

AgTEC @ Sunrise Groves

Transportation Response

Kimley-Horn and Associates, Inc. has prepared this response to address the Objections, Recommendations, and Comments dated June 25, 2010 related to Sunrise Groves (CPA 10-04), also known as AgTEC.

Objection 8 – Reduction of Greenhouse Gas and VMT

AgTEC @ Sunrise Grove (AgTEC) is strategically located along I-95 in close proximity to two existing interchanges. As the adjacent counties of St. Lucie and Palm Beach have experienced with their targeted employment projects, the I-95 orientation provides both the visibility to attract business, along with multiple opportunities for access and distribution of traffic. The strategic location at I-95 allows the “pass-by capture” trip already traveling on the adjacent interstate to access the property with minimal utilization of surface streets.

As proposed in the land use plan text amendment, the reduction and/or offsetting of Vehicle Miles Traveled (VMT) will be an integrated component of the AgTEC master plan. The project is committed to minimizing greenhouse gas emissions and VMT by locating employment intensive uses, such as regional headquarter offices or labor intensive industrial uses, in close proximity to existing or planned residential areas (Policy 4.4.M.1.g.(6)(F)2.) or by participating in regional transit alternatives that serve adjacent areas (as outlined in TDM portion of the same policy and Policy 4.4.M.1.g.(6)(C)6.); and provide an integrated mix of diverse uses to promote internal capture of trips during the work day (Policy 4.4.M.1.g.(6)(A)).

As the AgTEC project builds out and such options become feasible, the project proposal includes policy language that requires exploring alternative methods to minimize vehicular traffic impacts – this may include transportation demand measures (i.e carpooling or alternative work hours) or providing on-site transit facilities to support the Treasure Coast long-term vision for transit options and connectivity. A detailed summary of these transportation demand options are provided in this response.

Location and Demographics

The AgTEC project is located at the crossroads of I-95 and the Martin/St. Lucie County line. These two components will be examined in detail.

I-95 corridor

The I-95 corridor serves multiple functions as it spans St. Lucie, Martin, and Palm Beach counties. These functions include local traffic within a county, regional commuting traffic across multiple counties, as well as intrastate and interstate travel. The regional traffic component serving the commuting population is a significant component of overall I-95 traffic volumes in this area. In fact, a summary of commuter demographics was presented by the South Florida Regional Planning Council to the *Urban Land Institute 2010 South Florida Economic & Development Outlook* meeting in February 2010. In summary:

- More than 11,000 residents of Martin County (21% of resident workers) and 12,500 residents of St. Lucie County (13% of resident workers) commute to Palm Beach County.
- More than 5,000 residents of Martin County and more than 7,500 residents of St. Lucie County commute to Broward and Miami-Dade Counties.
- More than 50% of the total workforce in Martin County commute out of Martin County to go to work each day.

Since the I-95 corridor is the primary route that services this commuting traffic flow, the increased availability of local employment options (such as the proposed AgTEC project) strategically located along I-95 provides an ability to “capture” the existing and future workforce of the Treasure Coast. Therefore, there is potential for a reduction of the reliance on the long commuting trip for employment in Palm Beach, Broward, and Miami-Dade Counties, as demonstrated on Exhibit 1.

To further support the potential benefits in VMT of the existing Martin County workforce, a commuter “journey to work” scenario was developed based on the information contained in Exhibit 1. Based on average trip distances for the Martin County workforce to other counties in SE Florida, and an assumption that 10% of this workforce would be willing to reduce their

commute by relocating to AgTEC, a significant reduction in daily (73 miles) and annual vehicle miles traveled (nearly 39 million miles) would result for the approximately 2,100 employees assumed in this scenario. Furthermore, the number of existing and approved residential units located in Port St. Lucie within 5 miles of AgTEC is expected to support a reduced commuter distance for this available workforce.

<u>EXISTING SCENARIO</u>				
	Commuters	10% Capture	Average Trip Length	Trip Miles
Martin to Indian River	492	49	70	3,444
Martin to St. Lucie	4,403	440	36	15,851
Martin to Palm Beach	11,349	1,135	80	90,792
Martin to Broward	2,965	297	164	48,626
<u>Martin to Miami-Dade</u>	<u>2,097</u>	<u>210</u>	<u>210</u>	<u>44,037</u>
Total	21,306	2,131		202,750
Avg. Trip Miles Per Person Per Year (250 work days)				95 50,687,450
<u>AGTEC SCENARIO</u>				
	Commuters	10% Capture	Average Trip Length	Trip Miles
Martin to Indian River	492	49	22	1,082
Martin to St. Lucie	4,403	440	22	9,687
Martin to Palm Beach	11,349	1,135	22	24,968
Martin to Broward	2,965	297	22	6,523
<u>Martin to Miami-Dade</u>	<u>2,097</u>	<u>210</u>	<u>22</u>	<u>4,613</u>
Total	21,306	2,131		46,873
Avg. Trip Miles Per Person Per Year (250 work days)				22 11,718,300
Annual Vehicle Trip Miles Savings				38,969,150

Lastly, there are situations where specific commuter trips experience an increase of VMT (i.e. a Palm Beach County resident who commutes a longer distance to AgTEC). Nevertheless, the commute in this example is occurring in the off-peak direction - resulting in a more efficient use of capacity on I-95.

Further, the AgTEC proposal includes a requirement to establish a parallel arterial road to I-95 (See Policy 4.4.M.1.g.(6)(C)5). This parallel facility will relieve the adjacent segments of I-95 of both AgTEC traffic as well as other local traffic in this area of Martin and St. Lucie Counties.

An integral element of employment centers such as AgTEC is the opportunity to site regional freight distribution and warehouse uses at the site, adjacent to the I-95 interstate facility where this regional truck traffic already exists today. Therefore, the AgTEC site will capture this truck traffic, reducing truck VMT and air emissions that would otherwise result if located further away from the I-95 corridor.

Martin/St. Lucie County Line

The AgTEC property is located directly adjacent to St. Lucie County and the City of Port St. Lucie. In 2009, the State of Florida estimated the City's population at 155,251, with future development approved for annexed areas west of I-95 directly north of the AgTEC property. There are tens of thousands of residential homes within a five mile radius who can access the planned employment uses of AgTEC within minutes, utilizing the existing and planned localized transportation network. The AgTEC project has modified its transportation condition within its land use amendment to specifically establish direct linkage to Port St. Lucie and Becker Road via the future extension of Village Parkway. This linkage allows local vehicular traffic originating from the north to access AgTEC minimizing additional traffic demand on the adjacent segments of I-95.

Lastly, it is acknowledged that the location and orientation to I-95 of the AgTEC site is adjacent to the Port St. Lucie urban services boundary, and over three miles from the existing urban services boundary of Martin County. However, the primary route for traffic originating from the urban areas of Martin County is State Road 714, and improvements to this east-west facility have been identified in the 2030 Needs Plan of the Long Range Transportation Plan (LRTP). Furthermore, certain segments of Martin Highway will be improved as the Indian Street Bridge is constructed.

Transportation Demand Measures (TDM)

To further provide the opportunity to reduce VMT of traffic destined for AgTEC @ Sunrise Groves, the applicant has proposed Policy 4.4.M.1.g.(6)(F)2.:

Minimize greenhouse gas emissions and vehicle miles traveled (VMT) by locating employment intensive uses, such as regional headquarter offices or labor intensive industrial uses in such a manner as to locate them close to mass transit/alternative transit modes, or in close proximity to existing and planned residential areas; and provide a mix of uses to promote internal capture of trips during the work day in accordance with Chapter 163.3177 (6) (a). Provide transportation demand management strategies to support a reduction in VMT. Prior to approval of any Planned Development Application, a Transportation Demand Measures (TDM) implementation plan shall be developed for each phase of the project. The following TDM elements shall incorporate any combination of the following as part of this implementation plan:

- Land Use / Site Planning Measure – Provide an integrated and interconnected mix of land uses as part of the Master Development Plan supporting non-motorized modes of travel (bicycle and pedestrian pathways) as well as a “park-once” philosophy.
- Land Use / Site Planning Measure – Concurrent with obtaining each certificate of occupancy for a non-residential building located on a parcel 50 acres or greater, implement parking strategies that provide preferred parking for alternative vehicles and car pool vehicles.
- Land Use / Site Planning Measure – Provide right-of-way for implementation of future transit stops along the proposed Village Parkway.
- Land Use / Site Planning Measure – Upon the completion of 1,000,000 square feet of development, provide a dedicated car/van pool parking facility to be located near one of the interchanges to further reduce VMT for both project and non-project use.
- Transit Measure – Coordinate with Treasure Coast Connector to provide a bus route(s) to/from the site upon the completion of 3 million square feet of development.
- Transit Measure – Provide a financial incentive in the form of a subsidy of at least 50% of the annual ticket cost to at least 5% of the persons employed at the project site for riding future transit service.

- Transit Measure – Provide onsite bus stop facilities within one year of provision of a bus service.
- Transportation Demand Management (TDM) Measure – Provide an on-going ride-sharing information service to persons employed at the project site.

Objection 9 – Transportation Facilities

The transportation analysis originally provided for the Sunrise Groves amendment evaluated both short and long term impacts consistent with statutory requirements. The analysis establishes a limitation of development of 1,000,000 s.f of industrial land uses in the initial five-year timeframe, and the applicant has proposed Policy 4.4.M.1.g.(6)(B) as a commitment to this limitation:

Development on the property shall be limited within the first 5 years to a development program not to exceed 1,000,000 square feet of industrial land uses (or the trip generation equivalent of alternative land uses) unless the applicant is able to demonstrate that transportation concurrency requirements have been satisfied for additional development, or additional development is otherwise permitted by applicable laws and ordinances at time of development approval.

Furthermore, it is acknowledged that the buildout potential for the property will exceed current Development of Regional Impact thresholds. In order to initiate the evaluation of regional and cross-jurisdictional impacts, the applicant proposes Policy 4.4.M.1.g.(6)(C)6:

Development on the property shall be limited to 1,000,000 square feet of industrial land uses (or the trip generation equivalent of alternative land uses) unless the applicant has initiated either an Application for Development Approval (ADA) for a Development of Regional Impact (DRI) with the Treasure Coast Regional Planning Council, Sector Plan or other regional transportation planning effort. The purpose of the additional review is to identify mitigation measures and compensatory obligations necessary to address the property's transportation impacts on roadway, intersections, and interchange facilities in Martin County, St. Lucie County, and the City of Port St. Lucie.

As previously mentioned, the AgTEC project is proposing a new north/south connector roadway that will provide access between Becker Road and Martin Highway. This new connector roadway provides a unique opportunity for additional north/south connectivity between Martin and St. Lucie Counties, reducing the reliance on I-95 for local origins and destinations. The applicant proposes Policy 4.4.M.1.g.(6)(C)5 as a commitment to provide this north/south connector:

The applicant will provide the right of way and fund construction (of sufficient width to include the option for multi-modal forms of transportation) for a north-south roadway, connecting Martin Highway to Becker Road, providing the opportunity for a regional parallel reliever road to I-95. The right of way and construction costs of the north-south road shall be impact fee creditable pursuant to state and county regulations.

Concurrent with Development of Regional Impact approval or specific development approvals of parcels requiring access to Becker Road (whichever occurs first), the applicant will initiate an agreement with the City of Port St. Lucie to facilitate construction of the roadway connection to Becker Road consistent with the schedule and geometric needs identified by the Development of Regional Impact. Furthermore, the applicant agrees to initiate applicable modifications to the Long Range Transportation Plan and Martin County's Capital Improvement Element, as required.

Objection 14 – Cumulative Impacts to Transportation Facilities

As requested, a cumulative analysis of county and state roadways was undertaken by Susan E. O'Rourke, P.E., Inc. and Kimley-Horn and Associates, Inc. and attached as Exhibit F14. The applicant has assisted in the preparation of a "Cumulative" Traffic Impact Study, addressing the collective transportation impacts of the requested four Land Use Amendments. On July 7, 2010, the methodology of the cumulative study was presented to Martin County Engineering staff and input received at the meeting was incorporated into the traffic study. Within that study, there are two short term link assessments. These analyses correspond to the consultants' short term assignment and an alternate assignment that addressed the County recommended changes. These recommendations were not received prior to preparing the individual analyses so to remain consistent with those assignments, the primary analysis was based on what was in the traffic studies and reviewed by agencies. The alternate was prepared to address County input and demonstrate that the results remain unchanged.

The cumulative analysis identified the following issues; by 2015, improvements will be needed on SR 76 between I-95 and Cove Road. These improvements are included in the Five Year CIP; therefore, amendments are not needed.

Additionally, four roadways exceed theoretical standards but demonstrate acceptable levels of service through detailed analysis. These roadways include: the section of I-95 from Bridge Road to Indiantown – Freeplan demonstrates LOS C; SR 714 from CR 76A to Florida's Turnpike - Artplan demonstrates LOS C/D; CR 713 from I-95 to CR 714 – Highplan demonstrates acceptable LOS D.

Therefore, additional improvements are not required in the short term and therefore no modifications are necessary to the current Five year CIP or work program.

In the long term, the cumulative analysis identifies that the long range Circulation Map for Martin County will support the proposed land use plan amendments. Amendments to the plan will not be necessary at this stage. However, AgTEC agrees to initiate applicable modifications to the Long Range Transportation Plan and Martin County's Capital Improvement Element, as required in the future for the proposed north/south roadway.

The Martin County Concurrency process will ensure that the timing of the long term improvements are commensurate with development plans.

Cross-Jurisdictional Impacts

The applicant agrees (see Policy 4.4.M.1.g.(6)(C)6) to address cross-jurisdictional impacts to roadways and intersections located in the City of Port St. Lucie and other applicable jurisdictions at the Development of Regional Impact stage. Furthermore, the applicant will initiate timely discussions with the City to evaluate impacts to Becker Road between Village Parkway and I-95 and the I-95/Becker Road interchange, prior to any development approval requiring access via the direct connection to Becker Road.

SIS Impacts

In general, Martin County has undertaken numerous actions to enhance the transportation system and reduce reliance on I-95. The County has been aggressive in the construction of north/ south arterials such as Citrus Avenue (formally the Western Corridor) and Green River Parkway parallel to US 1. Both of these corridors facilitate north/ south travel that could have occurred on I-95. Additionally, the County has active projects to improve access to I-95 at SR 76.

In the areas of transit and rail, the County recently began express bus service from a park-n-ride in south Martin County to Palm Beach County and is under design for a transit hub in downtown Stuart. They are working to bring intrastate rail service via Amtrak at a downtown Stuart station as well.

Specifically related to the projects evaluated in the cumulative study, as noted above, individually, these projects have little impact to SIS Facilities. As stated previously, AgTEC has provided a policy for its proposed north/south roadway to serve as a reliever to I-95.

While the cumulative analysis demonstrates possible long range impacts, the timing beyond the first five years is difficult to gage and the responsibility for improvement dictated by law. Significance criteria identifies when a project must address a transportation facility. Only when a roadway has been identified in the Comp Plan as a failing roadway without mitigation, does the issue of significance fail to apply. As none of the subject roadways are currently failing, all are subject to significance criteria. Martin County roadways are subject to a 2% of adopted level of service standard (Martin County Land Development Code Section 5.64.C.5) and FDOT Freeways are subject to 5% criteria (Site Impact Handbook "Significant Degradation").

EXHIBIT 1

Martin County Commuter Patterns

