

August 19, 2024
Revised September 16, 2024
Revised October 31, 2024
Revised November 15, 2024

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

RE: **Ravello PUD**
Comprehensive Plan Amendment
Port St. Lucie, Florida

Dear Mr. Ryan:

Kimley-Horn and Associates, Inc. has been retained to prepare a Future Land Use Plan Amendment (FLUPA) traffic analysis for the site located on the northwest corner of Westmoreland Boulevard & Morningside Boulevard in Port St. Lucie, Florida. The location of the site is illustrated in Figure 1. It is proposed to change the land use from a mix of Commercial Limited (CL), Commercial General (CG), and Low Density Residential to Institutional (I). The existing Future Land Use (FLU) currently allows development for land uses consistent with 121,967 square feet of Shopping Center use, and 1 single family residential dwelling unit. It is proposed to amend the FLU designation to allow 278,740 square feet of ALF on the 7.1-acre parcel, which represents a maximum of three stories of development at a 30 percent lot coverage as allowed in the Comprehensive Plan.

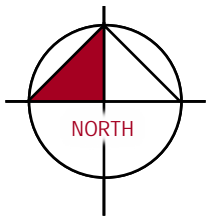
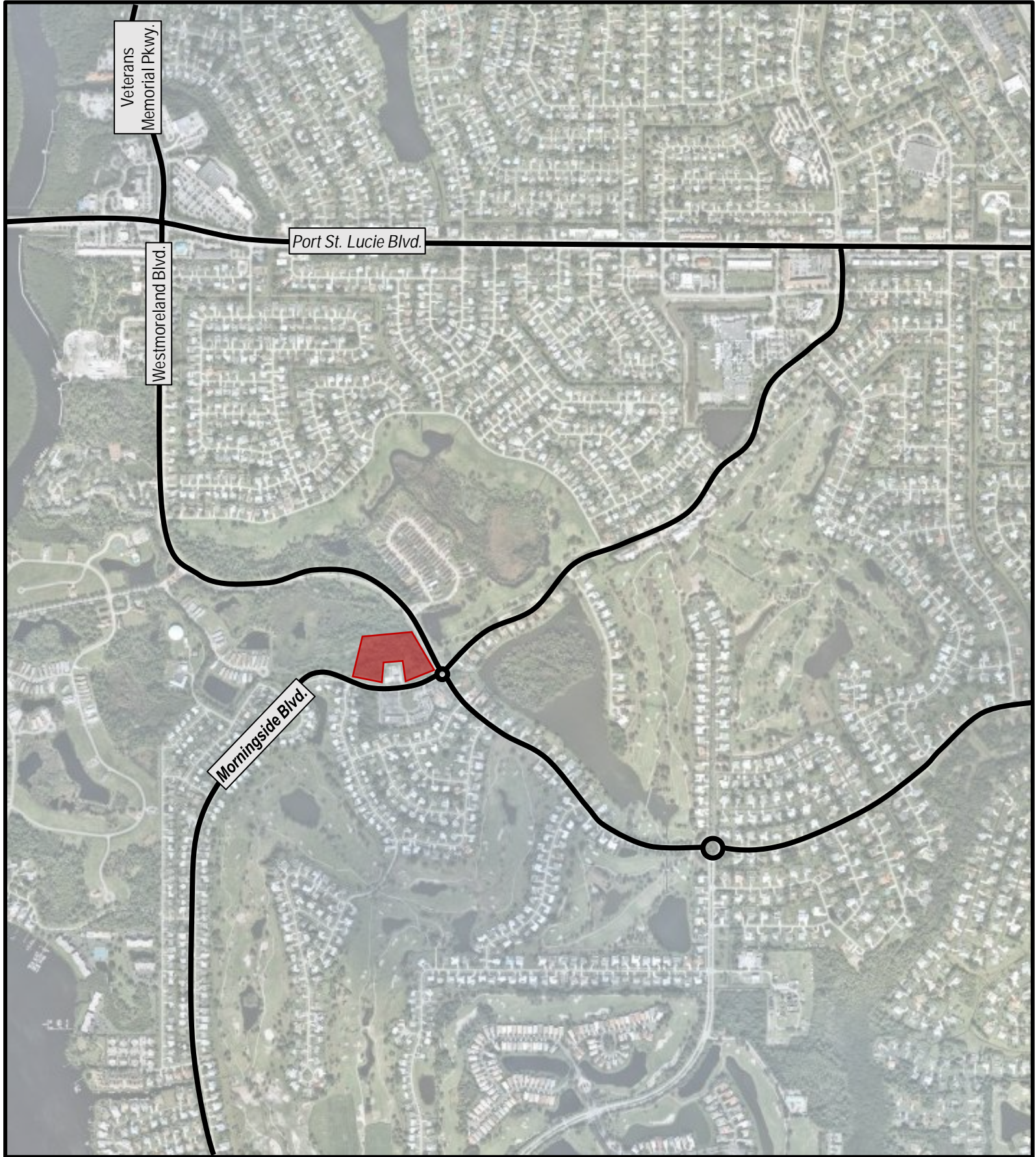
This analysis was conducted for the existing, the short-range planning horizon (2029), and the long-range planning horizon (2045) scenarios consistent with the procedures used to evaluate FLUPA's in the City of Port St. Lucie. This report summarizes the findings of the FLU traffic analysis.

Table 1 illustrates the maximum development potential for existing and proposed FLU designations.

Table 1: Ravello Maximum Development Intensities

Scenario	Acreage	Coverage Percentage	Total Maximum Development
Existing FLU			
Commercial Limited (CL)	4.9	40%	85,377 Square Feet of Shopping Center Use
Commercial General (CG)	2.1	40%	36,590 Square Feet of Shopping Center Use
Low Density Residential (RL)	0.31	50%	1 Dwelling Unit Single Family Detached
Proposed FLU			
Institutional (I)	7.11	30%	278,740 Square Feet of Assisted Living Facility

Figure 1 illustrates the location of the project site.



LEGEND



Site Location

FIGURE 1
Ravello Development
Site Location

PROJECT TRAFFIC

The project traffic volumes evaluated in this analysis are defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

TRIP GENERATION

The trip generation calculations are based on the trip generation rates published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. Trip generation calculations have been performed for three scenarios:

Existing Site Development

This scenario represents the currently trip generation occurring on site. The site is vacant hence, no trips have been generated for current daily, AM peak hour and PM peak hour conditions.

Existing Future Land Use Potential Development

This scenario represents the maximum development potential for the site under the existing FLU designation. A comparison of trips in the PUD plan are included for informational purposes. This scenario represents the development potential for the proposed PUD development plan which is 150 beds of assisted living use. As indicated in Table 2, the maximum intensity of development under the currently adopted future land use designation has the potential to generate 5,038 net external daily trips, 130 net external AM peak hour trips, and 387 net external PM peak hour trips.

Proposed Future Land Use Potential Development

This scenario represents the maximum development permitted on site under the proposed FLU designation. As show in Table 2, the maximum density of development under the proposed future land use designation has the potential to generate 1,168 net new external daily trips, 106 net new external AM peak hour trips, and 134 net new external PM peak hour trips. This is representative of a decrease trip generation potential of 3,870 net new external daily trips, 24 net new external AM peak hour trips and 253 net new external PM peak hour trips when compared to the trip generation potential under the existing FLU.

