

## EXHIBIT "1"

### GENERAL CONDITIONS OF APPROVAL

1. The Western Grove Development of Regional Impact Application for Development Approval, ~~as modified by the Notice of Proposed Change initially dated August 31, 2015 and amended and supplemented thereafter (the NOPC), and by the Development Order Amendment initially submitted September 5, 2018~~ is incorporated herein by reference. It is relied upon, but not to the exclusion of other available information, by the parties in discharging their statutory duties under Chapter 380, Florida Statutes. Substantial compliance with the representations contained in the Application for Development Approval, as modified by ~~the NOPC, the Development Order Amendment and the~~ Development Order conditions, is a condition for approval.

For purposes of this condition, the Application for Development Approval shall include the following items:

- a. Application for Development Approval dated September 27, 2004;
- b. Supplemental information dated February 17, 2005;
- c. Western Grove Cultural Resource Reconnaissance Survey dated March 10, 2005 (Appendix N); and
- d. Western Annexation Traffic Study (WATS) Final Report dated January 2006 (Appendix I);
- e. Notice of Proposed Change dated August 31, 2015 and supplemented on December 14, 2015.
- f. Application for Development Order Amendment dated September 5, 2018.
- g. Application for Development Order Amendment dated September 30, 2020.

#### **Commencement and Process of Development**

2. In the event the Developer fails to commence significant physical development within three years from the effective date of the Development Order, development approval shall terminate and the development shall be subject to further Development of Regional Impact review by the City of Port St. However, this time period shall be tolled during the pendency of any appeal. For the purpose of this paragraph, construction shall be deemed to have initiated after placement of permanent evidence of a structure (other than a mobile home) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation or land clearing, such as the construction of roadways or other utility infrastructure. The City of Port St. Lucie acknowledges that this condition has been satisfied.

### **Plan of Development**

3. a) The phasing of the Western Grove Development of Regional Impact is approved as follows:

<b>Phase</b>	<b>Years</b>	<b>Residential (DU)</b>	<b>Retail (SF)</b>	<b>Office (SF)</b>
1	2006-11/08/2037	2,500	100,000	30,000
2	2030-11/08/2042	1,000	50,000	10,000
3	2035-11/09/2047	500	50,000	10,000
Total	2006-11/09/2047	4,000 <sup>1</sup>	200,000	50,000

<sup>1</sup>The total number of units for Western Grove reflects a reduction of 1,017 units on the original Western Grove property and includes 955 units allocated to property transferred from the Tradition DRI. The impacts of the 955 units transferred from the Tradition DRI have been previously mitigated by the Tradition DRI.

The development of a use in any phase may commence prior to completion of development in the preceding phase so long as all specific conditions for mitigation of transportation impacts are implemented according to the schedule in the Development Order, as it may be modified from time to time, and all other conditions of this Development Order are satisfied to the extent that the requirements of such conditions have been triggered.

In addition to those uses described above, the Developer is authorized to develop ancillary and support uses including but not limited to adult congregate living facilities, wireless communication and cable television towers, digital network facilities, civic buildings, community centers, irrigation treatment plant and pumping facilities, libraries, places of worship, public service facilities, recreational facilities, golf courses, community amenities and schools as permitted within the New Community Development District.

- b) In order to accommodate changing market demands, at the request of Mattamy Palm Beach, LLC, in an application for a specific development permit, and without the Developer filing an application for Amendment to the Development Order, the City may increase or decrease the amount of an approved land use by applying the Equivalency Matrix attached as Revised Exhibit "C", which is incorporated into this development order by this reference. The use of the Equivalency Matrix does not allow impacts to water, wastewater, solid waste, transportation or affordable housing to exceed the aggregate impacts projected in the ADA. In addition, to ensure the basic character of the Western Grove DRI is not altered, no land use may exceed the specified maximum in the Equivalency Matrix, and no land use may fall below the specified minimum. The mix of uses shall be consistent with that allowed in the Port St. Lucie Comprehensive Plan. The Developer shall report in each biennial report use of the Equivalency Matrix to increase the amount of one land use with a concurrent reduction in one or more approved land uses.

### **Buildout Date**

4. The Western Grove Development of Regional Impact shall have a buildout date of ~~November 9, 2047~~ September 6, 2049, unless otherwise amended pursuant to the conditions of this Development Order. The foregoing shall not limit the right of the Developer to obtain extensions of such date in accordance with such laws then in effect.

### **Termination Date**

5. This Development Order shall expire on ~~November 8, 2054~~ September 5, 2056. The foregoing shall not limit the right of the Developer to obtain extensions of such date in accordance with such laws then in effect.

### **Biennial Report**

6. The Developer shall submit a biennial report every two years on the anniversary date of the adoption of the Development Order to the City of Port St. Lucie. The contents of the report shall include those items required by this Development Order and former Rule 73C-40.025(7) (a) through (h), (j) and (k), Florida Administrative Code (effective date June 1, 2003). The City of Port St. Lucie Planning and Zoning Director shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the Development Order. Notice shall be provided to the City of Port St. Lucie of any transfer of tracts of undeveloped acreage in the Western Grove Development of Regional Impact, and such transfers shall be included in the biennial report.

### **General Provisions**

7. Any modifications or deviation from the approved plans or requirements of this Development Order shall be made according to and processed in compliance with the requirements of the City of Port St. Lucie.
8. The definitions found in Chapter 380, Florida Statutes shall apply to this Development Order.
9. Reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as a successor in interest to, or which otherwise possesses the powers and duties to any referenced governmental agency in existence on the effective date of this Development Order.
10. This Development Order shall be binding upon the Developer and its assignees or successors in interest.

## REGIONAL PLANNING

### **Master Development Plan**

11. Prior to final approval of any zoning application in the Western Grove Development of Regional Impact, the City will require the Developer to prepare a conceptual master plan to provide long-term guidance and direction for the project by showing the general location of all residential and non-residential land uses, arterials and collector roads, potable water, wastewater and reclaimed water infrastructure, stormwater facilities, school sites, civic and institutional sites, other major facilities, major access points and multi-use trails and greenways. The conceptual master plan shall demonstrate consistency with the NCD (New Community Development) land use category. The conceptual master plan shall be consistent with Revised Map "H" attached to this development order as Exhibit "B" but may be amended without an amendment to this Development Order. The conceptual master plan prepared by the Developer shall be presented to the City's Planning & Zoning Board and the City Council for consideration and approval; provided however, that notwithstanding the foregoing, the conceptual master plan shall only be a generalized reference tool which is not regulatory but is rather a planning reference to provide long range guidance related to those lands being considered for development approval. The conceptual master plan shall be revised by the Developer from time to time as needed to show approved and proposed development and the City and the Developer shall agree on the mutually acceptable process for doing so.

## TRANSPORTATION

### **Rights of Way**

12. The Developer has dedicated to the City of Port St. Lucie, free and clear of all liens and material encumbrances, N/S 'A' (150 foot), with a reservation unto the Developer or community development district, for purpose of constructing and thereafter maintaining roads and other improvements, until acceptance by the City of Port St. Lucie.

The previously dedicated right-of-way for Tradition Parkway (from N/S "A" to Range Line Road) will be reconveyed to the City of Port St. Lucie concurrent with the City's conveyance of Fern Lake Avenue to the Developer. City of Port St. Lucie and Developer agree that the ultimate alignment of Tradition Parkway is subject to change upon mutual agreement of the parties.

The City agrees that the previously dedicated right-of-way for Fern Lake Avenue from Westcliffe Lane to Crosstown Parkway is no longer required for public use and will be conveyed by the City to the Developer or its specific assigns within ninety (90) days of the adoption of this resolution. The Developer shall be responsible for preparing and providing the warranty deeds for conveyance and re-conveyance of the aforementioned rights-of-way and for payment of recording costs.

### **Satisfied**

13. Concurrent with the recordation of the first residential subdivision plat for Western Grove, the Developer shall convey, or provide for as applicable, the following easements to the City of Port St. Lucie:

- A ten (10) foot exclusive City of Port St. Lucie utility easement for water, sewer, reclaimed water, and City owned and operated communications shall be provided adjacent to the proposed Crosstown Parkway.
- A fifteen (15) foot exclusive City of Port St. Lucie utility easement for water, sewer, reclaimed water, and City owned and operated communications shall be provided adjacent to Range Line Road.

**Satisfied**

**MONITORING**

14. At any time the Developer may undertake monitoring to ascertain the level of service on any facility where the Property has a regionally significant impact (estimated to contribute traffic equal to or greater than 5 percent of the maximum service volume under the adopted level of service standard) in order to determine whether the date, dwelling unit or trip threshold by which a transportation improvement is required by the Development Order may be extended. If monitoring demonstrates that the facility will operate at the adopted level of service standard without the improvement at the date, dwelling unit or trip threshold by which this Development Order would otherwise require such improvement, then, notwithstanding any other provisions of this Development Order, the date for completion of such improvement shall be extended on terms approved pursuant to the procedure in Condition 16.a). The level of service standard shall be as defined in the City of Port St. Lucie Comprehensive Plan adopted as of April 25, 2016 and shown on Exhibit G. The methodology for the monitoring shall be determined by the City. No new mitigation measures and/or modifications to the road network shall be required on account of such monitoring.
15. The City of Port St. Lucie may require the Developer to undertake monitoring to ascertain the level of service on transportation facilities within the Western Grove DRI as specified in Table 2 and Table 3 in order to determine whether the dwelling unit or trip threshold by which a transportation improvement required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service without the improvement at the dwelling unit or trip threshold standard prior to the dwelling unit or trip threshold by which this Development Order would otherwise require such improvement, then the dwelling unit or trip threshold for such improvement shall be accelerated on terms approved pursuant to the procedure in Condition 16.a). If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the dwelling unit or trip threshold by which this Development Order would otherwise require such improvement, then the dwelling unit or trip threshold for such improvement shall be accelerated based on the results of such monitoring, provided that the accelerated schedule for the improvement shall allow 24 months for engineering, permitting and construction of the improvement. The level of service standard shall be as defined in the City of Port St. Lucie Comprehensive Plan adopted as of April 25, 2016 and shown on Exhibit G. The methodology of the monitoring shall be determined by the City of Port St. Lucie. No new mitigation measures and/or modifications to the road network identified in Tables 1, 2 or 3 shall be required on account of such monitoring.

