MacKenzie
Engineering & Planning, Inc.

Rezoning Traffic Impact Analysis

Townplace PUD
Port Saint Lucie, FL

Prepared for:
PSL Town Place Partners, LLC
Port Saint Lucie, Florida

Prepared by:

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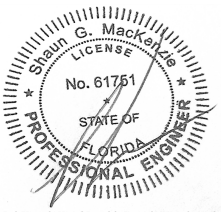

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SHAUN G. MACKENZIE, P.E. NO. 61751

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096002
June 2021

CA 29013

EXECUTIVE SUMMARY

MacKenzie Engineering & Planning, Inc. performed an analysis of the traffic impacts from the proposed Townplace PUD, a proposed mixed use planned unit development (PUD). The project is located at the southeast corner of US 1 and Savanna Club Boulevard, Port Saint Lucie, Florida. (Parcel ID's: 3426-341-0001-000-2). The PUD zoning permits a maximum proposes a total of 264 dwelling units and 78,408 SF of commercial use (40 percent commercial lot coverage on the 4.51 acre commercial parcel).

The proposed maximum use is expected to generate the following net external trips:

- 4,680 daily, 210 AM peak hour (99 in/111 out), and 400 PM peak hour (206 in/194 out) trips.

The proposed maximum use is expected to generate the following driveway trips:

- 6,388 daily, 274 AM peak hour (138 in/136 out), and 552 PM peak hour (279 in/273 out) trips.

This report examines the property at maximum density and intensity. The surrounding roadways have adequate capacity to support the development of the property at maximum density and intensity. The site plan application will examine the roadways, driveways, and intersections based on the proposed site plan intensity.

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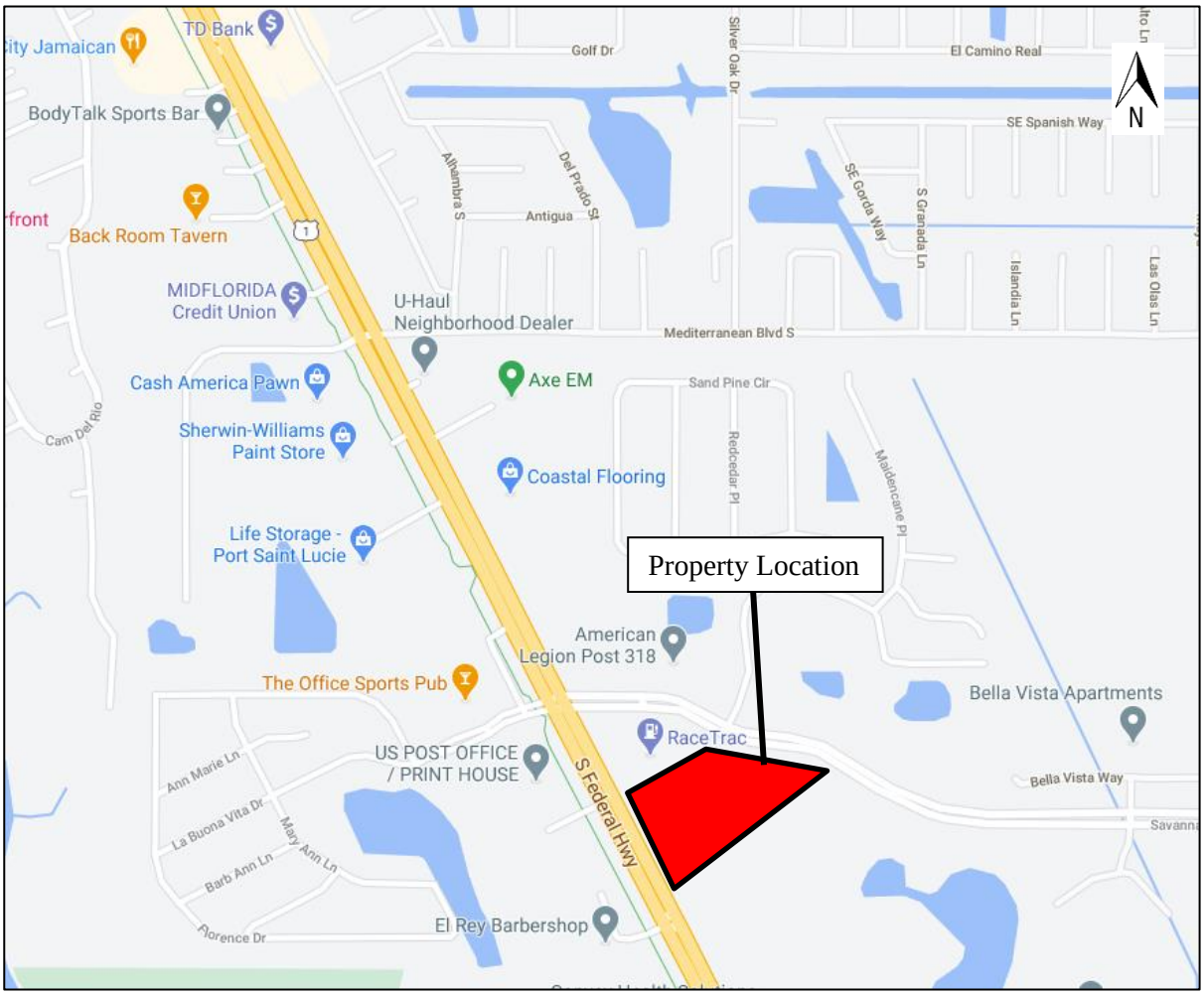
- Shopping Center (Land Use 820)

Property Card

INTRODUCTION

MacKenzie Engineering & Planning, Inc. performed an analysis of the rezoning traffic impacts from the proposed Townplace planned unit development (PUD), a proposed mixed use zoning. The property is located at the southeast corner of US 1 and Savanna Club Boulevard, Port Saint Lucie, Florida. (Parcel ID's: 3426-341-0001-000-2). The maximum permitted use on the property is 264 dwelling units and 78,408 square feet (SF) of commercial (40 percent commercial lot coverage on the 4.51 acre commercial parcel). Figure 1 illustrates the site location.

Figure 1. Site Location Map



INVENTORY AND PLANNING DATA

Data was acquired relative to the most current information available from the following sources:

- FDOT's Q/LOS Manual
- Trip Generation, *10th Edition* (ITE report)
  - Multifamily Housing (Mid-Rise) (ITE Land Use 221)
  - Shopping Center (ITE Land Use 820)

HJA Design Studio Landscape Architecture provided site information.

