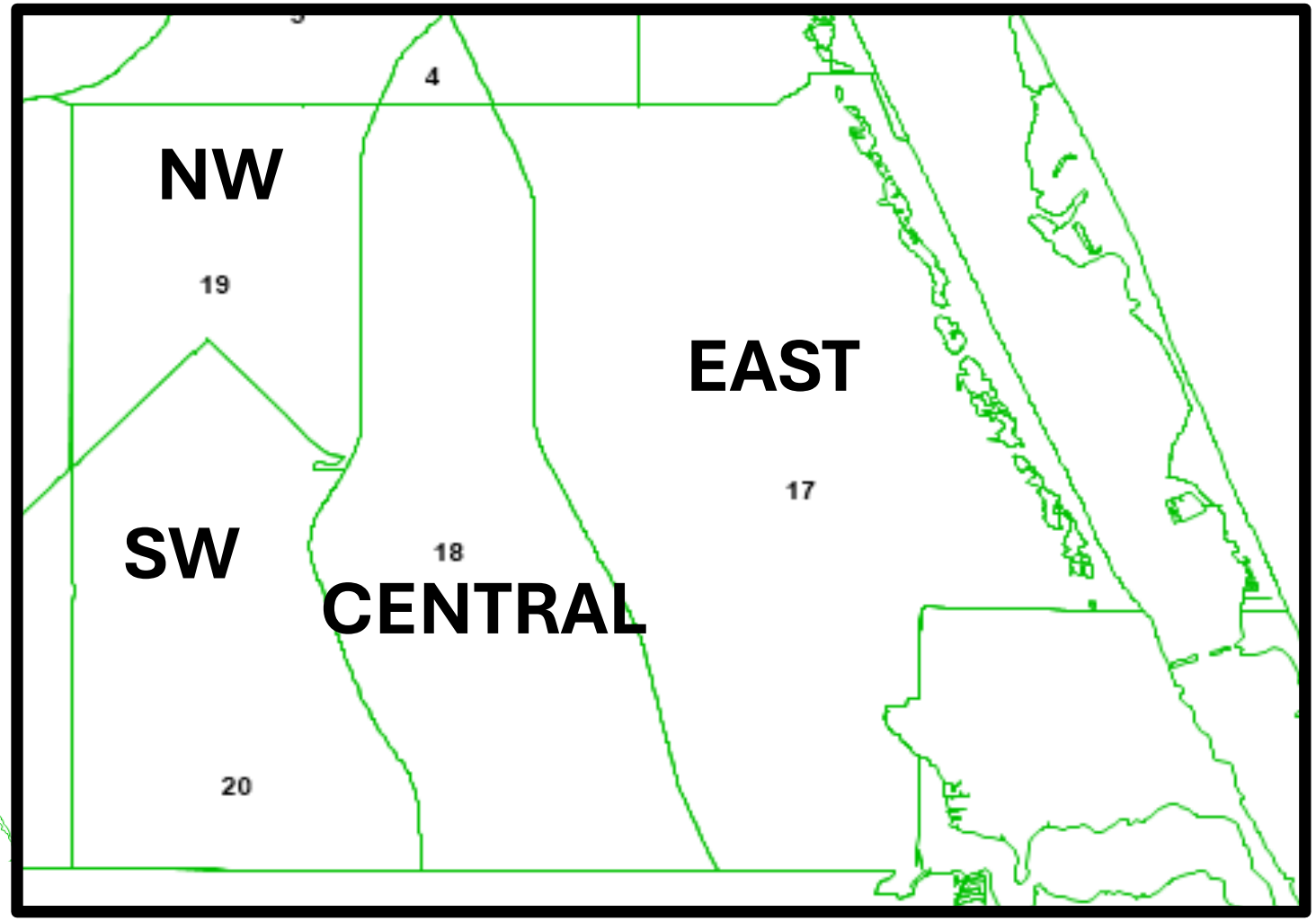
- Replaced City Road Impact Fee (2022)
- Intended to replace City Mobility Fee & County Road Impact Fee
- One-time fee paid by (re)development
- Intended to mitigate transportation impact
- Funding source for Mobility Projects

HOW THE CITY HAS IMPLEMENTED THE FEE



CITY TRAVEL PATTERNS (2024)





CITY TRAVEL PATTERNS (2024) EAST

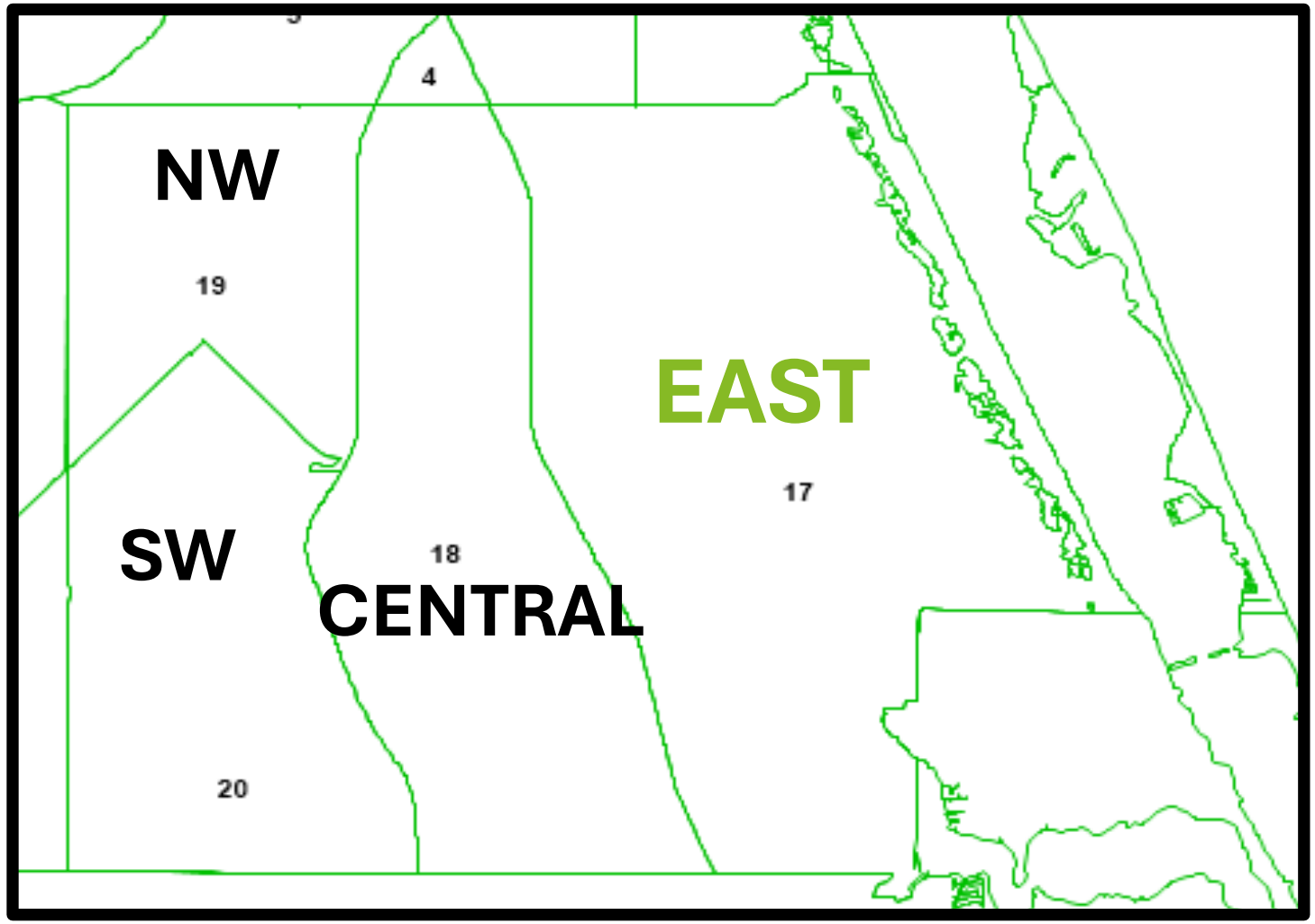
EAST to EAST: 68%

EAST to CENTRAL: 18%

EAST to NW: 0.8%

EAST to SW: 2.8%

EAST to SLC: 10.6%



CITY TRAVEL PATTERNS (2024) CENTRAL

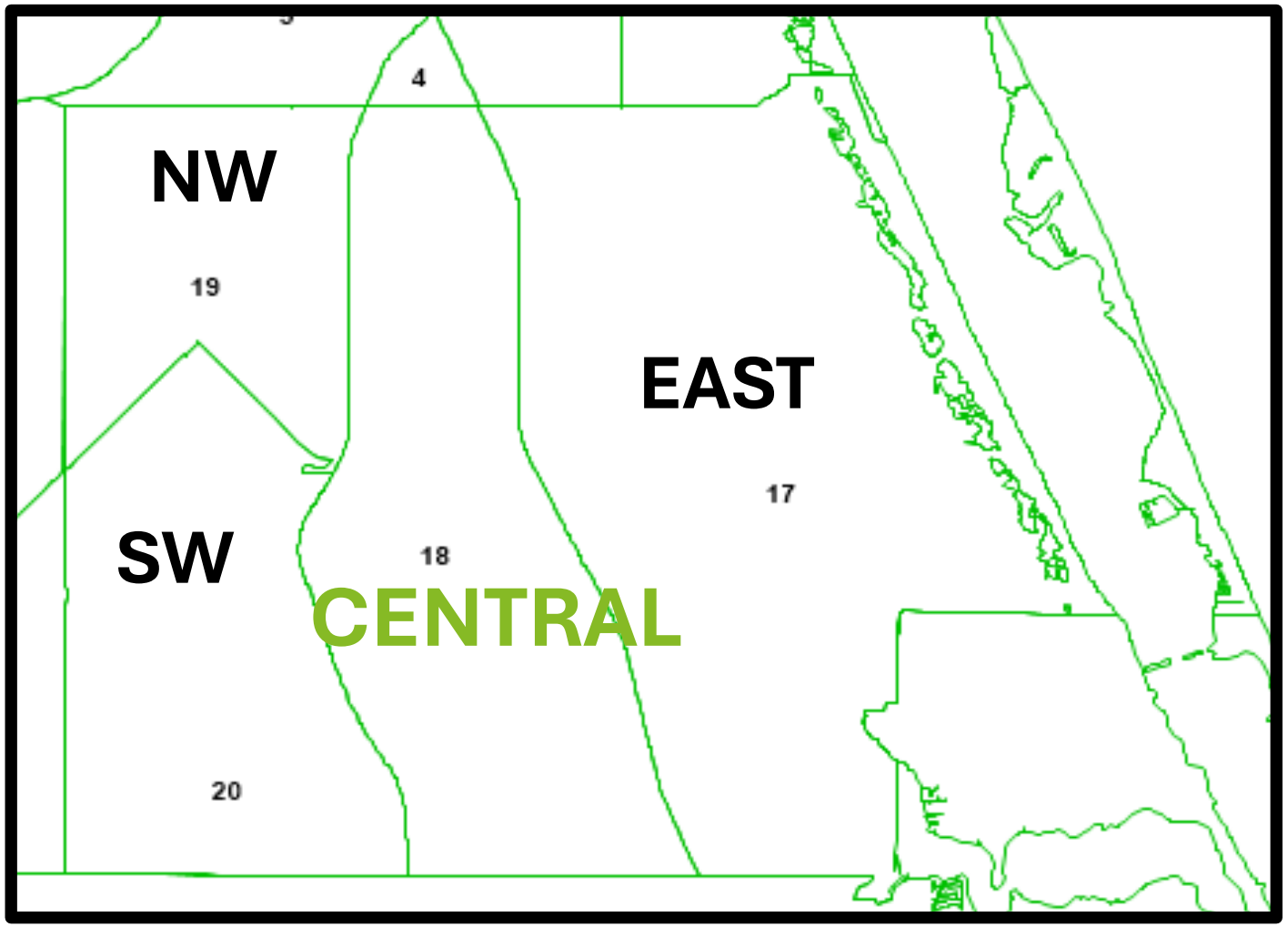
CENTRAL to EAST: 18.2%

CENTRAL to CENTRAL: 64%

CENTRAL to NW: 2.5%

CENTRAL to SW: 9.3%

CENTRAL to SLC: 6.0%



CITY TRAVEL PATTERNS (2024) NORTHWEST

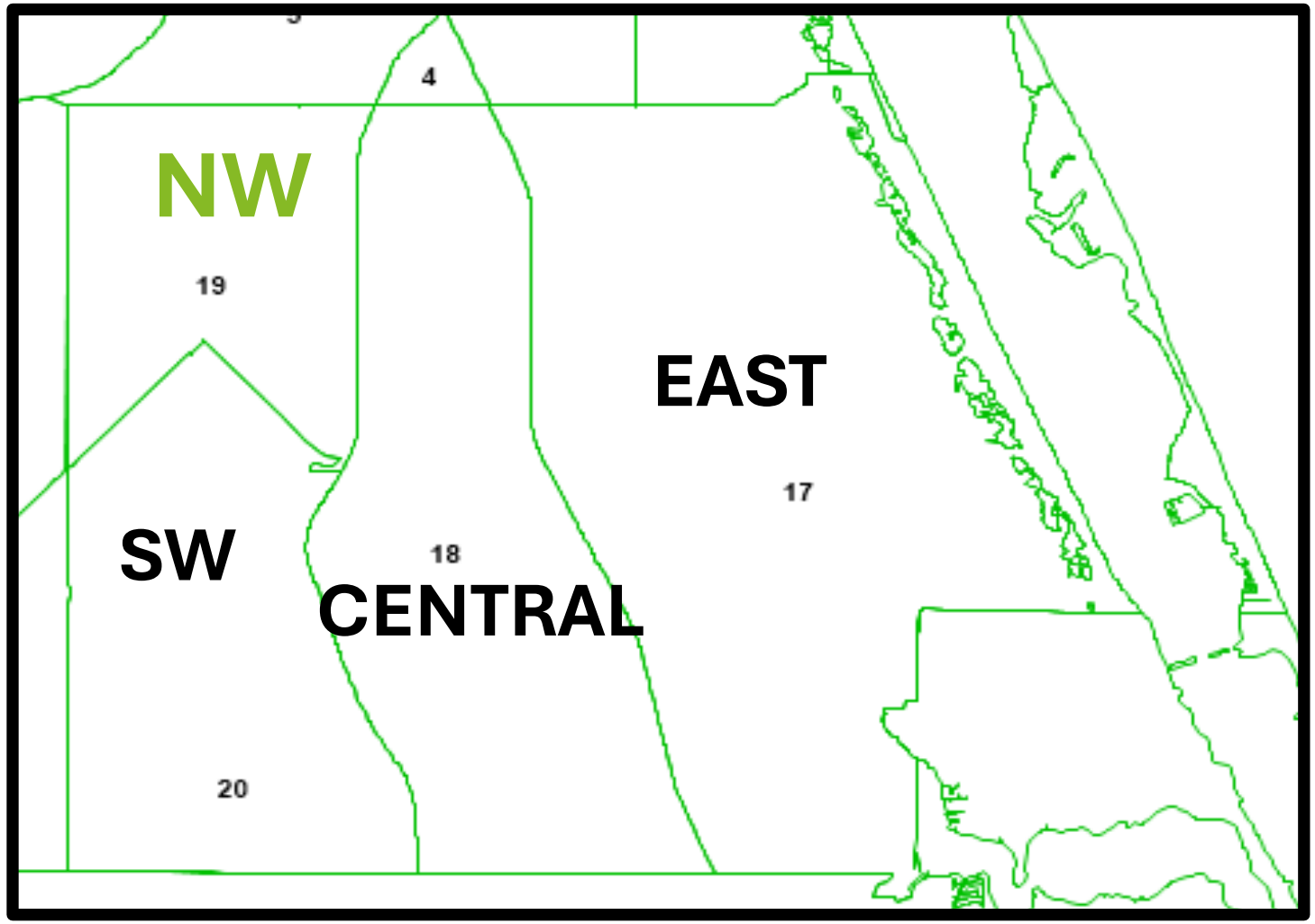
NW to EAST: 10.7%

NW to CENTRAL: 32%

NW to NW: 30.6%

NW to SW: 19.5%

NW to SLC: 7.1%



CITY TRAVEL PATTERNS (2024) SOUTHWEST

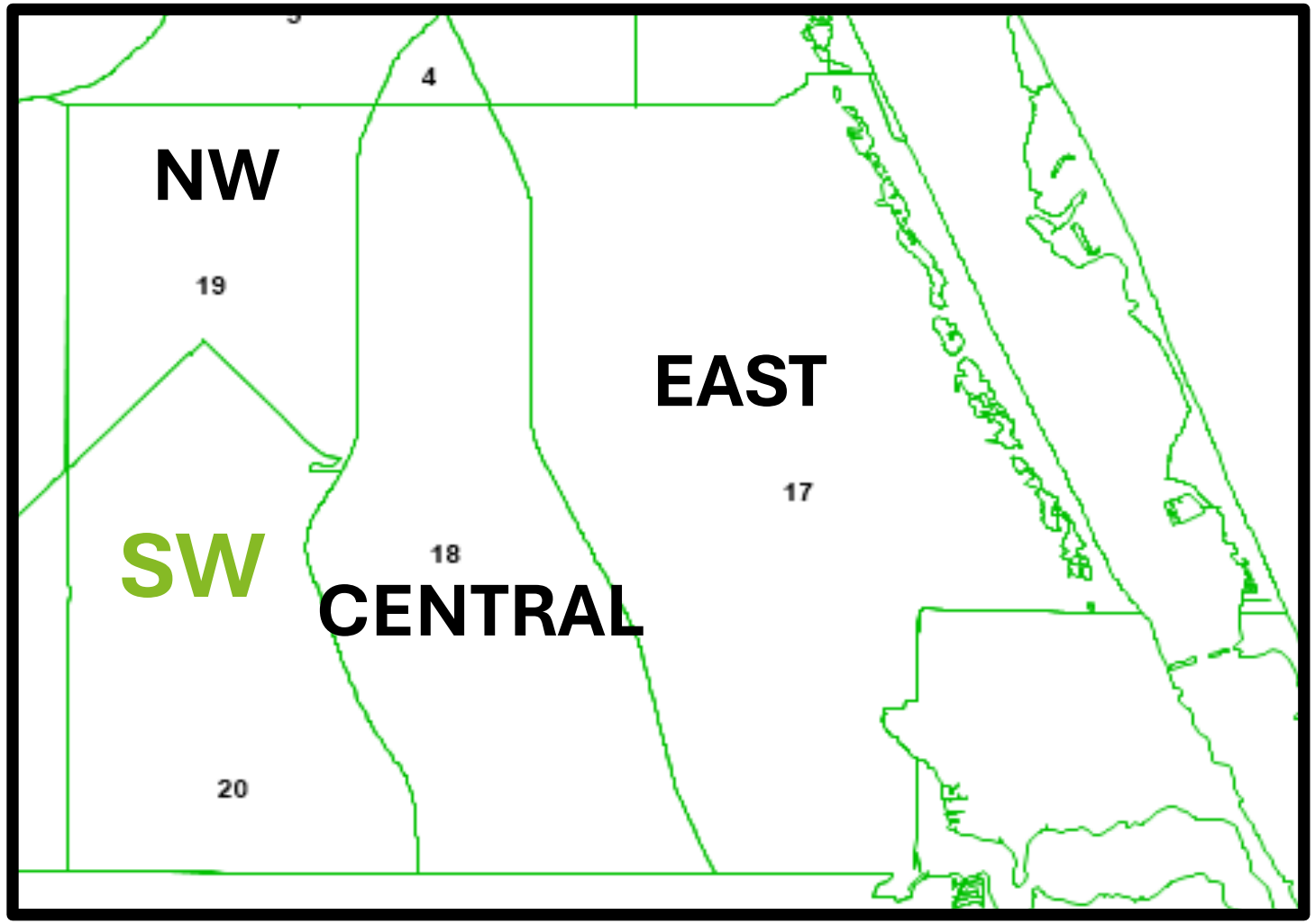
SW to EAST: 8.7%

SW to CENTRAL: 27.7%

SW to NW: 3.4%

SW to SW: 56..2%

SW to SLC: 4.0%



CITY TRAVEL PATTERNS (2024) SOUTHWEST

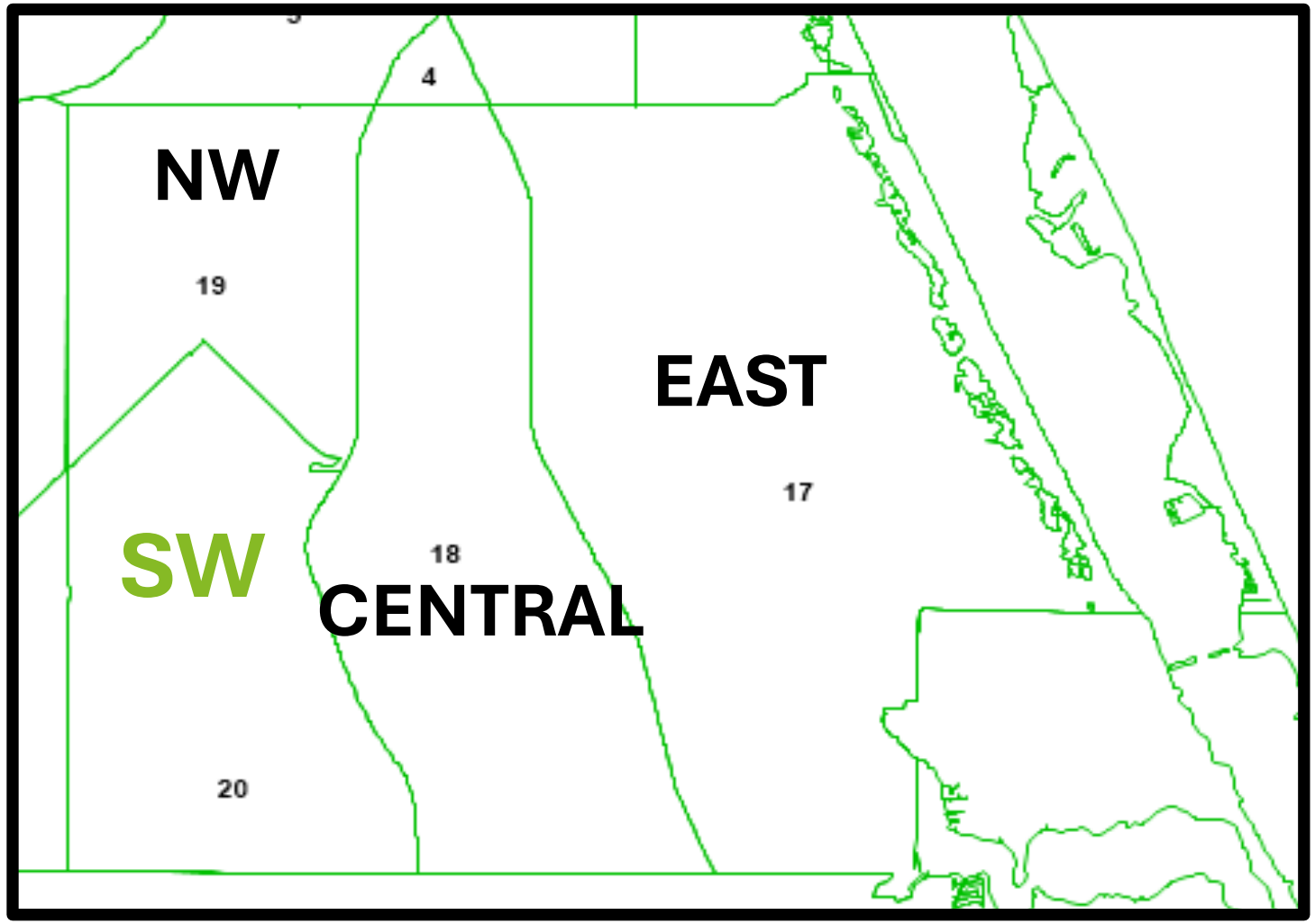
SW to EAST: 8.7%

SW to CENTRAL: 27.7%

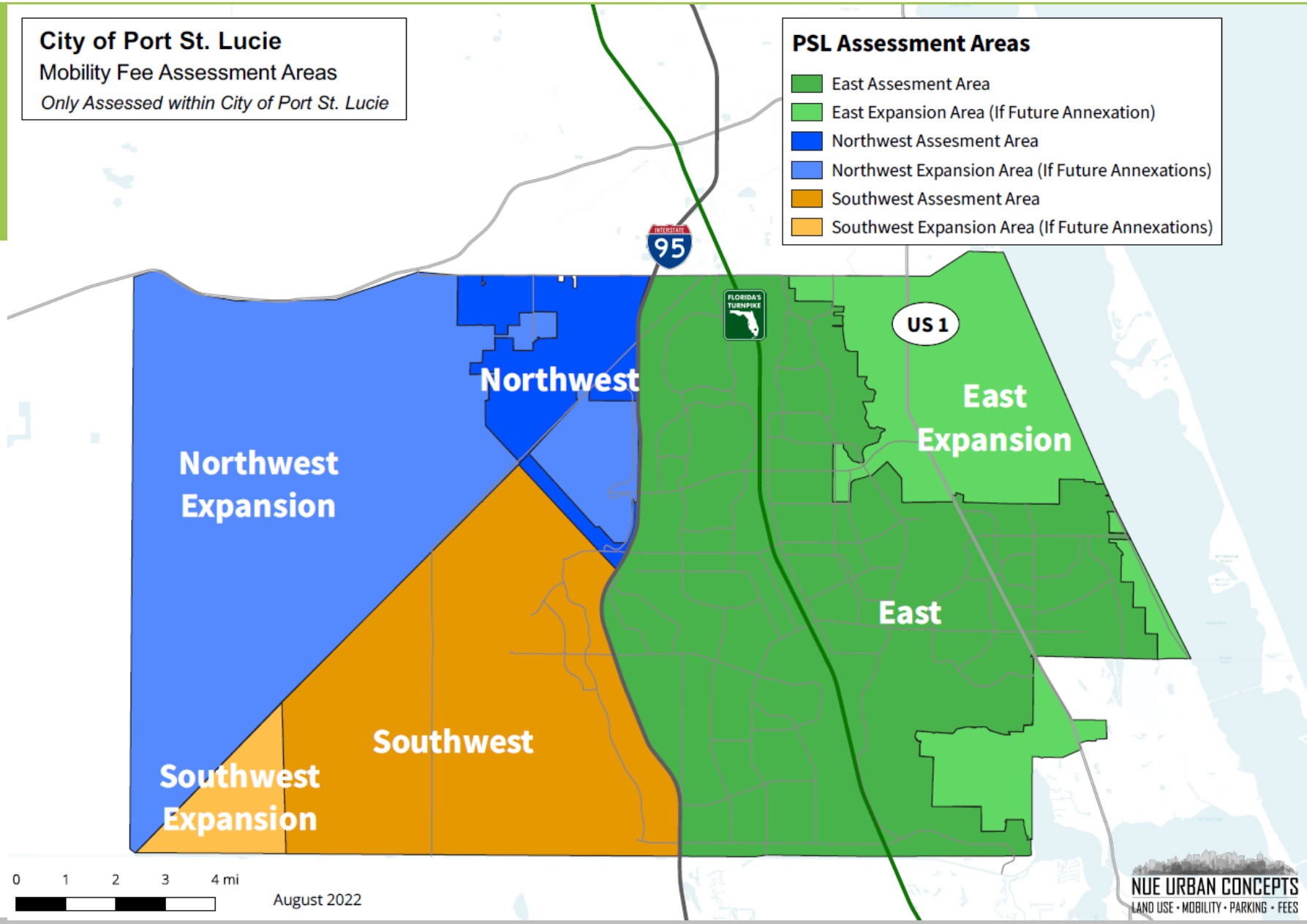
SW to NW: 3.4%

SW to SW: 56..2%

SW to SLC: 4.0%



EXISTING ASSESSMENT AREAS

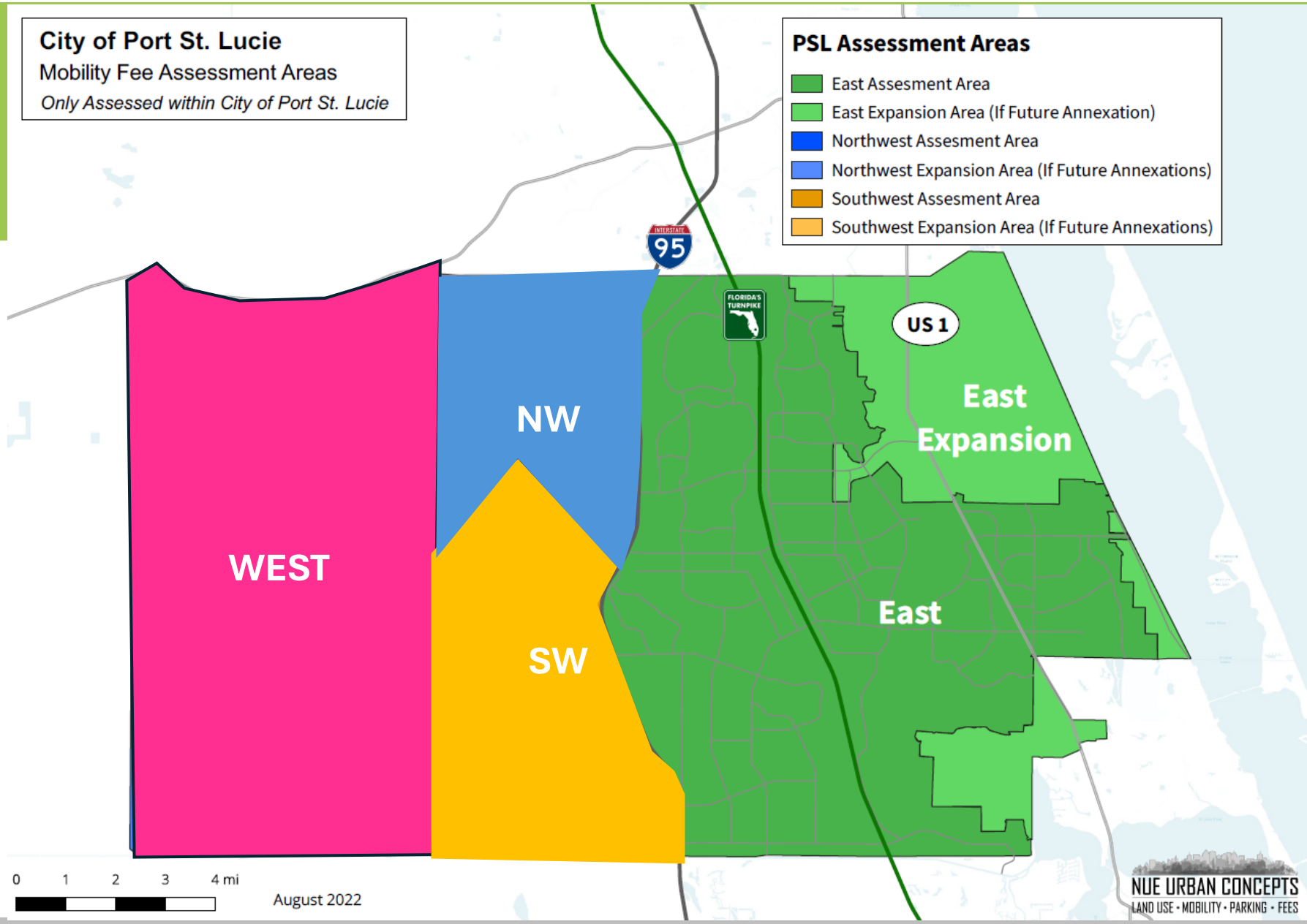


FUTURE ASSESSMENT AREAS

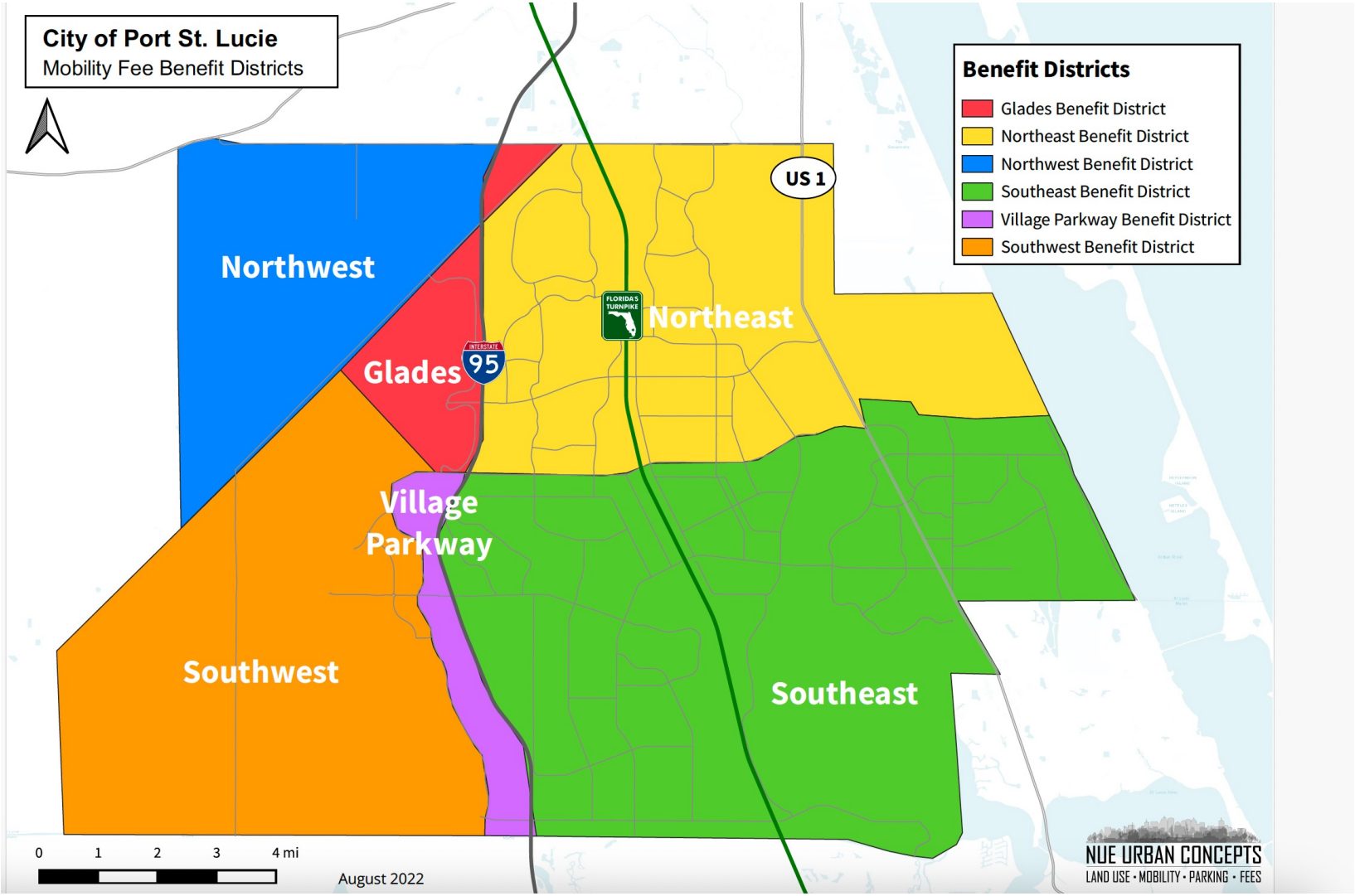
BEING FURTHER EVALUATED

MAY INTRODUCE WEST ZONE

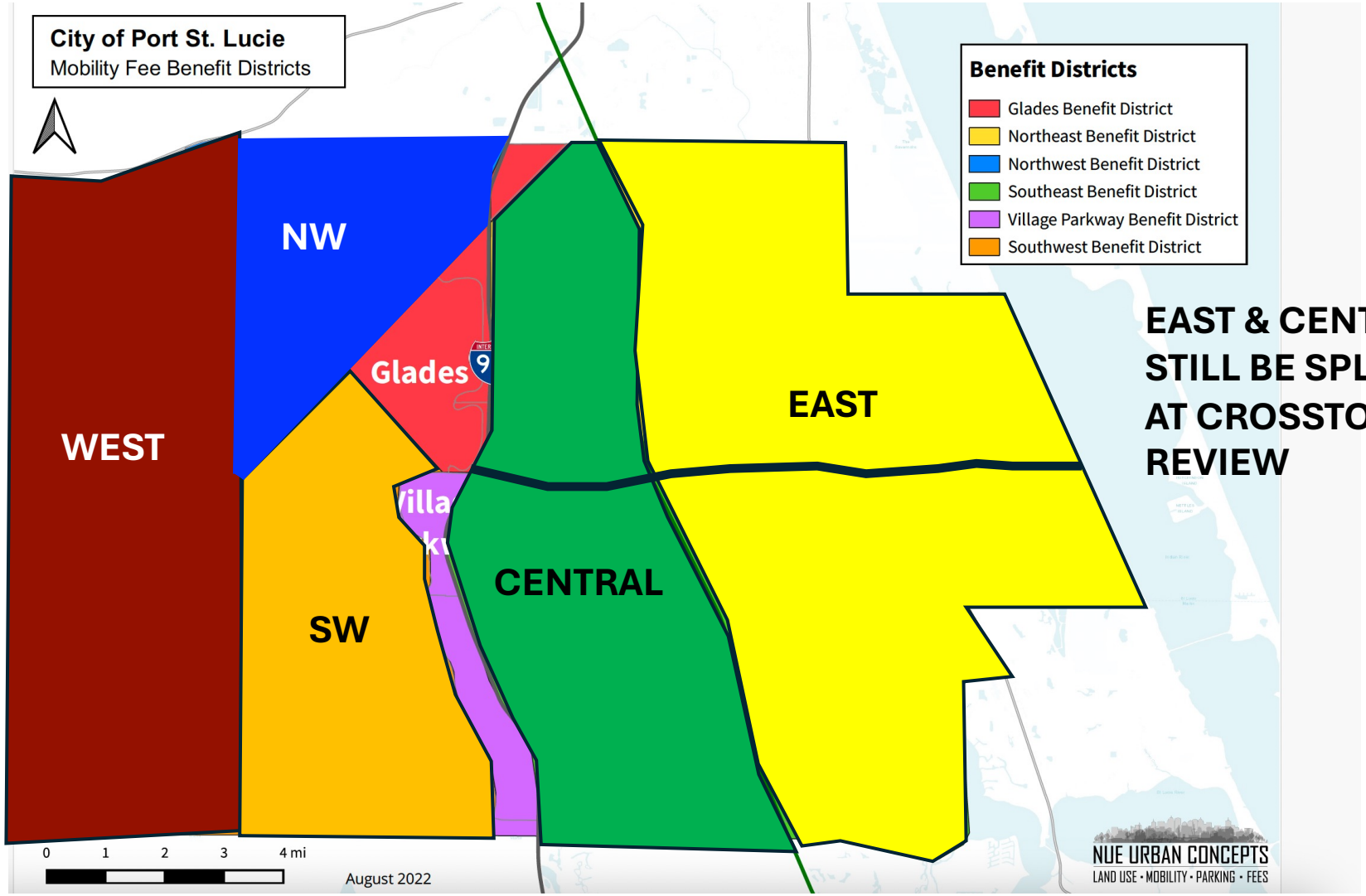
MAY INTRODUCE CENTRAL ZONE



EXISTING BENEFIT DISTRICTS



UPDATED BENEFIT DISTRICTS



EAST & CENTRAL MAY STILL BE SPLIT AT CROSSTOWN – UNDER REVIEW

EXTRAORDINARY CIRCUMSTANCES

- HB 479
- Developer Roads In versus Developer Roads Out
- Inflation
- Increase in number of four lane roads
- Adding 50,000 + residents in 5 years
- Allows for City to implement increase at one-time
- Allows for City to phase in any increase

