



October 24, 2024

Michael J. Ryan, Esquire
Ryan Law Group, PLLC
636 US Highway 1, Suite 110
North Palm Beach, Florida 33408

RE: *Ravello PUD*
Trip Calculation Statement
Port St. Lucie, Florida
Kimley-Horn # 241187000

Dear Mr. Ryan:

Kimley-Horn and Associates, Inc. has prepared the following traffic statement to address the traffic impacts associated with a change in the PUD for the site located on the northwest corner of Westmoreland Boulevard & Morningside Boulevard in Port St. Lucie, Florida. A comparison of trips has been conducted to evaluate the change in the PUD from commercial use to an assisted living facility. The previously approved PUD identifies 4,051 residential daily trips and 2,015 commercial daily trips. The proposed development is proposing to change the commercial portion of the PUD to assisted living facility (ALF). No change is proposed to the residential trips.

TRIP GENERATION

A trip generation calculation was prepared to compare the trip generation potential of the assisted living facility to the commercial trips. The trip generation rates and equations published ITE’s *Trip Generation Manual, 11th Edition* were utilized to determine the trip generation for the assisted living facility. As shown in Table 1, the proposed PUD represents a decrease of 1,625 daily trips and a decrease in 92 PM peak hour trips compared to the commercial trips in the previously approved PUD. Because the PUD change will result in fewer trips than the previous approval no further roadway analysis is required.

Table 1: Trip Generation Calculations Summary

Land Use	Intensity	Daily Trips	PM Peak Hour Total
Trips in PUD			
Commercial General	65,900 Sq. Ft.	2,015	128
Commercial Trips		2,015	128
Proposed Scenario			
Assisted Living Facility	150 Beds	390	36
ALF Trips		390	36
Trip Reduction		-1,625	-92

CONCLUSION

Kimley-Horn and Associates, Inc. has prepared a traffic statement to the address change in PUD for the site located on the northwest corner of Westmoreland Boulevard & Morningside Boulevard in Port St. Lucie, Florida. The previously approved PUD included residential and commercial uses. This analysis compares the trips of an assisted living facility to the trips associated with the commercial use in the PUD. The assisted living use results in a reduction of 1,625 daily trips and 92 PM peak hour trips compared to the vested commercial trips.

Please contact me via telephone at (561) 840-0874 or via e-mail at adam.kerr@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adam B. Kerr, P.E.

Transportation Engineer

Florida Registration Number 64773

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APPENDIX

RAVELLORIVELLA PUD

Amendment #019 to an existing Planned Unit Development known as RavelloRivella

developments. Overall the project is an appropriate, harmonious, efficient and economical use of land.

4. Please see Exhibit 4 for the General Standards established for this Planned Unit Development. Maximum building heights, minimum yard setbacks and other site data are shown in Exhibits 5 and 9. Proposed development uses are shown in Exhibit 6.

5. The proposed development will result in a traffic generation of approximately 6,066 vehicles per day (vpd) in Average Daily Traffic (ADT) and 536 vph in the P.M. Peak Hour. The total traffic generation expected from the site has been applied to the existing roadway network to determine impacts on level of service. The Annual Average Daily Traffic (AADT) Volumes for the existing roadway network within the property's impact area were obtained from the Spring 2003, St. Lucie Urban Area Metropolitan Planning Organization Counts and updated for known committed trips. The Level of Service for the particular roadway is determined using the Generalized Annual Average Daily Volumes for Florida's urbanized Area, Table 4-1, as published in the FDOT Quality/Level of Service Handbook, 2002. The results of the analysis of the local area network are shown in Table 1 and summarized as follows:

Table No. 1
Level of Service Projections

<u>Roadway Link</u>	<u>2003*</u> <u>Traffic</u>	<u>Current</u> <u>LOS</u>	<u>Project</u> <u>Traffic</u>	<u>Total</u> <u>Traffic</u>	<u>Level of</u> <u>Service</u> <u>(LOS)</u>
<u>Port St. Lucie Blvd.</u> <u>(East of Midport Rd.)</u>	<u>38,300</u>	<u>C</u>	<u>2,426</u>	<u>40,726</u>	<u>C</u>
<u>Port St. Lucie Blvd.</u> <u>(West of Morningside)</u>	<u>37,900</u>	<u>C</u>	<u>2,426</u>	<u>40,326</u>	<u>C</u>
<u>Port St. Lucie Blvd.</u> <u>(West of US #1)</u>	<u>37,900</u>	<u>C</u>	<u>2,426</u>	<u>10,326</u>	<u>C</u>
<u>Morningside Blvd.</u> <u>(South of PSL Blvd.)</u>	<u>3,600</u>	<u>C</u>	<u>607</u>	<u>4,207</u>	<u>C</u>
<u>Westmoreland Blvd.</u> <u>(South of PSL Blvd.)</u>	<u>9,400</u>	<u>D</u>	<u>4,246</u>	<u>13,646</u>	<u>D</u>
<u>Westmoreland Blvd.</u> <u>(North of Morningside)</u>	<u>8,600</u>	<u>C</u>	<u>1,820</u>	<u>10,420</u>	<u>D</u>
<u>Westmoreland Blvd.</u> <u>(North of Morningside)</u>	<u>9,100</u>	<u>D</u>	<u>1,213</u>	<u>10,313</u>	<u>D</u>
<u>US Highway No. 1</u> <u>(North of PSL Blvd.)</u>	<u>46,000</u>	<u>C</u>	<u>1,820</u>	<u>48,513</u>	<u>C</u>
<u>US Highway No. 1</u> <u>(South of PSL Blvd.)</u>	<u>47,300</u>	<u>C</u>	<u>1,213</u>	<u>48,513</u>	<u>C</u>

RAVELLORIVELLA PUD

Amendment #410 to an existing Planned Unit Development known as Ravello Rivella

* 2003 Traffic equals AADT and Committed Trips

The existing roadway network has sufficient capacity available to accommodate the impacts of the proposed community.

The above reference Project traffic generation is based upon the rates found in the Sixth Edition of the Institute of Transportation Engineers Manual for Use Code 210 (Single-Family) and Use Code 814 (Specialty Retail). The calculations for the trip generation and distribution are further defined in the following tables:

Trip Generation:

Single-Family	440 DE ($\ln(T) = .920\ln(x) + 2.71$) =	4,051 vpd
Commercial	65,900 SF (40.76 trips/1,000 SF *.75) =	2,015 vpd
Total		6,066 vpd

PM Peak Hour:

Single-Family	440 DU ($\ln(T) = .900\ln(x) + .53$) =	408 vph
Commercial	65,900 SF (2.59 trips/1,000 SF *.75) =	128 vph
Total		536 vph

Trip Distribution

<u>Roadway</u>	<u>Link</u>	<u>% Trips</u>	<u>ADT</u>
Port St. Lucie Blvd.	(East of Midport Rd.)	40%	2,426
Port St. Lucie Blvd.	(West of Morningside)	40%	2,426
Port St. Lucie Blvd.	(West of U.S. 1)	40%	2,426
Morningside Blvd.	(South of PSL Blvd.)	10%	607
Westmoreland Blvd.	(South of PSL Blvd.)	70%	4,246
Westmoreland Blvd.	(North of Morningside)	30%	1,820
Westmoreland Blvd.	(West of U.S. 1)	20%	1,213
U.S. Highway No. 1	(North of PSL Blvd.)	30%	1,820
U.S. Highway No. 1	(South of PSL Blvd.)	20%	1,213

RAVELLO RIVELLA PUD

Amendment #910 to an existing Planned Unit Development known as Ravello/Rivella

CONCLUSION

The foregoing comprehensive plan traffic analysis has been conducted to evaluate the proposed future land use change from the existing Commercial General to a 150-unit assisted living facility on the 7.1-acre site in Port St. Lucie, Florida. Because the proposed FLU generates fewer trips than the existing FLU, no further analysis is needed. Therefore, the change in future land use for the subject parcel meets applicable criteria for an amendment to the City of Port St. Lucie comprehensive plan.

**EXHIBIT 3
Letter of Unified Control**

**RIVELLA DEVELOPMENT, LLC
PORT ST. LUCIE, FLORIDA**

October __, 2024

**Mary Savage Dunham
Director of Planning and Zoning
City of Port St. Lucie
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984
mdunham@cityofpsl.com**

**Subject: Parcel I of Rivella PUD (f/k/a Ravello PUD)
(f/k/a Tesoro Preserve PUD)**

Dear Ms. Savage Dunham,

This letter is to serve as our required letter of unified control in compliance with the City of Port St. Lucie Land Development (zoning) regulations. Through September 30, 2024 Rivella Development, LLC maintains control of Parcel I, Rivella PUD, City of Port St. Lucie, Florida.

Rivella Development, LLC is the Successor Declarant. (See recorded documents).