PROJECT TRAFFIC

Traffic Generation

The daily and peak hour traffic generation for the maximum development on the property used the trip generation rates for Multifamily Housing – Midrise (ITE Land Use 221) and Shopping Center (ITE Land Use 820). Table 1 presents the project's trip generation.

Maximum Use

- 264 Dwelling Units Multifamily Housing - Midrise (ITE Land Use 221)
- 78,408 SF Shopping Center (ITE Land Use 820) (4.5 acres x 40 percent building coverage x 43,560 SF / acre)

The maximum use on the property is expected to generate the following net external trips:

- 4,680 daily, 210 AM peak hour (99 in/111 out), and 400 PM peak hour (206 in/194 out) trips.

The maximum use on the property is expected to generate the following driveway trips:

- 6,388 daily, 274 AM peak hour (138 in/136 out), and 552 PM peak hour (279 in/273 out) trips.

Table 1. Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic									
Multifamily Housing(Mid-Rise)	264	DU	1,437	89	23	66	112	68	44
Shopping Center	78.408	1000 SF	5,095	191	118	73	454	218	236
Subtotal			6,532	280	141	139	566	286	280
Internal Capture	AM	PM/DAILY							
Multifamily Housing(Mid-Rise)	2.0%	5.0%	72	3	1	2	7	4	3
Shopping Center	1.6%	1.5%	72	3	2	1	7	3	4
Subtotal	2.1%	2.5%	144	6	3	3	14	7	7
Pass-By Traffic									
Shopping Center	34%		1,708	64	39	25	152	73	79
Subtotal			1,708	64	39	25	152	73	79
NET PROPOSED TRIPS			***4,680***	***210***	***99***	***111***	***400***	***206***	***194***
Total Proposed Driveway Volumes			***6,388***	***274***	***138***	***136***	***552***	***279***	***273***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Multifamily Housing(Mid-Rise)	221	DU	T = 5.45 (X) + -1.75	0%	26/74	Ln(T) = 0.98 Ln(X) + -0.98	61/39	Ln(T) = 0.96 Ln(X) + -0.63
Shopping Center	820	1000 SF	Ln(T) = 0.68 Ln(X) + 5.57	34%	62/38	T = 0.5 (X) + 151.78	48/52	Ln(T) = 0.74 Ln(X) + 2.89

Internal Capture

Internal capture rates were conservatively assigned 2.1% for the AM and 2.5% for the PM as shown in Table 1.

Pass-by Capture

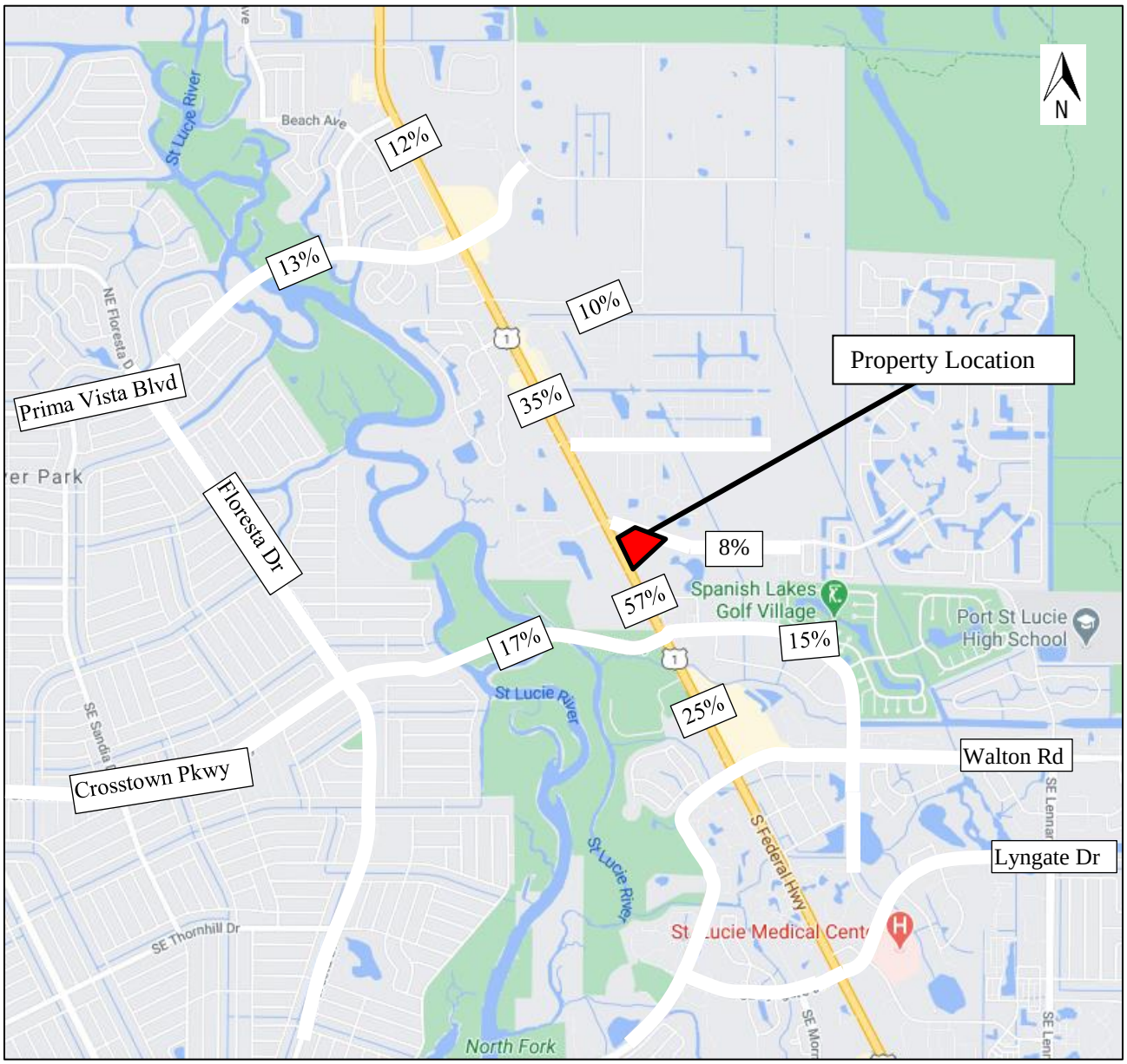
The proposed pass-by capture is in accordance with the ITE pass-by rates for the land use Shopping Center (Land Use 820) as shown in Table 1.