DRAFT MOBILITY FEE (MP + DEVELOPER ROADS)

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

DRAFT MOBILITY FEE (MP + DEVELOPER ROADS)

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

DRAFT MOBILITY FEE (MP + DEVELOPER ROADS)

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

DRAFT MOBILITY FEE (MP + DEVELOPER ROADS)

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

DRAFT MOBILITY FEE (MOBILITY PLAN)

EXCLUDE 2 LANE DEVELOPER ROADS

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

DRAFT MOBILITY FEE (MOBILITY PLAN)

EXCLUDE 2 LANE DEVELOPER ROADS

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

DRAFT MOBILITY FEE (MOBILITY PLAN)

EXCLUDE 2 LANE DEVELOPER ROADS

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

DRAFT MOBILITY FEE (MOBILITY PLAN)

EXCLUDE 2 LANE DEVELOPER ROADS

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

SINGLE-FAMILY COMPARISON

Single-Family Residential	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	2,400 sq. ft. house	$ 3,852	$ 2,717	$ 3,413	$ -
Current County Road Impact Fee	2,400 sq. ft. house	$ 2,060	$ 2,060	$ 2,060	$ -
Current Total Fees	2,400 sq. ft. house	$ 5,912	$ 4,777	$ 5,473	$ -
Draft Mobility Fee (with developer roads)	2,400 sq. ft. house	$ 18,031	$ 22,646	$ 30,778	$ 37,954
Draft Mobility Fee (without developer roads)	2,400 sq. ft. house	$ 12,982	$ 13,704	$ 18,103	$ 20,873

ADD INDUSTRIAL COMPARISON

ADD WHAT HAS BEEN COLLECTED

ADD INDUSTRIAL COMPARISON

MULTI-FAMILY COMPARISON

Multi-Family Residential	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	$ 2,645	$ 1,865	$ 2,343	$ -
Current County Road Impact Fee	(750 to 1,499 sq. ft. unit)	$ 1,589	$ 1,589	$ 1,589	$ -
Current Total Fees	per 1,000 sq. ft.	$ 4,234	$ 3,454	$ 3,932	$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	$ 10,076	$ 12,665	$ 17,199	$ 21,209
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	$ 7,254	$ 7,657	$ 10,117	$ 12,038

INDUSTRIAL COMPARISON

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

OFFICE COMPARISON

Office	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	$ 2,662	$ 2,120	$ 2,846	$ -
Current County Road Impact Fee	per 1,000 sq. ft.	$ 1,486	$ 1,486	$ 1,486	$ -
Current Total Fees	per 1,000 sq. ft.	$ 4,148	$ 3,606	$ 4,332	$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	$ 12,090	$ 15,185	$ 20,547	$ 24,562
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	$ 8,705	$ 9,188	$ 12,086	$ 13,941

RETAIL COMPARISON

Multi-Tenant Retail	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	$ 4,780	$ 3,295	$ 4,047	$ -
Current County Road Impact Fee	per 1,000 sq. ft.	$ 2,414	$ 2,414	$ 2,414	$ -
Current Total Fees	per 1,000 sq. ft.	$ 7,194	$ 5,709	$ 6,461	$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	$ 16,257	$ 20,419	$ 26,776	$ 30,155
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	$ 11,705	$ 12,335	$ 15,751	$ 17,115

RECAP OF MOBILITY FEES

- Inclusion of developer roads (Lanes 1 & 2) results in highest mobility fee
- Exclusion of developer roads (Lanes 3 & 4) still higher than current fee
- Mobility Projects subject to further refinement
- All new projects west of I-95 are very high dollar projects
- Widening existing & planned road expensive

OPPORTUNITY FOR FEEDBACK

- 2nd Workshop
- Welcome feedback on mobility projects and mobility fees
- There are very expensive projects that will require further review
- City's website will provide future meeting dates
- Will be ongoing coordination with County, Developers, FDOT & TPO

COMMENTS & QUESTIONS

Jonathan B. Paul | Principal

nueurbanconcepts@gmail.com

www.nueurbanconcepts.com

City of PORT ST. LUCIE
HEART OF THE TREASURE COAST

PLANNING & ZONING

MEMORANDUM

TO: Mayor and City Council Members

VIA: Kristina Ciuperger, Assistant City Manager

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

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

DATE: July 31, 2025

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

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

Agenda Summary

2025-737

Agenda Date: 8/4/2025 **Agenda Item No.:** 6.b

Placement: New Business

Action Requested: Discussion

Discuss Revisions to City of Port St. Lucie Engineering Standards for Land Development

Submitted By: Clyde Cuffy, P.E., Public Works

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

Executive Summary (General Business): Public Works is proposing the first revision to the Engineering Standards for Land Development. The existing Engineering Standards were adopted by Ordinance 20-78 on December 14, 2020. The proposed revisions clarify procedures and specifications that are already in place but were not clearly specified in the Engineering Standards. Additionally, the Roadway Section Requirements table is being revised to include the average daily traffic as a criterion for roadway design specifications.

Presentation Information: Staff will present a brief overview and will be available to answer questions.

Staff Recommendation: Request that the Council reviews and provides directions to staff.

Background: Reference to the Engineering Standards has been listed in the Code of Ordinances within the Land Development Regulations and the initial version of the Engineering Standards was adopted by Ordinance 20-78 on December 14, 2020. Since the initial adoption, there has been the desire to update the Engineering Standards to address clarifications to the standards so that the specifications listed in the Engineering Standards are consistent with the procedures in practice. Public Works is therefore proposing the first revision to the Engineering Standards for Land Development.

Issues/Analysis: Staff is requesting Council’s review and direction.

Financial Information: There is no anticipated cost to the city for this revision.

Special Consideration: The mobility plan and fee update are being reviewed in conjunction with the Engineering Standards.

Location of Project: Citywide.

Attachments:

- Proposed 2025 Engineering Standards for Land Development (Redline)
- PowerPoint Presentation
- 2025 Engineering Standards for Land Development - Revision Log

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

Internal Reference Number: Numerical Reference Number or enter N/A

Legal Sufficiency Review:
N/A

CITY OF PORT ST LUCIE

ENGINEERING STANDARDS FOR LAND DEVELOPMENT

COMMERCIAL, RESIDENTIAL SUBDIVISIONS AND CAPITAL IMPROVEMENT PROJECTS

List of Revisions

1st Edition – December 2020

2nd Edition – Month Adopted 2025

Table of Contents

1. Introduction 7
   - 1.1 Purpose 7
   - 1.2 Acronyms and Abbreviations 7
   - 1.3 Reference Manuals 9
   - 1.4 Amendment 11
   - 1.5 Fees 11
2. Drainage Right-of-Way 12
   - 2.1 Purpose 12
   - 2.2 Protection and Use 12
   - 2.3 Abandonment 12
3. Road Right-of-Way 13
   - 3.1 General 13
   - 3.2 Classification 13
   - 3.3 Required Widths 13
   - 3.4 Protection and Use 13
     - 3.4.1 General 13
     - 3.4.2 Memorial Markers 14
     - 3.4.3 Location Signs - Private Facility 14
     - 3.4.4 Temporary Signage 14
     - 3.4.5 Utilities 14
   - 3.5 Abandonment 16
4. Easements 17
   - 4.1 General 17
   - 4.2 Vacating Internal Easements on GDC Lots 17
   - 4.3 Use of GDC Lot Easements 17
   - 4.4 Abandonment of Easement on GDC Lot 18
5. Stormwater Management 202019
   - 5.1 General 202019
   - 5.2 System Information Sources 202019
   - 5.3 Stormwater Fee 202019
   - 5.4 Permitting 202019
   - 5.5 System Requirements 20
   - 5.6 Flood Protection 21
   - 5.7 Water Quality Treatment Volume 22
   - 5.8 Discharge 22
   - 5.9 Commercial or Industrial Phased Developments 23
   - 5.10 System Calculations 23
   - 5.11 Design Requirements 24
     - 5.11.1 Design Storm 24

5.11.2 Exfiltration Trench 24
5.11.3 On-Site Retention 24
5.11.4 On-Site Detention 25
5.11.4.1 Wet Detention 25
5.11.4.2 Dry Detention 26
5.11.5 Discharge Structure 272726
5.11.6 Control Device/Bleed Down Mechanism 282726
5.12 Illicit Discharge 282827
5.13 Inspection and Maintenance 292827

6. Drainage 313029
6.1 General 313029
6.2 Parking Lot Slopes 313029
6.3 Curb and Gutter 313029
6.4 Roadway Spread 313029
6.5 Manholes and Inlets 313029
6.6 Roadway Underdrains 30
6.7 Drainage Pipes 30
6.8 Roadway Culverts 31
6.9 Bridge-Culverts and Bridges 32
6.10 Driveway Culverts 32
6.11 Clearances 33
6.12 Open Channel Systems (Swales and Canals) 34
6.12.1 Swales 34
6.12.2 Canals 35

7. Erosion and Sediment Control 393736
7.1 General 393736
7.2 Requirements 393736
7.3 Best Management Practices (BMPs)/Stormwater Pollution Prevention Plan (SWPPP) 393736

8. Roadways 403837
8.1 General 403837
8.2 Access Management 403837
8.3 Network Requirements 424039
8.4 Subdivision Roadways 424039
8.5 Entry Gates 424039
8.6 Roadway Section 40
8.7 Pavement Design 40
8.8 Geometric Elements of Roadway Design 41
8.9 Medians 41
8.10 Intersections 42
8.11 Roundabouts 42
8.12 Driveways 42
8.12.1 Driveway Geometry 43
8.12.2 Number of Driveways 44
8.12.3 Number of Access Points for Residential Subdivisions 44
8.12.4 Separation from Intersections 44

8.12.5 Spacing between Driveways 44
8.12.6 Movement Restrictions 44
8.12.7 Right Turn Lanes 45
8.12.8 Left Turn Lanes 46
8.13 Clear Visibility Triangle 46
8.14 Sight Distance 554847
8.15 Roadside Clear Zone 564847
8.16 Sidewalks 564947
8.17 On Street Parking 564948
8.18 Traffic Calming 574948
8.19 Beautification Policy 48
9. Traffic Controls, Signals and Lights 585049
9.1 Traffic Controls 585049
9.1.1 Pavement Markings 585049
9.1.2 Signage 585049
9.2 Signals 595049
9.2.1 Traffic Signals 595150
9.2.2 Traffic Signal Spacing 54
9.2.3 Pedestrian Signals 55
9.3 Roadway and Pedestrian Lighting 55
10. Landscaping and Irrigation 695958
10.1 General 695958
10.2 Privately Owned Property 695958
10.3 City-Owned Property 695958
10.4 Tree Root Barriers 695958
11. Bicycle and Pedestrian Facilities 706059
11.1 General 706059
11.2 Sidewalks 706059
12. Parking Areas 716160
12.1 General 716160
12.2 Number of Parking Spaces 716160
12.3 Parking Spaces 716160
12.4 Stacking 716160
12.5 Cross Access 726261
12.6 Lighting 726261
12.7 Maintenance 726261
13. Waste and Recycling Facilities 62
13.1 General 62
14. Submittals 63
14.1 General 63
14.2 Plats 64
14.3 Topographic and Boundary Surveys 64
14.4 Concept Plan 65

14.5 Clearing Plan 66
14.6 Mass Grading Plan 66
14.7 Stormwater Pollution Prevention Plans (SWPPP) 66
14.8 Site Plans 66
14.9 Construction Plans 66
14.10 Opinion of Probable Cost 67
14.11 Site Work Estimates 796867
14.12 Drainage Calculations 806968
14.13 Equivalent Residential Unit (ERU) Stormwater Calculations 806968
14.14 Geotechnical Reports 806968
14.15 Traffic Studies 806968
14.16 Shop Drawings 806968
14.17 Completion Certification 816968
14.18 Operation and Maintenance Manuals 817069
14.19 Record Drawings 817069

15. Improvement Guarantees 837271
15.1 General 837271
15.2 Performance Guarantees 837271
15.3 Maintenance Guarantees 837271
15.4 Partial Release of Guarantees 837271
15.5 Final Paving Course and Pavement Markings 837271

16. Project Permitting 72
16.1 Clearing Permit 72
16.2 Mass Grading Permit 73
16.3 Site Work Permit 74
16.4 Driveway/Culvert Permit 76
16.5 Right-of-Way Permit 76
16.6 Revocable Encroachment Permit 77
16.7 Road/Lane Closure Request 77

17. Construction Standards 928079
17.1 General 928079
17.2 Utility Locates 928079
17.3 Work Hours 928079
17.4 Site Maintenance 928079
17.5 Vertical Datum 928079
17.6 Maintenance of Traffic 928079
17.7 Abatement of Erosion and Water Pollution 938180
17.8 Clearing and Grubbing 958281
17.9 Earthwork 958382
17.10 Roadway 958382
17.11 Sidewalks 82
17.12 Restoration and Stabilization 83
17.13 Irrigation 83

18. Project Inspection 84

18.1 General 84
18.2 Pavement Inspections 84
18.3 Site Work Inspections 84
18.4 Traffic Signals and Lighting Inspections 85
18.5 Driveway Culvert and/or Swale Inspections 85
18.6 NPDES Inspections 85

19. Project Acceptance ..... ~~86~~95
19.1 Privately Owned Development Projects ..... ~~86~~95
19.2 City-Owned Development Projects ..... ~~86~~95
19.3 Roadway Turnover ..... ~~86~~95

20. Standard Details 88

Appendix A: Applications, Forms, Worksheets .....

Appendix B: Traffic Calming Policy and Guidelines .....

Appendix C: Fiber Optic Network Minimum Design Standards and Details .....

Appendix D: Beautification Policy Guidlines .....

Appendix E: St Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St Lucie County, City of Fort Pierce and the City of Port St Lucie .....

Appendix F: Irrigation System Standards .....

List of Figures

Figure 8-1 Driveway Throat Length 43
Figure 8-2 Clear Visibility Triangle at Intersection 46
Figure 8-3 Clear Visibility Triangle at Driveway 47

List of Tables

Table 1-1 Acronyms and Abbreviations 7
Table 4-1 Use of Easements on GDC Lots ..... 18~~18~~17
Table 6-1 Roadway Spread ..... 31~~30~~29
Table 6-2 Structure Spacing 30
Table 8-1 Roadway Section Requirements 40
Table 8-2 Flexible Pavement Design Standards 41
Table 8-3 Median Spacing 43
Table 8-4 Driveway Throat Length 44
Table 8-5 Unsignalized Driveway Right Turn Lanes 45
Table 12-1 Drive Thru Stacking Requirements ..... 72~~62~~61
Table 14-1 Electronic Submittal File Names 63

1. Introduction

1.1 - Purpose

The City of Port St Lucie's *Engineering Standards for Land Development: Commercial, Residential Subdivision and Capital Improvement Projects* provides standards for the design and construction of transportation and drainage facilities as well as the use of easements and rights-of-way for development projects within the City of Port St. Lucie.

The standards within this document shall ~~are applicable~~apply to all new development. Limitations imposed by existing conditions may make it infeasible to apply these standards to redevelopment projects; however, in that event, these standards shall apply to the extent that safety, legal, economic, and environmental considerations allow.

The terms "shall" and "must" are used when the requirement is mandatory. Other terms such as, "recommended" and "preferred" indicate desirable procedures or methods. The requirements of this document do not provide relief from standards imposed by federal, state, or other agencies. In the event of conflicts with federal, state, or other regulations, the more stringent regulation shall prevail. In case of a disagreement in the interpretation of any of these standards, the written decision of the City Manager shall prevail.

1.2 - Acronyms and Abbreviations

Acronyms and abbreviations used in this document shall have the meanings listed in Table 1-1~~Table 1-1~~~~Table 1-1~~.

Table 1-1 Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADAAG	American Disabilities Act Accessibility Guidelines
AKA	Also Known As
APL	Approved Product List
APS	Accessible Pedestrian Signal
ASIC	American Society of Irrigation Consultants
BMAP	Basin Management Action Plan
BMP	Best Management Practice – Stormwater Erosion and Sediment Controls
CCU	Central Control Unit
CFS	Cubic Feet per Second
CSM	Cubic Feet per Second per Square Mile
~~CD~~	~~Compact Disc~~
CDD	Community Development District
CIP	Capital Improvement Program
CO	Certificate of Completion

Table 1-1 Acronyms and Abbreviations

DR	Dimension Ratio
DRI	Development of Regional Impact
EOP	Edge of Pavement
EOR	Engineer of Record
EPA	United States Environmental Protection Agency
ERP	Environmental Resource Permit (SFWMD)
ERU	Equivalent Residential Unit
FAC	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FFE	Finished Floor Elevation
FFWCC	Florida Fish and Wildlife Conservation Commission
FHWA	United States Department of Transportation, Federal Highway Administration
FIRM	Flood Insurance Rate Map
FP&L	Florida Power and Light Company
FS	Florida Statutes
GDC	General Development Corporation
HDPE	High Density Polyethylene
ICE	Intersection Control Evaluation
IPS	Iron Pipe Size
ITE	Institute of Traffic Engineers
LBR	Limerock Bearing Ratio
LED	Light Emitting Diodes
MB	Megabyte
Mg/l	Miligrams per liter
MPUD	Master Planned Unit Development
MS4	Municipal Separate Stormwater System
MUTCD	*Manual on Uniform Traffic Control Devices for Streets and Highways* – FHWA
NAVD	North American Vertical Datum of 1988
NCHRP	National Cooperative Highway Research Program
NGVD	National Geodetic Vertical Datum
NEC	National Electric Code
NESC	National Electric Safety Code
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NSLRWCD	North St Lucie River Water Control District

Table 1-1 Acronyms and Abbreviations

NTU	Nephelometric Turbidity Units
PDF	Portable Data Format (electronic file)
POA	Property Owner Association
PSM	Professional Surveyor and Mapper
PTZ	Pan/ Tilt/ Zoom
PUD	Planned Unit Development
PVC	Polyvinyl Chloride
QPL	Qualified Product List
RCV	Remote Control Valve
ROW	Right-of-way
SAD	Special Assessment District
SEU	Special Exception Use
SFWMD	South Florida Water Management District
SPRC	Site Plan Review Committee
SWPPP	Stormwater Pollution Prevention Plan
TIS	Traffic Impact Study
TMDL	Total Maximum Daily Load
TPO	Transportation Planning Organization
UPS	Uninterrupted Power Supply
USACE	United States Army Corps of Engineers
USGS	United States Geological Society
USPS	United States Postal Service

1.3 - Reference Manuals

Standards and guidelines which are referenced in the following technical publications, latest edition, shall be considered part of this document and are adopted by reference for use in the City of Port St Lucie.

- *A Policy on Geometric Design of Highways and Streets* – AASHTO
- *Access Management Guidebook – FDOT*
- *Access Management in the Vicinity of Intersections* – FHWA
- *Corridor Access Management* – Intersection Proven Safety Countermeasure - FHWA
- *American Disabilities Act Accessibility Guidelines* – Federal Agencies
- American Society of Irrigation Consultants
- *Color Specifications for Retro-reflective Sign and Pavement Marking* Materials – Code of Federal Regulations, Appendix to Subpart F of Part 655 of Title 23.
- *Complete Streets Implementation Plan* – FDOT and Smart Growth America

- *Design Manual* – FDOT
- *Drainage Manuals* – FDOT
- *Driveway Information Guide - FDOT*
- *Environmental Resource Permit Applicant's Handbook, Volume I, SFWMD and FDEP*
- *Environmental Resource Permit Applicant's Handbook, Volume II, SFWMD*
- *Environmental Resource Permit Information Manual Volume IV*, SFWMD
- *Erosion and Sediment Control Manual (FDOT and FDEP)*
- *Flexible Pavement Design Manual* – FDOT
- *Florida Bridge Scour Manual (FDOT)*
- *Florida Building Code* – Florida Statutes
- *Florida Building Code*, Plumbing, Appendix 'F'
- Florida Department of Environmental Protection Regulations
- Florida Fish and Wildlife Conservation Commission Regulations
- ~~*Florida Intersection Design Guide* – FDOT~~
- Florida Irrigation Society Irrigation Design Standards
- ~~*Florida Roundabout Guide* - FDOT~~
- Florida Statutes
- *Guide for the Development of Bicycle Facilities* - AASHTO
- *Guide for the Planning, Design, and operation of Pedestrian Facilities* - AASHTO
- *Highway Capacity Manual* – Transportation Research Board
- *Maintenance of Signs and Sign Supports* – FHWA
- *Manual of Uniform Minimum Standards for Design, Construction and Maintenance For Streets and Highways* – FDOT. Reference is made as the Florida Greenbook.
- *Manual on Uniform Traffic Control Devices for Streets and Highways* – FHWA
- *Manual on Uniform Traffic Studies* – FDOT
- *Median Handbook* – FDOT
- *Parking Generation* - ITE
- *Parking Standards* – Urban Land Institute
- ~~*Plans Preparation Manual* – FDOT~~
- *Report 420, Impacts of Access Management Techniques* - NCHRP
- *Report 672, Roundabouts: An Informational Guide (TRB 2010*) - NCHRP
- *Rigid Pavement Design Manual* - FDOT
- *Roadside Design Guide* - AASHTO

- *Soil Survey of St Lucie County* – United States Department of Agriculture, Soil Conservation Service
- South Florida Water Management District Regulations
- St Lucie County Fire District Regulations
- *Standard Plans for Road ~~and Bridge~~ Construction* – FDOT. Reference is made as the FDOT Standard Plans Index #.
- *Standard Specifications for Road and Bridge* Construction – FDOT. Reference is made as the FDOT Standard Specifications Section XXX.
- *Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals* - AASHTO
- *Storm Drain Handbook* – FDOT
- *The Dimensions of Parking* – Urban Land Institute
- *The Standard Highways Signs and Markings* ~~–~~ – FHWA
- *Traditional Neighborhood Communities Handbook (FDOT)*
- *Traffic Engineering Manual* - FDOT
- *Traffic Signing Handbook* - ITE
- *Transportation and Traffic Engineering Handbook* – ITE
- *Trip Generation* – ITE
- United States Environmental Protection Agency Regulations
- *Utility Accommodations Manual* - FDOT
- *Vegetation Control For Safety* - FHWA

1.4 - Amendment

The City Engineer shall review this document annually and recommend amendments to reflect updates in local, ~~state~~state, or federal legislation, updated policy, clarifications, or other such reason with due cause.

1.5 - Fees

The fees for review ~~and,~~ permitting, and/or inspection ~~fees~~ for commercial and subdivision developments are provided in City Code Section 57.01.

2. Drainage Right-of-Way

2.1 - Purpose

The City's stormwater management system exists for the benefit of all residents. To ~~accomplish this responsibility~~this end, the City has designated certain land as drainage right~~s~~-of-way ("DROW"). ~~Drainage rights-of-way (DROW),~~DROW owned and maintained by the City~~,~~ are used for the collection, treatment, and/or conveyance of stormwater within canals, ditches, swales, culverts, ponds, and/or drainage control structures. The requirements for City-owned DROW~~drainage rights-of-way~~ are provided in this chapter.

2.2 - Protection and Use

(a) No work within a ~~drainage right-of-way~~DROW shall occur without the prior approval of the City Engineer. No one may use, construct, excavate or alter the DROW or install any structure or equipment to enable the discharge of water, water withdrawal or other water use by anyone without receiving a right-of-way permit from the City.

~~(a)~~(b) Any work within a right-of-way requires and shall be subject to the requirements of the right-of-way permit and City Code, Chapter 54, ~~Article II,~~ Right~~s~~-of-Way ~~Permit~~. ~~T~~that details the requirements, exemptions and emergency situations. Prior to any excavation within a right-of-way, a utility locate shall be completed~~. In the case of an emergency, authorization (written is practical) may be given by the City Engineer or Public Works Director.~~

(c) Aerial utility lines shall have a minimum clearance of forty (40) feet from the utility line to the top of a canal bank or perimeter berm, whichever is higher. Aerial utility lines shall not be located above drainage structures.

(d) Underground crossings of canals shall provide a minimum of ten (10) feet vertical clearance for all major canal crossings and five (5) feet for minor canal crossings. Vertical clearance shall be measured from top of pipe to the canals design bottom elevation at the crossing.

(e) When access to a private property crosses a ~~drainage right-of-way~~DROW, the maintenance responsibility of the drainage pipe and driveway shall be the responsibility of the private property owner and shall include, but not be limited to:

a. Maintenance and replacement as necessary of the drainage pipe beneath any driveway crossing a ~~the~~ swale or ~~drainage right-of-way~~DROW in a manner such as not to impede or interfere with the stormwater drainage function of the swale or ~~drainage right-of-way~~DROW. Provided, however, that the cost of culvert replacement as a result of a drainage improvement or driveway modification initiated by the City shall be the City's expense.

~~(b)~~b. Properly mowing the grassed area to maintain a neat appearance, including the removal of grass, weeds, bushes, sand, silt and debris at both ends of, or within, any driveway culvert pipe to effectively maintain flow through the culvert.

2.3 - Abandonment

(a) Abandonment of a ~~drainage right-of-way~~DROW is rare and shall only be used for special circumstances. Requests to abandon ~~drainage rights-of-way~~DROW shall be submitted to the City Engineer and shall include, at a minimum, all of the following items:

(1) Completed Abandonment of Right-of-Way Application (Appendix A).

(2) Payment of ~~R~~review fee, ~~a fee schedule is~~as provided in City Code Section 57.01.

(3) Letter of request which clearly demonstrates, to the reasonable satisfaction of the City, that the abandonment:

a. Does not hinder the current or future location of any drainage or stormwater management facility,

b. Is not detrimental to the public interest, and

c. Provides a positive benefit to the City.

(4) Aerial and site photographs showing location and current conditions of site.

(5) Signed and sealed legal description and sketch of the right-of-way to be abandoned.

(6) Concept plan showing proposed use, if applicable.

(7) ~~No objection letters~~Letters of no objection from utility companies (phone, electric, cable, gas, etc.).

(b) The City Engineer will review the application, and if satisfied of its sufficiency, shall obtain the City Utility Systems Department recommendation, obtain a draft ordinance of abandonment from the City ~~Legal Department~~~~City~~ Attorney's Office, prepare a summary/recommendation memorandum, and forward the complete package to the City Manager requesting review and consideration by the City Council.

(c) The applicant shall be responsible for all costs relating to the abandonment, including the costs associated with the preparation and recording of plats, warranty deeds, legal and sketch, or other such instruments required to accomplish the abandonment.

~~(c)~~(d) (d) The ~~e~~City reserves the right to require additional requirements in a given application or may reject the request at its discretion.

3. Road Right-of-Way

3.1 - General

Road rights-of-way are provided for the benefit of all City residents. ~~The intent of road right-of-way standards~~Road right-of-way standards are intended ~~is~~ to create uniformity in design, engineering, and use practices to promote safety and sustainability. This chapter presents ~~I~~information about the classification, minimum width, protection, use, and abandonment of City-owned and maintained road rights-of-way ~~is presented in this chapter~~. Requirements and standards for the design, permitting, and construction are provided in chapters 5 ~~-~~through 8, 16, and 17 respectively.

3.2 - Classification

All roadways within the City have an urban designation. The following roadway functional classifications are provided in the City's Comprehensive Plan:

(a) *Principal arterial*. Primarily focuses on carrying through traffic. Principal arterials provide service that is relatively continuous, long in trip length, and high operative speeds.

(b) *Minor arterial*. Provides service for through traffic movement similar to a principal arterial but provides greater land access and distributes traffic to smaller geographical areas than the principal arterial.

(c) *Collector*. Provides both land access and traffic circulation between local roads and/or arterial roads. A collector provides service that is relatively moderate in volume, of moderate trip length, and moderate speed.

(d) *Local*. Permits direct access to abutting property and connections to a higher order roadway. A local street provides service that is relatively low in volume and short average trip length or minimal through traffic movements.

3.3 - Required Widths

Unless approved otherwise, the minimum mid-block right-of-way widths for newly constructed private roadways are provided in City Code Section 156.093(C). The minimum mid-block right-of-way widths for newly constructed public roadways are provided in section 8.6. Additional width may be necessary to accommodate turn lanes and the adjacent facilities within the right-of-way. The required components of the right-of-way are discussed in section 0~~8.6~~.

3.4 - Protection and Use

3.4.1 - General

(a) Prior to any excavation within a road right-of-way, a utility locate shall be completed. With the exception of the initial construction of the road, any work within the road right-of-way requires and shall be subject to the requirements of the right-of-way permit and the provisions of City Code, Chapter 54, ~~Article II,~~ Rights-of-Way ~~Permit~~. Work within the right-of-way shall use measures to protect adjacent properties from temporary or permanent impacts. Encroachment onto adjacent properties is not allowed unless the applicable easement or agreement is obtained. All placement of signage shall meet MUTCD and FDOT Standards.

(b) Approved US Postal Service mailboxes or newspaper delivery boxes and newspaper vending machines are exempt from the right-of-way permit.

(1) Mailboxes or newspaper delivery boxes within the road right-of-way shall be in accordance with the US Postal Service requirements and FDOT roadside safe zone requirements.

(2) Newspaper vending machines shall be in accordance with City Code, Chapter 54, Article V, Newspaper Vending Machines.

3.4.2 - Memorial Markers

(a) As a public service and to increase awareness of highway safety, it is a City policy to fabricate and install highway safety memorial markers within the City rights-of-way to memorialize people who have died as a result of a vehicle related crash and to remind motorists to protect human life by driving safely.

(b) Requests for markers shall be made to the City Engineer or their designee in accordance with City Code Chapter 54, Article VI, Signage, Section 545.62, Memorial Markers. The markers will be made and installed by the City Public Works Department. The markers will remain in place for twelve (12) months and the department reserves the right to have them removed due to construction or other maintenance needs. No other objects are to be placed on or around memorial markers. Any items that are placed around City-approved Memorial Markers that are deemed a distraction to motorists will be removed.

(c) The markers may not necessarily be placed at the exact location where the fatality occurred due to restricted space, safety concerns, property owner complaints, or other constraints. The Public Works Department only installs markers on City-owned roads and does not have the authority to install markers on Private, County or State roadways. Memorial markers will not be erected where they are prohibited by other governmental entities.

3.4.3 - Location Signs - Private Facility

The City does not have a program for the location of directional signage for private facilities within the City's road right-of-way.

3.4.4 - Temporary Signage

Temporary signage is not permitted within the City's right-of-way unless approved by the City Council in accordance with City Code Chapter 155, Sign Code.

3.4.5 - Utilities

(a) The placement of utilities within the road right-of-way shall be in accordance with all applicable codes, the right-of-way permit, and City Code Chapter 54, Article IV, Utilities. Additionally, the following requirements shall apply:

(1) Above ground utility appurtenances shall be located beyond the clear and recovery zone, use frangible designs (where appropriate), and shall not impede sight distance.

(2) Underground utilities parallel and perpendicular to roadways shall maintain a minimum vertical clearance of thirty-six (36) inches below grade.

(3) Underground utilities, with the exception of City-owned and maintained utilities shall be located, at a minimum, five (5) feet from the edge of pavement unless a dedicated utility

easement is otherwise provided. ~~it~~If so, the private ~~non-city~~ underground utility will be required to be within the utility easement.

(4) Underground crossings of the road pavement shall be perpendicular unless approved otherwise.

(5) Aerial crossings shall be in accordance with the National Electrical Code.

(6) All utility construction and maintenance shall be performed with proper slopes, shoring, stabilization, safety gear, and trained personnel.

(7) All excavated material in excess of the quantity required for backfill and unusable material shall be disposed of at the right-of-way permittee's expense, and not placed within the limits of the right-of-way unless so directed by the City.

(8) Imported material shall be at the expense of the right-of-way permittee.

(9) Trees and/or shrubs harmed or destroyed shall be replaced by the right-of-way permittee.

(10) All debris shall be removed at the expense of the right-of-way permittee.

(11) Bore casings shall extend past the pit by a minimum of five (5) feet. The backfill in the bore pit shall be compacted to ~~a stabilized and non-yielding condition.~~restore the right-of-way to its original condition or better at the expense of the right-of-way permittee. Jack and bore or directional bore casings shall be a minimum depth of thirty-six (36) inches below the subgrade of any road unless approved otherwise. Missile Bore shall not be permitted within the City right-of-way.

(12) ~~In the analysis of~~When considering a request for open cutting, primary consideration shall be given to the safety and convenience of the public. Open cutting shall not be allowed on recently paved or resurfaced roadways. Where open cutting is permitted, restoration shall be in accordance with the Standard Pavement Restoration Detail provided in chapter 20. Open cutting of pavement shall generally not be allowed, but may, in the City's sole discretion, be permitted~~considered~~ under one or more of the following conditions:

a. Subsurface obstructions

b. Limited space for jacking pits

c. Condition of roadway surface, including imminent resurfacing and rebuilding

d. Prohibited by facility design

(13) Stabilization/restoration shall begin as soon as possible and in accordance with applicable permit conditions. Replacement sod shall be of the same type as the original grass.

(14) Attachments to bridges shall be carefully reviewed and may be considered provided the attachment will not:

a. Create a potential hazard

b. Affect the integrity of the structure

c. Adversely affect aesthetics of the structure

d. Hinder maintenance operations

e. Block the view of traffic control devices

(15) Where attachments to bridges are permitted, the following criteria shall be followed:

a. Where possible, the utility line should be in conduit so that maintenance can be accomplished from the ends of the structure.

b. Materials used for casing and attachments shall be such that it will not require routine maintenance such as painting.

c. Flammable fluid pressure lines shall not be attached to structures.

d. Attachments shall be effectively isolated from the structure so as not to induce corrosion of the structure.

3.5 - Abandonment

(a) Abandonments of road rights-of-way are reserved for unusual or special circumstances. Generally, requests of this nature are completed as part of a development and are addressed in the Site Plan Review process. For requests outside the Site Plan Review process, applications to abandon a road right-of-way shall be submitted to the City Engineer in accordance with City Code Section 54.04. The request shall include a completed Abandonment of Right-of-Way Application (Appendix A), payment of the applicable review fee, and the required supporting documentation.

(b) The City Engineer will review the application, obtain the Utility Systems Department and Information Technology (IT) recommendation, obtain a draft ordinance of abandonment from the ~~Legal Department~~City Attorney's Office, prepare a summary/recommendation memorandum, and forward the complete package to the City Manager requesting review and consideration by the City Council.

(c) The applicant shall be responsible for all costs for the preparation and recording of plats, warranty deeds, legal and sketch, or other such instrument(s) as required to accomplish the abandonment.

4. Easements

4.1 - General

Easements generally allow specific non-property owners to cross or otherwise use a private property for a specified purpose. The property owner's use of an easement is regulated to preserve the intended use of the easement. The City has reserved the right to use and/or cross land owned by others for stormwater/drainage facilities, water, sewer and reclaim facilities, access maintenance, or other such purposes in the form of ~~e~~City-owned easements. Typical uses of easements include, but are not limited to utilities, stormwater facilities, sidewalks, flowage of stormwater, crossing property owned by others, access for emergency vehicles, or the preservation of land such as a conservation easement. The purpose of this chapter is to provide information on the easements provided on the original or subdivided GDC lots within the City.

