TRAFFIC IMPACT ANALYSIS

Wylder Pod 8-C
Port St. Lucie, FL

Prepared for:
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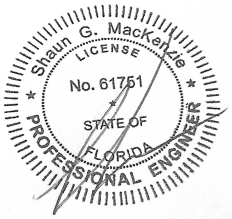

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Revised August 2025
Revised November 2023
June 2023
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EXECUTIVE SUMMARY

Mackenzie Engineering & Planning, Inc. prepared this traffic analysis for Wylder Pod 8C of the approved Wylder project. The Wylder project is approved with development order conditions. Wylder Pod 8C is located on the east side of Wylder Parkway between Glades Cut-Off Road Midway Road, Port St. Lucie, Florida (PCN: 3302-704-0004-000-5) within Wylder (f.k.a. LTC Ranch DRI (west side)). The applicant proposes 312 multifamily homes.

The total proposed development will generate the following net new external trips:

- 22,189 daily, 1,525 AM peak hour (379 in/1,146 out), and 2,194 PM peak hour (1,379 in/815 out) trips.

Wylder Pod 8C will generate the following driveway trips:

- 1,871 daily, 141 AM peak hour (35 in/106 out), and 172 PM peak hour (106 in/66 out) trips.

The developer is constructing a westbound right-turn lane and eastbound left-turn lane on Glades Cut Off Road at Wylder Parkway and installing a traffic signal.

Concurrent with the development of Wylder Pod 8C, the developer will construct the following:

- Extend Wylder Parkway from its current terminus northernly to Midway Road as a 2-lane facility
- Construct the following geometry at Midway Road & Wylder Parkway
    - Eastbound Midway Rd– one approach lane
    - Westbound Midway Rd – one left-turn lane, one through lane
    - Northbound Wylder Pkwy – one left-turn lane, one right-turn lane

The Wylder Pod 8C driveway requires installation of dedicated left-turn lane on Wylder Parkway into Wylder Pod 8C. If Pod 8C shares the driveway with Pod 8-A as shown on the Master Site Plan, then a right-turn lane may be required at the driveway in conjunction with the construction of Pod 8-A. Therefore, adequate right-of-way should be reserved for a right-turn lane at this driveway. The proposed access to Pod 8C is consistent with the Wylder Access Management Plan**.**

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INTRODUCTION

Mackenzie Engineering & Planning, Inc. prepared this traffic analysis for Wylder Pod 8C of the approved Wylder project. The Wylder project is approved with development order conditions. MEP prepared this report to monitor the conditions of the development order and determine any access related improvements for the POD. The property is located on the east side of Wylder Parkway between Glades Cut-Off Road Midway Road, Port St. Lucie, Florida within Wylder (f.k.a. LTC Ranch DRI (west side)). The applicant proposes 312 multifamily homes. Figure 1A illustrates the site location.

Figure 1A. Site Location Map

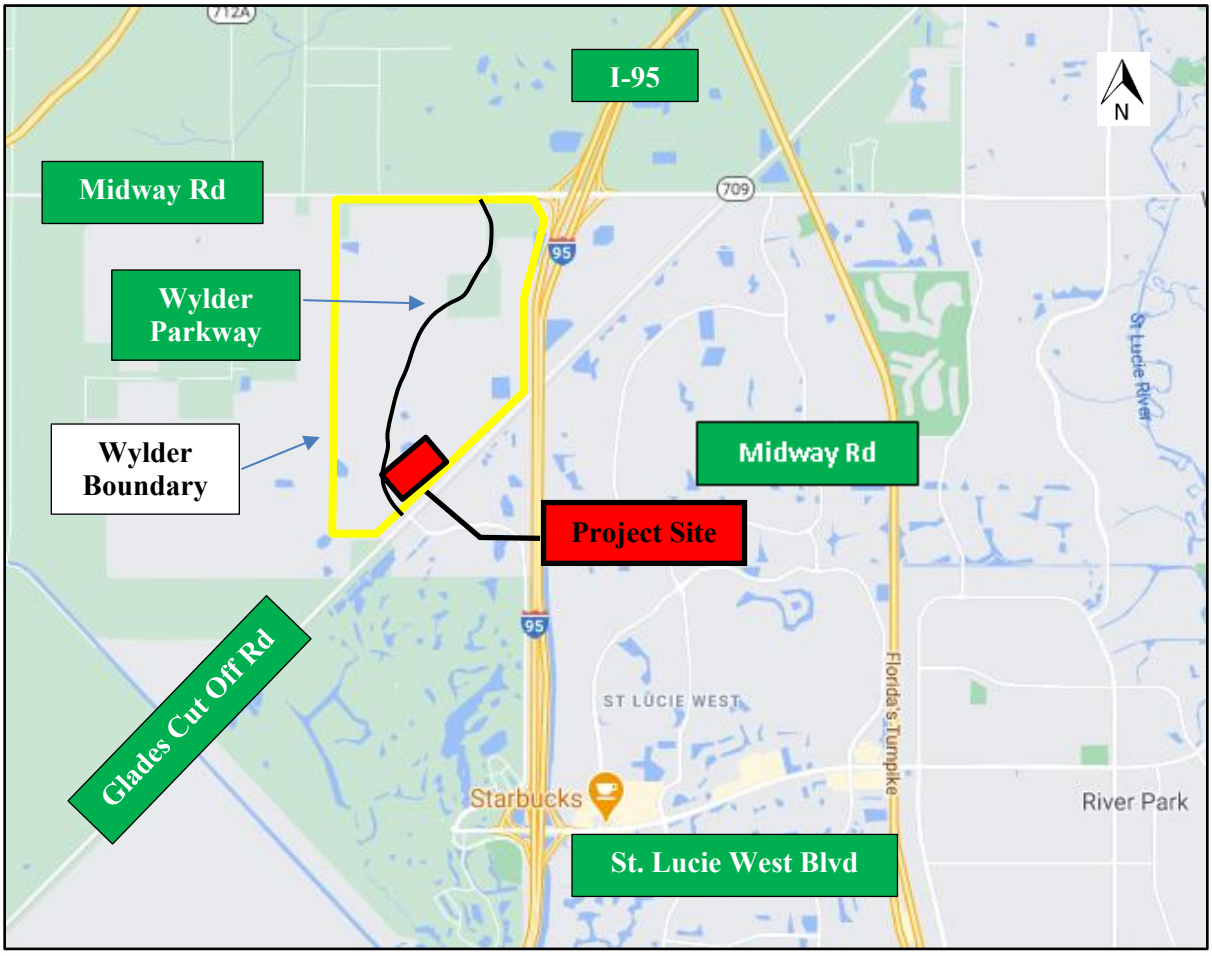
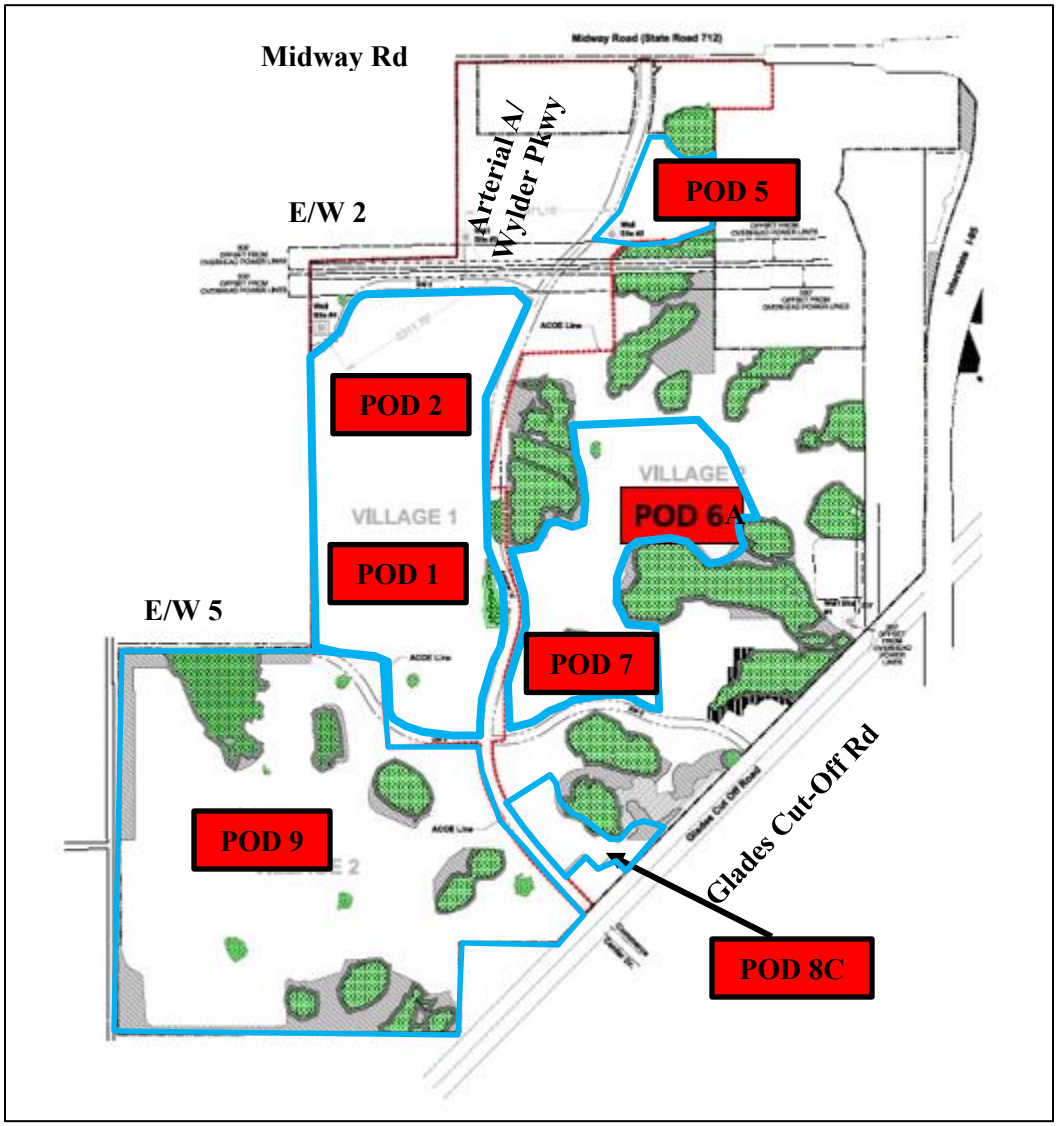


Figure 1B. Wylder Pod 8C Location Map



INVENTORY AND PLANNING DATA

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

- FDOT's Q/LOS Manual
- FDOT Florida Traffic Online
  - Peak Season Factor Category Report (2024)
  - Historic Average Annual Traffic Information
- 2023 FDOT's Q/LOS Manual

PROJECT TRAFFIC

Traffic Generation

Different trip generation is performed for different purposes:

- DRI Trip Monitoring – DRI Development Order Rates (based on ITE's 10th Edition)
- Roadway and Intersection analyses – ITE's 11th Edition – Peak hour of adjacent street traffic (7-9 AM and 4-6 PM)
- Driveway Volumes – ITE's 11th Edition – Peak hour of generator

For external and internal project analysis purposes, the study uses trip generation rates for Single Family Detached Housing (ITE Land Use 210), Single Family Attached Housing (ITE Land Use 215), Multi-Family Housing (Low-Rise) (ITE Land Use 220) and Multi-Family Housing (Mid-Rise) (ITE Land Use 221) published in the LTC Ranch DRI Development Order (DO) and is derived from Institute of Traffic Engineers' (ITE) report, *Trip Generation (11th Edition)*. The driveway trips associated with Wylder Pod 8C are developed based on rates and equations from *Trip Generation (11th Edition)* in order to provide a conservative analysis. The proposed development plan consists of the following:

Project Uses

Proposed:

- Proposed 216 DU Multi-Family Housing (Low-Rise) (ITE Land Use 220)
- Proposed 96 DU Multi-Family Housing (Mid-Rise) (ITE Land Use 221)

Approved/Proposed:

- Pod 1 – Approved 466 DU Single Family Detached Housing (ITE Land Use 210)
- Pod 2 – Approved 537 DU Single Family Detached Housing (ITE Land Use 210)
- Pod 5 – Proposed 312 DU Multi-Family Housing (Low-Rise) (ITE Land Use 220)
- Pod 6A – Approved 294 DU Single Family Detached Housing (ITE Land Use 210)
- Pod 7 – Proposed 264 DU Single Family Detached Housing (ITE Land Use 210)
- Pod 9 – Proposed 708 DU Single Family Detached Housing (ITE Land Use 210)
  Proposed 70 DU Single Family Attached Housing (ITE Land Use 215)

Cumulative Approved & Proposed:

- 2,269 DU Single Family Detached Housing (ITE Land Use 210)
- 70 DU Single Family Attached Housing (ITE Land Use 215)
- 528 DU Multi-Family Housing (Low-Rise) (ITE Land Use 220)
- 96 DU Multi-Family Housing (Mid-Rise) (ITE Land Use 221)

The total proposed development will generate the following net new external trips as shown in Table 1:

- 22,189 daily, 1,525 AM peak hour (379 in/1,146 out), and 2,194 PM peak hour (1,379 in/815 out) trips.

The total proposed development will generate the following trips for DRI Reporting Purposes as shown in Table 2:

- 16,822 daily, 1,416 AM peak hour (457 in/959 out), and 1,709 PM peak hour (1,284 in/425 out) trips.

The proposed development for Wylder Pod 8C will generate the following driveway trips as shown in Table 3:

- 1,871 daily, 141 AM peak hour (35 in/106 out), and 172 PM peak hour (106 in/66 out) trips.

Table 1. Wylder Cumulative Trip Generation for Roadway Analysis

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Project Site Traffic								
Single Family Detached	2,269 DU	17,835	1,276	319	957	1,870	1,178	692
Single Family Attached	70 DU	483	31	8	23	38	22	16
Multi-family Housing (Low-rise)	528 DU	3,460	187	45	142	248	156	92
Multi-family Housing (Mid-rise)	96 DU	411	31	7	24	38	23	15
NET PROPOSED TRIPS		***22,189***	***1,525***	***379***	***1,146***	***2,194***	***1,379***	***815***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Single Family Attached	215	DU	T = 7.62(X) - 50.48	0%	25/75	T = 0.52(X) - 5.7	59/41	T = 0.60(X) - 3.93
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Multi-family Housing (Mid-rise)	221	DU	T = 4.77(X) - 46.46	0%	23/77	T = 0.44(X) - 11.61	61/39	T = 0.39(X) + 0.34

11th Editon ITE

Table 2. Wylder Cumulative Trip Generation for DRI Reporting Purposes

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Approved Site Traffic								
Single Family Detached *	2,339 DU	13,402	1,216	401	815	1,497	1,123	374
Multi-family Housing (Low-rise) **	624 DU	3,420	200	56	144	212	161	51
DRI Reporting Trips		***16,822***	***1,416***	***457***	***959***	***1,709***	***1,284***	***425***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	5.73	0%	33/67	0.52	75/25	0.64
Multi-family Housing (Low-rise)	220	DU	5.48	0%	28/72	0.32	76/24	0.34

Wylder (LTC Ranch) Trip Generation Rates for purposes of Monitoring

* Single Family Attached Housing units included in Single Family Detached units for reporting purposes

** Multi-Family Housing (Mid-Rise) units included in Multi-Family Housing (Low-Rise) units for reporting purposes

Table 3. Project Driveway Trips (Peak Hour of Generator)

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
Multi-family Housing (Low-rise)	216	DU	1,460	104	25	79	126	78	48
Multi-family Housing (Mid-rise)	96	DU	411	37	10	27	46	28	18
NET PROPOSED TRIPS			***1,871***	***141***	***35***	***106***	***172***	***106***	***66***
Total Proposed Driveway Volumes			***1,871***	***141***	***35***	***106***	***172***	***106***	***66***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.35(X) + 28.13	62/38	T = 0.42(X) + 34.78
Multi-family Housing (Mid-rise)	221	DU	T = 4.77(X) - 46.46	0%	26/74	T = 0.32(X) + 5.84	60/40	T = 0.32(X) + 15.57

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Internal Capture

Internal capture is 0.

Pass-by Trip Capture

The proposed pass-by capture is 0.

STUDY AREA

The study area is limited to the DRI development order requirements, which are the following:

- Wylder Parkway (Arterial A)
- Glades Cut-Off Road from Wylder Parkway to I-95
- West Midway Road from Wylder Parkway to I-95

COMMITTED IMPROVEMENTS

The developer is installing a traffic signal at the Wylder Parkway & Glades Cut-off Road intersection. In addition, the developer is constructing Wylder Parkway as a 2-lane facility to Midway Road. This extension will complete Wylder Parkway between Glades Cut-Off Road & Midway Road. In addition, the Midway Road & Wylder Parkway intersection will be constructed with the following geometry to comply with the Development Order Conditions:

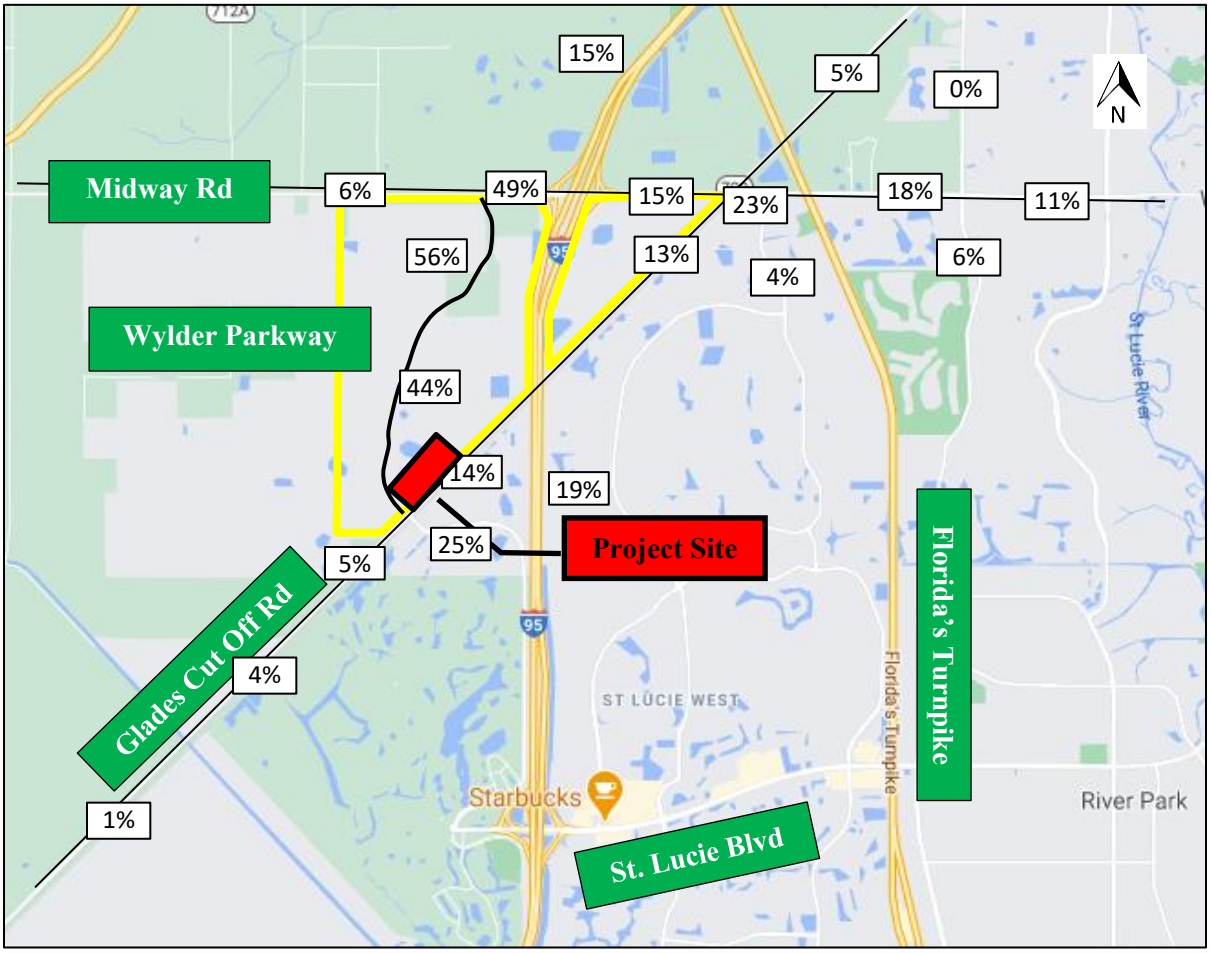
Wylder Parkway	Eastbound Midway Road
One right-turn lane	One through lane
One Left-turn Lane	
	Westbound Midway Road
	One through lane
	One left-turn lane

TRAFFIC DISTRIBUTION AND ASSIGNMENT

The Florida's Urban Standard Transportation Model Structure (FSUTMS or model) 2040 Cost Feasible Treasure Coast Regional Planning Model was used to determine the traffic distribution. The traffic distribution was developed using a select zone assignment from the 2040 model and hand modified based on available constructed roadways. The overall distribution is summarized by general directions and is depicted below:

- NORTH – 56 percent
- SOUTH – 44 percent

Figure 2. Traffic Assignment



BACKGROUND TRAFFIC

Background traffic identifies how the study area's transportation system is forecasted to operate in the buildout year. This includes traffic growth that is associated with the general (historic) growth in the area and the growth due to the development of unbuilt portions of approved major developments.

Historical Growth

Historic growth rates were determined based on St. Lucie County TPO data as shown in Table 4. The historic annual growth on the surrounding facilities between 2020 and 2024 is 5.0%.

Table 4. Growth Rate Calculation

Road Name	Segments	Count Station	2020*	2021	2022	2023	2024	Annual Absolute Growth	Growth Rate
Midway Rd	Mc Carty Rd to I-95	94-8537		5,200	5,400	6,700	7,100	700	9.9%
	W of SR 9/I-95	94-0732		4,800	6,900	6,700	7,400	760	10.3%
	E of SR 9/I-95	94-5140		22,500	23,000	22,500	25,500	850	3.3%
	Glades Cut-Off Rd to Florida Turnpike	94-8538		18,700	18,500	18,900	22,000	1,030	4.7%
Glades Cut-Off Rd	S of Reserve Com Pkwy	94-9016		6,700	6,900	7,300	7,100	160	2.3%
	N of Reserve Com Pkwy	94-9014		4,200	4,400	4,600	4,900	230	4.7%
	S of CR 712/Midway Rd	94-0279		3,400	3,400	4,300	4,300	360	8.4%
	W of Selvitz Rd	94-7011		5,400	5,400	5,600	5,600	80	1.4%
								Weighted Average	5.0%
								Growth Rate Used	**5.0%**

* 2020 Traffic Counts were exluded due to COVID.