TRAFFIC ASSIGNMENT

The traffic assignment was developed based upon maximum use, generators, destinations, and knowledge of the local area. These factors were applied using traffic engineering rationale similar to the gravity model.

NORTH	–	35%
SOUTH	–	57%
EAST	–	8%

Figure 2. Traffic Assignment



BACKGROUND TRAFFIC

Background traffic identifies how the study area's transportation system is forecasted to operate in the buildout year. This includes traffic growth that is associated with the general (historic) growth in the area and the growth due to the development of unbuilt portions of approved major developments.

Historical Growth

Historic growth rate was determined based on FDOT Traffic Online data as shown in Table 2. The historic annual growth on the surrounding facilities between 2015 and 2019 is 1.6%. A growth rate of 2% will be used to provide a conservative analysis.

Table 2. Growth Rate Calculation

Road Name	From	To	2015	2016	2017	2018	2019	Annual Absolute Growth	Growth Rate
US 1	Cane Slough Rd	Walton Rd	35,000	32,000	41,500	31,500	31,000	-850	-2.7%
	Walton Rd	Savanna Club Blvd	41,000	41,000	58,500	38,000	46,500	800	1.7%
	Savanna Club Blvd	Prima Vista Blvd	47,000	51,000	51,500	45,000	52,500	500	1.0%
	Prima Vista Blvd	NE Riomar Dr	33,500	34,500	48,500	33,000	36,000	350	1.0%
	NE Riomar Dr	Easy St	33,000	34,500	33,500	32,000	35,000	150	0.4%
SE Floresta Dr	SE Polynesian Ave	SE Verada Ave	9,500	9,600	9,800	9,500	9,500	-10	-0.1%
Prima Vista Blvd	SW Irving St	US 1	25,500	25,500	27,000	30,500	32,000	1,800	5.6%
	US 1	Tilton Rd	3,600	3,600	3,600	3,600	3,600	0	0.0%
Savanna Club Blvd	US 1	N/A	6,400	6,600	6,800	7,000	7,000	160	2.3%
SE Walton Rd	US 1	Village Green Rd	13,500	13,800	14,000	14,200	11,600	-340	-2.9%
SE Veterans Men Pkwy	SE Lyngate Dr	US 1	10,100	12,900	13,100	13,300	13,300	680	5.1%
Village Green Rd	US 1	SE Tiffany Ave	4,400	4,500	4,500	9,000	9,000	1,370	15.2%
							Weighted Average		1.6%
							Growth Rate Used		**2.0%**

Roadway Analysis

The 2021 peak hour traffic volumes were increased based on the annual compound growth rate to develop the projected year 2024 background growth traffic volumes. Background traffic volumes were developed by adding the existing traffic volumes, traffic growth trips. The post development 2024 traffic volumes were developed by adding background traffic volume plus maximum PUD traffic. The post development traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably. Based on the analysis, all roadway segments are projected to operate acceptably in 2024 with the proposed maximum PUD traffic as shown in Table 4.

Table 3. PM Peak Hour Maximum Property Trips

Road	Dir	From	To	Lanes	Roadway Capacity	Assignment	Project Trips
US 1	NB	Prima Vista Blvd	Easy Street	6	3,020	12%	23
	SB	Prima Vista Blvd	Easy Street	6	3,020	12%	25
	NB	Savanna Club Blvd	Prima Vista Blvd	6	3,020	35%	68
	SB	Savanna Club Blvd	Prima Vista Blvd	6	3,020	35%	72
	NB	Village Green Rd	Savanna Club Blvd	6	3,020	57%	117
	SB	Village Green Rd	Savanna Club Blvd	6	3,020	57%	111
	NB	Walton Rd	Village Green Rd	6	3,020	25%	52
	SB	Walton Rd	Village Green Rd	6	3,020	25%	49
Savanna Club Blvd	EB	US 1	N/A	2	788	8%	16
	WB	US 1	N/A	2	788	8%	16

Table 4. 2024 PM Peak Hour Roadway Analysis

Roadway	From	To	Dir	2021 Existing Volumes	PSCF	2021 Peak Season Peak Hour Volumes	Growth Rate	2024 Background Volumes	Project Trips	2024 Post-Development Volumes	Roadway Capacity	Acceptable ?
US 1	Prima Vista Blvd	Savanna Club Blvd	NB	1,999	1.15	2,299	2.0%	2,440	68	2,508	3,020	YES
	Prima Vista Blvd	Savanna Club Blvd	SB	2,015	1.15	2,317	2.0%	2,459	72	2,531	3,020	YES
	Savanna Club Blvd	Village Green Rd	NB	2,173	1.15	2,499	2.0%	2,652	117	2,769	3,020	YES
	Savanna Club Blvd	Village Green Rd	SB	2,004	1.15	2,305	2.0%	2,446	111	2,557	3,020	YES
Savanna Club Blvd	US 1	East of US 1	EB	278	1.15	320	2.0%	340	16	356	750	YES
	US 1	East of US 1	WB	197	1.15	227	2.0%	241	16	257	750	YES

CONCLUSION

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APPENDICES

Trip Generation

FDOT's Q/LOS Manual

Institute of Traffic Engineers' (ITE) report, *Trip Generation (10th Edition)* for Multifamily Housing - Midrise (Land Use 221) and Shopping Center (Land Use 820)

Property Card

KMF Traffic Group, LLC

www.kmftraffic.net
772-221-7971

Manual Traffic Count - All Traffic
US1 and Savanna Club/La Buona Vita Dr
Port St Lucie, Florida

