

# CITY OF PORT ST. LUCIE

## 2045 MOBILITY PLAN & MOBILITY FEE

### EXECUTIVE SUMMARY



JULY 2023



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LAND USE • MOBILITY • PARKING • FEES



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 **MOBILITY COHORT**

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# INTRODUCTION

More than half a century ago (1961), the City of Port St. Lucie was founded as the second youngest city on the Treasure Coast by the General Development Corp (GDC), the largest Florida land development company of its time. Prior to the land purchase, the area's first subdivision, known as River Park, was developed and marketed as a retirement community – a sales pitch that GDC carried forward. At the time, River Park had already grown to include 42 families, but the City of Port St. Lucie was famously incorporated with no residents because the River Park community opposed inclusion.

Having been essentially built from scratch, Port St. Lucie has undergone rapid transformation over the past few decades. The City now encompasses 120 square miles and has quickly grown to be the 7th largest city in Florida, the 3rd largest city in south Florida, and was home to an estimated 224,916 people in 2022. Much of this rapid growth was catalyzed when the New York Mets moved its Spring training facility from St. Petersburg to Clover Park in 1988. Since then, the population has nearly quadrupled and now boasts a top-rated park system, new restaurants and retail, several golf courses, a growing arts and performance community, a diverse housing stock, and quick access to the state highway system.

Traversed by Interstate 95, the City is now divided into Port St. Lucie East and West. In Port St. Lucie East, the original city, the community's biggest challenge has been to retrofit GDC's inadequate community planning and infrastructure development and to create a downtown core and sense of identity for its neighborhoods. Port St. Lucie West has also seen significant development, but in a different form. On land that was mere cattle ranch in the not-so-distant past, the master-planned Tradition community is now the largest (fully entitled) residential community from Miami to Canada and offers Port St. Lucie residents a small town, close-knit community feel with diverse options for mobility, shopping, and recreation.

Beyond Tradition, the clean slate of mostly undeveloped property west of Interstate 95 offers the City an opportunity to do what GDC did not by planning sustainably and with a better quality of life in mind for its residents. Recently ranked as both one of the top most affordable cities in the nation to retire and where more young residents are buying homes, Port St. Lucie is becoming a city of diverse demographics and interests and has the opportunity to truly plan and develop as a City for All People.

2023-8116  
The Port St. Lucie 2045 Mobility Plan proposes multimodal transportation infrastructure projects and brings together various city initiatives to proactively plan for growth. The Mobility Plan is more than just a list of piecemeal improvements to Port St. Lucie's streets, it is a vision and strategy, over the next 22 years, to both strengthen the downtown core in the east and support new development in the west, while maintaining the safe, quiet, and peaceful residential feel that so many of its residents love. *This is done by planning for multimodal transportation projects that provide people choices: whether they want to walk, bicycle, ride transit, use new mobility technology, or continue to drive their cars.*

In Port St. Lucie East, the plan seeks to further emphasize and build upon initiatives such as the City Center Master Plan, Village Green Drive Master Plan, the Multimodal Plan, and the Port District Master Plan to improve mobility and accessibility for multimodal travel east of Interstate 95. In Port St. Lucie West, the plan seeks to ensure new development is implemented with a Complete Streets approach that supports the diverse mobility options.

**The 2045 Mobility Plan consists of three (3) distinct plans: (1) Corridors Plan; (2) Intersections Plan; and (3) Transit Circulation Plan.** The three plans include sidewalks, micromobility and microtransit retrofits, multi-use greenways, multi-use paths, bicycle lanes, multimodal lanes, multimodal ways, new complete streets, and enhanced landscaping.

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



## GOAL 2.1 of the Transportation Element of Port St. Lucie's Comprehensive Plan:

"To provide safe and efficient movement of people and goods, at reasonable cost and minimum detriment to the environment."

### POLICY 2.1.2.13 of the Transportation Element of Port St. Lucie's Comprehensive Plan:

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

### OBJECTIVE 2.1.4 of the Transportation Element of Port St. Lucie's Comprehensive Plan:

"The City should reduce greenhouse gases by promoting increased usage of transit, improved bicycle and pedestrian facilities, and more efficient roadways."

## GOAL 2.2 of the Transportation Element of Port St. Lucie's Comprehensive Plan:

"Establish an integrated transportation system consistent with future development in the city."

### POLICY 2.2.1.5 of the Transportation Element of Port St. Lucie's Comprehensive Plan:

"The City may encourage all new roadways as complete streets and to consider reconfiguring existing roadways to a complete street design."

## GOAL 2.3 of the Transportation Element of Port St. Lucie's Comprehensive Plan:

Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system."

### OBJECTIVE 2.3.3 of the Transportation Element of Port St. Lucie's Comprehensive Plan:

"Manage the street system safely and efficiently for all modes of users and seek to balance limited street capacity among competing uses."

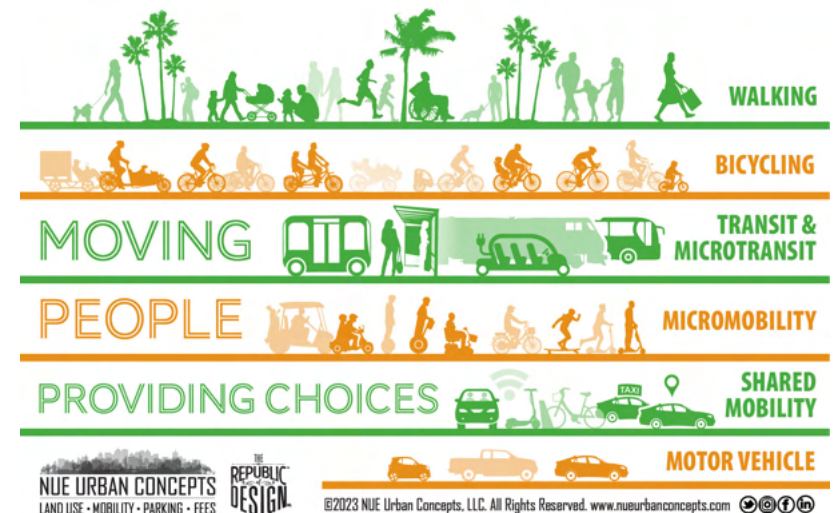
### POLICY 2.4.1.5 of the Transportation Element of Port St. Lucie's Comprehensive Plan:

"The City may consider reviewing existing fee structures to fund alternative modes of transportation including a mobility fee based upon multi-modal capital improvement projects, system efficiency, and congestion management."

## WHY DOES THE CITY NEED A MOBILITY PLAN?

The City of Port St. Lucie is projected to continue experiencing significant population and employment growth that will add new homes, businesses, and shops to the community over the next 22 years. These new residents and businesses will generate additional traffic and increase the demand for multimodal transportation projects to travel throughout the City and to and from surrounding communities. A Mobility Plan is needed to guide the strategic implementation of multimodal projects that will retrofit existing development and move new development forward with a Complete Streets approach to reach a vision of livability for the Port St. Lucie community. A Mobility Plan allows the City to balance the need to accommodate community growth while maintaining a high quality of life for its residents.

Not only does a Mobility Plan serve as a basis for the City's Mobility Fee by identifying multimodal projects and priorities, Port St. Lucie has positioned itself to take advantage of additional funding opportunities such as federal, state, and regional assistance programs and grants. For example, in coordination with the St. Lucie County Transportation Planning Organization (TPO), projects in Port St. Lucie's Mobility Plan may be identified for funding through inclusion in the region's Long Range Transportation Plan.



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# MOBILITY FEES



## WHAT IS A MOBILITY FEE?

A Mobility Fee is a one-time fee paid to the City by development activity (e.g. new or expanded homes and businesses) to off-set (mitigate) any increases in travel demand and pay for its fair share of the multimodal projects adopted as part of the Mobility Plan. Mobility Fees are intended to be an alternative to transportation concurrency and road impact fees. They are not taxes on existing homes and businesses and are only assessed if development activity results in an increase in person travel demand. Mobility Fees are one of the funding sources available that provides the City with greater flexibility to fund a variety of multimodal projects included in the Mobility Plan.

## WHO WILL PAY?

Any development activity that requires a building permit and results in an increase in person travel demand above the existing use of property. Mobility Fees are assessed if there is an addition, change of use, expansion, or modification that generates additional person travel demand (impact) above the existing use of the property. If an existing property owner has a vacant lot and applies for a building permit to construct a new home, then they would be required to pay the Mobility Fee. Florida Statute exempts governmental uses, along with public and charter schools, from paying Mobility Fees.

## HOW ARE THE FEES DETERMINED?

Mobility Fees are determined through an evaluation of projected growth in population, employment, and person travel demand and the need for multimodal projects to provide the person miles of capacity necessary to accommodate that growth. Mobility Fees are then calculated based on the cost and person capacity of the multimodal projects adopted as part of the City's Mobility Plan. A Mobility Fee is based on detailed methodologies designed to meet the dual rational nexus test and rough proportionately test established by case law and Florida Statute.

The [City of Port St. Lucie Phase 2 Mobility Plan & Mobility Fee Technical Report](#), dated September 2022, is a detailed report that has been developed to document how the Mobility Fee is calculated and demonstrate legal and statutory compliance. The results of the detailed technical report are what is known as the Mobility Fee Schedule. The Mobility Fee Schedule includes different land uses and the Mobility Fee rate assessed for each land use based on a specific unit of measure.

## HOW WILL THE CITY FUND MOBILITY PLAN PROJECTS?

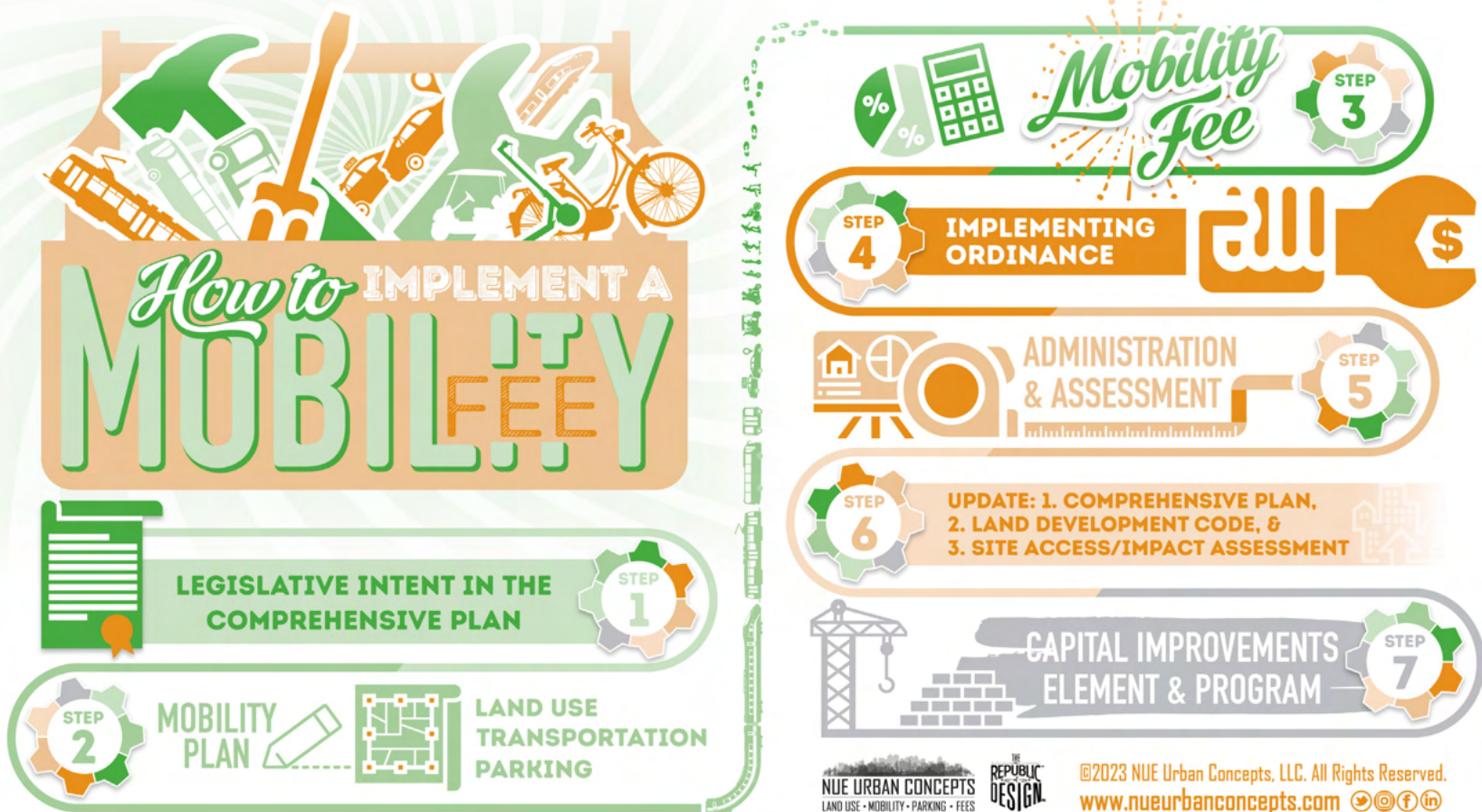
Beyond Mobility Fees, the multimodal projects identified in the City's Mobility Plan can be funded through a variety of sources, such as Federal and State earmarks, funds, grants, and programs through the St Lucie County TPO. While the County does collect gas taxes, the majority of those funds are used to maintain current infrastructure.

The City could also consider the use of special assessments, Community Redevelopment Area (CRA) funds, property taxes, and tourist development taxes to help fund Mobility Plan projects. Services and programs such as shared micromobility programs and transit circulator services may also charge user fees to pay for the program and services. The identification of multimodal projects as part of the City's Mobility Plan provides the City with the means to proactively pursue appropriations and additional funding opportunities that frequently become available to promote economic development or economic stimulus programs and grants.



## HOW ARE MOBILITY FEES IMPLEMENTED?

The following are the seven steps involved in the implementation of a Mobility Fee. The City amended the Comprehensive Plan in 2020 to address step 1. This Executive Summary illustrates the plans that were adopted as part of step 2. The City adopted an implementing ordinance in 2022, based on the Technical Report addressing steps 3 and 4. The administration and assessment of the Mobility Fee identified in step 5 is an ongoing process. Once the Mobility Plan & Mobility Fee is adopted, the City will evaluate the need for amendments to the comprehensive plan, land development code, and site access / impact assessments as part of step 6. Upon adoption, the City can begin programming multimodal projects from the Mobility Plan into its Capital Improvements Program as part of step 7. Like step 5, updates of the Capital Improvements Element and Program is an ongoing process.

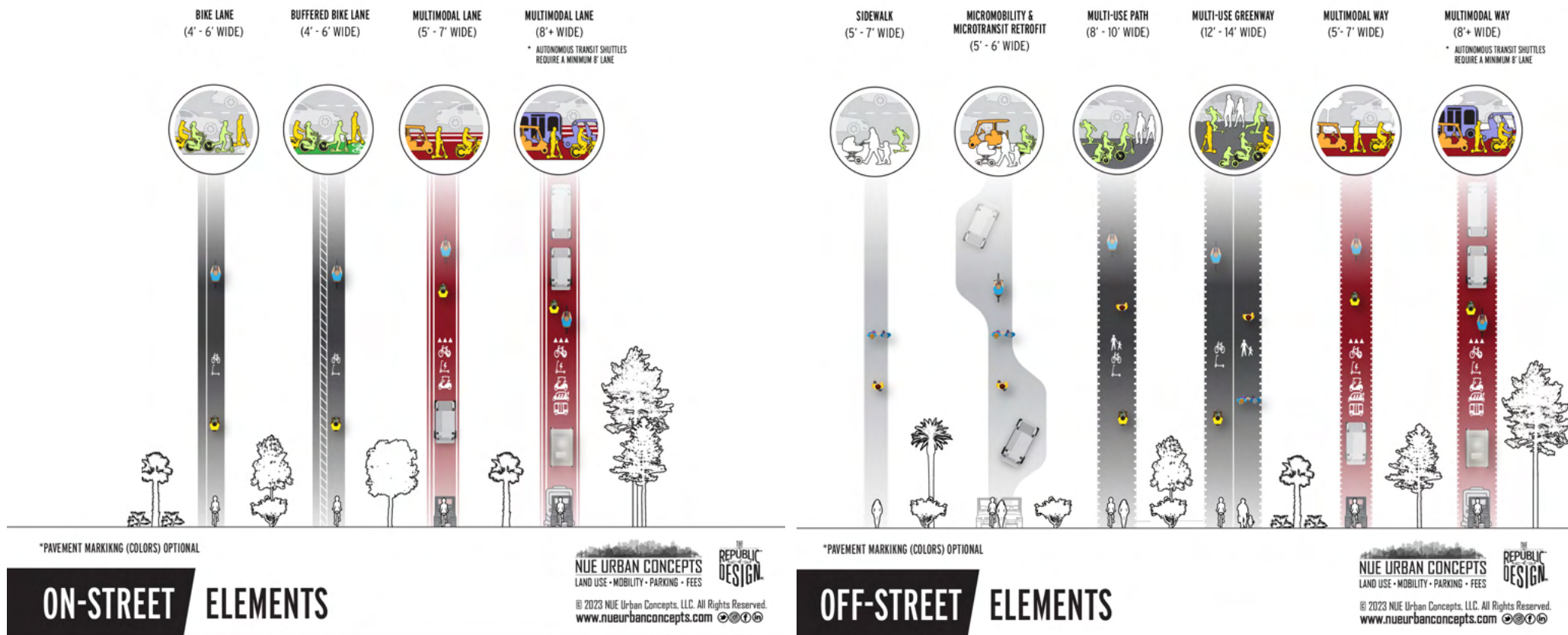




# MULTIMODAL PROJECTS

## WHAT ARE MULTIMODAL PROJECTS?

The Mobility Plan accommodates different types (modes) of travel on a variety of multimodal facilities (e.g., bike lanes, paths, roads, sidewalks, and trails). The images below illustrate the types of multimodal projects, both on-street and off-street, that are included in the Mobility Plan. Sidewalks and bike lanes are intended to be primarily used by people bicycling and walking (non-motorized travel). Multi-use paths, multi-use trails, multimodal lanes, and multimodal ways can also be used by micromobility devices (e.g., electric bikes, electric scooters, etc.) and microtransit (e.g., golf carts, autonomous transit shuttles, etc.) Retrofits allow users to move aside and allow others to pass where existing right-of-way restrictions prevent providing an adequately wide multimodal facility.



## HOW WERE THEY IDENTIFIED?

The multimodal projects identified in the Mobility Plan were established with a comprehensive approach towards building a Complete Street Network. Identified projects were guided by the fundamental multimodal elements, demonstrated in the graphic below. These multimodal elements form the foundation to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient multimodal transportation system focused on moving people and providing mobility choices.

### PORT ST. LUCIE MULTIMODAL ELEMENTS



**MOBILITY:** The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, bike lanes, and curb access ramps are often impediments to people choosing to walk or bike from home to work and other daily activities.



**EQUITY:** The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation justice for not only underserved and/or disadvantaged communities but also for vulnerable users. People have a fundamental right to move around easily, safely, and conveniently.



**ACCESSIBILITY:** The ease at which people reach, enter, and use modes of travel (walk / bike / transit / vehicle) at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices.



**CONNECTIVITY:** The number of route options people have available to them and their directness and/or distance. Gridded street networks provide a high level of connectivity, whereas dead-end cul-de-sacs do not. Innovative approaches to enhance connectivity, such as Low Speed and Shared Streets, along with using paths and trails for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, riding micromobility devices, and accessing transit.



**VISIBILITY:** The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking = greater awareness and more people walking and biking = safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.



**CONTINUITY:** The uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions – neither should sidewalks, paths, trails, or bike lanes.



**SAFETY:** The combination of behavioral and physical design elements of the built environment can make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include slower speeds, physical separation, enhanced visibility crossings, and designations for different mobility modes. Enhanced safety features encourage behavioral changes that make safety everyone's responsibility.



**COMFORT:** The sum of all the mobility elements plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice. The perception of comfort shows that the availability of a car doesn't automatically make it a first mode choice and the most obvious or direct route may also not be the most comfortable. Improving conditions can remove impediments, increase trip satisfaction and usefulness, and incline travellers to use non-vehicular modes.



**SOCIAL VALUE:** The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

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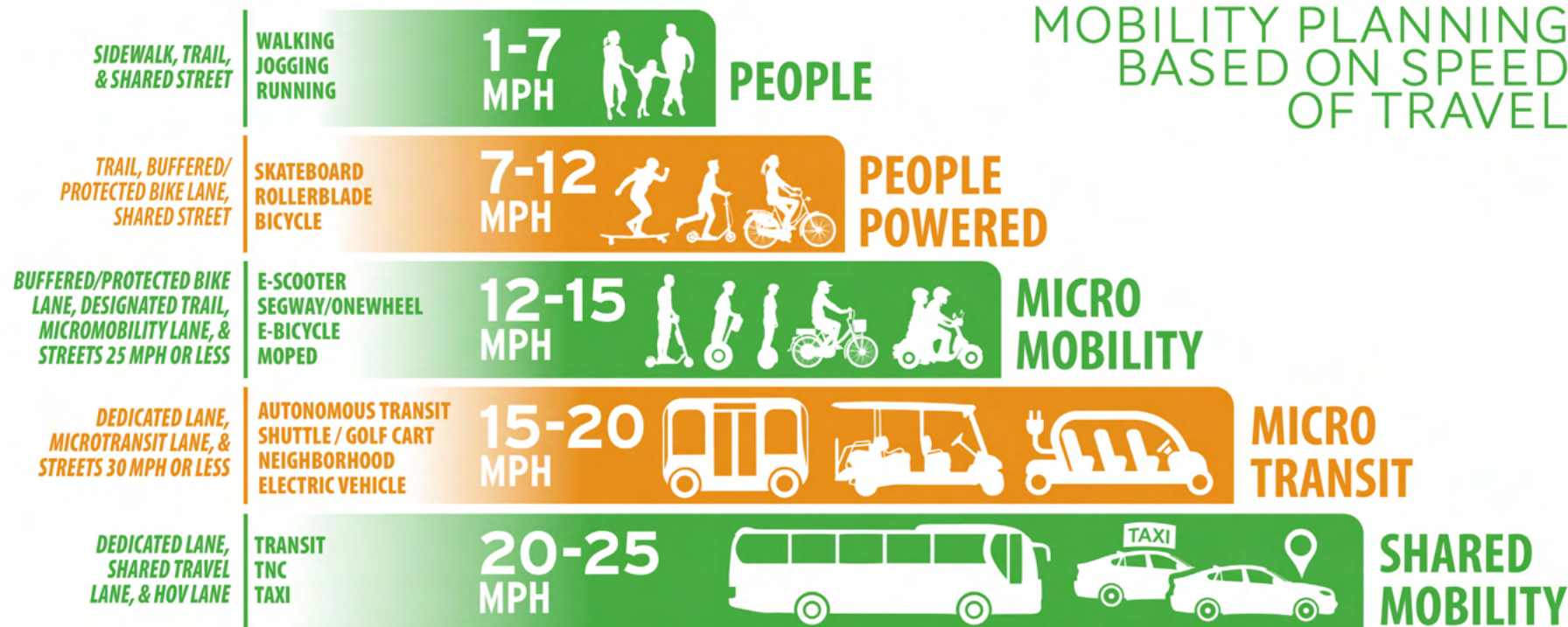
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## TRAVEL SPEED

## MOBILITY PLANNING BASED ON TRAVEL SPEED

Transportation modes are often grouped into two categories, cars and “multimodal.” While slowing the speed of cars makes the biggest overall impact on street safety for other road users, there are significant speed differentials between different types of multimodal modes that can also sometimes create unsafe situations. Sidewalks and paths are designed to accommodate people bicycling, jogging, walking, or pushing a stroller at 1 to 7 miles per hour, while roads are designed to accommodate people driving cars between 20 and 50 miles per hour. This is a large speed difference that creates a “missing middle mode” in how cities currently build their transportation infrastructure. People riding electric bicycles or scooters, driving electric low speed vehicles or riding a transit circulator are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads. It is not preferred, and can be unsafe for pedestrians, for electric bicycles or electric scooters (low speed electric vehicles) to use sidewalks in the City, even though Florida Statute allows them to be used wherever bicycles are used, unless the City adopts regulations regarding their use. It is also not preferred, and most often not safe, for bicycles, low speed electric vehicles, or scooters to use the entire lane on major roads, even though Florida Statute allows them to use the entire lane where other infrastructure is not available.

MOBILITY PLANNING  
BASED ON SPEED  
OF TRAVEL

## MOVING TOWARDS TARGET ZERO

There are two primary components in moving towards Target Zero and Safer Streets for All: (1) **multimodal projects** and (2) **speed of cars**. The 2045 Mobility Plan addresses multimodal projects. Speed is the most important variable in reducing crashes, traffic deaths and serious injuries. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speed increases, so does the probability that a crash involving vulnerable road users (people walking, bicycling, scooting, in wheelchairs, etc.) and motorists will result in one or more fatalities. Traveling at a speed of 40 mph, a vehicle needs 145 feet to reach a full stop, while traveling at 20 mph only 45 feet is needed. Similarly, if a person is hit by a vehicle traveling 40 mph there is only a 10% chance of surviving the crash, while at 20 mph there is a 90% chance of survival. The Mobility Plan introduces the concept of Street Quality of Service Standards that prioritize slower speeds. Slower posted speed limits are only effective if they are accompanied by physical and visual improvements to the right-of-way that are designed to slow down motor vehicles.

## MOVING TOWARDS TARGET ZERO SAFER STREETS FOR ALL

CITY OF PORT ST. LUCIE  
STREET QUALITY OF  
SERVICE STANDARDS



STREET QUALITY OF SERVICE (QOS) STANDARDS INTENT: POSTED SPEED = DESIGN SPEED	POSTED SPEED LIMIT	APPLICABLE LOCATIONS
Quality of Service (QOS) A*		LOCAL, RESIDENTIAL & SELECT STREETS WITH ROW MODIFICATIONS TO SLOW VEHICLES
Quality of Service (QOS) B		LOCAL, RESIDENTIAL, & SELECT STREETS. ALSO INCLUDES: SELECT COLLECTORS & ARTERIALS WITH ROW MODIFICATIONS TO SLOW VEHICLES
Quality of Service (QOS) C		SELECT LOCAL STREETS, MINOR & MAJOR COLLECTORS, & SELECT ARTERIALS WITH ROW MODIFICATIONS TO SLOW VEHICLES
Quality of Service (QOS) D		MAJOR COLLECTORS, MINOR ARTERIALS, & SELECT STREETS
Quality of Service (QOS) E**		SELECT STREETS & PRINCIPAL ARTERIALS

\* 20 MPH IS THE MAXIMUM SPEED LIMIT

\*\* 40 MPH IS THE MINIMUM SPEED LIMIT

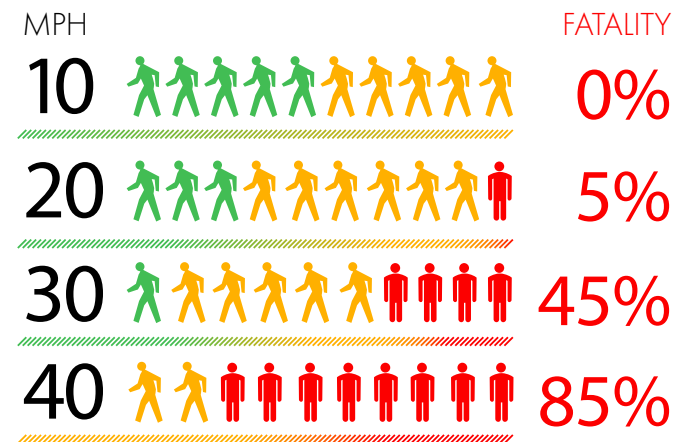
SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC  
QOS STANDARDS WORK IN CONJUNCTION WITH AREAWIDE ROADWAY LEVEL OF SERVICE STANDARDS. QOS STANDARDS ARE INTENDED TO ALLOW FOR LOWERING VEHICLE SPEEDS AND INCREASING FLEXIBILITY TO DESIGN ROADS AT THE DESIRED SPEED OF TRAVEL (POSTED SPEED) VS TRADITIONAL APPROACHES USING 85TH PERCENTILE SPEED OR THE ACTUAL OR ANTICIPATED SPEED OF TRAVEL. QOS STANDARDS ARE APPLICABLE AS PART OF AN OVERALL VISION ZERO OR SAFER STREETS PROGRAM AT A NEIGHBORHOOD, DESIGNATED AREA, OR COMMUNITY WIDE SCALE. SEE ADOPTED 2045 MOBILITY PLAN FOR FURTHER USE OF QOS STANDARDS

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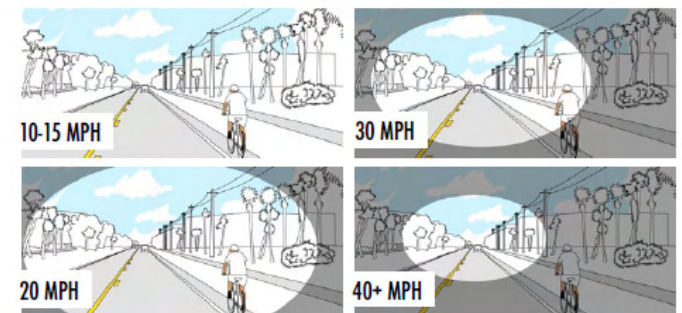
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As speed increases, so does the risk of dying in a crash



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid a collision.





# 2045 MOBILITY PLAN: CORRIDORS PLAN

## PROPOSED CORRIDORS

SEE 2045 MOBILITY PLAN FOR DETAILED DESCRIPTIONS OF MULTIMODAL PROJECTS

— Mobility Corridor (Add Road Capacity & Complete Streets)

— Multimodal Corridor (Complete Streets & Greenways)

— County Road

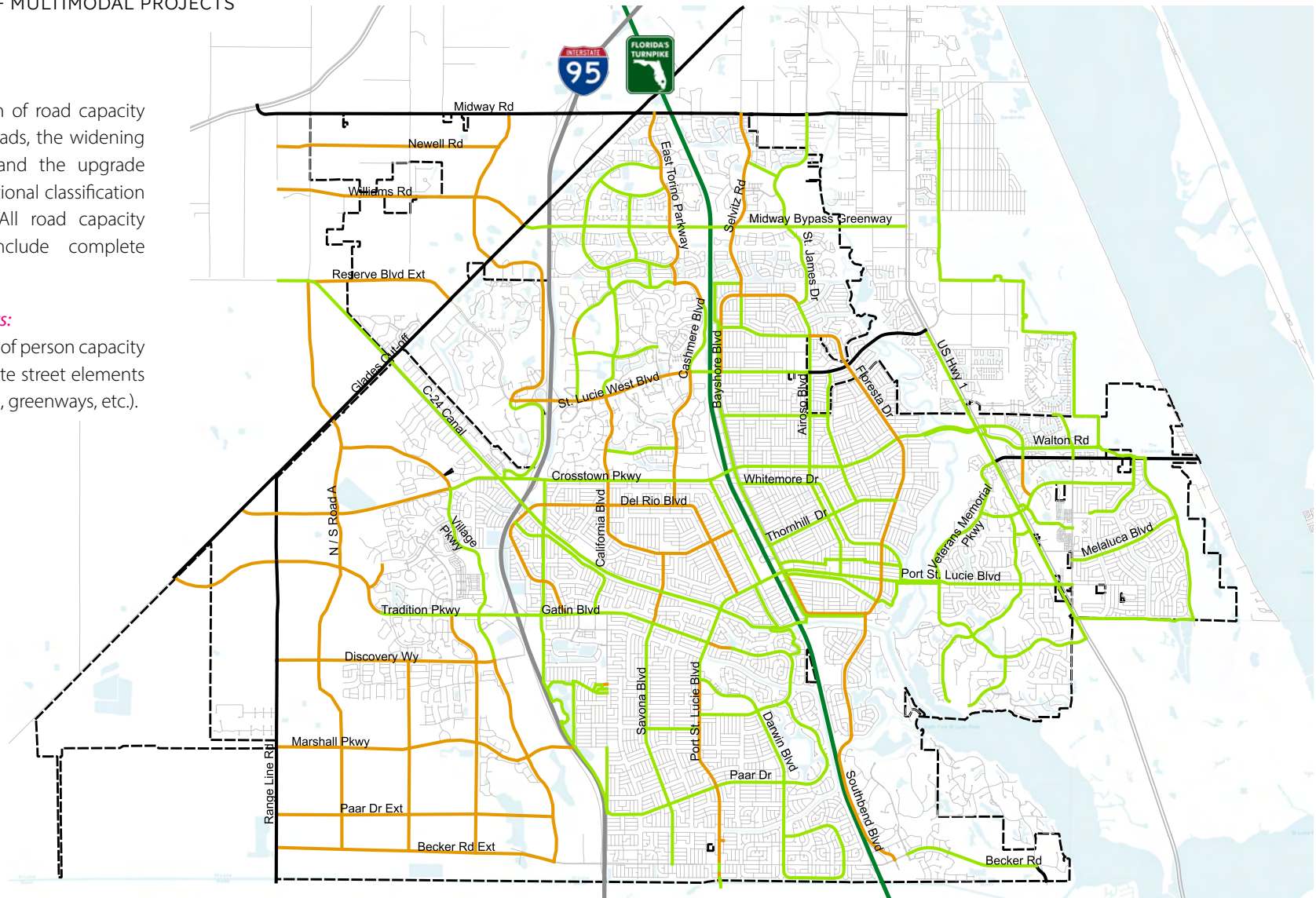
- - - Port St. Lucie City Limits

### Mobility Corridors:

Include the addition of road capacity provided by new roads, the widening of existing roads, and the upgrade and change in functional classification of existing roads. All road capacity projects would include complete street elements.

### Multimodal Corridors:

Include the addition of person capacity provided by complete street elements (e.g., multi-use paths, greenways, etc.).



# 2045 MOBILITY PLAN: CORRIDORS PLAN

## PROPOSED CORRIDOR PROJECTS

The Corridors Plan includes the widening from four (4) to six (6) lanes of the following corridors:

- **St. Lucie West Boulevard from Peacock Boulevard to Cashmere Boulevard;**
- **Village Parkway from Discovery Way to Becker Road Extension**

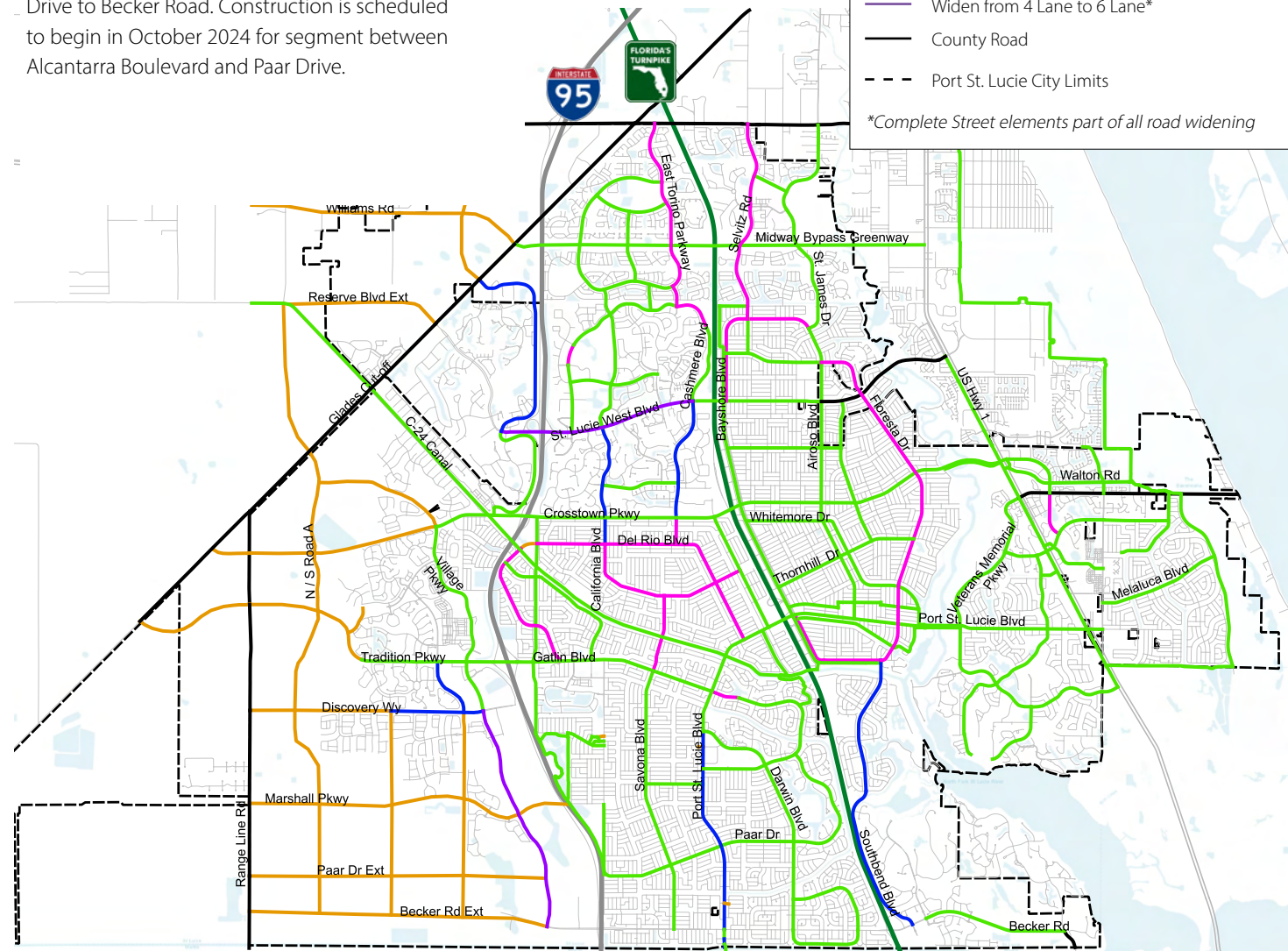
The Corridors Plan includes the widening from two (2) to four (4) lanes of the following corridors:

- **Port St. Lucie Boulevard between Darwin Boulevard and Becker Road;**
- **Southbend Boulevard from Oak Ridge Drive to Becker Road;**
- **California Boulevard from St. Lucie West Boulevard to Del Rio Boulevard;**
- **Cashmere Boulevard from St. Lucie West Boulevard to Crosstown Parkway;**
- **Commerce Center Drive from Glades Cut-Off Road to St. Lucie West Boulevard;**
- **Community Boulevard from Tradition Parkway to Discovery Way;**
- **Discovery Way from Riverland Boulevard to Village Parkway**

Phase 1 of the Floresta Drive Improvement project (Southbend Boulevard to Elckam Waterway) is already complete, with Phase 2 (Elckam Waterway to Crosstown Parkway) and Phase 3 (Crosstown Parkway to Prima Vista Boulevard) under design. Phase 2 and Phase 3 are slated to be completed in Fall of 2024 and 2026.

The Port St. Lucie Boulevard South project is already under construction from Gatlin Boulevard to Alcantarra Boulevard and from Paar Drive to Becker Road. Construction is scheduled to begin in October 2024 for segment between Alcantarra Boulevard and Paar Drive.

The remaining Mobility Corridors are recommended to be upgraded to two-lane divided streets.



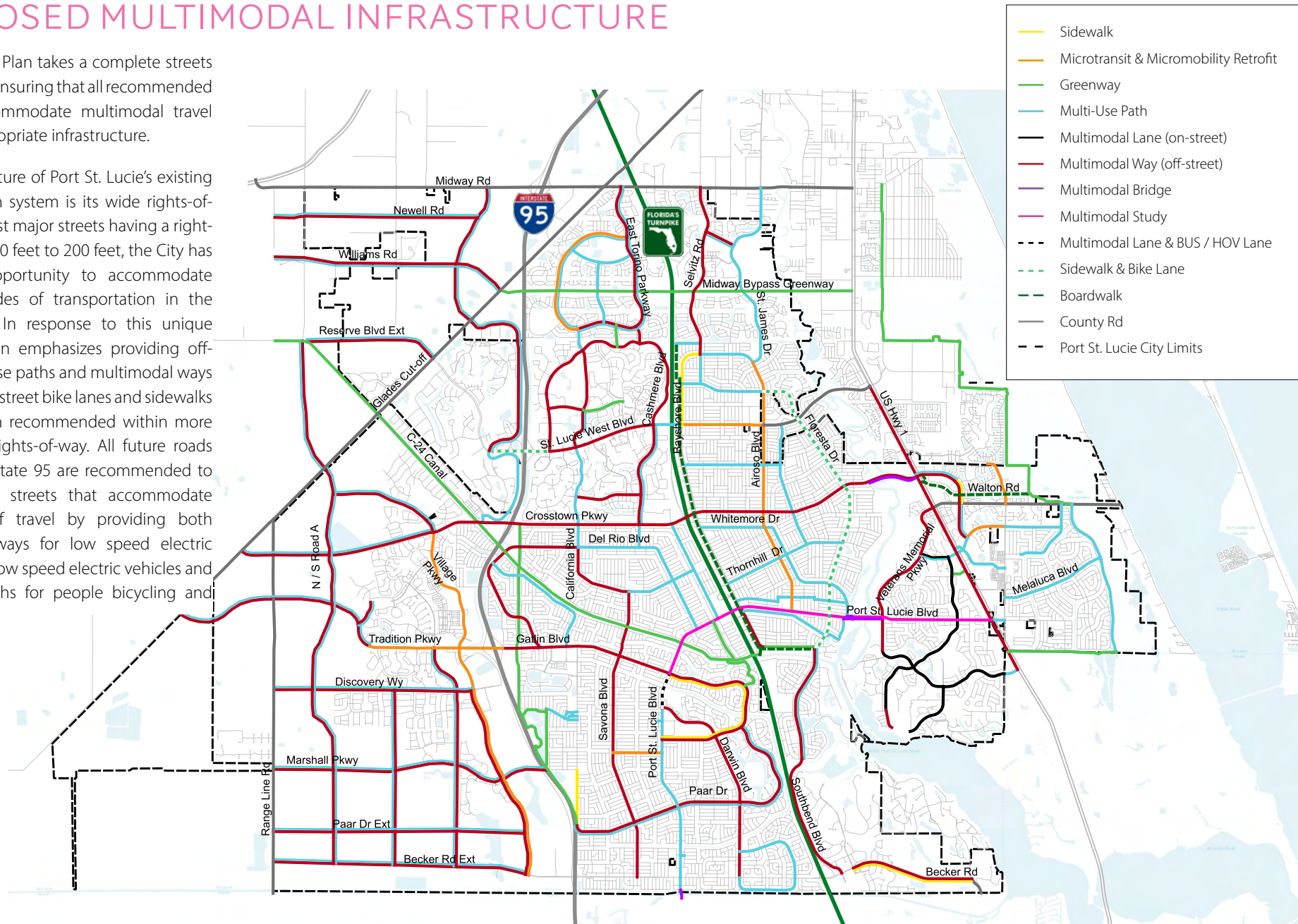


# 2045 MOBILITY PLAN: CORRIDORS PLAN

## PROPOSED MULTIMODAL INFRASTRUCTURE

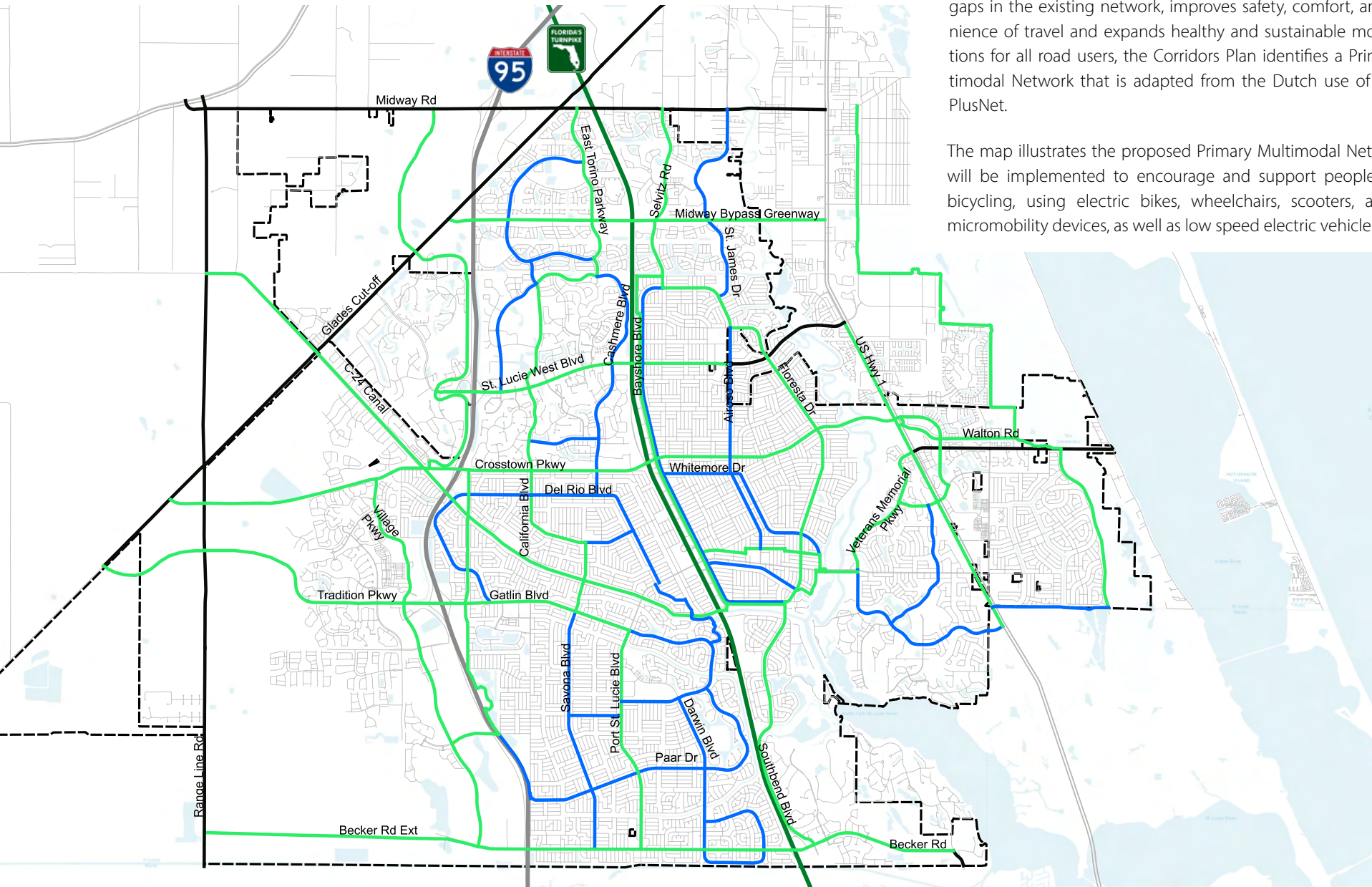
The Corridors Plan takes a complete streets approach by ensuring that all recommended projects accommodate multimodal travel with the appropriate infrastructure.

A notable feature of Port St. Lucie's existing transportation system is its wide rights-of-way. With most major streets having a right-of-way from 80 feet to 200 feet, the City has a unique opportunity to accommodate multiple modes of transportation in the same space. In response to this unique asset, the Plan emphasizes providing off-street multi-use paths and multimodal ways versus the on-street bike lanes and sidewalks that are often recommended within more constrained rights-of-way. All future roads west of Interstate 95 are recommended to be complete streets that accommodate all modes of travel by providing both multimodal ways for low speed electric vehicles and low speed electric vehicles and multi-use paths for people bicycling and walking.



# 2045 MOBILITY PLAN: CORRIDORS PLAN

## PRIMARY MULTIMODAL NETWORK



To ensure a completed, multimodal transportation system that fills gaps in the existing network, improves safety, comfort, and convenience of travel and expands healthy and sustainable mobility options for all road users, the Corridors Plan identifies a Primary Multimodal Network that is adapted from the Dutch use of a bicycle PlusNet.

The map illustrates the proposed Primary Multimodal Network that will be implemented to encourage and support people walking, bicycling, using electric bikes, wheelchairs, scooters, and other micromobility devices, as well as low speed electric vehicles.



# 2045 MOBILITY PLAN: INTERSECTIONS PLAN

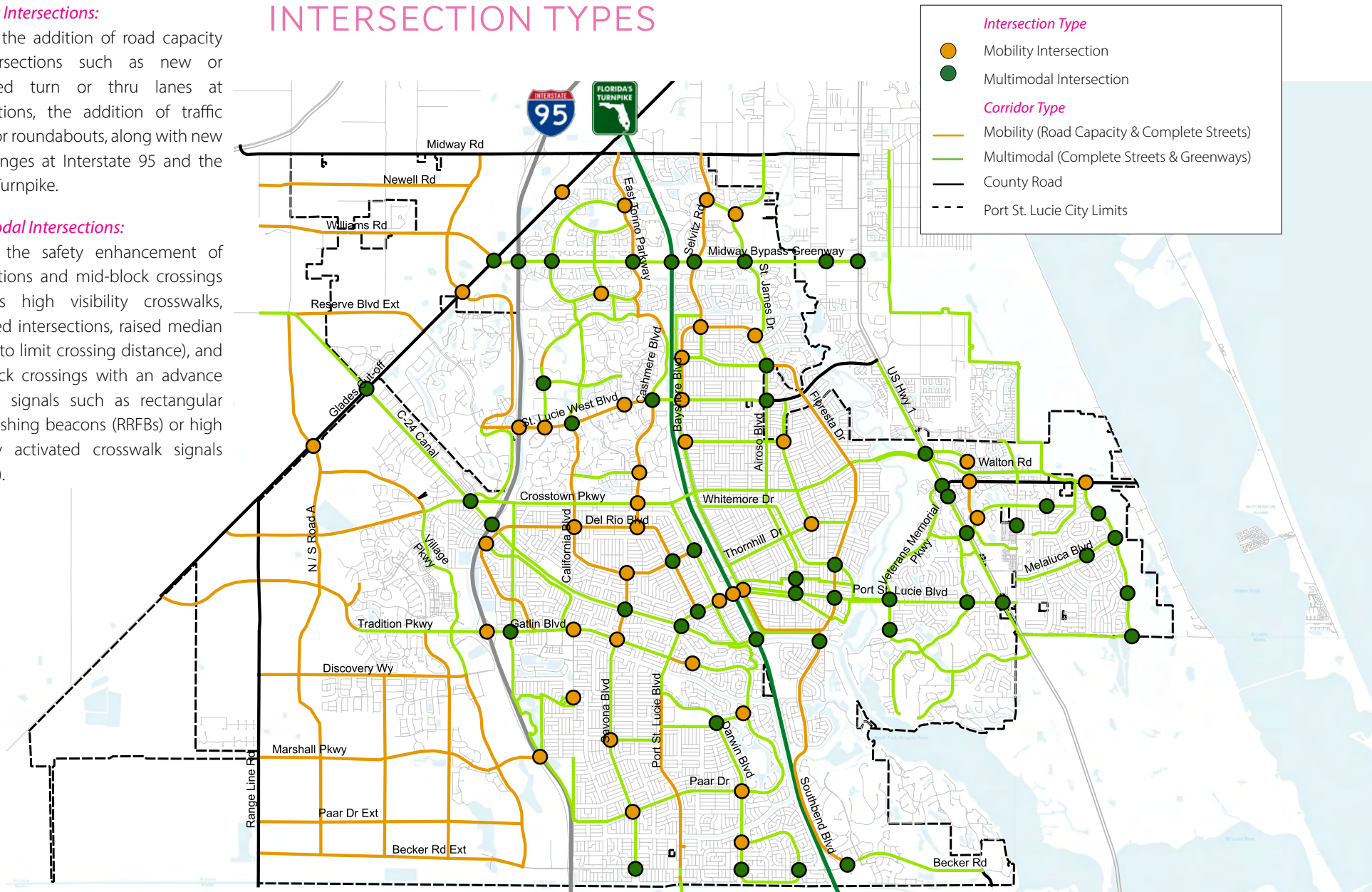
## Mobility Intersections:

Include the addition of road capacity at intersections such as new or expanded turn or thru lanes at intersections, the addition of traffic signals or roundabouts, along with new interchanges at Interstate 95 and the Florida Turnpike.

## Multimodal Intersections:

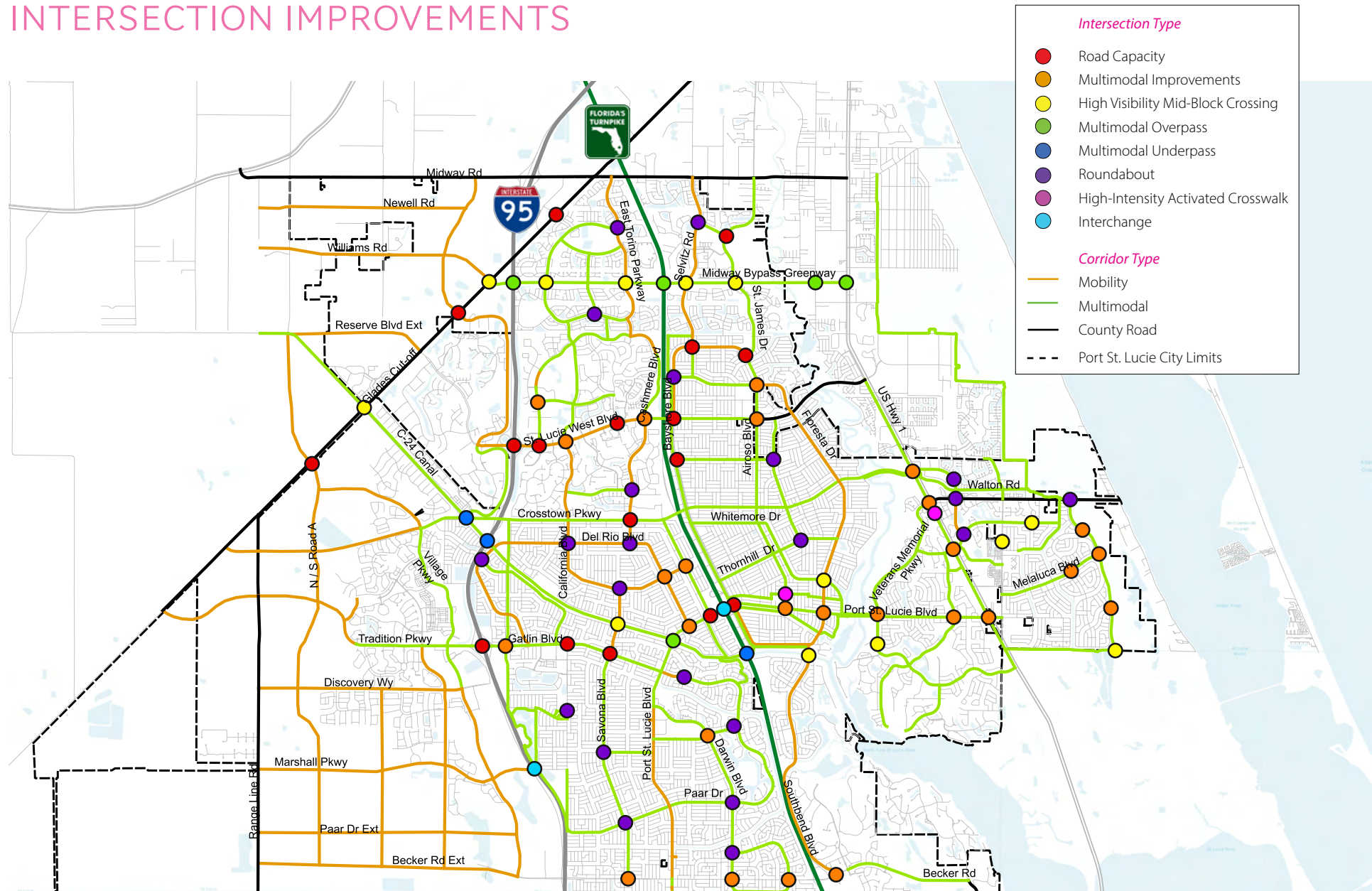
Include the safety enhancement of intersections and mid-block crossings such as high visibility crosswalks, protected intersections, raised median islands (to limit crossing distance), and mid-block crossings with an advance warning signals such as rectangular rapid flashing beacons (RRFBs) or high intensity activated crosswalk signals (HAWKs).

## INTERSECTION TYPES





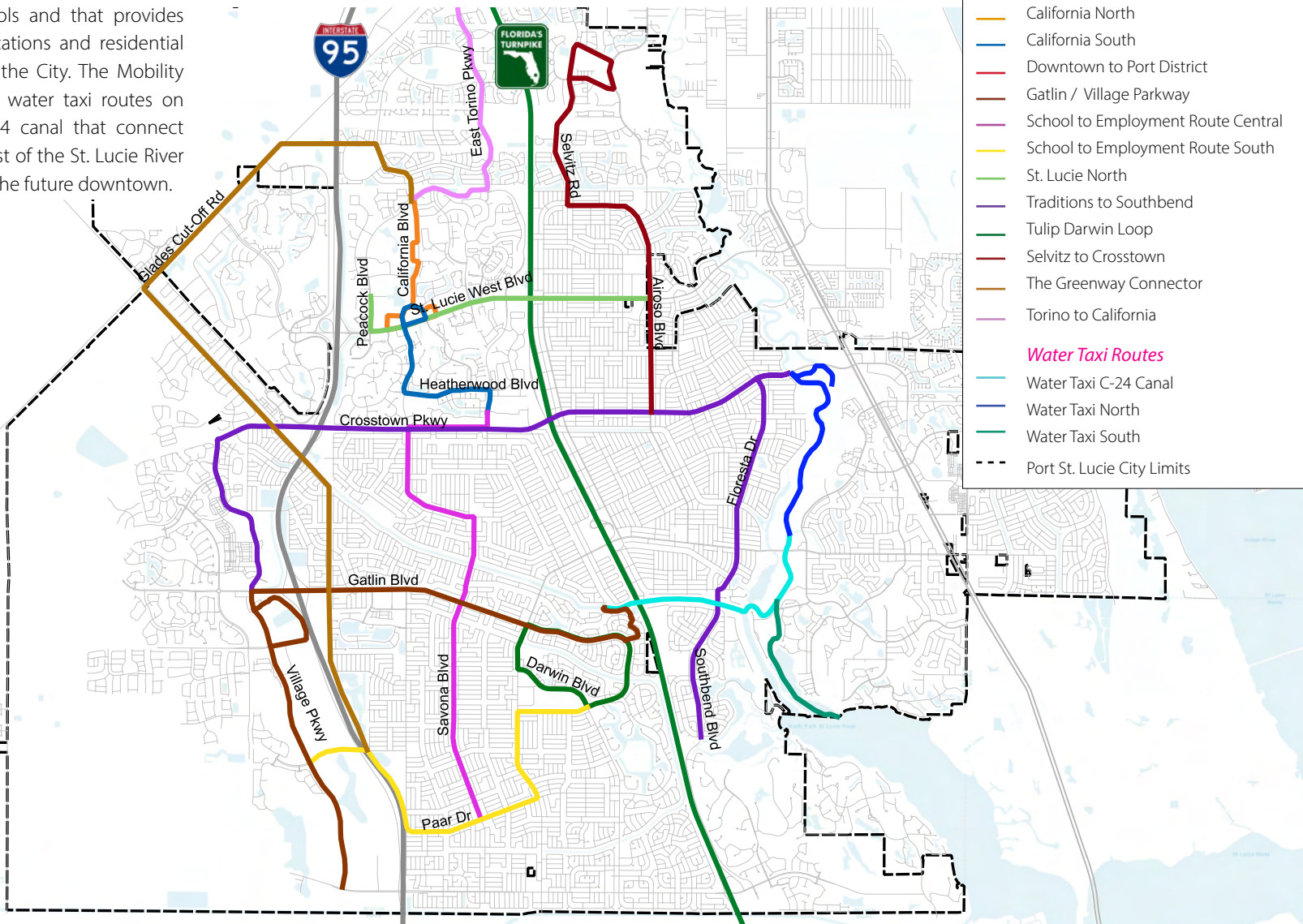
## INTERSECTION IMPROVEMENTS





# 2045 MOBILITY PLAN: TRANSIT CIRCULATOR PLAN

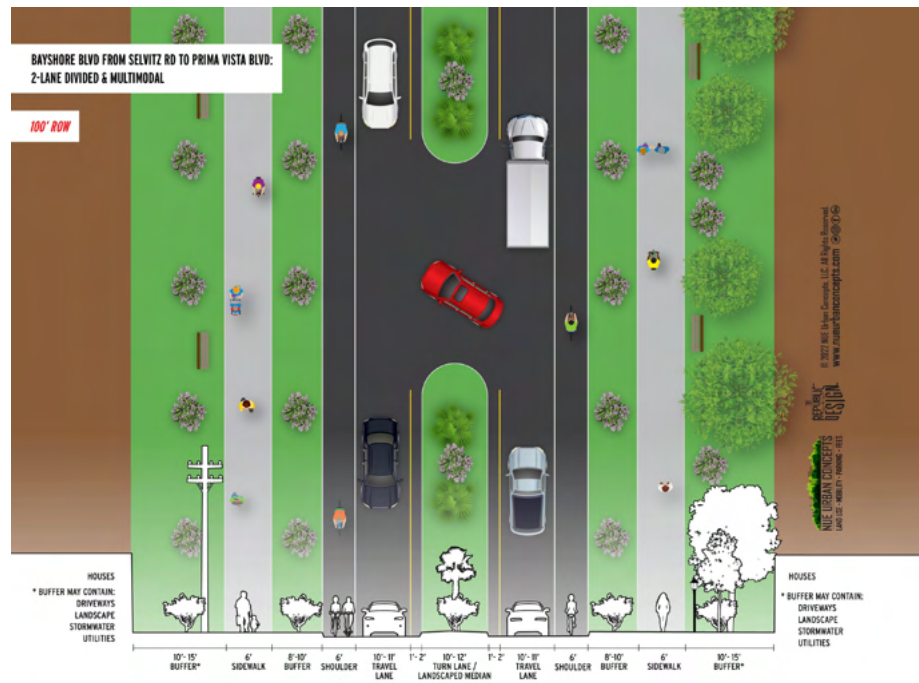
The Mobility Plan recommends twelve (12) transit circulator routes that build on existing Area Regional Transit (ART) services by giving Port St. Lucie a transit service that it controls and that provides access to additional key locations and residential neighborhoods throughout the City. The Mobility Plan also includes three (3) water taxi routes on the St. Lucie River and C-24 canal that connect neighborhoods east and west of the St. Lucie River and tie the Port District into the future downtown.



# 2045 MOBILITY PLAN: STREET RENDERINGS

In addition to the list of improvements and the maps in the Mobility Plan, representative graphic examples have been prepared to illustrate the types of proposed multimodal improvements on corridors throughout the City. The illustrations represent proposed recommendations, not final design, and are subject to change. The Executive Summary displays a selection of the fifteen (15) street renderings provided in the 2045 Mobility Plan.

## BAYSHORE BLVD *Selvitz Rd to Prima Vista Blvd*





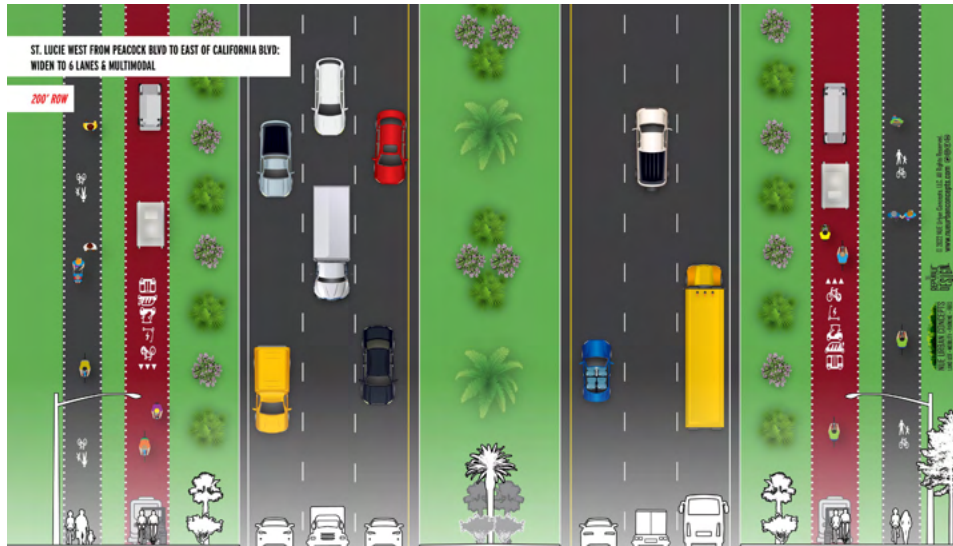






## ST. LUCIE WEST BLVD

### *Peacock Blvd to East of California Blvd*



#### Proposed Improvements

- 6 lane divided with landscaped median
- 10'-11" travel lanes
- 8' multi-use paths
- 10'-12" multimodal ways



#### Existing Conditions:

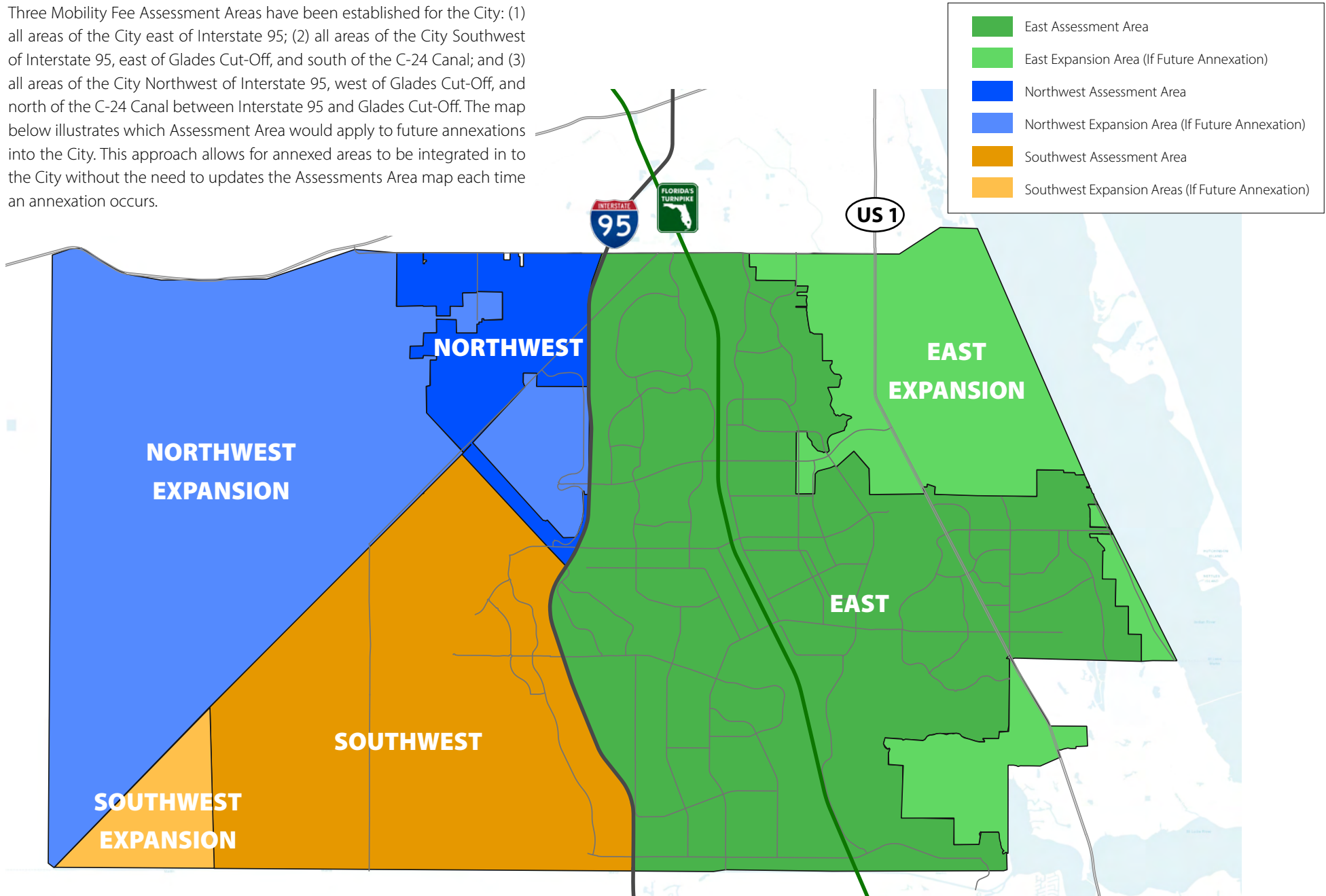
- 4 lane divided with landscaped median
- 11" travel lanes with no bike lanes
- 8' multi-use paths



## MOBILITY FEE ASSESSMENT AREA

2023-8110

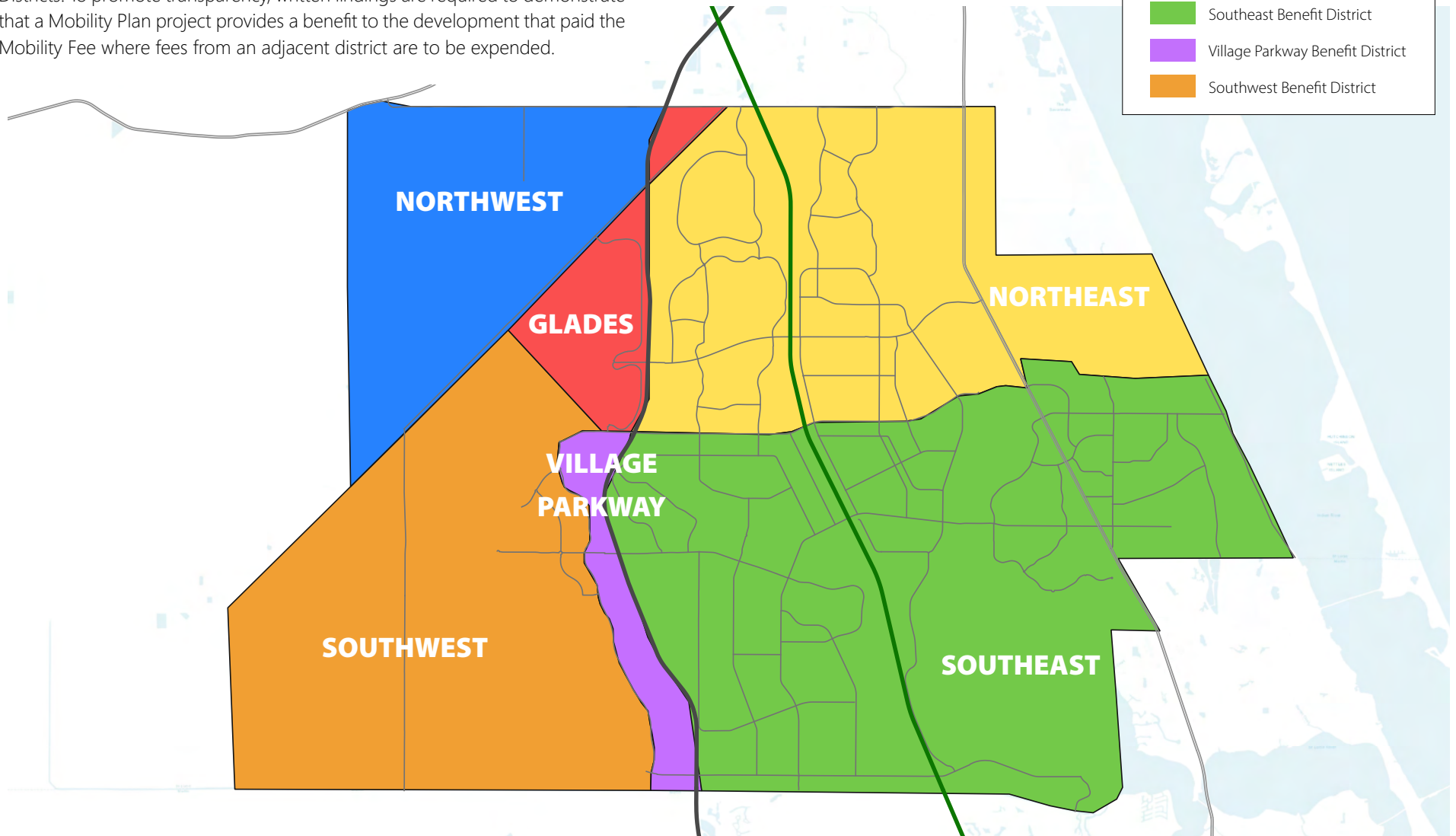
Three Mobility Fee Assessment Areas have been established for the City: (1) all areas of the City east of Interstate 95; (2) all areas of the City Southwest of Interstate 95, east of Glades Cut-Off, and south of the C-24 Canal; and (3) all areas of the City Northwest of Interstate 95, west of Glades Cut-Off, and north of the C-24 Canal between Interstate 95 and Glades Cut-Off. The map below illustrates which Assessment Area would apply to future annexations into the City. This approach allows for annexed areas to be integrated into the City without the need to update the Assessments Area map each time an annexation occurs.



# MOBILITY FEE BENEFIT DISTRICTS

2023-811 ©

There are six Mobility Fee Benefit Districts established for the City of Port St. Lucie. Mobility Fees collected within a benefit districts are to be used to fund Mobility Plan projects within the Benefit District. The Mobility Fee Ordinance establishes criteria for when mobility fees can be expended within an adjacent Benefit Districts. To promote transparency, written findings are required to demonstrate that a Mobility Plan project provides a benefit to the development that paid the Mobility Fee where fees from an adjacent district are to be expended.





# MOBILITY FEE SCHEDULE

2023-8110

The City of Port St. Lucie Phase 2 Mobility Plan and Mobility Fee Technical Report, dated September 2022, details the methodology, data, and sources for determining the Mobility Fee rates. The calculated Mobility Fee for each land use is further defined in the Technical Report. The majority of Mobility Fees are calculated on a per square foot basis, except where the unit of measure indicates otherwise. The Technical Report provides a comparison between the currently adopted City of Port St. Lucie Mobility Fee and the St. Lucie County Road Impact Fee.

## City of Port St. Lucie Mobility Fee Schedule (2022 SEPTEMBER)

Use Categories, Land Uses Classifications, and Representative Land Uses	Unit of Measure	East	Southwest	North
<b>Residential &amp; Lodging Uses</b>				
Single Family Residential (Maximum 3,500 sq. ft.)	per sq. ft.	\$1.60	\$1.13	\$1.42
Active Adult (55+) Residential (Maximum 3,500 sq. ft.)	per sq. ft.	\$1.45	\$1.03	\$1.29
Multifamily Residential (Maximum 2,500 sq. ft.)	per sq. ft.	\$2.65	\$1.87	\$2.34
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	\$1,998	\$1,409	\$1,770
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space or lot	\$1,605	\$1,132	\$1,422
<b>Institutional Uses</b>				
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per sq. ft.	\$1.99	\$1.48	\$2.21
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	\$1.11	\$0.79	\$0.99
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per sq. ft.	\$2.21	\$1.60	\$1.89
<b>Industrial Uses</b>				
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per sq. ft.	\$0.70	\$0.55	\$0.74
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per sq. ft.	\$0.56	\$0.44	\$0.59
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per sq. ft.	\$0.45	\$0.36	\$0.48
<b>Recreational Uses</b>				
Marina (Including dry storage)	per berth	\$663	\$487	\$704
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per acre	\$2,189	\$1,692	\$2,327
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per sq. ft.	\$3.45	\$2.67	\$3.67

# MOBILITY FEE SCHEDULE

2023-8110

## City of Port St. Lucie Mobility Fee Schedule (2022 SEPTEMBER)

Use Categories, Land Uses Classifications, and Representative Land Uses	Unit of Measure	East	Southwest	North
<b>Office Uses</b>				
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per sq. ft.	\$2.66	\$2.12	\$2.85
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	\$4.46	\$3.61	\$4.69
<b>Commercial Services &amp; Retail Uses</b>				
Local Retail [Non-Chain or Franchise](Entertainment, Restaurant, Retail, Services)	per sq. ft.	\$2.39	\$1.65	\$2.02
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per sq. ft.	\$4.78	\$3.30	\$4.05
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per sq. ft.	\$6.53	\$4.50	\$5.53
<b>Additive Fees for Commercial Services &amp; Retail Uses</b>				
Bank Drive-Thru or Free-Standing ATM	per lane / ATM	\$15,711	\$10,868	\$12,234
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	\$ 13,957	\$ 9,962	\$12,227
Motor Vehicle Charging or Fueling	per charging or fueling position	\$12,793	\$9,197	\$11,288
Motor Vehicle Services (Maintenance, Quick Lube, Service, Tires)	per service bay	\$5,993	\$4,308	\$ 5,288
Pharmacy Drive-Thru	per lane	\$10,575	\$7,603	\$9,331
Quick Service Restaurant Drive-Thru Lane	per lane	\$30,012	\$18,971	\$25,517

Source: City of Port St. Lucie Phase 2 Mobility Plan and Mobility Fee Technical Report dated September 2022, prepared by NUE Urban Concepts, LLC

### Further Reading:

City of Port St. Lucie Phase 2045 Mobility Plan - March 2023

City of Port St. Lucie Phase 2 Mobility Plan & Mobility Fee Technical Report - September 2022



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