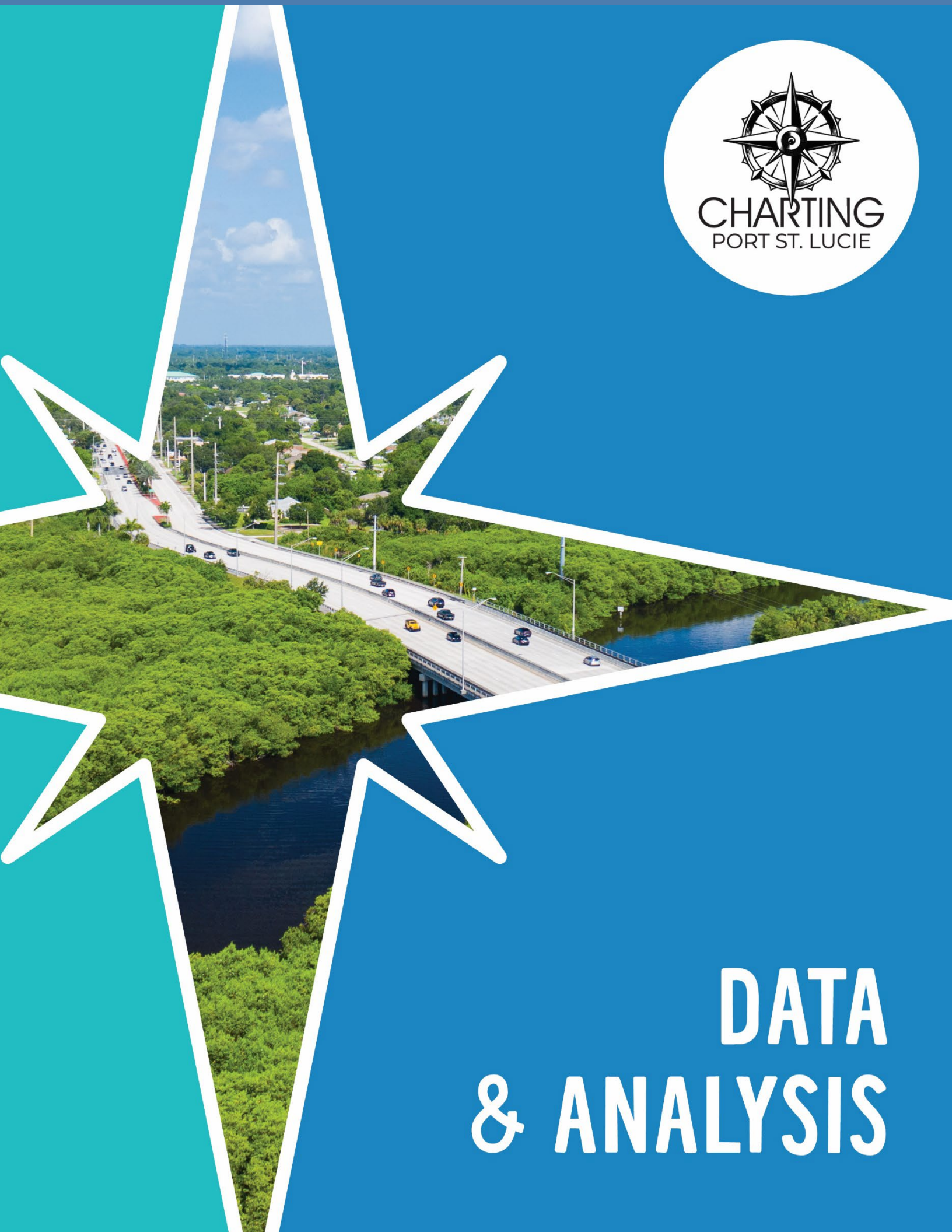
CHARTING
PORT ST. LUCIE



DATA & ANALYSIS



FUTURE LAND USE

1

CHARTING
PORT ST. LUCIE

DATA & ANALYSIS

September 28, 2026

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CHAPTER 1. FUTURE LAND USE ELEMENT

I. Introduction

A. Purpose

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

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- A balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns.

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

B. Planning Timeframes

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

C. General History & Setting

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

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

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

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

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

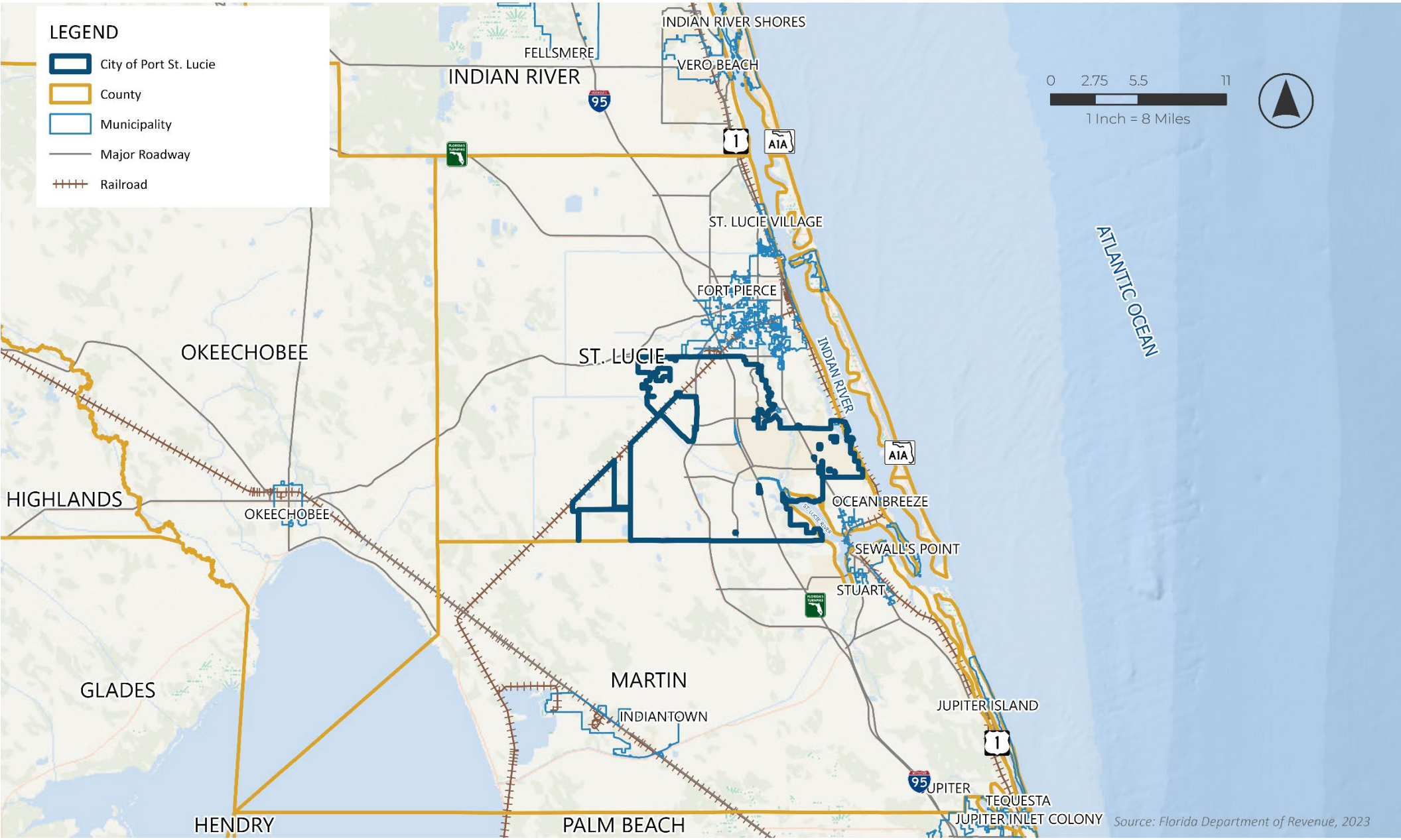
Between 2000 and 2008, the City of Port St. Lucie annexed approximately 24,000 acres. The majority of the acreage is located west of Interstate 95 in the area known as the City's Western Annexation Area. The City's Western Annexation Area reflects the sewer and water service boundary lines that were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

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

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

REGIONAL CONTEXT
COMPREHENSIVE PLAN 2050

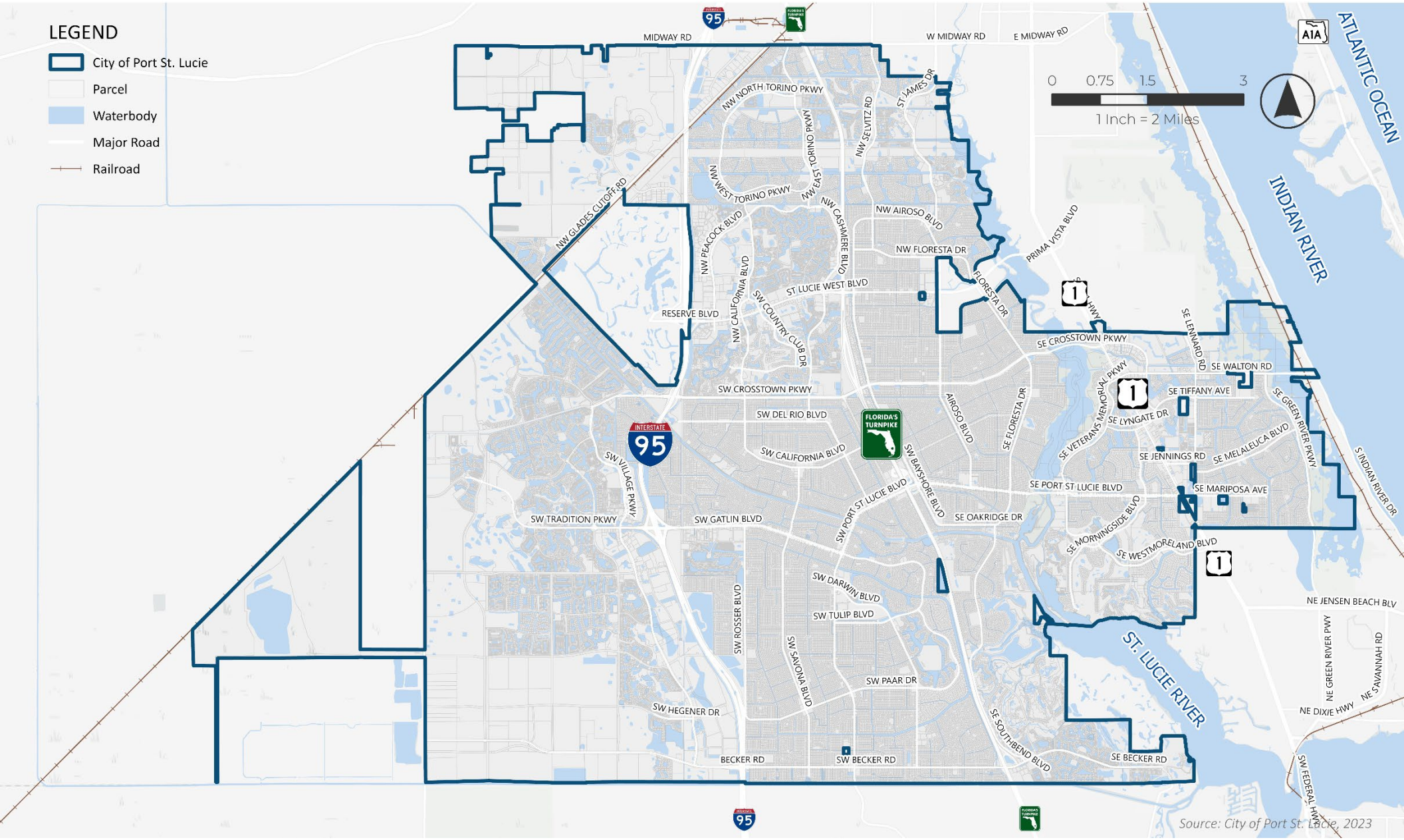
MAP 1-1



CITY BOUNDARY

COMPREHENSIVE PLAN 2050

MAP 1-2



II. Land Use Inventory and Analysis

A. Existing Use and Development Patterns

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

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

B. Developments of Regional Impact

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

Table 1 - 1. Active Developments of Regional Impact

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

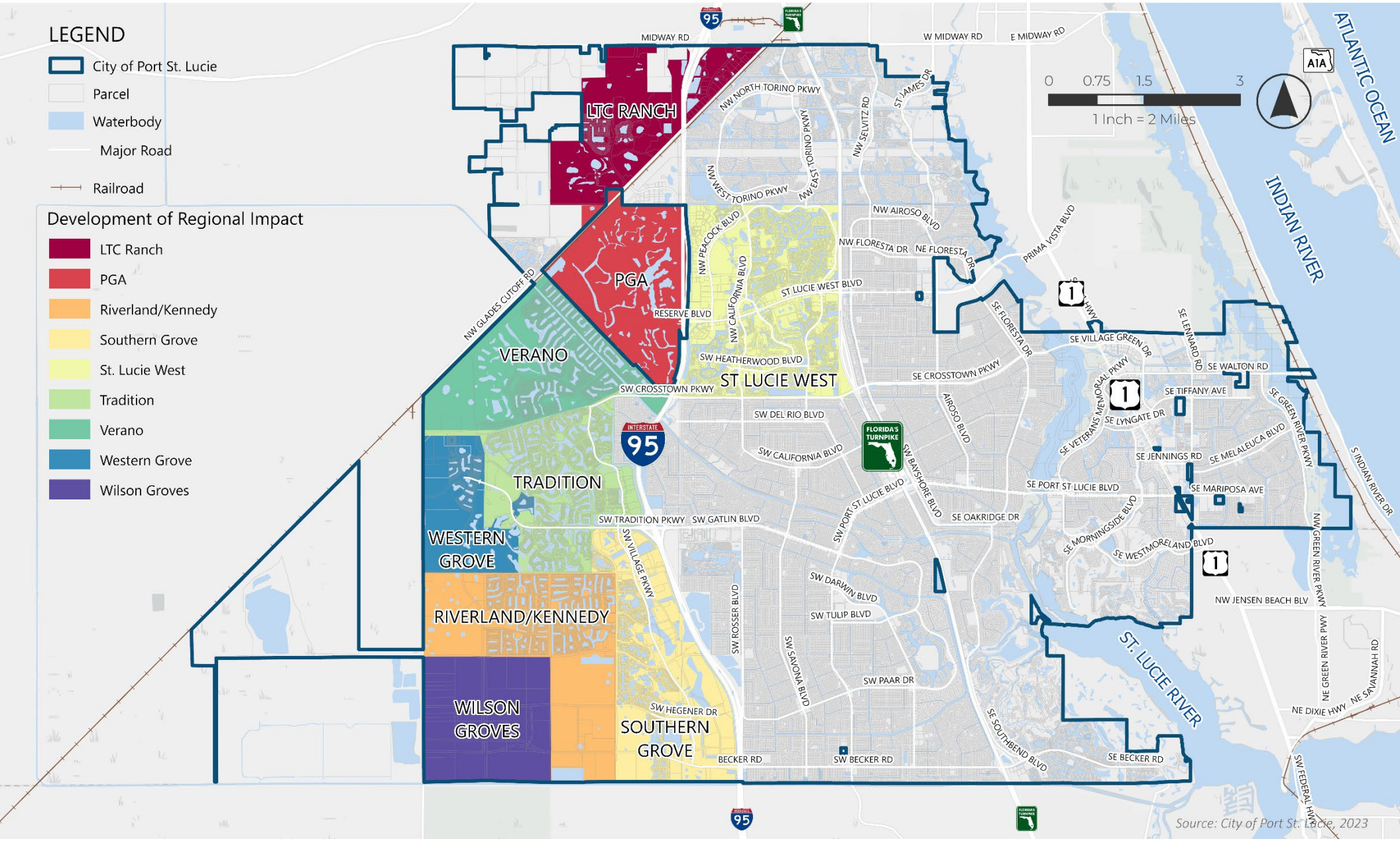
**The residential portion of the Reserve DRI is within unincorporated St. Lucie County.*

Source: City of Port St. Lucie, 2025

DEVELOPMENTS OF REGIONAL IMPACT

COMPREHENSIVE PLAN 2050

MAP 1-3



C. Permanent and Seasonal Population Projections

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

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

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

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

Table 1 - 2. Population Projections

	2025	2030	2035	2036	2040	2045	2050
Permanent Population	260,194	299,596	329,341	334,379	354,530	376,121	395,665
Seasonal Population	7,599	8,750	9,619	9,766	10,354	10,985	11,556
Total Population	267,793	308,346	338,960	344,145	364,885	387,106	407,221
Net Gain from Estimated 2025		40,553	71,167	76,351	97,091	119,313	139,428

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

D. Future Land Use Categories

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

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

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

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

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

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

Table 1 - 3. Acreage of Future Land Use Categories

Future Land Uses		Acreage	Percent
AC	Activity Center	73.88	0.10%
CG	Commercial General	981.05	1.27%
CG/CH/ROI	Commercial General/ Highway Commercial/ Medium Density Residential Office Institutional	82.20	0.11%
CG/CS/CH/LI	Commercial General/ Highway Commercial/ Service Commercial/Light Industrial	30.46	0.04%
CG/CS/ROI	Commercial General/ Service Commercial/ Medium Density Residential Office Institutional	3.38	0.00%
CG/I	Commercial General/ Institutional	145.69	0.19%
CG/OSR/I	Commercial General/ Open Space- Recreation/ Institutional	51.13	0.07%
CG/RH	Commercial General /High Density Residential	18.48	0.02%
CG/RH/I	Commercial General/ High Density Residential/ Institutional	52.30	0.07%
CG/RH/OSR/I	Commercial General/ High Density Residential/ Open Space-Recreation/ Institutional	17.29	0.02%
CG/ROI	Commercial General/ Medium Density Residential Office Institutional	116.77	0.15%

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

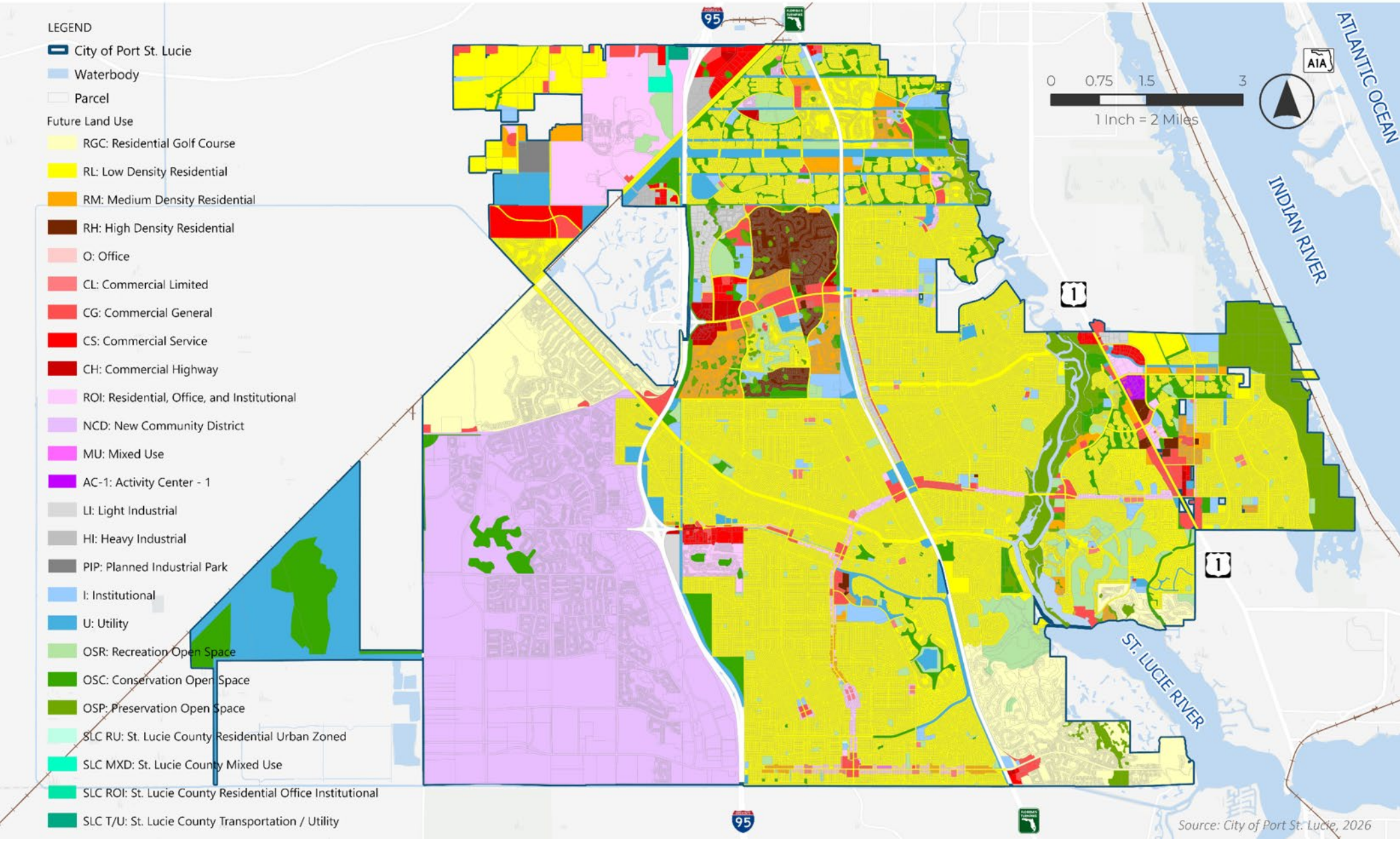
Future Land Uses		Acreage	Percent
OSC/OSR	Open Space-Conservation/ Open Space- Recreation	515.66	0.67%
OSP	Open Space- Preservation	2,919.90	3.79%
OSR	Open Space- Recreation	2340.27	3.04%
OSR/I	Open Space- Recreation/ Institutional	165.68	0.22%
OSR/LI	Open Space- Recreation/ Light Industrial	15.53	0.02%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

Source: City of Port St Lucie, 2025

FUTURE LAND USE

COMPREHENSIVE PLAN 2050

MAP 1-4



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






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

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




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




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





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




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




3. **Mixed-use categories.** The City's Future Land Use Map includes several categories that allow or require a mix of uses at various densities and intensities. The Residential Office Institutional category has been in place the longest. The New Community Development (NCD) dates to 2003. The City has also had the Mixed-Use land use category in place and is now introducing two new categories labeled Activity Center -1 and Activity Center -2.

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




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

Table 1 - 4. New Community Developments

NCD	Max Residential Units	Max Non-Residential sq. ft.
Tradition/	6,161	1,725,664 + 150 Hotel Rooms & 300 ALFs
Western Grove	4,000	250,000

NCD	Max Residential Units	Max Non-Residential sq. ft.
Southern Grove	7,674	13,187,925 + 1,051 Hotel Rooms & 300 Hospital Beds
Riverland Kennedy	11,700	3,615,168
Wilson Groves	7,700	5,070,750

Source: City of Port St. Lucie, 2025



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

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



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



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








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








E. Future Land Use Map Holding Capacity

As required by Florida Statutes, the comprehensive plan must be based on at least the minimum amount of land required to accommodate the medium projections of the University of Florida's Bureau of Economic and Business Research for at least a 10-year planning period. The most common method for determining the ability of the plan to accommodate projected population (holding capacity) is to calculate the number of residential units that can be built on vacant lands. As noted earlier, most of the vacant land in the City is already entitled for development. Therefore, in this case, the holding capacity was estimated using both the available acreage and existing development entitlements.

As shown in **Table 1-2** and detailed in **Appendix A**, the total population of Port St. Lucie, including both permanent and seasonal residents, is estimated at 267,793 in 2025 and is projected to increase by approximately 76,352 persons by 2036, 123,336 persons by 2046, and 139,428 persons by 2050.

Based on the 2020–2024 American Community Survey average household size of 2.76 persons per household, the City's Future Land Use Map (FLUM) will need to accommodate at least an additional 27,663 dwelling units by 2036, 44,687 units by 2046, and approximately 50,517 dwelling units by 2050.

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

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

Based on existing entitlements and the estimated residential holding capacity of vacant land, the Future Land Use Map could potentially accommodate approximately 41,051 additional dwelling units - approximately 3,636 fewer than projected to be needed by 2046. Given the statutory requirement to reevaluate the Comprehensive Plan every seven years, the City prefers to defer consideration of increased

residential densities until the next planning cycle. In addition, the Activity Center 2 Future Land Use category may provide opportunities for additional residential density in the urban core if pursued through future development applications. Anticipated annexations northwest of the City are also expected to help accommodate a portion of future residential growth.

Table 1 - 5. Vacant Residential Land Holding Capacity

Future Land Use	All Parcels (ac)	Vacant Resid (ac) [1]	Env. Sensitive (ac)	Density (du/ac)	Percent Residential (%)	Carrying Capacity
Residential Golf Course	5,476.6	85.6	34.7	5	100%	254
Low Density Residential	23,356.5	199.9	13.3	5	100%	933
Medium Density Residential	1,695.5	99.5	7.2	11	100%	1,015
High Density Residential	1,170.2	22.0	-	15	100%	330
Residential Office Institutional	2,702.7	20.5	3.4	11	75%	141
Activity Center 1 [2]	77.1	77.1	-	25	100%	1,928
Entitled: [3]	-	-	-	-	-	
• NCD: New Community Development	13,725.6	-	-	-	-	36,450
• MU: Mixed Use	6.9	-	-	-	-	
Total Holding Capacity						**41,051**
2036 Housing Demand						**27,663**
2046 Housing Demand						**44,687**
2036 Surplus/(Deficit) of Dwelling Units						**13,388**
2046 Surplus/(Deficit) of Dwelling Units						**(3,636)**