File Name : SAVANNA
Site Code : MK2103
Start Date : 5/19/2021
Page No : 1

Groups Printed- ALL TRAFFIC

	US1 NB				US1 SB				La Buona Vita Dr EB			SAVANNA CLUB RD WB			
Start Time	Right	Thru	Left	UTur	Right	Thru	Left	UTurn	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	6	257	2	0	0	354	5	0	0	0	1	28	1	31	685
07:15 AM	7	335	3	1	2	430	11	1	6	0	0	20	0	44	860
07:30 AM	17	340	5	1	1	492	25	1	17	1	4	20	1	36	961
07:45 AM	12	364	14	9	2	464	26	1	2	0	3	25	5	53	980
Total	42	1296	24	11	5	1740	67	3	25	1	8	93	7	164	3486
08:00 AM	22	337	7	7	1	410	14	0	2	2	4	19	0	41	866
08:15 AM	21	321	2	7	1	434	18	0	1	0	2	18	1	36	862
08:30 AM	13	344	1	8	1	438	34	0	7	0	1	15	2	47	911
08:45 AM	35	322	8	13	0	417	38	5	6	3	2	24	2	41	916
Total	91	1324	18	35	3	1699	104	5	16	5	9	76	5	165	3555
*** BREAK ***															
04:00 PM	47	418	7	9	3	367	34	7	9	7	4	18	4	34	968
04:15 PM	43	429	6	22	3	451	45	3	6	4	1	25	2	43	1083
04:30 PM	37	499	9	12	3	448	44	4	11	1	7	16	2	33	1126
04:45 PM	29	370	11	9	2	434	44	1	6	0	2	15	0	28	951
Total	156	1716	33	52	11	1700	167	15	32	12	14	74	8	138	4128
05:00 PM	29	499	18	8	4	436	33	6	5	0	2	16	4	40	1100
05:15 PM	35	468	15	7	5	493	47	1	5	1	4	10	3	42	1136
05:30 PM	32	476	18	8	2	514	31	1	4	2	7	8	12	29	1144
05:45 PM	34	498	21	7	0	405	34	3	6	0	5	6	2	25	1046
Total	130	1941	72	30	11	1848	145	11	20	3	18	40	21	136	4426
Grand Total	419	6277	147	128	30	6987	483	34	93	21	49	283	41	603	15595
Apprch %	6	90	2.1	1.8	0.4	92.7	6.4	0.5	57.1	12.9	30.1	30.5	4.4	65	
Total %	2.7	40.3	0.9	0.8	0.2	44.8	3.1	0.2	0.6	0.1	0.3	1.8	0.3	3.9	

KMF Traffic Group, LLC
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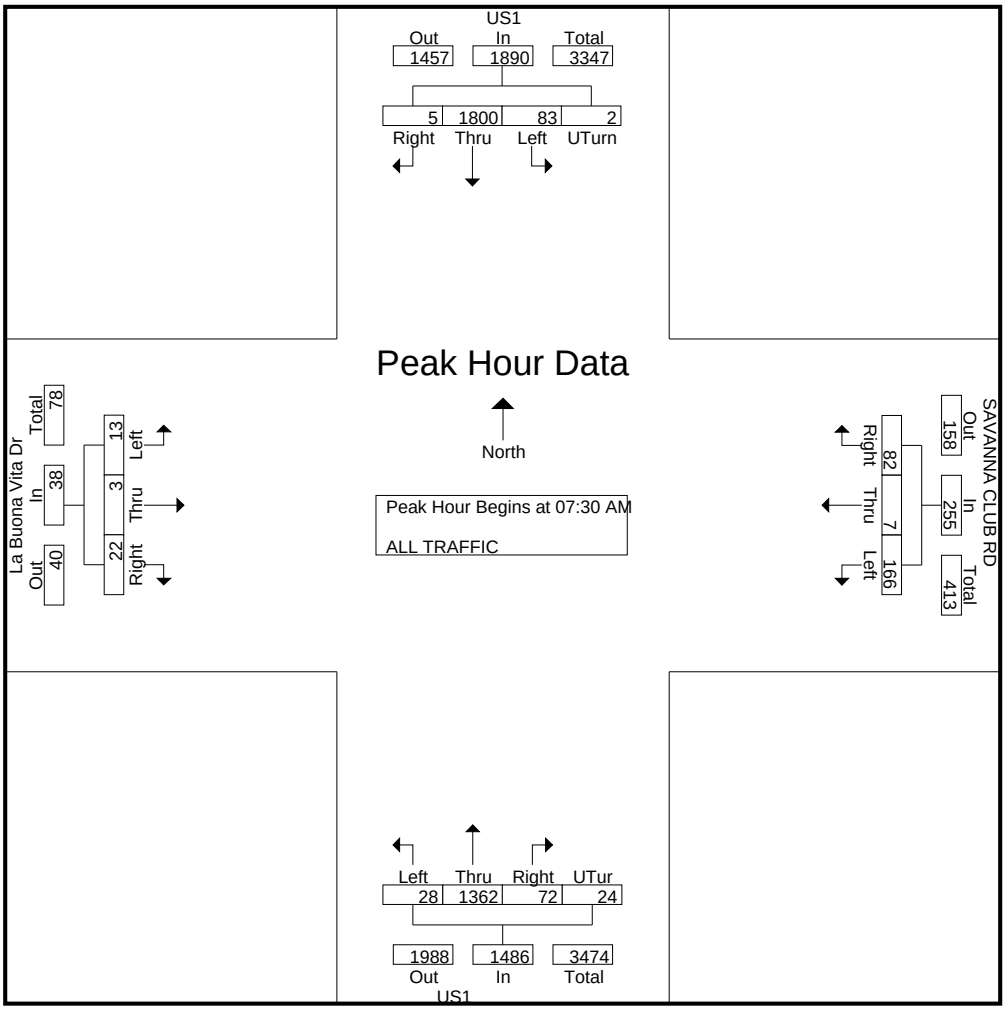
772-221-7971

Manual Traffic Count - All Traffic
US1 and Savanna Club/La Buona Vita Dr
Port St Lucie, Florida

File Name : SAVANNA
Site Code : MK2103
Start Date : 5/19/2021

	US1 NB					US1 SB					La Buona Vita Dr EB				SAVANNA CLUB RD WB				
Start Time	Right	Thru	Left	UTur	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	17	340	5	1	363	1	492	25	1	519	17	1	4	22	20	1	36	57	961
07:45 AM	12	364	14	9	399	2	464	26	1	493	2	0	3	5	25	5	53	83	980
08:00 AM	22	337	7	7	373	1	410	14	0	425	2	2	4	8	19	0	41	60	866
08:15 AM	21	321	2	7	351	1	434	18	0	453	1	0	2	3	18	1	36	55	862
Total Volume	72	1362	28	24	1486	5	1800	83	2	1890	22	3	13	38	82	7	166	255	3669
% App. Total	4.8	91.7	1.9	1.6		0.3	95.2	4.4	0.1		57.9	7.9	34.2		32.2	2.7	65.1		
PHF	.818	.935	.500	.667	.931	.625	.915	.798	.500	.910	.324	.375	.813	.432	.820	.350	.783	.768	.936