ROADWAY ANALYSIS

The 2025 existing PM peak hour traffic volumes were increased based on the annual compound growth rate to develop the projected year 2028 background growth traffic volumes. Background traffic volumes were developed by adding the existing traffic volumes, traffic growth trips. The post development 2028 traffic volumes were developed by adding background traffic volume plus project traffic. The post development traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably. Based on the analysis, all roadway segments are projected to operate acceptably in 2028 with the proposed development as shown in Table 5.

Table 5. PM Peak Hour Roadway Analysis

Roadway	From	To	Direction	Lanes	2025 Existing Peak Season Peak Hour Volumes*	Growth Rate	2028 Backgrnd	Assign ment	Wylder Traffic	2028 Post-Develop ment	Roadway Capacity	Accept able?
Glades Cut-Off Rd	Commerce Centre Dr	I-95	East	2	284	5.0%	329	14%	114	446	920	YES
	Commerce Centre Dr	I-95	West	2	229	5.0%	265	14%	193	462	920	YES
Wylder Pkwy	Glades Cut Off Rd	Mid	North	2	116	5.0%	134	44%	607	753	1,110	YES
	Glades Cut Off Rd	Mid	South	2	91	5.0%	105	44%	359	472	1,110	YES
Wylder Pkwy	Mid	Midway Rd	North	2	0	5.0%	0	56%	456	466	1,110	YES
	Mid	Midway Rd	South	2	0	5.0%	0	56%	772	788	1,110	YES
Midway Rd	Wylder Pkwy	I-95	East	2	383	5.0%	443	49%	399	851	1,110	YES
	Wylder Pkwy	I-95	West	2	342	5.0%	396	49%	676	1,086	1,110	YES

* Existing peak season volume development is shown in Pages 21-23.

DEVELOPMENT ORDER

Transportation Conditions

17.a. ROW Dedication – Satisfied

17.b.1. Midway Rd & Delcris Drive – Satisfied

17.b.2. Glades Cut-Off Rd & Delcris Drive – Satisfied

17.c. Midway Rd & Wylder Parkway – Proposed concurrent with Wylder Pod 8C

The developer is required construct the following upon connection to Midway Road:

Wylder Parkway	Eastbound Midway Road
One right-turn lane	One through lane
One Left-turn Lane	
	Westbound Midway Road
	One through lane
	One left-turn lane

17.d. Glades Cut-Off Road / Midway Road Access – Comply as required

17.e. Midway Road & Glades Cut-Off Road – Satisfied

17.f. St. Lucie West Boulevard Monitoring – Satisfied

17.g.1 Roadway Monitoring – On-Going

17.g.2. Signalization Monitoring – On-Going

17.g.3. Improvement Timing – On-going

17.g.4. Traffic Monitoring Report – On-going

17.g.5 Site Plan Approval – On-Going

17.h. DRI West Side Buildout – On-Going

17.i. Glades Cut-Off Road Monitoring – On-Going

17.j. Conversion Matrix – No Activity

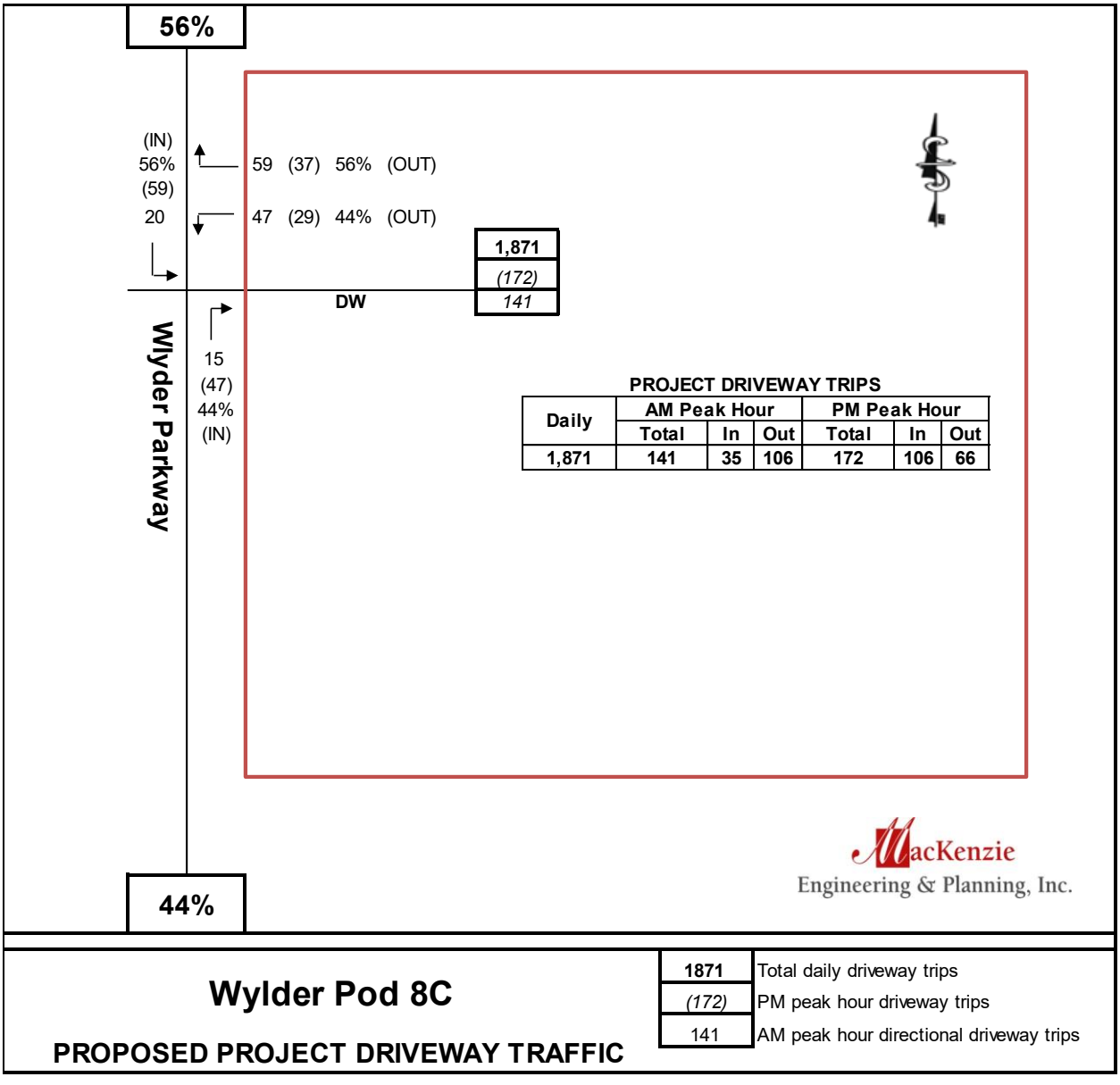
WYLDER POD 8C ACCESS

Wylder Pod 8C proposes one primary point of access:

- Driveway – Full Opening

Based on the POD traffic assignment and trip generation, the projected driveway volumes are shown in Figure 3.

Figure 3. Wylder Pod 8C Driveway Volumes



Driveway

A right-turn warrant analysis was performed using NCHRP 457 as shown in Figure 4. The right turn volume of 47 peak hour vehicles doesn't warrant a right turn lane at this location. A right-turn lane is not required. The projected left-turn volume of 59 peak hour vehicles warrants a dedicated left-turn lane into Wylder Pod 8C.

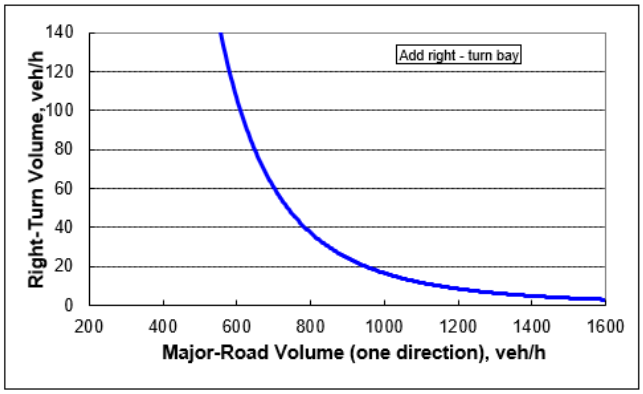
Figure 4. Right-Turn Lane Warrant Analysis

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	163
Right-turn volume, veh/h:	47

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	12104
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



If Pod 8C shares a driveway with Pod 8-A as shown on the Master Site Plan, then a right-turn lane may be required at the driveway in conjunction with the construction of Pod 8-A. Therefore, adequate right-of-way should be reserved for a right-turn lane at this driveway and the need for the right-turn lane should be evaluated during the site plan process for Pod 8-A

The proposed design Driveway is consistent with the "June 6, 2024 LTC Ranch DRI Pod Access Management Plan" which requires a southbound left-turn lane into Pod 8-A/8C and a right-turn lane into Pod 8-A/8C.

CONCLUSION

Mackenzie Engineering & Planning, Inc. prepared this traffic analysis for Wylder Pod 8C of the approved Wylder project. The Wylder project is approved with development order conditions. Wylder Pod 8C is on the east side of Wylder Parkway between Glades Cut-Off Road Midway Road, Port St. Lucie, Florida (PCN: 3302-704-0004-000-5) within Wylder (f.k.a. LTC Ranch DRI (west side)). The applicant proposes 312 multifamily homes.

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Wylder Pod 8C will generate the following driveway trips:

- 1,871 daily, 141 AM peak hour (35 in/106 out), and 172 PM peak hour (106 in/66 out) trips.

The developer is constructing a westbound right-turn lane and eastbound left-turn lane on Glades Cut Off Road at Wylder Parkway and installing a traffic signal.

Concurrent with the development of Wylder Pod 8C, the developer will construct the following:

- Extend Wylder Parkway from its current terminus northernly to Midway Road as a 2-lane facility
- Construct the following geometry at Midway Road & Wylder Parkway
    - Eastbound Midway Rd– one approach lane
    - Westbound Midway Rd – one left-turn lane, one through lane
    - Northbound Wylder Pkwy – one left-turn lane, one right-turn lane

The Wylder Pod 8C driveway requires installation of dedicated left-turn lane on Wylder Parkway into Wylder Pod 8C. If Pod 8C shares the driveway with Pod 8-A as shown on the Master Site Plan, then a right-turn lane may be required at the driveway in conjunction with the construction of Pod 8-A. Therefore, adequate right-of-way should be reserved for a right-turn lane at this driveway. The proposed access to Pod 8C is consistent with the Wylder Access Management Plan.

APPENDICES

1. Site Plan
2. Treasure Coast Regional Planning Model Traffic Assignment
3. Roadway Data
    a. Peak Season Factor Category Report (2024)
    b. St. Lucie County TPO AADT
    c. 2023 FDOT's Q/LOS Manual
4. Approved GreenPointe LTC Ranch DRI Documents – Development Order

EXHIBIT 1A

Wylder Pod 8C

ITE 11th Edition Trip Generation (for Driveway Evaluation)

Peak Hour of Generator

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
Multi-family Housing (Low-rise)	216 DU	1,460	104	25	79	126	78	48
Multi-family Housing (Mid-rise)	96 DU	411	37	10	27	46	28	18
NET PROPOSED TRIPS		***1,871***	***141***	***35***	***106***	***172***	***106***	***66***
Total Proposed Driveway Volumes		***1,871***	***141***	***35***	***106***	***172***	***106***	***66***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.35(X) + 28.13	62/38	T = 0.42(X) + 34.78
Multi-family Housing (Mid-rise)	221	DU	T = 4.77(X) - 46.46	0%	26/74	T = 0.32(X) + 5.84	60/40	T = 0.32(X) + 15.57

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EXHIBIT 1B

Wylder

ITE 11th Edition Trip Generation (for Roadway Evaluation)

Peak Hour of Adjacent Street (7-9 AM & 4-6 PM)

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Project Site Traffic									
Single Family Detached	2,269	DU	17,835	1,276	319	957	1,870	1,178	692
Single Family Attached	70	DU	483	31	8	23	38	22	16
Multi-family Housing (Low-rise)	528	DU	3,460	187	45	142	248	156	92
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Multi-family Housing (Mid-rise)	221	DU	T = 4.77(X) - 46.46	0%	23/77	T = 0.44(X) - 11.61	61/39	T = 0.39(X) + 0.34

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EXHIBIT 1C

Wylder

Cumulative Wylder Trip Generation for Reporting Purposes

(Trip Generation Based on Approved DRI Development Order)

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Approved Site Traffic								
Single Family Detached *	2,339 DU	13,402	1,216	401	815	1,497	1,123	374
Multi-family Housing (Low-rise) **	624 DU	3,420	200	56	144	212	161	51
DRI Reporting Trips		***16,822***	***1,416***	***457***	***959***	***1,709***	***1,284***	***425***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
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Single Family Detached	210	DU	5.73	0%	33/67	0.52	75/25	0.64
Multi-family Housing (Low-rise)	220	DU	5.48	0%	28/72	0.32	76/24	0.34

Wylder (LTC Ranch) Trip Generation Rates for purposes of Monitoring

* Single Family Attached Housing units included in Single Family Detached units for reporting purposes

EXHIBIT 1D

GreenPointe LTC Ranch

Buildout Approved Trip Generation and Uses

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Approved Site Traffic									
Single Family Detached	3,350	DU	19,196	1,742	575	1,167	2,144	1,608	536
Multi-family Housing (Low-rise)	650	DU	3,562	208	58	150	221	168	53
General Office	1508.500	1000 SF	9,669	950	836	114	1,071	182	889
Industrial Park	1000.000	1000 SF	2,270	260	211	49	290	61	229
Warehouse	960.000	1000 SF	1,056	106	84	22	134	34	100
Gen. Commercial	725.000	1000 SF	9,389	181	112	69	834	400	434
		NET PROPOSED TRIPS	***45,142***	***3,447***	***1,876***	***1,571***	***4,694***	***2,453***	***2,241***
		Total Proposed Driveway Volumes	***45,142***	***3,447***	***1,876***	***1,571***	***4,694***	***2,453***	***2,241***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	5.73	0%	33/67	0.52	75/25	0.64
Multi-family Housing (Low-rise)	220	DU	5.48	0%	28/72	0.32	76/24	0.34
General Office	710	1000 SF	6.41	0%	88/12	0.63	17/83	0.71
Industrial Park	130	1000 SF	2.27	0%	81/19	0.26	21/79	0.29
Warehouse	150	1000 SF	1.1	0%	79/21	0.11	25/75	0.14
Gen. Commercial	820	1000 SF	12.95	0%	62/38	0.25	48/52	1.15

Wylder (LTC Ranch) Trip Generation Rates for purposes of Monitoring

EXHIBIT 2
Wylder
Approved/Proposed Pods/Uses

Approved Pods				
Pod 1	466	Single Family Detached Housing	ITE Land Use	210
Pod 2	537	Single Family Detached Housing	ITE Land Use	210
Pod 6A	294	Single Family Detached Housing	ITE Land Use	210
Proposed Pods				
Pod 5	312	Multifamily Homes (Low-Rise)	ITE Land Use	220
Pod 7	264	Single Family Detached Housing	ITE Land Use	210
Pod 8C	216	Multifamily Homes (Low-Rise)	ITE Land Use	220
	96	Multifamily Homes (Mid-Rise)	ITE Land Use	221
Pod 9	708	Single Family Detached Housing	ITE Land Use	210
	70	Single Family Attached Housing	ITE Land Use	215
Total Approved/Proposed Use				
	2,269	Single Family Detached Housing	ITE Land Use	210
	70	Single Family Attached Housing	ITE Land Use	215
	528	Multifamily Homes (Low-Rise)	ITE Land Use	220
	96	Multifamily Homes (Mid-Rise)	ITE Land Use	221

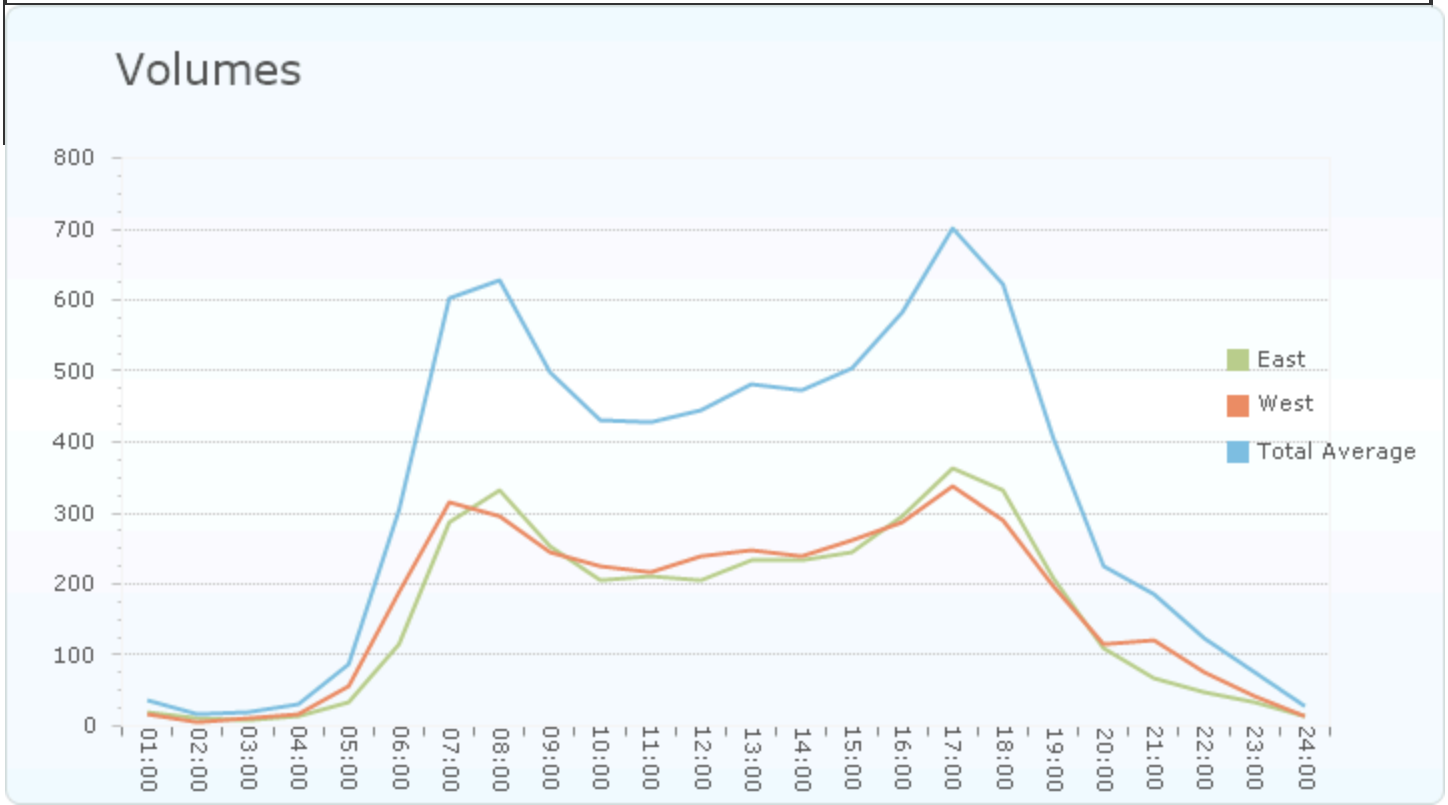
Count Station Summary | Count Data Detail

Count Data Detail
Station 755
MIDWAY RD, W OF I-95 RAMPS
AADT: 7300
Start Date: 2/19/2025 12:00:00 AM

1 count(s) found for 2025
2/19/2025 12:00:00 AM

View Volume Report | View SPS Report | View Event Counts Report (RTF)

		Day 1	Day 2	Avg
ADT		7893	7986	7940
AM	Peak Hour Vol	650	675	663
	Peak to Daily	0.082	0.085	.084
	D Factor	0.514	0.51	.512
	Peak Hour Directional Vol	334	344	339
	Peak Direction	East	East	N/A
	Peak Hour	0645-0745	0645-0745	N/A
PM	Peak Hour Vol	725	738	732
	Peak to Daily	0.092	0.092	.092
	D Factor	0.528	0.541	.535
	Peak Hour Directional Vol	383	399	391
	Peak Direction	East	East	N/A
	Peak Hour	1630-1730	1615-1715	N/A



GreenPointe LTC Ranch Pod 8C

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 3

Commerce Centre Dr & Glades Cut-Off Rd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	3	64	60	0	30	74	15	0	46	15	9	0	9	17	1	343
7:15 AM	7:30 AM	0	2	71	90	0	15	105	13	0	66	13	9	0	11	15	5	415
7:30 AM	7:45 AM	0	6	85	97	0	29	62	19	0	25	14	10	0	12	9	10	378
7:45 AM	8:00 AM	0	6	41	61	0	32	46	13	0	28	16	16	0	5	19	3	286
8:00 AM	8:15 AM	0	1	56	32	0	12	37	6	0	25	17	8	0	7	14	2	217
8:15 AM	8:30 AM	0	0	36	29	0	11	32	12	0	19	9	11	0	7	12	3	181
8:30 AM	8:45 AM	0	2	37	34	0	20	30	5	0	21	8	14	0	10	14	1	196
8:45 AM	9:00 AM	0	0	41	24	0	8	19	7	0	30	16	10	0	5	22	0	182
		0	20	431	427	0	157	405	90	0	260	108	87	0	66	122	25	2198
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	17	261	308	0	106	287	60	0	165	58	44	0	37	60	19	1422

Count Taken: 2/19/2025
Buildout year: 2028
Growth Rate: 5.0%
Seasonal Factor: 1.00