4.2 - Vacating Internal Easements on GDC Lots

Plats for lots created by GDC state that when more than one lot is developed as a single site, the outside boundaries of the site carry the side easements. In other words, where more than one lot or parts or one or more lots is intended as a building site, the outside boundaries or the building site shall carry the side easements. ~~tThe internal easements are "removed" when several lots are developed as a single parcel.~~ Therefore, within the GDC areas, abandonment of the internal easements is not required when lots are combined by ~~replatting~~replating ~~the abandonment of the internal easements is not required~~. This condition does not apply to a unity of title. All easements remain if two or more lots are combined through a unity of title. If a single parcel is divided into two or more parcels, then the original internal easements are returned to the original condition prior to the joining of lots.

4.3 - Use of GDC Lot Easements

The property owner's use of an easement within a GDC lot shall be as provided below in Table 4-1~~Table 4-1~~~~Table 4-1~~.

Table 4-1 Use of Easements on GDC Lots

Description	Six (6) - or Ten (10) - Foot Easement	Twenty (20) - Foot Easement
Accessory Pad Moveable Accessory Building Dumpster Pad Lighting Parking Lot Signage	Prohibited because the setback requirement will not be met.	As allowed by the Revocable Encroachment Permit – In S~~s~~ection 0~~16.6~~ and City Code Section. 55.30.
Detention Area	Prohibited because the setback requirement will not be met.~~Allowed, provided the detention area will not affect access or hinder or impeded the existing or future use of the~~	Allowed for commercial properties only, ten (10) foot encroachment into easement allowed.

Table 4-1 Use of Easements on GDC Lots		
Description	Six (6) - or Ten (10) - Foot Easement	Twenty (20) - Foot Easement
	~~easement as determined during the plan review process.~~	
Landscaping/Irrigation (Refer to City Code Section 154.03(I) for listing of allowable plants near utilities.)	Allowed, provided it is easily removable, does not hinder, impede, or effect the use of the easement.	As allowed by the Revocable Encroachment Permit – section 0~~16.6~~ and City Code Section. 55.30.
Masonry/Stone Wall	As allowed by ~~the~~ City Code Section 158.216~~Revocable Encroachment Permit – section 16.6.~~ Masonry/stone walls are permitted through the Building Department.	As allowed by the Revocable Encroachment Permit – Ssection 0~~16.6~~. and City Code Section 158.216. Masonry/stone walls are permitted through the Building Department.
Metal/Wood/Plastic Fence	As allowed by City Code Section 158.216~~, provided it is easily removable and does not hinder or impede the use of easement~~. **Not Allowed within an easement that contains existing drainage culverts or infrastructure.** Fences are permitted through the Building Department.	
Structure	Prohibited because the setback requirement will not be met.	

4.4 - Abandonment of Easement on GDC Lot

(a) Due to the existing use or potential future use, the City rarely abandons easements. Of particular concern to the City are the twenty (20) -foot wide easements along drainage rights-of-way which are of critical importance and, for that reason, are not abandoned. However, encroachments into easements for certain limited uses are allowed pursuant to the revocable encroachment permit as described in section 0~~16.6~~.

(b) In those instances, where an abandonment of easement is appropriate, applications for abandonment of easement shall be submitted to the City Engineer in accordance with City Code Chapter 55, Article II.

(c) The City Engineer will review the application, obtain the Utility Systems Department recommendation, obtain a draft ordinance of abandonment from the ~~Legal Department~~City Attorney's Office, prepare a summary/recommendation memorandum, and forward the complete package to the City Manager requesting review and consideration by the City Council.

(d) The applicant shall be responsible for all costs for the preparation and recording of plats, warranty deeds, legal and sketch, or other such instrument(s) as required to accomplish the abandonment.

5. Stormwater Management

5.1 - General

Numerous individual and master stormwater management systems discharge into City and/or SFWMD systems and ultimately into the St. Lucie River Estuary. ~~This city-wide system~~These combined systems protect~~s~~, maintain~~s~~, and enhance~~s~~ the safety and general welfare of the residents and provide~~s~~ a benefit to all properties within the City. This chapter addresses ~~D~~design requirements for all stormwater management systems within the City ~~are discussed in this chapter~~.

5.2 - System Information Sources

The following sources include ~~I~~information regarding the stormwater management system within the City ~~includes the following sources~~:

(a) City's Infrastructure Map – the general flow direction, culvert sizes, culvert inverts, flow line elevations, control elevations, identification number, and structure information for the City's swale and canal systems.

(b) City's Control Structure Inventory System – the identifications, locations, sizes, inverts of the control structures located within the City.

(c) City's Stormwater Master Plan

~~(b)~~(d) City's Culvert Master Plan

~~(c)~~(e) SFWMD - permit data-base.

5.3 - Stormwater Fee

The City's stormwater fee provides ~~F~~funding for the operation, maintenance and construction of the stormwater management system ~~is provided through the City's stormwater fee~~. The annual stormwater fee rate ~~(dollars per ERU)~~ is approved by City Council as part of the City's Annual Budget. The ERU calculation is based upon the impervious area of a property as outlined in City Code Chapter 51 Stormwater Utility System. The fee is assessed and collected as a non-ad valorem fee on the annual property tax bill.

5.4 - Permitting

Before beginning any activity that could affect wetlands, alter surface water flows, or contribute to water pollution, appropriate state and federal permits are required. The SFWMD Environmental Resource Permit (ERP) covers activities such as dredging and filling in wetlands, constructing flood protection facilities, providing stormwater containment and treatment, site grading, building dams or reservoirs and other activities affecting state waters.

(a) Preliminary stormwater reports with conceptual designs will be needed as stated in City Code Section 158.185~~5~~9 for MPUD and/or DRI requirements.

(b) ~~With the exception of the items~~Except as identified below, permitting of stormwater management systems within the City shall follow the requirements set forth by SFWMD.

(1) Exfiltration systems may be used. ~~however~~However,~~;~~ such a~~the~~ system shall be sized to provide the 0.5-inch dry pretreatment volume plus up to 3.2 inches in the trench and void spaces. The remainder of the water quality volume shall be treated in an open retention or detention basin prior to discharge from the site.

(2) Development that is up to ten acres in size and eligible for the SFWMD General Permit pursuant to Section 403.81~~3~~4(12), Florida Statutes known as the "10/2 General Permit" is limited to a discharge rate of 0.5 cfs per acre. A slightly higher discharge rate may be approved provided that drainage calculations show that the:

a. Proposed site elevations are compatible with adjacent properties;

b. Proposed discharge does not adversely impact downstream systems;

c. The smallest size bleeder of six-square inches is the only discharge device being used; ~~and~~

d. The post-development discharge is equal to or less than the pre-development discharge.

(3) Total retention systems are highly discouraged and allowed only if the applicant clearly demonstrates that:

a. There is no legal positive outfall for the project; and

b. The project strictly follows the SFWMD guidelines for a retention system.

(c) Information regarding the SFWMD permit requirements can be found on the SFWMD website: http://www.sfwmd.gov

5.5 - System Requirements

Stormwater management systems shall comply with applicable federal and state regulations as well as the following:

(a) Surface water shall not be channeled or directed into a sanitary sewer system. All roof drains, yard drains and the like shall be shown on c~~C~~onstruction plans as connecting to the stormwater system.

(b) Existing surface water flow patterns shall not be adversely affected by the construction or operation of a stormwater management system.

(c) The passage of drainage from offsite areas through the site shall be maintained and accommodated by the proposed development.

(d) Runoff shall be treated and attenuated in a retention/detention facility prior to discharge into the City's stormwater management system.

(e) Natural areas and existing waterbodies may be used for stormwater treatment facilities provided the use does not conflict with environmental, water quality, or public use considerations.

(f) Access to all stormwater water management facilities for operation and maintenance activities shall be legally and physically available.

(g) Stormwater treatment facilities shall not be located within one-hundred (100) feet of a public drinking water well (62-555.312(3), F.A.C.).

(h) Stormwater treatment facilities shall not be located within seventy-five (75) feet of a private drinking water well (62-555.312(3), F.A.C.).

(i) Stormwater management areas and swales shall be a minimum of fifteen (15) feet from a septic system (64E-6.005(1)(f), FAC).

(j) Stormwater pipes shall be a minimum of ten (10) feet from septic systems (64E-6.005(1)(e), F.A.C.).

(k) A dry retention/detention area shall not be located within one-hundred (100) feet of a sewage treatment percolation pond. (SFWMD, *ERP Applicant's Handbook, Volume II*, Section 4.5)

(l) A wet detention area shall not be located within two-hundred (200) feet of a sewage treatment percolation pond. (SFWMD, *ERP Applicant's Handbook, Volume II*, Section 4.5).

(m) Wet detention areas shall be a minimum of seventy-five (75) feet from septic stabilization facilities (64E-6.0~~0~~05, FAC).

(n) Wet detention areas shall be separated from wetland preservation, creation, or restoration areas as required by SFWMD. (*ERP Applicant's Handbook, Volume II*, Section 3.12).

5.6 - Flood Protection

(a) The following minimum flood protection criterion shall be used in the design and development of all projects within the City.

(1) Finished Floor Elevation (FFE)

a. The FFE for all buildings subject to special flood hazards within the City shall comply with Chapter 152 - ~~,~~ Floodplain Management, of the City Code.

b. The FFE for buildings located within a development with a permitted master stormwater management system shall be at or greater than the minimum grade established in the SFWMD permit. The SFWMD criteria is the one-hundred-year three-day event with zero discharge and the one-hundred-year flood elevation per FEMA FIRMs.

c. The FFE for buildings on a site without a permitted master stormwater management system shall be a minimum of twenty-four (24) inches above the crown of the road in front of the property. Corner lots shall use the nearest intersection elevation.

d. The deviation from FFE established by this chapter and shown in the permit documents shall be limited to plus three (+3) inches; in no circumstance shall the FFE be less. A deviation greater than plus three (+3) inches requires the review and approval of the City Engineer.

e. In no case shall the FFE of a building adversely impact the drainage of adjacent buildings or property.

f. The slab elevation of accessory use structures constructed on lots zoned for single family dwellings shall be compatible with the site drainage plan for the dwellings.

(2) Parking Lot Elevation

a. Equal to or greater than the stage of the ten-year one-day event.

b. A minimum of two feet higher than the average wet season water table.

(3) Road Crown Elevation

a. A minimum of two feet higher than the average wet season water table.

b. Local Roads. Ten-year one-day stage.

c. Collector Roads. Twenty-five-year one-day stage.

d. Arterial Roads. Twenty-five-year three-day stage.

e. Bridges. Fifty-year three-day stage.

(4) Perimeter Elevation

a. Perimeter elevations of the site shall meet or exceed the twenty-five-year, three-day design storm stage.

~~a.~~b. Berms shall be~~.~~ a ~~M~~minimum of five (5) feet wide at top,~~.~~ with ~~S~~side slopes not to exceed a three:one (3:1) ratio.

(b) The EOR is responsible for determining if additional criteria such as, but not limited to, fluctuating receiving water stages, historic data, or flood insurance map information needs to be included in the evaluation of flood protection stages. In no circumstance shall the flood protection criteria be reduced to accommodate site specific conditions.

(c) Any portion of the system storage that is not recovered within twelve (12) days of the design storm event shall be removed from the flood routing analysis to determine the minimum elevation for flood protection.

5.7 - Water Quality Treatment Volume

(a) Water quality treatment is provided by detaining or retaining stormwater in a system prior to discharge. The total water quality volume in a system shall be provided by one or a combination of the following:

(1) Wet Detention – Volume shall be provided for the first inch of runoff from the developed project or the total runoff of 2.5 inches times the percent impervious, whichever is greater.

(2) Dry Detention – Volume shall be equal to seventy-five percent (75%) of the wet detention volume.

(3) Retention (if approved) – Volume shall be equal to fifty percent (50%) of the amount computed for a wet detention system.

(4) ~~The City~~The following items apply to stormwater management systems that are within and contribute stormwater to the St. Lucie River Basin/Estuary~~.~~, including but not limited to the North Fork, the SFWMD C-23 canal, and the SFWMD C-24 canal.

a. The St. Lucie River Basin is an impaired water body that does not meet state water quality standards for nutrients nitrogen and phosphorus.

b. The St. Lucie River Basin has an adopted TMDL to achieve 0.081 mg/l total Phosphorus and 0.72 mg/l total nitrogen at the Roosevelt Bridge pursuant to 62-304.705, FAC.

c. A BMAP has been adopted to achieve the goals of the St. Lucie River Basin TMDL.

d. Proposed projects may need to provide nutrient analysis and additional treatment to provide reasonable assurance of compliance with the TMDL and BMAP goals in accordance with ~~SFWMD~~ FDEP requirements.

e. Applicants are encouraged to have a pre-application meeting with SFWMD prior to submitting construction applications to the City.

(b) As part of the required water quality volume, at least 0.5 inch of dry pretreatment, as required by SFWMD, shall be provided for:

(1) Commercial projects

(2) Industrial projects

(3) Projects that discharge into the Savannas which have greater than forty percent (40%) impervious area.

(4) Systems that contribute stormwater either directly or indirectly to the North Fork of the St. Lucie River, an impaired waterbody / Outstanding Florida Water, shall be designed in accordance with the requirements of the SFWMD *Environmental Resource Permit Applicant's Handbook Volume II, Appendix E*.

5.8 - Discharge

(a) The stormwater management system shall be designed to provide the required water quality treatment and attenuation for the design storm event (twenty-five-year three-day event unless indicated otherwise) prior to discharge.

(b) The discharge from a development shall cause no adverse impacts to off-site properties. The discharge rate may be determined by one or more of the following:

(1) Historic discharges (*i.e.*, pre = post).

(2) Discharge permitted by an existing SFWMD permit prior to development.

(3) Discharge specified in SFWMD criteria (e.g., 31.50 cfs per square mile for the C-23 Canal, 30.25 cfs per square mile for the C-24 Canal).

(4) Capacity of the downstream system.

(5) Discharge imposed by drainage basin studies conducted by the City.

(6) Approximately 0.5 cfs per acre (twenty-five-year three-day event) for projects that are less than ten acres in size and eligible for the "10/2 General Permit."

5.9 - Commercial or Industrial Phased Developments

Commercial or industrial projects that will be subdivided and/or where the entire system is not constructed initially shall provide, at a minimum the more stringent of the below criteria or those~~as~~ approved by state regulatory agencies:

(a) A water quality system for one inch of runoff detention in the master system for the total developed site.

(b) The master system shall be located in a legally defined common area and shall not utilize exfiltration trench.

(c) The individual sites shall provide the remainder of the water quality volume (2.5-inch x percent impervious – 1 inch) on site.

(d) The individual sites may use a properly designed and maintained exfiltration trench.

(e) A collection and conveyance system, within a recorded easement, that interconnects the detention system with the outfall and access points available to each individual parcel.

(f) Deed restrictions on the undeveloped parcel(s) identifying:

(1) The flood protection requirements.

(2) Additional detention required for water quality.

(3) The assumed impervious area used in the design calculations.

5.10 - System Calculations

(a) Stormwater management system calculations include, but are not limited to, the generation of pre- and post-development runoff hydrographs, routing the post-development hydrograph through a detention system, sizing the outfall structure to control post development discharges, sizing pipes, and checking to ensure the downstream drainage facilities are adequate.

(b) Calculations shall demonstrate that the proposed stormwater management system meets flood protection criteria, meets allowable offsite discharge, and that the system will not adversely affect other properties. Calculations shall be prepared and certified (signed and sealed) by the EOR and submitted for review by the City and/or SFWMD, as appropriate.

(c) The SFWMD *Environmental Resource Applicant's Handbook, Volume II* ~~(Latest Edition)~~ provides references and example calculations to assist in preparing and reviewing stormwater system calculations. When using the SFWMD examples or data, be aware that the City requirements for exfiltration volume, discharge rate for a development less than ten (10) acres, and the use of retention basins is more stringent than SFWMD requirements.

5.11 -

Design Requirements

Design requirements for the components of a stormwater management system including, but not limited to the exfiltration trench, detention areas, discharge structure, and control device, are provided ~~in following sections.~~ 5.11.1 through 5.11.6.

5.11.1 - Design Storm

Unless indicated otherwise by an existing permit, ~~Unless indicated otherwise by an existing permit, Tt~~the twenty-five-year three-day storm event shall be used as the design storm.

5.11.2 - Exfiltration Trench

(a) In an exfiltration system, stormwater passes through a perforated pipe and infiltrates into the surrounding rock trench and ground. When an exfiltration trench is utilized, soil permeability and water table conditions must be such that the trench system can percolate the required stormwater volume within a specified time following a storm event and then return to a dry condition when the drawdown of the treatment volume is completed. Appropriate design and regular maintenance are key to maximizing the useful life of an exfiltration system.

(b) Soils within the City tend to be classified as poorly to very poorly draining with a relatively high water table. Over the years, these conditions coupled with a lack of regular maintenance have shown that systems relying on an exfiltration system alone have a short useful life (~~possibly~~ between five (5) to ten (10) years). Sediment accumulation and clogging of exfiltration system by particles ~~by fines~~ can reduce the life of an exfiltration trench. Total replacement of the trench is often the only means of restoring the treatment capacity of the system. Periodic replacement of the trench should be considered routine operational maintenance when selecting this management practice. Because of the short useful life and the long-term costs to maintain and replace exfiltration systems, the City's allowable use of exfiltration trench is different from that of SFWMD.

(c) Within the City, exfiltration trench may be used to achieve the 0.5 inch of dry pretreatment; however, the remainder of the water quality volume shall be provided within an above ground detention area.

The detention area will provide storage and help to minimize flooding ~~in the event that~~if the trench system deteriorates or fails.

(d) Exfiltration trenches used within the City shall meet the following requirements:

(1) Maximum credit – 0.5-inch dry pretreatment plus up to 3.2 inches (trench and void spaces)

(2) Design calculations shall follow the examples and requirements presented in the SFWMD Applicant's Handbook, Volume II.

(3) A soils report prepared and signed and sealed by a Geotechnical Engineer shall be provided with the design calculation. The soils report shall identify the average wet season water table elevation and the hydraulic conductivity of the soil.

(4) Design of the exfiltration trench shall be in accordance with SFWMD Applicant's Handbook, Volume II.

~~(4)~~(5) Maintenance shall occur at the owner's expense and according to the manufacturer's recommendation.

5.11.3 - On-Site Retention

A retention system does not have a control structure that allows the release of water from the system. Because of this, it is ~~extremely important to ensure~~imperative that retention~~the~~ systems ~~is~~are designed and maintained properly to prevent overflow. A retention system shall only be allowed in cases where positive legal outfall is not possible and the system strictly complies with the SFWMD requirements for a dry retention system. Additionally, the system shall operate such that ~~the~~ it allows percolation and returns the basin to a dry condition within twelve (12) days of the design storm event.

5.11.4 - On-Site Detention

Detention systems allow the release of stormwater through a control structure. This system requires that the soil permeability, water table conditions, and discharge system be such that the system percolates and releases the desired runoff volume within a specified time following a storm event. The requirements for wet detention (lakes) and dry detention are provided below in 5.11.4.1 and 5.11.4.2.

~~5.11.1.1~~ ~~–~~5.11.4.1 - Wet Detention

Wet detention areas are generally incorporated into larger projects which require permitting by SFWMD. For this reason, only general siting and dimensional requirements for wet detention areas are identified below.

(a) Inlet structures shall be designed to dissipate the energy of water entering the pond.

(b) The flow path of water from the inlets to the outlet of the pond must be maximized to promote good mixing with no dead spots, minimize short circuiting, and maximize pollutant removal efficiency and mixing.

(c) If short flow paths are unavoidable, the effective flow path can be increased by adding diversion barriers such as islands, peninsulas, or baffles to the pond.

(d) A minimum twenty (20) ~~-~~foot maintenance and access easement with slopes no steeper than 4:1 (horizontal: vertical) shall be provided around the perimeter of all wet detention areas at the control elevation. These easements~~,~~ shall be legally reserved to the operati~~o~~ng entity and for that purpose

by dedication on the plat, deed restrictions, easements or other such recorded document so that the intended use is maintained by subsequent owners.

(e) Area. One-half acre minimum.

(f) Width. One-hundred (100) feet minimum for linear areas in excess of two-hundred (200) feet length. Irregular shaped areas may have narrower reaches but shall average at least one-hundred (100) feet.

(g) Side slopes. No steeper than 4:1 (horizontal: vertical) from top of bank out to a minimum depth of two feet below the control elevation, or an equivalent substitute. Constructed side slopes steeper than 3.5:1 (horizontal: vertical) shall be considered a substantial deviation. Side slopes shall be top soiled and stabilized through seeding or planting from two feet below to one foot above the control elevation.

(h) Alternative side slope criteria for golf course detention areas adjacent to tee areas, bunkers, and greens.

(1) The design and final constructed side slopes adjacent to tee areas, bunkers, and greens contiguous to golf course wet detention areas shall be no steeper than 2:1 (horizontal: vertical) for the area above the permitted control elevation. For purposes of this rule, the tee area is limited to an area specifically constructed and designated as the location from which a golfer makes his/her first shot toward a designated hole. The green is the area of shortest grass around the hole. Bunkers (sand traps) consist of a prepared area of ground, often a hollow, from which turf or soil has been removed and replaced with sand-like material.

(2) For those portions of the wet detention areas adjacent to tee areas, bunkers, and greens with final constructed side slopes steeper than 3.5:1 (horizontal: vertical), the final constructed side slopes below the control elevation shall not be steeper than 8:1 (horizontal: vertical) to a depth of two feet below the control elevation or equivalent substitute.

(i) Bulkheads - Bulkheads shall be allowed for no more than forty percent (40%) of the shoreline ~~length, but~~length but compensating littoral zone must be provided based on a 4:1 (horizontal: vertical) side slope.

~~5.11.1.2~~ 5.11.4.2 - Dry Detention

Dry detention areas shall have:

(a) Well-draining sands;~~.~~

(b) A pond bottom elevation that is, at a minimum, one foot above the wet season water table or project control elevation, whichever is higher~~.~~;

(c) Side slopes that are as flat as possible with a maximum of 4:1 (horizontal to vertical)~~.~~;

(d) Mosquito control ditches or other appropriate features for such purpose~~.~~; and

(e) Mechanisms for returning the groundwater level in the area to the wet season water table elevation.

5.11.5 - Discharge Structure

All stormwater discharges from a development shall be made through a structural facility. Earth berms are not considered a structural facility. These discharge or control structures shall:

(a) Be non-operable unless otherwise approved by SFWMD.

(b) Meet FDOT Standard Specifications Section 425 and FDOT Standard Plans Index Series 425-~~XXX~~.

(c) Include a baffle skimmer in accordance with FDOT Standard Plans Index 425-070.

(d) Directly flow into existing storm systems, manmade ditches, swales, or canals that are easily able to absorb concentrated discharges.

(e) Flow into a spreader swale prior to discharge into a receiving water or adjacent ecosystem that may be degraded by a direct discharge. The spreader swale shall be of a length that reduces the discharge velocity to historic rates or rates less than two feet per second.

5.11.6 - Control Device/Bleed Down Mechanism

Gravity control devices that allow the discharge of stormwater from the system and provide a means to remove water from the bottom of the system shall meet the following requirements:

(a) Sized to allow a maximum discharge of 0.5 inch in twenty -four (24) hours.

(b) Projects shall have the ability to recover the system to the pond bottom or control elevation within twelve (12) days or less.

(c) Underdrains/side drains can be used and are encouraged within large dry detention ponds. Underdrains/side drains can be used to assist with system recovery by conveyance of water to the control device but shall not bypass the water quality bleeder or system control weirs. Underdrain/ side drain designs should not discharge ground water below the wet season water table.

(d) ~~In order to~~To provide a dry detention system, the control device/bleed down orifice shall be located one foot below the bottom of the detention area.

(e) The gravity control orifice minimum size shall be either a:

(1) "V" notch with a minimum dimension of two inches and twenty degrees; or

(2) Circular orifice with a minimum three-inch (3") diameter.

(f) Systems that discharge only through a minimum size bleed down device are presumed to meet the maximum discharge quantity criteria except for projects where zero discharge is required.

(g) Control elevations shall be established such that they are consistent with and maintain surrounding land control and average wet season water table elevations, consistent with water use permits, wetlands, and have a maximum depth of six (6) feet below natural ground.

(h) Control structure design should consider access to the structure and the removal of debris from the structure during a storm event. Baffles and debris skimmers shall be over sized such that they do not become the hydraulic control of the flow and will provide for debris removal both upstream and downstream with common hand tools.

(i) The location of the structure should be such that i~~s~~t can be easily accessed during the peak stage of the design storm event by pedestrian or ~~non-commercial~~service vehicle.

(j) If the system is not able to recover to the control elevation or bottom of a dry pond, then the retained volume shall be excluded from the design storm flood protection analysis.

5.12 - Illicit Discharge

It shall be considered unlawful to dump or drain any illicit discharge to the stormwater system or in any freshwater lake, canal, river, stream, tidal, or coastal water of the City. The following fluids are not considered illicit discharges:

(a) Air conditioner condensation

(b) De-chlorinated pool water (less than one part per million)

(c) Discharge from a potable water source

(d) Diverted stream flows

(e) Flow from wetlands

(f) Individual car washing

(g) Landscape irrigation

(h) Lawn watering

(i) Residential building wash water (without detergents)

(j) Rising ground water

(k) Street wash water

(l) Uncontaminated ground water

(m) Water line flushing

5.13 - Inspection and Maintenance

(a) Applications for development approval that include a storm water management system shall include a maintenance plan for the system to include but not limited to inspection schedules, sedimentation removal depths, pre- and post-storm inspections, construction plans, maps, and technical data as necessary for the effective operation and maintenance of the system in perpetuity. As part of the final certification, the maintenance plan shall be amended to include record drawings of the storm water management system.

(b) The City may conduct periodic inspections to ensure that the project is constructed and operating in compliance with the approved plans and in a manner that protects the public health and safety and resources of the state. No person shall refuse immediate entry or access to any authorized person of the City who requests entry for purposes of such inspection. Special attention shall be made during inspection to ensure that:

(1) Soil is stabilized to prevent sediment discharge to waters in the state;

(2) The system is kept free of debris, trash, garbage, oils and greases, and other refuse;

(3) Oil and grease separators, skimmers, or collection devices are working properly and do not allow the discharge of oils or greases. Oils and greases or other materials removed from such a device shall be disposed of at a sanitary landfill or other lawful means; and

(4) All structures are operable and have not become damaged, or clogged with vegetation, trash, or sediment.

(c) ~~In the event that~~If the stormwater management system is found to be inoperable, in poor working order, or disrepair, the City Engineer shall give the property owner written notice. Failure to take corrective action within thirty (30) days of the date of the notice shall constitute a violation and the

City will address the issue through its Code Compliance processes or take immediate action and back charge the owner should it be determined that the inoperable nature of the system threatens life, safety, welfare, or property.

6. Drainage

6.1 - General

Design requirements for drainage system components located within the City are provided in this chapter.

6.2 - Parking Lot Slopes

The minimum slope to promote positive drainage within a parking lot is 0.005 feet per feet or 0.50 percent, a greater slope should be considered when possible. In no circumstance shall an accessible route within the pavement or curb area exceed ADA slope requirements.

6.3 - Curb and Gutter

Curb and gutter or gutters shall meet the requirements of FDOT Standard Specifications Section 520 and FDOT Standard Plans Index Series 520-~~XXX~~001. Slopes shall not be less than 0.003 feet per feet or 0.3 percent.

6.4 - Roadway Spread

The allowable stormwater spread from a rainfall intensity of four (4) inches per hour shall be as provided in Table 6-1~~Table 6-1~~~~Table 6-1~~. The spread calculations shall be submitted to the City along with the construction plans.

Table 6-1 Roadway Spread

Road Classification	Allowable Spread
Local	Below the crown of the road
Collector	1/2 travel lane width of outside travel lane
Arterial	Leaves eight (8) feet ~~of lane clear~~ of outside travel lane clear
Evacuation Route	1/3 travel lane width of outside travel lane

6.5 - Manholes and Inlets

(a) Manholes, inlets (curb or ditch bottom), and gratings shall meet the requirements of FDOT Standard Specifications Section 425, ~~and~~ FDOT Standard Plans Index Series 425-XXX and FDOT Drainage Design Guide. Tops for the structures shall be designed to withstand traffic loading, bicycle traffic, or pedestrians, as appropriate. Open bottom inlets are encouraged in effective recharge areas. Manhole spacing shall be as located outside the wheel path of vehicles and as provided in Table 6-2~~Table 6-2~~~~Table 6-2~~.

Table 6-2 Structure Spacing	
Pipe Size – Round or Equivalent (inches)	Maximum Spacing (feet)
15	200
18	300
24-36	400
>42	500

(b) For roadways, curb inlets shall be spaced so that the inlets intercept one~~-~~ hundred percent (100%) of the design flow without exceeding the allowable spread of water onto the travel lanes as provided in section 0~~6.4~~. Inlets shall not be located in radius returns or within drop curb locations.

6.6 - Roadway Underdrains

In cases where soils exhibit adverse water table characteristics, underdrains and/or fill or other acceptable alternative that will provide necessary measures to maintain the structural integrity of the road will be required. Underdrains shall be required whether they are provided as part of the design or if conditions during construction reveal the need. Requirements for underdrains are as follow:

(a) Underdrains shall be used where the seasonal ~~high water~~high-water table cannot be maintained at a level two feet below the base of the roadway.

(b) The use of ~~limerock~~lime rock base in conjunction with an underdrain system is prohibited.

(c) Underdrains shall be designed with free gravity outlet at carefully selected discharge points.

(d) Erosion control measures shall be provided, as needed at, all discharge points.

(e) Provisions to clean the underdrain system shall be provided.

(f) Filtering media shall consist of stone, gravel or slag, and shall contain no friable materials.

(g) The design of the underdrain shall be by a geotechnical engineer based upon the results of field testing.

6.7 - Drainage Pipes

Drain pipes connecting structures or a structure to an outfall shall meet the following requirements:

(a) Design shall be based upon a three (3) -year frequency for new work.

(b) Design for a pipe that is replacing a swale shall be based upon a ten (10) -year frequency.

(c) Pipe design calculations shall:

(1) Be based on the Rational Method. Storm drains associated with drain systems (exfiltration trench, french drains, underdrains, etc.) or detention systems (ditches/swales, etc.) may be performed using hydrographs to account for storage.

(2) The minimum time of concentration shall be ten (10) minutes.

(3) Calculations for pipe size shall be based on open channel or pressure flow, as appropriate using the Manning's equation. Calculations shall indicate the source of the roughness coefficient, "n".

(4) With the exception of exfiltration trench, french drains, underdrains, etc., the minimum physical slope of the pipe ~~shall~~ must produce positive flow and a ~~with a desired~~ minimum velocity of two feet per second at full flow.

(5) Hydraulic grade calculations:

a. Tailwater elevation shall be based on the design storm event.

b. Hydraulic grade may exceed the top of a ditch bottom inlet.

c. Systems with greater than two-thousand (2000) feet shall consider major and minor losses in the calculation.

d. For velocities greater than 7.5 feet per second, the calculation shall consider all losses.

e. For systems only considering ~~minor~~ major losses, the hydraulic grade shall be one foot below the elevation of the structure gutter.

f. For systems considering major and minor losses, the hydraulic grade shall be equal to the elevation of the structure gutter.

(6) Be documented and submitted to the City along with the construction plans.

(d) The minimum pipe size installed within road rights-of-way, or under hardened surfaces shall be fifteen~~-~~ (15) inch round or equivalent.

~~(d)~~(e) A minimum of five (5) feet clearance shall be provided from drainage structures and pipes to trees.

~~(e)~~(f) Pipes installed under roadways or within road rights-of-way shall be reinforced concrete pipe (Class III) with rubber gaskets~~,~~ or~~, with prior~~by approval of the Public Works Department and on a ~~case by case~~case-by-case ~~basis,~~ corrugated profile wall polypropylene pipe (Class II, 100-year design service life).

~~(f)~~(g) All pipe joints shall be wrapped with filter fabric that is centered on the joint with a minimum total length of two feet. Filter fabric shall meet the requirements of FDOT Standard Specifications Section 985.

~~(g)~~(h) The selection of the pipe material is subject to the use, location, soil type, ground water conditions and available cover. The following pipe materials are generally acceptable:

(1) Reinforced concrete pipe conforming to FDOT Standard Specifications Section 430, ~~which are required.~~ - Required~~ Required~~ within road rights-of-way.

(2) Corrugated aluminum pipe conforming to FDOT Standard Specifications Section 945.

(3) Corrugated polyethylene pipe conforming to FDOT Standard Specifications Section 948.

(4) Corrugated profile wall polypropylene pipe conforming to FDOT Standard Specifications Section 948-7.2 (Class II, 100-year design service life). – Required within road rights-or-way

(5) Polyvinyl chloride pipe conforming to FDOT Standard Specifications Section 948 (but note that use of this material for installation under roadways or within road rights-of-way requires prior approval of the Public Works Department).

~~(h)~~(i) End treatments for pipes are subject to the specific hydraulic, structural, and safety requirements for the site. End treatments shall meet the requirements of FDOT Design Standard Plans Index Series 430-XXX, unless otherwise approved by the City Engineer.

6.8 - Roadway Culverts

Roadway culverts convey stormwater under the road between two open systems such as swales. The design of the culverts:

(a) Shall have sufficient capacity to convey the ten-year storm event without damage to the end treatments, approaches, ~~road~~road, or adjacent areas.

(b) The backwater elevation shall be maintained at or below the travel lane elevation.

(c) The highest tail water elevation that can be reasonably expected to occur with the storm event shall be used.

(d) The minimum pipe size installed within road rights-of-way shall be fifteen-inch round or equivalent.

(e) Pipes installed under roadways shall be reinforced concrete pipe (Class III) with rubber gaskets, or ~~by approval of the Public Works Department and on a case by case~~case-by-case basis corrugated profile wall polypropylene pipe (Class II, 100-year Design Service Life).

(f) All pipe joints shall be wrapped with filter fabric that is centered on the joint with a minimum total length of two feet. Filter fabric shall meet the requirements of FDOT Standard Specifications Section 985.

(g) The selection of the pipe material is subject to the use, location, soil type, ground water conditions and available cover. The following pipe materials are acceptable:

(1) Reinforced concrete pipe conforming to FDOT Standard Specifications Section 430.

(2) Corrugated profile wall polypropylene pipe conforming to FDOT Standard Specifications Section 948-7.2 (Class II, 100-year design service life).

(h) End treatments for pipes are subject to the specific hydraulic, structural, and safety requirements for the site. End treatments shall meet the requirements of FDOT Standard Plans Index Series 430-XXX, unless otherwise approved by the City Engineer.

6.9 - Bridge-Culverts and Bridges

The hydraulic design of bridge-culverts and bridges shall be done in accordance with good engineering practices and comply with FDOT guidelines. ~~Design~~The design of these facilities shall be completed and documented in a permanent record file. The file shall address all design standards in sufficient detail so that an independent engineer with expertise in bridge hydraulics can fully interpret and understand ~~development~~the development of the final design. The design may include, but is not limited to, the following items:

(a) Backwater Analysis.

(b) Tailwater Analysis.

(c) Completed Bridge Hydraulics Recommendations Sheet provided in the FDOT Plans Preparation Manual.

(d) Bridge Hydraulics Report.

(e) Evidence of Field Review.

(f) Hydrologic analysis including sources of data and methodology.

(g) Alternative analysis or evaluation of structure sizes (length and vertical height/clearance). This evaluation shall be done consistent with FDOT policy for bridge hydraulic design.

(h) Deck drainage analysis.

(i) Supporting hydraulic computations.~~.~~

(j) Applicable regulatory agency (SFWMD, FDEP, USACOE, Coast Guard, etc.) documents that affect the final design.

~~(j)~~

6.10 - Driveway Culverts

(a) The roadside swale system within the City is a critical component of the City's stormwater management system. Driveways that ~~crossescross~~ a roadside swale shall have a driveway culvert. The following shall apply to driveway culverts located within the City road right-of-way:

(1) Driveway culverts for ~~C~~commercial driveways shall be reinforced concrete pipe (RCP) conforming to FDOT Standard Specifications Section 430.

(2) Driveway culverts for ~~R~~residential driveways shall be corrugated aluminum~~metal~~ pipe conforming to FDOT Standard Specifications Section 945, reinforced concrete pipe conforming to FDOT Standard Specifications Section 449 or, with prior ~~by~~ approval of the Public Works Department and on a case by case basis, corrugated profile wall polypropylene pipe conforming to FDOT Standard Specifications Section 948. Polypropylene pipes will require end treatments, such as mitered end sections or end walls.

(3) Shall extend a minimum of four (4) feet beyond both sides of driveway.

(4) Shall have mitered ends or headwalls in accordance with FDOT Standard Plans Index Series 430-XXX.

(5) The ends of the culvert shall be a minimum of ten (10) feet from inlets, side lot pipes, or cross drains.

(6) Driveway culvert inverts, sizes and lengths shall be provided by the Public Works Department.

(7) The design of the driveway culvert is based upon the ten-year frequency storm.

(8) If any alternate method of drainage is necessary, it shall be reviewed and approved by the City Engineer.

(9) The installation of any drainage pipe across the entire front of any lot in the ~~city~~ City is prohibited unless roadway improvements require the piping of the swale.

(10) The contractor shall obtain a site work permit to install a new driveway as provided in section 0~~16.3~~.

(11) The contractor shall obtain a driveway/culvert permit to modify an existing driveway culvert as provided in section 0~~16.4~~.