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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:00 PM																			
05:00 PM	29	499	18	8	554	4	436	33	6	479	5	0	2	7	16	4	40	60	1100
05:15 PM	35	468	15	7	525	5	493	47	1	546	5	1	4	10	10	3	42	55	1136
05:30 PM	32	476	18	8	534	2	514	31	1	548	4	2	7	13	8	12	29	49	1144
05:45 PM	34	498	21	7	560	0	405	34	3	442	6	0	5	11	6	2	25	33	1046
Total Volume	130	1941	72	30	2173	11	1848	145	11	2015	20	3	18	41	40	21	136	197	4426
% App. Total	6	89.3	3.3	1.4		0.5	91.7	7.2	0.5		48.8	7.3	43.9		20.3	10.7	69		
PHF	.929	.972	.857	.938	.970	.550	.899	.771	.458	.919	.833	.375	.643	.788	.625	.438	.810	.821	.967

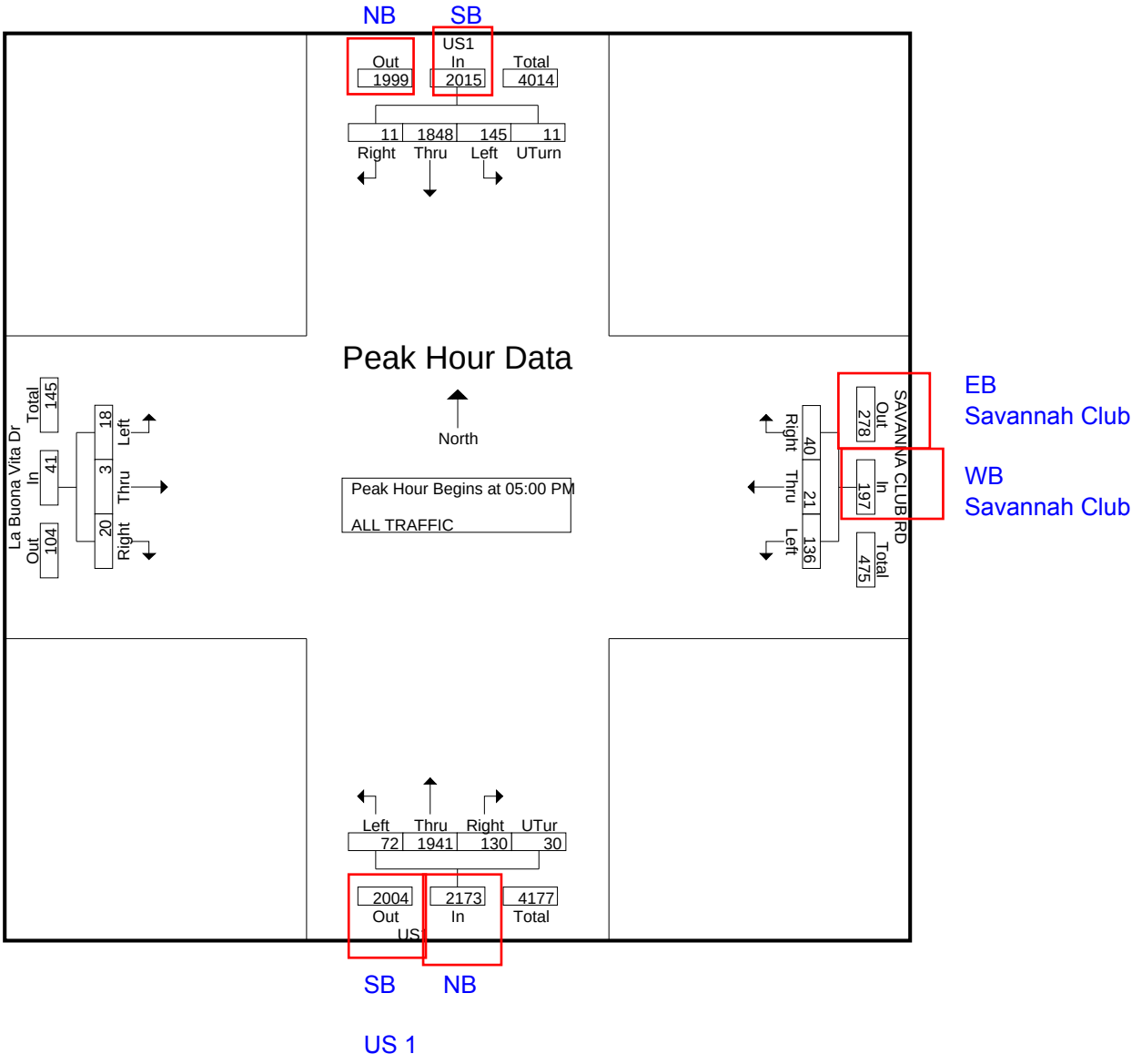


TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.46 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the five center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 1.84 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.94 during Weekday, AM Peak Hour of Generator
- 2.07 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.59 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.90 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.90 during Weekday, AM Peak Hour of Generator
- 2.00 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.08 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.56 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.88 during Weekday, AM Peak Hour of Generator
- 1.70 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

Multifamily Housing (Mid-Rise)
(221)

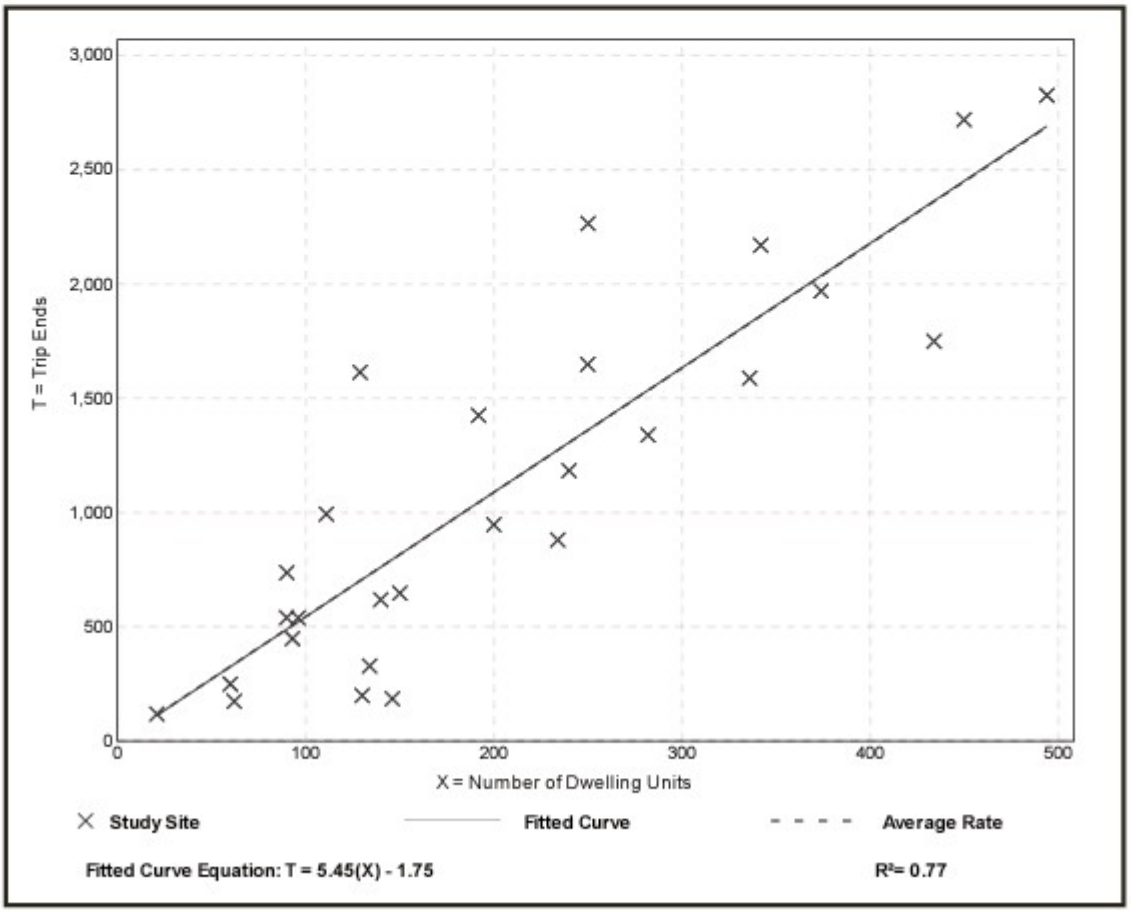
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



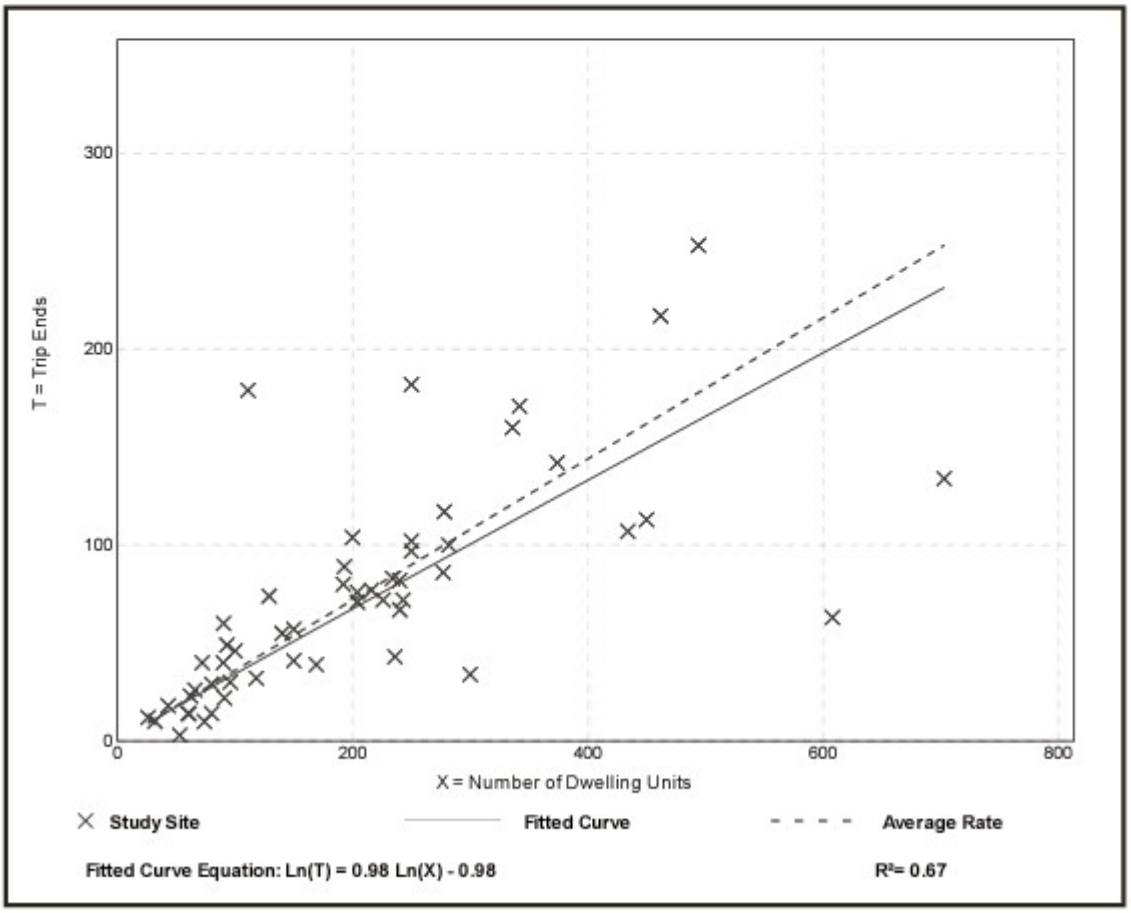
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



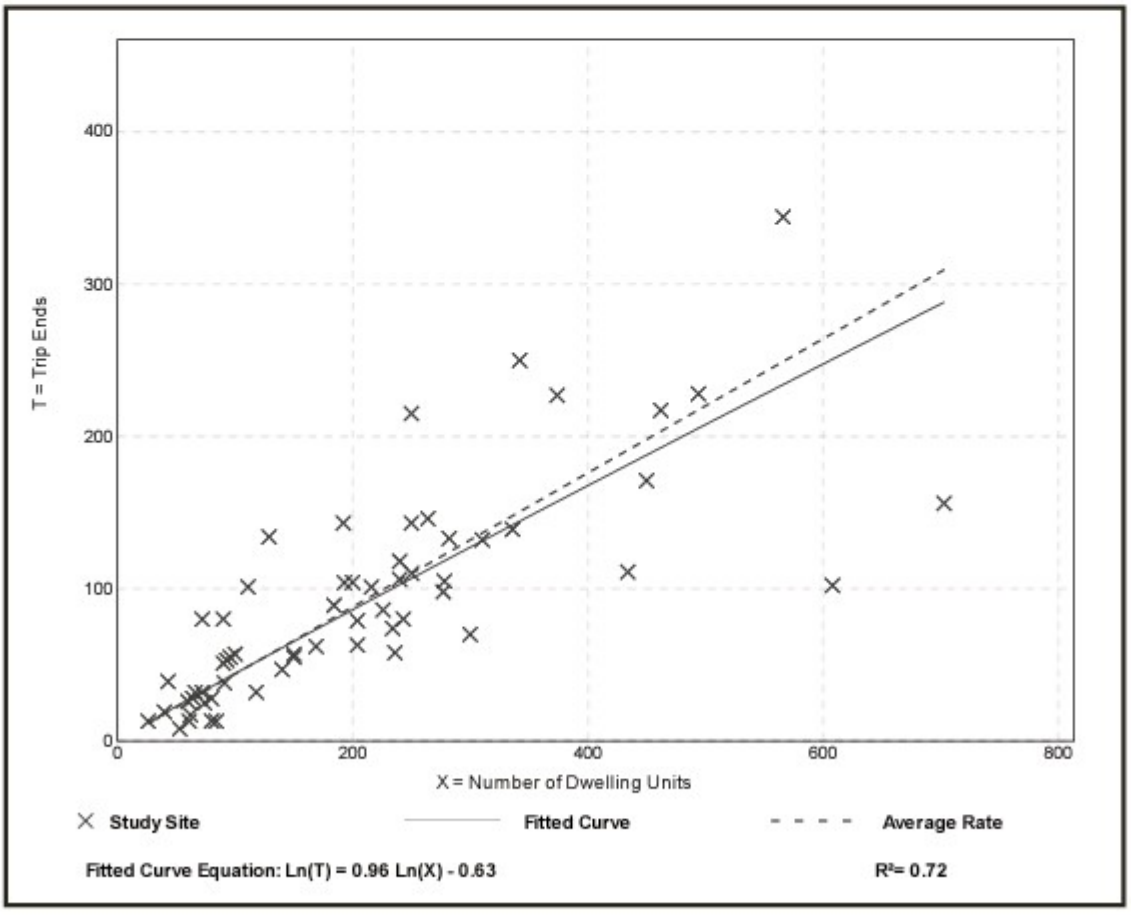
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 4 and 6 p.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Land Use: 820
Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The average numbers of person trips per vehicle trip at the 27 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.31 during Weekday, AM Peak Hour of Generator
- 1.43 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

105, 110, 154, 156, 159, 186, 190, 198, 199, 202, 204, 211, 213, 239, 251, 259, 260, 269, 294, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 314, 315, 316, 317, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 580, 598, 629, 658, 702, 715, 728, 868, 870, 871, 880, 899, 908, 912, 915, 926, 936, 944, 946, 960, 961, 962, 973, 974, 978

Shopping Center
(820)

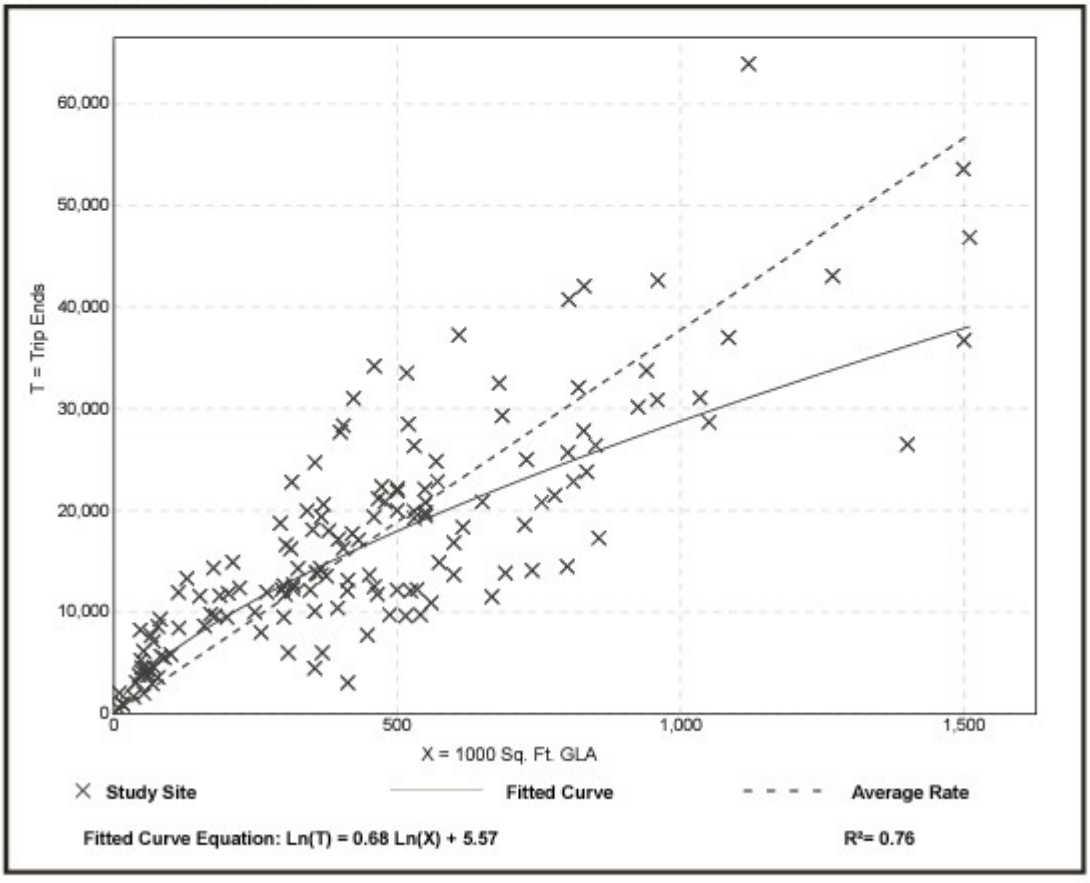
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 5.57

R^2= 0.76

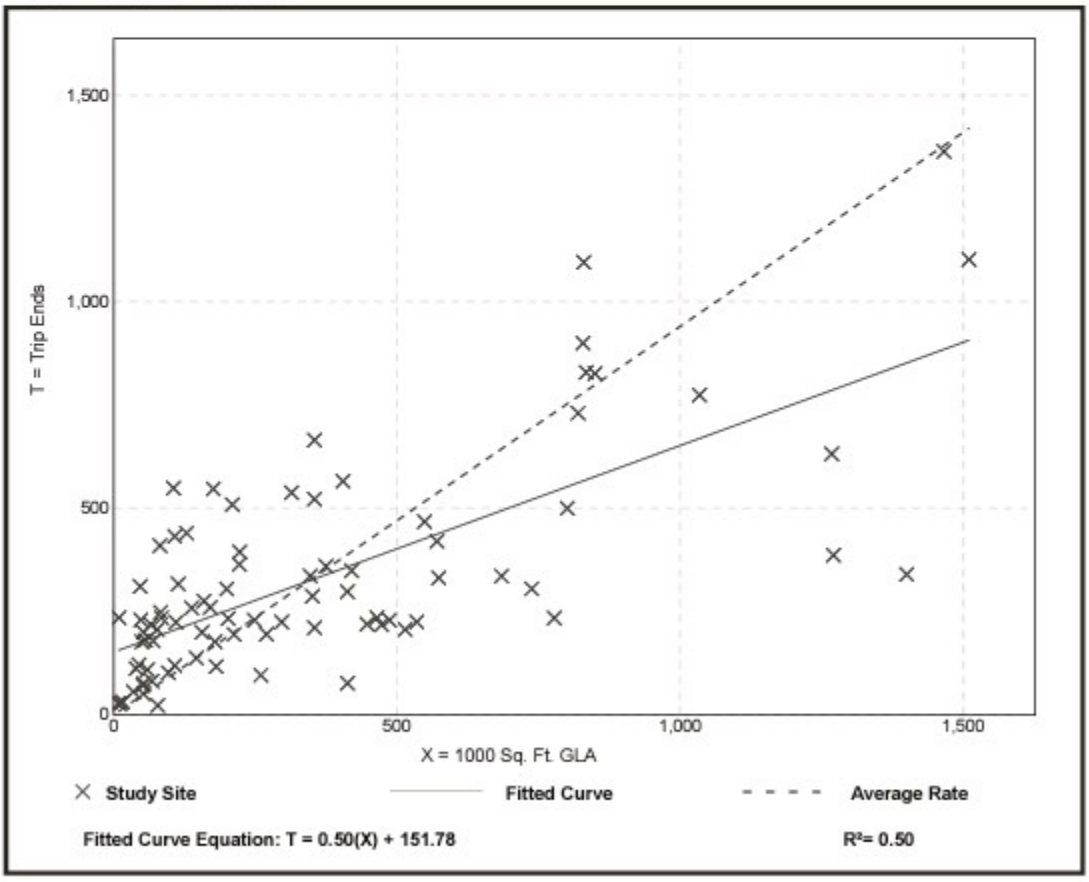
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	84
1000 Sq. Ft. GLA:	351
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



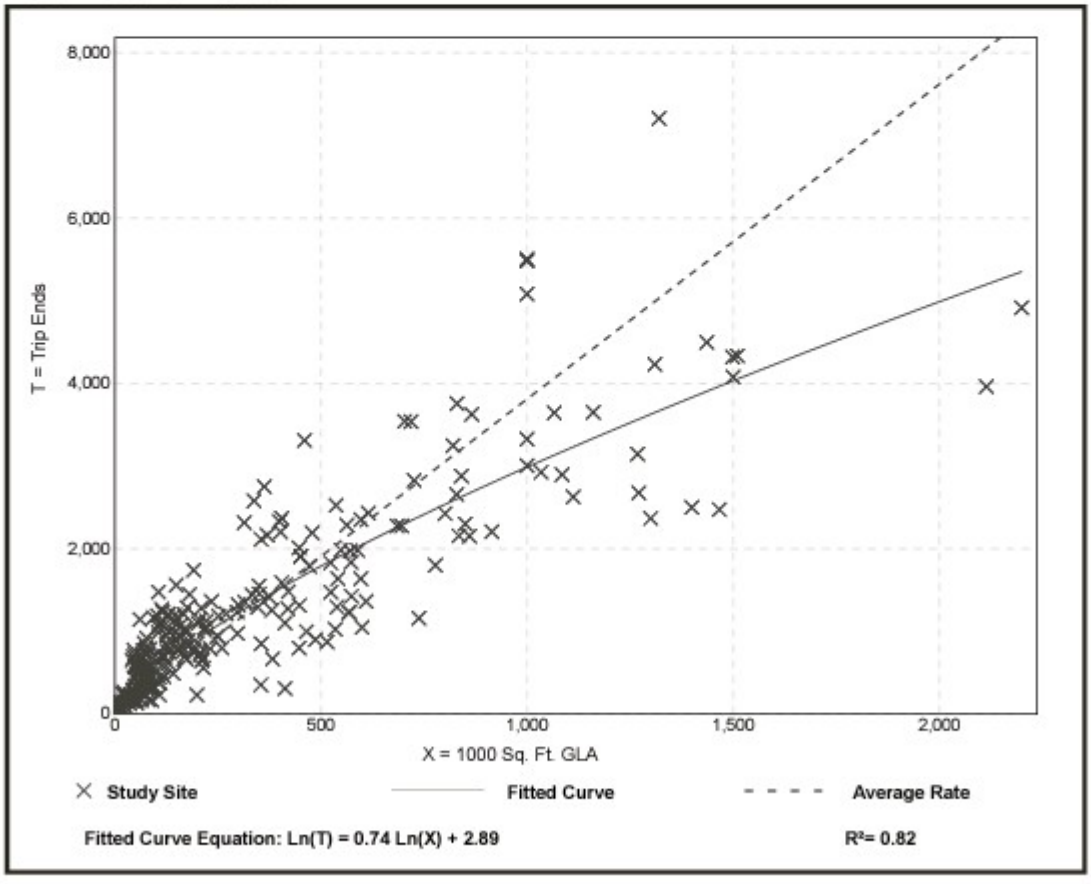
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 261
1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Property Identification

Site Address: 998 SE Town Place BLVD
Sec/Town/Range: 26/36S/40E
Parcel ID: 3426-341-0001-000-2
Jurisdiction: Port Saint Lucie

Use Type: 1000
Account #: 180710
Map ID: 34/26S
Zoning: RM-5 PSL

Ownership

PSL Town Place Partners LLC
2552 Peters RD Ste B
Fort Pierce, FL 34945

Legal Description

26 36 40 THAT PART OF S/1/2 OF SEC LYG E OF US1 AND LYG S OF SAVANNA CLUB BLVD AND LYG SELY OF BLK 3 LOT 15 AND WLY OF BLK 4 LOT 11 OF ST LUCIE GARDENS (PB 1-35) (18.512 AC - 806,383 SF)

Current Values

Just/Market Value:	$2,434,000
Assessed Value:	$2,411,019
Exemptions:	$0
Taxable Value:	$2,411,019

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	18.51
Land Size (SF):	806,383

Building Design Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	160	170

Sources/links: