

MEMORANDUM

Date: March 12, 2025 Project #: 29311.019
To: Clyde Cuffy, P.E.
Regulatory Division Director
City of Port St. Lucie Public Works Dept.
121 SW Port St. Lucie Blvd, Building B
Port St. Lucie, FL 34984

Cc: Diana Spriggs, PE; Mary Savage-Dunham, AICP, CFM; Bridget Kean
From: Kok Wan Mah, P.E.
Project: Tradition DRI
Subject: Traffic Analysis Technical Review

A Traffic Impact Analysis was conducted to support the Notice of Proposed Change (NOPC) for the Tradition DRI. The site is bounded by Crosstown Parkway on the north, Discovery Way on the south, I-95 on the east, and N/S A on the west.

The NOPC seeks to amend the development program by increasing the residential uses and decreasing the non-residential uses. Specifically, the number of multi-family units increases by 397 units from 1,171 to 1,568. The number of assisted-living facility units increases by 120 beds from 300 to 420 beds. The intensity of retail commercial decreases by 16,500 square feet from 920,795 to 904,295 square feet. The intensity of office space decreases by 160,000 square feet from 627,823 to 467,823 square feet. The exchange of land use intensities utilizes the adopted equivalency matrix contained in Exhibit F of the DRI. The difference in trip generation increases from 6,258 peak-hour trips for the approved program to 6,325 peak-hour trips for the proposed development program, an increase of 1.1%.

Kittelison & Associates, Inc. (KAI) has reviewed the Traffic Analysis prepared by MacKenzie Engineering & Planning that is dated March 2025. The City of Port St. Lucie Public Works Department provided review comments for the Traditions DRI Amendment (Project No. P22-093) dated October 27, 2022. The submitted Traffic Analysis is reviewed against these comments. Sufficiency review comments below reflect the original Public Works Department comment and sufficiency review comment after in **bold**.

1. Please provide the City of Port St. Lucie Project No. (**P22-093**) on the lower right-hand corner on all pages of the documents.

Comment: This was not provided in the Traffic Analysis report. Applicant is requested to add this to all submittals.

Response: Acknowledged

Sufficiency Comment: This has been added to the report. No further comment.

2. Provide a traffic study and list the projected PM Peak Hour trips for the revised use intensity.

The Traffic Impact Analysis should be:

- Based upon the build year; **Future conditions analysis was based on year 2030. No further comment.**
- Based upon the current (updated to present day) traffic volumes; **Counts were taken in November 2024. No further comment.**
- Include existing and committed trips on the roadway network.

Comment: The Traffic Analysis used a flat growth rate to calculate future volumes. It does not consider approved developments such as Oak Ridge Ranches. The analyses for future conditions should include vested/approved developments. If vested trips are less than the historical growth, then historical growth should be used.

Response: Acknowledged. The Oak Ridge Ranches traffic trips are now included in the future traffic trips.

Sufficiency Comment: Interpolated trips from Oak Ridge Ranches was included in the revised traffic analysis. The resulting roadway capacities show three segments that are deficient: Crosstown Parkway from Village Parkway to Commerce Center Drive, Tradition Parkway from Village Parkway to I-95, and Village Parkway from Westcliffe Lane to Crosstown Parkway. Two of these segments are deficient with the addition of Oak Ridge Ranches traffic. No further comment.

- Including the approved projects within the area of influence in the background conditions and then adding the trip generation from the proposed new development; providing the trip generation and distribution levels to show the current and future Level of Service on affected roadways;

Comment: Please include vested trips from Oak Ridge Ranches. These trips can be interpolated based on level of development that can be reasonably constructed by the analysis year of the Tradition DRI.

Response: Acknowledged. The Oak Ridge Ranches trips from the project are estimated based on linear interpolation between 2026 and 2045.

Sufficiency Comment: Interpolated trips from Oak Ridge Ranches was included in the revised traffic analysis. The resulting roadway capacities show three segments that are deficient: Crosstown Parkway from Village Parkway to Commerce Center Drive, Tradition Parkway from Village Parkway to I-95, and Village Parkway from Westcliffe Lane to Crosstown Parkway. Two of these segments are deficient with the addition of Oak Ridge Ranches traffic. No further comment.

- Include an operational analysis for the area extending to Crosstown Pkwy and I-95/Gatlin including:
 - Analysis of major intersections and Gatlin/I-95 Interchange; **Completed**
 - include a phasing plan as appropriate; and, **Not included in the Traffic Analysis**
 - include identification of issues and proposed mitigation. **Included in the Traffic Analysis.**
- Summarize methodology for projecting traffic forecast. List model base year, design year/planning horizon, opening and interim years

Comment: Traffic Analysis stated future growth used historical growth rates. It is requested that the study include an interpolated estimate of Oak Ridge Ranches project trips. Improvements identified in the Oak Ridge Ranches traffic study that is consistent with the level of development traffic included as vested should be assumed.

Response: Acknowledged. *The Oak Ridge Ranches trips from the project are estimated based on linear interpolation between 2026 and 2045.*

Sufficiency Comment: Interpolated trips from Oak Ridge Ranches was included in the revised traffic analysis. The resulting roadway capacities show three segments that are deficient: Crosstown Parkway from Village Parkway to Commerce Center Drive, Tradition Parkway from Village Parkway to I-95, and Village Parkway from Westcliffe Lane to Crosstown Parkway. Two of these segments are deficient with the addition of Oak Ridge Ranches traffic. Tradition DRI received vesting prior to Oak Ridge Ranches and the changes in the development program result in only a minor increase in trips. The exchange of land uses is consistent with the approved equivalency matrix. **No further comment.**

- Describe both spatial and temporal boundary limits. Include a legible and scaled area map showing all study intersections and interchanges. **Included. No further comment.**
- Identify any potential or current capacity constraints that affect traffic flow. **Included. No further comment.**
- Analysis should be consistent with the St. Lucie County TPO's Standardized Traffic Impact Studies Methodology and Procedures. **The study area analyzed is consistent with the methodology submitted for the traffic analysis. No further comment.**

3. The condition of "Fern Lake Drive connecting from Tradition Parkway to Westcliffe Lane must be open to the public prior to the 50th residential unit CO within the Brynlie development which is located along the west side of this portion of Fern Lake Drive" must be added to this DRI Amendment. **The Development Order references an 80-foot ROW dedication for Fern Lake Avenue from Westcliffe Lane to Tradition Parkway, but does not include a condition for construction. The Traffic Analysis does not include Fern Lake in the recommendations. A portion of this segment is already constructed as of July 2024. The comment provides notice to the Applicant of this condition.**

The following comments are new sufficiency comments generated by the review of the Traffic Analysis that are supplemental to the comments provided in the Public Works memo.

1. The planned park is proposed to be an active public park with multiple amenities. This land use should be included in the development program used in the traffic analysis.

Response: Acknowledged. *The Regional Park is added to the revised analysis.*

Sufficiency Comment: Trip generation and development program have been revised. **No further comment.**

2. Typo on page 7 of the Traffic Analysis showing approved entitlements of 1,717 multi-family units.

Response: Revised

Sufficiency Comment: This has been updated in the traffic study. **No further comment.**

3. The number of trips stated on page 8 of the traffic analysis for the Existing Built DRI Entitlements (57,015 daily, 3279 AM peak hour (1,131 in/2,148 out), and 5,171 PM peak hour (2,959 in/2,212 out) trips is inconsistent with the trips shown on Table 4. Please verify.

Response: *Revised*

Sufficiency Comment: This has been updated in the traffic study. No further comment.

4. Please include a schedule of improvement needs identified in the traffic analysis.

Response: *Acknowledged*

Sufficiency Comment: Improvement timing has been included on pages 31 and 32 of the traffic analysis. These include the construction of Fern Lake Drive from Tradition Parkway to Westcliffe Lane and improvements to the roundabout at the intersection of Tradition Parkway at Community Boulevard for both multi-lane roundabout, and conversion back to signalized intersection. No further comment.

We appreciate the opportunity to provide these comments to the City of Port St. Lucie. The technical review is complete and the traffic analysis is found sufficient. The NOPC supports the proposed changes to the development program based on the adopted equivalency matrix. The intersection of Tradition Parkway at Community Blvd is shown in the traffic analysis to fail as a roundabout and will require conversion to a signal in future conditions. As indicated by City staff, DRI Condition 5.d. states that once the Tradition Parkway roundabout (at Community) is projected to be below level of service "E" the City can hold up building permits until the developer funds or lets contracts for the improvements identified including removal of the roundabout into a signal if proposed. If you have any questions or concerns, please contact me at kmah@kittelsohn.com or 407.373.1127.