(12) Property owners shall be responsible for the maintenance of the road ROW from the edge of the pavement to the owner's property line including the driveway, driveway culvert, and swale as specified in City Code Section 41.08(g).

~~(12)~~

(b) The construction plans shall show the driveway culvert and mitered end sections with a label that indicates: *"The culvert material, size, inverts and lengths shall be supplied by the City of Port St. Lucie Public Works Department after the completion of the driveway stakeout inspection."*

6.11 - Clearances

The following minimum clearances shall be provided for stormwater drain pipes and structures:

(a) Crown of pipe and gutter of structure – per FDOT Standard Plans Index.

(b) Pipe cover (minimum and maximum) – per manufacturer.

(c) Horizontal clearance of ~~five~~ten (10) feet.

(d) Vertical clearance of eighteen (18) inches.

(e) In no circumstance shall an electrical or gas facility come into direct contact with a storm drain or structure.

(f) Utility conflict structures shall be in accordance with FDOT Standard Plans Index 125-001.

6.12 -

Open Channel Systems (Swales and Canals)

(a) Hydrologic data used for the design of open channel systems shall be based on one of the following methods, as appropriate for the ~~, for the particular~~ site:

(1) Frequency analysis of observed gage data;

(2) Regional or local regression equation developed by the USGS calibrated with available observed data for the basin or nearby basins;

(3) Rational equation for basins up to six-hundred (600) acres calibrated with available observed data for the basin or nearby basins;

(4) For outfalls from stormwater management facilities, the method used for the design of the facility may be used and calibrated with available observed data for the basin or nearby basins; or

(5) For regulated or controlled canals, verified hydrologic data.

(b) The design of the open channel system shall:

(1) Be based on the Manning's Equation.

(2) Include the source of the roughness coefficient, "n".

(3) Minimize the use of linings.

(4) Include the design velocity for the canal.

(5) Include the recommended maximum velocity for the type of surface.

(6) Be documented and the calculations (hydrologic analysis, hydraulic analysis, and analysis of channel lining requirements) submitted to the City along with the construction plans.

6.12.1 - Swales

Any rework or new swales installed in City road right-of-way shall comply with the following standards. Variations in the requirements may be approved by the City Engineer ~~in the event that~~if limited right-of-way or existing conditions prohibit the achievement of these standards.

(a) Swales and ditches shall be accessible for maintenance.

(b) Shall be sized to accommodate stormwater flows from contributing drainage areas for the ten-year one-day frequency.

(c) The flow line elevations shall be in accordance with the City's drainage program.

(d) The minimum allowable swale grade shall be 0.05 percent (0.0005 foot per foot) with positive slope or as approved by the City Engineer.

(e) Maximum side slope will be 4:1 (horizontal to vertical).

(f) Shall be sodded.

(g) The rework of roadway swales within the originally platted City lots shall include the installation of a plastic swale liner in accordance with Standard Swale Liner Detail provide in chapter 20. The plastic swale liner is provided by the Public Works Department.

(h) Property owners shall be responsible for the maintenance of the road ROW from the edge of the pavement to the owner's property line including the driveway, driveway culvert, and swale as specified in City Code Section 41.08(g).

6.12.2 - Canals

Canals within the City are under the jurisdiction of either the City, SFWMD (C-24 and C-23), the NSLRWCD (northwestern area), or St. Lucie County. Design requirements for an outfall to a canal ~~depends~~depend upon site specific conditions such as location in relation to a control structure, slope of the banks, and the control elevation of the canal. The type of end treatment, energy dissipation, and slope stabilization, as appropriate, will be reviewed and addressed on a ~~case by case~~case-by-case basis by the appropriate agency with jurisdiction. New canals, unless approved otherwise by City Council, shall be designed, at a minimum, to the following standards:

(a) Canals shall be sized to accommodate stormwater flows from contributing drainage areas for the twenty-five-year frequency.

(b) The minimum allowable grade shall be 0.05 percent (0.0005 foot per foot) or as approved by the City Engineer.

(c) ~~With the exception of~~Except for areas with continuous standing or flowing water or areas that will be lined, canals shall be sodded.

(d) Lining material shall be reviewed and approved by the City Engineer.

(e) Side slopes shall be designed in accordance with the lining manufacturer recommendations and soil conditions.

(f) The maximum side slope for an unlined canal shall be 4:1 (horizontal to vertical) from the top of bank out to a minimum depth of two feet below the control elevation.

(g) Side slopes stabilized with sod or plantings extending from two feet below to one foot above the control elevation.

(h) The minimum canal bottom width shall be five (5) feet to accommodate mitered end sections and maintenance mowers.

(i) V-bottom canal sections are not permitted due to siltation and maintenance issues.

(j) For dry canals, the bottom elevation shall be one foot above the estimated seasonal high groundwater elevation to enable mowing.

(k) A minimum of one foot of freeboard above the design stage shall be provided in the canal.

(l) Shall be accessible for maintenance.

7. Erosion and Sediment Control

7.1 - General

(a) Land clearing activities, including the construction of stormwater management systems, shall be designed, constructed, and ~~maintained at all times~~always maintained so that erosion and sedimentation from the system, including the areas served by the system, do not cause violations of applicable state water quality standards in receiving waters.

(b) Further, because sedimentation of offsite lands can lead to public safety concerns, erosion and sediment controls shall be designed and implemented to retain sediment on-site as required by Section 62-40.432(2), FAC. In particular, the erosion and sediment control requirements described in the SFWMD *Environmental Resource Permit Applicant's Handbook Volume I, Part IV*, shall be followed during construction of the system.

7.2 - Requirements

The operator of any construction project that disturbs one acre or ~~more, or~~more or is part of the larger common plan of development or sale which disturbs one acre or more, is required to obtain the proper stormwater permit from the FDEP and to comply with all the terms and conditions of the permit.

7.3 - Best Management Practices (BMPs)/Stormwater Pollution Prevention Plan (SWPPP)

(a) BMPs are methods that have been determined to be the most effective, practical means of preventing or reducing pollution of non-point sources from ~~entering into~~entering a stormwater system and/or surface waters. BMPs for a development shall be as specified in the approved SWPPP. Requirements for the SWPPP are provided in section 0~~14.7~~.

(b) If it is found upon site inspection that the approved BMPs are insufficient, BMP's must be adjusted to correct the sediment and erosion problem. Additionally, the City Engineer is authorized to issue stop work orders on any site that has not obtained or is not in compliance with the applicable stormwater permit. Upon issue of such stop work order all site work affected thereby shall immediately cease until such time the City Engineer authorizes the work to resume.

8. Roadways

8.1 - General

All roadways within the City shall be designed pursuant to the requirements contained in this chapter unless approved otherwise by City Council.

8.2 - Access Management

(a) Access management considers the appropriate number of access points, appropriate type of access (~~i~~*i.e.*g., full, right-in and right-out, etc.), spacing of the access points, modifications to medians, modifications to intersections, need for turn lanes, and cross access with adjacent properties. Because of the many potential scenarios, access management shall be reviewed and considered on a ~~case by case~~case-by-case basis using the guidelines contained within this section, knowledge of the roadway system, FDOT and 2FHWA guidelines, and accepted engineering practices.

(b) Successful access management in the vicinity of an intersection is a critical component of maintaining the safety and capacity of a roadway system. FHWA's *Access Management in the Vicinity of Intersections* recommends the following access management considerations:

(1) Locating driveways on the appropriate roadway functional classification;

(2) Limiting driveways within the functional area of an intersection improves safety;

(3) Reducing the number and types of conflict points created by a driveway may reduce crashes;

(4) Eliminating left-turn movements at driveways is beneficial from a safety perspective;

(5) Median treatments can impact safety;

(6) Reducing driveway density reduces crashes; and

(7) Properly designed driveways influence safety and mobility at the driveway.

(c) The document also provides the following guidelines for the location of which may be applicable considerations for developments within the City.

(1) Suburban Areas:

a. Locate driveways upstream of the vehicle queue caused when the downstream traffic signal is red.

b. Prohibit median openings that allow movements across the left turn lane(s) of an intersection.

c. In the case of a traversable median, align the driveways on opposite sides of the road with an offset that allows vehicles to ~~making~~make opposing left turns without creating a conflict point for the two vehicles in the traversable median.

d. In the case of a traversable median, if it is not possible to align driveways on opposite sides of the road without creating a conflict point for the two vehicles in the traversable median, locate the driveways directly across the street from one another.

e. Raised medians on the major roadways that prohibit left-turn movements will improve pedestrian and bicycle safety by reducing the number of potential conflict points.

f. A channelized island between the in-bound and out-bound movements of a right-turn-only driveway will provide a pedestrian and bicyclist refuge area.

g. Minimization of the driveway width will help to reduce pedestrian and bicyclist crossing distance and exposure.

h. Locate pedestrian and bicyclist travel ways at driveways so that the driver is visible to the pedestrian and bicyclist and vice versa. Do not block the sight line with landscaping or signage.

i. Provide appropriate signage at driveways for the pedestrian, ~~bicyclist~~bicyclist, and driver.

(2) Urban Areas:

a. Development of a right-turn lane for the driveway on the through road may require the removal of on-street parking.

b. Avoid locating on-site parking stalls within the driveway throat.

c. Replace gated parking entries with alternate options to decrease the entrance time and reduce queues on the main roadway.

d. Locate bus bays and stops on the far side of the driveway to maximize sight distance for motorists exiting a driveway.

e. Locate driveways on lower volume roadways, where possible.

f. Sign and stripe driveways for right-turn, outbound movements only, where possible.

g. Locate driveways on one-way streets, where possible.

h. Locate driveways that serve left-turning inbound vehicles near the center of the block to reduce interaction with upstream and downstream intersections.

i. Locate driveways upstream from an intersection and to provide motorists sufficient room to maneuver and make necessary lane changes in anticipation of the downstream intersection.

j. Use colored pavement across driveways in combination with crosswalk markings, audio/visual treatments for drivers and pedestrians and bicyclists where exiting vehicles have limited sight distance.

k. Restrict inbound driveway speeds by designing the driveway access with appropriate radii.

l. Smaller driveway radii of twenty-five (25) to thirty-five (35) feet are more sensitive to pedestrian movements because motorists ~~have to~~must slow down to complete the turn. However, on-street parking and bike lanes increase the radius, so care should be taken to balance vehicle and pedestrian safety.

(3) Rural Areas:

a. Provide adequate throat depth and on-site circulation for vehicles to easily exit a major roadway and minimize the speed differential.

b. Pave the shoulders near driveways to provide additional entry and exit width and thus higher entry and exit speeds to help minimize the speed differential.

c. Frontage roads that parallel the major roadways may be employed ~~as a means to~~to provide access to each of the adjacent properties.

d. Paved shoulders that are at least four (4) feet wide can provide benefits to bicyclists and pedestrians.

8.3 - Network Requirements

The road network establishes traffic flow patterns and conflicts and is the basis of the roadway safety and efficiency criteria. The layout of the road network shall consider and implement the following criteria:

(a) The roadway layout shall be logical and easily understood by the user.

(b) Circulation patterns created by the network shall be compatible with adjacent areas.

(c) Flow patterns shall be designed to interconnect neighborhoods while discouraging through motorized traffic on local streets.

(d) The road network shall be compatible with mass transit, ~~pedestrian~~pedestrian, and bicycle traffic.

(e) The road network shall reduce conflicts and eliminate substantial speed differentials and hazardous turning and crossing maneuvers.

~~(f) The number of intersections shall be kept to a minimum but should meet land use needs and flow requirements.~~

(f) As the land surrounding the roadway is developed, the intent and purpose of the network and road classification shall be maintained through the implementation of access management practices and policies for driveways and medians.

(g) New roads shall extend to development or parcel boundaries, perpendicular to the adjacent right-of-way, to allow for connection and extension of the road network by either the City or adjacent development.

~~(g)~~(h) New development shall connect to existing road connections and stub outs provided from adjacent parcels.

8.4 - Subdivision Roadways

In the development of a subdivision, roadway cross-section requirements shall be based on Section 8.6. ~~the r~~Roadway layout shall meet the requirements of ~~City Code~~ Chapter 156, Article VI of the City Code,~~. These requirements include~~including, but are not limited to, the allowed length of residential blocks, maximum length of dead-end streets, requirements for temporary ~~turn arounds~~turnarounds, etc.

8.5 - Entry Gates

Gates are allowed on private roadways or property unless the development order or other such agreement specifically prohibits the use of gates. Gates are prohibited on public roads owned and maintained by the City. As allowed, gates on private roadways or property shall demonstrate the following minimum standards:

(a) Access shall be provided at all times for police, fire, city inspection, mail delivery, garbage pickup, utility, school buses, and other health and safety-related vehicles. Access must not require drivers to exit their vehicles.

(b) Access for pedestrians and bicycles must be provided along the perimeter of the gate.

(c) Turn around areas for vehicles that are denied access shall be provided. The turnaround area shall be of sufficient size to accommodate a bus or commercial truck, as appropriate.

(d) The minimum distance from the road right-of-way to the beginning of the queuing for the gate shall be ~~one hundred~~one hundred (100) feet for residential development. For commercial driveways, the

minimum distance shall be no less than one and one-half (1 ½) times the length of the typical vehicle/truck that is expected to access the property for regular business. The City Engineer may request a greater length in cases where a large number of units will be served by the gate, the development will have a large volume of long vehicles, the operation for opening the gate is a lengthy process, or the entry is located on a major roadway.

(e) The gated area shall provide a minimum unobstructed vertical clearance meeting the requirements of the Fire District.

(f) Gates may be either a swinging or sliding type.

(g) Manual operation of the gate shall be possible with one person.

(h) For the purposes of emergency vehicles, the gate must have the ability to be opened with a Knox Key Box, siren, or a breakaway design in accordance with the requirements of the St. Lucie County Fire District.

8.6 - Roadway Section

~~The required minimum section for all newly constructed private roadways, are presented in City Code Section 156.093(C).~~ The required minimum section for all ~~newly constructed public~~ roadways ~~are~~ is detailed in Table 8-1 and 8-2, based on existing or projected average daily traffic.~~graphically shown in the Standard Roadway Details for 6-, 4- and 2-Lane sections provided in Chapter 2020.~~ The configuration of the intermediate phasing of roadways (for example, the construction of the first two lanes of a four-lane roadway) shall be subject to the approval~~ed~~ of~~by~~ the City Engineer.

~~Table 8-1 Roadway Section Requirements~~

~~Road Type/ Ultimate Number of Lanes~~	~~Midblock ROW Width (feet)[5]~~	~~Travel Lane Width (feet)[1]~~	~~Median Width (feet)[2]~~	~~Bike Lane Width (feet) and Location~~	~~Sidewalk Width (feet) and Location[3]~~	~~Utility Easement Width (feet) and Location[4]~~
~~Arterial 6 Lanes~~	~~160~~	~~11~~	~~22-30~~	~~7 Both Sides~~	~~8-10 Both Sides~~	~~10 Both Sides~~
~~Arterial or Collector 4 Lanes~~	~~135~~	~~11~~	~~22-30~~	~~7 Both Sides~~	~~8-10 Both Sides~~	~~10 Both Sides~~
~~Collector or Local 2 Lanes Undivided~~	~~85~~	~~12~~	~~0~~	~~7 Both Sides~~	~~6 One Side~~	~~10 Both Sides~~
~~Collector or Local 2 Lanes Divided~~	~~85~~	~~12~~	~~16~~	~~7 Both Sides~~	~~6 Both Sides~~	~~10 Both Sides~~

Table 8-1 Roadway Section Requirements						
Road Type/ Ultimate Number of Lanes	Daily Traffic (ADT)	Design Speed (MPH)	Curb and Gutter[1]	Access Management[2]	Median Width (feet)[3]	Midblock ROW Width (feet)[4,5]
Arterial 6 Lanes	>25,000	30 to 50	required	restricted	22 to 48	160
Arterial or Major Collector 4 Lanes	12,500 to 25,000	30 to 50	required	restricted	22 to 32	135
Arterial or Major Collector 2 to 4 Lane[6]	7,500 to 12,499	30 to 40	required	restricted	22 to 32	130
Minor Collector 4 Lanes	5,000 to 7,499`	30 to 40	required	restricted	22 to 30	120
Minor Collector 2 Lane	2,500 to 4,999	25 to 40	required	restricted	22 to 30	100
Subdivision Collector 2 Lane	1,500 to 2,499	25 to 35	required	shared <14 DU	16 to 22	100
Major Local 2 Lane	1,000 to 1,499	20 to 30	optional	shared <7 DU	10 to 16 (optional)	80
Local	500 to 999	15 to 25	optional	direct	none	70

Table 8-1 Roadway Section Requirements						
Road Type/ Ultimate Number of Lanes	Daily Traffic (ADT)	Design Speed (MPH)	Curb and Gutter[1]	Access Management[2]	Median Width (feet)[3]	Midblock ROW Width (feet)[4,5]
Local	<500	15 to 25	optional	direct	none	60
Local	<250	15 to 25	optional	direct	none	50

[1] Curb and gutter required along outside edge of pavement for all new arterial and collector roads and the widening of existing roads to multi-lane roads.

[2] Direct access from an individual residential parcel are prohibited for all new arterial and collector roads. Access connections shall be per access management requirements. New subdivision collector and major local roads shall have shared access driveways serving multiple residential parcels with no more than one connection for four parcels and no more than two connections total.

[3] Median width includes curb and gutters (two feet each side), expect along median dividers less than six (6) feet in width.

[4] Midblock ROW to increase by 20 feet for rural (swale) sections and an additional 10 feet when adjacent to a canal.

[5] Ten (10) foot-wide utility easements are required along both sides of the right-of-way.

[6] The configuration of the intermediate phasing of roadways are too be designed as divided roadways (for example, the construction of the first two lanes of a four-lane roadway), unless otherwise approved by the ~~shall be subject to the approval of the~~ City Engineer.

~~[1]Outside curb and gutters are required.~~

~~[2]Median width includes curb and gutters (two feet each side).~~

~~[3]Six feet sidewalks minimum. Where site characteristics allow & on a case by case basis eight feet or wider sidewalks shall be required.~~

~~[4]Located outside the ROW.~~

~~[5]ROW widths are a minimum for new City roadways unless approved otherwise by City Council.~~

~~[6][5]Street and/or pedestrian lighting within subdivisions shall be as required in City Code Section 156.117.~~

Table 8-2 Roadway Section Multimodal Requirements						
Road Type/ Ultimate Number of Lanes	Travel Lane Width (feet)[1]	Sidewalk Width (feet)[2]	Bike Lane Width (feet) [3]	Alternative Shared-Use Path Width (feet)[4]	Alternative Multimodal Way Width (feet)[5]	Buffers, Landscape and Street Lights[6]
Arterial 6 Lanes	11 to 12	8 to 10 Both Sides	7 to 8 Both Sides	10-12	12-14	required
Arterial or Major Collector	11 to 12	8 to 10 Both Sides	7 to 8 Both Sides	10-12	12-14	required

Table 8-2 Roadway Section Multimodal Requirements						
Road Type/ Ultimate Number of Lanes	Travel Lane Width (feet)[1]	Sidewalk Width (feet)[2]	Bike Lane Width (feet) [3]	Alternative Shared-Use Path Width (feet)[4]	Alternative Multimodal Way Width (feet)[5]	Buffers, Landscape and Street Lights[6]
4 Lanes						
Minor Collector 4 Lanes	11	8 to 10 Both Sides	6 to 7 Both Sides	8-12	10-12	required
Arterial or Major Collector 2 to 4 Lane[6]	11 to 12	8 to 10 Both Sides	7 to 8 Both Sides	8-12	12-14	required
Arterial or Major Collector 2 Lane	11	8 to 10 Both Sides	6 to 7 Both Sides	8	10-12	required
Minor Collector 2 Lane	11	6 to 8 Both Sides	5 to 6 Both Sides	8	10-12	required
Subdivision Collector 2 Lane	11	6 to 8 Both Sides	4 to 5 Both Sides	8 to 10	10-12	required
Major Local 2 Lane	11	5 to 6 Both Sides	none	8 to 10 One Side	none	required
Local	10	5 to 6 Both Sides	none	8 to 10 One Side	none	required
Local	18 to 20	5 to 6 One Side	none	none	none	required
Local	18 to 20	5 to 6 One Side	none	none	none	required

[1] Travel Lane widths shall reflect roadway design speed. Approval of travel lane widths above or below the minimum shall be based on cross-section design and subject to approval by City Engineer.
[2] Sidewalks shall be placed a minimum of five (5) feet behind the edge of curb or pavement. The City engineer may approve sidewalks adjacent to curb or edge of pavement where a buffer cannot be provided due to physical constraints. Sidewalks shall be at least six (6) feet in width when adjacent to back of curb or edge of pavement, or the minimum allowable width where sidewalks greater than six (6) feet are required.
[3] Bicycle lanes six (6) feet in width shall include a buffer at least one (1) foot in width. Where bicycle lanes are seven (7) or more feet in width, a buffer at least two (2) feet in width shall be provided. Protected bicycle lanes may require additional width. Protected or separated bicycle lanes are permitted and shall be designed on a case-by-case basis, subject to City Engineer Approval.
[4] Shared-use paths may be provided as alternatives to sidewalks and / or on-street bicycle lanes so long as an equivalent total width of multimodal facilities is being provided. Any proposal for a shared-use path on one side of a ROW and a sidewalk and on-street bicycle lane on the other side of the ROW is subject to approval by the City Engineer.
[5] Multimodal Ways may be provided in-lieu of sidewalks and / or on-street bicycle lanes so long as an equivalent total width of multimodal facilities is being provided. Any proposal for a shared-use path on one side of a ROW and a sidewalk and on-street bicycle lane on the other side of the ROW is subject to approval by the City Engineer.
[6] Buffers, landscape, including street trees, and street lighting are subject to the requirements of sections XXXX of the Land Development Code.

(a) The widening of existing roadway shall be based on existing traffic and projected traffic based on historic growth rates or travel demand model growth rates, along with design traffic analysis, where appropriate, subject to approval by the City Engineer.

(b) Construction of new streets by the City shall be based on projected average daily traffic volumes (ADT) utilizing the latest ITE Trip Generation Manual rates from adjacent development, travel demand volumes, or corridor studies conducted to validate the need for the new roadways.

(c) Roadway designs for development shall be based on projected average daily traffic volumes (ADT) utilizing the latest ITE Trip Generation Manual rates or trip generation rates subject to approval by the City Engineer.

(1) An internal site related trip generation analysis shall be provided with development order applications where street design approvals are requested or required street.

(2) The trip generation shall be calculated per street, cul-de-sac, or drive aisle based on adjacent land uses with access to the street, cul-de-sac, or drive aisle. The trip generation rates shall be provided cumulatively along streets from the furthest most development boundary to the closest access connection with an existing external arterial road access connection.

(3) The trip generation analysis is to address internal site related circulation. Thus, there shall be no adjustments for factors such as internal capture, pass-by trips, or mode share. Further, credits shall not be provided for existing or previous development.

(4) The development trip generation analysis is not required to address future traffic from adjacent development as part of the internal trip generation analysis.

(5) The trip generation for non-residential land uses shall be based on the most intensive land use permitted and the maximum square footage allowed, unless the development agrees to development order conditions that limit the amount and type of development to reflect its intended market. The development order conditions shall include requirements to address site-related improvements by the development should future amendments to the amount and type of development result in an increase in trip generation.

(6) If development is relying on existing collector or local roads to provide direct access to the development to such an extent that the roads function as site related access, then the trip generation analysis will need to include existing ADT on those roads.

(7) If the City is to consider land use or zoning approvals for development applications intending to utilize an existing arterial or collector road that is either adjacent to the development boundary or traverses the development to such an extent that the arterial or collector will function as site related access to the development, then the City will evaluate needed improvements for the arterial or collector and determine what share of those improvements is related to providing site access and what share of travel would accommodate community level travel beyond the development.

(d) Traffic calming or neotraditional street designs may be incorporated into developments with approval of the City Council. Developments shall base design on City approved technical reports and FDOT guides and manuals related to traffic calming and traditional neighborhood development. Applicants may propose innovate street designs, site circulations, and dynamic parking management where travel by people walking, bicycling, and where applicable, transit, are prioritized over motor vehicle travel.

(e) Roadway Cross-Sections are provided in Chapter 20.

8.7 - Pavement Design

(a) The minimum roadway pavement design standards are presented in Table 8-3~~Table 8-32~~~~Table 8-2~~. All pavement designs shall be prepared and signed and sealed by a professional engineer. The recommended pavement design shall include supporting geotechnical investigations. The inclusion of edge, strip, trench, or underdrains where seasonal high groundwater levels are within two feet of any base layer or irrigated medians are planned shall also be included in the design.

(b) Designs shall consider future traffic loadings as well as construction traffic. Roadways with higher traffic volumes, significant truck traffic, emergency routes, or such reason, as determined by the City Engineer, shall exceed the minimum standards to ensure that the facility will reach a full term service life. FDOT's *Flexible Pavement Design Manual* shall be used as a basis of reference for pavement designs greater than the minimum standards.

~~(b)~~

(c) Alternate types of pavement, base and subgrade which are equal to or superior to those specified may be approved by the City Engineer. Application for such approval shall be accompanied by written data, calculations and analysis which show, by accepted engineering principles, that the alternate types are equal or superior to those specified.

Table 8-32 Flexible Pavement Design Standards				
Description	Pavement Type			
	Arterial	Collector	Local	Parking Lot
Structural Number (minimum)*	4.0	3.5	3.0	2.18**
Portland Cement Concrete (minimum thickness is 6 inches)	-	-	-	FDOT approved Class 1 Concrete.
Asphalt Thickness (inches) (minimum.)	3.0	2.5	1.5	1
Optional Base Group (FDOT Standard Spec. Section 285 With 8-inch minimum thickness)	99	6	66	4
Subgrade Thickness (inches) (minimum.)	12	12	12	12
Subgrade Compacted or Stabilized	LBR 40	LBR 40	LBR 40	LBR 40

*To meet required minimum Structural Number – Asphalt, Base and Subgrade thickness may be adjusted.

**For Temporary, Non-required Parking Lots, in which its removal is bonded, the Minimum Structural shall =1.6 minimum (i.e.1" Asphalt +6.5" Rock +Compacted Subgrade = 1.61

8.8 - Geometric Elements of Roadway Design

The geometric design shall provide the simplest geometry and promote interconnectivity and facilitate the movement of all drivers, bicyclists, and pedestrians. The horizontal and vertical alignment of the roadway shall be designed in accordance with the FDOT *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* and the FDOT Design Manual. (Latest Edition)

8.9 - Medians

Requirements for roadway medians:

(a) All roads with four or more travel lanes and design speed of 4035 mph or greater shall include require a median.

(b) Median design shall be in accordanceaccordance with the FDOT Greenbook. (Latest Edition)

(c) Landscaped medians shall have a two-foot paver concrete band, adjacent to the back of curb, for all public rights-of-way with a width of eighty (80) feet or more. Concrete band shall be brick red in color with Herringbone pattern unless approved otherwise byin writing by the Public Works Director.

(d) Left turn channelization shall provide storage space for left-turn entry and for left-turn exiting vehicle refuge.

(e) The preferred end treatment for a median opening is the bullet-nose design.

(f) Minimum spacing between median openings is provided in Table 8-4Table 8-43Table 8-3. Distances may be greater if the median opening falls within the operational area of an intersection, if required by the City Engineer, or if a posted speed greater than forty-five (45) mph is used.

Table 8-~~4~~3 Median Spacing[1]	
Median Type	Minimum Spacing (feet)
Full Access	660
Restricted Access	330

[1]Source: Florida Administrative Code, Section~~Statue~~ 14-97.003 for Access Class 7

8.10 - Intersections

Roadway intersections shall:

(a) Be designed in accordance with FDOT standards. ~~(Latest Edition)~~

(b) Involve the junction of only two roadways.

(c) Create an angle that is near ninety (90) degrees. Angles less than seventy-five (75) degrees are not acceptable.

(d) Provide centerline offsets of three-hundred (300) feet or more with adjacent intersections.

(e) Provide a minimum radius of thirty (30) feet for a local or collector road and forty (40) feet for an arterial.

(f) Include appropriate turn lanes per Sections 8.12.7 and 8.12.8 of this document.

~~(f)~~(g) - Design criteria and guidance for alternative intersection and intersection control evaluation (ICE) must follow FDOT Design Manual Chapter 212.

8.11 - Modern Roundabouts

Roundabout design is highly dependent upon site specific conditions as well as experience of the designer and sound engineering judgement. The use of a roundabout shall be documented and ~~justified~~ evaluated using the ~~standard justification report outlined in the *Florida Roundabout Guide* by~~Intersection Control Evaluation (ICE) Manual per FDOT Design Manual Chapter 213. Lane widths, turning radii, super elevation, grades, horizontal clearance, clear zone, border width shall follow the FDOT ~~*Plans Preparation*~~*Design* ~~*Manua.l*~~*Manual* ~~or the AASHTO *Policy on Geometric Deign for Streets and Highways*.~~and NCHRP Report 672, Roundabouts:- An Informational Guide (TRB 2010)~~ NCHRP~~.

8.12 - Driveways

Driveway design shall follow FDOT Standard Plans ~~Indexes 000-515 and 000-516~~Index 522-003, and the ~~*Driveway Information Guide*~~*Access Management Guidebook*. A driveway shall provide sufficient lanes to produce efficient traffic flow while providing a safe environment for all users (vehicles, pedestrians, bicyclist, disabled users, bus patrons, etc.). Efficient traffic flow means that the difference in speed between the turning vehicle and through traffic are minimized, encroachment of the turning vehicle into adjacent lanes is minimized, adequate sight distance is provided and there is sufficient operational area to prevent spill back into the public road. Driveways shall meet the following general standards:

(a) Approved by the entity owning the connecting roadway.

(b) Recommended for approval by the Site Plan Review Committee, if applicable.

(c) Permitted through the driveway permitting process, if applicable.

(d) Shared driveways with cross access and interconnected parking lots shall be used where possible.

(e) When there is a choice, driveways shall be located on the street with the lowest classification and least traffic volume.

(f) Street lighting is required when a driveway is connecting to a collector or arterial roadway. Pole could be located and maintained on the private property to illuminate the driveway connection.

~~(e)~~(g) All driveways with public right-of-way irrigation crossings shall provide a sleeve for the irrigation main that meets the City of Port St. Lucie Irrigation Standards. See Appendix F.

8.12.1 - Driveway Geometry

Driveways shall meet the following geometric standards:

(a) Turnouts are located within the extended property line.

(b) Located outside acceleration or deceleration lanes and tapers.

(c) Coordinated with median openings.

(d) For undivided roadways, driveways shall align with those across the street if possible. Otherwise, driveway shall be offset to minimize jog maneuvers, overlapping left turns or other unsafe conditions.

(e) As close as possible to ninety degrees with the roadway. In accordance with FDOT Standard Plans Index ~~000-515~~330-001 and 522-003, angles ranging from ninety- to sixty-degrees will be considered and may be allowed depending upon the circumstances of the use.

(f) Widths shall meet City Code Section 158.222(B)(2).

(g) Transverse joints shall be tooled, not saw cut.

(h) Sidewalk joints shall continue through driveways.

~~(f)~~(i) For residential driveways, concrete shall be formed ½ inch higher than the existing roadway asphalt pavement. Saw cut the existing edge of asphalt at a minimum of 12 inches into the roadway for the entire width of the driveway. Form boards must be used for the entire width of the driveway when pouring the front face of the driveway and in line with the existing roadway edge of pavement. A minimum 12 inch wide strip of hot mix asphalt shall be used to replace the asphalt removed from forming the driveway.

~~(g)~~(j) Grades shall follow the guidelines of FDOT Standard Plans Index ~~000-515~~522-003 which indicates the maximum grade for a non-residential driveway is ten percent and twenty-eight percent for a residential driveway; however, grades less than these are desirable and recommended. The maximum difference in grade should be no more than the recommend twelve percent. Additionally, the grade of the proposed driveway will need to consider visibility so that a sight distance problem is not caused (e.g., downgrade of a driveway at a point of super-elevation on the roadway).

~~(h)~~(k) Channelization with divisional islands to serve as pedestrian refuges, traffic separation, and/or to direct traffic should be considered where there is a large pavement area, to channelize right-in and right-out movements, for high traffic volumes, for high volumes of larger vehicles, where a traffic signal is located or will be located in the future, and/or where there are two or more entrance lanes.

~~(i)~~(l) Length shall be sufficient so that queuing, stacking, maneuvering, standing, and parking is completed beyond the right-of-way line. The driveway throat length is measured from the ultimate edge of pavement to the first internal drive aisle or parking space as shown in Figure 8-1~~Figure 8-1Figure 8-1~~.

~~(j)~~(m) Recommended minimum throat lengths are provided in Table 8-5~~Table 8-54Table 8-4~~. Careful consideration of future road widening shall be made when determining the required driveway length. Where a site is being redeveloped or the site is on a small property with no reasonable alternative access, it may be difficult to obtain the lengths presented in Table 8-5~~Table 8-54Table 8-4~~. In these cases, the driveway and site layout shall maximize the available length.

Table 8-~~5~~4 Driveway Throat Length

Description	Minimum Length (feet)
Major Development - four or more lanes	300
Regional Shopping Center over 150,000 square feet	250
Community Shopping Center 100,000 to 150,000 square	150
Small Strip Shopping Center	50
Small Single Commercial Development	30

Source: Driveway Information Guide: Exhibit 36 - Recommended Minimum Driveway Length for Major Entrances, FDOT.

Figure 8-1 Driveway Throat Length

8.12.2 - Number of Driveways

Driveways shall be limited to the number provide in City Code Section 158.222(B)(3). The number of driveways shall be the minimum number necessary to provide reasonable access to the overall site and not the maximum available for that frontage.

8.12.3 - Number of Access Points for Residential Subdivisions

The minimum number of external vehicular access points for residential subdivisions shall adequately serve the subdivision and as recommended for approval by the Site Plan Review Committee. See City

Code Sections 156.094, 158.172, 158.187 and 158.222 for the minimum requirements.~~49or a traffic study 50paved stablestabilized paved , (which may be resident only)~~

8.12.4 - Separation from Intersections

City Code Section 158.222(B)(4) provides the minimum standards for the spacing required between a driveway and intersection.

8.12.5 - Spacing between Driveways

Spacing between driveways shall be measured from the midpoint of each driveway and have the minimum distances provided in City Code Section 158.222(B)(5).

8.12.6 - Movement Restrictions

Movement restrictions at driveways shall be required whenever one of the following conditions occurs:

(a) A warranted left turn lane is not feasible.

(b) Exiting vehicle would be required to drive through the queue or cross a left turn lane of a signalized intersection.

(c) Provision of a median with two-way channelization providing storage for left-turn entry and refuge for left-turn existing vehicles meeting FDOT design criteria is not possible.

(d) The location of the driveway will unnecessarily increase conflicts, or negatively impact the safety of the traveling public, or the function of the adjacent roadway.

8.12.7 - Right Turn Lanes

(a) The use of a continuous right turn lane shall be avoided. Exclusive right turn lanes for driveways are required when the operational aspects of the driveway meet the volume and speed criteria presented in Table 8-6~~Table 8-65Table 8-5~~, where a traffic study indicates that the LOS is degraded by the proposed development, or where required for safety reasons even though the peak hour turn volumes may be lower than specified in Table 8-6~~Table 8-65Table 8-5~~.

Table 8-~~6~~5 Unsignalized Driveway Right Turn Lanes[1, 4, 5]

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80-125 [2]
Over 45 mph	35-55 [3]

[1]Source: FDOT Access Management Guidebook, Table 27

[2]The lower threshold of eighty right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (fifty feet or greater).

[3]The lower threshold of thirty-five right turn vehicles per hour would be most appropriately used on higher volume two lane roadways where lateral movement is restricted. The fifty-five right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (fifty feet or greater).

[4]A posted speed limit of over forty-five mph may be used if the operating speeds are known to be over forty-five mph during the time of peak right turn demand.

[5]Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

(b) An exclusive right turn lane shall be required, even if the speed and volume criteria is not met, when one of the following conditions exist:

(1) Developments that have a high volume of buses, trucks, or trailers.

(2) Poor internal circulation that may cause backups onto the roadway.

(3) Heavier than normal peak flows on the roadway.

(4) Very high operating speeds on the roadway.

(5) Areas where turns are not expected.

(6) Roadways with curves, hills, or other sight distance restrictions.

(7) Gated entrances.

(8) An area with a history of crashes, especially rear end collisions.

(9) Intersections or driveways just after a signalized intersection where acceleration typically occurs.

(10) A driveway with a severe skewered angle.

(11) Areas of heightened safety concern.

8.12.8 - Left Turn Lanes

A left turn lane for driveways shall be provided:

(a) Whenever a driveway is served by a median opening.

(b) On a two-lane road, on curves, or whenever speeds are forty-five mph and greater.

(c) Where a traffic study shows that the LOS is degraded by the proposed traffic.

(d) When warranted by ~~the~~ NCHRP *Report 745 Development of Left Turn Lane Warrants for Unsignalized Intersections* and NCHRP *Report 279 Intersection Channelization Design Guide*~~Report 745 analysis and Report 279~~.

8.13 - Clear Visibility Triangle

In order to provide a clear view of intersecting streets and driveway entrances, a triangular area of clear visibility shall meet the following standards.

(a) Nothing shall be located, erected, placed, planted, or allowed to grow in such a manner as to impede vision between a height of three feet and eight feet within the triangular area.

(b) Road Intersections: The clear visibility triangle shall be formed by drawing a line twenty-five (25) feet along each property line abutting the right-of-way starting at the point where the two property lines intersect or their projections intersect, then connecting the two end points with a straight line as shown in Figure 8-2~~Figure 8-2~~~~Figure 8-2~~.

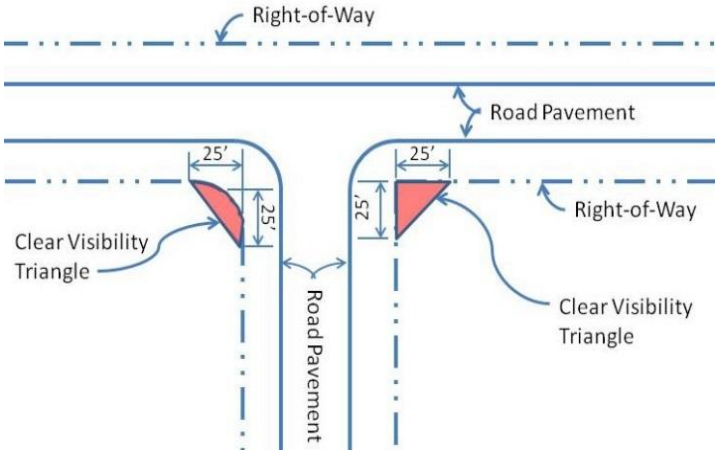


Figure 8-2 Clear Visibility Triangle at Intersection

(c) Driveways: A clear visibility triangle shall be formed as shown in Figure 8-3~~Figure 8-3~~~~Figure 8-3~~. Beginning at the intersection of the driveway with the road right-of-way, then along the right-of-way for a distance of twenty-five (25) feet, then in a straight line across the property to a point on the edge of the driveway twenty-five (25) feet from the point of beginning. Where driveways are curved or intersect with the street at other than right angles, the visibility triangle shall be measured from the point of the curve most projecting into the driveway.

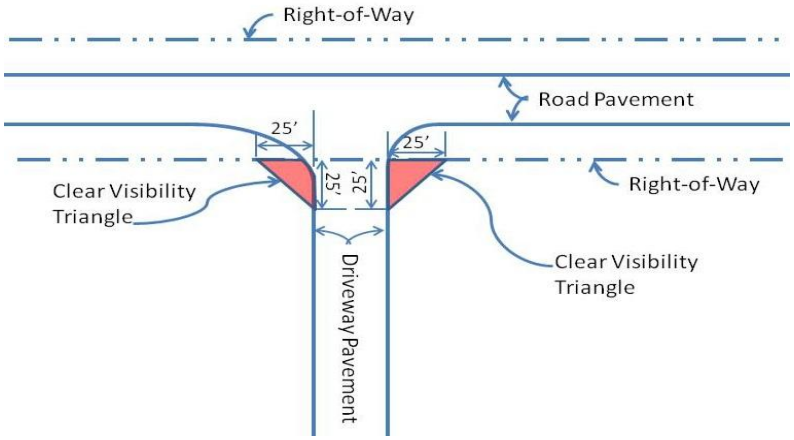


Figure 8-3 Clear Visibility Triangle at Driveway

Sight–Distance

Sight distance applies to all intersections and driveways and is intended for the purpose of clear sight development and maintenance. Design~~s~~ and maintenance of intersections and driveways within the City

shall meet the requirements of FDOT Design Manual. ~~(Latest Edition)~~

8.14 - Roadside Clear Zone

The roadside clear zone provides space and time for the driver to retain control of the vehicle and avoid or reduce collision with roadside objects. Roadside clear zone width shall be in accordance with the FDOT Design Manual. ~~(Latest Edition)~~

8.15 - Sidewalks

Sidewalks shall meet the following ~~requirements, and~~requirements ~~and~~. Should there be any conflicts between the two documents, the more stringent will apply:

(a) Designed and constructed in accordance with the FDOT Greenbook and ADA standards. ~~(Latest Edition)~~

(b) Minimum width of five (5) feet when separated from the back of curb. ~~Sidewalks constructed as part of a road improvement project shall have a minimum width of six~~ (6) ~~feet as provided in~~ Table ~~8-1Table 8-1.~~

(c) Minimum width of six (6) feet when located adjacent to the back of curb or edge of pavement.

(d) Maximum cross slope of 1.5 percent.

(e) Grades less than 8.33 percent.

(f) Curb ramps at all intersections.

(g) Sidewalks shall be constructed with three-thousand (3000) psi concrete.

(h) A minimum sidewalk thickness of six (6) inches is required for the following cases:
(1) Located within a concrete driveway;
(2) Within five (5) feet of an intersection or driveway;
(3) Within easements and drainage rights-of-way; ~~or~~
~~(3)~~(4) Access crossings to utilities or stormwater management facilities;
~~(4)~~(5) Areas of special concern as requested by the City Engineer.

(i) If a sidewalk thickness of six (6) inches is not required, a four (4)-inch-thick sidewalk is acceptable.

~~(i)~~ JA 4' minimum width for curb ramps, curb ramp landings, and sidewalk crossings at driveways.

(j)

Transverse joints shall be tooled, not saw cut.

(k) ~~I~~Prior to sidewalk and detectable warning mat installation the existing asphalt must be saw cut at a minimum 12 inches in width by a minimum width of the sidewalk. A form board the width of the sidewalk must be used at the front face of sidewalk between the asphalt radius. A minimum 12 inch wide strip of hot mix asphalt must be used to replace the asphalt removed for sidewalk tie in installation.

~~(j)~~

8.16 - On Street Parking

~~On-street~~On-street parking shall be allowed within Traditional Neighborhood Developments or in designated Community Redevelopment Areas as approved by the City Council on local or collector

streets. On--street parking shall be located so that it is outside the radius of the intersection and does not hinder the intersection sight distance. On-street parking shall be designed on a case-by-case basis and subject to approval by the City Engineer.

8.17 - Traffic Calming

The City's neighborhood traffic calming policy is provided in Appendix B.

8.18 - Beautification Policy

The City's beautification policy is provided in Appendix C.

8.19 - Mobility Plan

The City's Mobility Plan is found on City of Port St Lucie website under Planning & Zoning Department: https://www.cityofpsl.com/Government/Your-City-Government/Departments/Planning-Zoning/Mobility-Plan

9. Traffic Control Devices, Signalizations and ~~Lights~~ Lighting

9.1 - Traffic Control Devices

(a) Traffic control devices include pavement markings, signs, and other devices used to regulate, warn, or guide traffic, which are placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel. The purpose of traffic control devices~~s~~ is to provide for the orderly and predictable movement of traffic. Therefore, the standardization of use is of utmost importance.

(b) The determination of need, warrant, and placement of traffic control devices shall be as determined by the design documents or as revised later due to a systematic engineering judgment and/or study. Traffic control devices added, removed, or relocated shall only be completed with the approval of the owner of the right-of-way. The design and installation of all traffic control devices shall be in accordance with the ~~latest edition of~~ FDOT Standard Plans, MUTCD, and NEC.

9.1.1 - Pavement Markings

Pavement markings include, but are not limited to, pavement markings, raised pavement markers (RPM's), curb markings, delineators, and colored pavements. In some instances, markings supplement other traffic control devices. The following standards relating to pavement markings shall be used in the City:

(a) Temporary paint markings may be used on a construction project for the first lift of asphalt as allowed by FDOT guidelines. Temporary paint may also be used as ~~interim~~an interim measure prior to the placement of thermoplastic on the final lift of asphalt at the discretion of the City's project manager.

~~(a)~~(b) All new striping on public roads shall follow all FDOT Specifications for method and material.

~~(b)~~(c) The final lift of asphalt shall be provided with thermoplastic pavement markings after an acceptable curing time. Curing time is typically thirty (30) days.

~~(c)~~(d) Contrasting color, permanent tape shall be applied to all concrete surfaces, specifically bridge decks.

~~(d)~~(e) Striping removal shall follow FDOT specifications. ~~(Latest Edition).~~ Preferred Method is Mill and Overlay per FDOT Specifications. Method must be pre-approved by Public Works Department for each project.

~~(e)~~(f) Hydroblasting to remove pavement markings from the final lift ~~shall not be permitted~~is prohibited.

(g) Black paint to remove or cover up pavement markings ~~shall not be permitted~~is prohibited.

(h) Retro-reflectivity standards shall be in accordance ~~per~~with MUTCD

~~(f)~~(i) Marked crosswalks shall be Special Emphasis per FDOT Standard Plans ~~(Latest Edition).~~

9.1.2 - Signage

The determination of need, design requirements, and vertical and horizontal placement of traffic control signs within the road right-of-way shall be in accordance with MUTCD, and the FDOT Standard Plans ~~(Latest Edition)~~. Memorial markers are discussed in ~~s~~Section 0~~3~~.4.2, signs for private facilities are discussed in S~~s~~ection 0~~3~~.4.3 and temporary signage is discussed in ~~s~~Section 0~~3~~.4.4

(a) All signs shall be diamond grade.
(b) Sign bl~~a~~anks shall be aluminum and 0.8" thickness.

9.1.2.1 Driver Feedback Signs

a. Radar speed display signs shall be Traffic Logix EV11EYL-SOL or latest version as approved by the City. Model EV 11" Digital Solar including Strobe, BT, Data-modem with ~~12 month~~12-month network access to cloud-4 cell backup.

9.2 -

Signalizations

All traffic signal installations or modifications shall require a signalization plan that is signed and sealed by a professional engineer ~~registered~~ licensed to practice in the state of Florida. The signalization plan shall be reviewed and approved by the City and permitted prior to starting any work. Upon completion of the work, one set of signed and sealed record drawings along with electronic versions (PDF and DWG formats) shall be submitted to the City.

9.2.1 - Traffic Signals

Traffic signals shall meet the requirements for the ~~latest edition of the~~ following: MUTCD; FDOT *Standard Plans*, *Standard Specifications for Road and Bridge Construction*, *Traffic Engineering Manual*, *Minimum Specifications for Traffic Control Signals and Devices*, ~~*Plans Preparation Manual,*~~ *Intersection Design Guide*, *District 4 Signal Design Guidelines*, and the Fiber Optic Specifications (Appendix D). Specific traffic signal requirements are listed below:

(a) General

(1) Equipment and materials shall be listed on the FDOT APL. ~~(Latest Edition).~~

(2) The City shall be supplied with one Honda EU 3000i portable invertor generator (or equivalent) upon completion of a traffic signal that will be owned and maintained by the City.

(3) Span wire assemblies shall not be permitted within the City, unless otherwise approved for temporary installations.

(4) Span wire assemblies, where approved, shall be perpendicular, box and dropped-box span assemblies. Diagonal spans may only be used for flashing beacon assemblies or where approved by the City Engineer. Pre-stressed concrete or steel poles shall be used. ~~Wood poles are not acceptable.~~

(5) Annual power and maintenance costs of traffic signals on private roads are the sole responsibility of the owner of the road, unless a signed agreement has been executed.

(6) Upon completion of the work, one set of signed and sealed record drawings along with electronic versions (PDF and DWG formats) shall be submitted to the City.

(7) For projects that will be owned and maintained by the City, shop drawings for the materials including, but limited to, controller assemblies, mast arms, luminaires, internally illuminated street name signs, optical vehicle detector systems, signal heads, traffic monitoring cameras, fiber

optic materials, pull boxes, cable, conduit, etc. shall be provided to the City for review and approval prior to installation.

(8) For projects that will be owned and maintained by the City, warranty information and transfers shall be submitted to the City prior to ~~the final~~final acceptance by the City.

(b) Design/Operation

(1) For programed flash operation, the major street is to flash yellow and the minor street is to flash red.

(2) The controller shall operate an approved FDOT Signal Operating Plan.

(3) Signal timing displayed for local operation shall be suggested timings based on the St. Lucie TPO volume counts. Actual timing and coordination plans are to be determined by the City.

(c) Controller Assembly

(1) The controller assembly shall be a ~~Naztec TS2 Type 1 Cabinet with a Number 7 key.~~Econolite Colbalt ATC or most recent version of controller approved by the City.

(2) The top of the foundation shall be twelve (12) inches above the sidewalk or the edge of pavement if there is no sidewalk.

(3) A disconnect switch shall be mounted on a separate concrete pole ~~on controller~~on the controller cabinet corner.

(4) ~~Controller~~The controller base shall have four conduits: ~~-~~two for communication cable and two for power. The conduits shall be terminated in the communication pull box.

~~(4)~~(5) Cabinet shall be FDOT State contract Econolite TS2T1 77" with generator panel.

~~(5)~~(6) The controller cabinet shall be oriented with the door opening away from the roadway so that the technician can view the entire intersection while working in the cabinet.

~~(6)~~(7) A concrete pad that measures forty-eight- by thirty- (48 x 30) inches, ~~preferable,~~ shall be constructed adjacent to the controller cabinet. The pad elevation shall match the elevation of the sidewalk. In the absence of sidewalk, the concrete pad elevation shall match the elevation of the edge of pavement. The pad shall have a six (6) -inch eyebolt, protruding from the concrete at the hinge side of the cabinet, that can be used to secure a generator.

(d) Mast Arms

(1) Mast arm assemblies shall follow FDOT Design Guidelines and Design Standards ~~(Latest Edition)~~.

(2) Mast arm foundations shall be in accordance with FDOT Standard Plans. ~~(Latest Edition).~~

(3) Mast arm shop drawings shall be reviewed and approved by the City prior to procurement of mast arms.

(4) Top of mast arm foundations within a sidewalk shall match the finish contour and elevation of the sidewalk.

(5) Final location of mast arm is to be field determined and approved by the City.

(b) Luminaires

(1) Luminaires on mast arm uprights shall be 120 Volt, LED ~~and 250 watt HPS equivalent~~.

(2) Luminaires shall be wired on a separate breaker in the disconnect box.

(c) Street Name Signs

(1) Internally i~~I~~lluminated street name signs shall have 10-inch series "C" Letters.

(2) Signs shall be rigidly mounted to the mast arm.

(3) Signs shall be wired to a single photo cell located in the controller cabinet.

(d) Optical Vehicle Detectors

(1) Inductive loop technology and microwave technology shall not be permitted for vehicular detection, unless otherwise approved by the City Engineer. Video detection is preferred. In instances where video detection is not feasible, inductive loops will be considered as an alternative.

(2) All video power cables, processors, and equipment shall be provided for a complete and operational video detection system that complies with the City's existing video system.

(3) Processors shall be Iteris Edge II, with Iteris Edge connect and Iteris TS2-IM module and shall be capable of multi zone detection.

(4) Cameras shall be Iteris RZ4-WDR or most recent version of optical detector approved by the City.

(5) Cameras shall be mounted above the mast arm using astro bracket hardware at a height that allows the required detection and as recommended by the system manufacturer.

(6) All detection camera brackets shall be drilled and tapped for 1/4-20 set screw after installation to prevent camera from laying over in high winds.

(7) Anti-seize shall be used on all mounting hardware for the camera brackets.

(8) The detection system shall be equipped with an LCD monitor for configuration of the detector loops.

(9) Manufacturers shall be present at turn on for programming and setup.

(e) Signal Heads

(1) Five (5) -section signal heads shall have an additional terminal strip installed in the red ball signal head with a red and neutral jumper wire attached for the ease of replacing the red ball LED signal.

(2) All signal heads shall be poly-construction and have back plates with retroreflective borders installed in accordance with FDOT standards. ~~(Latest Edition).~~

(3) Signal heads shall be vertically and rigidly mounted to the mast arms.

(4) Anti-seize shall be used on all mounting hardware for the camera brackets.

(5) Weep holes shall be drilled in all signal heads/pedestrian signals.

~~(5)~~(6) Four (4) -section Flashing Yellow Arrow signal heads shall be used for protected/permissive left turn indications.

(f) Traffic Monitoring Camera

(1) New and modified traffic signals shall include the installation of a pan-–tilt zoom traffic monitoring camera.

(2) Traffic monitoring camera shall be Bosch Autodome IP Starlight 700HD Pan Tilt Zoom or most recent version of PTZ camera approved by the City.

(3) The camera shall have surge and lighting protection and shall be mounted with mast-o-bracket and neoprene wrap.

(4) The mounting location shall be determined by the City.

(5) Anti-seize shall be used on all mounting hardware for the camera brackets.

(g) Electrical

(1) Electrical work shall meet the requirements of the NEC, NESC, and the FDOT Specifications for Road and Bridge Construction.

(2) Components shall be properly grounded and bonded per NEC requirements.

(3) Conductor and/or wire connections shall be butt spliced and waterproof. Wire nuts will not be accepted.

(4) An UPS, Novus FXM 2000 with a network interface card installed and configured, shall be provided for the signals.

(5) The UPS shall be located in a Novus Fortex FX 200 cabinet that is mounted on a concrete pad alongside the controller foundation.

(6) Signal conductor within the cabinet shall completely encircle inside of cabinet before termination to allow slack for knock downs.

(7) Signal conductor shall pass through hole in the mounting bracket into signal mounting pipe and into signal head so cable is not exposed to the elements.

(8) Wire nuts shall not be used within the controller cabinet, street light circuit or signal circuit. Approved connections are terminal strips, ~~water tight~~watertight butt splices (rubber tape electrical tape, scotch cote), and split bolts.

(9) All signal upright hand holes shall have terminal strips installed for the termination of signal conductor from the controller cabinet to the signal heads/pedestrian signals.

(10) All ground wiring within pull boxes requiring termination to ground rod shall be attached using cad weld ignitors.

(11) All spare signal conductor within controller cabinet shall be terminated directly to ground/neutral bars.

(12) All signal conductor within the upright hand hole and controller cabinet shall be properly labeled using flag tie wraps.

(13) The electrical feed source shall be coordinated with FP&L.

(h) Fiber Optics

(1) New and modified traffic signals shall be interconnected to the City's ITS network via fiber optic. This requirement may be waived by the City Engineer if the new or modified traffic signal is not located within a reasonable distance of an existing fiber optic trunk line.

(2) Fiber optic ethernet switch shall be Siemens/Ruggedcom RS-900G-HI-D-2SC10-XX, and shall be fully configured for operation, including assigned IP Address determined by the City.

(3) Pull box (Fiber Optic) - Tier 15 (~~minimium~~minimum)

a. Box: Quazite – PG1730BB18 – 17L x 30W x 18H (inches), Cover: Quazite – PG1730CA00

b. Box: Synertech - S1730B18FA –17L x 30W x 18H (inches), Cover: Synertech - S1730HBBOA

(4) Splice Box (Fiber Optic) - Tier 15 (~~minimium~~minimum)

a. Box: Quazite – PG3048BB – 30L x 48W x 36H (inches), Cover: Quazite – PG3048HC00

b. Box: Oldcastle – 3048-36 - 30L x 48W x 36H (inches), Cover- Oldcastle - Uni-half 3048

(5) Splice Closures (Fiber Optic): Tyco FOSC-450-C6-6-NT-0-C6V

a. Enclosure Splice Tray: FOSC-ACC-C-Tray-24

b. Basket: FOSC-ACC-C-Basket

(6) Fiber Optic Cable

a. Corning/Siecor – 096EU4-T4701D20 - 96 Fiber ALTOS® Gel-Free Cable Non-Armored SMFE 1.4/0.4/0.3 dB/km 12f/tube. Print in feet.

b. Corning/Siecor – 012EU4-T4701D20 - 12 Fiber ALTOS® Gel-Free Cable Non-Armored SMFE 1.4/0.4/0.3 dB/km 12f/tube. Print in feet.

(7) The following pay items (shown using the FDOT item number, quantity and format) shall be incorporated into the signalization plans for each intersection:

a. Closed Circuit Television Items

i. 686-101-2 Video Data Serial Converter (Furnish and Install) - 1 Each

ii. 686-101-3 Copper Data Patch Cables 5 (Furnish & Install) - 1 Each

iii. 686-101-4 Camera Assembly, Bosch 36XG5, Smoked Lens w/ Composite Cable & Gasket (Furnish & Install) - 1 Each

iv. 686-101-5 Mount, Mastobrac and Neoprene Wrap (Furnish & Install) - 1 Each

v. 686-101-6 Video Coax Patch Cables w/ Splitter (Furnish & Install) - 1 Each

vi. 686-101-8 Maintenance Unit -Surge Arrestor Panel for Power, Data, Video w/ Interface (Furnish & Install) - 1 Each

vii. 686-101-7C Multi-Voltage Power Supply Module (Furnish & Install) - 1 Each

b. Electronics

i. 686-101-1 FO Ethernet Switch 1000BaseF, 2opt-8cu (Furnish & Install) - 1 Each

ii. 686-101-1B FO Ethernet Switch 1000BaseF, 2opt-8cu POE (Furnish & Install)

iii. 686-101-1C Cisco Industrial 4000 8GT8GP4G-E FO Ethernet

c. Fiber Optic Cable – Outside Plant Installation

iv. 101-1 Mobilization and Documentation – Lump Sum

v. 633-TW Tracer Wire w/ Radio Detection System Balancing for Citywide Locate System (Furnish & Install) – Linear Feet

vi. 633-113-123 FO Cable 96F, SM, LT, UG (Furnish & Install) - Linear Feet

vii. 633-113-DM ROW Delineator Marker Post Orange 6-feet (Furnish & Install) - 1 Each

viii. 633-1-121 FO Cable 12F, SM, Drop Cable (Furnish & Install) - Linear Feet LF

ix. 633-2-31 FO Connection (Install) Splice - 1 Each

x. 633-2-31 FO Connection (Install) Termination - 1 Each

xi. 633-7-12 FO Splice-Term. Cabinet, 12F, Wall/Rack (Furnish & Install) - 1 Each

xii. 633-9-A FO Jumper, Duplex ST-ST, SM, 10-Feet (Furnish & Install) - 1 Each

xiii. 633-9-B FO Jumper, Duplex SC-ST, SM, 10-Feet (Furnish & Install) - 1 Each

xiv. 633-9-C FO Jumper, Duplex LC-ST, SM, 10-Feet (Furnish & Install) - 1 Each

xv. 633-9-12 FO Splice Closure 12F, Aerial/UG (Furnish & Install) - 1 Each

xvi. 633-9-96 FO Splice Closure 96F, Aerial/UG (Furnish & Install) - 1 Each

xvii. 635-1-15 FO Pullbox (Furnish & Install) - 1 Each

xviii. 635-1-15A FO Splicebox (Furnish & Install) - 1 Each

(8) For additional information on the City's fiber optic network, refer to Appendix D, City of Port St Lucie Fiber Optic Network Minimum Design Standards and Details

~~Traffic Signal Coordination~~

~~(8)~~

9.2.2 - Traffic Signal Spacing

Traffic signal spacing shall be in accordance with Florida Administrative Code Rule 14-97, Table 2 – Access Management Standards for Controlled Access Facilities. The majority of roads in the City are Class 7, which has a minimum spacing of 1,320 feet between signals. The roadway access class shall be approved by the City Engineer.

9.2.3 - ~~Beacons and Midblock Treatments~~

Pedestrian Signals

Pedestrian signals shall meet the following requirements as well as the applicable requirements presented for traffic signals in Section 0~~9.2.1~~9.2.1 - Traffic Signals~~Traffic Signals~~~~Traffic Signals~~:

(a) Equipment and materials shall be listed on the FDOT APL.

(b) Pedestrian signal design and placement shall follow FDOT guidelines and ADAAG.

(c) ~~All new and modified~~Accessible pedestrian signals ~~shall be~~ (APS) type with audible indications will be evaluated on a ~~case by case~~case-by-case basis.

(d) All new and modified Pedestrian Signals shall countdown during pedestrian change interval.

(e) Shop drawings of new and modified pedestrian signals and appurtenances shall be submitted to the City and approved prior to procurement.

(f) All signal heads shall be poly-construction.

(g) Leading Pedestrian Interval (LPI) will be evaluated on a ~~case by case~~case-by-case basis.

~~(e)~~(h) Treatments for pedestrian crosswalks at midblock and unsignalized intersections shall be in accordance with Section 5.2 of the FDOT Traffic Engineering Manual.

9.3 - Roadway and Pedestrian Lighting

All roadway and pedestrian lighting installations or modifications shall require a lighting plan that is signed and sealed by a professional engineer ~~registered~~ licensed to practice in the state of~~in~~ Florida. The lighting plan shall be reviewed and approved by the City prior to starting any work. Lighting for roadways and pedestrians shall meet the following requirements:

(a) General

(1) Alternative energy-efficient lighting technologies, such as LED shall be required for all new construction and modification of existing facilities, unless otherwise approved by the City Engineer.

(2) Annual power and maintenance costs for roadway and pedestrian lighting on private roads are the sole responsibility of the owner of the road, unless a signed agreement has been executed.

(3) Upon completion of the work, one set of signed and sealed record drawings along with electronic versions (PDF and DWG formats) shall be submitted to the City.

(4) For projects that will be owned and maintained by the City, shop drawings for the materials including, but limited to, pull boxes, cable, conduit, poles, transformer bases, etc. shall be provided to the City for review and approval.

(5) For projects that will be owned and maintained by the City, warranty information and transfers shall be submitted to the City prior to ~~the final~~final acceptance by the City.

(b) Design

(1) All roadway lighting design, including but not limited to spacing and placement, shall meet or exceed minimum criteria established by FDOT design guidelines and the ITE Traffic Engineering Handbook. ~~(Latest Edition).~~

(2) Illumination levels shall meet criteria set forth in FDOT's ~~Plans Preparation~~Design Manual, ~~Volume 1~~Part 2.

(c) Pull Boxes

(1) Armorcast Products #A6001946TAPXX12 polymer concrete box or equivalent.

(2) Box dimension is 13W x 24L x 12H (inches) with an open bottom.

(3) Load rating of box shall be a minimum of twenty thousand (20,000) pounds.

(4) Lid shall be non-metallic, have a non-skid surface, stamped "street lighting", and be secured to the box.

(5) Where possible, pull boxes shall not be located within a sidewalk. Approval from the City shall be obtained prior to installation within a sidewalk.

(6) Pull boxes shall never be placed within sidewalk ramps or a road.

(7) A pull box shall be located two feet, maximum, from each pole.

(8) Each pull box shall be supplied with a grounding rod and shall be properly grounded in accordance with FDOT specifications.

(d) Conductor, Cable, Conduit

(1) Conductor and/or cable shall be housed in ~~two~~a two-inch schedule forty conduit.

(2) One spare conduit shall be provided for conduit run, including roadway crossings.

(3) Each spare conduit shall be supplied with a pull string.

(4) Conductor at the pole hand holes and pull boxes shall be looped in the pole and/or pull box with sufficient length (about three (3) feet) to completely remove connectors and splices one foot outside the hand hole and pull box to make connections and splices accessible for changing fuses and troubleshooting the system.

(e) Poles

(1) Hand holes for poles and transformer bases shall be located opposite approaching traffic.

(2) Each pole shall be equipped with an accessible fuse and fuse holder with protective boots.

(3) Each pole shall be equipped with a lightening arrestor that is properly grounded.

(f) Construction

(1) All workmanship and materials shall be in accordance with the FDOT Standard Plans ~~(Latest Edition)~~ and FDOT Specifications for Road and Bridge Construction. ~~(Latest Edition).~~

(2) Equipment and materials shall be listed on the FDOT QPL/APL.

(3) Poles, luminaires and bases shall be fabricated in accordance with AASHTO's *Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals,* and shall have been tested by FHWA approved methods. Certification for tests shall be submitted to the City with the shop drawings.

(4) Pulling Cable

a. Pulling device shall be connected to the copper wire, not the jacket.

b. Pulling stress shall be as specified by the manufacturer.

c. Pulling compound shall be used in accordance with the manufacturer's requirements.

d. Bends shall meet the manufacturer's requirements.

(5) Electrical Work

a. Electrical work shall meet the requirements of the NEC, NESC, and the FDOT Specifications for Road and Bridge Construction.

b. Components shall be properly grounded and bonded per NEC requirements.

c. Conductor and/or wire connections shall be butt spliced and waterproof. Wire nuts will not be accepted.

d. The electrical feed source shall be coordinated with FP&L.

Specifications for Roadway Lighting

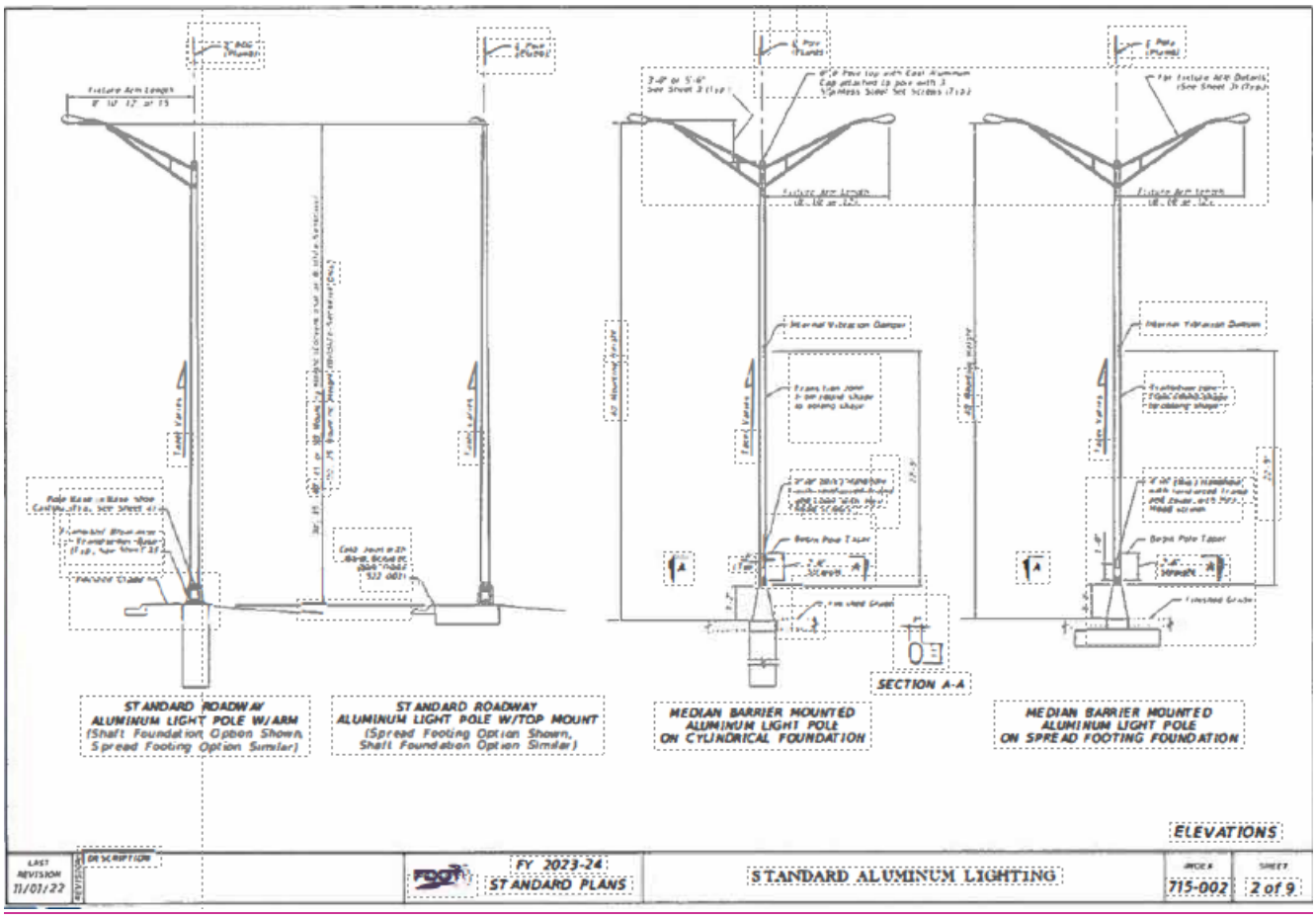
1. Roadway lighting is required for all newly constructed roadways that are intended to be owned and maintained by the City.
2. Roadway lighting shall meet the most current FOOT standard plans, FOOT standard specifications and FOOT Design manual and be on the FOOT Approved Products List (APL).
3. Roadway illumination shall be provided for all midblock (uncontrolled) pedestrian crossings.
4. All roundabouts and traffic circles must be designed with roadway illumination and meet applicable illumination standards.
5. All fixtures shall be light emitting diode (LED) technology with the light-cone and lumen output able to meet FOOT standards for roadway illumination and be on the FOOT APL.
6. LED fixtures shall have the ability to be shielded to prevent light intrusion into adjacent properties, should this become necessary.
7. All light poles shall be equipped with a festoon box including GFCI 110v outlet and in-use cover.
8. Height of pole, length of arm and pole spacing shall be determined by a qualified engineer and meet FOOT illumination standards.
9. Conductor and/or cable shall be housed in 2" schedule 40 conduit and provide one spare conduit for each conduit run. Each spare conduit shall be supplied with pull string.
10. Polymer concrete pull boxes shall be installed at each pole location and be 13W X 24L X12H 20K. Lid must be fastened to box and be stamped "streetlighting".
11. Photometric plans, Lighting Plans and Shop Drawings shall be approved by the City's Public Works Traffic Operations Division prior to construction.
12. • The City's Roadway and Pedestrian Lighting General Notes shall be provided with all lighting design plans. Please contact 772-344-4360 to obtain the most recent version of these notes.

Specifications for Pedestrian Lighting

1. Pedestrian illumination, if provided, shall meet the most current Florida Department of Transportation (FOOT) Design manual.
2. Light pole wiring and installation shall meet FOOT standard plans.
3. Poles shall be ornamental flute tapered aluminum monotube with a maximum of height of 16' including luminaire.
4. Poles shall meet current wind speed requirements and have a 25yr design life.

5. Poles shall be mounted to a concrete foundation utilizing breakaway couplings and a modified cast aluminum base with twin doors separated 180 degrees.
6. Pole color is specific to project and subject to City approval.
7. All fixtures shall be light emitting diode (LED) technology with the light-cone and lumen output able to meet FOOT standards for pedestrian facility illumination.
8. LED color temperature shall be no greater than 3000K.
9. LED fixtures shall have the ability to be shielded to prevent light intrusion into adjacent properties, should this become necessary.
10. All light poles shall be equipped with a festoon box including GFCI 110v outlet and in-use cover.
11. Height of pole and pole spacing shall be determined by a qualified engineer and meet FOOT illumination standards.
12. Conductor and/or cable shall be housed in 2· schedule 40 conduit and provide one spare conduit for each conduit run. Each spare conduit shall be supplied with pull string.
13. Polymer concrete pull boxes shall be installed at each pole location and be 13W X 24L X12H 20K. Lid must be fastened to box and be stamped "streetlighting".
14. Photometric plans, Lighting Plans and Shop Drawings shall be approved by the City's Public Works Traffic Operations Division prior to construction.
15. The City's Roadway and Pedestrian Lighting General Notes shall be provided with all lighting design plans. Please contact 772-344-4360 to obtain the most recent version of these notes.
16. • See reference sketch next page (FOOT Index 715-002 pg. 2 of 9) ...

(g)



10. Landscaping and Irrigation

10.1 - General

All landscaping and irrigation shall be placed and maintained in accordance with applicable codes, approved construction plans, the Right-of-Way Permit,– SFWMD Water Use Permit, ~~and~~ the Beautification Policy Guidelines set forth in Appendix C, and the Irrigation Standards set forth in Appendix F.

10.2 - Privately Owned Property

(a) Landscaping and irrigation within private property shall be in accordance with City Code Chapter 154.

(b) Landscape materials within private developments shall be maintained in a manner that ensures public safety. Landscaping shall meet the requirements for the clear visibility triangle (Section 0~~8.13~~), sight distance for intersections and driveways (Section 8.15), and not overhang so that the use of sidewalks or roadways is hindered.

(c) Sprinkler heads and irrigation systems installed adjacent to public roadways and sidewalks shall be designed to ensure public safety and shall not spray water over or on the roadway or sidewalk area. Irrigation systems shall not be operated during high pedestrian or vehicular travel times.

10.3 - City-Owned Property

(a) Any landscaping or irrigation located within City-owned property, including rights-of-way, which causes or contributes to the deterioration of the road shoulder; swale; roadway systems; drainage pipes; drainage structures; drainage systems; creates a hazard for drivers, pedestrians, or bike users; or interferes/hinders the operation and/or maintenance of roadway or drainage systems shall be subject to removal at the discretion of the City.

(b) The installation and/or maintenance of landscaping within a City-owned property or right-of-way by entities other than the City requires an agreement, approved by City Council, between the entity and the City, and installed in accordance with the Beautification Policy Guidelines set forth in Appendix C.

(c) All landscaping provided on City-owned property shall include an irrigation system that meets the requirements set forth in Appendix F.

10.4 - Tree Root Barriers

Any tree locations less than five (5) feet to City-owned or maintained curbs, pavement, or sidewalks shall have a root barrier that is at least twenty-four (24) inches deep and fifteen (15) feet long (centered) parallel to the pavement, curb or sidewalk. Larger trees may require deeper and/or longer barriers.

11. Bicycle and Pedestrian Facilities

11.1 - General

Opportunities for bicycle and pedestrian mobility should be enhanced through site design strategies that seek to shorten walking distances and increase accessibility between neighborhoods, schools, recreation areas, community centers, shopping areas or employment centers. Development shall be designed to support bicycle and pedestrian mobility in accordance with the following:

(a) Accessible routes that meet the requirements of the ADA.

(b) Connecting the development to the adjacent roadway sidewalk system.

(c) Providing easements that connect the development to schools, parks, playgrounds, roads or other facilities.

(d) Pedestrian ways between parking areas, the building entrance, surrounding street sidewalks, external sidewalks, outparcels, and abutting properties.

(e) Pedestrian circulation shall be provided between abutting commercial properties ~~through the use of~~using walkways and similar pedestrian-oriented facilities.

(f) Pedestrian facilities may be incorporated into the required landscape buffer.

(g) Bicycle and pedestrian amenities, such as benches, water fountains, or bicycle racks, should be provided for developments where possible and appropriate as required in the City of Port St. Lucie Citywide Design Standards.

~~(g)~~(h) Safe bicycle and pedestrian access to bus stops, parks, public facilities, shared use paths, sidewalks and trails. Connections and crossings at intersections and midblock locations must be evaluated to provide safety and mobility per the City's adopted ~~Mobilty~~Mobility and Multimodal Plans.

11.2 - Sidewalks

All new roadways shall have sidewalks as provided in section 0~~8.6~~. New development and revisions to existing development shall provide sidewalks along adjacent existing roadways in accordance with City Code Section 158.222(E).

12. Parking Areas

12.1 - General

(a) Parking requirements shall be in accordance with the City Code Section 158.221. The design of the parking lot should provide a continuous flow of traffic, allow for the safe movement of pedestrians, and create obvious and simple circulation patterns.

(b) Driveways for parking areas areis discussed in section 08.12. Parking spaces shall be located outside the throat of the driveway as discussed in section 08.12.1

12.2 - Number of Parking Spaces

(a) The number of standard paved parking spaces required for the particular land use and zoning is provided in City Code Section 158.221(C). In addition to the standard parking spaces, the appropriate number of accessible parking spaces for disabled persons shall be provided in accordance with Section 553.5041, Florida Statutes.

(b) For developments with unpaved parking areas, pursuant to City Code Section 158.221(H); the required number of accessible parking spaces shall be based on the total number of parking spaces provided (sum of the paved and unpaved parking spaces). Additionally, the unpaved spaces shall be considered impervious area in stormwater calculations.

12.3 - Parking Spaces

(a) Off-street parking spaces shall be designed in accordance with City Code Section 158.221(B).

(b) On-street standard parallel parking, where permitted, shall have the following characteristics:

(1) Stall Length – twenty-two (22) feet

(2) Stall Width – twelve (12) feet

(3) Allowable distance of the space to an intersection - Per FDOT Standard Plans Index 711-001.

(c) Accessible parking spaces shall be dimensioned, stripped and signed, and constructed in accordance with FDOT Standard Plans Index 711-001.

12.4 - Stacking

(a) The locations and lengths of vehicular stacking areas for facilities including, but not limited to, schools, day care, car washes, and drive-up windows, shall be provided in accordance with standards that promote the general safety and welfare of the public.

(b) Stacking shall meet requirementsthe requirements of City Code Section 158.221(I). At a minimum, a commercial drive-through shall provide the stacking capacity provided in Table 12-1Table 12-1Table 12-1, unless the queuing analysis indicates a greater length is required.

(b)(c) A queuing analysis shall be submitted to confirm the proposed site has sufficient on-site vehicle stacking that complies with City Code Section 158.221(I). The queuing analysis shall be prepared by observing and documenting the peak hour queuing of at least three (3) When a proposed development has other similar type existing establishments within a similar demographic, we will require an analysis must be provided of the needed stacking based on the actual Peak hour queuing data from 3 other similar existing usesbuilding types, sizes and urban locations.

Table 12-1 Drive Thru Stacking Requirements			
Facility/Use	Measured From	Minimum Vehicle Stacking (1 Vehicle = 20 feet)	
		Spaces per Approach	Length (Feet)
Bank	Window	6	120
	Pneumatic Tube	3	60
	ATM	3	60
Car Wash (automatic)	Entry	3	60
Car Wash (self-serve)	Entry	1	20
Drug Store	Window	3	60
	Pneumatic Tube	3	60
Restaurant	Window (last service)	8	160

12.5 - Cross Access

As required below, adjacent developments shall provide ~~a cross~~cross access and an easement for vehicles and pedestrians to allow circulation between sites. This requirement also applies to a site that abuts an existing developed property unless the SPRC deems it to be impractical.

(a) Cross access shall be provided for developments fronting an arterial and may be required for developments fronting a collector.

(b) ~~At a minimum, t~~The cross access connection shall consist of a paved ~~twenty-foot-wide (minimum)~~ connection at least twenty (20) feet wide ~~to~~ between both neighboring properties.

(c) A cross access agreement between each side neighboring property shall be executed by both parties and recorded in the public records of St. Lucie County. If unable to obtain a cross access agreement and connection with an existing development, the proposed development shall provide the cross access on its site.

12.6 - Lighting

Lighting within parking lots shall meet the requirements of City Code Section 158.221(B)(7).

12.7 - Maintenance

All parking areas shall be maintained free of ~~pot holes~~potholes, debris, weeds, broken curb, broken wheel stops and shall be clearly striped with signs and posts in good condition and functioning lights.

13. Waste and Recycling Facilities

13.1 - General

Waste and recycling areas shall meet the requirements set forth in City Code Section 158.232. Additionally, the following should be considered:

(a) It is the City's preference that the waste and recycling facilities are located outside drainage easements. However, if there is no other alternative, they may be located within the drainage easement provided that the setback requirements are met, the design ensures sheet flow drainage is directed internal to the site, and a revocable encroachment permit is obtained.

(b) Pads shall be of the appropriate thickness and have sufficient reinforcement to accommodate the anticipated loading.

(c) Access areas should be of sufficient area to accommodate the collection vehicle.

(d) The approach to the waste/recycling area should facilitate a looping or circle ingress/egress path that reduces the need for the collection vehicle to back up.

14.1 - General

(a) The general format and content of submittals are provided in the following subsections. Submittals are generally made as part of the site plan review or permitting process for commercial developments. All submittals shall include a transmittal summary with the following information:

(1) Contact information for the applicant, engineer of record and owner.

(2) Project identification including, if appropriate, the site plan review project "P" number assigned by the Planning and Zoning Department.

(3) List of items included in the submittal.

(4) Reason for the submittal.

(5) Action requested of staff.

(b) In addition to the items listed above, resubmittals shall include a list of the revisions in the transmittal summary, revisions on drawings shall be shown in the revision block with a number to identify the revision, and revisions to documents shall be shown by an underline and strikeout format for all documents not generated by CAD, CAD generated documents shall have their revisions clouded.

(c) Electronic file submittals shall be done such that each pdf is named according to the convention provided in Table 14-1~~Table 14-1~~Table 14-1. If a submittal includes a document that is not on the list, the file name shall clearly reflect the content of the submittal.

Table 14-1 Electronic Submittal File Names

Document	File Name
Aerial	Aerial.pdf
Annexation	Annexation.pdf
Application	Application.pdf
As-Builts	AsBuilts.pdf and .dwg
Boundary Survey	BoundarySurvey.pdf and .dwg
Citywide Design Standards	CitywideDesignStandards.pdf
Clearing Plan	Clearing.pdf
Conceptual Building Elevations	ConceptualBuildingElevations.pdf
Conceptual Floor Plan	ConceptualFloor.pdf
Conceptual Site Plan	ConceptualSite.pdf
Construction Plan	Construction.pdf
Cover Letter	CoverLetter.pdf
Development of Regional Impact (DRI)	DRI.pdf
DRI Notice of Proposed Change	DRINOPC.pdf
DRI Substantial Deviation	DRISD.pdf
Drainage/Stormwater Plan	Drainage.pdf
Final Plat	Plat.dwg and .pdf

Table 14-1 Electronic Submittal File Names	
Document	File Name
Irrigation Plan	Irrigation.pdf
Landscape Plan	Landscape.pdf
Legal Description	Legal.pdf
Legal Description and Sketch	LegalAndSketch.pdf
Limited Mixed District Rezoning	LMDRezoning.pdf
Listed Species Survey	ListedSpeciesSurvey.pdf
Mass Grading Plan	MassGrading.pdf
Master Planned Urban Development	MPUD.pdf
Owner Authorization	OwnerAuthorization.pdf
Paving and Drainage Plan	Paving.pdf
Permit (FDOT, SFWMD, USACOE,etc.)	Permit*Agency*.pdf [1]
Planned Urban Development	PUD.pdf
Preliminary Plat	PreliminaryPlat.pdf
Proof of Ownership	ProofOfOwnership.pdf
Public Art Checklist	PublicArtChecklist.pdf
Record Drawings	RecordDrawings.pdf & .dwg
Response to Comments	ResponseToComments*X*.pdf [2]
Site Plan	SitePlan.pdf or dwg
Special Exception Use	SEU.pdf
Stormwater Pollution Prevention Plan (SWPPP)	SWPPP.pdf
Street Lighting Plan	StreetLighting.pdf
Topographic Survey	TopographicSurvey.pdf
Traffic Report/Study/Analysis	Traffic.pdf
Tree Survey	Tree.pdf
Water and Sewer Plan	Utility.pdf

[1]Name should include the permitting agency, for example the SFWMD permit would be named PermitSFWMD.pdf.

[2]X is the response number: first response=1, second response=2, etc.

14.2 - Plats

Plats submitted for review prior to recording shall meet the requirements of City Code Section 156.056. All applicable items shall be provided as listed on the Plat Review Checklist included in Appendix A.

14.3 - Topographic and Boundary Surveys

A boundary survey is used to establish the perimeter of a property as it relates to the legal description. Topographic surveys are a mapping of the physical features of the property. A topographic survey may or may not be combined with a boundary survey. The following items shall be included on a topographic or boundary survey, as applicable.

(a) Prepared and certified by a ~~registered~~ professional surveyor and mapper registered in the State of Florida.

(b) Be of the form and format specified by Chapter 5J-17, F.A.C.~~)~~.

(c) Formatted for standardized sheet size of 24-inch by 36-inch.

(d) Scale greater than or equal to ~~one inch~~one-inch equals 50 feet.

(e) Date of survey shall be within one year of the submittal.

(f) Show and label the location of existing streets within and adjacent to the property.

(g) Revisions are clearly noted in revision block as well as shown and labeled on survey.

(h) Show and label benchmark and control points.

(i) Boundary, limits, nature and extent of wooded areas, specimen trees, and other significant physical features.

(j) Topographic surveys shall also include:

(1) Dimensions, size, finished floor elevations, and setbacks from property line for existing structures on the site.

(2) Features (*e.g.*, lakes, marshes, wetlands, canals, waterways, ~~soil types~~, wooded areas, specimen trees, contours or spot elevations, structures, finished floor elevations, etc.) within two hundred (200) feet of the site.

(3) Features of the subject property (*e.g.*, lakes, marshes, wetlands, canals, waterways, ~~soil types~~, wooded areas, specimen trees, contours or spot elevations, etc.) shall be shown and labeled.

(k) The vertical datum shall reference NAVD of 1988 unless prior arrangements have been made. The reason for this is that in rare circumstances, such as the development of a new phase under a previously permitted project using the NGVD, the use of the NGVD may be warranted and accepted by the City.

14.4 - Concept Plan

The concept plan is for the purpose of demonstration and discussion. The plan provides the basic parameters of a development without the details or expenses associated with preparing a site or construction plan. The content and detail of the concept plan varies depending upon the project. Items typically of interest to the Public Works Department include, but are not limited, to the following:

(a) Recent aerial showing location of site and adjacent properties.

(b) Overall plan view on one sheet.

(c) Traffic access points and type of access requested (*i.e.*, full access, right-in and right-out, in only, exit only).

(d) General location of Stormwater detention area and discharge location.

(e) Preliminary traffic information – peak hour trips using the latest version of the ITE Manual with reference to the ITE version and code number and a trip distribution map for each driveway.

(f) Preliminary drainage information – Identification of the applicable SFWMD permit, the method of collection, treatment, and discharge, the general location of the detention area, and discharge. If known, identify the flood protection stages for the roadway, finished floor and twenty -five- (25) year, three (3)- day event.

(g) Project phasing, if applicable.

(h) Offsite roadway or drainage improvements needed to support the proposed development.

(i) Proposed roadway sections.

14.5 - Clearing Plan

Any project that disturbs an area of one or more acres is required to obtain a clearing permit. An approved clearing plan and SWPPP (section 0~~14.7~~) is required to obtain a clearing permit. Additionally, for projects that disturb one acre or more, submit a copy of the NOI submitted to the FDEP. A clearing plan shall include the items specified in City Code Section 154.23.

14.6 - Mass Grading Plan

An approved mass grading plan and SWPPP (section 0~~14.7~~) allows the construction of lakes, detention areas, canals/ditches shown on the approved PUD or DRI master plan prior to approval of the subdivision or construction plans. The mass grading plan shows areas to be cleared, filled, or excavated, rough contours, stockpile areas, and haul routes. The mass grading plan shall include the items specified in City Code Section 154.23.

14.7 - Stormwater Pollution Prevention Plans (SWPPP)

A SWPPP (aka erosion and sediment control plan) provides details for the reduction/prevention of stormwater runoff pollution from the proposed development. Approval of the SWPPP is required for the issuance of a clearing permit, mass grading permit, or site work permit. The SWPPP shall include the items specified in City Code Section 154.23.

14.8 - Site Plans

Site plans shall be prepared and signed and sealed by a professional engineer, architect, or landscape architect ~~registered~~ licensed to practice in the State of Florida. An approved site and construction plan is required for the issuance of a site work permit. The site plan shall include sufficient information and be consistent with practices of plans preparation within the industry. The plans shall include the items specified in City Code Section 158.238.

14.9 - Construction Plans

Construction plans shall be prepared and signed and sealed by a Professional Engineer ~~registered in~~licensed to practice in the State of Florida. In addition to the information provided on the site plan, the construction plans shall include sufficient information and be consistent with practices of plans preparation within the industry. The following items, as applicable~~appropriate~~, ~~should~~ must be included in the construction plans.

(a) Cover sheet with name of project, site map, sheet index, key map.

(b) Standard Road Design and Construction Notes, if applicable, provided in chapter 20, shall be included in the plan notes.

(c) Demolition plan, if applicable.

(d) Stormwater Management Plan: Existing and proposed drainage patterns, drainage area map, design, specifications, and calculations for onsite and offsite improvements. Identify the flood protection stages for the roadway, finished floor and perimeter berm. Along with the signed and sealed drainage calculations, the EOR shall provide a maintenance schedule for the proposed on-site stormwater management system.

(e) Signed and sealed geotechnical test results and a location map representative of conditions for swales, retention areas, detention areas, or exfiltration trenches.

(f) An erosion and sedimentation control plan or SWPPP (section 0~~14.7~~) that describes the type and location of control measures, the stage of development at which they will be put into place or used, and maintenance provisions.

(g) Paving and road design: appropriate horizontal and vertical controls, pavement section, cross-sections, profiles, signs, sight distance, pavement markings, traffic signals, pedestrian signals, street lights, pedestrian lights, sidewalks, and specifications for onsite and offsite improvements.

(h) Grading and excavation details and elevations including the interface of the proposed development with abutting properties.

(i) Proposed utility infrastructure plans, including sanitary sewer, water, stormwater management, telephone, electric, cable television, etc. (cross sections and profiles).

(j) Spot and finished elevations at all property corners, corners of all structures or dwellings, existing or proposed first floor elevations within two hundred (200) feet of the site.

14.10 - Opinion of Probable Cost

(a) An opinion of probable cost isshall be submitted by the EOR to the Public Works Department. The estimate may be the basis of a performance guarantee, permit fee for a new development, maintenance guarantee, or for a capital improvement project.

(b) The estimate shall be prepared and certified by a Professional Engineer ~~registered~~ licensed to practice in the State of Florida. The estimate shall include a line item along with the unit of measure, estimated quantity (based upon a set of signed and sealed construction plans), estimated unit cost (based upon current market conditions) and extended line item cost.

14.11 - Site Work Estimates

A certified cost estimate from the EOR or the contractor's itemized contract for the work shall be submitted to the Public Works Department. This estimate will be used as the basis of the inspection portion of the Public Works Department permit fee. The permit fee is provided in the fee schedule provided in City Code Section 57.01. The site work costs shall include all site work needed to provide the paving and drainage components of the work which includes:

(a) Earthwork

(b) Grading

(c) Embankment

(d) Stormwater collection, conveyance, treatment, storage, and discharge facilities

(e) Roadway and parking area subgrade, base, and asphalt or concrete

(f) Concrete work: curb/gutter, sidewalks

(g) Stabilized surfaces and sod

14.12 - Drainage Calculations

Stormwater and drainage calculations shall demonstrate the project meets the minimum design guidelines presented in chapters 5 and 6. Calculations shall be signed and sealed by a Professional Engineer licensed to practice in the state of Florida. The number of copies and content will be as specified in the contract documents, as agreed upon for the specific project or as required for the site plan review process.

14.13 - Equivalent Residential Unit (ERU) Stormwater Calculations

Newly platted parcels, rezoned parcels, and construction plans shall include a calculation for the stormwater equivalent residential units for the proposed development. The calculation shall be completed on a worksheet, provided to the Public Works Department, by the EOR and then signed by the EOR and the property owner. This calculation will be used to determine the stormwater fee for the rezoned, developed, or renovated property.

14.14 - Geotechnical Reports

Geotechnical reports shall be signed and sealed by a Professional Engineer licensed to practice in the State of Florida. The number of copies and content will be as specified in the contract documents, as agreed upon for the specific project, or as required for the site plan review process.

14.15 - Traffic Studies

(a) For projects reviewed as part of the site plan review ~~project~~process, a traffic study shall be completed in accordance with the *St. Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St. Lucie County, City of Fort Pierce and the City of Port St. Lucie*. This document is provided in Appendix E.

(b) Traffic studies completed for a specific purpose or use outside of the site plan review process shall be completed as specified in the contract documents for the specific project.

14.16 - Shop Drawings

Shop drawings shall be submitted for capital improvement projects ~~or~~and for private development projects that will ~~eventually~~ be turned over to the City for ownership and maintenance responsibilities. Shop drawings, as specified in the standards, such as drainage structures, pipes, reinforcing steel, cement mix for sidewalks, asphalt mix for pavement, pedestrian or street lighting components, traffic signal components, etc. shall be reviewed and approved by the EOR prior to submittal to the Public Works Department. The number of copies and the submittal requirements are project specific and shall be included in the specifications for the work and as agreed upon at the preconstruction meeting.

14.17 - Completion Certification

Certification of completion shall be on company ~~letter head~~letterhead and signed and sealed by the EOR. The certification letter shall clearly indicate:

(a) Date of construction completion.

(b) That the work was observed by the certifying engineer or his/her representative.

(c) Certification statement - all facilities have been constructed in substantial conformance with the approved plans and specifications.

14.18 - Operation and Maintenance Manuals

Developer and/or contractor shall provide the City with operation and maintenance manuals for any mechanical, electrical, or specialized components of systems that will be owned and/or maintained by the City. These documents will be requested through contract documents and/or requested by the City at the preconstruction meeting. Failure of the City to request the documents does not eliminate the developer's/contractor's obligation to provide the documentation. ~~Operation and maintenance manuals, as specified in the contract documents or as requested, in writing, at the preconstruction meeting by the City shall be provided by the developer or contractor. These manuals are generally required for mechanical, electrical, or specialized components of systems that will be owned and maintained by the City.~~

14.19 - Record Drawings

(a) Newly completed construction for roadways, sidewalks, street/pedestrian lighting, traffic signals, landscaping, irrigation or stormwater management facilities that will be owned and maintained by the City requires a record drawing survey and completion certifications prior to final inspection and acceptance. Signed and sealed record drawings shall be provided to the City in both .dwg and .pdf formats.

(b) Record drawing surveys shall be prepared by a professional surveyor and mapper licensed in the State of Florida in accordance with 5J-17.052(1), F.A.C. At a minimum, the record drawings shall include the following and the minimum technical requirements for record drawings shall include:

(1) Horizontal Control Plan.

a. Accuracy certification of the horizontal control plan.

b. Survey monuments - installation and accuracy certifications.

(2) Paving Plans. Top of curb, gutter, and pavement centerline elevations at all grade breaks, curb returns, valley gutters, plus any other location necessary to adequately show drainage.

(3) Drainage

a. State Plan Coordinates (northing and easting), size, material, top elevation, and invert of all pipes at all changes in alignment.

b. State Plan Coordinates (northing and easting), top elevation, invert, and description of headwalls, structures, detention ponds and lakes.

c. Elevation of all drainage control points (e.g., weir, bleeder, top of berm, etc.)

d. Finished floor elevation.

(4) Signing & Striping Plans

a. State Plan Coordinates (northing and easting) and identification of each sign.

b. Plan showing pavement markings: arrows, wording, and symbols, and raised pavement markers.

(5) Traffic and Pedestrian Signal Plans. State Plan Coordinates (northing and easting) of all fixture poles, cabinets, boxes, or other signal related furniture.

(6) Street and Pedestrian Light Plans. State Plan Coordinates (northing and easting) and identification number of each light.

(7) Landscape Plans (Professional surveyor and mapper license not required). Confirmation of the material, types, general location, and number installed.

(8) Irrigation Plans

a. State Plan Coordinates (northing and easting) of all controllers, timers, and electrical boxes.

b. Confirmation of the location, size and type of pipe and heads.

c. Zoning and electrical diagrams.

15. Improvement Guarantees

15.1 - General

The requirements and procedures for performance and maintenance guarantees for public improvements are provided in City Code Chapter 156, Article VII, Improvement Guarantees.

15.2 - Performance Guarantees

Prior to the Planning and Zoning Department releasing a final plat for recording, public improvements that support the development must be either accepted as final by the City or ensured by a performance guarantee in the appropriate amount and form. The performance guarantee ensures the timely completion of the work and that the work is completed in accordance with the approved plans. The requirements for a performance guarantee are provided in City Code Chapter 156, Article VII, Improvement Guarantees.

Performance Guarantees shall be required for all work that will be performed within the City right-of-way and shall be provided in accordance with City Code Chapter 156, Article VII, Improvement Guarantees. In the event a surety has already been approved and provided for a final plat that includes the proposed work, the existing surety will satisfy this requirement, provided the value of the surety is sufficient to cover the required amount of the plat infrastructure and the work that is proposed within the City right-of-way.

15.3 - Maintenance Guarantees

A maintenance guarantee is required for all improvements, constructed by an owner/developer, that are turned over to the City prior to the completion of a one-year, minimum, warranty period. This would also apply to ~~or are~~ construct~~ed~~ion by an owner/developer within the City right-of-way as off-site improvements to support site development. The maintenance guarantee protects the City against defects and faults in the materials or workmanship that may occur after the work is completed. The requirements for a maintenance guarantee are provided in City Code Chapter 156, Article VII, Improvement Guarantees.

15.4 - Partial Release of Guarantees

The partial release of performance guarantees for work that will be owned and maintained by others shall be completed in accordance with City Code Chapter 156, Article VII, Improvement Guarantees.

15.5 - Final Paving Course and Pavement Markings

The required schedule for the completion of the final paving course and pavement markings held under a performance guarantee shall be in accordance with City Code Chapter 156, Article VII, Improvement Guarantees.

16.1 - Clearing & Mass Grading Permit

A project that disturbs one acre or more is required to have approval prior to clearing the property. Requirements for a land clearing permit are provided in City Code Chapter 154 Landscaping and Land Clearing Code, Article III Land Clearing. The process for completing a clearing permit application is as follows:

(a) Submit the following information via upload to Fusion at https://fusion.cityofpsl.com/ ~~to the Planning and Zoning Department:~~ for review and sign off by all departments:

(1) A completed ~~Planning and Zoning Department compliance form requesting a clearing permit~~online application for Clearing Plan.

(2) The approved land clearing and mass grading plan with SWPPP that is signed and sealed by an engineer licensed to practice in the State of Florida ~~Registered Engineer~~.

(3) Completed tree removal permit application and payment of the permit application fee, as required. The tree removal permit application and current fee may be obtained from the Planning and Zoning Department.

(4) Upland mitigation fee, if required—for current fee amount, refer to the Planning and Zoning Department.

(b) The Planning and Zoning Department will ~~review the compliance package and once it is found to be sufficient and in compliance with the approved plans, the Planning and Zoning Department will forward the packet to the Public Works Department.~~notify the applicant and other reviewing departments when the item is scheduled for a Site Plan Review Committee (SPRC) meeting.

(c) Submit the following items, electronically, ~~as one application package,~~ to the Public Works Department. ~~If submitted electronically, P~~please upload to ~~Project~~ Fusion at https://fusion.cityofpsl.com/ or via email sent to the Public Works Department at engpw@cityofpsl.com in PDF format and include "Clearing ~~Permit Application~~Plan" along with the project name and City's project number in the subject line. If files are larger than ten (10) MB please ~~upload files to the FTP site https://submit.cityofpsl.com/~~contact the Public Works Department via email at engpw@cityofpsl.com for access to our Sharepoint site.

(1) A completed Construction Permit Application found in Appendix A.

~~(2) The approved land clearing plan signed and sealed by an engineer licensed to practice in the State of Florida Registered Engineer.~~

~~(3) The approved SWPPP signed and sealed by an engineer licensed to practice in the State of Florida Registered Engineer.~~

~~(4)~~(2) Documentation of plan approval from the Community Development District, ~~(~~if applicable~~)~~.

~~(5)~~(3) A copy of the approved SFWMD permit, if applicable.

~~(6)~~(4) For projects that disturb one acre or more, submit a copy of the NOI submitted to the FDEP.

~~(7)~~(5) A copy of the approved USACE permit, if applicable.

~~(8) Electronic PDF files of the items listed above on a CD; or submitted via Project Fusion or email to engpw@cityofpsl.com.~~

(d) Install perimeter sediment and erosion and turbidity controls.

(e) Request an onsite meeting by completing the Preconstruction Meeting Request Form (Appendix A) and submitting to engpw@cityofpsl.com. The responsible authority (per NOI), the general contractor, and the EOR will need to attend the meeting. An SFWMD representative, Community Development District representative, and Florida Fish and Wildlife Conservation representative should attend the meeting if available.

(f) After completion of a satisfactory inspection of the perimeter sediment and turbidity controls (occurs along with the preconstruction meeting), satisfactory onsite meeting, and review of the complete application package, a ~~clearing~~ construction permit will be issued to the applicant by the Public Works Department for the proposed clearing.

~~(g) The total time to process the clearing permit application varies with an average of ten working days for both departments to review the information, hold the site meeting and issue the permit. Applicants are cautioned that the actual time frame may be different than the average. A better project specific estimate for the time to receive a clearing permit may be obtained by calling the project reviewer.~~

~~(h)~~(g) Once issued, the applicant ~~shall~~ must have the clearing permit available at the location of the work during working hours. The work shall be completed in accordance with the approved clearing permit, specifications, and sediment and erosion control plan.

~~(i)~~(h) A clearing permit is void if inspections have not occurred within ~~six months~~ one year of the permit issuance or inspections have not occurred within a period of ~~six months~~ one year. A new permit and payment of the review fee is required if a permit is voided.

~~16.2 Mass Grading Permit~~

~~An active development order (such as an approved site plan, plat or building permit) in the construction phase of development or an approved PUD or DRI that desires to create lakes, detention areas, swales, ditches, or other such rough grading as shown on the approved master plan may obtain approvals for clearing and mass grading. The process for completing a clearing and mass grading permit application follows:~~

~~(a) Submit the following information to the Planning and Zoning Department:~~

~~(1) A completed Planning and Zoning Department compliance form requesting a clearing and mass grading permit.~~

~~(2) The approved land clearing plan that is signed and sealed by an engineer licensed to practice in the State of Florida registered engineer.~~

~~(3) The approved mass grading plan that is signed and sealed by an engineer licensed to practice in the State of Florida registered engineer.~~

~~(4) Completed tree removal permit application and payment of the permit application fee, as required. The tree removal permit application and current fee may be obtained from the Planning and Zoning Department.~~

~~(5) Upland mitigation fee, if required – for current fee amount, refer to the Planning and Zoning Department.~~

(b) The Planning and Zoning Department will review the compliance package and once it is found to be sufficient and in compliance with the approved plans, the Planning and Zoning Department will forward the packet to the Public Works Department.

(c) Submit the following items, as one application package, to the Public Works Department. If submitted electronically, please upload to Project Fusion at https://fusion.cityofpsl.com/ or send via email sent to the Public Works Department at engpw@cityofpsl.com in PDF format and include "Clearing Permit Application" along with the project name and City's project number in the subject line. If files are larger than ten (10) MB, please upload files to the FTP site

(1) A completed Construction Permit Application found in Appendix A.

(2) The approved land clearing plan signed and sealed by an engineer licensed to practice in the State of Florida registered engineer.

(3) The approved SWPPP signed and sealed by an engineer licensed to practice in the State of Florida registered engineer.

(4) The approved mass grading plan that is signed and sealed by an engineer licensed to practice in the State of Florida registered engineer.

(5) Documentation of plan approval from the Community Development District (if applicable).

(6) A copy of the approved SFWMD permit, if applicable.

(7) For projects that disturb one acre or more, submit a copy of the NOI submitted to the FDEP.

(8) A copy of the approved USACE permit, if applicable.

(9) Electronic PDF files of the items listed above on a CD or submitted via email to engpw@cityofpsl.com.

(d) Install perimeter sediment and erosion and turbidity controls.

(e) Request an onsite meeting by completing the Preconstruction Meeting Request Form (Appendix A) and submitting to engpw@cityofpsl.com. The responsible authority (per NOI) the general contractor, and the EOR will need to attend the meeting. An SFWMD representative, Community Development District representative, and Florida Fish and Wildlife Conservation Commission representative should attend the meeting if available.

(f) After completion of a satisfactory inspection of the perimeter sediment and turbidity controls (occurs along with the preconstruction meeting), satisfactory onsite meeting, and review of the complete application package, a clearing and mass grading permit will be issued to the applicant by the Public Works Department.

(g) The total time to process the clearing and mass grading permit application varies with an average of ten working days for both departments to review the information, hold the site meeting and issue the permit. Applicants are cautioned that the actual time frame may be different than the average. A better project specific estimate for the time to receive a clearing permit may be obtained by calling the project reviewer.

(h) Once issued, the applicant shall have the clearing and mass grading permit available at the location of the work during working hours. The work shall be completed in accordance with the approved clearing permit, specifications, mass grading plans, and sediment and erosion control plan.

(i)(a) A clearing and mass grading permit is void if inspections have not occurred within six months of the permit issuance or inspections have not occurred within a period of six months. A new permit and payment of the review fee is required if a permit is voided.

16.3 - Site Work Permit

The site work permit is required for the construction of site work associated with new development or improvements to existing developments. Site work includes the work necessary to construct drainage, stormwater, roadway, parking lots, sidewalks, etc. The process for completing a site work permit application follows:

(a) Submit the following information to the Planning and Zoning Department via upload to Fusion at https://fusion.cityofpsl.com/:

(1) A completed Planning and Zoning Department compliance ~~form~~ review requesting a site work permit.

(2) One set ~~(folded)~~ 24- x 36-inch signed and sealed Civil/Site plans (paving, grading, drainage, SWPPP, and landscaping/irrigation, as appropriate).

(3) One approved site plan 24 x 36-inch.

~~(4) One CD or USB flash drive containing all items submitted.~~

(b) The Planning and Zoning Department will review the compliance ~~package~~ submittal through Fusion and once it is found to be sufficient and in compliance with the approved plans, the Planning and Zoning Department will notify the Utility Department that it is ready to be reviewed. The Utility Department will then notify the ~~forward the packet to the~~ Public Works Department when they are complete with their review.

(c) Submit the following items, as one package, to the Public Works Department. If submitted electronically, please upload to ~~Project~~ Fusion at https://fusion.cityofpsl.com/ or via email sent to engpw@cityofpsl.com in PDF format and include "Site Work Permit Application" along with the project name and City's project number in the subject line. If files are larger than ten (10) MB please ~~upload files to the FTP site https://submit.cityofpsl.com/.~~email the Public Works Department for access to the City's Sharepoint site.

(1) ~~Three~~ Two sets (folded) 24- x 36-inch signed and sealed Civil/Site plans (paving, grading, drainage, SWPPP, and landscaping/irrigation, as appropriate).

(2) A completed Construction Permit Application found in Appendix A.

(3) Calculation of the Stormwater ERU (Appendix A) with signature of the engineer and owner.

(4) An itemized cost estimate for the total site work signed and sealed by the EOR, or a copy of the contractor's bid with a letter from the EOR certifying that the bid is acceptable for the project.

(5) Documentation of plan approval from the Community Development District (if applicable).

(6) A copy of the approved SFWMD Permit for this project (if applicable).

(7) For projects that disturb one acre or more, a copy of the NOI submitted to the FDEP.

(8) For projects that disturb one acre or more, a SWPPP.

(9) A copy of the approved USACE permit, if applicable.

(10) A copy of approved driveway permit from FDOT, County, or other Agency, as appropriate.

(d) Install perimeter sediment and erosion and turbidity controls.

(e) Request an onsite meeting by completing the Preconstruction Meeting Request Form (Appendix A) and submitting to engpw@cityofpsl.com. The responsible authority (per NOI), if possible, the

general contractor, and the EOR will need to attend the meeting. An SFWMD representative, Community Development District representative, and Florida Fish and Wildlife Conservation Commission representative should attend the meeting if available.

(f) The Public Works Department will review the package, calculate the site work permit fee, and forward the fee amount to the applicant. Site work permit fees are based upon a percentage of the total site work cost plus the fees for culverts, traffic signals, or pedestrian lights, or street lights as provided in the fee schedule found in City Code Section 57.01.

(g) The applicant shall remit the site work permit fee. The fee may be paid with ~~cash,~~ check, or credit card. The fee is nonrefundable.

(h) After completion of a satisfactory inspection of the perimeter sediment and turbidity controls (occurs along with the preconstruction meeting), satisfactory onsite meeting, review of the complete application package, and payment of the fee, the Public Works Department will issue the site work permit~~applicant will be notified by the~~provided ~~the Public Works Department to pick up the site work~~ Construction ~~permit and the compliance form~~.

~~(i) The total time to process the site permit application varies with an average of ten working days for both departments to review the information, hold the site meeting and issue the permit. Applicants are cautioned that the actual time frame may be different than the average. A better project specific estimate for the time to receive a site work permit may be obtained by calling the Public Works Department prior to submittal.~~

~~(j)~~(i) Once issued, the applicant ~~shall~~ must have the site work permit available at the location of the work during working hours. The work shall be completed in accordance with the approved construction plans.

~~(k)~~(j) A site work permit is void if inspections have not occurred within ~~six months~~one year of the permit issuance or inspections have not occurred within a period of ~~six months~~one year. A new permit and payment of the review fee is required if a permit is voided.

16.4 - Driveway/Culvert Permit

Developments that obtain a site work permit do not require a separate driveway/culvert permit. For projects where the modification of a driveway/culvert is the only work to be completed, a driveway/culvert permit is required. Requirements for a driveway permit are provided in City Code Chapter 54 Rights-of-Way, Article III. - Driveway Permit. The process for completing a driveway/culvert permit application is as follows:

(a) Submit the following information to the Public Works Department online through Cobra Public at www.CobraPublicWeb.cityofpsl.com ~~. If submitted via email, please send to engpw@cityofpsl.com in PDF format and include "Driveway/Culvert Permit Application" along with the project name in the subject line. If files are larger than ten MB please upload files to the FTP site https://submit.cityofpsl.com/~~ If you are unable to submit online, you may deliver in person to the Public Works Department.

(1) A ~~completed~~ driveway/culvert permit application ~~found~~ filled out on above website under Residential > My Permits > Create New Lot Permit or utilize a hard copy in Appendix A.

(2) One 11- by 17-inch signed and sealed Civil/Site plans. All surveys uploaded are required to have the 3rd party verification for authenticity of the signature.

(b) Payment of the driveway/culvert permit fee as provided in the fee schedule found in City Code Section 57.01. The fee may be paid with cash, check, or~~,~~ credit card (credit card only online). The fee is nonrefundable.

(c) After satisfactory review of the complete application package and payment of the fee, a driveway/culvert permit will be issued to the applicant by the Public Works Department.

(d) The total time to process the driveway/culvert permit application varies with an average of five (5) working days to review the information and issue the permit. Applicants are cautioned that the actual time frame may be different than the average. A better project specific estimate for the time to receive a driveway/culvert permit may be obtained by calling the Public Works Department prior to submittal.

(e) Once issued, the driveway/culvert permit must ~~shall~~ be available at the location of the work during working hours. The work shall be completed in accordance with the approved construction plans.

~~(e)~~ A minimum twelve (12) inch~~12"~~ diameter temporary pipe must be installed in the City ~~R~~right-of-way. A rejection fee will be incurred if the pipe is not installed.

(f) Satisfactory form board and final inspections are required to close out the permit.

(g) A driveway permit is void if inspections have not occurred within ~~six months~~one year of the permit issuance or inspections have not occurred within a period of ~~six months~~one year. A new permit and payment of the review fee is required if a permit is voided.

16.5 - Right-of-Way Permit

A right-of-way permit is required for any excavation or work within the City's right-of-way as provided by City Code Chapter 54 Rights-of-Way, Article II. - Right-of-Way Permit. Please note that the construction of driveways within the city right-of-way is covered under a driveway/culvert permit or commercial site work permit rather than a right-of-way permit. The process to complete a right-of-way permit application is as follows:

(a) Submit the ~~following information~~application to the Public Works Department~~.~~ ~~If submitted~~ electronically via ~~upload to~~ Cobra Public at https://cobrapublicweb.cityofpsl.com/ ~~.in PDF format and include "Right-of-Way Permit Application" along with the project name in the subject line. If files are larger than ten MB please upload files to the FTP site https://submit.cityofpsl.com/~~.Upload the following items with the application submittal:

~~A completed right-of-way permit application found in Appendix A.~~

~~Vicinity map.~~

~~application found in Appendix A.~~

~~(1) Vicinity map.~~

~~(2)~~(1) Excavation plan.

~~(3)~~(2) Certificate of insurance in accordance with City Code Chapter 54 Rights-of-Way, Article II. - Right-of-Way Permit.

~~(4)~~(3) Construction Surety in accordance with City Code Chapter 54 Rights-of-Way, Article II. - Right-of-Way Permit.

~~(5)~~(4) Maintenance of traffic plan in accordance with FDOT guidelines if traffic is interrupted or if any roads or sidewalks will be closed. A separate Road/Lane Closure Request (Section 16.7) must be submitted for any roadway or sidewalk closure a minimum of forty-eight (48) hours prior to the closure.

(b) After a satisfactory review of the complete application package, the Public Works Department will issue a right-of-way permit ~~will be issued to the applicant by the Public Works Department~~ via email. ~~Typically, the permit is ready within five working days; however, the time to process the permit is highly dependent upon staffing levels and work load and the time will fluctuate~~.

(c) A right-of-way permit is void if inspections have not occurred within twelve (12) months. ~~of the permit issuance or inspections have not occurred within a period of twelve (12) months.~~

16.6 - Revocable Encroachment Permit

The Revocable Encroachment Permit allows encroachments into the twenty (20) -foot -wide easements along drainage rights-of-way for certain limited uses. These uses are limited to removable structures which meet the required zoning setbacks as provided in Table 4-1~~Table 4-1~~~~Table 4-1~~. The requirements of a revocable encroachment permit are provided in City Code Chapter 55. - Easements, Article III. - Revocable Encroachment Permits. The process to complete a revocable encroachment permit application is as follows:

(a) Obtain and complete a Revocable Encroachment Permit Application (Appendix A) and gather the required submittal documentation noted on the application.

(b) Submit the application and supporting documentation to the Public Works Department.

(c) If submitted via email, please send to engpw@cityofpsl.com in PDF format and include "Revocable Encroachment Permit Application" along with the project name and City's project "P~~p~~" number, if applicable, in the subject line. If files are larger than ten (10) MB please ~~upload files to the FTP site https://submit.cityofpsl.com/.~~contact the Public Works Department for access to the City's Sharepoint site.

(d) The Public Works Department will process and review the application. If approved by the City Engineer, the application and all exhibits will be recorded in the St. Lucie County Public Records at the applicants cost.

16.7 - Road/Lane Closure Request

A road/lane closure request is required for work that will interrupt the flow of traffic on City-owned and maintained streets or sidewalks. Requirements for a road/lane closure request are provided in City Code Chapter 54. - Rights-of-Way, Article VII. - Road, Lane and Sidewalk Closure ~~Permits -~~Permits. Additionally, the request may be extended by sending an email request or calling to advise of the reason and time for the extension. The process to complete a road/lane closure request is as follows:

(a) Submit the following information to the Public Works Department via email or in person. If submitted via email, please send to rdclosure@cityofpsl.com in PDF format and include "Road/Lane Closure Request" along with the project name in the subject line. If files are larger than ten (10) MB please ~~upload files to the FTP site https://submit.cityofpsl.com/~~contact the Public Works department to receive access to our Sharepoint site.

(1) A completed road/lane closure request form found in Appendix A or https://www.cityofpsl.com/Government/Your-City-Government/Departments/Public-Works/Commercial-Residential-Review-Permitting/Public-Works-Forms-

Documentshttps://www.cityofpsl.com/government/departments/public-works/commercial-residential-review-permitting/commercial-residential-forms.

(2) Vicinity map.

(3) Detour plan, if appropriate.

(4) Maintenance of traffic plan in accordance with FDOT guidelines.

(b) After a satisfactory review of the application package, the road/lane closure request will be processed by the Public Works Department. Notification will only be provided to the requestor if additional information is needed or if the request is denied.

17.1 - General

Construction activities are highly visible and have the potential to significantly impact the public. It is very important that the site is maintained in a safe and orderly manner and that the work is conducted ~~in a manner to~~in a way which minimizes impacts to residents. This chapter provides information on construction standards for projects within the City.

17.2 - Utility Locates

At least two days prior to work, contact Sunshine One Call of Florida at 811 or sunshine811.com for the location of utilities within rights-of-ways and/or easements.

17.3 - Work Hours

Work hours shall be from 7:00 am to sundown in accordance with City Code Chapter 94, unless a permit authorizing work to extend beyond this time is approved. A permit allowing the extension of work hours is issued by the Port St Lucie Police Department.

17.4 - Site Maintenance

The work area shall be maintained to ensure that the site and surrounding area is maintained in a neat and orderly manner by removing litter, managing stockpiles and equipment, mowing regularly, maintaining roadways that access the site, and using dust and noise control measures.

17.5 - Vertical Datum

Unless otherwise approved, the vertical datum shall reference NAVD of 1988. The reason for this is that in rare circumstances, such as the development of a new phase under a previously permitted project using the NGVD, the use of the NGVD may be warranted and accepted by the City. The datum shall be clearly designated on the cover and note sheet of the survey, plans, calculations, etc.

17.6 - Maintenance of Traffic

(a) The contractor shall~~, at all times,~~ maintain traffic as specified in this chapter at all times. When deemed necessary in the interest of public safety, the City Engineer, Chief of Police, Public Works Director or their designee, has the right to require that the work be~~is~~ stopped and traffic operations are resumed.

(b) Maintaining traffic flow during construction or maintenance activities in or adjacent to roadways requires the following:

(1) Work shall be scheduled to keep traffic delays to a minimum.

(2) Unless otherwise provided in the road closure permit, all roads and sidewalks shall be kept open to all traffic by the permittee. If a sidewalk is approved for temporary closure, a continuous ADA compliant pathway shall be required to allow safe passage around the work area.

(3) The provision and maintenance of barricades, temporary approaches, warning signs, delineators, flagmen, pilot cars, or other such traffic maintenance devices shall be in accordance with FDOT and the MUTCD.

(4) All expenses for preparing, implementing, and maintaining the MOT plan shall be borne by the permittee.

(5) Materials or equipment at the work site shall not be located within clear zones or impede the sight or passage of vehicular or pedestrian traffic.

(6) Pedestrians shall be given adequate warning of hazardous areas in and about the construction project.

a. Where pedestrian activity is low, it is desirable to direct pedestrians to the opposite side of the street in advance of the work area. Signs shall be used in conjunction with barricades/longitudinal control devices for this purpose.

b. In areas where the pedestrian volume is high and the normal passage area becomes part of the work area, the contractor shall provide an alternate or temporary ADA compliant pathway.

(7) Excavations and/or trenches which cannot be properly restored, including the placement of the final surface course of asphalt, prior to opening to traffic by the end of the work period, shall be bridged to provide for unobstructed traffic flow.

(8) Steel Plates used to bridge excavations or trenches shall be subject to the approval of the City Engineer:

a. Contractor shall submit a plan designed and signed/sealed by a professional structural engineer licensed to practice in the Sstate of Florida.

b. Steel plates shall be pinned to the roadway.

c. Trench or excavation walls shall have proper shoring to prevent cave-ins and to adequately support the steel plates and traffic loads and shall be included as part of the structural engineer's design.

d. Contractor shall install "Steel Plate Ahead" signs in advance of work area. These signs shall be maintained for the entire duration.

e. The use of steel plates shall not exceed fourteen (14) days, unless approved otherwise by the City Engineer.

17.7 - Abatement of Erosion and Water Pollution

(a) Sediment is solid, small particle material that may include organic and non-organic substances and debris. Erosion is the process of transporting sediment from one location to another location by air or water. Erosion during and immediately following construction is a major contributor to siltation and the conveyance of organic debris and nutrients to water bodies. Siltation reduces the flowage and holding capacity of stormwater facilities (pipes, structures, swales, canals, detention areas, etc.) and organic debris and nutrients reduces the water quality of lakes and the river.

(b) Stormwater control measures to minimize the impact of this erosion sedimentation shall be incorporated on all projects in the City. For projects that disturb one acre or more, a detailed description of these measures shall be included in the SWPPP which is submitted as part of the construction plans. Erosion and sediment controls shall be provided, used and maintained in

accordance with the NOI, approved construction plans, SWPPP, and NPDES requirements. Additionally, the following requirements shall be met:

(1) The "operator" of any construction project that disturbs one acre or more, or is part of the larger common plan of development or sale which disturbs one acre or more, is required to obtain the proper stormwater permit from the FDEP and to comply with all the terms and conditions of the permit.

(2) The City Engineer, or their designee, is authorized to issue stop work orders on any site that is not in compliance with the applicable stormwater permits for SFWMD, FDEP NPDES, etc. or that has failed to obtain said permit and upon issue of such stop work order all site work affected thereby shall immediately cease until authorized by the City Engineer.

(3) No land-disturbing activity shall occur in, adjacent to, or near wetlands, or the shoreline of the North Fork of the St. Lucie River unless a buffer zone, as described in City Code Section 157.05 is provided along the margin of the watercourse.

(4) BMPs shall be properly used and maintained.

a. Perimeter sediment and erosion control devices shall be installed around the perimeter of the site to prevent sediment from leaving the site boundary.

b. A construction entrance shall be installed and maintained to prevent sediment from entering public roadways. The construction entrance must be located on the most minor roadway when options are available.

c. Inlet protection is required to prevent sediment from entering any storm system.

d. Turbidity barriers or other such sediment and control devices shall be used adjacent to wetlands or other surface waters.

(5) The angle for graded slopes and fills shall not be greater than the angle which can be retained by vegetative cover, or other adequate erosion-control, devices or structures.

(6) Groundcover sufficient to restrain erosion must be planted or otherwise provided within seven (7) calendar days on portions of cleared land upon which further construction activity is not being undertaken.

(7) Temporary seeding or sodding, adequate covering, or chemical application, on exposed soils, including stockpiles of topsoil, sand, or other construction fill, shall be used where delays in construction of more than seven calendar days are anticipated.

(8) Stabilize newly created slopes in or adjacent to wetlands or other surface waters to prevent erosion and turbidity.

(9) Maintain construction equipment to minimize the amount of oils, grease, antifreeze, gasoline or other such vehicle fluids ~~from~~ release into the environment.

(10) Control the release or discharge from stockpile areas.

(11) Inspections as per the SWPPP, shall be once every seven (7) days and within twenty-four (24) hours of a 1/2" of rain. Any necessary remedies shall be performed within a reasonable time depending upon the severity of the issue.

(12) Dewatering operations shall meet the following requirements:

a. Dewatering permits from SFWMD shall be obtained prior to dewatering.

b. Turbid water, water greater than twenty-nine (29) NTU above natural background conditions, shall not be discharged from the project site.

~~b.~~

17.8 - Clearing and Grubbing

Requirements for clearing and grubbing and the removal of the resultant products and debris within construction areas are identified below.

(a) Dust control is mandatory.

(b) All appropriate permits and approvals shall be obtained prior to the start of the activity.

(c) Existing trees, vegetation, and sensitive areas that are designated to remain shall be protected in accordance with Chapters 154 and 157 of the City Code.

(d) Sediment and erosion controls shall be installed and inspected prior to clearing and grubbing operations.

(e) Clearing and grubbing shall consist of the removal and disposal of all timber, brush, stumps, roots, grass, weeds, sawdust, rubbish, buildings, septic tanks, pipe, foundations and all other deleterious material resting on or protruding through the surface.

(f) All clearing and grubbing shall be in accordance with FDOT Standard Specifications.

(g) Wells to be abandoned shall be done so in accordance with FDEP and SFWMD requirements.

(h) In all areas of roadway construction and embankment, trees, stumps, roots, and other deleterious materials shall be removed to a depth of not less than one foot below the subgrade.

(i) Materials from clearing and grubbing operations shall be disposed of in accordance with current City, County, State and Federal rules, regulations, ordinances, and laws.~~Regulations.~~

17.9 - Earthwork

Earthwork shall include all excavation, removal of unsuitable material, provision of suitable material, shaping, filling, sloping and finishing necessary for the construction, preparation and completion of all embankments, subgrades, shoulders, ditches, slopes, gutters, intersections, approaches, private entrances, driveways, parking lots and other works all in accordance with the required alignment, grade and cross sections shown on the plans or as directed by the City Engineer. All earthwork shall comply with approved plans and FDOT *Standard Specifications*.

17.10 - Roadway

(a) Preparation, materials, construction and testing of roadway subgrade, base, bituminous treatments, surface courses, geonet, geofabric, and concrete pavement shall meet the requirements of FDOT S*tandard Specifications for Road and Bridge Construction*.

(b) ~~With the exception of~~Except in limited applications, the use of concrete pavement on City-owned and maintained facilities is not routinely approved.

(c) The use of graded, crushed concrete base material is acceptable on privately owned and maintained parking areas with a certification from the EOR that the materials are of a satisfactory gradation, free of deleterious materials, and will achieve a fine to coarse aggregate mixture that will support the

intended use. The use of graded, crushed concrete base material is not acceptable on City-owned or maintained roadways or projects.

17.11 - Sidewalks

Sidewalks, unless otherwise approved by City Council, shall be constructed to the following standards:

(a) Designed and constructed to conform to ADA standards, Section 522 of the FDOT Standard Specifications, FDOT Standard Plans Index Series 522-XXX. A tooled joint is the only acceptable method of constructing an expansion joint. Saw cutting expansion joints is not permitted.

(b) Shall be designed with a maximum cross slope of ~~1.5~~two (2) percent.

(c) Shall meet FDOT Specifications which call for three thousand (3,000) psi. with a minimum thickness of four (4) inches, except across driveways, maintenance areas, curb ramps or within five (5) feet of roadways where the minimum thickness is six inches.

(d) Sidewalks and accessible pathways shall not be constructed using brick.

(e) Sidewalk repairs shall be a minimum of four (4) feet in length.

~~(e)~~(f)

17.12 - Restoration and Stabilization

(a) All areas disturbed by construction shall be restored and stabilized to a condition as good as or better than the original condition in accordance with the approved plans, applicable permits, and NPDES requirements.

(b) For construction that involves the crossing or disturbance of a swale the contractor shall be responsible for restoration of all disturbed swale areas. Furthermore, a new or replacement plastic swale liner shall be installed as specified by approved plans.

(c) The following areas shall be properly sodded with a satisfactory performance turf (sod) and shall be the same kind as the existing sod:

(1) All retention/detention basins.

(2) All exposed areas within ~~pubic~~public rights-of-way.

(3) Areas with slopes steeper than 4:1 (horizontal: vertical).

(4) A three (3)- foot- wide strip of sod (three (3) rows), unless otherwise approved, shall be placed adjacent to all curbs, walks and pavements.

(5) A ten (10) -foot- wide strip of sod shall be placed adjacent to any drainage right-of-way.

(6) Swales.

17.13 - Irrigation

(a) The City uses a central control system for monitoring and controlling irrigation systems within road rights-of-way. For that reason, components of the irrigation system installed within ~~e~~City-maintained road rights-of-way shall be compatible with this system and meet the requirements set forth in this chapter and Appendix F.

(b) For situations not specifically addressed by these specifications, the design, materials, and installation shall meet or exceed the Florida Building Code, Plumbing, Appendix 'F', Florida

Irrigation Society Irrigation Design Standards, and the American Society of Irrigation Consultants requirements. In the event there is a conflict among these standards, the most conservative and restrictive shall govern.

(c) The supply source of irrigation quality water may be from lakes, canals, reuse water facilities, or designated groundwater wells.

18. Project Inspection

18.1 - General

This chapter presents the required inspections for permits issued by the City. All other inspection requirements, types, frequency, and standards shall be in accordance with the governing specifications.

18.2 - Pavement Inspections

Testing for the roadway section shall be in accordance with FDOT and conducted by a Florida certified laboratory. The following are minimum testing requirements; however, the City reserves the right to request additional testing for due cause.

(a) Subgrade – Testing for the thickness, bearing value and density shall be randomly selected locations within each ~~five-hundred~~five hundred (500) ~~-~~foot interval (maximum) for density or ~~one-thousand~~one thousand (1000) feet per LBRs along the length of the roadway or every six-thousand (6000) square feet of parking area. Satisfactory passing test results shall be provided to the City, City's CEI, or EOR for the project prior to proceeding with the base course.

(b) Base - Testing for the thickness and density shall be randomly selected locations within each ~~five-hundred~~five hundred~~-~~ (500) foot interval (maximum) along the length of the roadway or every ~~six-thousand~~six thousand (6000) square feet of parking area. There shall be no less than one test per roadway or parking area. Satisfactory base test results shall be provided to the City, City's CEI, or EOR for the project prior to proceeding with the asphalt or concrete wearing surface.

(c) Asphalt – Roadway and parking area asphalt shall be tested to meet a minimum of ninety-four (94) percent of the maximum laboratory density for the asphalt mix design. Testing may be done by core sampling. Testing shall be at randomly selected locations within each ~~three-hundred~~three hundred~~-~~ (300) foot interval (maximum) along the length of the roadway or every ~~six-thousand~~six thousand (6000) square feet of parking area.

18.3 - Site Work Inspections

Inspectors will make scheduled and unscheduled site visits to determine how the work is proceeding. The EOR or a representative ~~is required to~~must schedule required inspections and shall be on site during the following site work inspections:

(a) Drainage: Observation of the pipe and pipe joints, prior to the pipe being backfilled. The City Inspector also observes backfill operations and structure tie-ins.

~~(a)~~(b) Right-of-Way Irrigation: ~~D~~driveway sleeves, ~~I~~irrigation components, and ~~F~~final ~~T~~testing will be inspected by the City Irrigation Inspector.

~~(b)~~(c) Concrete: The City Inspector will inspect the overall line/grade of the forms for concrete work outside the limits of the building including sidewalks, pavement, curb and gutter. The City Inspector may also observe the placement of concrete.

~~(c)~~(d) Pavement Subgrade: Visual inspection of the compaction and materials and a string line to visually inspect the grade, proof roll, as needed, to ensure that the material is not yielding.

~~(d)~~(e) Pavement Base: Visual inspection of the compaction and materials and a string line to visually inspect the grade, proof roll, as needed, to ensure that the material is not yielding.

~~(e)~~(f) Asphalt: The City Inspector will observe paving operations and may test the temperature of the asphalt mix.

~~(f)~~(g) Final: The site work will be inspected for overall condition and conformance to the construction plans. The following items, will be inspected, including but not limited to~~, will be inspected~~: retention/detention areas, control structures, drainage structures, pavement surface, pavement markings, signage, sidewalks, site grading, and other specifications shown on the plans.

18.4 - Traffic Signals and Lighting Inspections

Traffic signal and lighting inspections shall be conducted by ~~the~~ Traffic Operations staff and/or CEI representatives contracted by the City for all new or modified facilities prior to acceptance.

18.5 - Driveway Culvert and/or Swale Inspections

Driveway culvert and/or swale inspections are required for areas that have roadway swale drainage. The swales within the City serve as the collection and conveyance system for the City's drainage system and, for this reason,~~;~~ the City controls modifications to this system. For projects that require a driveway and culvert pipe that crosses a swale and/or modifications to the swale, there are three (3) inspections. They are as follows:

(a) Stakeout Inspection. For this inspection, the City surveys the swale surrounding the development and specifies the horizontal and vertical location of the swale and driveway culvert(s) as well as the culvert size on a cut-sheet. The day after the stakeout is ~~completed;~~completed, the cut sheet will be available from the Public Works Department. The Contractor shall use this cut sheet to establish the location and grades of the swale and the driveway culvert as well as the size of the driveway culvert.

(b) Driveway Culvert Inspection. Inspection of the driveway culvert prior to ~~backfill,~~backfill is optional,~~;~~ however, it is strongly recommended as there are minimal tolerances. The driveway culvert tolerances are as follow:

(1) No tolerance is allowed for culverts that are set too high.

(2) A one-inch tolerance is allowed for inverts that are set too low.

(c) Final Swale Inspection. City ~~confirms that~~will determine whether the following requirements have been met.

(1) The swale, driveway and culvert(s) are constructed in accordance with the cut sheet.

(2) Culvert(s) is/are clear of debris.

(3) The swale and right-of-way are clear of debris.

(4) Swale liner installed (where appropriate).

(5) Ground stabilized, sodded and graded to promote proper drainage.

(6) Adjacent properties and swales (including the lot(s) directly across the street) are restored to ~~original~~their original condition or better.

18.6 - NPDES Inspections

Inspections are performed on commercial projects to verify that the project ~~is in compliance~~complies with the approved SWPPP and state water quality standards. The frequency of inspections shall occur as stated in the approved FDEP Phase II MS4 Permit for the City.

19. Project Acceptance

19.1 - Privately Owned Development Projects

The EOR shall provide the following information prior to the Public Works Department accepting the project and recommending Certification of Occupancy (CO) issuance to the Building Department ~~issuing a CO~~. The following documents shall be submitted via email in PDF format to engpw@cityofpsl.com and the email shall include the Project Name and Project # in the subject line. If files are larger than ten (10) MB, please ~~upload files to the FTP site https://submit.cityofpsl.com/.~~contact the Public Works department for access to our Sharefile site.

(a) Satisfactory final inspection report from Public Works Department.

(b) Satisfactory final swale and driveway culvert inspection, if applicable, from Public Works Department.

(c) Letter from SFWMD accepting the Engineer's Construction Completion Certification, if applicable.

(d) Letter of certification from the EOR (signed and sealed).

(e) Electronic copy of the record drawing (both PDF and DWG format).

(f) Inspection test results (density and compaction tests for work within City's right-of-way).

19.2 - City-Owned Development Projects

For a capital improvement project, the project closeout documentation shall be in accordance with the requirements of the contract documents. At a minimum, the close out documentation for development projects that will be City-owned shall include:

(a) Deposit of the appropriate maintenance guarantee, if required, in accordance with City Code Chapter 54, Article II, Right-of-Way Permit or City Code Chapter 156, Article VII, Improvement Guarantees.

(b) Satisfactory final inspection report from Public Works Department.

(c) Satisfactory final swale and driveway culvert inspection, if applicable, from Public Works Department.

(d) Letter from SFWMD accepting the Engineer's Construction Completion Certification, if applicable.

(e) Letter of certification from the EOR (signed and sealed).

(f) Electronic copy of the record drawing (both PDF and DWG format).

(g) Inspection test results.

(h) Releases of liens from subcontractors.

19.3 - Roadway Turnover

(a) A request to turn over the ownership and maintenance responsibilities of a roadway that were previously owned and maintained by others may be submitted to the City Engineer. The City Engineer will review the request and prepare a recommendation memo that identifies the reasons for the acceptance, rejection, or need for further information regarding the turnover request. The request, recommendation of the City Engineer, and a draft resolution will be submitted to City Council for review and consideration.

(b) The turnover of roadways, constructed by others, to the City shall follow the procedures outlined in the City Code Section 156.150. Submitting all documents for review/approval prior to submitting the official request for Roadway Turnover is highly recommended.

- Pavement Restoration
- Swale Liner
- Roadway Section - 2 Lanes Divided and Undivided
- Roadway Section - 4 Lanes
- Roadway Section - 6 Lanes
- Road Construction Plan Notes

- Abandonment of Easement Application
- Abandonment of Right-of-Way Application
- Commercial Development Review of Traffic Patterns (Policy 19-01)
- Construction Permit Application (clearing and/or mass grading and/or site work)
- Driveway/Swale Permit Application
- Preconstruction Meeting Request Form
- Revocable Encroachment Permit Application
- Right-of-Way and Easement Permit Application
- Road/Lane Closure Request
- Stormwater ERU Calculation Worksheet
- Traffic Calming Request and Petition Form

PLEASE CHECK WITH THE DEPARTMENT, PRIOR TO USING APPLICATION,

TO MAKE SURE THAT THE APPLICATION IS THE MOST RECENT VERSION.

THE MOST RECENT VERSIONS CAN BE FOUND HERE
HTTP://WWW.CITYOFPSL.COM/GOVERNMENT/DEPARTMENTS/PUBLIC-WORKS/COMMERCIAL-RESIDENTIAL-REVIEW-PERMITTING/COMMERCIAL-RESIDENTIAL-FORMS

Appendix B: Traffic Calming Policy and Guidelines

Appendix C: Beautification Policy Guidelines

Appendix D: Fiber Optic Network Minimum Design Standards and Details

Appendix E: St Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St Lucie County, City of Fort Pierce and the City of Port St Lucie

Appendix F: Irrigation System Standards

Appendix G: Mobility Plan

PORT ST. LUCIE
HEART OF THE TREASURE COAST

PUBLIC WORKS

Engineering Standards 2025 Updates

Updates to various procedures and policies already in place

- Updates references to FDOT and FDEP manuals
- Clarifies the requirement for a Right of Way (ROW) permit to perform work within city drainage and road Right of Way
- Clarifies directional bore requirements
- Updates uses that are allowed or prohibited in the easement
- Clarifies stormwater management criteria for perimeter berms, TMDL and BMAP goals, maintenance of drainage systems and minimum slope required for drainage pipes
- Updates allowable drainage pipe material to include double-wall polypropylene pipe
- Adds reinforced concrete pipe is allowed in residential driveways
- Updates the minimum distance to a gated entrance on residential and commercial driveways

Roadways

Section 8.3 – Network Requirements

- Provides revisions to roadway network requirements
- Specifies new roads shall extend to parcel boundaries to allow for connectivity
- Specifies new development shall connect to existing road stub-outs from adjacent parcels

Section 8.6 – Roadway Cross-Section

- Provides roadway classification by Average Daily Trips (ADT)
- Specifies access management, minimum median width and Right of Way width by roadway classification
- Provides multimodal requirements by roadway classification

Section 8.7 – Pavement Design

- Provides clarification to all adjustments to asphalt, base and subgrade thicknesses to meet the minimum pavement structural number
- Adds a minimum structural number of 1.61 for temporary parking lots that are bonded for removal

Roadways

Section 8.9 – Medians

- Clarifies four (4) lane roadway and any roadway with a design speed of 35 mph or greater shall require a median
- Updates two (2) foot-wide paver band to two (2) foot-wide concrete band
- Specifies for the color and pattern of the concrete band

Section 8.10 and 8.11 – Intersections and Modern Roundabouts

- Updates reference to FDOT Design Manual, Intersection Control Evaluation Manual and FDOT NCHRP Report 672.

Roadways

Section 8.12 - Driveways

- Adds street lighting is required when connecting a driveway to a collector or arterial roadway
- Clarifies the requirement for irrigation sleeve on driveways within a public roadway
- Updates FDOT Standard Plan Index for driveway geometry
- Clarifies requirement for tooled transverse joints on concrete sidewalks
- Clarifies requirement for forming residential concrete driveway, including saw cutting the existing edge of asphalt, and hot mix asphalt repair
- Adds code references for the number of access points required for residential subdivisions
- Clarifies NCHRP reference for left turn lanes

Roadways

Section 8.15 - Sidewalks

- Clarifies minimum sidewalk width if sidewalk is located adjacent to the back of curb or edge of pavement
- Clarifies minimum thickness for concrete sidewalk within five (5) feet of a driveway and within access crossings to utilities or stormwater management facilities
- Clarifies requirement for four (4) foot minimum sidewalk width for curb ramps, landings and sidewalk crossing driveways
- Clarifies transverse joints shall be tooled, not saw cut
- Clarifies the procedures for installation of curb ramp with detectable warning, and restoration of asphalt with hot mix

Roadways

Section 8.19 – Mobility Plan

- Adds Mobility Plan section and city website URL address

Traffic Control Devices, Signalizations and Lighting

Section 9.1 – Pavement Marking

- Clarifies new striping on public roads shall follow FDOT specifications
- Clarifies mill and overlay as the preferred method to remove striping
- Clarifies hydroblasting as a method to remove pavement marking on final lift of asphalt is prohibited
- Clarifies black paint to remove or cover up pavement markings is prohibited
- Specifies retro-reflective pavement marking standards shall be in accordance with MUTCD
- Clarifies marked crosswalks shall be special emphasis

Traffic Control Devices, Signalizations and Lighting

Section 9.1.2 - Signage

- Specifies sign general criteria.
- Adds requirements for Driver Feedback Signs

Section 9.2 - Signalization

- Clarifies condition and specifications for temporary span wire assemblies
- Clarifies controller assembly and cabinet specifications
- Clarifies signal head specifications
- Adds four (4) section flashing yellow arrow signal heads for protective/permissive left turn indications
- Updates specifications for traffic monitoring camera

Traffic Control Devices, Signalizations and Lighting

Section 9.2 - Signalization

- Clarifies accessible pedestrian signals qualification
- Specifies countdown requirements for all new and modified pedestrian signals
- Clarifies specification for construction material of all new signal heads
- Clarifies qualification for leading pedestrian interval
- Adds specification for treatment of pedestrian crosswalks at midblock and unsignalized intersections

Landscaping and Irrigation

Section 10.1 – General

- Updates reference to Irrigation Standards

Bicycle and Pedestrian Facilities

Section 11.1 – General

- Adds requirement to evaluate connections and crossings at intersections and midblock crossings for safe bicycle and pedestrian access to bus stops, parks, public facilities, shared use paths, sidewalks and trails

Parking Areas

Section 12.4 – Stacking

- Clarifies requirements for queuing analysis

Waste and Recycling Facilities

Section 13.1 – General

- Clarifies the requirements for drainage from waste and recycling facilities must be directed towards the internal drainage system

Submittals

Section 14.1 – General

- Adds requirements for revision clouds on CAD-generated documents

Section 14.2 – Plats

- Adds reference to Plat Review Checklist in Appendix A

Section 14.16 – Shop Drawings

- Clarifies requirement for shop drawings for all private development projects that will eventually be turned over to the City for ownership and maintenance.

Submittals

Section 14.18 – Operation and Maintenance Manuals

- Clarifies the requirement for operation and maintenance manuals

Improvement Guarantees

Section 15.2 – Performance Guarantees

- Adds clarifying language to require a performance guarantee on all work performed within the City Right of Way

Section 15.3 – Maintenance Guarantees

- Adds clarifying language to require a maintenance guarantee for work done within City Right of Way as off-site improvements.

Project Permitting

Section 16.1 – Clearing & Mass Grading Permit

- Removes specific response time for issuing the permit
- Clarifies the expiration time of an in-active permit to one (1) year from six (6) months previously

Section 16.3 – Site Work Permit

- Removes specific response time for issuing the permit
- Clarifies the expiration time of an in-active permit to one (1) year from six (6) months previously

Project Permitting

Section 16.4 – Driveway/Culvert Permit

- Clarifies 3rd party verification for authenticity of the signature on all surveys
- Clarifies the requirement for 12” minimum temporary pipe to be installed in Right of Way and corresponding rejection fee if the pipe is not installed.
- Clarifies the expiration time of an in-active permit to one (1) year from six (6) months previously

Section 16.5 – Right of Way Permit

- Clarifies that road/lane closure must be provided for any roadway or sidewalk a minimum of 48 hours prior to closure

PORT ST. LUCIE
HEART OF THE TREASURE COAST

Construction Standards

Section 17.7 – Abatement of Erosion and Water Pollution

- Adds requirements for construction entrance location to be on most minor roadway

Project Inspection

Section 18.3 – Site Work Inspections

- Clarifies requirements for inspection of Right of Way Irrigation components by City Irrigation Inspector

Construction Standards

Section 19.3 – Roadway Turnover

- Clarifies recommendation for submitting turnover documents ahead of time for review prior to submitting official request

Standard Details

- Updates the Pavement Restoration Detail

PORT ST. LUCIE
HEART OF THE TREASURE COAST
Thank you
Questions?

Varies – Updates for latest Fusion processes, emails, website addresses and procedures already in place.

Section 1.3 Reference Manuals –

- Adds reference to Corridor Access Management – Intersection Proven Safety Countermeasure (FHWA)
- Adds reference to Erosion and Sediment Control Manual (FDOT and FDEP)
- Adds reference to Florida Bridge Scour Manual (FDOT)
- Removes reference to Florida Intersection Design Guide (FDOT)
- Removes reference to Florida Roundabout Guide (FDOT)
- Removes reference to Plans Preparation Manual (FDOT)
- Adds reference to Traditional Neighborhood Communities Handbook (FDOT)

Section 2.2 Drainage Right of Way (DROW) – Protection and Use –

- Adds no one may use, construct, excavate or alter the DROW or install any structure or equipment to enable the discharge of water, water withdrawal or other water use by anyone without receiving a right-of-way permit from the City.
- Adds underground crossings of canals shall provide a minimum of ten (10) feet vertical clearance for all major canal crossings and five (5) feet for minor canal crossings. Vertical clearance shall be measured from top of pipe to the canals design bottom elevation at the crossing.
- When access to a private property crosses a DROW, the maintenance responsibility of the drainage pipe and driveway shall be the responsibility of the private property owner and shall include, but not be limited to:
  a. Maintenance and replacement as necessary of the drainage pipe beneath any driveway crossing a swale or DROW in a manner such as not to impede or interfere with the stormwater drainage function of the swale or DROW. Provided, however, that the cost of culvert replacement as a result of a drainage improvement or driveway modification initiated by the City shall be the City's expense.
  b. Properly mowing the grass area to maintain a neat appearance, including the removal of grass, weeds, bushes, sand, silt, and debris at both ends of, or within, any driveway culvert pipe to effectively maintain flow through the culvert.
- Clarifies the abandonment of a DROW application requirements and Adds the statement that the City reserves the right to require additional requirements in a given application or may reject the request at its discretion.

Section 3.4.1 Road Right-of-Way – Protection and Use - General –

- Clarifies all sign placement with road right-of -way shall meet MUTCD and FDOT Standards.

Section 3.4.2 Road Right-of-Way – Protection and Use – Memorial Markers –

- Clarifies that any items placed around a City Approved memorial marker that is deemed a distraction to motorists will be removed.

Section 3.4.5 Road Right-of-Way – Protection and Use - Utilities –

- Clarifies private underground utilities shall be required to be located within a dedicated utility easement if provided.
- Clarifies the backfill in a bore pit shall be compacted to restore the right-of-way to its original condition or better at the expense of the right-of-way permittee.
- Clarifies missile bore shall not be permitted within the city right-of-way.

Section 3.5 Road Right-of-Way - Abandonment –

- Clarifies that payment is required with the submittal of an Abandonment of Right-of-Way Application.

Section 4.1 Easements - General –

- Adds the City reserves the right to use and/or cross land owned by others for stormwater/drainage facilities, water, sewer and reclaim facilities, access maintenance, or other such purposes in the form of City-owned easements.

Section 4.2 Easements – Vacating Internal Easements on GDC Lots

- Clarifies vacating internal easements on GDC lots, where more than one lot or parts or one or more lots is intended as a building site, the outside boundaries or the building site shall carry the side easements. Abandonment of internal easements is not required when replating. This does not apply to a unity of title. All easements remain if parcel is combined through a unity of title. If a single parcel is divided into two or more parcels, then the original internal easements are returned to the original condition prior to the joining of lots.

Section 4.3 Easements – Use of GDC Lot Easements –

- Updates Table 4-1 Use of Easements on GDC lots
- Clarifies reference in 20 foot easements for movable accessary buildings, signage, etc. to City Code Section 55.30.

- Clarifies detention area within 6 & 10 foot easement is prohibited because the setback requirements will not be met. 20 foot easements are allowed for use for commercial properties only, 10 foot encroachment into easement is allowed.
- Clarifies Landscaping and Irrigation is allowed per City Code Section 55.30.
- Clarifies Masonry/Stone Wall is per City Code Section 158.216 and permitted through the Building Department.
- Clarifies Metal/Wood/Plastic Fence is per City Code section 158.216 and not allowed within an easement that contains existing drainage culverts or infrastructure.

Section 5.2 Stormwater Management – System Information Sources –

- Updates sources for system information of City's Stormwater Master Plan and City's Culvert Master Plan.

Section 5.4 Stormwater Management – Permitting

- Clarifies reference for preliminary stormwater reports with conceptual designs needed as stated in City Code Section 158.189 for MPUD and/or DRI requirements.

Section 5.5 Stormwater Management – System Requirements –

- Clarifies all roof drains, yard drains and the like shall be shown on the construction plans as connecting to the stormwater system.

Section 5.6 Stormwater Management – Flood Protection –

- Clarifies the perimeter elevation shall meet or exceed the 25 year, 3 day design storm stage.
- Clarifies the minimum berm width at the top of berm shall be 5 feet and side slopes shall not exceed a 3:1 ratio.

Section 5.7 Stormwater Management – Water Quality Treatment Volume -

- Revises the TMDL and BMAP goals are in accordance with FDEP requirements.
- Clarifies the St. Lucie River Basin/Estuary including but not limited to the North Fork, the SFWMD C-23 canal and the SFWMD C-24 canal.

Section 5.9 Stormwater Management – Commercial or Industrial Phased Developments –

- Clarifies the criteria for commercial and industrial phased development shall provide at a minimum the more stringent of City's criteria or those approved by the state regulatory agencies.

Section 5.11.2 Stormwater Management – Design Requirements – Exfiltration Trench -

- Specifies maintenance shall occur at the owner's expense and according to the manufacturer's recommendation for exfiltration trenches.

Section 6.5 Drainage – Manholes and Inlets –

- Clarifies the FDOT Drainage Design guide as a reference for manholes and inlets.

Section 6.7 Drainage – Drainage Pipes –

- Clarifies the minimum slope of the drainage pipes must produce a positive flow and minimum velocity of 2 feet per second at full flow.
- Clarifies hydraulic grade calculations shall be equal to the elevation of the structure gutter for systems only considering major losses.
- Adds a five foot minimum clearance requirement from drainage structures and pipes to trees.
- Updates to note that use of corrugated profile wall polypropylene pipe material under roadways or within road rights-of-way is allowed as Class II, 100-year design service life.
- Clarifies the use of Polyvinyl chloride pipe conforming to FDOT Standard Specifications Section 948 under roadways or within right-of-way, requires prior approval of the Public Works Department.

Section 6.8 Drainage – Roadway Culverts –

- Clarifies use of corrugated profile wall polypropylene pipe material under roadways as a roadway culvert is allowed as Class II, 100-year design service life.
- Clarifies corrugated profile wall polyethylene pipe specifications for use within road rights-of-way.

Section 6.10 Drainage – Driveway Culverts –

- Clarifies use of Reinforced Concrete pipe per FDOT Standards, Section 449 within residential driveways

Section 8.3 Roadways – Network Requirements –

- Deletes the statement “the number of intersections shall be kept to a minimum but should meet land use needs and flow requirements”.
- Adds new roads shall extend to development or parcel boundaries to allow for connection and extension of the road network by either the City or adjacent development.
- Adds new development shall connect to existing road connections and stub outs provided from adjacent parcels.

Section 8.4 Roadways – Subdivision Roadways –

- Clarifies roadway cross-section requirements based on Section 8.6.

Section 8.5 Roadways - Entry Gates –

- Clarifies minimum distance from roadway to a gate for both residential development and commercial driveways. Queueing for gate at a residential development is 100’. For commercial driveways, the minimum distance shall be no less than 1 ½ times the length of the typical vehicle that is expected to access the property during regular business hours.

Section 8.6 – Roadways – Roadway Section -

- Removes the reference to City Code Section for required minimum roadway section.
- Adds average daily trips as a qualifier to the roadway section requirements.
- Provides additional midblock right-of-way widths for various roadway classifications.
- Adds a roadway section multimodal requirements table to clarify lane width, sidewalk width, bike lane width and alternative shared-use path and multimodal way requirements.
- Updates the criteria for roadway design standards.

Section 8.7 Roadways - Pavement Design –

- Clarifies the requirements to meet the minimum structural number for flexible pavement.
- Adds a minimum structural number for Temporary, Non-required parking lots.

Section 8.9 Roadways – Medians -

- Updates the design speed requiring a median on a 4 lane roadway to 35 mph or greater.
- Updates the two-foot wide paver band within a landscape median to a two-foot wide concrete band and specifies the color and textured pattern.

Section 8.10 Roadways – Intersections -

- Updates FDOT Design manual references for Intersections.

Section 8.11 Roadways – Modern Roundabouts –

- Updates FDOT Design manual references for Roundabouts.

Section 8.12 Roadways – Driveways -

- Updates the FDOT design criteria for driveway design.
- Adds street lighting requirement when a driveway is connecting to a collector or arterial roadway.
- Provides an option for light pole to be located and maintained on the private property to illuminate the driveway connection.
- Clarifies the requirement to sleeve the public irrigation main at driveway connections.

Section 8.12.1 Roadways – Driveways – Driveway Geometry -

- Updates FDOT index reference for Driveway Geometry.
- Clarifies transverse concrete joints shall be tooled, not saw cut.
- Clarifies the requirement for sidewalk joints to continue through driveways.
- Clarifies the specifications for residential driveways concrete forms, saw cuts, and roadway asphalt repair.
- Updates FDOT index reference for grades of driveways.

Section 8.12.3 Roadways - Driveways – Number of Access Points for Residential Subdivisions

- Adds reference to City Code Sections for minimum number of access points for residential subdivisions.

Section 8.12.8 Roadways – Left Turn Lanes -

– Clarifies the NCHRP reference.

Section 8.15 Roadways – Sidewalk -

– Clarifies minimum sidewalk width when located adjacent to back of curb, edge of pavement or separated from the back of curb.
– Clarifies requirement for a 4’ minimum width for curb ramps, curb ramp landings and sidewalk crossings at driveways.
- Clarifies concrete sidewalk transverse joints shall be tooled, not saw cut.
- Clarifies the procedures for installation of sidewalk and detectable warning mat.

Section 8.19 Roadways – Mobility Plan –

- Adds Mobility Plan section with website address.

Section 9.1.1 Traffic Control Devices, Signalizations and Lighting –Pavement Markings–

- Clarifies that all new striping on public roads shall follow all FDOT Specifications for method and material.
- Clarifies preferred method for striping removal is Mill and Overlay per FDOT Specifications and method must be pre-approved by Public Works Department.
- Specifies retro-reflectivity standards shall be in accordance with MUTCD.
- Clarifies marked crosswalk shall be Special Emphasis per FDOT Standards.

Section 9.1.2 Traffic Control Devices, Signalizations and Lighting - Signage –

- Specifies all signs shall be diamond grade.
- Specifies sign blanks shall be aluminum and 0.8” thick.
-

Section 9.1.2.1 Traffic Control Devices, Signalizations and Lighting – Signage – Driver Feedback Signs -

- Adds radar speed display signs shall be Traffic Logix EV11EYL or latest version. Model EV 11” Digital solar including strobe, BT, Data modem with 12 month network access to cloud-4 cell backup.

Section 9.2.1 Traffic Control Devices, Signalizations and Lighting – Signalizations – Traffic Signals -

- Clarifies the span wire installation approval would only be for a temporary basis.
- Clarifies specifications for traffic Signal poles.
- Clarifies specifications for controller assembly and cabinet.
- Clarifies signal head specifications.
- Adds four section Flashing Yellow Arrow signal heads for protected/permissive left turn indications.
- Clarifies illumination requirements for Street Name Signs.
- Deletes the 250 watt HPS equivalent specification from Luminaires on mast arm uprights.

Section 9.2.3 Traffic Control Devices, Signalizations and Lighting – Signalizations – Pedestrian Signals -

- Clarifies installation of Accessible Pedestrian Signals will be on a case by case basis.
- Clarifies new and modified pedestrian signals shall countdown during pedestrian change interval.
- Clarifies Signal Heads shall be poly-construction.
- Clarifies installation of Leading Pedestrian Signal shall be evaluated on a case-by-case basis.
- Adds specifications for treatment for pedestrian crosswalks at midblock and unsignalized intersections shall be in accordance with FDOT Traffic Engineering Manual.
- Clarifies specifications for roadway lighting.

Section 11.1 Bicycle and Pedestrian Facilities - General –

- Adds criteria for development to provide bicycle and pedestrian access to various public facilities. Connections and Crossings must be evaluated against City's Mobility and Multimodal plans.

Section 12.4 Parking Areas - Stacking –

- Clarifies requirements for Queuing Analysis

Section 13.1 Waste and Recycling Facilities - General –

- Clarifies the requirements for drainage from Waste and Recycling areas must be directed towards the internal drainage system.

Section 14.2 Submittals - Plats –

- Adds reference to the plat review checklist located in Appendix A.

Section 14.16 Submittals – Shop Drawings –

- Clarifies shop drawing requirements.

Section 14.18 Submittals – Operation and Maintenance Manuals –

- Clarifies requirements for operation and maintenance manuals.

Section 15.2 Improvement Guarantees – Performance Guarantees –

- Adds clarifying language to state that Performance Guarantees are required prior to any work done within a City Right-of-Way.

Section 15.3 Improvement Guarantees – Maintenance Guarantees -

- Adds clarifying language to state Maintenance Guarantees are required for off-site work done in City Right-of-Ways.

Section 16.1 Project Permitting – Clearing & Mass Grading Permit -

- Combines Clearing and Mass Grading Permit requirements.
- Clarifies the expiration time of an in-active permit from 6 months to 1 year if no inspection has occurred.

Section 16.2 Project Permitting – Mass Grading Permit –

- Deletes section and combines mass grading into section 16.1 – Clearing & Mass Grading Permit.

Section 16.3 Project Permitting – Site Work Permit –

- Clarifies the expiration time of an in-active site permit from 6 months to 1 year if no inspection has occurred.

Section 16.4 project Permitting- Driveway/Culvert Permit –

- Clarifies 3rd party verification for authenticity of the signature is required for all surveys submitted electronically.
- Clarifies the requirement for 12” minimum diameter temporary pipe within the City Right-of-way and corresponding rejection fee if the pipe is not installed.

Section 16.5 Project Permitting – Right-of-Way Permit –

- Clarifies a separate Road/Lane Closure request must be submitted for any roadway or sidewalk closure a minimum of 48 hours prior to the closure.

Section 17.7 Construction Standards – Abatement of Erosion and Water Pollution -

- Adds clarification of preferred construction entrance location

Section 18.3 Project Inspection – Site Work Inspections –

- Clarifies Right of Way Irrigation Inspection specifications

Section 18.4 Project Inspection – Traffic Signals and Lighting Inspections –

- Clarifies personnel conducting traffic signal and lighting inspections.

Section 19.3 Project Acceptance - Roadway Turnover –

- Clarifies recommendation for submitting all documents for review/approval prior to submitting the official request for Roadway Turnover.

Standard Details – Pavement Restoration –

- Updates the Asphalt design requirements for pavement repairs.
- Adds existing concrete valve pads within work area shall be removed and replaced during time of repair.

Appendix A – Updates forms to latest edition, Adds Plat Review Checklist

Agenda Summary

2025-753

Agenda Date: 8/4/2025 **Agenda Item No.:** 6.c

Placement: New Business

Action Requested: Motion / Vote

Approve a Modification to the Renewal Agreements for the Provision of a School Resource Officer Provision at Somerset Academy St. Lucie and Somerset College Preparatory Academy and the Approval of a New Agreement for the Provision of a School Resource Officer at the Somerset Academy Bethany Campus

Submitted By: Kate Parmelee, Deputy City Manager for Strategic Initiatives & Innovation

Strategic Plan Link: The City's Goal of safe, clean, and beautiful.

Executive Summary (General Business): Somerset Academy, Inc., on behalf of the Somerset Academy St. Lucie, Somerset College Preparatory Academy and Somerset Academy Bethany seeks to renew its agreements with the City of Port St. Lucie for the provision of a School Resource Officer (SRO) and related services to its two schools and the addition of Somerset Academy Bethany for a term of three years, from 2025 to 2028. Previous renewals for Somerset College Preparatory Academy and Somerset Academy St. Lucie were approved on an annual basis, dating back to the initial agreement for the 2018-19 school year. SROs will be provided by the City of Port St. Lucie Police Department (PSLPD). The agreements provide for a flat annual rate for each school year within the three year term and for the schools to disperse funds received from the State of Florida to partially fund the cost for SRO deployment.

Presentation Information: Staff will be available to respond to City Council questions.

Staff Recommendation: Move that the Council approve the Renewal Agreements; one for Somerset Academy St. Lucie and one for Somerset College Preparatory Academy and approve a new agreement for Somerset Bethany.

Alternate Recommendations:

1. Move that the Council amend the recommendation and approve the Renewal Agreements; one for Somerset Academy St. Lucie and one for Somerset College Preparatory Academy and approve a new agreement for Somerset Bethany.
2. Move that the Council provide staff direction.

Background: In fulfillment of a City Council directive the PSLPD has, for several years, provided SRO services to public high schools sited within the City including Port St. Lucie, Treasure Coast, and Centennial. Through a contractual agreement with the St. Lucie County Sheriff's Office, these PSLPD SROs are partially funded from the 2018 Marjory Stoneman Douglas Act and the 2019 St. Lucie Public Schools-sponsored referendum for

teacher salaries, school safety and educational programs. As the funds provided through the Sheriff do not cover the total cost for the SRO services, the City funds the balance to enable the PSLPD SRO presence in these schools. Similarly, but through a separate contractual arrangement with the City, PSLPD SRO services are provided to Somerset Academy St. Lucie and Somerset College Preparatory Academy. The difference between the two programs is that the St. Lucie County Sheriff's Office generally does not provide SRO services to charter schools. The Somerset schools provide the entirety of the funds received from the Marjory Stoneman Douglas Act to assist in offsetting the City's investment in providing SRO services to these schools. This year, the City has been asked to include the provision of a School Resource Officer at the Somerset Academy Bethany Campus, a Tuition-Free Charter School Serving Grades K-5 and Tuition-Based Pre-K 3-4.

Issues/Analysis: N/A

Financial Information: The agreement includes the cost for the current school year for the existing two Somerset Academy, Inc. PSL-located schools and the additional proposed school location.

Special Consideration: N/A

Location of Project: N/A

Business Impact Statement: N/A

Attachments: Renewal Agreements for School Resource Officers at the Somerset Academy St. Lucie and Somerset College Preparatory Academy and a New Agreement for a School Resource Officer at Somerset Academy Bethany.

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

Internal Reference Number: 25209-05

Legal Sufficiency Review:
Reviewed by Daniella Margetic, Deputy City Attorney. Approved as to Legal form and sufficiency by Richard Berrios, City Attorney.

AGREEMENT FOR SCHOOL RESOURCE OFFICER AT THE SOMERSET ACADEMY BETHANY

THIS AGREEMENT is made and entered into this ____ day of August 2025, by and between Somerset Academy, Inc., a Florida not for profit corporation (the "School"), and the City of Port St. Lucie, a Florida municipal corporation (the "City").

WHEREAS, the School owns and operates a charter school known as Somerset Academy Bethany, located at 500 SW Bethany Dr, Port St. Lucie, Florida, 34986; and

WHEREAS, the School and the City may be referred to herein individually as a "party" or collectively as the "parties."

WHEREAS, Section 1006.12, Florida Statutes, requires that a School Resource Officer ("SRO") be assigned to each school facility; and

WHEREAS, the School wishes to receive and the City wishes to provide to the School an SRO for law enforcement, counseling, and a law-related educational service program.

NOW, THEREFORE, in consideration of the mutual promises and covenants herein contained, the School and the City hereby agree as follows:

The WHEREAS clauses set forth above are hereby incorporated into this Agreement and made a part hereof for reference.

ARTICLE I

1.1 The Agreement is hereby initiated for a period of three (3) years commencing July 1, 2025, and ending June 30, 2028 (the "Initial Term"). The Initial Term may be extended by written mutual agreement of the parties for additional renewal periods of up to three (3) years each.

1.2 The City shall assign to the School one (1) full-time SRO, who shall be on duty from the beginning of the school year to the end of the school year, on those days and during those hours that the School is in session, as well as designated summer school days and hours that are mutually agreed upon by the parties. Notwithstanding the foregoing, the SRO may be reassigned during school holidays, vacations, or during a period of law enforcement emergency. In the event extra-duty derails are required by the School, the City shall assign additional SROs or other police officers, depending on their availability. Extra duty detail will be paid for separately by the School through the Police Off Duty Detail Account.

1.3 As an employee of the City, the SRO shall remain responsive to the chain of command of the City.

1.4 The appointment of the SRO will be made solely by the City.

ARTICLE II

2.1 The City shall ensure that the exercise of law enforcement powers by the SRO

shall be following the authority granted by applicable law. The law enforcement officer appointed as SRO shall perform her/his duties as an SRO in accordance with City policy and procedure and with applicable Florida law, which shall include, among other actions, security, access control, and all other duties mandated by the Florida Department of Education, pursuant to the Marjory Stoneman Douglas High School Safety Act. The services provided by the SRO shall include all services called for by an SRO in Florida Statutes, plus such other law enforcement and educational services as the School and the City may mutually agree upon. The SRO shall comply with all applicable regulations and laws, including the Marjory Stoneman Douglas High School Safety Act and its enacting provisions, the Jessica Lunsford Act, and those rules and laws governing the confidentiality of student information.

The SRO will receive training in the Basic SRO Program and in crisis intervention, including but not limited to the following, as required by law:

(a) SRO shall successfully complete mental health crisis intervention training and de-escalation skills in accordance with provisions of Section 1006.12, Florida Statutes, as amended;

(b) SRO shall participate in the School's threat assessment team as provided in Section 1006.07(7), Florida Statutes, as amended;

(c) SRO must be physically present on campus and directly involved in the execution of active assailant emergency drills, pursuant to Section 1006.07(4)(a), Florida Statutes, as amended;

(d) SRO shall coordinate with School for the implementation and annual review of the School's family reunification plan, as required by law.

2.2 The SRO shall abide by charter school board policies and shall consult with and coordinate activities through the School's principal ("Principal"). The SRO shall be responsible to the law enforcement agency in all matters relating to his employment. Activities conducted by the SRO which are part of the regular instructional program of the School shall be under the direction of the Principal. Other duties of the SRO are as follows:

(a) Notify the Principal when the SRO arrives at or departs from the School;

(b) Perform law enforcement functions within the School setting;

(c) Identify and prevent, through counseling and referral, delinquent behavior, including substance abuse;

(d) Foster a better understanding of the law enforcement function;

(e) Develop positive concepts of law enforcement;

(f) Provide information about crime prevention;

(g) Provide assistance and support for crime victims identified within the school setting, including abused children;

(h) Promote positive relations between students and law enforcement officers;

(i) Enhance knowledge of the fundamental concepts and structure of law;

(j) When requested by the Principal or his/her designee, attend school-related activity (i.e., faculty, parent meetings, school functions, etc.). Such attendance is subject to the approval of the SRO's supervisor, and if such attendance requires overtime, the cost of overtime shall be borne by the City;

(k) Make himself/herself available for conferences with students, parents, and faculty members in order to assist them with problems. When in a counseling capacity, the SRO will be subject to all confidentiality issues and confidentiality rules and ethics as accepted

and defined in State laws and professional standards. The City acknowledges and agrees that it will not disclose confidential student information to any other person or entity and will only use the confidential student information for the purposes of this Agreement and for no other purpose unless otherwise required by State and Federal law. Upon the completion of the non-law enforcement SRO services, the City shall return to the School all original and any copies of the confidential student information and shall not retain any confidential student information. As the City will be receiving student information that is otherwise confidential, the City shall fully comply with the requirements of§ 1002.22 and § 1002.221, Florida Statutes, and any other law or regulation, either federal or State, regarding confidentiality of student information and records unless otherwise required by law;

(l) Become familiar with all community agencies, such as mental health clinics and drug treatment centers, which offer assistance to youths and their families. The SRO may make referrals to such agencies, when necessary and appropriate, thereby acting as a resource person to the students, faculty, and staff of the School. The decision whether to report an event shall be within the sole discretion of the SRO, subject however to all applicable State and Federal laws;

(m) Assist the Principal in developing plans and strategies to prevent and/or minimize dangerous situations which may result from student unrest and emergency situations;

(n) Should it become necessary to conduct formal law enforcement investigative interviews with the students, the SRO shall adhere to rules and guidelines set forth in the Florida State Statutes and Federal law and departmental guidelines;

(o) Take law enforcement action as required. As soon as practical, the SRO shall make the Principal aware of such action. At the Principal's request, the SRO shall take appropriate law enforcement action against intruders and unwanted guests who may appear at the School or School-related functions;

(p) Assist the Port St. Lucie Police Department in matters regarding his/her school assignment, whenever necessary. The SRO will also act, when necessary, as a liaison between the School and other government agencies (e.g., law enforcement, DCF, State Attorney, etc.);

(q) Submit reports and statistical data, as necessary, to include police department generated reports regarding any on-campus incidents for which an SRO or other police officer prepares reports and documents as allowed by State law;

(r) The SRO shall not act as a school disciplinarian, as disciplining students is a school responsibility. However, if the Principal believes an incident is a violation of the law, the principal may contact the SRO and the SRO shall then determine whether law enforcement action is appropriate. The SRO shall not be assigned lunchroom duties, security posts, hall monitors, truancy, or other monitoring duties. If there is a problem area, the SRO may assist the School until the problem is solved;

(s) Perform duties outside the School as needed (i.e., court, training, depositions, vacation, etc.);

(t) Perform his or her duties in his or her police department duty uniform or appropriate civilian clothes with the approval of the unit supervisor; and

(u) Become involved in summer activity to include, but not be limited to, juvenile case management, gang resistance education training, cyber-safety training, school safety, participation in the Explorer program, and participation in relevant summer camps.

ARTICLE III

3.1 School personnel shall report all law infractions to the SRO.

ARTICLE IV

4.1 The City and the SRO shall only use the information made accessible by the School in furtherance of this Agreement, and only for the purposes for which the disclosure was made or as may otherwise be required by law. The City acknowledges and agrees that each SRO will have access to Personally Identifiable Information and Education Records pursuant to section 1002.221, Florida Statutes, 20 U.S.C. 1232g, and the federal regulations issued thereto, and the SRO shall not disclose such information to any other party unless specifically authorized or required by law.

ARTICLE V

5.1 The School shall provide to the SRO a secure and private office located as close to the Principal's office as possible. The SRO will be the only one assigned to the office due to the sensitive and confidential information maintained within. The office will be voice secure for purposes of interviews and counseling.

ARTICLE VI

6.1 The School and the City shall share the overall costs associated with this Agreement, as set forth in Section 6.2, below. The amount of contribution by the parties may be renegotiated each year of this Agreement, as long as the amount of the shared costs is determined and agreed to by June 1 of each year. Notwithstanding the foregoing, any negotiations the City has regarding its Collective Bargaining unit shall take precedence and shall apply to any applicable school year. If there are no re-negotiations for any agreed upon school year, the immediately previous school year's price shall be the renewal price subject to a five percent (5%) increase each year of the Initial Term, as set forth in Section 6.2. For the avoidance of doubt, the schedule in Section 6.2 sets forth the default increases during the Initial Term, however, that is subject to re-negotiations and the Collective Bargaining unit negotiations. The City reserves the right to audit the School's records related to funding for purposes of this Agreement. The School shall also provide the City the State reimbursement amount it is to receive by June 1 of each year.

6.2 For the Initial Term, the School shall pay the City a flat, annual rate according to the schedule below, subject to the re-negotiation and the Collective Bargaining provisions in 6.1:

School Year	Annual Rate
2025-26	$70,000.00
2026-27	$73,500.00

2027-28	$77,175.00

The School shall pay the City an amount equal to 25% of the flat annual rate upon receipt of quarterly invoices from the City. The School shall pay the City within fourteen (14) days of receipt of any quarterly invoice. The School shall remit payments to the following address: City of Port St. Lucie, Director of Finance Division, 121 SW Port St. Lucie Boulevard, Port St. Lucie, FL 34984

ARTICLE VII

7.1 The City, in its sole discretion, shall provide the appropriate vehicle and equipment to conduct the duties of the SRO. Any vehicle or equipment leased, rented, or donated to the City for SRO use shall become an asset of the City and therefore, will be subject to City rules, regulations, and policy governing use.

ARTICLE VIII

8.1 In the event the Principal feels that the SRO is not effectively performing his or her duties and responsibilities, as outlined in § 1006.12, Florida Statutes, the Principal shall recommend, in writing, to the to the Chief of Police, or his/her designee, that the SRO be removed, stating the reasons for such removal. Upon receipt of such recommendation, the Chief or his/her designee may meet with the SRO, his or her immediate supervisor, the Principal, and specified members of the School staff, in an attempt to mediate or resolve any problems which may exist. If mediation is unsuccessful, or if the Chief in his/her sole discretion decides to forego mediation, the SRO shall be removed from the School, and a replacement SRO shall be assigned to the School.

8.2 In the event of the resignation, dismissal, or reassignment of a SRO, or in the case of long-term absences by a SRO, the City shall provide a temporary or permanent SRO replacement.

ARTICLE IX

9.1 This Agreement is subject to and governed by the laws of the State of Florida, including without limitation Chapter 119, Florida Statutes, which generally makes public all records or other writings made by or received by the parties. The City and the School acknowledge their legal obligation to comply with § 119.0701, Florida Statutes.

9.2 IF THE SCHOOL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE SCHOOL'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CITY'S CUSTODIAN OF RECORDS VIA THE CITY CLERK: 121 SW PORT ST. LUCIE BLVD., PORT ST. LUCIE, FL 34984, (772) 871 5157, PRR@CITYOFPSL.COM. IF THE CITY HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CITY'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE SCHOOL'S CUSTODIAN OF RECORDS, COLLETTE

D. PAPA, ESQ. ATTN: MARJORIE BENET, 500 SW BETHANY DRIVE PORT ST. LUCIE, 34986, (305) 669-2906, MBENET@ACADEMICA.ORG.

9.3 The City and the School shall keep and maintain public records, as that phrase is defined in the Florida Public Records Act, required in order to perform the scope of services.

9.4 Upon request by the City or the School, either party shall provide a copy of any and all requested public records or allow the requested public records to be inspected or copied, within a reasonable time, at a cost that does not exceed the cost allowed by law.

9.5 The City and the School shall not disclose public records that are exempt, or confidential and exempt, from public records disclosure unless specifically authorized by law for the duration of the Agreement term and following completion of the Agreement if the City does not transfer the public records to the School as indicated below.

9.6 The City and the School shall comply with all requirements for retaining public records and shall keep and maintain all such public records required by the School to perform the scope of services. Upon request by the City or the School, all public records stored electronically must be provided in a format that is compatible with the information technology systems of the City or the School.

9.7 Notwithstanding any other provision of this Agreement to the contrary, failure to comply with this requirement shall result in the immediate termination of the Agreement, without penalty to the non-breaching party.

ARTICLE X

10.1 This Agreement may be terminated by either party upon a sixty (60) day written notice that the other party has failed to substantially perform in accordance with the terms and conditions of this Agreement, but subject to applicable law. This Agreement may be terminated without cause by either party upon ninety (90) day written notice. Termination of this Agreement may only be accomplished as provided herein. In the event this Agreement is terminated, compensation will be made to the City for all services performed to the date of termination. The School shall be entitled to prorated refund for that period of time when SRO services are not provided because of termination of this Agreement.

ARTICLE XI

11.1 The School, its agents, and its employees agree to cooperate in good faith in fulfilling the terms of this Agreement. Unforeseen difficulties or questions will be resolved by negotiation between the School and the City.

ARTICLE XII

12.1 The School, its agents, and its employees agree to cooperate in good faith in fulfilling the terms of this Agreement. Unforeseen difficulties or questions will be resolved by

negotiation between the School and the Chief of Police's Office.

12.2 This Agreement, and each and every covenant herein, shall not be assigned without the express written consent of the parties.

12.3 Each party agrees to be fully responsible for its own acts or omissions and its own agents, contractors, servants, employees, licensees, or invitees, and any acts of negligence or its agents' acts of negligence when acting within the scope of their employment and agrees to be liable for any damages resulting from said negligence. Each party shall indemnify and save the other party harmless from and against, and shall reimburse the indemnified party for all liabilities, obligations, damages, fines, penalties, claims, demands, costs, charges, judgments and expenses, whether founded in tort, contract, or otherwise including attorney's fees and costs for any act or neglect of the indemnifying party in connection with the respective party's obligation under this Agreement. Nothing contained herein is intended nor shall be construed to waive the City's or School's rights and immunities under common law or section 768.28, Florida Statutes, as may be amended from time to time. This Section shall survive the termination of all performance or obligations under this Agreement and shall be fully binding until such time as any proceeding brought on account of this Agreement is barred by any applicable statute of limitations.

For the avoidance of doubt, nothing contained in this Agreement is intended to serve as a waiver of sovereign immunity by any entity to which sovereign immunity may be applicable.

12.4 The parties consent solely to a state or federal court of jurisdiction located in St. Lucie County, Florida, for any litigation which may arise out of this Agreement among the parties.

12.5 Whenever any party desires or is required by law to give notice to the other party, notification shall be sent via certified mail or hand-delivered to the following for each party:

FOR CITY:
City Attorney, City of Port St. Lucie,
121 SW Port St. Lucie Boulevard,
Port St. Lucie, FL 34984

FOR SCHOOL:
Erika Rains, Principal,
725 NW California Boulevard,
Port St. Lucie, FL 34986

ARTICLE XIII

13.1 This Agreement constitutes the full understanding of the parties, and no terms, conditions, understandings or agreements purporting to modify or vary the terms of this Agreement shall be binding unless made in writing and signed by the party to be charged.

13.2 This Agreement constitutes the final written expression of all the terms of this Agreement, and is a complete and exclusive statement of those terms.

IN WITNESS WHERE OF, the parties have caused this Agreement to be signed by their duly authorized officers.

Signed, sealed, and delivered
in the presence of:

Witness

SOMERSET ACADEMY, INC.

By: _____

Printed Name: Erika Rains
Title: Principal

8-1-25
Date

CITY OF PORT ST. LUCIE

_____
Witness Signature
Printed Name: _____

_____
Shannon Martin, Mayor

_____
Date:

RENEWAL AGREEMENT FOR SCHOOL RESOURCE OFFICER AT THE SOMERSET ACADEMY ST. LUCIE

THIS RENEWAL AGREEMENT is made and entered into this ____ day of August 2025, by and between Somerset Academy, Inc., a Florida not for profit corporation (the "School") and the City of Port St. Lucie, a Florida municipal corporation (the "City").

WHEREAS, the School owns and operates a charter school known as Somerset Academy St. Lucie, located at 4402 SW Yamada Drive, Port St. Lucie, Florida, 34953; and

WHEREAS, Section 1006.12, Florida Statutes, requires that a School Resource Officer ("SRO") be assigned to each school facility; and

WHEREAS, by agreement entered into on September 26, 2018, the City agreed to provide to the School an SRO for law enforcement, counseling, and a law-related educational service program for the 2018-19 school year ("Initial Agreement"); and

WHEREAS, the parties have annually renewed the term of Initial Agreement through addenda and/or amendments which covered subsequent consecutive school years, with the most recent renewal covering the 2024-25 school year; and

WHEREAS, the School wishes to continue to receive and the City wishes to continue to provide to the School an SRO for law enforcement, counseling, and a law-related educational service program; and

WHEREAS, parties wish to renew the Initial Agreement and incorporate said terms herein.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained in the Initial Agreement, which are expressly incorporated herein, the School and the City hereby agree to modify and supplement the Initial Agreement with the following terms and conditions:

Section 1. Whereas. The "Whereas" clauses are hereby incorporated herein.

Section 2. Conflict. In the event of conflict between the Initial Agreement and this Renewal Agreement, the terms and conditions in this Renewal Agreement shall supersede and take precedence over the Initial Agreement.

Section 3. Venue. The Renewal Agreement shall be governed by and construed in accordance with the laws of the State of Florida without regard to any conflict of law provision. Venue shall be in St. Lucie County, Florida.

Section 4. Approval. The parties acknowledge and agree that the effectiveness of this Renewal Agreement is contingent upon approval by City Council.

ARTICLE I

1.1 The Initial Agreement is hereby continued for a period of three (3) years commencing July 1, 2025, and ending June 30, 2028 (the "Renewal Term").

ARTICLE VI

6.1 The School and the City shall share the overall costs associated with this Renewal Agreement, as set forth in Section 6.2, below. The amount of contribution by the parties may be re-negotiated each year of the Renewal Term, so long as the amount of shared costs is determined and agreed to by June 1 of each year. Notwithstanding the foregoing, any negotiations the City has regarding its Collective Bargaining unit shall take precedence and shall apply to any applicable Renewal Term. If there are no re-negotiations for any agreed upon Renewal Term, the immediately previous year's price shall be the renewal price subject to a five percent (5%) increase each year of renewal, as set forth in Section 6.2. For the avoidance of doubt, the schedule in Section 6.2 sets forth the default increases during the Renewal Term, however, that is subject to re-negotiations and the Collective Bargaining unit negotiations. The City reserves the right to audit the School's records related to funding for purposes of this Renewal Agreement. The School shall also provide the City the State reimbursement amount it is to receive by June 1 of each year

6.2 For the Renewal Term, 6.2 For the Renewal Term, the School shall pay the City a flat, annual rate according to the schedule below, subject to the re-negotiation and the Collective Bargaining provisions in 6.1:

School Year	Annual Rate
2025-26	$81,034.00
2026-27	$85,086.00
2027-28	$89,340.00

The School shall pay the City an amount equal to 25% of the flat annual rate upon receipt of quarterly invoices from the City. The School shall pay the City within fourteen (14) days of receipt of any quarterly invoice. The School shall remit payments to the following address: City of Port St. Lucie, Director of Finance Division, 121 SW Port St. Lucie Boulevard, Port St. Lucie, FL 34984.

ARTICLE XIII

13.4 Except as expressly modified by this Renewal Agreement, the Initial Agreement, including any written amendments thereto, shall be and remain in full force and effect in accordance with its terms and shall constitute the legal, valid, binding, and enforceable obligations of the parties. This Renewal Agreement and the Initial Agreement, including any written amendments thereto, collectively, are the complete agreement of the parties and supersede any prior agreements or representations, whether oral or written, with respect thereto.

IN WITNESS WHERE OF, the parties have caused this Agreement to be signed by their duly authorized officers.

Signed, sealed, and delivered
in the presence of:

SOMERSET ACADEMY, INC.

Witness

By: _____

Printed Name: Erika Rains
Title: Principal

8-1-25
Date

CITY OF PORT ST. LUCIE

Witness Signature
Printed Name: _____

Shannon Martin, Mayor

Date:

RENEWAL AGREEMENT FOR SCHOOL RESOURCE OFFICER AT THE SOMERSET COLLEGE PREPATORY ACADEMY AND SOMERSET CAREER ACADEMY

THIS RENEWAL AGREEMENT is made and entered into this ____ day of August 2025, by and between Somerset Academy, Inc., a Florida not for profit corporation (the "School") and the City of Port St. Lucie, a Florida municipal corporation (the "City").

WHEREAS, the School owns and operates charter schools known as Somerset College Preparatory Academy and Somerset Career Academy, both located on the same campus at 725 NW California Blvd, Port St. Lucie, Florida, 34986; and

WHEREAS, Section 1006.12, Florida Statutes, requires that a School Resource Officer ("SRO") be assigned to each school facility; and

WHEREAS, by agreement entered into on September 26, 2018, the City agreed to provide to the School an SRO for law enforcement, counseling, and a law-related educational service program for the 2018-19 school year ("Initial Agreement"); and

WHEREAS, the parties have annually renewed the term of Initial Agreement through addenda and/or amendments which covered subsequent consecutive school years, with the most recent renewal covering the 2024-25 school year; and

WHEREAS, the School wishes to continue to receive and the City wishes to continue to provide to the School an SRO for law enforcement, counseling, and a law-related educational service program; and

WHEREAS, parties wish to renew the Initial Agreement and incorporate said terms herein.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained in the Initial Agreement, which are expressly incorporated herein, the School and the City hereby agree to modify and supplement the Initial Agreement with the following terms and conditions:

Section 1. Whereas. The "Whereas" clauses are hereby incorporated herein.

Section 2. Conflict. In the event of conflict between the Initial Agreement and this Renewal Agreement, the terms and conditions in this Renewal Agreement shall supersede and take precedence over the Initial Agreement.

Section 3. Venue. The Renewal Agreement shall be governed by and construed in accordance with the laws of the State of Florida without regard to any conflict of law provision. Venue shall be in St. Lucie County, Florida.

Section 4. Approval. The parties acknowledge and agree that the effectiveness of this Renewal Agreement is contingent upon approval by City Council.

ARTICLE I

1.1 The Initial Agreement is hereby continued for a period of three (3) years commencing July 1, 2025, and ending June 30, 2028 (the "Renewal Term").

ARTICLE VI

6.1 The School and the City shall share the overall costs associated with this Renewal Agreement, as set forth in Section 6.2, below. The amount of contribution by the parties may be re-negotiated each year of the Renewal Term, so long as the amount of shared costs is determined and agreed to by June 1 of each year. Notwithstanding the foregoing, any negotiations the City has regarding its Collective Bargaining unit shall take precedence and shall apply to any applicable Renewal Term. If there are no re-negotiations for any agreed upon Renewal Term, the immediately previous year's price shall be the renewal price subject to a five percent (5%) increase each year of renewal, as set forth in Section 6.2. For the avoidance of doubt, the schedule in Section 6.2 sets forth the default increases during the Renewal Term, however, that is subject to re-negotiations and the Collective Bargaining unit negotiations. The City reserves the right to audit the School's records related to funding for purposes of this Renewal Agreement. The School shall also provide the City the State reimbursement amount it is to receive by June 1 of each year.

6.2 For the Renewal Term, the School shall pay the City a flat, annual rate according to the schedule below, subject to the re-negotiation and the Collective Bargaining provisions in 6.1:

School Year	Annual Rate
2025-26	$108,000.00
2026-27	$113,400.00
2027-28	$119,070.00

The School shall pay the City an amount equal to 25% of the flat annual rate upon receipt of quarterly invoices from the City. The School shall pay the City within fourteen (14) days of receipt of any quarterly invoice. The School shall remit payments to the following address: City of Port St. Lucie, Director of Finance Division, 121 SW Port St. Lucie Boulevard, Port St. Lucie, FL 34984.

ARTICLE XIII

13.4 Except as expressly modified by this Renewal Agreement, the Initial Agreement, including any written amendments thereto, shall be and remain in full force and effect in accordance with its terms and shall constitute the legal, valid, binding, and enforceable obligations of the parties. This Renewal Agreement and the Initial Agreement, including any written amendments thereto, collectively, are the complete agreement of the parties and supersede any prior agreements or representations, whether oral or written, with respect thereto.

IN WITNESS WHERE OF, the parties have caused this Renewal Agreement to be signed by their duly authorized officers.

Signed, sealed, and delivered
in the presence of:

Witness

SOMERSET ACADEMY, INC.

By: _____

Printed Name: Erika Rains
Title: Principal

8-1-25
Date

CITY OF PORT ST. LUCIE

Witness Signature
Printed Name: _____

Shannon Martin, Mayor

Date: