TRAFFIC ANALYSIS REPORT

Eden Living
Port St. Lucie, FL

Prepared for:
Eden Living Development Services LLC

Prepared by:

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Engineering & Planning, Inc.
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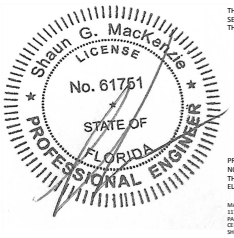

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MACKENZIE ENGINEERING AND PLANNING, INC.
1172 SW 30TH STREET, SUITE 500
PALM CITY, FL 34990
CERTIFICATE OF AUTHORIZATION 29013
SHAUN G. MACKENZIE, P.E. NO. 61751

Digitally signed by Shaun MacKenzie
Date: 2022.11.30 10:51:19 -05'00'

Shaun G. MacKenzie P.E.
Florida License # 61751

237001
Revised November 2022
Revised August 2022
February 2022

CA 29013

EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the Eden Living (SG-3B) Parcel within the Southern Grove DRI. The project is located north of Paar Drive and west of Village Parkway, Port St. Lucie, Florida. The applicant proposes to construct 214 multi family dwelling units.

The analysis was conducted in accordance with the requirements of the City of Port St. Lucie for a project within an approved development of regional impact (Southern Grove DRI).

The proposed project is expected to generate the following net new external and cumulative driveway trips:

- 1,447 daily, 103 AM peak hour (25 in/78 out), and 125 PM peak hour (78 in/47 out) trips.

The analysis shows that the roadways are projected to operate acceptably with the addition of the proposed development because the project is part of the approved Southern Grove DRI, concurrency is satisfied.

The project has the following access points:

- DW 1 (North) – Directional Opening (left-in, right-in, right-out) 1,250 LF north of Paar Drive along Village Parkway
- DW 2 (South) – Full Opening 700 LF east of Village Parkway along an unbuilt portion of Paar Drive

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- Multi Family Housing (ITE Land Use 210)

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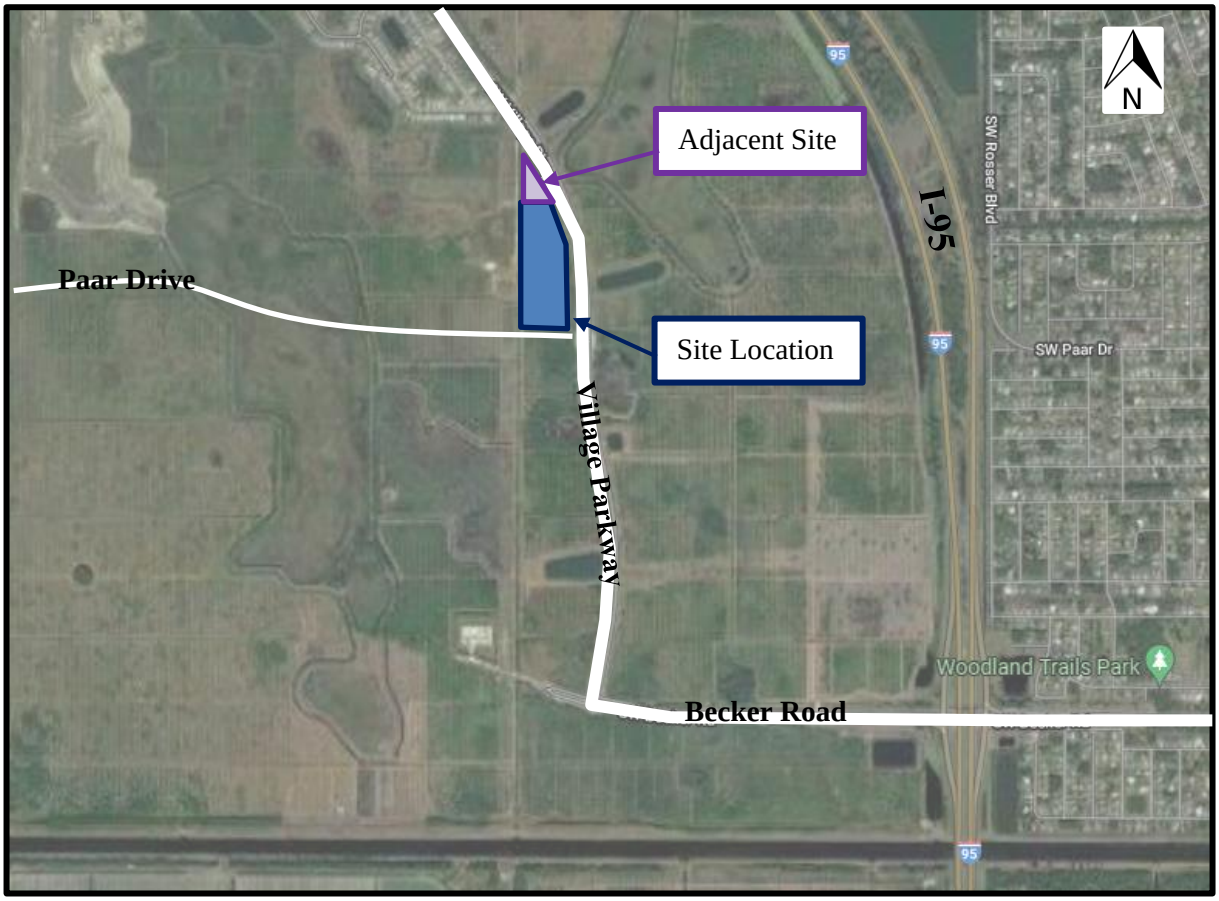
INTRODUCTION

MacKenzie Engineering and Planning, Inc. (MEP) performed an analysis of the traffic impacts resulting from the Eden Living (SG-3B) Parcel within the Southern Grove DRI. The project is located north of Paar Drive and west of Village Parkway in the Southern Grove DRI in Port St. Lucie, Florida. The applicant proposes to construct 214 multi family residences A buildout of 2026 was used for this analysis. Figure 1 shows the site location.

The analysis was conducted in accordance with the requirements of the use within an approved DRI in the City of Port St. Lucie. MEP analyzed the following site specific needs:

- Adjacent site traffic impacts with a maximum intensity
- Roadway analysis of Paar Drive and Village Parkway
- Required turn lanes
- Throat distance and access requirements for driveway access.

Figure 1. Site Location Map



INVENTORY AND PLANNING DATA

The traffic data used in this analysis includes:

- Roadway geometrics
- MEP turning movement counts

MSA Architects, Inc. provided site information.

PROJECT TRAFFIC

Trip Generation

The study uses the following trip generation rates published in the Institute of Traffic Engineers' (ITE) report, *Trip Generation (11th Edition)* for Multi - Family Housing (ITE Land Use 220). Table 1 shows the trip generation for the site.

The proposed project is expected to generate the following peak hour trips:

- 1,447 daily, 103 AM peak hour (25 in/78 out), and 125 PM peak hour (78 in/47 out) trips.

The parcel to the north is a proposed commercial parcel that shall share driveway access with the Eden Living Facility. MEP analyzed the impacts of the commercial project to the north (Farrell Southern Grove) that includes a 20,000 SF retail plaza and 172,120 SF of self storage use. The parcel to the north is 4 acres. Table 2 displays the Farrell project trip generation.

Internal Capture

The site contains no internal capture. Internal capture with the adjacent property was conservative not analyzed.

Pass-by Trip Capture

The pass-by trip capture rate is 0. Pass-by trip capture was not analyzed for the adjacent property.

Table 1. Trip Generation (Eden Living)(Peak Hour of Generator)

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Use								
Multi-family Housing (Low-rise)	214 DU	1,447	103	25	78	125	78	47
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**1,447**	**103**	**25**	**78**	**125**	**78**	**47**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.35(X) + 28.13	62/38	T = 0.42(X) + 34.78

ITE Trip Generation Manual 11th Edition

Table 2. Farrell Southern Grove Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
Mini-Warehouse/SS	172.120 1000 SF	250	31	16	15	31	16	15
Strip Retail Plaza	20.000 1000 SF	1,089	152	76	76	265	143	122
Pass-By Traffic								
Mini-Warehouse/SS	0.0%	0	0	0	0	0	0	0
Strip Retail Plaza	40.0%	436	61	30	31	106	57	49
Net Proposed Trips		***903***	***122***	***62***	***60***	***190***	***102***	***88***
Total Proposed Driveway Volumes		***1,339***	***183***	***92***	***91***	***296***	***159***	***137***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Mini-Warehouse/SS	151	1000 SF	1.45	0%	51/49	0.18	51/49	0.18
Strip Retail Plaza	822	1000 SF	54.45	0.40	50/50	7.60	54/46	13.24

