

Patricia "Trish" Sesta
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Engineering Design & Construction, Inc.
10250 SW Village Parkway - Suite 201
Port Saint Lucie, Florida 34987

**Re: Rosser Lakes (Port Saint Lucie)
COMPREHENSIVE PLAN AMENDMENT TRAFFIC ANALYSIS
Parcel ID: 4326-111-0001-000-1**

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine compliance with the Comprehensive Plan Amendment application associated with ±17.24 acres located west of Rosser Blvd, ±1½ miles north of Becker Road in the City of Port St. Lucie, Florida. Figure 1 shows the project location in relation to the transportation network. Parcel ID associated with this project is 4326-111-0001-000-1. Exhibit 1 includes a copy of the Property Appraiser card for the site while Exhibit 2 includes sketch and description of the portions of the parcel subject to the FLUA amendment request. The Existing Future Land Use (FLU) designation is Open Space Conservation (OSC)/Open Space Recreation (OSR) with a General Use (GU) Zoning in 15.15 acres and Utilities (U) FLU with Utilities (U) Zoning in 2.09 acres. Figure 2 shows current FLU and Zoning for the subject parcel.

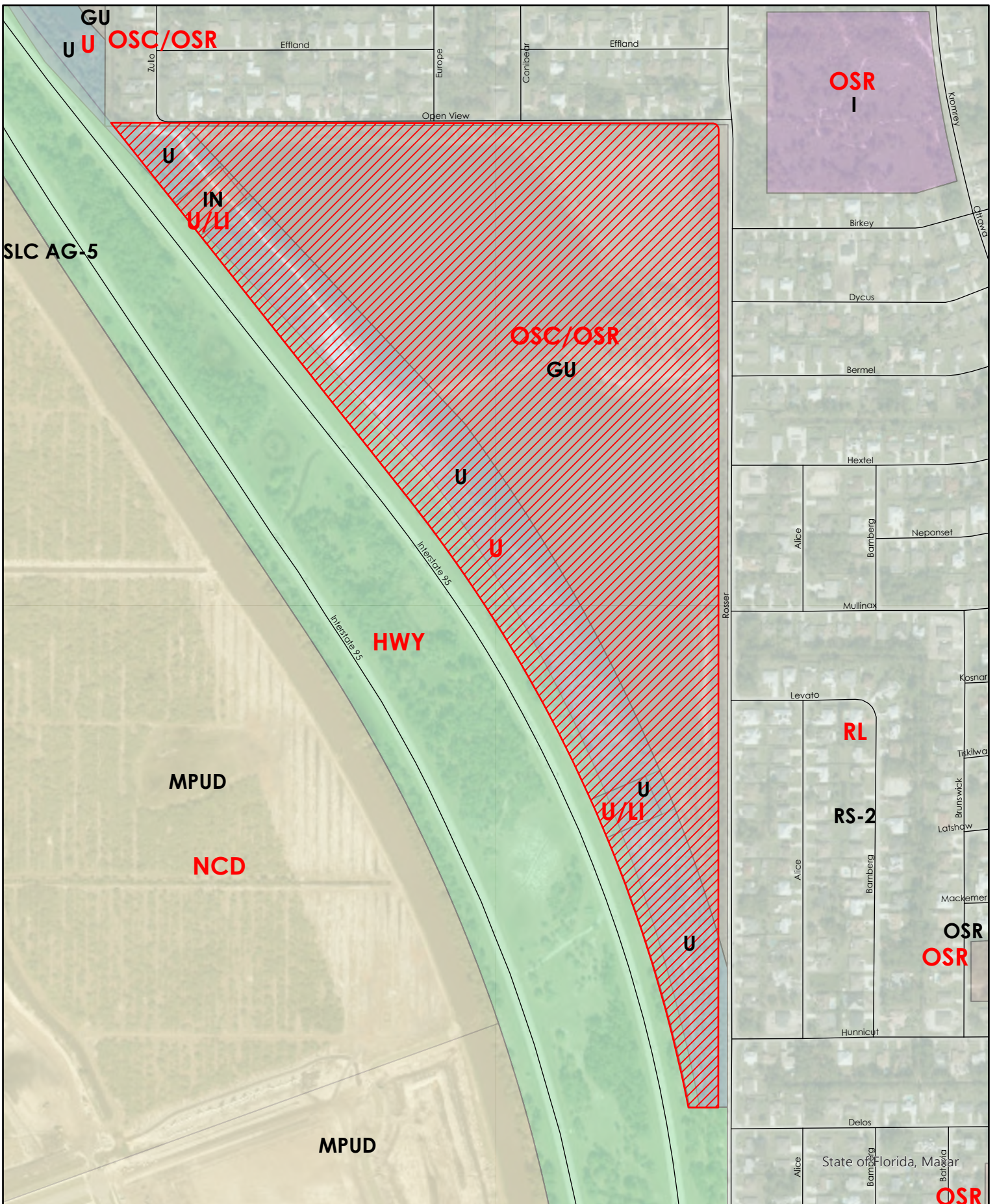


Figure 1 : Project Location

There is a proposal to change the current FLU from Open Space Recreation (OSR)/Open Space Conservation (OSC)/Utilities (U) to Low Density Residential (RL) and Rezoning from General Use (GU)/Utilities (U) to Single Family Residential (RS-2).

