



MEMORANDUM

October 27, 2025

Re: P25-162 City of Port St. Lucie-Public Works

Transportation Facilities Analysis

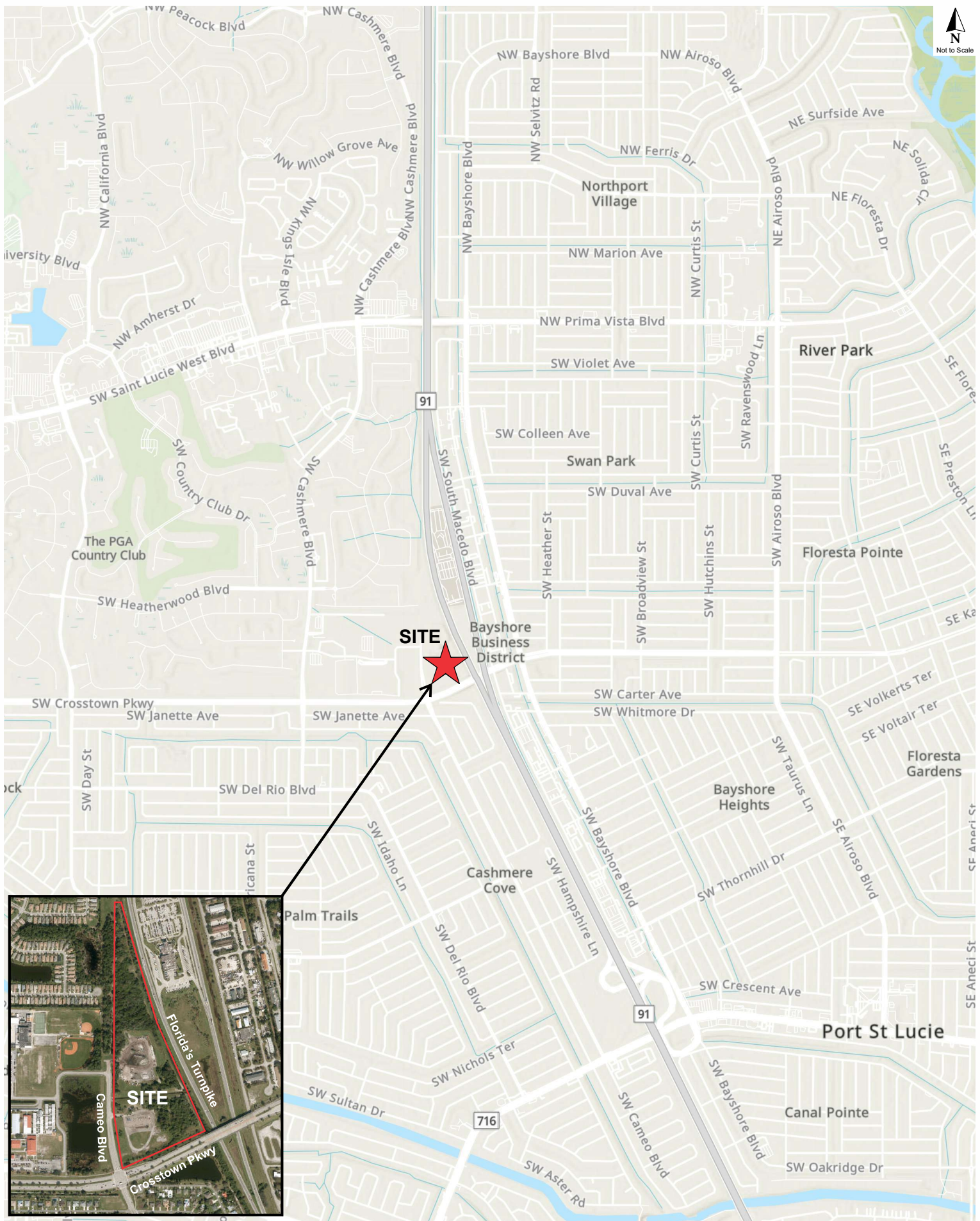
City of Port St. Lucie, Florida

Project № 25255.02.03

Introduction

Traffic & Mobility Consultants was retained by BEA Architects, Inc to conduct a Transportation Facilities Analysis in support of the proposed Future Land Use Plan Amendment for the property located north of Crosstown Parkway, east of Cameo Boulevard, and west of Florida's Turnpike in the City of Port St. Lucie. The proposed future land use plan amendment will change the future land use designation of the 38.93-acre parcel from Utility to Institutional. The parcel ID for the subject property is 3335-601-0012-000-0. The subject parcels Property Card is provided in **Appendix A**. The subject parcel is located north of Crosstown Parkway and west of Florida's Turnpike in the City of Port St. Lucie, Florida, as shown in **Figure 1**.