ITE Trip Generation Manual 11th Edition

TRAFFIC DISTRIBUTION

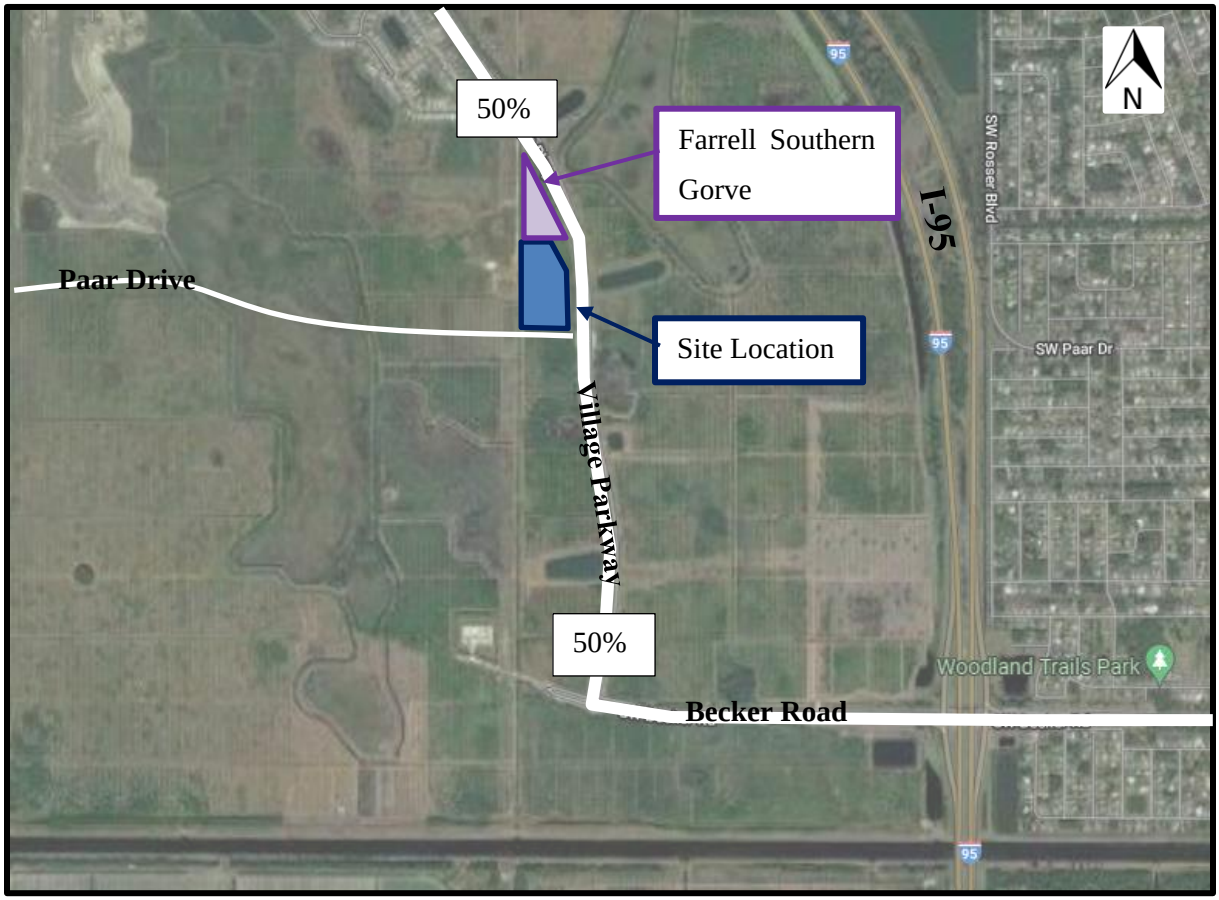
Traffic distribution and assignment was determined using engineering judgment, trip lengths, surrounding uses and review of the roadway network. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	50 percent
SOUTH	-	50 percent

TRAFFIC ASSIGNMENT

The distributed external trips for the project were assigned to the roadway network within the radius of influence. The project assignment is shown in Figure 2.

Figure 2. Traffic Assignment



HISTORICAL GROWTH

Historic growth rate was determined based on FDOT Traffic Online data as shown in Table 3. The historic annual growth on the surrounding facilities between 2015 and 2019 is 9.7%.

Table 3. Growth Rate Calculation

Road Name	ID #	From	To	2015	2016	2017	2018	2019	Annual Absolute Growth	Growth Rate
Becker Rd	948005	Village Pkwy	I-95		1,550			4,300	917	21.3%
	947067	I-95	PSL Blvd		9,900			13,200	1100	8.3%
Gatlin Blvd	945075	I-95	Savage Blvd	28,500	36,500	34,000	38,000	50,500	4550	9.0%
							Total	68000	6567	
								Weighted Average		9.7%
								Growth Rate Used		**9.7%**

ANALYSIS

A peak hour roadway analysis is not necessary. The project has City concurrency because it is part of the Southern Grove DRI.

DRIVEWAYS

Proposed Access

The site proposes two (2) points of access:

- DW 1 (North) – Directional Opening (left-in, right-in, right-out) 1,250 LF north of Paar Drive along Village Parkway
- DW 2 (South) – Full Opening 700 LF east of Village Parkway along an unbuilt portion of Paar Drive

Figure 3 shows the proposed project driveway volumes. MEP analyzed the driveways with the buildout of the Farrell property, as shown in Figure 4 and 5.

Figure 3. Driveway Volumes – Project Traffic

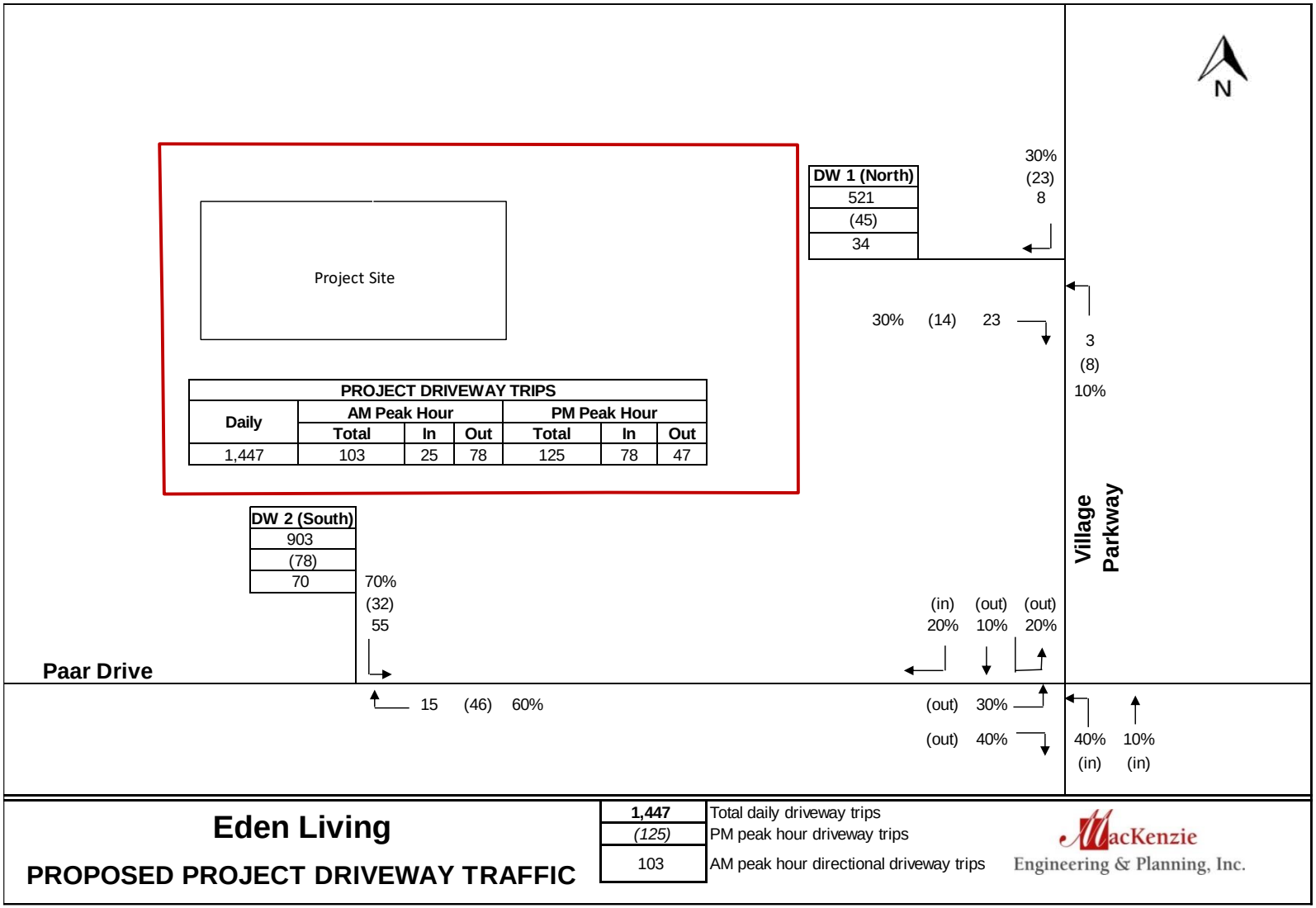


Figure 4. Driveway Volumes – Farrell Southern Grove

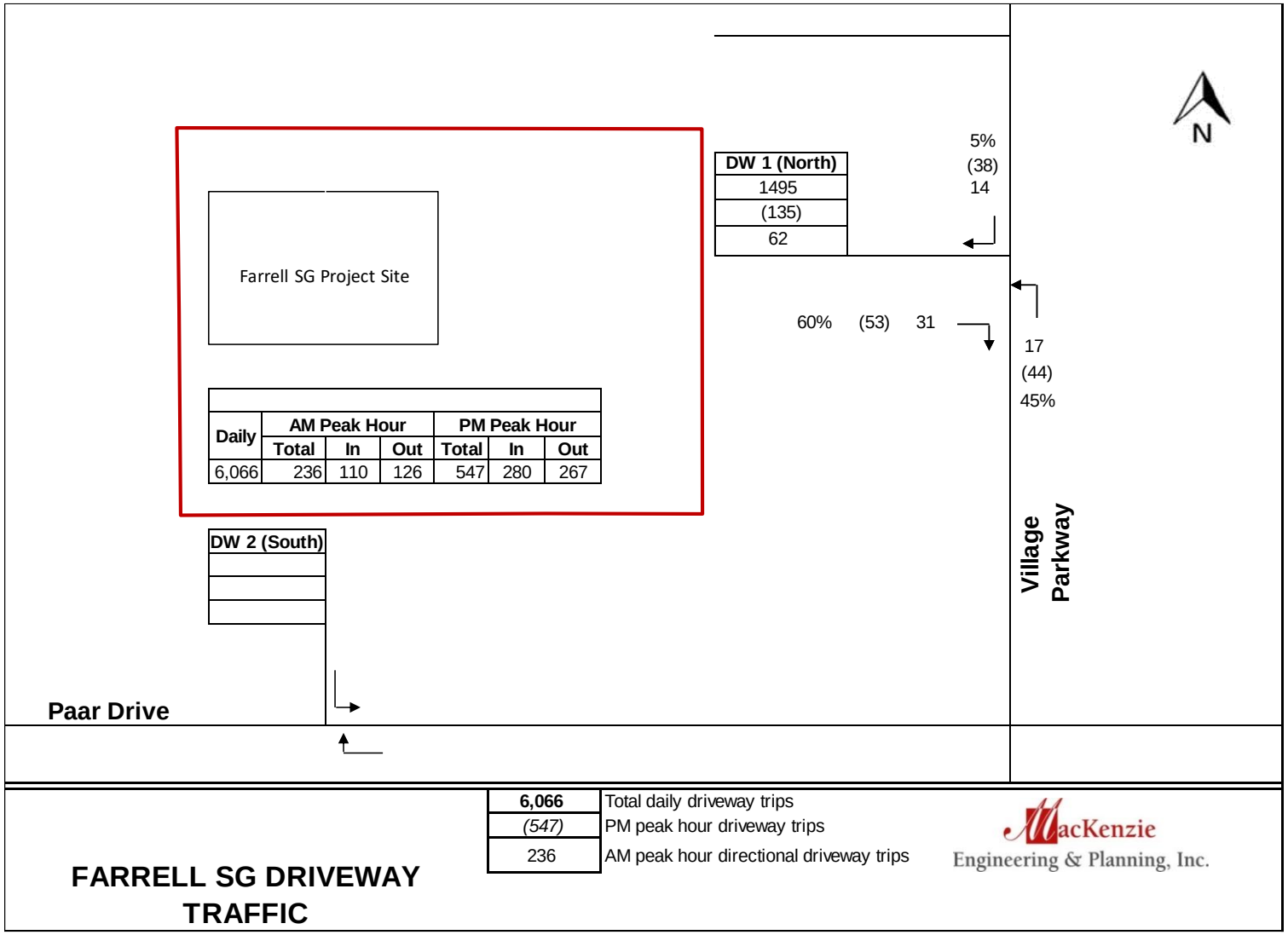
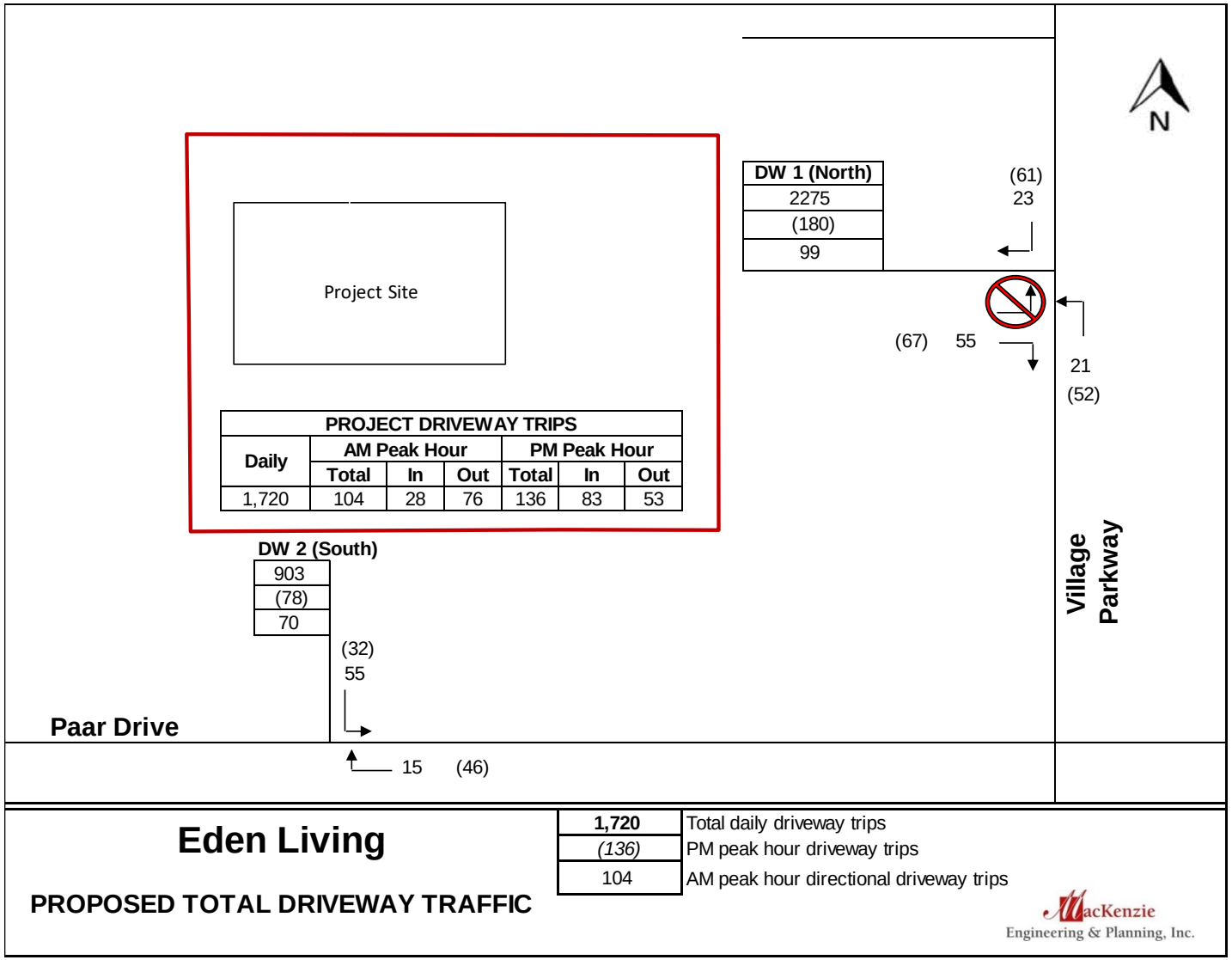


Figure 5. Driveway Volumes – Total



Driveway 1 (North) & Village Parkway

Driveway 1 is an existing full access opening along Village Parkway located approximately 1,250 feet north of Paar Drive. Turn lanes were analyzed with project (Figure 3) buildout of commercial space (Figure 4) and total (project plus commercial) traffic (Figure 5).

Turn Lane Analysis

MEP analyzed the right turn lane at Village Parkway and DW 1 (North) based on the City's threshold of 80-125 peak hour right turn. The combined project plus Farrell Southern Grove peak hour right turn volume is projected to be 61 peak hour trips. Therefore, we do not recommend a right turn lane.

A 285 foot left turn lane on Village Parkway exists.

For safety the median opening will be converted to a directional opening permitting, left-turns in, right-turns in and right-turns out.

Driveway 2 (South) & Paar Drive

Paar Drive West entrance is approximately 700 feet west of the Paar Drive & Village Parkway intersection. The intersection is recommended for a full opening. Based on the existing approved projects, we recommend sharing the full access previously approved with the Capstone Development project. Based on the proposed land uses in Southern Grove, Riverland, and Wilson Groves, only a small amount of traffic will be destined west. The intersection of Village and Paar Drive exists with a 285 foot right turn lane and 410 foot left turn lane.

Turn Lane Analysis

Based on a peak right turn volume of 46 vehicles, we do not recommend a right turn lane. The City threshold for a right-turn lane is 80-125 vehicles. The threshold is at this location should be closer to 125 vehicles based on the low volume per lane of traffic on Paar Drive.

The City of Port St. Lucie is requiring right and left-turn lanes into the project. The City of Port St. Lucie can require installation of left-turn lane on a 2-lane based on their *Engineering Standards for Land Development* Section 8.12.8.

CONCLUSION

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the Eden Living (SG-3B) Parcel within the Southern Grove DRI. The project is located north of Paar Drive and west of Village Parkway, Port St. Lucie, Florida. The applicant proposes to construct 214 multi family dwelling units.

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APPENDICES

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Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

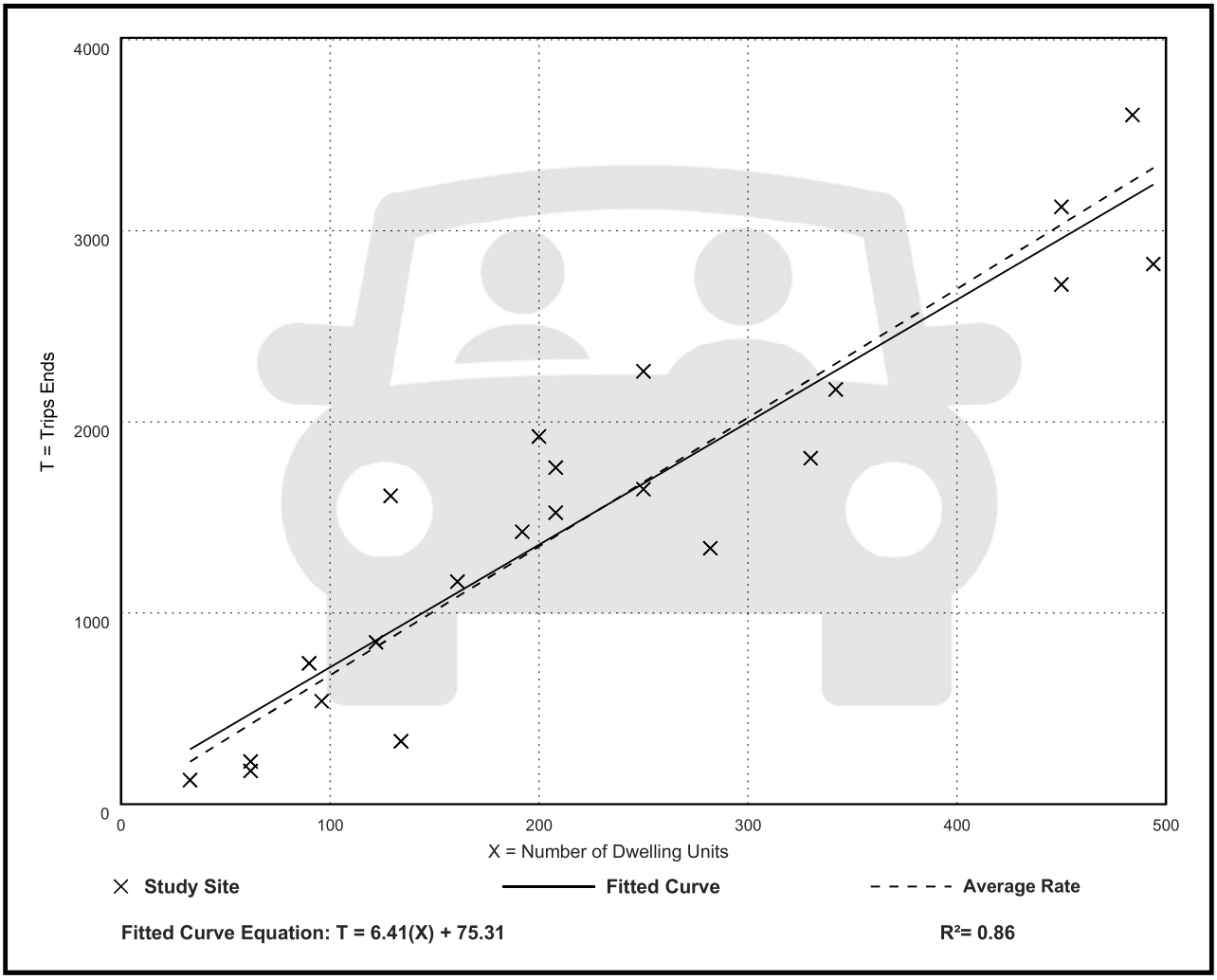
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

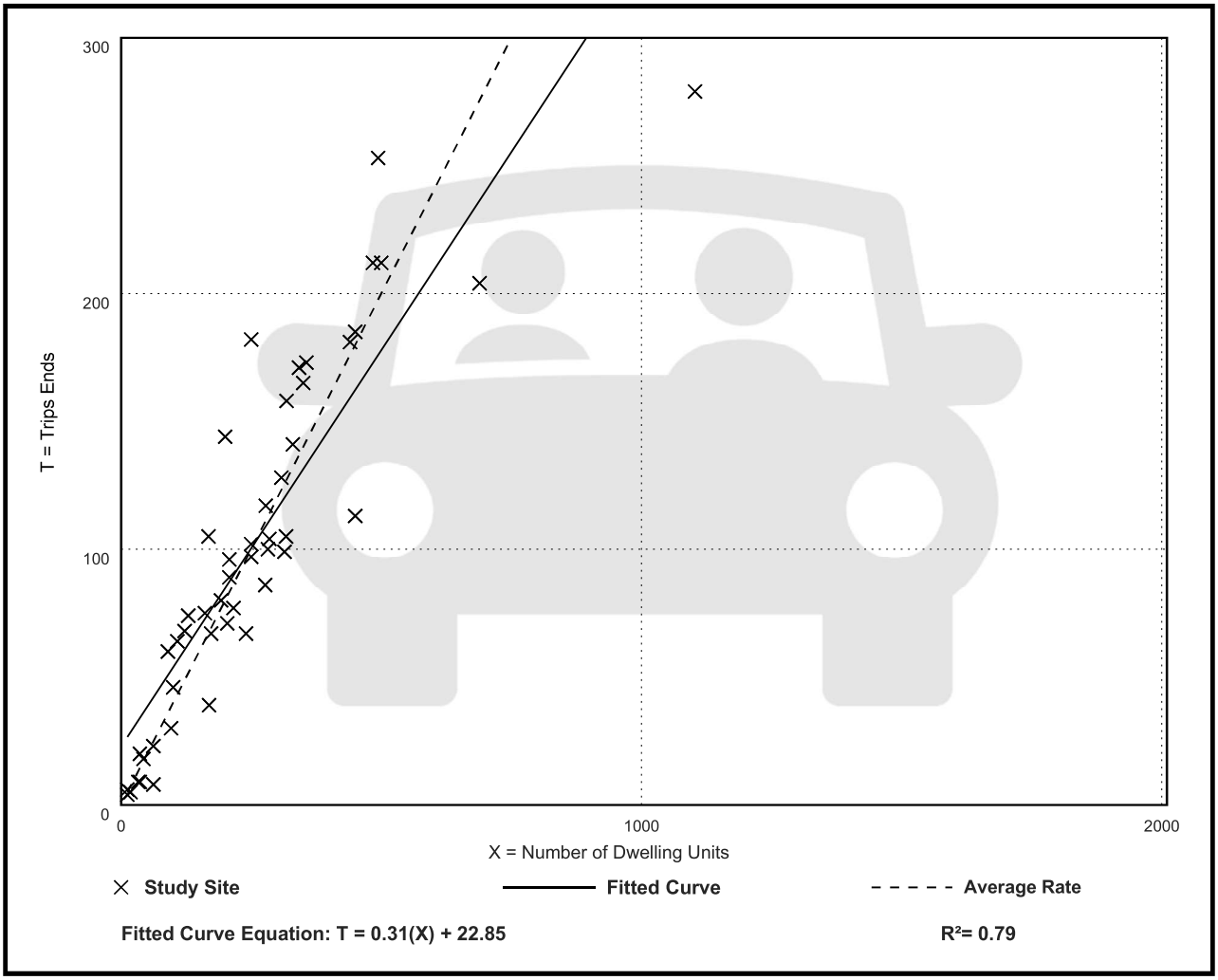
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