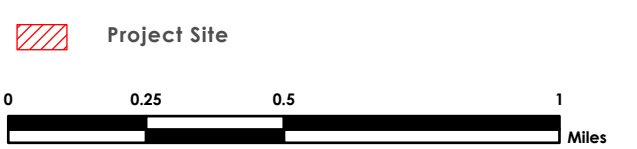
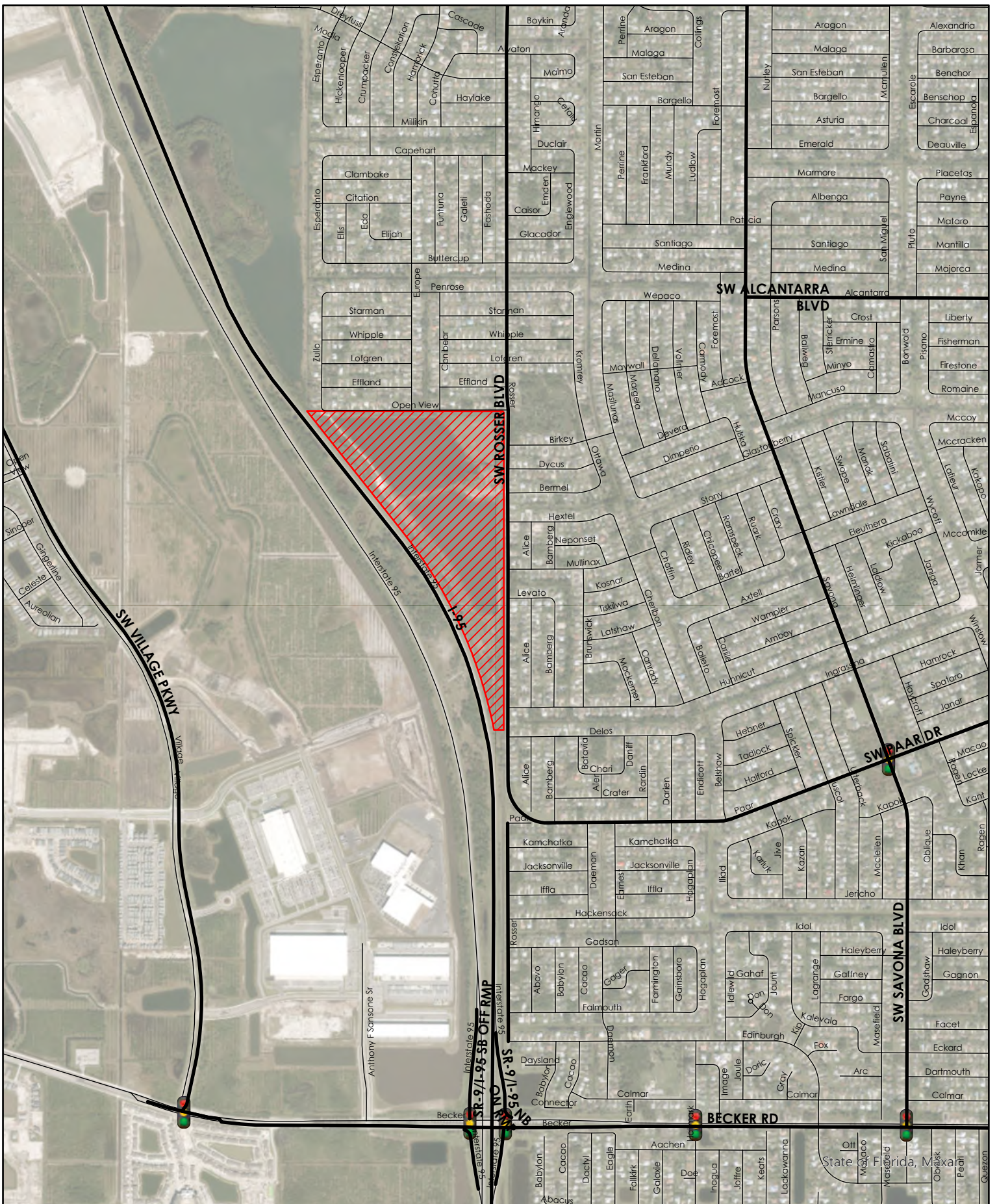
According to the Future Land Use Element of the City's Comprehensive Plan: The Open Space Recreation (OSR) FLU is designated for existing or future parks, the Open Space Conservation (OSC) FLU is for conservation areas that should, to the maximum reasonable extent, maintain the natural character of the land, the Utility (U) FLU allocates a utility designation to lands accommodating major public and private utilities generally requiring two or more acres of land. On the other hand, the Low Density Residential (RL) FLU is the predominant future land use in the City of Port St. Lucie and allows a maximum density of 5.0 DUs per gross acre.

According to Section 158.060, a publicly owned or operated building or use is a Permitted Principal Use in the current General Use Zoning District (GU). Consequently, a 197,980 SF Government Office building would be allowed based on the existing FLU and Zoning. On the other hand, the proposed Low Density Residential (RL) FLU would allow a maximum of 86 DU while the proposed Single Family Residential (RS-2) Zoning would allow a maximum of 75 DU. If this request is approved, a site plan application will be submitted for ±71 DU. Figure 3 includes a location map showing arterial and collector roads within a one-mile radius of the subject site.



**FIGURE 2:
FUTURE LAND USE
& ZONING
ROSSER LAKES**





**FIGURE 3:
ARTERIALS
& COLLECTORS
ROSSER LAKES**



Project trip generation rates used for this analysis were based on the *Institute of Transportation Engineering (ITE) Trip Generation Manual 11th Edition*. Table 1 shows the rates and equations used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R² of at least 0.75, fitted curve equations were used. Exhibit 3 includes a copy of the ITE trip generation rates and equations.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Government Office Building	730	22.59	75%	25%	3.34	25%	75%	1.71
Single-Family Detached	210	Ln(T)=0.92 Ln(X)+2.68	26%	74%	Ln(T)=0.91 Ln(X)+0.12	63%	37%	Ln(T)=0.94 Ln(X)+0.27

Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the current and proposed Future Land Use. As shown in Table 2, the proposed FLU designation would potentially generate less traffic than the current FLU.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Current FLU:								
Open Space Recreation (OSR)/Open Space Conservation (OSC)/Utilities (U)								
Government Office Building	197,980 ¹ SF	4,472	496	165	661	85	254	339
Net Current FLU		4,472	496	165	661	85	254	339
Proposed FLU:								
Low Density Residential (RL)								
Single-Family	86 ² DUs	878	17	48	65	54	32	86
Net Proposed FLU		878	17	48	65	54	32	86
Net Impact		(3,594)	(479)	(117)	(596)	(31)	(222)	(253)

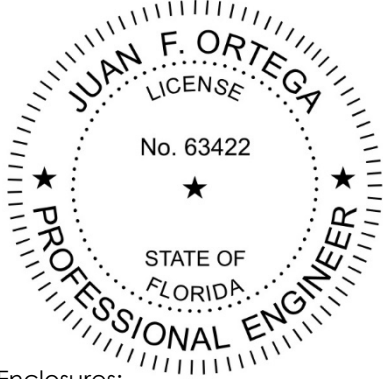
The proposed Future Land Use amendment for the Rosser Lakes property has been evaluated following the City of Port St. Lucie Comprehensive Plan Amendment application requirements. This analysis shows that the proposed Future Land Use amendment from Open Space Recreation (OSR)/Open Space Conservation (OSC)/Utilities (U) to Low Density Residential (RL) on ±17.24 acres will be expected to generate less than 1,000 daily trips. Therefore, the proposed changes to the Rosser Lakes property to allow a maximum of 86 DUs will be in compliance with the *City of Port St Lucie Comprehensive Plan*.

¹ 15.15 Acres X 30% X 43,560 SF

² 17.24 Acres X 5 DU/Acre

Sincerely,

JFO GROUP INC
COA Number 32276



Enclosures:

- Exhibit 1: Property Appraiser Card
- Exhibit 2: Sketch and Description
- Exhibit 3: ITE Trip Generation Rates

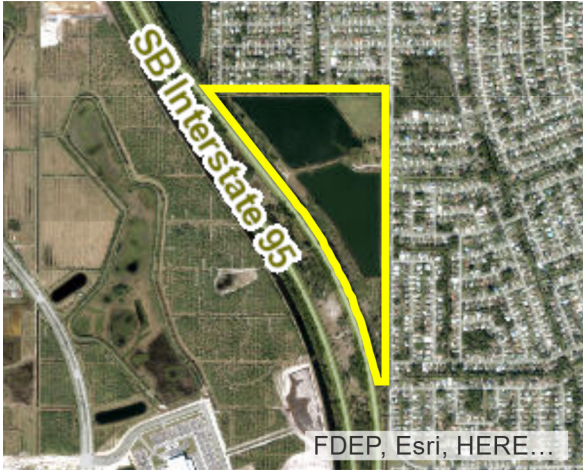
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**Saint Lucie County
Property Appraiser
Michelle Franklin CFA**

Report generated: Wednesday, November 8, 2023

Parcel Report



Parcel

PARCELNO: 4326-111-0001-000-1

Property ID: 117193

Owner1: ROSSER LAKES LLC

SiteAddress: SW ROSSER BLVD

Owner

Owner1: ROSSER LAKES LLC

Owner2:

Owner3:

MailingAddress: 1401 Highway A1A, Unit Ste 202 Vero Beach, FL 32963-5339

Overview

PrimaryLandUse: 9200 - MINING LANDS

DistrictGroup: 0011 - Port Saint Lucie

Subdivision: Metes and Bounds

Just/Market Value: \$304,200

FinishedArea:

Acres: 104.907

TotalArea: 4,569,749

Legal Description

LegalDescription: 26 37 39 ALL THAT PART OF SEC LYG E OF I-95 R/W AS IN OR 311-2946- LESS THAT PART FOR RD R/W AS IN OR 4228-2398- (104.907 AC - 4,569,749 SF) (OR 3402-1297: 3419-1911: 4070-2159)

Value History

Year	Just/Market Value	Building Value	Land Value	SFYI Value	Assessed Value	Exemption Amount	County Taxable	Save Our Home OR 10% Cap Differential	Ag Credit
2023	\$304,200	\$0	\$304,200	\$0	\$304,200	\$0	\$304,200	\$0	\$0
2022	\$304,200	\$0	\$304,200	\$0	\$304,200	\$0	\$304,200	\$0	\$0
2021	\$304,200	\$0	\$304,200	\$0	\$304,200	\$0	\$304,200	\$0	\$0
2020	\$304,200	\$0	\$304,200	\$0	\$304,200	\$0	\$304,200	\$0	\$0

Tax Links

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

[Download TRIM notice for this parcel](#)

Special Assessments

Description	Start Year	Units	Amount
Port St. Lucie Stormwater	2020	78.23	13,924.94

Improvements

Building Sequence: 1
Bedrooms: 0
Bathrooms: 0
Building Type: -
Story Height:
No of Living Units:
Total Finished Area: 0
Gross Sketched Area: 0
Year Built:
Effective Year:
Primary Roof Cover:
Primary Roof Structure:
Primary Wall:
A/C %: 0

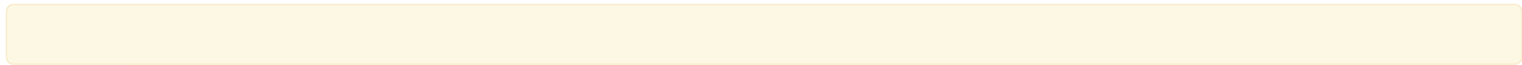
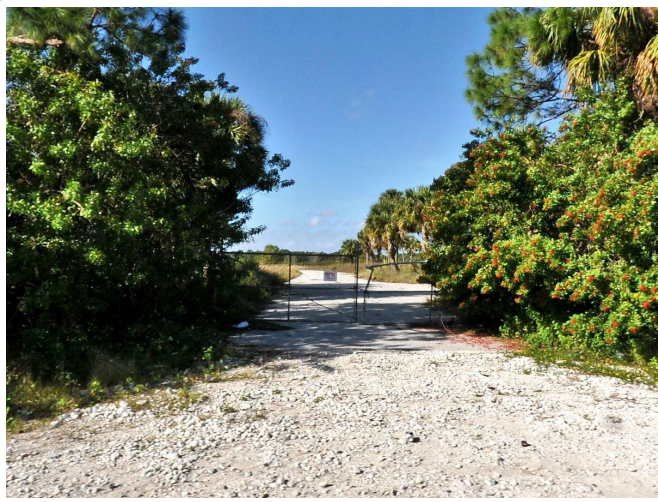
Land Lines

Line Number	Units	Unit Type
1	51.787	Acre
2	53.12	Acre

Sales History

Sale Date	Sale Price	Sale Code	Deed Type	Grantor	Book Page	View Document
12/01/2017	\$100	0130	WD	CB International Investments LLC	4070-2159	Clerk of Courts
08/08/2012	\$0	0111	QC	CB International Investments LLC	3419-1911	Clerk of Courts
06/21/2012	\$494,100	0111	TXDEED	Eddie Huggins Land Grading Co	3402-1297	Clerk of Courts
11/30/2000	\$2,700,000	XX01	WD	Port St Lucie Tractor Serv Inc	1346-2799	Clerk of Courts
06/19/1998	\$377,200	XX02	WD	UNION HOLDING CORP	1155-45	Clerk of Courts
06/01/1986	\$343,800	XX02	CV		505-901	Clerk of Courts

Photos



v2023-08-17

THIS IS NOT A SURVEY

DESCRIPTION:

A PARCEL OF LAND LYING IN SECTION 26, TOWNSHIP 37 SOUTH, RANGE 39 EAST, LYING EAST OF THE EAST RIGHT-OF-WAY OF INTERSTATE-95, ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95 (A VARIABLE WIDTH RIGHT-OF-WAY ACCORDING TO RIGHT-OF-WAY MAP SECTION 94001-2412), THENCE NORTH 89°34'21" EAST, ALONG THE NORTH LINE OF SAID SECTION 26, A DISTANCE OF 506.29 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 00°25'39" EAST, A DISTANCE OF 150.00 FEET; THENCE NORTH 89°34'21" EAST PARALLEL TO SAID NORTH SECTION LINE, A DISTANCE OF 1,899.41 FEET TO A POINT LYING AND BEING 190.00 FEET WEST OF THE EAST LINE OF SAID SECTION 26; THENCE SOUTH 00°15'32" EAST PARALLEL TO SAID EAST LINE, A DISTANCE OF 2,957.59 FEET; THENCE NORTH 89°44'28" EAST, A DISTANCE OF 150.00 FEET TO A POINT LYING AND BEING 40.00 FEET WEST OF SAID EAST SECTION LINE; THENCE NORTH 00°15'32" WEST PARALLEL TO SAID EAST SECTION LINE, A DISTANCE OF 3,082.95 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWEST HAVING A RADIUS OF 25.00 FEET; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE 90°10'07" AN ARC DISTANCE OF 39.34 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89°34'21" WEST ALONG SAID NORTH SECTION LINE, A DISTANCE OF 2,024.78 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.24 ACRES (750980.96 SQUARE FEET), MORE OR LESS.

NOTE:

DESCRIPTION NOT VALID WITHOUT SKETCH.

Michael T Owen Digitally signed by Michael T Owen
Date: 2024.07.11 11:43:41 -04'00'

MICHAEL T. OWEN
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION #5556

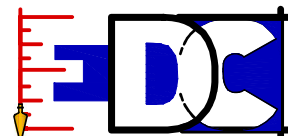
SIGNATURE DATE

**SKETCH & DESCRIPTION OF:
FUTURE LAND USE
AMMENDMENT**

PREPARED FOR:

ROSSER LAKES

PORT SAINT LUCIE OFFICE
10250 SW VILLAGE PARKWAY
SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455
www.edc-inc.com



**ENGINEERS & SURVEYORS
ENVIRONMENTAL**
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

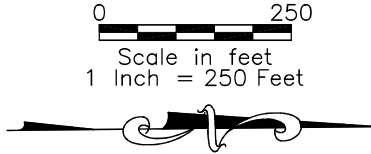
REVISIONS

THIS IS NOT A SURVEY

ABBREVIATION LEGEND

- P.O.C. POINT OF COMMENCEMENT
- P.O.B. POINT OF BEGINNING
- O.R.B. OFFICIAL RECORD BOOK
- P.B. PLAT BOOK
- PG. PAGE
- R/W RIGHT OF WAY
- F.D.O.T. FLORIDA DEPARTMENT OF TRANSPORTATION

INTENDED DISPLAY SCALE



NOTES:

1. BEARINGS SHOWN HEREON ARE RELATIVE TO THE SOUTH RIGHT OF WAY OF OPEN VIEW DRIVE AND THE NORTH LINE OF SECTION 26 AND BASED ON THE LINE LABELED HEREON AS (BEARING BASIS), ALL OTHER BEARINGS ARE RELATIVE THERETO.
2. THIS SKETCH AND DESCRIPTION IS FOR THE EXCLUSIVE PURPOSE OF DESCRIBING THE PARCEL OR STRIP OF LAND SHOWN AND IS NOT A BOUNDARY SURVEY.

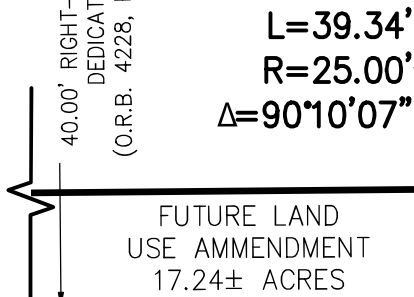
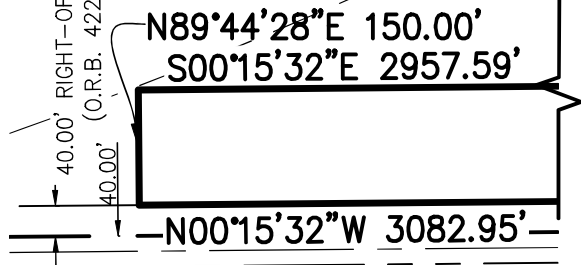
HIGHWAY INTERSTATE 95
(RIGHT-OF-WAY WIDTH VARIES)
(F.D.O.T. R/W MAP SECTION No. 94001-24(2))

250.00' EASEMENT AGREEMENT TELECOMMUNICATIONS TOWERS AND/OR BILLBOARDS AND INGRESS AND EGRESS (O.R.B. 1177, PG. 654)

PARCEL ID:
4326-111-0001-000-1
(O.R.B. 311, PG. 2946;
O.R.B. 3402, PG. 1297;
O.R.B. 3419, PG. 1911;
O.R.B. 4070, PG. 2159)

40.00' RIGHT-OF-WAY DEDICATION (O.R.B. 4228, PG. 2398)

40.00' RIGHT-OF-WAY DEDICATION (O.R.B. 4228, PG. 2398)



SECTION 26 EAST LINE
WEST R/W LINE

P.O.C.

P.O.B.

N89°34'21" E 1899.41'

S89°34'21" W 2024.78' (BEARING BASIS)

OPEN VIEW DRIVE (40.00' WIDE R/W) (P.B. 13, PG. 19)

N89°34'21" E 506.29' NORTH PROPERTY LINE

SECTION 26 NORTH LINE SOUTH R/W LINE

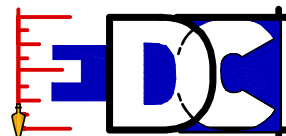
ROSSER BOULEVARD (R/W VARIES) (P.B. 13, PG. 19)

**SKETCH & DESCRIPTION OF:
FUTURE LAND USE AMMENDMENT**

PREPARED FOR:

ROSSER LAKES

PORT SAINT LUCIE OFFICE
10250 SW VILLAGE PARKWAY
SUITE 201
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ENGINEERS & SURVEYORS ENVIRONMENTAL
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
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REVISIONS

Land Use: 730

Government Office Building

Description

A government office building is an individual building containing either the entire function or simply one agency of a city, county, state, federal, or other governmental unit.

Additional Data

Each study site in the current database serves a municipal or county agency.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2000s and the 2010s in Oregon and Texas.

Source Numbers

579, 889

Government Office Building (730)

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

Setting/Location: General Urban/Suburban

Number of Studies: 7

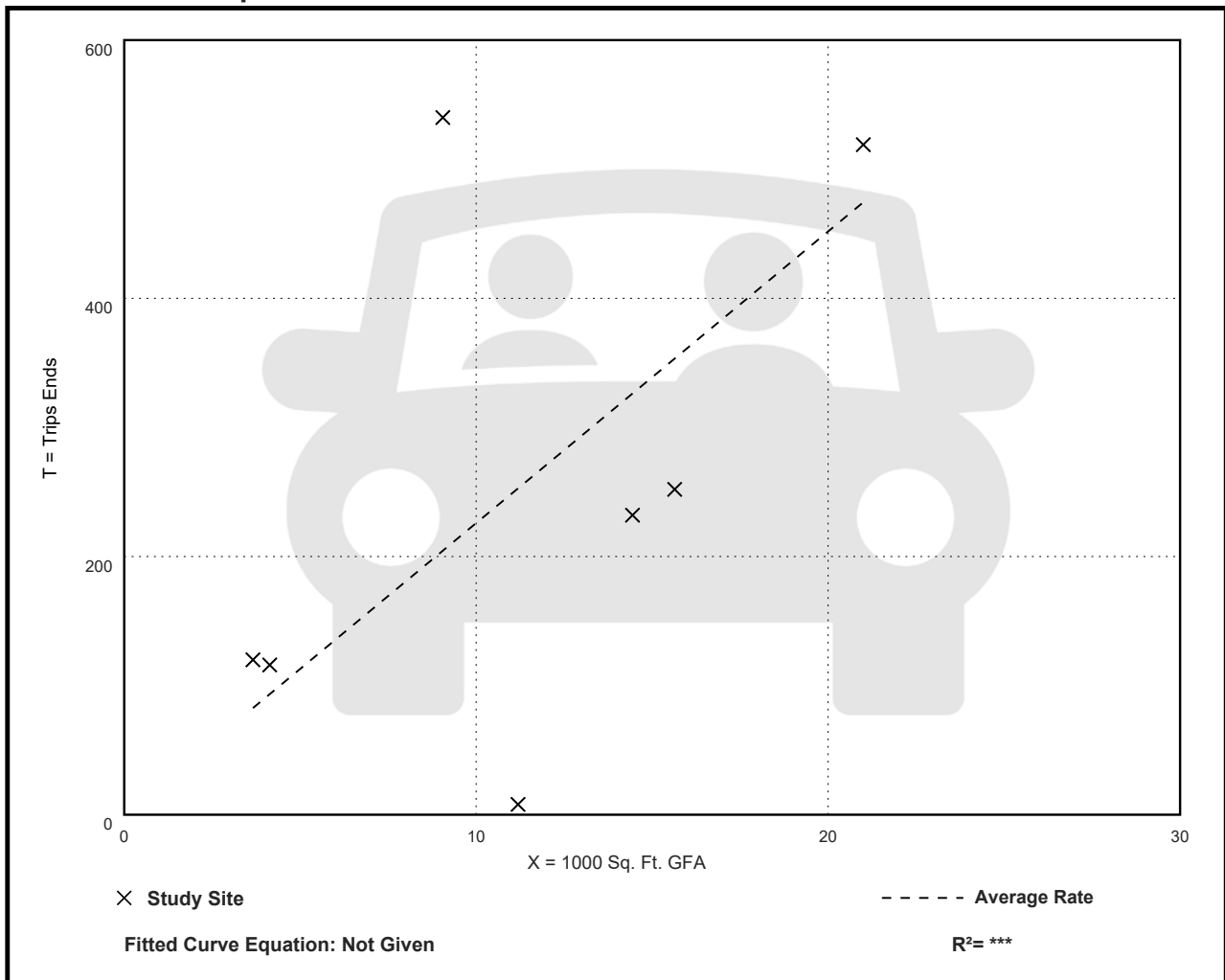
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
22.59	0.71 - 59.66	17.03

Data Plot and Equation



Government Office Building (730)

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: 7

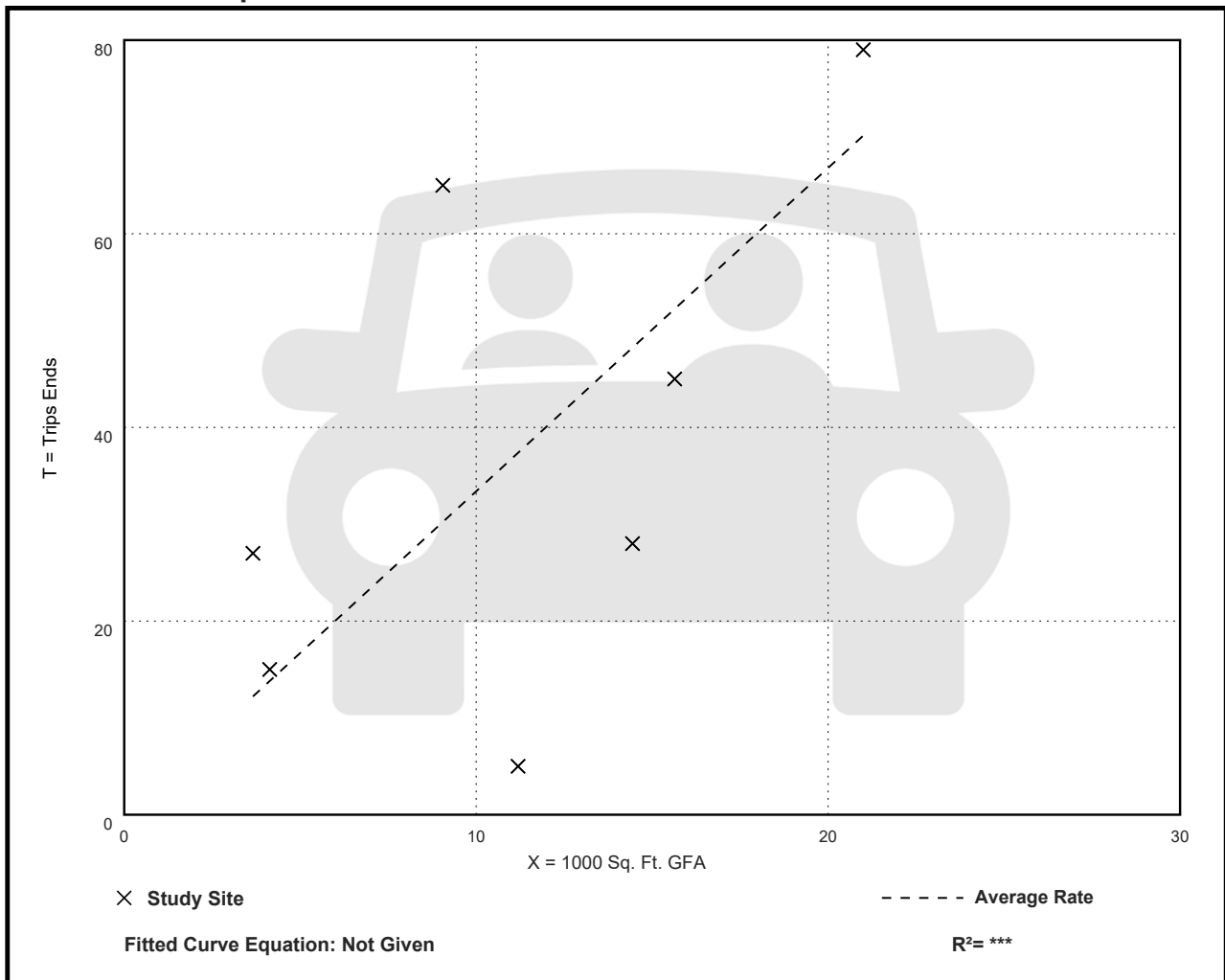
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.34	0.45 - 7.38	2.18

Data Plot and Equation



Government Office Building (730)

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: 8

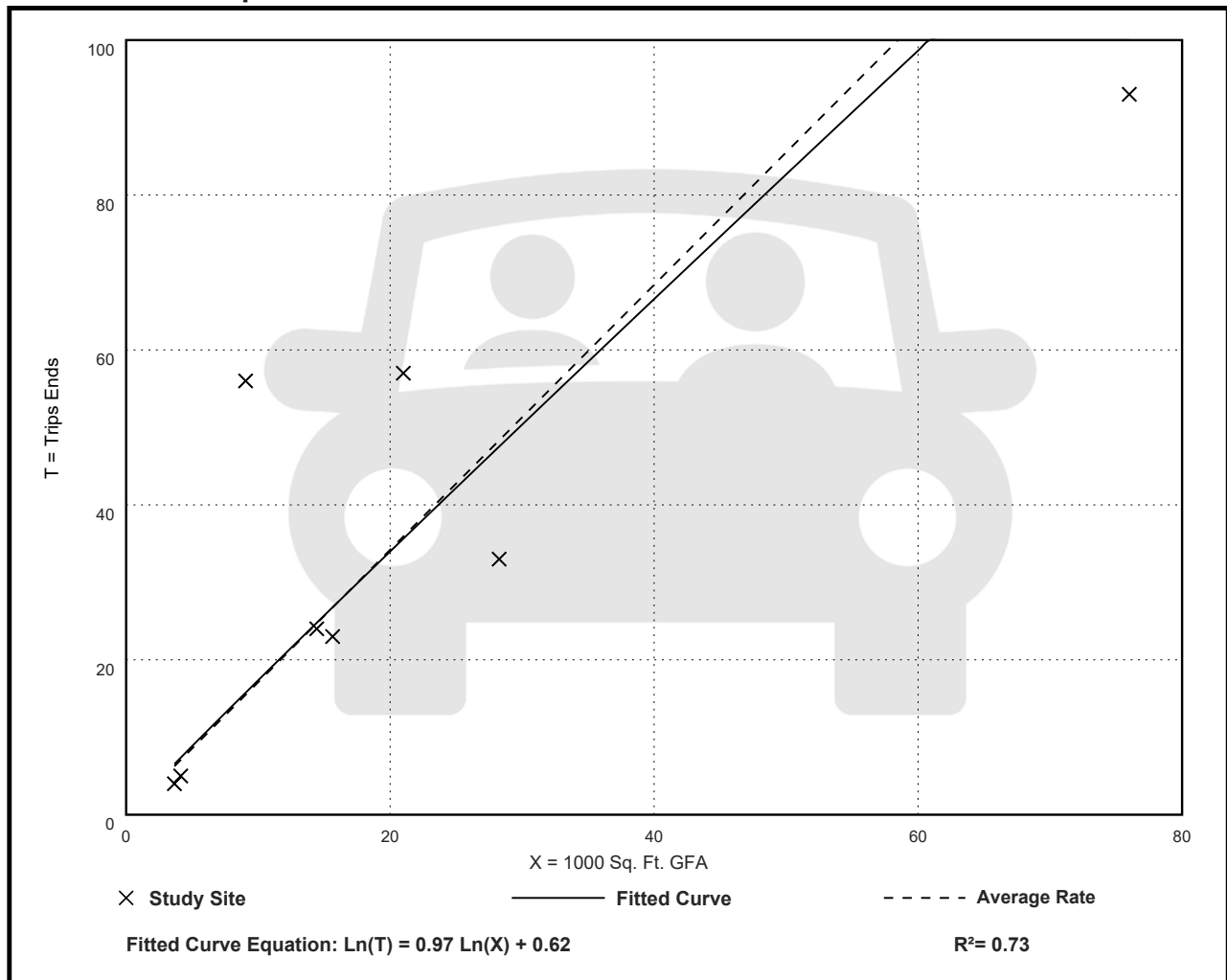
Avg. 1000 Sq. Ft. GFA: 22

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	1.09 - 6.19	1.24

Data Plot and Equation



Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

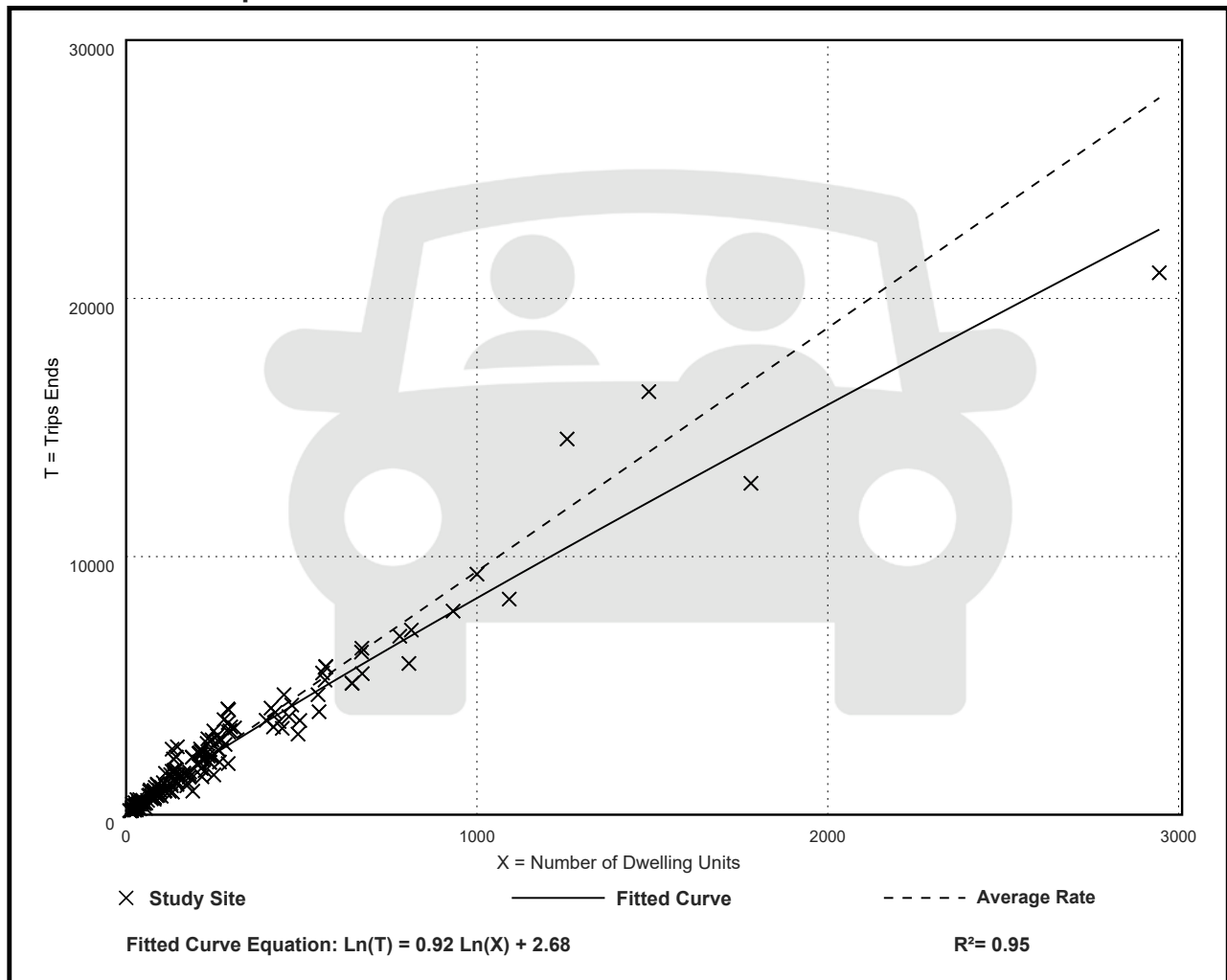
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

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: 192

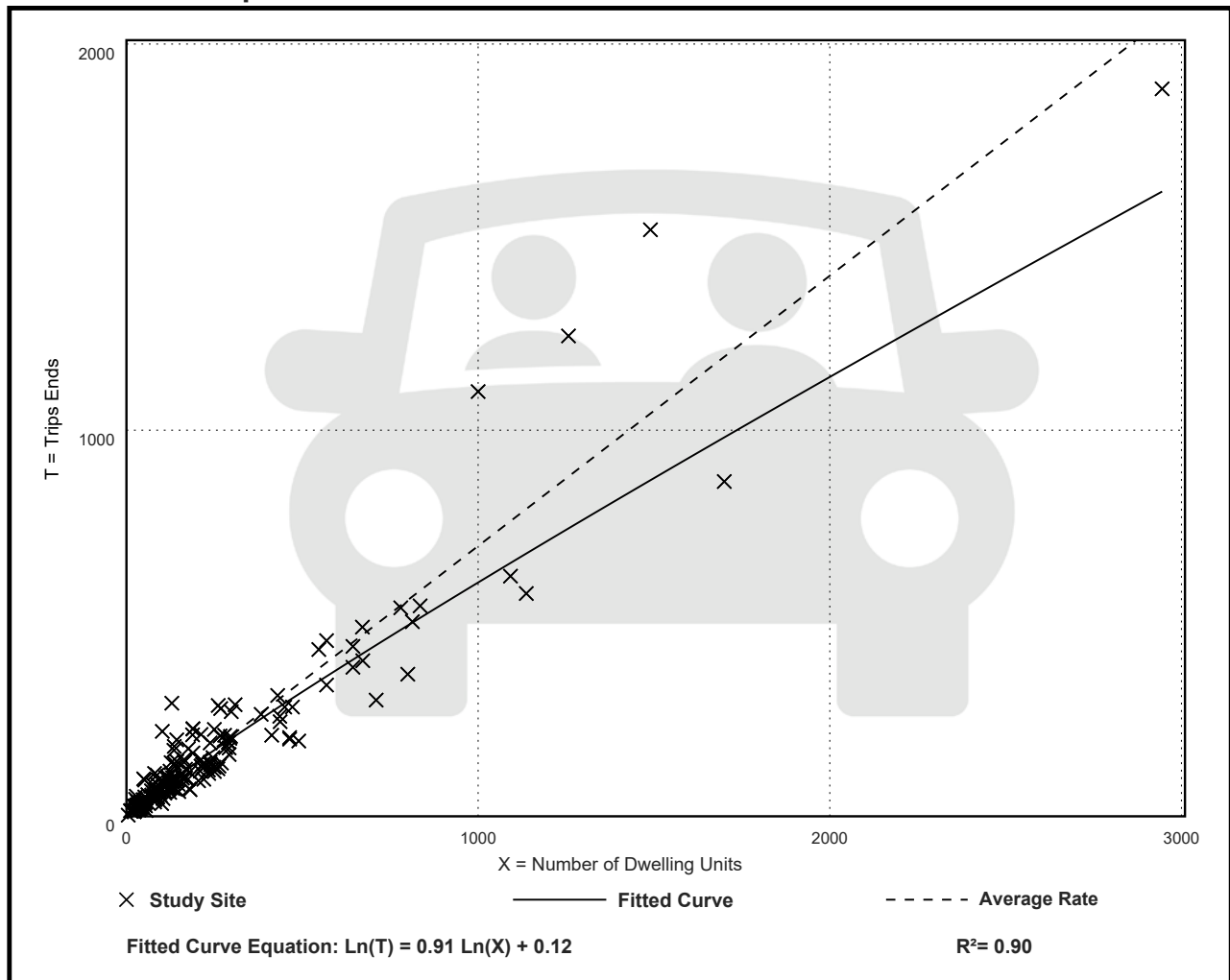
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

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: 208

Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation