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

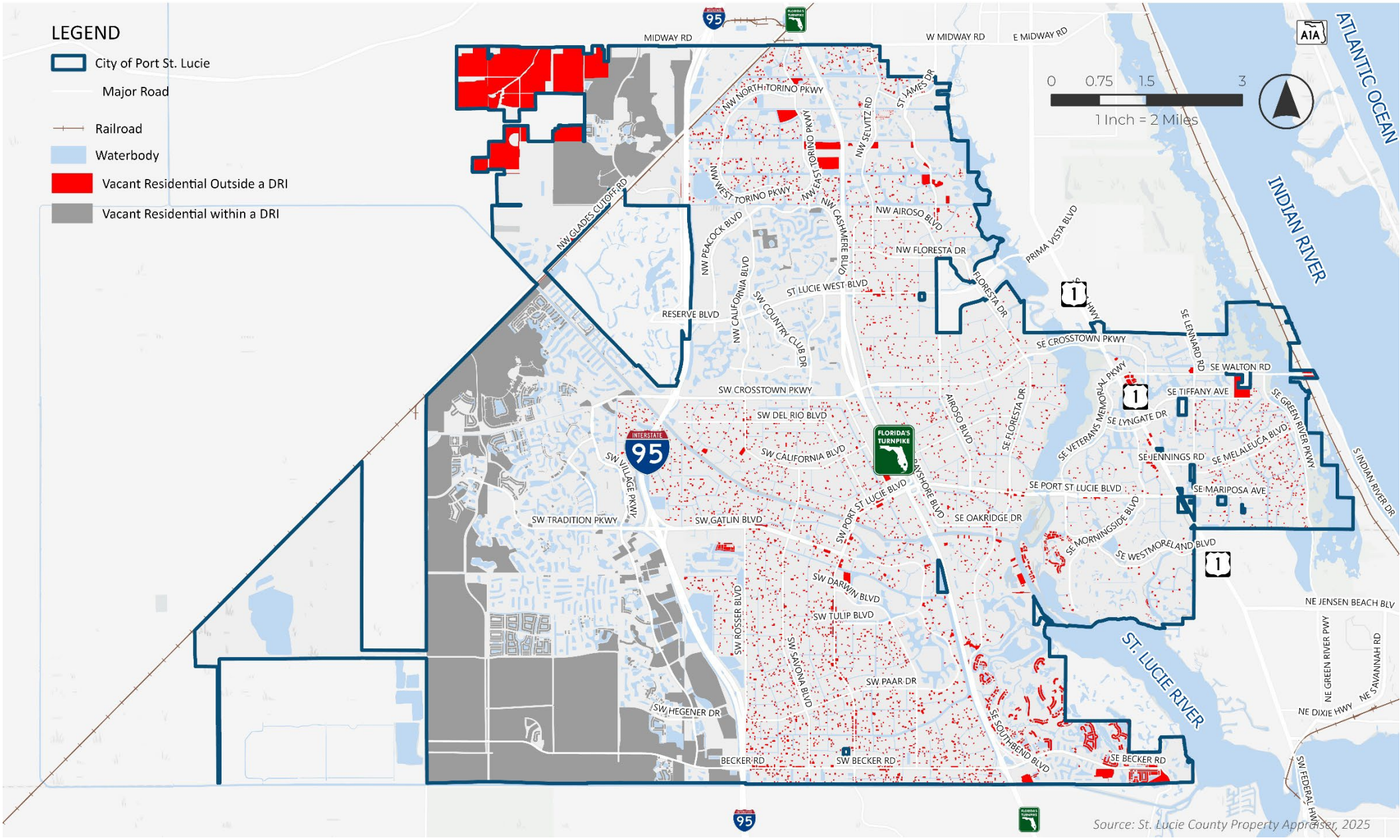
[2] Assumes multifamily as part of vertical mixed use.

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

VACANT RESIDENTIAL

COMPREHENSIVE PLAN 2050

MAP 1-5

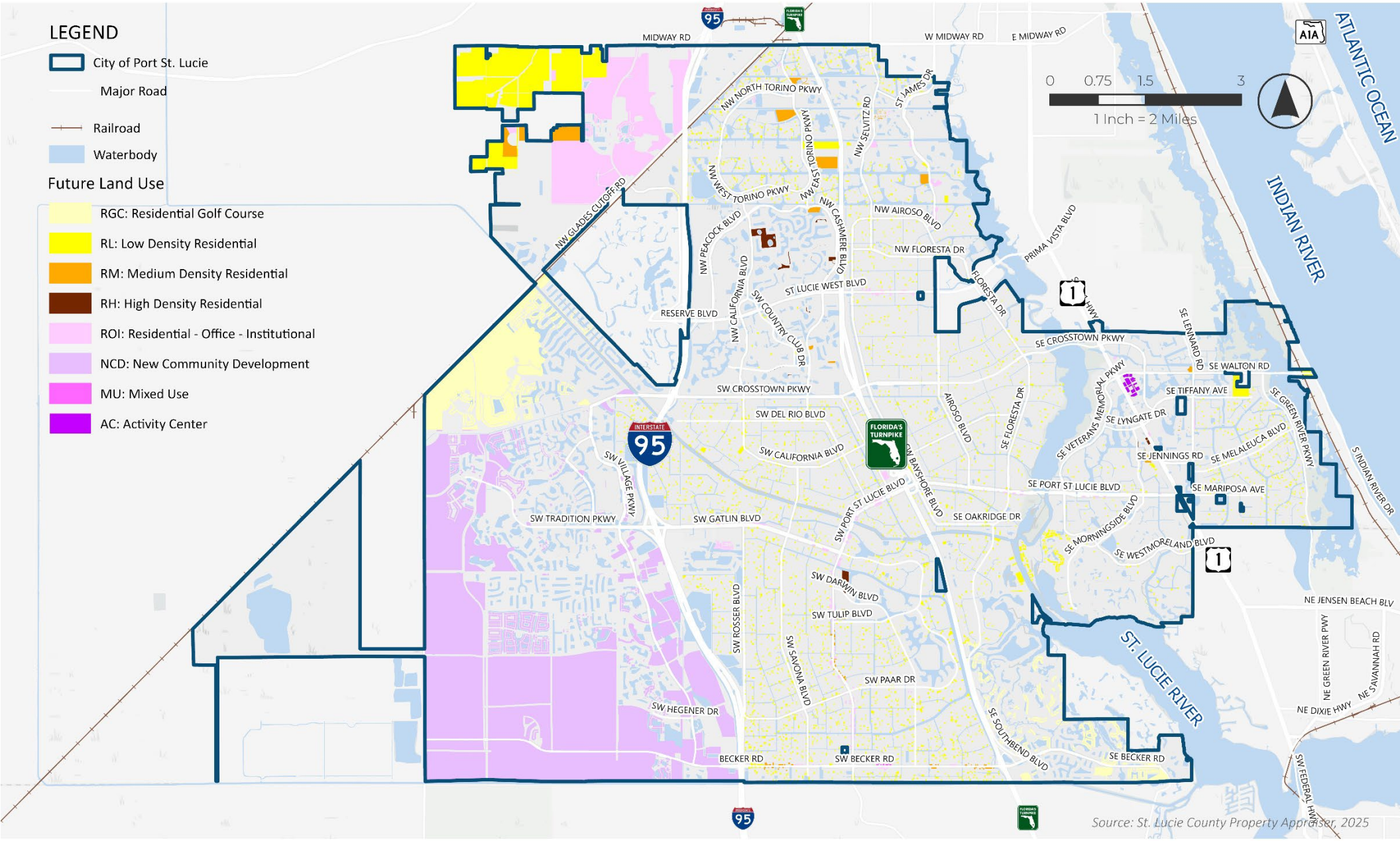


Source: St. Lucie County Property Appraiser, 2025

VACANT RESIDENTIAL - FLU

COMPREHENSIVE PLAN 2050

MAP 1-6



F. Availability of Public Facilities & Services

1. Transportation

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

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

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

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

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

2. Potable Water

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

3. Wastewater

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

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

4. Solid Waste

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

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

5. Drainage

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

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

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

6. Parks

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

The City currently has 1,573 acres of recreation facilities across 52 sites. The City is also served by nearby County and State-owned public recreation land, such as the 6,000-acre Savannas Preserve State Park. Strategies for acquiring new parkland include the dedication of park and recreation land as part of the

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

At 6.02 acres of parkland per 1,000 residents, the City currently exceeds its level of service standard of 5 acres per 1,000 persons for parks. To ensure no shortage of parklands occur, through the 2050 planning horizon, Port St. Lucie is pursuing several strategies, including continued implementation of the 2021 Port District Master Plan, which will introduce new recreation areas, boat docks, and other facilities along the St. Lucie River. The City is also actively working towards developing the Torino Regional Park, which will add 195.2 acres of parkland, and has acquired and is in the process of developing the Traditional Regional Park.

7. School Capacity

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

8. Airports

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

9. Military Installations

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

10. Railways

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

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

G. Natural Resources

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

1. Wellfield Protection

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

2. Wetlands

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

3. Floodplains

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

4. Soils

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

5. Topography

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

H. Historic Resources

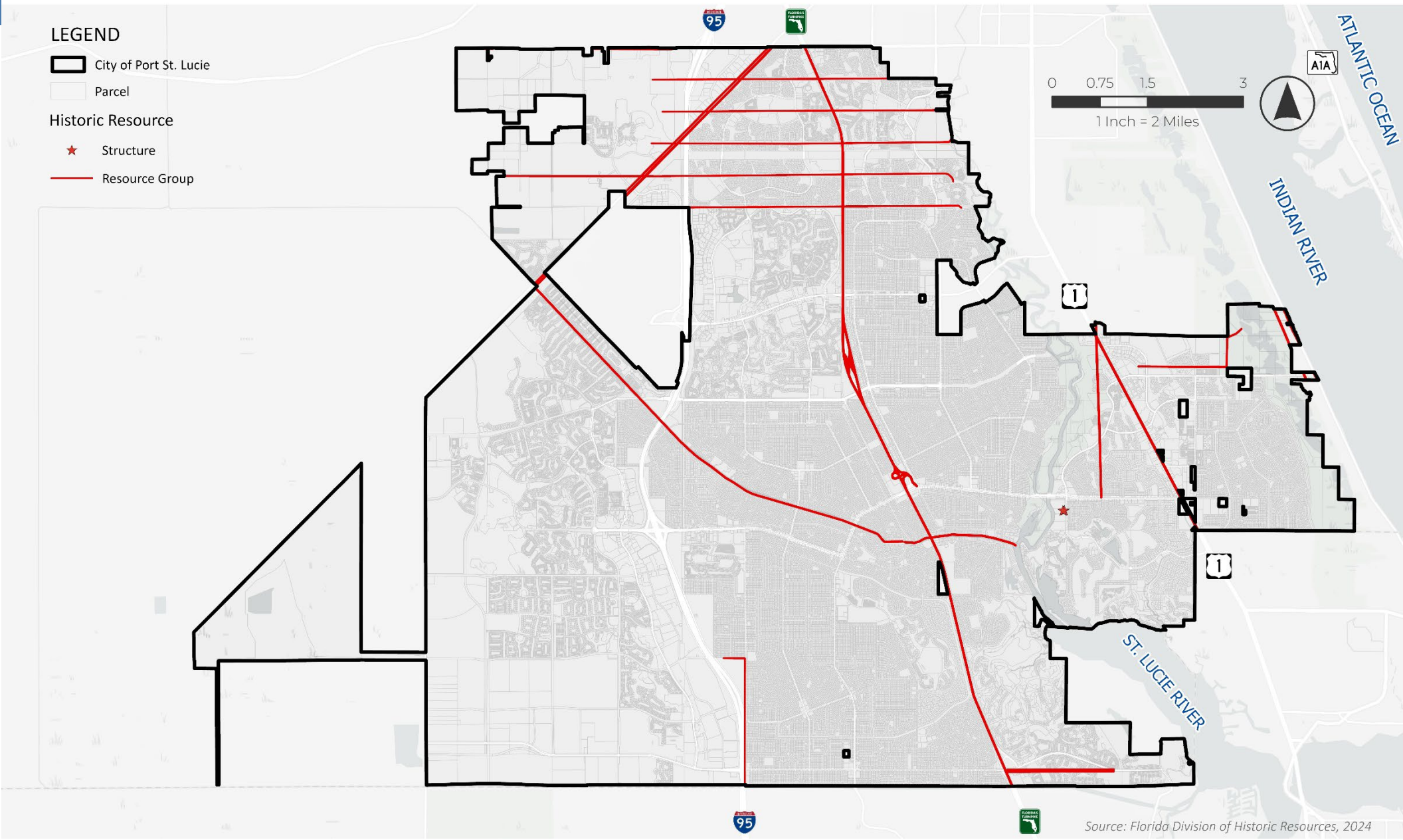
The City of Port St. Lucie currently does not maintain a local registry of historically significant resources or a historic preservation ordinance.

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

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

HISTORIC RESOURCES
COMPREHENSIVE PLAN 2050

MAP 1-7



I. Urban Sprawl

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

1. Utility Service Area

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

2. Keep Port St. Lucie Beautiful

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

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

3. Conversion Manual

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

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

4. Activity Centers

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

5. Community Redevelopment Areas

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

a. Original and East Lake Village Expansion

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

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

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

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

b. CRA Expansion Area/The Port District.

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

c. Southern Grove.

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

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

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

6. Citywide Design Standards

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

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

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

c. Promote aesthetically appealing growth.

d. Promote pedestrian-friendly environments.

e. Promote environmentally sensitive development.

f. Improve the city's image.

g. Maintain or improve property values, and

h. Promote the public health, safety, and welfare

7. Conservation Trust Fund

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

8. Economic Development

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

9. Annexation

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

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

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

J. Planning Areas

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

Table 1 - 6. Planning Areas

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

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

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

K. Neighborhood Planning

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

Table 1 - 7. Neighborhoods

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

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

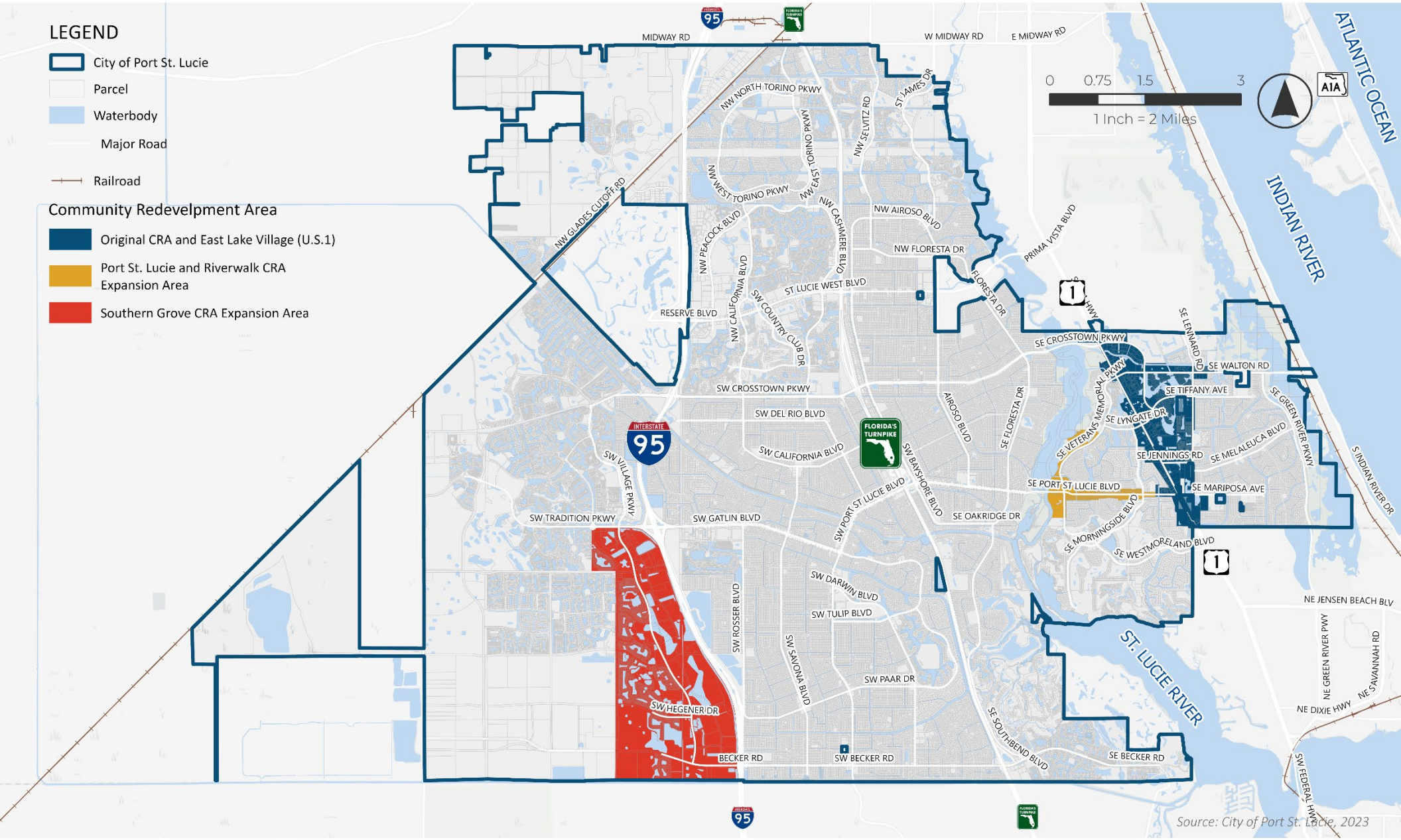
Neighborhood Name	Neighborhood Description
Torino	Torino is an up and coming community with close access to Interstate 95, is convenient to St. Lucie West.
Tradition	This unique master-planned community offers a pedestrian friendly small town feel with everything residents need including shops, restaurants,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

Source: City of Port St. Lucie, 2025

COMMUNITY REDEVELOPMENT AREAS

COMPREHENSIVE PLAN 2050

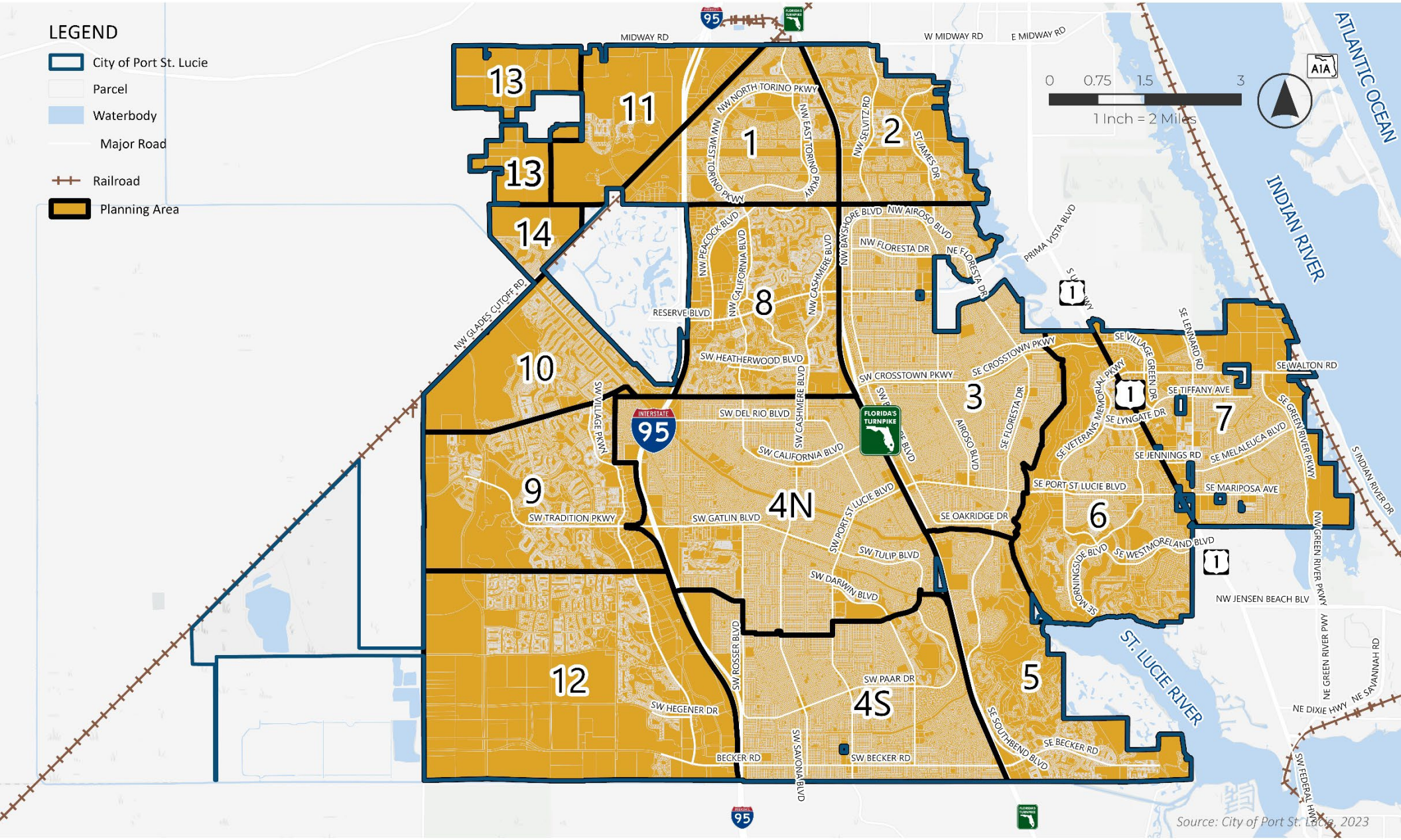
MAP 1-8



PLANNING AREAS

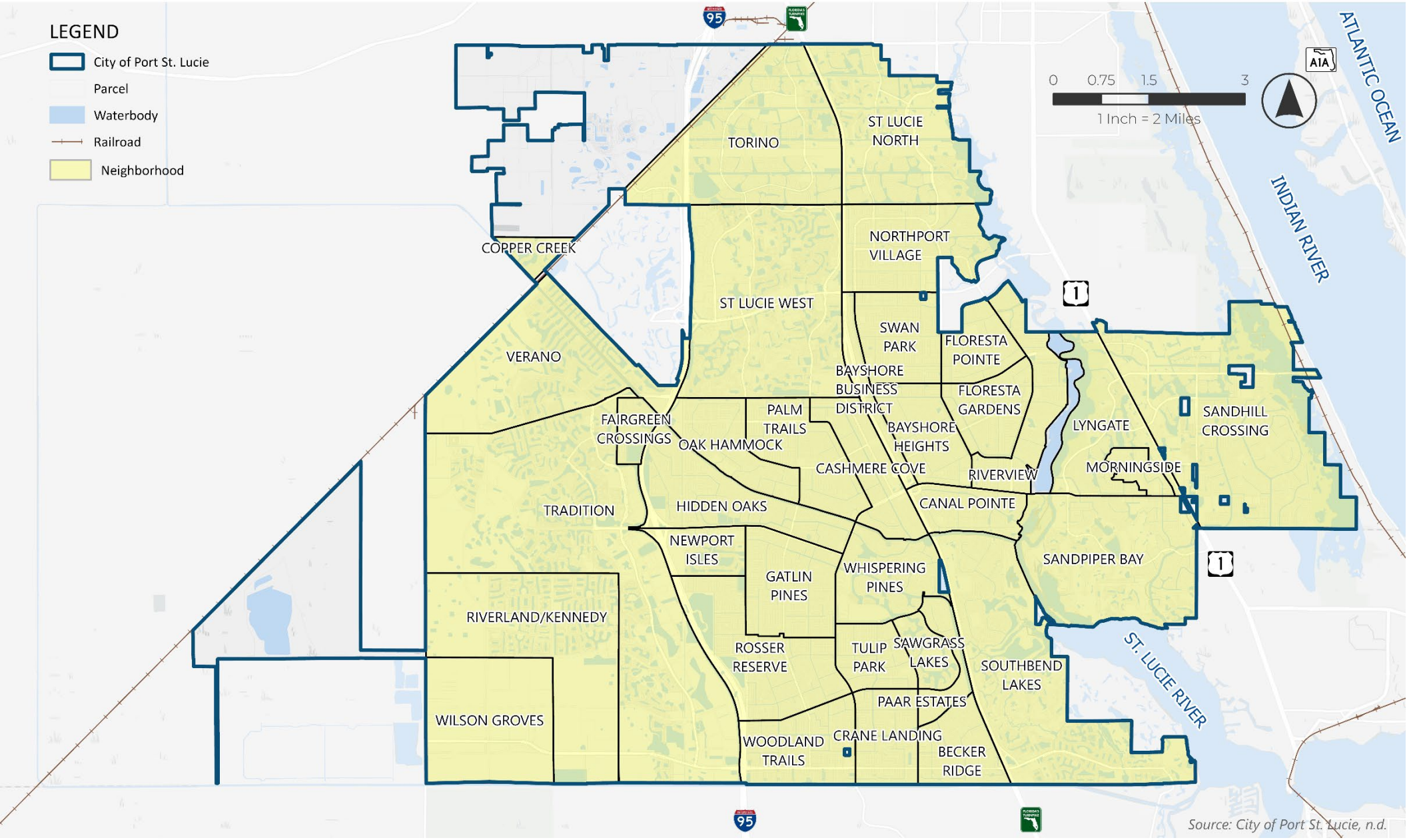
COMPREHENSIVE PLAN 2050

MAP 1.9



NEIGHBORHOODS
COMPREHENSIVE PLAN 2050

MAP 1-10



III. Future Considerations

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

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

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

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

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

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

F. **Impervious Surface Ratio (ISR).** The City also regulates ISR in the comprehensive plan, which rather than have an effect on development intensity, it regulates how much of a site can be covered by buildings, walkways, parking areas, and any other improvement that prevents natural percolation of water. With this plan update, the City is establishing ISR for all residential land use categories, ranging from 0.5 for lower density residential, to 0.75 for high density residential. The zoning regulations may further restrict these per zoning district.

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

IV. Appendix A. Population Projections

City of Port St. Lucie
Comprehensive Plan Update
Population Projections

PURPOSE

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

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

METHODOLOGY

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

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

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

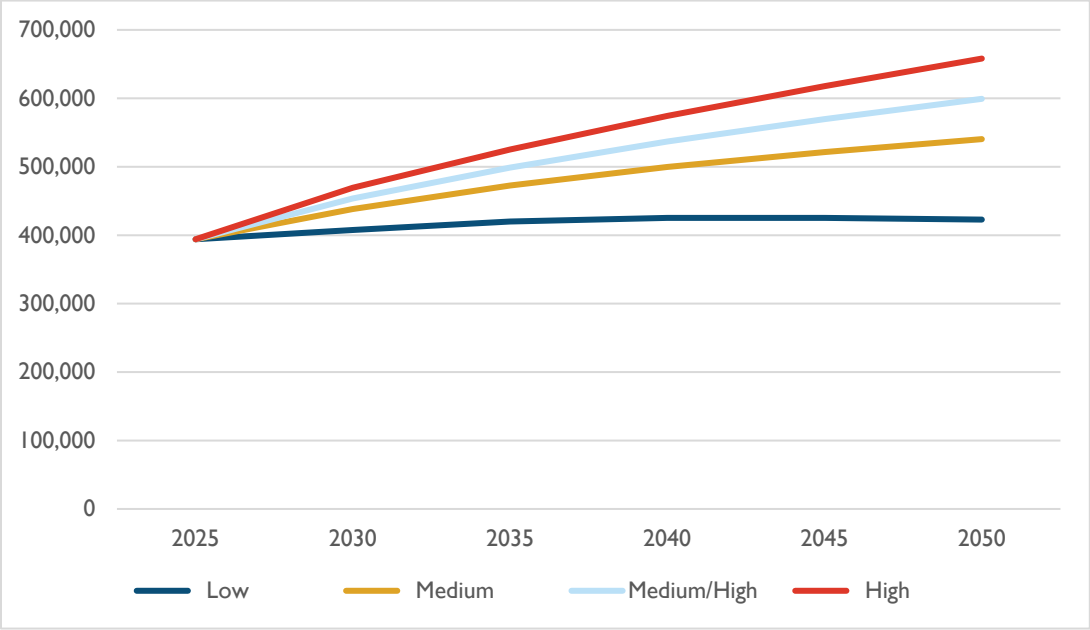
Table 1. BEBR Countywide Population Projections for St. Lucie County

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

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

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

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



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

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

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

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

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

Source: United States Census Bureau, 1970-2020; BEBR, 2026.

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

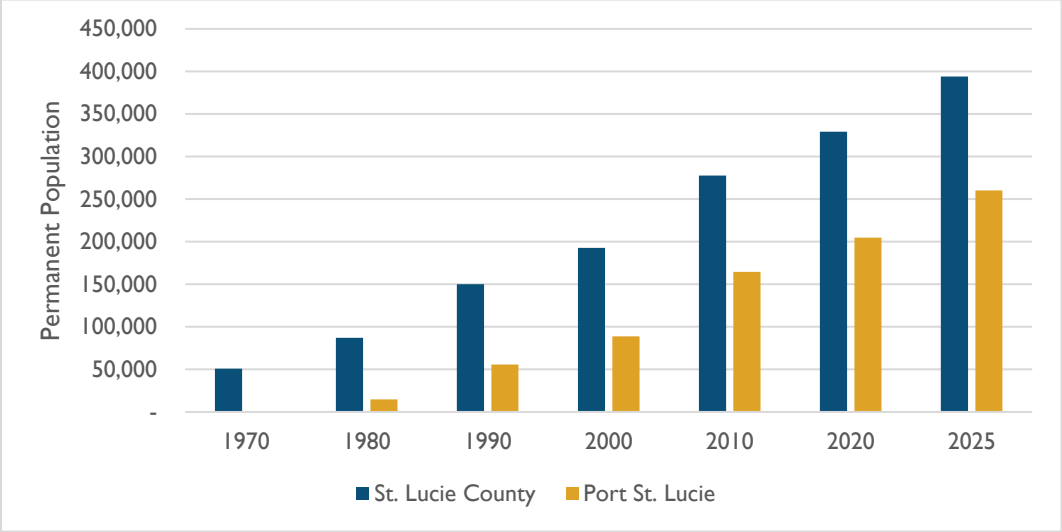
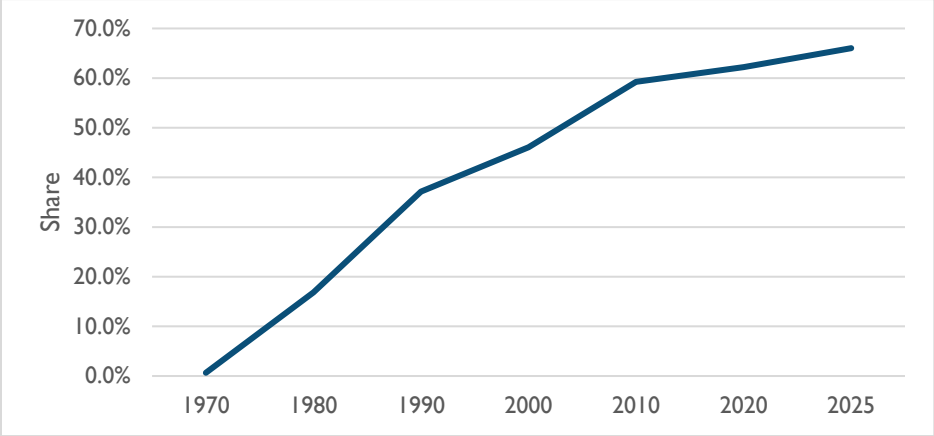


Figure 3. Population Share Trend



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

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

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

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

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

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

Source: 2020 Census; BEBR 2026.

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

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

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

Table 4. Population Projections for Port St. Lucie

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

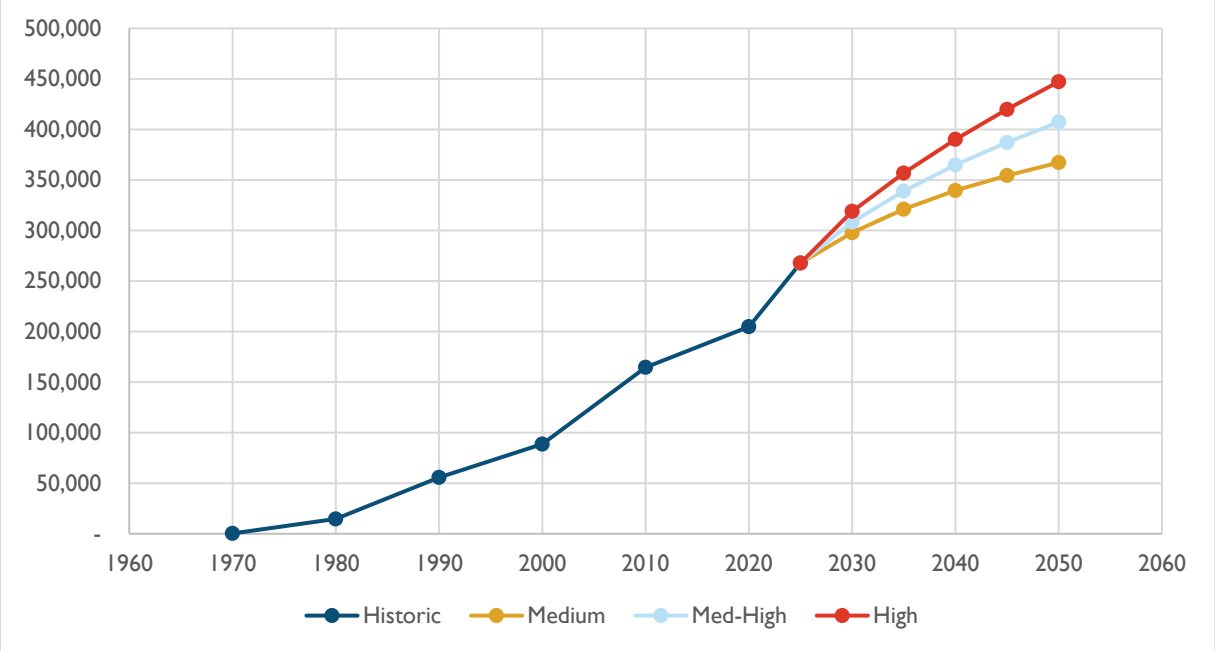
Year	St. Lucie County	Port St. Lucie		
	Permanent [1]	Permanent [2]	Seasonal [3]	TOTAL
2040	499,700	329,935	9,636	339,572
2045	521,500	344,329	10,057	354,386
2050	540,400	356,808	10,421	367,229
C. MEDIUM-HIGH PROJECTIONS				
2030	453,750	299,596	8,750	308,346
2035	498,800	329,341	9,619	338,960
2040	536,950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

[1] BEBR, 2026

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

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

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



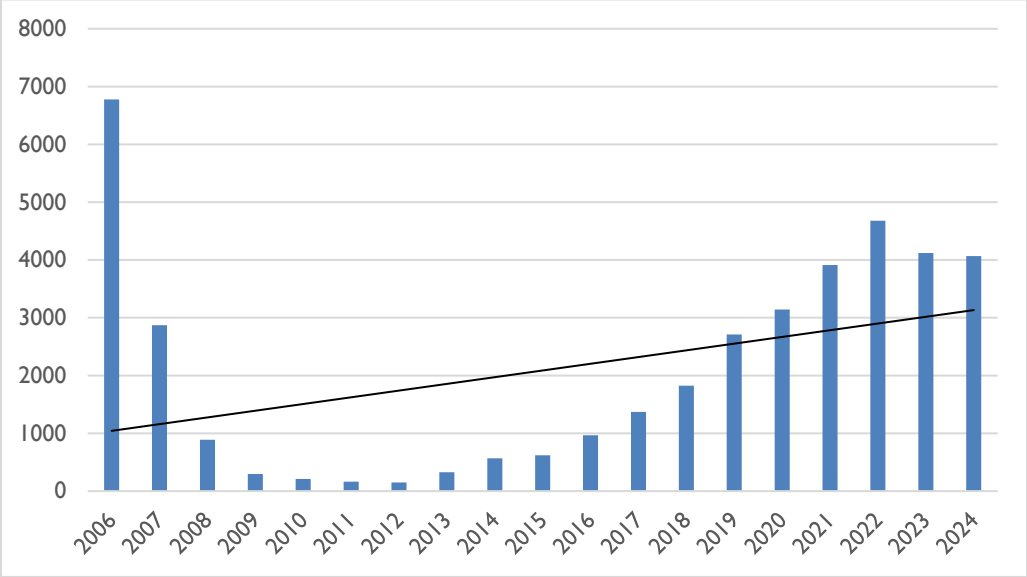
Local Considerations

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

Certificates of Occupancy

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

Figure 5. Residential Certificates of Occupancy Issued



Building Permits and Entitlements

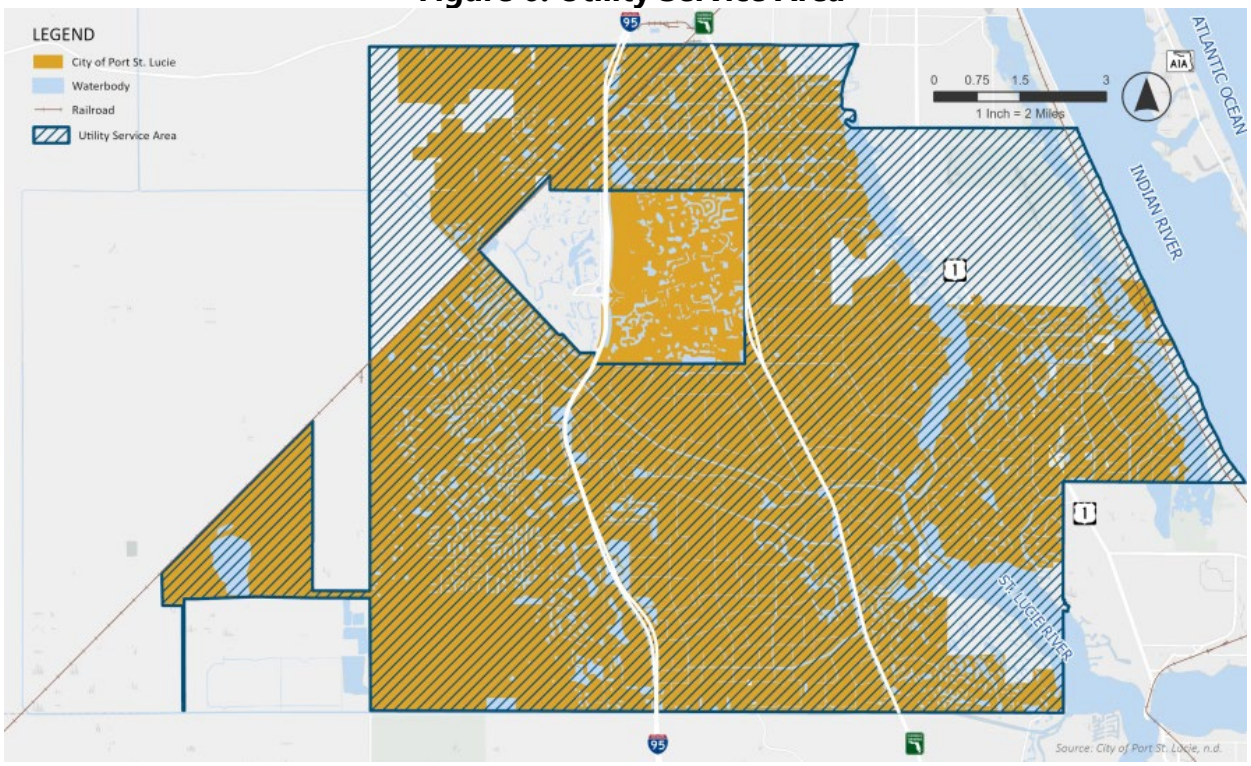
The City has kept track of the number of units approved and built within Developments of Regional Impact (DRIs) and large master planned communities. Recent estimates show that, as of February of 2026, there were 104,982 dwelling units in the City (91,779 single family and 13,203 multi-family). Approved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

Water Supply Plan

The City Water Supply Facilities Plan contains population projections that include the ***entire utility service area***, not just within the City boundaries (see map below). The 2021 Upper East Coast Water Supply Plan (UEC WSP) shows a 2045 projection of **492,801** residents, which includes 33,085 Domestic Self Supply users and 459,716 Public Supply customers. It must be noted that the South Florida Water Management District required the City to use a high projection for water supply planning to align with the County's projection, rather than the medium projection that had been used previously.

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

Figure 6. Utility Service Area



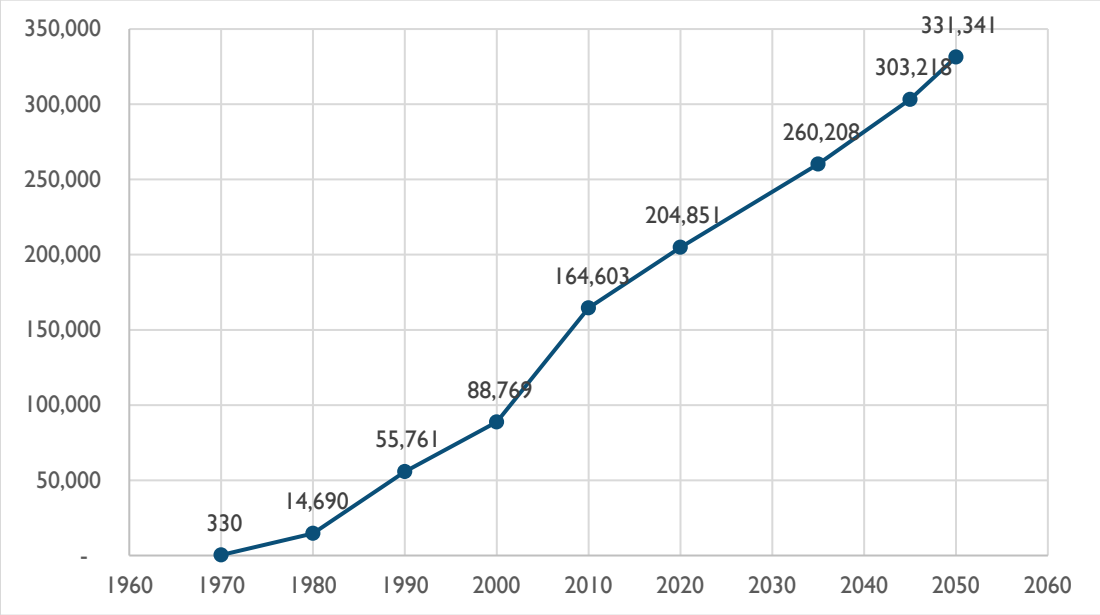
Transportation Plans

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

Linear Projection

A linear projection strictly based on past city population estimates would yield a 2045 projection of **303,218** and a 2050 projection of **331,341**. Considering the scale of residential projects approved in the past, and the growth pressure coming from South Florida, the City does not foresee following a lineal constant growth.

Figure 7. Linear Projection



OFFICIAL POPULATION PROJECTION

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

The selected scenario shows the total population of Port St. Lucie increasing by 119,313 people between 2025 and 2045 reaching a total population of 387,106. Forecasts project a total population of 344,145 for the 10-year planning horizon (2036) and 391,129 for the 20-year horizon (2046), representing a total gain of 123,336 people over the 2025-2046 period.

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

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

	2025	2030	2035	2036	2040	2045	2050
Permanent	260,194	299,596	329,341	334,379	354,530	376,121	395,665
Seasonal	7,599	8,750	9,619	9,766	10,354	10,985	11,556
Total Population	267,793	308,346	338,960	344,145	364,885	387,106	407,221
Net Gain from 2025		40,553	71,167	76,532	97,091	119,313	139,428

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