16. a) Changes to roadway improvement conditions which are subject to the monitoring program outlined in Conditions 14 and 15 shall not require an amendment to this Development Order unless requested by the Developer.

b) A trip generation analysis shall be prepared by the applicant and approved by the City of Port St. Lucie prior to each site plan or residential subdivision plat approval. The trip generation analysis shall present calculations for the p.m. peak hour and shall be performed using trip generation rates and equations included in the Institute of Transportation Engineers Trip Generation Report, 9<sup>th</sup> Edition, for the ITE land use categories outlined in Exhibit E attached hereto. The trip generation rates and equations included in Exhibit E are consistent with those used in the Notice of Proposed Change Traffic Study. The trip generation analysis shall be based on the land data included with each site plan and residential subdivision and include internal capture and passer-by, if appropriate, to determine net trips generated by the development. The Biennial Report shall include a cumulative calculation of the trip generation for all previous site plan approvals, residential subdivision approvals and building permits. Development order conditions shall be evaluated using the trip generation analysis for building permits to determine triggering of any transportation conditions. An Excel spreadsheet file or other acceptable digital format shall be submitted by the Developer with the cumulative trip generation analysis report.

c) Notwithstanding any other requirement of this Development Order, including but not limited to the monitoring requirements of Conditions 14 and 15, the Developer shall not be required to accelerate any improvement required by this Development Order for the purpose of meeting access, site plan or subdivision requirements for any properties that are not owned or controlled by the Developer and do not have approved final local development orders as of the date of this resolution.

d) No sooner than recording a subdivision plat for the 3,601st residential lot, the Developer may provide a final traffic monitoring report, adjusted to account for full occupancy, to the City. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among the parties, the City of Port St. Lucie shall be the final arbiter. If the monitoring report shows that all roads satisfy the adopted LOS, then the developer shall have no further responsibility for monitoring or road improvements required by this Development Order, except that the Developer shall commence construction of any remaining Road Improvements shown in Table 2 and the widening of Tradition Parkway to four lanes within twelve (12) months of recording the plat. Notwithstanding the foregoing, subsequent owners who apply for site plan approval or replats shall be responsible for any traffic improvement required to support such development application.

### **Western Grove Access Road Improvements**

17. No building permits shall be issued for Western Grove DRI development that generates more than the total net external p.m. peak hour trip threshold or residential dwelling units identified in Table 1, whichever comes last, until or unless: 1) contracts have been let for the roadway widening or construction projects identified in Table 1 under "Required Improvement"; or 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

Table 1  
Access Road Improvements

Road	From	To	Trip Threshold <sup>1</sup>	Dwelling Units	Required Improvement	Status
Tradition Pkwy	Current terminus (SW Stony Creek Way)	N/S A	∅ <u>756</u>	∅ <u>900</u>	2L	
<del>Secondary Emergency Access Road As Shown on Revised Map H</del>			∅	∅	<del>Emergency Access Road</del>	

<sup>1</sup>Western Grove Cumulative Total Net External DRI PM Peak Hour Trips per Exhibit E

**Western Grove Road Improvements**

18. No building permits shall be issued for Western Grove DRI development that generates more than the total net external p.m. peak hour trip threshold or number of residential dwelling units identified in Table 2 and Table 3, whichever comes last, until or unless: 1) contracts have been let for the roadway widening or construction projects identified in Table 2 and Table 3 under “Required Improvement”; or 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the monitoring program included in Condition 14 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction’s Capital Improvements Program or FDOT’s adopted work program.

Table 2  
Western Grove Road Improvements

Road	From	To	Trip Threshold <sup>1</sup>	Dwelling Units	Required Improvement	Status
Phase 1						
N/S A	Tradition Pkwy	½ mile south of Tradition Pkwy	2,122	2,050	2L	
N/S A	½ Mile south of Tradition Pkwy	1 Mile south of Tradition Pkwy	2,484	2,400	2L	
Phase 2						
N/S A	Tradition Pkwy	Westcliffe Ln	2,845	2,750	2L	
Tradition Pkwy	N/S A	Rangeline Rd	2,845	2,750	<u>2L</u>	
Westcliffe Lane	N/S A	SW Tremonte Avenue	2,948	2,850	2L	
Phase 3						
N/S A	Westcliffe Ln	Crosstown Pkwy	3,718	3,600	2L	
Crosstown Parkway	Rangeline Rd	N/S A	3,718	3,600	2L	
N/S A	1 Mile south of Tradition Pkwy	Discovery Way	3,718	3,600	2L	

<sup>1</sup> Western Grove Cumulative Total Net External DRI PM Peak Hour Trips per Exhibit E



Table 3  
Western Grove Road Widening Improvements

Road	From	To	Trip Threshold <sup>1</sup>	Dwelling Units	Required Improvement	Status
Phase 1						
Tradition Pkwy	N/S A	Current Terminus (SW Stony Creek Way)	1,396	1,667	Widen to 4LD	
Phase 3						
N/S A	Discovery Way	1-mile South of Tradition Parkway	4,128	4,000	Widen to 4LD	
N/S A	1-mile South of Tradition Parkway	½ Mile south of Tradition Parkway	4,128	4,000	Widen to 4LD	
N/S A	½ Mile south of Tradition Parkway	Tradition Parkway	4,128	4,000	Widen to 4LD	
N/S A	Tradition Parkway	Westcliffe Lane	4,128	4,000	Widen to 4LD	
N/S A	Westcliffe Lane	Crosstown Parkway	4,128	4,000	Widen to 4LD	

<sup>1</sup>Western Grove Cumulative Total Net External DRI PM Peak Hour Trips per Exhibit E

**External Roadways – West of I-95**

19. No building permits shall be issued for development that generates more than the total next external p.m. peak hour trips indicated in Table 4 or after December 31<sup>st</sup> of the indicated year in Table 4, whichever comes last until or unless: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the roads are in the first three years of the City's adopted Capital Improvement Program or FDOT's adopted work program.

**Table 4  
External Roadways – West of I-95**

Year of Failure	Trip Threshold <sup>1</sup>	Road	From	To	Required Improvement	Status
2020	4,128	Village Parkway	Tradition Parkway	Crosstown Parkway	4LD	Completed
2020	4,128	Tradition Parkway	Village Parkway	Stony Creek Way	4LD	Completed
2020	4,128	Community Boulevard	Tradition Parkway	Westcliff Lane	2L	Completed
2020	4,128	Westcliff Lane	SW Tremonte Avenue	Village Parkway	2L	Completed
2020	4,128	Tradition Parkway	Village Parkway	I-95	6LD	Completed
2024	4,128	Crosstown Parkway <sup>2</sup>	N/S A	Village Parkway	4LD	
2024	4,128	Crosstown Parkway <sup>3</sup>	Village Parkway	I-95	6LD	
2024	4,128	N/S A <sup>4</sup>	Crosstown Parkway	Glades Cut Off Road	2L	
2028	4,128	Crosstown Parkway <sup>5</sup>	Rangeline Road	N/S A	4 LD	

<sup>1</sup>Western Grove Cumulative Total Net External DRI PM Peak Hour Trips per Exhibit E

<sup>2</sup> Roadway construction of a 2L facility is a condition of the Verano DRI (12-R102, Condition 49.C). Widening to a 4LD facility is not a requirement of the Western Grove DRI.

<sup>3</sup> Roadway widening to a 6LD facility is a condition of the Verano DRI (12-R102, Condition 49.D)

<sup>4</sup> Roadway construction from Crosstown Parkway to the southernmost Verano entrance is a condition of the Verano DRI (12-R102, Condition 45). Construction from the southernmost Verano entrance to Glades Cut Off Road is not a requirement of the Western Grove DRI.

<sup>5</sup> Roadway widening to a 4LD facility is not a requirement of the Western Grove DRI.

**External Roadways – East of I-95**

20. In accordance with the Second Capacity Agreement dated January 27, 2003 (Exhibit F), the roadways in Table 5 are not the responsibility of Western Grove DRI and will not be a reason for the City of Port St. Lucie to delay the development of or withhold permits for Western Grove DRI. The City of Port St. Lucie will use its best efforts to undertake the road improvements in Table 5 by the dates and trip thresholds indicated.

**Table 5  
External Roadways – East of I-95**

<b>Year of Failure</b>	<b><sup>1</sup>Trip Threshold</b>	<b>Road</b>	<b>From</b>	<b>To</b>	<b><sup>3</sup>Required Improvement</b>	<b>Status</b>
2026	4,128	Paar Drive	Rosser Boulevard	Savona Boulevard	4LD	
2026	4,128	Paar Drive	Savona Boulevard	Port St. Lucie Boulevard	4LD	
2023	4,128	Crosstown Parkway	I-95	Manth Lane	6LD	Completed
2030	4,128	Crosstown Parkway	Manth Lane	<sup>2</sup> U.S. Hwy 1	6LD	<u>Completed</u>

<sup>1</sup>Total Western Groves DRI Net External PM Peak Hour Trips per Exhibit E

<sup>2</sup>Based on permitability

<sup>3</sup>In accordance with the Second Capacity Agreement (Exhibit F), the required improvement has been satisfied and therefore, Condition 20 has been satisfied.

21. A traffic reanalysis shall be undertaken by the Developer and submitted to the City, TCRPC, the State Land Planning Agency, and FDOT at such time as the Western Grove DRI generates 4,128 net external p.m. peak hour trips or by December 31, 2030, whichever comes last, if the six laning of Crosstown Parkway –Manth Lane to U. S. 1 segment is 1) not under contract; 2) not included in a local government development agreement consistent with sections 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Conditions 14 and 15, if applicable; or 4) not scheduled in the first three years of the city’s adopted Capital Improvements Program or FDOT’s adopted work program. The reanalysis shall be prepared in a manner consistent with the methodology utilized in the WATS, or at the election of the Developer, utilizing an alternative methodology acceptable to the City, State Land Planning Agency and the FDOT. In the event that a methodology cannot be agreed upon among the parties, the City of Port St. Lucie shall be the final arbiter. If the traffic reanalysis shows that the delay will result in additional or increase significant impacts to state or regionally significant roads external to the WATS area as identified in the WATS and west of I-95, no building permits shall be issued after December 31, 2030 or 4,128 net external p.m. peak hour trips, whichever comes last, until the Development Order has been amended to include mitigation to address such additional or increased significant impacts consistent with Rule 73C-40-045, F.A.C.

Crosstown Parkway Extension has been completed; Condition 21 has been satisfied.

**External Roadways – Outside the City of Port St Lucie**

22. No building permits shall be issued for Western Grove DRI development that generates more than the net external p.m. peak hour trip threshold identified in Table 6 or after December 31 of the year of failure identified in Table 6, whichever comes last, until or unless: 1) contracts have been let for the roadway widening or construction projects identified in Table 6 under “Required Improvements”; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program

included in Conditions 14 and 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

**Table 6**  
**Western Grove DRI**  
**Roadway Improvements Outside the City of Port St. Lucie**

<b>Road Segment</b>	<b>Trip * Threshold</b>	<b>Year of Failure</b>	<b>Improvement</b>	<b><u>Status</u></b>
Range Line Road – Martin Highway to Becker Road	4,128	2032	4LD	

\*Total Western Groves DRI Net External PM Peak Hour Trips.

**Other Issues**

23. ~~Intersection lane geometry for all arterial roads between I-95 and Range Line Road/Glades Cut-Off Road included in Master Development Plan (Map H, Exhibit B) shall for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections, within rights-of-way greater than 100 feet, include dual left turn lanes and exclusive right turn lanes in all approaches. For all other arterial road intersection types, Prior to construction of an intersection of two arterial roads, two collector roads or an arterial and collector road, the Developer shall submit to the City for approval, an intersection analysis to designate the lane geometry for each intersection as it is to be constructed and at buildout.~~

24. A traffic study shall be prepared on or before December 31, 2029 or when development in the Western Grove DRI generates 4,128 net external p.m. peak hour trips per Exhibit E, whichever comes last, to evaluate the need for an interchange along I-95 with E/W 3. The methodology for this traffic study shall be discussed with the Developer, and agreed upon by the City of Port St. Lucie, and the Florida Department of Transportation. The traffic study shall estimate traffic projections at buildout of all DRI developments that participated in the WATS area.

In accordance with the Second Capacity Agreement (Exhibit F), Condition 24 has been satisfied.

25. If the study required by Condition 24 justifies an interchange along I-95 with E/W 3, then no building permits shall be issued for Western Grove DRI development that generates more than 4,128 net external p.m. peak hour trips per Exhibit E or after December 31, 2030, whichever comes last, until the Development Order has been amended to include provisions for such an interchange and such interchange has been authorized by the Federal Highway Administration and/or FDOT.

In accordance with the Second Capacity Agreement (Exhibit F), Condition 25 has been satisfied.

26. The Developer will coordinate with the SWAA DRIs regarding the results of the monitoring of the operational level of service conditions conducted by Southern Grove and any subsequent

operational analyses along I-95 from south of Becker Road to north of Crosstown Parkway, at the Tradition Parkway/Gatlin Boulevard and I-95 interchange, and at the Becker Road and I-95 interchange. Should the operational analyses indicate that the interstate or the subject interchanges are reaching or have reached the adopted level-of-service threshold, the Developer shall participate in collaborative discussions to identify possible solutions for a mitigation program to resolve the problem, which resolution, in principle, should be reflective of the impacts on the identified roadways/intersections created by the respective SWAA DRIs. The collaborative discussions shall include, but not be limited to, FDOT, the City of Port St. Lucie and the SWAA DRI developers. However, additional transportation mitigation beyond the improvements listed in Tables 1, 2, and 3 in this Development Order shall not be required of the Developer as a result of this collaboration.

In accordance with the Second Capacity Agreement (Exhibit F), Condition 26 has been satisfied.

27. All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.
28. Commencing in 2017 and continuing every other year thereafter, the Developer shall submit a Biennial Status Report indicating the status (schedule) of the transportation network modifications required by this Development Order. This Biennial Status Report shall be submitted, attached to and incorporated into the Development of Regional Impact Biennial Report.

The Biennial Status Report shall list all roadway modifications needed to be constructed, the guaranteed date of completion for the construction of each needed modification, the party responsible for the guaranteed construction of each modification, and the form of binding commitment that guarantees construction of each modification. Except for improvements which are rescheduled or determined to be not needed pursuant to the monitoring under Conditions 14 and 15, if applicable, no further building permits for Western Grove Development of Regional Impact shall be issued at the time the Biennial Status Report reveals that any needed transportation modification included in the Development Order is no longer scheduled or guaranteed, or has been delayed in schedule such that it is not guaranteed to be in place and operational, or under actual construction for the entire modification consistent with the timing criteria established in this Development Order.

29. In the event that a transportation improvement which the Developer is required to provide pursuant to this Development Order is instead provided by a dependent or independent special district, the improvement shall be deemed to have been provided.
30. The Developer shall be responsible for mitigation of all environmental impacts within the rights of way for roads constructed as part of the Western Grove DRI.
31. The Developer shall plat all roads constructed and designed by the Developer within the Western Grove DRI that are to be turned over to and accepted by the City, including portions of Tradition Parkway, N/S A, Crosstown Parkway and Westcliffe Lane. The Developer may plat portions of each road in segments as the road is to be constructed, and plats are only required for construction of the full improvements to the road or road segment. To the extent that the right-of-way for any such road segment has been or will be dedicated to the City, the City agrees to cooperate with the Developer to plat said roads and to join in the plat to the extent required by law.

## ENVIRONMENTAL AND NATURAL RESOURCES

### **Upland Preservation**

32. The Developer, or Property Owners Association created by the Developer ("Association), or other acceptable entity shall protect and maintain a minimum of 95.08 acres of native pine flatwoods in the twelve Conservation Tracts shown in the Western Grove Master Development Plan Revised Map H. The continued viability and maintenance of the Conservation Tracts shall be assured through conservation easements granted to the South Florida Water Management District, a Community Development District, or other entity acceptable to the City of Port St. Lucie.
33. The Developer, Association or other acceptable entity shall install temporary fencing around the Conservation Tracts prior to commencing site clearing adjacent to the conservation areas. The fencing shall clearly identify and designate the boundaries of the Conservation Tracts and minimize the potential disturbance of the Conservation Tracts during land clearing and construction. The temporary fencing shall be established at least 15 feet outside of the boundaries of the Conservation Tracts and shall remain in place until the completion of the finish grading on the area adjacent to the fencing.
34. By January 1, 2020, the Developer or an Association shall prepare a Conservation Area Management Plan for the Conservation Tracts, upland buffers, and retained wetlands identified on the Western Grove Master Development Plan Revised Map H. The plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; 3) include methods to remove nuisance and exotic vegetation and any other species that are determined to threaten the natural communities; and 4) include plans to permanently mark the conservation areas and allow only limited access for passive recreation, education, or scientific study. The management plan shall be approved by the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission. The management and maintenance requirements of any wetland permit issued by the U.S. Army Corps of Engineers for the Property or any portion thereof shall satisfy this condition and all City rules, regulations, codes, permitting and other requirements pertaining to a Conservation Area Management Plan for the portion or portions of the Property subject to such permits.

**Satisfied.**

### **Wetlands**

35. The Developer, Association or other acceptable entity shall preserve and enhance the 149.7 acres of wetlands proposed for protection in the twelve Conservation Tracts ("Conservation Tracts") shown on the Western Grove Master Development Plan Revised Map H. The Developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers. Any wetland permit issued by the U.S. Army Corps of Engineers for all or any portions of the Property shall be deemed to satisfy all City rules, regulations, codes, permitting and other requirements pertaining to wetlands and littoral plantings for the portion or portions of the Property subject to any such permits, as well as the requirements for a Conservation Area Management Plan. On November 10, 2017 the U.S. Army Corps of

Engineers issued permit number SAJ-2005-0430 (SP-KDS) which covers the Western Grove Property.

36. The Developer, Association or other acceptable entity shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site. The upland buffers shall be designed to be consistent with the buffer requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property. On November 10, 2017 the U.S. Army Corps of Engineers issued permit number SAJ-2005-0430 (SP-KDS) which covers the Western Grove Property.

### **Listed Species**

37. The Developer shall maintain Wood Stork foraging habitat on site consistent with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property. All surface waters created on the site, where appropriate, shall include features specifically designed to provide preferred foraging habitat for this species in accordance with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property.

38. In order to protect the Florida Sandhill Crane, the Developer, Association or other acceptable entity shall maintain suitable foraging habitat in the form of relatively open grassland with interspersed stands of native pine flatwoods surrounding wetlands in Conservation Tracts CT-2, CT-3, CT-7, CT-8, and CT-10 identified on the Western Grove Master Development Plan Revised Map H consistent with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property.

39. In order to protect the Audubon's Crested Caracara, the Developer shall conduct additional surveys for Audubon's Crested Caracara and their nests on that part of those lands shown on Exhibit "C" of Port St. Lucie Resolution 10-R59 (the Tradition DRI Development Order) that have been transferred to the Western Grove DRI, which lands are not subject to the U.S. Army Corps of Engineers ("ACOE") Permit No. 200103272 (IP-TA) issued April 26, 2002 (the "Subject Lands"). The surveys shall be coordinated with the U.S. Fish and Wildlife Service ("USFWS") in association with the submittal of the Wetland Resource Permit application(s) or permit modification requests to the ACOE for the Subject Lands (or any portion thereof).

40. In the event that it is determined that any additional representative of a state or federally listed plant or animal species is resident on, or otherwise significantly dependent upon the project site, the Developer shall cease all activities which might negatively affect that individual population and immediately provide notification in accordance with the U.S. Army Corps of Engineers permit. The Developer shall provide proper protection for any such species in accordance with the U.S. Army Corps of Engineers Permit Requirements.

## **Exotic Species**

41. Prior to obtaining a certificate of occupancy for any future structure located on a particular development parcel, the developer of such parcel shall remove from that parcel all Melaleuca, Brazilian pepper, Old World climbing fern, Australian pine, downy rose-myrtle, and any other nuisance and invasive exotic vegetation listed under Category I by the Florida Exotic Pest Plant Council. Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be approved by the City of Port St. Lucie. The entire site, including wetlands and conservation areas, shall be maintained free of these species in perpetuity, in accordance with all applicable permits.

## **Stormwater Management**

42. The developer of each development parcel shall design and construct a stormwater management system to retain the maximum volumes of water consistent with South Florida Water Management District criteria for flood control. The stormwater management system shall be designed and constructed to provide stormwater treatment and attenuation/storage, in accordance with South Florida Water Management District requirements, for the ultimate buildout of all public rights-of-way located within such development parcel. All discharged water from the surface water management system shall meet the water quality standards of the South Florida Water Management District permit.
43. All elements of the stormwater management system shall be designed to prevent negative impacts to adjacent areas and to the receiving bodies of water. A water quality monitoring program shall be established if required by any applicable federal, state or local agency having jurisdiction.
44. The Developer shall work with the City of Port St. Lucie to minimize the amount of impervious surface constructed for automobile parking on the project site. The Developer and the City should consider the use of pervious parking lot materials where feasible.
45. The surface water management system shall utilize Best Management Practices to minimize the impact of chemical runoff associated with lawn and landscape maintenance. The Developer shall coordinate with the South Florida Water Management District to formulate and implement Best Management Practices to reduce the use of pesticides and fertilizers throughout the project.
46. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the Developer, a community development district, special assessment district or other entity acceptable to the City of Port St. Lucie. Any entities subsequently replacing the Developer shall be required to assume the responsibilities outlined above.
47. The existing Peacock Canal "flow through" drainage through the Western Grove DRI Property shall be maintained in compliance with all applicable permits, laws, rules and regulations. The Developer, its successors or assigns shall be responsible for said maintenance.

## **Water Supply**



48. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity of treated potable water is available to serve the development parcel and the providing utility has service/distribution infrastructure that is either operational or guaranteed through surety, in a form acceptable to the City, to serve the development parcel. The Developer shall comply with the water line extension policy as set forth in the City of Port St. Lucie, Florida, Water, Wastewater and Reclaimed Water Master Plan Update dated April 2012.
49. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. Developer shall connect each development parcel to the reclaimed water system when the system is within 300 feet of the development parcel. The Property shall be equipped with an irrigation water distribution system to provide reclaimed water to all domestic residential lots when it becomes available. No individual home wells shall be constructed on the Property. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting South Florida Water Management District permitting criteria in effect at the time of permit application.
50. In order to reduce irrigation water demand, xeriscape landscaping shall be implemented throughout the Property. At a minimum, the xeriscape landscaping shall meet the requirements of the City of Port St. Lucie.
51. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, xeriscape landscape techniques, and other water conserving devices and/or methods specified in the Water Conservation Act, Section 553.14, Florida Statutes. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the South Florida Water Management District.

### **Wastewater Management**

52. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity for wastewater treatment is available to serve the development parcel and the providing utility has service/distribution infrastructure that is either operational or guaranteed through surety, in a form acceptable to the City, to serve the development parcel. The Developer shall comply with the wastewater line extension policy as set forth in the City of Port St. Lucie, Florida, Water, Wastewater and Reclaimed Water Master Plan Update dated April 2012.

### **Solid Waste and Hazardous Materials**

53. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from St. Lucie County, or another provider acceptable to the City of Port St. Lucie, that adequate solid waste disposal services and facilities will be available when needed. Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities.

### **Air Quality**

54. During land clearing and site preparation, soil treatment techniques appropriate for controlling unconfined particulate emissions shall be undertaken. If construction on a parcel will not begin within thirty days of clearing, the soil shall be stabilized until construction of the parcel begins. Cleared areas may be sodded, seeded, landscaped, or mulched to stabilize the soil. Minimal clearing for access roads, survey lines, fence installation, or construction trailers, and equipment staging areas is allowed without the need for soil stabilization. The purpose of this condition is to minimize dust production and soil erosion during land clearing and to prevent soil particulates from becoming airborne between the time of clearing and construction. The development shall comply with all National Pollutant Discharge Elimination System requirements.

## HUMAN RESOURCE ISSUES

### **Housing**

55. The Port St. Lucie Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer. However, the Developer has offered to provide voluntary support for affordable housing by means of a local condition. The Developer shall pay a voluntary affordable housing assistance fee of \$250, or a mutually agreed upon amount, for each residential unit after the first 955 units, constructed on the Property, payable at the time of building permit application, into an affordable housing trust fund or other dedicated account established by the City. The City shall determine how to disburse the moneys in such trust fund in order to encourage affordable housing through such means as (a) acquisition of land; (b) a program of down payment assistance; (c) prepaying of points for qualified homebuyers; (d) rehabilitation of existing affordable housing; (e) construction of new affordable housing by private developers or not-for-profit entities; or (f) other appropriate affordable housing strategies.
56. As an alternative to the above, the Developer at its option may choose to participate in a program developed by the City of Port St. Lucie that will meet the same goals and objectives of the condition to provide sufficient workforce housing, based upon a program of the City of Port St. Lucie upon its adoption in the City of Port St. Lucie comprehensive plan.
57. Prior to the beginning of each phase subsequent to Phase 1, the supply of affordable housing shall be re-calculated using the East Central Florida Regional Planning Council Methodology (revised June 1999) or, at the election of the Developer, an alternative methodology acceptable to the City. If the supply calculation for any subsequent phase shows that there is not an adequate supply of affordable housing reasonably accessible to the Western Grove Development of Regional Impact to meet the demand from the non-residential development in that phase, the Development Order shall be amended to include measures to mitigate the unmet housing need. The voluntary affordable housing assistance fee provided for in Condition 55 shall be credited against any required mitigation.

### **Schools**

58. No residential subdivision plat shall be recorded nor final residential site plan approved for any development parcel after ~~July 1, 2007~~ December 31, 2021 until the Developer has secured a development agreement with the St. Lucie County School District. This provision

shall not apply to adult facilities, or age restricted residential housing per section 24-29 of the St. Lucie County Educational Impact Fee Ordinance.

- a. The dedication of one K-8 school site to the St. Lucie County School District of not less than 25 acres, provided that drainage (after all required water quality pretreatment is provided on site at no cost to the Developer) for the K-8 school site can be accommodated off-site as part of a larger master stormwater system. The net acreage must not include any required upland or wetland preservation areas. Alternatively, if collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres, provided that drainage for the K-8 school site can be accommodated off-site.
- b. For the proposed total development program of 4,000 dwelling units (excluding any age restricted units) of which 955 dwelling units are mitigated by the Tradition DRI, and with current student generation rates for St. Lucie County, the developer shall contribute a proportionate share of all costs necessary to construct, according to State of Florida and St. Lucie County School District standards, the school facilities for the site identified in this condition, not to exceed the total amount of educational facilities impact fees for the Property based upon general applicable St. Lucie County Educational Impact Fee in effect from time to time, so that there will be adequate school facilities to accommodate the impacts of the development. Such facilities shall be operated and maintained by the St. Lucie County School District.
- c. The development agreement with the St. Lucie County School District or the City of Port St. Lucie shall provide for a formula for the reimbursement of educational impact fees that would normally be assessed of dwelling units within the proposed development.

### **Police and Fire Protection**

59. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has received a statement from the City of Port St. Lucie Police Department indicating that adequate facilities and police protection are in place to serve the development parcel. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate police protection shall be approved by the City of Port St. Lucie Police Department.
60. No residential subdivision plat shall be recorded nor site plan approved for any development parcel after ~~July 1, 2007~~ December 31, 2021 until the Developer has entered into a mutually agreed upon Developer's Agreement with the St. Lucie County Fire District for improvements necessary to provide Fire and Emergency Medical Services to the Property.

### **Hurricane Preparedness**

61. The Developer shall pay a proportionate share payment to the City of Port St. Lucie, or construct buildings to provide a minimum of 8,014 square feet of public hurricane evacuation shelter space for the residents of the Western Grove Development of Regional Impact. If the space is constructed by the Developer, construction will commence before the start of

hurricane season during the year that each phase is scheduled to end. If the Developer is to construct same, then a minimum of 5,009 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 1; a minimum of 2,003 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 2; and a minimum of 1,002 square feet of public hurricane evacuation shelter space shall under construction by the end of Phase 3. Emergency shelter requirements may be accomplished through providing a combination of safe spaces within each home and/or constructing community hurricane shelter spaces or dual use of a facility, such as but not limited to a community amenity structure, constructed or retrofitted to State of Florida hurricane code (including public schools) or some other combination thereof. The hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and be consistent with Red Cross Standard 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately.

**Satisfied.** Per the express terms of this condition, the emergency shelter requirements are, and have been, satisfied through the construction of “safe spaces” within residential homes constructed in Western Grove. The residential units are constructed in such a manner to meet, or exceed, the American Red Cross (ARC 4496) and would be considered to include a “safe space,” satisfying this requirement of the DRI. Second, based on the “2018 Statewide Shelter Plan”, there is a surplus of hurricane evacuation shelter space in St. Lucie County to accommodate the residents of the Southern Grove DRI Development Order and, as such, the project does not cause a substantial impact on regional hurricane preparedness pursuant to Chapter 73C-40.0256(5)(a) [formerly Chapter 9J-2.0256(5)(a). As a result, the provision should either be deemed satisfied (by way of the construction of “safe spaces” with the residential units).

62. The Developer shall pay a proportionate share payment to the City of Port St. Lucie, for 2,895 square feet of special needs public hurricane evacuation shelter space for the residents of the Western Grove Development of Regional Impact. The proportionate share payment methodology shall be as set forth in Exhibit “D”. Any prior contributions made to the City’s special needs shelter shall be credited towards this proportionate share. In order to ensure that shelter space is available at all times to meet demand, a proportionate share payment for a minimum of 1,809 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 1; a proportionate share payment for a minimum of 724 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 2; and a proportionate share payment for a minimum of 362 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 3. The amount of special needs public hurricane evacuation shelter space shall be recalculated to the satisfaction of the City of Port St. Lucie if age restrictions are established in any part of the Western Grove Development of Regional Impact. Special needs shelter space requirements may be accomplished through the Developer paying a proportionate share payment to mitigate its projected demand on special needs shelters. The special needs hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and be consistent with Red Cross Standard 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately.

## **Parks and Recreation**

63. The Developer shall prepare a plan to be approved by the City of Port St. Lucie Parks and Recreation Department for the provision of neighborhood and community recreational sites and facilities to meet the demand created by the residential development of the Property. At a minimum, the plan shall 1) provide for a minimum of 50 acres of net usable area of active recreation which is based on the City's level of service requirement of 5 acres of parks and recreational facilities per 1,000 population of which 40.2 acres have been provided as identified below; 2) show the locations of proposed parks and recreational facilities; 3) provide a schedule for the conveyance of parks sites and 4) comply with a requirement of 5 acres of parks per 1,000 population, consistent with the level of service required for parks and recreational facilities in the City of Port St. Lucie Comprehensive Plan at the time of adoption of the original Development Order for Western Grove. Neighborhood and community recreational facilities shall be constructed and available to serve projected demand in accordance with the plan approved by the City of Port St. Lucie Parks and Recreation Department. A total of 40.2 acres of the 50 total acres of park and recreation land required by this condition have been provided for Western Grove as set forth in that Contract for Sale and Purchase between Tradition Development Company, LLC, and the City of Port St. Lucie recorded at Official Record Book 3006, Page 260 of the Public Records of St. Lucie County, Florida. The Developer shall convey and the City shall accept a minimum of 9.8 acres of park and recreation land as shown on Revised Map H which will complete the Developer's remaining obligation under this condition. The time of the conveyance of the remaining 9.8 acres shall be at the Developer's option, but no later than issuance of a building permit for the 3,501<sup>st</sup> residential dwelling unit. Satisfaction of this condition shall satisfy Parks and Recreation concurrency requirements.
64. The provision of public beach access and boat ramp facilities is a local issue which the City and St. Lucie County address through impact fees, taxes, grants, and other assessments. With those funding sources, the City and St. Lucie County can expand existing or construct new public beach access and boat ramp facilities which may be needed to accommodate the residential development approved by this Development Order.

## **Historic and Archaeological Sites**

65. In the event of discovery of any archaeological artifacts during construction of the project, construction shall stop in the area of discovery, until appropriate protective measures are taken, and immediate notification shall be provided to the City of Port St. Lucie and the Division of Historical Resources, Florida Department of State. Proper protection shall be provided to the satisfaction of the City of Port St. Lucie and the Division of Historical Resources.

## **Energy**

66. The final site and building designs shall comply with Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. To the maximum extent feasible, the project shall also incorporate measures identified in Treasure Coast Regional Planning Council's energy plan guide entitled, Energy Planning in the Twenty-First Century: A Guide for Florida Communities, updated January 2003; and the Strategic Regional Policy Plan.

## **Other**

67. There shall be no roadway connection from Western Grove DRI easterly to Marigold Avenue or other connection to the western boundary of the Vitalia at Tradition Community.

## **Mass Transit**

68. The Western Grove DRI developer has the right, but not the obligation to develop and construct a mass transit system within and extending outside of the Western Grove property. The mass transit system may include autonomous vehicles, trollies, cargo vans, and buses. The developer may monitor the roadways consistent with Condition 14 to determine the effects of the mass transit system.

# **Exhibit 1**

WESTERN GROVE DO  
EXHIBIT LIST FOR REFERENCE

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REVISED EXHIBIT A OF EXHIBIT 1  
WESTERN GROVE LEGAL DESCRIPTION

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REVISED EXHIBIT B TO EXHIBIT 1  
WESTERN GROVE

[REVISED MAP H]

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REVISED EXHIBIT C OF EXHIBIT 1  
TRIP CONVERSION MATRIX

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REVISED EXHIBIT D OF EXHIBIT 1  
WESTERN GROVE DRI 06-77  
SPECIAL NEEDS SHELTER PROPORTIONATE SHARE CALCULATION

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EXHIBIT E OF EXHIBIT 1  
METHOD FOR CALCULATING WESTERN GROVE TOTAL NET EXTERNAL DRI P.M.  
PEAK HOUR TRIPS

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EXHIBIT F OF EXHIBIT 1  
SECOND CAPACITY AGREEMENT AND  
CITY ACKNOWLEDGMENT OF FULL PAYMENT

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REVISED EXHIBIT G OF EXHIBIT 1  
CITY OF PORT ST. LUCIE LEVEL OF SERVICE STANDARD

# Exhibit 1

## REVISED EXHIBIT A OF EXHIBIT 1

### WESTERN GROVE LEGAL DESCRIPTION

#### DESCRIPTION:

A PARCEL OF LAND LYING IN SECTIONS 5, 6, 7, 8, 17 AND 18, TOWNSHIP 37 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE PLAT OF TRADITION PLAT NO. 5, RECORDED IN PLAT BOOK 42, PAGES 4, 4A THRU 4I, PUBLIC RECORDS OF SAID ST. LUCIE COUNTY, FLORIDA; THENCE, DEPARTING SAID SOUTHWEST CORNER, NORTH 89°13'13" WEST, A DISTANCE OF 3419.85 FEET TO A POINT ON A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 200.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 47°40'30" WEST AND POINT OF BEGINNING #1; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°16'52", A DISTANCE OF 98.72 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 14°02'38" EAST, A DISTANCE OF 439.21 FEET; THENCE SOUTH 11°24'07" WEST, A DISTANCE OF 156.51 FEET; THENCE SOUTH 71°27'22" EAST, A DISTANCE OF 42.42 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 590.92 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 78°21'31" EAST; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 6°54'10", A DISTANCE OF 71.19 FEET TO THE POINT OF TANGENCY; THENCE NORTH 18°32'38" EAST, A DISTANCE OF 400.72 FEET; THENCE NORTH 26°27'22" WEST, A DISTANCE OF 35.36 FEET; THENCE NORTH 18°32'38" EAST, A DISTANCE OF 53.26 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 58.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°08'12", A DISTANCE OF 49.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 130.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 75°55'32", A DISTANCE OF 172.27 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 58.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°56'15", A DISTANCE OF 55.61 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 18°32'38" WEST, A DISTANCE OF 56.55 FEET; THENCE SOUTH 63°32'38" WEST, A DISTANCE OF 14.14 FEET; THENCE SOUTH 18°32'38" WEST, A DISTANCE OF 400.72 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 510.92 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°54'07", A DISTANCE OF 97.21 FEET TO THE POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 30.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 52°41'52", A DISTANCE OF 27.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 75.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 85°47'17", A DISTANCE OF 112.30 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 30.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 48°11'23", A DISTANCE OF 25.23 FEET TO THE POINT OF TANGENCY; THENCE NORTH 88°55'19" EAST, A DISTANCE OF 154.21 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 280.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°32'34", A DISTANCE OF 56.41 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1480.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 53°58'38" EAST; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 0°06'46", A DISTANCE OF 2.91 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 35°54'36" WEST, A DISTANCE OF 835.47 FEET; THENCE SOUTH 00°28'44" WEST, A DISTANCE OF 2288.82 FEET TO A POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF E/W #1 AS RECORDED IN OFFICIAL RECORD BOOK 2972 AT PAGES



