TORINO PARK - MATILDA PARCEL
PORT ST. LUCIE, FL

FUTURE LAND USE PLAN
AMENDMENT TRAFFIC ANALYSIS

Kimley»Horn

November 10, 2025

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TORINO PARK - MATILDA PARCEL
PORT ST. LUCIE, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida

November 10, 2025
Registry No. 35106
Kimley-Horn and Associates, Inc.
477 S Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/840-0848 TEL

Digitally signed by
Stephanie Guerra
Date: 2025.11.10
16:40:17 -05'00'

Stephanie A. Guerra, P.E.
Florida Registration Number 84302

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INTRODUCTION

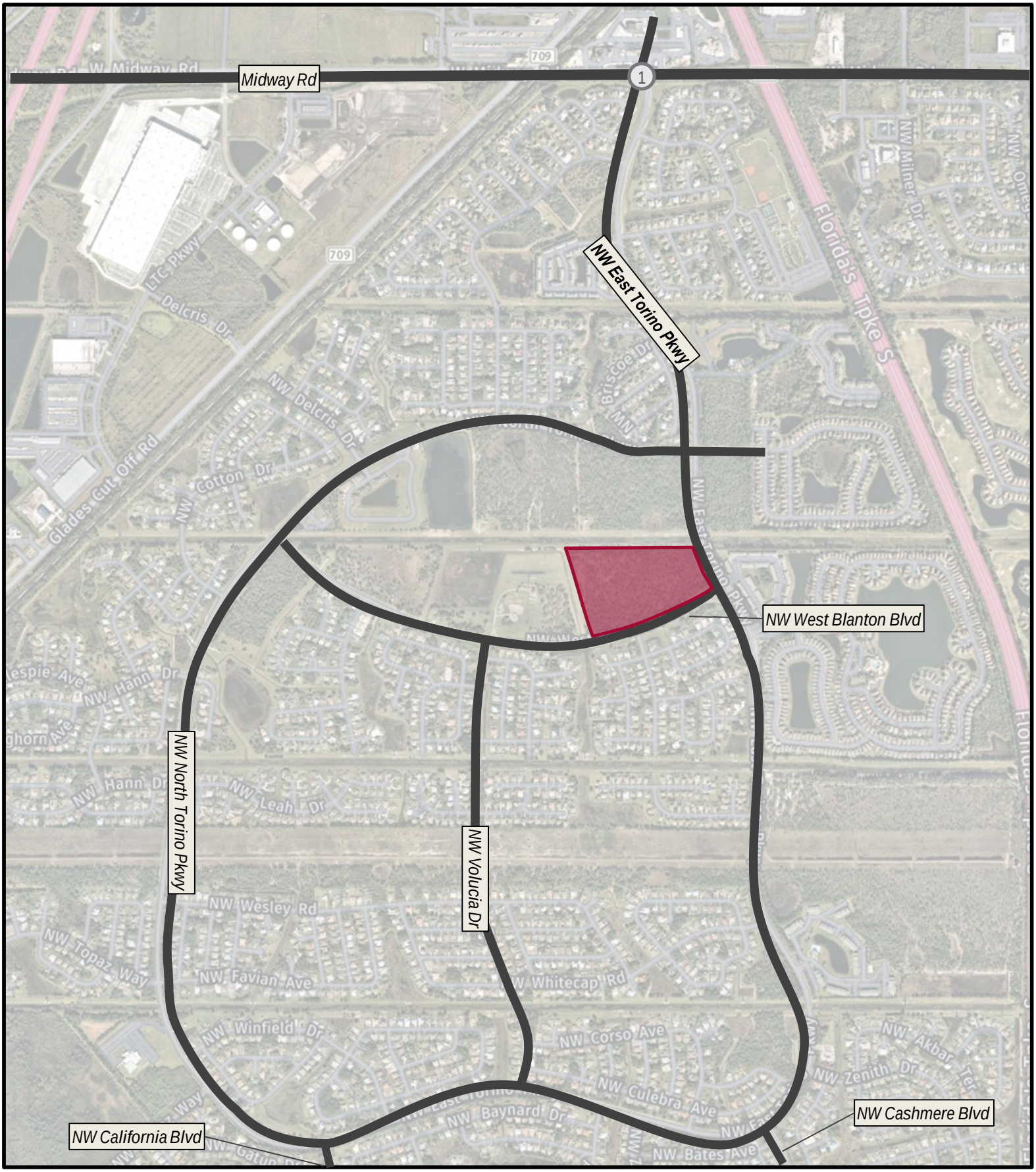
Kimley-Horn and Associates, Inc. has been retained to prepare a Future Land Use (FLU) Amendment traffic analysis for a 28.81-acre site located on the northwest corner of NW Blanton Boulevard & NW East Torino Parkway in the City of Port St. Lucie, Florida. **Figure 1** illustrates the location of the project site.

The site currently has an existing Future Land Use (FLU) designation of Residential Medium (RM) and is proposed to be changed to Open Space Recreation (OSR) The site has a zoning designation of Planned Use Development (PUD) and an existing approval for 263 residential units. The maximum development intensities under the existing and proposed designations are summarized below.

Table 1: Land Use Summary

Scenario	FLU Designation	Acreage	Intensity	Allowable Use
Existing Approval	RM	28.81 acres	-	263 residential units
Existing FLU Designation	RM	28.81 acres	Up to 11 Units Per Acre	316 residential units
Proposed FLU Designation	OSR	28.81 acres	-	28.81 acres of park

This analysis was conducted to evaluate a five-year (2030) buildout and a long-range (2045) buildout. This report summarizes the findings of the future land use plan amendment traffic analysis. The methodology and procedures used in this analysis are consistent with the guidelines for the City of Port St. Lucie and the Florida Department of Transportation.



NORTH

LEGEND

Site Location – Matilda Parcel

FIGURE 1
Torino Park – Matilda Parcel
Site Location

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PROJECT TRAFFIC

The project traffic volumes evaluated in this analysis are defined as the vehicle trips expected to be generated by the maximum possible site intensity, and the distribution and assignment of that traffic over the study roadway network.

Trip Generation

The trip generation calculations are based on the trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Handbook, 12th Edition*. Trip generation for Land Use Code (LUC) 221: Multifamily Housing (Mid-Rise) and LUC 411: Public Park were utilized. Trip generation calculations have been performed for the following scenarios:

Existing Site Approval

This scenario represents the trip generation potential for the existing site approval of 263 residential units. The existing approval has the potential to generate 1,179 daily trips, 82 AM peak hour trips, and 104 PM peak hour trips.

Existing Future Land Use Potential Development

This scenario represents the maximum development potential for the site under the existing FLU designation of RM. As shown in **Table 2**, the maximum intensity of development under the currently adopted future land use designation is 316 units. The existing FLU designation has the potential to generate 1,420 daily trips, 98 AM peak hour trips, and 122 PM peak hour trips.

Proposed Future Land Use Maximum Potential Development

This scenario represents the maximum development permitted on site under the proposed FLU designation of OSR, which equates to 28.81 acres of public park use. As indicated in **Table 2,** the maximum density of development allowed under the proposed FLU designation has the potential to generate 107 daily trips, 3 AM peak hour trips, and 5 PM peak hour trips.

As shown in Table 1, the proposed FLU change results in a decrease of 1,313 daily trips, a decrease of 95 AM peak hour trips, and a decrease of 117 PM peak hour trips in comparison to the existing FLU designation. In comparison to the existing approval, the proposed FLU change results in a decrease of 1,072 daily trips, a decrease of 79 AM peak hour trips, and a decrease of 99 PM peak hour trips.

Because the proposed amendment for the subject site results in an overall net decrease in the trip generation potential of the site on a daily, AM, and PM peak-hour basis in comparison to existing approval and existing FLU designation, no further analysis is required.

Table 2: Trip Generation Calculations Summary

Land Use	Intensity	Average Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Approval								
Multifamily Mid-Rise	263 DU	1179	82	16	66	104	66	38
	Subtotal	1179	82	16	66	104	66	38
Net New External Trips		1179	82	16	66	104	66	38
Maximum Development Intensity Under Existing Future Land Use (FLU) Designation								
Multifamily Mid-Rise	316 DU	1420	98	20	78	122	77	45
	Subtotal	1420	98	20	78	122	77	45
Net New External Trips		1420	98	20	78	122	77	45
Maximum Development Intensity Under Proposed Future Land Use (FLU) Designation								
Public Park	28.81 Acres	107	3	2	1	5	2	3
	Subtotal	*107*	*3*	*2*	*1*	*5*	*2*	*3*
Net New External Trips		107	3	2	1	5	2	3
Trip Differential (Proposed FLU - Existing FLU)		-1313	-95	-18	-77	-117	-75	-42
Trip Differential (Proposed FLU - Existing Approval)		-1072	-79	-14	-65	-99	-64	-35

Scenario	LUC 411 - Public Park	LUC 221 - Multifamily Housing (Mid-Rise)
Weekday Daily Trip Rate	T = 0.64 (X) + 88.46 (50% in, 50% out)	T = 4.55 (X) - 17.52 (50% in, 50% out)
Weekday AM Peak Hour of Generator Trip Rate	0.11 trips / acre (59% in, 41% out)	Ln (T) = 0.99 Ln (X) - 1.11 (20% in, 80% out)
Weekday PM Peak Hour of Generator Trip Rate	0.17 trips / acre (42% in, 58% out)	Ln (T) = 0.85 Ln (X) - 0.09 (63% in, 37% out)

CONCLUSION

The foregoing future land use plan amendment traffic analysis has been conducted to evaluate the proposed future land use designation change from RM to OSR. The project is located on the northwest corner of NW Blanton Boulevard & NW East Torino Parkway in the City of Port St. Lucie, Florida. Based on the trip generation analysis, the amendment would result in a net decrease in trip generation potential of the site. Therefore, the proposed change in the future land use is consistent with the City's comprehensive plan and no significant transportation impacts are anticipated as a result of the proposed land use change.

APPENDIX

Property Identification

Site Address:	NW EAST TORINO PKWY
Sec/Town/Range:	12/36S/39E
Parcel ID:	**3420-731-0006-000-6**
Jurisdiction:	Port Saint Lucie
Land Use Code:	9900 - Non-Ag ACRG
Account #:	**106575**
Map ID:	33/12S
Zoning:	Planned Un

Legal Description

PORT ST LUCIE-SECTION 46- FIRST REPLAT TRACT F (28.81 AC) (MAP 33/12S)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	28.81
Land Size (SF):	1,254,963.6

Building Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

Map

State of Florida, Vantor Powered by Esri

Ownership

City Of Port St Lucie
121 SW Port St Lucie BLVD
Port St Lucie, FL 34984-5042

Current Values

Just/Market value:	$4,421,400
Assessed value:	$3,028,197
Exemption value:	$0
Taxable value:	$3,028,197

Public Park
(411)

Vehicle Trip Ends vs: **Acres**
On a: **Weekday**

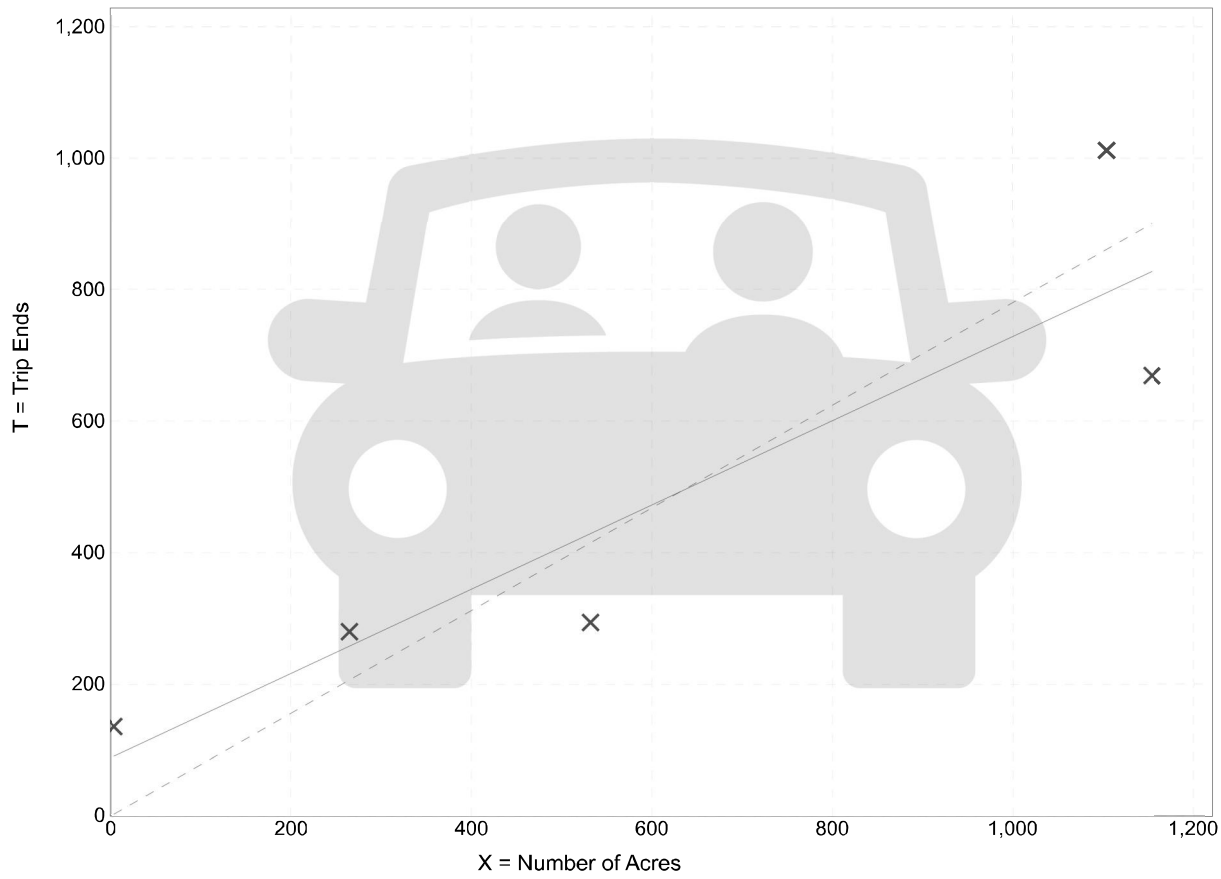
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Acres: 612
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.78	0.55 - 34.00	1.36

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 0.64(X) + 88.46

R^2= 0.82

Public Park
(411)

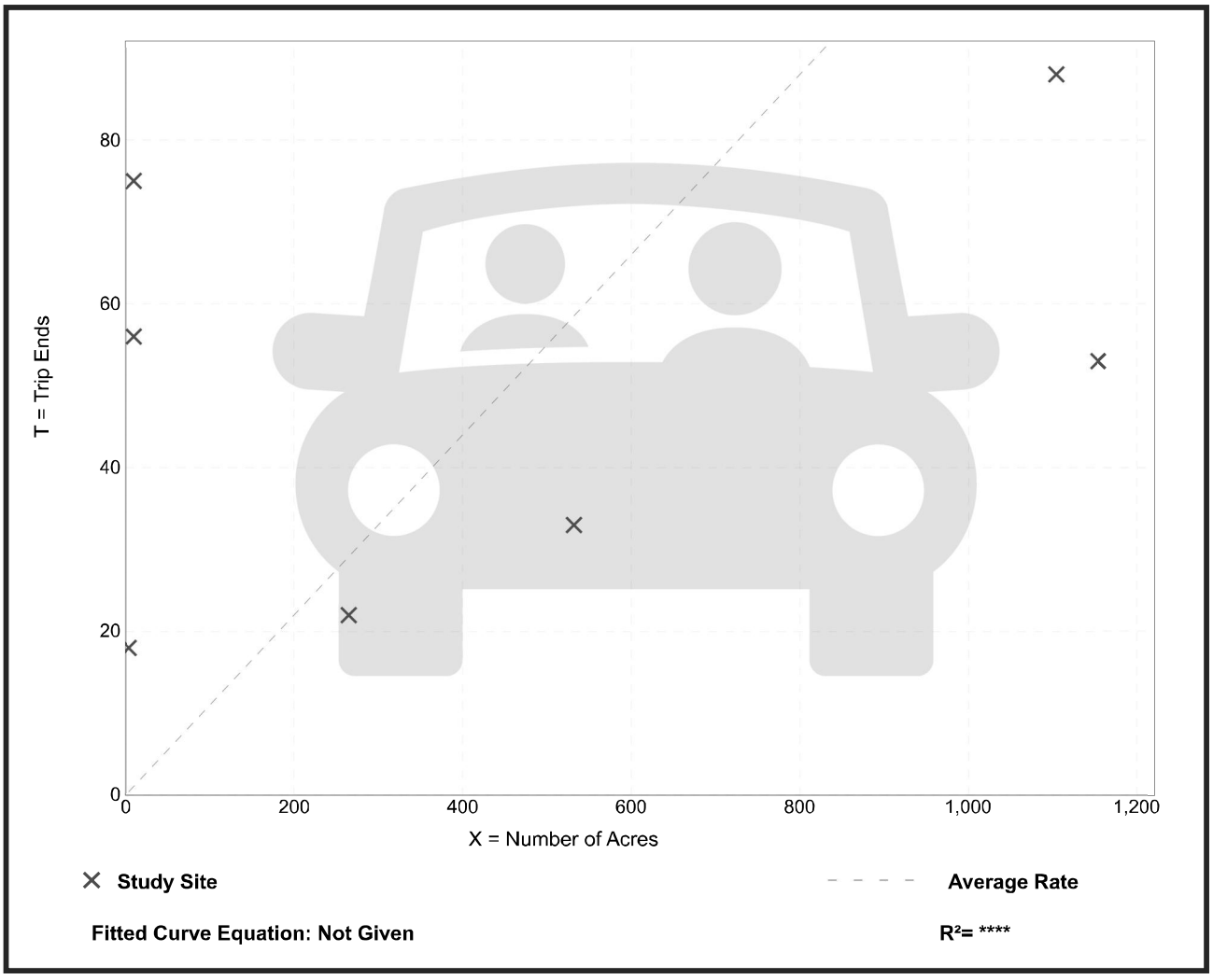
Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Acres: 440
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.11	0.05 - 7.52	0.59

Data Plot and Equation



Public Park
(411)

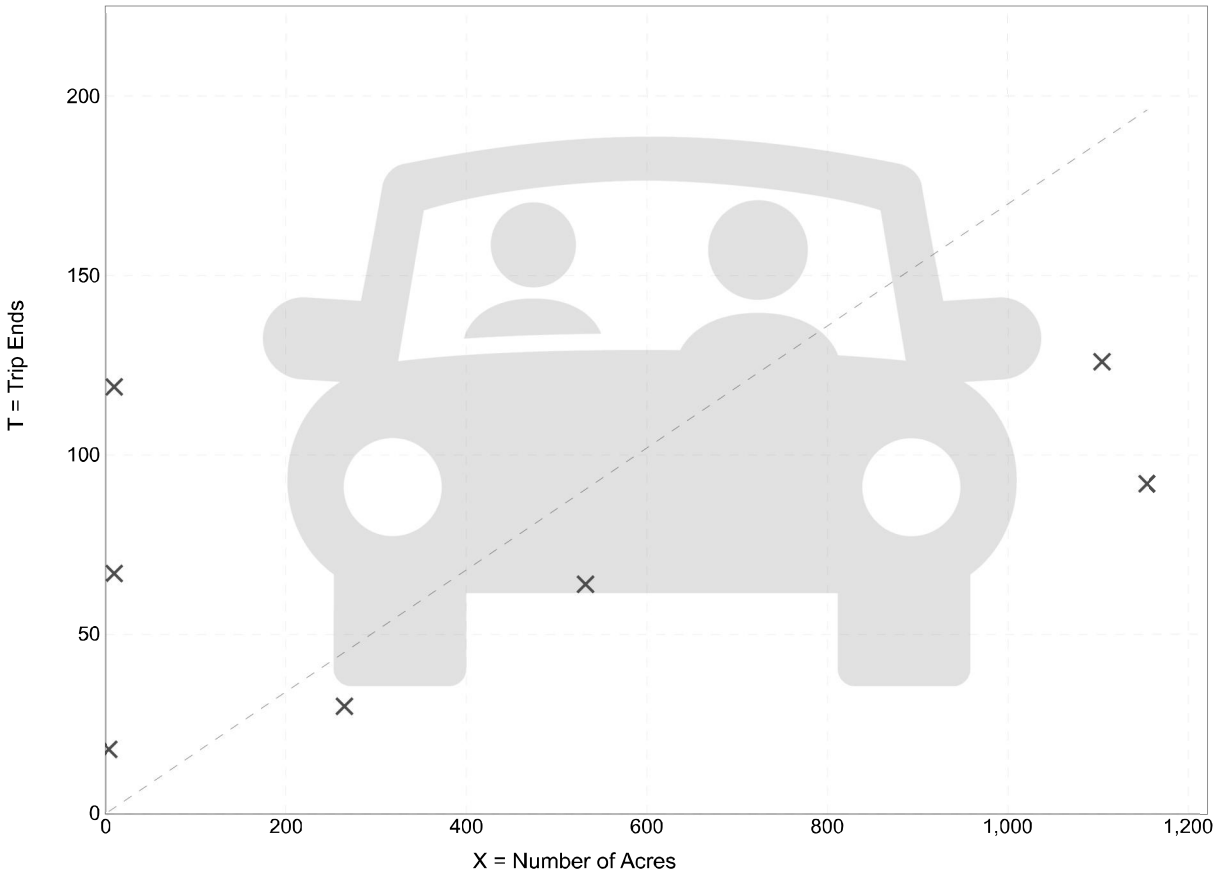
Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Acres: 440
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.17	0.08 - 11.92	0.85

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

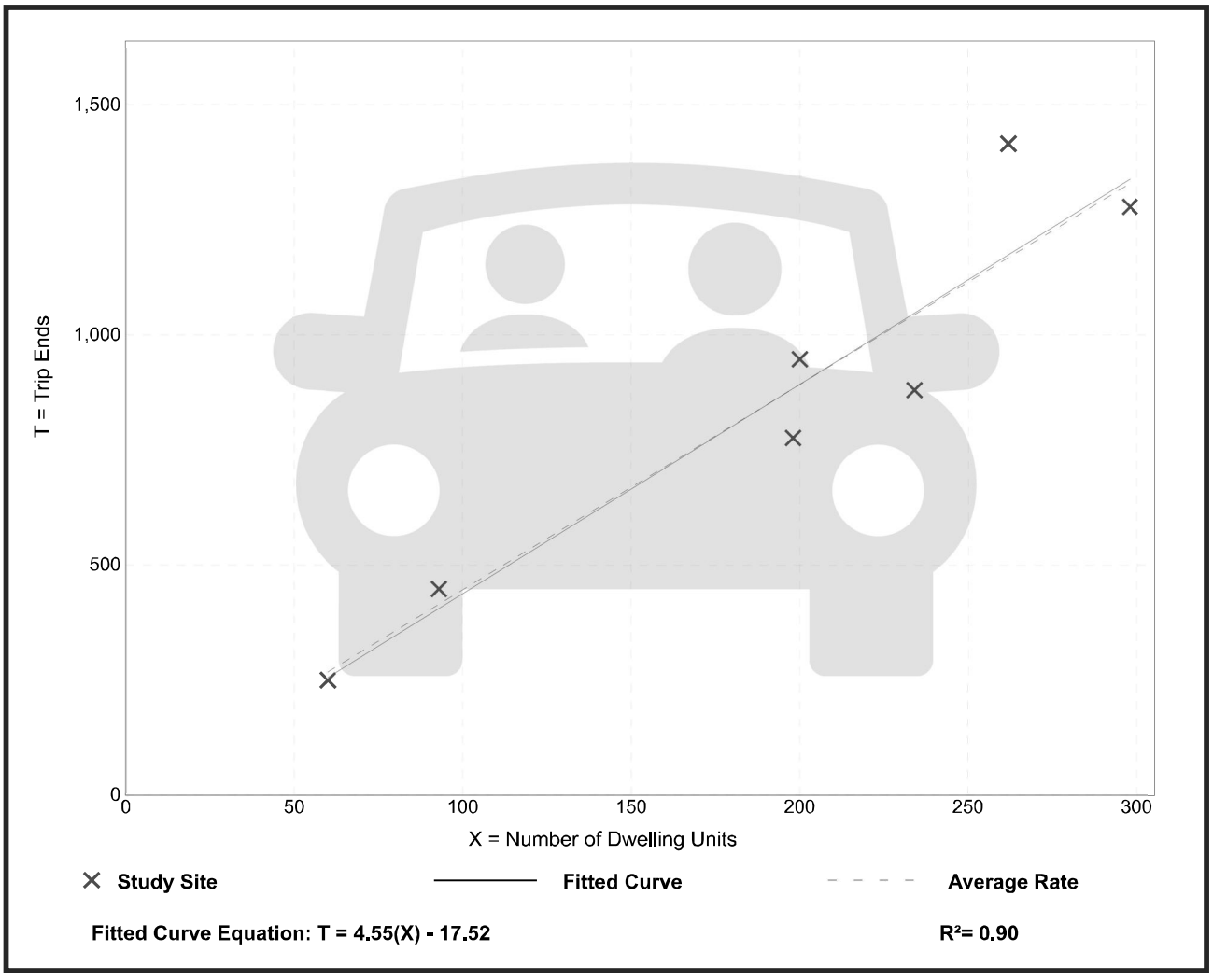
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Dwelling Units: 192
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

Data Plot and Equation



Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

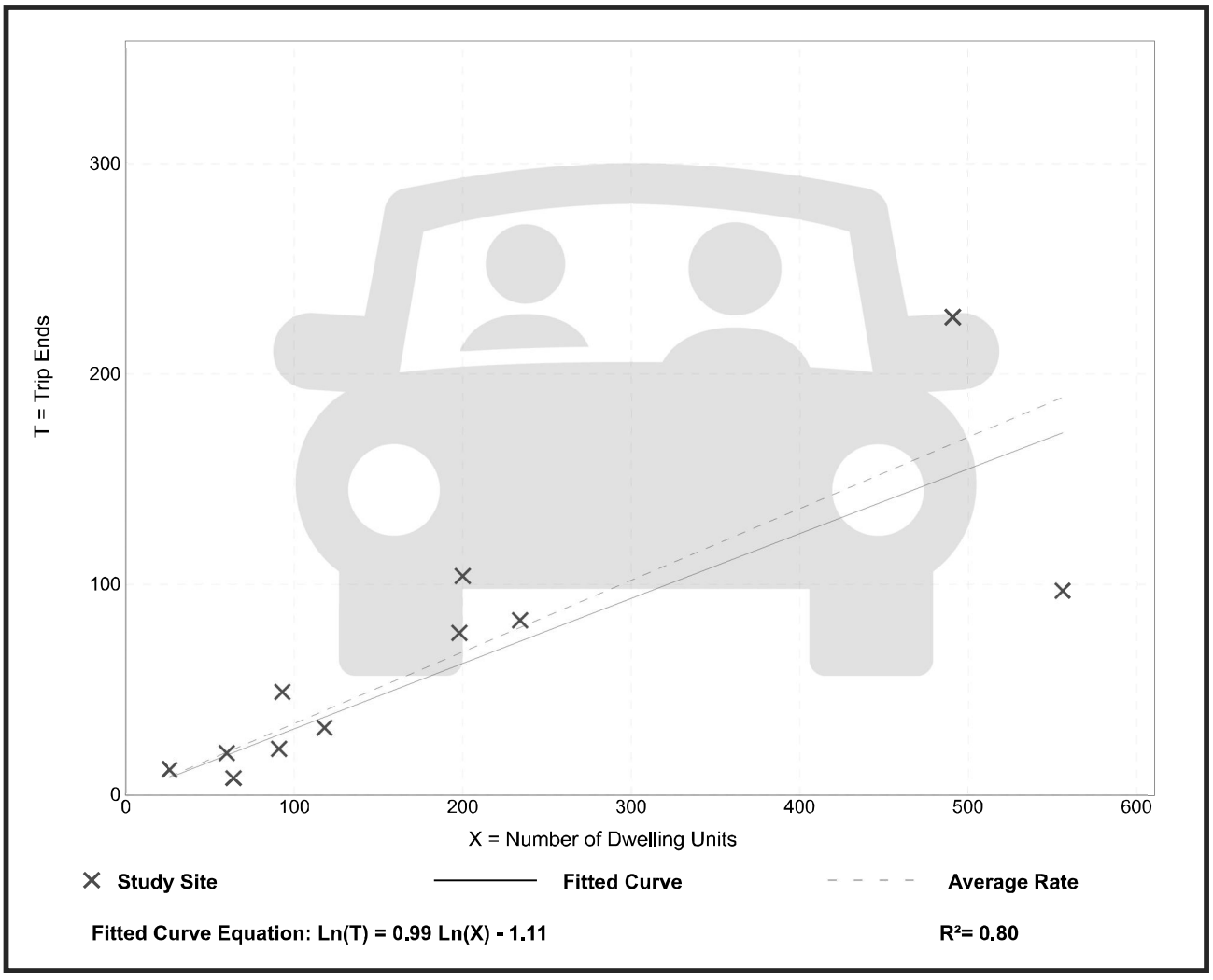
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 194
Directional Distribution: 20% entering, 80% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.13 - 0.53	0.14

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.99 Ln(X) - 1.11

R^2= 0.80

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 205
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.25 - 0.58	0.10

Data Plot and Equation