The methodology and procedures used in this analysis are consistent with the guidelines for the City of Port St. Lucie, the Florida Department of Economic Opportunity (FDEO), and the Florida Department of Transportation (FDOT).



Trip Generation

A trip generation analysis was conducted for the existing and proposed future land use designations using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*. Trip generation equations were used when the r^2 is greater than 0.75 based on the methodology outlined in the *ITE Trip Generation Handbook 3rd Edition*. The maximum allowed development for the existing and proposed future land uses were analyzed.

Under the existing future land use of Utility, a maximum of 508,737 square feet would be possible with a Floor Area Ratio (FAR) of 0.30. The most intensive land use under the existing future land use was determined as Utility (ITE LUC 170). With the existing FLU, potential development would generate 6,252 new external daily trips, of which 1,185 trips occur during the AM peak hour, and 1,099 trips occur during the PM peak hour.

Under the proposed future land use of Institutional, a maximum of 508,737 square feet would be possible with an FAR of 0.30. The City is proposing to construct a Public Works Department compound on the property, which consists of an office building and equipment and material storage yard on the property. ITE does not provide trip generation rates for government buildings, therefore, General Office (ITE LUC 710) was considered the worst-case trip generation use. With the proposed FLU, potential development would generate 3,352 new external daily trips, of which 590 trips occur during the AM peak hour, and 535 trips occur during the PM peak hour.

Table 1 summarizes the resulting trip generation analysis, and the detailed ITE trip generation information sheets are included in **Appendix B**.

Table 1
Trip Generation Analysis

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
Existing FLU												
170	Utility	508,737 SF	12.29	6,252	2.33	1,185	1,031	154	2.16	1,099	198	901
Proposed FLU												
710	General Office	508,737 SF	6.59	3,352	1.16	590	519	71	1.05	535	86	449
Net Change in Trips				-2,900		-595	-512	-83		-564	-112	-452

Trip Generation analysis based on ITE Trip Generation Manual, 12th Edition

**ITE equations used with $r^2 > 0.75$*

The net change in trips from the existing FLU to the proposed FLU was determined by subtracting the trip potential of the existing FLU from the trip potential of the proposed FLU. Based on the maximum development in both land use categories, the potential trip generation of the parcel would result in a decrease of 2,900 daily trips, of which there would be a decrease of 595 AM peak hour trips, and a decrease of 564 PM peak hour trips.

Due to the decrease in overall trip generation potential under the proposed FLU designation in comparison to the trip generation potential under the existing FLU, no further analysis is required.

Conclusion

The study was conducted to evaluate the potential impact of the proposed Future Land Use Plan Amendment, which involves a change in land use designation from Utility to Institutional. Based on the trip generation analysis, the amendment would result in a net decrease in potential trip generation. 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.

PROFESSIONAL ENGINEERING CERTIFICATION

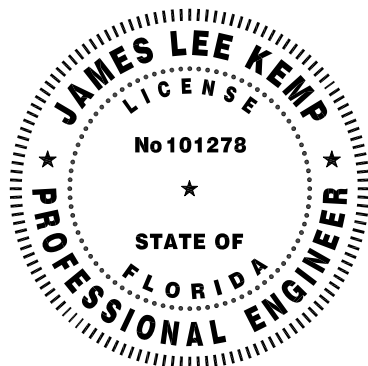
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: P25-162 City of Port St. Lucie Public Works

LOCATION: City of Port St. Lucie, Florida

CLIENT: BEA Architects, Inc.

