



CAPITAL IMPROVEMENTS

9



CHARTING
PORT ST. LUCIE

DRAFT

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CHAPTER 9. CAPITAL IMPROVEMENTS ELEMENT

I. Introduction

The purpose of the Capital Improvements Element is to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth: The Element includes the following:

- 1) Principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a year period.
- 2) Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
- 3) Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
- 4) A schedule of capital improvements listing publicly funded projects (federal, state, or local) and privately funded projects for which the City has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for a 5-year period are identified as either funded or unfunded and given a level of priority for funding

The City maintains a minimum level of service for transportation, potable water and wastewater, solid waste, storm water management, and recreation and open space. The City is transitioning from transportation concurrency to a mobility fee-based approach. This initiative emphasizes accommodating multimodal transportation options, including walking and bicycling, rather than focusing solely on vehicle movement. The St. Lucie County School District maintains minimum level of service standards for public school facilities, in accordance with the adopted Interlocal Agreement.

The Capital Improvements Schedule, annually compiled by the Office of Management and Budget, identifies and funds those projects for which the City is the service provider, and which are required to maintain the minimum levels of service and satisfy other prioritization criteria.

Generally speaking, the City is the entity responsible for the funding of capital improvements in the areas of the City platted by the original developer, the General Development Corporation. New development is expected to fund the improvements and infrastructure needed to support the development. Capital improvement funded by the developer are formalized through a development agreement, annexation agreement, other enforceable agreement, or binding condition of approval of a Development Order. These capital improvements are reflected in the schedule of capital improvements if the capital improvement is necessary to serve development within the five year schedule.

The schedule of capital improvements includes publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

Capital Assets and Capitalization Thresholds

A capital asset is real or personal property that has a cost equal to or greater (each individual item) than the cost noted by each class and has an estimated useful life of at least two years. When federal or state grant

funds are used to purchase capital assets each individual item purchased that has a cost equal to or greater than \$5,000 shall be capitalized. The City of Port St. Lucie reports capital assets under the following categories:

1. Land and land improvements (\$100,000 capitalization threshold),
2. Buildings and building improvements (\$100,000 capitalization threshold),
3. Infrastructure and infrastructure improvements (\$100,000 capitalization threshold),
4. Improvements other than buildings (\$100,000 capitalization threshold),
5. Property under capital lease (\$100,000 capitalization threshold),
6. Construction work in progress (\$100,000 capitalization threshold),
7. Machinery and equipment (\$5,000 capitalization threshold),
8. Computer software (\$100,000 capitalization threshold)

II. Capital Improvement Facilities and Needs

Capital improvements are necessary to ensure the adopted level of service (LOS) standards, as outlined in other elements of this plan, are maintained. The following capital improvement projects are derived from the Transportation, Infrastructure, and Parks and Recreation Elements. The public facilities required to achieve and sustain these LOS standards include:

A. Transportation

The City of Port St. Lucie maintains approximately 165.2 miles of roadways. Transportation is coordinated with the County and regionally through Reimagine Mobility 2050, the St. Lucie Transportation Planning Organization's Long Range Transportation Plan (LRTP). Designated Strategic Intermodal System facilities in St. Lucie County include I-95, and the Florida's Turnpike.

Current transportation planning in Port St. Lucie focuses on east – west corridors, north-south corridors through St. Lucie West, connectors to Martin County, access to the Florida Turnpike and I-95, mass transit, bicycle paths, and pedestrian access. Several new roadways and extension of existing roadways have been identified in the Western Annexation area traffic study. The new annexation area roadway network will provide access and connection to the different areas through a grid network.

The City continues to transition from a transportation concurrency and road impact fee framework to a comprehensive multimodal system focused on safety, accessibility, and mobility choice. This transition builds upon the direction established through the adoption of the City's first Mobility Plan and Mobility Fee in 2021 and reflects the City's commitment to creating a more balanced and sustainable transportation network. As part of this effort, the City is adopting quality of service (QOS) standards that support slower speeds and encourage innovative street designs approaches. These approaches may include low-speed streets, shared streets, complete streets, narrower travel lanes, and urban design principles that promote buildings and landscaping closer to travel lanes.

The City has a sidewalk program to install sidewalks throughout the City based on a City Council approved priority list. Through the sidewalk program alone, the City has installed over 40 miles of sidewalks. The City is continuing to install more sidewalks in older General Development Corporation (GDC) neighborhoods.

The Transportation Element provides information of existing and projected volume-to-capacity standards, existing quality of service standards, transportation improvement strategies, and long term transportation planning programs.

The following transportation improvements have been included in the City's 5-year CIP:

1. **Intersection improvements** at SW Rosser Blvd./Dreyfuss Blvd., California Blvd./Cameo Blvd., N Macedo Blvd./Selvitz Rd, and California Blvd/St. Lucie West Blvd.
2. **Bicycle and multimodal improvements** at Morningside Blvd/Port St. Lucie Blvd, NW Bayshore Blvd., Tradition & Village, and SE Veterans Memorial Pkwy/Lyngate Dr.
3. **Road widening** at NW Bayshore Blvd, Gatlin Blvd/Savona Blvd, St. Lucie West Blvd, and California Blvd.
4. **Improvements** to Port St. Lucie Blvd South and Floresta Dr.
5. **Peacock Trail**
6. **Citywide sidewalk and paving improvements**

B. Potable Water

The City of Port St. Lucie is served by two potable water service providers: the Port St. Lucie Utility Systems Department (PSLUSD), the St. Lucie West Services District (SLWSD), and The Reserve (which may be shifting responsibilities to SLWSD). The PSLUSD owns and operates three water treatment facilities that pump water from the surficial and Floridan aquifers, water storage and re-pump stations, and an extensive transmission and distribution infrastructure. The PSLUSD service area extends beyond the City's boundaries, particularly to the north. There are currently about 523 homes in the City that rely on private wells for potable water service. An average of 58 wells have been converted to City water annually for the past five years. The City of Port St. Lucie completed their Water Supply Facility Work Plan Work Plan update in 2024.

According to the Water Supply Facilities Work Plan, the system had approximately 90,648 active water connections as of March 2023. While a quarter of the Utility Service Area remains undeveloped, several large planned development projects are currently under development. Short term improvements include the addition of Floridian wells, contributing approximately 2.65 million gallons per day (MGD) of raw water supply; the expansion of the reclaimed water system; and the McCarty Ranch Water Quality Impoundment to capture stormwater from the C-23 canal to feed the new Rangeline Water Treatment Facility. Long term improvements include the new Rangeline Reverse Osmosis Water Treatment Facility.

The following improvements have been added to the City's 5-year CIP:

1. **Rangeline Road Reverse Osmosis Water Treatment Plant:** to accommodate new development and future growth
 - Design of a 10 million gallons per day (MGD) treatment plant
 - Design and construction of two (2) injection wells and one (1) monitoring well.
 - Design and construction of six (6) Floridan wells.
 - Design of a raw water main to supply the plant.
2. **Western Reverse Osmosis Wells:**
 - Design and construct three (3) Western Reverse Osmosis Floridian Wells.

3. Water Quality Restoration:

- McCarty Ranch: Design and construction of the final two areas (7A and 7B) for the St. Lucie River/C-23.

C. Wastewater

The City is currently served by the Port St. Lucie Utility Systems Department, and two private utility providers: the St. Lucie West Services Department and The Reserve. In 2025, an agreement between the Reserve and St Lucie West was signed to eventually transfer the Reserve assets to St. Lucie West, this agreement is pending Reserve area improvements. There are also private package plants and private individual septic tanks.

The City-owned wastewater system had roughly 73,896 active wastewater connections in 2023. According to the City's Water Supply Facilities Work Plan, a new Wastewater Master plan is being developed to determine the timing for expanding the Glades facility, which will also support the growth of the reclaimed water system. Additionally the 2024 BMAP Wastewater Treatment and Onsite Sewage Treatment and Disposal Systems (OSTDS) Remediation Plan identified upgrades needed to Glades and Westport Wastewater Treatment facility to ensure meet total nitrogen and total phosphorus limits. The plan also identified that an additional 14 miles of force main piping will be needed in order to accommodate the conversion of over 16,000 septic systems. Future capital improvement schedules will need to accommodate wastewater quality improvements projects to meet target deadlines.

The following projects have been included in the City's 5-year CIP:

1. Septic to Sewer Conversion:

- Village Green Drive: Convert septic systems to sewer for commercial owners within the Hog Pen Hot Spot area.

2. Force Main Installation:

- Westport South 16": Install a parallel force main along Becker Road and Darwin Boulevard.

D. Solid Waste

The City of Port St. Lucie ensures proper solid waste management through a franchise agreement with FCC Environmental Services Florida, which handles the collection of solid waste and recyclables. The current agreement runs until September 30, 2029, with a potential three-year extension. All solid waste including yard waste generated within the City is disposed of at the St. Lucie County Baling and Recycling Facility as per an interlocal agreement with the County. The City has one yard and bulk waste drop-off center. Recycling is collected weekly, also through FCC Environmental Services. However, this center is closing in January 2026.

While there are no hazardous waste disposal sites within the City, residents can drop off hazardous materials at the St. Lucie County Sanitary Landfill. Additionally, the City hosts two Household Hazardous Waste Collection Days annually and provides battery drop-off at all city buildings.

The total estimated capacity remaining of Class I Landfill is 11,971,202 cubic yards (per St. Lucie County Comprehensive Plan). At the current rate of use, the landfill will be able to meet demand for Class I waste until the year 2065.

The total estimated capacity of the C & D Debris landfill is 628,080 pounds. At the current rate of use, the landfill will be able to meet demand for C & D Debris until 2035. The City does not plan to implement any capital projects for solid waste. Instead, it will coordinate with the County on the issue of construction and demolition debris disposal beyond 2035.

E. Drainage

The City's drainage system was modified by the Army Corps of Engineers in the 1960s to improve drainage and irrigation. As urbanization increased, so did stormwater runoff, leading to higher flood risks. Over the years, the City has completed comprehensive drainage studies and major stormwater construction projects. One of those projects was the Eastern Watershed Improvement Project (EWIP), which provides additional storage capacity, improves flood protection levels, and improves water quality prior to discharge to Howard Creek.

The City mandates on-site stormwater retention and treatment for new developments, with runoff rates limited to 0.5 cubic feet per second per acre. Additionally, the City participates in the National Pollution Discharge Elimination System (NPDES) and the St. Lucie River and Estuary Basin Management Action Plan (BMAP) to enhance water quality. Major initiatives include the St. Lucie River/C-23 Water Quality Project, converting 1,871 acres of citrus groves into a water storage facility.

The following drainage projects have been added to the 5-year CIP:

1. Water Quality Treatment Plans:

- Hog Pen Drainage Basin: Develop and implement a water quality treatment plan to remove high levels of nutrients and bacteria.
- Veterans Memorial: Design and construct a new stormwater treatment structure to detain and treat stormwater before discharging into the North Fork.
- 12 Baffle Boxes for C-24/Monterrey/Cameo Watershed: Design, permit, and construct 12 baffle boxes on the outfalls within the C-24/Monterrey and Cameo Watersheds to help water q

2. Infrastructure Improvements:

- **A-14 Water Control Structure:** Reconstruct the control structure located adjacent to SW Darwin Boulevard at the E-84 Canal.
- **D-11 Canal:** Perform improvements funded by \$2.1 million from the American Rescue Plan Act (ARPA).

3. Grant-Funded Projects:

- SE Whitmore Drive: Install baffle boxes using funds from a State Water Quality Assistance grant to treat stormwater runoff from a 119-acre area.
- Watershed A & B: Implement watershed improvements supported by a \$2 million Resilient Florida grant.

F. Recreation and Open Space

In 2019, the City developed a 10-Year Parks and Recreation System Master Plan. In addition to identifying existing conditions and planning for future endeavors, the plan includes community health/wellness activities and community education opportunities. The plan is currently undergoing an update.

The City of Port St. Lucie’s parks system consists of 53 parks, encompassing a total of 1,632 acres. This inventory includes small and large neighborhood parks, community parks, citywide and regional parks, specialized facilities, and nature preserve areas (see **Table 7-1** in the Recreation and Open Space Element). The current LOS for developed parkland is 6.1 acres per 1,000 residents. If no additional parkland is acquired, the existing parkland will meet the established LOS of 5 acres per 1,000 through the year 2030. The population in 2050 is estimated to be 407,221 and will result in a demand of 2,036 acres. Over the 2025-2030 time frame the City is proposing to add an additional 817 acres of parks to meet the demand.. Additionally, although not included in the five-year budget, the City has designated areas for land acquisition for Tradition Regional Park and the District 4 Community Center in the fiscal year 2029-2030.

The following projects are included in the 5-year CIP.

1. **O.L. Peacock Sr. Park:** Complete Phase 2 & 3 construction
2. **Torino Regional Park:** Develop a conceptual design for Phase 2 of the park, ensuring alignment with the approved Parks and Recreation 10-Year Master Plan.
3. **Peacock Trail:** Construct an elevated boardwalk from SW Hayworth Ave. south to SW Dreyfuss Blvd and end at O.L. Peacock Sr. Park.

G. Public School Facilities

Public education is under the jurisdiction of the elected School Board of St. Lucie County. The City of Port St. Lucie has two active Interlocal Agreements with the school board, one for Public School Facility Planning and the other one is for the mutual use of facilities for the benefit of the public.

The public school system in St. Lucie County is based on a countywide district, encompassing all municipalities within the County and the unincorporated area. The School District notifies the City of needs pertaining to onsite or offsite improvements to support new facilities or the proposed expansion or redevelopment of existing schools within the jurisdiction of the City. The Public School Facilities Element of this Plan further describes the roles and responsibilities of the City, County, and other municipalities and the School Board of St. Lucie County.

According to the Florida Department of Education, two high schools are currently over capacity – Fort Pierce Central High School and Treasure Coast High School. However, Legacy DDD High School opened in August 2025, the first new high school in the area in 20 years, and it is expected to ease overcrowding.

The St. Lucie School District plans the following projects:

1. Southern Grove K-Middle
2. Western Grove K-Middle
3. Legacy High School

III. Monitoring and Evaluation

The role of monitoring and evaluation is vital to the effectiveness of any planning program and particularly for the CIE. This is largely because the City’s revenue and expenditure streams are subject to fluctuations in the market and economy. It is the behavior of these streams which will be used to predict fiscal trends in order to maintain the City’s adopted level of service for public facilities. Modifications to update the 5-year Capital

Improvements Schedule will be completed by ordinance on an annual basis and are not deemed to be amendments to the Local Comprehensive Plan. The annual review will include the following considerations in order to determine their continued appropriateness:

- Any corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the element; or the date of construction of any facility enumerated in the element;
- The CIE's consistency with the other elements and its support of the Future Land Use Element;
- The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;
- The City's effectiveness in maintaining the adopted LOS standards;
- The City's effectiveness in reviewing the impacts of plans and programs of state agencies, other entities and the water management district that provide public facilities within the City's jurisdiction;
- Assessing new developments their pro rata share of improvement costs which they generate;
- The ratio of outstanding indebtedness to the property tax base;
- Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements;
- The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment; and,
- Capital improvements needed for the latter part of the planning period, for inclusion in the 5-Year Schedule of Improvements.

IV. Implementation

The 5-Year Schedule of Improvements is the mechanism by which the City can effectively stage the timing, location, projected cost, and revenue sources for the capital improvements derived from the other Comprehensive Plan elements in support of the Future Land Use Element. The City's annual CIP incorporates those improvements as scheduled for appropriation in the City's 5-Year Schedule of Improvements.

The following criteria are applied for determining the need for capital improvements:

- Regard for the Urban Service Area and provision of facilities in the most efficient and compact manner so as to discourage the proliferation of urban sprawl;
- Anticipated demand through growth;
- Coordination of County plans with those of State agencies and water management districts, school district, and other outside agencies;
- Demand for improvements created by facility breakdown or by life expectancy of the facility; and,
- Maintenance of level of service standards.

V. Capital Improvements Schedule

Table 9-1 is the Capital Improvement Schedule for the City of Port St. Lucie covering a five-year period from FY 2025-26 to FY 2029-30.

CAPITAL IMPROVEMENTS



Table 9- 1. Capital Improvements Schedule

DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
General Fund		\$53,855,000.00	\$1,605,000.00	\$1,255,000.00	\$3,855,000.00	\$1,000,000.00	\$61,570,000.00
	Land Acquisition	\$2,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$6,000,000.00
	MIDFLORIDA Event Center Warehouse Expansion		\$350,000.00		\$2,600,000.00		\$2,950,000.00
	Riverland Paseo Park Parking Lot Expansion	\$1,600,000.00					\$1,600,000.00
	Neighborhood Green Spaces (4)	\$255,000.00	\$255,000.00	\$255,000.00	\$255,000.00		\$1,020,000.00
	Walton & One Recreation Center	\$50,000,000.00					\$50,000,000.00
Transportation		\$42,880,000.00	\$52,440,000.00	\$38,720,000.00	\$5,710,000.00	\$1,660,000.00	\$141,410,000.00
PW	Land Acquisition	\$160,000.00	\$160,000.00	\$160,000.00	\$160,000.00	\$160,000.00	\$800,000.00
PW	New Sidewalk Citywide	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$7,500,000.00
PW	Volucia Drive Sidewalk	\$1,000,000.00					\$1,000,000.00
PW	Peacock Trail	\$150,000.00	\$650,000.00				\$800,000.00
PW	SW Rosser/ Dreyfuss Intersection Improvements Roundabout		\$250,000.00	\$2,500,000.00			\$2,750,000.00
PW	California /Cameo Intersection Improvements Roundabout		\$200,000.00		\$2,000,000.00		\$2,200,000.00

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DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
PW	Morningside/Port St. Lucie Blvd. Safety Enhanced Bicycle Access	\$100,000.00					\$100,000.00
PW	NW Bayshore Blvd. Widening & Multimodal Improvements	\$16,000,000.00	\$9,000,000.00				\$25,000,000.00
PW	Tradition & Village Mobility Improvements	\$2,200,000.00					\$2,200,000.00
PW	Gatlin/Savona Phase II Widening (Girard to Dalton)	\$4,700,000.00					\$4,700,000.00
PW	Port St. Lucie Boulevard South Improvements Seg. 2.2 (Paar Dr to Alcantarra Blvd)	\$300,000.00					\$300,000.00
PW	St. Lucie West Blvd. Widening Peacock to Cashmere	\$2,200,000.00	\$26,400,000.00				\$28,600,000.00
PW	Port St. Lucie Blvd. South Seg. 1			\$20,000,000.00			\$20,000,000.00
PW	N Macedo Blvd. & Selvitz Rd. Raised Intersection		\$100,000.00				\$100,000.00
PW	SE Veterans Memorial at Lyngate		\$250,000.00				\$250,000.00

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DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Multimodal Bicycle Access						
PW	Citywide Sidewalk Improvements	\$1,100,000.00	\$1,100,000.00	\$960,000.00			\$3,160,000.00
PW	Citywide Paving Program	\$3,200,000.00	\$6,050,000.00	\$4,600,000.00	\$2,050,000.00		\$15,900,000.00
PW	Floresta Improvements Phase III	\$9,000,000.00					\$9,000,000.00
PW	California Widening	\$1,050,000.00	\$5,000,000.00	\$9,000,000.00			\$15,050,000.00
PW	California / St. Lucie West Blvd. Intersection Improvements	\$220,000.00	\$1,780,000.00				\$2,000,000.00
Potable Water		\$7,430,000.00	\$102,661,000.00	\$108,700,000.00	\$57,270,000.00	\$5,215,900.00	\$281,276,900.00
PW	Rangeline Rd Reverse Osmosis Water Treatment Plant		\$30,000,000.00	\$50,000,000.00	\$50,000,000.00		\$130,000,000.00
PW	Rangeline Rd Reverse Osmosis Injection (2) Well Systems and (1) Monitoring Well		\$25,000,000.00	\$15,000,000.00			\$40,000,000.00
PW	Rangeline Rd Reverse Osmosis Water Plant Floridian Wells (6)	\$5,600,000.00	\$5,844,000.00	\$11,200,000.00	\$5,600,000.00		\$28,244,000.00
PW	Rangeline Rd Raw Water Main		\$7,967,000.00				\$7,967,000.00
PW	Glades Wastewater Treatment Plant		\$10,000,000.00	\$10,000,000.00			\$20,000,000.00

CAPITAL IMPROVEMENTS



DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Expansion 18 or 24 MGD						
PW	Glades Equalization Tank		\$600,000.00	\$6,000,000.00			\$6,600,000.00
PW	Glades Injection Well System (1 Injection Well)	\$130,000.00		\$16,000,000.00			\$16,130,000.00
PW	James E. Anderson Rear Water Main Phase I (WA19)					\$320,000.00	\$320,000.00
PW	James E. Anderson Rear Water Main Phase II (WA11)					\$340,000.00	\$340,000.00
PW	Water Quality Restoration Area 7A		\$9,500,000.00				\$9,500,000.00
PW	Water Quality Restoration Area 7B				\$720,000.00		\$720,000.00
PW	Northport Booster Pump Force Main to Glades Wastewater Treatment	\$1,200,000.00	\$3,600,000.00		\$950,000.00	\$4,055,900.00	\$9,805,900.00
PW	Low Pressure Mains - Ductile Iron Pipe Replacement	\$500,000.00		\$500,000.00		\$500,000.00	\$1,500,000.00
PW	Westport South 16" Force Main Becker Road (WW11)		\$6,500,000.00				\$6,500,000.00
PW	Becker Road Water & Wastewater		\$850,000.00				\$850,000.00

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DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Improvements Phase 1-7						
PW	Glades Cutoff Road Parallel Water Main Phase 1		\$2,800,000.00				\$2,800,000.00
Drainage		\$1,900,000.00	\$1,880,000.00	\$710,000.00	\$3,084,000.00	\$2,060,000.00	\$9,634,000.00
PW	B1 & D21 Canal Slope Restoration				\$300,000.00	\$1,500,000.00	\$1,800,000.00
PW	Culvert Replacement Program	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$2,000,000.00
PW	Property Acquisition for Access to Water Control Structures	\$200,000.00	\$160,000.00	\$160,000.00	\$160,000.00	\$160,000.00	\$840,000.00
PW	Veteran's Memorial Quality Phase III		\$1,320,000.00				\$1,320,000.00
PW	Veteran's Memorial Water Quality Phase IV and V				\$1,694,000.00		\$1,694,000.00
PW	Hog Pen Slough Water Quality & (HPS-60) Structure Replacement (Prior FY Project)	\$1,300,000.00					\$1,300,000.00
PW	Emerson Street Water Quality Dry Pond			\$150,000.00	\$530,000.00		\$680,000.00
Recreation and Open Space		\$3,300,000.00	\$1,280,000.00	\$1,163,005.00	\$2,836,995.00	\$7,000,000.00	\$15,580,000.00
PR	Tradition Regional Park (Prior FY Project)	\$2,000,000.00					\$2,000,000.00

CAPITAL IMPROVEMENTS



DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
PR	O.L. Peacock Sr. Park (impact fee)	\$300,000.00		\$1,163,005.00	\$1,836,995.00		\$3,300,000.00
PR	Torino Regional Park (impact fee)	\$1,000,000.00	\$1,280,000.00				\$2,280,000.00
PR	Tradition Community Center				\$1,000,000.00	\$7,000,000.00	\$8,000,000.00
TOTAL		\$109,365,000.00	\$159,866,000.00	\$150,548,005.00	\$72,755,995.00	\$16,935,900.00	\$509,470,900.00

PW: Public Works Department; PR: Parks and Recreation Department.

VI. Future Considerations

The Capital Improvements Element is crucial for implementing the Port St. Lucie Comprehensive Plan. Its Capital Improvement Schedule must address current deficiencies and supporting future growth.

- **Effective Allocation of Resources.** The Transportation, Infrastructure, and Recreation and Open Space elements establish levels of service and forecast demand. This method helps identify necessary improvements and prevent deficiencies. However, limited revenue may hinder funding these improvements, making effective allocation of resources essential to maintain adopted service standards and the Five-Year Capital Improvements Schedule.
- **Short and Long-Term Adaptability.** The Capital Improvements Schedule is reviewed annually as part of the budget process to ensure it reflects changes in population, available funding, and shifting community needs. This regular update ensures that projects remain aligned with the city's most pressing priorities. While the Comprehensive Plan covers a 20-year horizon, recognizing the potential for changes in environmental, political, or social conditions is key. Monitoring trends and projections helps city leaders make informed decisions, ensuring the Capital Improvement Schedule addresses the community's evolving needs.



CAPITAL IMPROVEMENTS

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CHARTING
PORT ST. LUCIE

DRAFT **GOALS, OBJECTIVES,** **& POLICIES**

June 2026

~~GOALS, OBJECTIVES, AND POLICIES~~

GOAL 9.1. CAPITAL IMPROVEMENTS

~~GOAL 9.1:~~ The city shall undertake actions to adequately provide needed public facilities for both existing and future residents in a timely and efficient manner consistent with available resources that will promote orderly growth.

OBJECTIVE 9.1.1.

ANNUAL BASIS

~~Objective 9.1.1:~~ Capital improvements shall be provided as required on an annual basis to correct existing deficiencies, to accommodate projected future growth and to replace obsolete and worn-out facilities in accordance with the adopted Capital Improvement Program.

~~Policy 9.1.1.1. Policy 9.1.1.1:~~ The City shall include in its 5-Year Capital Improvement Program all projects identified in other Comprehensive Plan elements that are determined to be of relatively large scale and high cost (i.e., \$100,000 or greater); all capital improvements with costs \$35,000 or greater shall be included in the City's ~~5-Year capital improvement program and~~ budget.

~~Policy 9.1.1.2. Policy 9.1.1.2:~~ The City Council shall continue to evaluate and rank ~~in order of priority projects capital improvement projects in order of priority proposed~~ for inclusion in the 5-Year Schedule of Improvements, using the following criteria.

~~Policy 9.1.1.3: Proposed capital improvement projects will be evaluated and ranked in the following order of priority:~~

- a. Replacement of obsolete or ~~worn-out~~worn-out facilities, including repair, remodeling or renovation of facilities that contribute to achieving and/or maintaining levels of service.
- b. New facilities that reduce or eliminate existing deficiencies in levels of service.
- c. New facilities and improvements to existing public facilities that eliminate public hazards not otherwise eliminated by improvements prioritized according to a. and b. above.
- d. New or expanded facilities that provide the adopted levels of service for new development and redevelopment during the next five fiscal years, as updated by the annual review of the CIE. The City may acquire land or right-of-way in advance of the need to develop a facility for new development.
- e. Improvements to existing facilities and new facilities that significantly reduce the operating costs of achieving and/or maintaining levels of service.

- f. All facilities scheduled for construction or improvement in accordance with this policy shall be evaluated to identify any plans of State agencies or the South Florida Water Management District that affect, or will be affected by, the proposed capital improvement.

OBJECTIVE 9.1.2.

ADOPTED LEVEL OF SERVICE (LOS) STANDARDS

~~Objective 9.1.2:~~ Future development shall bear 100% of the cost of facility improvements necessitated by the development in order to maintain adopted LOS standards.

Policy 9.1.2.1. ~~Policy 9.1.2.1:~~ The availability of public facilities shall be determined and measured using the following LOS standards for the required public facility classifications:

LEVEL OF SERVICE STANDARDS

a. ~~TRAFFIC~~ TRANSPORTATION

MINIMUM LEVEL OF SERVICE STANDARDS

Facility Type (Non SIS)	LOS Standard
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

(Level of service for roadways shall be determined based on peak hour traffic conditions.)

LEVEL OF SERVICE STANDARDS

Facility Type	Standards
Deficient Facilities	Maintain & improve
Constrained Facilities	Maintain*

*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	D
I-95	Gatlin Boulevard to St. Lucie Boulevard	D
I-95	St. Lucie Boulevard to Midway Road	D
Florida's Turnpike	Martin County Line to Becker Road	D
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	D
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	D

b. **POTABLE WATER**

The ~~level of service~~ LOS standard adopted for potable water facilities is as follows:

For **residential uses**, single and multi-family, the following level of service standards shall apply:

1. Port St. Lucie Utility Systems Department-~~115~~-100 gallons per capita per day (GPCD)
2. St. Lucie West Services District-85 gallons per capita per day (GPCD)

For **non-residential uses**, the following level of service standards shall apply:

1. Commercial, 125 gallons per day per 1000 square feet
2. Hotel/Motel, 112.5 gallons per day per room
3. Industrial, 150 gallons per day per 1000 square feet
4. Office/School/Institutional, 120 gallons per day per 1000 square feet

The level of service standard for the provision of water treatment for development in areas outside of existing Utility Service Areas (USA's) shall be based on verification and acceptance of an approved water well by the County Health Department.

c. **SANITARY SEWER**

The level-of-service standard ~~adopted~~ for sanitary sewer facilities ~~is shall be 100~~^{85%} gallons per capita per day (GPCD) ~~of the Potable Water LOS.~~

The level of service for sewage treatment for development in areas outside of existing Utility Service Areas (USA's) shall be based on verification and acceptance of an approved septic system by the County Health Department.

d. **SOLID WASTE**

The level-of-service standard adopted for solid waste facilities is 3.88 pounds/capita/day for Class I waste and 0.81 pounds/capita/day for C & D waste.

e. **DRAINAGE**

The level of service adopted for stormwater management facilities for existing surface water management systems shall be as shown in the South Florida Water Management District (SFWMD) permit governing said system. Systems without a permit shall be as shown in SFWMD rules in effect at the time of the system's original construction.

f. **PARKS AND RECREATION**

Developed Public Park or Recreation Facilities: ~~5.0~~ 5.0 acres/1000 population

g. **PUBLIC SCHOOLS**

~~1~~-LOS Standards for High, Middle, and Elementary Schools and for Title 1 Schools. The uniform, district-wide LOS standards shall be 100% of permanent program capacity for elementary, middle, and high schools and for Title 1 Schools. The Florida Inventory of School Houses (FISH) capacity shall be adjusted by the St. Lucie County School Board annually to account for measurable programmatic changes. [Definition]

~~2~~-LOS Standards for Title 1 Schools The uniform district-wide LOS standards shall be 100% of permanent FISH capacity for Title 1 Schools.

Policy 9.1.2.2. ~~Policy 9.1.2.2.~~ The City will continue to ensure that future development will bear 100% of the costs of facilities necessitated by the development in order to maintain adopted LOS standards.

Policy 9.1.2.3. ~~Policy 9.1.2.3.~~ To ensure that facilities and services needed to support development are available concurrent with the impacts of such development, the City of Port St. Lucie has adopted a Concurrency Management System. Prior to the issuance of a development order or development permit, the Concurrency Management System shall ensure that the adopted levels of service standards required for transportation facilities, potable water, sanitary sewer, solid waste, drainage, parks and recreation shall be maintained. The following are the minimum requirements for concurrency:

For potable water, sewer, solid waste, and drainage:

- a. ~~1.~~ The necessary facilities and services are in place and available to serve new development; or
- b. ~~2.~~ A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or
- c. ~~3.~~ The necessary facilities and services are guaranteed in an enforceable development agreement that requires the necessary facilities and services to be in place and available to serve the new development at the time of the issuance of a certificate of occupancy or its functional equivalent. Such enforceable development agreement may include, but is not limited to, a development agreement pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

For parks and recreation:

- a. ~~1.~~ The necessary facilities and services are in place or under actual construction; or
- b. ~~2.~~ The necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a certificate of occupancy or its functional equivalent; or
- c. ~~3.~~ The necessary facilities and services are guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities or the provision of services within one year of the issuance of a certificate of occupancy or its functional equivalent. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

For transportation facilities:

- a. ~~1.~~ The necessary facilities and services are in place or under actual construction; or
- b. ~~2.~~ The necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or
- c. ~~3.~~ The necessary facilities and services are guaranteed in an enforceable development agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than three years after the issuance of a certificate of occupancy or its

functional equivalent. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.

OBJECTIVE 9.1.3.

NEEDED CAPITAL IMPROVEMENTS

~~Objective 9.1.3:~~ The City shall coordinate the management of its fiscal resources and land use decisions to ensure the provision of needed capital improvements as identified on an annual basis in the City's Capital Improvements Program for previously issued development orders and for future development in order to maintain adopted LOS standards.

Policy 9.1.3.1. ~~Policy 9.1.3.1:~~ The City shall continue the review and approval process of the CIE, ~~and~~ the Capital Improvements Program, and Budget on an annual basis.

Policy 9.1.3.2. ~~Policy 9.1.3.2:~~ The City shall adopt a Capital Improvement Budget at the same time it adopts an Annual Operating Budget. The Capital Budget shall include those projects as specified in the policies of the other Comprehensive Plan elements necessary to maintain the adopted levels of service.

Policy 9.1.3.3. ~~Policy 9.1.3.3:~~ The City will maintain and ~~update~~ annually update a long-range financial forecasting system ~~that will~~which includes projections of revenues, expenditures, and financing of capital improvements.

Policy 9.1.3.4. ~~Policy 9.1.3.4:~~ The City shall pursue grants, private funds, and public/private partnerships, to finance capital improvements.

Policy 9.1.3.5. ~~Policy 9.1.3.5:~~ The City shall address all identified options and recommendations as a means to ~~e~~insure economic feasibility through the capital improvement process and program.

Policy 9.1.3.6. ~~Policy 9.1.3.6:~~ The City ~~will~~shall assess new developments' ~~their~~ pro rata share of improvement costs based on the demand those said developments generate.

Policy 9.1.3.7. ~~Policy 9.1.3.7:~~ Through the concurrency management system, the City shall manage its fiscal resources to ~~e~~insure the provision of needed capital improvements for previously issued development orders.

Policy 9.1.3.8. ~~Policy 9.1.3.8:~~ The City ~~will~~shall continue to maintain an adequate facilities ordinance to ensure that public facilities and services will meet the adopted levels of service and will be available concurrent with the impact of development.

Policy 9.1.3.9. ~~Policy 9.1.3.9:~~ Proposed plan amendments and requests for new development shall be evaluated according to the following guidelines as to whether the proposed action would:

- a. Contribute to a condition of public hazard as described in the Infrastructure and Coastal Management Elements;
- b. Exacerbate any existing condition of public facility deficits as described in the Traffic Circulation, Infrastructure and Recreation and Open Space Elements;

- c. Generate public facility demands that may be accommodated by capacity increases planned in the 5-year Schedule of Capital Improvements;
- d. Conform with future land uses as shown on the Future Land Use Map;
- e. If public facilities are developer provided, accommodate public facility demands based upon adopted LOS standards;
- f. If public facilities are provided by the City, demonstrate financial feasibility subject to this element; and,
- g. Affect State agencies' and the South Florida Water Management District's facilities plans.

Policy 9.1.3.10. ~~Policy 9.1.3.10:~~ To ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the New Community Development (NCD) District, public infrastructure requirements for developments within a NCD District, or any sub-Districts, may be funded and maintained by Community Development Districts in accordance with Chapter 190 F.S. As an alternative, the City may establish a dependent special assessment district within a NCD District, or any sub-Districts, or similar financing entity to provide for construction and maintenance of public infrastructure within a NCD District, or any sub-District, which is not financed or maintained by a Community Development District. Other funding mechanisms for infrastructure and maintenance may be used, including but not limited to conventional financing and HOA's, to ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the NCD District.

Policy 9.1.3.11. ~~Policy 9.1.3.11:~~ The City shall adopt and implement the City of Port St. Lucie Public School Facilities Element in accordance with the adopted Interlocal Agreement between the City and the St. Lucie County School District. The City hereby incorporates by reference the St. Lucie County School Board's Five-Year Work Plan, approved by the School Board as amended. This document includes school capacity sufficient to meet anticipated student demands projected by the county and municipalities, in consultation with the St. Lucie County School Board's projections for student enrollment, based on the adopted level of service (LOS) standards for the public schools. The Five-Year Capital Improvements Plan ensures the level of service (LOS) standards for public schools are achieved and maintained within the period covered by the ~~five-year~~ five-year schedule.

Policy 9.1.3.12. ~~Policy 9.1.3.12:~~ The City ~~shall~~ may require all annexation applications to provide a fiscal impact analysis and an analysis of public infrastructure needs and funding sources

OBJECTIVE 9.1.4.

DEBT

~~Objective 9.1.4:~~ The City shall manage its debt in a manner to retain the integrity of its fiscal resources and assure financial feasibility.

Policy 9.1.4.1. ~~Policy 9.1.4.1:~~ The City will confine long-term borrowing to capital improvements or projects that cannot be financed from current revenues.

Policy 9.1.4.2. ~~Policy 9.1.4.2:~~ When the City finances capital projects by issuing bonds, it will pay back the bonds within a period not to exceed the expected useful life of the project.

Policy 9.1.4.3. ~~Policy 9.1.4.3.~~ The City will try to keep the average maturity of general obligation bonds at or below 15 years.

Policy 9.1.4.4. ~~Policy 9.1.4.4.~~ On all debt-financed projects, the City will attempt to make a down payment of at least 10 percent of total project costs from current revenues.

Policy 9.1.4.5. ~~Policy 9.1.4.5.~~ Total debt service for general obligation debt will not exceed 15 percent of total annual locally generated operating revenue.

Policy 9.1.4.6. ~~Policy 9.1.4.6.~~ The City will not use long-term debt for current operation.

GOAL 9.2. ENRICHMENT

~~Goal 9.2:~~ Community facilities development will strive to go beyond meeting the basic needs of Port St Lucie residents to meeting their needs for cultural enrichment and community identity.

OBJECTIVE 9.2.1.

PARKS MASTER PLAN

~~Objective 9.2.1:~~ The City shall implement the Parks Master Plan ~~undertake~~ to provide a network of accessible parks and greenways when adding additional recreational areas to meet the residents' ~~passive and active recreational~~ needs, as resources allow.

OBJECTIVE 9.2.2.

CULTURAL FACILITIES

~~Objective 9.2.2:~~ The City should strive to provide cultural facilities that enhance the lives of Port St. Lucie residents and help define Port St. Lucie's unique cultural identity.

Policy 9.2.2.1. ~~Policy 9.2.2.1:~~ The City should work with development interests to identify a desirable site for a major cultural facility in the City in the western annexation area.

~~SCHEDULE OF CAPITAL IMPROVEMENTS~~

CAPITAL IMPROVEMENTS



Description - Funding Source	Fiscal Year 2019-2020	Fiscal Year 2020-2021	Fiscal Year 2021-2022	Fiscal Year 2022-2023	Fiscal Year 2023-2024
Funding Source: Interfund Transfer					
General CIP Fund	\$ 3,153,500	\$ 7,048,613	\$ 1,399,000	\$ 2,630,000	1,480,000
Road and Bridge CIP Fund	300,000	-	-	-	-
Crosstown Parkway CIP Fund	250,000	138,000	-	-	-
Utilities CIP Fund	9,500,000	32,000,000	2,500,000	2,500,000	2,500,000
Subtotal	\$ 13,203,500	\$ 39,186,613	\$ 3,899,000	\$ 5,130,000	\$ 3,980,000
Funding Source: Cash Carryforward/Fund Balance					
General CIP Fund	\$ 1,637,487	\$ 1,257,187	\$ 1,130,000	\$ 1,130,000	\$ 1,480,000
Road & Bridge CIP Fund	3,198,444	3,372,230	42,085	486,394	1,130,503
Parks Impact Fee CIP Fund	1,598,759	2,067,469	103,056	1,959,129	2,386,323
Parks MSTU CIP Fund	556,560	923,057	1,354,602	1,744,884	3,225,374
Half Cent Sales Tax CIP Fund	2,613,343	2,395,235	1,054,919	3,474,142	772,953
Crosstown Parkway CIP Fund	1,342,057	1,125,032	1,153,032	1,093,032	1,064,592
Utilities CIP	11,045,699	19,824,417	17,308,041	7,262,044	-
Subtotal	\$ 21,992,349	\$ 30,964,627	\$ 22,145,735	\$ 17,149,625	\$ 10,059,745
Funding Source: Impact Fees					
Road & Bridge CIP Fund	\$ 2,424,000	\$ 2,496,720	\$ 2,446,786	\$ 2,397,850	\$ 2,349,893
Parks Impact Fee CIP Fund	4,216,402	2,005,925	2,056,073	2,097,195	2,139,138
Subtotal	\$ 6,640,402	\$ 4,502,645	\$ 4,502,859	\$ 4,495,045	\$ 4,489,031
Funding Source: Ad Valorem Revenue					
Road & Bridge CIP Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Parks MSTU CIP Fund (County Distribution)	2,063,097	2,228,145	2,186,883	2,145,621	-
Subtotal	\$ 2,063,097	\$ 2,228,145	\$ 2,186,883	\$ 2,145,621	\$ -
Funding Source: Interest Income					
General CIP Fund	\$ 50,000	\$ 30,000	\$ -	\$ -	\$ -
Road & Bridge CIP Fund	110,000	110,000	110,000	110,000	200,000
Parks Impact Fee Fund	80,000	50,000	50,000	80,000	25,000
Parks MSTU CIP Fund	3,400	3,400	3,400	3,400	3,570
Crosstown Parkway CIP Fund	100,000	40,000	-	-	-
Subtotal	\$ 343,400	\$ 233,400	\$ 163,400	\$ 193,400	\$ 228,570
Funding Source: Gas Tax					
Road & Bridge CIP Fund	\$ 4,326,000	\$ 4,412,520	\$ 4,500,770	\$ 4,545,778	\$ 4,636,693
Subtotal	\$ 4,326,000	\$ 4,412,520	\$ 4,500,770	\$ 4,545,778	\$ 4,636,693
Funding Source: Half Cent Sales Tax					
Half Cent Sales Tax CIP Fund	\$ 7,653,300	\$ 7,921,469	\$ 8,199,038	\$ 8,486,336	\$ 8,783,694
Subtotal	\$ 7,653,300	\$ 7,921,469	\$ 8,199,038	\$ 8,486,336	\$ 8,783,694
Funding Source: FDOT Contribution					
Road & Bridge CIP Fund	\$ 613,756	\$ 2,455,000	\$ 648,795	\$ -	\$ -
Subtotal	\$ 613,756	\$ 2,455,000	\$ 648,795	\$ -	\$ -
Funding Source: Other Financing Sources					
General CIP Fund	\$ 969,700	\$ 319,700	\$ 250,000	\$ 250,000	-
Half Cent Sales Tax CIP Fund	5,000,000	4,500,000	-	3,000,000	-
Crosstown Parkway CIP Fund	-	-	-	-	-
Utilities CIP Fund	1,939,414	1,080,000	1,080,000	-	21,032,044
Subtotal	\$ 7,909,114	\$ 5,899,700	\$ 1,330,000	\$ 3,250,000	\$ 21,032,044
	\$ 64,744,918	\$ 97,804,119	\$ 47,576,480	\$ 45,395,805	\$ 53,209,777