



City of Port St. Lucie
PUBLIC WORKS DEPARTMENT
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MEMORANDUM

TO: Bridget Kean, AICP – Senior Planner, Planning & Zoning

THRU: Colt Schwerdt, P.E. – Assistant Public Works Director & City Engineer

FROM: Diana Spriggs, P.E. – Regulatory Division Director, Public Works

DATE: May 25, 2023

SUBJECT: P21-127 Wilson Grove – Development of Regional Impact Amendment
 P21-128 Wilson Grove – Comprehensive Plan Amendment
 Traffic Generation, Stacking & Circulation Approval

This application and Traffic Report prepared by Susan O’Rourke, P.E. dated April 18, 2023 has been reviewed by the Public Works Department and the transportation elements of the project were found to be in compliance with the adopted level of service and requirements of Chapter 156 of City Code, and Public Works Policy 19-01pwd at this time.

The traffic study was reviewed by the Public Works Department and the City’s 3rd Party Traffic Consultant, Marlin Engineering. The City’s 3rd Party Consultant’s review found that proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the 3rd Party Consultant’s review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their Development of Regional Impact (DRI) roadway improvement triggers being met. As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At that trigger, Wilson Groves is required to construct the initial 2 lanes of N/S A from Becker Rd to E/W 3 (Marshall Parkway), and E/W 3 from Range Line Road to N/S B (Riverland Blvd), as outlined under Condition 19 of the Wilson Groves DRI (Table 2).

The peak capacity of a 2-lane road is 1,080 trips and a 4-lane road is 2,100 peak hour trips as identified in the Developer’s provided Traffic Analysis. Based on the current DRI traffic condition, they will be allowed 2,573 p.m. peak hour trips before a new roadway is required to be constructed. In absence of additional connecting roadways, the totality of these trips will be placed on Becker Road. The Public Works Department and the City’s 3rd Party Traffic Consultant has determined from the analysis that widening of Becker Road is likely to be required prior to the Wilson Grove DRI triggers.

The existing Wilson Grove DRI does include a monitoring condition under Section 15.B. Based on this existing condition in the DRI, the City has the ability to require the developer to provide a monitoring analysis of the existing conditions of a roadway portion within their DRI roadway obligations to ascertain the level of service on that roadway. This would allow the City to determine if a roadway segment(s) widening or initial 2-lane requirement should be accelerated. The monitoring condition however does require the City to allow the developer 24 months for engineering, permitting and construction.

The City’s 3rd Party Consultant mentioned some concerns for the City to be aware of in their last review of the Wilson Grove DRI Traffic Analysis. They are recommending that the City require a Traffic Analysis of the

intersections with each future plat submittal/review to verify if any improvements are needed at that time for the intersections.

Another concern is the Wilson Grove DRI Traffic Analysis does not include any traffic impacts from the surrounding DRI's. Becker Road will include traffic trips from several areas as the communities that connect to it are built out. Currently the analysis provided by the various DRI's of the area only includes their specific projected trips from their individual DRI's for the roadways. The overall DRI study we had completed by our 3rd Party Traffic Consultant this year to combine the potential traffic for the Southwestern Annexation Area, only looked at 10 years out for the construction timing of the 2-lane network of the roadways. This is not the full buildout impact for the Southwestern Annexation Area traffic. It is recommended by Public Works and our 3rd Party Traffic Consultant that we have another Southwestern Annexation Area analysis done every 3 to 5 years to assess the impacts as they increase. With the earlier timeframe being associated with more significant land use changes or faster development time frames than the development schedule.

At the February 22, 2023 City Council Workshop, the City Council adopted new policies in support of construction of the full two lane roadway network in the City's Southwest Annexation Area as depicted on the SW Annexation Area Roadway map. Staff was directed to prioritize construction of the 2-lane roadway network to ensure the roadways are in place to serve the proposed development. The intent is to avoid the conditions that exist in other parts of the City where certain roadways such as St. Lucie West Boulevard and Port St. Lucie Boulevard end up funneling all traffic because there is limited north-south and east-west connectivity

City staff has discussed the proposal to include a Paseo within the 150 feet of city owned road right-of-way for E/W 4 with the applicant. The Paseo is not a listed improvement in the Wilson Grove DRI development order. Based on the transportation improvements currently required by the Wilson Grove DRI development order (Res. 11-R01), E/W 4 will be a four laned roadway at the time of buildout. With no conceptual drawings or sections, City staff cannot determine if the proposed Paseo and 4-lane roadway will fit within the right-of-way and does not recommend the inclusion of the Paseo on a map or land use plan at this time. If the developer of the Wilson Groves DRI wants to propose a Paseo in city owned right-of-way, the developer should be required to amend the DRI development order to identify the Paseo as a permitted improvement in the Wilson Groves DRI prior to the inclusion of the Paseo on Map H.

If the Board motions to approve this application, Public Works recommends the approval be conditioned such that the applicant must reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways. Additionally, if the Board motions to approve this application, we also recommend that it be conditioned to remove any references of the Paseo; and that should the applicant wish to include the Paseo they must provide a typical section for review and approval by Council to be included in a future DRI amendment.