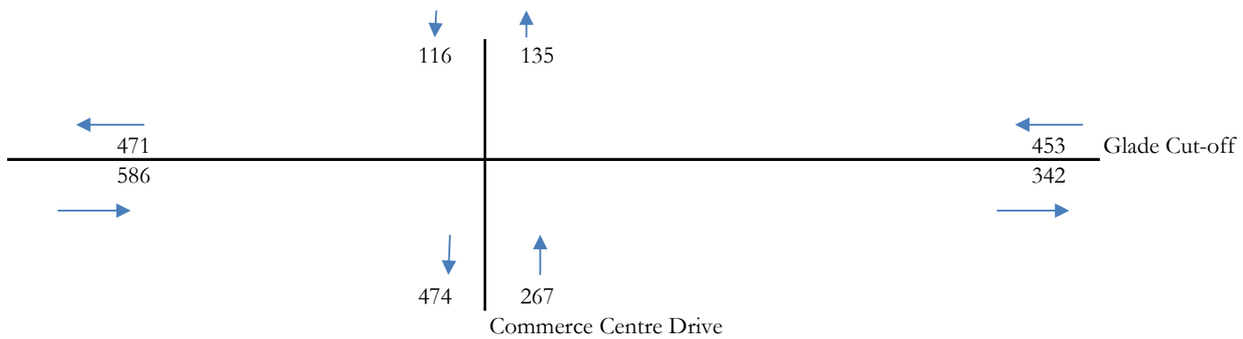
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/19/2025	0	17	261	308	0	106	287	60	0	165	58	44	0	37	60	19
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		17	261	308		106	287	60		165	58	44		37	60	19
Growth Rate		5.0%	5.0%	5.0%		5.0%	5.0%	5.0%		5.0%	5.0%	5.0%		5.0%	5.0%	5.0%
Growth		3	41	49		17	45	9		26	9	7		6	9	3
2028 Volumes		20	302	357		123	332	69		191	67	51		43	69	22
Pre-Development		20	302	357		123	332	69		191	67	51		43	69	22
Approved + Project	0	19	0	0	0	0	0	53	0	0	95	0	0	160	287	57
Post	0	39	302	357	0	123	332	122	0	191	162	51	0	203	356	79

Project Traffic Assignment		In						In			In			Out	Out	Out	
	0%	5%	0%	0%	0%	0%	0%	14%	0%	0%	25%	0%	0%	14%	25%	5%	

AM PEAK HOUR PEAK SEASON APPROACH AND DEPARTURE VOLUMES

2023 PEAK SEASON VOLUME

Commerce Centre Dr & Glades Cut-Off Rd



GreenPointe LTC Ranch Pod 8C
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Commerce Centre Dr & Glades Cut-Off Rd

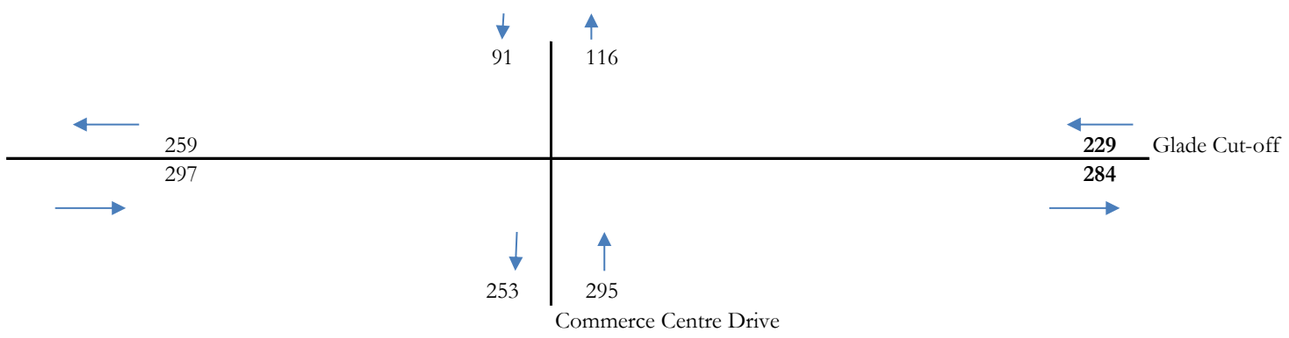
		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	60	31	0	16	26	3	0	30	18	16	0	5	16	1	222
4:15 PM	4:30 PM	0	2	53	29	0	18	30	6	0	38	7	16	0	5	9	3	216
4:30 PM	4:45 PM	0	0	43	39	0	18	20	8	0	33	17	39	0	6	19	1	243
4:45 PM	5:00 PM	0	0	46	32	0	17	31	10	0	31	16	19	0	7	8	1	218
5:00 PM	5:15 PM	0	3	36	23	0	22	35	11	0	22	26	18	0	8	11	0	215
5:15 PM	5:30 PM	0	2	34	39	0	14	35	8	0	47	15	12	0	16	11	3	236
5:30 PM	5:45 PM	0	1	45	16	0	15	19	7	0	32	23	16	0	19	14	0	207
5:45 PM	6:00 PM	0	1	42	27	0	15	20	8	0	43	16	12	0	6	11	0	201
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	5	159	133	0	71	121	37	0	133	74	88	0	37	49	5	912

Count Taken: 2/19/2025
Buildout year: 2028
Growth Rate: 5.0%
Seasonal Factor: 1.00

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/19/2025	0	5	159	133	0	71	121	37	0	133	74	88	0	37	49	5
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		5	159	133		71	121	37		133	74	88		37	49	5
Growth Rate		5.0%	5.0%	5.0%		5.0%	5.0%	5.0%		5.0%	5.0%	5.0%		5.0%	5.0%	5.0%
Growth		1	25	21		11	19	6		21	12	14		6	8	1
2028 Volumes		6	184	154		82	140	43		154	86	102		43	57	6
Pre-Development		6	184	154		82	140	43		154	86	102		43	57	6
Approved + Project	0	69	0	0	0	0	0	193	0	0	345	0	0	114	204	41
Post	0	75	184	154	0	82	140	236	0	154	431	102	0	157	261	47

		In						In			In			Out	Out	Out	
Project Traffic Assignment	0%	5%	0%	0%	0%	0%	0%	14%	0%	0%	25%	0%	0%	14%	25%	5%	

COMMERCE CENTRE DR & GLADES CUT-OFF RD
PM PEAK HOUR PEAK SEASON APPROACH AND DEPARTURE VOLUMES
2023 PEAK SEASON VOLUME



HCS Two-Way Stop-Control Report

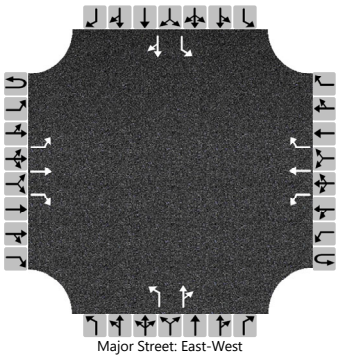
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	
Analysis Year	2028
Time Analyzed	2028
Intersection Orientation	East-West
Project Description	Post-Development AM

Site Information

Intersection	Glades & Commerce
Jurisdiction	
East/West Street	Glades Cut-Off Rd
North/South Street	Commerce Centre Dr
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	1		1	1	0		1	1	0
Configuration		L	T	R		L	T	R		L		TR		L		TR
Volume (veh/h)		39	302	357		123	332	122		191	162	51		203	356	79
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41				129				201		224		214		458
Capacity, c (veh/h)		1084				902				0		204		0		139
v/c Ratio		0.04				0.14						1.10				3.29
95% Queue Length, Q_{95} (veh)		0.1				0.5						10.5				43.8
95% Queue Length, Q_{95} (ft)		2.5				12.7						266.7				1112.5
Control Delay (s/veh)		8.5				9.7						141.3				1097.5
Level of Service (LOS)		A				A						F				F
Approach Delay (s/veh)	0.5				2.1											
Approach LOS	A				A											

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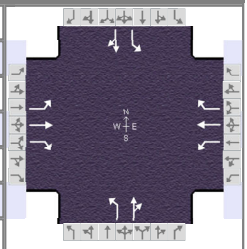
HCS Signalized Intersection Input Data

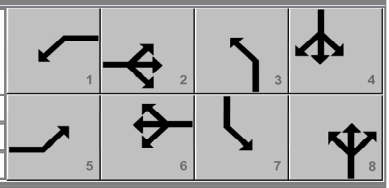
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Aug 12, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Glades & Commerce	File Name	AM Post.xus		
Project Description	Post-Improvement AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	302	357	123	332	122	191	162	51	203	356	79

Signal Information			
Cycle, s	94.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	2.8	25.6	9.7	0.5	25.4						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	302	357	123	332	122	191	162	51	203	356	79
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	0	2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	100	0	250	200	0	0	0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	50	50	50	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	50.0	20.0	50.0	20.0	30.0	20.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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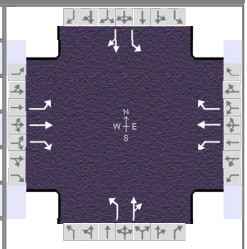
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Aug 12, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Glades & Commerce	File Name	AM Post.xus		
Project Description	Post-Improvement AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	302	357	123	332	122	191	162	51	203	356	79

Signal Information			
Cycle, s	94.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	4.0	2.8	25.6	9.7	0.5	25.4	5	6	7	8
Yellow	4.5	0.0	4.5	4.5	0.0	4.5				
Red	2.0	0.0	2.0	2.0	0.0	2.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.5	32.1	13.3	34.9	16.2	31.9	16.7	32.4
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	3.5	23.3	6.8	17.1	9.5	11.8	10.0	25.1
Green Extension Time (g_e), s	0.0	2.2	0.1	2.2	0.3	1.3	0.3	0.8
Phase Call Probability	0.66	1.00	0.97	1.00	0.99	1.00	1.00	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	41	318	376	129	349	128	201	224		214	458	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1585	1781	1870	1610	1781	1793		1781	1811	
Queue Service Time (g_s), s	1.5	14.0	21.3	4.8	15.1	5.7	7.5	9.8		8.0	23.1	
Cycle Queue Clearance Time (g_c), s	1.5	14.0	21.3	4.8	15.1	5.7	7.5	9.8		8.0	23.1	
Green Ratio (*g/C*)	0.31	0.27	0.27	0.34	0.30	0.30	0.37	0.27		0.38	0.28	
Capacity (*c*), veh/h	277	509	431	336	565	486	270	485		464	500	
Volume-to-Capacity Ratio (*X*)	0.148	0.624	0.871	0.385	0.619	0.264	0.745	0.462		0.461	0.916	
Back of Queue (*Q*), ft/ln (95 th percentile)	27	251	313	86	264	91	142	189		147	450	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	9.9	12.3	3.4	10.4	3.7	5.6	7.4		5.8	17.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00	1.25	0.43	0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	23.8	30.0	32.7	23.0	28.2	24.9	24.2	28.6		21.2	33.0	
Incremental Delay (d_2), s/veh	0.1	0.5	2.2	0.3	0.4	0.1	1.5	0.3		0.3	16.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	23.9	30.5	34.9	23.3	28.6	25.0	25.7	28.9		21.5	49.9	
Level of Service (LOS)	C	C	C	C	C	C	C	C		C	D	
Approach Delay, s/veh / LOS	32.4	C		26.7	C		27.4	C		40.8	D	
Intersection Delay, s/veh / LOS	32.4	C										

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.92	B	2.12	B	2.12	B
Bicycle LOS Score / LOS	1.70	B	1.49	A	1.19	A	1.60	B

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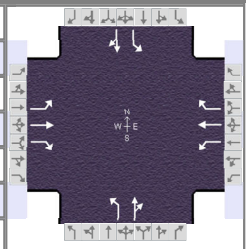
HCS Signalized Intersection Intermediate Values

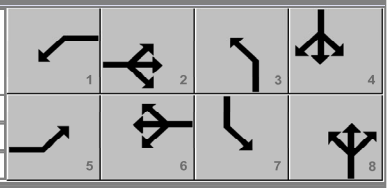
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Aug 12, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Glades & Commerce	File Name	AM Post.xus		
Project Description	Post-Improvement AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	302	357	123	332	122	191	162	51	203	356	79

Signal Information			
Cycle, s	94.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	2.8	25.6	9.7	0.5	25.4						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						



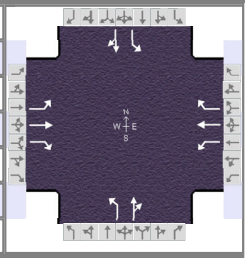
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	1.000	0.984	0.984	1.000	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.959	0.959		0.968	0.968
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	1870	1585	1781	1870	1610	1781	1364	429	1781	1482	329
Proportion of Vehicles Arriving on Green (P)	0.04	0.27	0.27	0.07	0.30	0.30	0.10	0.27	0.27	0.11	0.28	0.28
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04		0.04	0.31	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Green Ratio (g/C)	0.31	0.27	0.34	0.30	0.37	0.27	0.38	0.28
Permitted Saturation Flow Rate (s_p), veh/h/ln	1031	0	1062	0	934	0	1157	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	25.6	0.0	25.6	0.0	25.5	0.0	25.5	0.0
Permitted Service Time (g_u), s	11.4	0.0	11.6	0.0	0.9	0.0	15.7	0.0
Permitted Queue Service Time (g_{ps}), s	0.6		1.9		0.9		2.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.198	0.000	1.389	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.129	0.000	0.126	0.000	0.129	0.000	0.128
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	543.91	24.90	603.66	22.90	541.04	25.00	551.61	24.64
Bicycle F_w / F_v	-3.64	1.21	-3.64	1.00	-3.64	0.70	-3.64	1.11

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Aug 12, 2025	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Glades & Commerce	File Name	AM Post.xus		
Project Description	Post-Improvement AM				

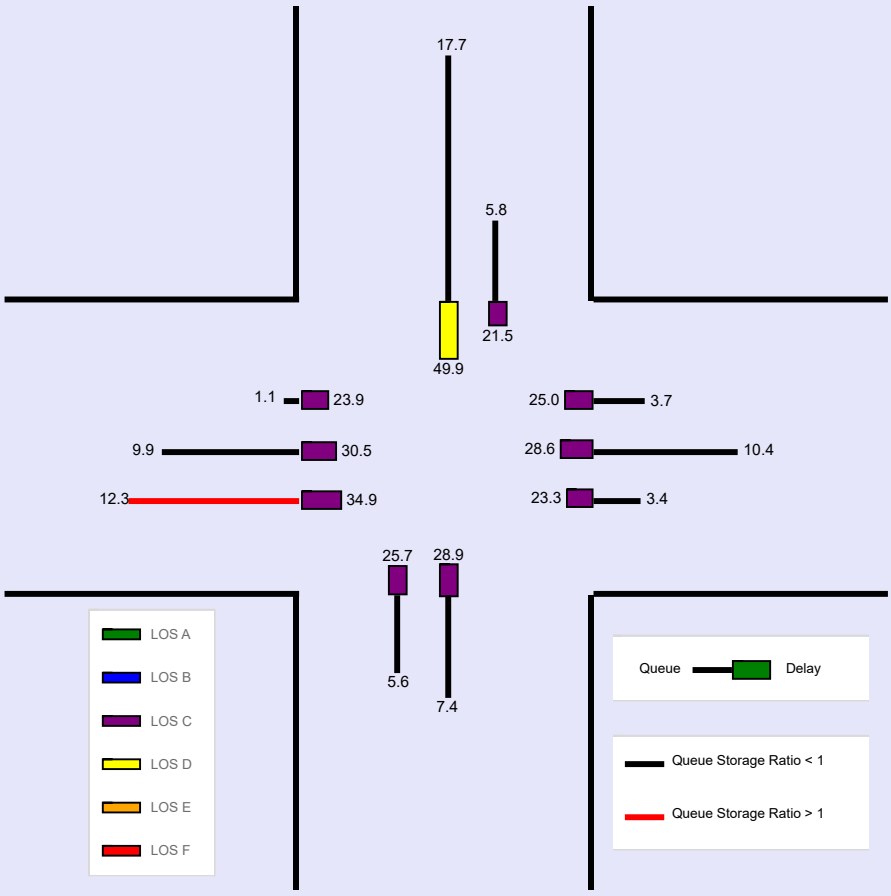


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	302	357	123	332	122	191	162	51	203	356	79

Signal Information			
Cycle, s	94.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	2.8	25.6	9.7	0.5	25.4	1	2	3	4		
Yellow	4.5	0.0	4.5	4.5	0.0	4.5	5	6	7	8		
Red	2.0	0.0	2.0	2.0	0.0	2.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	27	251	313	86	264	91	142	189		147	450	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	9.9	12.3	3.4	10.4	3.7	5.6	7.4		5.8	17.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00	1.25	0.43	0.00	0.00	0.00	0.00		0.00	0.00	
Control Delay (*d*), s/veh	23.9	30.5	34.9	23.3	28.6	25.0	25.7	28.9		21.5	49.9	
Level of Service (LOS)	C	C	C	C	C	C	C	C		C	D	
Approach Delay, s/veh / LOS	32.4		C	26.7		C	27.4		C	40.8		D
Intersection Delay, s/veh / LOS	32.4						C					



HCS Two-Way Stop-Control Report

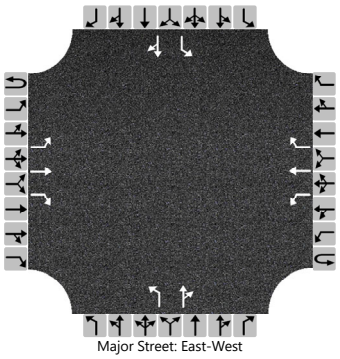
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	
Analysis Year	2028
Time Analyzed	2028
Intersection Orientation	East-West
Project Description	Post-Development PM

Site Information

Intersection	Glades & Commerce
Jurisdiction	
East/West Street	Glades Cut-Off Rd
North/South Street	Commerce Centre Dr
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	1		1	1	0		1	1	0
Configuration		L	T	R		L	T	R		L		TR		L		TR
Volume (veh/h)		75	184	154		82	140	236		154	431	102		157	261	47
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		79				86				162		561		165		324
Capacity, c (veh/h)		1163				1203				0		272		0		295
v/c Ratio		0.07				0.07						2.06				1.10
95% Queue Length, Q_{95} (veh)		0.2				0.2						41.2				13.0
95% Queue Length, Q_{95} (ft)		5.1				5.1						1046.5				330.2
Control Delay (s/veh)		8.3				8.2						520.9				120.3
Level of Service (LOS)		A				A						F				F
Approach Delay (s/veh)	1.5				1.5											
Approach LOS	A				A											

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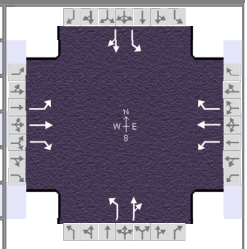
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Aug 12, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Glades & Commerce	File Name	PM Post.xus		
Project Description	Post-Development PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	184	154	82	140	236	154	431	102	157	261	47

Signal Information			
Cycle, s	79.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	5.0	0.2	15.0	6.7	0.1	26.8						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						
							5	6	7	8		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	184	154	82	140	236	154	431	102	157	261	47
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	0	2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	250	200	0	0	0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	50	50	50	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	50.0	20.0	50.0	20.0	30.0	20.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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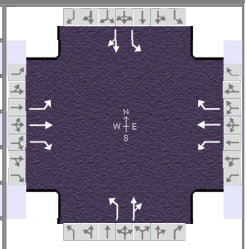
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Aug 12, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Glades & Commerce	File Name	PM Post.xus		
Project Description	Post-Development PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	184	154	82	140	236	154	431	102	157	261	47

Signal Information			
Cycle, s	79.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	5.0	0.2	15.0	6.7	0.1	26.8	5	6	7	8		
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.5	21.5	11.6	21.7	13.2	33.3	13.3	33.4
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.8	9.5	5.0	13.8	6.6	25.8	6.7	13.5
Green Extension Time (g_e), s	0.1	1.4	0.1	1.4	0.2	1.0	0.2	1.7
Phase Call Probability	0.83	1.00	0.85	1.00	0.97	1.00	0.97	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	79	194	162	86	147	248	162	561		165	324	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1585	1781	1870	1610	1781	1808		1781	1820	
Queue Service Time (g_s), s	2.8	7.5	7.4	3.0	5.5	11.8	4.6	23.8		4.7	11.5	
Cycle Queue Clearance Time (g_c), s	2.8	7.5	7.4	3.0	5.5	11.8	4.6	23.8		4.7	11.5	
Green Ratio (*g/C*)	0.25	0.19	0.19	0.25	0.19	0.19	0.42	0.34		0.42	0.34	
Capacity (*c*), veh/h	321	353	299	318	356	307	419	609		274	615	
Volume-to-Capacity Ratio (*X*)	0.246	0.549	0.542	0.271	0.414	0.810	0.387	0.922		0.603	0.527	
Back of Queue (*Q*), ft/ln (95 th percentile)	49	143	119	54	105	193	80	455		83	207	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	5.6	4.7	2.1	4.1	7.7	3.2	17.9		3.3	8.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.48	0.27	0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	23.8	29.3	29.3	23.8	28.4	30.9	16.1	25.5		18.9	21.3	
Incremental Delay (d_2), s/veh	0.1	0.5	0.6	0.2	0.3	2.0	0.2	16.2		0.8	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	24.0	29.8	29.9	24.0	28.7	32.9	16.3	41.7		19.7	21.6	
Level of Service (LOS)	C	C	C	C	C	C	B	D		B	C	
Approach Delay, s/veh / LOS	28.8	C		30.0	C		36.0	D		20.9	C	
Intersection Delay, s/veh / LOS	29.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.93	B	2.10	B	2.10	B
Bicycle LOS Score / LOS	1.20	A	1.28	A	1.68	B	1.30	A

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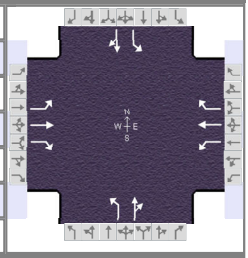
HCS Signalized Intersection Intermediate Values

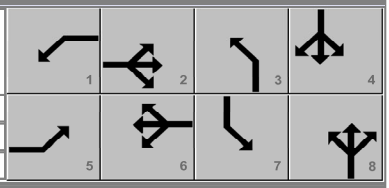
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Aug 12, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Glades & Commerce	File Name	PM Post.xus		
Project Description	Post-Development PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	184	154	82	140	236	154	431	102	157	261	47