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED
SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
988 WOODCOCK ROAD, SUITE 200
ORLANDO, FLORIDA 32803

CERTIFICATE OF AUTHORIZATION CA-30024

JAMES LEE KEMP, P.E. № 101278

APPENDICES

Appendix A
Property Card/Information

Property Identification

Site Address: 1501 SW CAMEO BLVD
 Sec/Town/Range: 35/36S/39E
 Parcel ID: **3335-601-0012-000-0**
 Jurisdiction: Port Saint Lucie
 Land Use Code: 8000 - VAC GOVT
 Account #: **175634**
 Map ID: [34/31S](#)
 Zoning: General Us



Legal Description

CROSSTOWN PARKWAY(PB 63-34) PARCEL 1

Total Areas

Finished/Under Air (SF): 0
 Gross Sketched Area (SF): 240
 Land Size (acres): 38.93
 Land Size (SF): 1,695,965

Map



Building Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

[Sources/links:](#)

State of Florida, Vantor

Powered by Esri

Ownership

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

Current Values

Just/Market value:	\$1,558,000
Assessed value:	\$1,558,000
Exemption value:	\$1,558,000
Taxable value:	\$0

Important

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.**

Links

Taxes for this parcel: [SLC Tax Collector's Office](#)

Download TRIM for this Parcel: [Download PDF](#)

[File for homestead exemptions.](#)

[View associated Tax Map.](#)

[Report Homestead Fraud on this parcel.](#)

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.

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Appendix B

Trip Generation Information

Utility (170)

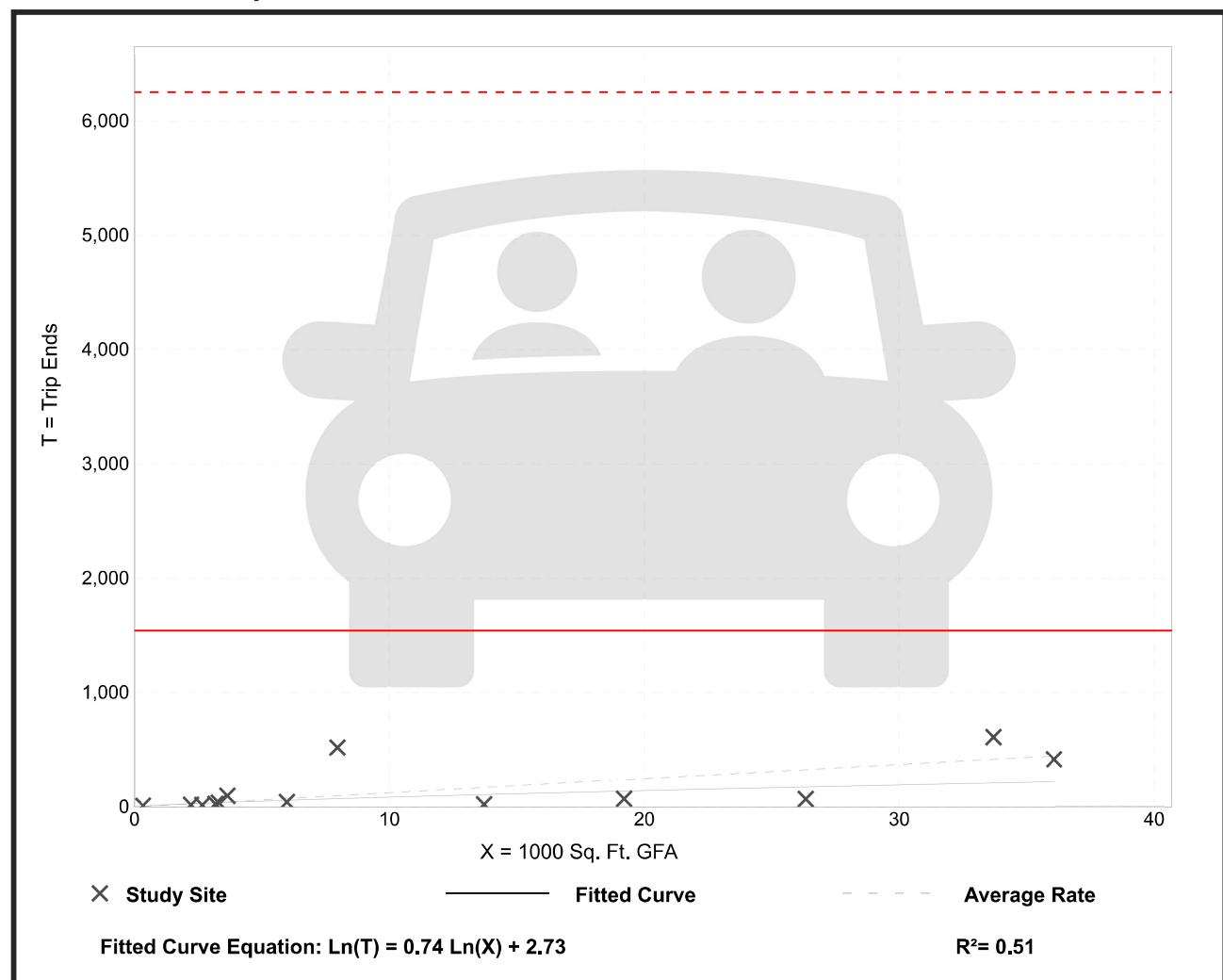
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 12
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.29	1.60 - 65.03	14.32

