

TRAFFIC IMPACT STATEMENT

Savona Plaza Port St. Lucie, FL

Prepared for:
Redtail DG
Fort Pierce, Florida

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EXECUTIVE SUMMARY

Mackenzie Engineering & Planning, Inc. performed a queueing analysis for Savona Plaza project. The project is located at the northwest corner of SW Paar Drive and SW Savona Boulevard, Port St. Lucie, Florida. The applicant proposes to develop a 17,184 SF of Retail Store and 4,431 SF of Fast-Food restaurant with a drive-through window. The project is proposed for construction by 2027.

The proposed development will generate the following net new external trips (Peak hour of Adjacent Street):

- 1,499 daily, 119 AM peak hour (63 in/56 out), and 123 PM peak hour (62 in/61 out) trips.

The proposed development for Phase II will generate the following peak driveway trips (Peak hour of Generator):

- 2,826 daily, 329 AM peak hour (169 in/160 out), and 410 PM peak hour (216 in/194 out) trips.

Each drive-through should be designed to allow a minimum of 160 feet from the pickup window to the back of queue based on the queueing analysis and City Code.

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MacKenzie Engineering and Planning, Inc. (MEP) performed an analysis of the traffic impacts from Savona Plaza. The proposed development is located north of SW Paar Dr and west of SW Savona Boulevard, Port St. Lucie, Florida. Savona Plaza proposes to develop 17,184 square feet (SF) of Retail stores and 4,431 SF of Fast-food restaurant with drive-through window. The development is planned for completion by 2027. A site location map is shown below in Figure 1.

Figure 1. Site Location Map



INVENTORY AND PLANNING DATA

Data was acquired relative to the most current information available from the following sources:

- *Trip Generation, 11th Edition* (ITE report)

Redtail DG provided sit information.

PROJECT TRAFFIC

Traffic Generation

The study uses trip generation rates for Strip Retail Plaza (<40k) (ITE Land Use 822) and Fast-food restaurant with drive-through window (ITE Land Use 934) published in the Institute of Traffic Engineers' (ITE) report, *Trip Generation (11th Edition)*. The proposed development plan consists of the following:

Proposed Use

- 17,184 SF Strip Retail Center (ITE Land Use 822)
- 4,431 SF Fast-Food Restaurant With Drive-Through Window (ITE Land Use 934)

The proposed development will generate the following net new external trips (Peak hour of Adjacent Street):

- 1,499 daily, 119 AM peak hour (63 in/56 out), and 123 PM peak hour (62 in/61 out) trips.

The proposed development for Phase II will generate the following peak driveway trips (Peak hour of Generator):

- 2,826 daily, 329 AM peak hour (169 in/160 out), and 410 PM peak hour (216 in/194 out) trips.

Tables 1 and 2 present the proposed project's trip generation of adjacent street and generator, respectively.

Table 1. Trip Generation – Peak Hour of Adjacent Street

Land Use	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Site Traffic										
Strip Retail Center	17.184	1000 SF		955	41	25	16	114	57	57
Fast-Food Restaurant with Drive-Through Window	4.431	1000 SF		2,071	198	101	97	146	76	70
Subtotal				3,026	239	126	113	260	133	127
Internal Capture										
Strip Retail Center	AM	PM	DAILY							
Strip Retail Center	9.8%	9.6%	10.5%	100	4	2	2	11	5	6
Fast-Food Restaurant with Drive-Through Window	2.0%	7.5%	4.8%	100	4	2	2	11	6	5
Subtotal	3.3%	8.5%	6.6%	200	8	4	4	22	11	11
Pass-By Traffic										
Strip Retail Center	AM	PM								
Strip Retail Center	40.0%	40.0%		342	15	9	6	41	21	20
Fast-Food Restaurant with Drive-Through Window	50.0%	55.0%		985	97	50	47	74	39	35
Subtotal				1,327	112	59	53	115	60	55
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)				1,499	119	63	56	123	62	61
Note: Trip generation was calculated using the following data:										
				Pass-by	AM Peak Hour			PM Peak Hour		
Land Use	ITE Code	Unit	Daily Rate	Rate	in/out	Rate		in/out	Equation	
Strip Retail Center	822	1000 SF	T = 42.20(X) + 229.68	40%	60/40	Ln(T) = 0.66 Ln(X) + 1.84		50/50	Ln(T) = 0.71 Ln(X) + 2.72	
Fast-Food Restaurant with Drive-Through Window	934	1000 SF	467.48	50/55	51/49	44.61		52/48	33.03	

ITE 11th Edition

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Table 2. Trip Generation – Peak Hour of Generator

Land Use	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
<u>Proposed Site Traffic</u>										
Strip Retail Center	17.184	1000 SF	955	131	66	65	228	123	105	
Fast-Food Restaurant with Drive-Through Window	4.431	1000 SF	2,071	224	116	108	226	115	111	
Subtotal				3,026	355	182	173	454	238	216
<u>Internal Capture</u>										
Strip Retail Center	AM 9.9%	PM 9.6%	DAILY 10.5%	100	13	5	8	22	11	11
Fast-Food Restaurant with Drive-Through Window	5.8%	9.7%	4.8%	100	13	8	5	22	11	11
Subtotal	7.3%	9.7%	6.6%	200	26	13	13	44	22	22
<u>Pass-By Traffic</u>										
Strip Retail Center	AM 40.0%	PM 40.0%		342	47	24	23	82	45	37
Fast-Food Restaurant with Drive-Through Window	50.0%	55.0%		985	106	54	52	112	57	55
Subtotal				1,327	153	78	75	194	102	92
Total Proposed Driveway Volumes				2,826	329	169	160	410	216	194
Note: Trip generation was calculated using the following data:										
				Pass-by	AM Peak Hour		PM Peak Hour			
Land Use	ITE Code	Unit	Daily Rate	Rate	in/out	Rate	in/out	Equation		
Strip Retail Center	822	1000 SF	T = 42.20(X) + 229.68	40%	50/50	7.60	54/46	13.24		
Fast-Food Restaurant with Drive-Through Window	934	1000 SF	467.48	50/55	52/48	50.57	51/49	50.94		

ITE 11th Edition

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Internal Capture

Internal capture for the proposed land use - peak hour of adjacent street is conservatively estimated at 3.3% for the AM peak hour, 8.5% for PM peak hour and 6.6% Daily and for peak hour generator is conservatively estimated at 7.3% for the AM peak hour, 9.7% for PM peak hour and 6.6% Daily.

Pass-by Trip Capture

The proposed pass-by capture is in accordance with the ITE pass-by rates for the land use Fast-Food Restaurant With Drive-Through Window (ITE Land Use 934). The proposed pass-by capture for strip retail center is based on ITE land use 821 because ITE does not publish data on Land Use 822 and Land Use 821 (shopping plaza) is the most similar use, as shown in Appendix B.

QUEUING ANALYSIS

Data Collection

Field observations were performed at the existing an 864 SF Dunkin' Donuts at 1401 SE Village Green Dr, Port Saint Lucie, FL, 34952, a 2,112 SF Dunkin' Donuts at 1002 St Lucie W Blvd, Port Saint Lucie, FL, 34986 and a 2,852 Starbucks located at 1789 NW St Lucie W Blvd, Port Saint Lucie, FL, 34986. The Dunkin Donuts and Starbucks locations offer comparable adjacent street traffic volumes to the proposed location.

- Dunkin' Donuts Count, Wednesday February 4, 2015 – 7:30 AM to 10:30 PM
- Dunkin' Donuts Count, Friday March 11, 2022 – 7:00 AM to 12:00 PM
- Starbucks Count, Wednesday March 9, 2022 – 7:00 AM to 12:00 PM

Queuing data was collected and recorded in 1-minute intervals by MacKenzie Engineering and Planning, Inc. for the morning and evening hours during the weekday and weekend timeframes. Appendix D presents the detailed queuing data collected in 1-minute intervals for each of the study timeframes. The vehicle queue length was measured from the pickup window to the last vehicle in the queue.

Confidence Interval

The analysis presented herein uses the count data provided, classifies the busiest 60 minutes of observations and develops the 95th percentile confidence interval back-of-queue based on the busiest 60 minutes.

Queuing Analysis

The 95th percentile confidence interval back-of-queue was obtained from each time period and the maximum back-of-queue from the highest observed queue was chosen as the overall 95th percentile confidence interval back-of-queue in order to provide a conservative analysis.

Based on the data collected, the existing two Dunkin's Donuts and Starbucks average 95th percentile confidence interval back-of-queue queue length is conservatively 7 vehicles. The proposed restaurants are 2,208 SF and 2,223 SF, respectively (Site Plan provided by Redtail DG). Based on the 20-foot queue length per vehicle estimated by MacKenzie Engineering and Planning, Inc., recommended in FDOT's *Site Impact Handbook*, and in City of Port St Lucie Engineering Standards for Land Development Table 12-1 Drive-Thru Stacking Requirements, the required queue length is 160 feet from the pick-up window.

Table 3. Summary of Queue Results

Site	Date	Count Timeframe	95th % Queue
Dunkin Donuts	2/4/2015 (Wednesday)	7:30 AM to 10:30 AM	7 vehicles
Dunkin Donuts	3/11/2022 (Friday)	7:00 AM to 12:00 PM	7 vehicles
Starbucks	3/9/2022 (Wednesday)	7:00 AM to 12:00 PM	7 vehicles

Table 4. Recommended Queue Storage

Scenario	Location	Project Size (SF)	95th % Queue
Existing	Dunkin' Donuts	864	7 vehicles
		2,112	7 vehicles
	Starbucks	2,852	7 vehicles
Average		1,943	7 vehicles

Restaurant 1 (2,208 SF)

95th Percentile Back of Queue to

Utilize = 8 vehicles (160 feet) from the pickup window

Restaurant 2 (2,223 SF)

95th Percentile Back of Queue to

Utilize = 8 vehicles (160 feet) from the pickup window

CONCLUSION

Mackenzie Engineering & Planning, Inc. performed a queueing analysis for Savona Plaza project. The project is located at the northwest corner of SW Paar Drive and SW Savona Boulevard, Port St. Lucie, Florida. The applicant proposes to develop a 17,184 SF of Retail Store and 4,431 SF of Fast-Food restaurant with a drive-through window. The project is proposed for construction by 2027.

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Each drive-through should be designed to allow a minimum of 160 feet from the pickup window to the back of queue based on the queueing analysis and City Code.

APPENDICES

Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

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/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k) (822)

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

Setting/Location: General Urban/Suburban

Number of Studies: 4

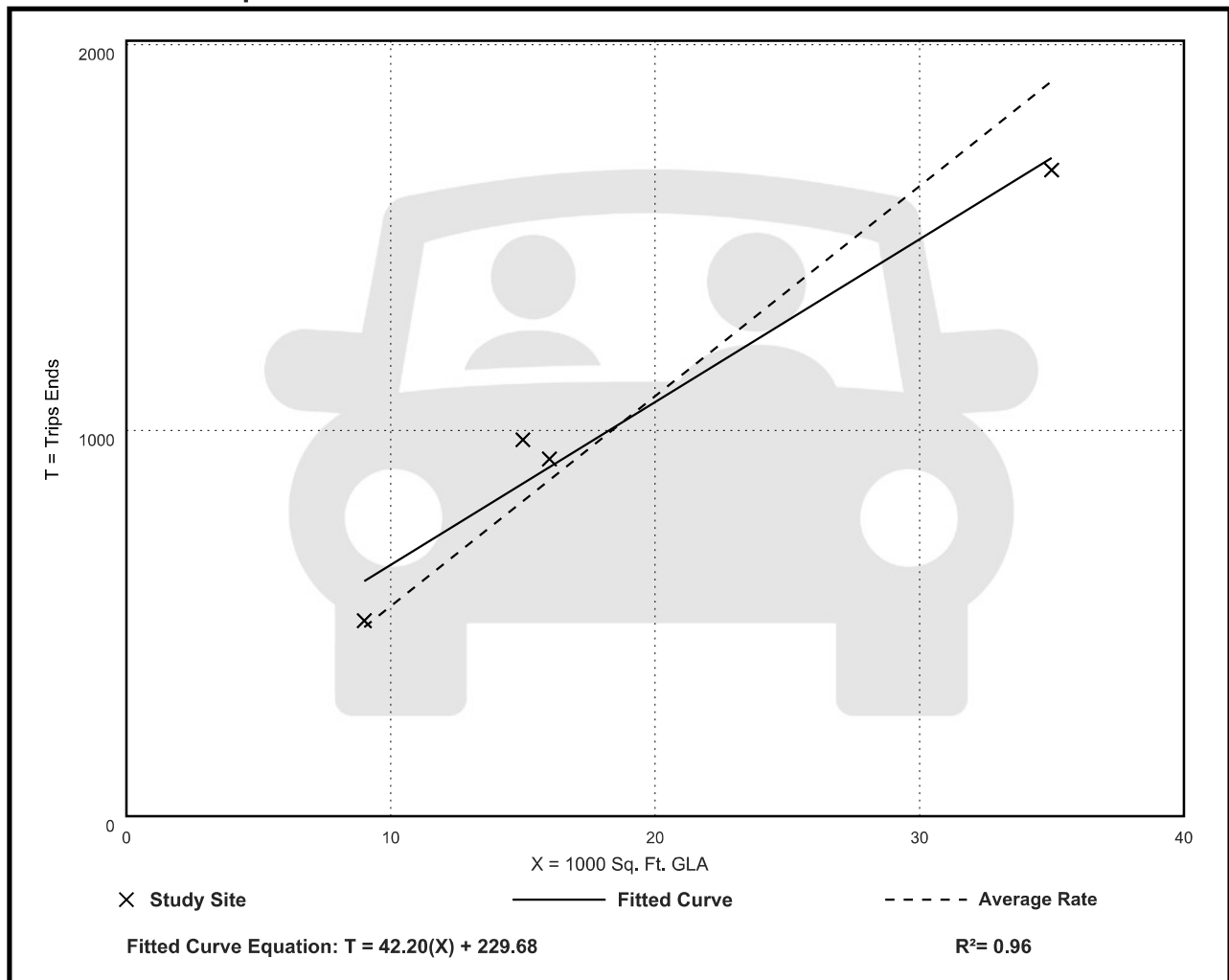
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

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: 5

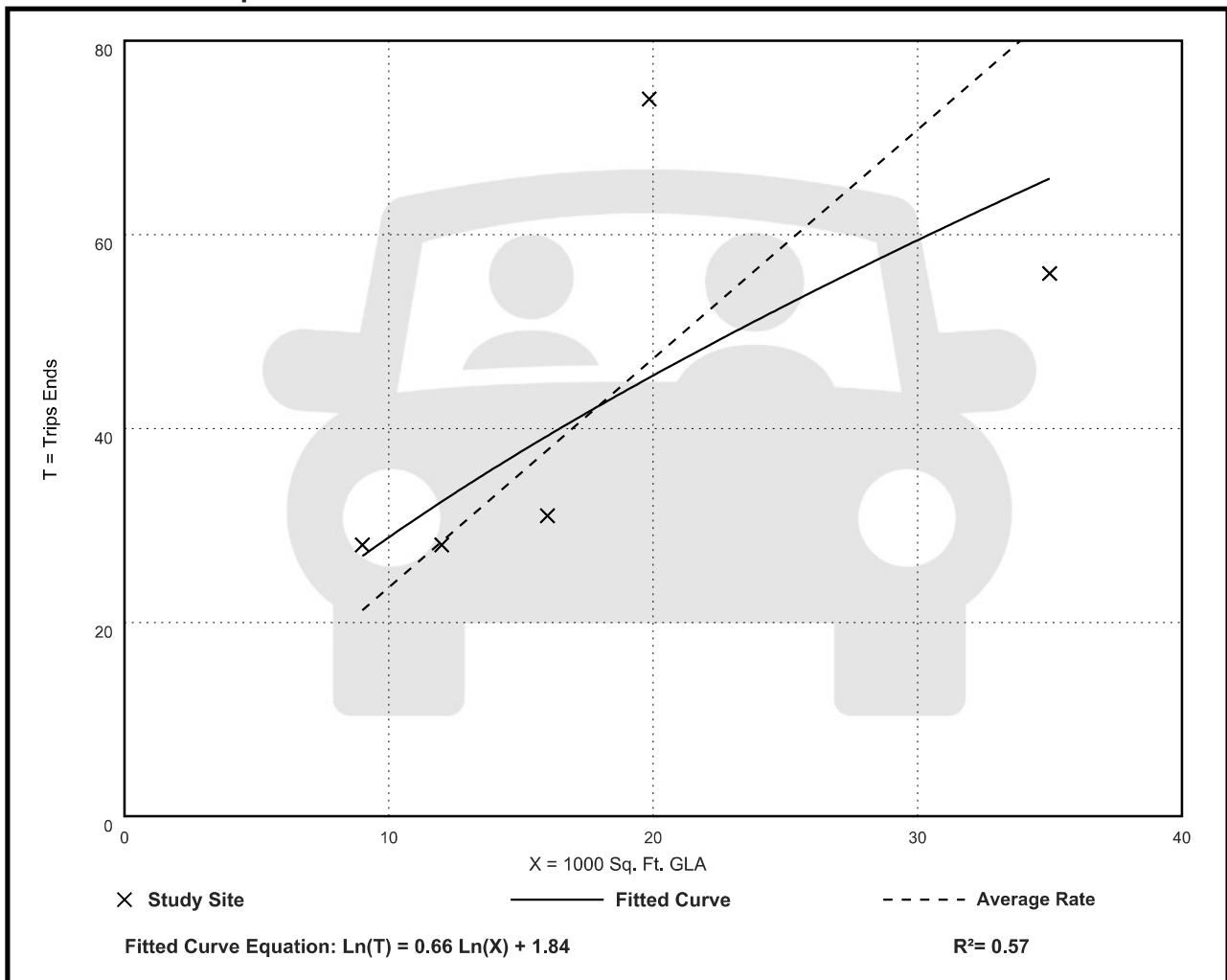
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

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: 25

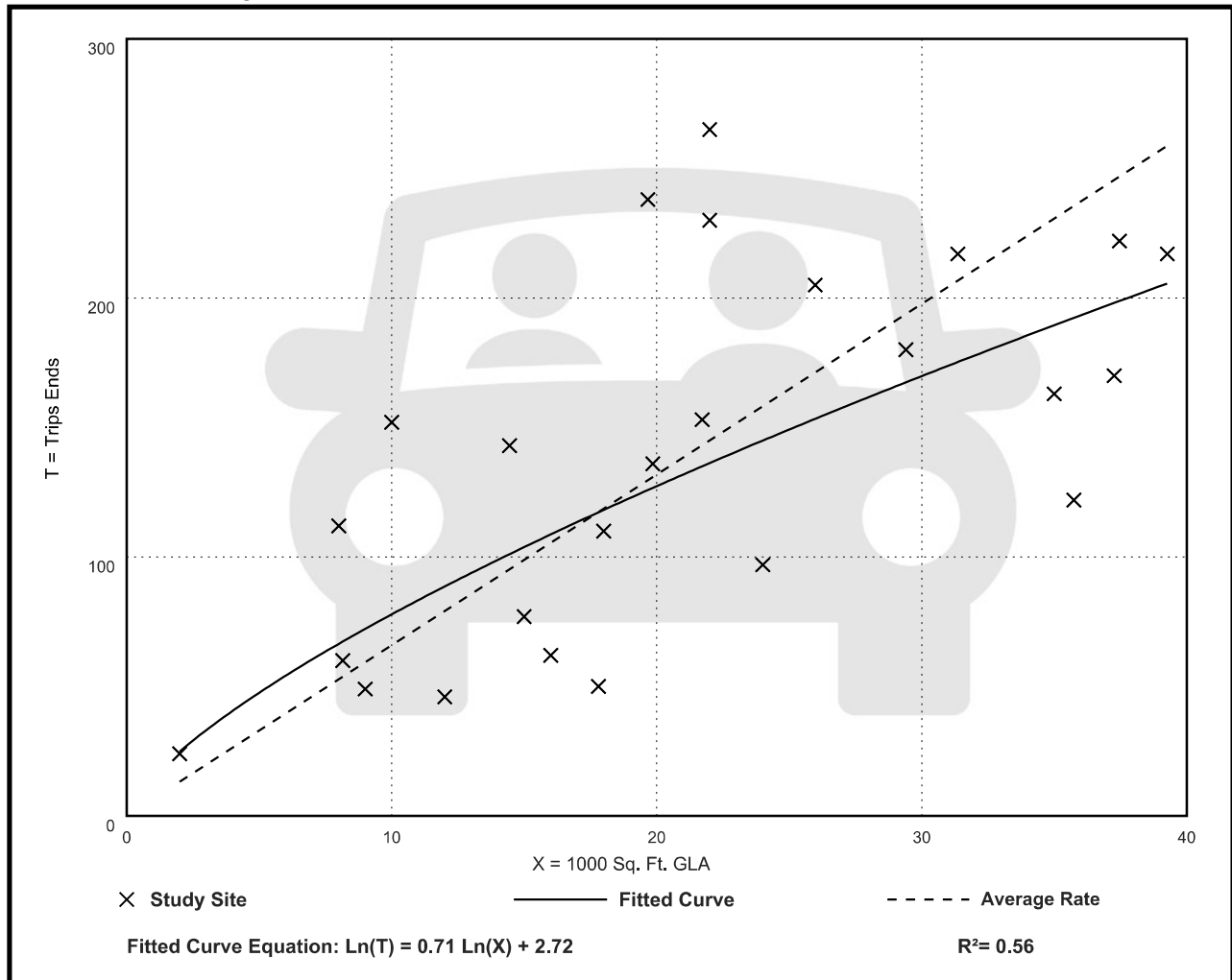
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

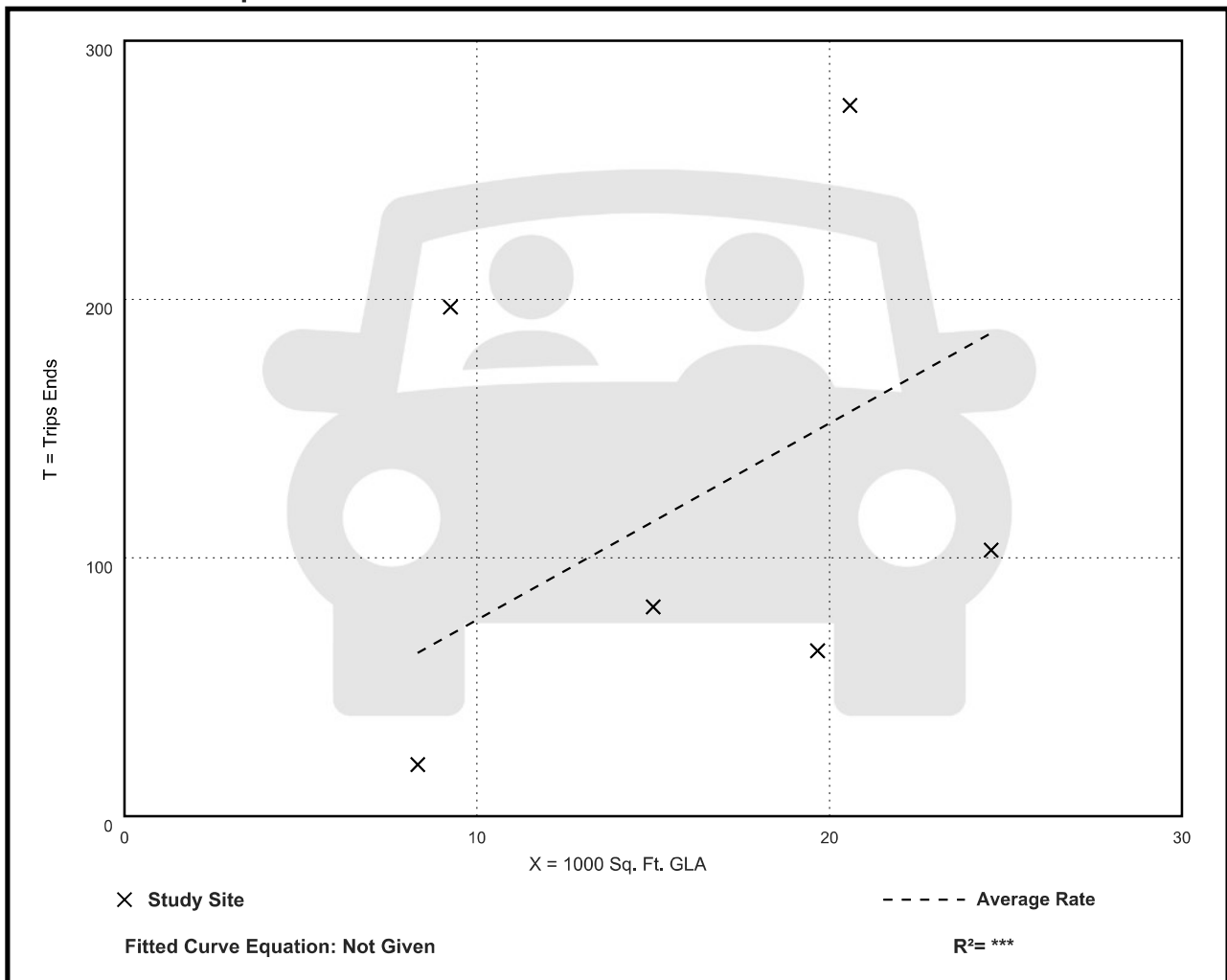
Avg. 1000 Sq. Ft. GLA: 16

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
7.60	2.40 - 21.30	6.45

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

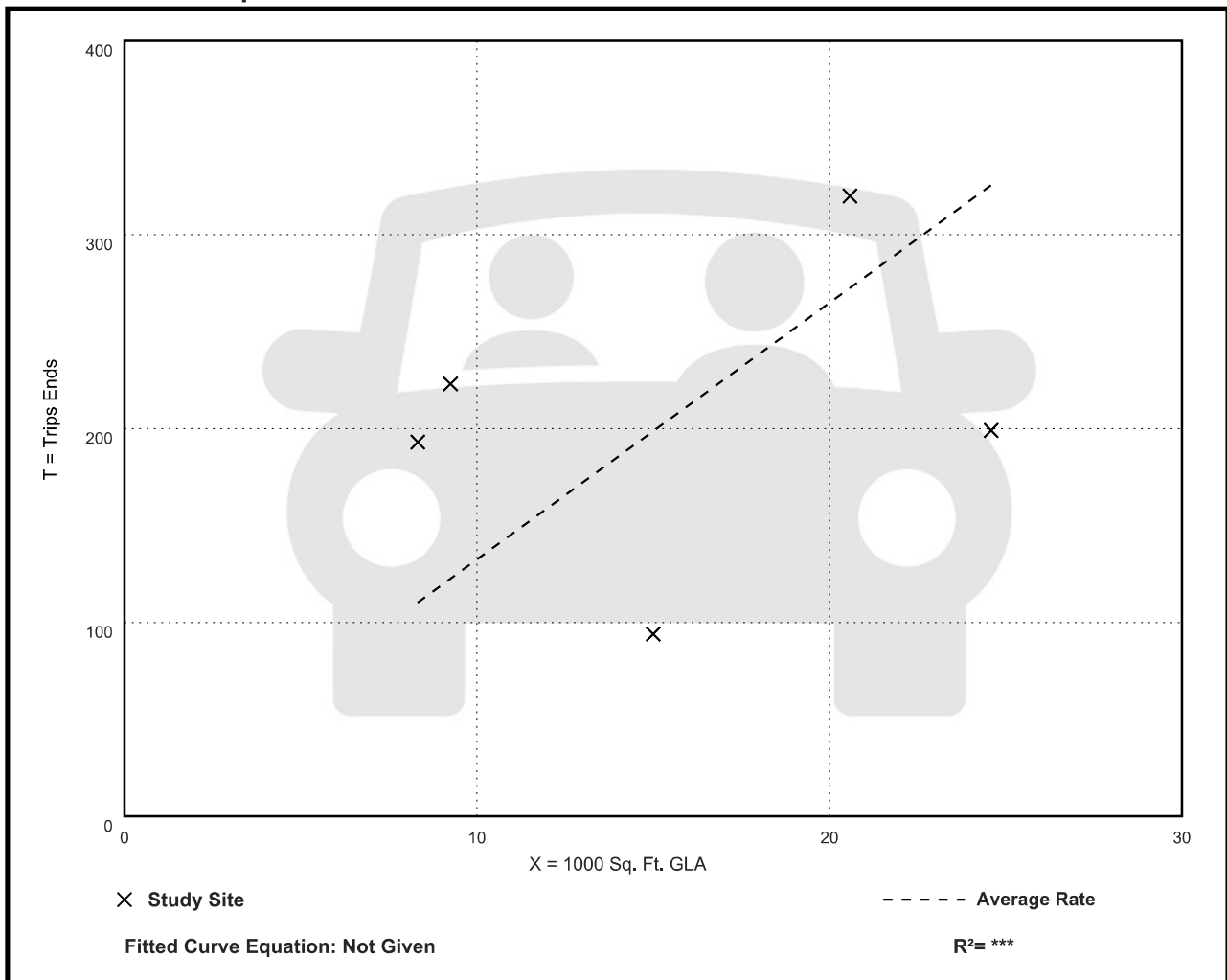
Avg. 1000 Sq. Ft. GLA: 16

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
13.24	6.27 - 24.11	7.40

Data Plot and Equation



Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

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/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

Fast-Food Restaurant with Drive-Through Window (934)

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

Setting/Location: General Urban/Suburban

Number of Studies: 71

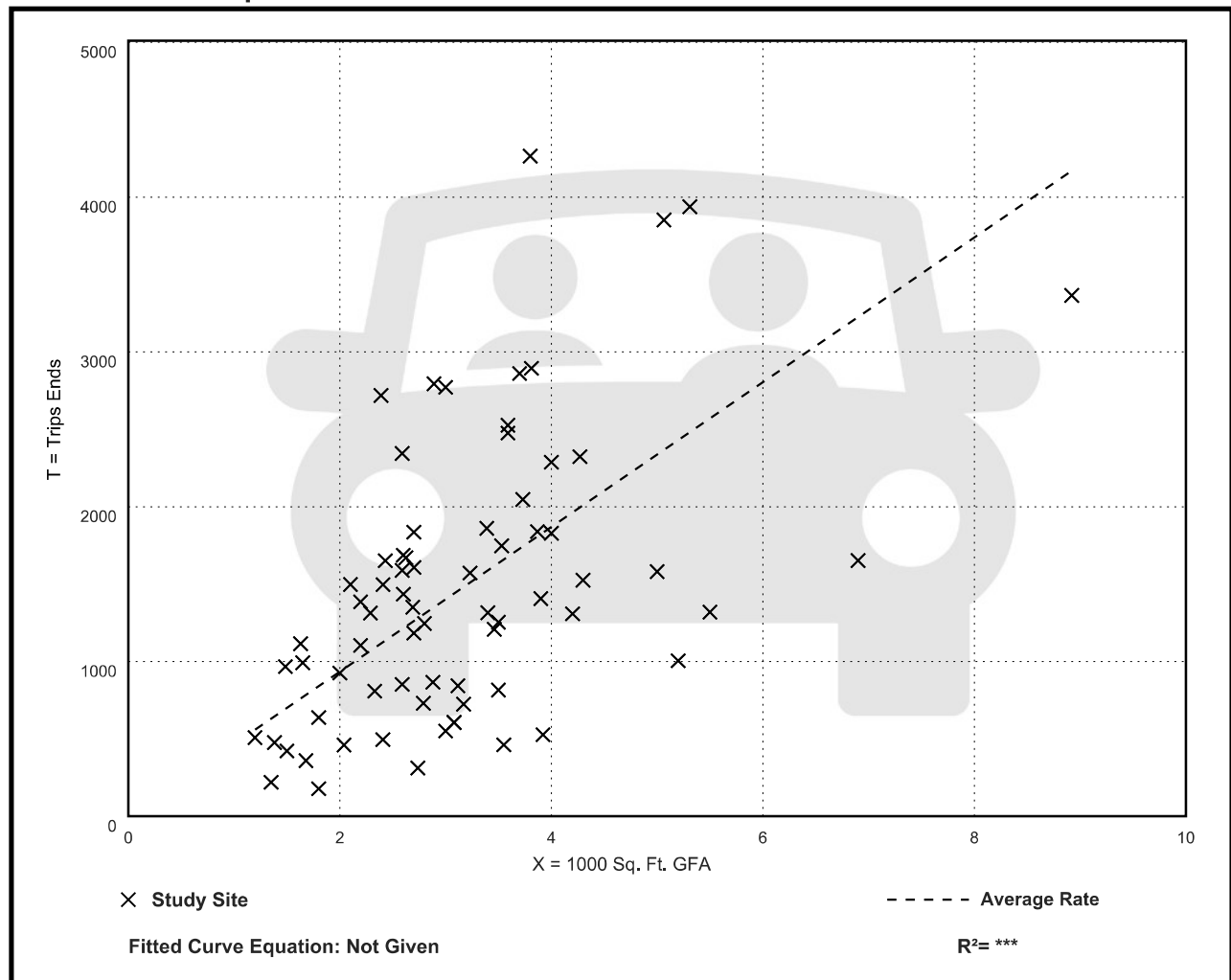
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 96

Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 190

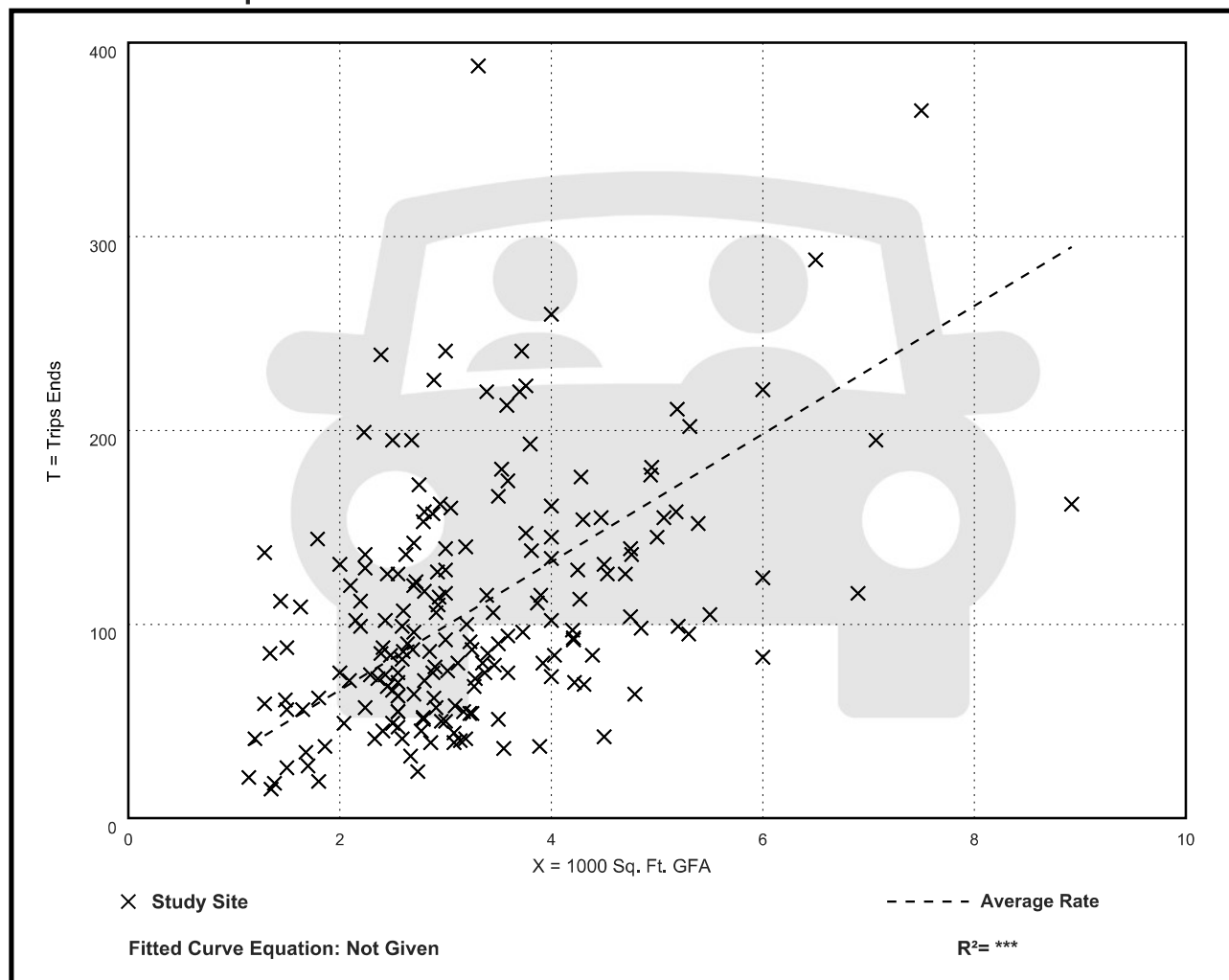
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 118

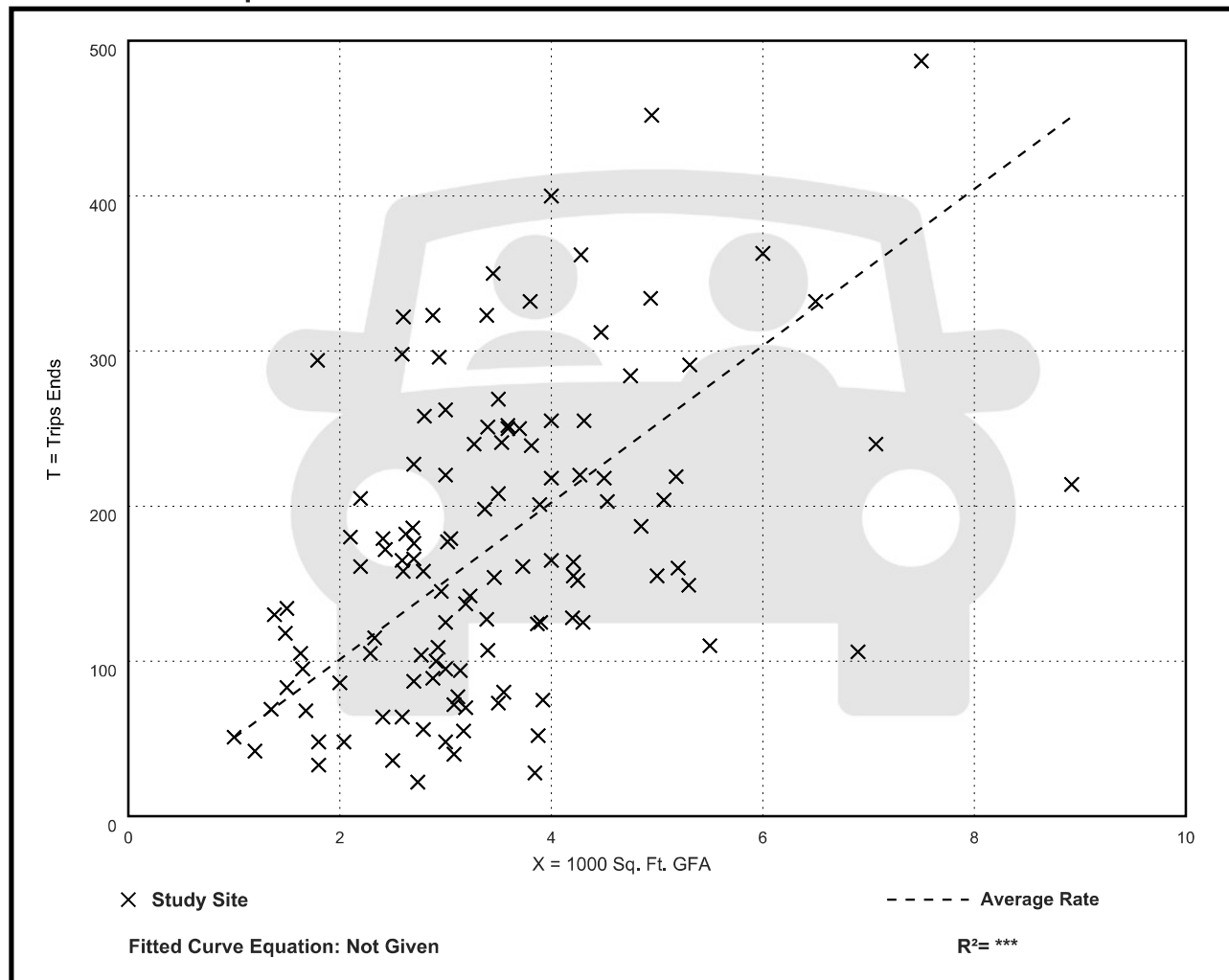
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.57	7.28 - 164.25	25.99

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 135

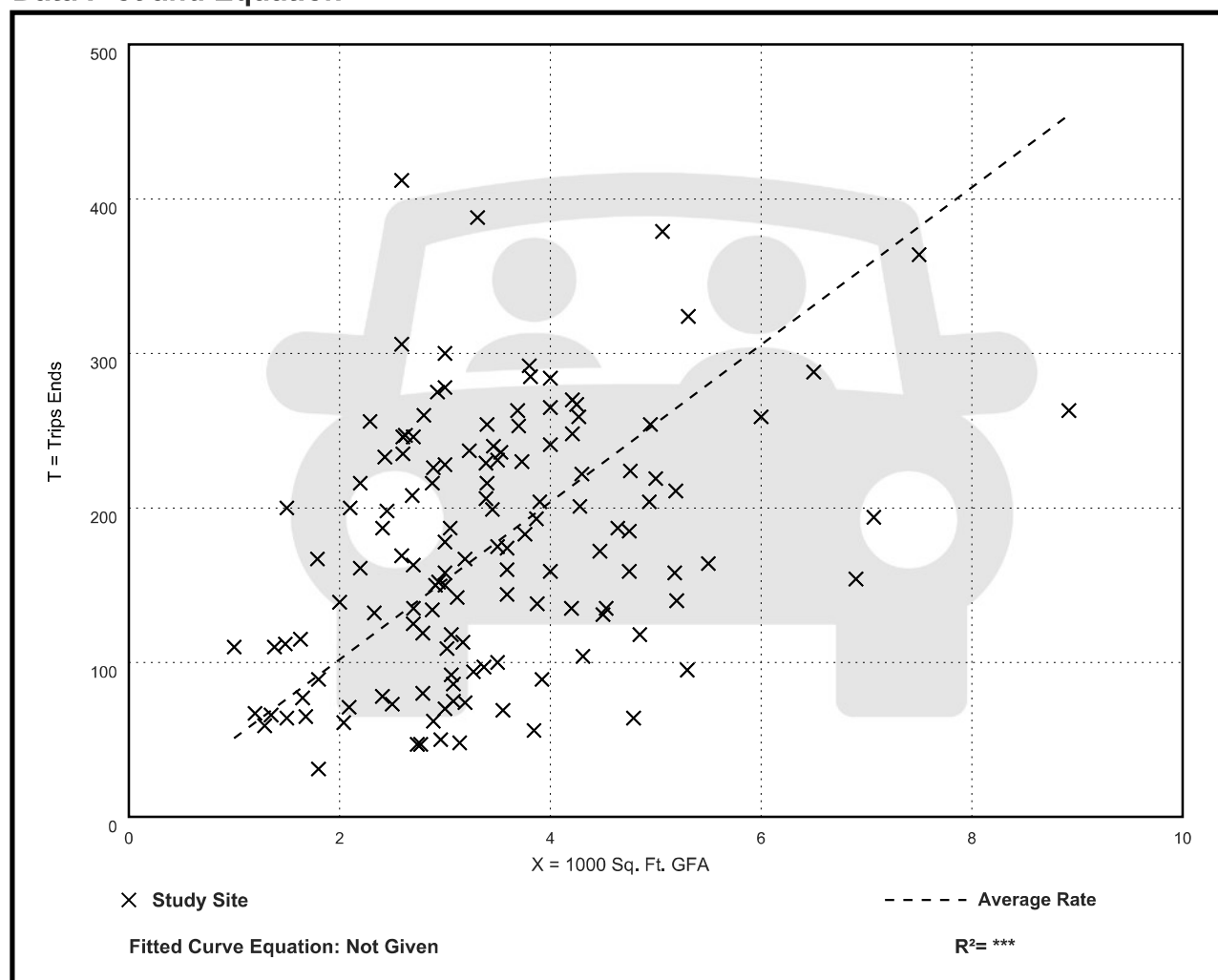
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.94	13.36 - 159.07	24.91

Data Plot and Equation



APPENDIX B

[illegible]

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

[illegible]

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

[illegible]

APPENDIX C

**Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development**

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

**Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development**

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

APPENDIX D

Starbucks (1789 NW St Lucie W Blvd, Port Saint Lucie, FL, 34986) 3/9/2022

Time	Maximum Number of Vehicles Waiting			Maximum Number of Vehicles Waiting			Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window		Starting at the Menu Board	Cashier/ Pickup Window		Starting at the Menu Board	Cashier/ Pickup Window
7:00 AM	1	3	8:00 AM	2	2	9:00 AM	0	2
7:01 AM	4	4	8:01 AM	0	2	9:01 AM	1	2
7:02 AM	4	4	8:02 AM	1	3	9:02 AM	1	4
7:03 AM	2	4	8:03 AM	2	2	9:03 AM	1	2
7:04 AM	1	4	8:04 AM	3	4	9:04 AM	0	3
7:05 AM	1	4	8:05 AM	5	4	9:05 AM	1	4
7:06 AM	1	4	8:06 AM	6	4	9:06 AM	2	4
7:07 AM	1	4	8:07 AM	7	4	9:07 AM	2	4
7:08 AM	0	4	8:08 AM	6	3	9:08 AM	3	4
7:09 AM	2	4	8:09 AM	7	4	9:09 AM	2	4
7:10 AM	0	3	8:10 AM	6	4	9:10 AM	3	4
7:11 AM	0	3	8:11 AM	5	4	9:11 AM	4	3
7:12 AM	1	3	8:12 AM	7	4	9:12 AM	4	3
7:13 AM	2	3	8:13 AM	5	4	9:13 AM	4	4
7:14 AM	3	3	8:14 AM	5	3	9:14 AM	2	3
7:15 AM	2	3	8:15 AM	4	4	9:15 AM	3	4
7:16 AM	2	3	8:16 AM	3	3	9:16 AM	3	4
7:17 AM	0	3	8:17 AM	3	4	9:17 AM	3	4
7:18 AM	0	4	8:18 AM	1	3	9:18 AM	4	4
7:19 AM	1	3	8:19 AM	0	2	9:19 AM	5	3
7:20 AM	0	3	8:20 AM	3	2	9:20 AM	4	4
7:21 AM	1	3	8:21 AM	3	2	9:21 AM	3	4
7:22 AM	2	3	8:22 AM	2	1	9:22 AM	5	4
7:23 AM	4	4	8:23 AM	1	3	9:23 AM	5	3
7:24 AM	2	3	8:24 AM	1	2	9:24 AM	4	3
7:25 AM	0	0	8:25 AM	2	2	9:25 AM	4	4
7:26 AM	4	4	8:26 AM	3	3	9:26 AM	3	3
7:27 AM	4	3	8:27 AM	3	3	9:27 AM	3	4
7:28 AM	3	4	8:28 AM	2	4	9:28 AM	5	4
7:29 AM	5	4	8:29 AM	1	3	9:29 AM	4	4
7:30 AM	4	3	8:30 AM	4	3	9:30 AM	5	4
7:31 AM	5	4	8:31 AM	2	3	9:31 AM	6	4
7:32 AM	6	3	8:32 AM	1	4	9:32 AM	5	4
7:33 AM	6	3	8:33 AM	1	3	9:33 AM	4	4
7:34 AM	3	6	8:34 AM	2	3	9:34 AM	4	4
7:35 AM	5	4	8:35 AM	2	5	9:35 AM	3	4
7:36 AM	4	3	8:36 AM	6	4	9:36 AM	3	3
7:37 AM	4	3	8:37 AM	4	2	9:37 AM	1	4
7:38 AM	3	5	8:38 AM	8	2	9:38 AM	3	4
7:39 AM	7	4	8:39 AM	9	2	9:39 AM	4	4
7:40 AM	6	4	8:40 AM	7	4	9:40 AM	4	4
7:41 AM	7	4	8:41 AM	8	3	9:41 AM	6	4
7:42 AM	5	4	8:42 AM	7	2	9:42 AM	4	3
7:43 AM	6	4	8:43 AM	6	2	9:43 AM	5	3
7:44 AM	8	3	8:44 AM	7	3	9:44 AM	4	3
7:45 AM	7	4	8:45 AM	5	3	9:45 AM	4	3
7:46 AM	7	3	8:46 AM	2	3	9:46 AM	3	2
7:47 AM	6	4	8:47 AM	3	3	9:47 AM	4	2
7:48 AM	6	4	8:48 AM	1	3	9:48 AM	3	3
7:49 AM	6	4	8:49 AM	1	2	9:49 AM	4	3
7:50 AM	6	4	8:50 AM	0	4	9:50 AM	5	4
7:51 AM	6	4	8:51 AM	2	4	9:51 AM	4	4
7:52 AM	8	3	8:52 AM	2	3	9:52 AM	3	4
7:53 AM	7	4	8:53 AM	0	2	9:53 AM	3	4
7:54 AM	4	4	8:54 AM	1	4	9:54 AM	3	4
7:55 AM	4	4	8:55 AM	1	2	9:55 AM	3	4
7:56 AM	4	4	8:56 AM	1	1	9:56 AM	3	3
7:57 AM	3	4	8:57 AM	0	1	9:57 AM	3	4
7:58 AM	1	4	8:58 AM	1	1	9:58 AM	4	4
7:59 AM	0	3	8:59 AM	2	1	9:59 AM	4	3

	Maximum Number of Vehicles Waiting			Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window		Starting at the Menu Board	Cashier/ Pickup Window
10:00 AM	5	3	11:00 AM	2	4
10:01 AM	5	3	11:01 AM	5	3
10:02 AM	6	3	11:02 AM	5	2
10:03 AM	5	4	11:03 AM	3	3
10:04 AM	4	3	11:04 AM	4	3
10:05 AM	4	4	11:05 AM	4	4
10:06 AM	4	4	11:06 AM	6	3
10:07 AM	5	4	11:07 AM	4	4
10:08 AM	4	4	11:08 AM	4	3
10:09 AM	4	4	11:09 AM	3	4
10:10 AM	5	4	11:10 AM	4	4
10:11 AM	0	4	11:11 AM	3	4
10:12 AM	2	4	11:12 AM	4	4
10:13 AM	1	3	11:13 AM	5	4
10:14 AM	0	3	11:14 AM	6	4
10:15 AM	1	3	11:15 AM	5	4
10:16 AM	2	2	11:16 AM	5	3
10:17 AM	1	3	11:17 AM	6	4
10:18 AM	0	2	11:18 AM	5	2
10:19 AM	0	3	11:19 AM	5	3
10:20 AM	2	3	11:20 AM	5	4
10:21 AM	3	3	11:21 AM	3	3
10:22 AM	3	3	11:22 AM	3	4
10:23 AM	3	3	11:23 AM	3	4
10:24 AM	0	4	11:24 AM	4	3
10:25 AM	1	4	11:25 AM	4	3
10:26 AM	3	3	11:26 AM	6	2
10:27 AM	3	2	11:27 AM	2	4
10:28 AM	2	3	11:28 AM	3	4
10:29 AM	3	2	11:29 AM	4	4
10:30 AM	4	3	11:30 AM	3	3
10:31 AM	4	4	11:31 AM	2	3
10:32 AM	4	3	11:32 AM	3	4
10:33 AM	2	4	11:33 AM	3	4
10:34 AM	1	4	11:34 AM	1	4
10:35 AM	3	4	11:35 AM	2	4
10:36 AM	3	4	11:36 AM	1	3
10:37 AM	2	4	11:37 AM	2	4
10:38 AM	3	3	11:38 AM	3	4
10:39 AM	4	2	11:39 AM	3	3
10:40 AM	4	3	11:40 AM	3	4
10:41 AM	3	3	11:41 AM	3	4
10:42 AM	5	1	11:42 AM	2	4
10:43 AM	5	4	11:43 AM	3	3
10:44 AM	4	3	11:44 AM	2	2
10:45 AM	4	3	11:45 AM	3	2
10:46 AM	3	3	11:46 AM	2	3
10:47 AM	4	4	11:47 AM	1	4
10:48 AM	3	3	11:48 AM	2	4
10:49 AM	2	4	11:49 AM	1	4
10:50 AM	3	3	11:50 AM	2	4
10:51 AM	2	4	11:51 AM	1	4
10:52 AM	4	4	11:52 AM	3	4
10:53 AM	4	4	11:53 AM	2	4
10:54 AM	5	4	11:54 AM	3	4
10:55 AM	4	4	11:55 AM	4	4
10:56 AM	6	3	11:56 AM	3	3
10:57 AM	6	4	11:57 AM	3	4
10:58 AM	5	4	11:58 AM	4	2
10:59 AM	4	4	11:59 AM	3	2

Maximum Number of Vehicles Waiting			Maximum Number of Vehicles Waiting			Maximum Number of Vehicles Waiting		
Time	Starting at the Menu Board	Cashier/ Pickup Window		Starting at the Menu Board	Cashier/ Pickup Window		Starting at the Menu Board	Cashier/ Pickup Window
7:00 AM	4	1	8:00 AM	6	3	9:00 AM	2	4
7:01 AM	5	0	8:01 AM	7	5	9:01 AM	3	3
7:02 AM	6	0	8:02 AM	3	5	9:02 AM	1	4
7:03 AM	7	1	8:03 AM	4	5	9:03 AM	2	3
7:04 AM	6	1	8:04 AM	3	4	9:04 AM	0	0
7:05 AM	4	0	8:05 AM	4	3	9:05 AM	2	3
7:06 AM	3	1	8:06 AM	3	4	9:06 AM	1	3
7:07 AM	2	2	8:07 AM	4	4	9:07 AM	0	4
7:08 AM	3	2	8:08 AM	3	5	9:08 AM	1	3
7:09 AM	3	2	8:09 AM	2	4	9:09 AM	2	2
7:10 AM	2	3	8:10 AM	3	3	9:10 AM	4	2
7:11 AM	1	4	8:11 AM	2	4	9:11 AM	3	2
7:12 AM	2	3	8:12 AM	3	4	9:12 AM	3	3
7:13 AM	2	3	8:13 AM	2	4	9:13 AM	2	3
7:14 AM	0	3	8:14 AM	2	4	9:14 AM	2	2
7:15 AM	2	3	8:15 AM	1	4	9:15 AM	2	1
7:16 AM	3	3	8:16 AM	1	3	9:16 AM	4	2
7:17 AM	2	2	8:17 AM	0	3	9:17 AM	3	2
7:18 AM	3	2	8:18 AM	1	2	9:18 AM	3	3
7:19 AM	3	2	8:19 AM	2	3	9:19 AM	4	3
7:20 AM	3	1	8:20 AM	2	2	9:20 AM	6	2
7:21 AM	4	3	8:21 AM	4	4	9:21 AM	7	2
7:22 AM	4	4	8:22 AM	4	3	9:22 AM	6	3
7:23 AM	4	4	8:23 AM	4	4	9:23 AM	4	4
7:24 AM	5	3	8:24 AM	6	4	9:24 AM	3	5
7:25 AM	6	3	8:25 AM	7	4	9:25 AM	3	4
7:26 AM	7	3	8:26 AM	6	3	9:26 AM	4	3
7:27 AM	8	3	8:27 AM	7	3	9:27 AM	4	4
7:28 AM	3	4	8:28 AM	8	3	9:28 AM	4	3
7:29 AM	4	4	8:29 AM	9	2	9:29 AM	6	2
7:30 AM	5	4	8:30 AM	8	2	9:30 AM	3	2
7:31 AM	8	4	8:31 AM	6	1	9:31 AM	2	2
7:32 AM	5	4	8:32 AM	8	1	9:32 AM	1	3
7:33 AM	5	4	8:33 AM	8	1	9:33 AM	1	2
7:34 AM	6	4	8:34 AM	5	2	9:34 AM	0	3
7:35 AM	6	4	8:35 AM	4	3	9:35 AM	1	2
7:36 AM	5	4	8:36 AM	2	4	9:36 AM	2	2
7:37 AM	0	5	8:37 AM	1	4	9:37 AM	2	2
7:38 AM	0	5	8:38 AM	2	3	9:38 AM	1	2
7:39 AM	5	5	8:39 AM	1	3	9:39 AM	1	3
7:40 AM	7	5	8:40 AM	1	4	9:40 AM	1	4
7:41 AM	6	4	8:41 AM	3	4	9:41 AM	1	2
7:42 AM	6	5	8:42 AM	2	3	9:42 AM	1	2
7:43 AM	6	5	8:43 AM	4	4	9:43 AM	0	3
7:44 AM	7	4	8:44 AM	5	3	9:44 AM	0	3
7:45 AM	6	4	8:45 AM	4	3	9:45 AM	1	3
7:46 AM	6	2	8:46 AM	4	4	9:46 AM	1	3
7:47 AM	7	3	8:47 AM	6	2	9:47 AM	2	2
7:48 AM	8	5	8:48 AM	5	2	9:48 AM	2	3
7:49 AM	9	3	8:49 AM	3	3	9:49 AM	1	4
7:50 AM	7	2	8:50 AM	4	4	9:50 AM	4	3
7:51 AM	4	1	8:51 AM	5	2	9:51 AM	2	4
7:52 AM	5	2	8:52 AM	5	1	9:52 AM	1	4
7:53 AM	6	4	8:53 AM	3	2	9:53 AM	3	3
7:54 AM	7	5	8:54 AM	2	2	9:54 AM	3	2
7:55 AM	8	3	8:55 AM	3	1	9:55 AM	4	1
7:56 AM	4	4	8:56 AM	2	3	9:56 AM	3	1
7:57 AM	0	4	8:57 AM	0	4	9:57 AM	2	2
7:58 AM	5	4	8:58 AM	1	5	9:58 AM	1	3
7:59 AM	6	5	8:59 AM	3	3	9:59 AM	2	1

	Maximum Number of Vehicles Waiting			Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window		Starting at the Menu Board	Cashier/ Pickup Window
10:00 AM	1	1	11:00 AM	2	1
10:01 AM	0	2	11:01 AM	2	2
10:02 AM	2	0	11:02 AM	3	1
10:03 AM	1	1	11:03 AM	2	1
10:04 AM	4	1	11:04 AM	0	1
10:05 AM	2	2	11:05 AM	1	0
10:06 AM	3	2	11:06 AM	1	1
10:07 AM	2	2	11:07 AM	2	1
10:08 AM	3	2	11:08 AM	1	2
10:09 AM	3	2	11:09 AM	1	1
10:10 AM	3	2	11:10 AM	0	1
10:11 AM	2	2	11:11 AM	0	1
10:12 AM	1	2	11:12 AM	0	0
10:13 AM	0	2	11:13 AM	1	1
10:14 AM	2	1	11:14 AM	0	0
10:15 AM	3	2	11:15 AM	0	0
10:16 AM	3	2	11:16 AM	0	0
10:17 AM	4	2	11:17 AM	1	1
10:18 AM	3	3	11:18 AM	0	0
10:19 AM	4	2	11:19 AM	1	0
10:20 AM	3	2	11:20 AM	1	1
10:21 AM	2	3	11:21 AM	0	2
10:22 AM	3	3	11:22 AM	0	0
10:23 AM	2	1	11:23 AM	0	0
10:24 AM	1	1	11:24 AM	0	0
10:25 AM	0	1	11:25 AM	1	1
10:26 AM	0	2	11:26 AM	0	1
10:27 AM	1	0	11:27 AM	1	0
10:28 AM	0	1	11:28 AM	0	0
10:29 AM	1	1	11:29 AM	2	0
10:30 AM	0	1	11:30 AM	0	1
10:31 AM	1	1	11:31 AM	0	2
10:32 AM	0	2	11:32 AM	0	0
10:33 AM	1	0	11:33 AM	0	0
10:34 AM	1	1	11:34 AM	0	0
10:35 AM	0	1	11:35 AM	1	1
10:36 AM	1	0	11:36 AM	0	2
10:37 AM	0	0	11:37 AM	1	0
10:38 AM	0	0	11:38 AM	1	3
10:39 AM	0	0	11:39 AM	0	2
10:40 AM	1	1	11:40 AM	0	1
10:41 AM	1	1	11:41 AM	0	0
10:42 AM	1	1	11:42 AM	0	0
10:43 AM	0	0	11:43 AM	0	0
10:44 AM	0	0	11:44 AM	0	0
10:45 AM	1	0	11:45 AM	0	0
10:46 AM	1	2	11:46 AM	2	1
10:47 AM	1	2	11:47 AM	1	0
10:48 AM	0	2	11:48 AM	1	1
10:49 AM	0	0	11:49 AM	1	1
10:50 AM	0	0	11:50 AM	1	0
10:51 AM	1	0	11:51 AM	0	1
10:52 AM	0	0	11:52 AM	1	1
10:53 AM	0	0	11:53 AM	1	2
10:54 AM	1	1	11:54 AM	0	2
10:55 AM	0	0	11:55 AM	1	2
10:56 AM	0	0	11:56 AM	2	1
10:57 AM	0	0	11:57 AM	1	1
10:58 AM	1	0	11:58 AM	0	0
10:59 AM	3	0	11:59 AM	0	0

Maximum Number of Vehicles Waiting			Maximum Number of Vehicles Waiting			Maximum Number of Vehicles Waiting		
Time	Starting at the Menu Board	Cashier/ Pickup Window		Starting at the Menu Board	Cashier/ Pickup Window		Starting at the Menu Board	Cashier/ Pickup Window
7:30 AM	0	3	8:30 AM	7	3	9:30 AM	1	2
7:31 AM	0	1	8:31 AM	7	3	9:31 AM	1	2
7:32 AM	0	0	8:32 AM	6	2	9:32 AM	1	2
7:33 AM	0	1	8:33 AM	6	2	9:33 AM	1	2
7:34 AM	5	1	8:34 AM	5	3	9:34 AM	0	2
7:35 AM	4	3	8:35 AM	7	2	9:35 AM	0	1
7:36 AM	5	3	8:36 AM	6	2	9:36 AM	0	1
7:37 AM	3	3	8:37 AM	7	2	9:37 AM	4	0
7:38 AM	2	2	8:38 AM	8	2	9:38 AM	3	1
7:39 AM	2	3	8:39 AM	7	2	9:39 AM	2	2
7:40 AM	1	2	8:40 AM	6	2	9:40 AM	1	2
7:41 AM	1	2	8:41 AM	7	3	9:41 AM	4	2
7:42 AM	1	2	8:42 AM	7	3	9:42 AM	5	2
7:43 AM	2	2	8:43 AM	6	2	9:43 AM	4	2
7:44 AM	1	2	8:44 AM	5	3	9:44 AM	5	1
7:45 AM	2	2	8:45 AM	6	2	9:45 AM	5	2
7:46 AM	1	2	8:46 AM	6	2	9:46 AM	5	2
7:47 AM	0	1	8:47 AM	5	3	9:47 AM	5	2
7:48 AM	1	1	8:48 AM	5	2	9:48 AM	4	3
7:49 AM	0	1	8:49 AM	7	2	9:49 AM	5	3
7:50 AM	1	1	8:50 AM	6	3	9:50 AM	5	2
7:51 AM	0	2	8:51 AM	6	3	9:51 AM	5	2
7:52 AM	3	1	8:52 AM	5	3	9:52 AM	4	3
7:53 AM	1	2	8:53 AM	4	2	9:53 AM	4	2
7:54 AM	0	2	8:54 AM	5	2	9:54 AM	5	2
7:55 AM	3	1	8:55 AM	6	2	9:55 AM	5	2
7:56 AM	4	3	8:56 AM	6	2	9:56 AM	5	1
7:57 AM	5	2	8:57 AM	6	2	9:57 AM	4	2
7:58 AM	5	3	8:58 AM	7	2	9:58 AM	4	2
7:59 AM	5	2	8:59 AM	7	3	9:59 AM	3	2
8:00 AM	6	3	9:00 AM	6	2	10:00 AM	2	2
8:01 AM	6	2	9:01 AM	5	2	10:01 AM	2	2
8:02 AM	4	3	9:02 AM	6	2	10:02 AM	1	2
8:03 AM	5	2	9:03 AM	6	2	10:03 AM	1	1
8:04 AM	4	2	9:04 AM	5	3	10:04 AM	2	2
8:05 AM	4	2	9:05 AM	5	2	10:05 AM	1	2
8:06 AM	6	3	9:06 AM	4	3	10:06 AM	2	2
8:07 AM	5	3	9:07 AM	4	2	10:07 AM	2	2
8:08 AM	5	3	9:08 AM	5	2	10:08 AM	3	1
8:09 AM	5	2	9:09 AM	5	2	10:09 AM	4	1
8:10 AM	6	2	9:10 AM	5	2	10:10 AM	4	2
8:11 AM	5	3	9:11 AM	4	2	10:11 AM	5	2
8:12 AM	6	1	9:12 AM	7	2	10:12 AM	5	1
8:13 AM	6	3	9:13 AM	7	2	10:13 AM	4	2
8:14 AM	6	3	9:14 AM	5	3	10:14 AM	5	2
8:15 AM	6	2	9:15 AM	6	3	10:15 AM	4	2
8:16 AM	5	3	9:16 AM	5	3	10:16 AM	4	2
8:17 AM	5	2	9:17 AM	5	2	10:17 AM	5	1
8:18 AM	5	3	9:18 AM	6	2	10:18 AM	4	2
8:19 AM	5	3	9:19 AM	6	2	10:19 AM	3	2
8:20 AM	6	3	9:20 AM	5	3	10:20 AM	3	1
8:21 AM	7	2	9:21 AM	3	3	10:21 AM	1	1
8:22 AM	6	2	9:22 AM	3	2	10:22 AM	2	2
8:23 AM	7	3	9:23 AM	2	2	10:23 AM	1	1
8:24 AM	6	3	9:24 AM	1	3	10:24 AM	0	2
8:25 AM	8	3	9:25 AM	1	2	10:25 AM	0	1
8:26 AM	7	3	9:26 AM	1	2	10:26 AM	1	0
8:27 AM	6	3	9:27 AM	0	2	10:27 AM	0	1
8:28 AM	5	3	9:28 AM	0	1	10:28 AM	0	0
8:29 AM	8	3	9:29 AM	0	1	10:29 AM	0	1

GATLIN POINTE PHASE II QUEUE LENGTH COUNTS FROM THE MENU (ORDERING BOARD)

3/9/2022 Starbucks

3/11/2022 Dunkin Donuts (1401)

2/4/2015 Dunkin Donuts (1002)

			Starting at the Menu Board			Starting at the Menu Board			Starting at the Menu Board
1	99.67%	8:39 AM	9	99.67%	7:49 AM	9	99.44%	8:25 AM	8
2	99.33%	7:44 AM	8	99.33%	8:29 AM	9	98.89%	8:29 AM	8
3	99.00%	7:52 AM	8	99.00%	7:27 AM	8	98.33%	8:38 AM	8
4	98.67%	8:38 AM	8	98.67%	7:31 AM	8	97.78%	8:21 AM	7
5	98.33%	8:41 AM	8	98.33%	7:48 AM	8	97.22%	8:23 AM	7
6	98.00%	7:39 AM	7	98.00%	7:55 AM	8	96.67%	8:26 AM	7
7	97.67%	7:41 AM	7	97.67%	8:28 AM	8	96.11%	8:30 AM	7
8	97.33%	7:45 AM	7	97.33%	8:30 AM	8	95.56%	8:31 AM	7
9	97.00%	7:46 AM	7	97.00%	8:32 AM	8	95.00%	8:35 AM	7
10	96.67%	7:53 AM	7	96.67%	8:33 AM	8	94.44%	8:37 AM	7
11	96.33%	8:07 AM	7	96.33%	7:03 AM	7	93.89%	8:39 AM	7
12	96.00%	8:09 AM	7	96.00%	7:26 AM	7	93.33%	8:41 AM	7
13	95.67%	8:12 AM	7	95.67%	7:40 AM	7	92.78%	8:42 AM	7
14	95.33%	8:40 AM	7	95.33%	7:44 AM	7	92.22%	8:49 AM	7
15	95.00%	8:42 AM	7	95.00%	7:47 AM	7	91.67%	8:58 AM	7
16	94.67%	8:44 AM	7	94.67%	7:50 AM	7	91.11%	8:59 AM	7
17	94.33%	7:32 AM	6	94.33%	7:54 AM	7	90.56%	9:12 AM	7
18	94.00%	7:33 AM	6	94.00%	8:01 AM	7	90.00%	9:13 AM	7
19		7:40 AM	6		8:25 AM	7		8:00 AM	6
20		7:43 AM	6		8:27 AM	7		8:01 AM	6
21		7:47 AM	6		9:21 AM	7		8:06 AM	6
22		7:48 AM	6		7:02 AM	6		8:10 AM	6
23		7:49 AM	6		7:04 AM	6		8:12 AM	6
24		7:50 AM	6		7:25 AM	6		8:13 AM	6
25		7:51 AM	6		7:34 AM	6		8:14 AM	6
26		8:06 AM	6		7:35 AM	6		8:15 AM	6
27		8:08 AM	6		7:41 AM	6		8:20 AM	6
28		8:10 AM	6		7:42 AM	6		8:22 AM	6
29		8:36 AM	6		7:43 AM	6		8:24 AM	6
30		8:43 AM	6		7:45 AM	6		8:27 AM	6
31		9:31 AM	6		7:46 AM	6		8:32 AM	6
32		9:41 AM	6		7:53 AM	6		8:33 AM	6
33		10:02 AM	6		7:59 AM	6		8:36 AM	6
34		10:56 AM	6		8:00 AM	6		8:40 AM	6
35		10:57 AM	6		8:24 AM	6		8:43 AM	6
36		11:06 AM	6		8:26 AM	6		8:45 AM	6
37		11:14 AM	6		8:31 AM	6		8:46 AM	6
38		11:17 AM	6		8:47 AM	6		8:50 AM	6
39		11:26 AM	6		9:20 AM	6		8:51 AM	6
40		7:29 AM	5		9:22 AM	6		8:55 AM	6
41		7:31 AM	5		9:29 AM	6		8:56 AM	6
42		7:35 AM	5		7:01 AM	5		8:57 AM	6
43		7:42 AM	5		7:24 AM	5		9:00 AM	6
44		8:05 AM	5		7:30 AM	5		9:02 AM	6
45		8:11 AM	5		7:32 AM	5		9:03 AM	6
46		8:13 AM	5		7:33 AM	5		9:15 AM	6
47		8:14 AM	5		7:36 AM	5		9:18 AM	6
48		8:45 AM	5		7:39 AM	5		9:19 AM	6
49		9:19 AM	5		7:52 AM	5		7:34 AM	5
50		9:22 AM	5		7:58 AM	5		7:36 AM	5
51		9:23 AM	5		8:34 AM	5		7:57 AM	5
52		9:28 AM	5		8:44 AM	5		7:58 AM	5
53		9:30 AM	5		8:48 AM	5		7:59 AM	5
54		9:32 AM	5		8:51 AM	5		8:03 AM	5
55		9:43 AM	5		8:52 AM	5		8:07 AM	5
56		9:50 AM	5		7:00 AM	4		8:08 AM	5
57		10:00 AM	5		7:05 AM	4		8:09 AM	5
58		10:01 AM	5		7:21 AM	4		8:11 AM	5
59		10:03 AM	5		7:22 AM	4		8:16 AM	5
60		10:07 AM	5		7:23 AM	4		8:17 AM	5
61		10:10 AM	5		7:29 AM	4		8:18 AM	5
62		10:42 AM	5		7:51 AM	4		8:19 AM	5
63		10:43 AM	5		7:56 AM	4		8:28 AM	5
64		10:54 AM	5		8:03 AM	4		8:34 AM	5
65		10:58 AM	5		8:05 AM	4		8:44 AM	5
66		11:01 AM	5		8:07 AM	4		8:47 AM	5
67		11:02 AM	5		8:21 AM	4		8:48 AM	5
68		11:13 AM	5		8:22 AM	4		8:52 AM	5
69		11:15 AM	5		8:23 AM	4		8:54 AM	5
70		11:16 AM	5		8:35 AM	4		9:01 AM	5
71		11:18 AM	5		8:43 AM	4		9:04 AM	5
72		11:19 AM	5		8:45 AM	4		9:05 AM	5
73		11:20 AM	5		8:46 AM	4		9:08 AM	5
74		7:01 AM	4		8:50 AM	4		9:09 AM	5
75		7:02 AM	4		9:10 AM	4		9:10 AM	5
76		7:23 AM	4		9:16 AM	4		9:14 AM	5
77		7:26 AM	4		9:19 AM	4		9:16 AM	5

3/9/2022 Starbucks

		Starting at the Menu Board
78	7:27 AM	4
79	7:30 AM	4
80	7:36 AM	4
81	7:37 AM	4
82	7:54 AM	4
83	7:55 AM	4
84	7:56 AM	4
85	8:15 AM	4
86	8:30 AM	4
87	8:37 AM	4
88	9:11 AM	4
89	9:12 AM	4
90	9:13 AM	4
91	9:18 AM	4
92	9:20 AM	4
93	9:24 AM	4
94	9:25 AM	4
95	9:29 AM	4
96	9:33 AM	4
97	9:34 AM	4
98	9:39 AM	4
99	9:40 AM	4
100	9:42 AM	4
101	9:44 AM	4
102	9:45 AM	4
103	9:47 AM	4
104	9:49 AM	4
105	9:51 AM	4
106	9:58 AM	4
107	9:59 AM	4
108	10:04 AM	4
109	10:05 AM	4
110	10:06 AM	4
111	10:08 AM	4
112	10:09 AM	4
113	10:30 AM	4
114	10:31 AM	4
115	10:32 AM	4
116	10:39 AM	4
117	10:40 AM	4
118	10:44 AM	4
119	10:45 AM	4
120	10:47 AM	4
121	10:52 AM	4
122	10:53 AM	4
123	10:55 AM	4
124	10:59 AM	4
125	11:04 AM	4
126	11:05 AM	4
127	11:07 AM	4
128	11:08 AM	4
129	11:10 AM	4
130	11:12 AM	4
131	11:24 AM	4
132	11:25 AM	4
133	11:29 AM	4
134	11:55 AM	4
135	11:58 AM	4
136	7:14 AM	3
137	7:28 AM	3
138	7:34 AM	3
139	7:38 AM	3
140	7:57 AM	3
141	8:04 AM	3
142	8:16 AM	3
143	8:17 AM	3
144	8:20 AM	3
145	8:21 AM	3
146	8:26 AM	3
147	8:27 AM	3
148	8:47 AM	3
149	9:08 AM	3
150	9:10 AM	3
151	9:15 AM	3
152	9:16 AM	3
153	9:17 AM	3
154	9:21 AM	3
155	9:26 AM	3

3/11/2022 Dunkin Donuts (1401)

	Starting at the Menu Board
9:23 AM	4
9:26 AM	4
9:27 AM	4
9:28 AM	4
9:50 AM	4
9:55 AM	4
10:04 AM	4
10:17 AM	4
10:19 AM	4
7:06 AM	3
7:08 AM	3
7:09 AM	3
7:16 AM	3
7:18 AM	3
7:19 AM	3
7:20 AM	3
7:28 AM	3
8:02 AM	3
8:04 AM	3
8:06 AM	3
8:08 AM	3
8:10 AM	3
8:12 AM	3
8:41 AM	3
8:49 AM	3
8:53 AM	3
8:55 AM	3
8:59 AM	3
9:01 AM	3
9:11 AM	3
9:12 AM	3
9:17 AM	3
9:18 AM	3
9:24 AM	3
9:25 AM	3
9:30 AM	3
9:53 AM	3
9:54 AM	3
9:56 AM	3
10:06 AM	3
10:08 AM	3
10:09 AM	3
10:10 AM	3
10:15 AM	3
10:16 AM	3
10:18 AM	3
10:20 AM	3
10:22 AM	3
10:59 AM	3
11:02 AM	3
7:07 AM	2
7:10 AM	2
7:12 AM	2
7:13 AM	2
7:15 AM	2
7:17 AM	2
8:09 AM	2
8:11 AM	2
8:13 AM	2
8:14 AM	2
8:19 AM	2
8:20 AM	2
8:36 AM	2
8:38 AM	2
8:42 AM	2
8:54 AM	2
8:56 AM	2
9:00 AM	2
9:03 AM	2
9:05 AM	2
9:09 AM	2
9:13 AM	2
9:14 AM	2
9:15 AM	2
9:31 AM	2
9:36 AM	2
9:37 AM	2
9:47 AM	2

2/4/2015 Dunkin Donuts (1002)

	Starting at the Menu Board
9:17 AM	5
9:20 AM	5
9:42 AM	5
9:44 AM	5
9:45 AM	5
9:46 AM	5
9:47 AM	5
9:49 AM	5
9:50 AM	5
9:51 AM	5
9:54 AM	5
9:55 AM	5
9:56 AM	5
10:11 AM	5
10:12 AM	5
10:14 AM	5
10:17 AM	5
7:35 AM	4
7:56 AM	4
8:02 AM	4
8:04 AM	4
8:05 AM	4
8:53 AM	4
9:06 AM	4
9:07 AM	4
9:11 AM	4
9:37 AM	4
9:41 AM	4
9:43 AM	4
9:48 AM	4
9:52 AM	4
9:53 AM	4
9:57 AM	4
9:58 AM	4
10:09 AM	4
10:10 AM	4
10:13 AM	4
10:15 AM	4
10:16 AM	4
10:18 AM	4
7:37 AM	3
7:52 AM	3
7:55 AM	3
9:21 AM	3
9:22 AM	3
9:38 AM	3
9:59 AM	3
10:08 AM	3
10:19 AM	3
10:20 AM	3
7:38 AM	2
7:39 AM	2
7:43 AM	2
7:45 AM	2
9:23 AM	2
9:39 AM	2
10:00 AM	2
10:01 AM	2
10:04 AM	2
10:06 AM	2
10:07 AM	2
10:22 AM	2
7:40 AM	1
7:41 AM	1
7:42 AM	1
7:44 AM	1
7:46 AM	1
7:48 AM	1
7:50 AM	1
7:53 AM	1
9:24 AM	1
9:25 AM	1
9:26 AM	1
9:30 AM	1
9:31 AM	1
9:32 AM	1
9:33 AM	1
9:40 AM	1

3/9/2022 Starbucks

		Starting at the Menu Board
156	9:27 AM	3
157	9:35 AM	3
158	9:36 AM	3
159	9:38 AM	3
160	9:46 AM	3
161	9:48 AM	3
162	9:52 AM	3
163	9:53 AM	3
164	9:54 AM	3
165	9:55 AM	3
166	9:56 AM	3
167	9:57 AM	3
168	10:21 AM	3
169	10:22 AM	3
170	10:23 AM	3
171	10:26 AM	3
172	10:27 AM	3
173	10:29 AM	3
174	10:35 AM	3
175	10:36 AM	3
176	10:38 AM	3
177	10:41 AM	3
178	10:46 AM	3
179	10:48 AM	3
180	10:50 AM	3
181	11:03 AM	3
182	11:09 AM	3
183	11:11 AM	3
184	11:21 AM	3
185	11:22 AM	3
186	11:23 AM	3
187	11:28 AM	3
188	11:30 AM	3
189	11:32 AM	3
190	11:33 AM	3
191	11:38 AM	3
192	11:39 AM	3
193	11:40 AM	3
194	11:41 AM	3
195	11:43 AM	3
196	11:45 AM	3
197	11:52 AM	3
198	11:54 AM	3
199	11:56 AM	3
200	11:57 AM	3
201	11:59 AM	3
202	7:03 AM	2
203	7:09 AM	2
204	7:13 AM	2
205	7:15 AM	2
206	7:16 AM	2
207	7:22 AM	2
208	7:24 AM	2
209	8:00 AM	2
210	8:03 AM	2
211	8:22 AM	2
212	8:25 AM	2
213	8:28 AM	2
214	8:31 AM	2
215	8:34 AM	2
216	8:35 AM	2
217	8:46 AM	2
218	8:51 AM	2
219	8:52 AM	2
220	8:59 AM	2
221	9:06 AM	2
222	9:07 AM	2
223	9:09 AM	2
224	9:14 AM	2
225	10:12 AM	2
226	10:16 AM	2
227	10:20 AM	2
228	10:28 AM	2
229	10:33 AM	2
230	10:37 AM	2
231	10:49 AM	2
232	10:51 AM	2
233	11:00 AM	2

3/11/2022 Dunkin Donuts (1401)

	Starting at the Menu Board
9:48 AM	2
9:51 AM	2
9:57 AM	2
9:59 AM	2
10:02 AM	2
10:05 AM	2
10:07 AM	2
10:11 AM	2
10:14 AM	2
10:21 AM	2
10:23 AM	2
11:00 AM	2
11:01 AM	2
11:03 AM	2
11:07 AM	2
11:29 AM	2
11:46 AM	2
11:56 AM	2
7:11 AM	1
8:15 AM	1
8:16 AM	1
8:18 AM	1
8:37 AM	1
8:39 AM	1
8:40 AM	1
8:58 AM	1
9:02 AM	1
9:06 AM	1
9:08 AM	1
9:32 AM	1
9:33 AM	1
9:35 AM	1
9:38 AM	1
9:39 AM	1
9:40 AM	1
9:41 AM	1
9:42 AM	1
9:45 AM	1
9:46 AM	1
9:49 AM	1
9:52 AM	1
9:58 AM	1
10:00 AM	1
10:03 AM	1
10:12 AM	1
10:24 AM	1
10:27 AM	1
10:29 AM	1
10:31 AM	1
10:33 AM	1
10:34 AM	1
10:36 AM	1
10:40 AM	1
10:41 AM	1
10:42 AM	1
10:45 AM	1
10:46 AM	1
10:47 AM	1
10:51 AM	1
10:54 AM	1
10:58 AM	1
11:05 AM	1
11:06 AM	1
11:08 AM	1
11:09 AM	1
11:13 AM	1
11:17 AM	1
11:19 AM	1
11:20 AM	1
11:25 AM	1
11:27 AM	1
11:35 AM	1
11:37 AM	1
11:38 AM	1
11:47 AM	1
11:48 AM	1
11:49 AM	1
11:50 AM	1

2/4/2015 Dunkin Donuts (1002)

	Starting at the Menu Board
10:02 AM	1
10:03 AM	1
10:05 AM	1
10:21 AM	1
10:23 AM	1
10:26 AM	1
7:30 AM	0
7:31 AM	0
7:32 AM	0
7:33 AM	0
7:47 AM	0
7:49 AM	0
7:51 AM	0
7:54 AM	0
9:27 AM	0
9:28 AM	0
9:29 AM	0
9:34 AM	0
9:35 AM	0
9:36 AM	0
10:24 AM	0
10:25 AM	0
10:27 AM	0
10:28 AM	0
10:29 AM	0

3/9/2022 Starbucks

Starting at the
Menu Board

234	11:27 AM	2
235	11:31 AM	2
236	11:35 AM	2
237	11:37 AM	2
238	11:42 AM	2
239	11:44 AM	2
240	11:46 AM	2
241	11:48 AM	2
242	11:50 AM	2
243	11:53 AM	2
244	7:00 AM	1
245	7:04 AM	1
246	7:05 AM	1
247	7:06 AM	1
248	7:07 AM	1
249	7:12 AM	1
250	7:19 AM	1
251	7:21 AM	1
252	7:58 AM	1
253	8:02 AM	1
254	8:18 AM	1
255	8:23 AM	1
256	8:24 AM	1
257	8:29 AM	1
258	8:32 AM	1
259	8:33 AM	1
260	8:48 AM	1
261	8:49 AM	1
262	8:54 AM	1
263	8:55 AM	1
264	8:56 AM	1
265	8:58 AM	1
266	9:01 AM	1
267	9:02 AM	1
268	9:03 AM	1
269	9:05 AM	1
270	9:37 AM	1
271	10:13 AM	1
272	10:15 AM	1
273	10:17 AM	1
274	10:25 AM	1
275	10:34 AM	1
276	11:34 AM	1
277	11:36 AM	1
278	11:47 AM	1
279	11:49 AM	1
280	11:51 AM	1
281	7:08 AM	0
282	7:10 AM	0
283	7:11 AM	0
284	7:17 AM	0
285	7:18 AM	0
286	7:20 AM	0
287	7:25 AM	0
288	7:59 AM	0
289	8:01 AM	0
290	8:19 AM	0
291	8:50 AM	0
292	8:53 AM	0
293	8:57 AM	0
294	9:00 AM	0
295	9:04 AM	0
296	10:11 AM	0
297	10:14 AM	0
298	10:18 AM	0
299	10:19 AM	0
300	10:24 AM	0

3/11/2022 Dunkin Donuts (1401)

Starting at the
Menu Board

11:52 AM	1
11:53 AM	1
11:55 AM	1
11:57 AM	1
7:14 AM	0
7:37 AM	0
7:38 AM	0
7:57 AM	0
8:17 AM	0
8:57 AM	0
9:04 AM	0
9:07 AM	0
9:34 AM	0
9:43 AM	0
9:44 AM	0
10:01 AM	0
10:13 AM	0
10:25 AM	0
10:26 AM	0
10:28 AM	0
10:30 AM	0
10:32 AM	0
10:35 AM	0
10:37 AM	0
10:38 AM	0
10:39 AM	0
10:43 AM	0
10:44 AM	0
10:48 AM	0
10:49 AM	0
10:50 AM	0
10:52 AM	0
10:53 AM	0
10:55 AM	0
10:56 AM	0
10:57 AM	0
11:04 AM	0
11:10 AM	0
11:11 AM	0
11:12 AM	0
11:14 AM	0
11:15 AM	0
11:16 AM	0
11:18 AM	0
11:21 AM	0
11:22 AM	0
11:23 AM	0
11:24 AM	0
11:26 AM	0
11:28 AM	0
11:30 AM	0
11:31 AM	0
11:32 AM	0
11:33 AM	0
11:34 AM	0
11:36 AM	0
11:39 AM	0
11:40 AM	0
11:41 AM	0
11:42 AM	0
11:43 AM	0
11:44 AM	0
11:45 AM	0
11:51 AM	0
11:54 AM	0
11:58 AM	0
11:59 AM	0

2/4/2015 Dunkin Donuts (1002)

Starting at the
Menu Board

Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved -- 1/2/2025, 10:22 AM

Property Identification

Site Address: SAVONA BLVD
 Sec/Town/Range: 25/37S/39E
 Parcel ID: 3420-590-0008-000-9
 Jurisdiction: Port Saint Lucie

Use Type: 1000
 Account #: 68456
 Map ID: 43/25S
 Zoning: General Co

Ownership

Savona Blvd, LLC
 625 N Flagler DR Ste 605
 West Palm Beach, FL 33401-4025

Legal Description

PORT ST LUCIE-SEC 19- TRACT H (3.45 AC) (MAP 43/25S)

Current Values

Just/Market Value:	\$338,100
Assessed Value:	\$338,100
Exemptions:	\$0
Taxable Value:	\$338,100

Property taxes are subject to change upon change of ownership.

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.

Taxes for this parcel: SLC Tax Collector's Office [📄](#)
 Download TRIM for this parcel: Download PDF [📄](#)



Total Areas

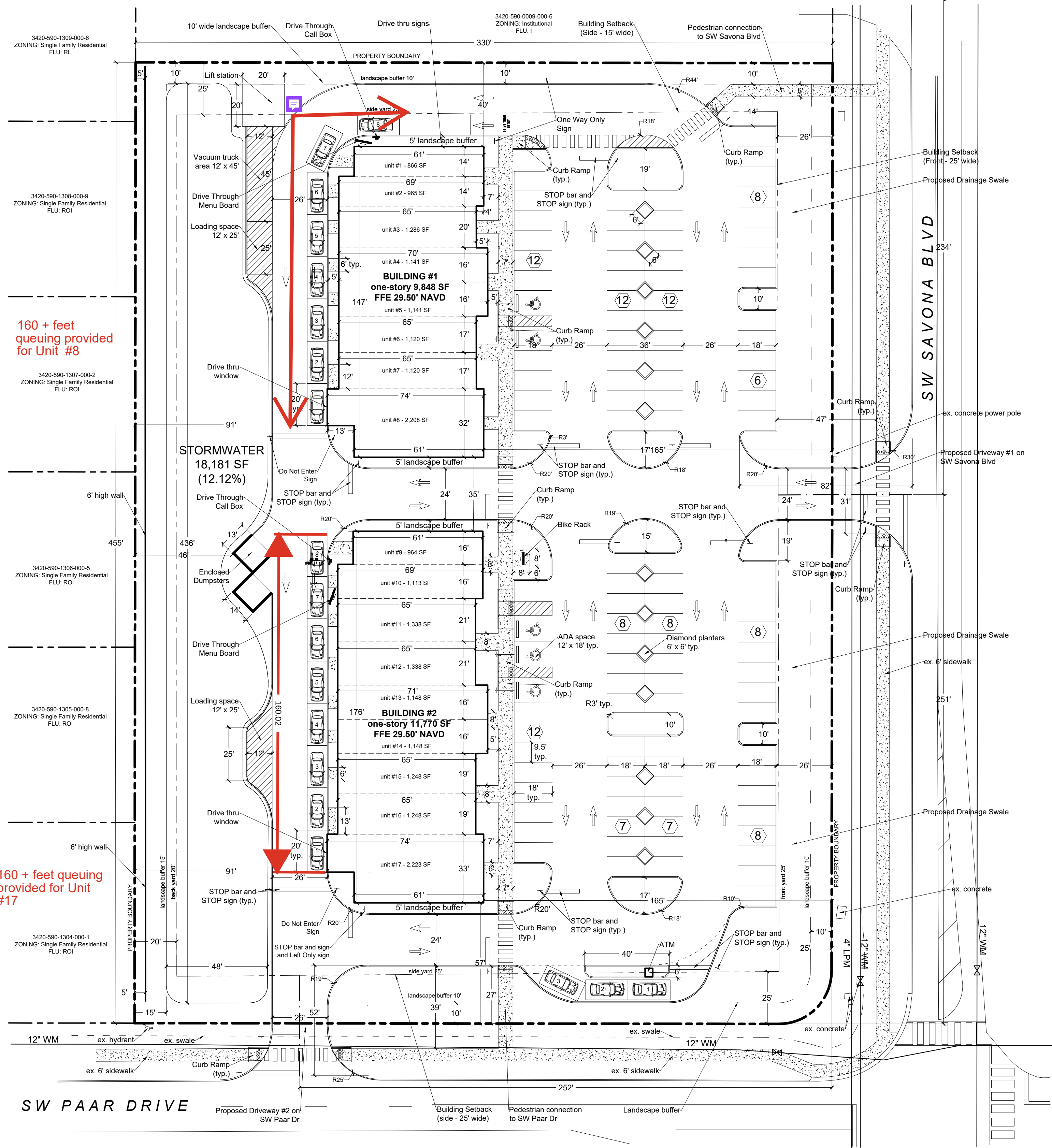
Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	3.45
Land Size (SF):	150,282

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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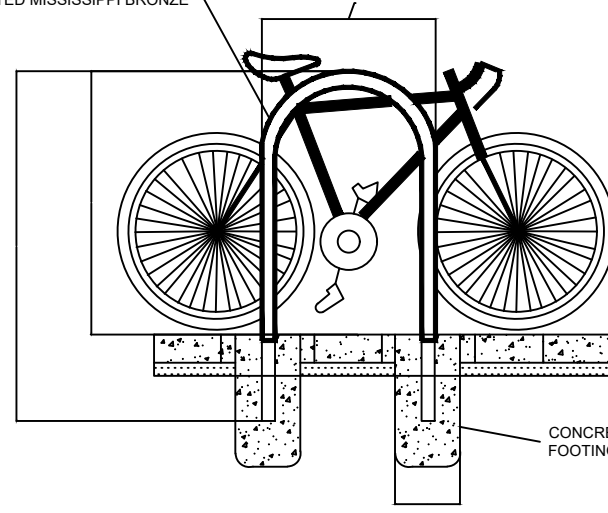


BUILDING #1 (9,848 SF)
FFE 29.50' NAVD

Unit #1	866 SF
Unit #2	965 SF
Unit #3	1,286 SF
Unit #4	1,141 SF
Unit #5	1,141 SF
Unit #6	1,120 SF
Unit #7	1,120 SF
Unit #8	2,208 SF

BUILDING #2 (11,770 SF)
FFE 29.50' NAVD

Unit #9	964 SF
Unit #10	1,113 SF
Unit #11	1,338 SF
Unit #12	1,338 SF
Unit #13	1,148 SF
Unit #14	1,148 SF
Unit #15	1,248 SF
Unit #16	1,248 SF
Unit #17	2,223 SF



BIKE RACK DETAIL (N.T.S.)

LEGEND

- Project property line
- Property line
- Landscape strip
- Building setback
- Driveway centerline
- Concrete
- ADA ramp with tactile surface
- Bike rack (8'x8' pad - 6 bikes)

Drainage Statement

The proposed project will include a Surface Water Management System (SWMS) per City of Port St Lucie (PSL) and South Florida Water Management District (SFWMD) criteria for new developments. The proposed SWMS will consist of site grading and inlets and culverts which direct stormwater runoff to a perimeter swale or directly to the retention area. The SWMS will be capable of providing the presumptive water quality treatment and also address the current Nutrient pre verses post loading requirement for projects in an impaired water body basin. The SWMS will also address water quantity and flood protection criteria including parking lot protection from a 10 year-24 hour storm event. The project will retain all runoff generated from a 25 year-72 hour storm with discharge limited to pre-verses post rates. Finally the project will provide Finished Floor protection from a 100 year-72 hour storm event (no discharge/glass wall). Prior to construction, a NPDES Notice of Intent (NOI) will be filed with the FDEP and a SWPPP will be completed per PSL MS4 requirements (including the required inspections).

Water/Sewer Statement

The proposed project will connect to the available Port St Lucie Utility System Department (PSLUSD) watermain located along Parr and Savona. The proposed connection will be most likely a 6" to 8" connection to provide Potable Water and Fire Sprinkler services to the building units. Wastewater disposal will be via a Proposed PSLUSD specified Grinder Pump Station, connecting to the adjacent available forcemain at Savonna. All construction to be in accordance with PSLUSD details and specifications.

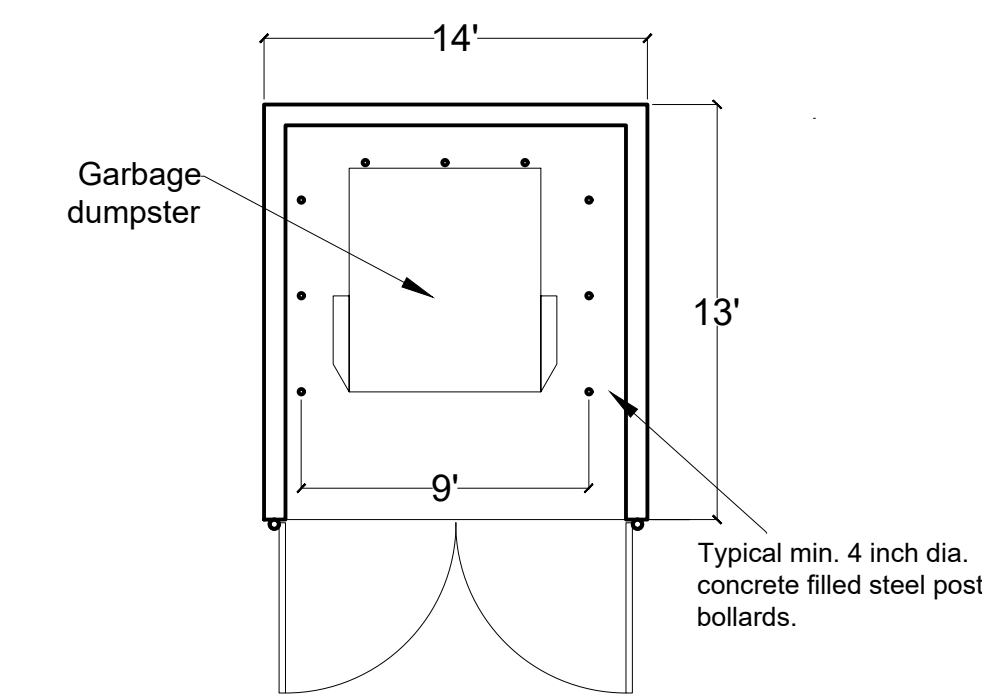
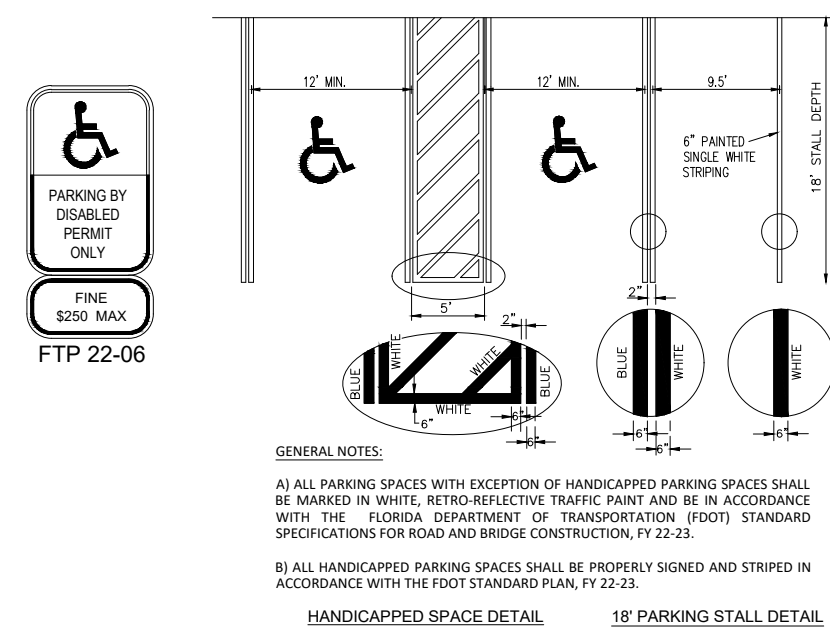
Traffic Statement

The proposed project consists of 21,600 sf of Retail/Office Use. Per ITE TripGen (11th edition), the closest use appears to be Code 822 (Strip Retail Plaza <40K). The following is a summary of the anticipated traffic;

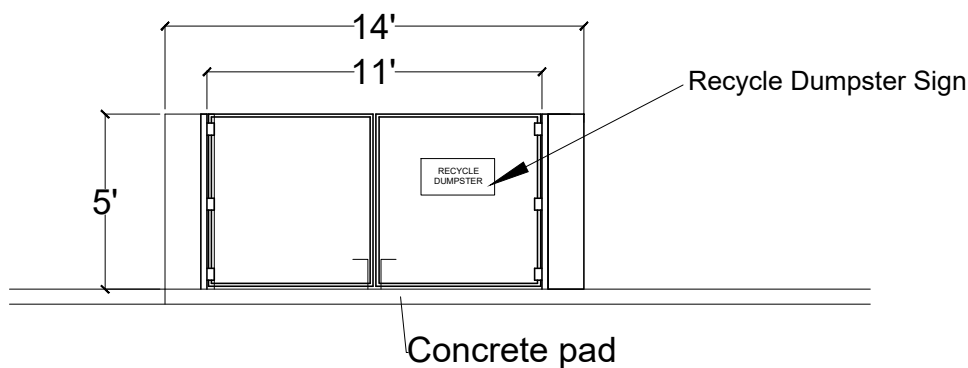
Average Daily Trips (ADT) = 1,176 Trips (Average Rate - 588 inbound/588 outbound)
PM Peak Hour Trips = 286 Trips (154 inbound/132 outbound)
AM Peak Hour Trips = 164 Trips (82 inbound/82 outbound)

These trips are distributed via the two proposed driveway connections to Parr and Savona.

DETAIL - PARKING STALLS (N.T.S.)
FTP-22-06 FTP-22-06

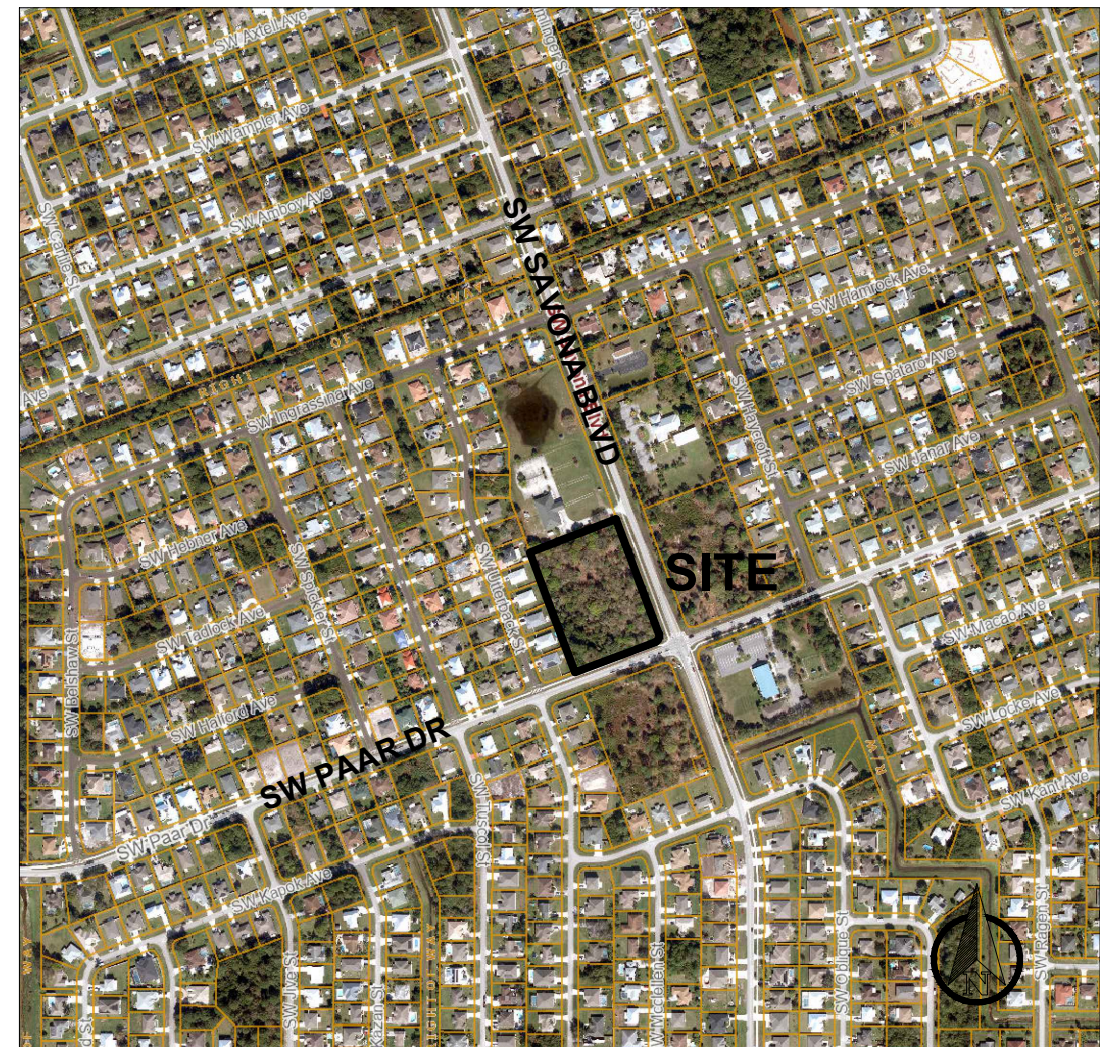


Enclosed Dumpster - Detail (N.T.S.)



Gates shall maintain a min. 90 degree swing clearance when anchored and in full open position. Gates to be made of solid material (wood, metal and similar) and have metal framework

Enclosed Dumpster - Front view (N.T.S.)



LOCATION (N.T.S.)

SITE DATA

- PROJECT NAME:** Savona Plaza
- PARCEL ID:** 3420-590-0008-000-9
- ADDRESS:** Savona Blvd
- SECTION / TOWNSHIP / RANGE:** S25 / T37S / R39E
- APPLICANT:** RedtailDG
100 S. 2nd Street
Fort Pierce, FL 34950
- OWNER:** Savona Blvd, LLC
625 N Flagler DR, Unit Ste 605
West Palm Beach, FL 33401-4025
- ZONING:** General Commercial
- FUTURE LAND USE:** CG
- FLOOD ZONE:** X

10.	GROSS PROJECT SIZE:	150,008 SF (3.444 ac)	
11.	ZONING REQUIREMENTS	PER ZONING	PROPOSED
	LOT SIZE		
	Min. Lot Area	20,000 SF	150,008 SF
	Min. Lot Width	100'	335'
	BUILDING		
	Max. Building Coverage	40 %	17.38 %
	Max. Building Height :	35'	28'-7"
	YARDS		
	Min. Front Yard:	25'	165'
	Min. Rear Yard:	20'	46'
	Min. Side Yard:	10'	40'
	Min. Side Yard (at corner)	25'	57'

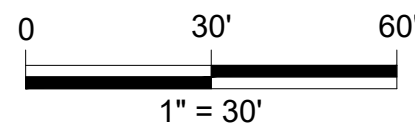
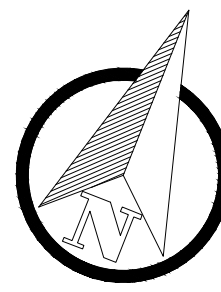
12. PARKING		
REQUIRED (1 per 200 sf)	108 spaces	
PROVIDED (9.5' x 18')	108 spaces	
Handicapped Spaces Required (101-150 total):	5 spaces	
Handicapped Spaces Provided (12' x 18')	5 spaces	

13. SITE COVERAGE			
IMPERVIOUS			
Buildings	0.496 ac	21,619 SF	23.59 %
Paving	1.514 ac	68,888 SF	71.96 %
Sidewalk	0.094 ac	4,081 SF	4.45 %

TOTALS			
Total Impervious	2.104 ac	94,588 SF	63.05 %
Total Pervious	1.462 ac	55,420 SF	36.95 %
Total Site Area	3.566 ac	150,008 SF	100.00 %

ENGINEER:
Stephen Cooper, P.E. & Associates, Inc.
7450 South Federal Highway
Port St. Lucie, Florida 34952

LANDSCAPE ARCHITECT:
George Botner, PLA, AICP, Landscape Architects and Planners
4320 SE Cove Lake Circle
Suite 104
Stuart, FL 34997



PLANNER
REDTAIL DESIGN GROUP
C/O TOD MOWERY, AICP
100 S. 2ND STREET, UNIT 209
FORT PIERCE, FLORIDA 34950
772.742.1555



DESIGNED BY
VP
DRAWN BY
DATE

12/23/2024	REVIEWED PER STAFF COMMENTS	DATE
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SAVONA PLAZA

SITE PLAN

Florida

Port St. Lucie

PSLUSD # 5385
PSL Project Number: P24-196

SHEET 01 OF 01