EXHIBIT B: TECHNICAL REPORT

City of Port St. Lucie

MOBILITY FEE TECHNICAL REPORT

PORT ST. LUCIE
HEART OF THE TREASURE COAST

NOVEMBER 2025

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NUE URBAN CONCEPTS, LLC
2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484

Wednesday 19th, 2025

Mary F. Savage-Dunham, AICP, CFM
Director of Planning & Zoning Department
City of Port St. Lucie
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34984

Re: City of Port St. Lucie Mobility Fee Technical Report

Dear Mary:

Enclosed is the City of Port St. Lucie Mobility Fee Technical Report dated November 2025. The updated Mobility Fees are based on mobility projects identified in the 2050 Port St. Lucie Mobility Plan. The mobility projects included in the Mobility Plan are intended to meet future travel demand needs within the City of Port St. Lucie between 2025 and 2050. This Technical Report has been prepared for consideration by the City Council as it reviews update of the Mobility Fee Ordinance. This is the 2nd update of the City's Mobility Fee. The original plan and fee were adopted in 2021 and subsequently updated in 2022 to remove County Roads. In 2025, Port St. Lucie initiated an update of the Mobility Plan and Mobility Fee to address requirements of HB 479 adopted by the legislature in 2024. In 2025, the Florida Legislature made several amendments to Florida Statute related to impact fees and mobility fees, the most significant of which was a requirement that a unanimous vote of the elected officials is required to adopt a finding of extraordinary circumstances.

An Extraordinary Circumstances Study, dated November 2025, has also been prepared as part of this update. A finding of extraordinary circumstances will allow the City Council to adopt mobility fee rates that are more than 50% above existing adopted rates. Most of the mobility fee rates exceed the 50% threshold, primarily due to persistently high inflation for construction of transportation improvements. Extensive public outreach and feedback have been received since initial drafts of the mobility fee were prepared this past spring. Initial rates for the east and southwest assessment areas exceeded $20,000 per dwelling, $25,000 in the northwest and over $30,000 in the newly proposed western assessment area. These rates have come down substantially based on refinements of the mobility plan, community feedback, and direction from the City Council. The final rates, based on the just released 12th Edition of the ITE Trip Generation Manual, have come down between 60% and 70% from initial estimates.

The update of mobility fees is proposed to be phased in over four years to allow the development community time to plan for the updated fees. The phasing also provides time for the City and County to discuss the County's road impact fees and the expiration of the current interlocal agreement in 2027. The NUE Urban Concepts team looks forward to continuing to work with City staff on finalizing the Mobility Plan and Mobility Fee, consistent with direction provided by the City Council.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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CITY OF PORT ST. LUCIE
MOBILITY FEE
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NOVEMBER 2025

Produced for: City of Port St. Lucie

Produced by: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC
2000 PGA Blvd
Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484
jbpaul@nueurbanconcepts.com
www.nueurbanconcepts.com

EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided "concurrent" with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct.

In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an alternative to transportation concurrency and proportionate share that allowed new development to mitigate its traffic impact through a one-time mobility fee payment to local governments. In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments to adopt alternative mobility funding systems, such as a mobility fee, based on a plan of improvements. In 2019, the Legislature required mobility fees follow the same statutory process as impact fees. In 2024, the Legislature, through HB 479, defined mobility fees and mobility plans and reaffirmed that any local government can adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan.

The City of Port St. Lucie's Mobility Fee first became effective October 2021. The Mobility Fee, based on the Phase One Mobility Plan, replaced the City's and County's Road Impact Fee. The City and County entered into mediation over replacement of the County's Road Impact Fee. After roughly a year of mediation, the City and County entered into an interlocal agreement where the City's Mobility Fee would exclude County Roads, and the City would collect a reduced County Road Impact Fee. In October 2022, the City adopted a Phase Two Mobility Plan and Mobility Fee that implemented the requirements of the interlocal agreement. The 2025 Mobility Fee update excludes the 11.6% of travel east of I-95 and the 20.84% of travel west of I-95 that occurs on County Roads within or directly adjacent to Port St. Lucie.

A Mobility Fee Extraordinary Circumstances Study has been prepared as part of the 2025 update that documents the findings in support of adoption of the fully calculated rates. The City Council has elected to phase in Mobility Fee increase over a four-year period. **This Technical Report documents the data and methodology used to update a mobility fee that mitigates the impact of new development and meets legally established dual rational nexus and rough proportionality tests consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Chapter 380.**

CITY OF PORT ST. LUCIE 2025 MOBILITY FEE SCHEDULE					
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	UNIT OF MEASURE (UM)	2025 Calculated Mobility Fee			
		East of 95	SW of 95	NW of 95	West of 95
Residential & Lodging Uses					
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per sq. ft.	$4.21	$3.48	$4.76	$5.39
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per sq. ft.	$4.93	$4.08	$5.57	$6.32
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$3,878	$3,206	$4,383	$4,972
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$4,390	$3,629	$4,962	$5,628
Institutional Uses					
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per sq. ft.	$3.89	$3.22	$4.31	$4.65
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	$2.59	$2.14	$2.92	$3.31
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per sq. ft.	$4.21	$3.48	$4.27	$4.49
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per sq. ft.	$1.54	$1.27	$1.73	$1.90
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per sq. ft.	$1.24	$1.02	$1.39	$1.53
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per sq. ft.	$1.00	$0.83	$1.13	$1.24
Recreation Uses					
Marina (Including dry storage) per berth	per berth	$848	$701	$1,194	$1,375
Golf Course (Open to Public or Non-Resident Membership)	per hole	$10,684	$8,831	$15,055	$17,333
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$10,386	$8,585	$14,636	$16,849
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per sq. ft.	$6.58	$5.44	$9.28	$10.68
Office Uses					
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per sq. ft.	$5.07	$4.19	$5.70	$6.27
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	$10.22	$8.45	$11.62	$13.03
Commercial Services & Retail Uses					
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$4.32	$3.57	$4.71	$4.88
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$8.64	$7.14	$9.42	$9.76
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per sq. ft.	$11.42	$9.44	$12.46	$12.90
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$20,987	$17,349	$24,085	$25,619
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$15.69	$12.97	$18.00	$19.15
Motor Vehicle Charging	per position	$16,441	$13,591	$18,868	$20,070
Motor Vehicle Fueling	per position	$17,346	$14,339	$19,907	$21,175
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$9,685	$8,006	$11,114	$11,822
Retail Drive-Thru	per lane	$14,873	$12,295	$17,069	$18,156
Quick Service Restaurant Drive-Thru Lane	per lane	$32,233	$26,645	$37,295	$40,782

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MOBILITY FEE
TECHNICAL REPORT

NOVEMBER 2025

PREPARED BY

NUE URBAN CONCEPTS
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INTRODUCTION

The City of Port St. Lucie continues to be an innovative leader in finding ways to address the negative impacts of traditional transportation concurrency and utilize mobility fees to fund mobility projects. In 2021, the City established a **Mobility Plan and Mobility Fee System** as an alternative transportation system to replace transportation concurrency and the City's Road Impact Fee (RIF) for all new development with land use entitlements consistent with the currently adopted Comprehensive Plan.

In 2024, the Florida Legislature amended Florida Statute to update requirements for alternative transportation systems that replaced transportation concurrency. The primary alternative transportation system recognized by Statute is a mobility fee system based on a mobility plan. Recent court rulings throughout the U.S. and amendments to Florida Statute are requiring a more defined process and standards for fee mitigation systems that require development to mitigate its impact through monetary payments.

The 2025 Mobility Fee is based on the 2050 Mobility Plan and will collectively be known as the City of Port St. Lucie **Mobility Plan and Fee System.** The 2050 Mobility Plan identifies mobility projects **"needed"** to meet projected growth in travel demand and enhance the City's multimodal transportation system by providing residents, employees, businesses, and visitors with safe and convenient mobility options to travel within Port St. Lucie and surrounding areas.

Mobility Projects consist of ***improvements, programs, and services such as new and wider roads, corridor studies, boardwalks, shared use paths, trails/greenways, capacity and multimodal intersection improvements, interchange, roundabouts, high-visibility midblock crossings, high-intensity activated crosswalks, along with proposed transit circulators, and mobility hubs and water taxi studies, pilots, locations, and routes.***

The **Mobility Plan and Fee System** propose to update the existing three (3) assessment areas to include a fourth assessment areas. An assessment area defines where new development is assessed a mobility fee to mitigate its transportation impacts. The following are the four (4) **Mobility Fee Assessment Areas**: (1) East; (2) Southwest; (3) Northwest; and (4) West **(Map A)**.

The establishment of assessment areas provides a direct nexus between the assessment and collection of mobility fees and the Comprehensive Plan. The **Mobility Plan and Fee System** has been developed to assess a mobility fee rate that varies per assessment area and per land use established on the mobility fee schedule. The 2050 Mobility Plan identifies mobility projects for each of the four (4) assessment areas.

The cost and capacity of mobility projects is used to calculate mobility fees. The variation in mobility fees by assessment area reflect differences in travel characteristics, the types of mobility projects within each assessment area and the share of travel in adjacent assessment areas.

Mobility Fees are not: ***(1) a recurring tax assessed on existing residents or businesses; (2) assessments on existing residential or non-residential property; or (3) deposited into general revenue funds of the City.***

Mobility Fees are: ***(1) a streamlined one-time assessment on new development within the Mobility Fee Assessment Areas; (2) intended to mitigate the travel demand impact of new development on the City's multimodal transportation system; and (3) deposited into special revenue funds for expenditure within defined Mobility Fee Benefit Districts.***

New Development is defined as ***"new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in an impact to the transportation system."***

Impact means ***"any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."***

Mobility fees are legally and statutorily required to be spent on mobility projects identified in a mobility plan that provides a mobility **"benefit"** to new development that paid the mobility fees. When mobility fees are paid by new development, they will be deposited into special revenue funds established for the **Mobility Plan and Fee System**.

These special revenue funds are based on six (6) **Mobility Fee Benefit Districts** that cover existing municipal limits as well as extra jurisdictional areas where mobility projects are proposed outside city limits. The six (6) **Mobility Fees Benefit Districts** are defined as the: (1) Central Benefit District; (2) East Benefit District; (3) Northwest Benefit District; (4) Southwest Benefit District; (5) West Benefit District; and the (6) I-95 Benefit District **(Map B)**. The implementing mobility fee ordinance includes criteria for the expenditure of funds within and across districts. The benefit districts extend beyond current City limits as people walking, bicycling, riding transit, and driving vehicles do not stop at City limits. There are instances where mobility projects extend outside municipal limits. To expend mobility fees on these mobility projects, the benefit districts need to extend beyond current municipal limits. The extension of mobility districts outside municipal limits enables the City Council to address extra jurisdictional impacts from new development, as required by Florida Statute.

The City Council will determine how mobility fee revenues deposited in the benefit districts are allocated and expended on mobility projects through annual updates to the Capital Improvements Program (CIP). The mobility fee was calculated based on the share of travel within and between Assessment Areas, so there is a level of travel that crosses districts that would allow for funding of mobility projects using adjacent district funds. Shared-use paths and the widening of existing roadways are two (2) types of mobility projects that are most likely to cross benefit districts and allow for the use of funds from either benefit district.

Port St. Lucie has been experiencing extraordinary growth and that extraordinary growth shows no signs of slowing down over the next 25 years. This extraordinary growth, combined with the continued extraordinary growth in construction cost inflation are the two primary drivers behind the update of the mobility plan and mobility fee. The proposed mobility fee increase will exceed 50% for most of the land uses in the mobility fee schedule. A separate Extraordinary Circumstances Study, dated November 2025, has been prepared that documents the finding of extraordinary circumstances that supports raising mobility fees above current statutory thresholds. The findings of extraordinary circumstances will require a super majority vote of the City Council for mobility fee rates to be adopted above the 50% statutory threshold.

Extensive public outreach has been undertaken over the past year to refine the calculated mobility fees. The final version of the calculated mobility fees reflects the just released 12th edition of the ITE Transportation Engineers Trip Generation rates. The calculated mobility fees do not include County Road impact fees. The calculated mobility fee rates include a reduction in travel of **11.6% east of Interstate and 20.8% west of I-95** within the City of Port St. Lucie to account for current travel on County Roads within the City. The mobility fee rate increases are proposed to be phased in over a four-year period between 2026 and 2029. The phased in rates will allow development to plan accordingly and for the City and County to negotiate an update to the existing interlocal agreement that expires in 2027.

The Mobility Fee is based on mobility projects established in the **2050 Mobility Plan** that are **"needed"** over the next 25 years to meet projected growth in travel demand. The **Mobility Fee Technical Report** has been developed to document the data and methodology to develop the **Mobility Plan and Fee System** as an alternative transportation system, consistent with Florida Statute Section 163.3180. The Mobility Fee has been developed consistent with the **"needs"** and **"benefits"** requirements of the **"dual rational nexus test"** and the calculated mobility fee is "**roughly proportionate**" to the impacts of new development as required by Florida Statute Sections 163.3180, 163.31801 and Chapter 380.

LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida to adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, were available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed "concurrent", transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka "deficient" or "backlogged').

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth in urban areas. This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development and utilities, physical barriers, and environmental protections.

Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90's, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).

The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements.

In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did qualify for TCEAs or TCMAs.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over-capacity roadways. Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and fees and report the findings to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any formal action as the State was in the Great Recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how over-capacity roads are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades.

The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.

Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.

The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency.

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt alternative mobility funding systems, such as mobility fees, based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact.

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government. The Legislature encouraged local governments to adopt alternative mobility funding systems and specifically referenced mobility fees, based on a plan for mobility improvements.

The Community Planning Act enabled local governments to break the transportation concurrency cycle by transitioning away from regulating road capacity and toward planning for mobility **(Figure 1)**. Florida Commerce, which replaced the Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs (DCA), provides direction to local governments related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 **(Appendix A)**.

Figure 1. Concurrency Cycle

In 2019, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow new development to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i).

In 2024, the Florida Legislature, through House Bill 479, amended the Community Planning Act to reaffirm that any local government can repeal transportation concurrency. The legislature replaced the term **"alternative mobility funding systems"** with **"alternative transportation systems"** in recognition that there are local governments in Florida with alternative systems that were not explicitly required to follow the processes and procedures required under Florida Statute Section 163.31801. The following is the amended version of Florida Statute Section 163.3180(5)(i) related to an alternative transportation system **(Appendix B).**

"(i) ***If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based*** *or an alternative transportation system that is not mobility-plan and fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government.* ***The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed.*** *An alternative transportation system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."* ***(emphasis added)***

For the first time since the terms mobility fees and mobility plans were introduced in 2007, the Florida Legislature, through HB 479, defined both terms in the Community Planning Act. The following are the recently adopted definitions for a mobility fee and a mobility plan per Florida Statute Section 163.3164 **(Appendix B)**:

"(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031."

ROAD IMPACT FEE & MOBILITY FEE COMPARISON

The Florida Constitution grants local governments broad home rule authority to establish special assessments, impact fees, mobility fees, franchise fees, user fees, and service charges as revenue sources to fund specific governmental functions and capital infrastructure. Payment of impact fees or mobility fees are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses that generate additional transportation demand, to mitigate its impact to a local government's transportation system. While road impact fees and mobility fees are both intended to be means in which a development can mitigate its transportation impact, the following are the major differences between the two fees:

Road Impact Fees

- Partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles (i.e., cars, trucks, SUVs, motorcycles).
- Are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development.
- Maybe based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

Mobility Fees

- Pay for the cost associated with adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology.
- Partially or fully fund mobility projects, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, services and vehicles, new roads, the widening of existing roads, and turn lanes, signals, and ADA upgrades at intersections.
- Are based on increases in person trips, person trip lengths, and person miles of capacity from mobility projects, along with projected person miles of travel from development.
- Assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- Must be based on future mobility projects adopted as part of a mobility plan and incorporated or referenced in the local government's Comprehensive Plan.

THE IMPACT FEE ACT & CASE LAW OVERVIEW

In the late 1970's and early 1980's local governments throughout Florida began adopting road impact fees as a means for new development to pay for its traffic impact and generate revenue to fund transportation infrastructure improvements. Counties, especially Charter Counties, began requiring that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities throughout Florida challenged the ability of counties to compel them to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and new development were constrained in their ability to add road capacity due to the cost of acquiring developed land and receiving opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their neighborhoods.

The inability of new development in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents were likely to oppose new road capacity improvements and where road capacity was either available or cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties when new development met concurrency requirements, only to watch road impact fees being spent on new road capacity projects outside of urban areas, which ultimately facilitated sprawl beyond municipal boundaries.

Furthermore, the courts often ruled in favor of counties, as municipalities that challenged being compelled to collect impact fees failed to present alternative solutions for addressing the traffic impacts of new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Additionally, these challenges existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that had already adopted enabling legislation, elected to defer to the significant case law that was developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.

In 2009, the Legislature made several changes to the "Impact Fee Act", the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the "Impact Fee Act", the most significant of which was the requirement that fees cannot be collected prior to building permit issuance. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits, and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the "Impact Fee Act", which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development.

The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials.

In 2024, the Legislature, through HB 479 made amendments to the "Impact Fee Act" that requires fee studies be completed and adopted within 12 months from the date of initiation of the study. The amendment also stipulated that data used in fee studies should not be older than four years. The amendment also requires alternative transportation systems recognize transportation or road impact fee credits granted prior to adoption of the alternative transportation systems.

In 2025, the Legislature, through SB 1080, amended the provisions of extraordinary circumstances to require a unanimous vote of elected officials. It also stipulated that if an impact fee has not been increased in five (5) years, a local government could not claim extraordinary circumstances. Florida Statute Section 163.31801 is provided in **Appendix C**.

One of the purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that the City of Port St. Lucie's Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the **"need"** for mobility projects and the mobility **"benefits"** provided to those who pay the fee, otherwise known as the "dual rational nexus test", herein further described as:

The "Need" for additional (new) capital facilities (mobility projects) to accommodate the increase in demand (impact) from growth (new development), and

The "Benefit" that the new growth (new development) receives from the payment and expenditure of fees to construct the new capital facilities (mobility projects).

In addition to the "dual rational nexus test", the U.S. Supreme Court in Dolan v. Tigard also established a "rough proportionality test" to address the relationship between the amount of a fee imposed on new development and the impact of the new development. The "rough proportionality test" requires that there be a reasonable relationship (proportional and reasonably connected) between the impact fee and the impact of new development based upon the applicable unit of measure for residential and non-residential uses. The "rough proportionality test" further requires that the variables used to calculate a fee are reasonably assignable and attributable to the impact of new development.

The Courts recognized the authority of a municipality to impose "impact fees" in Florida occurred in 1975 in the case of City of Dunedin v. Contractors and Builders Association of Pinellas County, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: "that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S." The Court set forth the following criteria to validate the establishment of an impact fee:

"…where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose." 312 So.2d 763, 766, (1975).

The case was appealed to the Florida Supreme Court and a decision rendered in the case of Contractors and Builders Association of Pinellas County v. City of Dunedin 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that "impact fees" did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.

However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

"The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermit any discussion of refunds for that reason." 329 So.2d 314 321, 322 (Fla. 1976)

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.

The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing Banberry v. South Jordan. In the case, the Court held that: "the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred" (Banberry Development Corporation v. South Jordan City, 631 P. 2d 899 (Utah 1981). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (Banberry Development Corporation v. South Jordan City, 631 P. 2d 904 (Utah 1981):

"(1) the cost of existing capital facilities;

(2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);

(3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);

(4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;

(5) the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;

(6) extraordinary costs, if any, in servicing the newly developed properties; and

(7) the time-price differential inherent in fair comparisons of amounts paid at different times."

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970's and early 1980's led to the first use of what ultimately became known as the "dual rational nexus test" in Hollywood, Inc. v. Broward County; which involved a Broward County ordinance that required a developer to dedicated land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

"… the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents." (Hollywood, Inc. v. Broward County, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983).

In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the "dual rational nexus test". The first case was Nollan v. California Coastal Commission which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public's view of the beach.

Justice Scalia delivered the decision of the Court: "The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (Nollan v. California Coastal Commission, 483 U. S. 825 (1987)". The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (Nollan v. California Coastal Commission, 483 U. S. 836, 837 (1987).

The second case, Dolan v. Tigard, heard by the U.S. Supreme Court in 1994 solidified the elements of the "dual rational nexus test". The Petitioner Dolan, owner, and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval, dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

"Under the well-settled doctrine of "unconstitutional conditions," the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development." Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)

The U.S. Supreme Court in addition to upholding the "essential nexus" requirement from Nollan also introduced the "rough proportionality" test and held that:

"In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is "rough proportionality." No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the "reasonable relationship" test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)"

An often-overlooked component of Dolan v. City of Tigard is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

"The city made the following specific findings relevant to the pedestrian/bicycle pathway: "In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion." We think a term such as "rough proportionality" best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.

With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner's development reasonably relate to the city's requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway "could offset some of the traffic demand . . . and lessen the increase in traffic congestion."

"As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, "[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand' is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand." 317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated." Dolan v. City of Tigard, 512 U.S. 687 (1994).

The U.S. Supreme Court recently affirmed, through Koontz vs. St. Johns River Water Management District, that the "dual rational nexus" test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

"Our decisions in Nollan v. California Coastal Commission, 483 U. S. 825 (1987), and Dolan v. City of Tigard, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner's relinquishment of a portion of his property unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented Nollan and Dolan because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).

"That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed "in lieu" of real property dedications—are "commonplace" and are "functionally equivalent to other types of land use exactions." To subject monetary exactions to lesser, or no, protection would make it "very easy for land-use permitting officials to evade the limitations of Nollan and Dolan." Furthermore, such a rule would effectively render Nollan and Dolan dead letters "because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement's value." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).

The Florida First District Court of Appeals recently affirmed, through The BoCC of Santa Rosa County vs. the Builders Association of West Florida, that impact fees are required to meet the "dual rational nexus" test to avoid being found to be an unconstitutional tax. The Court cited the following sections of Florida Statute:

"Second, the Florida Impact Fee Act sets forth the minimum statutory requirements for a valid impact fee. § 163.31801(3), Fla. Stat. (2019). The Act requires impact fees to be based on the "most recent and localized data." § 163.31801(3)(a), Fla. Stat." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The Court cited expert testimony that the County's school impact fee did not recognize differences in growth or needs that would be the basis for different fees based on geographic location and needs due to new growth:

"the impact fees failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The U.S. Supreme Court in April 2024 issued a unanimous decision in Sheetz v. County of El Dorado, California (144 S.Ct. 893) where the Court narrowly determined that legislatively enacted impact fees are not exempt from the requirements set forth in two previous property rights cases (Nollan v. California Coastal Commission and Dolan v. City of Tigard, Oregon). Thus, local governments that impose impact fees will now be subjected to a standard requiring them to demonstrate the relationship and relative impact of the development on the community. Specifically, local governments will have to show that conditions (impact fees) to obtain a land-use permit have an "essential nexus" (relationship) to the government's land-use interest and a "rough proportionality" between the weight on the property owner and the development's effects of the proposed land use.

The Impact Fee Act already requires imposed impact fees and mobility fees demonstrate an "essential nexus" between the fee and the impact from new development. The Supreme Court ruling reinforces prior impact fee case law that the amount of impact fees or mobility fees imposed must be "rough proportionality" to the impact from new development. The ruling also stipulated that required monetary payments in the form of impact fees are an exaction just like requiring new development to dedicate land for a governmental purpose and could be subject to takings claim if the impact fees imposed do not demonstrate an "essential nexus" between the amount and imposition and the impact from new development.

PORT ST. LUCIE MOBILITY FEE

The basis for the City of Port St. Lucie's Mobility Fee is the mobility projects identified in the 2050 Mobility Plan needed to meet future travel demand from new development, consistent with Florida Statute 163.3180(5)(i). **Mobility Projects consist of *improvements, programs, and services such as new and wider roads, corridor studies, boardwalks, shared use paths, trails/greenways, capacity and multimodal intersection improvements, interchange, roundabouts, high-visibility midblock crossings, high-intensity activated crosswalks, along with proposed transit circulators, and mobility hubs and water taxi studies, pilots, locations, and routes.***

The mobility projects identified in the Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the **"needs"** requirement of the dual rational nexus test. The mobility fees collected from new development are to be used to fund mobility projects that provide a mobility benefit to new development and accommodate the increase in person travel demand from that new development, consistent with the **"benefits"** requirement of the dual rational nexus test. The mobility fee collected from new development will be used to fund the mobility projects identified in the Mobility Plan **(Figure 2)**.

Figure 2. Mobility Plan and Mobility Fee

DEVELOPMENT OF A MOBILITY PLAN & MOBILITY FEE

The development of a Mobility Plan and Mobility Fee for the City of Port St. Lucie involved several steps. The following is an overview of the process used to develop a Mobility Plan and Mobility Fee consistent with statutory requirements **(Figure 3).**

Figure 3. Development of a Mobility Plan & Mobility Fee

EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency (aka over capacity or backlogged roads). An existing conditions evaluation has been conducted to ensure that new development is not being charged for existing transportation deficiencies. The evaluation includes a system-wide analysis of all arterials, collectors, and select local roads within the Mobility Study Area **(Map C)**.

The existing conditions evaluation (ECE) is achieved by dividing the vehicle miles of travel (VMT) by the vehicle miles of capacity (VMC). The arterials, collectors, and select local roads within the Mobility Study Area include City, County, and State roads **(Appendix D)**. A VMT/VMC ratio greater than 1.00 indicates that there are system-wide deficiencies. The VMT/VMC ratio in 2025 is 0.58 based on the existing conditions evaluation **(Table 1)**.

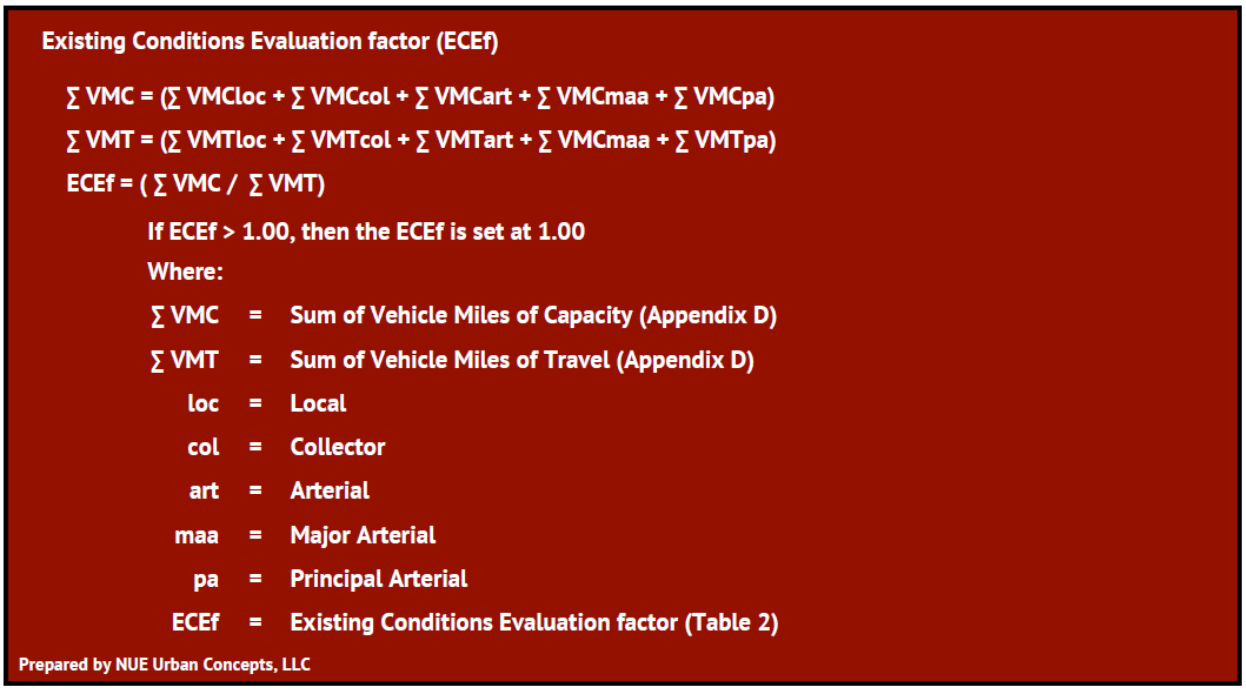
TABLE 1. 2025 EXISTING CONDITIONS EVALUATION (ECE)

Functional Classification	Length (miles)	2025 VMT	2025 VMC	VMT to VMC Ratio
Local	5.72	4,271	84,670	0.05
Collector	85.00	791,360	1,494,990	0.53
Arterial	95.67	1,232,245	2,208,480	0.56
Major Arterial	31.59	998,636	1,525,270	0.65
Principal Arterial	7.80	332,931	467,400	0.71
Total	225.79	3,359,443	5,780,810	0.58

Source: *Existing conditions are based on Traffic Characteristics Data for the Mobility Study Area* ***(Appendix D)****. The Traffic Characteristics Data was obtained from the City, County, FDOT, and the St. Lucie County TPO. VMT is based on AADT x length of a road segment. VMC is based on the daily capacity x length of a road segment. Capacities for roads are based on the 2023 FDOT Generalized Tables based on Context Classification. Level of Service (LOS) Standards are based on the City's Comprehensive Plan.*

The mobility fee calculation includes an existing conditions evaluation factor (ECEf) to adjust mobility fee cost for system-wide deficiencies for arterials and collectors within the Mobility Study Area. The existing conditions evaluation factor (ECEf) is determined by dividing the vehicle miles of capacity (VMC) by the vehicle miles of travel (VMT) as illustrated in **Figure 4**.

Figure 4: Existing Conditions Evaluation Factor (ECEf)



A VMC/VMT ratio greater than 1.00 indicates that the current system has adequate capacity to accommodate existing traffic. The VMC/VMT ratio is 1.72 based on the existing conditions evaluation **(Table 2)**. Thus, new development is not being assessed for any system-wide deficiencies. For the Mobility Fee calculation, the ECEf will be set to 1.00.

TABLE 2. 2025 EXISTING CONDITIONS EVALUATION FACTOR (ECEf)

Functional Classification	Length (miles)	2025 VMC	2025 VMT	VMC to VMT Ratio
Local	5.72	84,670	4,271	19.83
Collector	85.00	1,494,990	791,360	1.89
Arterial	95.67	2,208,480	1,232,245	1.79
Major Arterial	31.59	1,525,270	998,636	1.53
Principal Arterial	7.80	467,400	332,931	1.40
Total	225.79	5,780,810	3,359,443	1.72

Source: *Existing conditions are based on Traffic Characteristics Data for the Mobility Study Area* ***(Appendix D)****. The Traffic Characteristics Data was obtained from the City, County, FDOT, and the St. Lucie County TPO. VMT is based on AADT x length of a road segment. VMC is based on the daily capacity x length of a road segment. Capacities for roads are based on the 2023 FDOT Generalized Tables based on Context Classification. Level of Service (LOS) Standards are based on the City's Comprehensive Plan.*

GROWTH

The first requirement of the **"dual rational nexus"** for the City's mobility fee is to demonstrate that there is a need for mobility projects to accommodate the increase in person travel demand from new development. An evaluation of existing and projected population and employment growth was conducted for the City of Port St. Lucie Mobility Study Area **(Map C).**

The population and employment analysis demonstrates that there is projected to be an increase in both population and employment for the City of Port St. Lucie. Population growth in the Mobility Study Area is projected to increase by 94.48% from 2025 to 2050 **(Table 3)**. Employment growth in the Mobility Study Area is projected to increase by 104.06% in the same period **(Table 3)**. The projected increase in both population and employment will generate additional person travel demand and will create a need for mobility projects to meet that demand.

TABLE 3. GROWTH

	City of Port St. Lucie		St. Lucie County	
Year	**Population**	**Employment**	**Population**	**Employment**
2025 (Population) 2022 (Employment)	**260,194**	**85,421**	**409,300**	**136,979**
2045 (Comprehensive Plan Horizon)	**380,092**	**151,136**	**639,000**	**239,862**
2050 (Mobility Plan Horizon)	**506,027**	**174,308**	**687,900**	**275,923**
Increase	**245,833**	**41,500**	**278,600**	**138,944**

Source: 2025 *Population for Port St. Lucie is based on the BEBR Florida Estimates of Population 2025. Employment is based on the US Census Bureau OnTheMap 2022 data. 2045 City population was obtained from the City of Port St. Lucie Comprehensive Plan. 2045 County population was taken from the BEBR Projections of Florida Population by County (high). 2050 employment was obtained from the Treasure Coast Regional Planning Model Version 6. 2045 employment was obtained based on the annual growth rate between 2025 and 2050. Population growth in the City of Port St. Lucie is projected to increase by 94.48% (245,833 / 260,194 = .9448). Employment growth is projected to increase by 14.06% (88,887/ 85,421 = 1.0406).*

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MOBILITY FEE ASSESSMENT AREAS

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas define where new development is assessed mobility fees and where those fees are collected from new development. Benefit districts define where mobility fees collected from new development can be expended on mobility projects.

Assessment areas maybe based on either a geographic location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development will only pay the calculated mobility fee rate applicable to the assessment area in which the new development is located.

The establishment of different assessment areas is done in recognition that certain geographic locations have different mobility needs to meet projected travel demand. The primary purpose in establishing multiple assessment areas is to reflect differences in mobility fees based on either mobility needs or future travel demand.

Multiple assessment area options within the City of Port St. Lucie were considered based on a review of the Future Land Use Element and Map, Community Redevelopment Area (CRA) Master Plans, existing City Road Impact Fee agreements, existing Developer Agreements, and current development patterns. The City's existing Mobility Fee features three (3) assessment areas.

The updated **Mobility Plan and Fee System** feature four (4) geographical based **Mobility Fee Assessment Areas** for the City of Port St. Lucie: (1) East; (2) West; (3) Northwest; and (4) Southwest **(Map A)**. The Mobility Fee Assessment Areas Map illustrates which Assessment Area would apply to future annexations **(Map A)**. This approach allows for annexed areas to be integrated into Port St. Lucie without the need to update the Assessment Area map every time an annexation occurs.

The mobility fee rates differ across assessment areas based on differences in person trip factors, person trip lengths, County Road reduction factors, limited access factors, and the mobility projects established within each assessment area. The person travel demand section of this report goes into further detail related to person travel demand for each assessment area.

ASSESSMENT AREA TRAVEL

The court case between Santa Rosa County and the West Florida Builders stressed the need for fees to reflect both growth and need. Thus, it would not be appropriate to assess a uniform mobility fee rate citywide as the growth, needs, and travel vary within the City of Port St. Lucie. To ensure the mobility fees reflect differences growth, development, need, and travel separate mobility fees have been calculated for each assessment area (**Map A**).

There are currently three assessment areas. The fourth assessment area was added to reflect potential development that may occur in areas west of Rangeline Road. This area has largely been outside of the urban development boundaries. However, that is changing with a large multi-use development called Oak Ridge Ranches already approved by the County and several other developments pending annexations and seeking entitlements from the City or the County.

An origin and destination analysis was run for existing conditions using big data from Streetlight **(Appendix E-1)**. This analysis is helpful for development east of I-95 which is more developed. West of I-95, it provides representative travel for areas already developed, but not areas under development or where development is planned in the future. The southwest assessment area is roughly 60% developed. The northwest assessment area is less than 10% developed today, while the west assessment area is largely undeveloped. Since most of these areas are not currently developed, an origin and destination analysis was undertaken utilizing the 2050 travel demand model to account for future travel based on projected development (**Table 4**).

To determine the share of travel within and between assessment areas, an origin (began) and destination (ended) analysis was performed for the assessment using traffic analysis zones (TAZs) from the 2050 regional travel demand model **(Map D)**. The trip distribution analysis examined trips began and ended with the assessment areas, (aka internal to internal trip) and trips that began in one assessment area and ended in another assessment area. The total origin and destination trips between assessment areas was calculated to determine the share of trips within a given assessment area **(Appendix E-1).**

The results showed that the largest share on internal trips that began and ended within an assessment area is **78.4%** for the east assessment area **(Table 4).** The southwest area had the second highest share, with **38.9%** of trips remaining internal to the assessment area **(Table 4)**. The east assessment area was the largest overall recipient of external trips with more than 50% of all trips from the southwest, northwest, and west assessment areas traveling to and from the east assessment area **(Table 4).** Comparatively fewer trips within the east assessment area traveled to and from the southwest, northwest, and west assessment areas located west of I-95.

TABLE 4. ASSESSMENT AREA TRIPS (AAt)

Assessment Area	East	Southwest	Northwest	West
Percentage of Internal to Internal and Internal to External Trips				
East	**78.4%**	**15.0%**	**3.3%**	**3.4%**
Southwest	**53.5%**	**38.9%**	**3.0%**	**4.7%**
Northwest	**56.7%**	**15.1%**	**18.2%**	**9.9%**
West	**55.7%**	**18.9%**	**7.6%**	**17.8%**
The Percentage of Total Trips within Assessment Areas (%AAt)				
East	**100.0%**	**16.7%**	**5.0%**	**3.4%**
Southwest	**53.5%**	**100.0%**	**3.0%**	**4.7%**
Northwest	**56.7%**	**15.1%**	**100.0%**	**9.9%**
West	**55.7%**	**46.7%**	**35.5%**	**100.0%**

Source: *Traffic Analysis Zones (TAZs) from the travel demand model for the 2050 LRTP* ***(Appendix E-1)****. Trip percentages are rounded to 10th place and may not add up exactly to 100%.*

The one thing the origin and destination analysis does not account for is travel through one assessment are to another assessment area, it just tracks origin and destination. Thus, for each assessment area, all trips at some point begin or end within a given assessment area. Thus, the trips within that assessment area for determine share of mobility projects within a given assessment area would be **100%**. Thus, the share of total trips within each assessment area is set at **100% (Table 4).** Further, trips from the west assessment area to the east assessment are not captured in the southwest and northwest assessment areas. To account for the **55.7%** of travel from the west assessment area to the east assessment area, **27.85%** of the travel was also assigned to the from the west assessment area to the southwest and northwest assessment areas to account for the travel through those two assessment areas **(Table 4).**

Likewise, trips from the east assessment area to the west assessment are not captured in the southwest and northwest assessment areas. To account for the **3.4%** of travel from the west assessment area to the east assessment area, **1.7%** of the travel was also assigned from the east assessment area to the southwest and northwest assessment areas to account for the travel through those two assessment areas **(Table 4).**

VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to project future travel demand and determine the **"need"** for future mobility projects to be included in the Mobility Plan. The projection of future travel demand and the identification of future mobility projects to meet that projected travel demand is required to demonstrate compliance with the **"needs"** test under the dual rational nexus test.

The model network from the latest version of the regional travel demand model was used to evaluate the VMT growth in the Mobility Study Area (MSA) between 2025 and 2050. The growth in VMT is based on arterial and collector roads within the MSA **(Map C)**. The projected increase in VMT is utilized in the development of the mobility fee.

VMT on arterial and collector roads is projected to increase by 88.0% from 2025 to 2050 **(Table 5)**. VMT on limited access facilities (Interstate 95 & Florida Turnpike) are projected to increase by 79.5% from 2025 to 2050 **(Table 5)**. The projected increase in VMT will generate additional vehicle travel demand and will create a **"need"** for mobility projects to meet that travel demand.

TABLE 5. VEHICLE MILES OF TRAVEL INCREASE (VMTi)

Year	VMT Arterials & Collectors	VMT Limited Access (I-95 & FL Turnpike)	VMT All
2025 (Mobility Plan Base Year)	3,328,887	1,667,436	4,996,559
2050 (Model & Plan Future Year)	6,257,306	2,992,775	9,250,081
VMT Increase (2025 to 2050)	2,928,419	1,325,339	4,253,522

Source: *2050 Regional Travel Demand Model* ***(Appendix E-2).*** *The 2020 base year data and 2050 projections were derived from the regional travel demand model. The 2025 mobility plan base year VMT was interpolated based on the annual growth rates between 2020 and 2050. The VMT increase is based on the difference between 2025 and 2050. VMT increase on arterials and collectors is projected to grow by 87.97% (2,928,419/ 3,328,887 = 88.0%). VMT increase on I-95 & Florida Turnpike is projected to grow by 79.48% (1,325,339 / 1,667,436= 79.48%).*

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PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for mobility projects to move people. To account for trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand for arterial and collector roads.

The conversion is based on person trips, vehicle trips, person trip length and vehicle trip length data obtained from the 2022 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person mile of travel factor (PMTf) based on vehicle miles of travel (VMT) and person miles of travel (PMT) per trip purpose. The evaluation of the vehicle and person travel data from the 2022 NHTS resulted in a person mile of travel factor (PMTf) of 1.43 **(Appendix F)**. The increase in PMT is based on the projected increase in VMT multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on **Figure 5**.

Figure 5: Person Miles of Travel Increase (PMTi)

Person Miles of Travel increase (PMTi)

∑ VMTtp = (∑ VTtp x VTLtp)
∑ PMTtp = (∑ PTtp x PTLtp)
PMTf = (∑ PMTtp / ∑ VMTtp)
VMTi = (2050 VMT - 2025 VMT)
PMTi = (VMTi x PMTf)

Where:

∑ VTtp	=	Sum of Vehicle Trips by trip purpose (Appendix F)
∑ PTtp	=	Sum of Person Trips by trip purpose (Appendix F)
VTLtp	=	Average Vehicle Trip Length by trip purpose (Appendix F)
PTLtp	=	Average Person Trip Length by trip purpose (Appendix F)
VMT	=	Vehicle Miles of Travel
PMT	=	Person Miles of Travel
∑ VMTtp	=	Sum of Vehicle Miles of Travel by trip purpose (Appendix F)
∑ PMTtp	=	Sum of Person Miles of Travel by trip purpose (Appendix F)
PMTf	=	Person Miles of Travel factor (Appendix F)
VMTi	=	Vehicle Miles of Travel Increase (Table 5)
PMTi	=	Person Miles of Travel increase (Table 6)

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The projected increase in PMT within the Mobility Fee Study Area, excluding limited access facilities, between the Mobility Plan base year of 2025 and the future year of 2050 is **4,187,639 (Table 6)**. The increase was calculated as follows per the formula illustrated in **Figure 5.**

(2050 VMT) 6,257,306 - (2025 VMT) 3,328,887 = (VMTi) 2,928,419
(VMTi) 2,928,419 x (PMTf) 1.43 = 4,187,639

The projected person miles of travel (PMT) increase of **4,187,639** demonstrates that there is future person miles of travel demand projected by 2050 that will result in the **"need"** for mobility projects to accommodate the increase in person travel demand **(Table 6)**. The documented increase in PMT and the identification of needed mobility projects, via the Mobility Plan, is consistent with the **"needs"** test of the dual rational nexus test.

TABLE 6. INCREASE IN PERSON MILES OF TRAVEL (PMTi)

Assessment Area	VMT & PMT
2025 Mobility Plan Base Year	
Vehicle Miles of Travel (VMT)	3,328,887
Person Miles of Travel Factor (PMTf)	1.43
Person Miles of Travel (PMT)	4,760,308
2050 Mobility Plan Future Year	
Vehicle Miles of Travel (VMT)	6,257,306
Person Miles of Travel Factor (PMTf)	1.43
Person Miles of Travel (PMT)	8,947,947
Increase in VMT & PMT	
Vehicle Miles of Travel increase (VMTi)	2,928,419
Total Increase in Person Miles of Travel (PMTi)	4,187,639

Source: *The VMT increase was obtained from **Table 5**. Increase in PMT based on calculation in **Figure 5** and Person Miles of Travel factor (PMTf) in **Appendix F.***

MOBILITY PLAN SUMMARY

The 2050 Port St. Lucie Mobility Plan identifies mobility projects needed to meet the projected growth in travel demand for the City's multimodal transportation system over the next 25 years. The Mobility Plan is comprised of the following plans:

(1) Roadway Corridors (Short Term Plan: 2025 to 2030) **(Map E, Appendix G)**
(2) Roadway Corridors (Mid Term Plan: 2030 to 2040) **(Map F, Appendix H)**
(3) Roadway Corridors (Long Term Plan: 2040 to 2050) **(Map G, Appendix I)**
(4) Corridor Studies (2025 to 2040) **(Map H, Appendix J)**
(5) Intersections Plan (2025 to 2050) **(Map K, Appendix L)**
(6) Multimodal Plan (2025 to 2050) **(Map L, Appendix M)**
(7) Transit Circulator Plan (2025 to 2050) **(Map M, Appendix N)**
*** Map J & Appendix K are reserved for Developer Access Roads**

Planning level cost (PLC) estimates and person mile of capacity (PMC) are established for each mobility project **(Appendix O)**. The following is a summary of the length, the planning level cost (PLC) and person miles of capacity increase (PMCi) for mobility projects **(Table 7). Developer access roads and developer improvements are excluded from the mobility fee calculations.**

TABLE 7. MOBILITY PLAN SUMMARY

Mobility Plans	Miles or Projects	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
Short Term Corridors	22.36	$402,724,998	618,985
Mid Term Corridors	52.20	$918,725,004	1,860,178
Long Term Corridors	23.17	$490,399,999	865,906
Corridor Studies	42.56	$30,835,000	30,835
Intersections	82 Projects	$225,275,000	279,300
Multimodal	84.09	$133,282,499	336,016
Transit Circulators	9 Projects	$22,075,000	42,825
Total	224.38	$2,223,317,500	4,034,045

Source: *Short Term Corridors **(Appendix G)**. Mid Term Corridors **(Appendix H)**. Long Term Corridors **(Appendix I)**. Corridor Studies (**Appendix J**). Intersections **(Appendix L)**. Multimodal **(Appendix M)**. Transit Circulators **(Appendix N)**. Planning Level Cost (PLC) and Person Miles of Capacity (PMC) **(Appendix O)**. There are no cost or capacity calculations for Developer Access Roads.*

REASONABLY ANTICIPATED FUNDING

The availability of funding for the Mobility Plan over the next 25 years is projected to come from a variety of funding sources. These sources include Port St. Lucie, St. Lucie County, the State of Florida, the federal government through the St. Lucie County MPO, and new development partnerships. The Mobility Plan is the first step in a multi-step process to fund mobility projects.

Proactively collaborating with new development is a way to advance mobility projects through strategic partnerships to extend these projects beyond development boundaries. Mobility fees are also a tool that can be utilized to potentially reimburse development from future adjacent developments in exchange for advancing mobility projects and extending mobility projects beyond their boundary.

St. Lucie County and Port St. Lucie could allocate a portion of gas taxes towards the Mobility Plan. However, gas taxes have been declining locally, statewide, and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. The federal government has not raised gas taxes in several years.

The State of Florida annually adjusts gas taxes on the first day of the year based on the prior year Consumer Price Index to adjust for inflation. Most gas taxes at all levels of government are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements.

The St. Lucie County Metropolitan Planning Organization (MPO) has available federal and state funding identified through the 2050 Long Range Transportation Plan (LRTP). Historically, the MPO has had several funding opportunities through grants and various pools of funds identified in the LRTP to allocate towards mobility projects. Funding for mobility projects on state roads is allocated through the LRTP and the FDOT State Transportation Improvement Program (STIP).

The overall cost of the Mobility Plan, without consideration of anticipated funding, is **$2,223,317,500**. Over the next 25 plus years, it is reasonably anticipated that roughly **$514,250,000** in funding will be available to fund mobility projects **(Table 8)**. A total of **$135,000,000** (90%) is anticipated to come from federal and state sources for the Marshall Parkway Interchange **(Table 8)**. A total of **$148,000,000** are mobility projects that are already funded **(Table 8).** There is currently an infrastructure sales tax that is set to expire in 2028. It is reasonably anticipated that the infrastructure sales tax would be extended to fund projects at a rate of **$9,250,000** a year for 25-years: total projected funds of **$231,250,000 (Table 8).**

TABLE 8. REASONABLY ANTICIPATED FUNDING SUMMARY

State & Federal Funding for Marshall Parkway Interchange	**$135,000,000**
Currently Funded Mobility Projects	**$148,000,000**
Average Anticipated Annual Funding ($9.25 million/year)	**$231,250,000**
Reasonably Anticipated Funding	**$514,250,000**
Mobility Plan Cost (MPC)	**$2,223,317,500**
Attributable Planning Level Cost (PLCa)	**$1,709,067,500**

Source: *Short Term Corridors* ***(Appendix G)****. Mid Term Corridors* ***(Appendix H)****.*

The last update of the mobility fee in 2022 included reasonably anticipated funding from the infrastructure sales tax of $9.25 million per year. The 2022 mobility fee also included 90% funding for the Marshall Parkway Interchange and funds that were available for mobility projects. The 2022 mobility fee does not include any direct funding from St. Lucie County.

The City of Port St. Lucie is only required to recognize current available funding that does not include collected mobility fees or anticipated mobility fees. The Mobility Plan could also exclude mobility projects that are already funded. The City of Port St. Lucie is not required to recognize **$135,000,000** in reasonably anticipated funding for the Marshall Parkway Interchange or **$231,250,000** in reasonably anticipated funding from the infrastructure sales tax. The mobility fee calculations could also exclude the additional person miles of capacity from inclusion of the mobility projects for funding that does not come from development.

The mobility fee is based on the cost of mobility projects, less reasonably anticipated funding, divided by the increase in person miles of capacity. Removing funded projects would also remove the increase in person miles of capacity, resulting in a higher cost per mile of person capacity, which results in a higher mobility fee.

Removing reasonably anticipated funding would result in a higher overall mobility plan cost, resulting in a higher cost per mile of person capacity, which results in a higher mobility fee. Recognizing funding and reducing increases in person miles of capacity not funded by development would result in a higher cost per mile of person capacity, which results in a higher mobility fee.

ASSIGNABLE COST & CAPACITY

The initial updates of the 2050 Mobility Plan had a significant number of new roads projected to meet future travel demand and consisted of an analysis with and without developer access roads. The mobility fee scenarios with developer access roads resulted in mobility rates for a 2,000 sq. ft. dwelling unit above $20,000 in the east and southwest assessment areas, $25,000 in the northwest assessment area, and $32,500 for the west assessment area.

Ultimately, the direction was to prepare a mobility fee without developer roads and to transfer many new road projects to the corridor studies plan. The net result was far less variability per assessment area than original calculations. The calculated mobility fees largely reflect the share of trips within each assessment area that occur in the east and southwest assessment areas.

A similar result occurred as part of the 2022 mobility fee update, except there were far fewer roadway needs identified in the southwest assessment area. The 2025 mobility fee update includes a greater need to widen roadways from two (2) lanes to four (4) lanes. There was an east-west corridor that ran from US 1 to the western most limits of the west assessment area with a cost estimate of $250 million dollars that was moved from the long-term mobility plan to the corridor study plan. Portions of this corridor carried between 15,000 and 20,000 vehicles a day.

Either this corridor or some combination of widening east-west roads is going to be required for the area between St. Lucie West Blvd (east of I-95), the C-24 canal (west of I-95) and Midway Road. This corridor, when identified, would result in a substantially higher mobility fee. The ultimate impact of the corridor will depend on the laws governing mobility fees in the future. With that context established, the mobility projects were assigned to each of the four assessment areas **(Table 9)**.

TABLE 9. MOBILITY PROJECT ALLOCATION

Assessment Area	Miles	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
East	187.24	$1,161,342,502	2,686,834
Southwest	26.10	$334,874,998	958,551
Northwest	6.04	$109,475,000	237,285
West	5.00	$75,000,000	95,750

Source: *Short Term Corridors **(Appendix G)**. Mid Term Corridors **(Appendix H)**. Long Term Corridors **(Appendix I)**. Corridor Studies (**Appendix J**). Intersections **(Appendix L)**. Multimodal **(Appendix M)**. Transit Circulators **(Appendix N)**.*

Prior to assignment to assessment areas based on share of travel, the reasonably anticipated funding was applied to the planning level cost based on assessment areas. The existing funded projects include **$132,250,000** funded in the east assessment area and **$15,750,000** within the southwest assessment area **(Table 10)**. The **$135,000,000** in funding for the Marshall Parkway Interchange was assigned to the southwest assessment area **(Table 10)**. The **$231,250,000** is reasonably anticipated infrastructure sales tax funding was assigned to the east assessment area **(Table 10)**. In addition, there a few smaller mobility implementation projects related to future transit service, mobility hubs, and intersection safety improvements that are intended to be located through-out Port St. Lucie. These were assigned Citywide **(Table 10)**.

TABLE 10. ALLOCATION OF FUNDING

Assessment Area or Location	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
East	$1,524,842,502	2,686,834
Reasonably Anticipated Funding	$363,500,000	--
Total East Assessment Area	$1,161,342,502	2,677,286
Southwest	$485,624,998	958,551
Reasonably Anticipated Funding	$150,750,000	--
Total Southwest Assessment Area	$334,874,998	958,551
Northwest	$109,475,000	237,285
Reasonably Anticipated Funding	--	--
Total Northwest Assessment Area	$109,475,000	237,285
West	$75,000,000	95,750
Reasonably Anticipated Funding	--	--
Total West Assessment Area	$75,000,000	95,750
Citywide	$28,375,000	55,625
Reasonably Anticipated Funding	--	--
Total Citywide	$28,375,000	55,625

Source: *Planning Level Cost and Person Miles of Capacity* ***(Table 6)****. Funding* ***(Table 7)****.*

The assignable planning level cost (PLCa) for mobility projects are determined based on the attributable planning level cost (PLC) for each assessment area multiplied by the percentage of total trips within an assessment area (**Figure 6**). For example, since **100%** of the total trips that begin and end in the east assessment area are assigned to that area, the entire attributable cost of **$1,156,692,502** is assigned to the east assessment area to calculate the share of the overall planning level cost of mobility projects assigned to each assessment area **(Table 11)**.

Figure 6: Assignable Planning Level Cost (PLCa)

Assignable Planning Level Cost (PLCa)

PLC = Mobility Plan Cost - Reasonably Anticipated Funding

∑ PLCae = (AATee x PLCe) + (AATes x PLCe) + (AATen x PLCe) + (AATew x PLCe) + (AATec x PLCe)

∑ PLCas = (AATse x PLCs) + (AATss x PLCs) + (AATsn x PLCs) + (AATsw x PLCs) + (AATsc x PLCs)

∑ PLCan = (AATne x PLCn) + (AATns x PLCn) + (AATnn x PLCn) + (AATnw x PLCn) + (AATnc x PLCn)

∑ PLCaw = (AATwe x PLCw) + (AATws x PLCw) + (AATwn x PLCw) + (AATww x PLCw) + (AATwc x PLCw)

Where:

AAT = Assessment Area Travel (Table 4)

PLC = Attributable Planning Level Cost (Table 10)

PLCa = Assignable Planning Level Cost (Table 11)

e = East Assessment Area

s = Southwest Assessment Area

n = Northwest Assessment Area

w = West Assessment Area

c = Citywide

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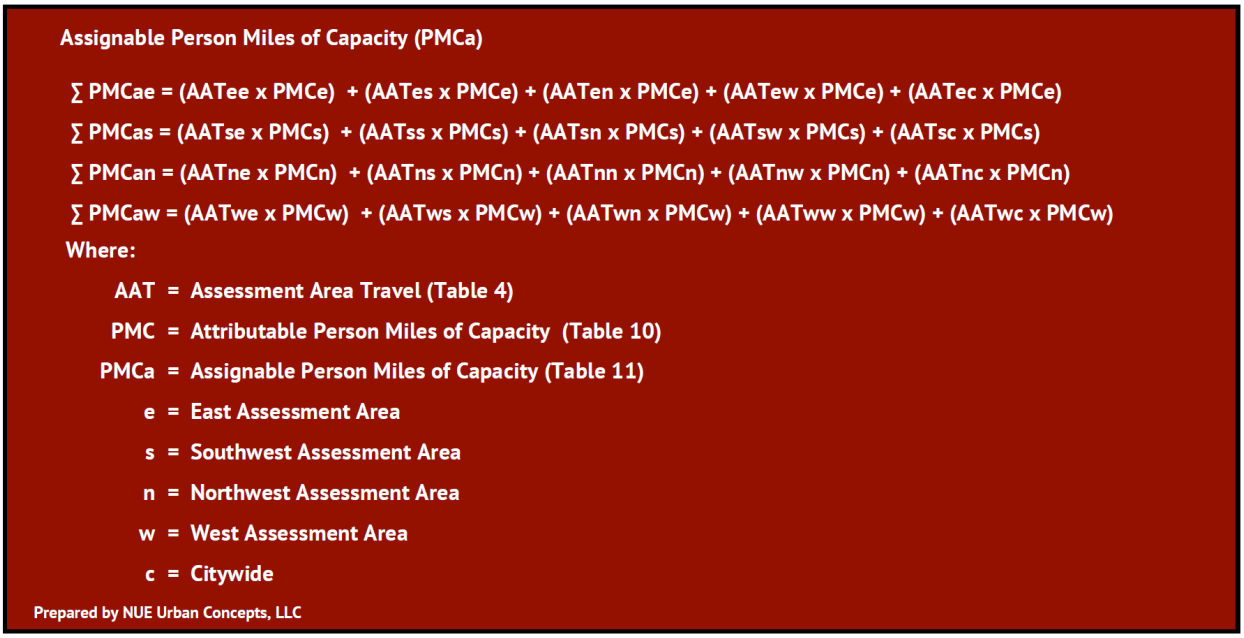
The following are the results of the assignment of Planning Level Cost (PLC) per assessment area:

- Assignable share of East PLC to the Southwest: **53.5% x $1,161,342,502 = $621,318,239**
- Assignable share of Southwest PLC to the East: **16.7% x $334,874,998 = $55,924,125**
- Assignable share of Northwest PLC to the Southwest: **3.0% x $109,475,000 = $3,284,250**
- Assignable share of West PLC to the Northwest: **9.9% x $75,000,000 = $7,425,000**
- Assignable share of Citywide PLC to the East: **71.5% x $28,375,000 = $20,288,125**
- Assignable share of East PLC to the West: **55.7% x $1,161,342,502 = $646,867,774**
- Assignable share of Southwest PLC to the West: **46.7% x $334,874,998 = $156,386,624**
- Assignable share of Northwest PLC to the West: **35.5% x $109,475,000 = $38,863,625**

The assignable person miles of capacity (PMCa) for mobility projects are determined based on the attributable person miles of capacity (PMC) for each assessment area multiplied by the percentage of total trips within an assessment area (**Figure 7**). For example, since 16.7% of the total trips travel to and from the east assessment area to the southwest assessment area, the attributable capacity of **160,078** is assigned to the east assessment area to calculate the share of the overall person miles of capacity of mobility projects assigned to each assessment area **(Table 11)**.

Figure 7: Assignable Person Miles of Capacity (PMCa)



Results of the assignment of Person Miles of Capacity (PMC) per assessment area:

- Assignable share of East PMC to the Southwest: **53.5% x 2,686,834 = 1,437,456**
- Assignable share of Southwest PMC to the East: **16.7% x 958,551 = 160,078**
- Assignable share of Northwest PMC to the Southwest: **3.0% x 237,285 = 7,119**
- Assignable share of West PMC to the Northwest: **9.9% x 95,750 = 9,479**
- Assignable share of Citywide PMC to the East: **71.5% x 55,625 = 39,772**
- Assignable share of East PMC to the West: **55.7% x 2,686,834 = 1,496,567**
- Assignable share of Southwest PMC to the West: **46.7% x 958,551 = 447,643**
- Assignable share of Northwest PMC to the West: **35.5% x 237,285 = 84,236**

The percentage of trips per assessment area assessment area, the attributable planning level cost (PLC), and the attributable person miles of capacity (PMC) of the mobility projects is utilized to calculate an assignable planning level cost (PLCa) per assessment area per **Figure 6** and assignable person miles of capacity (PMCa) per assessment area per **Figure 7.** The total assignable planning level cost (PLCa) per assessment area will be divided by the assignable person miles of capacity (PMCa) to determine the person miles of capacity rate per assessment area in the next sections of this Technical Report.

TABLE 11. ASSIGNABLE PLANNING LEVEL COST & PERSON MILES OF CAPACITY

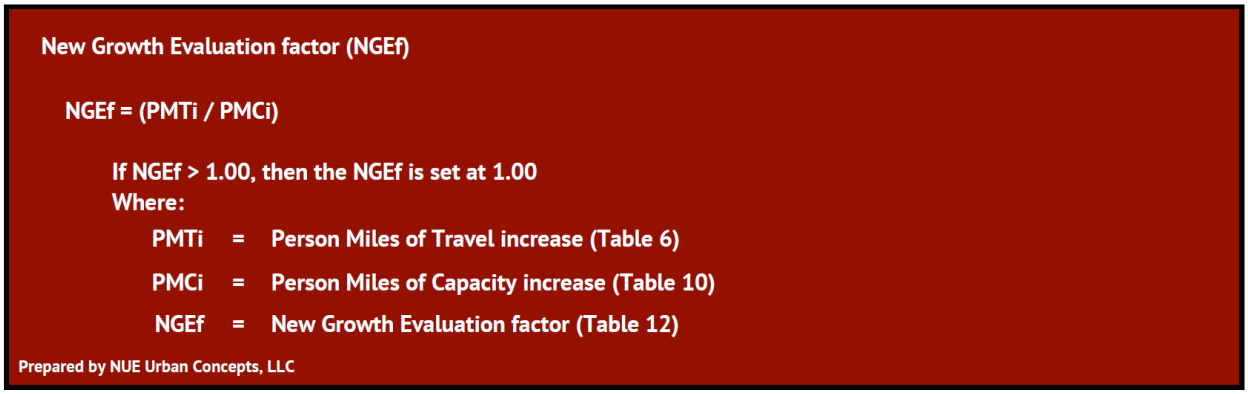
Assessment Area	East	Southwest	Northwest	West	Citywide
The Percentage of Total Trips within Assessment Areas (%AAt)					
East	100.0%	16.7%	5.0%	3.4%	71.5%
Southwest	53.5%	100.0%	3.0%	4.7%	19.9%
Northwest	56.7%	15.1%	100.0%	9.9%	3.9%
West	55.7%	46.7%	35.5%	100.0%	4.7%
Assignable Planning Level Cost (PLCa)					
PLC	$1,161,342,502	$334,874,998	$109,475,000	$75,000,000	$28,375,000
East	$1,161,342,502	$55,924,125	$5,473,750	$2,550,000	$20,288,125
Southwest	$621,318,239	$334,874,998	$3,284,250	$3,525,000	$5,646,625
Northwest	$658,481,199	$50,566,125	$109,475,000	$7,425,000	$1,106,625
West	$646,867,774	$156,386,624	$38,863,625	$75,000,000	$1,333,625
Assignable Person Miles of Capacity (PMCa)					
PMC	2,686,834	958,551	237,285	95,750	55,625
East	2,686,834	160,078	11,864	3,256	39,772
Southwest	1,437,456	958,551	7,119	4,500	11,069
Northwest	1,523,435	144,741	237,285	9,479	2,169
West	1,496,567	447,643	84,236	95,750	2,614

Source: *Percentage of Total Trips* ***(Table 4)****. Attributable Planning Level Cost & Person Miles of Capacity* ***(Table 10).***

NEW GROWTH EVALUATION (NGE)

A new growth evaluation has been conducted to ensure that new development is not paying for more than its assignable share of the cost of the mobility projects identified in the Mobility Plan, as required by case law and Florida Statute. The new growth evaluation factor (NGEf) is based on the increase in person miles of travel (PMT) and the increase in person miles of capacity (PMC) from the mobility projects per assessment area **Figure 8**.

Figure 8: New Growth Evaluation Factor (NGEf)



A NGEf ratio that is less than 1.00 indicates that more capacity is being provided than what is needed to meet future demand within a given assessment area. Thus, for purposes of the calculation of the mobility fee rate, the calculated NGEf would need to be adjusted. However, the NGEf ratio is greater than 1.00 **(Table 12)**. Thus, no adjustments are needed.

TABLE 12. NEW GROWTH EVALUATION FACTOR (NGEf)

Increase in Person Miles of Travel (PMTi)	4,187,639
Increase in Person Miles of Capacity (PMCi)	4,034,045
New Growth Evaluation Factor	1.04

***Source**: The increase in person miles of travel is based on **Table 6**. The increase in person miles of capacity was obtained from **Table 7**.*

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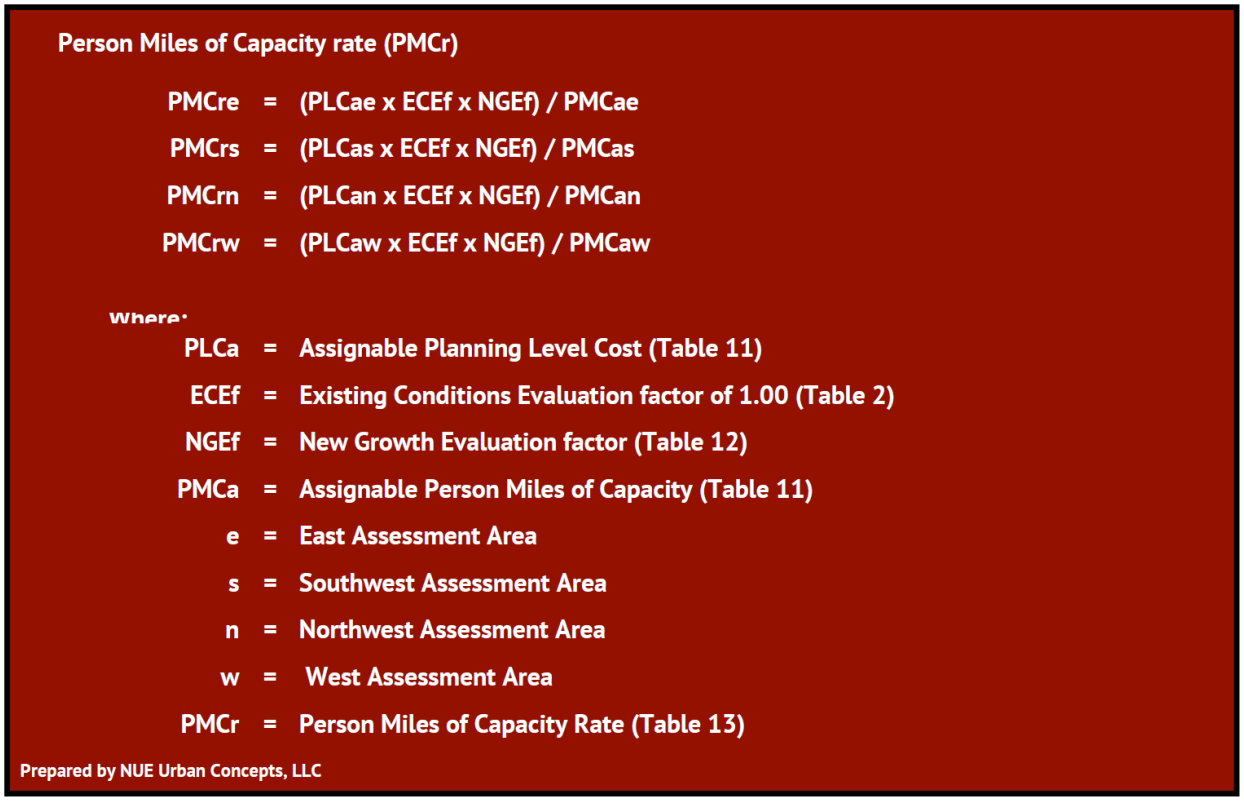
Person Miles of Capacity Rate (PMCr)

The first component for calculating a mobility fee for land uses in the mobility fee schedule is the calculation of a person miles of capacity rate (PMCr). The attributable planning level cost (PLC) is based on the overall Mobility Plan cost, less the reasonably anticipated funding. The attributable planning level cost (PLC) and person miles of capacity (PMC) were multiplied by the percentage of trips within assessment areas (%AAt) to derive an assignable planning level cost (PLCa) and person miles of capacity (PMCa) for each assessment area.

The calculation of the person miles of capacity rate (PMCr) per assessment area is based on multiplying the attributable planning level cost (PLC) by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf) and then dividing by the person miles of capacity (PMC) for each assessment area. The person miles of capacity rate (PMCr) calculation for each assessment area are illustrated in **Figure 9**.

Figure 9. Person Miles of Capacity Rate (PMCr)



The Person Miles of Capacity Rate (PMCr) per assessment area are as follows **(Table 13)**:

East PMCr:

($1,245,578,502 x 1.00) x 1.00) = $1,245,578,502; ($1,245,578,502 / 2,901,804) = $424.24

Southwest PMCr:

($937,399,112 x 1.00) x 1.00) = $937,399,112; ($937,399,112 / 2,366,945) = $396.04

Northwest PMCr:

($827,053,948 x 1.00) x 1.00) = $827,053,948; ($827,053,948/ 1,917,110) = $431.41

West PMCr:

($918,451,648 x 1.00) x 1.00) = $918,451,648; ($918,451,648 / 2,126,810) = $431.84

TABLE 13. PERSON MILES OF CAPACITY RATE (PMCr) BY ASSESSMENT AREA

Assessment Area	Assignable Planning Level Cost (PLCa)	Existing Conditions Evaluation Factor (ECEf)	New Growth Evaluation Factor (NGEf)	Assignable Person Miles of Capacity Increase (PMCa)	Person Miles of Capacity Rate (PMCr)
East	$1,245,578,502	1.00	1.00	2,901,804	$429.24
Southwest	$937,399,112	1.00	1.00	2,366,945	$396.04
Northwest	$827,053,948	1.00	1.00	1,917,110	$431.41
West	$918,451,648	1.00	1.00	2,126,810	$431.84

Source: *Assignable Planning Level Cost (PLCa)* ***(Table 11)****. Existing Conditions Evaluation Factor (ECEf)* ***(Table 2)****. New Growth Evaluation Factor (NGEf)* ***(Table 12)****. Assignable Person Miles of Capacity (PMCa)* ***(Table 12)****. The widening from two (2) to four (4) lanes of Community Boulevard from Tradition Parkway to Discovery Way and Discovery Way from Community Boulevard to Village Parkway have been identified as potential near term (next five years) obligations per an existing developer agreement. Therefore, the assignable planning level cost ($31,250,000) and person miles of capacity (51,750) were removed for the Southwest Assessment Area mobility fee calculation. There is likely mobility fee credit that will be provided for other developments making use of road capacity from adjacent assessment areas, so the cost of these roads is included for other assessment areas.*

The person miles of capacity rate (PMCr) per assessment area will be multiplied by the person travel demand per land use (PTDu) on the mobility fee schedule to calculate the mobility fee rate per land use for each assessment area. The next section of this Technical Report details the person travel demand per land use (PTDu) on the mobility fee schedule.

PERSON TRAVEL DEMAND PER USE (PTDU)

The second component in the calculation of a mobility fee is the calculation of person travel demand (PTD) for each use included on the City's Mobility Fee schedule. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionality" test established by the courts and Florida Statute 163.31801.

Trip Generation

Trip generation rates are based on daily trip information published in the recently released Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th edition. The detail for the daily trip generation rates for each land use is included in **Appendix P**. For uses where daily trips are not provided or there are only a few studies, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio to derive daily trips. The Mobility Fee schedule requires that trip generation rates for non-residential uses be based on multiple land uses. The trip generation for Mobility Fee schedule land uses such as Cultural & Assembly, Long Term Care, and Hotel & Overnight Accommodations are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in **Appendix P.**

The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates. The issue with a simple average is that the ITE Manual may only have one (1) or two (2) studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on 30 studies, a weighted trip generation rate is calculated for each Land Use where daily trips are based on more than one ITE land use code.

The 2025 update of the mobility fee will maintain the calculation of residential rates per square foot per dwelling unit up to the maximum established thresholds. This update is based on the latest parcel data from the St. Lucie County Property Appraiser. This data has been incorporated into the trip generation rate calculations for each residential land use.

Single-family residential square footage is based on livable square footage under roof that is enclosed by some combination of doors, walls, and windows. Multi-family residential square footage is based on livable square footage under roof for each residential building. Buildings for amenities, lobbies, and office leasing space are excluded. Parking garages and structures that have not been converted into livable space are also excluded from the mobility fee square footage. The use of square footage is in recognition that as the number of bedrooms tends to increase for residential uses, so does the overall square footage.

The trip generation summaries include a chart and table for single-family detached residential uses that demonstrates a strong correlation between number of bedrooms and the square footage of a residential dwelling. Data collected from the American Community Survey collected by the U.S. Census Bureau illustrates locally a connection between the number of bedrooms and the number of vehicles per household. As the number of bedrooms increases, on average, so do the number of vehicles per household. The National Household Travel Survey provides strong evidence that there is a direct connection between the number of vehicles per household and vehicle miles of travel per household. As the number of vehicles increase, so does the vehicle miles of travel per household. The supporting documentation is included with residential trip generation data.

% New Trips

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE's Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted.

While ITE's Trip Generation Handbook does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as medical offices, day care, entertainment, and recreation use to reflect how people move about the community. The details for the % new trips are documented in **Appendix Q**. The concept is better understood based on the following example:

(10 trips x (100% - 30% pass-by rate) = 7 trips or 70% new trips).

Person Trip Factor (PTf), Person Trip Length (PTl)

The person trip factor (PTf) is used to convert vehicle trips to person trips based on the recently released 2022 National Household Travel Survey (NHTS). The person trip length (PTl) is used to convert person trips to person travel demand (PTD). The NHTS is based on data from South Atlantic Metropolitan Statistical Areas under 1 million people with-out heavy commuter rail service for trips. The data varies by overall trips under a certain travel length threshold. The following are the three thresholds and the associated assessment areas **(Appendix R):**

- Trip lengths of 10 miles or less: East and Southwest Assessment Areas
- Trip lengths of 15 miles or less: Northwest Assessment Area
- Trip lengths of 20 miles or less: West Assessment Area

The 2022 mobility fee update used trip lengths of 5 miles or less for the east assessment area, 10 miles or less for the southwest assessment area, and 15 miles or less for the northwest assessment area. The trip lengths for the east were increased based on the overall size of the east assessment area and origin and destination studies. The southwest and northwest remain unchanged. The west will feature the longest overall trip lengths as the areas are furthest from I-95 and support services.

Person Miles of Travel per Land Use (PMTu)

The result of multiplying trip generation rates, percentage of new trips, the person trip factor, and the person trip length is the establishment of a Person Miles of Travel per land use (PMTu) **(Appendix S)**. The PMT will be multiplied by trip reduction factors to determine the Person Travel Demand per land use (PTDu).

County Road Factor (CRf)

The interlocal agreement between the City and County required the removal of County Roads from the mobility plan and mobility fee. The share of travel on County Roads is based on 2025 vehicle miles of travel data. The share of travel differs dramatically east and west of Interstate 95 **(Map N)**.

There are few County Roads within the City of Port St. Lucie east of Interstate 95. The total VMT on County Roads east of I-95 is 11.64% of all travel **(Table 14)**. The share of VMT on County Roads is higher west of I-95 due to the length of Glades Cut-Off, Midway Road and Rangeline Road. The total VMT on County Roads west of I-95 is 20.84% of all travel **(Table 14)**.

The following is the calculation for the County Road Factor (CRf) east of I-95 **(Appendix T):**

County Road VMT divided by Total VMT; Subtract % of County Road VMT from 100%

(316,380/ 2,719,051) = .1164; (1.00 - 0.1164) = 0.884 (rounded)

The following is the calculation for the County Road Factor (CRf) west of I-95 **(Appendix T):**

County Road VMT divided by Total VMT; Subtract % of County Road VMT from 100%

(133,190/ 638,971) = .2084; (1.00 - 0.2084) = 0.792 (rounded)

The County is in discussion with the State of Florida regarding the takeover of Midway Road from US 1 to Okeechobee Rd (SR 70). This would reduce the share of County Road travel both east and west of I-95. The City of Port St. Lucie should consider taking over Rangeline Road between Glades Cut-Off and Martin County Road. The full length of the road is within or adjacent to the incorporated limits of Port St. Lucie.

Presently the City has a maintenance agreement for St. James Road between Midway and Airoso Blvd. If the State of Florida takes over maintenance of Midway Road, the City should consider taking over St. James Road. Any reduction in the mileage of County Roads within the City would lead to a corresponding reduction in the share of travel on County Roads.

TABLE 14. COUNTY ROAD FACTOR (CRf)

Facility	2025 VMT
East of Interstate 95	
City of Port St. Lucie Roads	2,069,740
County Roads	316,380
State Roads (non-limited access)	332,931
Total VMT	2,719,051
County Road Factor (CRf)	0.878
West of Interstate 95	
City of Port St. Lucie Roads	474,746
County Roads	133,190
HOA Roads	31,034
Total VMT	638,971
County Road Factor (CRf)	0.792

Source: Traffic Characteristics Data ***(Appendix D)****.*

Limited Access Evaluation Factor (LAEf)

Travel on the Florida Turnpike and Interstate 95, which are limited access facilities, are excluded from Mobility Fee calculations as the Turnpike system is funded by tolls and the Interstate System is principally funded and maintained by the Federal Government in coordination with FDOT. To ensure development that generates new person travel demand is not charged for travel on the Florida Turnpike and Interstate 95, a limited access factor has been developed.

The factor is developed based on 2025 vehicle miles of travel for all roads within the mobility study area. The limited access evaluation factor (LAEf) includes travel on both the Florida Turnpike and Interstate 95. Based on the data from the travel demand model, the limited access evaluation factor of 66.7% indicates that roughly 33.3% of travel within Port St Lucie occurs on limited access roads **(Table 15)**. The data was similar when evaluating the trip characteristics data and entering and existing volumes at the interchange on and off ramps on both the Florida Turnpike and I-95. The limited access evaluation factor of 66.7% is part of the calculation for person travel demand by assessment area per land use **(Appendix T)**.

TABLE 15. LIMITED ACCESS EVALUATION FACTOR (LAEf)

Facility	VMT
Collector & Arterial Roads VMT	3,328,887
Florida Turnpike & I-95 VMT	1,667,436
Total VMT	4,996,559
Limited Access Evaluation Factor (LAEf)	0.667

*Source: Vehicle Miles of Travel Analysis **(Appendix E-2)**.*

Origin and Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. To avoid double counting of trips, the net person travel demand is multiplied by the origin and destination adjustment factor of 0.50. This distributes the impact of travel equally between the origin and destination of the trip and eliminates double charging. The origin and destination factor is applied to the limited access adjusted person travel demand by assessment area per use **(Appendix T).**

Person Travel Demand per Land Use (PTDu)

The results of multiplying the person miles of travel, county road factor, limited access evaluation factor, and origin and destination factor are the establishment of a per unit person travel demand per use **(Appendix T)**. The PTDu calculation is illustrated in **Figure 10**. The PTDu reflects the projected person travel demand per land use per assessment area during an average weekday per use in the mobility fee schedule.

The following is an example of the calculation for PTDu for a single-family detached dwelling unit in the East Assessment Area:

((TG x % NEW) x (PTf) x (PTl) = PMT; ((PMT x CRf) x (LAEf) x (ODf) = PTDu

((5.29 x 1.00) x (1.50) x (4.19) = 33.25; ((33.25 x 0.884) x (0.667) x (0.50) = 9.80

Figure 10. Person Travel Demand per Land Use (PTDu)

Person Travel Demand per use (PTDu)

PMTu = (((TG x % NEW) x PTf) x PTl)

PTDu = ((PMTu x CRf) x LAEf) x ODf)

Where:

PMTu = Person Miles of Travel per use (Appendix S)

TG = Trip Generation (Appendix P)

%NEW = Percent of Trips that are New Trips (Appendix Q)

PTf = Person Trip Length by Trip Purpose (Appendix R)

PTl = Person Trip Length by Trip Purpose (Appendix R)

PTDu = Person Travel Demand per use (Appendix S)

CRf = County Road factor per use (Appendix S)

LAEf = Limited Access Evaluation factor per use (Appendix S)

ODf = Origin & Destination factor (Appendix S)

Prepared by NUE Urban Concepts, LLC

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MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is used to calculate the mobility fee rate per use (MFru) in the mobility fee schedule **(Appendix V)**. The mobility fee rate is based on the person travel demand for each use (PTDu) listed on the mobility fee schedule multiplied by the person miles of capacity rate (PMCr).

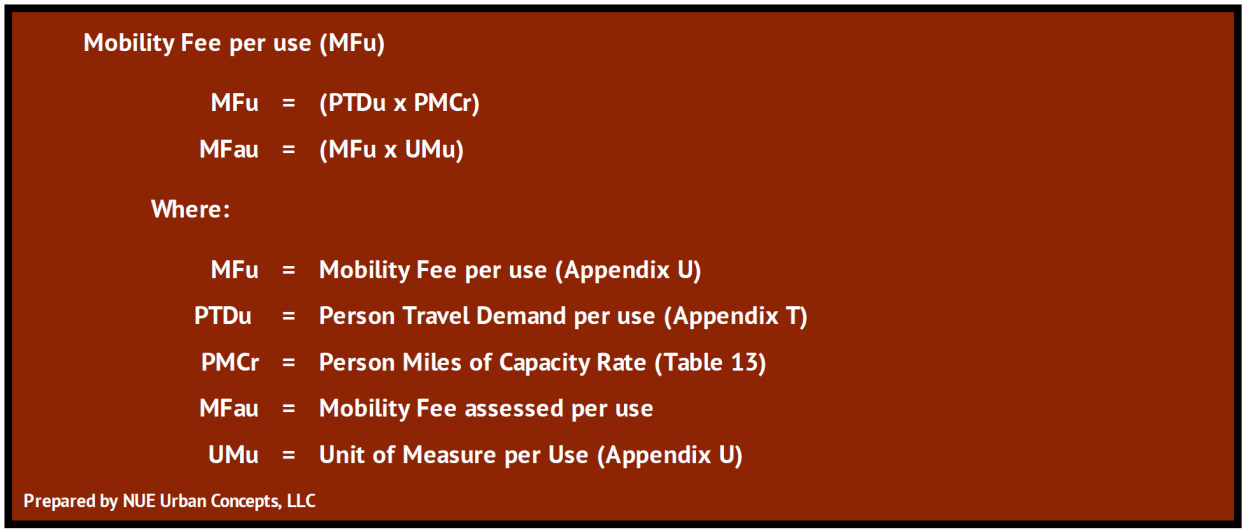
The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the Mobility Study Area **(Appendix T)**. The mobility fee rate per use (MFru) has been developed to fund the mobility projects needed on City and State Roads to address growth in future travel demand. Payment of the mobility fee based on land uses in the mobility fee schedule allows new development to equitably mitigate its impact to the City's transportation system.

The Mobility Fee schedule provides fee rates on a per 1,000 square foot basis for residential, a per 1,000 square foot basis for non-residential, and a few uses with a unique unit of measure **(Appendix U)**. New development is assessed a mobility fee per use (MFau) at the time of building permit application on a per square foot basis or applicable unit of measure. The calculations for determining the mobility fee are illustrated in **Figure 11**. **The following is an example of the mobility fee calculation for a 2,000 sq. ft. single-family detached residential dwelling in the East Assessment Area where the unit of measure (UM) is per 1,000 square foot:**

(PTDu x PMCr) = MFru; MFru x UMu = MFau

(9.80 x $429.24) = $4,207; (($4,207 x (2,000 / 1,000) = $8,414

Figure 11: Mobility Fee Calculation



The mobility fee schedule seeks to strike a balance between the City's Comprehensive Plan and current market trends. The uses included on the mobility fee schedule enable the City of Port St. Lucie to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the City's Comprehensive Plan. The calculated mobility fee per land use is provided in **Appendix U**.

The mobility fee schedule of uses is broken down into five (5) components that are further described as: (1) category of land uses; (2) individual land use classifications; (3) representative land uses; (4) Assessment Area; and (5) the mobility fee rates per land use. The following is an example of the five (5) components of the mobility fee schedule **(Figure 14).**

Figure 12: Mobility Fee Schedule Components

Five (5) Components of a Mobility Fee Schedule				
Use Categories, Uses Classifications, & Representative Uses	**(4th Assessment Areas)**			
	Assessment Areas			
	East 95	**SW 95**	**NW 95**	**West 95**
(1st Use Category) = Institutional Uses per sq. ft.				
(2nd Use Classification) = Community Serving **(3rd Representative Use) = (Civic, Place of Assembly, Clubhouse, Museum, Gallery)**	**(5th Mobility Fee Rates) for each of the Assessment Areas**			

The first (1st) component is overall categories of land uses, such as residential or office. Under each overall category there are multiple uses for which a mobility fee is calculated. The overall category is generally consistent with the function of a given land use for the individual land use classification. These overall categories are generally consistent with the City Comprehensive Plan and the ITE Trip Generation Manual. These category headings also specify if the individual uses are calculated on a per 1,000 square feet or a different unit of measure, such as the per acre for Outdoor Recreation.

The second (2nd) component is individual land use classifications, such as community serving or multi-tenant retail. These individual land use classifications have similar person travel demand characteristics and / or similar functions to the overall land use category. These individual land use classifications are generally consistent with the ITE Trip Generation Manual classification under a given category of land uses. The individual land use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per 1,000 square feet.

The third (3rd) component is representative land uses under the individual land use classifications. These representative land uses are shown in brackets such as (Child Care, Day Care, Any Grade Combo K-12, Pre-K) after the individual land use classification of Private Education. These representative land uses have similar person travel demand characteristics and functions to the individual land use classification.

These land uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual land use classification. The definition of each individual land use classification provides further detail on the types of representative land uses that would fall under an individual land use classification. These representative land uses are generally consistent with the ITE Trip Generation Manual classification under a given category of land uses and individual land use classifications.

The fourth (4th) component is the Assessment Areas. The results of the Mobility Fee calculations illustrate that the Mobility Fee are lowest within the east and southwest assessment areas and highest in the west assessment area. The fifth (5th) component is the Mobility Fee rates per land use classification. The Mobility Fee rates are illustrated for each land use. The Mobility Fee for an individual land use is determined by multiplying the mobility fee rate by the applicable unit of measure.

The Mobility Fee schedule proposes a streamlined approach to residential mobility fees that is easy to administer and addresses affordability. The schedule proposes a flat residential mobility fee rate per 1,000 square feet for two types of residential uses: (1) single-family residential and (2) multi-family residential. There are maximum square footages associated with each residential use beyond which the mobility fee would not be applicable for the additional sq. ft. The mobility fee is set-up so that a 600 sq. ft. cottage pays a mobility fee for 600 sq. ft., and if a single-family house is 4,000 square feet, the mobility fee will be capped at 3,500 sq. ft. This is the maximum sq. ft. for which mobility fees will be assessed on single family dwellings. The use of a per sq. ft. fee is consistent with how the building industry prices permits.

The institutional, industrial, recreation, and office use categories in the proposed schedule represent the most common land use classifications. There are three (3) primary retail land use classifications that have been established to directly reflect the person travel demand impact for each use to the transportation system.

The first (1st) retail land use classification, Local Retail (non-chain and non-franchisee) has been established to recognize that local uses do not have as great a travel demand impact as regional and national chains to the transportation system and therefore would pay a lower mobility fee.

The second (2nd) retail land use classification, Multi-Tenant Retail, has been established to recognize that there is the potential for multi-purposes trips and increased opportunity to walk between retail uses for multi-tenant retail buildings and the impact to the transportation system is less than free-standing retail uses.

The third (3rd) retail land use classification, Free-Standing Retail, has been established to recognize that free-standing uses generate a higher number of trips, are less walkable, and often disconnected from adjacent uses, resulting in a higher person travel demand impact to the transportation system and a higher mobility fee rate than the other two retail land use classifications.

To reflect higher travel demand, there are also seven (7) individual uses that will be assessed additive mobility fees in addition to any mobility fee assessed for buildings associated with the use. As more land uses downsize, a mobility fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses. An additive fee is applied to quick service restaurant (QSR) drive-thru lanes to capture the impact of QSR uses that offer one or more drive-thru lanes. Some QSR uses are migrating to walk-up ordering, outdoor seating only, and two drive-thru lanes and one delivery pick-up lane, further increasing travel demand.

Additive fees are provided for car washes, quick lube, and tire service bays. The net result of additive mobility fees is they capture the full travel demand impact of a given land use. For banks and retail uses, an additional mobility fee is assessed per drive-thru lane. A mobility fee is also assessed for any free-standing ATMs or ATMs served by a drive-thru lane.

Additive mobility fees are also assessed to any use that offers vehicle charging and fueling and is accessible to the public or through a membership club. The mobility fee is assessed per charging station or fueling position. Any motor vehicle charging that does not charge for service will not be assessed a mobility fee. Uses with a car wash or quick lube service shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space used beyond the area used per stall or bay. Any building solely for maintenance or supply purposes that does not include any accessible spaces for personnel would not be required to pay a mobility fee beyond that associated with the additive fee.

The final mobility fee rates will be assessed per square foot, or unit of measure **(Appendix V).** Assessing residential on a per sq. ft. rate is one way to address affordability and is in line with how the building industry prices construction. Continued use of a rate per sq. ft. is consistent with how Mobility Fees for non-residential uses are calculated when mobility fees are assessed.

MOBILITY FEE COMPARISON

A comparison has been prepared between the City of Port St. Lucie Mobility Fee and the existing City of Port St. Lucie Mobility Fee and the St. Lucie County Road Impact Fee **(Appendix W)**. The City's existing mobility fee is plan based. The County Road Impact Fee uses a consumption-based methodology based on an adopted level of service standard, rather than specific mobility projects used as the basis for the City's mobility fee.

The City Council has provided direction to phase the mobility fee increase over a four-year period starting in 2026. The percentage increase over the existing City Mobility Fee has been calculated to determine the overall percentage increase above current rates **(Appendix X)**. The total dollar value increase has also been calculated over the existing City Mobility Fee to develop a phase in schedule for the Mobility Fee for each assessment area over the next four years **(Appendix Y)**.

MOBILITY FEE ORDINANCE

Mobility Fee Schedules for the Mobility Fee Ordinance have been prepared for the East Assessment Area **(Appendix Z),** Southwest Assessment Area **(Appendix AA),** Northwest Assessment Area **(Appendix AB),** and the West Assessment Area (**Appendix AC)**. The City of Port St. Lucie has chosen to pursue a finding of extraordinary circumstances to adopt the fully calculated Mobility Fee Rate.

The City, in recognition of the impact increasing fees at a single time could have on the development industry, has elected to phase in the Mobility Fees over the next four years, with the fully calculated rates becoming effective January 1st, 2029. To determine the Mobility Fee Rate, the difference between the calculated 2025 Mobility Fee rates and the currently adopted 2022 City Mobility Fee rates was calculated, and that that difference was divided in equal increments over a four-year period **(Appendix Y).**

The 2026 Mobility Fee will feature a 25% increase over existing rates. The 2027 Mobility Fee will feature a 50% increase over existing rates. The 2028 Mobility Fee will feature a 75% increase over existing rates. In 2029, 100% of the calculated rate will become effective. Per current statutory requirements, the 2030 (future) mobility fee update would begin before January 1st, 2029, with a projected adoption date of October 1st, 2029, and become effective January 1st, 2030. It is recommended that the Mobility Plan update commence no later than March 1st, 2028, to provide adequate time for data, analysis, and community input.

MOBILITY FEE BENEFIT DISTRICTS

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. To ensure that Mobility Fees paid by new development are expended to provide a benefit to those who have paid the Fee, the following are six (6) Mobility Fee Benefit Districts to be established with the Mobility Fee adoption (**Map B**): (1) Central Benefit District; (2) East Benefit District; (3) Northwest Benefit District; (4) Southwest Benefit District; (5) West Benefit District; and the (6) I-95 Benefit District.

In some places, the **Benefit Districts** extend beyond Port St. Lucie's City limits. The extension of a Mobility Fee Benefit District beyond current City limits was done in recognition that, as demonstrated in the City of Port St. Lucie Planning & Infrastructure Study (October 2024), travel demand does not start or stop at the municipal limits of Port St. Lucie. Having a Mobility Fee Benefit District that extends beyond municipal limits ensures that the City can expend mobility fees on projects identified in the Mobility Plan outside City limits that cross enclaves or terminates at logical endpoints. It also allows the City to address extra jurisdictional impacts and to work in a cooperative manner with adjacent municipalities, the County, and FDOT to partially fund mobility projects that would provide a mobility benefit to new development that pays the mobility fee.

To advance mobility projects and to form public / private partnerships, the City may elect to establish a development specific mobility fee benefit district. A development specific benefit district would accommodate instances where new development advances mobility projects within a defined area. The benefit district could be a tool to collect mobility fees from various end users within a defined development and reimburse the new development that advanced the mobility project with mobility fees collected within the benefit district. The benefit district could also include unaffiliated third-party new development within a defined area that would pay its mobility fee, and the City would reimburse the development that provided a mobility benefit outside of the limits of its development boundary. Any development specific benefit district would be established through a developer agreement between the City and the new development. The agreement would address the limits of the district and any development specific collection of mobility fees, utilization of credit, or reimbursement to the developer. Regulations regarding creation, expenditure, or modification of benefit districts are outlined in the Mobility Fee Ordinance. If any information in this technical report conflicts with the ordinance, the ordinance will take precedence.

The City will be required to establish a mobility fee special revenue account. Special revenue fund accounts ensure that mobility fees are expended within the Benefit District and are appropriately accounted for to address annual State mandated audit requirements for Mobility Fee collections and expenditures.

DEFINITIONS

Any defined term in this Technical Report does not supersede definitions in the Land Development Regulations for non-mobility fee related purposes.

Additive Fee shall mean a mobility fee based on a unit of measure that is assessed for a component of a high impact use that is outside of the square footage of the building and generates person travel demand. Additive fees are combined with any assessed mobility fee based on the square footage of a building or structure for the use. The mobility fee rate for additive fees is based on the unique units of measure under the additive fee category.

Assessment Area shall mean a geographic area with a specific mobility fee rate per use assessed uniformly over the area that differs from other areas of the City. These areas have similar characteristics such as mobility projects, development patterns, mixture-of-uses, transportation network, master planning, or special district funding of infrastructure. The three assessment areas west of Interstate 95 feature differing level of person travel based on person trips, person trip lengths, and internal capture.

Autonomous transit shuttle shall mean a vehicle that uses artificial intelligence, sensors and global positioning system coordinates to drive itself with or without the active intervention of a human operator.

Bank Drive-Thru Lane or Free-Standing ATM shall mean any drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. An ATM inside or attached to a building that has a use open to the public or end user and is not just a standalone ATM structure or building shall not be assessed a fee. The fee shall be based upon the total number of drive-thru lanes with a banking window, pneumatic device or ATM and/or the total number of free-standing ATM's.

Benefit District shall mean a geographic area where fees that are paid by development activity are expended on multimodal projects within the district to provide a mobility benefit to the development activity that paid the fees.

Capacity shall mean the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

Commercial Services and Retail Uses shall mean those commercial activities which provide for sale, lease, or rent of products, services, accommodations or use of space to individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

Commercial Storage shall mean facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes, subject to allowance by land development and zoning regulations. This use falls under Land Use Codes in the 100 Series of the ITE Trip Generation Manual.

Community Serving shall mean those uses that are operated by a civic origination, governmental entity, non-profit, foundation, or fraternal organization, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods and services maybe offered for ancillary fundraising and sales to support the community serving use.

Complete Streets shall mean a transportation policy and design approach that requires multimodal transportation improvements to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation and to allow for safe travel by those walking, bicycling, or using other forms of non-motorized travel, riding public transportation, or driving electric or gas-powered vehicles.

Distribution Center shall mean large scale buildings typically greater than 200,000 square feet in size whose activities are predominantly engaged in the distribution of finished products and the fulfillment of ecommerce orders. These uses receive large shipments and sort and store goods for distribution to fulfillment centers or end users and include those uses specified in the ITE Trip Generation Manual under Land Use Codes 154, 155, 156 and 157, but excluding governmental uses.

Free-Standing Medical Office shall mean a building or buildings that are free-standing, have their own parking, and provide medical, dental, or veterinary services and care. Medical office shall also include any clinics or emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

Free-Standing Retail shall mean entertainment, personal service, and retail uses in a single building where any single use under common ownership exceeds 75 percent of the total square footage of the building. Land Use Codes under the 800 and 900 series and Land Use Codes 444 and 445 under the 400 series of the ITE Trip Generation Manual.

Golf Course shall mean a recreational facility consisting of a series of holes laid out over landscaped grounds, typically including tees, fairways, greens, hazards, and associated ancillary uses such as a clubhouse, parking areas, and maintenance facilities. Golf courses are classified as a distinct recreational land use in the ITE Trip Generation Manual under Land Use Code 430 and are assessed per hole.

Indoor Commercial Recreation shall mean facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, pilates, cross-fit training, fitness and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment and services maybe offered for ancillary sales.

Industrial shall mean those activities which are predominantly engaged in building and construction trades, the assembly, finishing, processing, packaging, and/or storage, or distribution of goods or products, utilities, recycling, research and development, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses and warehouses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

Industrial *Uses* shall mean those activities which are predominantly engaged in the assembly, finishing, processing, packaging, and/or storage, warehousing or distribution of products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses.

Institutional Uses shall mean those public or quasi-public uses that serve one or more community's social, educational, health, and cultural needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses.

Intersection shall mean an intersection where there is a need for additional road capacity through turn lanes, thru lanes, roundabouts, or traffic control, along with incorporation of complete street design elements for enhanced and improved multimodal safety.

ITE Trip Generation Manual shall mean and refer to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates hereto, as approved by Public Works.

Level of Service (LOS) shall mean a quantitative stratification of the level of service provided to a by a facility, roadway, or service stratified into six letter grade levels, with "A" describing the highest level and "F" describing the lowest level: a discrete stratification of a level of service continuum.

Local Retail shall mean personal service, retail, restaurant uses under ITE Land Use Codes 800 and 900 that are local owned and are not national chains or national franchisee. Local shall be defined as five or fewer locations in Florida and no locations outside Florida. Local restaurants include quick service and sit-down restaurants and include up to one drive-thru lane. Local retail uses maybe located in multi-tenant or free-standing buildings.

Long Term Care shall mean communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities, and nursing homes with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

Marina shall mean facilities that provide docks and berths for boats, including yacht clubs. Any buildings for shops, retail, or restaurants accessible to the public would fall under retail land use and pay the mobility fee rate for retail uses.

Micromobility shall mean electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit Vehicle shall mean low speed vehicles such as autonomous transit shuttles, golf carts neighborhood electric vehicles, or trolleys subject to requirements established by a governmental entity responsible for approval, permitting or regulating said vehicles.

Mobile Residence shall mean any residential use or vehicle where one or more persons can temporarily or permanently reside and include any dwelling with wheels or which once had wheels including mobile homes, recreational vehicles, tiny homes on wheels, or travel trailers on a platted lot, residential lot or within a park on predefined lots or spaces that have connections for communications, electric, water and wastewater. Parks may have common amenities and building with recreation uses, laundry and park office that are considered accessory and not subject to mobility fee assessments. These uses are included in the ITE Trip Generation Manual under Land Use Codes 240 and 416.

Mobility shall mean the ability to move people and goods from an origin to a destination by multiple modes of travel in a timely (speed) manner.

Mobility Corridor shall mean a corridor where additional road capacity is needed or planned and includes existing roads or new roads with complete street elements incorporated into the design of the corridor.

Mobility Fee shall mean a monetary exaction imposed on new development or redevelopment that generates personal miles of travel above the current use of land to fund multimodal projects identified in a mobility plan.

Mobility Fee Off-set shall mean the equivalent amount of a mobility fee associated with an existing use of a building that is being redeveloped or where a change of occupancy or use is requested. The equivalent mobility fee shall be based on the current use of the building, or the most recent use of the building for a vacant building. Upon demolition of a building, offsets shall be available for up to five years from the date of demolition, unless otherwise provided for in a written agreement with the City or specified in an implementing ordinance.

Mobility Fee Technical Report shall mean the City of Port St. Lucie Mobility Fee Technical Report dated November 2025 and prepared by NUE Urban Concepts, LLC and adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

Mobility Hub shall mean a centralized location with a covered shelter designed to accommodate micromobility devices, bicycle sharing, car-sharing, and provide a safe and convenient location for drop-off and pick-up of people riding transit, microtransit and ride-hailing services.

Mobility Plan shall mean the identification of mobility projects within and adjacent to the City to meet future person travel demand between 2025 and 2050 and shall serve as the basis for development of the City's Mobility Fee.

Mobility Plan expenses shall mean expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, and lighting related to projects; (d) micromobility devices, programs and services, (e) aerial, land, and water transit circulators, facilities, programs, shuttles, services, mobility hubs, and vehicles; (f) reasonable expenses for corridor, planning, design, and engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness; (k) reasonable costs of design,

engineering and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of mobility projects, (l) city administration, implementation updates to the mobility plan and mobility fee, including any assessments, counts or studies needed for projects.

Mobility Plan Implementation shall mean mobility projects identified in the 2050 Mobility Plan in recognition that the 2050 Mobility Plan may be amended, developer improvements beyond their impact may be required, and the Capital Improvements Program is updated annually.

Mobility Project shall mean improvements such as sidewalks, bike lanes, trails, paths, greenways, multimodal lanes, multimodal ways, protected bike lanes, air, water, and road transit facilities and vehicles, mobility hubs, streetscape, landscape, roundabouts, raised medians, crosswalks, mid-block crossings, and high visibility crosswalks. Multimodal improvements also include shared mobility programs and services, wayfinding, micromobility devices, programs and services, and microtransit vehicles and lanes. Improvements can include new or additional road travel lanes and turn lanes, complete and low speed streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, engineering and inspection, utility relocation, right-of-way, easements, stormwater facilities.

Mode shall mean the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

Motor Vehicle shall mean a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

Motor Vehicle & Boat Cleaning shall mean a building, stalls, or stations for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900.

Motor Vehicle Charging shall mean the total number of vehicles that can be charged at one time (charging positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., dollar general), and wholesale clubs (i.e., Costco) are also offering vehicle charging with or with/out small convenience stores. The mobility fee rate per charging position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle charging. Motor vehicle charging stations that do not require a customer to pay for charging are exempt from payment of the mobility fee.

Motor Vehicle Fueling shall mean the total number of vehicles that can be fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., dollar general), and wholesale clubs (i.e., Costco) are also offering vehicle fueling with or with/out small convenience stores. The mobility fee rate per fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle fueling.

Motor Vehicle Service shall mean a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable mobility fee per the square footage of the building not associated with the quick lube service.

Multi-Family Residential shall mean a residential building with two or more dwelling units that are not considered single-family and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Codes 220, 221, 222, 223, 225, and 231.

Multimodal shall mean multiple modes of travel including, but not limited to walking, bicycling, jogging, rollerblading, skating, scootering, riding transit, driving a golf cart, low speed electric vehicle or motor vehicle.

Multimodal Corridor shall mean a corridor where an existing road requires retrofit to enhance or incorporate complete street design elements or an off-street boardwalk, greenway, or trail.

Multimodal Intersection shall mean an intersection, mid-block crossings, overpass, or underpass intended to enhance safety, mobility, and accessibility for people of all ages and abilities through complete street designs and high visibility crossings.

Multimodal Lane shall mean a designated lane between four and seven feet in width intended for use by bicycles, golf-carts, and micromobility devices. Pavement markings shall indicate the types of modes permitted and may use green pavement markings or green skip markings are driveways, approaching intersections and through intersections.

Multimodal Way shall mean a designated area between seven and ten feet in width intended for use by bicycles, golf-carts, micromobility devices, and microtransit vehicles. Pavement markings shall indicate the types of modes permitted and may use maroon or red pavement markings to delineate the designated area.

Multi-Tenant Retail shall mean entertainment, personal service, retail, and sit-down restaurant uses provided in a single building, with two (2) or more separate distinct uses under different corporate ownership where no single use exceeds 75 percent of the total square footage of the building. This includes land uses under ITE Land Use Codes Series 800 and 900 and Codes 444 and 445 under ITE Series 400.

Non-Residential Square Feet shall mean the gross floor area (in square feet) of all nonresidential floor levels under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Floor levels include are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the

property. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall nonresidential square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

Office shall mean banks, dental, financial services, general office, higher education, hospitals, medical and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology. Banks and credit unions are also included in this land use with a separate fee calculated per drive-thru lane or free-standing ATM. Free-standing medical offices are excluded from this use.

Office Uses shall mean those businesses which provide medical and professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540, 550, 911 and 912. Land Use Code 620 is included under institutional uses. Bank drive-thru lanes pay a separate mobility fee from bank and financial institution buildings.

Off-site improvement shall mean improvements located outside of the boundaries of the parcel proposed for development. Access improvements required to provide ingress and egress to the development parcel, which may include rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes and deceleration/acceleration lanes, sidewalks, bike lanes, trails, paths, transit stops along with required traffic control devices, signage, and markings, and drainage and utilities, shall be considered on-site improvements.

Outdoor Commercial Recreation shall mean means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code 400 series.

Overnight Lodging shall mean places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest, and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Person Miles of Capacity (PMC) *shall* mean the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

Person Miles of Travel (PMT) *shall* mean a unit to measure person travel made by one person where each mile traveled is counted as one person mile. PMT is calculated by multiplying Person Trip Length by the number of Person Trips. Increase in future person miles of travel are used to plan infrastructure needs that form the basis for a mobility fee.

Person Travel Demand (PTD) *shall* mean travel demand from development activity that results in an increase in travel over the existing use of land based on trip generation, internal capture, pass-by trips, person trips, person trip length, external travel, and both the origin and destination of trips. The resulting mobility fees are roughly proportional to the person travel demand per use and assessment area provided on the mobility fee schedule.

Person Trip shall mean a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

Person Trip Factor shall mean the number of persons making a person trip that varies by trip purpose and is used to convert vehicle trips to person trips.

Person Trip Length shall mean the length of a person trip per trip purpose.

Private Education shall mean a building or buildings used for pre-school, private school, childcare, or day care. Private School (Pre-K to 12) shall mean students who are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Higher education uses such are not considered private education and fall under office. These uses are included in the ITE Trip Generation Manual under Land Use Code Series 500.

Quick Service Restaurant Drive-Thru Lane shall mean a drive-thru lane associated with a quick service restaurant where an order for food is placed or a pick-up / delivery lane where an order is picked-up by a customer that placed an online order or a delivery service order or a third-party service that picks-up of drops-off in a designated lane. The vehicle will proceed to one or more common pick-up windows, lockers, stations, or functional equivalent after the order has been placed. The number of drive-thru lanes shall be based upon the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. The fee per restaurant drive-thru is in addition to the fee assessed for the building in which the quick service restaurant is located based on the square footage of the restaurant. Quick service restaurant drive-thru lanes maybe located in multi-tenant retail buildings, free-standing retail buildings, or free-standing quick service restaurants.

Quality of Service (QOS) shall mean a quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Recreational Uses shall mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

Residential and Lodging Uses shall mean a dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and land use code 416. Land use codes 253, 254, and 255 are considered institutional uses.

Residential Square Feet The area (in square feet) of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units. Residential square feet include all livable, habitable, or temperature controlled enclosed spaces (enclosed by doors, windows, or walls) in a dwelling unit. Residential square feet does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common hallways, lobbies, leasing offices, and residential amenities not accessible to the public are not included in the square feet calculation, unless that space is leased to a one who is not the owner of the residential building and who provides drinks, food, goods, or services either to the public or to paid memberships available to individuals that do not reside in a dwelling unit in the residential building.

Residential Uses shall mean a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200.

Retail Drive-Thru shall mean the drive-thru lanes associated with any retail use. The number of drive-thru lanes will be based on the number of lanes present when an individual places or pick-up goods or services. The fee per drive-thru is in addition to the retail fee per square foot for the retail building.

Service Standard shall mean the adopted or desired quality or level of service for a bicycle facility, pedestrian facility, roadway, shared-use multimodal facility, or transit.

Single-Family Residential shall mean a single-family residential dwelling and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes 210. Residential includes tiny homes and accessory dwelling units.

Streetscape shall mean hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

Trip shall mean travel between locations, often between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

Trip Purpose shall mean the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip purposes maybe either home based meaning the trip originates at a residence or non-home based meaning the trip originates at a use other than a residence.

Vehicle Miles of Travel (VMT) shall mean a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle Occupancy shall mean the total number of persons in a single motor vehicle making a trip.

Vehicle Trip shall mean a trip by a single motor vehicle, regardless of the number of persons in the motor vehicle.

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CONCLUSION

The City of Port St. Lucie Mobility Fee is based on the mobility projects identified in the City of Port St. Lucie 2050 Mobility Plan. The Mobility Plan brings together mobility projects from multiple initiatives to enhance the movement of people, the provision of mobility choices, and meeting future travel demand. The future travel demand analysis provided in this Technical Report demonstrates there is growth in travel demand projected over the next 25 years. The planned mobility projects will expand the City's multimodal transportation system to meet projected travel demand and enhance the overall transportation system.

The Mobility Fee is a streamlined, equitable way for all new development to mitigate its impact to the multimodal transportation system. The Mobility Fee will vary based on Assessment Area. The updated **Mobility Plan and Mobility Fee System** will replace the current Mobility Plan & Mobility Fee to mitigate the impact of new development within Port St. Lucie.

The City Council will annually determine how mobility fee revenues are allocated and expended through its Capital Improvements Program. Mobility fee revenues may be expended on mobility projects identified in the 2050 Mobility Plan and the City's Capital Improvements Program.

The calculated mobility fees do not include County Road impact fees. The calculated mobility fee rates include a reduction in travel of **11.6% east of Interstate and 20.8% west of I-95** within the City of Port St. Lucie to account for current travel on County Roads within the City. The City and County will need to further discuss the impacts of any increase in the County's road impact fee within Port St. Lucie. The exiting City-County Interlocal Agreement expires in 2027. The City and County will need to reevaluate and renegotiate the terms in accordance with applicable Florida Statutes and the findings of this report—or the most current report available at the time.

The Mobility Plan, based on growth in population and increases in person miles of travel, includes mobility projects that provide the person capacity **"needed"** to meet the travel demands of new development. The new growth evaluation demonstrates that new development is not being assessed more than its **"assignable"** share of the cost of the Mobility Plan.

The person travel demand for each use included in the mobility fee schedule meets the **"rough proportionality test"** established through case law. The establishment of Mobility Fee Benefit Districts ensures that mobility fees will be expended to provide a mobility **"benefit"** to new development that pays a mobility fee. The Mobility Plan, the Mobility Fee, and this Mobility Fee Technical Report meet the **"dual rational nexus test"** and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.

PORT ST. LUCIE

HEART OF THE TREASURE COAST

Maps

November 2025

Maps

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MAP A

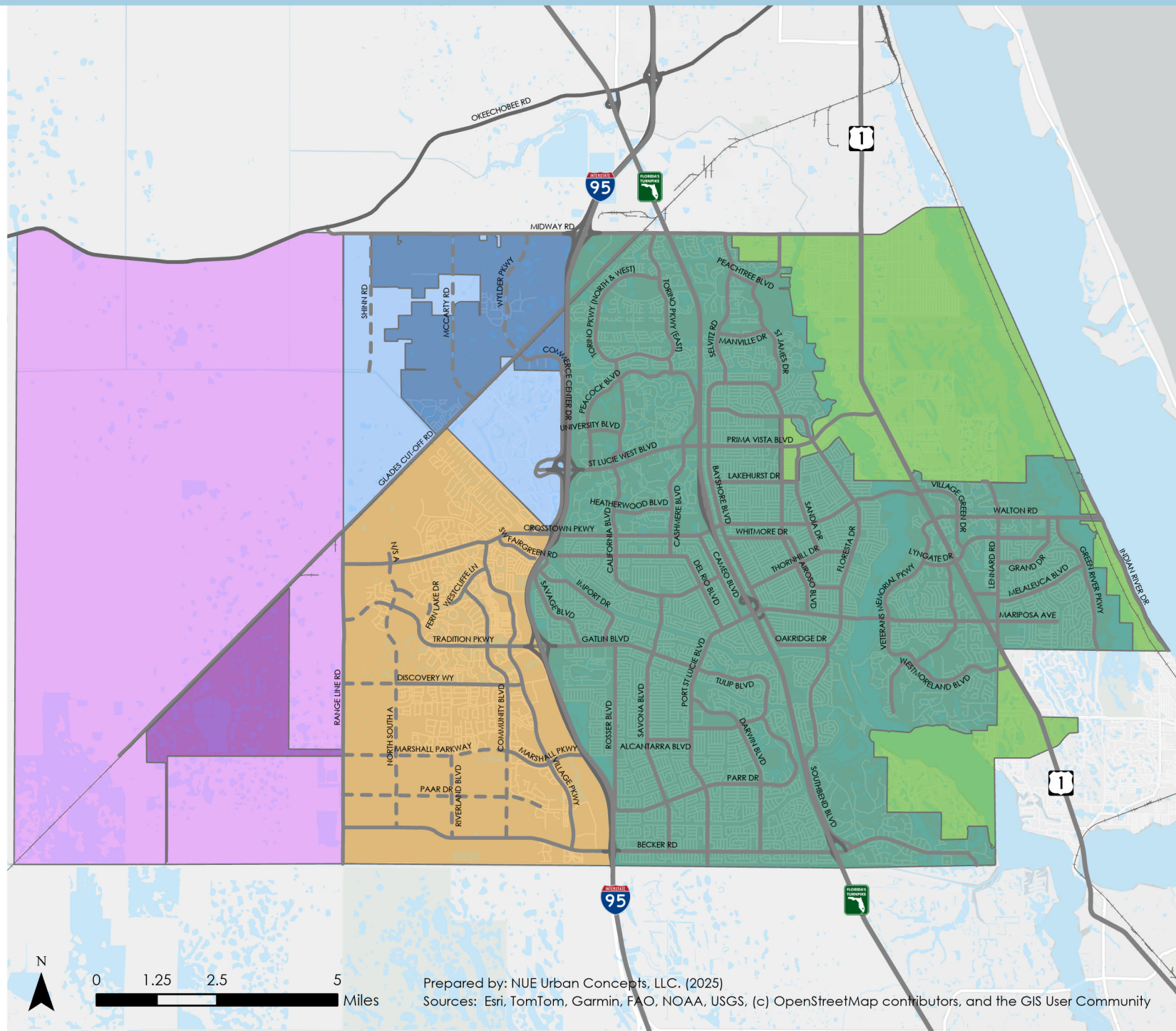
Mobility Fee Assessment Areas

Assessment Areas

City of Port St. Lucie Mobility Fee

Assessment Areas illustrate where Mobility Fees are assessed and collected from new development.

The expansion areas identify areas that could annex into the City. Annexed properties would be assigned to the corresponding assessment area.



- East Assessment Area
- East Expansion Assessment Area
- West Assessment Area
- West Expansion Assessment Area
- Northwest Assessment Area
- Northwest Expansion Assessment Area
- Southwest Assessment Area

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

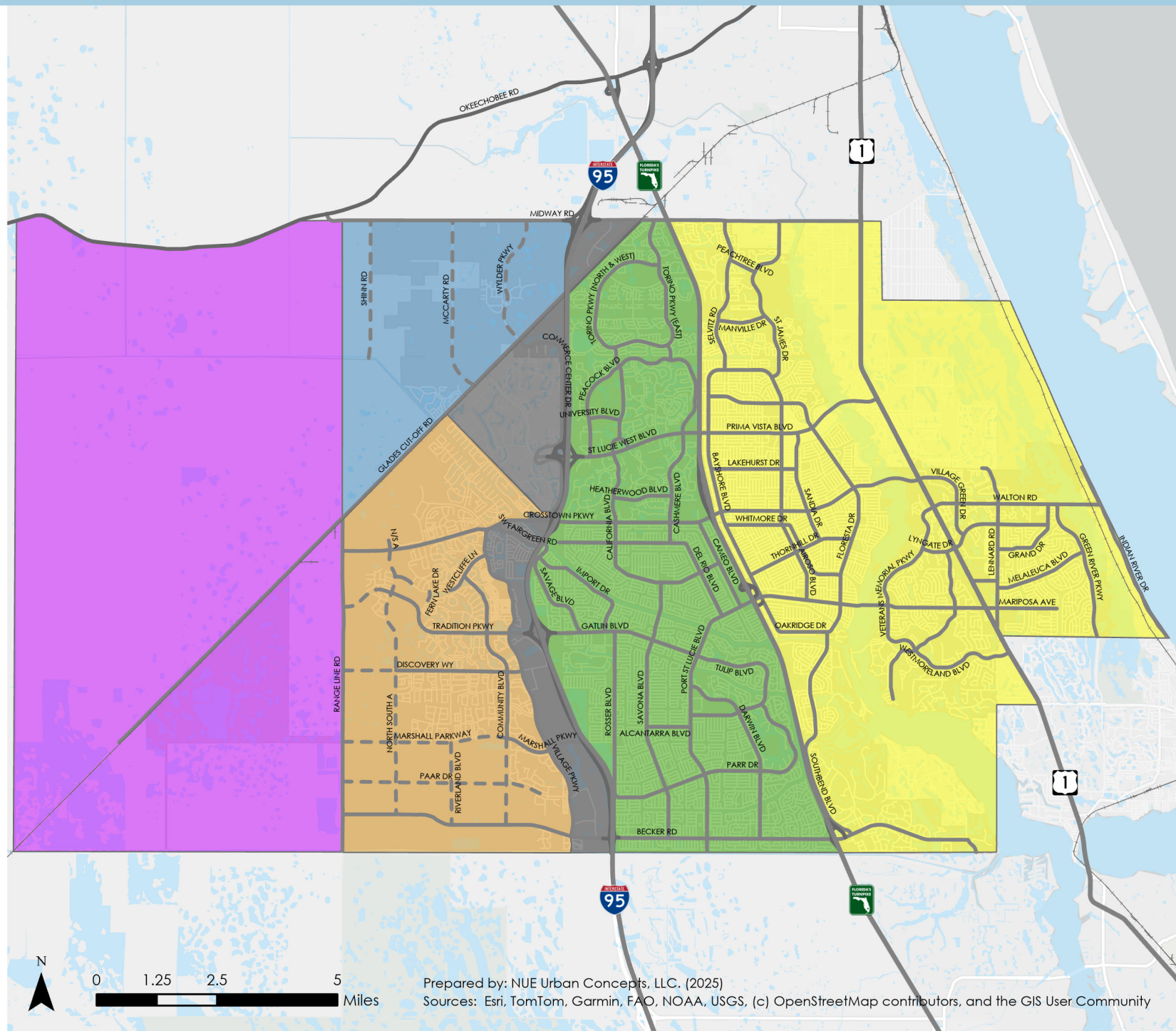
MAP B

Mobility Fee Benefit Districts

Benefit Districts

City of Port St. Lucie Mobility Fee

Benefit Districts illustrate where Mobility Fees can be expended.



- Central Benefit District
- East Benefit District
- Northwest Benefit District
- Southwest Benefit District
- West Benefit District
- I-95 Benefit District

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

N

0 1.25 2.5 5 Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

MAP C

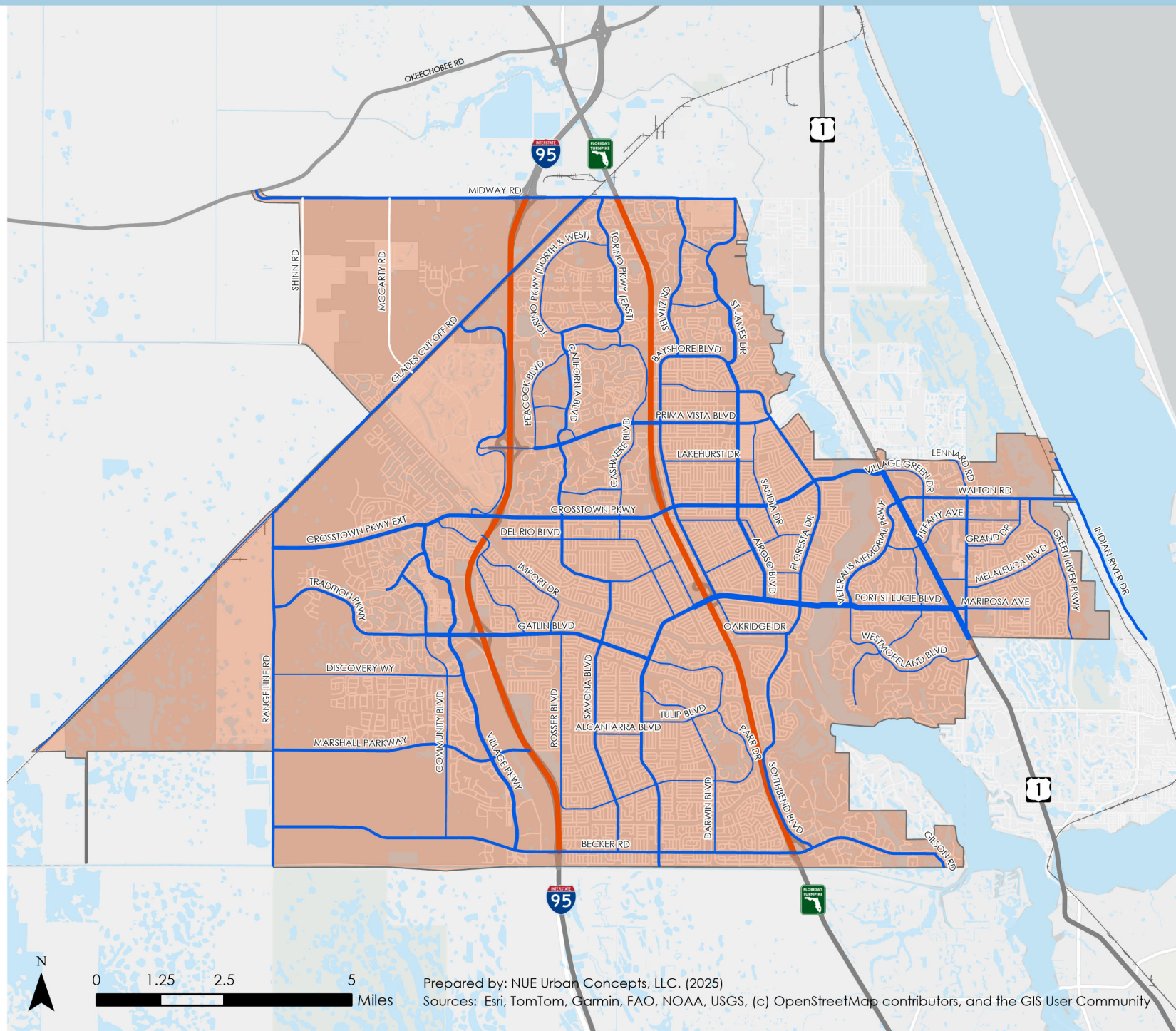
Mobility Study Area

&

Network

Mobility Study Area & Network

City of Port St. Lucie Mobility Fee



Road Functional Classification

- LIMITED ACCESS
- PRINCIPAL ARTERIAL
- MAJOR ARTERIAL
- ARTERIAL
- COLLECTOR
- LOCAL

Mobility Study Area

Major Roads

Railways

N

0 1.25 2.5 5 Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

NUE URBAN CONCEPTS

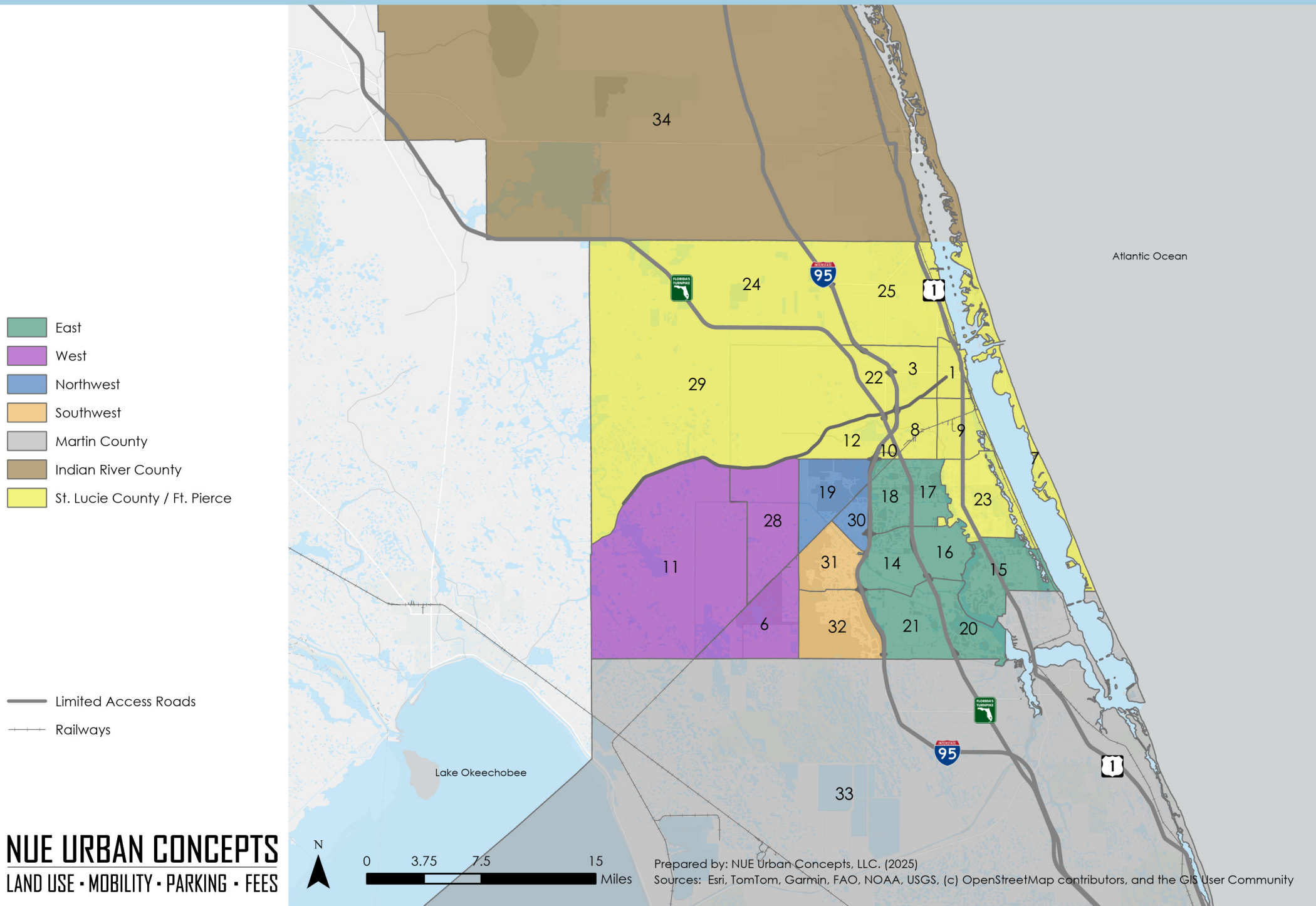
LAND USE • MOBILITY • PARKING • FEES

MAP D

Origin & Destination Evaluation (2050)

Origin & Destination Evaluation (2050)

City of Port St. Lucie Mobility Fee



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

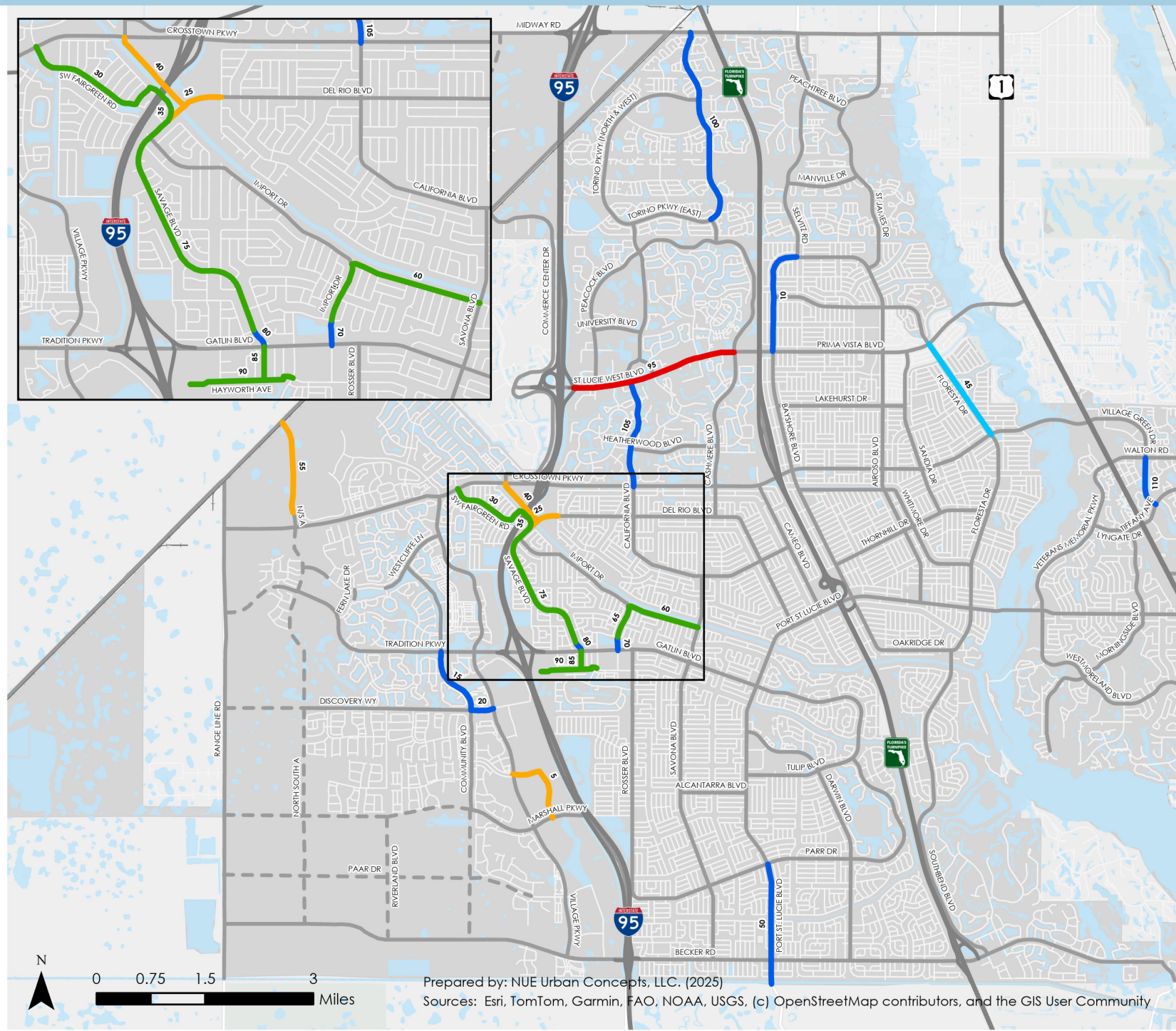
MAP E

Roadway Corridors

(Short Term Plan: 2025 to 2030)

Roadway Corridors (Short Term Plan: 2025 to 2030)

City of Port St. Lucie Mobility Plan



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Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

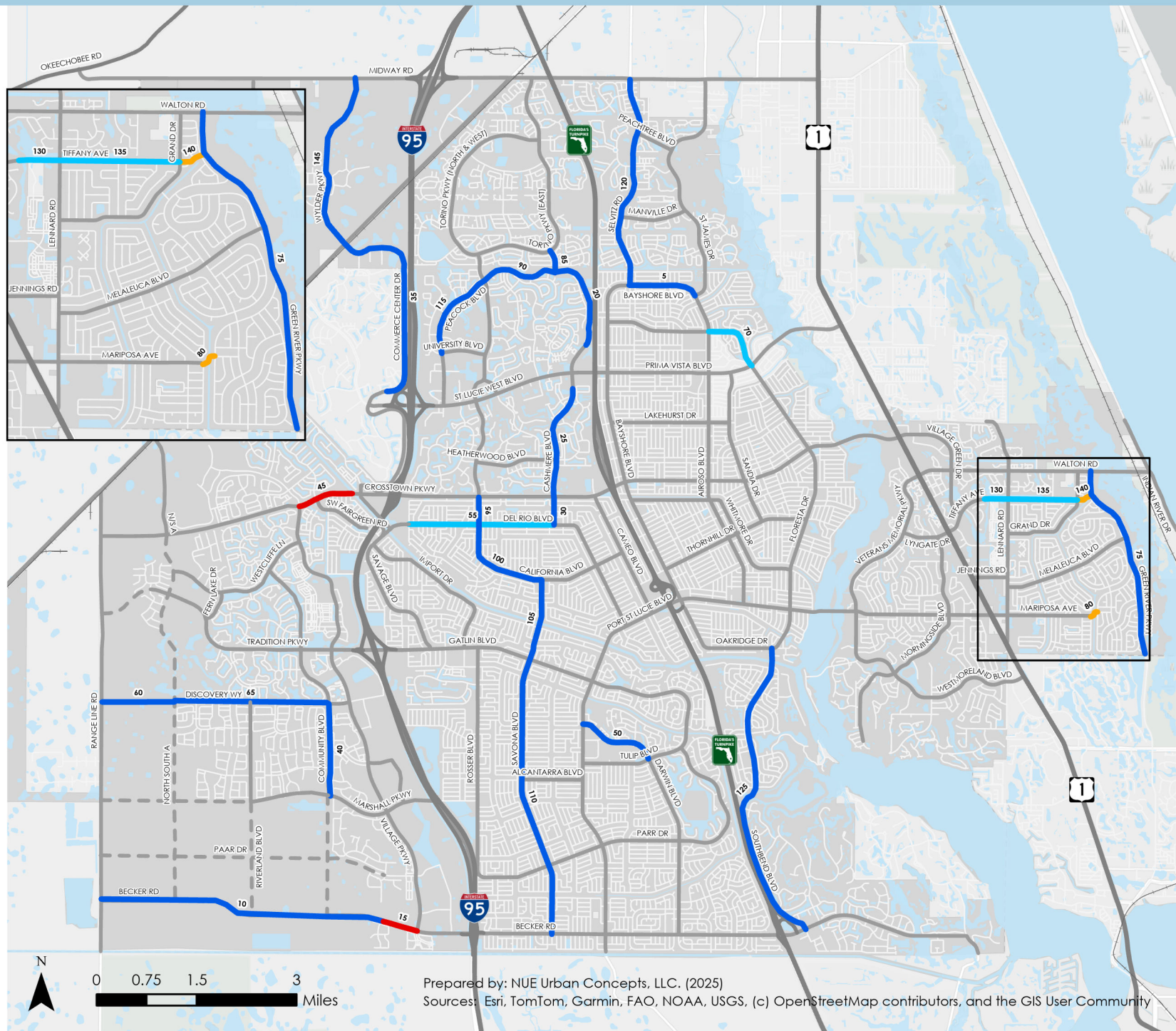
MAP F

Roadway Corridors

(Mid Term Plan: 2030 to 2040)

Roadway Corridors (Mid Term Plan: 2030 to 2040)

City of Port St. Lucie Mobility Plan



- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

N

0 0.75 1.5 3 Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

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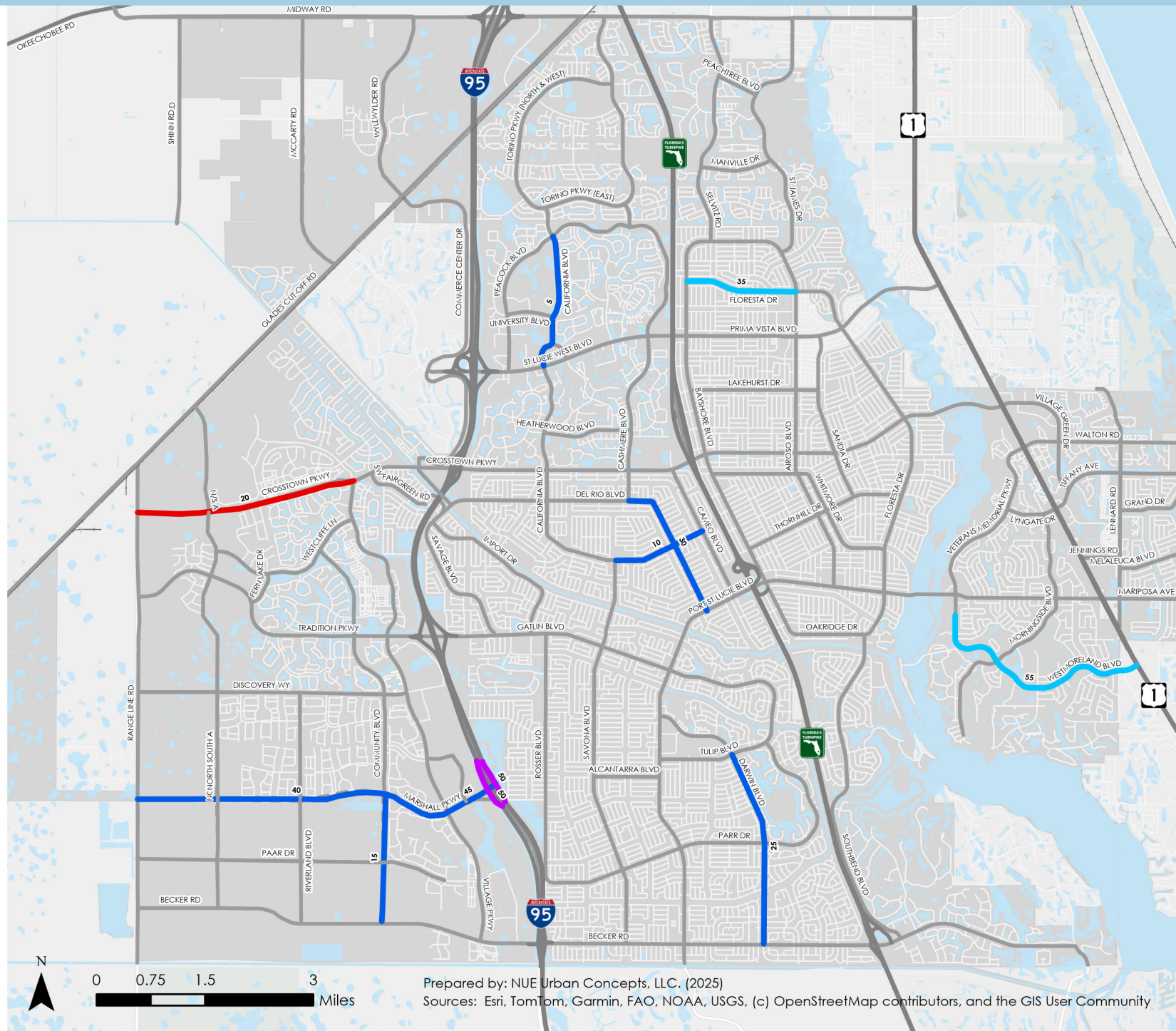
MAP G

Roadway Corridors

(Long Term Plan: 2040 to 2050)

Roadway Corridors (Long Term Plan: 2040 to 2050)

City of Port St. Lucie Mobility Plan



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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

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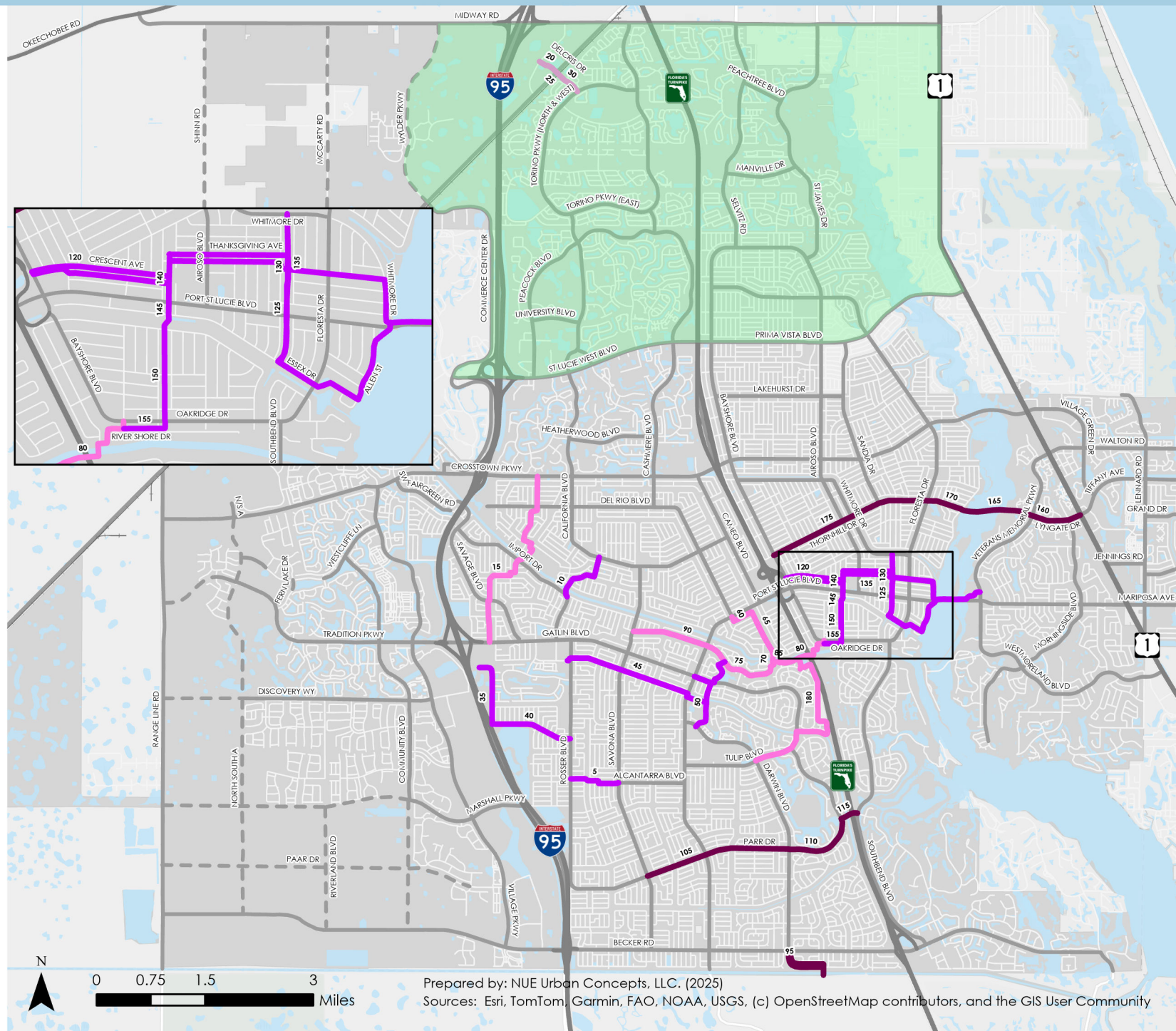
MAP H

Corridors Studies (2025 to 2040)

Corridor Studies (2025 to 2040)

City of Port St. Lucie Mobility Plan



Corridor Studies

- 2025 to 2030
- 2030 to 2035
- 2035 to 2040
- NW Corridor Study Area

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies
- NW Corridor Study Area

N

0 0.75 1.5 3 Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

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MAP I

Reserved

MAP J

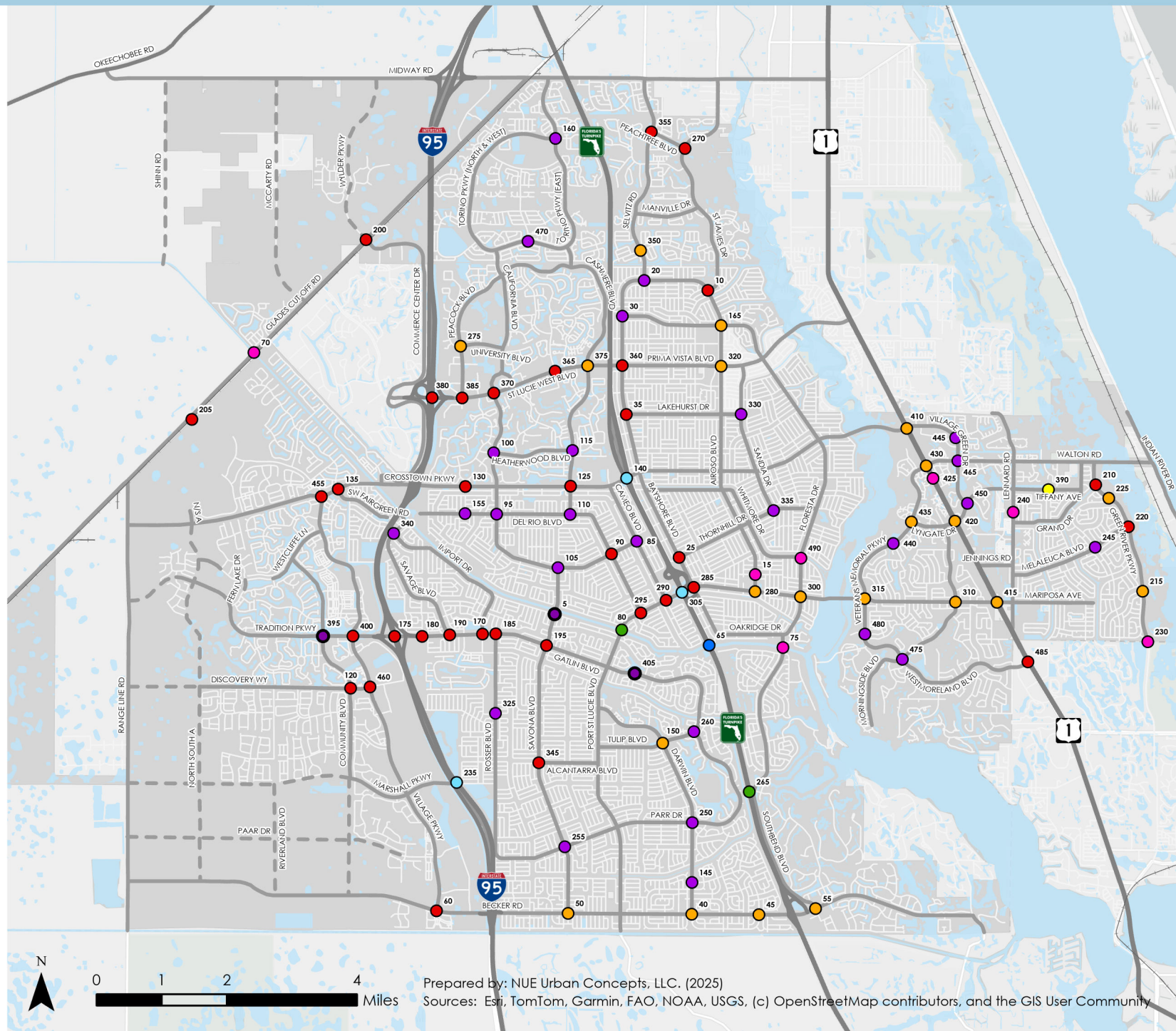
Reserved

MAP K

Intersections Plan (2025 to 2050)

Intersections Plan (2025 to 2050)

City of Port St. Lucie Mobility Plan



- Capacity Improvements
- Multimodal Improvements
- High-Visibility Mid-Block Crossing
- Multimodal Overpass
- Multimodal Underpass
- Roundabout
- Roundabout Upgrade
- High-Intensity Activated Crosswalk
- Interchange

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

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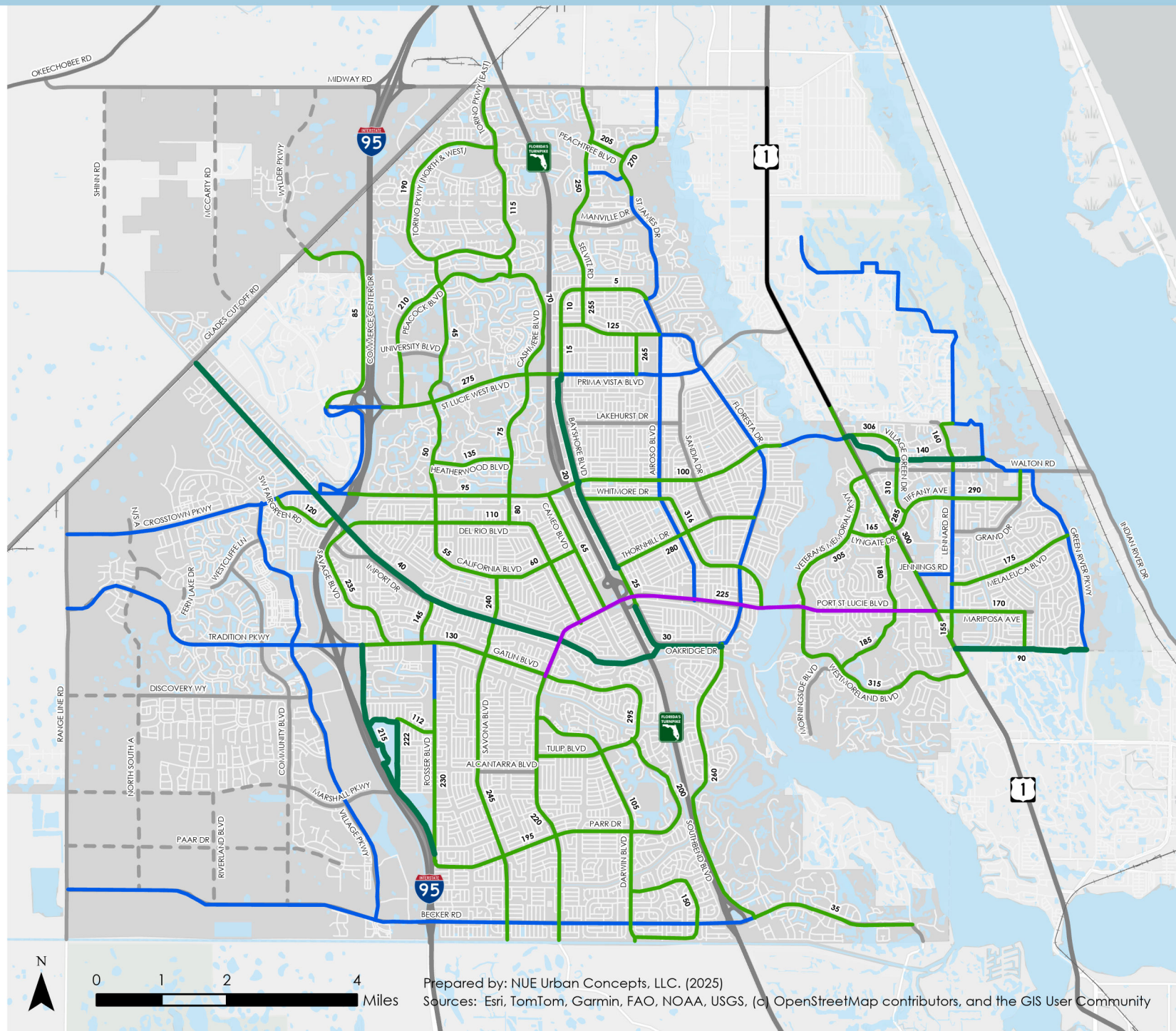
MAP L

Multimodal Plan (2025 to 2050)

Multimodal Plan (2025 to 2050)

City of Port St. Lucie Mobility Plan



- Existing Multimodal Corridor
- Shared Use Path
- Shared Use Path (Boardwalk or Greenway)
- Multimodal Corridor Study
- State Road

- Minor Roads
- Limited Access Roads
- Developer Access Roads
- Major Roads
- Railways
- City Boundary
- Water Bodies

N

0 1 2 4 Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

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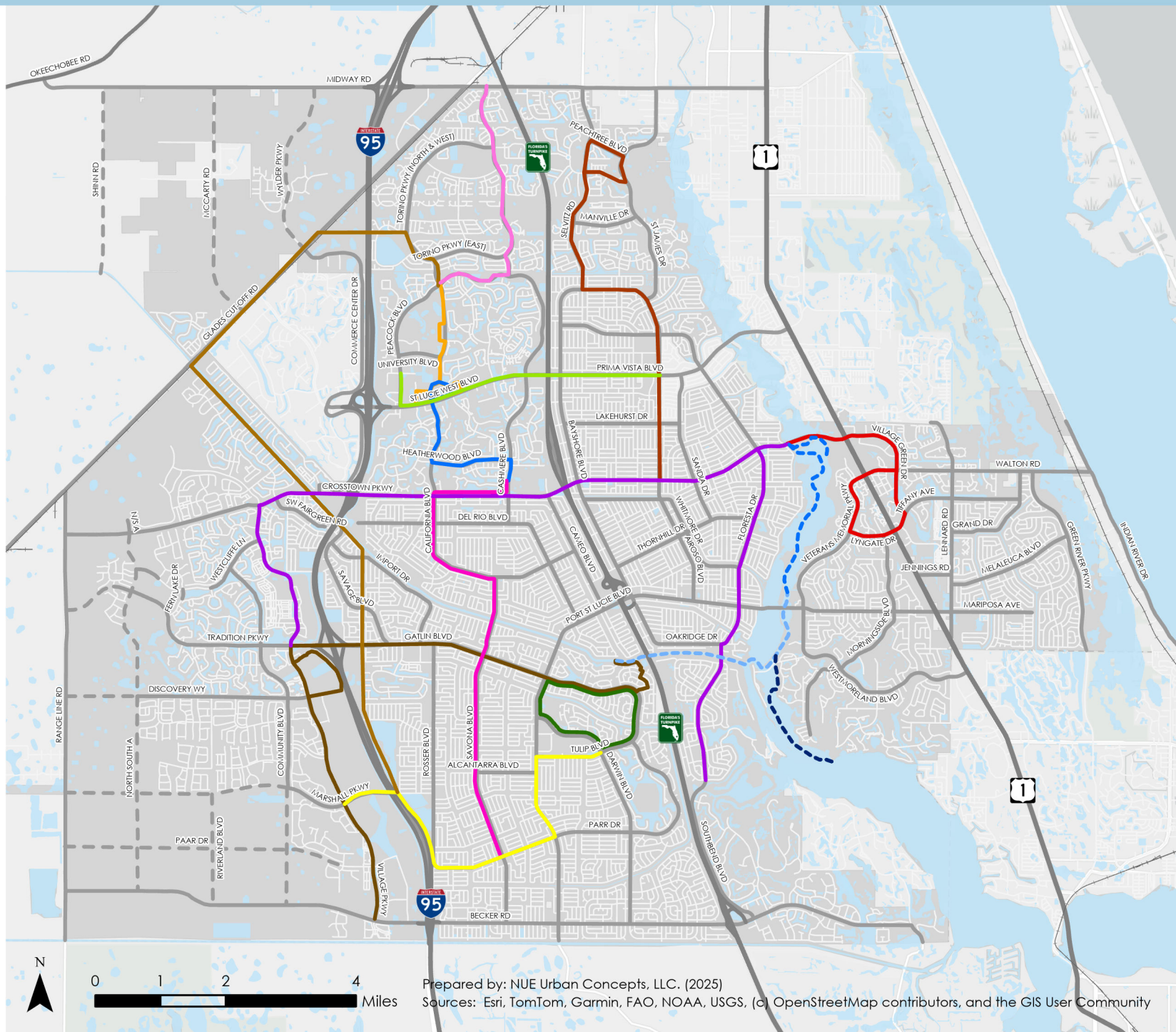
MAP M

Transit Circulator Plan (2025 to 2050)

Transit Circulator Plan (2025 to 2050)

City of Port St. Lucie Mobility Plan



- California North
- California South
- Downtown to Port District
- Gatlin Village Parkway
- School to Employment Route Central
- School to Employment Route South
- Selvitz to Crosstown
- St Lucie North
- The Greenway Connector
- Torino to California MTC
- Traditions to Southbend
- Tulip Darwin Loop
- Water Taxi C24
- Water Taxi North
- Water Taxi South

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

N

0 1 2 4 Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

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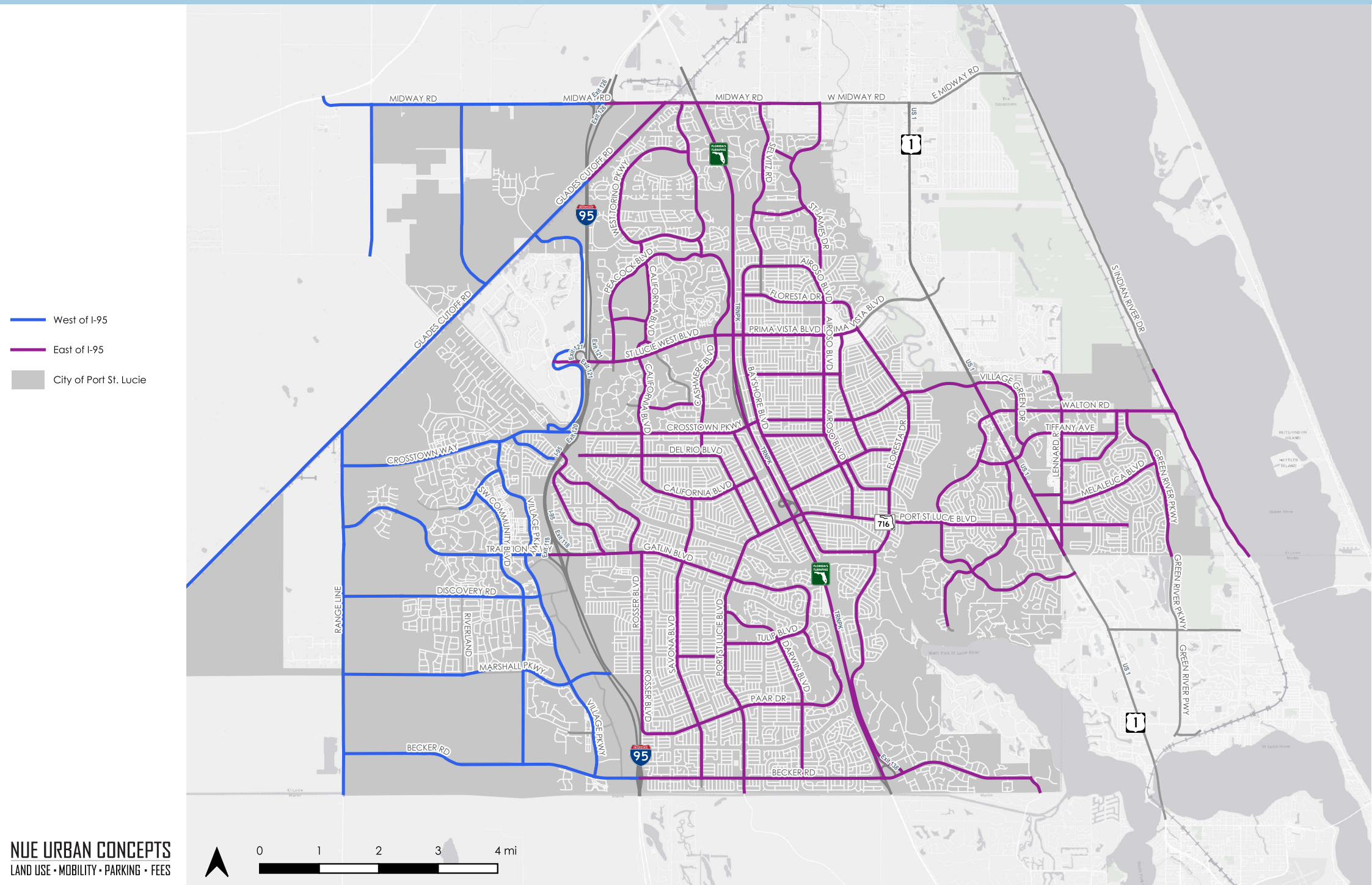
MAP N

2025 Vehicle Miles of Travel by Area

2025 Vehicle Miles of Travel By Area

City of Port St Lucie Mobility Fee



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LAND USE • MOBILITY • PARKING • FEES

APPENDIX

November 2025

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APPENDIX A

Florida Commerce

Transportation Planning Guidance

Transportation Planning

Community Planning

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Community Services

Community Development Block Grants

Community Partnerships

Broadband

Rural Community Programs

Special Districts

Homeowner Assistance

Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- Increase the viability of pedestrian and bicycle travel;
- Integrate land use and transportation planning to create communities that provide transportation choice; and,
- Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- **Alachua County, Department of Growth Management, Transportation Planning** - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- **City of Gainesville Comprehensive Planning** - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

Complete Streets

Complete Streets is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- Model Design Manual for Living Streets - Los Angeles County, 2011
- Deerfield Beach Complete Street Guidelines
- Ft. Lauderdale Complete Streets

Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

- Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- Adoption of an area wide level of service not dependent on any single road segment function.
- Exempting or discounting impacts of locally desired development.
- Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- Use professionally accepted studies to evaluate the appropriate levels of service.
- Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

Links

- Florida Department of Transportation - Florida Transportation Plan
- Model Regulations and Plan Amendments for Multimodal Transportation Districts
- Florida Metropolitan Planning Organizations
- Florida Department of Transportation - Forecasting and Trends Office
- Florida Scenic Highways
- Transportation Site Impact Handbook
- Florida Transit-Oriented Development
- A / Framework for Transit Oriented Development in Florida, published March 2011
- Florida Department of Transportation - Pedestrian and Bicycle Design
- Florida Department of Transportation, Public Transit Office
- Florida Safe Mobility for Life Coalition
- Florida Safe Mobility for Life Coalition's Aging in Place Checklist
- The Florida Greenbook
- Pasco County Mobility Fees

https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transportation-planning

APPENDIX B

Laws of Florida HB 479 (Chapter 2024 – 266)

CHAPTER 2024-266

Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be

reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) If a local government elects to repeal transportation concurrency, the local government may ~~it is encouraged to~~ adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government ~~mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted~~ may not use an alternative transportation system ~~be used~~ to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation ~~A mobility fee-based funding~~ system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose ~~that is not mobility fee-based shall not be applied in a manner that imposes~~ upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any ~~other~~ form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint

county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term "infrastructure" means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term "public facilities" means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.

APPENDIX C

Impact Fee Act

(Florida Statute Section 163.31801)

2025 Florida Statutes

Title XI	Chapter 163	SECTION 31801
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS	INTERGOVERNMENTAL PROGRAMS Entire Chapter	Impact fees; short title; intent; minimum requirements; audits; challenges.

See All 2026 Bills that Cite this Section

Quick Links

- General Laws Conversion Table (2024) [PDF]
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- Index to Special and Local Laws (1845-1970) [PDF]
- Statute Search Tips

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the "Florida Impact Fee Act."

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) "Infrastructure" means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) "Public facilities" has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g)1. A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

a. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

b. The local government jurisdiction has held at least two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

c. The impact fee increase ordinance is approved by a unanimous vote of the governing body.

2. An impact fee increase approved under this paragraph must be implemented in at least two but not more than four equal annual increments beginning with the date on which the impact fee increase ordinance is adopted.

3. A local government may not increase an impact fee rate beyond the phase-in limitations under this paragraph if the local government has not increased the impact fee within the past 5 years. Any year in which the local government is prohibited from increasing an impact fee because the jurisdiction is in a hurricane disaster area is not included in the 5-year period.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

(14) A local government, school district, or special district may not assess an impact fee for the reconstruction or replacement of a previously existing structure if the replacement structure is of the same land use as the original structure and does not increase the impact on public facilities beyond that of the original structure. However, if the replacement structure increases the demand on public facilities due to a significant increase in size, intensity, or capacity of use, a local government, school district, or special district may assess an impact fee in an amount proportional to the difference in the demand between the replacement structure and the original structure. Any such fee must be reasonably connected to, or have a rational nexus with, the need for additional capital facilities and the increased impact generated by the reconstruction or replacement of a previously existing structure.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-266; s. 4, ch. 2025-177; s. 3, ch. 2025-190.

APPENDIX D

Traffic Characteristics Data

APPENDIX D: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	2025 VMT	2025 VMC
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	MAJOR ARTERIAL	CITY	4	40	0.93	3.71	E	E	17,400	C3R	39,800	16,136	36,910
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	40	0.82	3.27	E	E	17,400	C3R	39,800	14,238	32,570
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	MAJOR ARTERIAL	CITY	4	40	1.42	5.70	E	E	17,400	C3R	39,800	24,781	56,680
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	MAJOR ARTERIAL	CITY	4	40	0.55	2.21	E	E	17,400	C3R	39,800	9,604	21,970
AIROSO BLVD	FLORESTA DR	ST JAMES DR	MAJOR ARTERIAL	CITY	4	40	0.51	2.06	E	E	22,300	C3R	39,800	11,482	20,490
ALCANTARRA BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	30	0.81	1.62	C	D	12,228	C3R	14,800	9,900	11,980
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	35	0.80	1.61	D	D	25,400	C3R	17,700	20,427	14,230
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	4	40	0.45	1.80	E	E	25,400	C3C	39,800	11,445	17,930
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	4	40	1.28	5.12	E	E	25,400	C3C	39,800	32,500	50,920
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	4	40	1.48	5.91	E	E	20,500	C3R	39,800	30,282	58,790
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	ARTERIAL	CITY	2	40	0.67	1.34	E	E	20,500	C3R	17,700	13,747	11,870
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	ARTERIAL	CITY	2	40	0.70	1.40	E	E	7,300	C3R	17,700	5,117	12,410
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	ARTERIAL	CITY	2	40	0.92	1.84	E	E	7,300	C3R	17,700	6,734	16,330
BECKER RD	RANGE LINE RD	POWERLINE RD	ARTERIAL	CITY	2	40	0.95	1.90	E	D	1,250	C3R	17,700	1,188	16,820
BECKER RD	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	2	40	2.10	4.20	E	D	1,500	C3R	17,700	3,150	37,170
BECKER RD	COMMUNITY BLVD	SW BELTERRA DR	ARTERIAL	CITY	2	40	0.75	1.50	E	D	2,500	C3R	17,700	1,875	13,280
BECKER RD	SW BELTERRA DR	VILLAGE PKWY	ARTERIAL	CITY	4	40	0.50	2.00	E	D	5,605	C3R	39,800	2,802	19,900
BECKER RD	VILLAGE PKWY	I-95	ARTERIAL	CITY	6	45	0.75	4.50	E	E	11,600	C3C	59,900	8,700	44,930
BECKER RD	I-95	SAVONA BLVD	ARTERIAL	CITY	4	40	1.05	4.20	E	E	31,100	C3R	39,800	32,655	41,790
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	ARTERIAL	CITY	4	40	0.71	2.86	E	E	25,500	C3R	39,800	18,204	28,410
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	ARTERIAL	CITY	4	40	0.61	2.43	E	E	20,000	C3R	39,800	12,165	24,210
BECKER RD	ALBACORE ST	DARWIN BLVD	ARTERIAL	CITY	4	40	0.37	1.47	E	E	20,000	C3R	39,800	7,367	14,660
BECKER RD	DARWIN BLVD	ATHENA DR	ARTERIAL	CITY	4	40	0.71	2.82	E	E	24,800	C3R	39,800	17,499	28,080
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	ARTERIAL	CITY	4	40	0.68	2.71	E	E	24,800	C3R	39,800	16,826	27,000
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	ARTERIAL	CITY	4	40	0.32	1.30	E	E	22,100	C3C	39,800	7,156	12,890
BECKER RD	SOUTHBEND BLVD	VIA TESORO	ARTERIAL	CITY	4	40	0.22	0.88	E	E	11,900	C3R	39,800	2,618	8,760
BECKER RD	VIA TESORO	GILSON RD	ARTERIAL	CITY	2	40	2.00	4.00	E	E	11,900	C3R	17,700	23,800	35,400
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	40	0.39	0.77	E	D	17,400	C3R	17,700	6,706	6,820
CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	COLLECTOR	CITY	2	40	0.77	1.55	E	D	17,400	C3R	17,700	13,483	13,720
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	ARTERIAL	CITY	2	40	1.33	2.66	E	E	17,400	C3R	17,700	23,122	23,520
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	ARTERIAL	CITY	2	40	0.37	0.75	E	E	17,400	C3R	17,700	6,512	6,620
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	ARTERIAL	CITY	2	40	0.47	0.93	E	E	19,300	C3R	17,700	8,977	8,230
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	ARTERIAL	CITY	2	40	0.85	1.71	E	E	19,300	C3R	17,700	16,476	15,110
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	ARTERIAL	CITY	2	40	0.35	0.70	E	E	8,900	C3C	17,700	3,106	6,180
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	ARTERIAL	CITY	2	40	0.34	0.67	E	E	8,900	C3C	17,700	2,988	5,940
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	ARTERIAL	CITY	2	40	1.00	2.00	E	E	8,200	C3C	17,700	8,180	17,660
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	ARTERIAL	CITY	2	40	0.37	0.74	E	E	8,200	C3R	17,700	3,032	6,540
CAMEO BLVD	PORT ST LUICE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	30	0.90	1.79	C	D	11,100	C3R	14,800	9,950	13,270

APPENDIX D: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	2025 VMT	2025 VMC
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	30	0.84	1.68	C	D	11,100	C3R	14,800	9,316	12,420
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	COLLECTOR	CITY	2	40	0.38	0.75	E	D	15,400	C3R	17,700	5,811	6,680
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	COLLECTOR	CITY	2	40	0.49	0.99	E	D	15,400	C3R	17,700	7,597	8,730
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	COLLECTOR	CITY	2	40	1.24	2.48	E	D	15,400	C3R	17,700	19,077	21,930
CASHMERE BLVD	ST LUCIE WEST BLVD	SWAN LAKE CIRCLE	COLLECTOR	CITY	4	40	0.51	2.06	E	D	15,100	C3C	17,700	7,759	9,100
CASHMERE BLVD	SWAN LAKE CIRCLE	PEACOCK BLVD	COLLECTOR	CITY	2	40	1.20	2.40	E	D	15,100	C3R	17,700	18,141	21,270
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	COLLECTOR	CITY	2	40	0.30	0.60	E	D	15,100	C3R	17,700	4,513	5,290
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	COLLECTOR	HOA	4	35	2.13	8.53	D	D	9,900	C3R	32,400	21,118	69,110
COMMERCE CENTER DR	ST LUCIE WEST BLVD	CANAL	ARTERIAL	CITY	2	45	2.10	4.21	E	E	9,900	C3R	17,700	20,823	37,230
COMMERCE CENTER DR	CANAL	GLADES CUT-OFF RD	ARTERIAL	CITY	2	45	1.03	2.05	E	E	9,900	C3C	17,700	10,171	18,180
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	ARTERIAL	CITY	4	35	1.20	4.80	D	E	22,010	C3R	39,800	26,436	47,800
COMMUNITY BLVD	TRADITION PKWY	DISCOVERY WAY	COLLECTOR	CITY	2	35	0.88	1.76	D	D	5,299	C3R	17,700	4,663	15,580
COMMUNITY BLVD	DISCOVERY WAY	MARSHALL PKWY	COLLECTOR	CITY	2	35	1.25	2.50	D	D	2,500	C3R	17,700	3,125	22,130
COUNTRY CLUB DRIVE	ST LUCIE WEST BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	4	30	0.28	1.12	C	E	13,043	C3R	32,400	3,652	9,070
CROSSTOWN PKWY	RANGE LINE RD	POWERLINE RD	MAJOR ARTERIAL	CITY	4	45	0.89	3.56	E	E	8,500	C3R	39,800	7,565	35,420
CROSSTOWN PKWY	POWERLINE RD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	45	1.86	7.44	E	E	12,500	C3R	39,800	23,250	74,030
CROSSTOWN PKWY	VILLAGE PKWY	SW FAIRGREEN RD	MAJOR ARTERIAL	CITY	4	45	0.25	1.00	E	E	25,300	C3R	39,800	6,325	9,950
CROSSTOWN PKWY	SW FAIRGREEN RD	COMMERCE CENTER DR	MAJOR ARTERIAL	CITY	4	45	0.60	2.40	E	E	25,300	C3R	39,800	15,180	23,880
CROSSTOWN PKWY	COMMERCE CENTER DR	I-95	MAJOR ARTERIAL	CITY	6	45	0.39	2.34	E	E	25,300	C3R	59,900	9,867	23,360
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	6	45	1.11	6.64	E	E	25,300	C3R	59,900	27,985	66,260
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	MAJOR ARTERIAL	CITY	6	45	1.01	6.04	E	E	25,300	C3R	59,900	25,460	60,280
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	45	0.54	3.24	E	E	25,300	C3R	59,900	13,666	32,360
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	45	0.45	2.68	E	E	25,300	C3R	59,900	11,285	26,720
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	MAJOR ARTERIAL	CITY	6	45	1.11	6.67	E	E	25,300	C3R	59,900	28,123	66,580
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	MAJOR ARTERIAL	CITY	6	45	0.48	2.90	E	E	25,300	C3R	59,900	12,208	28,900
CROSSTOWN PKWY	SANDIA DR	FLORESTA DR	MAJOR ARTERIAL	CITY	6	45	0.97	5.82	E	E	29,400	C3R	59,900	28,518	58,100
CROSSTOWN PKWY	FLORESTA DR	US 1	MAJOR ARTERIAL	CITY	6	45	1.23	7.38	E	E	29,400	C3R	59,900	36,162	73,680
DARWIN BLVD	BECKER RD	PAAR DR	COLLECTOR	CITY	2	40	1.25	2.49	E	D	9,579	C3R	17,700	11,930	22,040
DARWIN BLVD	PAAR DR	TULIP BLVD	COLLECTOR	CITY	2	40	1.17	2.34	E	D	9,579	C3R	17,700	11,185	20,670
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	30	1.08	2.15	C	D	16,508	C3C	14,800	17,759	15,920
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	40	0.90	1.79	E	D	11,600	C3R	17,700	10,397	15,860
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	40	0.89	1.77	E	D	11,600	C3R	17,700	10,272	15,670
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	40	1.00	2.01	E	D	11,600	C3R	17,700	11,643	17,770
DEL RIO BLVD	CALIFORNIA BLVD	SW MACKENZIE ST	COLLECTOR	CITY	2	40	0.94	1.88	E	D	12,228	C3R	17,700	11,494	16,640
DISCOVERY WAY	RANGE LINE RD	POWERLINE RD	COLLECTOR	CITY	2	40	1.00	2.00	E	D	7,000	C3R	17,700	7,000	17,700
DISCOVERY WAY	POWERLINE RD	SW RIVERLAND BLVD	COLLECTOR	CITY	2	40	1.05	2.10	E	D	7,000	C3R	17,700	7,350	18,590
DISCOVERY WAY	SW RIVERLAND BLVD	SW COMMUNITY BLVD	COLLECTOR	CITY	2	40	1.05	2.10	E	D	7,000	C3R	17,700	7,350	18,590
DISCOVERY WAY	SW COMMUNITY BLVD	VILLAGE PKWY	COLLECTOR	CITY	2	40	0.28	0.56	E	D	3,363	C3R	17,700	942	4,960

APPENDIX D: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	2025 VMT	2025 VMC
EAST TORINO PKWY	CALIFORNIA BLVD	CASHMERE BLVD	ARTERIAL	CITY	2	40	1.00	2.00	E	E	5,605	C3R	17,700	5,609	17,720
EAST TORINO PKWY	CASHMERE BLVD	NORTH TORINO PKWY	ARTERIAL	CITY	2	40	1.56	3.12	E	E	10,700	C3R	17,700	16,707	27,640
EAST TORINO PKWY	NORTH TORINO PKWY	MIDWAY RD	ARTERIAL	CITY	2	40	0.88	1.76	E	E	15,500	C3R	17,700	13,623	15,560
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	ARTERIAL	CITY	2	35	0.61	1.22	D	E	16,100	C3R	15,600	9,806	9,500
FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	ARTERIAL	CITY	2	40	0.67	1.34	E	E	10,600	C3R	17,700	7,085	11,830
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	ARTERIAL	CITY	2	40	0.98	1.95	E	E	10,600	C3R	17,700	10,345	17,270
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	ARTERIAL	CITY	2	40	1.34	2.69	E	E	10,000	C3R	17,700	13,433	23,780
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	ARTERIAL	CITY	2	40	0.86	1.71	E	E	9,600	C3R	17,700	8,225	15,160
FLORESTA DR	AIROSO BLVD	SELVITZ RD	COLLECTOR	CITY	2	35	1.07	2.15	D	D	6,725	C3R	17,700	7,226	19,020
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	COLLECTOR	CITY	2	35	0.30	0.59	D	D	6,725	C3R	17,700	2,000	5,260
FLORIDA TURNPIKE	MARTIN C.L.	PORT ST LUCIE BLVD	LIMITED ACCESS	TURNPIKE (STATE)	4	70	4.98	19.92	E	D	58,178	LA	74,400	289,728	370,510
FLORIDA TURNPIKE	PORT ST LUCIE BLVD	MIDWAY RD	LIMITED ACCESS	TURNPIKE (STATE)	4	70	7.35	29.40	E	D	50,631	LA	74,400	372,138	546,840
GATLIN BLVD	W OF I-95	E OF I-95	MAJOR ARTERIAL	CITY	6	45	0.32	1.89	E	E	108,014	C3C	59,900	34,036	18,870
GATLIN BLVD	E OF I-95	SAVAGE BLVD	MAJOR ARTERIAL	CITY	6	45	0.60	3.61	E	E	108,014	C3C	59,900	64,949	36,020
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	MAJOR ARTERIAL	CITY	6	45	0.63	3.81	E	E	50,500	C3C	59,900	32,052	38,020
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	MAJOR ARTERIAL	CITY	6	45	0.72	4.31	E	E	42,600	C3C	59,900	30,598	43,020
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	MAJOR ARTERIAL	CITY	6	45	0.88	5.28	E	E	37,400	C3C	59,900	32,902	52,700
GILSON RD	MARTIN C.L.	BECKER RD	ARTERIAL	COUNTY	2	30	0.28	0.57	C	E	22,977	C3R	15,600	6,494	4,410
GLADES CUT-OFF RD	SOUTHERN TERMINUS	CARLTON RD	COLLECTOR	COUNTY	2	50	2.03	4.05	E	D	600	C3R	17,700	1,216	35,870
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	COLLECTOR	COUNTY	2	50	2.19	4.39	E	D	600	C3R	17,700	1,316	38,810
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	ARTERIAL	COUNTY	2	50	3.73	7.47	E	E	15,146	C3R	17,700	56,554	66,090
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	ARTERIAL	COUNTY	2	50	0.88	1.75	E	E	15,146	C3R	17,700	13,263	15,500
GLADES CUT-OFF RD	COMMERCE CENTER DR	I-95	ARTERIAL	COUNTY	2	50	1.26	2.52	E	E	5,809	C3C	17,700	7,328	22,330
GLADES CUT-OFF RD	I-95	MIDWAY RD	ARTERIAL	COUNTY	2	50	1.85	3.71	E	E	5,809	C3C	17,700	10,764	32,790
GRAND DR	SW WALTON RD	SE TIFFANY AVE	COLLECTOR	CITY	2	30	0.38	0.76	C	D	1,936	C3R	14,800	734	5,610
GRAND DR	SE TIFFANY AVE	SE LENARD RD	COLLECTOR	CITY	2	30	1.16	2.32	C	D	1,936	C3R	14,800	2,246	17,170
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	COLLECTOR	CITY	2	40	0.69	1.37	E	D	5,299	C3R	17,700	3,640	12,160
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	COLLECTOR	CITY	2	40	0.90	1.80	E	D	5,299	C3R	17,700	4,777	15,960
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	COLLECTOR	CITY	2	40	1.06	2.12	E	D	5,299	C3R	17,700	5,621	18,780
HEATHERWOOD BLVD	SW CALIFORNIA BLVD	SW CASHMERE BLVD	COLLECTOR	CITY	2	30	1.09	2.18	C	D	7,133	C3R	14,800	7,784	16,150
IMPORT DR	SW SAVAGE BLVD	SW GATLIN BLVD	COLLECTOR	CITY	2	30	2.21	4.41	C	D	3,668	C3R	14,800	8,091	32,640
INDIAN RIVER DR	MARTIN C. L.	WALTON ROAD	ARTERIAL	COUNTY	2	35	2.77	5.54	D	D	7,300	C3R	14,800	20,207	40,970
INDIAN RIVER DR	WALTON ROAD	WALTON SCRUB PRESERVE	ARTERIAL	COUNTY	2	35	0.82	1.64	D	D	7,300	C3R	14,800	5,985	12,130
I-95	MARTIN C. L.	GATLIN BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	70	4.34	26.02	E	D	88,847	LA	123,600	385,373	536,110
I-95	GATLIN BLVD	ST LUCIE WEST BLVD	LIMITED ACCESS	INTERSTATE (STATE)	6	70	3.45	20.68	E	D	105,663	LA	123,600	364,181	426,000

APPENDIX D: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	2025 VMT	2025 VMC
I-95	ST LUCIE WEST BLVD	MIDWAY RD	LIMITED ACCESS	INTERSTATE (STATE)	6	70	4.40	26.37	E	D	77,474	LA	123,600	340,557	543,320
JENNINGS RD	US 1	LENNARD RD	COLLECTOR	CITY	4	35	0.48	1.92	D	D	10,801	C3R	39,800	5,195	19,140
LAKEHURST DR	SW BAYSHORE RD	SW AIROSO BLVD	COLLECTOR	CITY	2	35	1.30	2.60	D	D	4,280	C3R	17,700	5,556	22,980
LAKEHURST DR	SW AIROSO BLVD	SANDA AVE	COLLECTOR	CITY	2	35	0.27	0.55	D	D	4,280	C3R	17,700	1,170	4,840
LENNARD RD	US 1	MARIPOSA AVE	ARTERIAL	CITY	4	40	0.38	1.53	E	E	35,461	C3R	39,800	13,572	15,230
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	ARTERIAL	CITY	4	40	0.37	1.50	E	E	17,600	C3R	39,800	6,583	14,890
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	ARTERIAL	CITY	4	40	0.13	0.52	E	E	17,527	C3R	39,800	2,257	5,130
LENNARD RD	JENNINGS RD	HILLMOOR DR	ARTERIAL	CITY	4	40	0.35	1.42	E	E	17,527	C3R	39,800	6,207	14,090
LENNARD RD	HILLMOOR DR	TIFFANY AVE	ARTERIAL	CITY	4	40	0.68	2.74	E	E	17,527	C3R	39,800	12,004	27,260
LENNARD RD	TIFFANY AVE	WALTON RD	ARTERIAL	CITY	4	40	0.37	1.49	E	E	15,285	C3R	39,800	5,703	14,850
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	COLLECTOR	CITY	2	30	0.79	1.58	C	D	14,674	C3R	14,800	11,602	11,700
LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	COLLECTOR	CITY	2	35	0.46	0.92	D	D	12,228	C3R	17,700	5,631	8,150
LYNGATE DR	MORNINGSIDE BLVD	US 1	COLLECTOR	CITY	2	35	0.16	0.31	D	D	17,934	C3R	17,700	2,790	2,750
MANVILLE DR	NW SELVITZ RD	ST JAMES DR	COLLECTOR	CITY	2	30	0.88	1.76	C	D	2,853	C3R	39,800	2,518	35,120
MARIPOSA AVE	US 1	LENNARD RD	ARTERIAL	CITY	4	35	0.22	0.88	D	E	37,907	C3R	59,900	8,341	13,180
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	COLLECTOR	CITY	2	30	1.13	2.27	C	D	12,432	C3R	14,800	14,079	16,760
MARSHALL PARKWAY	SW COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	CITY	2	35	0.84	1.68	D	D	1,250	C3R	14,800	1,050	12,430
MCCARTY RD	GLADES CUT OFF ROAD	OKEECHOBEE RD	LOCAL	COUNTY	2	35	3.19	6.39	D	D	321	C3R	14,800	1,025	47,260
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	COLLECTOR	CITY	2	30	1.74	3.48	C	D	9,782	C3R	14,800	17,028	25,760
MIDWAY RD	OKEECHOBEE RD	SHINN RD	ARTERIAL	COUNTY	2	45	0.88	1.77	E	E	6,900	C3R	17,700	6,098	15,640
MIDWAY RD	SHINN RD	MCCARTY RD	ARTERIAL	COUNTY	2	45	1.52	3.03	E	E	6,900	C3R	17,700	10,456	26,820
MIDWAY RD	MCCARTY RD	N/S ARTERIAL A	ARTERIAL	COUNTY	2	45	0.88	1.76	E	E	7,900	C3R	17,700	6,952	15,580
MIDWAY RD	N/S ARTERIAL A	I-95	ARTERIAL	COUNTY	2	45	1.51	3.02	E	E	7,900	C3R	17,700	11,929	26,730
MIDWAY RD	I-95	GLADES CUT-OFF RD	ARTERIAL	COUNTY	4	45	1.00	3.99	E	E	22,200	C3C	39,800	22,155	39,720
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	ARTERIAL	COUNTY	4	45	0.28	1.12	E	E	23,600	C3C	39,800	6,632	11,180
MIDWAY RD	EAST TORINO PKWY	MILNER DR	ARTERIAL	COUNTY	2	45	0.56	1.12	E	E	25,100	C3C	17,700	14,088	9,930
MIDWAY RD	MILNER DR	W OF SELVITZ RD	ARTERIAL	COUNTY	2	45	0.67	1.35	E	E	25,100	C3C	17,700	16,927	11,940
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	ARTERIAL	COUNTY	4	45	0.08	0.32	E	E	25,100	C3C	39,800	2,014	3,190
MIDWAY RD	SELVITZ	S 25TH ST	ARTERIAL	COUNTY	4	45	1.03	4.11	E	E	22,100	C3C	39,800	22,722	40,920
MORNINGSIDE BLVD	SW WESTCHESTER DR	WESTMORELAND BLVD	COLLECTOR	CITY	2	25	1.22	2.44	B	D	5,503	C3R	14,800	6,705	18,030
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	35	1.12	2.25	C	D	12,636	C3R	17,700	14,194	19,880
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	COLLECTOR	CITY	2	25	1.06	2.13	B	D	3,261	C3R	14,800	3,468	15,740
OAKRIDGE DR	OAKLYN ST	MOUNTWELL ST	COLLECTOR	CITY	2	35	0.81	1.61	D	D	9,782	C3R	14,800	7,888	11,930
PAAR DR	ROSSER BLVD	SAVONA BLVD	COLLECTOR	CITY	2	40	1.03	2.06	E	D	6,800	C3R	17,700	7,007	18,240
PAAR DR	SAVONA BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	40	0.76	1.53	E	D	6,800	C3R	17,700	5,192	13,510
PAAR DR	PORT ST LUCIE BLVD	DARWIN BLVD	COLLECTOR	CITY	2	40	1.04	2.07	E	D	8,560	C3R	17,700	8,875	18,350
PAAR DR	DARWIN BLVD	TULIP BLVD	COLLECTOR	CITY	2	40	2.03	4.06	E	D	3,872	C3R	17,700	7,863	35,940
PEACHTREE BLVD	ST JAMES DR	NW SELVITZ RD	COLLECTOR	CITY	2	30	0.51	1.03	C	D	5,299	C3R	14,800	2,720	7,600

APPENDIX D: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	2025 VMT	2025 VMC
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	COLLECTOR	CITY	4	40	0.70	2.80	E	D	24,900	C3C	39,800	17,434	27,870
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	COLLECTOR	CITY	2	40	1.23	2.46	E	D	10,700	C3C	17,700	13,179	21,800
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	COLLECTOR	CITY	2	40	1.04	2.08	E	D	19,972	C3R	17,700	20,748	18,390
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	ARTERIAL	CITY	4	40	0.23	0.93	E	E	10,088	C3R	39,800	2,354	9,290
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	40	1.19	2.37	E	E	12,900	C3R	17,700	15,287	20,980
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	ARTERIAL	CITY	2	40	1.16	2.32	E	E	12,900	C3R	17,700	14,991	20,570
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	ARTERIAL	CITY	2	40	0.53	1.05	E	E	24,400	C3C	17,700	12,854	9,320
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	MAJOR ARTERIAL	CITY	4	40	0.58	2.34	E	E	24,400	C3C	39,800	14,269	23,280
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	MAJOR ARTERIAL	CITY	6	45	0.90	5.42	E	E	51,800	C3C	59,900	46,784	54,100
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	MAJOR ARTERIAL	CITY	6	45	0.39	2.31	E	E	51,800	C3C	59,900	19,959	23,080
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	PRINCIPAL ARTERIAL	STATE	6	45	0.24	1.46	E	E	48,331	C3C	59,900	11,732	14,540
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	PRINCIPAL ARTERIAL	STATE	6	45	0.17	1.05	E	E	48,331	C3C	59,900	8,422	10,440
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	PRINCIPAL ARTERIAL	STATE	6	45	0.84	5.06	E	E	49,842	C3C	59,900	42,058	50,550
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	PRINCIPAL ARTERIAL	STATE	6	45	0.62	3.75	E	E	42,793	C3C	59,900	26,726	37,410
PORT ST LUCIE BLVD	FLORESTA DR	ST LUCIE RIVER	PRINCIPAL ARTERIAL	STATE	6	45	0.61	3.65	E	E	57,393	C3C	59,900	34,874	36,400
PORT ST LUCIE BLVD	ST LUCIE RIVER	VETERANS MEMORIAL PKWY	PRINCIPAL ARTERIAL	STATE	6	45	0.27	1.63	E	E	57,393	C3C	59,900	15,631	16,310
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	PRINCIPAL ARTERIAL	STATE	6	45	1.25	7.48	E	E	38,766	C3C	59,900	48,313	74,650
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	PRINCIPAL ARTERIAL	STATE	6	45	0.56	3.37	E	E	38,262	C3C	59,900	21,466	33,610
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	ARTERIAL	CITY	4	40	1.35	5.40	E	E	21,909	C3C	39,800	29,591	53,760
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	ARTERIAL	COUNTY	4	40	0.58	2.33	E	E	27,300	C3R	39,800	15,897	23,180
RANGE LINE RD	MARTIN COUNTY	BECKER RD	ARTERIAL	COUNTY	2	55	0.40	0.80	E	E	2,400	C3R	17,700	960	7,080
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF RD	ARTERIAL	COUNTY	2	55	3.82	7.64	E	E	2,400	C3R	17,700	9,165	67,590
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD	GLADES CUT-OFF RD	ARTERIAL	COUNTY	2	55	1.93	3.87	E	E	2,400	C3R	17,700	4,642	34,240
ROSSER BLVD	PAAR DR	APRICOT RD	COLLECTOR	CITY	2	40	2.17	4.34	E	D	18,300	C3R	17,700	39,672	38,370
ROSSER BLVD	APRICOT RD	GATLIN BLVD	COLLECTOR	CITY	4	40	0.79	3.14	E	D	18,300	C3R	39,800	14,388	31,290
SANDIA DR	NW PRIMA VISTA BLVD	SE LAKEHURST DR	COLLECTOR	CITY	2	35	0.68	1.36	D	D	6,114	C3R	14,800	4,161	10,070
SANDIA DR	SE LAKEHURST DR	CROSSTOWN PKWY	COLLECTOR	CITY	2	35	0.81	1.61	D	D	6,114	C3R	14,800	4,925	11,920
SANDIA DR	CROSSTOWN PKWY	SE THORNHILL DR	COLLECTOR	CITY	2	35	0.59	1.17	D	D	6,114	C3R	14,800	3,583	8,670
SAVAGE BLVD	GATLIN BLVD	DEL RIO BLVD	COLLECTOR	CITY	2	35	2.30	4.60	D	D	6,725	C3R	17,700	15,468	40,710
SAVONA BLVD	BECKER RD	PAAR DR	ARTERIAL	CITY	2	40	0.91	1.83	E	E	11,719	C3R	17,700	10,699	16,160
SAVONA BLVD	PAAR DR	GATLIN BLVD	ARTERIAL	CITY	2	40	2.81	5.63	E	E	11,719	C3R	17,700	32,979	49,810
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	ARTERIAL	CITY	2	40	1.08	2.16	E	E	14,266	C3R	17,700	15,395	19,100
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	ARTERIAL	CITY	2	30	1.67	3.33	C	E	13,500	C3R	15,600	22,490	25,990
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	ARTERIAL	CITY	2	35	1.19	2.39	D	E	12,700	C3R	15,600	15,154	18,610
SHINN RD	OKEECHOBEE RD	RESERVE BLVD EXT	LOCAL	COUNTY	2	30	2.53	5.06	C	D	1,284	C3R	14,800	3,246	37,410
SOUTHBEND BLVD	SE OAKRIDGE DR	E SNOW RD	ARTERIAL	CITY	2	40	1.94	3.87	E	E	13,200	C3R	17,700	25,574	34,290
SOUTHBEND BLVD	E SNOW RD	BECKER RD	ARTERIAL	CITY	2	40	2.25	4.50	E	E	13,200	C3R	17,700	29,700	39,830
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	MAJOR ARTERIAL	COUNTY	4	40	1.87	7.47	E	E	38,635	C3R	39,800	72,170	74,350

APPENDIX D: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	2025 VMT	2025 VMC
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	ARTERIAL	COUNTY	4	45	0.27	1.09	E	E	39,651	C3R	39,800	10,783	10,820
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	ARTERIAL	COUNTY	4	45	0.41	1.64	E	E	17,792	C3R	39,800	7,280	16,280
ST JAMES DR	TELFORD AVE	MIDWAY RD	ARTERIAL	COUNTY	4	45	0.79	3.16	E	E	17,792	C3R	39,800	14,051	31,430
ST LUCIE WEST BLVD	COMMERCE CENTER DR	PEACOCK BLVD	COLLECTOR	COUNTY	4	35	0.59	2.36	D	D	19,100	C3C	17,700	11,272	10,450
ST LUCIE WEST BLVD	PEACOCK BLVD	CALIFORNIA BLVD	MAJOR ARTERIAL	CITY	4	40	0.85	3.39	E	E	38,200	C3C	39,800	32,412	33,770
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	MAJOR ARTERIAL	CITY	4	40	0.30	1.19	E	E	38,200	C3C	39,800	11,341	11,820
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	MAJOR ARTERIAL	CITY	4	40	1.04	4.17	E	E	43,600	C3C	39,800	45,503	41,540
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	MAJOR ARTERIAL	CITY	6	40	0.47	2.83	E	E	43,600	C3C	59,900	20,566	28,250
SW FAIRGREEN RD	CROSSTOWN PKWY	SW CADIMA ST	COLLECTOR	CITY	2	25	0.80	1.60	B	D	6,500	C3R	14,800	5,200	11,840
THORNHILL DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	40	2.04	4.07	E	D	18,750	C3R	17,700	38,169	36,030
TIFFANY AVE	US 1	HILLMOOR DR	COLLECTOR	CITY	4	30	0.12	0.47	C	D	14,800	C3R	14,800	1,750	1,750
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	COLLECTOR	CITY	4	30	0.20	0.80	C	D	14,800	C3R	14,800	2,976	2,980
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	COLLECTOR	CITY	4	30	0.70	2.80	C	D	14,800	C3R	14,800	10,369	10,370
TIFFANY AVE	LENNARD RD	SE GRAND DR	COLLECTOR	CITY	2	30	0.92	1.84	C	D	14,800	C3R	14,800	13,652	13,650
TORINO PKWY (NORTH & WEST)	CALIFORNIA BLVD	NW EAST TORINO PKWY	COLLECTOR	CITY	2	40	2.61	5.22	E	D	9,171	C3R	17,700	23,947	46,220
TRADITION PKWY	RANGE LINE RD	POWERLINE RD	ARTERIAL	CITY	4	35	1.02	4.08	D	E	26,082	C3R	39,800	26,604	40,600
TRADITION PKWY	POWERLINE RD	COMMUNITY BLVD	ARTERIAL	CITY	4	35	2.15	8.60	D	E	26,082	C3R	39,800	56,077	85,570
TRADITION PKWY	COMMUNITY BLVD	VILLAGE PKWY	MAJOR ARTERIAL	CITY	4	35	0.41	1.64	D	E	11,148	C3C	39,800	4,578	16,340
TRADITION PKWY	VILLAGE PKWY	W OF I-95	MAJOR ARTERIAL	CITY	6	45	0.40	2.40	E	E	55,600	C3C	59,900	22,245	23,970
TULIP BLVD	PORT ST LUCIE BLVD	PAAR DR	COLLECTOR	CITY	2	35	2.02	4.03	D	D	9,069	C3C	17,700	18,290	35,700
TULIP BLVD	PAAR DR	DARWIN BLVD	COLLECTOR	CITY	2	35	0.46	0.91	D	D	9,069	C3C	17,700	4,148	8,100
TULIP BLVD	DARWIN BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	35	0.89	1.78	D	D	3,800	C3C	17,700	3,391	15,800
UNIVERSITY BLVD	NW PEACOCK BLVD	NW CALIFORNIA BLVD	COLLECTOR	CITY	2	30	0.58	1.16	C	D	9,782	C3R	14,800	5,671	8,580
US 1	MARTIN C.L.	LENNARD RD	PRINCIPAL ARTERIAL	STATE	6	45	0.14	0.86	E	E	52,862	C3C	59,900	7,582	8,590
US 1	LENNARD RD	PORT ST LUCIE BLVD	PRINCIPAL ARTERIAL	STATE	6	45	0.43	2.56	E	E	35,745	C3C	59,900	15,238	25,540
US 1	PORT ST LUCIE BLVD	JENNINGS RD	PRINCIPAL ARTERIAL	STATE	6	45	0.56	3.37	E	E	35,745	C3C	59,900	20,091	33,670
US 1	JENNINGS RD	TIFFANY AVE	PRINCIPAL ARTERIAL	STATE	6	45	0.68	4.06	E	E	35,745	C3C	59,900	24,200	40,550
US 1	TIFFANY AVE	WALTON RD	PRINCIPAL ARTERIAL	STATE	6	45	0.85	5.08	E	E	35,745	C3C	59,900	30,252	50,690
US 1	WALTON RD	VILLAGE GREEN DR	PRINCIPAL ARTERIAL	STATE	6	45	0.58	3.45	E	E	45,814	C3C	59,900	26,346	34,450
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	ARTERIAL	CITY	4	40	1.38	5.50	E	E	13,700	C3R	39,800	18,854	54,770
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	ARTERIAL	CITY	4	40	0.90	3.62	E	E	9,069	C3R	39,800	8,199	35,980
VILLAGE GREEN DR	US 1	WALTON RD	COLLECTOR	CITY	4	30	1.05	4.20	C	D	17,323	C3C	14,800	18,176	15,530
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	COLLECTOR	CITY	2	30	0.63	1.26	C	D	26,086	C3C	14,800	16,415	9,310
VILLAGE PKWY	BECKER RD	MARSHALL PKWY	MAJOR ARTERIAL	CITY	4	45	1.70	6.80	E	E	32,500	C3C	39,800	55,250	67,660
VILLAGE PKWY	MARSHALL PKWY	DISCOVERY WAY	MAJOR ARTERIAL	CITY	4	45	1.50	6.00	E	E	32,500	C3C	39,800	48,750	59,700
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	MAJOR ARTERIAL	CITY	6	45	0.75	4.48	E	E	32,500	C3C	59,900	24,287	44,760
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	MAJOR ARTERIAL	CITY	4	35	1.67	6.70	D	E	28,023	C3C	39,800	46,932	66,660
VILLAGE PKWY	WESTCLIFFE LN	CROSSTOWN PKWY	MAJOR ARTERIAL	CITY	4	35	0.48	1.93	D	E	35,665	C3C	39,800	17,219	19,220

APPENDIX D: CITY OF PORT ST. LUCIE TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	Existing Travel Lanes	Speed Limit	Length (mi)	Lane Miles (mi)	Street QOS	Road LOS Standard	2025 AADT	CONTEXT CLASS	Daily Capacity	2025 VMT	2025 VMC
WALTON RD	US 1	VILLAGE GREEN DR	ARTERIAL	COUNTY	4	30	0.45	1.80	C	E	10,167	C3C	33,800	4,577	15,220
WALTON RD	VILLAGE GREEN DR	LENNARD RD	ARTERIAL	COUNTY	4	35	0.76	3.05	D	E	19,400	C3R	39,800	14,815	30,390
WALTON RD	LENNARD RD	GREEN RIVER PKWY	ARTERIAL	COUNTY	2	45	1.10	2.19	E	E	19,400	C3R	17,700	21,260	19,400
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	ARTERIAL	COUNTY	2	45	0.79	1.58	E	E	19,400	C3R	17,700	15,326	13,980
WESTCLIFFE LN	TREMONTE AVE	COMMUNITY BLVD	ARTERIAL	HOA	4	35	0.40	1.59	D	E	10,307	C3R	39,800	4,094	15,810
WESTCLIFFE LN	COMMUNITY BLVD	VILLAGE PKWY	ARTERIAL	HOA	4	35	0.56	2.26	D	E	10,307	C3R	39,800	5,822	22,480
WESTMORELAND BLVD	US 1	MORNINGSIDE BLVD	COLLECTOR	CITY	2	30	1.98	3.95	C	D	8,800	C3R	14,800	17,394	29,250
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	COLLECTOR	CITY	2	35	1.21	2.42	D	D	15,896	C3R	17,700	19,203	21,380
WHITMORE DR	SW BAYSHORE BLVD	SE FLORESTA DR	COLLECTOR	CITY	2	30	2.66	5.32	C	D	408	C3R	14,800	1,084	39,370

Source: Traffic data provided by City of Port St. Lucie, St. Lucie County, FDOT, and St. Lucie County TPO. LOS Standards based on adopted Comprehensive Plan. Daily Capacity based on FDOT Generalized Tables. AADT obtained from the Florida Department of Transportation (FDOT), St. Lucie County, and the St. Lucie County TPO. VMT is length x AADT. VMC is length x Daily Capacity. 2025 AADT, VMT, & VMC rounded to the nearest 10th. AADT and Daily Capacity are generally rounded to the nearest 100th, for some smaller values, numbers are rounded to the nearest 50th.

APPENDIX E-1

Origin & Destination Analysis

APPENDIX E-1: ORIGIN & DESTINATION ANALYSIS					
DESTINATION	**EAST**	**SOUTHWEST**	**NORTHWEST**	**WEST**	
EAST	468,243	89,241	19,353	23,251	
SOUTHWEST	88,390	62,364	4,869	7,226	
NORTHWEST	20,491	4,654	5,733	2,824	
WEST	19,922	7,747	3,380	5,993	
TOTAL	597,045	164,005	33,335	39,293	
ORIGIN	**EAST**	**SOUTHWEST**	**NORTHWEST**	**WEST**	**TOTAL**
EAST	432,631	84,141	17,060	18,656	552,489
SOUTHWEST	82,416	62,364	4,869	7,226	156,875
NORTHWEST	16,326	4,654	5,733	2,824	29,537
WEST	18,601	6,955	2,914	7,402	35,872
ORIGIN & DESTINATION	**EAST**	**SOUTHWEST**	**NORTHWEST**	**WEST**	**TOTAL**
EAST	900,874	172,531	37,551	38,578	1,149,534
SOUTHWEST	171,657	124,728	9,522	14,973	320,880
NORTHWEST	35,679	9,522	11,467	6,204	62,872
WEST	41,852	14,181	5,738	13,395	75,166
ORIGIN & DESTINATION	**EAST**	**SOUTHWEST**	**NORTHWEST**	**WEST**	**TOTAL**
EAST	78.4%	15.0%	3.3%	3.4%	100.0%
SOUTHWEST	53.5%	38.9%	3.0%	4.7%	100.0%
NORTHWEST	56.7%	15.1%	18.2%	9.9%	100.0%
WEST	55.7%	18.9%	7.6%	17.8%	100.0%

Source: Treasure Coast Regional Transit Demand Model version 6.0 (August 2025)

APPENDIX E-2

Vehicle Miles of Travel Summary

APPENDIX E-2:VEHICLE MILES OF TRAVEL COMPARISON			
2050 MOBILITY FEE VEHICLE MILES OF TRAVEL			
	MSA	MSA no LA	LA
2020	4,417,495	2,934,144	1,483,352
2021	4,527,673	3,009,157	1,518,466
2022	4,640,599	3,086,089	1,554,412
2023	4,756,342	3,164,987	1,591,209
2024	4,874,971	3,245,903	1,628,876
2025	4,996,559	3,328,887	1,667,436
2026	5,121,179	3,413,993	1,706,908
2027	5,248,908	3,501,274	1,747,315
2028	5,379,822	3,590,787	1,788,678
2029	5,514,002	3,682,588	1,831,020
2030	5,651,528	3,776,737	1,874,365
2031	5,792,485	3,873,292	1,918,735
2032	5,936,957	3,972,316	1,964,157
2033	6,085,032	4,073,871	2,010,653
2034	6,236,800	4,178,023	2,058,250
2035	6,392,354	4,284,838	2,106,974
2036	6,551,787	4,394,383	2,156,851
2037	6,715,197	4,506,729	2,207,909
2038	6,882,683	4,621,947	2,260,175
2039	7,054,346	4,740,111	2,313,679
2040	7,230,290	4,861,296	2,368,449
2041	7,410,623	4,985,579	2,424,516
2042	7,595,453	5,113,039	2,481,910
2043	7,784,893	5,243,758	2,540,663
2044	7,979,058	5,377,819	2,600,807
2045	8,178,066	5,515,307	2,662,374
2046	8,382,037	5,656,310	2,725,399
2047	8,591,096	5,800,919	2,789,916
2048	8,805,369	5,949,224	2,855,960
2049	9,024,986	6,101,320	2,923,567
2050	9,250,081	6,257,306	2,992,775
Increase	4,832,585	3,323,162	1,509,423
Source: Treasure Coast Regional Planning Model Version 6.0 (2025) & Version 5.0 (2022)			

APPENDIX F

2022 National Household Travel Survey Data

APPENDIX F: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS)									
TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGHT (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
HOME	5,716,091,706	1.50	23,943,605,135	1.40	4.19	3,821,418,425	17,161,537,850	4.49	1.23
WORK	1,968,109,176	1.24	9,043,725,668	1.13	4.60	1,587,578,987	7,974,327,668	5.02	1.25
PERSONAL ERRANDS	2,125,475,277	1.81	6,879,191,620	1.55	3.24	1,173,996,317	4,452,031,348	3.79	2.09
COMMUNITY SERVING	252,016,680	1.84	1,675,366,852	1.39	6.65	136,649,619	1,204,325,627	8.81	1.41
SOCIAL / VACATION	435,894,624	1.83	1,578,252,764	2.12	3.62	237,983,539	745,717,012	3.13	1.16
SCHOOL	1,108,917,586	1.62	8,047,855,985	1.58	7.26	684,859,765	5,078,072,571	7.41	1.00
FAMILY CARE	53,278,460	1.72	118,581,282	2.00	2.23	30,934,698	59,290,641	1.92	2.00
MEDICAL / DENTAL	252,812,212	1.11	1,411,745,763	1.08	5.58	227,835,393	1,309,542,136	5.75	1.11
BUY MEALS	1,230,418,597	1.47	5,477,771,406	1.40	4.45	836,654,639	3,907,744,708	4.67	1.60
BUY GOODS	2,242,659,929	1.61	8,503,036,653	1.71	3.79	1,389,350,849	4,973,539,999	3.58	1.48
EXERCISE	399,469,758	1.60	1,232,644,753	1.48	3.09	249,969,734	833,137,492	3.33	1.40
RECREATION / ENTERTAINMENT	330,338,875	1.67	817,532,884	1.68	2.47	198,138,086	486,648,069	2.46	2.97
TOTAL	16,115,482,880	1.52	68,729,310,766	1.43	4.26	10,575,370,052	48,185,915,120	4.56	1.57

Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA less than 1 million population. Average of trips based on trip lengths of 10 Miles or Less.

APPENDIX G

Roadways Corridors

(Short Term Plan: 2025 to 2030)

APPENDIX G: CITY OF PORT ST LUCIE ROADWAY CORRIDORS (SHORT TERM PLAN: 2025 TO 2030)

Plan ID	ID	Location	Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
Roadway projects should incorporate facilities that support multimodal travel, as right-of-way allows. These may include, but are not limited to, shared-use paths, boardwalks, greenways, buffered or protected bicycle lanes, multimodal ways, or multimodal lanes.													
STP	5	SW of I-95		Anthony Sansone Extension	Village Pkwy	Marshall Pkwy	New Two (2) Lane Road	1.05	2025 to 2030	$15,750,000	20,108	5	Funded
STP	10	East of I-95		Bayshore Blvd	Prima Vista Blvd	Selvitz Rd	Widen from Two (2) to Four (4) Lane (Complex)	1.55	2025 to 2030	$35,000,000	67,270	55	Corridor Study
STP	15	SW of I-95	Community & Discovery Corridor	Community Blvd	Tradition Pkwy	Discovery Way	Widen from Two (2) to Four (4) Lane	0.95	2025 to 2030	$23,750,000	39,330	50	
STP	20	SW of I-95		Discovery Way	Community Blvd	Village Pkwy	Widen from Two (2) to Four (4) Lane	0.30	2025 to 2030	$7,500,000	12,420	50	
STP	25	East of I-95	Del Rio Blvd West Extension High Priority Corridor	Del Rio Extension (New Road south of Crosstown)	SW MacKenzie St	Savage Blvd Corridor	New two (2) Lane Road (Canal)	0.45	2025 to 2030	$14,625,000	8,618	15	Improvement accommodates roughly 12,500 to 15,00 cars a day and provides alternative to Gatlin at Savona intersection and Crosstown and I-95 Interchange. Provides alternative corridor while California and Savona are under construction during the Mid Term Plan horizon (2030 to 2040).
STP	30	East of I-95		Savage Blvd Corridor (Upgrade existing 2 Lane Road)	SW Cadima St	SW Import Dr	Complete Street Upgrade (2 lane)	0.59	2025 to 2030	$2,950,000	5,664	25	
STP	35	SW of I-95		Fairgreen Corridor (Upgrade existing 2 Lane Road)	SW Crosstown Pkwy	Savage Blvd Corridor	Complete Street Upgrade (2 lane)	0.81	2025 to 2030	$4,050,000	7,776	25	
STP	40	SW of I-95		Community Center Extension (New Road south of Crosstown)	SW Crosstown Pkwy	Del Rio Blvd West Extension	New Two (2) Lane Road	0.65	2025 to 2030	$9,750,000	12,448	5	
STP	45	East of I-95		Floresta Dr (Phase 3)	E Prima Vista Blvd	Crosstown Pkwy	Widen Two (2) Lane Divided	1.50	2025 to 2030	$37,000,000	39,000	35	Funded
STP	50	East of I-95		Port St. Lucie Blvd	Paar Dr	Martin County	Widen from Two (2) to Four (4) Lane (Complex)	1.65	2025 to 2030	$57,750,000	71,610	55	Funded
STP	55	SW of I-95		North-South A	Crosstown Pkwy	Glades Cut-Off	New Two (2) Lane Road	1.31	2025 to 2030	$19,650,000	25,087	5	
STP	60	East of I-95	SW Import Dr Corridor	SW Abingdon Ave (Upgrade existing 2 lanes)	Savona Blvd	SW Import Dr	Complete Street Upgrade (2 lane)	1.00	2025 to 2030	$5,000,000	9,600	25	Interim needed improvement in advance of widening California & Savona (Phase 2) as shown on Short Term Plan
STP	65	East of I-95		SW Import Dr (Upgrade existing 2 lanes)	SW Abingdon Ave	SW Oakwood Rd	Complete Street Upgrade (2 lane)	0.45	2025 to 2030	$2,250,000	4,320	25	
STP	70	East of I-95		SW Import Dr (Widen to 4 lanes)	SW Oakwood Rd	Gatlin Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.18	2025 to 2030	$6,300,000	7,812	55	
STP	75	East of I-95	SW Savage Blvd Corridor	SW Savage Blvd (Upgrade existing 2 lanes)	SW Import Dr	SW Medlock Ave	Complete Street Upgrade (2 lane)	1.85	2025 to 2030	$9,250,000	17,760	25	Interim needed improvement in advance of widening California & Savona (Phase 2) as shown on Short Term Plan. Also part of Del Rio Blvd West extension.
STP	80	East of I-95		SW Savage Blvd (Widen to 4 lanes)	SW Medlock Ave	Gatlin Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.15	2025 to 2030	$5,250,000	6,510	55	
STP	85	East of I-95		SW Fondura Rd (Upgrade south of Gatlin)	Gatlin Blvd	SW Hayworth Ave	Complete Street Upgrade (2 lane)	0.25	2025 to 2030	$1,250,000	2,400	25	
STP	90	East of I-95		SW Hayworth Ave (Upgrade south of Gatlin)	SW Brescia St	SW Brigantine Pl	Complete Street Upgrade (2 lane)	0.80	2025 to 2030	$4,000,000	7,680	25	
STP	95	East of I-95		St Lucie West Blvd	I-95	Cashmere Blvd	Widen from Four (4) to Six (6) Lane	2.32	2025 to 2030	$52,199,998	70,064	65	Corridor Study
STP	100	East of I-95	North-South High Priority Corridor (Phase 1)	Torino Pkwy	Midway Rd	Cashmere Blvd	Widen from Two (2) to Four (4) Lane	2.43	2025 to 2030	$36,450,000	95,742	45	Corridor Study
STP	105	East of I-95		California Blvd (Phase 1)	St Lucie West Blvd	Crosstown Pkwy	Widen from Two (2) to Four (4) Lane	1.50	2025 to 2030	$37,500,000	62,100	50	Under Design
STP	110	East of I-95		Village Green Dr	Walton Rd	Tiffany Ave	Widen from Two (2) to Four (4) Lane	0.62	2025 to 2030	$15,500,000	25,668	50	

Produced by NUE Urban Concepts, LLC (November 2025). See Appendix O for detail on cost and capacity. The PLC & PMC ID corresponds to the type of project.

APPENDIX H

Roadways Corridors

(Mid Term Plan: 2030 to 2040)

APPENDIX H: CITY OF PORT ST LUCIE ROADWAY CORRIDORS (MID TERM PLAN: 2030 TO 2040)

Plan ID	ID	Location	Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
Roadway projects should incorporate facilities that support multimodal travel, as right-of-way allows. These may include, but are not limited to, shared-use paths, boardwalks, greenways, buffered or protected bicycle lanes, multimodal ways, or multimodal lanes.													
MTP	5	East of I-95		Bayshore Rd	Selvitz Rd	St James Dr	Widen from Two (2) to Four (4) Lane (Complex)	1.04	2030 to 2040	$36,400,000	45,136	55	
MTP	10	SW of I-95	Becker Rd Corridor	Becker Rd	Range Line Rd	SW Belterra Pl	Widen from Two (2) to Four (4) Lane	4.33	2030 to 2040	$43,299,999	158,045	40	
MTP	15	SW of I-95		Becker Rd	SW Belterra Pl	Village Pkwy	Widen from Four (4) to Six (6) Lane	0.50	2030 to 2040	$7,500,000	14,675	60	
MTP	20	East of I-95	Cashmere Blvd Corridor	Cashmere Blvd	Peacock Blvd	North of Renaissance Charter School	Widen from Two (2) to Four (4) Lane	1.47	2030 to 2040	$22,050,000	57,918	45	
MTP	25	East of I-95		Cashmere Blvd	1,000' South of St Lucie West Blvd	Crosstown Pkwy	Widen from Two (2) to Four (4) Lane	1.75	2030 to 2040	$17,500,000	63,875	40	Cashmere Blvd north of St. Lucie West (Short Term Plan)
MTP	30	East of I-95		Cashmere Blvd	Crosstown Pkwy	Del Rio Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.45	2030 to 2040	$15,750,000	19,530	55	
MTP	35	NW of I-95		Commerce Centre Dr	Glades Cut-Off Rd	World Cup Wy	Widen from Two (2) to Four (4) Lane	3.25	2030 to 2040	$81,250,000	134,550	50	
MTP	40	SW of I-95		Community Center Pkwy	Discovery Way	Marshall Pkwy	Widen from Two (2) to Four (4) Lane	1.35	2030 to 2040	$13,500,000	49,275	40	
MTP	45	SW of I-95		Crosstown Pkwy	SW Village Pkwy	Village Pkwy	Widen from Four (4) to Six (6) Lane	0.83	2030 to 2040	$18,675,000	25,066	65	
MTP	50	East of I-95		Darwin Blvd	Port St Lucie Blvd	Tulip Blvd	Widen from Two (2) to Four (4) Lane (Complex)	1.20	2030 to 2040	$42,000,000	52,080	55	
MTP	55	East of I-95		Del Rio Blvd	SW MacKenzie St	Cashmere Blvd	Widen to Two (2) Lane Divided	2.17	2030 to 2040	$37,975,002	56,420	35	Part of Savage Corridor. (Short Term Plan) Consider widen to four (4) lanes.
MTP	60	SW of I-95	Discovery Way Corridor	Discovery Wy	Range Line Rd	SW Oceanus Blvd	Widen from Two (2) to Four (4) Lane	1.10	2030 to 2040	$11,000,000	40,150	40	
MTP	65	SW of I-95		Discovery Wy	SW Oceanus Blvd	SW Community Blvd	Widen from Two (2) to Four (4) Lane	2.30	2030 to 2040	$23,000,000	83,950	40	
MTP	70	East of I-95		Floresta Dr (Phase 4)	NE Airoso Blvd	E Prima Vista Blvd	Widen to Two (2) Lane Divided	0.96	2030 to 2040	$16,800,000	24,960	35	Unfunded Future Phase of Floresta
MTP	75	East of I-95		Green River Pkwy	Walton Rd	Martin County	Widen from Two (2) to Four (4) Lane	3.00	2030 to 2040	$30,000,000	109,500	40	Stops at County line, Coordinate with TPO and Martin County to extend four (4) lane widening to NW Jensen Beach Blvd
MTP	80	East of I-95		Mariposa Ave Extension (New Road)	Hallahan St	Hutchings Ave	New Two (2) Lane Road	0.13	2030 to 2040	$1,950,000	2,490	5	
MTP	85	East of I-95	North-South High Priority Corridor (Phase 2)	Cashmere Blvd	Torino Pkwy	Peacock Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.30	2030 to 2040	$10,500,000	13,020	55	
MTP	90	East of I-95		Peacock Blvd	Cashmere Blvd	California Blvd	Widen from Two (2) to Four (4) Lane	1.03	2030 to 2040	$10,300,000	37,595	40	
MTP	95	East of I-95		California Blvd (Phase 2)	Crosstown Pkwy	Del Rio Blvd	Widen from Two (2) to Four (4) Lane (Complex)	0.38	2030 to 2040	$13,300,000	16,492	55	
MTP	100	East of I-95		California Blvd (Phase 2)	Del Rio Blvd	Savona Blvd	Widen from Two (2) to Four (4) Lane (Complex)	1.33	2030 to 2040	$46,550,000	57,722	55	
MTP	105	East of I-95		Savona Blvd	California Blvd	Gatlin Blvd	Widen from Two (2) to Four (4) Lane (Complex)	1.08	2030 to 2040	$37,800,000	46,872	55	
MTP	110	East of I-95		Savona Blvd	Gatlin Blvd	Martin County	Widen from Two (2) to Four (4) Lane (Complex)	4.00	2030 to 2040	$140,000,000	173,600	55	
MTP	115	East of I-95		Peacock Blvd	University Blvd	California Blvd	Widen from Two (2) to Four (4) Lane	1.40	2030 to 2040	$14,000,000	51,100	40	
MTP	120	East of I-95		Selvitz Rd	Midway Rd	Bayshore Blvd	Widen from Two (2) to Four (4) Lane	2.85	2030 to 2040	$28,500,000	104,025	40	
MTP	125	East of I-95		Southbend Blvd	SE Oakridge Dr	Becker Rd	Widen from Two (2) to Four (4) Lane	4.80	2030 to 2040	$72,000,003	189,120	45	Corridor Study
MTP	130	East of I-95	Tiffany Ave Corridor	Tiffany Ave	East of Burning Lane	Lennard Rd	Widen to Two (2) Lane Divided	0.31	2030 to 2040	$5,425,000	8,060	35	
MTP	135	East of I-95		Tiffany Ave	Lennard Rd	Grand Dr	Widen to Two (2) Lane Divided	0.92	2030 to 2040	$16,100,000	23,920	35	
MTP	140	East of I-95		Tiffany Ave Extension (New Road)	Grand Dr	Green River Parkway	New Two (2) Lane Road	0.18	2030 to 2040	$2,700,000	3,447	5	
MTP	145	NW of I-95		Wylder Pkwy	Midway Rd	Glades Cut-Off Rd	Widen from Two (2) to Four (4) Lane	2.79	2030 to 2040	$27,900,000	101,835	40	
MTP	160	West of I-95		New Corridors (Not Mapped on Mid Term Plan)	New Roads West of Range Line Road identified as partially located on City Property		New Two (2) Lane Road	5.00	2030 to 2040	$75,000,000	95,750	5	Several proposed corridors west of Range Line Rd are located on City Owned Property.

Produced by NUE Urban Concepts, LLC (November 2025). See Appendix O for detail on cost and capacity. The PLC & PMC ID corresponds to the type of project.

APPENDIX I

Roadways Corridors

(Long Term Plan: 2040 to 2050)

APPENDIX I: CITY OF PORT ST LUCIE ROADWAY CORRIDORS (LONG TERM PLAN: 2040 TO 2050)

Plan ID	ID	Location	Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
Roadway projects should incorporate facilities that support multimodal travel, as right-of-way allows. These may include, but are not limited to, shared-use paths, boardwalks, greenways, buffered or protected bicycle lanes, multimodal ways, or multimodal lanes.													
LTP	5	East of I-95	North-South High Priority Corridor (Phase 3)	California Blvd (Phase 3)	Peacock Blvd	St Lucie West Blvd	Widen from Two (2) to Four (4) Lane	1.70	2040 to 2050	$17,000,000	62,050	40	Shown as part of N-S Corridor in Mid Term Plan. The widening of Cashmere address demand in Short Term Plan. The widening of Peacock addresses demand in Mid Term Plan. The California Blvd widening will be needed for Long Term Plan. The City should start exploring access management and right-of-way preservation along corridor.
LTP	10	East of I-95		California Blvd (Phase 4)	Savona Blvd	Cameo Blvd	Widen from Two (2) to Four (4) Lane	1.29	2040 to 2050	$22,575,000	33,540	35	
LTP	15	SW of I-95		Community Center Pkwy	Marshall Pkwy	Becker Rd	Widen from Two (2) to Four (4) Lane	1.72	2040 to 2050	$17,200,000	62,780	40	
LTP	20	SW of I-95		Crosstown Pkwy	Range Line Rd	Village Pkwy	Widen from Four (4) to Six (6) Lane	3.05	2040 to 2050	$45,750,000	89,518	60	
LTP	25	East of I-95		Darwin Blvd	Tulip Blvd	Becker Rd	Widen from Two (2) to Four (4) Lane	2.70	2040 to 2050	$40,500,000	106,380	45	Similar to Savona during the Mid Term Plan (2030 to 2040), the widening of Darwin provides an alternative to the need to widen Port St. Lucie Blvd to six lanes during the long term plan.
LTP	30	East of I-95		Del Rio Blvd	Cashmere Blvd	Port St Lucie Blvd	Widen from Two (2) to Four (4) Lane	2.01	2040 to 2050	$50,250,000	83,214	50	The Del Rio West extension, Fairgreen and Savage improvements help in short term plan. Savona and California help in Mid Term Plan. The Del Rio Blvd widening will be needed for Long Term Plan. The City should start exploring access management and right-of-way preservation along corridor.
LTP	35	East of I-95		Floresta Dr (Phase 5)	Bayshore Blvd	Airoso Blvd	Widen to Two (2) Lane Divided	1.55	2040 to 2050	$27,125,000	40,300	35	Unfunded Future Phase of Floresta
LTP	40	SW of I-95	Marshal Parkway Corridor	Marshall Pkwy	Range Line Rd	Village Pkwy	Widen from Two (2) to Four (4) Lane	4.35	2040 to 2050	$43,499,999	158,775	40	Potential State & Federal Funding: Critical need to start planning. The I-95 interchanges at Crosstown, Tradition Parkway, and Becker can accommodate Tradition build-out. They cannot accommodate the significant future development west of Range Line Road and Glades Cut-Off.
LTP	45	SW of I-95		Marshall Pkwy	Village Pkwy	I-95	Widen from Two (2) to Four (4) Lane	0.75	2040 to 2050	$18,750,000	31,050	50	
LTP	50	SW of I-95		Marshall Pkwy I-95 Interchange	I-95	I-95	Multilane Interchange	0.75	2040 to 2050	$150,000,000	112,500	80	
LTP	55	East of I-95		Westmoreland Blvd	SE Mendavia Ave	US Hwy 1	Widen to Two (2) Lane Divided	3.30	2040 to 2050	$57,750,000	85,800	35	Parallel to PSL Blvd (State Road): Potential State & Federal Funding. Takes 10,000 to 12,500 cars a day off Port St. Lucie Blvd

Produced by NUE Urban Concepts, LLC (November 2025). See Appendix O for detail on cost and capacity. The PLC & PMC ID corresponds to the type of project.

APPENDIX J

Corridor Studies (2025 to 2040)

APPENDIX J: CITY OF PORT ST LUCIE CORRIDORS STUDIES (2025 to 2040)

Plan ID	ID	Location	Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
CS	5	East of I-95		Alcantarra Corridor (New & Upgraded Roads)	Rosser Blvd	Savona Blvd	Corridor Study	0.61	2030 to 2035	$305,000	305	85	Construct a new two (2) lane corridor within canal right-of-way and connects to existing adjacent roads as properties become available.
CS	10	East of I-95		California to Import Corridor (New & Upgraded Roads)	California Blvd	Import Dr	Corridor Study	0.77	2030 to 2035	$385,000	385	85	Evaluate corridor for connectivity improvements between existing roads and complete street upgrades
CS	15	East of I-95		Congo to Brescia Corridor (New & Upgraded Roads)	Crosstown Pkwy	Gatlin Blvd	Corridor Study	2.54	2025 to 2030	$1,270,000	1,270	85	Evaluate corridor for connectivity improvements between existing roads and complete street upgrades
CS	20	East of I-95	Northwest Study Area	Delcris Dr (New Road)	LTC Pkwy	0.2 miles east of LTC Pkwy	PD&E Study	0.20	2025 to 2030	$250,000	250	90	Railroad crossing provides an alternative route prior to the widening of East Torino. There are no viable north-south alternatives between I-95 and the Turnpike other than East Torino. The railroad crossing or overpass would provide a secondary corridor for north-south travel.
CS	25	East of I-95		Delcris Dr (New Overpass)	0.2 miles East of LTC Pkwy	0.08 miles West of NW West Lundy Cir	PD&E Study	0.17	2025 to 2030	$212,500	213	90	
CS	30	East of I-95		Delcris Dr (New Road)	0.08 miles West of NW West Lundy Cir	North Torino Pkwy	PD&E Study	0.31	2025 to 2030	$387,500	388	90	
CS	35	East of I-95	Dreyfuss Corridor	Dreyfuss Extension (New Road)	SW Brescia St	SW Dreyfuss Blvd	Corridor Study	0.95	2030 to 2035	$475,000	475	85	
CS	40	East of I-95		SW Dreyfuss Blvd (Upgrade existing 2 Lane Road)	Dreyfuss Extension	Rosser Blvd	Corridor Study	1.13	2030 to 2035	$565,000	565	85	
CS	45	East of I-95	Gatlin & PSL Bypass Corridor	Gatlin Bypass (New Road)	Rosser Blvd	Port St. Lucie Gatlin Bypass	Corridor Study	2.10	2030 to 2035	$1,050,000	1,050	85	Corridor runs along canal ROW to the south of and parallel with Gatlin Blvd and takes 12,500 to 15,000 cars a day off Gatlin Blvd.
CS	50	East of I-95		Port St. Lucie Gatlin Bypass (New Road)	SW Dalton Cir	Darwin Blvd	Corridor Study	1.15	2030 to 2035	$575,000	575	85	Corridor runs along stormwater property to the east of and parallel with Port St Lucie Blvd and takes 12,500 to 15,000 cars a day out of the Port St Lucie Blvd & Gatlin intersection.
CS	55	East of I-95		Tulip Blvd (Widen Road)	Port St Lucie Blvd	Port St. Lucie Gatlin Bypass	Corridor Study	0.25	2030 to 2035	$125,000	125	85	
CS	60	East of I-95	Port St. Lucie & Turnpike Bypass (High Opportunity Corridor in Conjunction with Turnpike Widening)	Del Rio Blvd Extension (New Road)	Port St Lucie Blvd	SW Badger Ter	Corridor Study	0.07	2025 to 2030	$35,000	35	85	Coordinate with Turnpike Widening. Improvement accommodates 12,500 to 15,000 cars a day and provides an alternative to the Port St. Lucie and Crosstown Parkway Interchange. The improvement relieves traffic along Port St. Lucie Blvd.
CS	65	East of I-95		Chestnut Lane (Upgrade existing 2 Lane Road)	Del Rio Blvd Extension (New Road)	SW Aster Rd	Corridor Study	0.95	2025 to 2030	$475,000	475	85	
CS	70	East of I-95		Chestnut Lane Extension (New Road)	SW Aster Rd	SW Dauphin Ave	Corridor Study	0.15	2025 to 2030	$75,000	75	85	
CS	75	East of I-95		Dalton Circle (Upgrade existing 2 lanes)	SW Dauphin Ave	Port St Lucie Blvd	Corridor Study	1.20	2025 to 2030	$600,000	600	85	
CS	80	East of I-95		C24 Connector (New Turnpike Underpass)	SW Oakridge Dr	SW Ann Arbor Rd	Corridor Study	0.70	2025 to 2030	$350,000	350	85	
CS	85	East of I-95		C24 Connector West (New Road)	C24 Connector	Chestnut Lane Extension	Corridor Study	0.38	2025 to 2030	$190,000	190	85	
CS	90	East of I-95		Dalton Ave (Upgrade existing 2 lanes)	Savona Blvd	Port St Lucie Blvd	Corridor Study	1.04	2025 to 2030	$520,000	520	85	
CS	95	East of I-95		Kestor Dr (One Way Pair)	Becker Rd	Martin County Line	Corridor Study	1.50	2035 to 2040	$750,000	750	85	
CS	100	East of I-95		Northwest Corridor Study Area	Glades Cut-Off Rd	US Hwy 1	PD&E Study	6.38	2035 to 2040	$7,975,000	7,975	90	Evaluate the need for addittional east-west capacity between US 1 and Glades Cut-Off. Alternatives for consideration: (1) Widen St. Luice West to 8 lanes and widen Prima Vista to 6 lanes; (2) Widen Midway to 6 lanes; (3) New east-west 2 or 4 lane corridor running along availabel canal or powerline right-of-way; (4) Elevated toll road; (5) No Build
CS	105	East of I-95	Paar Dr	Paar Dr (Widen Road)	Savona Blvd	Darwin Blvd	Corridor Study	2.04	2035 to 2040	$1,020,000	1,020	85	Both of the Interchanges of Becker Road and Port St. Lucie Blvd will experience significant congestion, even with improvements. The Paar Overpass will serve 12,500 to 15,000 cars a day. Significant traffic likely to come from Martin County along north-south corridors in City.
CS	110	East of I-95		Paar Dr (Widen Road)	Darwin Blvd	Paar to Southbend Connector (Overpass)	PD&E Study	1.00	2035 to 2040	$1,250,000	1,250	90	
CS	115	East of I-95		Paar to Southbend Connector (New Overpass)	Paar Dr	Southbend Blvd	PD&E Study	0.25	2035 to 2040	$312,500	313	90	50 / 50 Split East & West of Turnpike

APPENDIX J: CITY OF PORT ST LUCIE CORRIDORS STUDIES (2025 to 2040)

Plan ID	ID	Location	Corridor	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
CS	120	East of I-95	Port St. Lucie East Bypass	Crescent Ave (Upgrade existing 2 lanes)	Bayshore Blvd	SW Best St	Corridor Study	1.60	2030 to 2035	$800,000	800	85	May be part of larger study to provide parallel route to PSL Blvd from St. Lucie River to Turnpike. Potentially convert one-way pair to PSL corridor study.
CS	125	East of I-95		Port St. Lucie - St Lucie River Bypass (New Road)	Veterans Memorial Pkwy	St Lucie River	Corridor Study	3.05	2030 to 2035	$1,525,000	1,525	85	
CS	130	East of I-95		Essex to Whitmore Connector (New Road)	SE Whitmore Dr	SE Essex Dr	Corridor Study	0.85	2030 to 2035	$425,000	425	85	
CS	135	East of I-95		Thanksgiving Ave (One Way Pair)	SW Best St	SW Aneci St	Corridor Study	1.40	2030 to 2035	$700,000	700	85	
CS	140	East of I-95		Thanksgiving to Port St. Lucie Connector (New Road)	Thanksgiving Ave	Port St Lucie Blvd	Corridor Study	0.25	2030 to 2035	$125,000	125	85	
CS	145	East of I-95		Port St Lucie to Glenwood Connector (New Road)	Port St Lucie Blvd	SW Glenwood Dr	Corridor Study	0.17	2030 to 2035	$85,000	85	85	Part of Port St. Lucie & Turnpike Bypass Corridor under Short Term Plan
CS	150	East of I-95		Glenwood to Oakridge Connector (New Road)	SW Glenwood Dr	Oakridge Dr	Corridor Study	0.52	2030 to 2035	$260,000	260	85	
CS	155	East of I-95		Oakridge to C24 Connector (New Road)	Oakridge Dr	C24 Connector	Corridor Study	1.68	2030 to 2035	$840,000	840	85	
CS	160	East of I-95	PSL Crosstown Bypass	Lyngate Dr (Widen Road)	US Hwy 1	Veterans Memorial Pkwy	PD&E Study	0.63	2035 to 2040	$787,500	788	90	
CS	165	East of I-95		Lyngate Dr Extension (New Bridge over St Lucie River)	Veterans Memorial Pkwy	Crowberry Dr	PD&E Study	1.00	2035 to 2040	$1,250,000	1,250	90	Parallel to PSL Blvd (State Road): Potential State & Federal Funding. Takes 15,000 to 20,000 cars a day off Port St. Lucie Blvd and Crosstown Parkway. Alternative is to widen either Crosstown Parkway or Port St Lucie Blvd over Ste Lucie River to eight lanes or to add a raised limited access roadway down the middle of Port St Lucie Blvd or Crosstown (see Gandy Blvd in Westshore District of Tampa)
CS	170	East of I-95		Thornhill Dr (Upgrade existing 2 lanes)	Crowberry Dr	Floresta Dr	PD&E Study	0.50	2035 to 2040	$625,000	625	90	
CS	175	East of I-95		Thornhill Dr (Upgrade existing 2 lanes)	Floresta Dr	Bayshore Blvd	PD&E Study	2.30	2035 to 2040	$2,875,000	2,875	90	
CS	180	East of I-95	Tulip Blvd Corridor	Tulip Blvd Bypass (New Road)	C24 Canal	Tulip Blvd	Corridor Study	2.02	2025 to 2030	$1,010,000	1,010	85	Takes 10,000 to 12,500 cars a day off Tulip Blvd. Part of C24 Underpass improvements in Short Term Plan. Alternative improvement is to widen Tulip Blvd to four (4) lanes.
CS	185	East of I-95		Tulip Blvd (Widen Road)	Tulip Blvd Bypass (New Road)	Darwin Blvd	Corridor Study	0.75	2025 to 2030	$375,000	375	85	

Produced by NUE Urban Concepts, LLC (November 2025). See Appendix O for detail on cost and capacity. The PLC & PMC ID corresponds to the type of project.

APPENDIX K

Reserved

APPENDIX L

Intersections Plan (2025 to 2050)

APPENDIX L: CITY OF PORT ST LUCIE INTERSECTIONS PLAN (2025 TO 2050)

Plan ID	ID	Location	Intersection	Type	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
INT	5	East of I-95	Abingdon Ave @ Savona Blvd	Roundabout Upgrade	(2030 to 2040)	--	--	--	Roadway Corridors Mid Term Plan (2030 to 2040)
INT	10	East of I-95	Airoso Blvd @ St James Dr	Capacity Improvements	(2030 to 2040)	$2,500,000	3,000	115	
INT	15	East of I-95	Airoso Blvd @ Thanksgiving Ave	High-Intensity Activated Crosswalk	(2030 to 2040)	$325,000	1,500	130	
INT	20	East of I-95	Bayshore Blvd @ Selvitz Rd	Roundabout	(2025 to 2030)	$3,750,000	4,800	95	In Conjunction with Road Widening
INT	25	East of I-95	Bayshore Blvd @ Thornhill Dr	Capacity Improvements	(2030 to 2040)	$2,500,000	3,000	115	
INT	30	East of I-95	Bayshore Dr @ Floresta Dr	Roundabout	(2025 to 2030)	--	--	--	Roadway Corridors Short Term Plan (2025 to 2030)
INT	35	East of I-95	Bayshore Dr @ Lakehurst Dr	Capacity Improvements	(2040 to 2050)	$2,500,000	3,000	115	
INT	40	East of I-95	Becker Rd @ Darwin Blvd	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	
INT	45	East of I-95	Becker Rd @ Kestor Dr	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	
INT	50	East of I-95	Becker Rd @ Savona Blvd	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	
INT	55	East of I-95	Becker Rd @ Southbend Blvd	Multimodal Improvements	(2030 to 2040)	$2,000,000	2,000	120	
INT	60	East of I-95	Becker Rd @ Village Pkwy	Capacity Improvements	(2040 to 2050)	$2,500,000	3,000	115	
INT	65	East of I-95	C24 Connector @ Florida Turnpike	Underpass	(2025 to 2030)	--	--	--	Corridor Study
INT	70	NW of I-95	C24 Canal Greenway @ Glades Cut-Off Road	High-Intensity Activated Crosswalk	(2040 to 2050)	$325,000	900	130	
INT	75	East of I-95	C24 Canal Greenway @ Oaklyn St	High-Intensity Activated Crosswalk	(2040 to 2050)	$325,000	900	130	
INT	80	East of I-95	C24 Canal Greenway @ Port St Lucie Blvd	Multimodal Overpass	(2040 to 2050)	--	--	--	Corridor Study
INT	85	East of I-95	California Blvd @ Cameo Blvd	Roundabout	(2025 to 2030)	$3,750,000	4,800	95	Current CIP
INT	90	East of I-95	California Blvd @ Del Rio Blvd (North)	Capacity Improvements	(2025 to 2030)	$2,500,000	3,000	115	Current CIP
INT	95	East of I-95	California Blvd @ Del Rio Blvd (East)	Roundabout	(2030 to 2040)	$3,750,000	4,800	95	
INT	100	East of I-95	California Blvd @ Heatherwood Blvd	Roundabout	(2030 to 2040)	--	--	--	Roadway Corridors Mid Term Plan (2030 to 2040)
INT	105	East of I-95	California Blvd @ Savona Blvd	Roundabout	(2030 to 2040)	--	--	--	Roadway Corridors Mid Term Plan (2030 to 2040)

APPENDIX L: CITY OF PORT ST LUCIE INTERSECTIONS PLAN (2025 TO 2050)

Plan ID	ID	Location	Intersection	Type	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
INT	110	East of I-95	Cashmere Blvd @ Del Rio Blvd	Roundabout	(2030 to 2040)	$3,750,000	4,800	95	
INT	115	East of I-95	Cashmere Blvd @ Heatherwood Blvd	Roundabout	(2030 to 2040)	--	--	--	Roadway Corridors Mid Term Plan (2030 to 2040)
INT	120	SW of I-95	Community Blvd @ Discovery Way	Capacity Improvements	(2025 to 2030)	--	--	--	Potential Developer Improvement or Public Private Partnership
INT	125	East of I-95	Crosstown Pkwy @ Cashmere Blvd	Capacity Improvements	(2025 to 2030)	$2,500,000	3,000	115	Current CIP
INT	130	East of I-95	Crosstown Pkwy @ Congo St	Capacity Improvements	(2025 to 2030)	$3,250,000	3,000	115	Consider High Priority Intersection
INT	135	SW of I-95	Crosstown Pkwy @ Fairgreen Rd	Capacity Improvements	(2025 to 2030)	$3,250,000	3,600	115	Consider High Priority Intersection
INT	140	East of I-95	Crosstown Pkwy @ FL Turnpike	Interchange	(2030 to 2040)	--	--	--	Funded by tolls
INT	145	East of I-95	Darwin Blvd @ Kestor Dr	Roundabout	(2040 to 2050)	$3,750,000	4,800	95	
INT	150	East of I-95	Darwin Blvd @ Tulip Blvd	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	
INT	155	East of I-95	Del Rio Blvd @ Congo St	Roundabout	(2030 to 2040)	$3,750,000	4,800	95	Congo St Ext Corridor Study
INT	160	East of I-95	East Torino Pkwy @ West Torino Pkwy	Roundabout	(2030 to 2040)	$3,750,000	4,800	95	
INT	165	East of I-95	Floresta Dr @ Airoso Blvd	Multimodal Improvements	(2030 to 2040)	$2,000,000	2,000	120	
INT	170	East of I-95	Gatlin Blvd @ Import Dr	Capacity Improvements	(2025 to 2030)	--	--	--	Roadway Corridors Short Term Plan (2025 to 2030)
INT	175	East of I-95	Gatlin Blvd @ Interstate 95	Capacity Improvements	(2020 to 2025)	--	--	--	Recently Completed
INT	180	East of I-95	Gatlin Blvd @ Brescia St	Capacity Improvements	(2030 to 2040)	$2,500,000	3,000	115	
INT	185	East of I-95	Gatlin Blvd @ Rosser Blvd	Capacity Improvements	(2030 to 2040)	$2,500,000	3,000	115	
INT	190	East of I-95	Gatlin Blvd @ Savage Blvd	Capacity Improvements	(2025 to 2030)	--	--	--	Roadway Corridors Short Term Plan (2025 to 2030)
INT	195	East of I-95	Gatlin Blvd @ Savona Blvd	Capacity Improvements	(2025 to 2030)	$3,750,000	3,600	115	Current CIP
INT	200	NW of I-95	Glades Cut-Off Rd @ Commerce Center Dr	Capacity Improvements	(2025 to 2030)	--	--	--	Developer Improvement
INT	205	SW of I-95	Glades Cut-Off Rd @ North-South A	Capacity Improvements	(2030 to 2040)	$3,250,000	3,600	115	
INT	210	East of I-95	Green River Parkway @ Tiffany Ave Ext	Capacity Improvements	(2030 to 2040)	$3,250,000	3,600	115	

APPENDIX L: CITY OF PORT ST LUCIE INTERSECTIONS PLAN (2025 TO 2050)

Plan ID	ID	Location	Intersection	Type	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
INT	215	East of I-95	Green River Parkway @ Charleston Drive	Multimodal Improvements	(2025 to 2030)	$2,000,000	2,000	120	Current CIP
INT	220	East of I-95	Green River Parkway @ Melaleuca Blvd	Capacity Improvements	(2025 to 2030)	$3,250,000	3,600	115	Current CIP
INT	225	East of I-95	Green River Pkwy @ Berkshire Blvd	Multimodal Improvements	(2025 to 2030)	$2,000,000	2,000	120	Current CIP
INT	230	East of I-95	Green River Pkwy @ Martin County Line	High-Intensity Activated Crosswalk	(2030 to 2040)	$325,000	900	130	
INT	235	SW of I-95	Interstate 95 @ Marshall Parkway Interchange	Interchange	(2040 to 2050)	--	--	--	Roadway Corridors Long Term Plan (2040 to 2050)
INT	240	East of I-95	Lennard Rd @ Village Green Elementary School	High-Intensity Activated Crosswalk	(2025 to 2030)	$325,000	900	130	Current CIP
INT	245	East of I-95	Melaleuca Blvd @ SE Berkshire Blvd	Roundabout	(2025 to 2030)	$3,750,000	4,800	95	Current CIP
INT	250	East of I-95	Paar Dr @ Darwin Blvd	Roundabout	(2025 to 2030)	$3,750,000	4,800	95	Current CIP
INT	255	East of I-95	Paar Dr @ Savona Blvd	Roundabout	(2025 to 2030)	$3,750,000	4,800	95	Current CIP
INT	260	East of I-95	Paar Dr @ Tulip Blvd	Roundabout	(2030 to 2040)	$3,750,000	4,800	95	
INT	265	East of I-95	Paar Dr Ext @ FL Turnpike	Multimodal Overpass	(2040 to 2050)	--	--	--	PD&E Study
INT	270	East of I-95	Peachtree Blvd @ St James Dr	Capacity Improvements	(2030 to 2040)	$3,250,000	3,600	115	
INT	275	East of I-95	Peacock Blvd @ University Blvd	Multimodal Improvements	(2030 to 2040)	--	--	--	Roadway Corridors Mid Term Plan (2030 to 2040)
INT	280	East of I-95	Port St Lucie Blvd @ Airoso Blvd	Multimodal Improvements	(2030 to 2040)	$2,000,000	2,000	120	
INT	285	East of I-95	Port St Lucie Blvd @ Bayshore Blvd	Capacity Improvements	(2030 to 2040)	$3,250,000	3,600	115	
INT	290	East of I-95	Port St Lucie Blvd @ Cameo Blvd	Capacity Improvements	(2030 to 2040)	$3,250,000	3,600	115	
INT	295	East of I-95	Port St Lucie Blvd @ Del Rio Blvd	Capacity Improvements	(2025 to 2030)	$3,750,000	3,600	115	Corridor Study to Extend South to Badger Terrace
INT	300	East of I-95	Port St Lucie Blvd @ Floresta Dr	Multimodal Improvements	(2020 to 2025)	--	--	--	Recently Completed
INT	305	East of I-95	Port St Lucie Blvd @ Florida Turnpike	Interchange	(2030 to 2040)	--	--	--	Funded by tolls
INT	310	East of I-95	Port St Lucie Blvd @ Morningside Blvd	Multimodal Improvements	(2025 to 2030)	$2,000,000	2,000	120	Current CIP
INT	315	East of I-95	Port St Lucie Blvd @ Veterans Memorial Pkwy	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	

APPENDIX L: CITY OF PORT ST LUCIE INTERSECTIONS PLAN (2025 TO 2050)

Plan ID	ID	Location	Intersection	Type	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
INT	320	East of I-95	Prima Vista Blvd @ Airoso Blvd	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	
INT	325	East of I-95	Rosser Blvd @ Cascades Ext / Dreyfuss	Roundabout	(2025 to 2030)	$3,750,000	4,800	95	Current CIP
INT	330	East of I-95	Sandia Dr @ Lakehurst Dr	Roundabout	(2040 to 2050)	$3,750,000	4,800	95	
INT	335	East of I-95	Sandia Dr @ Thornhill Dr	Roundabout	(2025 to 2030)	$3,750,000	4,800	95	Current CIP
INT	340	East of I-95	Savage Blvd @ Import Dr	Roundabout	(2025 to 2030)	$3,750,000	4,800	95	Consider High Priority Intersection
INT	345	East of I-95	Savona Blvd @ Alcantarra Blvd	Capacity Improvements	(2025 to 2030)	$3,250,000	3,600	115	Current CIP
INT	350	East of I-95	Selvitz Rd @ N. Macedo Blvd	Multimodal Improvements	(2025 to 2030)	$2,000,000	2,000	120	Current CIP
INT	355	East of I-95	Selvitz Rd @ Peachtree Blvd	Capacity Improvements	(2025 to 2030)	$3,250,000	3,600	115	Current CIP
INT	360	East of I-95	St Lucie West Blvd @ Bayshore Blvd	Capacity Improvements	(2030 to 2040)	$3,250,000	3,600	115	
INT	365	East of I-95	St Lucie West Blvd @ Bethany Dr	Capacity Improvements	(2030 to 2040)	$3,250,000	3,600	115	
INT	370	East of I-95	St Lucie West Blvd @ California Blvd	Capacity Improvements	(2025 to 2030)	$3,250,000	3,600	115	Current CIP
INT	375	East of I-95	St Lucie West Blvd @ Cashmere Blvd	Multimodal Improvements	(2030 to 2040)	$2,000,000	2,000	120	
INT	380	East of I-95	St Lucie West Blvd @ Interstate 95	Capacity Improvements	(2020 to 2025)	--	--	--	Recently Completed
INT	385	East of I-95	St Lucie West Blvd @ Peacock Blvd	Capacity Improvements	(2030 to 2040)	$3,250,000	3,600	115	
INT	390	East of I-95	Tiffany Ave @ Durango St	High-Visibility Mid-Block Crossing	(2025 to 2030)	$325,000	900	130	Current CIP
INT	395	SW of I-95	Tradition Pkwy @ Community Blvd	Roundabout Upgrade	(2025 to 2030)	$3,250,000	4,800	105	Consider High Priority Intersection
INT	400	SW of I-95	Tradition Pkwy @ Village Parkway	Capacity Improvements	(2025 to 2030)	$3,250,000	3,600	115	Current CIP
INT	405	East of I-95	Tulip Blvd @ Pierson Rd	Roundabout Upgrade	(2030 to 2040)	$3,250,000	4,800	105	
INT	410	East of I-95	US Hwy 1 @ Crosstown Parkway	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	
INT	415	East of I-95	US Hwy 1 @ Port St. Lucie Blvd	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	
INT	420	East of I-95	US Hwy 1 @ Tiffany Ave	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	

APPENDIX L: CITY OF PORT ST LUCIE INTERSECTIONS PLAN (2025 TO 2050)

Plan ID	ID	Location	Intersection	Type	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
INT	425	East of I-95	US Hwy 1 @ Village Square Dr	High-Intensity Activated Crosswalk	(2040 to 2050)	$1,000,000	1,500	130	
INT	430	East of I-95	US Hwy 1 @ Walton Rd	Multimodal Improvements	(2040 to 2050)	$2,000,000	2,000	120	
INT	435	East of I-95	Veterans Memorial Pkwy @ Lyngate	Multimodal Improvements	(2025 to 2030)	$2,000,000	2,000	120	Current CIP
INT	440	East of I-95	Veterans Memorial Pkwy @ Triumph Rd	Roundabout	(2030 to 2040)	$6,000,000	9,600	100	
INT	445	East of I-95	Village Green Dr @ Cam De Entrada	Roundabout	(2030 to 2040)	$3,750,000	4,800	95	
INT	450	East of I-95	Village Green Dr @ Tiffany Ave	Roundabout	(2030 to 2040)	$3,750,000	4,800	95	
INT	455	East of I-95	Village Pkwy @ Crosstown Pkwy	Capacity Improvements	(2040 to 2050)	$2,500,000	3,000	115	
INT	460	East of I-95	Village Pkwy @ Discovery Way	Capacity Improvements	(2030 to 2040)	$2,500,000	3,000	115	
INT	465	East of I-95	Walton Rd @ Village Green Dr	Roundabout	(2030 to 2040)	$6,000,000	9,600	100	
INT	470	East of I-95	West Torino Pkwy @ Volusia Dr	Roundabout	(2030 to 2040)	$3,750,000	4,800	95	
INT	475	East of I-95	Westmoreland Blvd @ Morningside Blvd	Roundabout	(2040 to 2050)	$3,750,000	4,800	95	
INT	480	East of I-95	Westmoreland Blvd @ Palm Beach Rd	Roundabout	(2040 to 2050)	$3,750,000	4,800	95	
INT	485	East of I-95	Westmoreland Dr @ US Hwy 1	Capacity Improvements	(2040 to 2050)	$2,500,000	3,000	115	
INT	490	East of I-95	Whitmore Dr @ Floresta Dr	High-Intensity Activated Crosswalk	(2030 to 2040)	$325,000	900	130	
INT	500	Citywide	Citywide	ADA Curb Ramp Upgrades	2025 to 2050	$500,000	1,000	140	Upgrade up to 100 curb ramps
INT	510	Citywide	Citywide	High-Intensity Activated Crosswalk	2025 to 2050	$3,250,000	9,000	130	Construct up to 10 crossings
INT	515	Citywide	Citywide	Pedestrian Hybrid Beacons	2025 to 2050	$3,000,000	4,500	125	Construct up to 3 signals

Produced by NUE Urban Concepts, LLC (November 2025). See Appendix O for detail on cost and capacity. The PLC & PMC ID corresponds to the type of project.

APPENDIX M

Multimodal Plan (2025 to 2050)

APPENDIX M: CITY OF PORT ST LUCIE MULTIMODAL PLAN (2025 TO 2050)

Plan ID	ID	Location	Name	From	To	Multimodal Network Hierarchy	Type	Length (miles)	Length PLC (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
The identified multimodal facility type is preliminary and subject to refinement based on right-of-way availability and final design considerations.														
MM	5	East of I-95	Bayshore Blvd / Airoso Blvd	St James Dr	Selvitz Rd	Major Multimodal Corridor	Shared Use Path	1.05	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	10	East of I-95	Bayshore Blvd	Selvitz Rd	Floresta Dr	Major Multimodal Corridor	Shared Use Path	0.25	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement
MM	15	East of I-95	Bayshore Blvd	Floresta Dr	St Lucie West Blvd / Prima Vista Blvd	Major Multimodal Corridor	Shared Use Path	0.75	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement
MM	20	East of I-95	Bayshore Blvd	St Lucie West Blvd / Prima Vista Blvd	Thornhill Dr	Major Multimodal Corridor	Shared Use Path (Boardwalk or Greenway)	3.25	3.25	2040 to 2050	$8,125,000	19,500	150	
MM	25	East of I-95	Bayshore Blvd	Thornhill Dr	Bayshore Boardwalk	Major Multimodal Corridor	Shared Use Path	0.71	0.71	2040 to 2050	$887,500	2,556	145	
MM	30	East of I-95	Bayshore Blvd / Oakridge Dr	Glenwood Dr	Southbend Blvd	Major Multimodal Corridor	Shared Use Path (Boardwalk or Greenway)	1.70	1.70	2040 to 2050	$4,250,000	10,200	150	
MM	35	East of I-95	Becker Rd	Southbend Blvd	Gilson Rd	Principal Multimodal Corridor	Shared Use Path	2.50	2.50	2030 to 2040	$3,125,000	9,000	145	
MM	40	Multiple	C-24 Greenway	Glades Cut-Off Rd	Bayshore Boardwalk	Principal Multimodal Corridor	Shared Use Path (Boardwalk or Greenway)	8.91	8.91	2040 to 2050	$22,275,000	53,460	150	
MM	45	East of I-95	California Blvd	West Torino Pkwy	St Lucie West Blvd	Principal Multimodal Corridor	Shared Use Path	2.29	--	2040 to 2050	--	--	--	Long Term Plan Corridor Improvement
MM	50	East of I-95	California Blvd	St Lucie West Blvd	Crosstown Pkwy	Principal Multimodal Corridor	Shared Use Path	1.47	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement
MM	55	East of I-95	California Blvd	Crosstown Pkwy	Savona Blvd	Principal Multimodal Corridor	Shared Use Path	1.90	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	60	East of I-95	California Blvd	Savona Blvd	Cameo Blvd	Minor Multimodal Corridor	Shared Use Path	1.30	--	2040 to 2050	--	--	--	Long Term Plan Corridor Improvement
MM	65	East of I-95	Cameo Blvd	Crosstown Pkwy	Port St Lucie Blvd	Minor Multimodal Corridor	Shared Use Path	1.95	1.95	2030 to 2040	$2,437,500	7,020	145	
MM	70	East of I-95	Cashmere Blvd	East Torino Pkwy	St Lucie West Blvd	Major Multimodal Corridor	Shared Use Path	2.29	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	75	East of I-95	Cashmere Blvd	St Lucie West Blvd	Crosstown Pkwy	Major Multimodal Corridor	Shared Use Path	1.95	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	80	East of I-95	Cashmere Blvd	Crosstown Pkwy	Del Rio Blvd	Major Multimodal Corridor	Shared Use Path	0.41	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	85	NW of I-95	Commerce Center Dr	Glades Cut-Off Rd	Reserve Blvd	Principal Multimodal Corridor	Shared Use Path	3.61	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	90	East of I-95	County Line Greenway	US Hwy 1	Green River Pkwy	Major Multimodal Corridor	Shared Use Path (Boardwalk or Greenway)	2.03	2.03	2040 to 2050	$5,075,000	12,180	150	
MM	95	East of I-95	Crosstown Pkwy	I-95	Bayshore Blvd	Principal Multimodal Corridor	Shared Use Path	3.66	3.66	2030 to 2040	$4,575,000	13,176	145	
MM	100	East of I-95	Crosstown Pkwy	Bayshore Blvd	0.1 miles west of Coral Reef St	Principal Multimodal Corridor	Shared Use Path	3.33	3.33	2030 to 2040	$4,162,500	11,988	145	
MM	105	East of I-95	Darwin Blvd	Port St Lucie Blvd	Martin County Line	Major Multimodal Corridor	Shared Use Path	4.23	--	2030 to 2050	--	--	--	Mid and Long Term Plan Corridor Improvement
MM	110	East of I-95	Del Rio Blvd	C24 Canal	Port St Lucie Blvd	Major Multimodal Corridor	Shared Use Path	4.53	--	2030 to 2050	--	--	--	Mid and Long Term Plan Corridor Improvement
MM	112	East of I-95	Dreyfuss Blvd	Peacock Greenway	Rosser Blvd	Minor Multimodal Corridor	Shared Use Path	0.56	0.56	2030 to 2040	$700,000	2,016	145	
MM	115	East of I-95	East Torino Pkwy	Midway Rd	California Blvd	Principal Multimodal Corridor	Shared Use Path	3.83	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement
MM	120	SW of I-95	Fairgreen Rd	Crosstown Pkwy	C24 Canal	Minor Multimodal Corridor	Shared Use Path	1.12	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement

APPENDIX M: CITY OF PORT ST LUCIE MULTIMODAL PLAN (2025 TO 2050)														
Plan ID	ID	Location	Name	From	To	Multimodal Network Hierarchy	Type	Length (miles)	Length PLC (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
MM	125	East of I-95	Floresta Dr	Bayshore Blvd	Airoso Blvd	Principal Multimodal Corridor	Shared Use Path	1.55	--	2040 to 2050	--	--	--	Long Term Plan Corridor Improvement
MM	130	East of I-95	Gatlin Blvd	Brescia St	Port St Lucie Blvd	Principal Multimodal Corridor	Shared Use Path	2.90	2.90	2030 to 2040	$3,625,000	10,440	145	
MM	135	East of I-95	Heatherwood Blvd	California Blvd	Cashmere Blvd	Minor Multimodal Corridor	Shared Use Path	1.23	1.23	2030 to 2040	$1,537,500	4,428	145	
MM	140	East of I-95	Hogtown Creen Greenway	US Hwy 1	Savanna Preserve State Park Trail	Principal Multimodal Corridor	Shared Use Path (Boardwalk or Greenway)	2.25	2.25	2030 to 2040	$14,625,000	18,900	155	Boardwalk
MM	145	East of I-95	Import Dr	C24 Canal	Gatlin Blvd	Minor Multimodal Corridor	Shared Use Path	0.69	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement
MM	150	East of I-95	Kestor Dr	Darwin Blvd	Darwin Blvd	Minor Multimodal Corridor	Shared Use Path	2.70	--	2025 to 2030	--	--	--	Current CIP as Sidewalk
MM	155	East of I-95	Lennard Rd	Cane Slough Rd / Mariposa Ave	US Hwy 1	Minor Multimodal Corridor	Shared Use Path	0.45	0.45	2040 to 2050	$562,500	1,620	145	
MM	160	East of I-95	Lennard Rd	Savanna Preserve State Park Trail	Walton Rd	Minor Multimodal Corridor	Shared Use Path	0.91	0.91	2040 to 2050	$1,137,500	3,276	145	
MM	165	East of I-95	Lyngate Dr	Veterans Memorial Pkwy	US Hwy 1	Major Multimodal Corridor	Shared Use Path	0.70	0.70	2030 to 2040	$875,000	2,520	145	
MM	170	East of I-95	Mariposa Ave / Calais St	US Hwy 1	Martin County Line	Minor Multimodal Corridor	Shared Use Path	1.93	1.93	2040 to 2050	$2,412,500	6,948	145	
MM	175	East of I-95	Melaleuca Blvd	Lennard Rd	Green River Pkwy	Minor Multimodal Corridor	Shared Use Path	1.96	1.96	2030 to 2040	$2,450,000	7,056	145	
MM	180	East of I-95	Morningside Blvd	Lyngate Dr	Port St Lucie Blvd	Major Multimodal Corridor	Shared Use Path	1.21	1.21	2040 to 2050	$1,512,500	4,356	145	
MM	185	East of I-95	Morningside Blvd	Port St Lucie Blvd	Westmoreland Blvd	Major Multimodal Corridor	Shared Use Path	1.29	1.29	2040 to 2050	$1,612,500	4,644	145	
MM	190	East of I-95	North & West Torino Pkwy	East Torino Pkwy	California Blvd	Major Multimodal Corridor	Shared Use Path	2.96	2.96	2030 to 2040	$3,700,000	10,656	145	
MM	195	East of I-95	Paar Dr	Rosser Blvd	Darwin Blvd	Major Multimodal Corridor	Shared Use Path	3.15	3.15	2030 to 2040	$3,937,500	11,340	145	
MM	200	East of I-95	Paar Dr	Darwin Blvd	Tulip Blvd	Minor Multimodal Corridor	Shared Use Path	2.29	2.29	2030 to 2040	$2,862,500	8,244	145	
MM	205	East of I-95	Peachtree Blvd	Selvitz Rd	St James Dr	Major Multimodal Corridor	Shared Use Path	0.58	0.58	2030 to 2040	$725,000	2,088	145	
MM	210	East of I-95	Peacock Blvd	Cashmere Blvd	St Lucie West Blvd	Minor Multimodal Corridor	Shared Use Path	3.30	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	215	East of I-95	Peacock Greenway	Gatlin Blvd	Rosser Blvd	Principal Multimodal Corridor	Shared Use Path (Boardwalk or Greenway)	3.63	--	2025 to 2030	--	--	--	Current CIP
MM	222	East of I-95	Peacock Greenway	Peacock Greenway	SW Open View Drive	Minor Multimodal Corridor	Shared Use Path (Boardwalk or Greenway)	1.46	1.46	2030 to 2040	$3,650,000	8,760	150	
MM	220	East of I-95	Port St Lucie Blvd	Gatlin Blvd	Martin County Line	Major Multimodal Corridor	Shared Use Path	4.14	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement
MM	225	East of I-95	Port St Lucie Blvd	Gatlin Blvd/Tulip Blvd	US Hwy 1	Corridor Study	Multimodal Corridor Study	6.58	6.58	2030 to 2040	$1,645,000	3,290	160	Evaluate options to enhance Multimodal Travel
MM	230	East of I-95	Rosser Blvd	Apricot Rd	Paar Dr	Minor Multimodal Corridor	Shared Use Path	2.45	2.45	2030 to 2040	$3,062,500	8,820	145	
MM	235	East of I-95	Savage Blvd	C24 Canal	Gatlin Blvd	Major Multimodal Corridor	Shared Use Path	2.25	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement
MM	240	East of I-95	Savona Blvd	California Blvd	Gatlin Blvd	Principal Multimodal Corridor	Shared Use Path	1.21	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	245	East of I-95	Savona Blvd	Gatlin Blvd	Martin County Line	Principal Multimodal Corridor	Shared Use Path	4.45	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement

APPENDIX M: CITY OF PORT ST LUCIE MULTIMODAL PLAN (2025 TO 2050)

Plan ID	ID	Location	Name	From	To	Multimodal Network Hierarchy	Type	Length (miles)	Length PLC (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC ID	Status
MM	250	East of I-95	Selvitz Rd	Midway Rd	Bayshore Blvd	Principal Multimodal Corridor	Shared Use Path	3.20	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	255	East of I-95	Selvitz Rd	Bayshore Blvd	Floresta Dr	Principal Multimodal Corridor	Shared Use Path	0.54	0.54	2030 to 2040	$675,000	1,944	145	
MM	260	East of I-95	Southbend Blvd	Oakridge Dr	Becker Rd	Principal Multimodal Corridor	Shared Use Path	4.71	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	265	East of I-95	Sportsman Park Shared Use Path	Floresta Dr	Prima Vista Blvd	Principal Multimodal Corridor	Shared Use Path	0.60	0.60	2030 to 2040	$750,000	2,160	145	
MM	270	East of I-95	St James Dr	Scepter Dr	Hatches Harbor Rd	Major Multimodal Corridor	Shared Use Path	1.36	1.36	2030 to 2040	$1,700,000	4,896	145	
MM	275	East of I-95	St Lucie West Blvd	I-95	Bayshore Blvd	Principal Multimodal Corridor	Shared Use Path	2.90	--	2025 to 2030	--	--	--	Short Term Plan Corridor Improvement
MM	280	East of I-95	Thornhill Dr	Bayshore Blvd	Floresta Dr	Major Multimodal Corridor	Shared Use Path	2.27	2.27	2040 to 2050	$2,837,500	8,172	145	
MM	285	East of I-95	Tiffany Ave	US Hwy 1	Village Green Dr	Major Multimodal Corridor	Shared Use Path	0.36	0.36	2030 to 2040	$450,000	1,296	145	
MM	290	East of I-95	Tiffany Ave	Village Green Dr	Walton Rd	Minor Multimodal Corridor	Shared Use Path	2.25	--	2030 to 2040	--	--	--	Mid Term Plan Corridor Improvement
MM	295	East of I-95	Tulip Blvd	Port St Lucie Blvd	Port St Lucie Blvd	Minor Multimodal Corridor	Shared Use Path	3.79	3.79	2040 to 2050	$4,737,500	13,644	145	
MM	300	East of I-95	US Hwy 1	Buena Vista Dr / Savanna Club Blvd	Westmoreland Blvd	Principal Multimodal Corridor	Shared Use Path	4.58	4.58	2040 to 2050	$5,725,000	16,488	145	
MM	305	East of I-95	Veterans Memorial Pkwy	US Hwy 1	Port St Lucie Blvd	Principal Multimodal Corridor	Shared Use Path	2.60	2.60	2030 to 2040	$3,250,000	9,360	145	
MM	306	East of I-95	Village Green Dr	US Hwy 1	Hogtown Creek Greenway	Principal Multimodal Corridor	Shared Use Path	0.90	0.90	2030 to 2040	$1,125,000	3,240	145	
MM	310	East of I-95	Village Green Dr	Hogtown Creek Greenway	Tiffany Ave	Major Multimodal Corridor	Shared Use Path	0.86	0.86	2030 to 2040	$1,075,000	3,096	145	
MM	315	East of I-95	Westmoreland Blvd	Port St Lucie Blvd	US Hwy 1	Major Multimodal Corridor	Shared Use Path	3.60	--	2040 to 2050	--	--	--	Long Term Plan Corridor Improvement
MM	316	East of I-95	Whitemore Dr	Bayshore Blvd	Port St Lucie Blvd	Minor Multimodal Corridor	Shared Use Path	3.33	3.33	2040 to 2050	$4,162,500	11,988	145	
MM	350	Citywide	Develop or update multimodal plans, studies and reports, prepare micromobility ordinances, collect counts			All Corridor Types	Study	--	--	2025 to 2030	$500,000	500	--	
MM	355	Citywide	Develop Quality of Service (QOS) program to evaluate innovative ways to reallocate space on existing local and residential roads through pavement markings to create advisory sidewalks and bike lanes.			All Corridor Types	Program	--	--	2025 to 2030	$500,000	500	--	
MM	360	Citywide	Install multimodal counters along trails, shared-use paths and wide sidewalks to evaluate usage by people walking, bicycling, and using other forms of multimodal transportation.			All Corridor Types	Program	--	--	2025 to 2035	$250,000	250	--	Install at up to 10 locations

Produced by NUE Urban Concepts, LLC (November 2025). See Appendix O for detail on cost and capacity. The PLC & PMC ID corresponds to the type of project.

APPENDIX N

Transit Circulator Plan (2025 to 2050)

APPENDIX N: TRANSIT CIRCULATOR PLAN (2025 TO 2050)

Plan ID	ID	Location	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Description
TP	5	East of I-95	Transit Circulator: California North	Peacock Blvd	St. Lucie West Blvd	Microtransit	3.09	TBD	TBD	--	Transit Circulator. Public / Private Partnership to provide rides via Neighborhood Electric Vehicles. Portions of the routes could be served by Autonomous Transit Shuttles.
TP	10	East of I-95	Transit Circulator: California South	California Blvd	St. Lucie West Centennial High School	Microtransit	3.14	TBD	TBD	--	Transit Circulator. Public / Private Partnership to provide rides via Neighborhood Electric Vehicles. Portions of the routes could be served by Autonomous Transit Shuttles.
TP	15	East of I-95	Transit Circulator: Downtown to Port District	Botanical Gardens	Downtown District	Microtransit	6.49	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	20	SW of I-95	Transit Circulator: Gatlin / Village Parkway	Becker Rd	C24 Canal	Microtransit	9.31	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	25	East of I-95	Transit Circulator: Central School to Employment Route	St. Lucie West Centennial High School	Paar Dr	Microtransit	6.68	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	30	Citywide	Transit Circulator: South School to Employment Route	Village Pkwy	Darwin Blvd	Microtransit	5.69	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	35	East of I-95	Transit Circulator: Selvitz to Crosstown	St. James Blvd	Crosstown Pkwy	Microtransit	5.97	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	40	East of I-95	Transit Circulator: St Lucie West	NW Lake Whitney Place	Lowes Plaza on St. Lucie West Blvd	Microtransit	2.34	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	45	Citywide	Transit Circulator: The Greenway Connector	California Blvd	Marshall Pkwy Extension	Microtransit	10.48	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	50	East of I-95	Transit Circulator: Torino to California	Midway Rd	California Blvd	Microtransit	4.14	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	55	Citywide	Transit Circulator: Traditions to Southbend	Gatlin Blvd	Snow Rd	Microtransit	14.78	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	60	East of I-95	Transit Circulator: Tulip Darwin Loop	Gatlin Blvd	Port St. Lucie Blvd	Microtransit	4.14	TBD	TBD	--	Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.
TP	65	Citywide	Microtransit Study	Citywide		Microtransit	--	2025 to 2030	$500,000	500	Conduct a study to evaluate the feasibility of establishing microtransit services within Port St. Lucie. The study should analyze demand, route options, stop locations, frequency, travel times, costs, and potential benefits to the overall transportation system. The study should ultimately assist City Council in determining whether transit circulators can improve mobility and reduce congestion.
TP	70	Citywide	Microtransit Pilot	To be determined		Microtransit	--	2025 to 2040	$1,500,000	3,000	The City should choose from the routes determined in the transit circulator study to implement a pilot transit circulator service to evaluate feasibility under real-world conditions. The pilot should assess ridership demand, operating costs, service reliability, and integration with the existing transportation network. Findings from the pilot would inform long-term decisions regarding the viability and structure of a permanent transit circulator system.
TP	75	East of I-95	Water Taxi C24 Canal Route	Riverwalk Boardwalk	C24 Canal Park	Water Taxi	3.11	TBD	TBD		Water Taxi Stops. Implement public water taxi transit service with a route between the Port District and the C-24 Canal Park. The route should make stops at the south end of the existing River Boardwalk at the Port St. Lucie Botanical Gardens. Service may be a public / private partnership opportunity.
TP	80	East of I-95	Water Taxi North Route	Crosstown Pkwy	Riverwalk Boardwalk	Water Taxi	3.21	TBD	TBD		Water Taxi Stops. Implement public water taxi transit service with a route between the Port District and Downtown. The route should make stops at the north end of the existing River Boardwalk at Bridge Plaza, the proposed Day-use Camping Pad in the Port District Master Plan (C9), the existing river board walk at Tom Hooper Family Park, and the Port District Master Plan proposed boardwalk (N9) at Lyngate Park. Service may be a public / private partnership opportunity.

APPENDIX N: TRANSIT CIRCULATOR PLAN (2025 TO 2050)

Plan ID	ID	Location	Name	From	To	Type	Length (miles)	Time Frame	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Description
TP	85	East of I-95	Water Taxi South Route	Club Med	Riverwalk Boardwalk	Water Taxi	2.75	TBD	TBD		Water Taxi Stops. Implement public water taxi transit service with a route between Club Med and the Port District. Other entities may have a desire for a stop along the southern portion of the water taxi route. Possibility that St. Lucie County, the City of Stuart and Martin County may wish to expand water taxi service or locations. Service may be a public / private partnership opportunity.
TP	90	East of I-95	Water Taxi Study	Along St. Lucie River		Water Taxi	--	2025 to 2030	$450,000	450	Conduct a study to evaluate the feasibility of establishing water-based transit services within Port St. Lucie. The study should analyze demand, route options, docking locations, frequency, travel times, costs, and potential benefits to the overall transportation system. The study should ultimately assist City Council in determining whether water taxis can improve mobility, reduce congestion, and enhance waterfront access.
TP	95	East of I-95	Water Taxi Pilot	Along St. Lucie River		Water Taxi	--	2025 to 2040	$1,250,000	2,500	The City should choose from the routes determined in the water taxi study to implement a pilot water taxi service to evaluate feasibility under real-world conditions. The pilot should assess ridership demand, operating costs, service reliability, and integration with the existing transportation network. Findings from the pilot would inform long-term decisions regarding the viability and structure of a permanent water taxi system.
TP	100	Citywide	Mobility Hub Study	Citywide		Mobility Hub	--	2025 to 2030	$375,000	375	Conduct a study to further define mobility hubs, design, and location. The study should also establish the framework to allow the city to enter into Public / Private Partnerships to lease naming rights to off-set ongoing maintenance cost.
TP	105	Citywide	Neighborhood Scale Mobility Hubs	Citywide along microtransit, school, transit and water taxi routes		Mobility Hub	--	2025 to 2050	$5,000,000	10,000	Construct 25 neighborhood scale mobility hubs along microtranit and transit corridors, school bus routes, shared-use paths, and at water taxi locations. Neighborhood scale mobility hubs are ideally located where two or more modes of transportation converge. Neighborhood scale mobility hubs provide covered shelters plus drop-off and pick-up areas for microtransit vehicles and where applicable, ride-hail / ride share services (e.g., Uber, Lyft). These locations may feature amenities such as shared bicycle and micromobility devices, Wi-Fi, lighting, benches, landscape, personal device charging stations, potentially golf-cart charging or shared golf-cart services. Neighborhood mobility hubs do not include surface parking. The average cost is $200,000 per hub.
TP	110	Citywide	Community Scale Mobility Hubs	Citywide along microtransit, school, transit and water taxi routes		Mobility Hub	--	2025 to 2050	$6,000,000	12,000	Construct 10 community scale mobility hubs at locations with high levels of student bus ridership or where three or more modes of transportation converge and surface parking is provided. Community scale mobility hubs feature either separate drive-aisles that are physically separated by at least a 15' wide buffer from adjacent travel lanes and completely exit adjacent street traffic flow or surface parking functioning like a park and ride or to pick up students. Community scale mobility hubs would feature that same amenities as neighborhood scale mobility hubs plus high visibility mid-block crosswalks with advance warning devices or pedestrian hybrid beacons where warranted to serve adjacent land uses. The average cost is $600,000 per hub.
TP	115	Citywide	Vertiport Mobility Hubs	Initial consideration, subject to change: (1) Downtown along US 1; (2) City Hall; and (3) within Tradition		Mobility Hub	--	2025 to 2050	$4,500,000	9,000	Construct 3 vertiport mobility hubs at locations with vertiports for electric vertical take-off and landing (eVOTL) aircraft and other aircraft and drones navigating the Urban Air Mobility (UAM) ecosystem. The mobility hubs would feature surface parking spaces and drop-off and loading areas with covered shelters. The infrastructure needs of vertiports will vary depending on the number of pads and necessary support infrastructure.Addittional modes of travel such as microtransit and micromobility should also be accomodated. The average cost is $1.5 million. Hubs could be located on top of parking structures or buildings.
TP	120	Citywide	Transit / Bus Stops	Citywide along microtransit, school, and transit routes		Transit Stops	--	2025 to 2050	$2,500,000	5,000	Construct 100 Transit Stops along high frequeny corridors or where needed. Transit Stops would provide a covered waiting area, stabilized pad, and ADA accessible routes connecting the edge of travel lane pavement, the transit stops, and adjacent multimodal faculties. Transit Stops may feature additional amenities. Transit Stops cost $25,000 each. Transit stops could serve buses, school buses, microtransit, and ride share services.

Produced by NUE Urban Concepts, LLC (November 2025)

APPENDIX O

Planning Level Cost (PLC) &

Person Miles of Capacity (PMC)

APPENDIX O: PLANNING LEVEL COST & PERSON MILES OF CAPACITY

ID	PROJECT	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
5	New Two (2) Lane Road	$15,000,000	19,150
10	New Two (2) Lane Road (Complex)	$25,000,000	20,100
15	New Two (2) Lane Road (Canal)	$32,500,000	21,100
20	Reserved	--	--
25	Complete Street Upgrade	$5,000,000	9,600
30	One-Way Pair (Canal & Repurpose Existing Road)	$20,000,000	13,700
35	Widen to Two (2) Lane Divided	$17,500,000	26,000
40	Widen from Two (2) to four (4) lane (Suburban)	$10,000,000	36,500
45	Widen from Two (2) to four (4) lane (Reconstruction)	$15,000,000	39,400
50	Widen from Two (2) to four (4) lane (Urban)	$25,000,000	41,400
55	Widen from Two (2) to Four (4) Lane (Complex)	$35,000,000	43,400
60	Widen from Four (4) to Six (6) Lane Divided (Suburban)	$15,000,000	29,350
65	Widen from Four (4) to Six (6) Lane Divided (Complex)	$22,500,000	30,200
70	New Overpass (Railroad)	$25,000,000	31,700
75	New Overpass (Limited Access)	$50,000,000	31,700
80	New Interchange	$150,000,000	150,000
85	Corridor Study	$500,000	500
90	PD&E Study	$1,250,000	1,250

ID	PROJECT	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
95	Roundabout (Single-Lane)	$3,750,000	4,800
100	Roundabout (Multil-Lane)	$6,000,000	9,600
105	Roundabout (Reconstruction)	$3,250,000	4,800
110	Intersection with signal upgrade / new	$3,250,000	3,600
115	Intersection Improvement Capapcity	$2,500,000	3,000
120	Intersection Improvement Multimodal	$2,000,000	2,000
125	Pedestrian Hybrid Beacon	$1,000,000	1,500
130	Mid-Block Crossing	$325,000	900
135	Multimodal Overpass	$10,000,000	8,400
140	ADA Curb Ramp Upgrades	$5,000	10
145	Shared-Use Path	$1,250,000	3,600
150	Greenway	$2,500,000	6,000
155	Boardwalk	$6,500,000	8,400
160	Multimodal Study	$250,000	500
165	Shared-Use Path (Development)	$525,000	1,800

Source: Planning Level Cost (PLC) and Person Miles of Capacity (PMC) note indicate the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) assigned to specific mobility plan projects on the Corridor Plans, Intersections Plan, and Multimodal Plan. Planning Level Cost (PLC) are based on the most recent and localized data available from the City and FDOT. Person Miles of Capacity (PMC) based on the 2023 FDOT Level and Quality of Service Handbook and the Shared-Use Path Level of Service Guide (2006) prepared by the U.S. DOT Federal Highway Administration.

APPENDIX P

Trip Generation

APPENDIX P: TRIP GENERATION (TG)						
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	11th Edition Unit of Measure	11th Edition Trip Generation (TG)	12th Edition Unit of Measure	12th Edition Trip Generation (TG)	Percent Change	ITE Land Use Codes
Residential & Lodging Uses						
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	5.36	per 1,000 sq. ft.	5.29	-1.31%	See Single-Family Residential
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	6.73	per 1,000 sq. ft.	6.20	-7.88%	See Multi-Family Residential
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	6.67	per room	6.02	-9.75%	See Overnight Lodging
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	4.47	per space / lot	5.52	23.49%	See Mobile Residence
Institutional Uses						
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	5.52	per 1,000 sq. ft.	5.23	-5.25%	See Community Serving
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	6.68	per 1,000 sq. ft.	5.82	-12.87%	See Long Term Care
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	9.82	per 1,000 sq. ft.	9.80	-0.20%	See Private Education
Industrial Uses						
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	3.69	per 1,000 sq. ft.	2.95	-20.05%	See Industrial
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	2.49	per 1,000 sq. ft.	2.37	-4.82%	See Commercial Storage
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	2.09	per 1,000 sq. ft.	1.92	-8.13%	See Distribution Center
Recreation Uses						
Marina (Including dry storage) per berth	per berth	2.41	per berth	2.41	0.00%	420
Golf Course (Open to Public or Non-Resident Membership)	per hole	30.38	per hole	30.38	0.00%	430
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	27.43	per acre	39.74	44.88%	See Outdoor Recreation
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	24.86	per 1,000 sq. ft.	35.70	43.60%	See Indoor Commercial Recreation
Office Uses						
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	11.58	per 1,000 sq. ft.	10.97	-5.27%	See Office
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	29.33	per 1,000 sq. ft.	28.68	-2.22%	See Medical Office
Commercial Services & Retail Uses						
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	23.14	per 1,000 sq. ft.	24.79	7.13%	50% Multi-Tenant Retail
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	45.47	per 1,000 sq. ft.	49.58	9.04%	See Multi-Tenant Retail
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	61.50	per 1,000 sq. ft.	65.56	6.60%	See Free Standing Retail
Additive Fees for Commercial Services & Retail Uses						
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	181.89	per lane / ATM	176.75	-2.83%	See Bank Drive-Thru
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	321.08	per 1,000 sq. ft.	234.84	-26.86%	See Motor Vehicle & Boat Cleaning
Motor Vehicle Charging	per position	61.54	per position	61.54	0.00%	See Motor Vehicle Charging
Motor Vehicle Fueling	per position	279.39	per position	259.71	-7.04%	See Motor Vehicle Fueling
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	33.35	per service bay	36.25	8.70%	See Motor Vehicle Service
Retail Drive-Thru	per lane	125.26	per lane	125.26	0.00%	See Retail Drive Thru
Quick Service Restaurant Drive-Thru Lane	per lane	507.99	per lane	507.99	0.00%	See Quick Service Restaurant Drive Thru

SINGLE-FAMILY RESIDENTIAL TRIP GENERATION

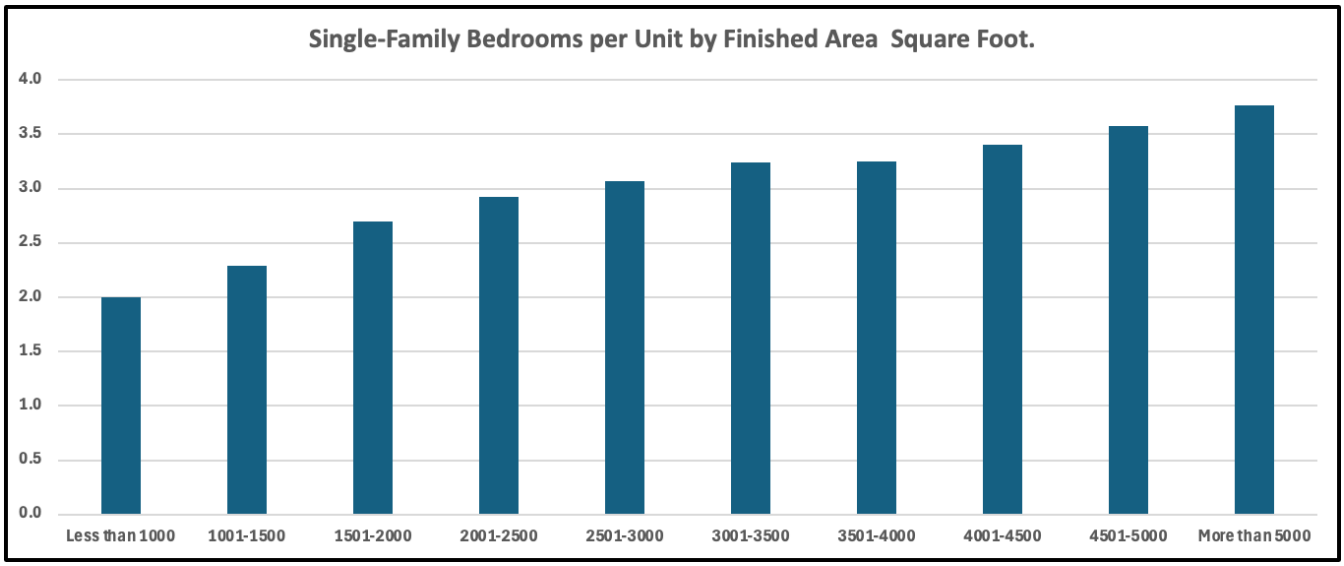
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	AVERAGE SQUARE FOOTAGE	SQUARE FOOTAGE (PER 1,000 SQ. FT.)	TRIP GENERATION (PER 1,000 SQ. FT.)	TRIP STUDIED (WEIGHTED) (TSw)	TRIP GENERATION (WEIGHTED) (TGw)
SINGLE-FAMILY DETACHED	210	DWELLING UNIT	0.70	0.068	153	0.93	0.088	166	319	10.43	1,881	1.881	5.55	0.848	4.70
SINGLE-FAMILY ATTACHED	215	DWELLING UNIT	0.47	0.079	26	0.51	0.094	31	57	5.69	1,482	1.482	3.84	0.152	0.58
TOTAL	--	--	--	--	179	--	--	197	376	--	--	--	--	1.000	5.29

Notes: Single-Family Residential Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Calculated Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles.

Calculated Daily Trips (DT) formula for a Single-Family Attached Residential Dwelling is as follows: AM Peak (0.47/0.079) = 5.949; PM Peak (0.51/0.094) = 5.426; (5.949 + 5.426) = 11.38; (11.38 / 2) = 5.69. The trip generation rates are converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the average square footage by type of residential use in Port St. Lucie based on data from the St. Lucie County Property Appraiser. The net square footage of each unit type is then divided by 1,000 (square footage per 1,000 sq. ft.). The trip generation rate is then divided by the square footage per 1,000 sq. ft. Single-Family Attached Residential example: (1,482 / 1,000) = 1.482; (5.69 / 1.482) = 3.84 trips per 1,000 square feet. The average square footage is based on livable enclosed square footage (doors, windows, walls) under roof.

The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Trip Generation (TG) per 1,000 sq. ft. multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Single-Family Attached example: TSw = (57 / 376) = 0.152; TGw = (3.84 x 0.152) = 0.58. Single-Family Residential Trip Generation is the sum of (4.70 + 0.58) = 5.29 trips per 1,000 square feet.

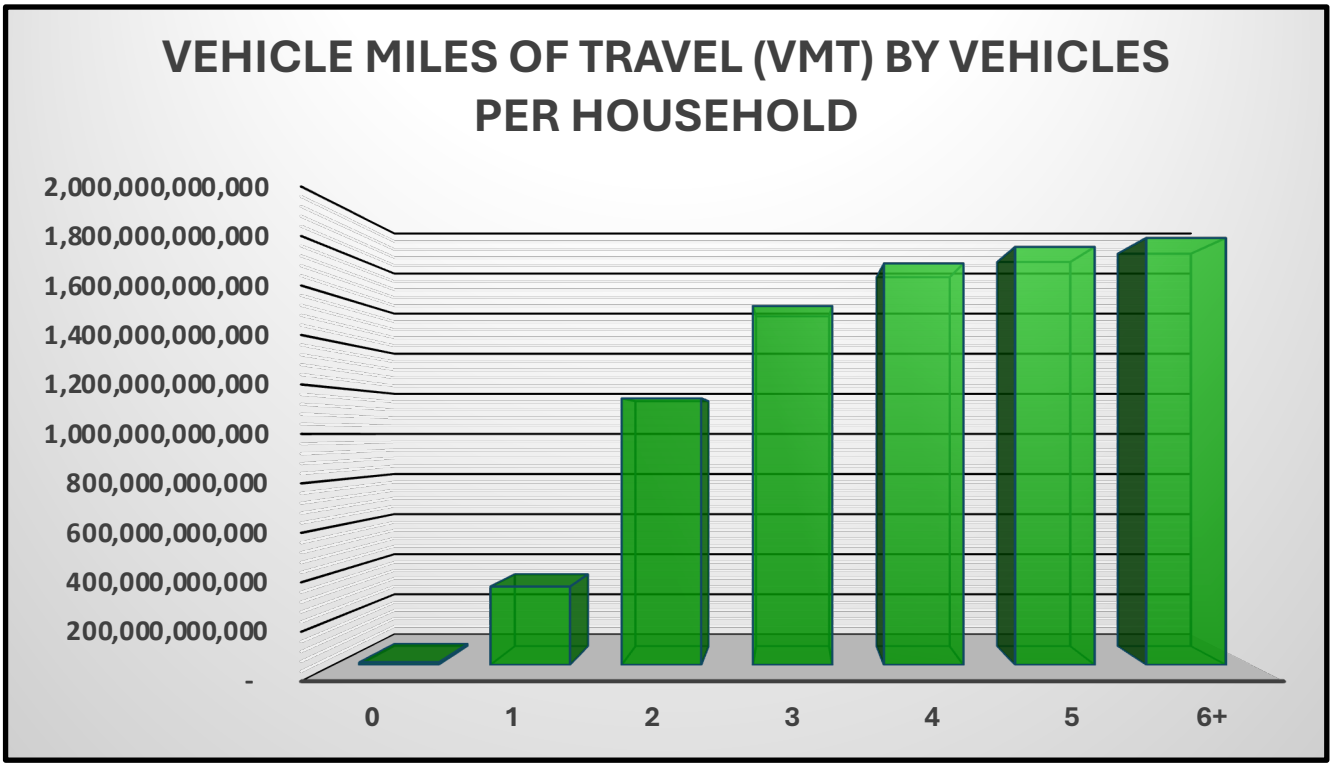
City of Port St. Lucie					
City of Port St. Lucie Single-Family Detached Residential (Bedrooms by Sq. Ft.)					
Square Footage	Sum of Gross Area	Sum of Finished Area	Sum of Bedrooms	Sum of Residential Units	Bedrooms per Unit
Less than 1000	1,899	1,562	4	2	2.0
1001-1500	2,112,306	1,503,274	3,499	1,527	2.3
1501-2000	16,355,801	11,190,292	24,567	9,109	2.7
2001-2500	49,731,795	34,760,120	63,780	21,813	2.9
2501-3000	58,096,515	39,736,343	65,018	21,218	3.1
3001-3500	48,769,640	31,365,276	48,908	15,110	3.2
3501-4000	36,144,547	21,131,515	31,445	9,687	3.2
4001-4500	22,619,742	12,796,132	18,221	5,358	3.4
4501-5000	12,694,507	7,057,102	9,620	2,689	3.6
More than 5000	14,046,400	7,744,653	9,118	2,422	3.8
Total	260,541,977	167,264,236	274,149	88,925	3.1



CITY OF PORT ST. LUCIE VEHICLE AVAILABILITY & BEDROOMS BY TENURE					
VEHICLE AVAILABILITY BY HOUSEHOLD			**NUMBER OF BEDROOMS BY HOUSEHOLD**		
Owner occupied:	**76,485**	**Number of Bedrooms**	**Owner occupied:**	**76,485**	**Vehicles Available**
No vehicle available	0	0	No bedroom	1,100	1
1 vehicle available	338	0	1 bedroom	24,184	1 & 2
2 vehicles available	15,056	0 &1	2 bedrooms	35,030	2 & 3
3 vehicles available	38,887	1 & 2	3 bedrooms	10,096	3 & 4
4 vehicles available	21,098	3 & 4	4 bedrooms	4,612	4
5 or more vehicles available	1,106	5 or More	5 or more bedrooms	1,463	5 or More
Renter occupied:	**13,584**	**Number of Bedrooms**	**Renter occupied:**	**13,584**	**Vehicles Available**
No vehicle available	1,049	0	No bedroom	1,395	0
1 vehicle available	1,098	0 & 1	1 bedroom	4,557	1 & 2
2 vehicles available	3,773	2	2 bedrooms	4,783	2 & 3
3 vehicles available	5,281	2, 3 & 4	3 bedrooms	2,347	3 & 4
4 vehicles available	2,383	3, 4 & 5	4 bedrooms	403	4
5 or more vehicles available	0	0	5 or more bedrooms	99	4

American Community Survey (2023) U.S. Census Bureau. Tenure by Vehicles Available (Table ID B25044; Dataset ACSDT1Y2023) Tenure by Bedrooms (Table ID: B25042, Dataset ACSDT1Y2023)

VEHICLE TRAVEL BY VEHICLES PER HOUSEHOLD				
VEHICLES PER HOUSEHOLD	VEHICLE MILES OF TRAVEL (VMT)	NUMBER OF VEHICLES	VEHICLE MILES OF TRAVEL (VMT) BY VEHICLE	VEHICLE TRIPS
0	11,372,173,826	10,712,489	1,062	1,218,005,495
1	339,528,289,749	52,983,526	6,408	37,848,465,640
2	1,153,966,493,312	101,330,783	11,388	107,495,730,889
3	1,553,440,953,418	118,190,063	13,144	139,181,106,950
4	1,737,878,563,271	124,442,056	13,965	154,665,877,904
5	1,809,057,731,375	126,252,817	14,329	158,697,931,515
6+	1,848,031,458,832	127,544,707	14,489	160,953,195,395
Source: 2022 National Household Travel Survey (NHTS)				



MULTI-FAMILY RESIDENTIAL TRIP GENERATION									
ITE LAND USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**DAILY TRIP GENERATION (TG)**	**TOTAL NUMBER OF STUDIES (TS)**	**SQUARE FOOTAGE (SF)**	**SQUARE FOOTAGE PER 1,000 SQ. FT. (SF1000)**	**TRIP GENERATION PER 1,000 SQ. FT. (TG1000)**	**TRIP STUDIED**	**TRIP GENERATION**
MULTIFAMILY (LOW RISE)	**220**	**DWELLING UNIT**	**6.21**	**28**	**1,001**	**1.001**	**6.20**	**1.000**	**6.20**
TOTAL				**28**				**1.000**	**6.20**

Notes: Residential trip generation rates are based on the type of dwelling unit and the applicable trip generation rate per the 12th Edition of the ITE Trip Generation Manual. Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the average square footage by type of residential use in Port St. Lucie based on data from the St. Lucie County Property Appraiser. The square footage of each unit type is then divided by 1,000 (square footage per 1,000 sq. ft.).

Based on a review of parcel data for low rise multfamily units, there were 18 low rise multi-family developments evaluated totaling 4,459 units and 4,465,291 sq. ft. for an average size of 1,011 sq. ft. per unit. Multi-Family Residential example: (1,001 / 1,000) = 1.001; (6.20 / 1,001) = 6.20.trips per 1,000 square feet.

OVERNIGHT LODGING TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (NS)	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
HOTEL	310	ROOM	0.34	0.053	17	0.47	0.077	20	37	6.26	0.25	1.56
ALL SUITES HOTEL	311	ROOM	0.26	0.052	7	0.34	0.077	8	15	4.71	0.10	0.48
BUSINESS HOTEL	312	ROOM	0.35	0.071	18	0.31	0.069	25	43	4.71	0.29	1.37
MOTEL	320	ROOM	0.33	0.066	9	0.37	0.071	14	23	5.11	0.16	0.79
RESORT HOTEL	330	ROOM	0.33	0.050	3	0.39	0.050	3	6	7.20	0.04	0.29
TIMESHARE	265	ROOM	0.48	0.053	12	0.75	0.077	12	24	9.40	0.16	1.52
TOTAL	--	--	--	--	66	--	--	82	148	--	1.00	6.02

Notes: Overnight Lodging Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). Hotel Example: DT = ((0.34 / .053) + (0.47 / 0.077)) = 6.26; TSW = (37 / 148) = 0.25; TGW = (6.26 x 0.25) = 1.56. Hotel Trip Generation: Sum (1.56 + 0.48 + 1.37 + 0.79 + 0.29 +1.52) = 6.02.

MOBILE RESIDENCE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK OF GENERATOR	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
MOBILE HOME PARK	240	UNIT	0.53	0.079	6	0.71	0.080	6	12	7.79	0.39	3.02
RV PARK	416	LOT	0.25	0.064	6	0.41	0.080	3	9	4.52	0.29	1.31
RECREATIONAL HOME	260	ROOM	0.28	0.079	5	0.31	0.080	5	10	3.71	0.32	1.20
TOTAL	--	--	--	--	17	--	--	14	31	--	1.00	5.52

Notes: Mobile Residence Trip Generation based on the AM and PM Peak of Generator per variable based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per variable is the sum of the weighted Trip Generation (TGW). RV Park Example: DT = ((0.25 / .064) + (0.41 / 0.080)) = 4.52; TSW = (9 / 31) = 0.29; TGW = (4.52 x 0.29) = 1.31. Mobile Residence Trip Generation: Sum (3.02 + 1.31 + 1.20) = 5.52.

LONG TERM CARE TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK TRIPS (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK TRIPS (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**CALCULATED DAILY**	**TRIP STUDIED (WEIGHTED)**	**TRIP GENERATION (WEIGHTED)**
CONGREGATE CARE FACILITY	**253**	**DWELLING**	**0.10**	**0.073**	**6**	**0.18**	**0.081**	**7**	**13**	**1.80**	**0.19**	**0.34**
CONTINUING CARE RETIREMENT COMMUNITY	**255**	**UNITS**	**0.16**	**0.073**	**12**	**0.19**	**0.081**	**12**	**24**	**2.27**	**0.35**	**0.79**
LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT.												
CONGREGATE CARE FACILITY	**253**	**1000 SQ. FT.**	**0.33**	**0.073**	**8**	**0.59**	**0.081**	**9**	**17**	**5.93**	**0.25**	**1.46**
ASSISTED LIVING	**254**	**1000 SQ. FT.**	**0.32**	**0.093**	**6**	**0.38**	**0.088**	**6**	**12**	**3.88**	**0.17**	**0.67**
CONTINUING CARE RETIREMENT COMMUNITY	**255**	**1000 SQ. FT.**	**0.38**	**0.073**	**12**	**0.48**	**0.081**	**12**	**24**	**5.50**	**0.35**	**1.91**
NURSING HOME	**620**	**1000 SQ. FT.**	**0.55**	**0.075**	**8**	**0.59**	**0.074**	**8**	**16**	**7.65**	**0.23**	**1.77**
TOTAL / *AVERAGE*					**34**			**35**	**69**		**1.00**	**5.82**

Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: DT = ((0.55 / .075) + (0.59 / 0.074)) = 7.65; TSW = (16 / 69) = 0.23; TGW = (7.65 x 0.23) = 1.77. Long Term Care TG: Sum(1.46 + 0.67 + 1.91 + 1.77) = 5.82.

COMMUNITY SERVING TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**CALCULATED DAILY TRIPS (TG)**	**TRIP STUDIED (WEIGHTED)**	**TRIP GENERATION (WEIGHTED)**
CHURCH	**560**	**1000 SF**	**0.37**	**0.070**	**2**	**0.43**	**0.07**	**6**	**8**	**5.71**	**0.80**	**4.57**
MUSEUM	**580**	**1000 SF**	**0.28**	**0.070**	**1**	**0.18**	**0.07**	**1**	**2**	**3.29**	**0.20**	**0.66**
TOTAL	**--**	**--**	**--**	**--**	**3**	**--**	**--**	**7**	**10**	**--**	**1.00**	**5.23**

Notes: Community Serving Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on a peak to daily factor of 0.07. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw). Church Example: = ((0.32 / .07) + (0.49 / 0.07)) = 5.79; TSw = (17 / 19) = 0.89; TGw = (5.79 x 0.89) = 5.18. Community Serving Trip Generation is the sum of the weighted trip generation (5.18 + 0.35) = 5.52.

PRIVATE EDUCATION TRIP GENERATION										
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	NUMBER OF STUDIES	PM PEAK OF GENERATOR	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ELEMENTARY SCHOOL	520	STUDENTS	0.74	50	0.44	71	1.77	121	0.21	0.37
MIDDLE SCHOOL / JR HIGH SCHOOL	522	STUDENTS	0.75	27	0.34	39	1.64	66	0.11	0.19
HIGH SCHOOL	525	STUDENTS	0.53	56	0.31	68	1.26	124	0.22	0.27
PRIVATE K-8	530	STUDENTS	1.01	14	0.60	12	2.42	26	0.05	0.11
PRIVATE K-12	532	STUDENTS	0.75	6	0.50	5	1.88	11	0.02	0.04
PRIVATE HIGH SCHOOL	534	STUDENTS	0.66	4	0.40	4	1.59	8	0.01	0.02
CHARTER ELEMENTARY SCHOOL	536	STUDENTS	1.09	36	0.73	39	2.73	75	0.13	0.36
CHARTER SCHOOL (K - 12)	538	STUDENTS	0.84	7	0.60	8	2.16	15	0.03	0.06
CHARTER HIGH SCHOOL	539	STUDENTS	0.94	2	0.55	2	2.24	4	0.01	0.02
DAY CARE	565	STUDENTS	0.81	63	0.83	63	2.46	126	0.22	0.54
TOTAL								576	1.00	1.96
CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS (1.96 x 5) = 9.80 PER 1,000 SQ. FT.										9.80

DAILY TRIP GENERATION RATE OF 9.82 PER 1,000 SQ. FT. BASED ON 1,000 SQ. FT. DIVIDED BY THE AVERAGE SQUARE FEET PER STUDENT OF 200 SQ. FT. MULTIPLIED BY WEIGHTED TRIP GENERATION PER STUDENT: (1,000 / 200 = 5.00); (1.96 X 5.00 = 9.80). TRIP GENERATION ROUNDED TO NEAREST 100TH PLACE. DAILY TRIPS BASED ON THE SUM OF THE AM AND PM PEAK HOUR OF GENERATOR TIMES A PEAK-TO-DAILY FACTOR OF 1.5: (E.G., CHARTER HIGH SCHOOL 0.94 + 0.73 = 1.67; 1.67 X 1.5 = 2.51). PEAK HOUR DATA HAD SIGNIFICANTLY MORE STUDIES THAN DAILY DATA. TOTAL NUMBER OF STUDIES BASED ON THE SUM OF THE NUMBER OF STUDIES FOR THE AM AND PM PEAK HOUR OF GENERATOR PER SCHOOL TYPE. ALL TRIP GENERATION DATA BASED ON THE ITE TRIP GENERATION MANUAL, 12TH EDITION.

AVERAGE SQUARE FEET PER STUDENT = 142.5 SQ. FT. BASED ON A WEIGHTED AVERAGE OF STUDENTS PER SCHOOL TYPE BASED ON TABLE 10 FROM THE FLORIDA DEPARTMENT OF EDUCATION REVIEW & ADJUSTMENT FOR FLORIDA'S COST PER STUDENT STATION (JANUARY 2020).

INDUSTRIAL TRIP GENERATION						
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIP GENERATION	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	3.60	27	0.075	0.269
INDUSTRIAL PARK	130	1,000 SQ. FT.	2.68	27	0.075	0.200
MANUFACTURING	140	1,000 SQ. FT.	4.27	36	0.099	0.425
WAREHOUSE	150	1,000 SQ. FT.	1.38	81	0.224	0.309
MINI-WAREHOUSE	151	1,000 SQ. FT.	1.29	11	0.030	0.039
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	1.40	91	0.251	0.352
HIGH CUBE FULFILLMENT	155	1,000 SQ. FT.	1.77	18	0.050	0.088
HIGH CUBE FULFILLMENT - SORTING	155	1,000 SQ. FT.	4.83	5	0.014	0.067
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	4.85	11	0.030	0.147
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	2.23	6	0.017	0.037
DATA CENTER	160	1,000 SQ. FT.	0.73	16	0.044	0.032
UTILITY	170	1,000 SQ. FT.	12.29	13	0.036	0.441
SPECIALTY TRADE	180	1,000 SQ. FT.	9.82	20	0.055	0.543
AVERAGE (STUDIES = TOTAL)			3.93	362	1.00	2.95

Notes: Industrial Trip Generation based on the Daily Rate from the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips are used to calculate a Trip Study Weight (TSW). The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Light Industrial Example: TSW = (27 / 362) = 0.075; TGW = (3.60 x 0.075) = 0.269. Industrial TG: Sum (0.269 + 0.200 + 0.425 + 0.309 + 0.039 + 0.352 + 0.088 + 0.067 + 0.147 + 0.037 + 0.032 + 0.441 + 0.543) = 2.95.

COMMERCIAL STORAGE TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**CALCULATED DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
WAREHOUSE	**150**	**1,000 SQ. FT.**	**0.12**	**0.051**	**47**	**0.15**	**0.049**	**58**	**105**	**2.71**	**0.78**	**2.12**
MINI-WAREHOUSE	**151**	**1,000 SQ. FT.**	**0.08**	**0.087**	**13**	**0.14**	**0.103**	**16**	**29**	**1.14**	**0.22**	**0.25**
TOTAL	**--**	**--**	**--**	**--**	**60**	**--**	**--**	**74**	**134**	**--**	**--**	**2.37**

Notes: Commercial Storage Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the closest 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation (TGw) is calculated based on daily trips multiplied by Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). ***Warehouse*** Example: DT = ((0.12 / .051) + (0.15 / 0.049)) = 2.71; TSw = (105 / 134) = 0.78; TGw = (2.71 x 0.78) = 2.12. Commercial Storage Weighted Trip Generation (TGw) is the sum of (2.12 + 0.25) = 2.37.

DISTRIBUTION CENTER TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**CALCULATED DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
HIGH CUBE TRANSLOAD	**154**	**1,000 SQ. FT.**	**0.08**	**0.048**	**102**	**0.10**	**0.050**	**102**	**204**	**1.83**	**0.74**	**1.36**
HIGH CUBE FULFILLMENT - NON SORT	**155**	**1,000 SQ. FT.**	**0.12**	**0.057**	**29**	**0.14**	**0.060**	**29**	**58**	**2.22**	**0.21**	**0.47**
HIGH CUBE COLD STORAGE	**157**	**1,000 SQ. FT.**	**0.11**	**0.057**	**6**	**0.11**	**0.060**	**6**	**12**	**1.88**	**0.04**	**0.08**
TOTAL	**--**	**--**	**--**		**137**	**--**	**--**	**137**	**274**	**--**	**1.00**	**1.92**

Notes: Distribution Center Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the closest 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation (TGw) is calculated based on daily trips multiplied by Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). High Cube Fulfillment Example: DT = ((0.12 / .057) + (0.14 / 0.050)) = 2.22; TSw = (58 / 274) = 0.21; TGw = (2.22 x 0.21) = 0.47. Warehouse Weighted Trip Generation (TGw) is the sum of (1.36 + 0.47 + 0.08) = 1.92.

OUTDOOR COMMERCIAL RECREATION TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
MINI GOLF	431	HOLES	--	--	--	0.33	0.094	1	1	3.51	0.03	0.11
GOLF DRIVING RANGE	432	TEES	0.40	0.043	1	1.25	0.094	7	8	11.30	0.26	2.92
SOCCER COMPLEX	488	FIELDS	0.99	0.043	5	16.43	0.094	5	10	98.91	0.32	31.90
PICKLEBALL COURTS	489	COURTS	1.93	0.043	3	4.39	0.094	5	8	45.79	0.26	11.82
TENNIS COURTS	490	COURTS	--	--	--	4.21	0.094	2	2	44.79	0.06	2.89
RACQUET / TENNIS CLUB	491	COURTS	--	--	--	3.82	0.094	2	2	40.64	0.06	2.62
TOTAL / AVERAGE					6			22	31		1.00	52.15
OUTDOOR COMMERCIAL RECREATION TRIP GENERATION PER ACRE												
PUBLIC PARK	410	ACRES	0.05	0.100	6	0.15	0.100	7	13	1.00	0.34	0.34
MINI GOLF	431	ACRES	--	--	--	11.88	0.100	1	1	118.80	0.03	3.13
GOLF DRIVING RANGE	432	ACRES	1.00	0.043	1	3.13	0.094	1	2	28.25	0.05	1.49
SOCCER COMPLEX	488	ACRES	0.25	0.043	5	4.11	0.094	5	10	24.73	0.26	6.51
PICKLEBALL COURTS	489	ACRES	3.86	0.043	3	8.78	0.094	5	8	91.59	0.21	19.28
TENNIS COURTS	490	ACRES	--	--	--	8.42	0.094	2	2	89.57	0.05	4.71
RACQUET / TENNIS CLUB	491	ACRES	--	--	--	7.64	0.094	2	2	81.28	0.05	4.28
TOTAL / *AVERAGE*		ACRES			15			23	38		1.00	39.74

Notes: Outdoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for golf driving ranges was converted from tees to acreage based on two and a half (2.5) tees per acre. The trip generation for a soccer complex was converted from fields to acreage based on four (4.0) acres per field plus amenities and sidelines. Mini-golf if based on 18 holes per 1/2 acre or 36 holes per acre. The trip generation for pickleball courts was converted from courts to acreage based on four (4) courts per acre. The trip generation for pickleball, tennis and racquet courts was converted from courts to acreage based on two (2) courts per acre plus amenities and common areas. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW).

The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Public Park Example: DT = ((0.05 / .100) + (0.15 / 0.100)) = 1.00; TSW = (13 / 38) = 0.034; TGW = (1.00 x 0.34) = 0.34. Outdoor Commercial Recreation TG is equal to the sum of the following: (0.34 + 3.13 + 1.49 + 6.51 + 19.28 + 4.71 + 4.28) = 39.74.

INDOOR COMMERCIAL RECREATION TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ROCK CLIMBING GYM	434	1,000 SQ. FT.	1.40	0.068	1	1.64	0.123	1	2	16.96	0.03	0.50
MULTI-PURPOSE	435	1,000 SQ. FT.	0.00	0.068	0	3.44	0.123	6	6	27.97	0.09	2.47
TRAMPOLINE PARK	436	1,000 SQ. FT.	0.00	0.068	0	1.50	0.123	3	3	12.20	0.04	0.54
BOWLING ALLEY	437	1,000 SQ. FT.	1.48	0.068	1	1.30	0.123	5	6	16.17	0.09	1.43
HEALTH / FITNESS	492	1,000 SQ. FT.	1.79	0.068	7	3.77	0.073	10	17	38.98	0.25	9.75
ATHLETIC CLUB	493	1,000 SQ. FT.	1.96	0.068	3	3.38	0.073	3	6	37.56	0.09	3.31
BOUTIQUE FITNESS STUDIO	494	1,000 SQ. FT.	11.69	0.068	3	8.00	0.123	2	5	118.48	0.07	8.71
COMMUNITY CENTER	495	1,000 SQ. FT.	2.02	0.068	11	2.89	0.123	12	23	26.60	0.34	9.00
TOTAL	--	--	--	--	26	--	--	42	68	--	1.00	35.70

Notes: Indoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example: DT = ((2.02 / .068) + (2.89 / 0.123)) = 26.60; TSW = (23 / 68) = 0.34; TGW = (26.60 x 0.34) = 9.00. Indoor Commercial Recreation Trip Generation is the sum of (0.50 + 2.47 + 0.54 + 1.43 + 9.75 + 3.31 + 8.71 + 9.00) = 35.70.

OFFICE TRIP GENERATION						
USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
HOSPITAL	610	1,000 SQ. FT.	10.7	6	0.10	1.07
OFFICE	710	1,000 SQ. FT.	7.83	22	0.37	2.87
SMALL OFFICE	712	1,000 SQ. FT.	14.39	21	0.35	5.04
CORPORATE HEADQUATERS	714	1,000 SQ. FT.	11.17	3	0.05	0.56
SINGLE TENANT	715	1,000 SQ. FT.	12.30	3	0.05	0.62
RESEARCH & DEVELOPMENT	760	1,000 SQ. FT.	9.47	1	0.02	0.16
BUSINESS PARK	770	1,000 SQ. FT.	9.97	4	0.07	0.66
TOTAL				60	1.00	10.97

Notes: Office Trip Generation based on Daily Weekday Trip Generation per 1,000 squate feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 12th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example: TSw = (22 / 60) = 0.37; TGw = (7.83 x 0.37) = 2.87. Office Trip Generation is the sum of (1.07 + 2.87 + 5.04 + 0.56 + 0.62 + 0.16 + 0.66) = 10.97.

FREE-STANDING MEDICAL OFFICE TRIP GENERATION						
USE	**ITE**	**VARIABLE**	**DAILY TRIPS (DT)**	**NUMBER OF STUDIES (TS)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
HOSPITAL	**610**	**1,000 SQ. FT.**	**10.70**	**6**	**0.15**	**1.57**
CLINIC	**630**	**1,000 SQ. FT.**	**37.60**	**9**	**0.22**	**8.25**
VETERINARY	**640**	**1,000 SQ. FT.**	**21.50**	**6**	**0.15**	**3.15**
EMERGENCY CARE	**650**	**1,000 SQ. FT.**	**24.94**	**4**	**0.10**	**2.43**
MEDICAL OFFICE	**720**	**1,000 SQ. FT.**	**34.03**	**16**	**0.39**	**13.28**
TOTAL				**41**	**1.00**	**28.68**

Notes: Medical Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 12th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Medical Office Example: TSw = (16 / 41) = 0.39; TGw = (34.03 x 0.39) = 13.28. Medical Office Trip Generation is the sum of (1.57 + 8.25 + 3.15 + 2.43 + 13.28) = 29.33.

MULTI-TENANT RETAIL TRIP GENERATION						
USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**DAILY TRIPS (DT)**	**NUMBER OF STUDIES (TS)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
MULTI-TENANT GREATER THAN 150K	**820**	**1,000 SQ. FT.**	**36.39**	**32**	**0.70**	**25.31**
MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET	**821**	**1,000 SQ. FT.**	**65.38**	**6**	**0.13**	**8.53**
MULTI-TENANT 40K to 150K WITH SUPERMARKET	**821**	**1,000 SQ. FT.**	**101.43**	**4**	**0.12**	**11.00**
MULTI-TENANT UNDER 40K	**822**	**1,000 SQ. FT.**	**54.45**	**4**	**0.09**	**4.73**
TOTAL		**1,000 SQ. FT.**	**--**	**46**	**1.00**	**49.58**

Notes: Multi-Tenant Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Multi-Tenant Under 40K Example: TSw = (4 / 46) = 0.09; TGw = (54.45 x 0.09) = 4.73. Retail Trip Generation is the sum of (25.31 + 8.53 + 11.00 + 4.73) = 49.58.

FREE STANDING RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
BUILDING MATERIALS & LUMBER	812	1,000 SQ. FT.	11.70	9	0.02	0.27
FREE STANDING DISCOUNT SUPERSTORE	813	1,000 SQ. FT.	50.52	72	0.18	9.26
VARIETY STORE	814	1,000 SQ. FT.	63.66	29	0.07	4.70
FREE STANDING DISCOUNT STORE	815	1,000 SQ. FT.	53.87	21	0.05	2.88
AUTO SALES NEW	840	1,000 SQ. FT.	27.84	18	0.05	1.28
AUTO SALES USED	841	1,000 SQ. FT.	27.06	14	0.04	0.96
AUTO PARTS SALES	843	1,000 SQ. FT.	54.57	14	0.04	1.94
TIRE STORE	848	1,000 SQ. FT.	28.54	12	0.03	0.87
SUPERMARKET	850	1,000 SQ. FT.	92.29	21	0.05	4.93
DISCOUNT CLUB	857	1,000 SQ. FT.	40.34	15	0.04	1.54
SPORTING GOODS SUPERSTORE	861	1,000 SQ. FT.	23.78	8	0.02	0.48
HOME IMPROVEMENT	862	1,000 SQ. FT.	30.65	18	0.05	1.40
ELECTRONIC SUPERSTORE	863	1,000 SQ. FT.	41.05	5	0.01	0.52
DISCOUNT HOME FURNISHINGS	869	1,000 SQ. FT.	20.00	8	0.02	0.41
DEPARTMENT STORE	875	1,000 SQ. FT.	22.88	5	0.01	0.29
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	107.20	17	0.04	4.64
MARIJUANA DISPENSARY	882	1,000 SQ. FT.	227.76	10	0.03	5.80
FURNITURE / FLOORING STORE	890	1,000 SQ. FT.	6.32	11	0.03	0.18
LIQUOR STORE	899	1,000 SQ. FT.	107.21	5	0.01	1.36
BANK	912	1,000 SQ. FT.	98.95	20	0.05	5.04
FAST CASUAL RESTAURANT	930	1,000 SQ. FT.	225.89	4	0.01	2.30
FINE DINING RESTAURANT	931	1,000 SQ. FT.	79.03	5	0.01	1.01
HIGH TURN OVER RESTAURANT	932	1,000 SQ. FT.	103.75	50	0.13	13.20
BREWERY TAP ROOM	971	1,000 SQ. FT.	61.69	2	0.01	0.31
TOTAL		1,000 SQ. FT.		393	1.00	65.56

Notes: Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Variety Store Example: TSw = (29 / 393) = 0.07; TGw = (63.66 x 0.07) = 4.70. Retail Trip Generation is the sum of (0.27 + 9.26 + 4.70 + 2.88 + 1.28 + 0.96 + 1.94 + 0.87 + 4.93 + 1.54 + 0.48 + 1.40 + 0.52 + 0.41 + 0.29 + 4.64 + 5.80 + 0.18 + 1.36 + 5.04 + 2.30 + 1.01 +13.2 + 0.31) = 65.56.

BANK DRIVE THRU TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**CALCULATED DAILY TRIPS (TG)**	**TRIP STUDIED (WEIGHTED)**	**TRIP GENERATION (WEIGHTED)**
BANK	**912**	**1,000 SF**	**9.95**	**0.063**	**46**	**21.03**	**0.102**	**116**	**162**	**182.06**	**0.52**	**94.83**
BANK	**912**	**DRIVE-THRU**	**8.65**	**0.063**	**38**	**26.98**	**0.102**	**111**	**149**	**200.91**	**0.48**	**96.25**
TOTAL / *AVERAGE*			***9.30***	**0.063**	**84**	***24.005***	**0.102**	**227**	**311**	***191.48***	**1.00**	**191.09**
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**WEIGHTED AM PEAK (7 to 9)**	**WEIGHTED AM PEAK FACTOR**	**WEIGHTED AM NUMBER OF STUDIES**	**WEIGHTED PM PEAK (4 to 6)**	**WEIGHTED PM PEAK FACTOR**	**WEIGHTED PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**WEIGHTED PEAK HOUR TRIPS**	**WEIGHTED PEAK HOUR FACTOR**	**WEIGHTED DAILY TRIPS (DT)**
BANK	**912**	**1,000 SF**	**2.83**	**0.018**	**0.28**	**15.06**	**0.073**	**0.72**	**162**	**17.88**	**0.09**	**196.69**
BANK	**912**	**DRIVE-THRU**	**2.21**	**0.016**	**0.26**	**20.10**	**0.076**	**0.74**	**149**	**22.31**	**0.09**	**242.31**
NET TRIP GENERATION TGw PER BANK DRIVE-THRU MINUS TGw FOR HIGH-IMPACT RETAIL (PER 1,000 SQ. FT.) (242.31 - 65.56) = 176.75												**176.75**

Notes: Bank Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 912. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips is the sum of the weighted Trip Generation (TGw). **The trip generation per drive-thru is based on the weighted daily trips per drive-thru of 242.31 minus the daily trips per 1,000 sq. ft. for Free-Standing Retail of 65.56 for a net trip generation of 176.75 (242.31 - 65.56 = 176.75).** The mobility fee for the square footage of the Financial Services building is based on the trip generation for Financial Service land uses.

MOTOR VEHICLE & BOAT CLEANING TRIP GENERATION								
PER 1,000 SQ. FT.								
SELF SERVICE CAR WASH	**947**	**1,000 SQ. FT.**	**14.07**	**0.087**	**4**	**161.72**	**0.20**	**32.34**
AUTOMATED CAR WASH	**948**	**1,000 SQ. FT.**	**24.40**	**0.094**	**15**	**259.57**	**0.75**	**194.68**
CAR WASH & DETAIL CENTER	**949**	**1,000 SQ. FT.**	**13.60**	**0.087**	**1**	**156.32**	**0.05**	**7.82**
TOTAL	**--**	**--**	**--**	**--**	**20**	**--**	**1.00**	**234.84**

Notes: Motor Vehicle and Boat Cleaning based on the PM Peak of adjacent street traffic per unit of measure based on the 12th Edition of the ITE Trip Generation Manual to provide for a uniform trip generation calculation across uses. The total number of studies (TS) conducted for the PM Peak are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the PM Peak divided by the PM Peak factor. PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips is the sum of the Weighted Trip Generation (WTG).

The 12th Edition provided updatd trip generation for automoated car washes per 1,000 sq. ft. Self serve car washes were converted to 1,000 sq. ft. based on 3 stall per 1,0000 sq. ft. That equates to 14.07 trips per 1,000 sq. ft. (4.69 x 3) = 14.07 PM Peak Trips per 1,000 sq. ft. The car wash & detail center was left at the current trip generation of 13.60 trips per structure which equates to 13.60 per 1,000 sq. ft.

Self-Service Car Wash Example: DT = ((14.07 / .087) = 161.72; TSw = (4 / 20) = 0.20; TGw = (161.72 x 0.20) = 32.34. Motor Vehicle and Boat Cleaning Trip Generation is the sum of (32.34 +194.68 + 7.82) = 234.84.

MOTOR VEHICLE CHARGING TRIP GENERATION							
ITE LAND USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**ENTER TRIPS**	**EXIT TRIPS**	**PEAK HOUR TRP GENERATION**	**PEAK HOUR FACTOR**	**DAILY TRIP GENERATION (TG)**
MOTOR VEHICLE CHARGING	**n/a**	**CHARGING POSITION**	**2**	**2**	**4**	**0.065**	**61.54**

Notes: Estimated trip generation assumes each charging position averages 2 motor vehicles per hour spending an average of 30 minutes per charge. Current estimates range between 20 and 45 minutes per charge. The peak hour factor is based on the average AM (0.054) and PM (0.075) peak hour trips to ITE Land Use Code 944 for motor vehicle fueling stations. The peak hour trips are similar to that of ITE Land Use Code 945 Convenience Store with motor vehicle fueling. There is estimated to be an entering and exiting vehicle every 30 minutes for a total of 4 trip per hour. The peak hour factor is 0.065. The following is the calculation: (60 / 30 = 2); (2 x 2 = 4); (4 / 0.065 = 61.54). It should be recognized that this is a new land use and that any end user should be provided the opportunity to provide an alternative trip generation analysis.

MOTOR VEHICLE SERVICE TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
AUTOMOBILE SALES NEW	840	SERVICE BAY	2.09	0.083	4	2.26	0.082	4	8	26.37	0.10	2.57
TIRE STORE	848	SERVICE BAY	2.69	0.066	21	3.85	0.091	24	45	41.53	0.55	22.79
TIRE SUPERSTORE	849	SERVICE BAY	1.34	0.066	11	2.11	0.091	12	23	21.74	0.28	6.10
QUICK LUBE VEHICLE SHOP	941	SERVICE BAY	5.80	0.083	1	8.70	0.115	1	2	72.77	0.02	1.77
AUTOMOBILE CARE CENTER	942	SERVICE BAY	3.87	0.049	2	4.90	0.110	2	4	61.76	0.05	3.01
TOTAL	--	--	*3.16*	*0.069*	39	*4.36*	*0.098*	43	82	*44.84*	1.00	36.25

Notes: Motor Vehicle Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 848 and 941. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per Service Bay is the sum of the Weighted Trip Generation (WTG). Tire Store Example: DT = ((2.69 / .066) + (3.85 / 0.091)) = 41.53; TSw = (45 / 82) = 0.55; TGw = (41.53 x 0.55) = 22.79. Motor Vehicle Service Trip Generation per bay is the sum of (2.57 + 22.79 + 6.10 + 1.77 + 3.01) = 36.25.
Average values in the last row are shown in italics for informational purposes only.

MOTOR VEHICLE FUELING TRIP GENERATION												
USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
GASOLINE SERVICE STATION	**944**	**PER FUEL POSITION**	**11.32**	**0.055**	**41**	**14.23**	**0.077**	**44**	**85**	**195.31**	**0.20**	**39.53**
CONVENIENCE STORE WITH GAS (2-4K)	**945**	**PER FUEL POSITION**	**13.65**	**0.062**	**71**	**15.85**	**0.071**	**79**	**150**	**221.70**	**0.36**	**79.18**
CONVENIENCE STORE WITH GAS (4-5.5K)	**945**	**PER FUEL POSITION**	**19.91**	**0.064**	**35**	**19.15**	**0.068**	**40**	**75**	**296.36**	**0.18**	**52.92**
CONVENIENCE STORE WITH GAS (5.5-10K)	**945**	**PER FUEL POSITION**	**23.21**	**0.064**	**55**	**21.08**	**0.068**	**55**	**110**	**336.33**	**0.26**	**88.09**
TOTAL		**PER FUEL POSITION**	***17.02***	***0.061***	**202**	***17.58***	***0.071***	**218**	**420**	***262.42***	**1.00**	**259.71**

Notes: Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Gasoline Service Station Example: DT = ((11.32 / .055) + (14.23 / 0.077)) = 195.31; TSw = (85/ 420) = 0.20; TGw = (195.31 x 0.20) = 39.53. Motor Vehicle Fueling Trip Generation per 1,000 sq. ft. is the sum of (39.53 + 79.18 + 52.92 + 88.09) = 259.71. ***Average values in the last row are shown in italics for informational purposes only.***

RETAIL DRIVE-THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.04	40.26
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.15	56.37
BANK WITH DRIVE-THRU	912	DRIVE-THRU	8.65	0.063	38	26.98	0.102	111	149	200.91	0.81	162.69
TOTAL		DRIVE-THRU	*30.49*	*0.066*	59	*33.85*	*0.071*	125	184	*543.21*	1.00	259.32
PHARMACY WITH-OUT DRIVE-THRU	880	1,000 SQ. FT.	2.94	0.033	7	8.51	0.094	13	20	89.81	0.24	21.38
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	3.83	0.033	23	10.24	0.094	41	64	112.50	0.76	85.71
TOTAL	--	1,000 SQ. FT.	*3.39*	*0.033*	30	*9.38*	*0.094*	54	84	*101.15*	1.00	107.10
NET TRIP GENERATION BASED ON PHARMACY W/ DRIVE-THRU (DT) MINUS PHARMACY W/O DRIVE-THRU (DT) TIMES AVERAGE PHARMACY SQ. FT. PER 1,000: (112.50 - 89.81 = 22.69); (13,000 / 1,000 = 13); (22.69 x 13 = 294.93)												294.93
NET TRIP GENERATION BASED ON AVERAGE OF WEIGHTED DRIVE-THRU & WEIGHTED PHARMACY DRIVE-THRU: (259.32 + 294.93 = 554.25); (554.25 / 2 = 277.12)												277.12
NET TRIP GENERATION BASED ON AVERAGE OF FIVE (5) MINUTE WAIT TIME OVER ONE (1) HOUR DIVIDED BY A WEIGHTED AVERAGE PM PEAK HOUR FACTOR OF 0.0958: (60 / 5 = 12); (12 / 0.0958 = 125.26)												125.26

Notes: Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 184) = 0.04; TGw = (1058.32 x 0.04) = 40.26. Drive-Thru Trip Generation is the sum of (40.26 + 56.73 + 162.69) = 259.32. A trip generation per drive-thru was then calculated for pharmacies based on AM and PM peak hour trip generation for a pharmacy with and with-out a drive-thru. The difference in daily trip generation between a pharmacy with and with-out a drive-thru was then calculated. The difference was then calculated for a typically size pharmacy of 13,000 sq. feet. The average of the two drive-thru analysis was then calculated for an average weighted daily trip generation of 294.93 for a drive-thru. The land uses tend to be higher trip generators. A trip generation rate was then calculated assuming 12 vehicles and hour using a drive-thru (5 minutes per vehicle). This average value was then converted to a daily trip generation rate based on the weighted average PM Peak Hour factor for all land uses (0.0958). The new trip generation result is a daily trip generation of 125.26 per drive-thru. This analysis was done to illustrate that the calculated rates did not exceed those of higher trip generating land uses. ***Average values in the last row are shown in italics for informational purposes only.***

QUICK SERVICE RESTAURANT DRIVE-THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	PER DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.20	211.66
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	PER DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.80	296.33
TOTAL	--	PER DRIVE-THRU	*41.41*	*0.07*	21	*37.29*	*0.06*	14	35	*714.36*	1.00	507.99

Notes: Quick Service Restaurant Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12\th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 934 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 35) = 0.20; TGw = (1058.32 x 0.20) = 211.66. Quick Service Restaurant Drive-Thru Trip Generation per lane is the sum of (211.66 + 296.33) = 507.99. ***Average values in the last row are shown in italics for informational purposes only.***

APPENDIX Q

New Trips

APPENDIX Q: % NEW TRIPS (%NT)				
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure (UOM)	Trip Generation (TG)	% New Trips (NT)	New Trips (NT)
Residential & Lodging Uses				
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	5.29	1.00	5.29
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	6.20	1.00	6.20
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	6.02	0.90	5.42
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	5.52	1.00	5.52
Institutional Uses				
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	5.23	0.95	4.97
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	5.82	0.75	4.37
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	9.80	0.65	6.37
Industrial Uses				
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	2.95	0.85	2.51
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	2.37	0.85	2.01
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	1.92	0.85	1.63
Recreation Uses				
Marina (Including dry storage) per berth	per berth	2.41	0.73	1.75
Golf Course (Open to Public or Non-Resident Membership)	per hole	30.38	0.73	22.03
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	39.74	0.63	24.84
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	35.70	0.53	18.74
Office Uses				
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	10.97	0.80	8.78
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	28.68	0.70	20.08
Commercial Services & Retail Uses				
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	24.79	0.48	11.78
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	49.58	0.48	23.55
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	65.56	0.48	31.14
Additive Fees for Commercial Services & Retail Uses				
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	176.75	0.40	70.70
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	234.84	0.30	70.45
Motor Vehicle Charging	per position	61.54	0.60	36.92
Motor Vehicle Fueling	per position	259.71	0.30	77.91
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	36.25	0.60	21.75
Retail Drive-Thru	per lane	125.26	0.40	50.10
Quick Service Restaurant Drive-Thru Lane	per lane	507.99	0.30	152.40

APPENDIX R1

2022 National Household Travel Survey Data:

Trip Purpose (10 Miles or Less)

APPENDIX R-1: NATIONAL HOUSEHOLD TRAVEL SURVEY TRIP PURPOSE (10 Miles of Less)										
ID	TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
5	HOME	5,716,091,706	1.50	23,943,605,135	1.40	4.19	3,821,418,425	17,161,537,850	4.49	1.23
10	COMMUNITY SERVING / ERRANDS	2,377,491,958	1.81	8,554,558,472	1.51	3.60	1,310,645,937	5,656,356,975	4.32	1.75
15	FAMILY CARE / HOME	5,769,370,166	1.50	24,062,186,417	1.40	4.17	3,852,353,123	17,220,828,491	4.47	1.62
20	SCHOOL / ERRANDS	3,234,392,864	1.74	14,927,047,605	1.57	4.62	1,858,856,083	9,530,103,918	5.13	1.55
25	WORK	1,968,109,176	1.24	9,043,725,668	1.13	4.60	1,587,578,987	7,974,327,668	5.02	1.25
30	SOCIAL / EXERCISE / RECREATION / ENTERTAINMENT	1,165,703,256	1.70	3,628,430,401	1.76	3.11	686,091,360	2,065,502,573	3.01	1.90
35	MEDICAL / DENTAL / WORK	2,220,921,388	1.22	10,455,471,431	1.13	4.71	1,815,414,379	9,283,869,804	5.11	1.18
40	BUY GOODS	2,242,659,929	1.61	8,503,036,653	1.71	3.79	1,389,350,849	4,973,539,999	3.58	1.48
45	PERSONAL ERRANDS	2,125,475,277	1.81	6,879,191,620	1.55	3.24	1,173,996,317	4,452,031,348	3.79	2.09
50	BUY MEALS	1,230,418,597	1.47	5,477,771,406	1.40	4.45	836,654,639	3,907,744,708	4.67	1.60

Source: 2022 National Household Travel Survey (NHTS). Combined Trip Purpose for South Atlantic MSA/CMSA less than 1 million population. Average of trips based on trip lengths of 10 Miles or Less.

APPENDIX R2

2022 National Household Travel Survey Data:

Trip Purpose (15 Miles or Less)

APPENDIX R-2: NATIONAL HOUSEHOLD TRAVEL SURVEY TRIP PURPOSE (15 Miles of Less)										
ID	TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGHT (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGHT (VTL)	VEHICLE OCCUPANCY (VO)
5	HOME	6,624,199,495	1.48	35,285,186,340	1.39	5.33	4,481,465,384	25,369,936,263	5.66	1.23
10	COMMUNITY SERVING / ERRANDS	2,655,057,906	1.82	11,683,538,096	1.69	4.40	1,455,927,173	6,914,815,364	4.75	1.17
15	FAMILY CARE / HOME	6,704,117,185	1.48	35,463,058,263	1.39	5.29	4,527,867,430	25,458,872,225	5.62	1.37
20	SCHOOL / ERRANDS	3,459,886,789	1.76	17,770,964,768	1.63	5.14	1,963,798,401	10,888,436,285	5.54	1.45
25	WORK	2,356,526,265	1.20	14,005,861,272	1.09	5.94	1,963,205,320	12,791,853,794	6.52	1.11
30	SOCIAL / EXERCISE / RECREATION / ENTERTAINMENT	1,560,480,187	1.57	8,228,763,255	1.44	5.27	995,616,323	5,700,852,466	5.73	1.31
35	MEDICAL / DENTAL / WORK	2,687,488,295	1.19	16,395,855,869	1.09	6.10	2,264,267,016	15,007,513,045	6.63	1.23
40	BUY GOODS	2,448,057,314	1.61	11,228,112,070	1.66	4.59	1,522,626,824	6,754,766,833	4.44	1.51
45	PERSONAL ERRANDS	2,327,061,591	1.85	9,405,177,297	1.69	4.04	1,260,912,296	5,576,684,072	4.42	1.40
50	BUY MEALS	1,296,017,136	1.47	6,312,093,174	1.41	4.87	882,552,649	4,467,855,320	5.06	1.65

Source: 2022 National Household Travel Survey (NHTS). Combined Trip Purpose for South Atlantic MSA/CMSA less than 1 million population. Average of trips based on trip lengths of 15 Miles or Less.

APPENDIX R3

2022 National Household Travel Survey Data:

Trip Purpose (20 Miles or Less)

APPENDIX R-3: NATIONAL HOUSEHOLD TRAVEL SURVEY TRIP PURPOSE (20 Miles of Less)										
ID	TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
5	HOME	7,026,053,881	1.48	42,410,060,588	1.40	6.04	4,754,741,003	30,297,610,763	6.37	1.14
10	COMMUNITY SERVING / ERRANDS	2,726,895,289	1.81	13,016,540,599	1.67	4.77	1,502,586,910	7,790,253,181	5.18	0.92
15	FAMILY CARE / HOME	7,132,610,801	1.48	42,647,223,152	1.40	5.98	4,816,610,399	30,416,192,045	6.31	1.45
20	SCHOOL / ERRANDS	3,530,435,194	1.76	19,061,400,553	1.65	5.40	2,000,877,229	11,577,791,742	5.79	1.21
25	WORK	2,484,932,645	1.19	16,345,603,699	1.08	6.58	2,091,611,699	15,131,596,222	7.23	0.70
30	SOCIAL / EXERCISE / RECREATION / ENTERTAINMENT	1,670,648,343	1.56	10,191,821,365	1.45	6.10	1,068,316,067	7,010,709,401	6.56	1.53
35	MEDICAL / DENTAL / WORK / ERRAND	2,825,024,495	1.18	18,893,349,264	1.08	6.69	2,401,803,216	17,505,006,439	7.29	0.85
40	BUY GOODS	2,475,076,085	1.61	11,751,452,779	1.65	4.75	1,540,452,267	7,101,152,268	4.61	1.71
45	PERSONAL ERRANDS	2,375,894,290	1.83	10,319,418,504	1.65	4.34	1,296,205,506	6,235,543,081	4.81	0.67
50	BUY MEALS	1,343,354,133	1.47	7,143,221,554	1.41	5.32	914,509,836	5,049,111,967	5.52	1.36

Source: 2022 National Household Travel Survey (NHTS). Combined Trip Purpose for South Atlantic MSA/CMSA less than 1 million population. Average of trips based on trip lengths of 20 Miles or Less.

APPENDIX S

Person Miles of Travel per Use (PMTu)

APPENDIX S: PERSON MILES OF TRAVEL (PMT)														
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure (UOM)	Person Trip Factor (PTf)				Person Trip Length (PTl)				Person Miles of Travel (PMT)				NTHS Trip Purpose ID
		East	Southwest	Northwest	West	East	Southwest	Northwest	West	East	Southwest	Northwest	West	
Residential & Lodging Uses														
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	1.50	1.50	1.48	1.48	4.19	4.19	5.33	6.04	33.25	33.25	41.73	47.29	5
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	1.50	1.50	1.48	1.48	4.19	4.19	5.33	6.04	38.97	38.97	48.91	55.42	5
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	1.50	1.50	1.48	1.48	4.19	4.19	5.33	6.04	30.65	30.65	38.47	43.59	5
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	1.50	1.50	1.48	1.48	4.19	4.19	5.33	6.04	34.69	34.69	43.54	49.34	5
Institutional Uses														
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	1.81	1.81	1.82	1.81	3.6	3.6	4.4	4.77	30.76	30.76	37.80	40.75	10
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	1.50	1.50	1.48	1.48	4.17	4.17	5.29	5.98	20.48	20.48	25.63	28.97	15
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	1.74	1.74	1.76	1.76	4.62	4.62	5.14	5.4	33.28	33.28	37.46	39.35	20
Industrial Uses														
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	1.24	1.24	1.20	1.19	4.6	4.6	5.94	6.58	12.16	12.16	15.19	16.69	25
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	1.24	1.24	1.20	1.19	4.6	4.6	5.94	6.58	9.77	9.77	12.21	13.41	25
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	1.24	1.24	1.20	1.19	4.6	4.6	5.94	6.58	7.91	7.91	9.89	10.86	25
Recreation Uses														
Marina (Including dry storage) per berth	per berth	1.70	1.70	1.57	1.56	3.11	3.11	5.27	6.1	6.70	6.70	10.48	12.05	30
Golf Course (Open to Public or Non-Resident Membership)	per hole	1.70	1.70	1.57	1.56	3.11	3.11	5.27	6.1	84.43	84.43	132.12	151.96	30
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	1.70	1.70	1.57	1.56	3.11	3.11	5.27	6.1	82.07	82.07	128.44	147.72	30
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	1.70	1.70	1.57	1.56	3.11	3.11	5.27	6.1	52.02	52.02	81.41	93.64	30
Office Uses														
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	1.24	1.24	1.20	1.19	4.6	4.6	5.94	6.58	40.05	40.05	50.04	54.97	25
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	1.22	1.22	1.19	1.18	4.71	4.71	6.1	6.89	80.75	80.75	102.01	114.26	35
Commercial Services & Retail Uses														
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.61	1.61	1.61	1.61	3.79	3.79	4.59	4.75	34.13	34.13	41.33	42.77	40
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.61	1.61	1.61	1.61	3.79	3.79	4.59	4.75	68.26	68.26	82.67	85.55	40
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.61	1.61	1.61	1.61	3.79	3.79	4.59	4.75	90.26	90.26	109.31	113.12	40
Additive Fees for Commercial Services & Retail Uses														
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	1.81	1.81	1.85	1.83	3.24	3.24	4.04	4.34	165.85	165.85	211.36	224.61	45
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	1.81	1.81	1.85	1.83	3.24	3.24	4.04	4.34	123.95	123.95	157.97	167.86	45
Motor Vehicle Charging	per position	1.81	1.81	1.85	1.83	3.24	3.24	4.04	4.34	129.92	129.92	165.58	175.95	45
Motor Vehicle Fueling	per position	1.81	1.81	1.85	1.83	3.24	3.24	4.04	4.34	137.07	137.07	174.70	185.64	45
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	1.81	1.81	1.85	1.83	3.24	3.24	4.04	4.34	76.53	76.53	97.54	103.65	45
Retail Drive-Thru	per lane	1.81	1.81	1.85	1.83	3.24	3.24	4.04	4.34	117.53	117.53	149.79	159.17	45
Quick Service Restaurant Drive-Thru Lane	per lane	1.47	1.47	1.47	1.47	3.79	3.79	4.87	5.32	254.71	254.71	327.30	357.54	50

Source: Person Trip Factor and Person Trip Length pulled from the National Highway Travel Survey Trip Purpose Appendix R-1 to R-3. Trip Purpose ID corresponds to specific NHTS Trip Purpose data.

APPENDIX T

Person Travel Demand per Use (PTDu)

APPENDIX T: PERSON TRAVEL DEMAND (PTD)														
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure (UOM)	County Reduction Factor (CRf)				Limited Access Factor (LAf)				Origin Destination Factor (ODf)	Person Travel Demand			
		East (0.884)	Southwest (0.792)	Northwest (0.792)	West (0.792)	East (0.667)	Southwest (0.667)	Northwest (0.667)	West (0.667)		East	Southwest	Northwest	West
Residential & Lodging Uses														
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	29.39	26.33	33.05	37.45	19.60	17.56	22.04	24.98	0.50	9.80	8.78	11.02	12.49
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	34.45	30.86	38.74	43.90	22.98	20.58	25.84	29.28	0.50	11.49	10.29	12.92	14.64
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	27.09	24.27	30.46	34.52	18.07	16.19	20.32	23.03	0.50	9.04	8.09	10.16	11.51
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	30.67	27.48	34.49	39.08	20.46	18.33	23.00	26.07	0.50	10.23	9.16	11.50	13.03
Institutional Uses														
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	27.19	24.36	29.94	32.28	18.13	16.25	19.97	21.53	0.50	9.07	8.12	9.98	10.76
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	18.10	16.22	20.30	22.95	12.07	10.82	13.54	15.31	0.50	6.04	5.41	6.77	7.65
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	29.42	26.36	29.67	31.17	19.63	17.58	19.79	20.79	0.50	9.81	8.79	9.89	10.39
Industrial Uses														
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	10.75	9.63	12.03	13.22	7.17	6.42	8.03	8.82	0.50	3.58	3.21	4.01	4.41
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	8.63	7.74	9.67	10.62	5.76	5.16	6.45	7.08	0.50	2.88	2.58	3.22	3.54
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	6.99	6.27	7.83	8.60	4.67	4.18	5.22	5.74	0.50	2.33	2.09	2.61	2.87
Recreation Uses														
Marina (Including dry storage) per berth	per berth	5.92	5.30	8.30	9.55	3.95	3.54	5.54	6.37	0.50	1.97	1.77	2.77	3.18
Golf Course (Open to Public or Non-Resident Membership)	per hole	74.63	66.86	104.64	120.35	49.78	44.60	69.80	80.27	0.50	24.89	22.30	34.90	40.14
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	72.55	65.00	101.72	117.00	48.39	43.36	67.85	78.04	0.50	24.20	21.68	33.92	39.02
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	45.99	41.20	64.48	74.16	30.67	27.48	43.01	49.46	0.50	15.34	13.74	21.50	24.73
Office Uses														
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	35.40	31.72	39.64	43.54	23.61	21.16	26.44	29.04	0.50	11.81	10.58	13.22	14.52
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	71.39	63.96	80.79	90.49	47.61	42.66	53.89	60.36	0.50	23.81	21.33	26.94	30.18
Commercial Services & Retail Uses														
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	30.17	27.03	32.74	33.88	20.12	18.03	21.84	22.60	0.50	10.06	9.01	10.92	11.30
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	60.34	54.06	65.47	67.75	40.25	36.06	43.67	45.19	0.50	20.12	18.03	21.84	22.60
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	79.79	71.49	86.57	89.59	53.22	47.68	57.75	59.76	0.50	26.61	23.84	28.87	29.88
Additive Fees for Commercial Services & Retail Uses														
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	146.61	131.35	167.40	177.89	97.79	87.61	111.66	118.65	0.50	48.89	43.81	55.83	59.33
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	109.57	98.17	125.11	132.95	73.08	65.48	83.45	88.68	0.50	36.54	32.74	41.72	44.34
Motor Vehicle Charging	per position	114.85	102.90	131.14	139.36	76.61	68.63	87.47	92.95	0.50	38.30	34.32	43.74	46.48
Motor Vehicle Fueling	per position	121.17	108.56	138.36	147.03	80.82	72.41	92.29	98.07	0.50	40.41	36.21	46.14	49.03
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	67.65	60.61	77.25	82.09	45.12	40.43	51.52	54.75	0.50	22.56	20.21	25.76	27.38
Retail Drive-Thru	per lane	103.90	93.09	118.63	126.07	69.30	62.09	79.13	84.09	0.50	34.65	31.04	39.56	42.04
Quick Service Restaurant Drive-Thru Lane	per lane	225.17	201.73	259.22	283.17	150.19	134.56	172.90	188.88	0.50	75.09	67.28	86.45	94.44

APPENDIX U

Mobility Fee Schedule per 1,000 sq. ft.

APPENDIX U: CALCULATED 2025 MOBILITY FEE PER 1,000 SQ. FT. OR UNIT OF MEASURE					
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure (UOM)	2025 Calculated Mobility Fee			
		East of 95	SW of 95	NW of 95	West of 95
Residential & Lodging Uses					
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$4,207	$3,478	$4,755	$5,394
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$4,931	$4,076	$5,573	$6,322
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$3,878	$3,206	$4,383	$4,972
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$4,390	$3,629	$4,962	$5,628
Institutional Uses					
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$3,892	$3,217	$4,307	$4,648
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$2,591	$2,142	$2,921	$3,305
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$4,212	$3,482	$4,268	$4,489
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$1,538	$1,272	$1,731	$1,904
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$1,236	$1,022	$1,391	$1,529
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$1,001	$828	$1,127	$1,239
Recreation Uses					
Marina (Including dry storage) per berth	per berth	$848	$701	$1,194	$1,375
Golf Course (Open to Public or Non-Resident Membership)	per hole	$10,684	$8,831	$15,055	$17,333
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$10,386	$8,585	$14,636	$16,849
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$6,583	$5,442	$9,277	$10,680
Office Uses					
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$5,068	$4,189	$5,703	$6,271
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$10,219	$8,447	$11,624	$13,032
Commercial Services & Retail Uses					
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,319	$3,570	$4,710	$4,879
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$8,638	$7,140	$9,420	$9,758
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$11,422	$9,442	$12,456	$12,903
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$20,987	$17,349	$24,085	$25,619
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$15,685	$12,966	$18,000	$19,147
Motor Vehicle Charging	per position	$16,441	$13,591	$18,868	$20,070
Motor Vehicle Fueling	per position	$17,346	$14,339	$19,907	$21,175
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$9,685	$8,006	$11,114	$11,822
Retail Drive-Thru	per lane	$14,873	$12,295	$17,069	$18,156
Quick Service Restaurant Drive-Thru Lane	per lane	$32,233	$26,645	$37,295	$40,782

APPENDIX V

Mobility Fee Schedule per sq. ft.

APPENDIX V: CALCULATED 2025 MOBILITY FEE PER SQ. FT. OR UNIT OF MEASURE					
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure (UOM)	2025 Calculated Mobility Fee			
		East of 95	SW of 95	NW of 95	West of 95
Residential & Lodging Uses					
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per sq. ft.	$4.21	$3.48	$4.76	$5.39
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per sq. ft.	$4.93	$4.08	$5.57	$6.32
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$3,878	$3,206	$4,383	$4,972
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$4,390	$3,629	$4,962	$5,628
Institutional Uses					
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per sq. ft.	$3.89	$3.22	$4.31	$4.65
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	$2.59	$2.14	$2.92	$3.31
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per sq. ft.	$4.21	$3.48	$4.27	$4.49
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per sq. ft.	$1.54	$1.27	$1.73	$1.90
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per sq. ft.	$1.24	$1.02	$1.39	$1.53
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per sq. ft.	$1.00	$0.83	$1.13	$1.24
Recreation Uses					
Marina (Including dry storage) per berth	per berth	$848	$701	$1,194	$1,375
Golf Course (Open to Public or Non-Resident Membership)	per hole	$10,684	$8,831	$15,055	$17,333
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$10,386	$8,585	$14,636	$16,849
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per sq. ft.	$6.58	$5.44	$9.28	$10.68
Office Uses					
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per sq. ft.	$5.07	$4.19	$5.70	$6.27
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	$10.22	$8.45	$11.62	$13.03
Commercial Services & Retail Uses					
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$4.32	$3.57	$4.71	$4.88
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$8.64	$7.14	$9.42	$9.76
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per sq. ft.	$11.42	$9.44	$12.46	$12.90
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$20,987	$17,349	$24,085	$25,619
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per sq. ft.	$15.69	$12.97	$18.00	$19.15
Motor Vehicle Charging	per position	$16,441	$13,591	$18,868	$20,070
Motor Vehicle Fueling	per position	$17,346	$14,339	$19,907	$21,175
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$9,685	$8,006	$11,114	$11,822
Retail Drive-Thru	per lane	$14,873	$12,295	$17,069	$18,156
Quick Service Restaurant Drive-Thru Lane	per lane	$32,233	$26,645	$37,295	$40,782

APPENDIX W

Combined Port St. Lucie Mobility Fee &

St. Lucie County Road Impact Fee

APPENDIX W: COMBINED PORT ST. LUCIE MOBILITY FEE & ST. LUCIE COUNTY ROAD IMPACT FEE								
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Existing Port St. Lucie Mobility Fees per Assessment Area			St. Lucie County Road Impact Fee	Combined Port St. Lucie Mobility Fee & St. Lucie County Road Impact Fee		
		East of 95	Southwest of 95	Northwest of 95	Port St. Lucie	East of 95	Southwest of 95	Northwest of 95
Residential & Lodging Uses								
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,600	$1,130	$1,420	$2,060	$3,660	$3,190	$3,480
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,650	$1,870	$2,340	$1,589	$4,239	$3,459	$3,929
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,998	$1,409	$2,340	$890	$2,888	$2,299	$3,230
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,605	$1,132	$1,422	$807	$2,412	$1,939	$2,229
Institutional Uses								
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$1,990	$1,480	$2,210	$992	$2,982	$2,472	$3,202
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$1,110	$790	$990	$613	$1,723	$1,403	$1,603
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$2,140	$1,600	$1,890	$851	$2,991	$2,451	$2,741
Industrial Uses								
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$700	$550	$740	$441	$1,141	$991	$1,181
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$560	$440	$590	$353	$913	$793	$943
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$450	$360	$480	$279	$729	$639	$759
Recreation Uses								
Marina (Including dry storage) per berth	per berth	$663	$487	$704	--	$663	$487	$704
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	--	--	--	--	--	--
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,189	$1,692	$2,327	--	$2,189	$1,692	$2,327
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,450	$2,670	$3,670	$505	$3,955	$3,175	$4,175
Office Uses								
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,660	$2,120	$2,850	$1,489	$4,149	$3,609	$4,339
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,460	$3,610	$4,690	$2,383	$6,843	$5,993	$7,073
Commercial Services & Retail Uses								
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,390	$1,650	$2,020	$1,292	$3,682	$2,942	$3,312
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,780	$3,300	$4,050	$2,414	$7,194	$5,714	$6,464
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$6,530	$4,500	$5,530	$3,011	$9,541	$7,511	$8,541
Additive Fees for Commercial Services & Retail Uses								
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$15,711	$10,868	$12,234	--	$15,711	$10,868	$12,234

APPENDIX W: COMBINED PORT ST. LUCIE MOBILITY FEE & ST. LUCIE COUNTY ROAD IMPACT FEE								
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Existing Port St. Lucie Mobility Fees per Assessment Area			St. Lucie County Road Impact Fee	Combined Port St. Lucie Mobility Fee & St. Lucie County Road Impact Fee		
		East of 95	Southwest of 95	Northwest of 95	Port St. Lucie	East of 95	Southwest of 95	Northwest of 95
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	$13,857	$9,962	$12,227	--	$13,857	$9,962	$12,227
Motor Vehicle Charging	per position	$12,793	$9,197	$11,288	--	$12,793	$9,197	$11,288
Motor Vehicle Fueling	per position	$12,793	$9,197	$11,288	$3,824	$16,617	$13,021	$15,112
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,993	$4,308	$5,288	--	$5,993	$4,308	$5,288
Retail Drive-Thru	per lane	$10,575	$7,603	$9,331	--	$10,575	$7,603	$9,331
Quick Service Restaurant Drive-Thru Lane	per lane	$30,012	$18,971	$25,517	--	$30,012	$18,971	$25,517

APPENDIX X

Percent Comparison of

Existing Fee & Updated Mobility Fee

APPENDIX X: COMPARISON OF EXISTING FEE AND UPDATED MOBILITY FEE

Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Existing Port St. Lucie Mobility Fees per Assessment Area			Updated 2025 Port St. Lucie Mobility Fees				Updated 2025 Port St. Lucie Mobility Fees % Increase (West of 95 using existing NW of 95 to determine increase)			
		East of 95	SW of 95	NW of 95	East of 95	SW of 95	NW of 95	West of 95	East of 95	SW of 95	NW of 95	West of 95
Residential & Lodging Uses												
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,600	$1,130	$1,420	$4,207	$3,478	$4,755	$5,394	163%	208%	235%	280%
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,650	$1,870	$2,340	$4,931	$4,076	$5,573	$6,322	86%	118%	138%	170%
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,998	$1,409	$2,340	$3,878	$3,206	$4,383	$4,972	94%	128%	87%	112%
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,605	$1,132	$1,422	$4,390	$3,629	$4,962	$5,628	174%	221%	249%	296%
Institutional Uses												
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$1,990	$1,480	$2,210	$3,892	$3,217	$4,307	$4,648	96%	117%	95%	110%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$1,110	$790	$990	$2,591	$2,142	$2,921	$3,305	133%	171%	195%	234%
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$2,140	$1,600	$1,890	$4,212	$3,482	$4,268	$4,489	97%	118%	126%	138%
Industrial Uses												
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$700	$550	$740	$1,538	$1,272	$1,731	$1,904	120%	131%	134%	157%
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$560	$440	$590	$1,236	$1,022	$1,391	$1,529	121%	132%	136%	159%
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$450	$360	$480	$1,001	$828	$1,127	$1,239	122%	130%	135%	158%
Recreation Uses												
Marina (Including dry storage) per berth	per berth	$663	$487	$704	$848	$701	$1,194	$1,375	28%	44%	70%	95%
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	--	--	$10,684	$8,831	$15,055	$17,333	100%	100%	100%	100%
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,189	$1,692	$2,327	$10,386	$8,585	$14,636	$16,849	374%	407%	529%	624%
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,450	$2,670	$3,670	$6,583	$5,442	$9,277	$10,680	91%	104%	153%	191%
Office Uses												
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,660	$2,120	$2,850	$5,068	$4,189	$5,703	$6,271	91%	98%	100%	120%
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,460	$3,610	$4,690	$10,219	$8,447	$11,624	$13,032	129%	134%	148%	178%
Commercial Services & Retail Uses												
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,390	$1,650	$2,020	$4,319	$3,570	$4,710	$4,879	81%	116%	133%	142%
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,780	$3,300	$4,050	$8,638	$7,140	$9,420	$9,758	81%	116%	133%	141%
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$6,530	$4,500	$5,530	$11,422	$9,442	$12,456	$12,903	75%	110%	125%	133%
Additive Fees for Commercial Services & Retail Uses												
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$15,711	$10,868	$12,234	$20,987	$17,349	$24,085	$25,619	34%	60%	97%	109%
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$13,857	$9,962	$12,227	$15,685	$12,966	$18,000	$19,147	13%	30%	47%	57%
Motor Vehicle Charging	per position	$12,793	$9,197	$11,288	$16,441	$13,591	$18,868	$20,070	29%	48%	67%	78%
Motor Vehicle Fueling	per position	$12,793	$9,197	$11,288	$17,346	$14,339	$19,907	$21,175	36%	56%	76%	88%
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,993	$4,308	$5,288	$9,685	$8,006	$11,114	$11,822	62%	86%	110%	124%
Retail Drive-Thru	per lane	$10,575	$7,603	$9,331	$14,873	$12,295	$17,069	$18,156	41%	62%	83%	95%
Quick Service Restaurant Drive-Thru Lane	per lane	$30,012	$18,971	$25,517	$32,233	$26,645	$37,295	$40,782	7%	40%	46%	60%

APPENDIX Y

Increase in Mobility Fees

APPENDIX Y: INCREASE IN MOBILITY FEES

Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Existing Port St. Lucie Mobility Fees per Assessment Area			Updated 2025 Port St. Lucie Mobility Fees				Increase In Updated 2025 Port St. Lucie Mobility Fees (West of 95 using existing NW of 95 to determine increase)			
		East of 95	SW of 95	NW of 95	East of 95	SW of 95	NW of 95	West of 95	East of 95	SW of 95	NW of 95	West of 95
Residential & Lodging Uses												
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,600	$1,130	$1,420	$4,207	$3,478	$4,755	$5,394	$2,607	$2,348	$3,335	$3,974
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,650	$1,870	$2,340	$4,931	$4,076	$5,573	$6,322	$2,281	$2,206	$3,233	$3,982
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,998	$1,409	$2,340	$3,878	$3,206	$4,383	$4,972	$1,880	$1,797	$2,043	$2,632
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,605	$1,132	$1,422	$4,390	$3,629	$4,962	$5,628	$2,785	$2,497	$3,540	$4,206
Institutional Uses												
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$1,990	$1,480	$2,210	$3,892	$3,217	$4,307	$4,648	$1,902	$1,737	$2,097	$2,438
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$1,110	$790	$990	$2,591	$2,142	$2,921	$3,305	$1,481	$1,352	$1,931	$2,315
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$2,140	$1,600	$1,890	$4,212	$3,482	$4,268	$4,489	$2,072	$1,882	$2,378	$2,599
Industrial Uses												
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$700	$550	$740	$1,538	$1,272	$1,731	$1,904	$838	$722	$991	$1,164
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$560	$440	$590	$1,236	$1,022	$1,391	$1,529	$676	$582	$801	$939
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$450	$360	$480	$1,001	$828	$1,127	$1,239	$551	$468	$647	$759
Recreation Uses												
Marina (Including dry storage) per berth	per berth	$663	$487	$704	$848	$701	$1,194	$1,375	$185	$214	$490	$671
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	--	--	$10,684	$8,831	$15,055	$17,333	$10,684	$8,831	$15,055	$17,333
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,189	$1,692	$2,327	$10,386	$8,585	$14,636	$16,849	$8,197	$6,893	$12,309	$14,522
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,450	$2,670	$3,670	$6,583	$5,442	$9,277	$10,680	$3,133	$2,772	$5,607	$7,010
Office Uses												
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,660	$2,120	$2,850	$5,068	$4,189	$5,703	$6,271	$2,408	$2,069	$2,853	$3,421
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,460	$3,610	$4,690	$10,219	$8,447	$11,624	$13,032	$5,759	$4,837	$6,934	$8,342
Commercial Services & Retail Uses												
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,390	$1,650	$2,020	$4,319	$3,570	$4,710	$4,879	$1,929	$1,920	$2,690	$2,859
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,780	$3,300	$4,050	$8,638	$7,140	$9,420	$9,758	$3,858	$3,840	$5,370	$5,708
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$6,530	$4,500	$5,530	$11,422	$9,442	$12,456	$12,903	$4,892	$4,942	$6,926	$7,373
Additive Fees for Commercial Services & Retail Uses												
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$15,711	$10,868	$12,234	$20,987	$17,349	$24,085	$25,619	$5,276	$6,481	$11,851	$13,385
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$13,857	$9,962	$12,227	$15,685	$12,966	$18,000	$19,147	$1,828	$3,004	$5,773	$6,920
Motor Vehicle Charging	per position	$12,793	$9,197	$11,288	$16,441	$13,591	$18,868	$20,070	$3,648	$4,394	$7,580	$8,782
Motor Vehicle Fueling	per position	$12,793	$9,197	$11,288	$17,346	$14,339	$19,907	$21,175	$4,553	$5,142	$8,619	$9,887
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,993	$4,308	$5,288	$9,685	$8,006	$11,114	$11,822	$3,692	$3,698	$5,826	$6,534
Retail Drive-Thru	per lane	$10,575	$7,603	$9,331	$14,873	$12,295	$17,069	$18,156	$4,298	$4,692	$7,738	$8,825
Quick Service Restaurant Drive-Thru Lane	per lane	$30,012	$18,971	$25,517	$32,233	$26,645	$37,295	$40,782	$2,221	$7,674	$11,778	$15,265

APPENDIX Z

Mobility Fee Phasing:

East of 95

APPENDIX Z: EAST OF 95 MOBILITY FEE									
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Port St. Lucie East of 95 Mobility Fee							
		Existing Fees	Updated Mobility Fee (2025)	Total Increase	Annual Increase	2026 Mobility Fee	2027 Mobility Fee	2028 Mobility Fee	2029 Mobility Fee
Residential & Lodging Uses									
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,600	$4,207	$2,607	$652	$2,252	$2,904	$3,556	$4,207
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,650	$4,931	$2,281	$570	$3,220	$3,790	$4,360	$4,931
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,998	$3,878	$1,880	$470	$2,468	$2,938	$3,408	$3,878
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,605	$4,390	$2,785	$696	$2,301	$2,997	$3,693	$4,390
Institutional Uses									
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$1,990	$3,892	$1,902	$476	$2,466	$2,942	$3,418	$3,892
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$1,110	$2,591	$1,481	$370	$1,480	$1,850	$2,220	$2,591
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$2,140	$4,212	$2,072	$518	$2,658	$3,176	$3,694	$4,212
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$700	$1,538	$838	$210	$910	$1,120	$1,330	$1,538
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$560	$1,236	$676	$169	$729	$898	$1,067	$1,236
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$450	$1,001	$551	$138	$588	$726	$864	$1,001
Recreation Uses									
Marina (Including dry storage) per berth	per berth	$663	$848	$185	$46	$709	$755	$801	$848
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	$10,684	$10,684	$2,671	$2,671	$5,342	$8,013	$10,684
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,189	$10,386	$8,197	$2,049	$4,238	$6,287	$8,336	$10,386
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,450	$6,583	$3,133	$783	$4,233	$5,016	$5,799	$6,583
Office Uses									
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,660	$5,068	$2,408	$602	$3,262	$3,864	$4,466	$5,068
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,460	$10,219	$5,759	$1,440	$5,900	$7,340	$8,780	$10,219
Commercial Services & Retail Uses									
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,390	$4,319	$1,929	$482	$2,872	$3,354	$3,836	$4,319
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,780	$8,638	$3,858	$965	$5,745	$6,710	$7,675	$8,638
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$6,530	$11,422	$4,892	$1,223	$7,753	$8,976	$10,199	$11,422
Additive Fees for Commercial Services & Retail Uses									
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$15,711	$20,987	$5,276	$1,319	$17,030	$18,349	$19,668	$20,987
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$13,857	$15,685	$1,828	$457	$14,314	$14,771	$15,228	$15,685
Motor Vehicle Charging	per position	$12,793	$16,441	$3,648	$912	$13,705	$14,617	$15,529	$16,441
Motor Vehicle Fueling	per position	$12,793	$17,346	$4,553	$1,138	$13,931	$15,069	$16,207	$17,346
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,993	$9,685	$3,692	$923	$6,916	$7,839	$8,762	$9,685
Retail Drive-Thru	per lane	$10,575	$14,873	$4,298	$1,075	$11,650	$12,725	$13,800	$14,873
Quick Service Restaurant Drive-Thru Lane	per lane	$30,012	$32,233	$2,221	$555	$30,567	$31,122	$31,677	$32,233

APPENDIX AA

Mobility Fee Phasing:

Southwest (SW) of 95

APPENDIX AA: SOUTHWEST (SW) OF 95 MOBILITY FEE									
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Port St. Lucie Southwest (SW) of 95 Mobility Fee							
		Existing Fees	Updated Mobility Fee (2025)	Total Increase	Annual Increase	2026 Mobility Fee	2027 Mobility Fee	2028 Mobility Fee	2029 Mobility Fee
Residential & Lodging Uses									
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,130	$3,478	$2,348	$587	$1,717	$2,304	$2,891	$3,478
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$1,870	$4,076	$2,206	$552	$2,422	$2,974	$3,526	$4,076
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,409	$3,206	$1,797	$449	$1,858	$2,307	$2,756	$3,206
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,132	$3,629	$2,497	$624	$1,756	$2,380	$3,004	$3,629
Institutional Uses									
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$1,480	$3,217	$1,737	$434	$1,914	$2,348	$2,782	$3,217
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$790	$2,142	$1,352	$338	$1,128	$1,466	$1,804	$2,142
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$1,600	$3,482	$1,882	$471	$2,071	$2,542	$3,013	$3,482
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$550	$1,272	$722	$181	$731	$912	$1,093	$1,272
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$440	$1,022	$582	$146	$586	$732	$878	$1,022
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$360	$828	$468	$117	$477	$594	$711	$828
Recreation Uses									
Marina (Including dry storage) per berth	per berth	$487	$701	$214	$54	$541	$595	$649	$701
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	$8,831	$8,831	$2,208	$2,208	$4,416	$6,624	$8,831
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$1,692	$8,585	$6,893	$1,723	$3,415	$5,138	$6,861	$8,585
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$2,670	$5,442	$2,772	$693	$3,363	$4,056	$4,749	$5,442
Office Uses									
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,120	$4,189	$2,069	$517	$2,637	$3,154	$3,671	$4,189
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$3,610	$8,447	$4,837	$1,209	$4,819	$6,028	$7,237	$8,447
Commercial Services & Retail Uses									
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$1,650	$3,570	$1,920	$480	$2,130	$2,610	$3,090	$3,570
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$3,300	$7,140	$3,840	$960	$4,260	$5,220	$6,180	$7,140
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,500	$9,442	$4,942	$1,236	$5,736	$6,972	$8,208	$9,442
Additive Fees for Commercial Services & Retail Uses									
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$10,868	$17,349	$6,481	$1,620	$12,488	$14,108	$15,728	$17,349
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$9,962	$12,966	$3,004	$751	$10,713	$11,464	$12,215	$12,966
Motor Vehicle Charging	per position	$9,197	$13,591	$4,394	$1,099	$10,296	$11,395	$12,494	$13,591
Motor Vehicle Fueling	per position	$9,197	$14,339	$5,142	$1,286	$10,483	$11,769	$13,055	$14,339
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$4,308	$8,006	$3,698	$925	$5,233	$6,158	$7,083	$8,006
Retail Drive-Thru	per lane	$7,603	$12,295	$4,692	$1,173	$8,776	$9,949	$11,122	$12,295
Quick Service Restaurant Drive-Thru Lane	per lane	$18,971	$26,645	$7,674	$1,919	$20,890	$22,809	$24,728	$26,645

APPENDIX AB

Mobility Fee Phasing:

Northwest (NW) of 95

APPENDIX AB: NORTHWEST (NW) OF 95 MOBILITY FEE									
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Port St. Lucie Northwest (NW) of 95 Mobility Fee							
		Existing Fees	Updated Mobility Fee (2025)	Increase	Annual Increase	2026 Mobility Fee	2027 Mobility Fee	2028 Mobility Fee	2029 Mobility Fee
Residential & Lodging Uses									
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,420	$4,755	$3,335	$834	$2,254	$3,088	$3,922	$4,755
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,340	$5,573	$3,233	$808	$3,148	$3,956	$4,764	$5,573
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$2,340	$4,383	$2,043	$511	$2,851	$3,362	$3,873	$4,383
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,422	$4,962	$3,540	$885	$2,307	$3,192	$4,077	$4,962
Institutional Uses									
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$2,210	$4,307	$2,097	$524	$2,734	$3,258	$3,782	$4,307
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$990	$2,921	$1,931	$483	$1,473	$1,956	$2,439	$2,921
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$1,890	$4,268	$2,378	$595	$2,485	$3,080	$3,675	$4,268
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$740	$1,731	$991	$248	$988	$1,236	$1,484	$1,731
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$590	$1,391	$801	$200	$790	$990	$1,190	$1,391
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$480	$1,127	$647	$162	$642	$804	$966	$1,127
Recreation Uses									
Marina (Including dry storage) per berth	per berth	$704	$1,194	$490	$123	$827	$950	$1,073	$1,194
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	$15,055	$15,055	$3,764	$3,764	$7,528	$11,292	$15,055
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,327	$14,636	$12,309	$3,077	$5,404	$8,481	$11,558	$14,636
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,670	$9,277	$5,607	$1,402	$5,072	$6,474	$7,876	$9,277
Office Uses									
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,850	$5,703	$2,853	$713	$3,563	$4,276	$4,989	$5,703
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,690	$11,624	$6,934	$1,734	$6,424	$8,158	$9,892	$11,624
Commercial Services & Retail Uses									
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,020	$4,710	$2,690	$673	$2,693	$3,366	$4,039	$4,710
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,050	$9,420	$5,370	$1,343	$5,393	$6,736	$8,079	$9,420
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$5,530	$12,456	$6,926	$1,732	$7,262	$8,994	$10,726	$12,456
Additive Fees for Commercial Services & Retail Uses									
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$12,234	$24,085	$11,851	$2,963	$15,197	$18,160	$21,123	$24,085
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$12,227	$18,000	$5,773	$1,443	$13,670	$15,113	$16,556	$18,000
Motor Vehicle Charging	per position	$11,288	$18,868	$7,580	$1,895	$13,183	$15,078	$16,973	$18,868
Motor Vehicle Fueling	per position	$11,288	$19,907	$8,619	$2,155	$13,443	$15,598	$17,753	$19,907
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,288	$11,114	$5,826	$1,457	$6,745	$8,202	$9,659	$11,114
Retail Drive-Thru	per lane	$9,331	$17,069	$7,738	$1,935	$11,266	$13,201	$15,136	$17,069
Quick Service Restaurant Drive-Thru Lane	per lane	$25,517	$37,295	$11,778	$2,945	$28,462	$31,407	$34,352	$37,295

APPENDIX AC

Mobility Fee Phasing:

West of 95

APPENDIX AC: WEST OF 95 MOBILITY FEE									
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Port St. Lucie West of 95 Mobility Fee							
		Based on NW of 95 Existing Fees	Updated Mobility Fee (2025)	Total Increase	Annual Increase	2026 Mobility Fee	2027 Mobility Fee	2028 Mobility Fee	2029 Mobility Fee
Residential & Lodging Uses									
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,420	$5,394	$3,974	$994	$2,414	$3,408	$4,402	$5,394
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,340	$6,322	$3,982	$996	$3,336	$4,332	$5,328	$6,322
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$2,340	$4,972	$2,632	$658	$2,998	$3,656	$4,314	$4,972
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,422	$5,628	$4,206	$1,052	$2,474	$3,526	$4,578	$5,628
Institutional Uses									
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$2,210	$4,648	$2,438	$610	$2,820	$3,430	$4,040	$4,648
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$990	$3,305	$2,315	$579	$1,569	$2,148	$2,727	$3,305
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$1,890	$4,489	$2,599	$650	$2,540	$3,190	$3,840	$4,489
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$740	$1,904	$1,164	$291	$1,031	$1,322	$1,613	$1,904
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$590	$1,529	$939	$235	$825	$1,060	$1,295	$1,529
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$480	$1,239	$759	$190	$670	$860	$1,050	$1,239
Recreation Uses									
Marina (Including dry storage) per berth	per berth	$704	$1,375	$671	$168	$872	$1,040	$1,208	$1,375
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	$17,333	$17,333	$4,333	$4,333	$8,666	$12,999	$17,333
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,327	$16,849	$14,522	$3,631	$5,958	$9,589	$13,220	$16,849
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,670	$10,680	$7,010	$1,753	$5,423	$7,176	$8,929	$10,680
Office Uses									
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,850	$6,271	$3,421	$855	$3,705	$4,560	$5,415	$6,271
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,690	$13,032	$8,342	$2,086	$6,776	$8,862	$10,948	$13,032
Commercial Services & Retail Uses									
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,020	$4,879	$2,859	$715	$2,735	$3,450	$4,165	$4,879
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,050	$9,758	$5,708	$1,427	$5,477	$6,904	$8,331	$9,758
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$5,530	$12,903	$7,373	$1,843	$7,373	$9,216	$11,059	$12,903
Additive Fees for Commercial Services & Retail Uses									
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$12,234	$25,619	$13,385	$3,346	$15,580	$18,926	$22,272	$25,619
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$12,227	$19,147	$6,920	$1,730	$13,957	$15,687	$17,417	$19,147
Motor Vehicle Charging	per position	$11,288	$20,070	$8,782	$2,196	$13,484	$15,680	$17,876	$20,070
Motor Vehicle Fueling	per position	$11,288	$21,175	$9,887	$2,472	$13,760	$16,232	$18,704	$21,175
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,288	$11,822	$6,534	$1,634	$6,922	$8,556	$10,190	$11,822
Retail Drive-Thru	per lane	$9,331	$18,156	$8,825	$2,206	$11,537	$13,743	$15,949	$18,156
Quick Service Restaurant Drive-Thru Lane	per lane	$25,517	$40,782	$15,265	$3,816	$29,333	$33,149	$36,965	$40,782

This is the Last Page in the

City of Port St. Lucie

Mobility Plan and Mobility Fee Technical Report

November 2025

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CONTACT: JONATHAN B. PAUL, AICP | PRINCIPAL

Southeast Florida Office:

2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408

p: 833-NUC-8484
e: nueurbanconcepts@gmail.com

www.nueurbanconcepts.com

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