# Exhibit 1

829 THROUGH 846 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG SAID NORTH RIGHT-OF-WAY LINE AND THE WESTERLY PROLONGATION THEREOF, NORTH 89°50'39" WEST, A DISTANCE OF 7869.96 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF STATE ROAD S-609/RANGELINE ROAD AS DESCRIBED IN DEED RECORDED IN OFFICIAL RECORD BOOK 2186, PAGE 548 AND OFFICIAL RECORD BOOK 710, PAGE 96 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG SAID EAST RIGHT-OF-WAY LINE, THE FOLLOWING SIX (6) COURSES, NORTH 00°00'21" EAST, A DISTANCE OF 1040.46 FEET; THENCE NORTH 00°01'22" WEST, A DISTANCE OF 2608.92 FEET; THENCE NORTH 85°42'58" EAST, A DISTANCE OF 74.89 FEET; THENCE NORTH 02°05'08" WEST, A DISTANCE OF 5257.15 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 5654.58 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 2°06'23", A DISTANCE OF 207.88 FEET TO THE POINT OF TANGENCY; THENCE NORTH 00°01'15" EAST, A DISTANCE OF 2337.96 FEET TO A POINT OF INTERSECTION WITH THE SOUTH RIGHT-OF-WAY LINE OF CROSSTOWN PARKWAY AS RECORDED IN OFFICIAL RECORD BOOK 2186, PAGE 548 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG SAID SOUTH LINE THE FOLLOWING TWO (2) COURSES, SOUTH 89°58'45" EAST, A DISTANCE OF 5508.67 FEET; THENCE NORTH 74°05'52" EAST, A DISTANCE OF 2788.79 FEET; THENCE, DEPARTING SAID SOUTH LINE, SOUTH 13°12'00" EAST, A DISTANCE OF 4316.52 FEET; THENCE SOUTH 81°33'53" WEST, A DISTANCE OF 621.46 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 1130.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 5°23'17", A DISTANCE OF 106.26 FEET; NORTH 53°22'26" WEST, A DISTANCE OF 15.42 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF FERNLAKE DRIVE AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2612 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND A POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 760.00 FEET FROM WHICH A RADIAL LINE BEARS NORTH 87°04'31" EAST; THENCE, ALONG THE EAST AND SOUTH LINES OF SAID FERNLAKE DRIVE THE FOLLOWING TWO (2) COURSES, SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°28'48", A DISTANCE OF 139.01 FEET; THENCE SOUTH 75°54'42" WEST, A DISTANCE OF 80.01 FEET TO A POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF WESTCLIFFE LANE AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2651 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND A POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 50.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 76°31'48" WEST; THENCE, SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 55°30'50", AND ALONG SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING EIGHT (8) COURSES, A DISTANCE OF 48.45 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 110.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8°37'53", A DISTANCE OF 16.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 50.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°19'04", A DISTANCE OF 44.78 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 84°43'49" WEST, A DISTANCE OF 174.38 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 1100.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°17'00", A DISTANCE OF 869.38 FEET TO THE POINT OF TANGENCY; THENCE NORTH 49°59'11" WEST, A DISTANCE OF 1546.87 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 1200.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°18'59", A DISTANCE OF 823.44 FEET TO THE POINT OF TANGENCY; THENCE NORTH 89°18'10" WEST, A DISTANCE OF 211.19 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF THE 200 FOOT FLORIDA POWER & LIGHT AS RECORDED IN OFFICIAL RECORD BOOK 767, PAGE 2676 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG SAID WEST LINE THE FOLLOWING TWO (2) COURSES, SOUTH 00°41'50" WEST, A DISTANCE OF 5372.25 FEET; THENCE SOUTH 00°08'18" WEST, A DISTANCE OF 317.26 FEET; THENCE, DEPARTING SAID WEST LINE, NORTH 31°45'23" EAST, A DISTANCE OF 287.98 FEET; THENCE SOUTH 90°00'00" EAST, A DISTANCE OF 479.11 FEET; THENCE NORTH 25°42'03" EAST, A DISTANCE OF 708.40 FEET; THENCE NORTH 55°58'12" WEST, A DISTANCE OF 41.35 FEET; THENCE NORTH 64°04'09" WEST, A DISTANCE OF 36.99 FEET; THENCE NORTH 34°18'02" WEST, A DISTANCE OF 57.12 FEET; THENCE NORTH 04°58'20" EAST, A DISTANCE OF 32.40 FEET; THENCE NORTH 29°38'11" EAST, A

# Exhibit 1

DISTANCE OF 56.90 FEET; THENCE NORTH 55°08'19" EAST, A DISTANCE OF 39.86 FEET; THENCE NORTH 67°58'26" EAST, A DISTANCE OF 76.12 FEET; THENCE NORTH 79°45'14" EAST, A DISTANCE OF 78.71 FEET; THENCE NORTH 86°56'06" EAST, A DISTANCE OF 47.36 FEET; THENCE SOUTH 83°49'59" EAST, A DISTANCE OF 32.61 FEET; THENCE SOUTH 76°45'58" EAST, A DISTANCE OF 32.93 FEET; THENCE SOUTH 58°01'15" EAST, A DISTANCE OF 60.94 FEET; THENCE NORTH 67°14'46" EAST, A DISTANCE OF 363.33 FEET; THENCE NORTH 80°50'18" EAST, A DISTANCE OF 311.82 FEET; THENCE SOUTH 39°35'38" EAST, A DISTANCE OF 373.81 FEET; THENCE SOUTH 62°56'57" WEST, A DISTANCE OF 710.69 FEET; THENCE SOUTH 09°54'33" WEST, A DISTANCE OF 528.17 FEET; THENCE SOUTH 43°15'34" EAST, A DISTANCE OF 1.86 FEET; THENCE NORTH 89°57'05" EAST, A DISTANCE OF 1118.66 FEET; THENCE NORTH 35°27'24" EAST, A DISTANCE OF 161.02 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 200.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 102°13'06", A DISTANCE OF 356.81 FEET TO POINT OF BEGINNING #1.

CONTAINING 1,886.865 ACRES, MORE OR LESS.

LESS AND EXCEPT:

FLORIDA POWER AND LIGHT ALLAPATTAH SUBSTATION, AS RECORDED IN PLAT BOOK 58, PAGE 12, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

CONTAINING 2.491 ACRES, MORE OR LESS.

CONTAINING A TOTAL OF 1,884.374 ACRES, MORE OR LESS.

TOGETHER WITH:

BEING A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 37 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT POINT OF BEGINNING #2 BEING THE NORTHEAST CORNER OF THE PLAT OF TRADITION PLAT NO. 58, AS RECORDED IN PLAT BOOK 59, PAGE 21, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE NORTH LINE OF SAID TRADITION PLAT NO. 58 THE FOLLOWING SEVEN (7) COURSES, NORTH 89°53'05" WEST, A DISTANCE OF 194.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 50.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 70°02'04", A DISTANCE OF 61.12 FEET TO THE POINT OF TANGENCY; THENCE NORTH 19°51'01" WEST, A DISTANCE OF 224.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 200.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 83°40'24", A DISTANCE OF 292.08 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 76°28'35" WEST, A DISTANCE OF 669.95 FEET; THENCE SOUTH 07°29'09" EAST, A DISTANCE OF 209.34 FEET; THENCE SOUTH 47°13'42" WEST, A DISTANCE OF 508.14 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF TRADITIONS PARKWAY AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2651 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND TO A POINT ON A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 1465.00 FEET FROM WHICH A RADIAL LINE BEARS NORTH 56°35'54" EAST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°24'52", A DISTANCE OF 445.27 FEET TO THE SOUTHWEST CORNER OF TRACT A, ACCORDING TO THE PLAT OF TRADITION PLAT NO. 68, AS RECORDED IN PLAT BOOK 66, PAGE 37, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE ALONG THE SOUTHERLY, EASTERLY, AND NORTHERLY LINE OF SAID TRACT A THE FOLLOWING SEVEN (7) COURSES; THENCE NORTH 74°00'46" EAST, A DISTANCE OF 60.76 FEET; THENCE NORTH 21°07'28" EAST, A DISTANCE OF 100.75 FEET; THENCE NORTH 30°08'54" EAST, A DISTANCE OF 78.00 FEET; THENCE NORTH 14°10'47" WEST, A DISTANCE OF 112.39 FEET; THENCE NORTH 71°42'41" WEST, A DISTANCE OF 90.85 FEET; THENCE NORTH 51°27'29" WEST, A DISTANCE OF 76.73 FEET; THENCE SOUTH 88°24'58" WEST, A DISTANCE OF 16.19 FEET TO A POINT OF INTERSECTION WITH THE AFORESAID EAST RIGHT-OF-WAY LINE OF TRADITION PARKWAY AND

# Exhibit 1

TO A POINT ON A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 1465.00 FEET FROM WHICH A RADIAL LINE BEARS NORTH 88°24'58" EAST; THENCE NORTHERLY ALONG SAID EAST LINE AND THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 1°35'02", A DISTANCE OF 40.50 FEET AND THE FOLLOWING FIVE (5) COURSES; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 182.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 1595.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 9°38'59", A DISTANCE OF 268.63 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 50.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°50'06", A DISTANCE OF 41.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 130.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 21°42'43", A DISTANCE OF 49.26 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 50.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 56°42'14", A DISTANCE OF 49.48 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF FERNLAKE DRIVE AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2612 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 930.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°51'10", ALONG SAID SOUTH LINE, A DISTANCE OF 890.35 FEET TO THE POINT OF TANGENCY; THENCE, CONTINUING ALONG SAID SOUTH LINE, NORTH 18°19'28" EAST, A DISTANCE OF 61.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 864.80 FEET; THENCE, CONTINUING ALONG SAID SOUTH LINE AND NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°28'41", A DISTANCE OF 203.43 FEET TO THE SOUTHWESTERLY CORNER OF TRADITION PLAT NO. 62, AS RECORDED IN PLAT BOOK 60, PAGE 22, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE SOUTH LINE OF SAID PLAT THE FOLLOWING THREE (3) COURSES, SOUTH 51°55'07" EAST, A DISTANCE OF 701.85 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 440.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 27°50'28" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 27°35'12", A DISTANCE OF 211.85 FEET TO THE POINT OF TANGENCY; THENCE NORTH 89°44'44" EAST, A DISTANCE OF 277.08 FEET TO THE NORTHWEST CORNER OF TRADITION PLAT NO. 16, AS RECORDED IN PLAT BOOK 44, PAGE 12, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE WEST LINE OF SAID TRADITION PLAT NO. 16, SOUTH 00°06'55" WEST, A DISTANCE OF 1493.94 FEET TO POINT OF BEGINNING #2.

CONTAINING 54.548 ACRES, MORE OR LESS.