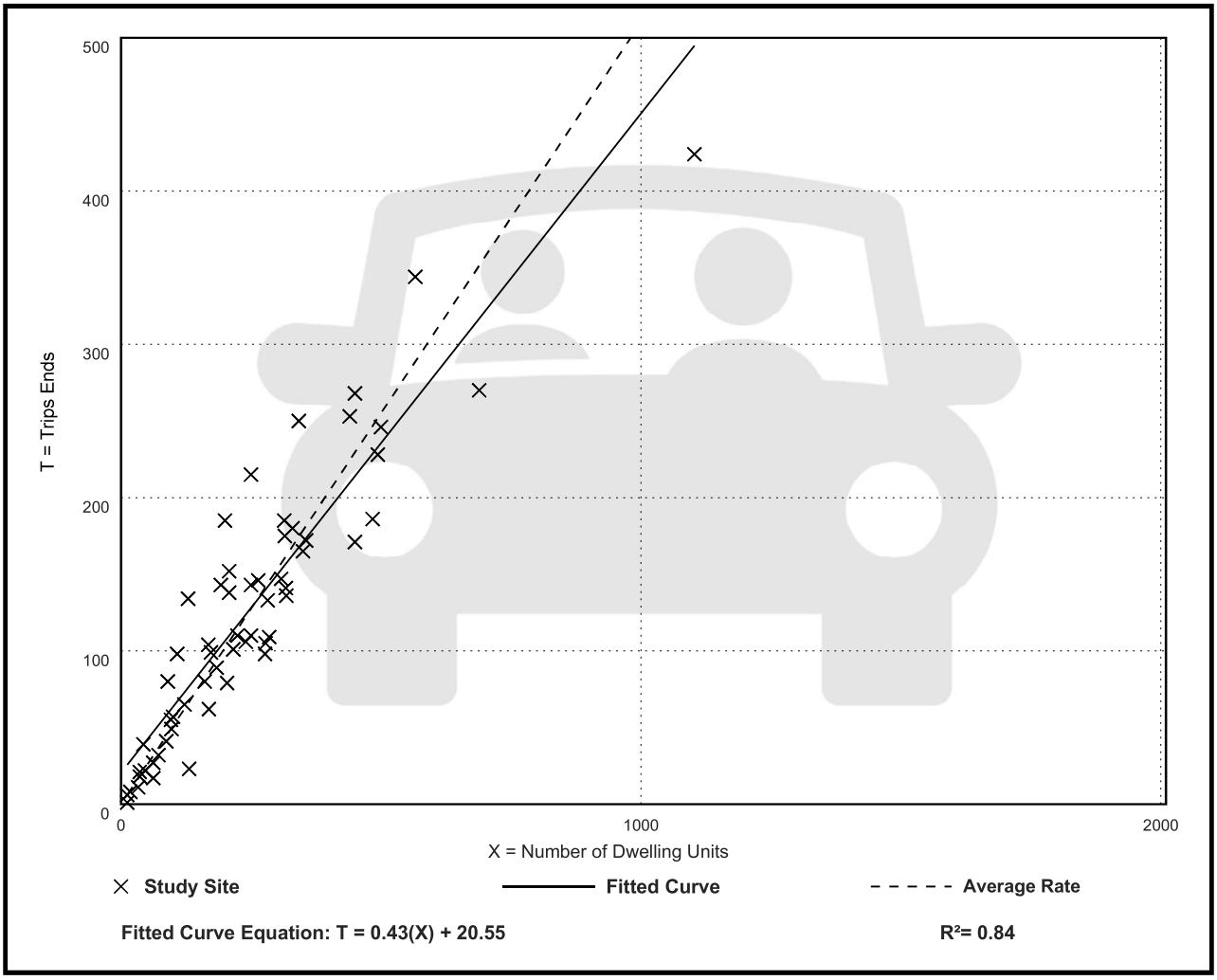
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

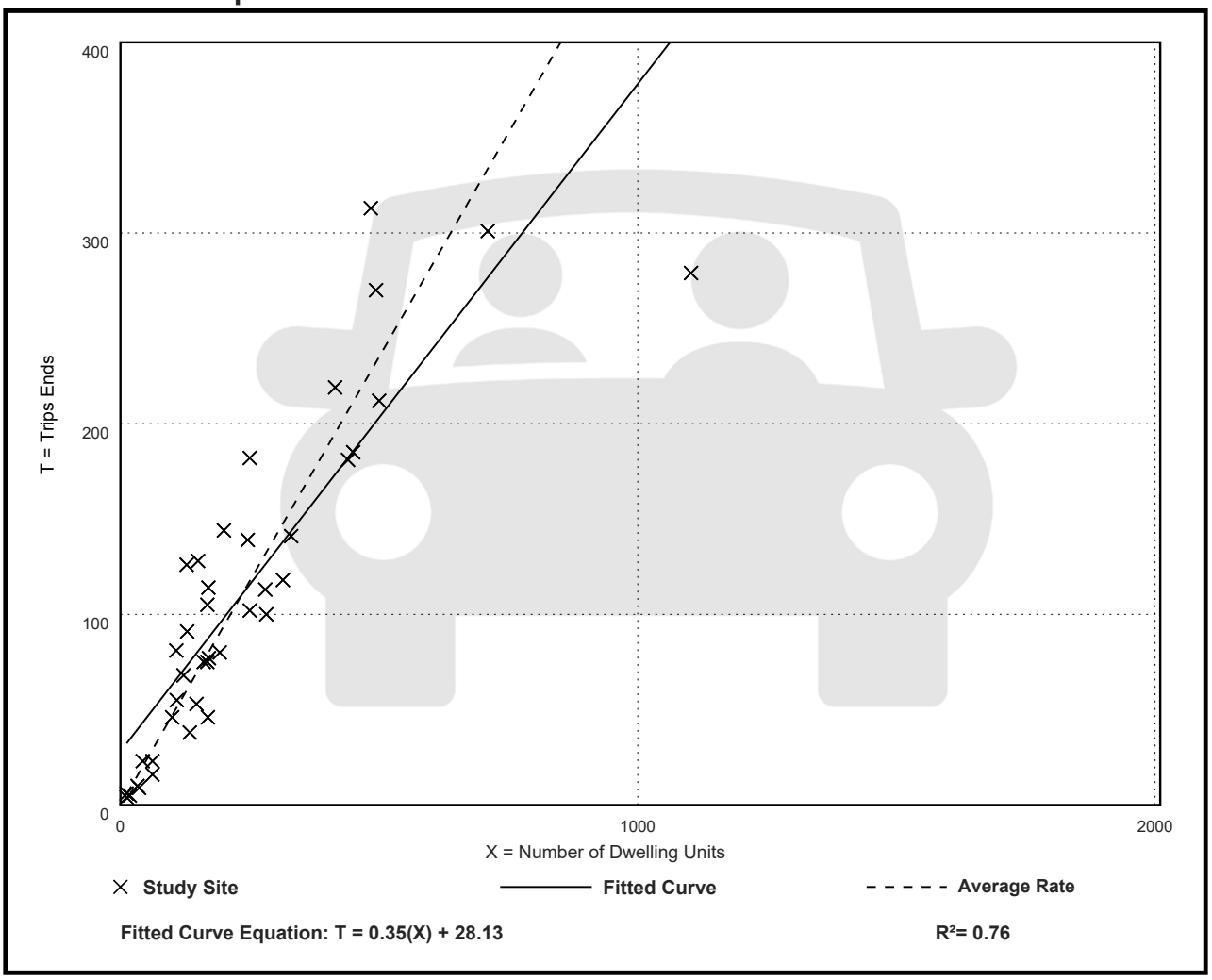
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.35(X) + 28.13

R^2= 0.76

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

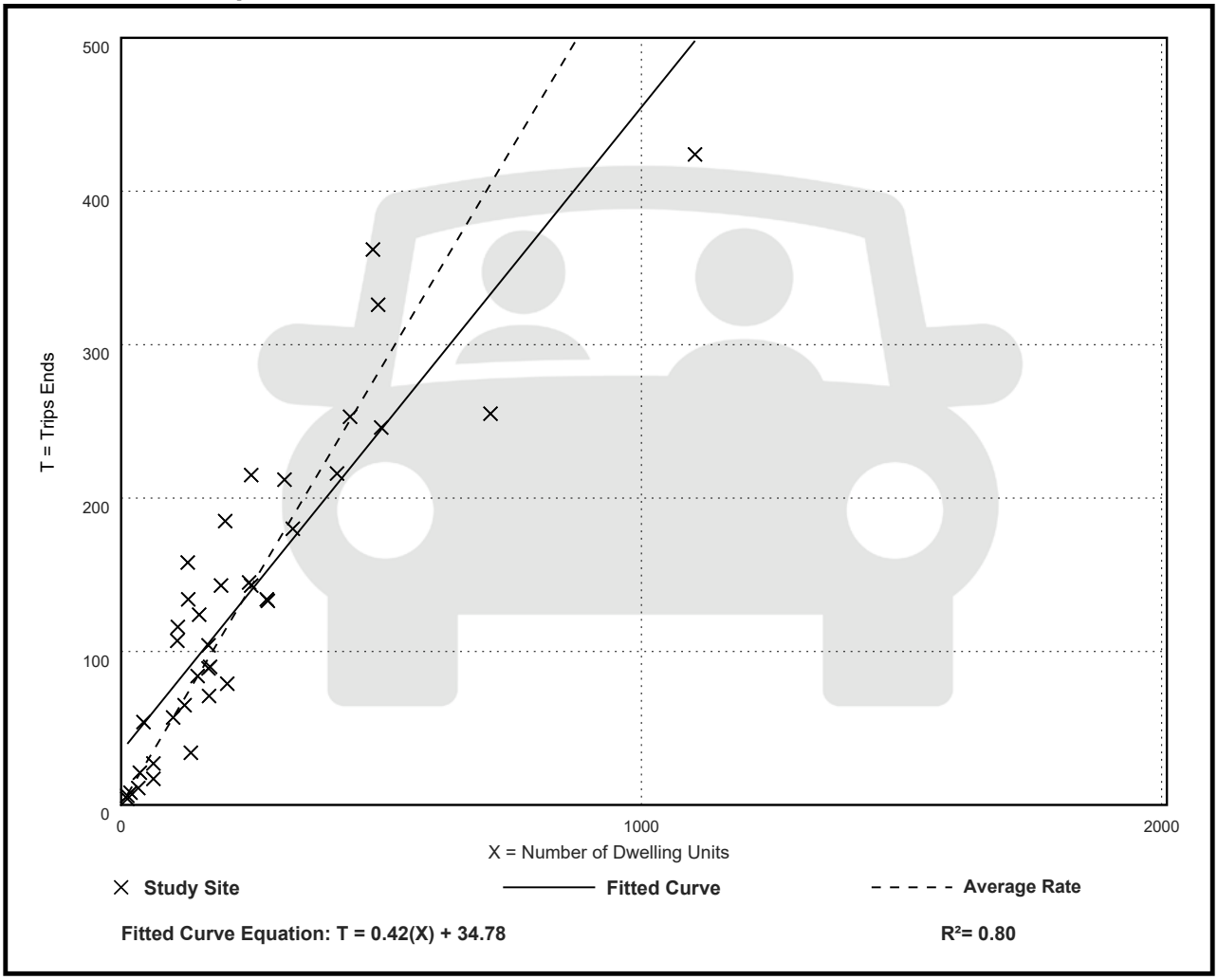
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Turn Count Summary

Location: **at ,** Discovery Way & Village Parkway
GPS Coordinates:
Date: **2021-08-11**
Day of week: **Wednesday**
Weather:
Analyst: **MEP**

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	7	59	38	5	4	19	15	48	0	38	0	18	251
16:15	13	52	64	5	0	17	13	48	2	46	2	19	281
16:30	13	63	42	6	1	43	13	44	2	38	0	12	277
16:45	9	53	33	4	0	27	19	32	7	42	2	13	241
17:00	11	47	31	6	0	54	25	30	3	62	1	22	292
17:15	3	59	47	1	0	26	17	45	1	52	0	20	271
17:30	6	54	46	1	1	37	21	50	1	35	0	24	276
17:45	3	33	40	1	0	20	16	35	3	31	0	16	198

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	7	59	38	5	4	19	15	48	0	38	0	18	251
16:15	13	52	64	5	0	17	13	48	2	46	2	19	281
16:30	13	63	42	6	1	43	13	44	2	38	0	12	277
16:45	9	53	33	4	0	27	19	32	7	42	2	13	241
17:00	11	47	31	6	0	54	25	30	3	62	1	22	292
17:15	3	59	47	1	0	26	17	45	1	52	0	20	271
17:30	6	54	46	1	1	37	21	50	1	35	0	24	276
17:45	3	33	40	1	0	20	16	35	3	31	0	16	198

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

16:15 - 17:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	46	215	170	21	1	141	70	154	14	188	5	66	1091
Factor	0.88	0.85	0.66	0.88	0.25	0.65	0.70	0.80	0.50	0.76	0.62	0.75	0.93
Approach Factor	0.84			0.68			0.94			0.76			

Peak Hour Vehicle Summary

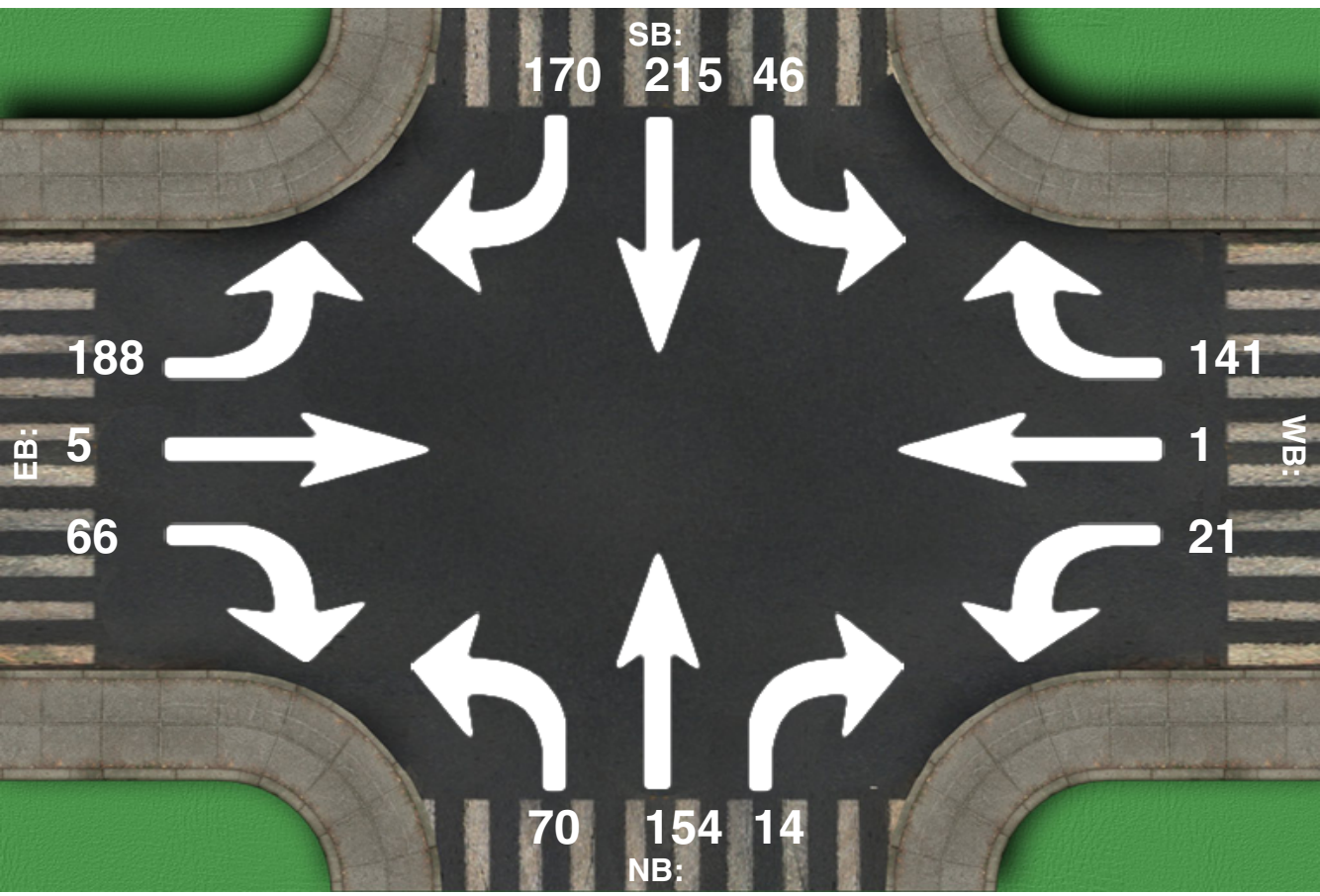
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	46	215	170	21	1	141	70	154	14	188	5	66	1091

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates:
Date: 2021-08-11
Day of week: Wednesday
Weather:
Analyst: MEP



Intersection Peak Hour

16:15 - 17:15

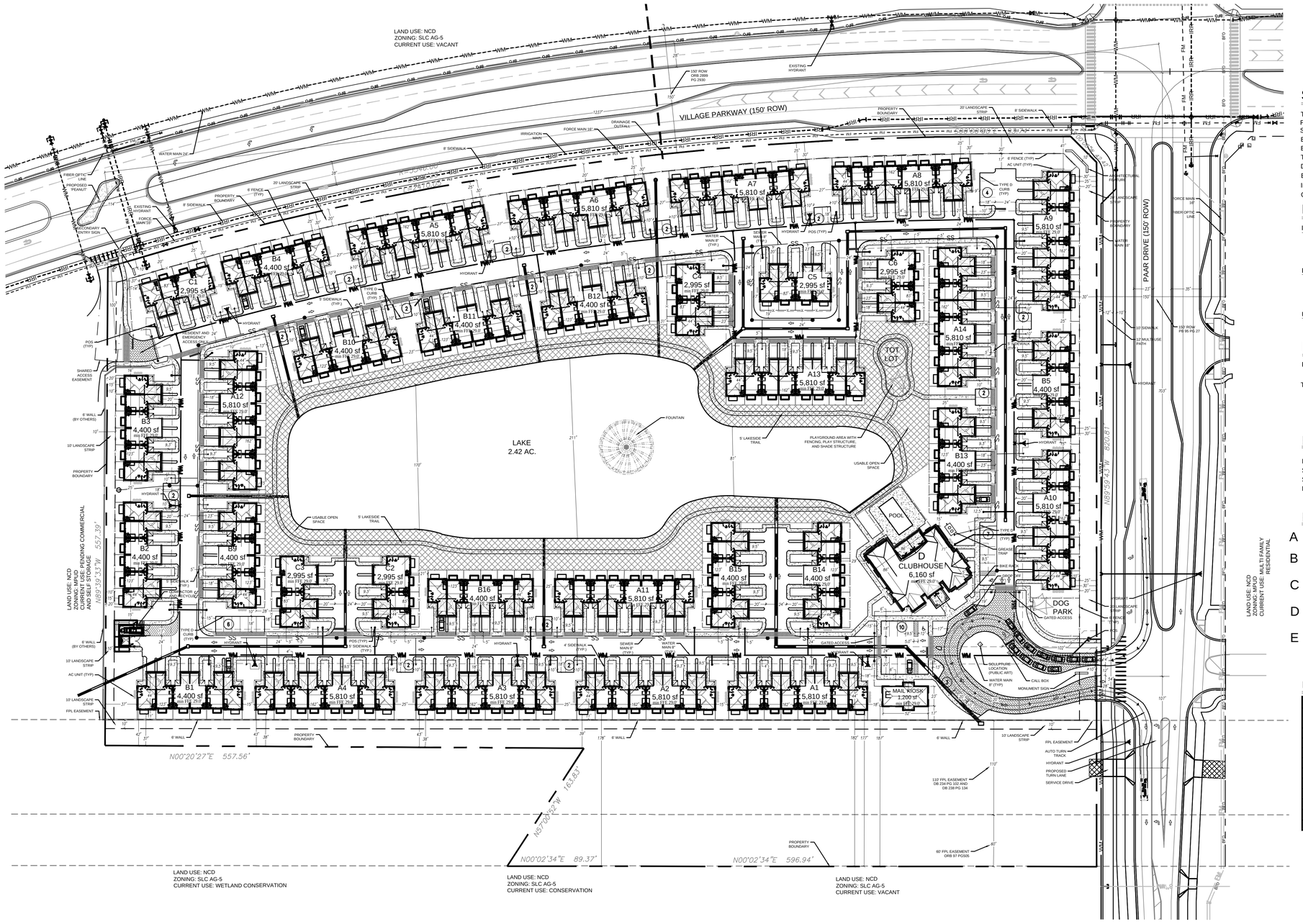
	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	46	215	170	21	1	141	70	154	14	188	5	66	1091
Factor	0.88	0.85	0.66	0.88	0.25	0.65	0.70	0.80	0.50	0.76	0.62	0.75	0.93
Approach Factor	0.84			0.68			0.94			0.76			

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.88

WEEK	DATES	SF	PSCF
* 1	01/01/2020 - 01/04/2020	0.96	1.09
* 2	01/05/2020 - 01/11/2020	0.94	1.07
* 3	01/12/2020 - 01/18/2020	0.92	1.05
* 4	01/19/2020 - 01/25/2020	0.89	1.01
* 5	01/26/2020 - 02/01/2020	0.87	0.99
* 6	02/02/2020 - 02/08/2020	0.84	0.95
* 7	02/09/2020 - 02/15/2020	0.82	0.93
* 8	02/16/2020 - 02/22/2020	0.83	0.94
* 9	02/23/2020 - 02/29/2020	0.84	0.95
*10	03/01/2020 - 03/07/2020	0.86	0.98
*11	03/08/2020 - 03/14/2020	0.87	0.99
*12	03/15/2020 - 03/21/2020	0.88	1.00
*13	03/22/2020 - 03/28/2020	0.97	1.10
14	03/29/2020 - 04/04/2020	1.05	1.19
15	04/05/2020 - 04/11/2020	1.14	1.30
16	04/12/2020 - 04/18/2020	1.22	1.39
17	04/19/2020 - 04/25/2020	1.18	1.34
18	04/26/2020 - 05/02/2020	1.15	1.31
19	05/03/2020 - 05/09/2020	1.11	1.26
20	05/10/2020 - 05/16/2020	1.07	1.22
21	05/17/2020 - 05/23/2020	1.07	1.22
22	05/24/2020 - 05/30/2020	1.07	1.22
23	05/31/2020 - 06/06/2020	1.08	1.23
24	06/07/2020 - 06/13/2020	1.08	1.23
25	06/14/2020 - 06/20/2020	1.08	1.23
26	06/21/2020 - 06/27/2020	1.09	1.24
27	06/28/2020 - 07/04/2020	1.09	1.24
28	07/05/2020 - 07/11/2020	1.10	1.25
29	07/12/2020 - 07/18/2020	1.11	1.26
30	07/19/2020 - 07/25/2020	1.10	1.25
31	07/26/2020 - 08/01/2020	1.08	1.23
32	08/02/2020 - 08/08/2020	1.07	1.22
33	08/09/2020 - 08/15/2020	1.06	1.20
34	08/16/2020 - 08/22/2020	1.06	1.20
35	08/23/2020 - 08/29/2020	1.06	1.20
36	08/30/2020 - 09/05/2020	1.06	1.20
37	09/06/2020 - 09/12/2020	1.05	1.19
38	09/13/2020 - 09/19/2020	1.05	1.19
39	09/20/2020 - 09/26/2020	1.04	1.18
40	09/27/2020 - 10/03/2020	1.03	1.17
41	10/04/2020 - 10/10/2020	1.02	1.16
42	10/11/2020 - 10/17/2020	1.01	1.15
43	10/18/2020 - 10/24/2020	1.01	1.15
44	10/25/2020 - 10/31/2020	1.00	1.14
45	11/01/2020 - 11/07/2020	1.00	1.14
46	11/08/2020 - 11/14/2020	1.00	1.14
47	11/15/2020 - 11/21/2020	1.00	1.14
48	11/22/2020 - 11/28/2020	0.99	1.13
49	11/29/2020 - 12/05/2020	0.98	1.11
50	12/06/2020 - 12/12/2020	0.97	1.10
51	12/13/2020 - 12/19/2020	0.96	1.09
52	12/20/2020 - 12/26/2020	0.94	1.07
53	12/27/2020 - 12/31/2020	0.92	1.05

* PEAK SEASON



Site Data

Total Site Area:	857,046 sf	(19.67 ac)	100%
Future Land Use Designation:	NCD - New Community Development		
Sub District Land Use Designation:	Mixed Use		
Existing Zoning:	MPUD		
Building Height:	40' max		
Total Units	214 DU		
Density:	10.87 DU/Ac		
Building Coverage:	3.75 ac (19%)		
Impervious Area (Allowed Maximum):	17.70 ac (90%)		
Open Space (Required Minimum):	1.96 ac (10%)		

Pervious / Impervious Calculations

Impervious Area:	439,078 sf	(10.07 ac)	51%
Building Coverage:	156,685 sf	(3.60 ac)	36%
Pavement:	155,714 sf	(3.57 ac)	35%
Sidewalks/Pedestrian Areas:	126,679 sf	(2.90 ac)	29%
Pervious Area (Open Space):	417,960 sf	(9.60 ac)	49%
Landscape:	187,374 sf	(4.30 ac)	45%
Ponds/Lakes:	105,838 sf	(2.43 ac)	25%
FPL Easement:	124,748 sf	(2.87 ac)	30%
Useable Open Space Area (5% Required):			
Playground, Dog Park,Open Space:	62,260 sf	(1.43 ac)	7%

Parking Requirements

Parking Required - 1.75 sp/unit plus 1 sp/5 units (parking rate per SG-10 MPUD Sec.4)	418 sp
Total Parking Provided:	488 sp (2.28 sp/unit)
Driveway Spaces:	214 sp
Garage Spaces:	214 sp
Surface/Guest Spaces: (includes 3 ADA spaces)	58 sp

Building Setback Requirements

	Required	Provided
Front (East/Village Pkwy):	25'	25'
Side (South/Paar Dr):	25'	25'
Side (North):	10'	15'
Rear (West):	10'	37'

Product Type / Unit Count

A	8 PLEX / 2 STORY (5,810 sf ea)	14 Buildings - 112 Units	81,340 sf	Bldg Ht - 26'
B	6 PLEX / 2 STORY (4,400 sf ea)	13 Buildings - 78 Units	57,200 sf	Bldg Ht - 26'
C	4 PLEX / 2 STORY (2,995 sf ea)	6 Buildings - 24 Units	17,970 sf	Bldg Ht - 26'
D	CLUBHOUSE	1 Building	6,160 sf	Bldg Ht - 30'
E	MAIL KIOSK	1 Building	1,200 sf	Bldg Ht - 15'
		Total: 33 Building - 214 Units	156,685 sf	

Unit Mix

UNIT MIX				
Unit Designation	Area	# Units	% of Total	Leasable Area (NRSF)
2 BD				
A-1	1,079 sf	74	34.6%	79,846 sf
A-1R	1,079 sf	74	34.6%	79,846 sf
Sub-Total		**148 units**	**69.2%**	**159,692 sf**
3 BD				
B-1	1,274 sf	33	15.4%	42,042 sf
B-1R	1,274 sf	33	15.4%	42,042 sf
Sub-Total		**66 units**	**30.8%**	**84,084 sf**
# Units Total		**214 units**	**100.0%**	**243,776 sf**
				1,139 avg sf/du

Legal Description:

A PORTION OF PARCEL 27D ACCORDING TO SOUTHERN GROVE PLAT NO. 13, AS RECORDED IN PLAT BOOK 74, PAGE 10, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL 27D AND RUNNING THENCE ALONG THE BOUNDS THEREOF THE FOLLOWING 6 COURSES AND DISTANCES: 1) N4°13'26"E A DISTANCE OF 635.29 FEET; 2) S89°14'41"E A DISTANCE OF 596.05 FEET; 3) N3°14'21"E A DISTANCE OF 87.14 FEET; 4) S81°49'52"E A DISTANCE OF 217.07 FEET; 5) S75°35'46"E A DISTANCE OF 2.83 FEET; 6) S57°00'52"E A DISTANCE OF 172.59 FEET TO THE POINT OF BEGINNING, BEING A POINT ON THE WESTERLY LINE OF A 60 FOOT WIDE FLORIDA POWER & LIGHT COMPANY EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 97 AT PAGE 505, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE N00°02'34"E ALONG SAID WESTERLY BOUNDS A DISTANCE OF 89.37 FEET; THENCE DEPARTING SAID WESTERLY LINE, S57°00'52"E A DISTANCE OF 163.83 FEET; THENCE N00°20'27"E A DISTANCE OF 557.56 FEET; THENCE S89°39'33"E, A DISTANCE OF 557.39 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF VILLAGE PARKWAY (TRACT R-1) AS SHOWN ON THE ABOVE MENTIONED PLAT OF SOUTHERN GROVE PLAT NO. 13 BEING A POINT ON A NON-TANGENT CURVE; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY SOUTHERLY ALONG A CURVE TO THE RIGHT CONTAINING THE FOLLOWING ELEMENTS; RADIUS 3546.00 FEET, CENTRAL ANGLE 16°50'49" AN ARC LENGTH OF 1042.64 FEET, WITH A LONG CHORD BEARS S08° 25' 24" EAST FOR A DISTANCE OF 1038.89 FEET; THENCE S00°00'00"E, A DISTANCE OF 93.74 FEET; THENCE S45°00'08"W, A DISTANCE OF 42.42 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF E/W 4 R/W (PARR DRIVE) AS SHOWN ON THE ABOVE MENTIONED PLAT OF SOUTHERN GROVE PLAT NO. 13; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY S89°59'43"E A DISTANCE OF 820.81 FEET TO THE POINT OF INTERSECTION WITH THE WESTERLY LINE OF A 60 FOOT WIDE FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE DEPARTING SAID NORTHERLY RIGHT-OF-WAY OF E/W 4 R/W (PARR DRIVE) RUNNING, N00°02'34"E A DISTANCE OF 596.94 FEET ALONG SAID 60 FOOT WIDE FLORIDA POWER & LIGHT COMPANY EASEMENT TO THE POINT OF BEGINNING.

CONTAINING 19.675 ACRES MORE OR LESS.

SAID LANDS SITUATED IN THE CITY OF PORT ST. LUCIE, ST. LUCIE COUNTY, FLORIDA.

Environmental Statement:

The site is primarily undeveloped, comprised of lands previously converted to citrus groves which are no longer in operation and are currently used for cattle grazing. The review of historic aerial photos indicates that the property has been in agricultural use for more than 30 years. The pattern of canals and ditches constructed for drainage and irrigation remains in place on the site. There are no wetlands present on the site. The primary vegetative cover within the pasture areas is comprised of pasture grasses with ruderal weeds and invasive non-native vegetation. Field observations confirmed that there are no remaining native or natural upland areas on the subject property.

Drainage Statement:

As part of the proposed project, a surface water management system will be constructed to provide both water quality and quantity for the development. The system will consist of a wet retention pond, which outfalls through a proposed control structure (CS-20) and to an existing 60" pipe underneath Village Parkway. The proposed control structure CS-20 is consistent with the conceptual ERP (Permit #56-02531-P). In addition, the proposed land use and grading are consistent with the conceptual ERP therefore, the proposed project will not adversely affect water quality and quantity.

Traffic Statement:

Table 1. Trip Generation (Eden Living)(Peak Hour of Generator)

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
Proposed Use: Multi-family Housing (Low-rise)	214	DU	1,447	103	25	78	125	78	47
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**1,447**	**103**	**25**	**78**	**125**	**78**	**47**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour In/out	AM Peak Hour Rate	AM Peak Hour Equation	PM Peak Hour In/out	PM Peak Hour Equation
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.35(X) + 28.13		62/38	T = 0.42(X) + 34.78

ITE Trip Generation Manual 11th Edition

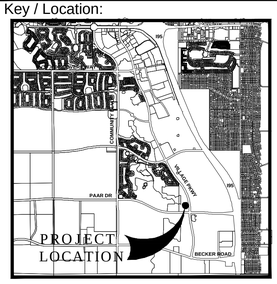
General Notes:

- Hazardous waste disposal shall comply with all federal, state and local regulations.
- All landscape areas abutting vehicular use areas shall be curbed or protected by curb stops.
- All building, parking and access areas shall document compliance with the requirements of the American Disabilities Act prior to the issuance of a building permit.
- Soil erosion and sediment control devices shall be in place prior to the comencement of construction activities.
- Landscaping shall be in accordance with the requirements of Chapter 154 of the landscape code of the City of Port St. Lucie.
- No landscaping other than grasses shall be located within 10' of a City utility line or appurtenance. All other utilities shall be a minimum of 5' horizontal separation from City utility mains for parallel installations and a minimum 18" below City mains. (All measurements ae take from outside to outside.)
- No landscaping shall be placed in a manner that would create conflicts with the intended operation and maintenance of any existing utility.
- This application is not vested for any municipal fees. All fees are calculated at time of payment. This includes specifically impact fees, upland preserve fees and any administrative review fees for City Departments. No fees are vested based on date of City Council approval.
- Signs are not part of this review and shall be permitted separately from this application. (See Chapter 155 (Sign Code) City of Port St Lucie Land Development Regulations.)
- The property owner, contractor, and authorized representatives shall provide pickup, removal, and disposal of litter within the project limits and shall be responsible for maintenance of the area from the edge of pavement to the property line within the City's right-of-way in accordance with City Code, Section 41.08 (g).
- This project is not located in a public water supply wellfield protection zone.

lucido & associates

701 E Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220
100 Avenue A Suite 2A, Fort Pierce, Florida 34950 (772) 467-1301, Fax (772) 467-1303
827 North Thornton Avenue, Orlando, Florida 32803 (407) 898-9521, Fax (407) 898-9768

Key / Location:



Project Team:

Owner/Developer:
Mattamy Homes
1500 Gateway Blvd, Suite 212
Boynton Beach, FL 33426
561-739-7002

Civil Engineer:
Kimley-Horn
445 24th Street, Suite 200
Vero Beach, FL 32960
772-794-4100

Surveyor:
Caulfield & Wheeler, Inc
410 SE Port St. Lucie Blvd
Port St Lucie, FL 34984
772-408-1920

Traffic Consultant:
MacKenzie Engineering, Inc
1172 SW 30th Street, Suite 500
Palm City, FL 34990
772-286-8030

Landscape Architect/Land Planner:
Lucido & Associates
701 E Ocean Blvd
Stuart, FL 34904
772-220-2100

Eden at Tradition

Port St. Lucie, Florida

Site Plan

April 20, 2022

City of Port St. Lucie P# 22-136
PSLUSD No. 5218B

Date	By	Description
06.29.2022	MRY	Response to SPRC
08.29.2022	MRY	Response to SPRC
10.11.2022	MRY	Traffic statm't, turn lane
11.29.2022	MRY	Adjust pavm't markings

NORTH

SCALE: 1" = 60'

0 30' 60' 120'

REG. # 1018
Thomas P. Lucido

Designer	MRY	Sheet	
Manager	MRY		1of4
Project Number	LA 22-040		
Municipal Number	P22-136		
Computer File	Site Plan - Eden at Tradition.dwg		