Signal Information			
Cycle, s	79.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	0.2	15.0	6.7	0.1	26.8						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						



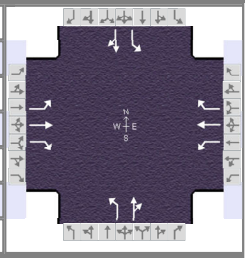
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	1.000	0.984	0.984	1.000	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.967	0.967		0.973	0.973
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	1870	1585	1781	1870	1610	1781	1462	346	1781	1543	278
Proportion of Vehicles Arriving on Green (P)	0.06	0.19	0.19	0.06	0.19	0.19	0.08	0.34	0.34	0.09	0.34	0.34
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.34		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Green Ratio (g/C)	0.25	0.19	0.25	0.19	0.42	0.34	0.42	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln	1240	0	1189	0	1056	0	849	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	15.1	0.0	15.1	0.0	26.9	0.0	26.9	0.0
Permitted Service Time (g_u), s	7.7	0.0	7.6	0.0	13.6	0.0	3.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.5		0.6		2.4		3.0	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.198	0.000	1.389	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.131	0.000	0.131	0.000	0.115	0.000	0.115
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	376.82	26.27	380.75	26.15	672.91	17.56	675.52	17.49
Bicycle F_w / F_v	-3.64	0.72	-3.64	0.80	-3.64	1.19	-3.64	0.81

HCS Signalized Intersection Results Graphical Summary

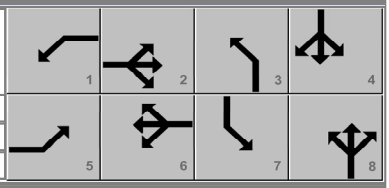
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Aug 12, 2025	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Glades & Commerce	File Name	PM Post.xus		
Project Description	Post-Development PM				



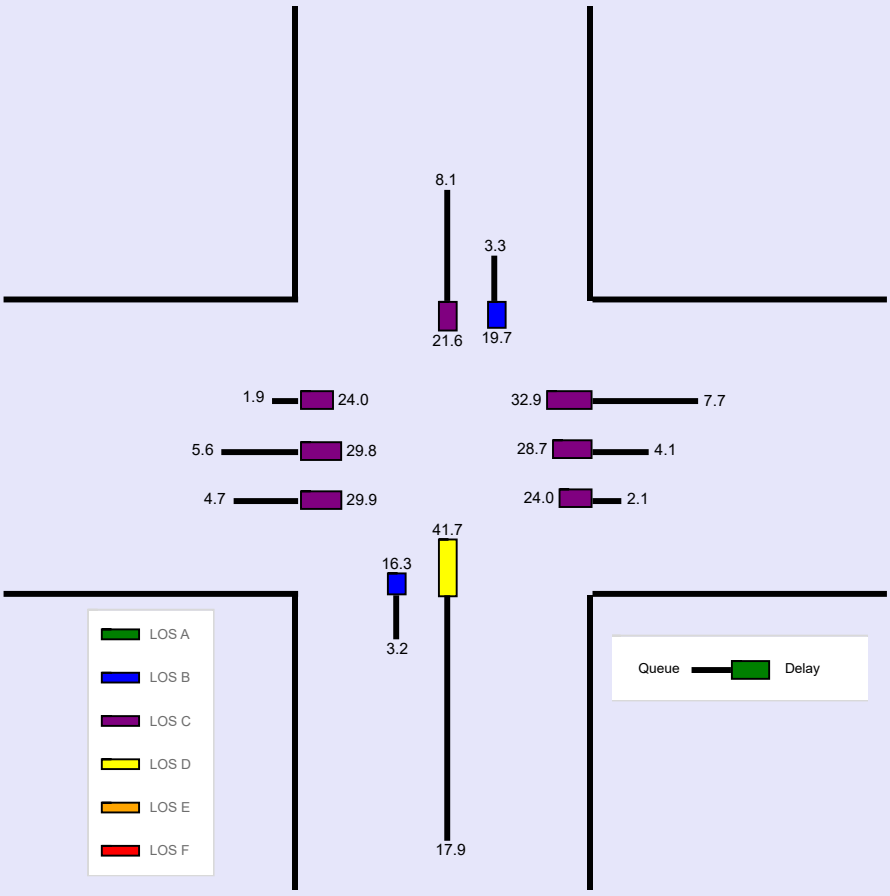
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	184	154	82	140	236	154	431	102	157	261	47

Signal Information			
Cycle, s	79.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	0.2	15.0	6.7	0.1	26.8	
Yellow	4.5	0.0	4.5	4.5	0.0	4.5	
Red	2.0	0.0	2.0	2.0	0.0	2.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	49	143	119	54	105	193	80	455		83	207	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	5.6	4.7	2.1	4.1	7.7	3.2	17.9		3.3	8.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.48	0.27	0.00	0.00	0.00	0.00		0.00	0.00	
Control Delay (*d*), s/veh	24.0	29.8	29.9	24.0	28.7	32.9	16.3	41.7		19.7	21.6	
Level of Service (LOS)	C	C	C	C	C	C	B	D		B	C	
Approach Delay, s/veh / LOS	28.8	C		30.0	C		36.0	D		20.9	C	
Intersection Delay, s/veh / LOS	29.7						C					



PROJECT TEAM

DEVELOPER
JEFF KITTLE
KITTLE PROPERTY GROUP, INC
310 E. 96TH STREET, SUITE 400
INDIANAPOLIS, IN 46240
(317) 727-4004

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STUART, FL 34994
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KIMLEY-HORN AND ASSOCIATES, INC.
445 24TH STREET, SUITE 200
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SURVEYOR
BLAINE BERGSTRESSER
KMA ENGINEERING AND SURVEYING, LLC
2345 14TH AVENUE, SUITE 3
VERO BEACH, FL 32960
(7727) 569-5505

ENVIRONMENTAL
DEAN CLARK
PROGEA, INC.
1201 ELM STREET, SUITE 4232
DALLAS, TX 75270
(214) 214-4330

ENVIRONMENTAL SITE ASSESSMENT

DESCRIPTION	FOUND (Y/N)	AGENCY CONTACT INFO	MANAGEMENT PLAN (Y/N)	RELOCATION PLAN (Y/N)
WETLANDS	YES	USACE (202) 761-7690	YES	NO
RARE HABITAT	NO	N/A	NO	NO
THREATENED SPECIES	NO	FWC (850) 488-4675	NO	NO
ENDANGERED SPECIES	NO	N/A	NO	NO
SPECIES OF SPECIAL CONCERN	NO	N/A	NO	NO
INVASIVE/EXOTIC VEGETATION	YES	N/A	NO	NO

UNIT DATA

UNIT BREAKDOWN:	# OF UNITS	PROVIDED SF	MIN. SF PER PUD
ONE-BEDROOM	114	730 SF	700 SF
TWO-BEDROOM	156	1,176 SF	800 SF
THREE-BEDROOM	42	1,242 SF	900 SF
TOTAL	312 UNITS		

BUILDING SETBACKS

	BUFFER	SETBACK	PROVIDED
FRONT	10 FT	25 Ft	26 Ft
SIDE	10 FT	10 Ft	10 Ft
REAR	10 FT	10 Ft	10 Ft

DEVELOPMENT DATA

TAX PARCEL ID NO.	3315-600-0002-000-2		
PROJECT USE	MULTI-FAMILY		
PROJECT FUTURE LAND USE	ROI		
PROJECT ZONING	PUD		
ALLOWABLE DENSITY	11 UNITS PER 1 ACRE		
UNITS PROPOSED	312 UNITS		
PROPOSED DENSITY	9.41 UNITS PER 1 ACRE		
MAX BUILDING HEIGHT	65'		
PROPOSED BUILDING HEIGHT	53.16'		
TOTAL SITE AREA	1,443,461 SF	33.14 AC	100.00%
AREA OF PROPOSED BUILDINGS (MAX 50%)	151,393 SF	3.47 AC	10.49%
AREA OF PROPOSED PAVEMENT	289,072 SF	6.64 AC	20.03%
AREA OF PROPOSED POND	155,237 SF	3.56 AC	10.75%
AREA OF WETLAND	333,939 SF	7.67 AC	23.14%
TOTAL PROPOSED IMPERVIOUS AREA (MAX 80%)	929,676 SF	21.34 AC	64.41%
TOTAL PROPOSED OPEN SPACE (MIN 35%)	513,785 SF	11.80 AC	35.59%
OPEN SPACE REQUIRED (MIN 5% USABLE OPEN SPACE)	505,358 SF	11.60 AC	35%

PARKING DATA

PARKING REQUIRED:	UNITS	SPACES
ONE-BEDROOM (1.75/UNIT)	114	199
TWO-BEDROOM (1.75/UNIT)	156	273
THREE-BEDROOM (1.75/UNIT)	42	74
TOTAL UNITS	312	546
GUEST PARKING (1/ 5 UNITS)	—	63
CLUB HOUSE PARKING (1/ 1,000 SF)	—	7
TOTAL REQUIRED	—	616
PARKING PROPOSED:	UNITS	SPACES
STANDARD PARKING PROVIDED	—	503
ACCESSIBLE PARKING PROVIDED	—	25
GARAGE PARKING PROVIDED	—	90
TOTAL PARKING PROVIDED	—	618
PROPOSED PARKING RATIO	618 SPACES / 312 UNITS	1.98 SPACES / UNIT

GENERAL NOTES:

1. HAZARDOUS WASTE DISPOSAL SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS
2. ALL LANDSCAPE AREAS ABUTTING VEHICULAR USE AREAS SHALL BE CURBED OR PROTECTED BY CURB STOPS.
3. ALL BUILDING, PARKING AND ACCESS AREAS SHALL DOCUMENT COMPLIANCE WITH THE REQUIREMENTS OF THE AMERICAN DISABILITIES ACT PRIOR TO THE ISSUANCE OF BUILDING PERMIT.
4. SOIL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE IN THE PLACE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
5. LANDSCAPING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 153 OF THE LANDSCAPE CODE OF THE CITY OF PORT ST. LUCIE.
6. NO LANDSCAPING OTHER THAN GRASSES SHALL BE LOCATED WITHIN 10' OF A CITY UTILITY LINE OR APPURTENANCE. ALL OTHER UTILITIES SHALL BE A MINIMUM OF 3' HORIZONTAL SEPARATION FROM CITY UTILITY MAINS FOR PARALLEL INSTALLATIONS AND A MINIMUM 18" BELOW CITY MAINS. (ALL MEASUREMENTS ARE TAKEN FROM OUTSIDE TO OUTSIDE)
7. NO LANDSCAPING SHALL BE PLACED IN A MANNER THAT WOULD CREATE CONFLICTS WITH THE INTENDED OPERATION AND MAINTENANCE OF ANY EXISTING UTILITY.
8. THIS APPLICATION IS NOT VESTED FOR ANY MUNICIPAL FEES. ALL FEES ARE CALCULATED AT TIME OF PAYMENT. THIS INCLUDES SPECIFICALLY IMPACT FEES, UPLAND PRESERVE FEES AND ANY ADMINISTRATIVE REVIEW FEES FOR CITY DEPARTMENTS. NO FEES ARE VESTED BASED ON DATE OF CITY COUNCIL APPROVAL.
9. SIGNS ARE NOT PART OF THIS REVIEW AND SHALL BE PERMITTED SEPARATELY FROM THE APPLICATION. (SEE CHAPTER 155 (SIGN CODE) CITY OF PORT ST. LUCIE LAND DEVELOPMENT REGULATIONS.)
10. THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITH IN THE CITY'S RIGHT-OF-WAY IN ACCORDANCE WITH CITY CODE, SECTION 41.08 (G)
11. FENCE POSTS SHOULD AVOID UTILITY SERVICE LINES AT ALL TIMES.
12. UTILITY SERVICES CAN BE CONNECTED ONLY AFTER THE MAINS ARE INSTALLED AND TURNED OVER TO THE CITY.

DRAINAGE STATEMENT

THE PROPOSED DEVELOPMENT IS WITHIN THE BOUNDS OF THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT ENVIRONMENTAL CONCEPTUAL RESOURCE PERMIT #56-104212-P AND SHALL ADHERE TO THE CONDITIONS OF AFOREMENTIONED PERMIT. THE SITE PROPOSES ONE ONSITE WET DETENTION POND TO PROVIDE TREATMENT AND ATTENUATION AND WILL DISCHARGE INTO THE C-107 CANAL TO THE EAST.

ENVIRONMENTAL STATEMENT

THE PROPOSED DEVELOPMENT SITE WAS ASSESSED FOR POTENTIAL ENVIRONMENTAL CONCERNS IN SEPTEMBER 2022 BY PROGEA UPON CONDUCTING THE ASSESSMENT IT WAS FOUND THAT NO WETLANDS EXIST ON THE PROPERTY. AS SUCH, THERE ARE NO WETLAND PERMITTING REQUIREMENTS FOR THE SUBJECT PROPERTY. NO RESIDENT OR NESTING PROTECTED SPECIES WERE IDENTIFIED ON THE SITE. THE WETLAND PERMITTING FOR THE LTC RANCH (WEST) RESIDENTIAL PUD HAS BEEN COMPLETED AND ALL REQUIRED MITIGATION PROVIDED IN ACCORDANCE WITH FEDERAL AND STATE PERMIT REQUIREMENTS. AS SUCH, THERE ARE NO WETLAND PERMITTING REQUIREMENTS FOR THE SUBJECT PROPERTY.

SHIELDING OF LIGHTING STATEMENT

WHERE ARTIFICIAL OUTDOOR LIGHTING IS PROVIDED, IT SHALL BE DESIGNED AND ARRANGED SO THAT NO SOURCE OF THE LIGHTING WILL BE A VISIBLE NUISANCE TO ADJOINING PROPERTY USED OR ZONED FOR A RESIDENTIAL PURPOSE. IN ADDITION, THE LIGHTING SHALL BE DESIGNED AND ARRANGED SO AS TO SHIELD PUBLIC STREETS AND HIGHWAYS AND ALL ADJACENT PROPERTIES FROM DIRECT GLARE OR HAZARDOUS INTERFERENCE OF ANY KIND.

HAZARDOUS WASTE STATEMENT

THE PROPOSED DEVELOPMENT SITE SHALL NOT PRODUCE HAZARDOUS WASTE AS IDENTIFIED AND DEFINED BY CITY CODE CHAPTER 50.

TRAFFIC STATEMENT

THE LTC RANCH (WEST) RESIDENTIAL PUD BUILDOUT TRIPS ARE PROJECTED AT 20,202 DAILY TRIPS BASED ON:

LTC RANCH POD 1	466 SINGLE FAMILY (ITE LAND USE 210)
LTC RANCH POD 2	537 SINGLE FAMILY (ITE LAND USE 210)
LTC RANCH POD 5	310 MULTI-FAMILY (LOW-RISE) (ITE LAND USE 220)
LTC RANCH POD 6A	294 SINGLE FAMILY (ITE LAND USE 210)
LTC RANCH POD 8C	216 MULTI-FAMILY (LOW-RISE) (ITE LAND USE 220)
	96 MULTI-FAMILY (MID-RISE) (ITE LAND USE 221)
LTC RANCH POD 9	646 SINGLE FAMILY (ITE LAND USE 210)
	70 SINGLE FAMILY (ITE LAND USE 215)
	84 MULTI-FAMILY (LOW-RISE) (ITE LAND USE 220)

LEGAL DESCRIPTION

TRACT 2, LTC RANCH WEST POD 7, AS RECORDED IN PLAT BOOK 124, PAGE 19 ST. LUCIE COUNTY, FLORIDA.

EXISTING USE: LTC RANCH WEST RESIDENTIAL CDD
ZONING: PUD
LANDUSE: ROI

EXISTING USE: SLC AG
ZONING: PUD
LANDUSE: CG/CH/ROI

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

S-BUS 36

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 37.6

ACCESSIBLE PARKING-STRIPING DETAIL N.T.S.

ACCESSIBLE PARKING SIGN

LEGEND

HEAVY DUTY CONCRETE
REGULAR DUTY CONCRETE
REGULAR DUTY ASPHALT PAVEMENT
PROPERTY LINE
ACCESSIBLE PARKING SPACES
PARKING COUNT
CURB
CURB AND GUTTER
LIGHT POLE DETAIL SEC. 158.221

CALL 48 HOURS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD '88). SUBTRACT 1.50' FROM NGVD '29 ELEVATION TO GET THE NAVD '88 ELEVATION.

PSLUSD PROJECT # 11-642-12

CITY OF PORT ST. LUCIE PROJECT # P23-119

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2010 KIMLEY-HORN AND ASSOCIATES, INC.
445 24TH STREET, SUITE 200, VERO BEACH, FL 32960
PHONE: 772-794-4100
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

LICENSED PROFESSIONAL
ALEXANDER M. DAUGHERTY, P.E.
FLORIDA LICENSE NUMBER 91957
DATE: ——

KHA PROJECT	DATE	SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
147000000	3/22/2023	AS SHOWN	MJP	MJP	AMD

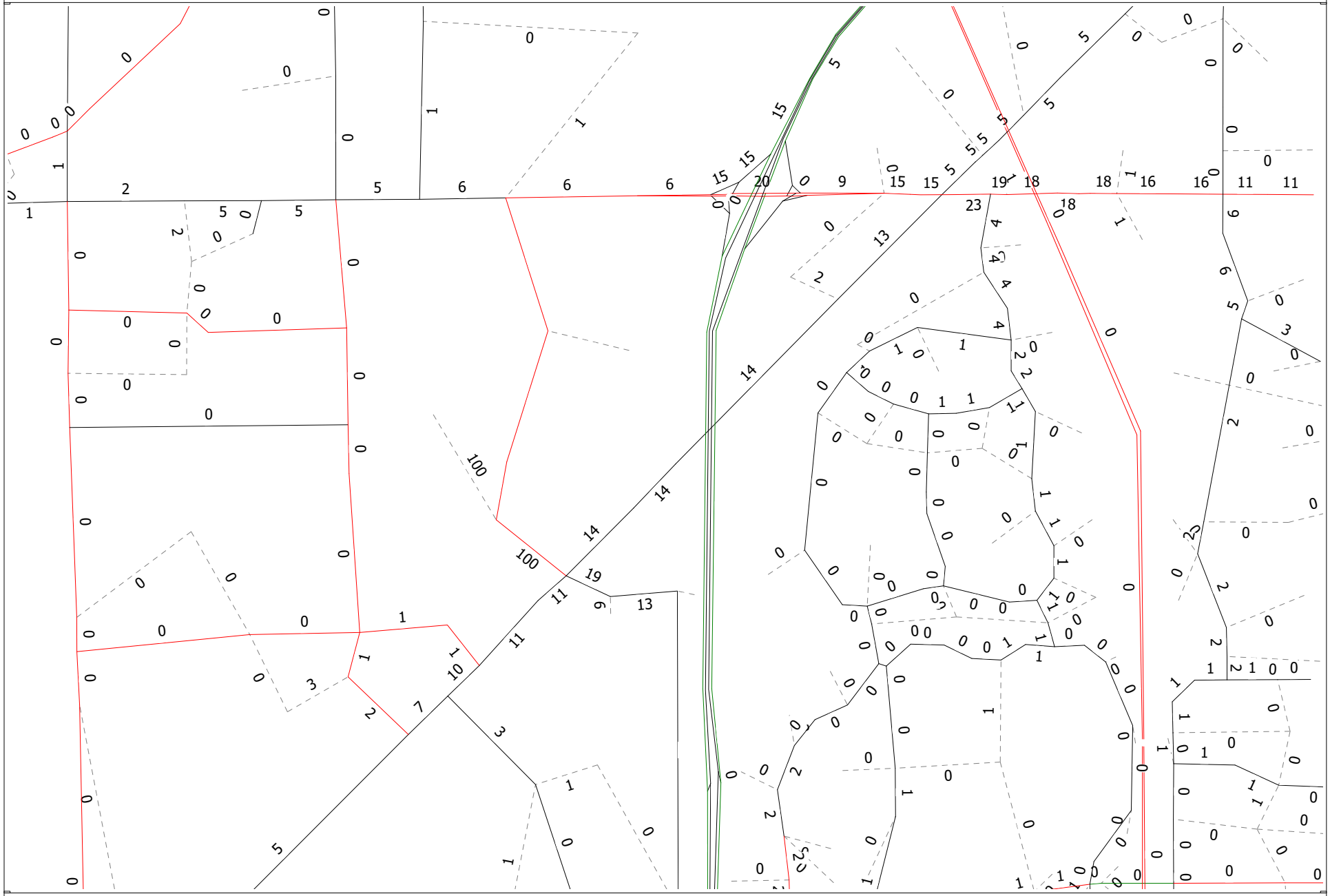
SITE PLAN

THE TIDES at WYLDER
LTC RANCH POD 8C
PREPARED FOR
KITTLE PROPERTY GROUP, INC.
PORT ST. LUCIE FLORIDA

SHEET NUMBER C-100

Plotted By:Daugherty, Alex Sheet Set:LTC RANCH POD 8C Layout:C-100 SITE PLAN October 23, 2025 11:22:58am K:\VRB_LOE\LTC Ranch - Pod 8C\CAD\PlanSheets\C-100 SITE PLAN.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

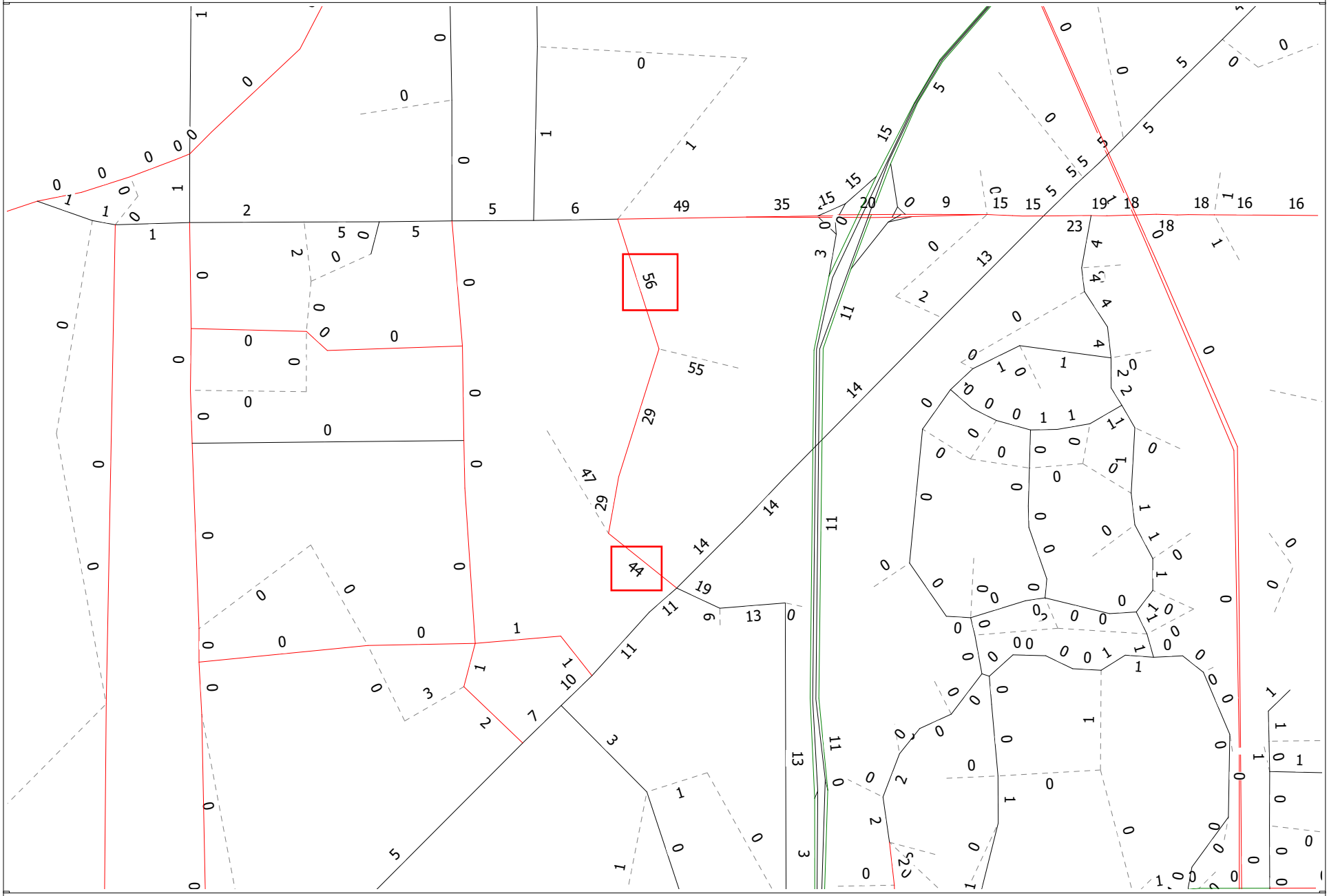
LTC West Traffic Assignment
2040 Cost Feasible Model



cube
(Licensed to Mackenzie Engineering)

xx Exernal Assignment = 100%

LTC West Traffic Assignment
2040 Cost Feasible Model



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.01	1.10
2	01/07/2024 - 01/13/2024	1.01	1.10
3	01/14/2024 - 01/20/2024	1.01	1.10
4	01/21/2024 - 01/27/2024	0.98	1.07
* 5	01/28/2024 - 02/03/2024	0.94	1.02
* 6	02/04/2024 - 02/10/2024	0.91	0.99
* 7	02/11/2024 - 02/17/2024	0.88	0.96
* 8	02/18/2024 - 02/24/2024	0.88	0.96
* 9	02/25/2024 - 03/02/2024	0.89	0.97
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.90	0.98
*12	03/17/2024 - 03/23/2024	0.91	0.99
*13	03/24/2024 - 03/30/2024	0.92	1.00
*14	03/31/2024 - 04/06/2024	0.93	1.01
*15	04/07/2024 - 04/13/2024	0.94	1.02
*16	04/14/2024 - 04/20/2024	0.95	1.03
*17	04/21/2024 - 04/27/2024	0.96	1.04
18	04/28/2024 - 05/04/2024	0.98	1.07
19	05/05/2024 - 05/11/2024	0.99	1.08
20	05/12/2024 - 05/18/2024	1.01	1.10
21	05/19/2024 - 05/25/2024	1.02	1.11
22	05/26/2024 - 06/01/2024	1.04	1.13
23	06/02/2024 - 06/08/2024	1.05	1.14
24	06/09/2024 - 06/15/2024	1.07	1.16
25	06/16/2024 - 06/22/2024	1.08	1.17
26	06/23/2024 - 06/29/2024	1.08	1.17
27	06/30/2024 - 07/06/2024	1.09	1.18
28	07/07/2024 - 07/13/2024	1.10	1.20
29	07/14/2024 - 07/20/2024	1.11	1.21
30	07/21/2024 - 07/27/2024	1.10	1.20
31	07/28/2024 - 08/03/2024	1.10	1.20
32	08/04/2024 - 08/10/2024	1.09	1.18
33	08/11/2024 - 08/17/2024	1.09	1.18
34	08/18/2024 - 08/24/2024	1.09	1.18
35	08/25/2024 - 08/31/2024	1.09	1.18
36	09/01/2024 - 09/07/2024	1.09	1.18
37	09/08/2024 - 09/14/2024	1.09	1.18
38	09/15/2024 - 09/21/2024	1.10	1.20
39	09/22/2024 - 09/28/2024	1.08	1.17
40	09/29/2024 - 10/05/2024	1.06	1.15
41	10/06/2024 - 10/12/2024	1.04	1.13
42	10/13/2024 - 10/19/2024	1.03	1.12
43	10/20/2024 - 10/26/2024	1.01	1.10
44	10/27/2024 - 11/02/2024	1.00	1.09
45	11/03/2024 - 11/09/2024	0.99	1.08
46	11/10/2024 - 11/16/2024	0.98	1.07
47	11/17/2024 - 11/23/2024	0.98	1.07
48	11/24/2024 - 11/30/2024	0.99	1.08
49	12/01/2024 - 12/07/2024	0.99	1.08
50	12/08/2024 - 12/14/2024	1.00	1.09
51	12/15/2024 - 12/21/2024	1.01	1.10
52	12/22/2024 - 12/28/2024	1.01	1.10
53	12/29/2024 - 12/31/2024	1.01	1.10

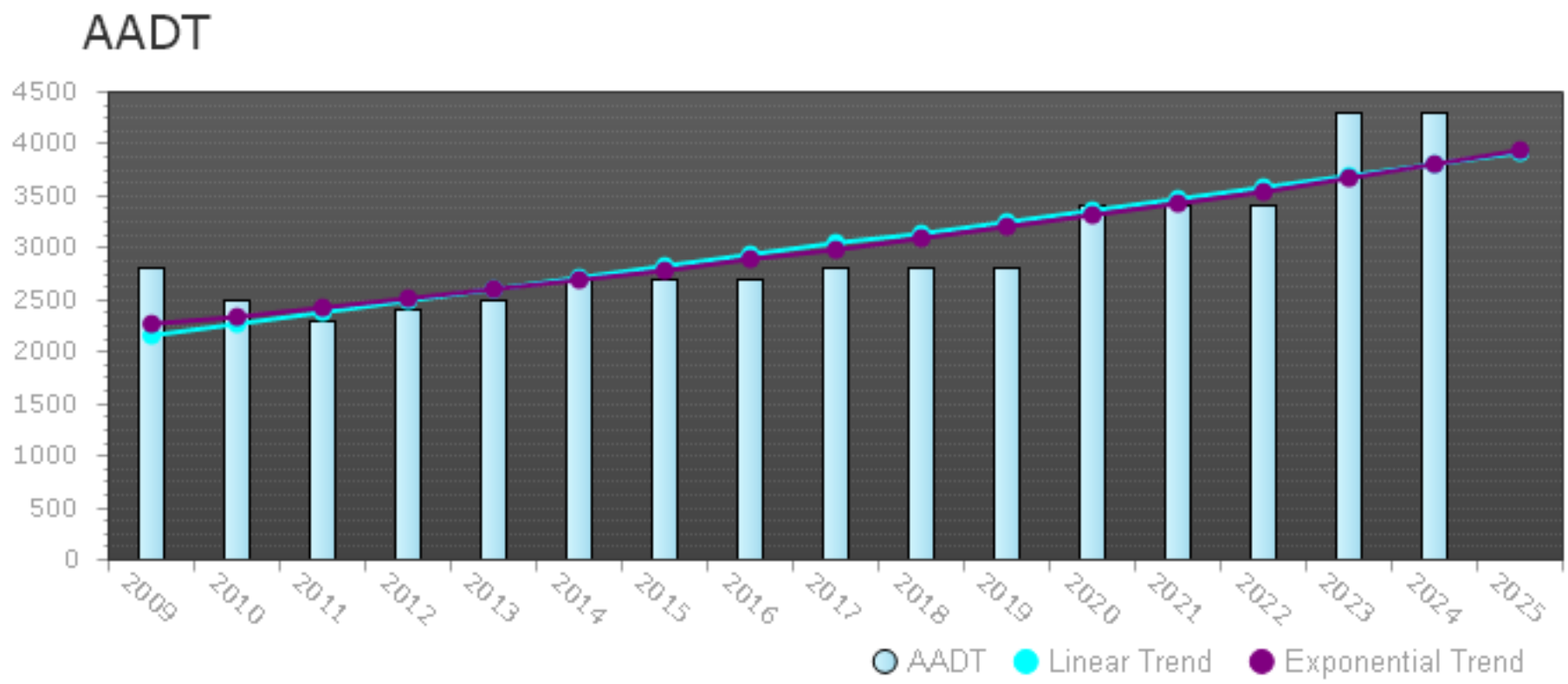
* PEAK SEASON

04-MAR-2025 16:32:53 830UPD 4_9402_PKSEASON.TXT

Station 940279

CR 709/GLADES CUTOFF RD - S OF CR 712/MIDWAY RD. (HPMS SAMPLE 2007)

Linear Growth = 2.78%
Exponential Growth = 3.38%

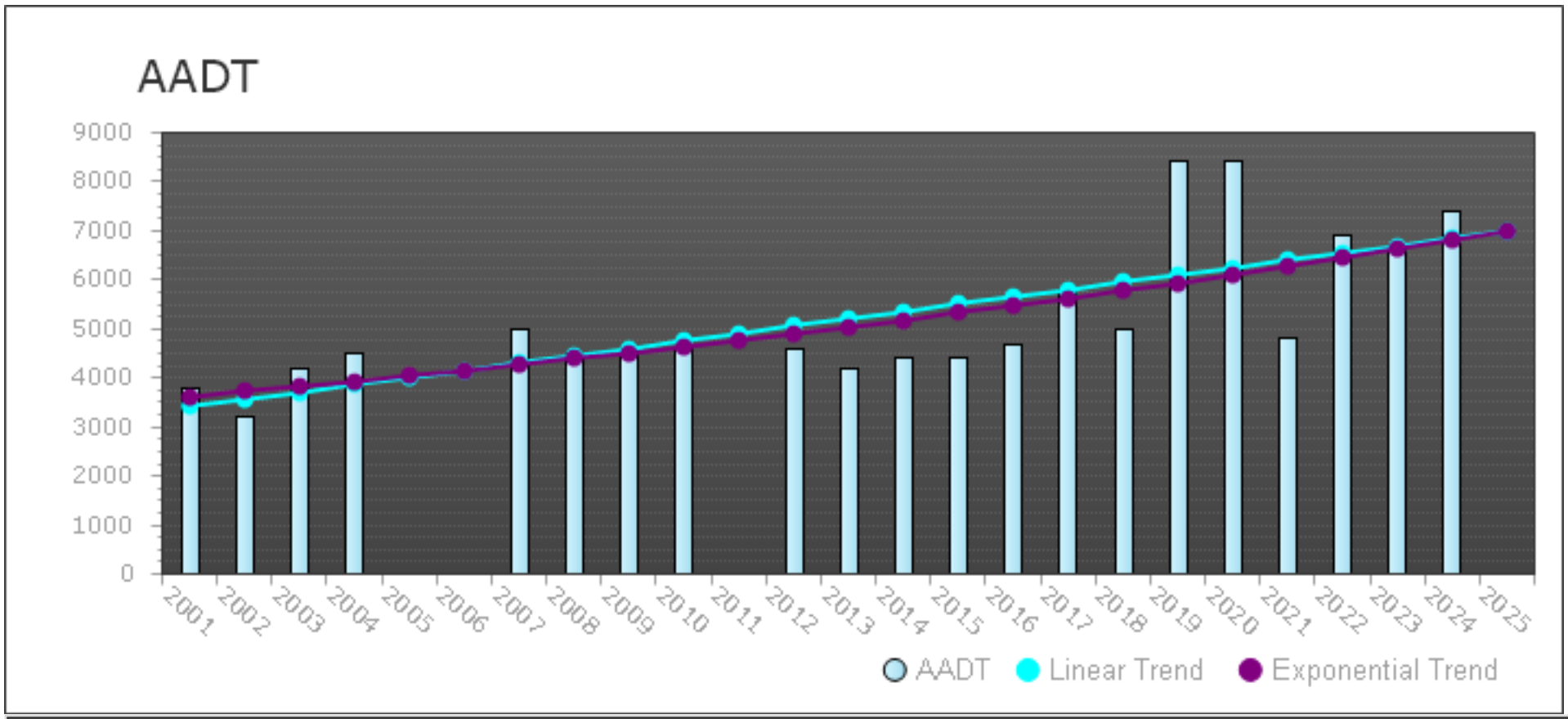


YEAR	STATION	AADT	K100	AVG DFACTOR	HEAVY VEHICLE %	AM PEAK VOL	PM PEAK VOL
2024	940279	4300	0.09	0.511		416	416
2023	940279	4300	0.09	0.516		416	416
2022	940279	3400	0.09	0.514	0	329	329
2021	940279	3400	0.09	0.509	0	329	329
2020	940279	3400		0.51	-1		
2019	940279	2800		51			
2018	940279	2800		51.3			
2017	940279	2800		50.9			
2016	940279	2700		50.9			
2015	940279	2700		51	9.14		
2014	940279	2700		50.8	10.72		
2013	940279	2500		50.8			
2012	940279	2400		56.8			
2011	940279	2300			0		
2010	940279	2500			0	284	267
2009	940279	2800			0	282	263

Station 940732

CR 712/MIDWAY RD - W OF SR 9/I-95 (COUNTY 732)

Linear Growth = 2.13%
Exponential Growth = 2.71%

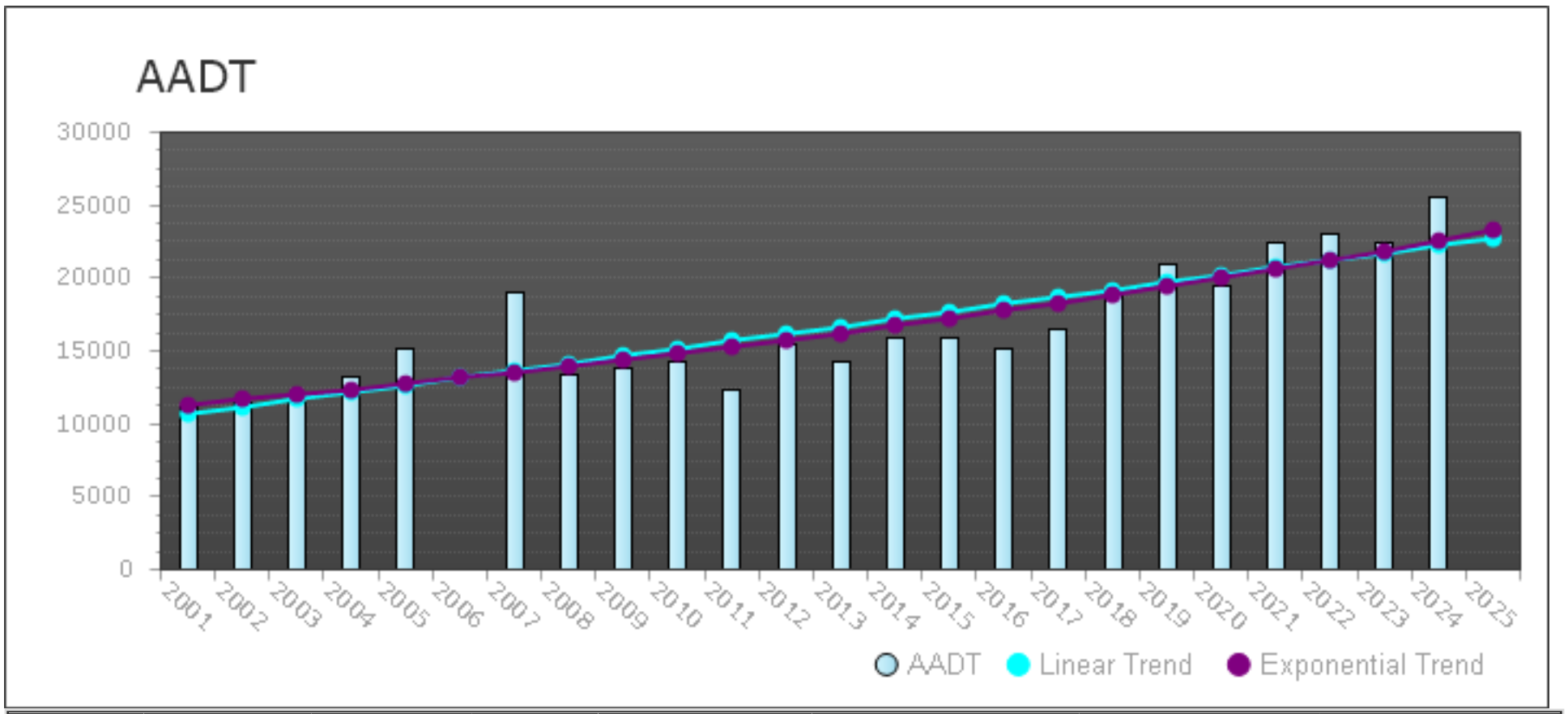


YEAR	STATION	AADT	K100	AVG DFACTOR	HEAVY VEHICLE %	AM PEAK VOL	PM PEAK VOL
2024	940732	7400	0.09	0.549		757	757
2023	940732	6700	0.09	0.535		685	685
2022	940732	6900	0.09	0.53	0	706	706
2021	940732	4800	0.09	0.53	0	491	491
2020	940732	8400		0.53	-1		
2019	940732	8400		0.53			
2018	940732	5000		0.53			
2017	940732	5800		0.53			
2016	940732	4700		0.53			
2015	940732	4400		0.53	21.27		
2014	940732	4400		0.53	11.62		
2013	940732	4200		0.53	6.33		
2012	940732	4600		0.53			
2010	940732	4600		0.53	0	357	504
2009	940732	4600		0.53	0	512	506
2008	940732	4500		0.53	0	490	485
2007	940732	5000		0.53	0	605	603
2004	940732	4500		0.53	0	426	446
2003	940732	4200		0.53	0	373	439
2002	940732	3200		0.53	0	344	352
2001	940732	3800		0.53	0	413	417

Station 945140

CR 712 / MIDWAY RD - E OF SR 9/I-95 (COUNTY 5140)

Linear Growth = 2.21%
Exponential Growth = 2.95%

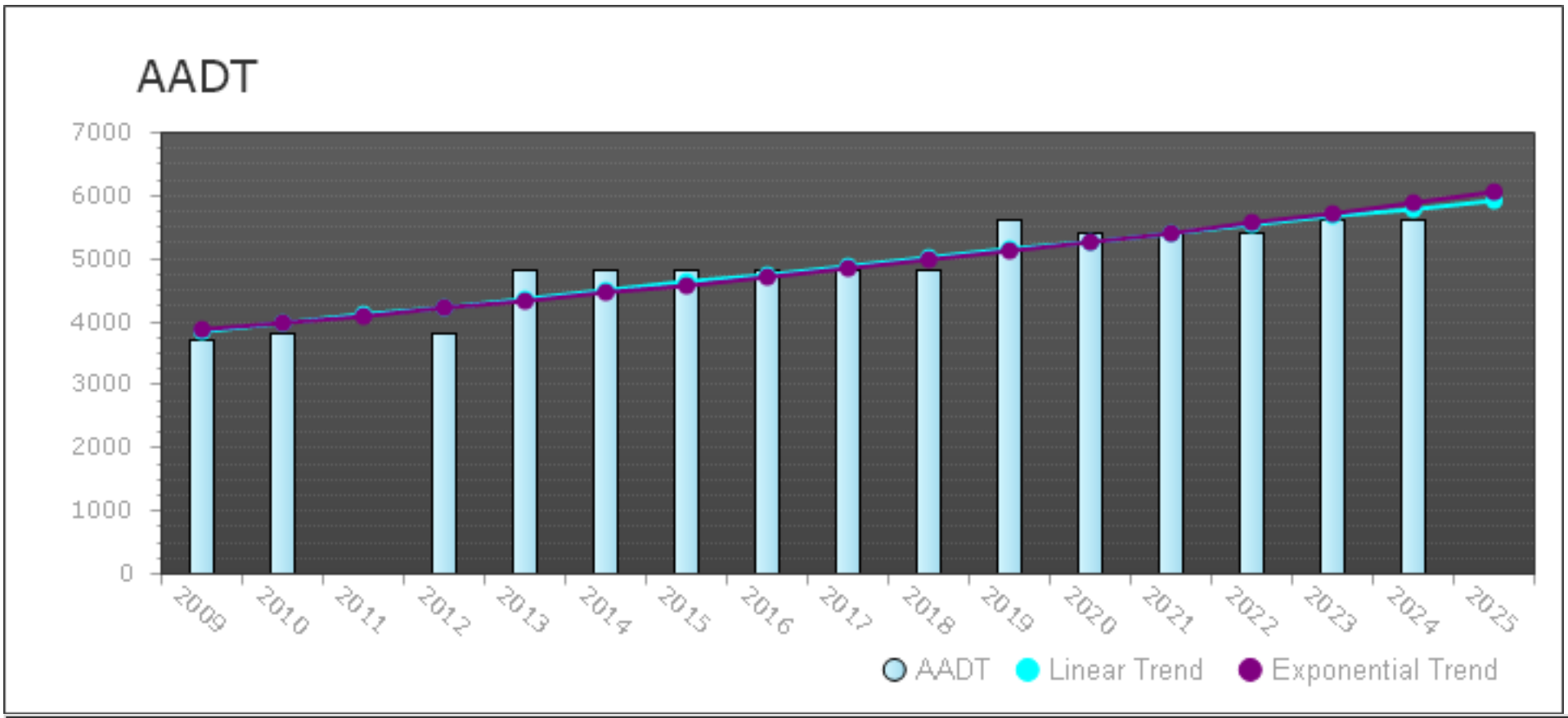


YEAR	STATION	AADT	K100	AVG DFACTOR	HEAVY VEHICLE %	AM PEAK VOL	PM PEAK VOL
2024	945140	25500	0.09	0.511		2466	2466
2023	945140	22500	0.09	0.516		2176	2176
2022	945140	23000	0.09	0.514	0	2224	2224
2021	945140	22500	0.09	0.514	0	2176	2176
2020	945140	19400		0.514	-1		
2019	945140	21000		0.514			
2018	945140	19100		0.514			
2017	945140	16500		0.514			
2016	945140	15200		0.514			
2015	945140	15900		0.514	6.12		
2014	945140	15900		0.514	8.67		
2013	945140	14200		0.514	8.83		
2012	945140	15500		0.514			
2011	945140	12400		0.514	0		
2010	945140	14300		0.514	0	1413	1379
2009	945140	13800		0.514	0	1376	1074
2008	945140	13400		0.514	0	1214	1197
2007	945140	19000		0.514	0	958	1012
2005	945140	15200		0.514	0	1245	1214
2004	945140	13200		0.514	0	1101	1171
2003	945140	11400		0.514	0	942	1023
2002	945140	11500		0.514	0	1202	1110
2001	945140	11200		0.514	0	1021	1105

Station 947011

ON GLADES CUT-OFF RD - W. OF SELVITZ RD (COUNTY 113)

Linear Growth = 2.19%
Exponential Growth = 2.75%

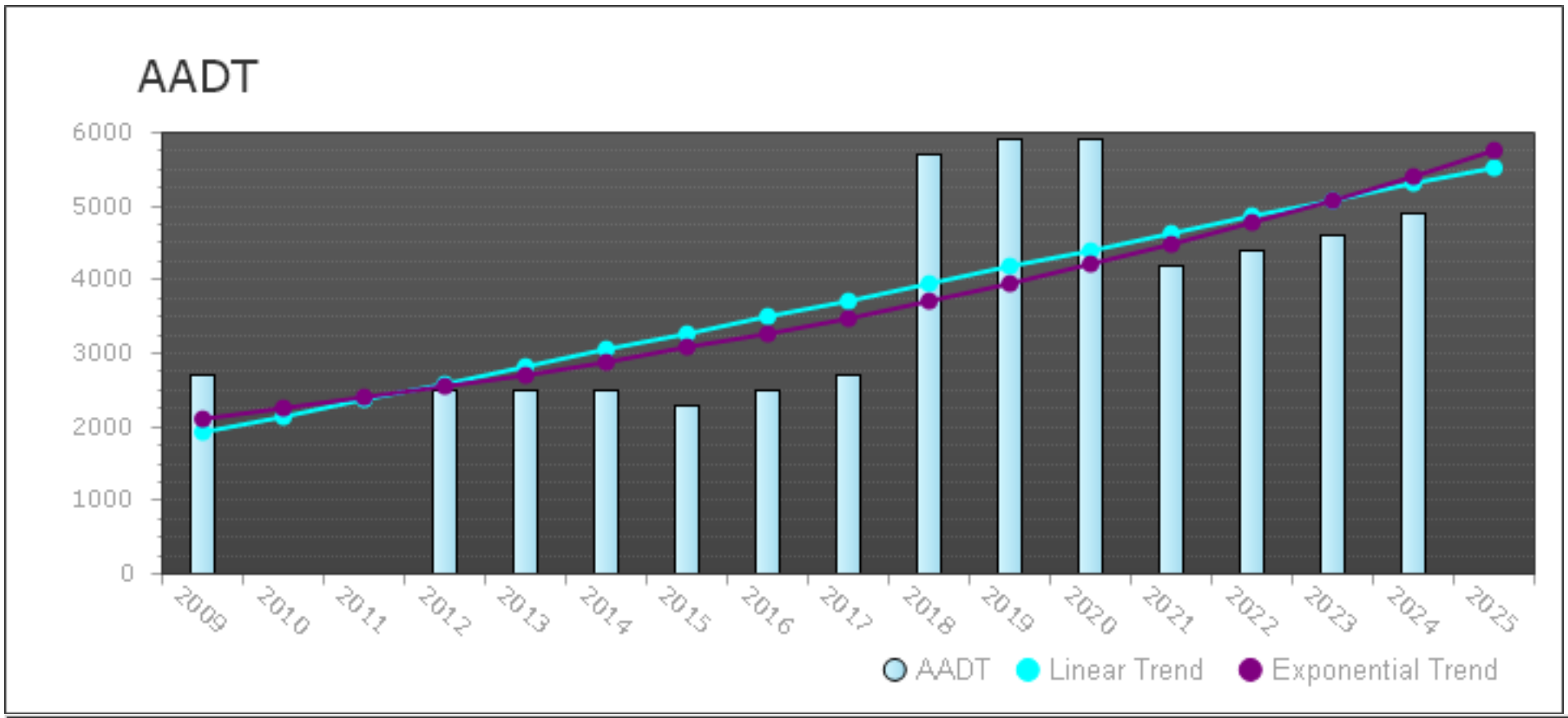


YEAR	STATION	AADT	K100	AVG DFACTOR	HEAVY VEHICLE %	AM PEAK VOL	PM PEAK VOL
2024	947011	5600	0.09	0.511		499	499
2023	947011	5600	0.09	0.516		499	499
2022	947011	5400	0.09	0.514	0	481	481
2021	947011	5400	0.09	0.509	0	481	481
2020	947011	5400		0.51	-1		
2019	947011	5600		51			
2018	947011	4800		51.3			
2017	947011	4800		50.9			
2016	947011	4800		50.9			
2015	947011	4800		51			
2014	947011	4800		50.8			
2013	947011	4800		50.8			
2012	947011	3800		56.8			
2010	947011	3800			0	373	410
2009	947011	3700			0	298	374

Station 947014

ON GLADES CUT-OFF RD - N. OF RESERVE COM PKWY (COUNTY 117)

Linear Growth = 4.08%
Exponential Growth = 6.09%

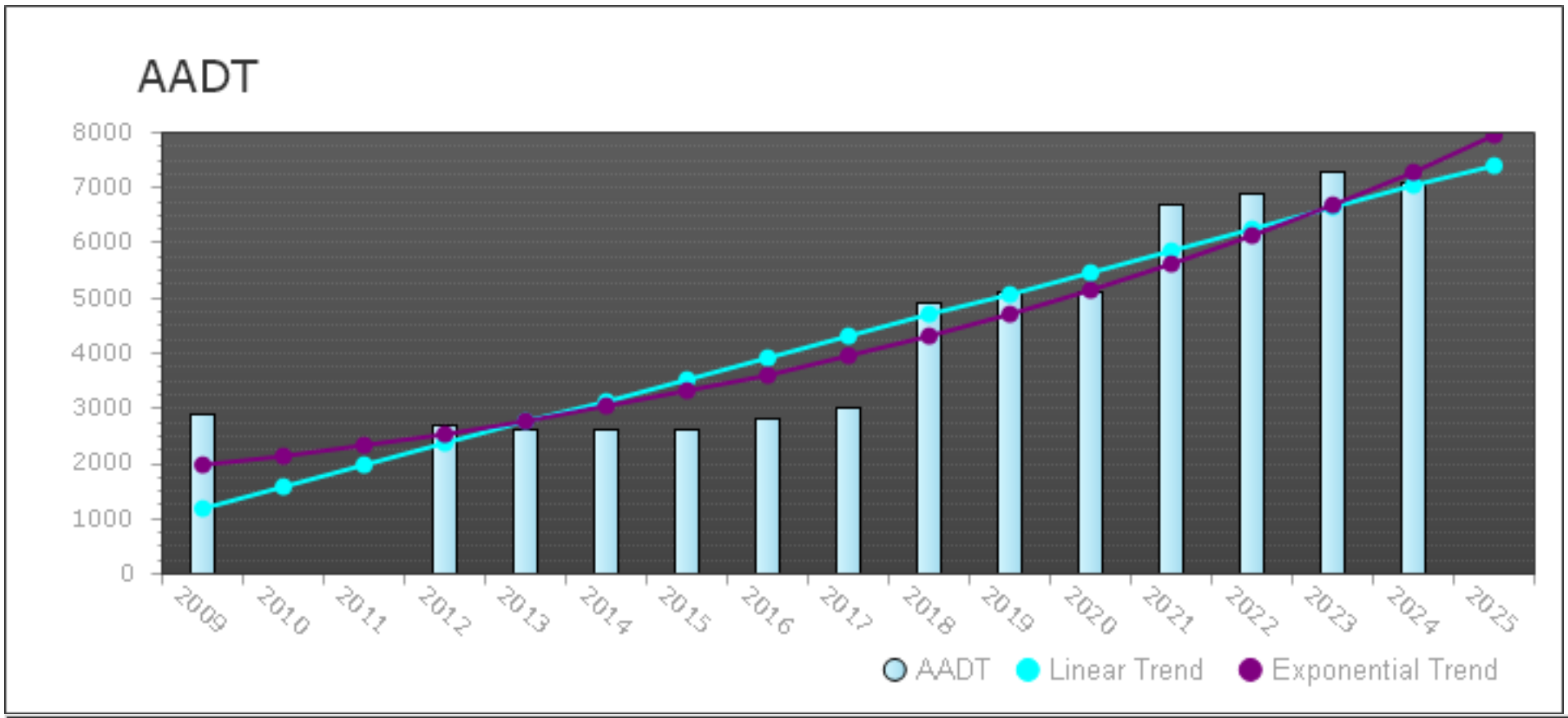


YEAR	STATION	AADT	K100	AVG DFACTOR	HEAVY VEHICLE %	AM PEAK VOL	PM PEAK VOL
2024	947014	4900	0.09	0.549		436	436
2023	947014	4600	0.09	0.535		410	410
2022	947014	4400	0.09	0.53	0	392	392
2021	947014	4200	0.09	0.531	0	374	374
2020	947014	5900		0.543	-1		
2019	947014	5900		54.3			
2018	947014	5700		55.2			
2017	947014	2700		56.2			
2016	947014	2500		57.1			
2015	947014	2300		56.3			
2014	947014	2500		54.7			
2013	947014	2500		57.2			
2012	947014	2500		57			
2009	947014	2700			0	319	304

Station 947016

ON GLADES CUT-OFF RD - S. OF RESERVE COM PKWY (COUNTY 119)

Linear Growth = 5.24%
Exponential Growth = 8.38%

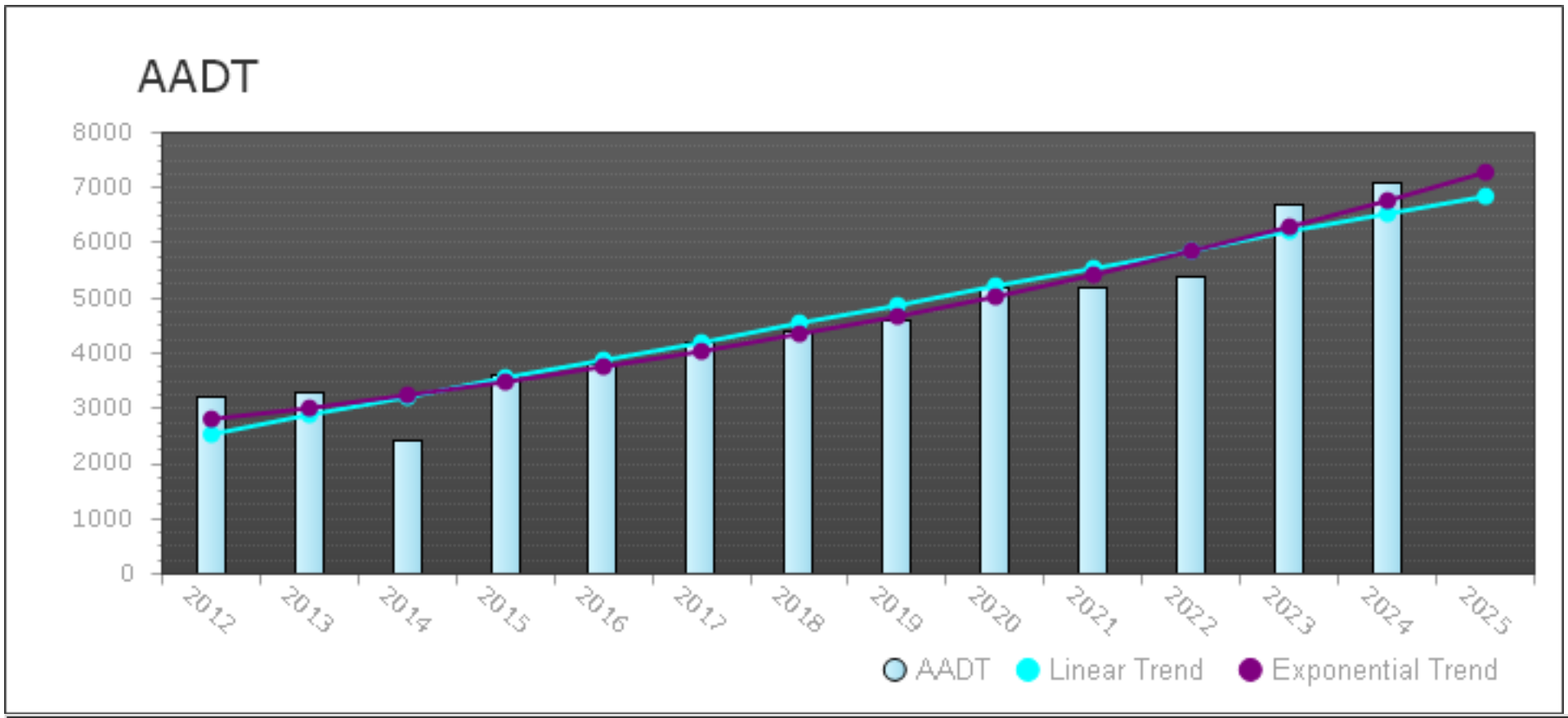


YEAR	STATION	AADT	K100	AVG DFACTOR	HEAVY VEHICLE %	AM PEAK VOL	PM PEAK VOL
2024	947016	7100	0.09	0.549		632	632
2023	947016	7300	0.09	0.535		650	650
2022	947016	6900	0.09	0.53	0	615	615
2021	947016	6700	0.09	0.531	0	597	597
2020	947016	5100		0.543	-1		
2019	947016	5100		54.3			
2018	947016	4900		55.2			
2017	947016	3000		56.2			
2016	947016	2800		57.1			
2015	947016	2600		56.3			
2014	947016	2600		54.7			
2013	947016	2600		57.2			
2012	947016	2700		57			
2009	947016	2900			0	414	425

Station 948537

MIDWAY RD. FROM MC CARTY ROAD TO I 95

Linear Growth = 4.83%
Exponential Growth = 7.09%

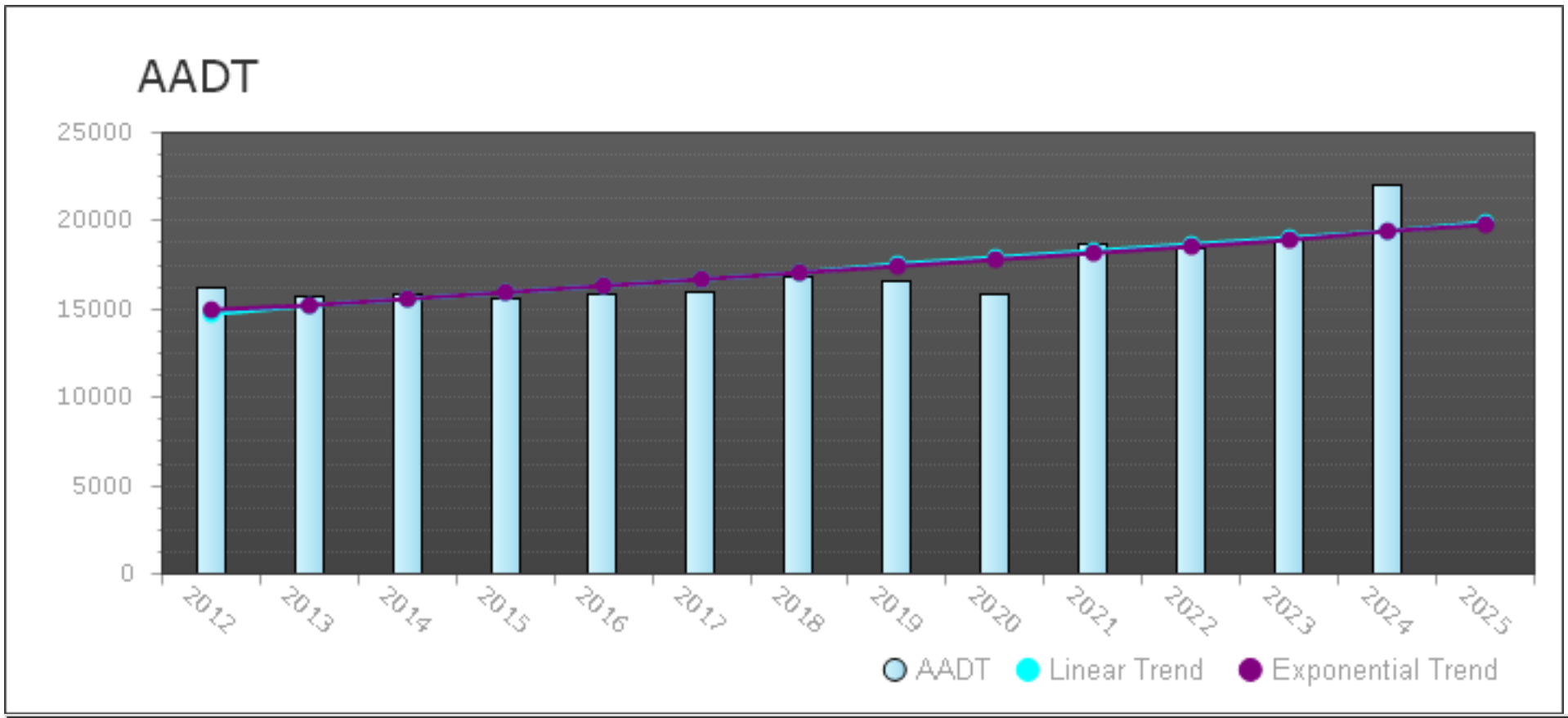


YEAR	STATION	AADT	K100	AVG DFACTOR	HEAVY VEHICLE %	AM PEAK VOL	PM PEAK VOL
2024	948537	7100	0.095	0.549		766	766
2023	948537	6700	0.095	0.535		723	723
2022	948537	5400	0.095	0.53	0	583	583
2021	948537	5200	0.095	0.531	0	561	561
2020	948537	5200		0.543	-1		
2019	948537	4600		54.3			
2018	948537	4400		55.2			
2017	948537	4200		56.2			
2016	948537	3800		57.1			
2015	948537	3600		52.7	8.73		
2014	948537	2400		52.5	13.03		
2013	948537	3300		55.9			
2012	948537	3200		55.8	10.87		

Station 948538

MIDWAY RD FROM GLADE RD TO FLORIDA TURNPIKE (HPMS)

Linear Growth = 1.97%
Exponential Growth = 2.16%



YEAR	STATION	AADT	K100	AVG DFACTOR	HEAVY VEHICLE %	AM PEAK VOL	PM PEAK VOL
2024	948538	22000	0.09	0.511		2250	2250
2023	948538	18900	0.09	0.516		1933	1933
2022	948538	18500	0.09	0.514	0	1892	1892
2021	948538	18700	0.09	0.509	0	1913	1913
2020	948538	15900		0.51	-1		
2019	948538	16600		51			
2018	948538	16800		51.3			
2017	948538	16000		50.9			
2016	948538	15800		50.9			
2015	948538	15600		56.3	6.23		
2014	948538	15900		54.7			
2013	948538	15700		57.2			
2012	948538	16200		57	4.36		

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4581254 OR BOOK 4283 PAGE 1175, Recorded 06/14/2019 09:53:52 AM

Prepared By and Return To:
W. Lee Dobbins, Esq.
Dean, Mead, Minton & Zwemer
1903 S. 25th Street, Suite 200
Ft. Pierce, FL 34947

NOTICE OF ADOPTION OF AN AMENDMENT
TO THE DEVELOPMENT ORDER FOR THE
LTC RANCH DEVELOPMENT OF REGIONAL IMPACT

Pursuant to Section 380.06(4)(c), Florida Statues, notice is hereby given of the adoption of Resolution No. 19-R40 by the City of Port St. Lucie, Florida on May 28, 2019, amending the Development Order for the LTC Ranch Development of Regional Impact. A copy of Resolution No. 19-R40 is attached hereto as **Attachment "A"**. The Development Order for the LTC Ranch Development of Regional Impact was approved by the City of Port St. Lucie, Florida by Resolution No. 00-R25 on May 22, 2000, and amended by Resolution No. 07-R77 on September 24, 2007. The Development Order for the LTC Ranch Development of Regional Impact, and all amendments thereto, may be examined in the office of the City Clerk, 121 S.W. Port St. Lucie Boulevard, Port St. Lucie, Florida.

Resolution No. 19-R40, attached hereto, constitutes a land development regulation applicable to the property described therein in Exhibit "A".

Pursuant to Section 380.06(4)(c), Florida Statutes, recording of this Notice shall not constitute a lien, cloud, or encumbrance on real property, or actual or constructive notice of any such lien, cloud or encumbrance.

DEVELOPER:

LTC MIDWAY, LLC, a Florida limited liability company

By: _____
W. Lee Dobbins, Esq.
Dean, Mead, Minton & Zwemer
Attorney for Developer

STATE OF FLORIDA
COUNTY OF St. Lucie

The foregoing instrument was acknowledged before me this 13th day of June, 2019, by W. LEE DOBBINS, ESQ., as ATTORNEY for LTC MIDWAY, LLC, a Florida limited liability company. Said person (check one): ☑ is personally known to me, ☐ produced a driver's license (issued by a state of the United States within the last five (5) years) as identification, or ☐ produced other identification, to wit:_____.

LINDA M BRIGLIA
Commission # FF 899597
Expires September 1, 2019
Bonded Thru Troy Fain Insurance 800-385-7019

Linda M. Briglia
Print Name: Linda M. Briglia
Notary Public, State of Florida
Commission No.: FF899597
My Commission Expires: 9/1/19

DEVELOPER:

LTC RANCH LIMITED PARTNERSHIP, a Florida limited partnership, LTC RANCH LIMITED PARTNERSHIP II, a Florida limited partnership, and LB&L LIMITED, a Florida limited partnership

All doing business as LTC JOINT VENTURE

By: _____
Noreen S. Dreyer, Esq.
Dreyer Law Firm, P.L.
Attorney for Developer

STATE OF FLORIDA
COUNTY OF Martin

The foregoing instrument was acknowledged before me this 10th day of June, 2019, by NOREEN S. DREYER, ESQ., as ATTORNEY for LTC RANCH LIMITED PARTNERSHIP, a Florida limited partnership, LTC RANCH LIMITED PARTNERSHIP II, a Florida limited partnership, and LB&L LIMITED, a Florida limited partnership, all doing business as LTC JOINT VENTURE. Said person (check one): ☑ is personally known to me, ☐ produced a driver's license (issued by a state of the United States within the last five (5) years) as identification, or ☐ produced other identification, to wit:_____.

JAIMEE CARMODY
Commission # GG 315302
Expires May 5, 2023
Bonded Thru Budget Notary Services

_____
Print Name: Jaimee Carmody
Notary Public, State of Florida
Commission No.: _____
My Commission Expires: _____

Attachment "A"

COUNCIL ITEM 11B
DATE 5-28-19

RESOLUTION 19-R40

A RESOLUTION OF THE CITY COUNCIL OF PORT ST. LUCIE, FLORIDA APPROVING AN AMENDED AND RESTATED DEVELOPMENT ORDER FOR THE DEVELOPMENT OF REGIONAL IMPACT KNOWN AS LTC RANCH PREVIOUSLY APPROVED BY RESOLUTION NO. 97-085 BY THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA, AND BY RESOLUTION NOS. 00-R25 AND 07-R77 BY THE CITY COUNCIL OF PORT ST. LUCIE, FLORIDA.

WHEREAS, the City Council of Port St. Lucie, St. Lucie County, Florida, has made the following determinations:

1. The Board of County Commissioners of St. Lucie County, Florida, adopted Resolution No. 97-085 approving a Development of Regional Impact and Development Order on the real property described in the attached Exhibit "A" and recorded in Official Record Book 1081, Page 1808 on June 10, 1997 with the Clerk of the Circuit Court, St. Lucie County, Florida.

2. The findings of fact and conclusions of law set forth in Resolution No. 97-085 of the Board of County Commissioners of St. Lucie County, Florida, are adopted by reference herein.

3. The City Council of Port St. Lucie and LTC Joint Venture executed an Annexation Agreement allowing for the annexation of the property described in the attached Exhibit "A" and as part of that annexation approved Resolution No. 00-R25 to govern the development of the LTC Ranch DRI as it became part of the City.

4. As the real property was annexed into the City, those portions of the Development Order applicable to the real property so annexed applied and the property remaining in the unincorporated area remained subject to the Development Order adopted by the Board of County Commissioners until such time as that property was annexed into the City.

5. All of the property described in the attached Exhibit "A" has been annexed into the City of Port St. Lucie by Ordinance No. 00-14 and Ordinance No. 02-126 and so is governed by the Development Order adopted by the City Council of Port St. Lucie.

6. On October 30, 2006, Centex Homes, Southeast Florida Division filed a Notification of Proposed Change to an Approved Development of Regional Impact pursuant to Section 380.06(19), Florida Statutes, requesting certain changes to the Development Order for the LTC Ranch DRI.

7. On September 24, 2007, the City Council of Port St. Lucie held a duly noticed public hearing on the requested changes to the Development Order for the LTC Ranch DRI, ~~and a~~After considering the comments of the various reviewing agencies and the evidence presented by the applicant, the City Council concluded that the requested changes do not constitute a substantial deviation and are in the best interest of the public health, safety and welfare of the citizens of Port St. Lucie, and the City Council passed and duly adopted Resolution No. 07-R77, adopting the requested changes to the DRI.

8. On September 28, 2018, LTC Midway, LLC, a Florida limited liability company ("LTC Midway, LLC"), as the owner of all of the land within the DRI west of I-95 (the "DRI West Side") and LTC Joint Venture ("LTC Joint Venture"), as the developer of all of the land within the DRI east of I-95 (the "DRI East Side") jointly filed an application with the City to amend the DRI, in order to update and amend the DRI conditions, and to clarify the rights and obligation that apply to the DRI East Side and the DRI West Side, as more specifically set forth herein.

9. On May 28, 2019, the City Council of Port St. Lucie held a public hearing, passing and adopting Resolution No. 19-R40, adopting the requested changes to the DRI.

10. ~~8.~~ The following uses may be developed within the LTC Ranch DRI (subject to adjustment as permitted by Paragraph A.17.j below):

Residential	4,000 units within the DRI West Side
Industrial	1,960,200 gross sq. ft. within the DRI East Side
Retail	725,000 gross sq. ft. within the DRI West Side
Office	1,508,500 gross sq. ft. within the DRI East Side

CONCLUSIONS OF LAW

NOW THEREFORE, BE IT RESOLVED by the City Council of Port St. Lucie, Florida:

A. That in a public meeting, duly constituted and assembled this 28th ~~24th~~ day of May, 2019 ~~2007~~, Resolution No. 19-R40 ~~No. 07-R77~~ which amends and restates Resolution No. 07-R77 ~~00-R25~~ is hereby approved subject to the following conditions, restrictions, and limitations.

1. APPLICATION FOR DEVELOPMENT APPROVAL

The LTC Ranch Development of Regional Impact Application for Development Approval, including all sufficiency responses (herein referred to collectively as the "Application for Development Approval" or "ADA"), are incorporated herein by

reference. Substantial compliance with the representations contained in the Application for Development Approval, as modified by the Development Order conditions, is a condition for approval. In the event of a conflict between the Application for Development Approval and the Development Order, the Development Order shall prevail.

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

a. The Application for Development Approval dated September 1992.
b. Supplemental information dated February 8, 1993.
c. Supplemental information dated August 16, 1993.
d. Supplemental information dated November 10, 1993.
e. Water Quality data dated August and October 1994.
f. Revised Phase 1 Analysis and Revised Trade-off documentation dated September 9, 1996.
g. Affordable Housing Analysis dated April 8 and 10, 1997.
h. The Application for approval of the Amended Development Order by the City of Port St. Lucie dated April 6, 2000 and the Revised Notification of a Proposed Change to a Previously Approved Development of Regional Impact dated March __, 2007.
i. The Application for approval of the Amended and Restated Development Order by the City of Port St. Lucie, dated September 28, 2018.

2. DRI APPROVAL

Final Development of Regional Impact ("DRI") approval is given to Phases 1, ~~and~~ 2 and 3 ~~or a combination thereof~~, subject to adjustment as set forth in ~~the~~ Section 17.j. (Trade-Off section) and Sections 10 and 11 (water and wastewater sections) ("Authorized Entitlements").

~~USE~~	~~PHASE 1*~~	~~PHASE 2*~~	~~PHASE 3**~~	~~TOTAL~~
~~Residential (units)~~	~~1,000~~	~~1,500~~	~~1,500~~	~~4,000~~
~~Industrial (gross square feet)~~	~~392,040~~	~~588,060~~	~~980,100~~	~~1,960,200~~
~~Retail (gross square feet)~~	~~90,000~~	~~215,000~~	~~420,000~~	~~725,000~~
~~Office (gross square feet)~~	~~34,975~~	~~314,775~~	~~1,158,750~~	~~1,508,500~~

	USE	PHASE 1*	PHASE 2*	PHASE 3*	TOTAL
DRI West Side	Residential (units)	1,000	1,500	1,500	4,000
	Retail (gross square feet)	90,000	215,000	420,000	725,000
DRI East Side	Industrial (gross square feet)	392,040	588,060	980,100	1,960,200
	Office (gross square feet)	34,975	314,775	1,158,750	1,508,500

Phase 1 ~~1997-2010~~ July 22, 2029 (in accordance with previously filed extensions, and subject to additional extensions of this deadline that may be obtained in the future)
Phase 2 ~~2010-2015~~ July 23, 2034 (in accordance with previously filed extensions, and subject to additional extensions of this deadline that may be obtained in the future)
Phase 3 February 19, 2039 (in accordance with previously filed extensions, and subject to additional extensions of this deadline that may be obtained in the future)

* The phasing deadlines above signify the dates by which all development and associated improvements for a given phase must be complete. Development of Phase 2 may commence prior to the phasing deadline for Phase 1 on either the DRI West Side or the DRI East Side, if (1) all of the mitigation associated with the Phase 1 for that side of the DRI entering Phase 2 has been completed and (2) the mitigation required as part of the Phase 2 for that side of the DRI is developed consistent with the Development Order conditions for that side of the DRI. Similarly, Development of Phase 3 may commence prior to the phasing deadline for Phase 2, on either the DRI West Side or DRI East Side, if (1) all of the mitigation associated with Phases 1 & 2 for that side of the DRI entering Phase 3 has been completed and (2) the mitigation required as part of Phase 3 for that side of the DRI is developed consistent with the Development Order conditions for that side of the DRI. ~~once the City adopts the development order to approve Phase 3 pursuant to the process set forth in the second footnote, below~~.

~~compliance with such standards at the time of preliminary plan approvals and the procedure for allocation of impact fee credits. Subsequent site plans shall be consistent with the Master Recreational Plan.~~

15. POLICE AND PUBLIC SAFETY

In conjunction with preliminary and/or final development plan application, the owner of a parcel requesting approval shall consult with the City of Port St. Lucie through the development review process to ensure that all development plans enhance the ability to provide for public safety through consideration of adequate access to the parcel, consideration of lighting and building layout, and other features which will help ensure the safety and security of the project.

The owner of a parcel requesting approval may elect either a payment of any adopted impact fee or the designation of the site acceptable to St. Lucie County or the City of Port St. Lucie with an impact fee credit as may be permitted.

16. FIRE PROTECTION

In conjunction with preliminary and/or final development plan application, the owner of the parcel requesting approval shall consult with the St. Lucie County Fire District through the development review process to ensure that all development plans enhance the ability of the District to provide for public safety through consideration of adequate access to the parcel, consideration of building layout, consideration of fire hydrant location and spacing, and other features which will help ensure the safety and security of the project. If St. Lucie County or the City of Port St. Lucie adopts a fire impact fee ordinance, the owner of a parcel upon which development is proposed may elect either a payment of the impact fee or the designation of a site acceptable to the fire district with an impact fee credit as may be permitted.

17. TRANSPORTATION

a. No individual building permit shall be granted for a parcel upon which development is proposed <u>within the DRI West Side</u> unless and until any right-of-way described in the St. Lucie County Thoroughfare Plan or on the City of Port St. Lucie Transportation ~~2020~~ Needs Assessment Map, as applicable, within the boundaries of the parcel has been dedicated to or acquired by the appropriate public agency, free and clear of all liens and encumbrances. <u>No future road corridors within the DRI East Side are shown on the St. Lucie County Thoroughfare Plan or the City of Port St. Lucie Transportation Needs Assessment Map.</u> Impact fee credits may be granted to the owner of the parcel for all dedicated right-of-way as permitted under the City's road impact fee ordinance. The dedication of right-of-way provided for in the annexation agreement entered into by LTC Joint Venture and the City Council of Port St. Lucie shall not be

entitled to an impact fee credit. Pursuant to the Contribution Agreement dated April 15, 2003 and recorded in Official Records Book 1863, Page 1819, of the Public Records of St. Lucie County and attached hereto as Exhibit "F", a $2,000,000.00 contribution was paid to the City. The Contribution Agreement states as follows: "In consideration of all the payments to be made by the Owner as set forth herein, the City agrees and hereby acknowledges that the entire LTC Ranch DRI is and shall be vested in perpetuity for purposes of transportation concurrency as set forth herein and shall not have any further obligation for any traffic or transportation impacts (including but not limited to off-site improvements or contribution for any road improvements) east of I-95, with the exception of the Owner's proportionate share of the intersection (including signalization) improvements, if warranted, for the north bound entrance ramp at the intersection of I-95 and Midway Road, and the Owner shall be permitted to develop the property as permitted on the date of execution of this Agreement to the full extent permitted by the Development Order. The foregoing shall not be interpreted to exempt the Owner from the payment of applicable transportation impact fees." The forgoing improvements at the intersection of I-95 and Midway Road have been completed, therefore the entire LTC Ranch DRI has no further obligations for any traffic or transportation impacts east of I-95 (other than the payment of transportation impact fees). Obligations relating to improvements east of I-95 set forth in this Paragraph A.17 have therefore been identified as "satisfied".

b. **The obligations set forth in this paragraph A.17.b (including subparagraphs 1 and 2 below) have all been satisfied.** No building permit shall be issued for any structure within a parcel which uses Delcris Drive (as shown on Map H-1) for access until all of the intersection improvements listed in either paragraph 1) or 2) below have been completed or contracts let and bonded with the County or the City of Port St. Lucie, as applicable to obtain the following configurations:

1) West Midway Road and Delcris Drive

Northbound Delcris Drive	Eastbound West Midway Road
One right-turn lane*	One through lane
One left-turn lane*	One right-turn lane*
	Westbound West Midway Road
	Two through lanes
	One left-turn lane*

SATISFIED

2) Glades Cut-Off Road and Delcris Drive

Northbound Glades Cut-Off Road	Eastbound Delcris Drive
One through lane	One right-turn lane*

One left-turn lane*	One left-turn lane* Southbound Glades Cut-Off Road One through lane

* Required Improvement

No building permits for development in Development Area A (DRI East Side), as shown on Map H-1 shall be issued for more than 9,000 daily trips, 600 A.M. peak hour trips and 950 P.M. peak hour trips until contracts for all improvements outlined in paragraphs 1 and 2 above have been let and the improvements have been bonded with the County or the City of Port St. Lucie, as applicable.
SATISFIED

c. No building permits shall be issued within a parcel which has direct access to Arterial A (as shown on Map H-1) until intersection improvements have been completed or contracts let and bonded with the County or the City of Port St. ~~Lucy~~ Lucie, as applicable to obtain the following access configurations (this paragraph A.17.c shall not apply to the DRI East Side, and the DRI East side shall have no obligation hereunder):

West Midway Road and Arterial A

Northbound Arterial A One right-turn lane* One left-turn lane*	Eastbound West Midway Road One through lane
	Westbound West Midway Road One through lane One left-turn lane*

* Required Improvement.

d. No building permits shall be issued within a parcel which has direct access to Glades Cut-Off Road or West Midway Road until separate left and right turn lanes serving inbound and outbound movements at the Glades Cut-Off Road or West Midway Road access points have been let for construction. All access points onto West Midway Road and Glades Cut-Off Road shall comply with St. Lucie County's Access Management Guidelines.

e. **The obligations set forth in this Paragraph A.17.e (including the traffic improvements listed below) have all been satisfied.** No building permits shall be issued until the plans have been authorized for completion and the following improvements have been budgeted by St. Lucie County or paid for by third parties for construction of the intersection improvements to obtain the following configurations at the intersection of West Midway Road and Glades Cut-Off Road:

Northbound Glades Cut-Off Road	Eastbound West Midway Road
One through lane	One right-turn lane*
One left-turn lane*	One through lane
	One left-turn lane*
Southbound Glades Cut-Off Road	Westbound West Midway
One through lane	One through lane
One left-turn lane*	One left-turn lane*

* Required Improvement

f. Monitoring Program for St. Lucie West Boulevard from I-95 to West Peacock Boulevard.

The obligations set forth in this Paragraph A.17.f (including subparagraphs f.1 through f.4 below) have all been satisfied.

Prior to approval of development generating more than 15,800 average daily trips, 1050 A.M. peak hour trips or 1660 P.M. peak hour trips, an annual monitoring program of St. Lucie West Boulevard from I-95 to West Peacock Boulevard including the intersections of St. Lucie West Boulevard at I-95 and St Lucie West Boulevard at West Peacock Boulevard shall be undertaken.

This monitoring program shall end at the completion of developing the Authorized Entitlements - (Phases 1 and 2). The traffic monitoring program shall be conducted by a traffic engineering firm that is qualified by the Florida Department of Transportation in F(3.05), Traffic Operation Studies, and G(3.06), Traffic Operation Design, or equivalent. Traffic counts shall be conducted in the peak season period (January 1 - March 31). A two-day, mid-week twenty-four hour (hourly recording) count shall be made on the link. Turning movement counts shall be conducted during two P.M. peak hours (4:00 to 6:00 P.M.) at each intersection.

f.1 Link and Intersection Traffic Volume Projections.

The monitoring program will project traffic demands for the link and intersections using historical traffic growth data from the monitoring program. Forecasts will be made for a three year period. When the link is projected to exceed its service volume for the adopted Level-of-Service standard for peak season peak hour conditions, or an intersection is projected to operate at below the adopted Level-of-Service standard, during the three year period, the month and the year for such exceedence will be estimated (exceedence date).

f.2 Signalization.

The actual P.M. peak hour intersection traffic volumes collected in accordance with paragraph f. above. for the unsignalized study intersections shall be compared to the volume thresholds of signal warrants numbers 1 and 2 in the Manual of Uniform Traffic Control Devices (MUTCD). At such time that the actual P.M. peak hour turning movements exceed both the major street and minor street volume signal warrant criteria, it will constitute an indication of a possible signal warrant and a complete signal analysis will be conducted unless the City engineer determines such study is not required. The complete signal warrant study shall be completed within four months of the approval of a monitoring report that finds the P.M. peak hour to indicate a possible signal warrant.

f.3 Improvements.

The link and intersection improvements identified in this monitoring program must be let for construction by the construction date. The construction date is defined as twelve (12) months prior to the exceedence date defined in paragraph h. above. Design and permitting of these improvements must be completed by the construction date.

The signalization requirements identified in this monitoring program must be let for construction within twelve months after a signal is warranted.

f.4 Annual Traffic Monitoring Report for St. Lucie West Boulevard

An annual traffic monitoring report on the operating condition of St. Lucie West Boulevard shall be submitted as part of the Annual Report. The report shall present existing counts and traffic conditions, and shall include all analysis and projections. The report shall specify any improvements necessary to provide Level-of-Service "D" for peak season, peak hour conditions. The report will identify any exceedence and construction dates as defined under this condition. The report will be submitted to all agencies which receive the annual development report and the Florida Department of Transportation. The City of Port St. Lucie shall review and approve the monitoring report and its findings in consultation with the Florida Department of Transportation's recommendation for state roads.

g. Monitoring Program for Roads and Intersections in Tables 1 and 2

The traffic monitoring set forth in this Paragraph A.17.g shall take place biennially instead of annually.

Commencing in January of 1998, ~~an annual~~ a biennial monitoring program for the roadway links and intersections listed in Tables 1 and 2 shall be undertaken. The links and intersections contained in Table 1 have been projected to be significantly impacted by the LTC Ranch DRI by full build out of the Entitlements (Phases 1, 2 and ~~2~~3). Monitoring of each roadway segment and intersection as specified by this condition may be discontinued whenever all related improvements to the roadway segment or intersection have been completed. The monitoring program shall end at ~~do~~ completion of developing the Authorized Entitlements (Phases 1, 2 and ~~2~~3).

The traffic monitoring program shall be conducted by a traffic engineering firm that is qualified by the Florida Department of Transportation in F(3.05). Traffic Operation Studies, and G(3.06), Traffic Operation Design or equivalent. Traffic counts shall be conducted in the peak season period (January 1 - March 31). A two-day, mid-week twenty-four hour (hourly recording) count shall be made on the link. Turning movement counts shall be conducted during two P.M. peak hours (4:00 to 6:00 P.M.) at each intersection.

g.1 Links and Intersection Traffic Volume Projections.

Commencing in January of 1998, the monitoring program will project traffic demands for each link and intersection listed in Table 1, using historical traffic growth data from the monitoring program. Forecasts will be made for a three year period. When a link is projected to exceed its service volume for a Level-of-Service "D" for peak season peak hour conditions, or an intersection is projected to operate below Level-of-Service "D" during the three year period, the month and the year for such exceedence will be estimated (exceedence date).

g.2 Signalization.

The actual P.M. peak hour intersection traffic volumes collected in accordance with above, for the unsignalized intersections in Table 1, shall be compared to the volume thresholds of signal warrants numbers 1 and 2 in the Manual of Uniform Traffic Control Devices (MUTCD). At such time that the actual P.M. peak hour turning movements exceed both the major street and minor street volume signal warrant criteria, it will constitute an indication of a possible signal warrant and a complete signal analysis will be conducted unless the City engineer determines such study is not required. The complete signal warrant study shall be completed within four months of approval of a monitoring report that finds the P.M. peak hour to indicate a possible signal warrant.

g.3 Improvements.

The link and intersection improvements listed in Table 1, which are shown to be needed by the monitoring program, must be let for construction by the construction date. The construction date is defined as twelve (12) months prior to the exceedence date defined in paragraph g.1 above. Design and permitting of these improvements must be completed by the construction date.

The signalization requirements identified in this monitoring program must be let for construction within twelve months after a signal is warranted.

g.4 ~~Annual~~ Biennial Traffic Monitoring Report for Tables 1 and 2.

~~An annual~~ A biennial traffic monitoring report shall be submitted on the operating condition of the links and intersections listed in Tables 1 and 2, as part of the ~~Annual~~Biennial Report. The report shall present existing counts and traffic conditions, and shall include all analysis and projections. The report shall specify any improvements necessary to provide the adopted Level-of-Service for peak season, peak hour conditions. The report will identifty any exceedence and construction dates as defined under this condition. The report will be submitted to all agencies which receive the ~~annual~~ biennial development report and the Florida Department of Transportation. The City of Port St. Lucie shall obtain comments from the appropriate agencies and shall review and approve the monitoring report and its findings.

g.5 Site Plan Approval.

Certain traffic improvements listed in Tables 1 & 2 below have been marked "satisfied". The requirements of this paragraph g.5 shall only apply to those remaining traffic improvements listed in Tables 1 & 2 below, which have not been marked "satisfied".

No site plan approval for development within the DRI West Side shall be issued if cumulative site plan approvals within the DRI West Side include development generating more than 10,000 ~~17,928~~ average daily trips. 660 ~~1,195~~ A.M. peak hour trips or 1,030 ~~1,881~~ P.M. peak hour trips from the DRI West Side beginning one year prior to the construction date until any of the following ~~required~~ improvements identified to be required by the monitoring program described above are contained in the first three years of the St. Lucie County or City of Port St. Lucie or Florida Department of Transportation work program or are bonded for construction (the "West Side Traffic Improvements"):

- West Midway Road from Arterial A to I-95 (widen to 4 lanes)
- Glades Cut-Off Road from I-95 to Arterial A (widen to 4 lanes)
- Intersection of West Midway Road and Arterial A
  - Signalization when warranted
  - Add second westbound left turn lane

No site plan approval for development within the DRI East Side shall be issued if cumulative site plan approvals within the DRI East Side include development generating more than 7,928 average daily trips, 535 A.M. peak hour trips or 851 P.M. peak hour trips from the DRI East Side beginning one year prior to the construction date until any of the following improvements identified to be required by the monitoring program described above are contained in the first three years of the St. Lucie County or City of Port St. Lucie or Florida Department of Transportation work program or are bonded for construction (the "East Side Traffic Improvements"):

- Intersection of West Midway Road and I-95 West
  - Add second southbound left turn lane
  - Add second westbound left turn lane

No site plan approval for development within the DRI West Side shall be issued if cumulative site plan approvals include development within Development Areas B and C and if the combined trip generation of the development within Development Areas B and C (also known as the DRI West Side) would be more than 10,000 average daily trips, 660 A.M. peak hour trips or 1,030 P.M. peak hour trips beginning one year prior to the construction date until ~~any required improvements~~ The West Side Traffic Improvements (defined above) identified to be required by the monitoring program described above are contained in the first three years of the St. Lucie County or City of Port St. Lucie or Florida Department of Transportation work program or are bonded for construction.

h. Within the DRI West Side, ~~N~~no building permits shall be issued for development generating more than ~~49,236~~ 35,053 (average daily trips) ~~3,447~~ 2,126 A.M. peak hour trips, or ~~5,291~~ 3,615 P.M. peak hour trips from the DRI West Side, until additional review of the cumulative regional impacts of the ~~49,236~~ 35,053 daily trips and ~~3,447~~ 2,126 A.M. peak hour trips, and ~~5,291~~ 3,615 P.M. peak hour trips together with the impact of proposed development beyond the threshold is undertaken and ~~the Development Order is correspondingly revised~~ the City may require additional transportation improvements to address such proposed development within the DRI West Side. Within the DRI East Side, no building permits shall be issued for development generating more than 14,183 (average daily trips) 1,321 A.M. peak hour trips, or 1,676 P.M. peak hour trips from the

DRI East Side, until additional review of the cumulative regional impacts of the 14,183 daily trips and 1,321 A.M. peak hour trips, and 1,676 P.M. peak hour trips together with the impact of proposed development beyond the threshold is undertaken and the City may require additional transportation improvements to address such proposed development within the DRI East Side. A traffic report shall be provided with each biennial report for the DRI East Side or DRI West Side, showing the average daily trips, A.M. peak hour trips and P.M. peak hour trips generated by the then-existing development within such DRI East Side or DRI West Side, unless no new development has occurred within such DRI East Side or DRI West Side since the last biennial report. Attached as Exhibit "G" is a trip tracking table to be used in tracking trip generation as development within the DRI East Side or DRI West Side is approved by the City. If the land use for any proposed development within the DRI does not match the uses shown on Exhibit "G", then ITE Trip Generation 10th Edition should be applied with 34% internal capture and ITE pass-by. **The Contribution Agreement referenced in Paragraph A.17.a above states as follows: "In consideration of all the payments to be made by the Owner as set forth herein, the City agrees and hereby acknowledges that the entire LTC Ranch DRI is and shall be vested in perpetuity for purposes of transportation concurrency as set forth herein and shall not have any further obligation for any traffic or transportation impacts (including but not limited to off-site improvements or contribution for any road improvements) east of I-95, with the exception of the Owner's proportionate share of the intersection (including signalization) improvements, if warranted, for the north bound entrance ramp at the intersection of I-95 and Midway Road, and the Owner shall be permitted to develop the property as permitted on the date of execution of this Agreement to the full extent permitted by the Development Order. The foregoing shall not be interpreted to exempt the Owner from the payment of applicable transportation impact fees." The forgoing improvements at the intersection of I-95 and Midway Road have been completed, therefore the entire LTC Ranch DRI has no further obligations for any traffic or transportation impacts east of I-95 (other than the payment of transportation impact fees). Therefore, any traffic improvements located east of I-95 referenced in Tables 1 & 2 below have been marked "satisfied".**

TABLE 1

ROADWAY LINKS	FROM	TO	POTENTIAL IMPROVEMENT TO:
West Midway Road	Arterial A	I-95	4-lane

	I-95	Glades Cut-Off Road	4-lane - Satisfied
	I-95	Glades Cut-Off Road	6-lane - Satisfied
	Glades Cut-Off Road	25th Street	4-lane - Satisfied
	25th Street	U. S. 1	4-lane - Satisfied
Glades Cut-Off Road	West Midway Road	Delcris Drive	4-lane - Satisfied
	~~Delcris Drive~~ I-95	Arterial A	4-lane
Glades Cut-Off Road[1]	Selvitz Road	West Midway Road	4-lane - Satisfied
St James Drive[2]	West Midway Road	Aireso Boulevard	4-lane - Satisfied
East Torino Parkway[2]	West Midway Road	St. Lucie West Boulevard	4-lane - Satisfied
St. Lucie West Blvd.	I-95	Cashmere Road	6-lane - Satisfied

TABLE 2

Intersections	Improvements
West Midway Road and Arterial A	Signalization, when warranted Add second WB left-turn lane
West Midway Road and I-95 West	Signalization when warranted - Satisfied Add second SB left-turn lane Add second WB left-turn lane
West Midway Road and I-95 East	Signalization when warranted - Satisfied
West Midway Road and Delcris Drive	Signalization when warranted - Satisfied Add second NB left-turn lane - Satisfied Add second WB through lane - Satisfied
West Midway Road and Glades Cut-Off Road	Add SB right-turn lane - Satisfied Add second NB left-turn lane - Satisfied
West Midway Road and Torino Parkway	As required by monitoring studies - Satisfied
West Midway Road and Selvitz Road	As required by monitoring studies - Satisfied
West Midway Road and 25th Street	As required by monitoring studies - Satisfied
Glades Cut-Off Road and Delcris Drive	Signalization when warranted - Satisfied
Okeechobee Road and I-95 East	Signalization when warranted - Satisfied Add third WB through lane - Satisfied

1 Glades Cut-Off Road will be monitored until two years after the completion of construction on the four laning of Prima Vista Boulevard between Airoso Boulevard and Cashmere Boulevard, or until two years after entering Phase 2, whichever is later. At that monitoring this road will be discontinued. **- Satisfied. This monitoring is no longer required.**

2 St. James Drive will be monitored until East Torino Parkway is connected between West Midway and North Peacock Drive. At that time monitoring of St. James Drive will be replaced with monitoring of East Torino Parkway. **- Satisfied. This monitoring is no longer required.**

3 **Pursuant to the Contribution Agreement referenced in Paragraph A.17.a above (and attached hereto as Exhibit "F"), the requirements to construct traffic improvements East of I-95 referenced in Tables 1 & 2 have been satisfied, and therefore those improvements have been marked "satisfied" in Tables 1 & 2.**

i. Phase 1 development shall occur in Development Areas A and B. If development is requested in Area C during Phase 1, a traffic analysis evaluating Glades Cut-Off Road from ~~West Midway Road~~ I-95 to the most southerly development access shall be submitted to ~~St. Lucie County, TCRPC, DCA, FDOT and~~ the City of Port St. Lucie (the DRI East Side shall have no obligation with respect to this traffic analysis). The analysis will document the adequacy of Glades Cut-Off Road to accommodate the proposed Area C development. Should roadway improvements (other than access turn lanes be required), then ~~the Development Order shall be modified through the NOPC process~~ prior to issuance of a building permit in Area C, LTC Midway, LLC shall enter into an agreement with the City to provide for four-laning Glades Cut-Off Road from I-95 to the most southerly development access (the foregoing improvements to Glades Cut-Off Road shall be obligations of the DRI West Side). Access turn lanes will be required in conjunction with roadway or access connection permitting.

j. Development quantities reflected in Section 2, DRI Approval, ~~page 3~~pages 3 - 4, and in the Map H-1, Master Plan (Exhibit "B") can be adjusted in accordance with the Conversion Matrix attached here to as Exhibit "E". ~~based on Equivalent Residential Units (ERU). An ERU is defined as one single family unit. At least 30 days prior to submission to the City of Port St Lucie of a request to utilize a trade-off, the owner of the parcel upon which development is proposed shall submit to the Department of Community Affairs written notice of its intent to utilize the trade-off mechanism and confirmation that use of the trade-off mechanism is consistent with the City of Port St Lucie Comprehensive Plan.~~ Additionally, each ~~annual~~ biennial report submitted shall include a summary of the trade-off mechanisms requested or utilized to date.

~~The following trade-off ERU schedule shall be used for the first 1,000 residential units, the first 392,040 square feet of industrial, the first 90,000 square feet of retail and the first 34,975 square feet of office (herein referred to as the "initial Authorized Entitlements" – Phase 1):~~

~~1 ERU =~~
~~1.7 multi-family units~~
~~578 square feet of industrial~~
~~223 square feet of retail~~
~~613 square feet of office~~

~~The following trade-off ERU schedule shall be used for the balance of the Authorized Entitlements – Phase 2 (herein referred to as the "Additional Authorized Entitlements"):~~

~~1 ERU =~~

~~1.6 mufti-family units~~
~~831 square feet of industrial (trade off from industrial [i.e., decrease industrial])~~
~~390 square feet of industrial (trade off to industrial [i.e., increase industrial])~~
~~165 square feet of retail~~
~~578 square feet of office~~

~~Exhibit "E", Trade Off Worksheet, demonstrates the use of the trade-off schedule.~~

Residential trade offs to non-residential shall be limited to a maximum of 1,350 dwelling units in additional Authorized Entitlements ~~Phase 2~~. Non-residential trade offs to residential shall be limited to a maximum of 1,060,000 square feet total ~~260,000 square feet in the Initial Authorized Entitlements - Phase 1 and 800,000 square feet in the Additional Authorized Entitlements - Phase 2~~. Further, no more than 60,000 total ~~45,000~~ square feet of retail may be traded for any other use in the ~~Initial~~ Authorized Entitlements ~~- Phase 1, and no more than 15,000 square feet of retail may be traded for any other use in the Additional Authorized Entitlements - Phase 2~~. The limits in this paragraph can be exceeded ~~through the notice of change process~~ with the approval of the City of Port St. Lucie, if such changes do not create additional unreviewed regional impacts.

No tradeoff shall be permitted within the DRI East Side without the express written consent of the LTC Joint Venture. ~~and Centex Homes, Southeast Florida Division~~ No tradeoff shall be permitted within the DRI West Side without the express written consent of LTC Midway, LLC. No tradeoffs shall be permitted between the DRI East Side and the DRI West Side, or vice versa (for example, reducing the square footage of retail space in the DRI West Side to allow additional square footage of office space in the DRI East Side), without the express written consent of the City, LTC Joint Venture and LTC Midway, LLC, in which case the City may require additional transportation improvements.

18. COMPLIANCE AND VIOLATIONS.

LTC Joint Venture shall be responsible for compliance with all requirements and conditions set forth herein relating to the DRI East Side and LTC Midway, LLC shall be responsible for compliance with all requirements and conditions set forth herein relating to the DRI West Side. If the DRI East Side is in violation of any requirements or conditions set forth herein, such violation shall not prevent or otherwise affect the development of the DRI West Side. If the DRI West Side is in violation of any requirements or conditions set forth herein, such violation shall not prevent or otherwise affect the development of the DRI East Side.

EXHIBIT "E"

Conversion Rates Based Upon Resultant PM Peak Hour Trip Rates

Land Use		SF	MF	GO	IP	WH	SC
	↓ Trip Rate per DU or per KSF →	0.64	0.34	0.71	0.29	0.14	1.15
Single Family Detached	0.64	1.00	1.88	0.90	2.21	4.57	0.56
Multi-Familly Housing	0.34	0.53	1.00	0.48	1.17	2.43	0.30
General Office	0.71	1.11	2.09	1.00	2.45	5.07	0.62
Industrial Park	0.29	0.45	0.85	0.41	1.00	2.07	0.25
Warehousing	0.14	0.22	0.41	0.20	0.48	1.00	0.12
Shopping Center	1.15	1.80	3.38	1.62	3.97	8.21	1.00

Note: GO, IP, WH and SC are per 1000 SF

To Add a land use located the use you want to add along the Y axis then locate the use to remove along the x axis, multiply by the number in the intersecting cell:

- If the applicant wishes to add units they would multiply that intesity by the conversion rate for the land use they would need to remove.

Ex: If you want to add 100 Du's of SF, and remove units from multi-family, you would multiply the 100 new DU's by 1.88, the conversion rate for SF:MF. 100*1.88=188. Therefore 188 DU's would need to be removed from MF.

- If the applicant wanted to add 12,000 square feet of of shopping center and wanted to know how much to reduce the Industrial Park you would: calculate 12,000 x 3.97 = 47, 647 square feet.

If the applicant wants to add 30,000 SF of Industrial Park they could remove 12,300 SF of GO general office space (30000 * 0.41)

To Subtract/ reduce a use:

Start with the use along the x axis and locate the use to add along the y, divide by the number in the intersecting cell.

- If the applicant has 200,000 square feet of warehouse to remove, how many multifamily units can be added?

Divide 200,000 square feet by 2.43 = 82.34 or 82 MFDUs

If the applicant wants to remove 50,000 SF of industrial and see how many dwelling units of MF it could replace it with, divide 50 by 1.17 = 42.7 or 42 dus.

EXHIBIT "F"

COUNCIL ITEM 7
DATE 4/21/03

April 11, 2003

CONTRIBUTION AGREEMENT

THIS AGREEMENT entered into this 15 day of April, 2003, by and between the CITY OF PORT ST. LUCIE, a Florida corporation (the "City") and LTC JOINT VENTURE (the "Owner"), recites and provides as follows:

RECITALS

A. The City has entered into an "Interlocal Agreement" with St. Lucie County (the "County") in the form of Exhibit "A" attached hereto, pursuant to which the County will construct the Midway Road Improvement Project (the "Project") described therein.

B. LTC Joint Venture and the City have entered into an "Annexation Agreement" with respect to the LTC Ranch DRI property lying east and west of I-95 and containing, in the aggregate, 2455 acres, more or less (the "Property") and consistent with that agreement the Property has been annexed into the City.

C. The Owner has agreed to fund the City's contribution obligations under the Interlocal Agreement on the terms and conditions hereinafter set forth.

AGREEMENT

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. Funding. The Owner will contribute to the City ~~(or pay directly to the County if so directed in writing by the City)~~ the total amount of Two Million Dollars ($2,000,000.00), ~~payable in eight (8) quarterly payments of Two Hundred Fifty Thousand Dollars ($250,000.00) each. This obligation shall be secured by an~~

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNT
File Number: 2322043 OR BOOK 1863 PAGE 1819
Recorded:12/16/03 09:48

Additions to text are indicated by underline; deletions by ~~strikeout~~.

Ref.

CITY CLERK'S OFFICE

~~irrevocable letter of credit substantially similar in form to that attached to the Interlocal Agreement as Exhibit "A." The Owner shall deliver the signed original letter of credit to the City (or directly to the County if so directed in writing by the City) within thirty (30) days after the City approves this Agreement. The City reserves the right to assign the letter of credit to the County.~~ City hereby acknowledges receipt of Two Hundred Fifty Thousand Dollars ($250,000.00) on or about March 13, 2003. The balance, One Million Seven Hundred Fifty Thousand Dollars ($1,750,000.00) is due and payable within three (3) days after City's acceptance of this Agreement.

~~The first quarterly payment of $250,000.00 shall be due and payable on or before the earlier to occur of: April 1, 2003, or within 30 days after the construction contract for the Project has been executed. Future payments shall be made as provided in the schedule attached hereto as Exhibit "B." In the event the Owner shall fail to make any payment when due, the Owner shall have the right to cure such failure by the payment of said amount to the City within ten (10) days following receipt of written notice of such failure by the Owner from the City, as provided herein below.~~

2. Vesting. In consideration of all the payments to be made by the Owner as set forth herein, the City agrees and hereby acknowledges that the entire LTC Ranch DRI is and shall be vested in perpetuity for purposes of transportation concurrency as set forth herein and shall not have any further obligation for any traffic or transportation impacts (including but not limited to off-site improvements or contribution for any road improvements) east of I-95, with the exception of the Owner's proportionate share of the intersection (including signalization) improvements, if warranted, for the north bound entrance ramp at the intersection of I-95 and Midway Road, and the Owner shall be permitted to develop the

Additions to text are indicated by underline; deletions by ~~strikeout~~.

property as permitted on the date of execution of this Agreement to the full extent permitted by the Development Order. The foregoing shall not be interpreted to exempt the Owner from the payment of applicable transportation impact fees. ~~The failure to timely make the payments provided for herein, after notice and grace period provided above, shall be a default hereunder and a termination of the vesting determination.~~

3. Whole Understanding. This Agreement embodies the whole understanding of the parties. There are no promises, terms, conditions or obligations other than those contained herein; and this Agreement shall supersede all previous communications, representations, or agreements, either verbal or written, between the parties hereto.

4. Amendments. The Agreement may only be amended by a written document signed by both parties and filed with the Clerk of the Circuit Court of St. Lucie County, Florida.

5. Filing; Effectiveness. This Agreement shall be filed with the Clerk of the Circuit Court of St. Lucie County, Florida, prior to its effectiveness.

6. Reliance. Owner is permitted to rely hereon in proceeding with the development of the Property.

7. DRI Condition. Owner agrees to seek an amendment to the existing Development Order for the LTC Ranch DRI to conform to the provisions hereof.

8. Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties hereto.

Additions to text are indicated by underline; deletions by ~~strikeout~~.

9. Attorneys' Fees. Should any litigation arise between, among or involving any of the parties concerning or arising out of this Agreement, including, but not limited to, actions for damages, specific performance, declaratory, injunctive or other relief, and whether at law or in equity, and including appellate and bankruptcy proceedings as well as at the trial level, the prevailing party in any such litigation or proceeding shall be entitled to recover reasonable attorneys' fees and costs for same.

10. Notice. Any notice required or permitted under this Agreement shall be in writing and shall be deemed to have been given either (i) when delivered in person to the persons designated hereinbelow for that purpose, (ii) upon delivery to an overnight courier (e.g., Federal Express, Airborne) as evidenced by the sender's copy, addressed as set forth hereinbelow; (iii) upon mailing by United States certified mail, return receipt requested, postage paid, to such address. Such notice shall be deemed received, when either (i) delivered in person to the agents designated hereinbelow for that purpose, (ii) on the first business day after delivery to an overnight courier (e.g., Federal Express, Airborne) as evidenced by the sender's copy, addressed as set forth hereinbelow, or (iii) three (3) days after deposited in the United States Mail, by certified mail, postage prepaid, return receipt requested, addressed to the other party. The addresses of the parties are as follows:

To City:

Don Cooper
City Manager
City of Port St. Lucie
121 SW Port St. Lucie Blvd.
Port St. Lucie, FL 34984

Additions to text are indicated by underline; deletions by ~~strikeout~~.

EXHIBIT "G"

Trip Generation: LTC Ranch - Trip Tracking

Date _____

Site Plan Name/Number: _____

Daily

Allowed Uses | Resultant Rates to be Used for Trip Tracking | Factored to Allowable Trips | Enter Site Plan Units and Calculate Trips

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Trips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	2.89	2.85	5.73	19,207		20,940	-				
Multi-Family Housing	220	650	DU	2.76	2.72	5.48	3,559		3,880	-				
General Office	710	1,508,500	Sft	3.86	2.55	6.41		9,680	-	10,553				
Industrial Park	130	1,000,000	Sft	1.33	0.94	2.27		2,275	-	2,480				
Warehousing	150	960,000	Sft	0.64	0.46	1.10		1,054	-	1,149				
Shopping Center	820	725,000	Sft	4.81	8.14	12.95	9,387	-	10,234	-				
TOTALS							**32,153**	**13,009**	**35,054**	**14,182**				

Source: ITE 10th Edition Trip Generation Rates 45,162 49,236

AM Peak Hour

Resultant Rates to be Used for Trip Tracking | Factored to Allowable Trips 3447

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Trips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	0.17	0.35	0.52	1,739		1,739	-				
Multi-Family Housing	220	650	DU	0.09	0.22	0.32	206		206	-				
General Office	710	1,508,500	Sft	0.55	0.08	0.63		949	-	951				
Industrial Park	130	1,000,000	Sft	0.21	0.05	0.26		263	-	263				
Warehousing	150	960,000	Sft	0.08	0.03	0.11		107	-	107				
Shopping Center	820	725,000	Sft	0.11	0.14	0.25	181		181	-				
TOTALS							**2,126**	**1,319**	**2,126**	**1,321**				

Source: ITE 10th Edition Trip Generation Rates 3,445 3,447

PM Peak Hour

Resultant Rates to be Used for Trip Tracking | Factored to Allowable Trips 5291

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Trips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	0.48	0.16	0.64	2,146		2,416	-				
Multi-Family Housing	220	650	DU	0.26	0.08	0.34	226		254	-				
General Office	710	1,508,500	Sft	0.05	0.66	0.71		1,073	-	1,208				
Industrial Park	130	1,000,000	Sft	0.04	0.25	0.29		286	-	322				
Warehousing	150	960,000	Sft	0.03	0.11	0.14		130	-	146				
Shopping Center	820	725,000	Sft	0.18	0.97	1.15	840		945	-				
TOTALS							**3,212**	**1,489**	**3,615**	**1,676**				

Source: ITE 10th Edition Trip Generation Rates 4,701 5,291

trip tracking LTC 1,10 19 blank

Susan E. O'Rourke, P.E., Inc.