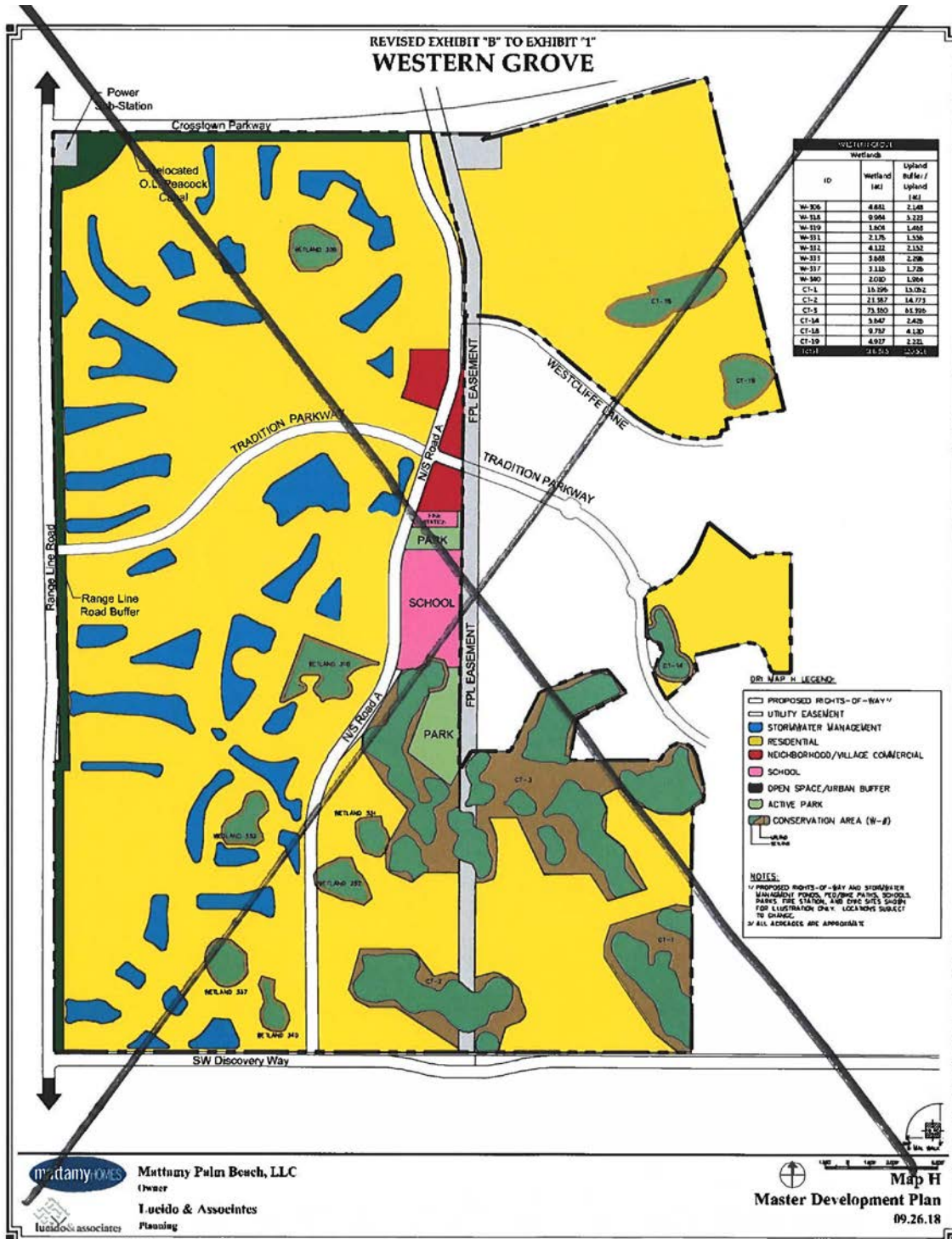
CONTAINING A TOTAL OF 1,938.922 ACRES, MORE OR LESS.

SAID LANDS SITUATE IN ST. LUCIE COUNTY, FLORIDA.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS, AND RIGHTS-OF-WAY OF RECORD.

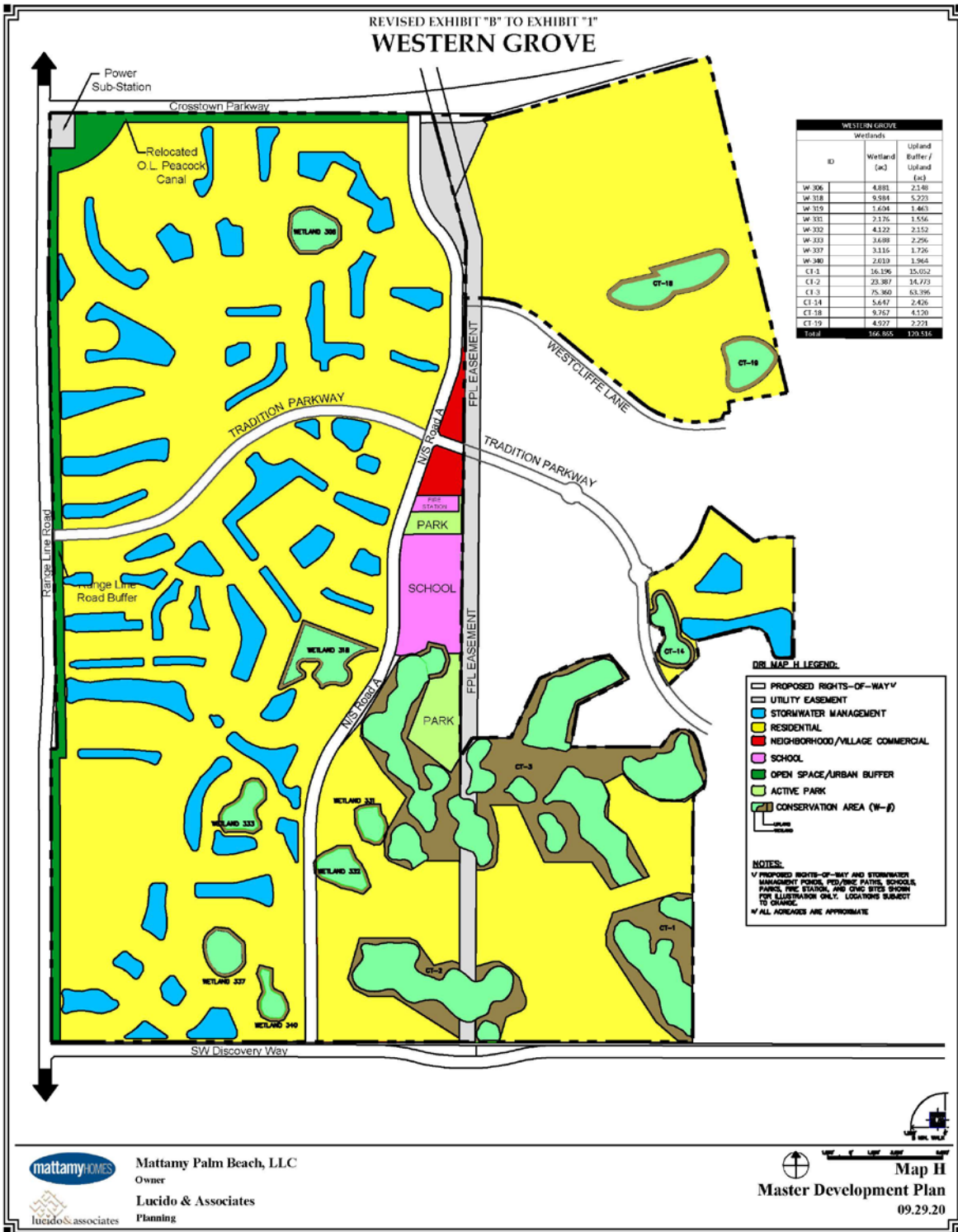
# Exhibit 1

## Revised Exhibit B



# Exhibit 1

Proposed Map H



Mattamy Palm Beach, LLC

Owner



Lucido & Associates  
Planning



Scale bar: 0 100 200 300 Feet

Map H  
Master Development Plan

09.29.20

# Exhibit 1

## EXHIBIT C TRADE-OFF EQUIVALENCY MATRIX

Western Grove DRI  
Trip Conversion Matrix  
Total Buildout PM Peak Hour

		TRADE OFF TO CREATE THIS USE				
USE	Use->	SF	MF	Office	Retail	
	Unit	DU	DU	1000 SF	1000 SF	
	SF	DU		1.56	0.71	0.22
	MF	DU	0.64		0.46	0.14
	Office	1000 SF	1.41	2.19		0.31
	Retail	1000 SF	4.56	7.10	3.24	

Land Use	Unit	Use	Minimum	Maximum
Residential	DU	4,000	3,000	5,000
Retail	Sq Ft	200,000	140,000	260,000
Office	Sq Ft	50,000	20,000	150,000

### Trips by Use after Internal Capture

Use	Unit	Total Use	PM Use Trips*	PM Total Rate
SF	DU	4,000	3,238	0.81
MF**	DU	0	0	0.52
Office	1000 SF	50,000	57	1.14
Retail	1000 SF	200,000	738	3.69

\* after application of zonal internal capture and pass-by trips

\*\* MF rate based on ITE 9th Edition Land Use 230

March 17, 2016

# Exhibit 1

## Exhibit D OF Exhibit 1

### Western Grove DRI 06-R77 Special Needs Shelter Proportional Share Calculation

The developer shall pay a proportionate share payment to mitigate its projected demand on special needs shelters. The proportionate share payment is calculated based on the following formula:

\$ 2,895	Special Needs Square Footage*
\$ 150	Cost Per Square Foot to Build Non-Shelter Building
\$ 434,250	Total Cost of Non-Shelter Building
10%	Increase in Cost to Build Shelter Building
\$ 43,425	Proportionate Share Payment

The cost of constructing a normal building is assumed to be \$150 per square foot, and the difference in cost between a normal and shelter building is assumed to be 10%. Based on these figures, the mitigation fee be \$43,425. This calculation is based on the PGA Village DRI Hurricane Evacuation Shelter Mitigation Plan methodology approved by the City of Port St. Lucie City Manager on January 9, 2006.

\*Required by Condition 62 of Exhibit 1 of the Western Grove Development Order.

# Exhibit 1

## Exhibit E

### Trip Generation/Pass-By Rates and Equations

Table 1			
PM Peak Hour Trip Generation Rates and Equations (1)			
Land Use	ITE Code	Unit	PM Peak Hour Trip Rate/Equation (2)
Single Family Residential	210	d.u.	$\ln(T) = 0.90 \cdot \ln(X) + 0.51$ ; (63% in)
Multi-Family Residential	230	d.u.	$\ln(T) = 0.82 \cdot \ln(X) + 0.32$ ; (67% in)
Commercial Retail	820	1,000 s.f.	$\ln(T) = 0.67 \cdot \ln(X/1000) + 3.31$ ; (48% in)
Office	710	1,000 s.f.	$T = 1.49 \cdot (X/1000)$ ; (17% in)
Institutional (3)	na	1,000 s.f.	$T = 3.05 \cdot (x)$ ; (40% in)
School	520	students	$T = 0.16 \cdot (X)$ ; (49% in)
Park	412	Acres	$T = 0.06 \cdot (x)$ ; (41% in)

(1) These trips rates/equations are to be used to calculate the overall gross PM peak hour trips for each TAZ within a DRI. Consistent with the July 2015 NOPC application this is to be accomplished by first summing the total development within a TAZ and then applying the equations/rates.

(2) T = Gross PM Peak Hour Trips

(3) Institutional uses include daycare facilities, places of worship, lodges, or fraternal/veterans organizations.

Table 2	
Pass-By Capture Percentages	
Category	Methodology (1)
Commercial Retail	<p>The following sequence is from the WATS and was used to determine the pass-by capture percentage for commercial retail trips:</p> <ul style="list-style-type: none"> <li>* if <math>(75\% \times \text{Proposed Square Footage}) \leq 50,000</math>, use 25% pass-by</li> <li>* if <math>(75\% \times \text{Proposed Square Footage}) \leq 200,000</math>, use 15% pass-by</li> <li>* if <math>(75\% \times \text{Proposed Square Footage}) &gt; 200,000</math>, use 10% pass-by</li> </ul>

(1) Consistent with the July 2015 NOPC application, pass-by trips for commercial retail uses within a TAZ are to be calculated by first calculating the internal commercial retail trips within the TAZ based on Table 3 internalization rates. Then, identify the resulting external trips from the commercial retail uses with that TAZ. Finally, the pass-by rates summarized in Table 2 should be applied to 75% of the external commercial retail trips to arrive at the pass-by trips for the TAZ.



# Exhibit 1

## Exhibit E

<b>TABLE 3</b>	
<b>Internal Capture between Various Uses within the Same Development</b>	
<b>Category</b>	<b>Internal Capture Percentage (1)</b>
from Residential to Office // to Office from Residential	1% // 1%
from Office to Residential // to Residential from Office	2% // 3%
from Residential to Commercial // to Commercial from Residential	38% // 9%
from Commercial to Residential // to Residential from Commercial	11% // 33%
from Residential to Inst // to Inst from Residential	2% // 20%
from Inst to Residential // to Residential from Inst	20% // 2%
from Parks to Residential // to Residential from Parks	50% // 2%
From Residential to Parks // to Parks from Residential	3% // 50%
from School to Residential // to Residential from School	50% // 3%
from Residential to School // to School from Residential	5% // 50%
from Office to Commercial // to Commercial from Office	22% // 4%
from Commercial to Office // to Office from Commercial	3% // 15%
from Office to Inst. // to Inst. from Office	1% // 5%
from Inst. to Office // to Office from Inst.	5% // 1%
from Office to Park // to Park from Office	1% // 5%
from School to Office // to Office from School	2% // 1%
from Office to School // to School from Office	1% // 2%
from School to Commercial // to Commercial from School	5% // 2%
from Commercial to School // to School from Commercial	2% // 5%
from School to Inst. // to Inst. from School	1% // 1%
from Inst. to School // to School from Inst.	1% // 1%
from Parks to School // to School from Parks	2% // 1%
From School to Parks // to Parks from School	1% // 2%
from Commercial to Inst. // to Inst. from Commercial	2% // 20%
from Inst. to Commercial // to Commercial from Inst.	15% // 2%
from Parks to Commercial // to Commercial from Parks	15% // 2%
From Commercial to Parks // to Parks from Commercial	2% // 15%

## Internal Capture Details

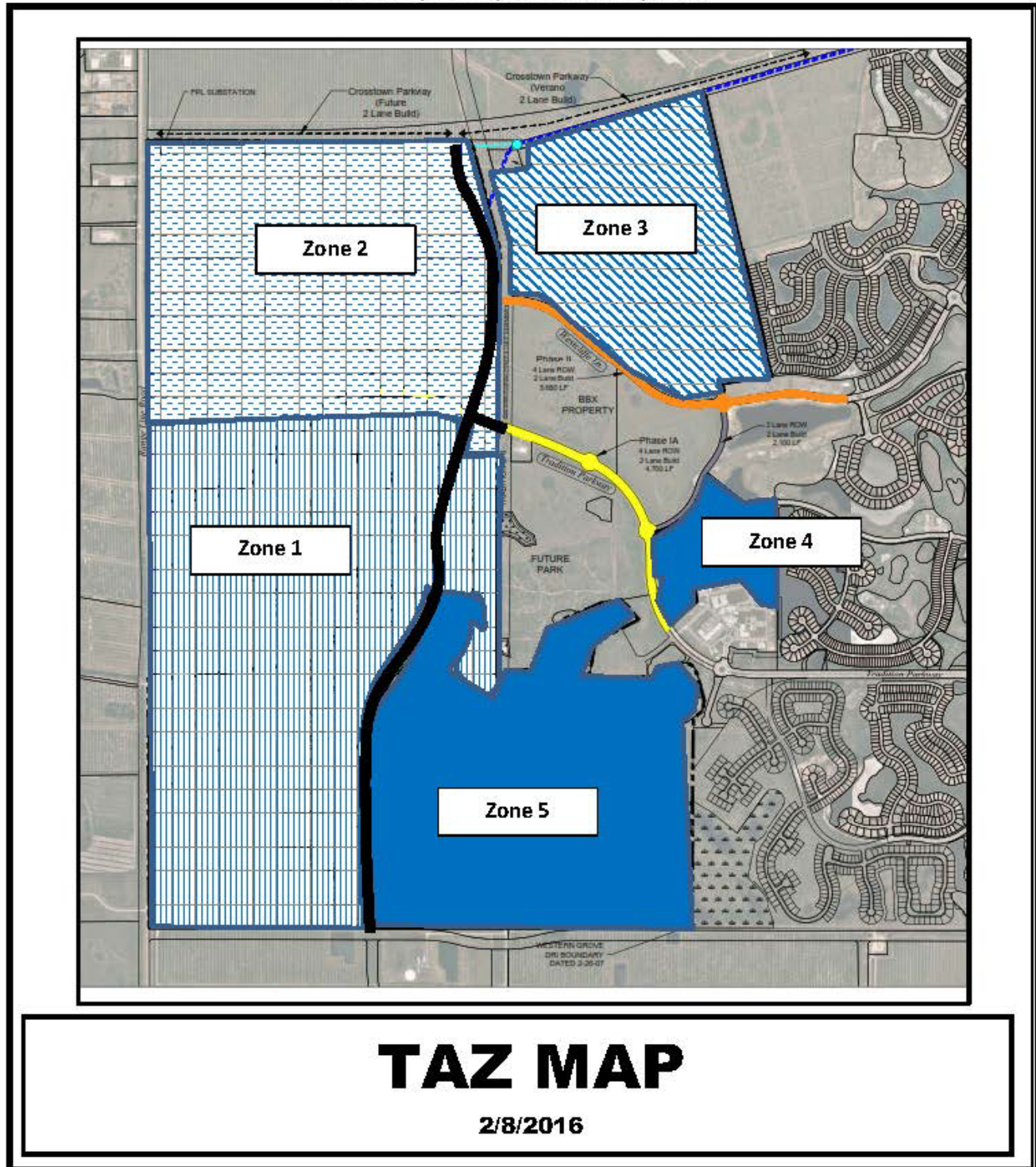
- (1) Note that these percentages shall be incorporated into an internal capture matrix to establish a TAZ's overall internal capture.

<b>TABLE 4</b>	
<b>Internal Capture Percentages between TAZs within Western Grove</b>	
<b>Category</b>	<b>Internal Capture Percentage (1)</b>
Western Grove	6.5%

Consistent with the July 2015 NOPC, upon calculating the net new external trips for each TAZ, Table 4 percentages should be applied to account for interaction between TAZs within the DRI to arrive at the net new external trips for the DRI as a whole.

# Exhibit 1

## Exhibit E Zone Map for Trip Generation by Zone



# **Exhibit 1**

## **Exhibit F**

### **SECOND CAPACITY AGREEMENT AND CITY ACKNOWLEDGMENT OF FULL PAYMENT**

See that Second Capacity Agreement dated January 27, 2003, by and among Westchester Development Company, LLC, a Florida Limited Liability Company, successor by merger to Westchester Development Company, formerly known as St. Lucie Farms, Inc., (“Westchester”), Horizons St. Lucie Development, LLC, a Florida Limited Liability Company (“Horizons”), and the City of Port St. Lucie, Florida, a Florida Municipal Corporation (“City”), and letter from City Manager Donald B. Cooper dated January 5, 2009, acknowledging that receipt of the final payment pursuant to the Second Capacity Agreement.

# Exhibit 1

## Exhibit G FDOT LEVEL OF SERVICE THRESHOLDS (FROM FDOT'S *QUALITY/LOS HANDBOOK, 2012*)

TABLE 7  
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's  
**Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
				Class I	Class II	Bicycle	Pedestrian		
<b>ROADWAY CHARACTERISTICS</b>									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
<b>TRAFFIC CHARACTERISTICS</b>									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
<b>CONTROL CHARACTERISTICS</b>									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
<b>MULTIMODAL CHARACTERISTICS</b>									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
<b>LEVEL OF SERVICE THRESHOLDS</b>									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats	ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed    ats = Average travel speed

# Exhibit 1

## Exhibit G

### CITY OF PORT ST. LUCIE Adopted Level of Service Standards

#### MINIMUM LEVEL OF SERVICE STANDARDS

<u>Facility Type (Non SIS)</u>	<u>LOS Standard</u>
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

(Level of service for roadways shall be determined based on peak hour traffic conditions.)

#### LEVEL OF SERVICE STANDARDS

##### Facility Type

Backlogged Facilities

Constrained Facilities

##### Standards

maintain & improve

maintain\*

\*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.



# Exhibit 1

## Exhibit G