Data Plot and Equation



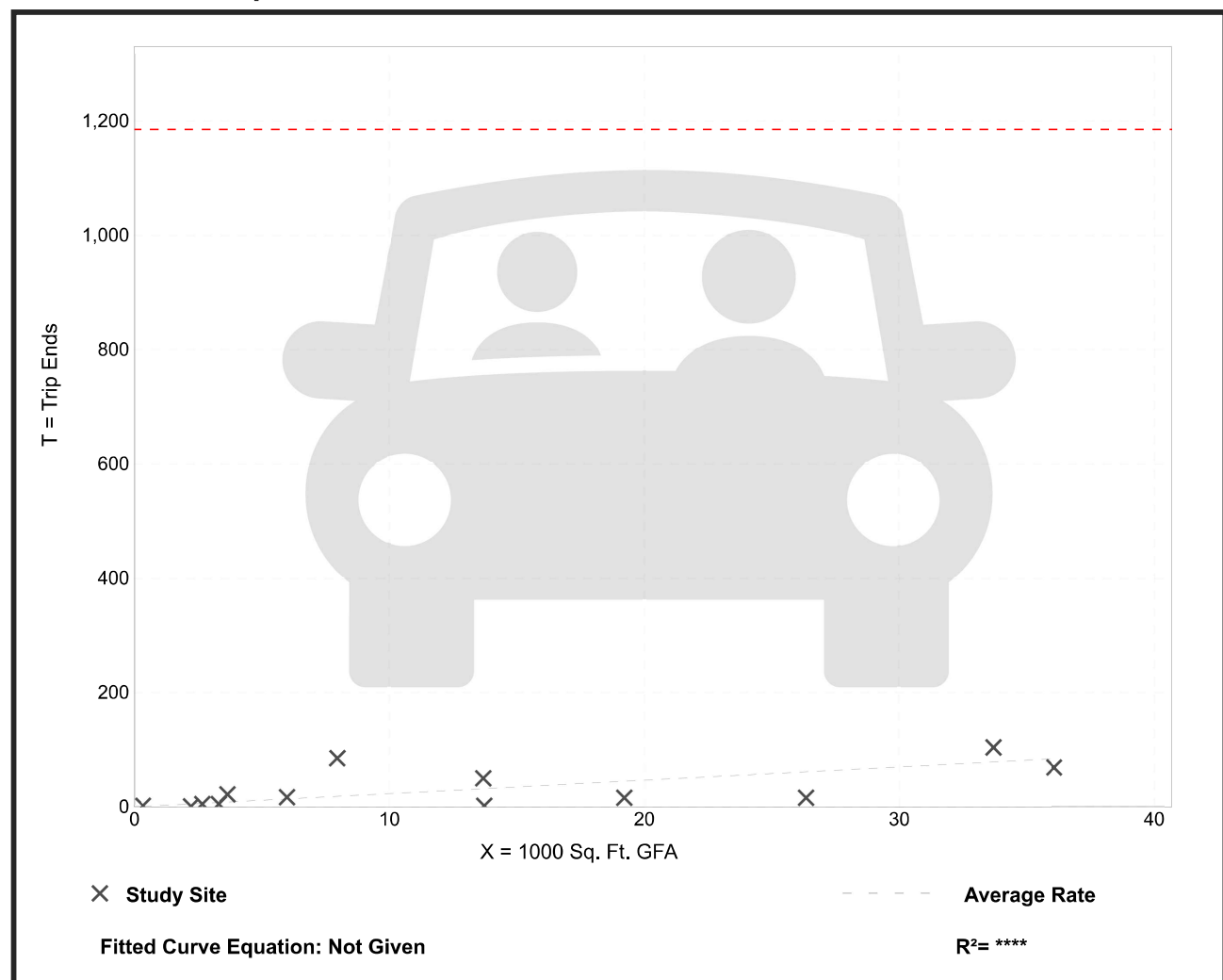
Utility (170)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 13
 Avg. 1000 Sq. Ft. GFA: 13
 Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.33	0.15 - 10.67	2.34

Data Plot and Equation



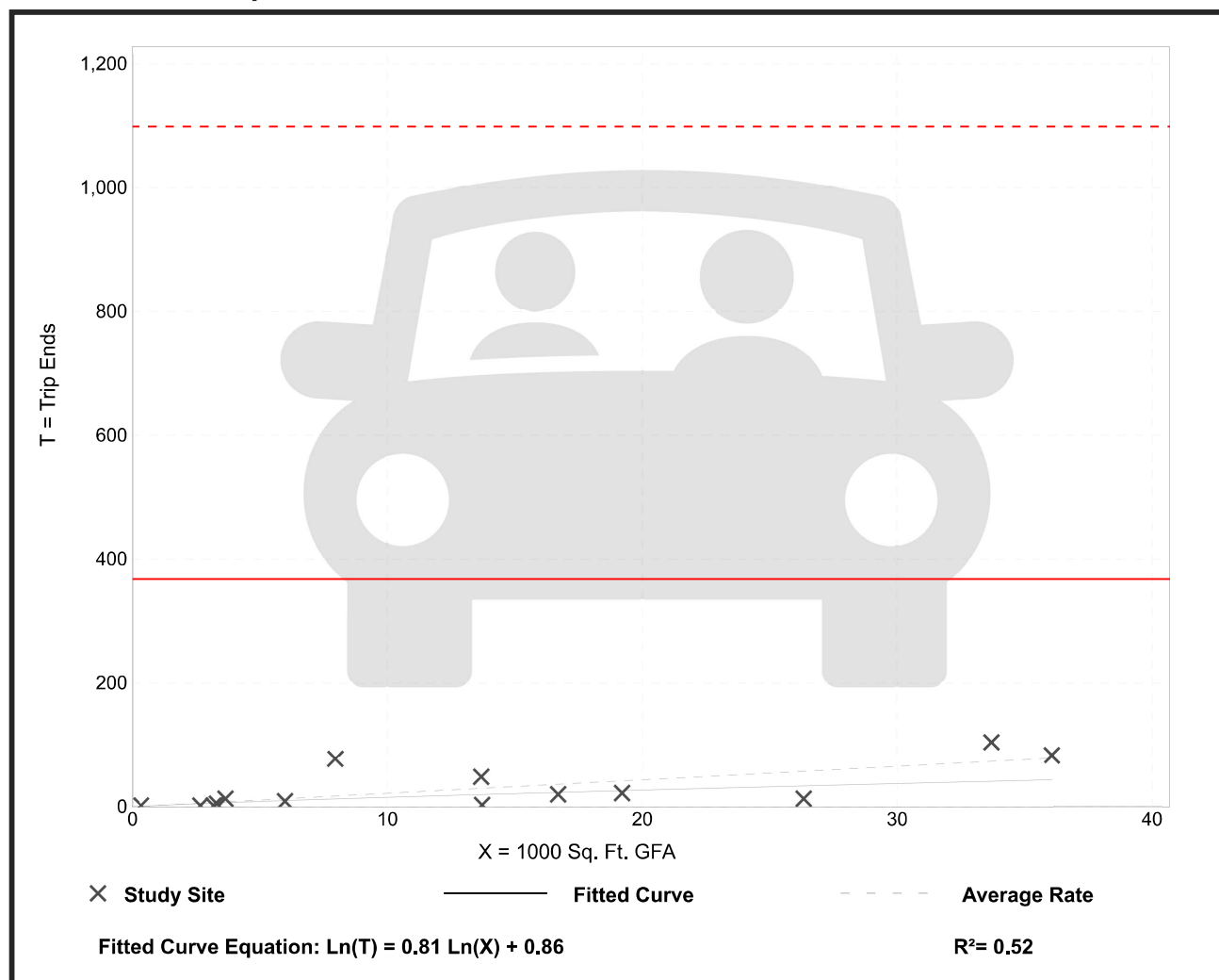
Utility (170)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 14
 Avg. 1000 Sq. Ft. GFA: 13
 Directional Distribution: 18% entering, 82% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.22 - 9.67	2.00

Data Plot and Equation



General Office Building (710)

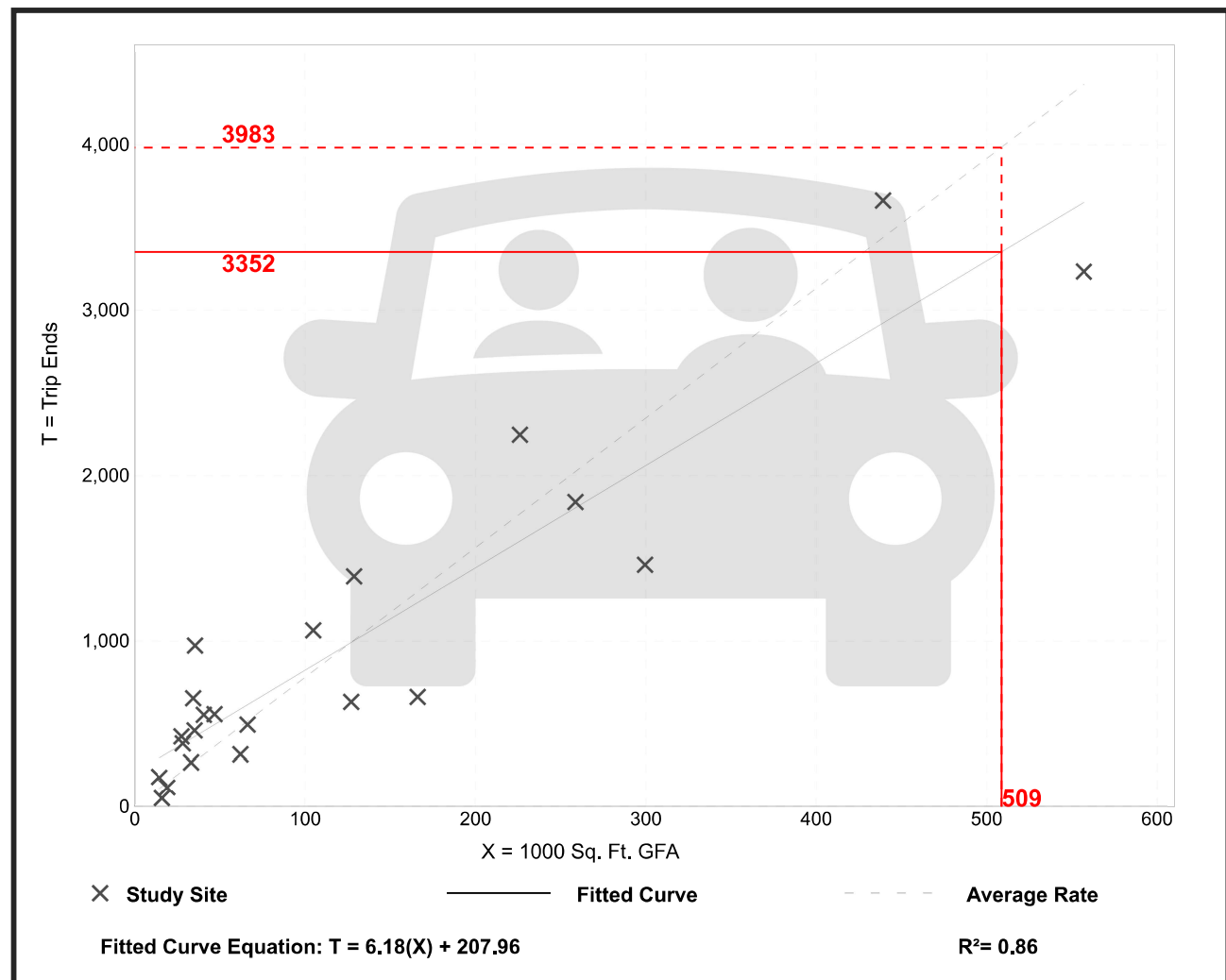
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 126
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	3.27 - 27.56	3.71

Data Plot and Equation



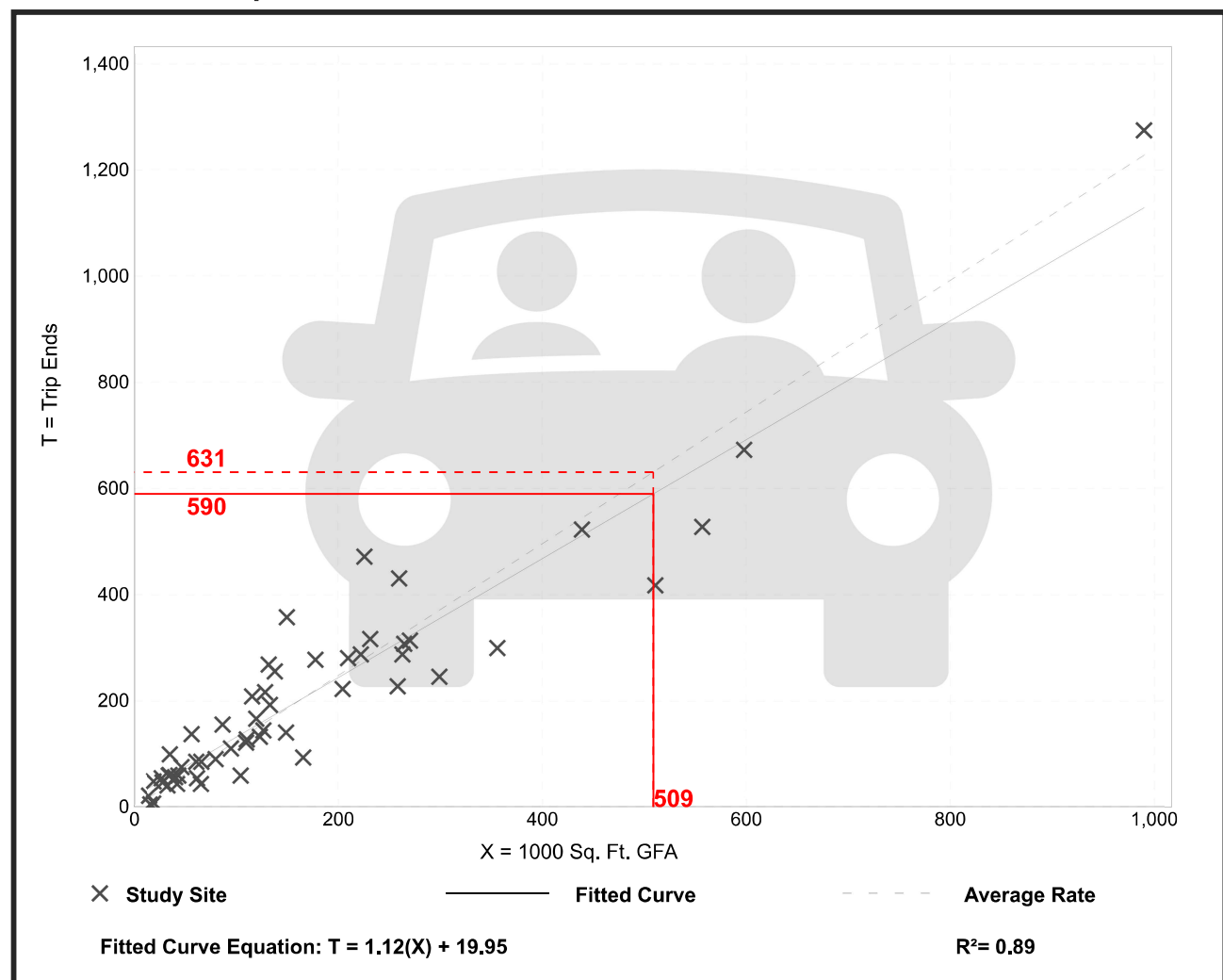
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 54
 Avg. 1000 Sq. Ft. GFA: 170
 Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 53
Avg. 1000 Sq. Ft. GFA: 166
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

Data Plot and Equation