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

PUD Development Plan

A comparison of trips in the PUD plan are included for informational purposes. This scenario represents the development potential for the proposed PUD development plan, which is 150 beds of assisted living use. As indicated in Table 2, the maximum intensity of development under the PUD plan has the potential to generate 390 net external daily trips, 27 net external AM peak hour trips, and 36 net external PM peak hour trips, which is a significant reduction from the trips allowed for the proposed future land use.

Table 2: Trip Generation Table

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Shop Plaza (40-150k) w/o Sup Market	121.967 ksf	8,235	211	131	80	633	310	323
Single Family Detached	1 DU	15	1	0	1	1	1	0
	Subtotal	8,250	212	131	81	634	311	323
Pass-By Capture								
Shop Plaza (40-150k) w/o Sup Market	39.0%	3,212	82	51	31	247	121	126
	Subtotal	3,212	82	51	31	247	121	126
Net New External Trips		5,038	130	80	50	387	190	197
Proposed Scenario								
Assisted Living Facility	278.740 KSF	1,168	106	80	26	134	43	91
	Subtotal	1,168	106	80	26	134	43	91
Net New External Trips		1,168	106	80	26	134	43	91
PUD Scenario								
Assisted Living Facility	150 Beds	390	27	16	11	36	14	22
	Subtotal	390	27	16	11	36	14	22
Net New External Trips		390	27	16	11	36	14	22
Proposed Net External Trips-Existing Net New External Trips		-3,870	-24	0	-24	-253	-147	-106
Radius of Development Influence:		Directly Accessed Links						
<u>Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>		<u>Pass By</u>		
Shop Plaza (40-150k) w/o Sup Market	67.52 trips/ksf	1.73 trips/ksf (62% in, 38% out)		5.19 trips/ksf (49% in, 51% out)		39.0%		
Single Family Detached	$\text{Ln(T)} = 0.92 \cdot \text{Ln(X)} + 2.68$	$\text{Ln(T)} = 0.91 \cdot \text{Ln(X)} + 0.12$ (26% in, 74% out)		$\text{Ln(T)} = 0.94 \cdot \text{Ln(X)} + 0.94$ (63% in, 37% out)		0.0%		
Assisted Living Facility	4.19 trips/KSF	0.38 trips/KSF (75% in, 25% out)		0.48 trips/KSF (32% in, 68% out)		0.0%		
Assisted Living Facility	2.60 trips / bed	0.18 trips / bed (60% in / 40% out)		0.24 trips / bed (39% in / 61% out)				

CONCLUSION

This study evaluates overall traffic impacts resulting from the proposed change of land use from a mix of Commercial Limited, Commercial General, and Low Density Residential to Institutional. The site is located at the intersection of Westmoreland Boulevard and Morningside Boulevard in St. Lucie County, Florida. Due to the reduction in trip generation potential when comparing the Existing FLU designation and Proposed FLU designation, no further analysis is required.

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
Registry No. 35106
Attachments

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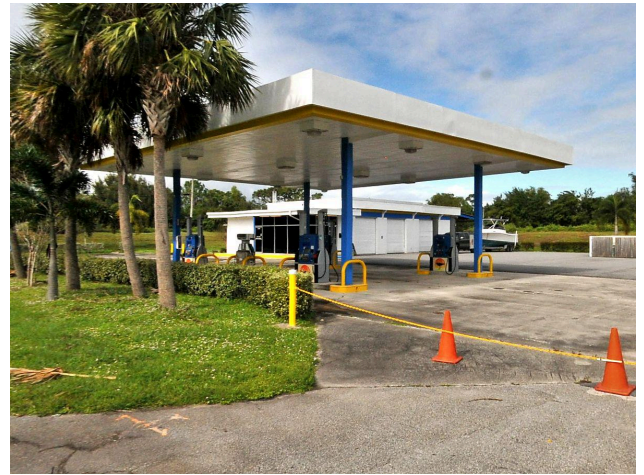
APPENDIX



Saint Lucie County Property Appraiser Michelle Franklin CFA

Report generated: Monday, October 21, 2024

Parcel Report



Parcel

PARCELNO: 4414-601-0021-000-1

Property ID: 156870

Owner1: Ravello Development LLC

SiteAddress: SE MORNINGSIDE BLVD

Owner

Owner1: Ravello Development LLC

Owner2:

Owner3:

MailingAddress: 636 US Highway 1, Unit Ste 110 North Palm Beach, FL 33408-4611

Overview

PrimaryLandUse: 1000 - Vac Comm

DistrictGroup: 0011 - Port Saint Lucie

Subdivision: Tesoro Preserve Plat No 2

Just/Market Value: \$695,800

FinishedArea:

Acres: 7.1

TotalArea: 309,254.958

Legal Description

LegalDescription: TESORO PRESERVE PLAT NO. 4 (PB 51-5) TRACT A (7.11 AC) (OR 3175-557; 3830-1977: 3837-2760; 4038-1218)

Value History

Year	Just/Market Value	Building Value	Land Value	SFYI Value	Assessed Value	Exemption Amount	County Taxable	Save Our Home OR 10% Cap Differential	Ag Credit
2024	\$695,800	\$0	\$695,800	\$0	\$695,800	\$0	\$695,800	\$0	\$0
2023	\$695,800	\$0	\$695,800	\$0	\$695,800	\$0	\$695,800	\$0	\$0
2022	\$695,800	\$0	\$695,800	\$0	\$695,800	\$0	\$695,800	\$0	\$0
2021	\$695,800	\$0	\$695,800	\$0	\$695,800	\$0	\$695,800	\$0	\$0

Tax Links

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

[Download TRIM notice for this parcel](#)

Special Assessments

Description	Start Year	Units	Amount
Port St. Lucie Stormwater	2008	20.38	3,729.54

Improvements

Building Sequence: 1

Bedrooms: 0

Bathrooms: 0

Building Type: -

Story Height:

No of Living Units:

Total Finished Area: 0

Gross Sketched Area: 0

Year Built:

Effective Year:

Primary Roof Cover:

Primary Roof Structure:

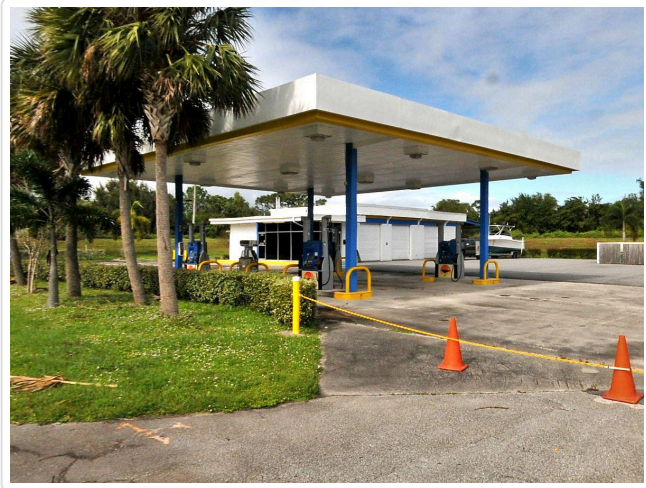
Primary Wall:

A/C %: 0

Sales History

Sale Date	Sale Price	Sale Code	Deed Type	Grantor	Book Page	View Document
08/25/2017	\$100	0111	SPWD	VR Circle Holdings LLC	4038-1218	Clerk of Courts
02/08/2016	\$0	0130	WD	VR Preserve Development LLC	3837-2760	Clerk of Courts
01/25/2016	\$100	0111	WD	VR Circle Holdings LLC	3830-1977	Clerk of Courts
01/14/2010	\$100	0111	QC	VR Preserve Development LLC	3175-557	Clerk of Courts
01/14/2010	\$100	0111	SPWD	Ginn-La Wilderness LTD LLLP	3175-553	Clerk of Courts
01/14/2010	\$100	0311	SPWD	Ginn-La Wilderness LTD LLLP	3175-550	Clerk of Courts
01/14/2010	\$250,000	0205	SPWD	Ginn-La Wilderness LTD LLLP	3164-2864	Clerk of Courts
03/17/2003	\$24,515,000	XX02	SPWD	Wilderness Golf and Country Cl,	1676-2010	Clerk of Courts

Photos



v2023-08-17

Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Beds: 135

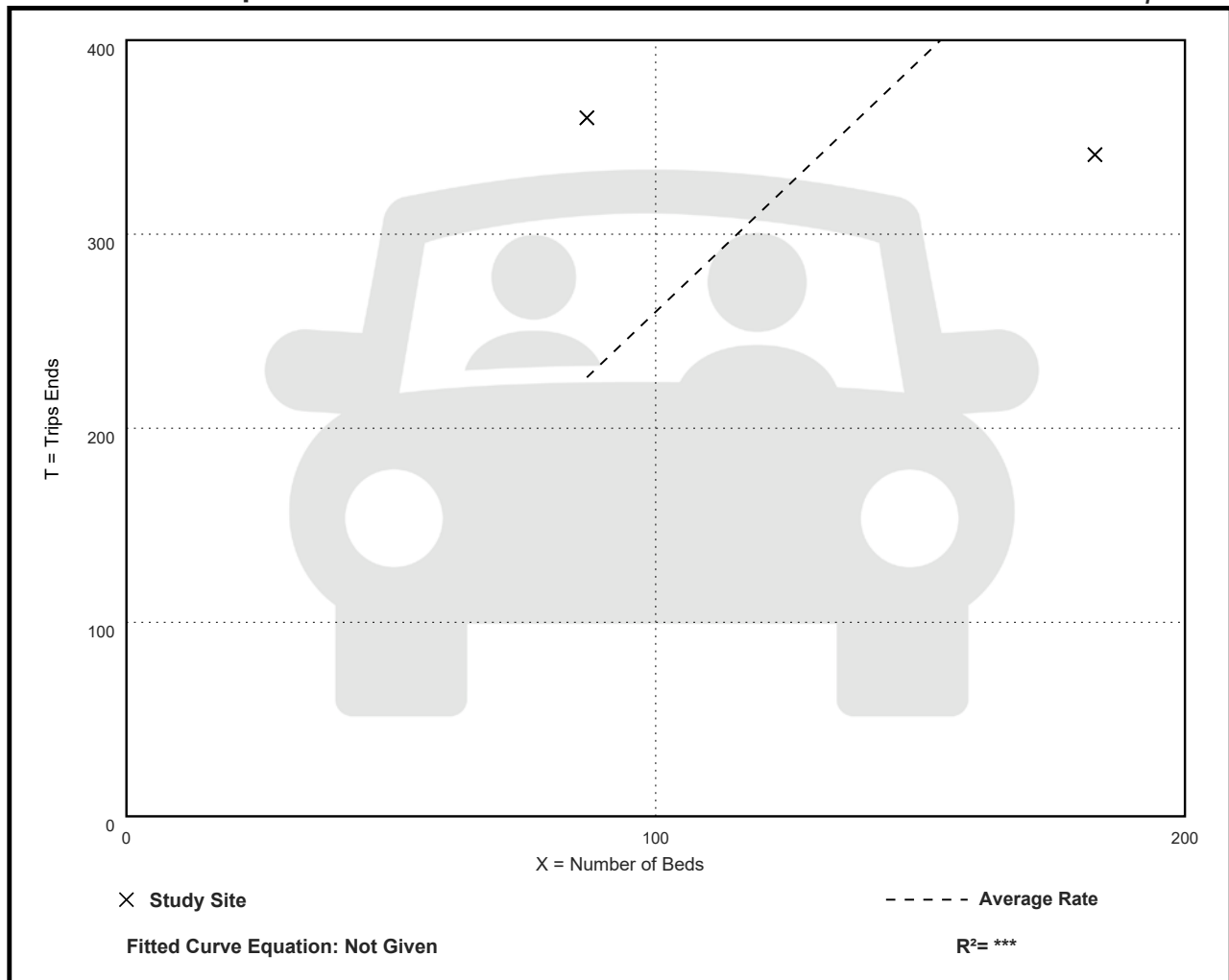
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	***

Data Plot and Equation

Caution – Small Sample Size



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

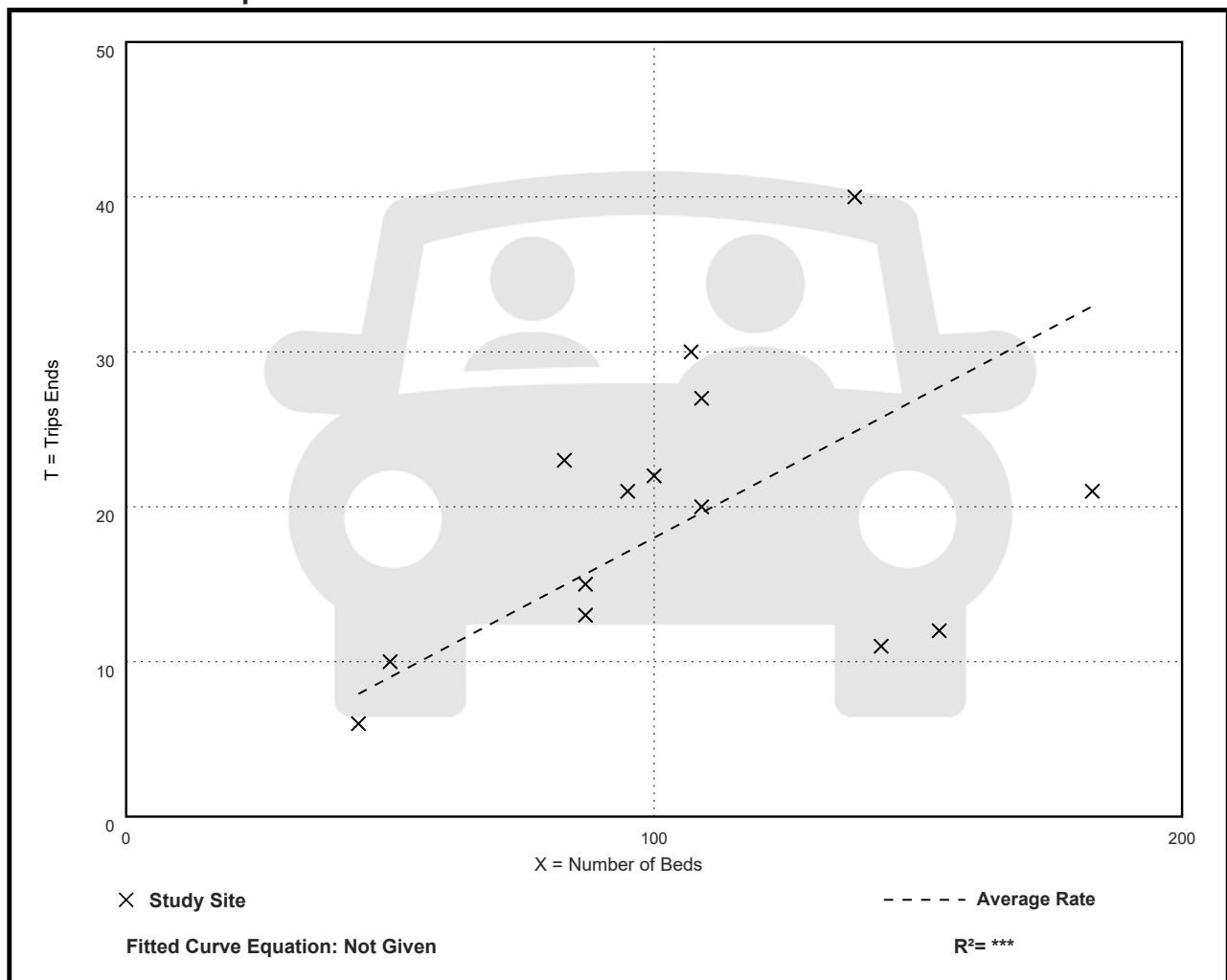
Avg. Num. of Beds: 106

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

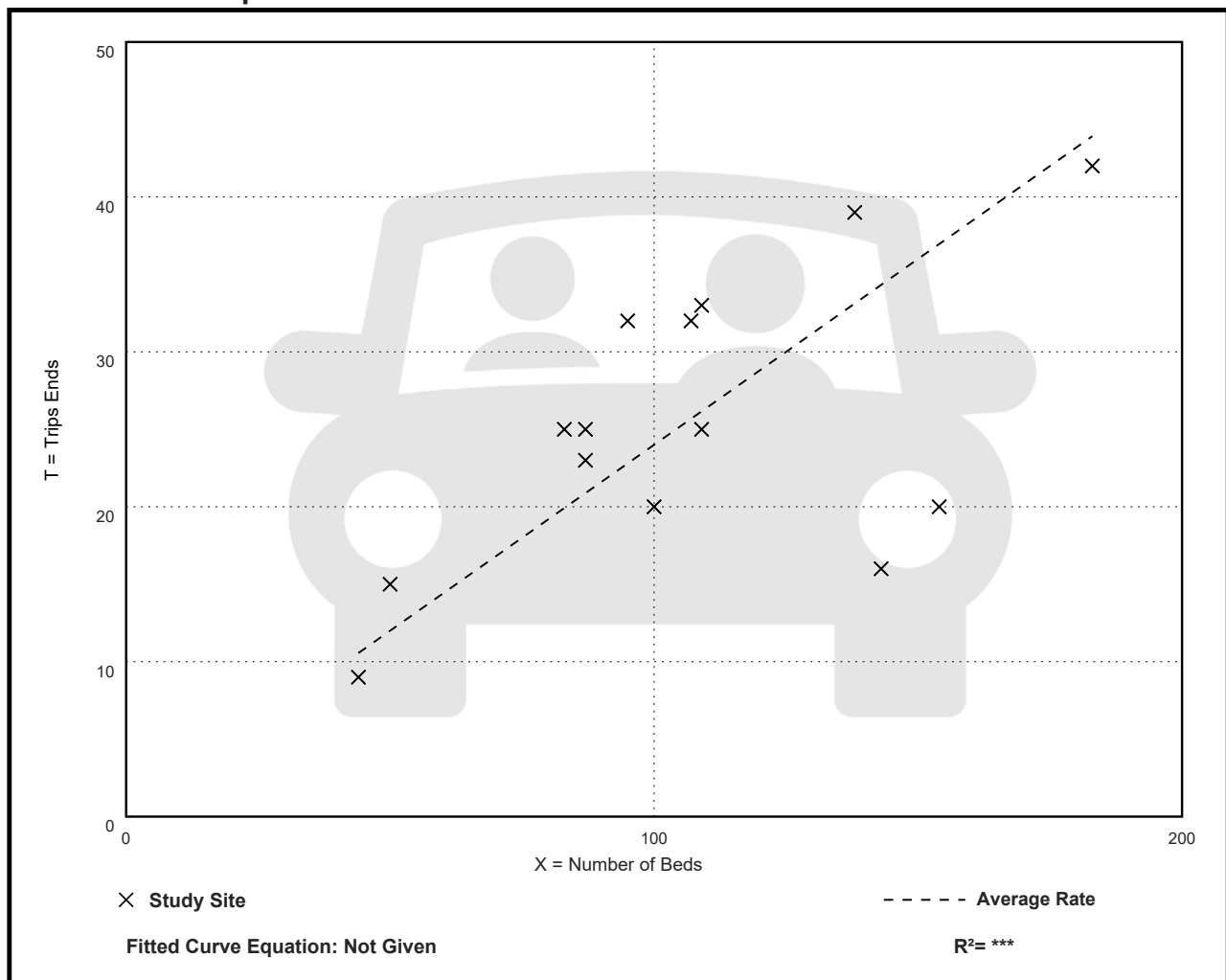
Avg. Num. of Beds: 106

Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



Assisted Living (254)

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

Setting/Location: General Urban/Suburban

Number of Studies: 4

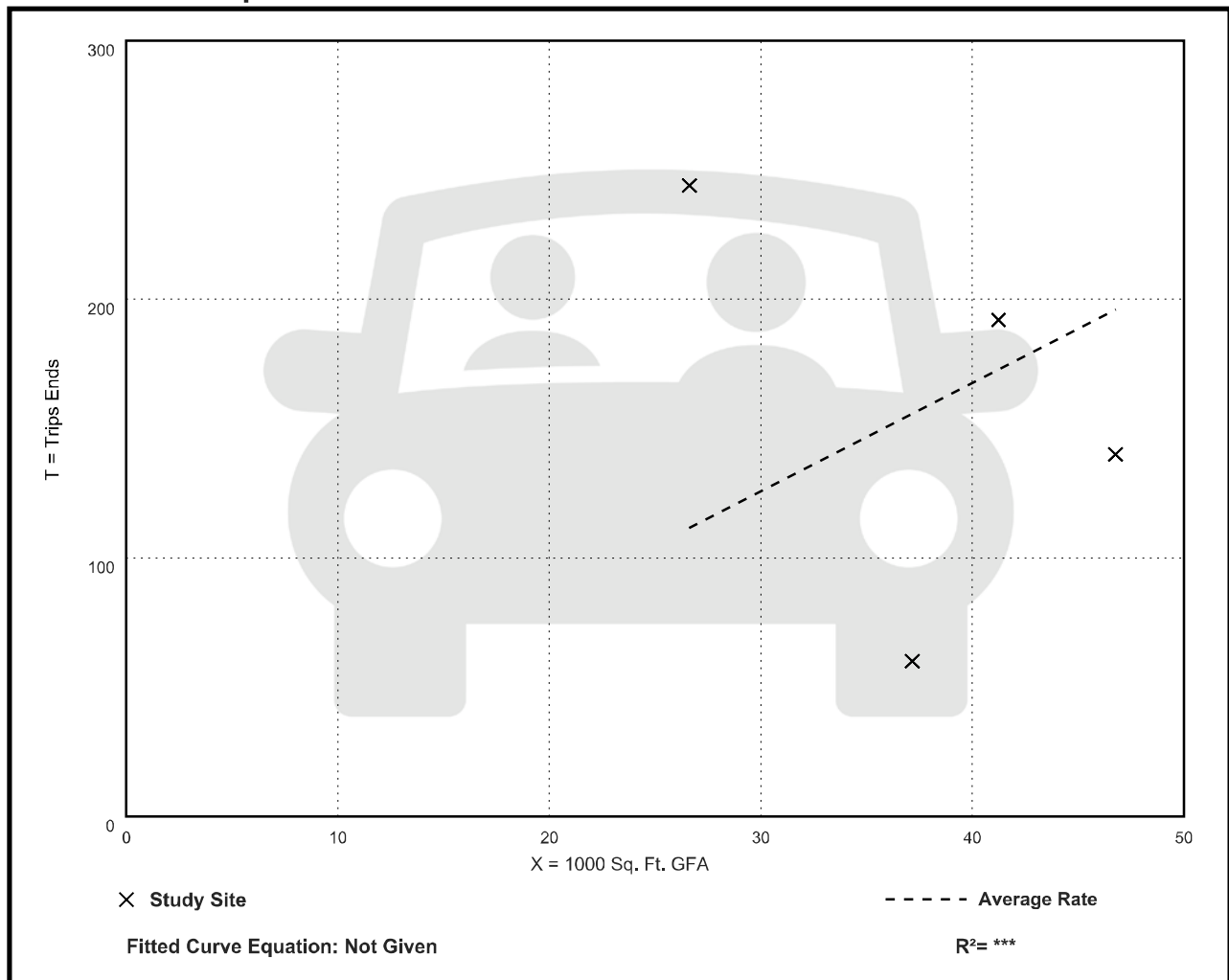
Avg. 1000 Sq. Ft. GFA: 38

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.19	1.61 - 9.17	2.94

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

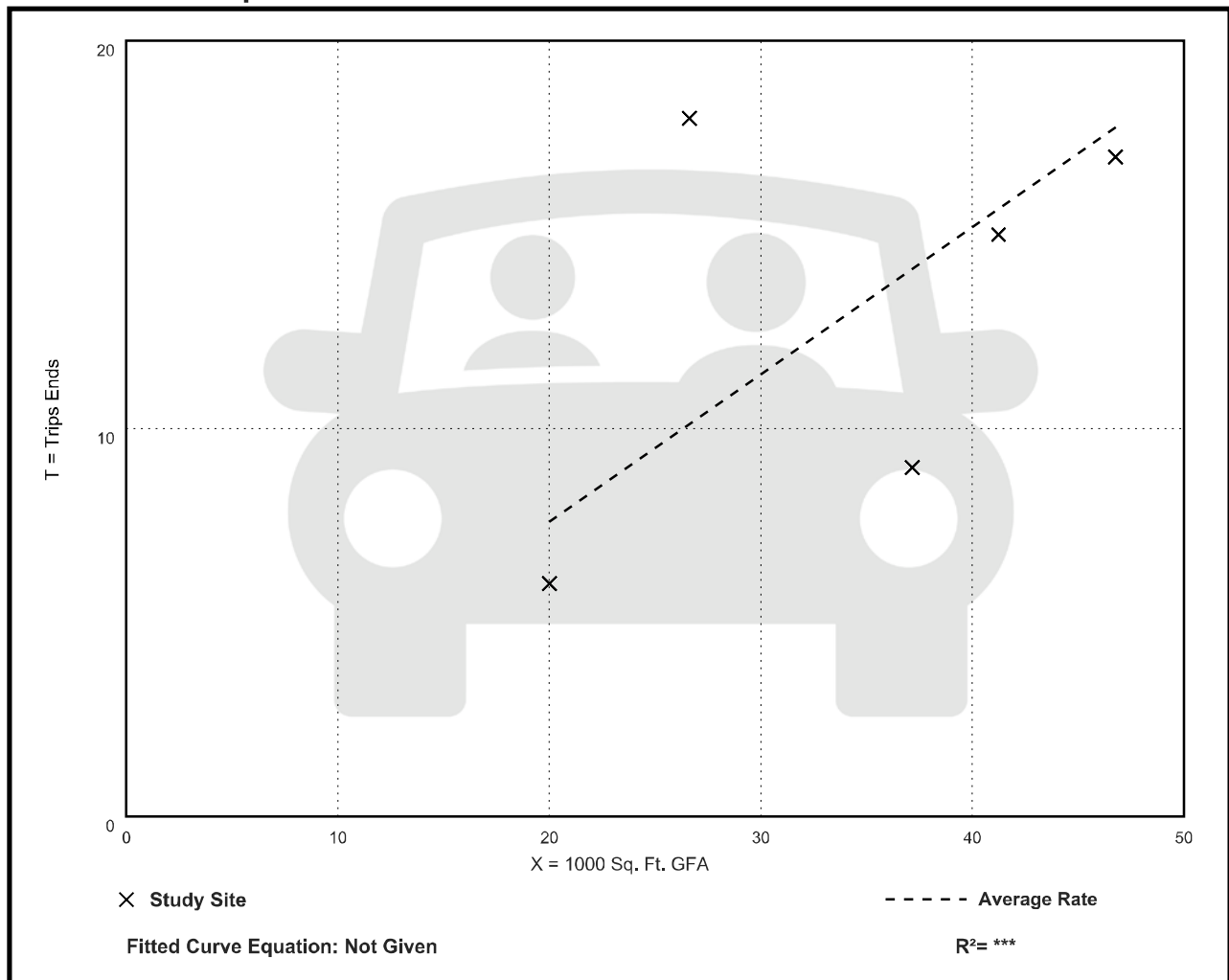
Avg. 1000 Sq. Ft. GFA: 34

Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.38	0.24 - 0.68	0.15

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

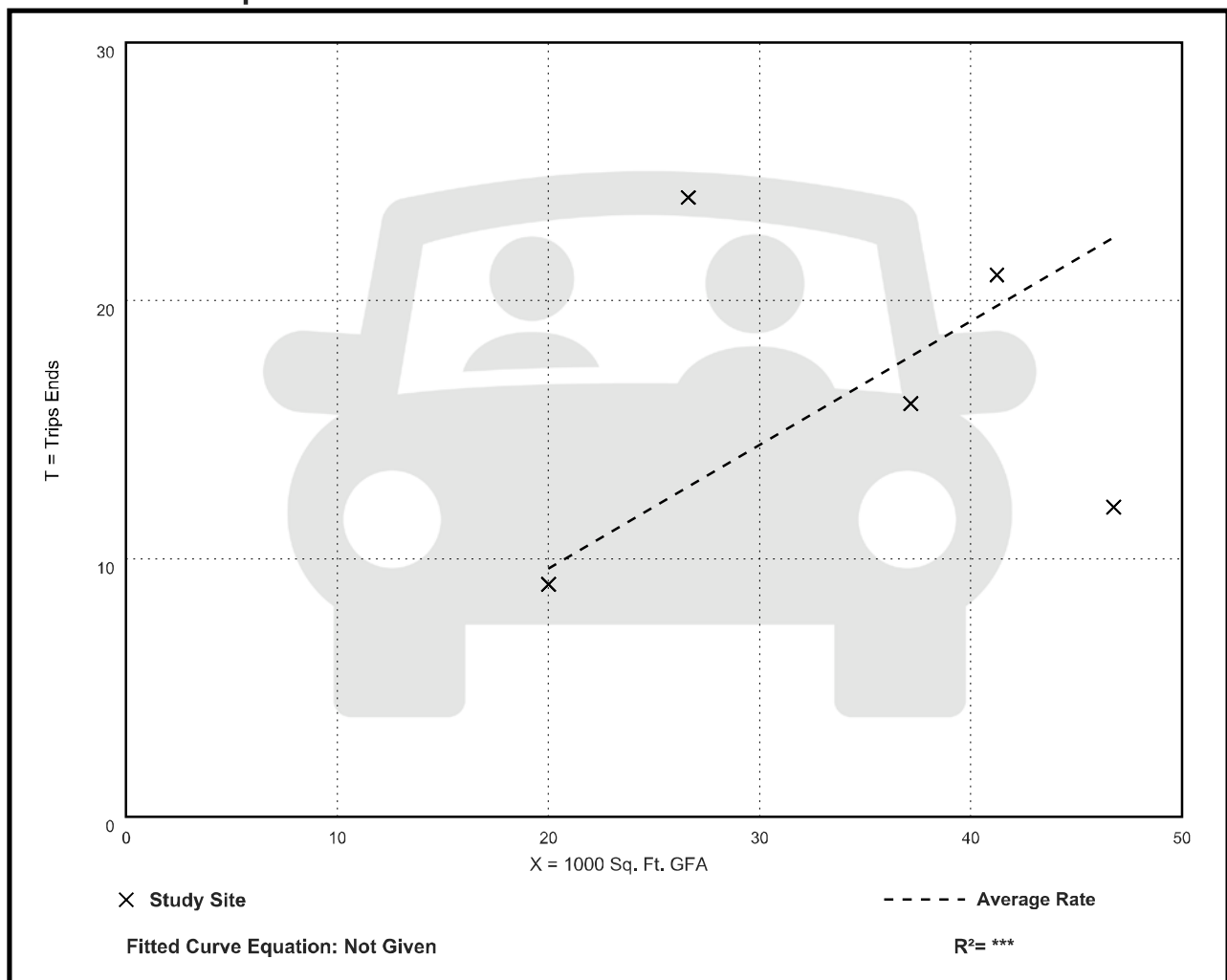
Avg. 1000 Sq. Ft. GFA: 34

Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.48	0.26 - 0.90	0.23

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

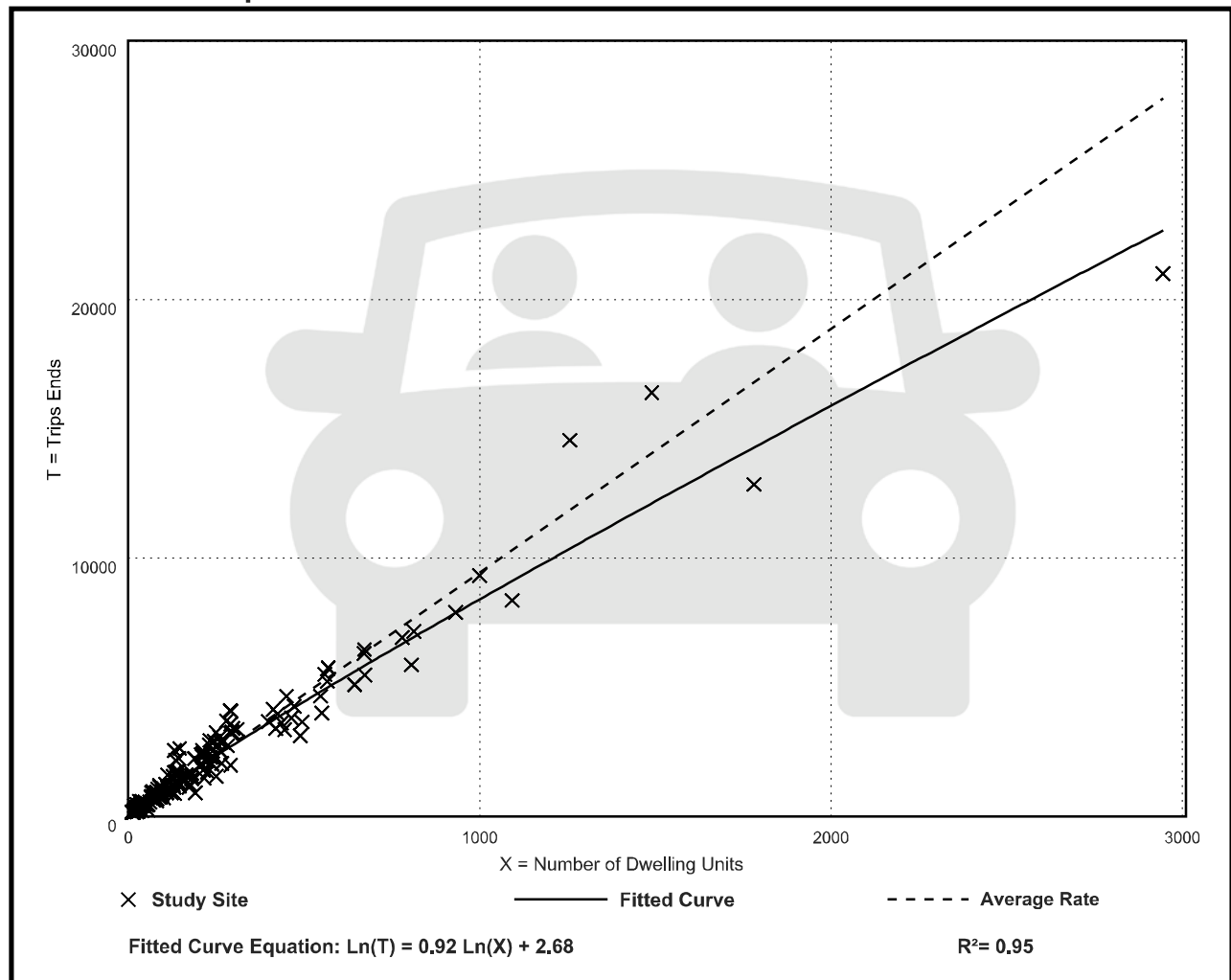
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

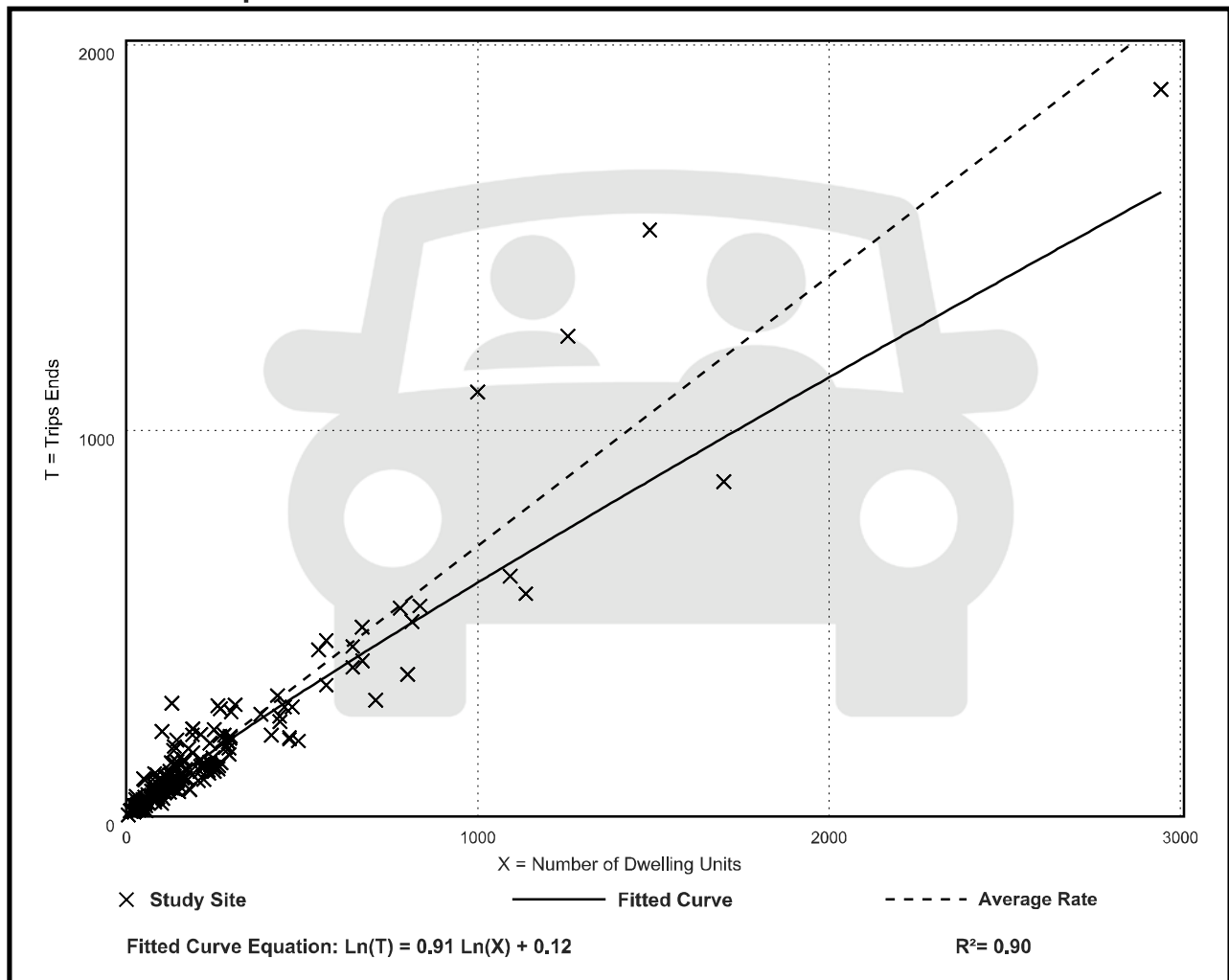
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

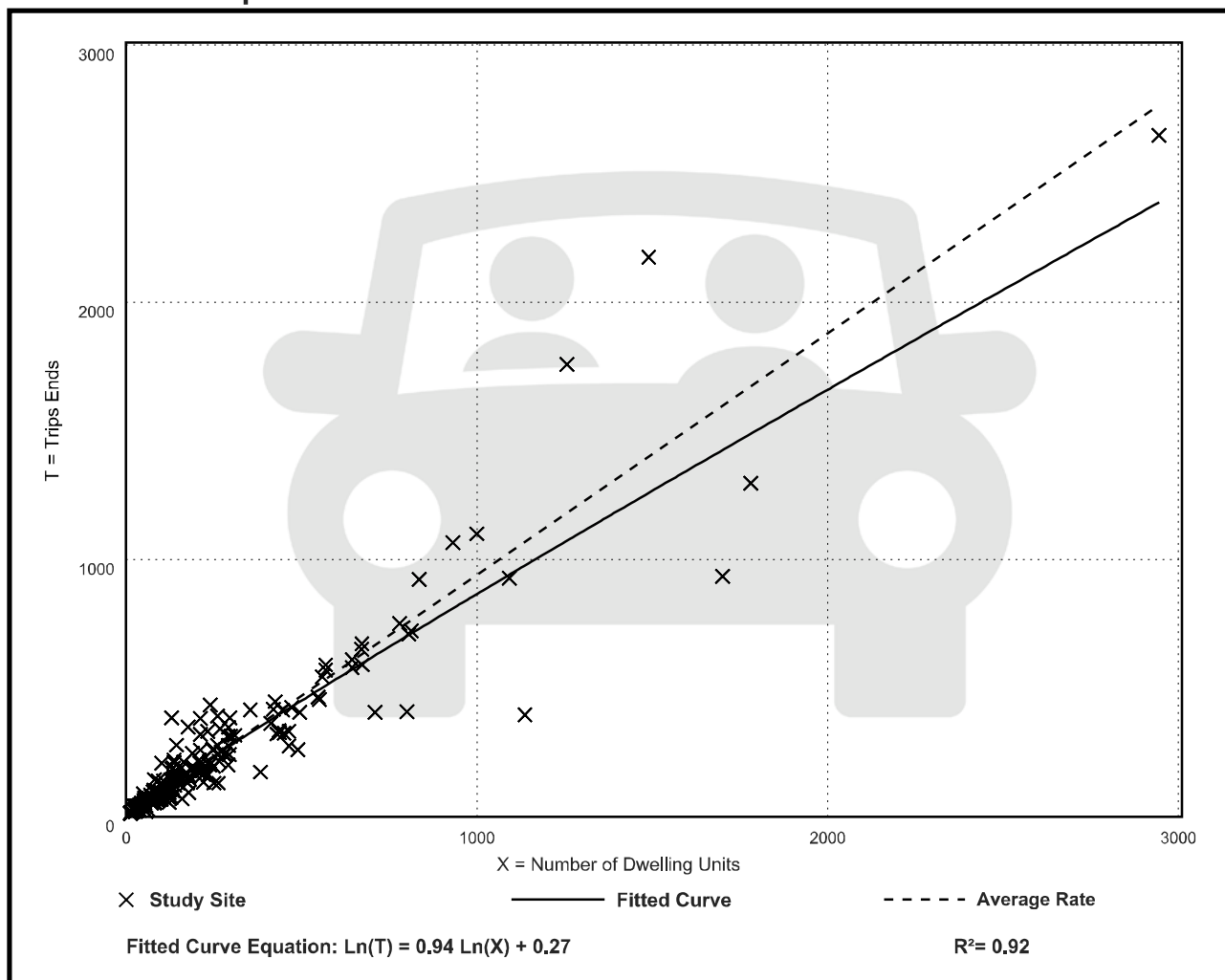
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

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

Setting/Location: General Urban/Suburban

Number of Studies: 7

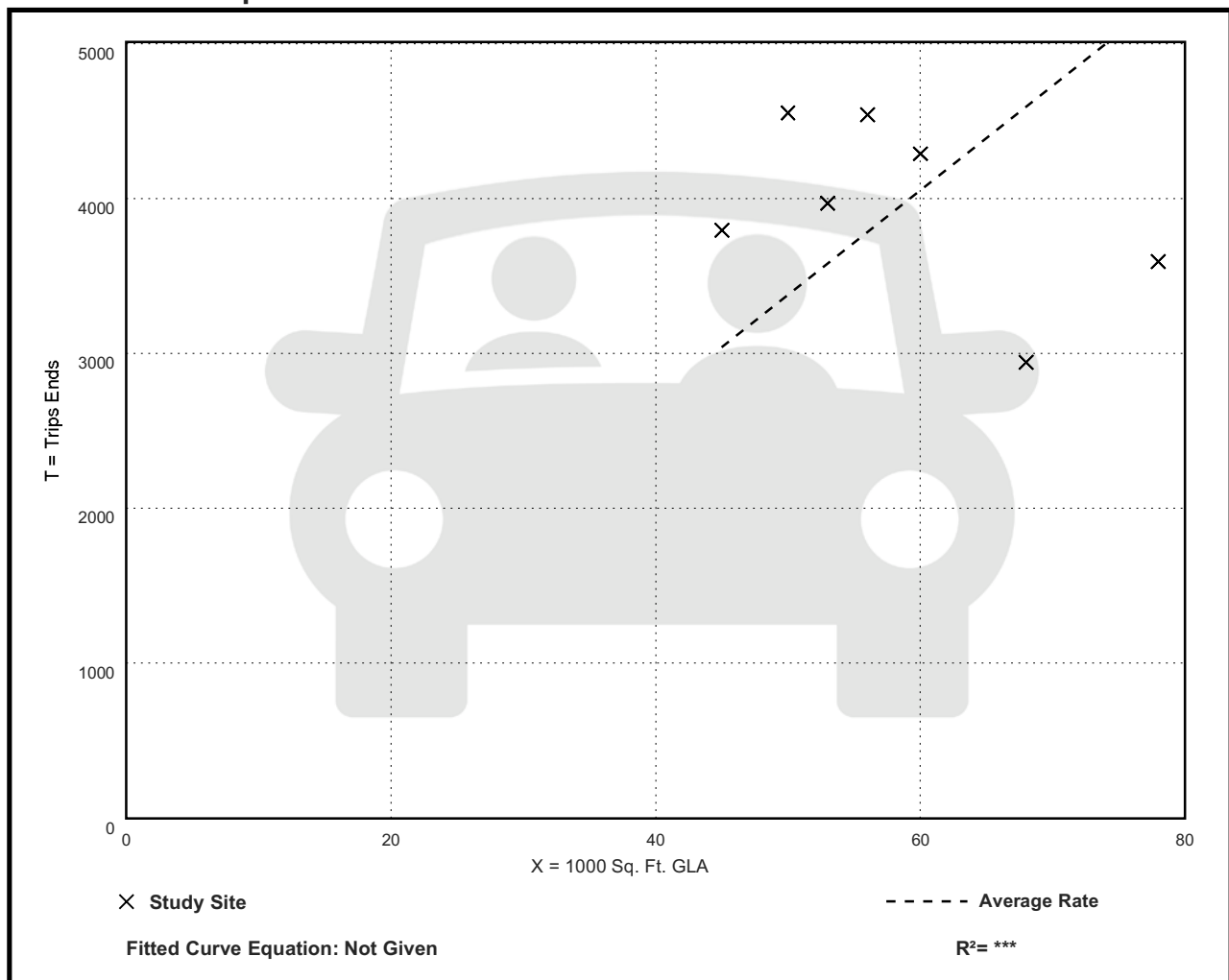
Avg. 1000 Sq. Ft. GLA: 59

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
67.52	43.29 - 91.06	19.25

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

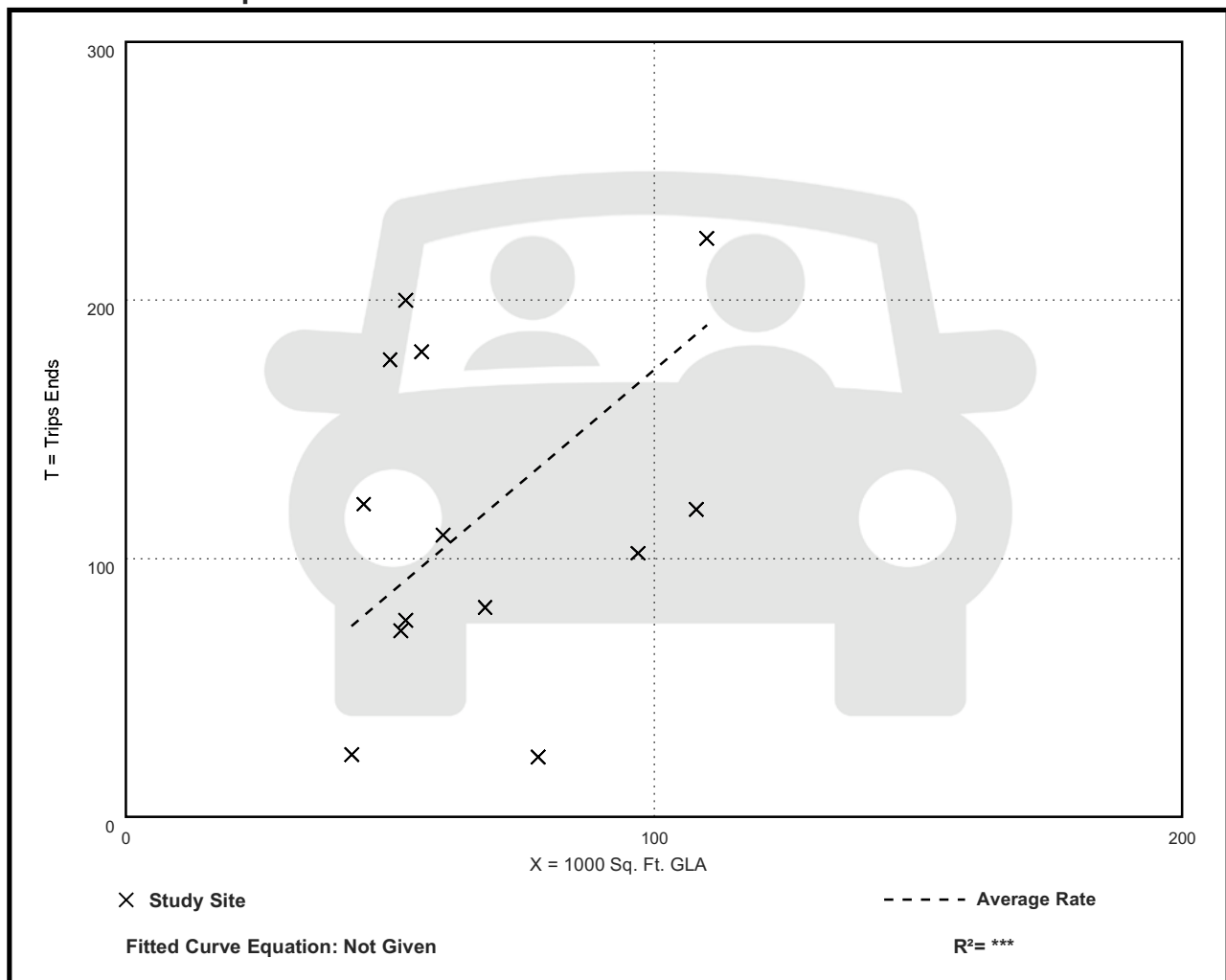
Avg. 1000 Sq. Ft. GLA: 67

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

Avg. 1000 Sq. Ft. GLA: 79

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation

