



O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Wilson Groves – Map H Amendment

Prepared for:

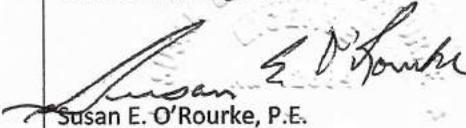
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Prepared by:

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**November 11, 2022
Revised January 11, 2023
Revised March 9, 2023
Revised April 18, 2023**

SR21082.0

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|---|--|
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O'ROURKE
ENGINEERING & PLANNING

September 20, 2021

Mr. Ramsey Akel
Akel Homes
5300 W. Atlantic Ave Suite 505
Delray Beach, FL 33446

Re: Wilson Groves

Dear Mr. Akel:

O'Rourke Engineering has completed the traffic impact analysis associated with the amendments to Map H of the Wilson Groves DRI. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

O'Rourke Engineering & Planning

Susan E. O'Rourke, P.E.
Registered Civil Engineer

Wilson Groves Traffic Report Map H 4.18.2023

TABLE OF CONTENTS

| | |
|----------------------------------|----|
| INTRODUCTION | 1 |
| BUILDOUT ANALYSIS | 1 |
| Approved Map H | 1 |
| Proposed Project | 1 |
| Approved Trip Generation | 1 |
| Proposed Map H Trip Generation | 4 |
| Link Analysis – Phase 4 Buildout | 8 |
| PHASES 1, 2, AND 3 | 8 |
| CONCLUSION | 12 |

TABLES

| | |
|--|----|
| TABLE 1: Approved Land Use | 2 |
| TABLE 1b: Daily Trip Generation - Approved | 3 |
| TABLE 1c: PM Trip Generation - Approved | 3 |
| TABLE 2a: Proposed Land Use | 5 |
| TABLE 2b: Daily Trip Generation – Proposed | 6 |
| TABLE 2c: PM Trip Generation – Proposed | 6 |
| TABLE 3: Trip Generation Reduction | 7 |
| TABLE 4: Link Analysis | 9 |
| TABLE 5: Cumulative Land Use by Phase | 10 |
| TABLE 6: Net New External Trips | 11 |

APPENDICES

| | |
|--|--|
| APPENDIX A: Approved Map H / Proposed Map H / Resolution 11-R-01 | |
| APPENDIX B: Approved WATS Trip Generation / Trip Generation for Approved Uses / Trip Generation for Proposed Uses - Buildout Phase 4 | |
| APPENDIX C: WATS 3.0 Assignment / Revised Assignment / Parcel by Parcel Assignment – Buildout Phase 4 | |
| APPENDIX D: Phasing Analysis / Trip Generation / Link Analysis – Phases 1, 2, & 3 | |

INTRODUCTION

O'Rourke Engineering & Planning has completed the analysis to address the traffic impacts associated with the amendments to Map H for Wilson Groves. There are no changes to the intensity or type of development, nor the roadway network. The land use has been relocated slightly.

BUILDOUT ANALYSIS

To assess the impact of moving land uses within Map H, a comparative trip generation for the approved and proposed uses was prepared. After a calculation of the trip generation, the parcels were assigned to the network to ensure the new location was still supported by the proposed network. The steps in the analysis and ensuing results are presented herein.

Approved Map H

Map H includes a set of approved land uses; 5,775 single family dwelling units; 1,925 multi-family dwelling units; 765,000 square feet of retail; 1,583,250 sf of office; 1,361,250 square feet of light industrial; and 382,872 square feet of institutional uses. The allocation of the uses was placed within 566 acres of mixed use, 57 acres of neighborhood commercial, and 1,876 acres of residential use. In addition, there are park sites.

The roadway network for Map H included three east/west streets and three north/south streets.

Proposed Project

The proposed Map Amendment includes: a) retaining the same number of units of land use.

The roadway network will remain the same. **Appendix A** includes the approved Map H and proposed Map H, illustrating the land use and roadway network. Resolution 11-R-01 is also included for reference in Appendix A.

Approved Trip Generation

The traffic study performed for the DRI in 2006 originally was referred to as WATS. The original approval includes a total 141,795 gross daily trips and 14,711 gross pm peak hour trips. The net trips were 96,188 net daily trips and 10,182 net PM peak hour trips. The net trips reflect a reduction within each zone, which varies by zone, and an internal reduction of 22.6% within the Wilson Groves DRI.

For the WATS, the land uses were divided into Traffic Analysis Zones. The traffic analysis zones fell along Parcel Lines. The Parcel Identifiers have changed with the proposed Map H. **Table 1a** summarizes the land use by Parcel and TAZ.

The total trip generation associated with the Approved Map H is summarized in **Table 1b and 1c** for the daily and pm peak hours, respectively. The trips were generated using the latest trip generation from ITE 11th edition with the exception of the civic and institutional uses. The trip generation for the Civic and institutional uses was developed using the rates in the WATS 3.0.

Table 1a : Approved Land Use

| LAND USE | TOTAL INTENSITY | UNITS | LAND USE INTENSITY (OLD PARCEL ID) | | | | | |
|--------------------------------|-----------------|----------|------------------------------------|--------------|--------------|--------------|--------------|--------------|
| | | | A TAZ 648 | B TAZ 652 | C TAZ 647 | D TAZ 654 | E TAZ 653 | F TAZ 861 |
| Age Restricted | 0 | DU | | | | | | |
| Single Family Detached Housing | 5,775 | DU | | 1,272 | 1,294 | 977 | 1,200 | 1,032 |
| Multi Family Housing | 1,925 | DU | | 975 | 550 | | 200 | 200 |
| General Office | 1,583,250 | SF | 1,361,250 | 142,000 | 80,000 | | | |
| Civic Use* | 80,687 | SF | | 40,347 | | | | 40,340 |
| Institution Use* | 302,177 | SF | | 30,000 | 116,450 | 101,277 | 54,450 | |
| Industrial Park | 1,361,250 | SF | 1,361,250 | | | | | |
| General Commercial | 765,000 | SF | | 195,000 | 105,000 | 155,000 | 155,000 | 155,000 |
| Regional Park | 50 | Acres | | 50 | | | | |
| Elementary Schools (2)* | 2,420 | Students | | 2,420 | | | | |
| Junior High School | 0 | Students | | 0 | | | | |

Table 1b : Daily Trip Generation - Approved

| Land Use | (OLD PARCEL ID) | | | | | | Total Trips |
|--|---|--------------|--------------|--------------|--------------|--------------|-------------|
| | A TAZ 648 | B TAZ 652 | C TAZ 647 | D TAZ 654 | E TAZ 653 | F TAZ 861 | |
| Gross Trips Before Pass-by and Intrazonal | 15836 | 33513 | 22302 | 17040 | 16803 | 17746 | 123240 |
| | Net Trips Leaving the Zone After Pass-by and Intrazonal | | | | | | |
| Age Restricted | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Single Family Detached Housing | 0 | 9,883 | 10,359 | 7,964 | 9,671 | 8,411 | 46,288 |
| Multi Family Housing (Low-Rise) | 0 | 3,023 | 1,789 | | 697 | 697 | 6,206 |
| Multi Family Housing (Mid-Rise) | 0 | 2,086 | 1,216 | 0 | 442 | 442 | 4,186 |
| General Office | 11,249 | 1,275 | 791 | 0 | 0 | 0 | 13,315 |
| Civic Use | 0 | 1,781 | 0 | 0 | 0 | 2,199 | 3,980 |
| Institution Use | 0 | 742 | 2,936 | 3,088 | 1,660 | 0 | 8,426 |
| Industrial Park | 4,587 | 0 | 0 | 0 | 0 | 0 | 4,587 |
| General Commercial | 0 | 3,964 | 1,901 | 3,325 | 2,325 | 3,404 | 14,919 |
| Regional Park | 0 | 229 | 183 | 0 | 0 | 0 | 412 |
| Elementary School | 0 | 4,772 | 0 | 0 | 0 | 0 | 4,772 |
| Junior High School | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 15,836 | 27,755 | 19,175 | 14,377 | 14,795 | 15,153 | 107,091 |
| Net Total Trips after 22.6% Internal Capture | | | | | | | 82888 |

Table 1c : PM Peak Hour Trip Generation - Approved

| Land Use | A | | | B | | | C | | | D | | | E | | | F | | | Total Trips | | |
|--|--|-------|-------|---------|-------|-------|---------|------|-------|---------|-----|-------|---------|-----|-------|---------|-----|-------|-------------|-------|--------|
| | TAZ 648 | | | TAZ 652 | | | TAZ 647 | | | TAZ 654 | | | TAZ 653 | | | TAZ 861 | | | | | |
| | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Gross Trips Before Pass-by and Intrazonal | 435 | 1988 | 2423 | 1749 | 1585 | 3334 | 1296 | 1119 | 2415 | 1030 | 900 | 1930 | 1149 | 921 | 2070 | 1107 | 881 | 1988 | 6766 | 7394 | 14160 |
| | Gross Trips After Pass-by and Intrazonal | | | | | | | | | | | | | | | | | | | | |
| Age Restricted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Single Family Detached Housing | 0 | 0 | 0 | 589 | 345 | 934 | 625 | 370 | 995 | 425 | 263 | 688 | 550 | 332 | 882 | 465 | 284 | 749 | 2,654 | 1,594 | 4,248 |
| Multi Family Housing (Low-Rise) | 0 | 0 | 0 | 125 | 73 | 198 | 79 | 46 | 125 | | | | 34 | 21 | 55 | 33 | 21 | 54 | 271 | 161 | 432 |
| Multi Family Housing (Mid-Rise) | 0 | 0 | 0 | 99 | 64 | 163 | 59 | 38 | 97 | 0 | 0 | 0 | 20 | 13 | 33 | 20 | 13 | 33 | 198 | 128 | 326 |
| General Office | 333 | 1,627 | 1,960 | 24 | 152 | 176 | 14 | 88 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 | 1,867 | 2,238 |
| Civic Use | 0 | 0 | 0 | 98 | 92 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 110 | 220 | 208 | 202 | 410 |
| Institution Use | 0 | 0 | 0 | 32 | 48 | 80 | 124 | 192 | 316 | 124 | 185 | 309 | 66 | 100 | 166 | 0 | 0 | 0 | 346 | 525 | 871 |
| Industrial Park | 102 | 361 | 463 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 361 | 463 |
| General Commercial | 0 | 0 | 0 | 237 | 201 | 438 | 155 | 141 | 296 | 205 | 187 | 392 | 213 | 186 | 399 | 211 | 186 | 397 | 1,021 | 901 | 1,922 |
| Regional Park | 0 | 0 | 0 | 4 | 5 | 9 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 16 |
| Elementary School | 0 | 0 | 0 | 140 | 200 | 340 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 200 | 340 |
| Junior High School | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 435 | 1,988 | 2,423 | 1,348 | 1,180 | 2,528 | 1,059 | 879 | 1,938 | 754 | 635 | 1,389 | 883 | 652 | 1,535 | 839 | 614 | 1,453 | 5,318 | 5,948 | 11,266 |
| Net Total Trips after 22.6% Internal Capture | | | | | | | | | | | | | | | | | | | 4116 | 4604 | 8720 |

As shown, the total gross daily trips are 121,240 and the total gross PM peak hour trips are 14,160. The net trips were 82,888 net daily trips and 8,720 net PM peak hour trips. The difference in the WATS 2006 and the current calculations using ITE 11th Edition is primarily related to changes in the ITE trip generation rates.

Proposed MAP H Trip Generation

As discussed, the location of the uses in Map H was incorporated into the development.

Table 2a summarizes the land use by Parcel and TAZ.

The total trip generation associated with the Proposed Map H using ITE 11th edition rates is summarized in **Table 2b and 2c** for the daily and pm peak hours, respectively. The trips were generated using the latest trip generation from ITE 11th edition with the exception of the civic and institutional uses. The trip generation for the Civic and institutional uses was developed using the rates in the WATS 3.0. Again, multifamily was split between low-rise and mid-rise.

As shown, the total gross daily trips are 123,430 and the total gross PM peak hour trips are 13,714. The net trips were 82,399 net daily trips and 8,677 net PM peak hour trips. The difference between the approved and proposed trip generation using ITE 11th Edition is primarily associated with the internal capture within each zone based on the mix of uses.

The proposed land use generates a reduction in trips on all levels as shown in **Table 3**.

The details of the trip generation are provided in **Appendix B**. The TAZ map identifying the location of the parcels is included first followed by the detailed calculation by TAZ for the Approved land use, the Proposed Land use and the WATS 3.0 calculations as well. The internal capture calculations for the Approved and Proposed scenarios are also included following the trip generation calculations.

Please note that the trip generation follows the methodology used in the most recent WATS relative to trip generation, internal capture, and pass-by. These assumptions are consistent with other DRI submittals.

Table 2a : Proposed Land Use

| LAND USE | TOTAL INTENSITY | UNITS | LAND USE INTENSITY | | | | | |
|--------------------------------|-----------------|----------|--------------------|--------------|--------------|--------------|--------------|--------------|
| | | | A TAZ 652 | B TAZ 654 | C TAZ 647 | D TAZ 648 | E TAZ 861 | F TAZ 653 |
| Age Restricted | 0 | DU | | | | | | |
| Single Family Detached Housing | 5,775 | DU | 1,242 | 850 | 1,827 | | 879 | 977 |
| Multi Family Housing | 1,925 | DU | | | | 1,925 | | |
| General Office | 1,583,250 | SF | | | 0 | 1,583,250 | | |
| Civic Use* | 80,695 | SF | | | | 80,695 | | |
| Institution Use* | 302,177 | SF | | 67,628 | 90,692 | 0 | 67,042 | 76,815 |
| Industrial Park | 1,361,250 | SF | | | | 1,361,250 | | |
| General Commercial | 765,000 | SF | 306,000 | 76,500 | | 306,000 | 76,500 | |
| Regional Park | 50 | Acres | | | | 50 | | |
| Elementary School* | 2,420 | Students | | | | 2,420 | | |
| Junior High School | 0 | Students | | | | | | |

* Civic/Institutional, max 382,872 sf, School shown as students

Table 2b : Daily Trip Generation - Proposed

| Land Use | A | | B | | C | | D | | E | | F | | Total Trips | |
|---|---------|---------|---------|---------|---------|---------|---|--|---|--|---|--|-------------|---------|
| | TAZ 652 | TAZ 654 | TAZ 647 | TAZ 648 | TAZ 961 | TAZ 653 | | | | | | | | |
| Gross Trips Before Pass-by and Intrazonal | 21570 | 12120 | 17377 | 49477 | 12329 | 10557 | | | | | | | | 123430 |
| Net Trips leaving the zone after Pass-by and Intrazonal | | | | | | | | | | | | | | |
| Age Restricted | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| Single Family Detached Housing | 9,989 | 7,016 | 14,570 | 0 | 7,237 | 8,180 | | | | | | | | 46,992 |
| Multi Family Housing (Low-Rise) | 0 | 0 | 0 | 6,029 | 0 | 0 | | | | | | | | 6,029 |
| Multi Family Housing (Mid-Rise) | 0 | 0 | 0 | 4,214 | 0 | 0 | | | | | | | | 4,214 |
| General Office | 0 | 0 | 0 | 11,263 | 0 | 0 | | | | | | | | 11,263 |
| Civic Use | 0 | 0 | 0 | 3,862 | 0 | 0 | | | | | | | | 3,862 |
| Institution Use | 0 | 2,011 | 2,751 | 0 | 1,993 | 2,330 | | | | | | | | 9,083 |
| Industrial Park | 0 | 0 | 0 | 3,885 | 0 | 0 | | | | | | | | 3,885 |
| General Commercial | 7,306 | 1,532 | 0 | 5,769 | 1,529 | 0 | | | | | | | | 16,136 |
| Regional Park | 0 | 0 | 0 | 229 | 0 | 0 | | | | | | | | 229 |
| Elementary School | 0 | 0 | 0 | 4,764 | 0 | 0 | | | | | | | | 4,764 |
| Junior High School | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| TOTAL | 17,295 | 10,559 | 17,321 | 40,015 | 10,759 | 10,510 | | | | | | | | 106,459 |
| Net Total Trips after 22.6% Internal Capture | | | | | | | | | | | | | | 82399 |

Table 2c : PM Peak Hour Trip Generation - Proposed

| Land Use | A | | | B | | | C | | | D | | | E | | | F | | | Total Trips | | |
|--|---------|------|-------|---------|-----|-------|---------|-----|-------|---------|-------|-------|---------|-----|-------|---------|-----|-------|-------------|-------|--------|
| | TAZ 652 | | | TAZ 654 | | | TAZ 647 | | | TAZ 648 | | | TAZ 861 | | | TAZ 653 | | | IN | OUT | TOTAL |
| | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | | | |
| Gross Trips Before Pass-by and Intrazonal | 1274 | 1050 | 2324 | 773 | 641 | 1414 | 1072 | 730 | 1802 | 2003 | 3654 | 5657 | 788 | 648 | 1436 | 628 | 453 | 1081 | 6538 | 7176 | 13714 |
| Gross Trips After Pass-by and Intrazonal | | | | | | | | | | | | | | | | | | | | | |
| Age Restricted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Single Family Detached Housing | 497 | 332 | 829 | 403 | 242 | 645 | 958 | 541 | 1,499 | 0 | 0 | 0 | 418 | 251 | 669 | 531 | 300 | 831 | 2,807 | 1,666 | 4,473 |
| Multi Family Housing (Low-Rise) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 123 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 123 | 335 |
| Multi Family Housing (Mid-Rise) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 114 | 290 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 114 | 290 |
| General Office | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 | 1,851 | 2,225 | 0 | 0 | 0 | 0 | 0 | 0 | 374 | 1,851 | 2,225 |
| Civic Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 212 | 429 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 212 | 429 |
| Institution Use | 0 | 0 | 0 | 66 | 124 | 190 | 88 | 166 | 254 | 0 | 0 | 0 | 66 | 122 | 188 | 81 | 140 | 221 | 301 | 552 | 853 |
| Industrial Park | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 351 | 450 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 351 | 450 |
| General Commercial | 370 | 310 | 680 | 123 | 113 | 236 | 0 | 0 | 0 | 316 | 338 | 654 | 123 | 113 | 236 | 0 | 0 | 0 | 932 | 874 | 1,806 |
| Regional Park | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 9 |
| Elementary School | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 197 | 341 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 197 | 341 |
| Junior High School | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 867 | 642 | 1,509 | 592 | 479 | 1,071 | 1,046 | 707 | 1,753 | 1,542 | 3,191 | 4,733 | 607 | 486 | 1,093 | 612 | 440 | 1,052 | 5,266 | 5,945 | 11,211 |
| Net Total Trips after 22.6% Internal Capture | | | | | | | | | | | | | | | | | | | 4076 | 4601 | 8677 |

Table 3: Trip Generation Change

| | Daily | | PM Peak Hour | |
|---------------------------------|----------------|----------------|---------------|---------------|
| | GROSS | NET | GROSS | NET |
| WATS | 141,795 | 96,188 | 14,711 | 10,182 |
| Approved (ITE) | 123,240 | 82,888 | 14,160 | 8,720 |
| Proposed (ITE) | 123,430 | 82,399 | 11,211 | 8,677 |
| WATS - Proposed | -18,365 | -13,789 | -3,500 | -1,505 |
| Approved (ITE) - Proposed (ITE) | *190 | -489 | -2,949 | -43 |

* Difference related to logarithmic equation and the split of uses resulting in .15% difference.

Link Analysis – Phase 4 Buildout

The WATS study has been revised over time with the latest version being WATS 3.0 prepared by MacKenzie Engineering and Planning. That study reflects the latest in model assumptions controlled for the originally approved assumptions. The model and resultant link volumes were used to assess the impact on the internal Wilson Groves links based on the change in location and trip generation. The assumptions of trip generation by TAZ were included in Appendix B.

A cordon calculation was used to establish a distribution and assignment for Wilson Groves WATS 3.0. Using this assignment, the project trips calculated in WATS 3.0 were removed from the link and the new traffic volumes were assigned to the link. The results are shown in **Table 4** for Buildout Phase 4. **Appendix C** includes the WATS 3.0 assignment and the individual parcel assignments for Phase 4.

As shown, the links will not exceed the original assumptions for the roadways. The analysis was provided as a new base line analysis and to support the overall Map H revisions in the Land Use location.

PHASES 1, 2, AND 3

The phasing of the DRI considers an estimated level of development to be constructed in five-year increments. The phasing is an estimate with no limit to crossing a phasing threshold. The roadways are triggered by trips. The roadways shown for each phase are the roads that were estimated to be in place prior to the conclusion of that phase. The timing could vary depending upon the timing and area of development. The trip triggers will determine the specific timing. **Table 5** summarizes the land use by phase with totals consistent with the approved DRI phasing. **Table 6** summarizes the trip generation by phase. The tables for each phase are less than the originally approved trip generation by phase.

It is important to note that the DRI refers to Phase 1, 2, and 3 for the roadway network. Basically, those improvements were determined to be needed after the phase referenced in the WATS analysis; Phase 1 land use was run on a network less than the Phase 1 network; Phase 2 land use was run on the Phase 1 network; Phase 3 land was run on the Phase 2 network; and Phase 4 land was run on the Phase 3 network.

A brief discussion of Phases 1 through 3 is provided below. The assumptions applicable to each phase, the trip generation of the land use, the percent assignment and the resultant link tables are provided for each phase in **Appendix D**.

Phase 1

WATS 3.0 did not include a Phase 1 analysis since much of Phase 1 was complete for Southern Grove. Therefore, the Phase 1 from the original WATS was used. The land use allocated for Phase 1 was assigned to the various TAZs. The network assumed for Phase 1 in the original study included Becker Road from Range Line to its existing terminus and N/S A from Becker to E/W 3 plus E/W 3 from N/S A to Community.

The volumes and assignment were adjusted to remove E/W 3 consistent with the network that will be in place to support land use in Phase 1. With the complete Phase 1 network in place for the Phase 2 analysis. The link analysis shows that the proposed roadway network will accommodate the Phase 1 land use.

Phase 2

The WATS 3.0 analysis was used as the baseline for the assignment, network, and volumes. The Wilson Groves trips were removed as they were included in the approved study and replaced with the reassigned Wilson Groves

Table 4: Link Analysis - Phase 4 Buildout

| Segment | From | To | Number of Lanes | Direction | Capacity | Approved WATS 3.0 | | | Approved (1) | | Proposed (2) Wilson Groves Daily Trips | | | | | | | | | | Change in Daily Traffic (Proposed - Approved) | Resultant AADT Link Volumes | Resultant Peak hour | Meets Capacity | | | |
|------------------------|------------------------|------------------|-----------------|-----------|----------|-------------------|-------------------|----------|-----------------------|-------------|--|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|---|-----------------------------|---------------------|----------------|-----------------------|------------------|-----|
| | | | | | | *Daily Volume | Peak Volume (Adj) | IN / OUT | Approved % Assignment | Daily Trips | % Assignment Parcel A | TAZ 652 Parcel A | % Assignment Parcel B | TAZ 654 Parcel B | % Assignment Parcel C | TAZ 647 Parcel C | % Assignment Parcel E | TAZ 851 Parcel E | % Assignment Parcel F | TAZ 653 Parcel F | | | | | % Assignment Parcel D | TAZ 648 Parcel D | |
| Discovery Way (E/W 1) | RANGE LINE RD | N/S A | 2 | EB | 924 | 6203 | 251 | IN | 4.6 | 4427 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 20.5 | 1956 | 12.3 | 1147 | 0.0 | 0 | -1324 | 4879 | 198 | YES | |
| | | | | WB | 924 | 6203 | 307 | OUT | 4.6 | 4427 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 20.5 | 1956 | 12.3 | 1147 | 0.0 | 0 | -1324 | 4879 | 242 | YES | |
| | N/S A | N/S B | 4 | EB | 2100 | 9543 | 386 | IN | 6.8 | 6544 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 30.8 | 2939 | 17.5 | 1631 | 0.0 | 0 | -1974 | 7569 | 307 | YES | |
| | | | | WB | 2100 | 9543 | 472 | OUT | 6.8 | 6544 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 30.8 | 2939 | 17.5 | 1631 | 0.0 | 0 | -1974 | 7569 | 375 | YES | |
| RANGE LINE RD | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 2 | NB | 1080 | 14144 | 573 | OUT | 10.4 | 10009 | 12 | 1872 | 12.2 | 1143 | 12.4 | 1905 | 12.3 | 1174 | 0.0 | 0 | 12.8 | 4620 | 705 | 14849 | 601 | YES | |
| | | | | SB | 1080 | 14144 | 700 | IN | 10.4 | 10009 | 12 | 1872 | 12.0 | 1124 | 12.4 | 1905 | 12.3 | 1174 | 0.0 | 0 | 12.8 | 4620 | 685 | 14830 | 734 | YES | |
| | PAAR RD (E/W #4) | BECKER RD | 2 | NB | 1080 | 13614 | 551 | IN | 7.4 | 7122 | 0 | 0 | 0.0 | 0 | 12.4 | 1905 | 11 | 1050 | 11 | 1025 | 12.8 | 4620 | 1478 | 15092 | 611 | YES | |
| | | | | SB | 1080 | 13614 | 674 | OUT | 7.4 | 7122 | 0 | 0 | 0.0 | 0 | 12.4 | 1905 | 11 | 1050 | 11 | 1025 | 12.8 | 4620 | 1478 | 15092 | 747 | YES | |
| N/S A | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 4 | NB | 2100 | 4457 | 221 | IN | 11.0 | 10587 | 10.4 | 1622 | 10.1 | 946 | 10.2 | 1567 | 20.5 | 1956 | 5.2 | 485 | 10.4 | 3754 | -257 | 4200 | 208 | YES | |
| | | | | SB | 2100 | 4457 | 181 | OUT | 11.0 | 10587 | 10.4 | 1622 | 10.1 | 946 | 10.2 | 1567 | 20.5 | 1956 | 5.2 | 485 | 10.4 | 3754 | -257 | 4200 | 170 | YES | |
| | PAAR RD (E/W #4) | BECKER RD | 4 | NB | 2100 | 5595 | 227 | IN | 12.7 | 12223 | 11.2 | 1747 | 25.9 | 2426 | 22.0 | 3380 | 8.2 | 783 | 0.0 | 0 | 10.4 | 3754 | -133 | 5462 | 221 | YES | |
| | | | | SB | 2100 | 5595 | 277 | OUT | 12.7 | 12223 | 11.2 | 1747 | 25.9 | 2426 | 22.0 | 3380 | 8.2 | 783 | 0.0 | 0 | 10.4 | 3754 | -133 | 5462 | 270 | YES | |
| N/S B | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 4 | NB | 2100 | 14144 | 700 | OUT | 24.5 | 23579 | 30.4 | 4742 | 30.9 | 2894 | 30.6 | 4701 | 0 | 0 | 17.5 | 1631 | 30.4 | 10973 | 1362 | 15506 | 768 | YES | |
| | | | | SB | 2100 | 14144 | 573 | IN | 24.5 | 23579 | 30.4 | 4742 | 30.9 | 2894 | 30.6 | 4701 | 0 | 0 | 17.5 | 1631 | 30.4 | 10973 | 1362 | 15506 | 628 | YES | |
| | PAAR RD (E/W #4) | BECKER RD | 4 | NB | 2100 | 6796 | 336 | IN | 18.1 | 17420 | 0.0 | 0 | 0.0 | 0 | 30.6 | 4701 | 15.8 | 1508 | 24.0 | 2237 | 42.4 | 15304 | 6330 | 13126 | 650 | YES | |
| | | | | SB | 2100 | 6796 | 275 | OUT | 18.1 | 17420 | 0.0 | 0 | 0.0 | 0 | 30.6 | 4701 | 15.8 | 1508 | 24.0 | 2237 | 42.4 | 15304 | 6330 | 13126 | 532 | YES | |
| MARSHALL PKWY (E/W #3) | RANGE LINE RD | N/S A | 2 | EB | 924 | 7668 | 311 | IN | 4.6 | 4427 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 20.5 | 1956 | 12.3 | 1147 | 0.0 | 0 | -1324 | 6344 | 257 | YES | |
| | | | | WB | 924 | 7668 | 380 | OUT | 4.6 | 4427 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 20.5 | 1956 | 12.3 | 1147 | 0.0 | 0 | -1324 | 6344 | 314 | YES | |
| | N/S A | N/S B | 4 | EB | 2100 | 14976 | 607 | IN | 6.7 | 6448 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 30.8 | 2939 | 17.5 | 1631 | 0.0 | 0 | -1878 | 13098 | 530 | YES | |
| | | | | WB | 2100 | 14976 | 741 | OUT | 5.7 | 5486 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 30.8 | 2939 | 17.5 | 1631 | 0.0 | 0 | -916 | 14060 | 696 | YES | |
| E/W 4 Paar Dr | RANGE LINE RD | N/S A | 4 | EB | 2100 | 24689 | 1000 | OUT | 21.0 | 20211 | 20.8 | 3245 | 21.6 | 2023 | 21.0 | 3226 | 21.2 | 2023 | 20.8 | 1939 | 20.8 | 7508 | -247 | 24442 | 990 | YES | |
| | | | | WB | 2100 | 24689 | 1222 | IN | 21.0 | 20211 | 20.8 | 3245 | 21.6 | 2023 | 21.0 | 3226 | 21.2 | 2023 | 20.8 | 1939 | 20.8 | 7508 | -247 | 24442 | 1210 | YES | |
| | N/S A | N/S B | 4 | EB | 2100 | 9137 | 370 | IN | 10.7 | 10298 | 12 | 1872 | 26.6 | 2491 | 0 | 0 | 17.8 | 1699 | 11.0 | 1025 | 0.0 | 0 | -3211 | 5926 | 240 | YES | |
| | | | | WB | 2100 | 9137 | 452 | OUT | 10.7 | 10298 | 12 | 1872 | 26.6 | 2491 | 0 | 0 | 17.8 | 1699 | 11.0 | 1025 | 0.0 | 0 | -3211 | 5926 | 293 | YES | |
| BECKER RD | RANGE LINE RD | N/S A | 4 | EB | 2100 | 14830 | 601 | IN | 24.3 | 23387 | 42.4 | 6614 | 42.4 | 3971 | 11.8 | 1813 | 27.4 | 2615 | 18.2 | 1697 | 0.0 | 0 | -6677 | 8153 | 330 | YES | |
| | | | | WB | 2100 | 14830 | 734 | OUT | 24.3 | 23387 | 42.4 | 6614 | 42.4 | 3971 | 11.8 | 1813 | 27.4 | 2615 | 18.2 | 1697 | 0.0 | 0 | -6677 | 8153 | 404 | YES | |
| | N/S B | COMMUNITY BLVD | 4 | EB | 2100 | 11337 | 459 | OUT | 7.2 | 6929 | 0 | 0 | 11.5 | 1077 | 11.8 | 1813 | 11.6 | 1107 | | | 0 | 12.0 | 4331 | 1399 | 12736 | 516 | YES |
| | | | | WB | 2100 | 11337 | 561 | IN | 7.2 | 6929 | 0 | 0 | 11.5 | 1077 | 11.8 | 1813 | 11.6 | 1107 | | | 0 | 12.0 | 4331 | 1399 | 12736 | 630 | YES |
| BECKER RD | RANGE LINE RD | N/S A | 4 | EB | 2100 | 13776 | 558 | IN | 10.7 | 10298 | 5.2 | 811 | 12.2 | 1143 | 23.1 | 3549 | 0 | 0 | 0 | 0 | 23.2 | 8374 | 3579 | 17355 | 703 | YES | |
| | | | | WB | 2100 | 13776 | 682 | OUT | 10.7 | 10298 | 5.2 | 811 | 12.2 | 1143 | 23.1 | 3549 | 0 | 0 | 0 | 0 | 23.2 | 8374 | 3579 | 17355 | 859 | YES | |
| | N/S A | N/S B | 4 | EB | 2100 | 19187 | 777 | IN | 25.8 | 24830 | 24.4 | 3806 | 24.5 | 2295 | 22.6 | 3472 | 8.2 | 783 | 0.0 | 0 | 67.2 | 24255 | 9781 | 28968 | 1173 | YES | |
| | | | | WB | 2100 | 19187 | 950 | OUT | 25.8 | 24830 | 24.4 | 3806 | 24.5 | 2295 | 22.6 | 3472 | 8.2 | 783 | 0.0 | 0 | 67.2 | 24255 | 9781 | 28968 | 1434 | YES | |

(1) From WATS 3.0, 2040 Volumes

(2) Project Trips Calculated using ITE Trip Generation, 11th Edition

Note: The AADT is shown for each direction but reflect the total in both directions.

Adjustment Factor (K) = 0.090 In = 96242 15600 9366 15364 9543 9322 36094
 Adjustment Factor (D) = 0.590 Out = 96242 15600 9366 15364 9543 9322 36094

Table 5: Cumulative Land Use by Phase

| | | Phase 1 | | | | | |
|---------------------|---------|---------|-----|---------|---|---|---------|
| <u>Land Use</u> | A | B | C | D | E | F | Totals |
| Residential | 1,242 | 850 | 108 | | | | 2,200 |
| Retail | 210,000 | | | | | | 210,000 |
| Office | | | | 136,125 | | | 136,125 |
| Industrial | | | | 136,125 | | | 136,125 |
| Institutional/Civic | | | | | | | 0 |
| School / Park | | | | 50 | | | 50 |

| | | Phase 2 | | | | | |
|---------------------|---------|---------|-------|---------|-----|---|---------|
| <u>Land Use</u> | A | B | C | D | E | F | Totals |
| Residential | 1,242 | 850 | 1,827 | 1,925 | 452 | | 6,296 |
| Retail | 306,000 | 24,000 | | | | | 330,000 |
| Office | | | | 606,500 | | | 606,500 |
| Industrial | | | | 544,500 | | | 544,500 |
| Institutional/Civic | | 50,638 | | | | | 50,638 |
| School / Park | | | | | | | 0 |

| | | Phase 3 | | | | | |
|---------------------|---------|---------|--------|-----------|-----|-----|-----------|
| <u>Land Use</u> | A | B | C | D | E | F | Totals |
| Residential | 1,242 | 850 | 1,827 | 1,925 | 879 | 977 | 7,700 |
| Retail | 306,000 | 76,500 | | 207,500 | | | 590,000 |
| Office | | | | 1,094,875 | | | 1,094,875 |
| Industrial | | | | 952,875 | | | 952,875 |
| Institutional/Civic | | 67,628 | 90,692 | 67,754 | | | 226,074 |
| School / Park | | | | | | | 0 |

| | | Phase 4 | | | | | |
|---------------------|---------|---------|------------|-----------|--------|--------|-----------|
| <u>Land Use</u> | A | B | C | D | E | F | Totals |
| Residential | 1,242 | 850 | 1,827 | 1,925 | 879 | 977 | 7,700 |
| Retail | 306,000 | 76,500 | | 306,000 | 76,500 | | 765,000 |
| Office | | | | 1,583,250 | | | 1,583,250 |
| Industrial | | | | 1,361,250 | | | 1,361,250 |
| Institutional/Civic | | 67,628 | 90,692 | 80,695 | 67,042 | 76,818 | 382,875 |
| School / Park | | | 50 / 2,420 | | | | 0 |

Table 6: Net New External Trips

| | Phase 1 | | Phase 2 | | Phase 3 | | Phase 4 | |
|---------------|---------|-------|---------|-------|---------|-------|---------|-------|
| | Daily | PM | Daily | PM | Daily | PM | Daily | PM |
| A | 11,706 | 1,099 | 13,910 | 1,214 | 13,369 | 1,166 | 13,386 | 1,168 |
| B | 5,659 | 582 | 7,263 | 753 | 8,162 | 828 | 8,173 | 829 |
| C | 848 | 84 | 11,748 | 1,226 | 13,389 | 1,355 | 13,406 | 1,357 |
| D | 1,727 | 200 | 14,529 | 1,487 | 21,301 | 2,469 | 30,972 | 3,663 |
| E | 0 | 0 | 3,124 | 317 | 5,762 | 593 | 8,327 | 846 |
| F | 0 | 0 | 0 | 0 | 6,350 | 655 | 8,135 | 814 |
| Totals | 19,940 | 1,965 | 50,574 | 4,997 | 68,333 | 7,066 | 82,399 | 8,677 |

trips. The network identified in the DRI for Phase 1 is the basis for the Phase 2 analysis. The network included: Becker Road as a two-lane roadway from Rangeline to N/S A, and four lanes from N/S A to the east; and E/W 3 and N/S A as two-lane roadways. The analysis shows Becker will function at acceptable levels of service through Phase 2 as a two-lane roadway, despite the model using four lanes on Becker east of N/S A.

Phase 3

WATS 3.0 assumed all roads were in place as two-lane roadways. Becker Road was assumed four lanes from N/S A to Community. All phase 3 land use can be accommodated on this network.

CONCLUSION

The relocation of the approved land uses within the DRI results in no significant change to the impact of traffic. The trip generation reflects a net reduction. The roadway network continues to support the project with the relocated land use as demonstrated with the link analysis.

The proposed program is consistent with the original approvals.

Appendix A

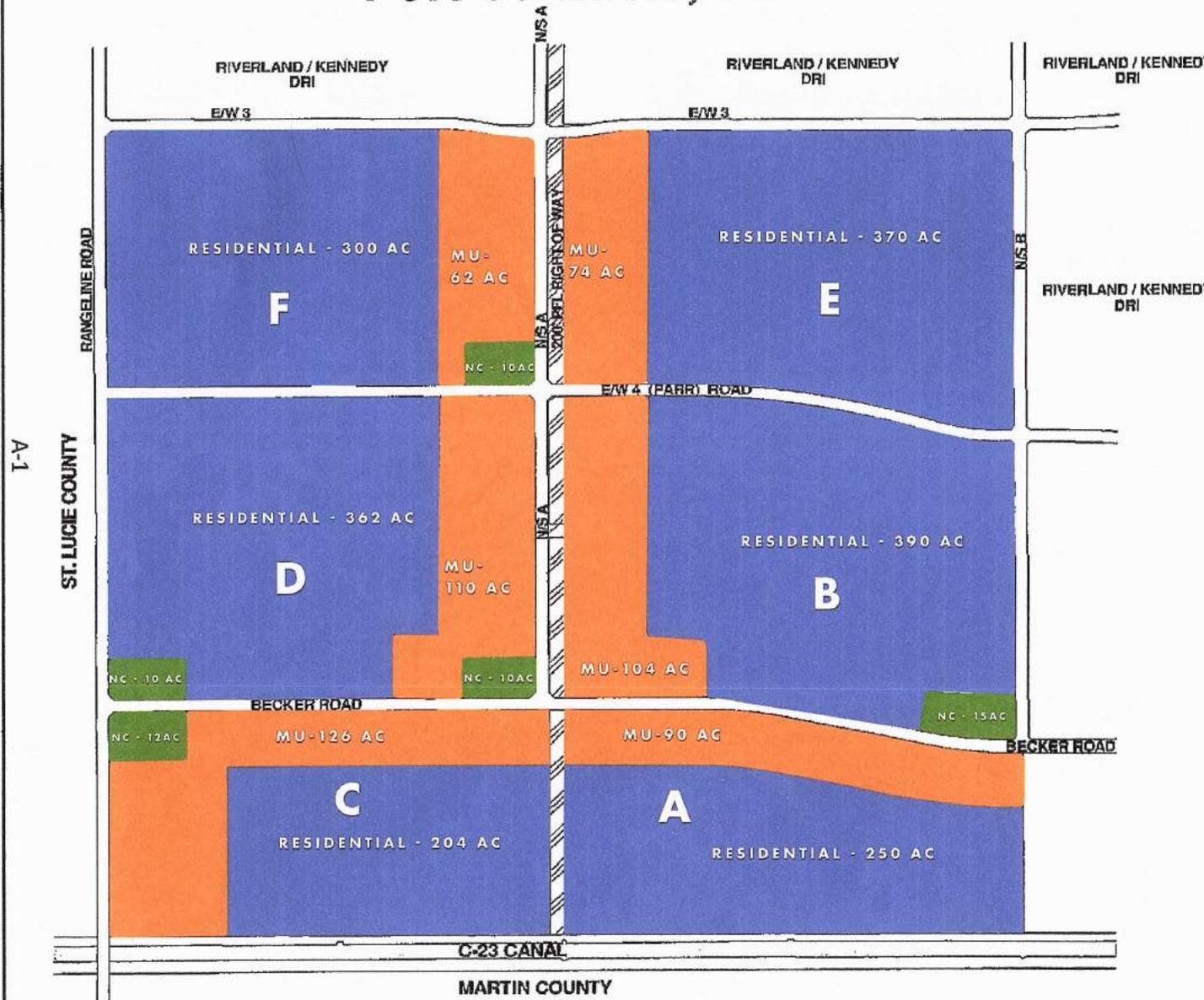
Approved Map H

Proposed Map H

Resolution 11-R-01, Page A-4

Wilson Groves DRI Port St. Lucie, FL

Conceptual Master Plan



LEGEND

- Residential including Schools & Support Facilities, Civic, Institutional, Parks/Recreation, Places of Worship, conservation/ Mitigation.
- Mixed Use Residential including Schools & Support Facilities, Civic, Institutional, Parks/Recreation, Places of Worship, Commercial
- Neighborhood Commercial Center includes Commercial, Office, Civic, Institutional, Parks / Recreation, Hotel / Inn, Place of Worship, Conservation / Mitigation

Proposed Land Uses

| | |
|------------------------------|--------------------|
| Mixed Use | 566 Acres |
| Residential | 1,678 Acres |
| Neighborhood Commercial (NC) | 67 Acres |
| Total Area | 2,499 Acres |

"This map is an artistic representation of the proposed concept which is one of many alternative solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which the scale of development may have and to accommodate such impacts within the limits of the law and balanced design requirements to provide aesthetically pleasing and ecologically sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the natural evolution of the specific engineering solutions are processed through the various design and jurisdictional authorities to final approval. Notwithstanding marginal variations in design as the detailed engineering becomes more refined, prior approvals shall apply to the applicant, without returning for revision review by prior staff only, to continue subsequent more localized variations as functional details become evident. The property owner and/or developers reserve the right to make such adjustments as needed to accomplish the functional design recommendations."

Location Map

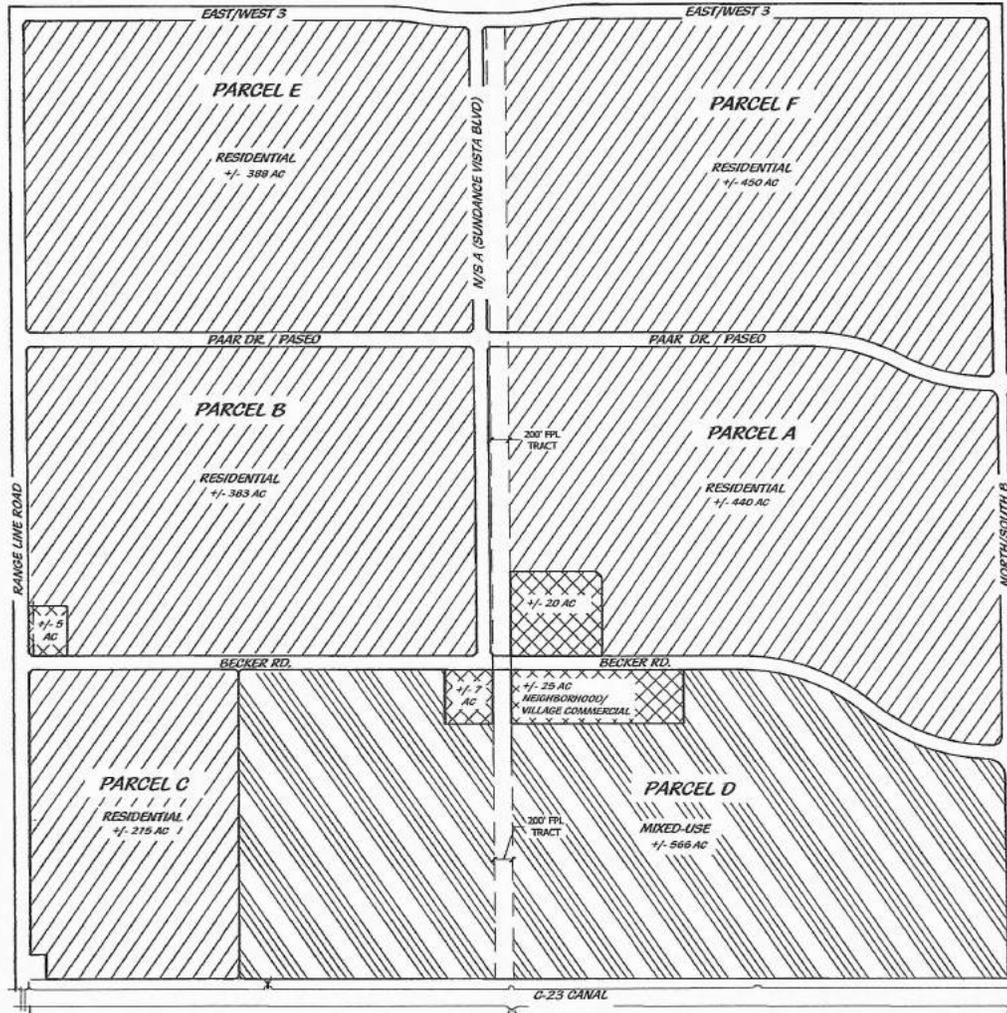


APPROVED

FIGURE 1-6

WILSON GROVE

Port St. Lucie, Florida



PROPOSED LAND USES

| | |
|--|-----------------|
| RESIDENTIAL | 1876 AC |
| * (INCLUDES ROW ACREAGE) | 95 AC |
| *(INCLUDES FPL ACREAGE) | 30 AC |
| | |
| NEIGHBORHOOD / VILLAGE COMMERCIAL | 57 AC |
| | |
| MIXED-USE | 566 AC |
| *(INCLUDES FPL ACREAGE) | 15 AC |
| | |
| TOTAL AREA | 2,499 AC |

*PROPOSED ACREAGES OF SUBDISTRICTS HAVE BEEN ROUNDED TO THE NEAREST +/- 1 ACRE.

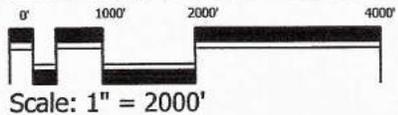
LEGEND

- RESIDENTIAL**
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS
- NEIGHBORHOOD / VILLAGE COMMERCIAL**
INCLUDING COMMERCIAL AND OFFICE USES, PERSONAL AND HOUSEHOLD SERVICE ESTABLISHMENTS, INSTITUTIONAL USES, PUBLIC FACILITIES, PARKS, PLAYGROUNDS, AND OTHER SIMILAR SERVICES
- MIXED USE**
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

Coteur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1834 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.0338 • Fax 747.1377
www.coteurandhearing.com
LSP# LC-0000259

COMPREHENSIVE LAND USE PLAN

WILSON GROVE



*LOCATION AND CONFIGURATION OF ALL DEVELOPMENT PARCELS INCLUDING ACCESS LOCATIONS, LAKES, OPEN SPACE, RESIDENTIAL AND NON-RESIDENTIAL USES WILL BE FULLY DELINEATED DURING THE ZONING AND OR PLATTING PROCESS.

Resolution 11-R-01 is included hereafter
in its entirety and original state.

RESOLUTION 11R-01

COUNCIL ITEM 11B
DATE 1/24/11

A RESOLUTION OF THE CITY OF PORT ST. LUCIE, FLORIDA, MAKING FINDINGS OF FACT AND DETERMINING CONCLUSIONS OF LAW PERTAINING TO THE WILSON GROVES APPLICATION FOR DEVELOPMENT APPROVAL, A DEVELOPMENT OF REGIONAL IMPACT, AND CONSTITUTING THIS RESOLUTION AS AN AMENDED AND RESTATED DEVELOPMENT ORDER BY THE CITY OF PORT ST. LUCIE IN COMPLIANCE WITH LAW; AND PROVIDING FOR AN EFFECTIVE DATE AND A TERMINATION DATE.

WHEREAS, on July 19, 2004, the City of Port St. Lucie, Florida ("City"), entered into that certain Annexation Agreement to establish the terms and conditions upon which approximately 9,451 acres of agricultural land in unincorporated St. Lucie County, Florida ("Western Annexation Area"), would be annexed into the City for the purpose of urban development; and

WHEREAS, the signatories to the Annexation Agreement included ACR Properties Acquisition, LLC, owner of 2,451.179 acres, more or less, known as Wilson Groves, located in the Western Annexation Area; and

WHEREAS, ACR Properties Acquisition, LLC, ("Developer") is a Florida Delaware limited liability company with its principal place of business in Boynton Beach, Florida; and

WHEREAS, Florida Power & Light Company ("FPL") is a Florida company is the owner of 47.566 acres, more or less, located contiguous to the property of ACR Properties Acquisition, LLC, and with whom together comprise the entirety of the properties which are the subject of that certain development known as the Wilson Groves Development of Regional Impact ("Wilson Groves DRI"); and

WHEREAS, FPL has authorized the Developer and Land Design South of Florida, Inc. a Florida corporation, ("LDS"), to pursue the Wilson Groves DRI and has further authorized LDS to act as FPL's agent in all matters including but not limited to agreeing on FPL's behalf to any conditions which result from such Wilson Groves DRI approval process, such authorization being evidenced in the subject Application for Development Approval ("ADA"); and

WHEREAS, the Wilson Groves DRI ("Project") is a proposed mixed-use development of regional impact to be located on approximately 2,498.745 acres, more or less, located in the Western Annexation Area, as more particularly described in Composite Exhibit "A" ("DRI Property"); and

WHEREAS, on August 31, 2004, the Treasure Coast Regional Planning Council ("TCRPC") convened a pre-application conference at which the Developer, LDS and various agencies addressed methodology issues and other preliminary matters concerning the Project; and

RESOLUTION 11R-01

WHEREAS, on September 13, 2005, pursuant to section 380.06, F.S., the Developer filed an Application for Development Approval ("ADA") for the Project, to be located on the DRI Property, and supplemented it with two sufficiency responses (dated March 3, and July 14, 2006, along with compendium documents on August 2, 2006) and,

WHEREAS, complete copies of these submissions and other review materials were provided to the City of Port St. Lucie ("City"); the Florida Department of Community Affairs ("DCA"); TCRPC, and other review agencies; and

WHEREAS, under contract to the City, the TCRPC prepared the Western Annexation Traffic Study (dated January, 2006) ("WATS") for the Project and other proposed developments within the Western Annexation Area, and

WHEREAS, on August 2, 2006 the application and supporting materials were determined to be sufficient for purposes of review; and

WHEREAS, notice regarding public hearings for the Application for Development Approval was provided by publication in the Port St. Lucie News on August 18, 2006; and

WHEREAS, on September 15, 2006, the TCRPC recommended approval of the Application for Development Approval with conditions; and

WHEREAS, on October 3, 2006, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on the Application for Development Approval and recommended approval with conditions; and

WHEREAS, on October 23, 2006, the City Council of the City of Port St. Lucie ("City Council") held a public hearing to consider the Project, the TCRPC regional report, and comments upon the record made at said public hearing, afforded all interested persons an opportunity to be heard and present evidence, and adopted Resolution No. 06-R104, approving the Project subject to conditions; and

WHEREAS, on July 23, 2008, the Developer submitted Notification of Proposed Change No. 1 ("NOPC No. 1") to TCRPC to amend certain conditions of approval for the Project regarding transportation, affordable housing, and dates for phases, buildout and termination, with complete copies to the City, DCA and other review agencies; and

WHEREAS, the Legislature has enacted and the Governor has signed into law Chapter 2007-204, Laws of Florida, which provides that "all phase, buildout, and expiration dates for project that are developments of regional impact and

RESOLUTION 11R-01

under active construction on July 1, 2007, are extended for 3 years regardless of any prior extensions and such extensions are not a substantial deviation and may not be considered when determining whether a subsequent extension is a substantial deviation; and

WHEREAS, on October 7, 2008, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on NOPC No. 1 and recommended approval; and

WHEREAS, on October 27, 2008, the City Council held a public hearing to consider NOPC No. 1, the TCRPC regional report, and comments upon the record made at said public hearing, and afforded all interested persons an opportunity to be heard and present evidence, and adopted Resolution No. 08-R136, approving NOPC No. 1 subject to conditions; and

WHEREAS, on July 9, 2010, the Developer submitted Notification of Proposed Change No. 2 ("NOPC No. 2") to TCRPC to amend certain conditions of approval for the Project regarding the greenway, transportation, wetlands, listed species, and parks and recreation, and Map H with complete copies to the City, DCA and other review agencies; and

WHEREAS, on January 4, 2011, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on NOPC No. 2 and recommended approval; and

WHEREAS, on January 24, 2011 the City Council held a public hearing to consider NOPC No. 2, the TCRPC comments, and comments upon the record made at said public hearing, and afforded all interested persons an opportunity to be heard and present evidence.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA:

FINDINGS OF FACT

The City Council, having considered all the documents, comments, testimony and evidence presented to it, finds as follows:

1. The above recitals are true and correct, and are incorporated into this Development Order by this reference.
2. The Project as modified is consistent with the State Comprehensive Plan.
3. The Project as modified is consistent with the Port St. Lucie Comprehensive Plan and the Port St. Lucie Land Development Regulations.

RESOLUTION 11R-01

4. The Project as modified is consistent with the TCRPC's Wilson Groves Development of Regional Impact Assessment Report dated September 2006.
5. The Project is not located in an area of critical state concern designated pursuant to section 380.05, F.S.
6. This Development Order includes adequate provisions for the public facilities needed to accommodate the impacts of the proposed development pursuant to the requirements of Section 380.06, F.S.
7. NOPC No. 4 2 and its supporting documentation were reviewed as required by Chapter 380 F.S., and the local land development regulations and are incorporated into this Development Order by this reference.
8. NOPC No. 4 2 does not constitute a substantial deviation from the Development Order adopted by the City Council on October 27, 2008 and is otherwise approved, subject to the conditions set forth in this Development Order.

CONCLUSIONS OF LAW

The City Council, having made the findings of fact set forth above, makes the following conclusions of law:

9. The City Council is the governing body with legal jurisdiction over the DRI Property and is authorized and empowered by Chapter 380, F.S., to issue this Development Order.
10. The Project as modified is approved for development pursuant to section 380.06, F.S., on the DRI Property attached as Composite Exhibit "A", subject to the conditions of approval set forth in Exhibit "B" of this Development Order and the Equivalency Matrix attached as Exhibit "C", all of which are incorporated into this Development Order by this reference.
11. Development shall be located substantially as depicted on the Master Development Plan (Map H) attached as Exhibit "D", which is incorporated into this Development Order by reference.
12. Development shall be consistent with the Port St. Lucie Comprehensive Plan, the Port St. Lucie Land Development Regulations and this Development Order.
13. Within 10 days after adoption of this Development Order, the City Clerk shall render copies of this Development Order with all attachments, certified as complete and accurate, by certified mail (return receipt

RESOLUTION 11R-01

requested) to the Developer, LDS, DCA and TCRPC as required by Rule 9J-2.025(5), F.A.C.

14. This Development Order shall take effect, following rendition, as provided by law.
15. Notice of the adoption of this Development Order or any amendment shall be recorded by the Developer, within 30 days after its effective date, in accordance with sections 28.222 and 380.06(15)(f), F.S., with the Clerk of the Circuit Court of St. Lucie County, Florida. The notice shall specify that this Development Order runs with the land and is binding on the Developer, its agents, lessees, successors or assigns. A copy of such notice shall be forwarded to the Port St. Lucie Planning and Zoning Department within seven days after recordation.
16. The Project as modified shall not be subject to down-zoning, unit density reduction or intensity reduction or other reduction of approved land uses before the expiration date of this Development Order, unless either (a) the Developer consents to such a change, or (b) the City demonstrates that a substantial change in the conditions underlying the approval of the Development Order has occurred, or that the Development Order was based on substantially inaccurate information provided by the Developer, or that the change is clearly established by the City as essential to the public health, safety or welfare.
17. This Development Order shall not preclude the City from requiring the payment of impact fees and/or other fees for development or construction within the Project, provided such fees are assessed in accordance with a duly adopted ordinance and are charged to all other similarly situated developers for the same activities within all other areas of the City.
18. In the event that the Developer violates any condition of this Development Order, or otherwise fails to act in substantial compliance with this Development Order, the City may stay the effectiveness of this Development Order on the identifiable tract or parcel, or portion of the tract or parcel owned by the person or entity violating the condition, and within the DRI Property described in Exhibit "A", after a stated compliance date. The Developer shall be given a written notice of violation by the City and a reasonable period of time to cure the violation. The Developer may petition the City Council for review of the notice of violation, prior to the stated compliance date, and said review shall be conducted at a public hearing. Filing of a petition for review shall delay the effectiveness of the notice of violation until the review has been conducted. If the violation has not been cured or corrected by the stated compliance date, all further development permits, approvals and services for the development said tract or parcel, or portion of tract or parcel, shall be withheld until the

RESOLUTION 11R-01

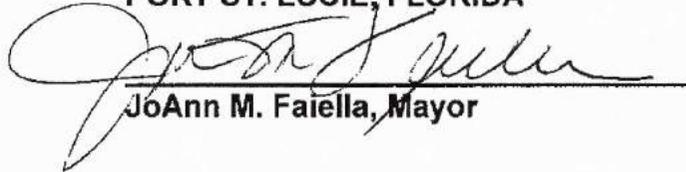
violation is corrected. For purposes of this condition, the terms "tract" and "parcel" shall mean "any quantity of land capable of being described with such definiteness that its boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit, located within the DRI Property legally described in Exhibit 'A' attached hereto and the Master Development Plan (Map H) in the ADA."

19. Upon request, and in accordance with the City's adopted certificate of concurrency fee, in the development review fee schedule, the City shall provide to the Developer a letter stating whether the portion of the Project at issue is in compliance with applicable conditions of this Development Order.
20. Pursuant to Section 380.06(5)(c), F.S., the Project shall be bound by the rules adopted pursuant to Chapters 373 and 403, F.S., in effect at the time of issuance of this Development Order.
21. Compliance with this Development Order shall be monitored through normal City permitting procedures, the procedures listed in the specific conditions of approval, and review of the biennial report. The local official responsible for assuring compliance with this Development Order is the Director of Planning and Zoning.
22. This Development Order shall be binding upon the Developer, FPL and its assigns or successors in interest. Any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created and designated as successor in interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this Development Order.
23. It is declared to be the City's intent that, if any section, subsection, sentence, clause, condition or provision of this Development Order is held to be invalid by a court of competent jurisdiction, the remainder of this Development Order shall be construed as not having contained said section, subsection, sentence, clause, condition or provision and shall not be affected by such holding.

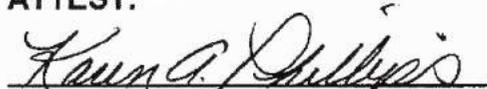
RESOLUTION 11R-01

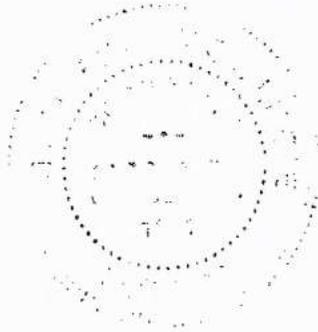
PASSED AND ADOPTED on this 24th day of January, 2011.

CITY COUNCIL OF THE CITY OF
PORT ST. LUCIE, FLORIDA

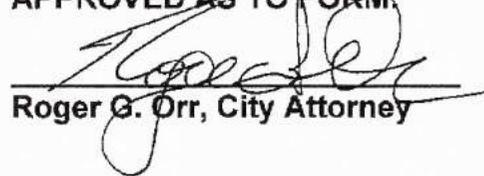

JoAnn M. Faiella, Mayor

ATTEST:


Karen A. Phillips, City Clerk



APPROVED AS TO FORM:


Roger G. Orr, City Attorney

RESOLUTION 11R-01

COMPOSITE EXHIBIT "A"

LEGAL DESCRIPTION OF DRI PROPERTY

ACR Properties, LLC Property

The Alan Wilson Grove plat, according to the plat thereof, as recorded in plat book 12, page 50, of the public records of St. Lucie County, Florida, less the west 5.00 feet thereof.

Together with:

The East one-half Sections 30 and 31, Township 37 South, Range 39 East, less the East 200.00 feet thereof.

Said lands situate in St. Lucie County, Florida. Containing 106,773,334 square feet or 2451.179 acres, more or less, subject to easements, restrictions, reservations, covenants and rights-of-way of record.

FPL Property

The East 200.00 feet of sections 30 and 31, Township 37 South, Range 39 East, St. Lucie County, Florida.

Said lands situate in St. Lucie County, Florida. containing 2,071,967 square feet/47.566 acres, more or less, subject to easements, restrictions, reservations, covenants and rights-of-way of record.

RESOLUTION 11R-01

EXHIBIT "B"

CONDITIONS OF APPROVAL

RESOLUTION 11-R

EXHIBIT "B"

CONDITIONS OF APPROVAL

Application for Development Approval

1. The Wilson Groves Development of Regional Impact Application for Development Approval is incorporated herein by reference. It is relied upon, but not to the exclusion of other available information, by the parties in discharging their statutory duties under Chapter 380, Florida Statutes. Substantial compliance with the representations contained in the Application for Development Approval, as modified by Development Order conditions, is a condition for approval.

For purposes of this Development Order, the Application for Development Approval ("ADA") shall include the following items:

- a. Application for Development Approval dated September 13, 2005;
- b. Supplemental information dated March 3, 2006; July 14, 2006; and August 2, 2006;
- c. Western Annexation Traffic Study ("WATS") Final Report dated January 2006; and
- d. Annexation Agreement dated July 19, 2004, and revised May 16, 2005, ~~and July 11, 2005, and November 16, 2009,~~ except to the extent that any term of the Annexation Agreement is subsequently amended by the parties thereto ("Annexation Agreement").

Commencement and Process of Development

2. In the event the Developer fails to commence significant physical development within three years from the effective date of the Development Order, development approval shall terminate and the development shall be subject to further Development of Regional Impact review by the Treasure Coast Regional Planning Council, Florida Department of Community Affairs, and City of Port St. Lucie pursuant to Section 380.06, Florida Statutes. However, this time period shall be tolled during the pendency of any appeal pursuant to Section 380.07, F.S. For the purpose of this paragraph, construction shall be deemed to have initiated after placement of permanent evidence of a structure (other than a mobile home) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation or land clearing, such as the construction of roadways or other utility infrastructure.

RESOLUTION 11-R

EXHIBIT "B"

Phasing

3. A) The phasing of the Wilson Groves Development of Regional Impact is approved and the Developer is authorized to develop the DRI Property as follows:

| Phase | Years | Residential ¹ (DU) | Retail (SF) | Office (SF) | Research & Office (SF) | Light Industrial (SF) | Institutional & Civic (SF) |
|-------|-----------|----------------------------------|----------------|------------------|------------------------------|-----------------------------|----------------------------------|
| 1 | 2006-2013 | 2,200 | 210,000 | 0136,125 | 136,125 | 136,125 | 0 |
| 2 | 2014-2018 | 4,096 | 120,000 | 62,000470,375 | 408,375 | 408,375 | 50,638 |
| 3 | 2019-2023 | 1,404 | 260,000 | 80,000488,375 | 408,375 | 408,375 | 175,436 |
| 4 | 2024-2028 | 0 | 175,000 | 80,000488,375 | 408,375 | 408,375 | 156,798 |
| Total | 2006-2028 | 7,700 | 765,000 | 222,0001,583,250 | 1,361,250 | 1,361,250 | 382,872 |

1. Residential units consist of 5,775 single family units and 1,925 multi-family units.

~~A) The Developer is authorized to develop the DRI Property as follows:~~

| LAND USE | DENSITY / INTENSITY | ACRES |
|---|--------------------------------|-------|
| Residential (DUs) Single family Multi family | 5,775 DU 1,925 DU | 1,989 |
| Retail (GSF) | 765,000 GSF | 87 |
| Office (GSF) | 222,000 GSF | 26 |
| Research & Office¹ (GSF) Light Industrial¹ (GSF) | 1,361,250 GSF 1,361,250 GSF | 125 |
| Institutional and Civic (GSF) | 382,327 GSF | 44 |
| Schools² | -- | 50 |
| Recreation/Open Space Regional Park | -- | 50 |

RESOLUTION 11-R

EXHIBIT "B"

| LAND USE | DENSITY / INTENSITY | ACRES |
|--------------|---------------------|-------|
| Other | -- | 90 |
| TOTAL | -- | 2,451 |

NOTES:

- 1. ~~Research & Office and Light Industrial both located in 125-acre Employment Center.~~
- 2. ~~Schools include two K-8 schools which acreage may vary by collocation with parks per Condition 52 (a).~~

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

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

- B) In order to accommodate changing market demands, at the Developer's request in an application for a specific development permit, and without the Developer filing a notification of proposed change pursuant to section 380.06(19), F.S., the City may increase or decrease the amount of an approved land use by applying the Equivalency Matrix attached to this Developer Order as Exhibit "C", which is incorporated into this Development Order by this reference. The use of the Equivalency Matrix shall not allow impacts to water, wastewater, solid waste, transportation or affordable housing to exceed the aggregate impacts projected in the ADA. In addition, to ensure the basic character of the project is not altered, no land use be increased by an amount which exceeds the numeric criteria in section 380.06(19)(b), F.S., and the aggregate amount of non-residential uses within the DRI Property may not be reduced below the minimum established for the DRI Property by the Annexation Agreement. The mix of land uses shall be consistent with that allowed in the Port St. Lucie Comprehensive Plan. The Developer shall report, in each biennial report required by this Development Order, use of the Equivalency Matrix in Exhibit "C" to increase the amount of one approved land use with a concurrent reduction in one or more other approved land uses.

RESOLUTION 11-R

EXHIBIT "B"

Buildout Date

4. The Wilson Groves Development of Regional Impact shall have a buildout date of December 31, 2028, unless otherwise amended pursuant to the conditions of this Development Order and Section 380.06, Florida Statutes.

Expiration and Termination Date

5. This Development Order shall expire and terminate on December 31, 2035, unless extended as provided in Section 380.06(19)(c), Florida Statutes.

Biennial Report

6. The biennial report required by subsection 380.06(18), Florida Statutes, shall be submitted every two years until the expiration of this Development Order on the anniversary date of the adoption of the Development Order to the City of Port St. Lucie, Treasure Coast Regional Planning Council, Florida Department Community Affairs, and such additional parties as may be appropriate or required by law. The contents of the report shall include those items required by this Development Order and Rule 9J-2.025(7), Florida Administrative Code. The City of Port St. Lucie Planning and Zoning Director shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the Development Order. Notice of transfer of all or portions of the DRI Property shall be filed with the City of Port St. Lucie and included in the biennial report.

General Provisions

7. Any modifications or deviation from the approved plans or requirements of this Development Order shall be made according to and processed in compliance with the requirements of Section 380.06(19), Florida Statutes and Rule 9J-2, Florida Administrative Code.
8. The definitions found in Chapter 380, Florida Statutes shall apply to this Development Order.
9. Reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as a successor in interest to, or which otherwise possesses the powers and duties of, any referenced governmental agency in existence on the effective date of this Development Order.
10. This Development Order shall be binding upon the Developer and its assignees or successors in interest.

RESOLUTION 11-R

EXHIBIT "B"

REGIONAL PLANNING

Master Development Plan

11. Prior to final approval of any zoning application in the Wilson Groves Development of Regional Impact, the City will require the Developer to prepare a conceptual master plan to provide long-term guidance and direction for the project by showing the general location of all residential and non-residential land uses, arterial and collector roads, arterial and collector potable water, wastewater and reclaimed water infrastructure, stormwater facilities, school sites, civic and institutional sites, other major facilities, major access points and multi-use trails and greenways. The conceptual master plan shall demonstrate consistency with the NCD (New Community Development) land use category. The conceptual master plan shall be consistent with the Master Development Plan (Map H) attached to this Development Order as Exhibit "D" but shall not be adopted as an amendment to this Development Order. The conceptual master plan shall be presented to the City's Planning and Zoning Board and the City Council for consideration and approval; provided, however, that notwithstanding the foregoing, the conceptual master plan shall only be a generalized reference tool which is not regulatory but rather a planning reference to provide long range guidance related to those lands being considered for development approval. The conceptual master plan shall be revised by the Developer from time to time as needed to show approved and proposed development, and the City and the Developer shall agree on the mutually acceptable process for doing so.

Greenway

12. Consistent with the City's local comprehensive plan and the Annexation Agreement, the project shall include a continuous, multi-purpose greenway along Range Line Road with an average width of 50 feet and a minimum width of 30 feet, from Range Line Road's eastern right-of-way boundary. The greenway shall be provided in each development parcel within the DRI Property which is adjacent to Range Line Road as a condition of the recording of a residential subdivision plat or final site plan approval for each such development parcel. An appropriate easement shall be placed upon this greenway in perpetuity. The easement shall allow (a) road crossings and pedestrian access; (b) sites for receiving and disposing of irrigation-quality effluent; and (c) landscaping and irrigation. In addition, within the greenway and adjacent to Range Line Road, the Developer shall grant the City a 30-foot perpetual non-exclusive utility easement; provided, however, such utility easement shall allow for (a) landscaping and irrigation, including with reclaimed water; (b) road crossings and pedestrian access; and (c) similar surface uses, with the City's written authorization, which will not interfere with efficient operation of the City's utilities or unduly hinder maintenance. Any landscaping or irrigation system within the utility easement shall be approved by the City's Utilities Systems Department prior to planting or constructing same.

RESOLUTION 11-R

EXHIBIT "B"

TRANSPORTATION

Rights of Way

13. Wilson Groves has dedicated the following road rights-of-way within the project to the City: Becker Road (150 feet), Paar Drive (150 feet), E/W 3 (150 feet), N/S A (150 feet), N/S AB (100 feet) and N/S B (30 feet). As part of this development order, N/S AB will be eliminated and N/S B will be widened to a 150-foot corridor. The adjacent DRI, Riverland Kennedy, has dedicated 30 feet of the N/S B road right-of-way to the City. In order to provide the total corridor width, Wilson Groves shall dedicate an additional 90 feet along the western limits of N/S B. No building permits for Wilson Groves Development of Regional Impact shall be issued after July 1, 2007 until right-of-way within the project along Becker Road, E/W 3 (Road B), E/W 4 (Paar Drive), N/S A, N/S B, N/S AB, the dedication of the 90 foot road right-of-way along the existing right-of-way for N/S B and all intersections thereof, has been dedicated free and clear of all liens and material encumbrances to the City of Port St. Lucie with a reservation unto the developer or community development district, for purpose of constructing and thereafter maintaining roads and other improvements, until acceptance by the City of Port St. Lucie, subject to the requirements of the Annexation Agreement. After Wilson Groves dedicates the needed right-of-way for the widening of N/S B, the City will return the previously dedicated 100-foot right-of-way for N/S AB to Wilson Groves. Should the adjacent DRI to the east, Riverland/Kennedy, submit a request to revise their DRI to the City prior to the construction of N/S B between Becker Road and Paar Drive, the City will negotiate to obtain 45 feet of right-of-way for N/S B from Riverland/Kennedy, and if successful, the City will return 45 feet of the right-of-way for N/S B to Wilson Groves.
14. In addition to the aforementioned roadway networks, the Developer shall further enhance the transportation network by providing a system which shall include but not be limited to public collector roads. The roads identified herein shall not include internal networks for gated communities.

Monitoring

15. A) At any time, the Developer may undertake monitoring to ascertain the level of service on facilities where Wilson Groves Development of Regional Impact has significant impact (project is estimated to contribute an amount of traffic equal to or greater than 5% of the maximum service volume under the adopted level of service standard) in order to determine whether the date or trip threshold by which a transportation improvement required by this Development Order may be extended. If the monitoring demonstrates that the facility or facilities will operate at the adopted level of service standard without the improvement at the date or trip threshold by which this Development Order would otherwise require such improvement, then notwithstanding any other provision of this Development Order the date by which such improvement is required shall be extended on terms

RESOLUTION 11-R

EXHIBIT "B"

approved pursuant to the procedure in Condition 4716. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the roadway network shall be required on account of such monitoring.

B) The City of Port St. Lucie may require the Developer to undertake monitoring to ascertain the level of service on transportation facilities within the DRI as specified in Table 1 and/or Table 2~~properties that participated in the WATS~~ ("WATS Area") in order to determine whether the date or trip threshold by which a transportation improvement ~~within the WATS Area~~ required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date by which such improvement is required shall be accelerated on terms approved pursuant to the procedure in Condition 4716. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date or trip threshold for such improvement shall be accelerated based on the results of such monitoring, provided that the accelerated schedule for the improvement shall allow 24 months for engineering, permitting and construction of the improvement. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the road network ~~within the WATS Area identified in Tables 1 and 2~~ shall be required on account of such monitoring.

16. In accordance with Section 380.06(15)(c)5, Florida Statutes, changes to roadway improvement conditions which are subject to the monitoring program outlined in Condition 15 shall not be subject to the substantial deviation determination/notice of proposed change process, unless otherwise required by the criteria listed in Section 380.06(b), Florida Statutes. Changes to roadway improvements conditions shall be transmitted for approval to the Florida Department of Transportation, Florida Department of Community Affairs, and Treasure Coast Regional Planning Council. The agencies should complete the review within 90 days after submittal by the Developer.

17. A trip generation analysis shall be prepared by the applicant and approved by the City of Port St. Lucie prior to each site plan or residential subdivision plat approval. The trip generation analysis shall present calculations for the p.m. peak hour and shall be performed using trip generation rates included in the latest available Institute of Transportation Engineers Trip Generation Report as well as land uses included in the application for development approval. The trip generation analysis shall include

RESOLUTION 11-R

EXHIBIT "B"

internal capture and passer-by, if appropriate, to determine net trips generated by the development. The trip generation shall be cumulative and include all previous site plan and residential subdivision plat approvals. Development order conditions shall be evaluated using the trip generation analysis to determine triggering of any transportation conditions.

Access Road Improvements

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

Table 1

Access Road Improvements

| <u>Road</u> | <u>From</u> | <u>To</u> | <u>Trip Threshold*</u> | <u>Residential Units</u> | <u>Required Improvement</u> |
|--|---------------------|----------------------|------------------------|--------------------------|------------------------------|
| <u>Phase 1</u> | | | | | |
| <u>Becker Rd</u> | <u>Village Pkwy</u> | <u>N/S B</u> | <u>0</u> | <u>0</u> | <u>2L</u> |
| <u>Secondary Emergency Access Road between Becker Rd at N/S B and Rangeline Road</u> | | | <u>0</u> | <u>0</u> | <u>Emergency Access Road</u> |
| <u>Becker Rd</u> | <u>N/S B</u> | <u>Range Line Rd</u> | <u>2,573</u> | <u>2,200</u> | <u>2L</u> |
| <u>Phase 2</u> | | | | | |
| <u>Becker Rd</u> | <u>N/S B</u> | <u>Range Line Rd</u> | <u>4,148</u> | <u>3,955</u> | <u>Widen to 4L D</u> |

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

Internal Road Improvements

19. No building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold or residential units identified in Table 2, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 2 under "Required Improvement"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

RESOLUTION 11-R

EXHIBIT "B"

Table 2

Internal Road Improvements

| <u>Road</u> | <u>From</u> | <u>To</u> | <u>Trip Threshold*</u> | <u>Residential Units</u> | <u>Required Improvement</u> |
|----------------|---------------------|--------------|------------------------|--------------------------|-----------------------------|
| <u>Phase 1</u> | | | | | |
| <u>N/S A</u> | <u>Becker Rd</u> | <u>E/W 3</u> | <u>2,573</u> | <u>2,200</u> | <u>2L</u> |
| <u>E/W 3</u> | <u>Rangeline Rd</u> | <u>N/S A</u> | <u>2,573</u> | <u>2,200</u> | <u>2L</u> |
| <u>E/W 3</u> | <u>N/S A</u> | <u>N/S B</u> | <u>2,573</u> | <u>2,200</u> | <u>2L</u> |
| <u>Phase 2</u> | | | | | |
| <u>Paar Dr</u> | <u>N/S A</u> | <u>N/S B</u> | <u>4,152</u> | <u>3,960</u> | <u>2L</u> |
| <u>N/S B</u> | <u>Becker Rd</u> | <u>E/W 3</u> | <u>4,397</u> | <u>4,233</u> | <u>2L</u> |
| <u>Phase 3</u> | | | | | |
| <u>N/S A</u> | <u>Becker Rd</u> | <u>E/W 3</u> | <u>6,708</u> | <u>6,564</u> | <u>Widen to 4L D</u> |
| <u>Paar</u> | <u>N/S A</u> | <u>N/S B</u> | <u>7,148</u> | <u>6,821</u> | <u>Widen to 4L D</u> |
| <u>Paar</u> | <u>Rangeline Rd</u> | <u>N/S A</u> | <u>7,449</u> | <u>6,997</u> | <u>2L</u> |

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

External Roadways Improvements – West of I-95

1720. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trips indicated in Table 3 or after December 31 of the indicated year in Table 3, 2010 whichever comes last, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways as shown in Table 3:

RESOLUTION 11-R

EXHIBIT "B"

Table 3

External Roadway Improvements – West of I-95

| <u>Year</u> | <u>*Trip Threshold</u> | <u>Road</u> | <u>From</u> | <u>To</u> | <u>Required Improvement</u> | <u>Status</u> |
|-------------|------------------------|------------------------|------------------------|---------------------------|-----------------------------|------------------|
| 2010 | <u>7.449</u> | <u>Tradition Pkwy</u> | <u>Village Pkwy</u> | <u>I-95</u> | <u>6L D</u> | <u>Satisfied</u> |
| 2010 | <u>8.650</u> | <u>Village Pkwy</u> | <u>Tradition Pkwy)</u> | <u>Crosstown Pkwy</u> | <u>4 L D</u> | <u>Satisfied</u> |
| 2010 | <u>8.650</u> | <u>Tradition Pkwy</u> | <u>Community Blvd.</u> | <u>Village Pkwy</u> | <u>4L D</u> | <u>Satisfied</u> |
| 2010 | <u>8.650</u> | <u>Community Blvd.</u> | <u>Tradition Pkwy</u> | <u>Westcliffe Lane</u> | <u>2L</u> | <u>Satisfied</u> |
| 2010 | <u>8.650</u> | <u>Westcliffe Lane</u> | <u>N/S A</u> | <u>Village Pkwy</u> | <u>2L</u> | |
| 2014 | <u>8.650</u> | <u>Crosstown Pkwy</u> | <u>N/S A</u> | <u>Village Pkwy</u> | <u>4L D</u> | |
| 2014 | <u>8.650</u> | <u>Crosstown Pkwy</u> | <u>Village Pkwy</u> | <u>Commerce Center Dr</u> | <u>Widen to 6L D</u> | |
| 2014 | <u>8.650</u> | <u>Tradition Pkwy</u> | <u>N/S A</u> | <u>Village Pkwy</u> | <u>4L D</u> | |
| 2014 | <u>8.650</u> | <u>N/S A</u> | <u>Crosstown Pkwy</u> | <u>Glades Cut-Off Rd</u> | <u>2L</u> | |
| 2018 | <u>8.650</u> | <u>Crosstown Pkwy</u> | <u>Range Line Road</u> | <u>N/S A</u> | <u>2L D</u> | |
| 2020 | <u>7.810</u> | <u>Village Pkwy</u> | <u>Tradition Pkwy</u> | <u>SW Meeting Street</u> | <u>6L D</u> | <u>Satisfied</u> |
| 2020 | <u>8.650</u> | <u>Village Pkwy</u> | <u>SW Meeting St</u> | <u>Westcliffe Lane</u> | <u>Widen to 6 L D</u> | |

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

- a) ~~Village Parkway from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane divided~~
- b) ~~Tradition Parkway (Gatlin Boulevard) from Community Boulevard to Village Parkway: 4 Lane divided~~
- e) ~~Community Boulevard from Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY): 2 Lanes~~
- d) ~~Westcliffe Lane (E/W XY) from N/S A to Village Parkway: 2 Lanes~~

18. ~~Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2014, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways:~~

- a) ~~Crosstown Parkway from N/S A to Village Parkway: 4 Lane divided~~

RESOLUTION 11-R

EXHIBIT "B"

- b) ~~Crosstown Parkway from Village Parkway to I-95: 6 Lane divided~~
- e) ~~Tradition Parkway (Gatlin Boulevard) from N/S A to Village Parkway: 4 Lane divided~~
- d) ~~N/S A from Crosstown Parkway to Glades Cut-Off Road: 2 Lanes~~

~~19. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2018, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways:~~

- a) ~~Crosstown Parkway from Range Line Road to N/S A: 2 Lane divided~~

~~20. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the net external p.m. peak hour trip threshold identified in Table 1 or after December 31 of the year of failure identified in Table 1, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 1 under "Improvements"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the roadway widening or construction projects included in Table 1.~~

**Table 1
Wilson Groves DRI
Roadway Improvements**

| - Road Segment | Trip Threshold | Year of Failure | Improvement |
|--|-----------------------|------------------------|--------------------|
| - Tradition Parkway (Gatlin Boulevard) – Village Parkway to I-95 | 7,449 | 2010 | 6LD |
| - Village Boulevard – Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY) | 7,810 | 2020 | 6LD |

RESOLUTION 11-R

EXHIBIT “B”

External Road Improvements – East of I-95

21.A) Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold identified in Table 2 4 or after December 31 of the year of failure identified in Table 2 4, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 2 4 under “Required Improvements”; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City’s adopted Capital Improvements Program or FDOT’s adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the roadway widening or construction projects included in Table 2 4. The City of Port St. Lucie will use its best efforts to undertake the road improvements in Table 2-4 by the dates and trip thresholds indicated.

Table 4

External Road Improvements – East of I-95

| <u>Year</u> | <u>*Trip Threshold</u> | <u>Road</u> | <u>From</u> | <u>To</u> | <u>Required Improvement</u> | <u>Status</u> |
|-------------|------------------------|----------------------------|---------------------------|------------------------------|-----------------------------|------------------|
| <u>2015</u> | <u>1,271</u> | <u>Becker Road</u> | <u>I-95</u> | <u>Rosser Blvd</u> | <u>6 L D</u> | <u>Satisfied</u> |
| <u>2016</u> | <u>8,650</u> | <u>Paar Dr</u> | <u>Rosser Blvd</u> | <u>Savona Blvd</u> | <u>Widen to 4 L D</u> | |
| <u>2016</u> | <u>8,650</u> | <u>Paar Dr</u> | <u>Savona Blvd</u> | <u>Port St. Lucie Blvd</u> | <u>Widen to 4 L D</u> | |
| <u>2010</u> | <u>1,878</u> | <u>Becker Road</u> | <u>Florida’s Turnpike</u> | <u>Southbend Blvd</u> | <u>4L D</u> | <u>Satisfied</u> |
| <u>2013</u> | <u>8,650</u> | <u>Rosser Blvd</u> | <u>E/W 3</u> | <u>Gatlin Blvd</u> | <u>Widen to 4 L D</u> | |
| <u>2021</u> | <u>8,650</u> | <u>Port St. Lucie Blvd</u> | <u>Paar Dr</u> | <u>Darwin Blvd</u> | <u>Widen to 4 L D</u> | |
| <u>2011</u> | <u>8,650</u> | <u>Port St. Lucie Blvd</u> | <u>Becker Road</u> | <u>St. Lucie County Line</u> | <u>Widen to 4 L D</u> | |
| <u>2018</u> | <u>8,650</u> | <u>Rosser Blvd</u> | <u>Paar Dr</u> | <u>E/W 3</u> | <u>Widen to 4 L D</u> | |
| <u>2022</u> | <u>8,650</u> | <u>Port St. Lucie Blvd</u> | <u>Darwin Blvd</u> | <u>Gatlin Blvd</u> | <u>Widen to 6 L D</u> | |
| <u>2014</u> | <u>8,650</u> | <u>E/W 3</u> | <u>I-95</u> | <u>Rosser Rd</u> | <u>2L</u> | |
| <u>2014</u> | <u>8,650</u> | <u>Paar Dr</u> | <u>I-95</u> | <u>Rosser Rd</u> | <u>4L D</u> | |
| <u>2018</u> | <u>8,650</u> | <u>E/W 3</u> | <u>I-95</u> | <u>Rosser Rd***</u> | <u>Widen to 4L D</u> | |
| <u>2018</u> | <u>8,650</u> | <u>Paar Dr</u> | <u>I-95</u> | <u>Rosser Rd***</u> | <u>Widen to 6L D</u> | |

RESOLUTION 11-R

EXHIBIT "B"

| | | | | | | |
|------|-------|----------------|---------------|-----------------------|------------------|-----------|
| 2022 | 8,650 | E/W 3 | I-95 | Rosser Rd*** | Widen to 6L D | |
| 2020 | NA | Crosstown Pkwy | I-95 | Bayshore Blvd | 6L D | Satisfied |
| 2020 | 8,650 | Crosstown Pkwy | Bayshore Blvd | U.S. 1** | 6L D | |
| 2010 | NA | Becker Road | I-95 | Florida's Turnpike | 4 L D | Satisfied |

*Wilson Groves DRI Total Net External p.m Peak Hour Trips

** Based on permitability

***These segments include a bridge over I-95, provided, however, that the bridge over I-95 shall be subject to monitoring every three years, commencing for development that generates more than 8,650 total net external p.m. peak hour trips or in 2019, whichever comes later, to evaluate the need for the improvements.

**Table 2
Wilson Groves DRI
External Roadway Improvements**

| Road Segment | Trip * Threshold | Year of Failure | Improvement |
|---|---------------------|--------------------|--------------|
| Becker Road— I-95 to Rosser Blvd. | 1,271 | 2015 | 6LD |
| Paar Drive— Rosser Blvd. to Savona Blvd. | 1,240 | 2016 | 4LD |
| Paar Drive— Savona Blvd. to Port St. Lucie Blvd. | 1,278 | 2016 | 4LD |
| Becker Road— Florida's Turnpike to Southbend Blvd. | 1,878 | 2010 | 4LD |
| Rosser Boulevard— E/W 3 to Gatlin Blvd. | 3,043 | 2013 | 4LD |
| Port St. Lucie Boulevard— Paar Dr. to Darwin Blvd. | 1,660 | 2021 | 4LD |
| Rosser Boulevard— Becker Rd. to Paar Dr. | 3,573 | 2015 | 4LD |
| Port St. Lucie Boulevard— Becker Rd. to St. Lucie County Line | 2,403 | 2011 | 4 Lanes |
| Rosser Boulevard— Paar Dr. to E/W 3 | 7,826 | 2018 | 4LD |
| Port St. Lucie Boulevard— Darwin Blvd. to Gatlin Blvd. | 5,203 | 2022 | 6LD |
| E/W 3— I-95 to Rosser Road *** (Asterisks to be deleted) | NA | 2014 | 2-Lanes |
| Paar Drive— I-95 to Rosser Road *** (Asterisks to be deleted) | NA | 2014 | 4LD |
| E/W 3— I-95 to Rosser Road *** | NA | 2018 | Widen to 4LD |
| Paar Drive— I-95 to Rosser Road *** | NA | 2018 | Widen to 6LD |
| E/W 3— I-95 to Rosser Road *** | NA | 2022 | Widen to 6LD |
| Crosstown Parkway— I-95 to Bayshore Blvd. | NA | 2013/2020 | 6LD |
| Crosstown Parkway— Bayshore Boulevard to U.S. 1** | NA | 2020 | 6LD |
| Becker Road— I-95 to Florida's Turnpike | NA | 2010 | 4LD |

* Wilson Groves DRI Net External PM Peak Hour Trips

** Based on permitability

***These segments include a bridge over I-95, provided, however, that the bridge over I-95 shall be subject to monitoring every three years, commencing at the start of Phase 3 in 2019 to evaluate the need for the improvement.

RESOLUTION 11-R

EXHIBIT “B”

22. A traffic re-analysis shall be undertaken by the Developer and submitted to the City, DCA, TCRPC and FDOT for any development that generates more than 8,650 total net external p.m. peak hour trips or if by December 31, 2020, whichever comes last, if the six laning of the Crosstown Parkway – Bayshore Boulevard to U.S. 1 segment is: 1) not under contract; 2) not included in a local government development agreement consistent with sections 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Condition 15, if applicable; or 4) not scheduled in the first three years of the City’s adopted Capital Improvements Program or FDOT’s adopted work program. The traffic re-analysis shall be prepared in a manner consistent with the methodology utilized in the WATS, or at the election of the Developer, utilizing an alternative methodology acceptable to the City, DCA and FDOT. If the traffic re-analysis shows that the incomplete segment will result in additional or increased significant impacts to state or regionally significant roads external to the WATS area as identified in the WATS, no building permits shall be issued for any development that generates more than 8,650 total net external p.m. peak hour trips or after December 31, 2020, whichever comes last, until the Development Order has been amended to include mitigation to address such additional or increased significant impacts consistent with Rule 9J-2.045 F.A.C.

Road Improvements Outside the City of Port St. Lucie

23. B) Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold identified in Table 3- 5 or after December 31 of the year of failure identified in Table 3-5, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 3 under “Required Improvements”; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction’s Capital Improvements Program or FDOT’s adopted work program.

Table 5

Roadway Improvements Outside the City of Port St.Lucie

| <u>Year</u> | <u>*Trip Threshold</u> | <u>Road</u> | <u>From</u> | <u>To</u> | <u>Required Improvement</u> | <u>Status</u> |
|-------------|------------------------|-------------------|-----------------------|--------------------|-----------------------------|---------------|
| 2022 | 1,254 | SW Allapattah Rd | CR 714 | Martin County Line | 4 L D | |
| 2022 | 1,254 | Range Line Rd | Martin County Line | Becker Rd | Widen to 4L D*** | |
| 2011 | 2,403 | SW Citrus Blvd | St. Lucie County Line | SR 714 | Widen to 4L ** | |
| 2013 | 4,133 | SR 714/Martin Hwy | Port St. Lucie Blvd | Florida’s Turnpike | Widen to 4L D | |
| 2010 | 4,165 | CR 714/Martin Hwy | Florida’s Turnpike | High Meadows Ave. | Widen to 4L D | |

RESOLUTION 11-R

EXHIBIT "B"

| | | | | | | |
|------|-------|--------------------|-------------------|------------|--------------|--|
| 2011 | 5.652 | CR 714/Martin Hwy. | High Meadows Ave. | Berry Ave. | Widen to 4LD | |
|------|-------|--------------------|-------------------|------------|--------------|--|

*Wilson Groves DRI Total Net External p.m. Peak Hour Trips

**Provided sufficient right-of-way exists for the improvement.

*** This condition may be satisfied by a payment to St. Lucie County based on the Settlement Agreement Including Impact Fee Credit Agreement between the Developer and St. Lucie County.

**Table 3
Wilson Groves DRI
Roadway Improvements Outside the City of Port St. Lucie**

| Road Segment | Trip* Threshold | Year of Failure | Improvement |
|---|--------------------|-----------------------|-------------|
| Range Line Road — SR 714 to Becker Road | 1,254 | 2022 | 4LD |
| Port St. Lucie Blvd — St. Lucie County Line to SR 714 | 2,403 | 2011 | 4 Lanes** |
| SR 714/Martin Hwy. — Port St. Lucie Blvd. to Florida's Turnpike | 4,133 | 2013 | 4LD |
| CR 714/Martin Hwy. — Florida's Turnpike to High Meadows Av. | 4,165 | 2010 | 4LD |
| CR 714/Martin Hwy. — High Meadows Av. to Berry Av. | 5.652 | 2011 | 4LD |

* Total Wilson Groves DRI Net External PM Peak Hour Trips

** Provided sufficient right-of-way exists for the improvement

24C) A traffic re-analysis shall be undertaken by the Developer and submitted to the City, TCRPC, DCA, and FDOT by the date that development within the Wilson Groves DRI generates more than 2,403 total net external p.m. peak hour trips or by December 31, 2011, whichever comes last, if the four-laning of the Port St. Lucie Boulevard – St. Lucie County Line to SR 714 segment is: 1) not under contract to construct the roadway; 2) not included in a local government development agreement consistent with section 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Condition 15, if applicable; or 4) not scheduled in the first three years of an adopted Capital Improvements Program or FDOT's adopted work program. The traffic re-analysis shall be prepared in a manner consistent with the methodology utilized in the WATS, or at the election of the Developer, utilizing an alternative methodology acceptable to the City, DCA, FDOT and TCRPC, and shall be limited to a determination of the effect, if any, of the delay in four laning the segment of Port St. Lucie Boulevard – St. Lucie County Line to SR 714 on road external to the WATS area. If the traffic re-analysis shows that the delay will result in additional or increased significant impacts to state or regionally significant roads as identified in the WATS, no building permits shall be issued after development within the Wilson Groves DRI generates more than 2,403 total net external p.m. peak hour trips or December 31, 2011, whichever comes last, until the Development Order has

RESOLUTION 11-R

EXHIBIT "B"

been amended to include mitigation to address such additional or increased significant impacts consistent with Rule 9J-2.045, F.A.C.

~~Roadways within Western Annexation Area~~

~~22. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2010, until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Becker Road from Range Line Road to N/S A: 2 Lanes
Becker Road from N/S A to I-95: 4 Lane divided
E/W 3 from N/S A to Community Boulevard: 2 Lanes
N/S A from Becker Road to E/W 3: 2 Lanes
Community Boulevard from Becker Road to E/W 1: 2 Lanes
Community Boulevard from E/W 1 to Gatlin Boulevard: 4 Lane divided
Village Parkway from Becker Road to Gatlin Boulevard: 4 Lane divided~~

~~23. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2014 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Becker Road from Range Line Road to N/S A: Widen to 4 Lane divided
Becker Road from N/S AB to I-95: Widen to 6 Lane divided
Paar Drive from Range Line Road to N/S BC: 2 Lanes
Paar Drive from N/S BC to I-95 western right-of-way: 4 Lane divided
E/W 3 from Range Line Road to N/S A: 2 Lanes
E/W 3 from Community Boulevard to I-95 western right-of-way: 2 Lanes
E/W 1 from Range Line Road to Community Boulevard: 2 Lanes
E/W 1 from Community Boulevard to Village Parkway: 4 Lane divided
N/S A from E/W 3 to E/W 1: 2 Lanes
N/S A from E/W 1 to Tradition Parkway (Gatlin Boulevard): 4 Lane divided~~

RESOLUTION 11-R

EXHIBIT "B"

~~N/S A from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane divided (May be constructed concurrently, but no later than, with the construction of Crosstown Parkway from N/S A to Village Parkway.)~~
~~N/S AB from Becker Road to Paar Drive: 2 Lanes~~
~~N/S B from Becker Road to E/W 1: 2 Lanes~~
~~N/S BC from Becker Road to Paar Drive: 2 Lanes~~
~~Village Parkway from E/W 1 to Gatlin Boulevard: Widen to 6 Lane divided~~
~~Tradition Parkway (Gatlin Boulevard) from N/S A to Range Line Road: 4 Lane divided~~

~~24. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2018 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Paar Drive from N/S A to N/S BC: Widen to 4 Lane divided~~
~~Paar Drive from Village Parkway to I-95 western right-of-way: Widen to 6 Lane divided~~
~~E/W 3 from Community Boulevard to I-95 western right-of-way: Widen to 4 Lane divided~~
~~E/W 1 from N/S B to Community Boulevard: Widen to 4 Lane divided~~
~~N/S A from Becker Road to E/W 1: Widen to 4 Lane divided~~
~~Community Boulevard from Becker Road to E/W 1: Widen to 4 Lane divided~~
~~Village Parkway from E/W 1 to Gatlin Boulevard: Widen to 8 Lane divided*~~
~~*If required by the City.~~

~~25. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2022 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~E/W 3 from N/S A to Community Boulevard: Widen to 4 Lane divided~~
~~E/W 3 from Village Parkway to I-95: Widen to 6 Lane divided~~
~~N/S AB from Becker Road to Paar Drive: Widen to 4 Lane divided~~

RESOLUTION 11-R

EXHIBIT "B"

~~N/S B from Paar Drive to E/W 1: Widen to 4 Lane divided~~

~~N/S BC from Becker Road to Paar Drive: Widen to 4 Lane divided~~

~~Village Parkway from Becker Road to E/W 1: Widen to 6 Lane divided~~

~~26. Intersection lane geometry for all arterial roads between I-95 and Range Line Road included in Master Development Plan (Map H) attached to this Development Order as Exhibit "D" shall, for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections within rights-of way greater than 100 feet, include dual left-turn lanes and an exclusive right-turn lane in all approaches. For all other arterial road intersection types, the Developer shall submit to the City, for approval, an intersection analysis to designate the lane geometry for each intersection.~~

E/W 3 and I-95 Interchange

~~2527. A traffic study shall be prepared for development that generates more than 8,650 total net external p.m. peak hour trips or by no later than January 1, 2019, whichever comes last, to evaluate the need for an interchange along I-95 with E/W 3. The methodology for this traffic study shall be discussed with the Developer, and agreed upon by the City of Port St. Lucie and Florida Department of Transportation. The traffic study shall estimate traffic projections at buildout of all DRI developments that participated in the WATS.~~

~~2628. If the study required by Condition 2527 justifies an interchange along I-95 with E/W 3, then no building permits shall be issued for development that generates more than 8,650 total net external p.m. peak hour trips or after December 31, 2020, whichever comes last, until the development order has been amended to include provisions for such an interchange and such interchange has been authorized by the Federal Highway Administration and/or FDOT, as applicable. Such amendment to the Development Order shall not be subject to a substantial deviation determination, unless otherwise required by criteria in section 380.06(19)(b), F.S.~~

Other Issues

~~27. Intersection lane geometry for all arterial roads between I-95 and Range Line Road included in Master Development Plan (Map H) attached to this Development Order as Exhibit "D" shall, for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections within rights-of way greater than 100 feet, include dual left-turn lanes and an exclusive right-turn lane in all approaches. For all other arterial road intersection types, the Developer shall submit to the City, for approval, an intersection analysis to designate the lane geometry for each intersection.~~

~~2829. All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.~~

~~2930. Commencing in 2008 and continuing every other year thereafter, the Developer shall submit a Biennial Status Report indicating the status (schedule) of guaranteed~~

RESOLUTION 11-R

EXHIBIT "B"

transportation network modifications. This Biennial Status Report shall be attached to and incorporated into the Biennial Development of Regional Impact Report required by Condition 6.

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

~~3031.~~ In the event that a transportation improvement which the Developer is required to provide pursuant to this Development Order is instead provided by a dependent or independent special district, the improvement shall be deemed to have been provided by the Developer.

31. The Developer is responsible for the mitigation of all environmental impacts of all right-of-ways within the Wilson Groves project.

ENVIRONMENTAL AND NATURAL RESOURCES

Wetlands

32. The Developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers and South Florida Water Management District. Any wetland permit issued by the South Florida Water Management District and the US Army Corps of Engineers for all or any portions of the Wilson Groves DRI Property shall satisfy all City rules, regulations, codes, permitting and other requirements pertaining to wetlands and littoral plantings for the portion or portions of the Wilson Groves DRI Property subject to any such permits. Any mitigation required for impacts to existing jurisdictional wetlands shall be completed on the project site. Details of any such required wetland maintenance and enhancement procedures and management schedule shall be provided in a specific Mitigation Management Plan.

33.~~[Deleted in its entirety.] The Developer shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site where required by the Mitigation Management Plan above. The upland buffers shall be designed to be consistent with the buffer requirements of the South Florida Water Management District. Created upland buffers shall include canopy, understory, and~~

RESOLUTION 11-R

EXHIBIT "B"

~~ground cover of native upland species. Details of the upland buffer maintenance and management schedule shall be provided in the Mitigation Management Plan.~~

~~34. [Deleted in its entirety.] No Certificate of Occupancy shall be issued until the Developer, or a property association created by the Developer ("Association"), prepares the afore-stated Mitigation Management Plan for the area specified in the Mitigation Management Plan within the property identified on the Wilson Groves Master Development Plan (Map H) attached to this Development Order as Exhibit "D". The Mitigation Management Plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; and 3) include methods to remove nuisance and exotic vegetation as specified in this Development Order. The management plan shall be approved by the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission prior to commencement of site clearing activities on the project site. The Mitigation Management Plan required by this condition shall constitute the management plan required by Section 157.26 of the City's Land Development Regulations.~~

Listed Species

35. The Developer or an Association or community development district shall maintain Wood Stork foraging habitat on site by ensuring no additional net loss of wood stork prey jurisdictional wetland function and value. Ten (10) acres of littoral shelves shall be created within All surface waters created on the site, where appropriate, shall include features specifically designed to provide preferred foraging habitat for this species. The features should include areas designed to concentrate prey during dry down periods. The Developer shall comply with all U.S. Fish and Wildlife Service recommendations regarding the design and creation of foraging habitat for this federally endangered species. ~~Details of the wetland creation design, procedures, and management schedule shall be provided in the Mitigation Management Plan.~~

36. In the event that it is determined that any additional representative of a state or federally listed plant or animal species is resident on, or otherwise significantly dependent upon a development parcel, the developer of such parcel shall cease all activities which will negatively affect that individual population and immediately notify the City of Port St. Lucie, and such developer shall provide proper protection to the satisfaction of the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission.

Exotic Species

37. Prior to obtaining a certificate of occupancy for any future structure located on a particular development parcel, the developer of such parcel shall remove from that parcel all Melaleuca, Brazilian pepper, Old World climbing fern, Australian pine, downy rose-myrtle, and any other plants classified as "Prohibited by Florida Department of Environmental Protection", "Noxious Weed listed by Florida

RESOLUTION 11-R

EXHIBIT "B"

Department of Agriculture and Consumer Services", or "Noxious Weed by the US Department of Agriculture according to the 2005 publication: "List of Florida's Invasive Species" published by the Florida Exotic Pest Plant Council. This includes all such plants listed under Category I or Category II Invasive Exotics. Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be approved by the City of Port St. Lucie. The entire site, including jurisdictional wetlands and Conservation Areas, if any, shall be maintained free of these species in perpetuity in accordance with all applicable permits.

Stormwater Management

38. The developer of each development parcel shall design and construct a stormwater management system within such development parcel to retain the maximum volumes of water consistent with South Florida Water Management District criteria for flood control. The stormwater management system shall be designed and constructed to provide stormwater treatment and attenuation/storage, in accordance with South Florida Water Management District requirements, for the ultimate build-out of all public rights-of-way located within the DRI Property. All discharged water from the surface water management system shall meet the water quality standards of Florida Administrative Code Rule 17-3.

39. All elements of the stormwater management system shall be designed to prevent negative impacts to adjacent areas and to the receiving bodies of water. A water quality monitoring program shall be established if required by any applicable federal, state or local agency having jurisdiction.

40. The Developer shall work with the City of Port St. Lucie to minimize the amount of impervious surface constructed for automobile parking on the project site. The Developer and the City should consider the use of pervious parking lot materials where feasible.

41. The surface water management system shall utilize Best Management Practices to minimize the impact of chemical runoff associated with lawn and landscape maintenance. The Developer shall coordinate with the South Florida Water Management District to formulate and implement Best Management Practices to reduce the use of pesticides and fertilizers throughout the project.

42. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the Developer, a community development district, a special assessment district, or other entity acceptable to the City of Port St. Lucie. Any entities subsequently replacing the Developer shall be required to assume the responsibilities outlined above.

RESOLUTION 11-R

EXHIBIT "B"

Water Supply

43. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity of treated potable water is available to serve the development parcel the Developer has provided or others have provided (or have provided surety in a form acceptable to the City) for the necessary water system extensions to serve the development parcel.

44. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. The Developer shall connect each development parcel to the City of Port St. Lucie's reclaimed water system when the system is within 300 feet of the subject development parcel. The project shall be equipped with an irrigation water distribution system to provide reclaimed water to all domestic residential lots when it becomes available. No individual home wells shall be constructed on the project site. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting South Florida Water Management District permitting criteria in effect at the time of permit application.

45. In order to reduce irrigation water demand, xeriscape landscaping shall be encouraged throughout the project. At a minimum, the xeriscape landscaping shall meet the requirements of the City of Port St. Lucie.

46. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, xeriscape landscape techniques, and other water conserving devices and/or methods specified in the Water Conservation Act, Section 553.14, Florida Statutes. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the South Florida Water Management District.

Wastewater Management

47. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has been provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity for wastewater treatment is available to serve such development parcel and the Developer or others have provided (or have provided surety in a form acceptable to the City) for the necessary wastewater system extension to serve such development parcel.

Solid Waste and Hazardous Materials

48. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from St. Lucie County or other provider acceptable to the City that adequate solid waste disposal services and facilities will be available when needed for that parcel.

RESOLUTION 11-R

EXHIBIT "B"

Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities.

Air Quality

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

HUMAN RESOURCE ISSUES

Housing

50. The Port St. Lucie Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer. However, the Developer offered to provide voluntary support for affordable housing by means of a local condition. The Developer shall pay a voluntary affordable housing assistance fee of \$500, or a mutually agreed upon amount, for each residential unit constructed on the property, payable at the time of building permit application, into an affordable housing trust fund or other dedicated account established by the city. The city shall determine how to disburse the moneys in such trust fund to encourage affordable housing through such means as (a) acquisition of land; (b) a program of down payment assistance; (c) prepaying of points for qualified homebuyers; (d) rehabilitation of existing affordable housing; (e) construction of new affordable housing by private developers or not-for-profit entities; or (f) other appropriate affordable housing strategies.

As an alternative to the above condition, the developer may choose to participate in a program developed by the City of Port St. Lucie that will provide sufficient workforce housing in proportion to the population, based upon a program of the City of Port St. Lucie upon its adoption in the City of Port St. Lucie comprehensive plan.

Prior to the beginning of each phase subsequent to Phase 1, the supply of affordable housing shall be re-calculated using the East Central Florida Regional Planning Council Housing Methodology (revised June 1999) or, at the election of the Developer, an alternative methodology acceptable to the City and DCA. If the supply calculation for any subsequent phase shows that there is not an adequate supply of affordable housing reasonably accessible to the Wilson Groves DRI to meet the demand from non-residential development in that phase, the Development Order shall be amended to

RESOLUTION 11-R

EXHIBIT "B"

include measures to mitigate the unmet housing need consistent with Rule 9J-2.048, F.A.C. The voluntary affordable housing mitigation assistance fee provided for in this Condition 50 shall be credited against any required mitigation.

Schools

51. No residential subdivision plat shall be recorded nor final residential site plan approved for any development parcel after July 1, 2007 until the Developer has secured a development agreement with the St. Lucie County School District that assures the following:

- a. The dedication to the City of Port St. Lucie, pursuant to the Annexation Agreement, of two K-8 school site of not less than 25 acres, provided that drainage (after all required water quality pretreatment is provided on site at no cost to the Developer) for the K-8 school sites can be accommodated off-site. The net acreage must not include any required upland or wetland preservation areas. Alternatively, if collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres.
- b. For the proposed total development program of 7,700 dwelling units, of which 900 are proposed to be age-restricted, and with current student generation rates for St. Lucie County, the Developer shall contribute a proportionate share of all costs necessary to construct, according to State of Florida and St. Lucie County School District standards, the school facilities for the sites identified in this condition, not to exceed the total amount of educational facilities impact fees for the DRI Property (based upon generally applicable St. Lucie County educational impact fees in effect from time to time), so that there will be adequate school facilities to accommodate the impacts of the development. Such facilities shall be operated and maintained by the St. Lucie County School District.
- c. The development agreement with the St. Lucie County School District shall provide for a formula for the reimbursement of educational impact fees that would normally be assessed of dwelling units within the proposed development in exchange for the conveyance of the school sites described in subparagraph (a) above.
- d. The City of Port St. Lucie will use good faith efforts to enter into an appropriate interlocal agreement with the St. Lucie County School District pursuant to which the City of Port St. Lucie will convey the school sites described in subparagraph (a) above to the St. Lucie County School District as and when needed by the St. Lucie County School District.

RESOLUTION 11-R

EXHIBIT "B"

Police and Fire Protection

52. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has received a statement from the City of Port St. Lucie Police Department indicating that adequate facilities and police protection are in place to serve the development parcel. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate police protection shall be approved by the City of Port St. Lucie Police Department.

53. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel after July 1, 2007 until the Developer has entered into a mutually agreed upon Developers Agreement with the St. Lucie County Fire District for improvements necessary to provide Fire and Emergency Medical Services to the project. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate fire rescue services shall be approved by the St. Lucie County Fire District.

[This condition has been satisfied. See agreement in ORB 2912, Page 1491]

Hurricane Preparedness

54. The Developer shall construct one or more on-site buildings to provide a minimum 16,120 SF of hurricane evacuation shelter space for the residents of the Wilson Groves Development of Regional Impact. As an alternative, the Developer may elect to make an equivalent payment to the City for the hurricane shelter space required by this condition and, upon making such payment, the Developer shall have satisfied this condition and shall bear no further responsibility or liability under it. If the space is constructed by the Developer on site, construction will commence before the start of hurricane season during the year that each phase is scheduled to end. If the Developer is to construct same, then a minimum of 4,606 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 1; a minimum of 8,541 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 2; and a minimum of 2,944 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 3. Emergency shelter requirements may be accomplished through providing a combination of safe spaces within home(s) and/or constructing community hurricane shelter spaces or dual use of a facility (including schools) constructed or retrofitted to State of Florida hurricane code within the development. The hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and St. Lucie County Division of Emergency Management and be consistent with Chapter 9J-2.0256(5) (a), Florida Administrative Code and with Red Cross Standards 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately.

55. The Port St. Lucie Comprehensive Plan does not require hurricane preparedness mitigation or contribution by the Developer. However, the Developer has previously

RESOLUTION 11-R

EXHIBIT "B"

made a voluntary contribution of \$50,000.00 to the City to enhance hurricane preparedness. This contribution provided sufficient funds to finance space for the City's Emergency Operations Center and adequate special needs public hurricane evacuation shelter space for residents of the project.

Parks and Recreation

56. Prior to January 1, ~~2008~~ 2012, the Developer shall prepare a plan to be approved by the City of Port St. Lucie Parks and Recreation Department for the provision of neighborhood and community recreational sites and facilities to meet the demand created by residential development in the DRI Property. At a minimum, the plan shall 1) provide for the conveyance to the City, in accordance with the requirements of the Annexation Agreement, of 90 acres of net usable area of public park sites (including the 50 acres of regional park described below), with no individual park sites to be less than 10 acres; 2) show the locations of proposed park sites; 3) provide a schedule for conveyance of the public park sites, ~~with all such park sites to be conveyed by no later than December 31, 2016,~~ and 4) comply with a requirement of 5 acres of parks per 1,000 population, consistent with the level of service required for parks and recreational facilities in the City of Port St. Lucie Comprehensive Plan at the time of the adoption of the original development order. Neighborhood and community recreational facilities shall be available to serve projected demand in accordance with the plan approved by the City of Port St. Lucie Parks and Recreation Department. Nothing in this condition ~~59~~ 56 shall require the Developer to construct or pay for recreational facilities on public park sites provided by the Developer pursuant to this condition or the Annexation Agreement.

Prior to the issuance of the 6,001 building permit for the Wilson Groves DRI Property On or before October 31, 2007, and subject to the Annexation Agreement, the Developer shall convey to the City 50 net usable acres for a regional park as required by the Annexation Agreement, in the general location shown on the Master Development Plan (Map H) attached to this Development Order as Exhibit "D".

Historic and Archaeological Sites

57. In the event of discovery of any archaeological artifacts during construction of the project, construction shall stop within a 30-foot radius/buffer and immediate notification shall be provided to the City of Port St. Lucie and the Division of Historical Resources, Florida Department of State. Construction may resume within the affected area after the City and the Division of Historical Resources have determined the appropriate mitigation pursuant to Rule 9J-2.043, F.A.C., if any are warranted, and such measures have been implemented by the Developer.

RESOLUTION 11-R

EXHIBIT "B"

Energy

58. The final site and building designs shall comply with Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. Where practical, the project shall also incorporate measures identified in Council's energy plan guide entitled, Energy Planning in the Twenty-First Century: A Guide for Florida Communities, updated January 2003.

**WILSON GROVES DRI
TRIP EQUIVALENCY MATRIX**

| TO | ITE Code | | 1 Resid. Single Family Unit | 1 Resid. Multi-Family Unit | 1 Hotel Unit | 1000 SF Industrial | 1000 SF Office | 1000 SF Retail | 1000 SF Civic | 1 Middle School Student | 1 Elem. School Student | 1 University Student | 1000 SF Institutional | 1 Park Acre | 1 Hospital Bed |
|-----------------------------|----------|--------------------|-----------------------------|----------------------------|--------------|--------------------|----------------|----------------|---------------|-------------------------|------------------------|----------------------|-----------------------|-------------|----------------|
| | | PM Total Trip Rate | 0.83 | 0.35 | 0.7 | 0.98 | 1.49 | 3.88 | 5.45 | 0.15 | 0.14 | 0.21 | 3.05 | 0.06 | 1.3 |
| FROM | | | | | | | | | | | | | | | |
| 1 Resid. Single Family Unit | 210 | 0.83 | 1 | 2.37 | 1.19 | 0.85 | 0.56 | 0.21 | 0.15 | 5.53 | 5.93 | 3.95 | 0.27 | 13.83 | 0.64 |
| 1 Resid Multi-Family Unit | 230 | 0.35 | 0.42 | 1 | 0.5 | 0.36 | 0.23 | 0.09 | 0.06 | 2.33 | 2.5 | 1.67 | 0.11 | 5.83 | 0.27 |
| 1 Hotel Unit | 310 | 0.7 | 0.84 | 2 | 1 | 0.71 | 0.47 | 0.18 | 0.13 | 4.67 | 5 | 3.33 | 0.23 | 11.67 | 0.54 |
| 1000 SF Industrial | 110 | 0.98 | 1.18 | 2.8 | 1.4 | 1 | 0.66 | 0.25 | 0.18 | 6.53 | 7 | 4.67 | 0.32 | 16.33 | 0.75 |
| 1000 SF Office | 710 | 1.49 | 1.8 | 4.26 | 2.13 | 1.52 | 1 | 0.38 | 0.27 | 9.94 | 10.65 | 7.1 | 0.49 | 24.85 | 1.15 |
| 1000 SF Retail | 820 | 3.88 | 4.67 | 11.09 | 5.54 | 3.96 | 2.6 | 1 | 0.71 | 25.87 | 27.71 | 18.48 | 1.27 | 64.67 | 2.98 |
| 1000 SF Civic | WAS | 5.45 | 6.57 | 15.57 | 7.79 | 5.56 | 3.66 | 1.4 | 1 | 36.33 | 38.93 | 25.95 | 1.79 | 90.83 | 4.19 |
| 1 Middle School Student | 522 | 0.15 | 0.18 | 0.43 | 0.21 | 0.15 | 0.1 | 0.04 | 0.03 | 1 | 1.07 | 0.71 | 0.05 | 2.5 | 0.12 |
| 1 Elem. School Student | 520 | 0.14 | 0.17 | 0.4 | 0.2 | 0.14 | 0.09 | 0.04 | 0.03 | 0.93 | 1 | 0.67 | 0.05 | 2.33 | 0.11 |
| 1 University Student | 550 | 0.21 | 0.25 | 0.6 | 0.3 | 0.21 | 0.14 | 0.05 | 0.04 | 1.4 | 1.5 | 1 | 0.07 | 3.5 | 0.16 |
| 1000 SF Institutional | WAS | 3.05 | 3.67 | 8.71 | 4.36 | 3.11 | 2.05 | 0.79 | 0.56 | 20.33 | 21.79 | 14.52 | 1 | 50.83 | 2.35 |
| 1 Park Acre | 412 | 0.06 | 0.07 | 0.17 | 0.09 | 0.06 | 0.04 | 0.02 | 0.01 | 0.4 | 0.43 | 0.29 | 0.02 | 1 | 0.05 |
| 1 Hospital Bed | WAS | 1.3 | 1.56 | 3.70 | 1.85 | 1.33 | 0.87 | 0.34 | 0.24 | 8.33 | 9.09 | 6.25 | 0.43 | 20.00 | 1 |

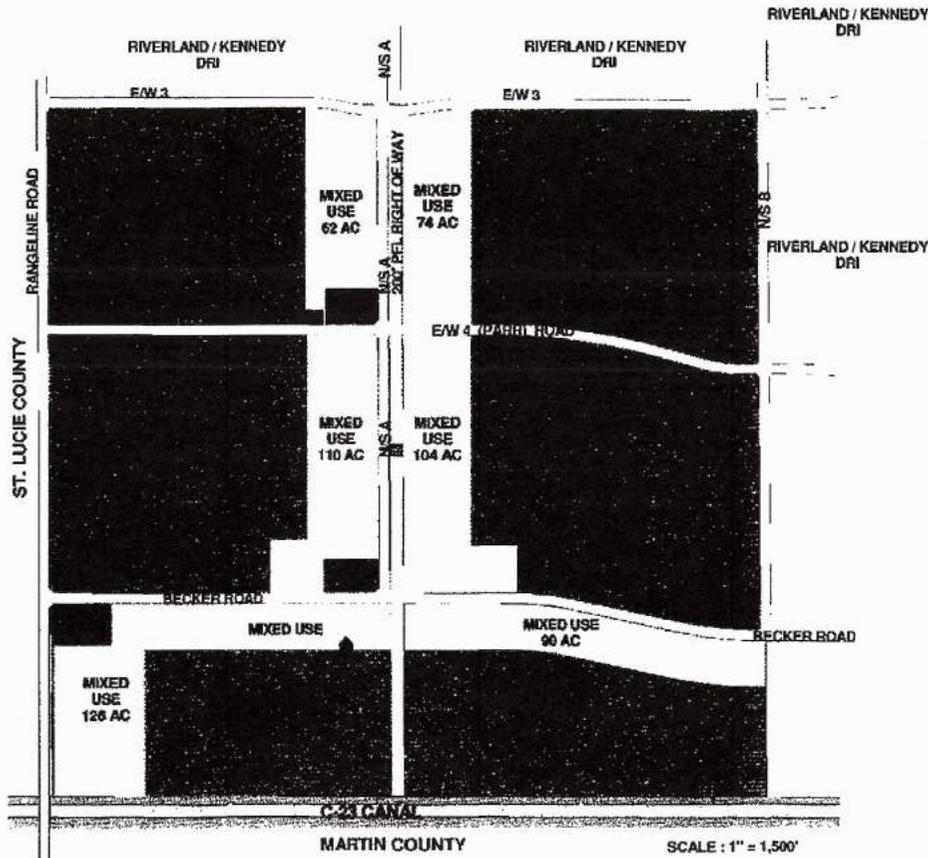
LAND USE EQUIVALENCY MATRIX

EXHIBIT "C"

RESOLUTION 11R-01

Wilson Groves DRI Port St. Lucie, FL

Map H Master Plan



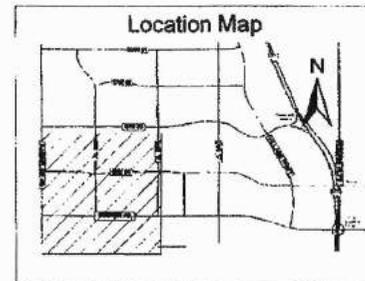
LEGEND

- Residential including Schools, Parks, Recreational, Institutional, and Civic uses.
- Mixed Use including Residential, Commercial, Office, Light Industrial, Schools, Parks, Recreational, Institutional, and Civic uses.
- Neighborhood / Village Commercial including Residential, Commercial, Office, Parks, Recreational, Institutional, and Civic uses.
- Roadways per Annexation Agreement
- Fire Station
- Regional Park
- K-8 School
- PPL Right of Way
- Unit Designation

Proposed Land Uses

| | |
|------------------------------|--------------------|
| Mixed Use | 655 Acres |
| Residential | 1,876 Acres |
| Neighborhood Commercial (NC) | 57 Acres |
| Total Area | 2,499 Acres |

"This map is an initial illustration of the proposed contours which is one of many alternative solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which this scale of endeavor may have and to accommodate such impacts within the limits of the law and balanced design imperatives to provide economically viable and market sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the nature and extent of the specific engineering solutions are processed through the various design and jurisdictional reviews in final approval. Understanding regional variations in design as the detailed engineering becomes more refined, prior approvals and/or the applicable, without returning for revision review by prior authority. In addition subsequent more detailed decisions as functional details become evident. The property owner and/or developer reserve all rights to make such adjustments as needed to accomplish these functional design accommodations."



RESOLUTION 11R-01
EXHIBIT "D"

PORT ST. LUCIE CITY COUNCIL

AGENDA ITEM REQUEST

MEETING: REGULAR X SPECIAL

DATE: 1-24-11

ORDINANCE RESOLUTION X MOTION

PUBLIC HEARING 1-24-11 LEGAL AD PUBLISH DATE 1-9-11 (copy attached)

NAME OF NEWSPAPER St. Lucie News Tribune

ITEM: P10-076. Wilson Groves Development of Regional Impact (DRI) Notice of Proposed Change – 2nd Amendment

RECOMMENDED ACTION: The Planning & Zoning Board on January 4, 2011 unanimously recommended approval of the proposed amendment to the Wilson Groves DRI development order.

=====

EXHIBITS: A. Staff Analysis & Recommendation
B. Resolution

SUMMARY EXPLANATION/BACKGROUND INFORMATION: The proposed amendment is to change conditions of approval for the project regarding the development plan, transportation, greenway, wetlands, listed species, park and recreation, and Map "H", the Master Plan.

IF PRESENTATION IS TO BE MADE, HOW MUCH TIME WILL BE REQUIRED?

SUBMITTING DEPARTMENT: Planning Department

DATE: 1/5/11

NOTICE OF PUBLIC HEARINGS WILSON GROVES – DEVELOPMENT OF REGIONAL IMPACT NOTICE OF PROPOSED CHANGE

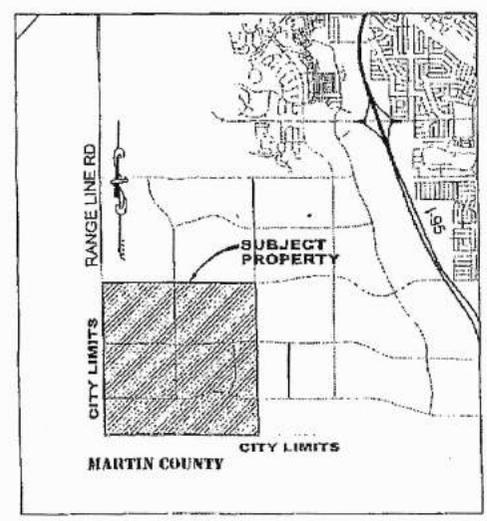
Public notice is hereby given by the CITY OF PORT ST. LUCIE of a PUBLIC HEARING for the proposed change to the Wilson Groves – Development of Regional Impact file number P10-076. This amendment provides for changes to the approved Development Order. The request is to amend certain conditions of approval for the project regarding transportation, greenway, wetlands, listed species, parks and recreation, and Map "H", the Master Plan. The property is located north of the C-23 Canal and east of Range Line Road. Legal Description: The Alan Wilson Grove Plat, and portions of Sections 30 & 31, Township 37 South, Range 39 East.

The public hearing will be held at the January 24th, meeting of the City Council at 7:00 PM in the City Hall Council Chambers, Building "A", 121 SW Port St. Lucie Blvd., Port St. Lucie, Florida. The proposed Resolution 11-R01, information on the report and the development of regional impact application may be reviewed between the hours of 8:00 AM and 5:00 PM at the City's Planning & Zoning Department, City Hall, Building "A", 121 SW Port St. Lucie Blvd., Port St. Lucie, Florida.

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the City Clerk's office at 772-871-5157 for assistance.

Members of the public are welcome to attend the Public Hearing and provide oral or written comments on the matter. Written comments may be submitted to: 121 SW Port St. Lucie Blvd., Port St. Lucie, Florida, Attn.: Planning and Zoning Department.

General Location Map: The project as shown below is generally located



NOTICE: No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, any person who may seek to appeal any decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at said meeting upon which any appeal is to be based. Items listed in this public notice may not appear in the same order on the Board's final agenda. Please contact the Planning & Zoning Department at 871-5212 to obtain a copy of the final agenda.



City of Port St. Lucie
Planning and Zoning Department
A City for All Ages

TO: CITY COUNCIL - MEETING OF JANUARY 24, 2011

FROM: ANNE COX, ASSISTANT DIRECTOR OF PLANNING AND ZONING *AC*

RE: WILSON GROVES DEVELOPMENT OF REGIONAL IMPACT (DRI)
NOTICE OF PROPOSED CHANGE (PROJECT NO. P10-076) – 2ND
AMENDMENT TO THE DEVELOPMENT ORDER

DATE: JANUARY 5, 2011

APPLICANT: Erin McCormick Larrinaga of Shelley of Fowler White Boggs Banker, P.A., agent for ACR Acquisition, LLC

OWNERS: ACR Acquisition, LLC and Florida Power and Light

LOCATION: The property is located north of the C-23 Canal and east of Range Line Road. It is bounded to the east and north by the Riverland/Kennedy DRI.

LEGAL DESCRIPTION: The property is legally described as the Alan Wilson Grove Plat and portions of Sections 30 and 31, Township 37 South, Range 39 East. (A full legal description is attached.)

SIZE: 2,499 acres

EXISTING ZONING: St. Lucie County Agricultural, one unit per five acres (AG-5)

EXISTING USE: The subject property is currently an active citrus grove with associated accessory uses.

SURROUNDING USES: North = AG-5 zoning, citrus groves; South = C-23 Canal; East = AG-5 zoning, citrus groves; West = IX (Industrial, Extraction) zoning, sand mining.

EXISTING LAND USE DESIGNATION: NCD (New Community Development District)

PROJECT BACKGROUND: The original Wilson Groves DRI Development Order (Resolution 06-R104) was approved by the City Council on October 23, 2006. The first amendment to the DRI Development Order (Resolution 08-R136) was approved by the City Council on October 27, 2008 to address concerns raised by the Department of Community Affairs (DCA) regarding traffic conditions and the availability of an affordable housing supply. The approved development plan for the property includes 7,700 residential units; 765,000 square feet of retail; 222,000 square feet of office; 1,361,250 square feet of research and office; 1,361,250 square feet of light industrial; 382,327 square feet of institutional and civic; two school sites and 140 acres for parks. Florida Power and Light owns 47 acres, which consists of a 200 foot wide right-of-way that runs through the middle of the property. No development will take place on the FPL property, other than roads.

PROPOSED CHANGES: The changes to the Development Order proposed by the applicant are attached as "Attachment 1". They include amending conditions of approval for the project regarding the development plan, transportation, greenway, wetlands, listed species, parks and recreation, and Map "H", the Master plan as follows:

Condition 3(Phasing) – Combine the phasing schedule and development plan into one table. The research and office category is proposed to be eliminated and the 1,361,250 square feet of research and office are proposed to be combined with the 222,000 square feet of office for a total of 1,583,250 square feet of office. The research and office square footage was originally intended for the 125 acre industrial/research park that was to be dedicated to the City. Per the fourth amendment to the annexation agreement, dated November 16, 2009, a 50 acre civic site will now be dedicated in lieu of the industrial/research park.

Condition 12 (Greenway) - Change the utility easement required to be granted to the City in the greenway along Range Line Road from an exclusive easement to a non-exclusive easement.

Conditions 13 – 31 (Transportation) – Modify the transportation conditions for the project to separate from the common transportation conditions shared among the three DRIs in the Southwest Annexation area. The conditions were formulated based on the assumption that all three DRI's would complete required transportation improvements within specified time periods, which has now become uncertain. The applicant has proposed conditions which identify a "proportionate-share" mitigation dollar amount for the traffic impacts of the project and proposes to build certain roadway improvements instead of giving the City money to construct the improvements. The road right-of-way for the proposed roads has already been deeded to the City.

Conditions 32 - 34 (Wetlands) – Amend Condition 32 to be consistent with the fourth amendment to the annexation agreement which states wetland permits issued by the South Florida Water Management District and US Army Corps of Engineers shall satisfy the wetland mitigation requirements of the City. Conditions 33 and 34 are proposed to be deleted since the 0.8 acre of wetlands existing on site are proposed to be filled in and mitigated for.

Condition 35 (Listed Species) – Specify the amount of littoral shelves (wetland plantings) that will be created on site to ensure no additional net loss of wood stork prey.

Condition 51 (Schools) – Indicate that parts c and d of this condition have been satisfied since a developers agreement between the developer and the St. Lucie County School District has been executed.

Condition 52 (Fire Protection) - Indicate that this condition has been satisfied since a developers agreement between the developer and the St. Lucie County Fire District has been executed.

Condition 56 (Parks and Recreation) – Extend the date for the submittal of a park plan until January 1, 2012. Amend the requirements of the dedication of park land to be consistent with the fourth amendment to the annexation agreement.

Map "H" Master Plan – Map "H" is proposed to be amended to eliminate the previously designated "Employment Center" since land for a research/industrial park will no longer be dedicated to the City. The map shows that the office square footage assigned to that area would be redistributed to the proposed Mixed Use area. The map is consistent with the revised Figure 19 of the City's Comprehensive Plan, which was adopted by the City Council on September 27, 2010.

ANALYSIS:

The proposed changes to the transportation and park and recreation conditions are presumed to be Substantial Deviations per Chapter 380.06(19), Florida Statutes, requiring further DRI review. However, the applicant maintains that they have rebutted these presumptions by clear and convincing evidence and the changes therefore are not considered substantial deviations.

A public hearing was held by the Planning and Zoning Board on December 7, 2010. At the request of the applicant this item was tabled by the Board. Due to concerns about the proposed roadway conditions, the City staff held a meeting on December 13, 2010 with representatives of all of the DRI projects within the Southwest Annexation Area.

The City's Engineering Department proposed a method of dividing up the roadway improvements within the Southwest Annexation Area proportionally by trips generated and the equivalent lane miles per project. The City Staff requested that any comments on the proposal be submitted in writing by Friday, December 17th. The City has not received any written comments from the representatives of the Riverland/Kennedy or Southern Grove/Western Grove DRI's.

The proposed conditions which are attached reflect the roadway improvements that would be required based on equally distributing or allocating the improvements within the DRI's based on trips generated and the equivalent lane miles. The attached map shows the roadway assignments. The new Tables 1 and 2 show the roadway improvements that would be required through the end of Phase 3 (the project has four phases). The roadway improvements required by the existing Conditions 17 through 21 are not proposed to be deleted and are shown in the new Tables 3 and 4. These are the external roadway requirements west and east of I-95. The new Table 5 shows the required roadway improvements outside of the City, which are not proposed to be changed.

The City has received letters from the Treasure Coast Regional Planning Council (TCRPC) and the Florida Department of Transportation (FDOT) regarding the proposed changes to the development order. The TCRPC has determined that the proposed changes will not create additional impacts on regional resources and facilities and do not constitute a Substantial Deviation under Chapter 380.06(19), Florida Statutes if all of the issues outlined in their letter are included in the Development Order (see attached letter). The amended Development Order as proposed by City staff addresses the TCRPC issues. The applicant has provided a response to FDOT's comments which is included in the file.

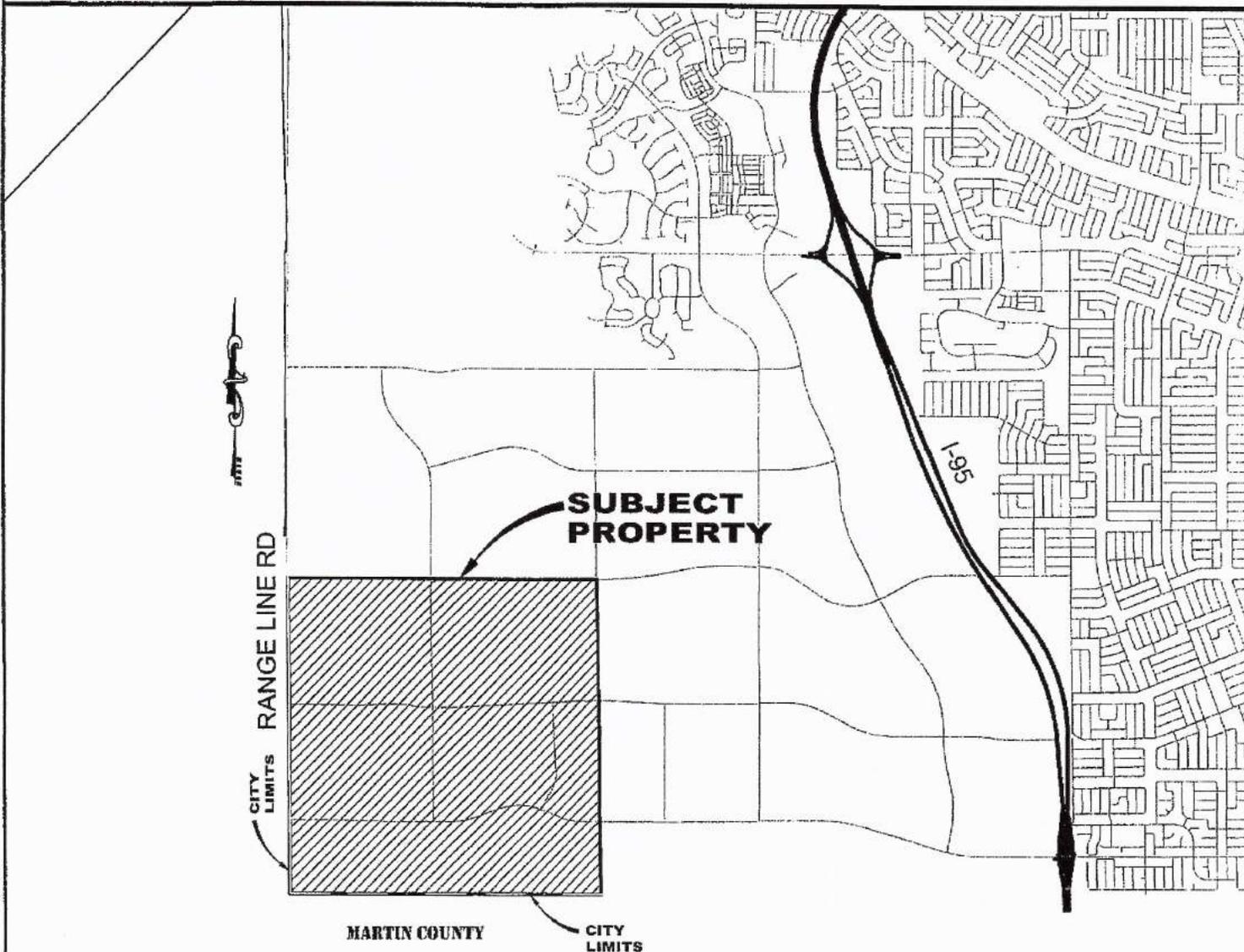
STAFF RECOMMENDATION:

Staff finds that the proposed Development Order, as shown in the attached resolution, will not create additional significant impacts on the regional resources and facilities in the area and recommends approval.

PLANNING AND ZONING BOARD ACTION:

At their meeting of January 4, 2011, the Planning and Zoning Board unanimously recommended approval of the proposed Development Order.

SITE LOCATION



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

PREPARED BY: GIS/DATA MANAGEMENT PZ2004.DWG

DRI
WILSON GROVES

DATE: 11/18/10

APPLICATION NUMBER:
P10-076

CADD FILE NAME:
P10-076L

SCALE: 1" = 1 MI

P10-076
\$6,995.00
10548

FORM RPM-BSP-PROPCHANGE-1

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF COMMUNITY PLANNING
BUREAU OF LOCAL PLANNING
2555 Shumard Oak Blvd.
Tallahassee, Florida 32399
850/488-4925

RECEIVED

JUL 09 2010

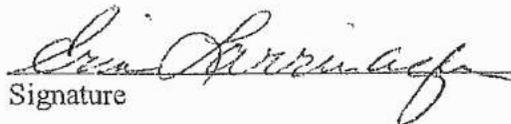
**NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED
DEVELOPMENT OF REGIONAL IMPACT (DRI)
SUBSECTION 380.06(19), FLORIDA STATUTES**

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency, and the state land planning agency according to this form.

1. I, Erin McCormick Larrinaga, the Authorized Agent for ACR Acquisition LLC, hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning the Wilson Groves Development of Regional Impact, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to the City of Port St. Lucie, to the Treasure Coast Regional Planning Council and to the Bureau of Local Planning, Department of Community Affairs.

7-9-2010

Date


Signature

2. Applicant (name, address, phone).

The Developer is:

**ACR Acquisition, LLC
7593 Boynton Beach Blvd., Suite 220
Boynton Beach, Florida 33427**

3. Authorized Agent (name, address, phone).

**Linda Loomis Shelley/Erin McCormick Larrinaga
Fowler White Boggs P.A.
501 E. Kennedy Boulevard
Suite 1700
Tampa, Florida 33602
Telephone: (813) 222-1180
Facsimile: (813) 229-8313
Email: elarrinaga@fowlerwhite.com**

4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.

The approved Wilson Groves DRI is located in Sections 29-32, Township 37 South, Range 39 East, St. Lucie County, Florida.

5. Provide a complete description of the proposed change. Include any proposed changes to the plan of development, phasing, additional lands, commencement date, build-out date, development order conditions and requirements, or to the representations contained in either the development order or the Application for Development Approval.

A. Amend the Phasing and Land Use Schedule set forth as Condition 3(A) of the Wilson Groves DRI Development Order Conditions of Approval (Exhibit "B" to Resolution 08-R136). The Applicant proposes to amend the Schedule as set forth below.

Anne Cox

From: Pol Africano [pola@cmseng.net]
Sent: Thursday, October 21, 2010 12:28 PM
To: Anne Cox
Subject: FW: NOPC - Florida Power and Light (FPL Ownership)

Anne,

Here is the email from our attorney related to FPL. Please call me if you have any questions.

Thanks - Pol

From: McCormick, Erin [mailto:erin.mccormick@fowlerwhite.com]
Sent: Tuesday, October 19, 2010 2:40 PM
To: Pol Africano
Subject: NOPC - Florida Power and Light (FPL Ownership)

The Developer of record and Applicant for the Wilson Groves DRI Notice of Proposed Change is ACR Acquisition LLC. As set forth in the NOPC, the proposed changes do not constitute a Substantial Deviation. Moreover, the primary purpose of the NOPC application is to allow the Applicant to modify the transportation mitigation for the project by providing its proportionate share contribution to mitigate for transportation impacts. The Applicant also seeks to combine the Land Use/Phasing schedules of the DO into a single schedule, amend the DO condition addressing on-site littoral shelves for Wood Stork prey, and amend the DO conditions relating to parks and to wetland mitigation, so that they are consistent with the most recent amendment to the Annexation Agreement with the City. None of these changes will impact the property owned by Florida Power and Light (FPL), therefore FPL was not included as a signatory to the NOPC. However, in accordance with the Florida Statutes and with the City's Ordinance, notice of the public hearing to consider the NOPC application will be provided to FPL.



Erin McCormick
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Tampa, Florida 33602
Direct: 813 222 1180
Fax: 813 384 2832
erin.mccormick@fowlerwhite.com
www.fowlerwhite.com

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10/21/2010



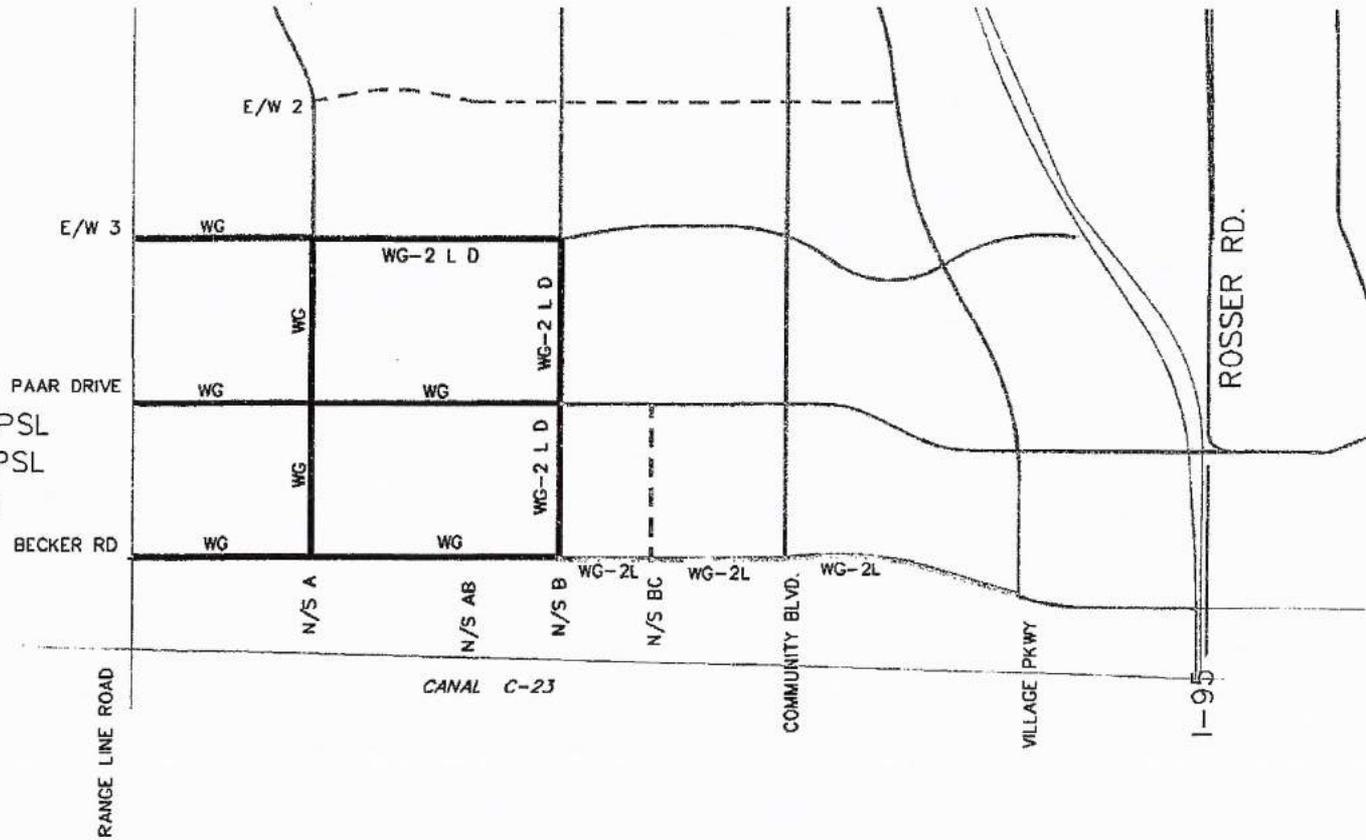
LEGEND

WILSON GROVES

— 2 LANE 150' ROW CPSL

— 4 LANE 150' ROW CPSL

WG WILSON GROVES ROAD



WILSON GROVES
INTERNAL ROADWAY ASSIGNMENTS PER RESOLUTION R11-

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH

November 24, 2010

Mr. Daniel Holbrook, AICP
Director of Planning & Zoning
City of Port St. Lucie Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Subject: Wilson Groves Development of Regional Impact Notice of Proposed Change #2
Response to Agency Comments

Dear Mr. Holbrook:

In accordance with the requirements of Section 380.06(19), Florida Statutes, Council has reviewed the "Notification of Proposed Change (NOPC) to a Previously Approved Development of Regional Impact (DRI)" for the Wilson Groves DRI Development Order (DO) dated July 9, 2010 as well as additional information provided by the applicant on October 28, 2010.

The NOPC proposes the following changes:

- Amendment to Condition 3 regarding phasing to: a) combine research and office land uses into office, and; b) delete a table showing acres allowed for each of the proposed land uses;
- Amendment to Transportation Conditions 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, and 30 regarding roadway improvements and phasing;
- Amendment to Condition 32 regarding wetland mitigation;
- Deletion of Conditions 33 and 34 regarding the preparation of a Mitigation Management Plan;
- Amendment to Condition 35 regarding Wood Stork and the Mitigation Management Plan;
- Amendment to Condition 56 regarding Parks and Recreation.

"Regionalism One Neighborhood At A Time" • Est. 1976

421 SW Camden Avenue - Stuart, Florida 34994
Phone (772) 221-4060 - Fax (772) 221-4067 - WWW.TRCPC.ORG

Mr. Daniel Holbrook, AICP
November 24, 2010
Page Two

Council offers the following comments and recommendations:

Transportation

Wilson Groves was one of four DRIs included within the Western Annexation Traffic Study (WATS). The study assumed the roadway network necessary to support the proposed developments (Southern Grove, Western Grove, Wilson Groves and Kennedy/Riverland) would be built when needed. Therefore, all four developments shared date specific conditions to provide the necessary roadway network within the WATS Area. Not all developments have been proceeding as expected under the WATS. Wilson Groves is proposing to amend the Development Order to disconnect from the other developments so that it may proceed individually and according to its own schedule.

Based on this request and the information provided, Council suggests an approach where each DRI can develop individually. The approach requires that the necessary portions of the western annexation transportation network be built according to the phasing and extent illustrated in the attached Exhibits, coupled with the City's ability to require traffic monitoring to ensure all roadways in the WATS area are built when needed. Council recommends the DO be amended as follows:

1. Condition 14 – Do not amend.
2. Condition 15B) – Amend as follows:

The City of Port St. Lucie may require the developer to undertake monitoring to ascertain the level of service on transportation facilities within the properties that participated in the WATS ("WATS Area") in order to determine whether the date or trip threshold by which a transportation improvement within the WATS area required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date or trip threshold by which such improvement is required shall be accelerated on terms approved pursuant to the procedure in Condition 17 16. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date or trip threshold for such improvements shall be accelerated based on the results of such monitoring, provided that the accelerated schedule for the improvements shall allow 24 months for engineering,

Mr. Daniel Holbrook, AICP
November 24, 2010
Page Three

permitting and construction of the improvement. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the road network within the WATS Area shall be required on account of such monitoring as a result of monitoring allowed under this condition shall be limited to roads within the WATS Area.

3. Condition 21. B) Proposed Table 5 which deals with the multijurisdictional roadway improvements. Leave as proposed with the following revisions:
 - a. Change ~~Range Line Road~~ to S.W. Allapattah Road - CR 714 to Martin County Line;
 - b. Change ~~Port St. Lucie Blvd.~~ to S.W. Citrus Boulevard - St. Lucie County Line to SR 714;
 - c. The first note under the table should be revised as follows:
~~Total~~ Wilson Groves DRI Total Net External PM Peak Hour Trips
4. Insert the following condition between Conditions 28 and 29:

A trip generation analysis shall be prepared by the applicant and approved by the City of Port St. Lucie prior to each site plan approval. The trip generation analysis shall present calculations for the p.m. peak hour and shall be performed using trip generation rates included in the latest available Institute of Transportation Engineers Trip Generation Report as well as land uses included in the application for development approval. The trip generation analysis shall include internal capture and passer-by, if appropriate, to determine net trips generated by the development. The trip generation shall be cumulative and include all previous site plan approvals. Development order conditions shall be evaluated using the trip generation analysis to determine triggering of any transportation conditions.

Proportionate Share

The intent of many of the transportation condition amendments is to satisfy roadway improvements by means of "proportionate share." The proposed Development Order uses the term "proportionate share" to justify roads the developer is proposing to build to provide access

Mr. Daniel Holbrook, AICP
November 24, 2010
Page Four

to Wilson Groves. The cost of these improvements is expected to offset other roadway improvements until the end of Phase 3. In summary, the developer is proposing to build roads as presented in the attached Exhibits and extend other development order conditions until the end of Phase 3.

The use of the term "proportionate share" is not appropriate as the proposed Development Order does not include conditions for payment of proportionate share. This issue needs to be addressed by the local government.

Wetlands

The developer is proposing to amend Condition 32 by deleting the requirement for onsite mitigation of wetlands, and delete Conditions 33 and 34 requiring wetland upland buffers and a mitigation management plan. Council does not object to the proposed changes to Conditions 32-34 dealing with wetlands, because these conditions apply to only 0.8 acres of highly impacted wetlands. The modifications to Condition 32 requiring compliance with all wetland mitigation requirements of the U. S. Army Corps of Engineers and the South Florida Water Management District are adequate to address regional concerns.

Listed Species

The developer is proposing to amend Condition 35 to require 10 acres of littoral shelves be created on the project site to provide Wood Storks habitat. Council does not object to this change provided the littoral shelves are designed to concentrate prey and provide preferred foraging habitat for the Wood Stork.

Parks and Recreation

The developer is proposing the following modifications to Condition 56: 1) extend the date from 2008 to 2012 for preparation of a plan for the provision of neighborhood and community recreational sites and facilities on the project site; 2) add language clarifying that the provision of 90 acres of public park sites includes a 50 acre regional park; 3) delete the requirement that all park sites be conveyed to the City by December 31, 2016; 4) add language clarifying that 5 acres of parks per 1,000 population is the level of service for compliance with the City's Comprehensive Plan; and 5) delete the date October 31, 2007 for when the developer is to convey 50 acres to the City for a regional park, and replace this with language requiring the conveyance to occur prior to the issuance of the 6,001 building permit for the Wilson Groves DRI property. Regarding the last modification, Council notes that the development may never achieve 6,001 building permits. Therefore, the City may want to accelerate dedication of the 50 acre regional park to an earlier date certain.

Mr. Daniel Holbrook, AICP
November 24, 2010
Page Five

Conclusion

Council has reviewed the NOPC request and information provided by the applicant and has determined the proposed changes to the Wilson Groves DRI-DO will not create additional impacts on regional resources and facilities in the area and do not constitute a Substantial Deviation under Chapter 380.06(19), if all issues presented above have been included in the DO. In addition, please address comments from the Florida Department of Transportation.

Please transmit a certified copy of any development order amendment adopted pursuant to this notice of change. If you have any questions, please do not hesitate to call.

Sincerely,



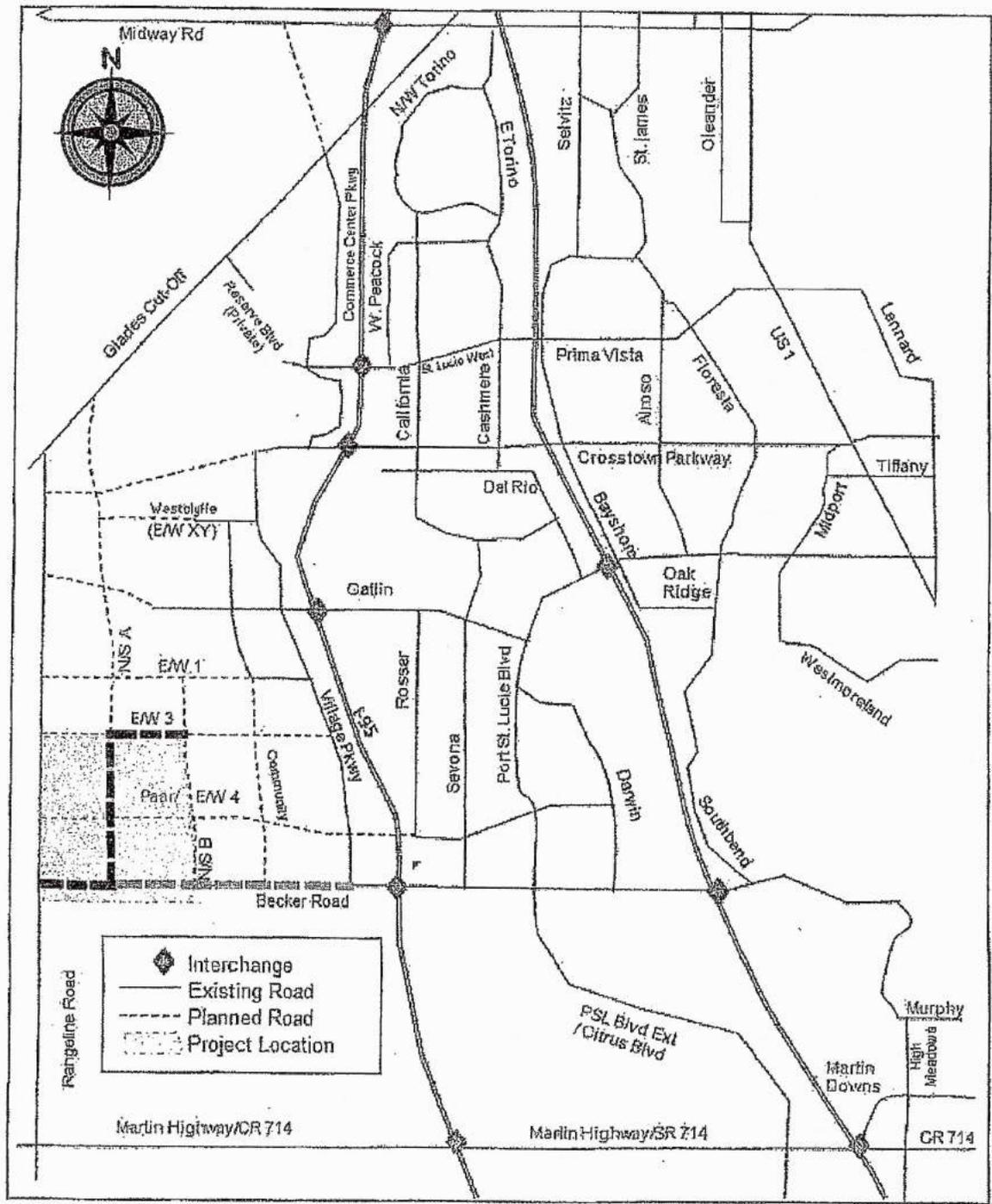
Michael J. Busha, AICP
Executive Director

MJB:lg

Attachments

cc: Bob Dennis, Florida Department of Community Affairs
Anne Cox, City of Port St. Lucie
Roxanne Chesser, City of Port St. Lucie
Kara Wood, St. Lucie County
Nicki van Vonno, Martin County
Gustavo Schmidt, Florida Department of Transportation
Chon Wong, Florida Department of Transportation
Maria Tejera, MTP Group, Inc.
Shaun MacKenzie, MacKenzie Engineering & Planning, Inc.
Erin Rae McCormick, Fowler, White, Boggs, P.A.
Pol Africano, CMS Engineering, LLC

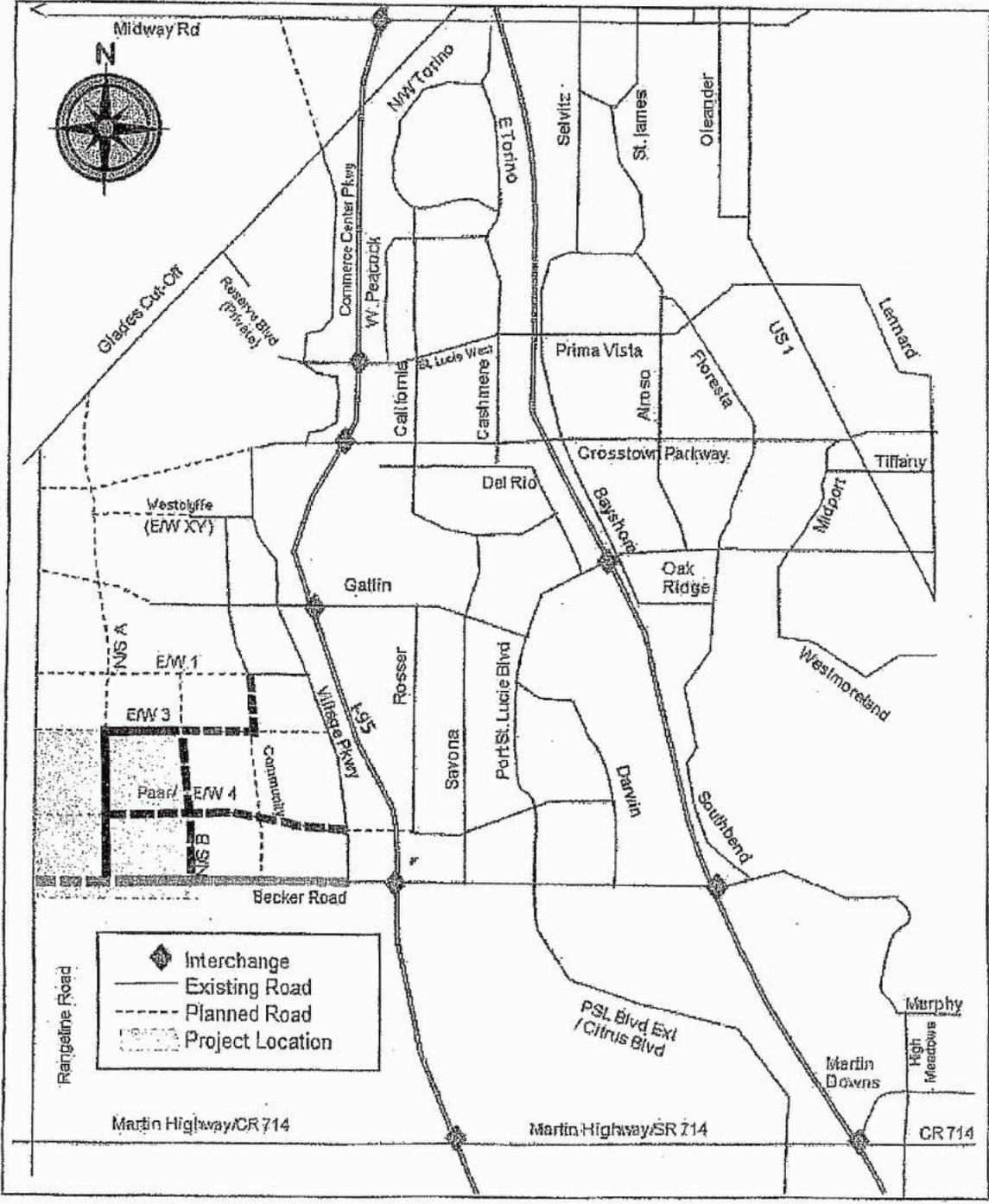
Phase 1
Roadway Improvements
Wilson Groves



 2 Lanes
 4 Lanes

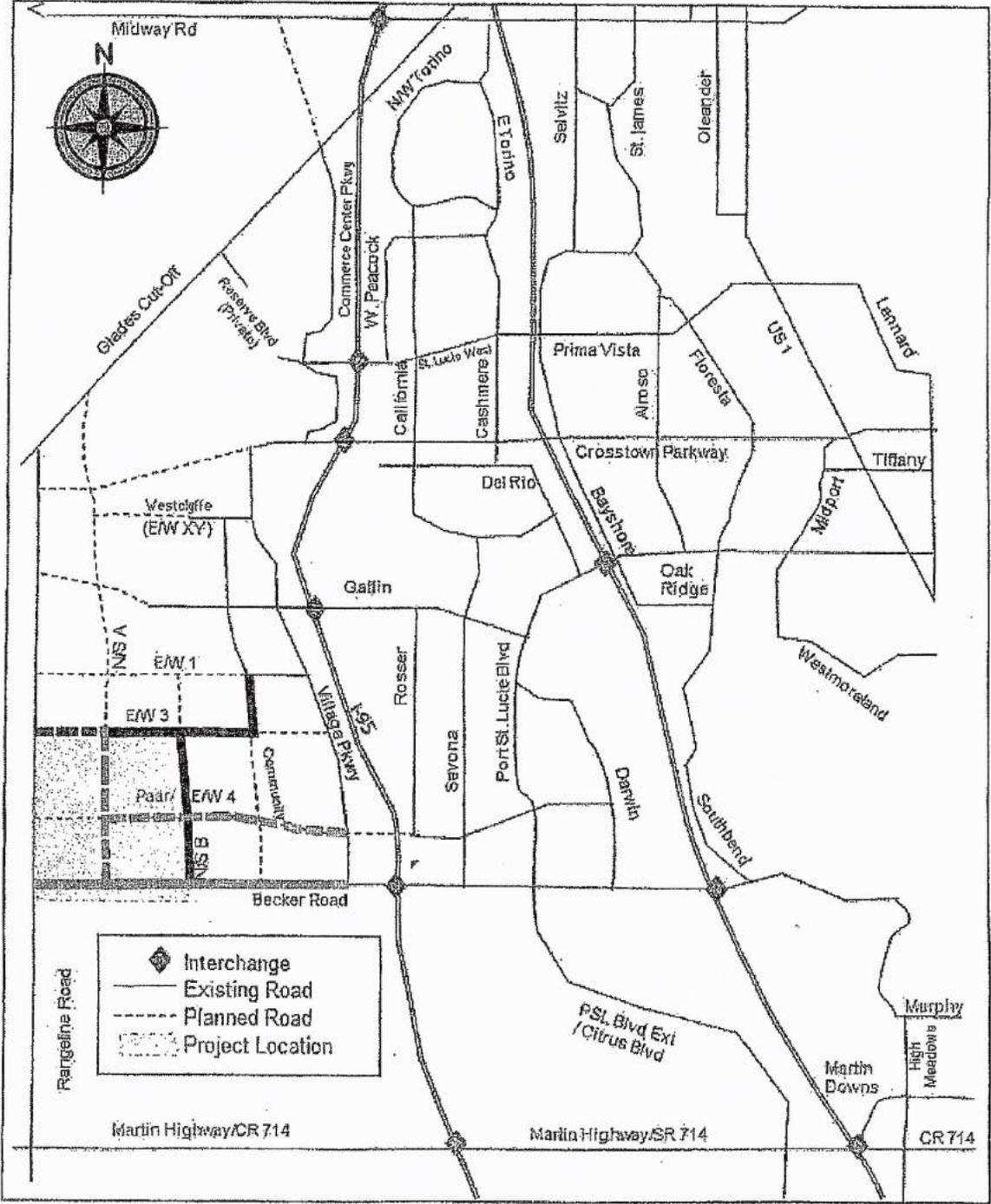
Dashed lines indicate roadways to be built during this phase.

Phase 2
 Roadway Improvements
 Wilson Groves



2 Lanes
 4 Lanes
 Dashed lines indicate roadways to be built during this phase.
 Solid lines indicate roadways built in a previous phase.

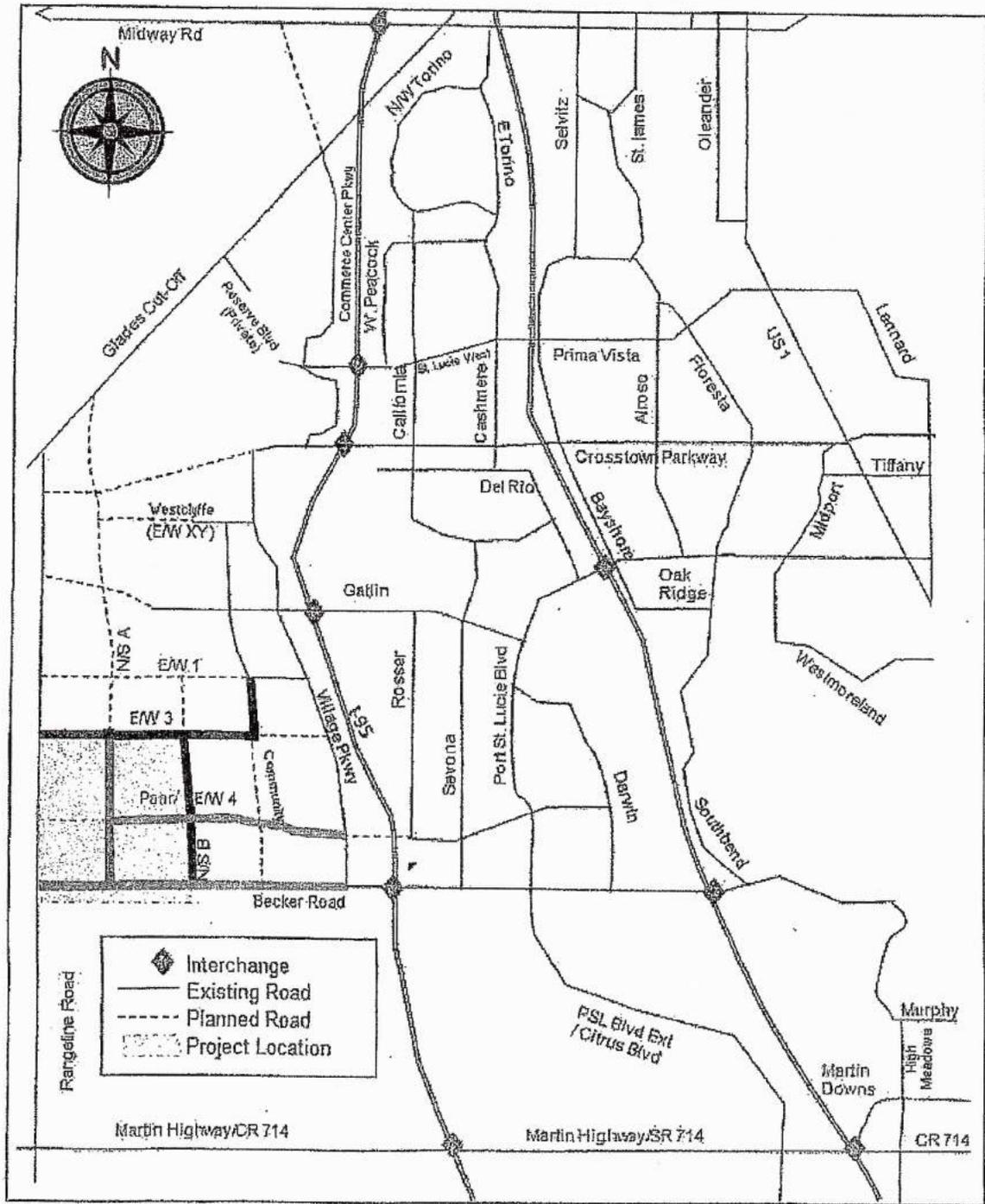
Phase 3
 Roadway Improvements
 Wilson Groves



-  2 Lanes
-  4 Lanes

Dashed lines indicate roadways to be built during this phase.
 Solid lines indicate roadways built in a previous phase.

Roadway Improvements
at the end Phase 3
Wilson Groves



- 2 Lanes
- - - 4 Lanes

Solid lines indicate roadways built during all phases.

ADDITIONAL INFORMATION

COUNCIL ITEM 11B
DATE 1/24/11

Resolution 11-201

MELVILLE & SOWERBY, P.L.
ATTORNEYS AT LAW
LAUREL PROFESSIONAL PARK
2940 SOUTH 25TH STREET
FORT PIERCE, FLORIDA 34981-3605

HAROLD G. MELVILLE*
DAVID N. SOWERBY**

TELEPHONE (772) 464-7900
FAX (772) 464-8220

*BOARD CERTIFIED CIVIL TRIAL LAWYER AND
BOARD CERTIFIED BUSINESS LITIGATION LAWYER
**BOARD CERTIFIED REAL ESTATE LAWYER

January 24, 2011

Via Email and Hand-Delivery

Jerry A. Bentrott, City Manager
City of Port St. Lucie
121 S.W. Port St. Lucie Boulevard
Port St. Lucie, FL 34984-5042

Re: Wilson Groves Development of Regional Impact – NOPC

Dear Mr. Bentrott:

Our office represents Riverland/Kennedy, LLP (“Riverland”) which is the current title holder of an approximate 3,844 acre parcel located in the western portion of the City of Port St. Lucie. The Riverland property is subject to both the Annexation Agreement, as amended, with the City of Port St. Lucie and the Development Order for the Riverland/Kennedy Development of Regional Impact. The Riverland property is immediately adjacent to an approximate 2,451 acre parcel owned by ACR Acquisition, LLC (“Wilson Groves”) which parcel is subject to the Development Order for the Wilson Groves Development of Regional Impact and the Annexation Agreement, as amended.

We understand that there is a NOPC for the Wilson Groves DRI which will be coming before the City Council of the City of Port St. Lucie for approval on Monday evening, January 24, 2011. On behalf of Riverland, we are writing to advise you that Riverland is formally objecting to approval of the NOPC for the Wilson Groves DRI, because (i) such approval would have a material adverse impact on Riverland, which effect may have been unforeseen or not anticipated by the City to date in its consideration of the Wilson Groves NOPC and (ii) such approval would constitute an improper amendment of the Annexation Agreement.

RECEIVED

JAN 24 2011

City Manager's Office

JAN 24 '11 PM 2:37

*Rec'd by
Clark*

Jerry A. Bentrutt, City Manager
January 24, 2011
Page -2-

The Annexation Agreement, as amended, provides that Becker Road will be constructed from I-95 to Rangeline Road and that each of the three developers with parcels along that route (currently, Wilson Groves, Riverland/Kennedy and Southern Groves) will pay for that portion of the construction through their respective parcels. This was the contractual arrangement, because it gave all three parcels access to both Rangeline Road and I-95 with each developer paying their share for the roadway segment through their respective properties. The Annexation Agreement further provides that should a developer not pay for that share of the roadway system being constructed through its property (the "Defaulting Developer"), that one of the other two developers who had paid for that roadway construction could demand full reimbursement from the Defaulting Developer together with interest at 18% per annum, attorneys' fees, etc. Thus, each developer was required to pay for its share of the roadway construction and also had the right to obtain reimbursement if it paid for the construction through another developer's property.

The Wilson Groves NOPC, however, materially changes the underlying concept of the Annexation Agreement and what had been agreed to by the parties, because it now allows Becker Road to stop at the eastern boundary of Wilson Groves and not continue to Rangeline Road until more than 2,200 residential units have been constructed in Wilson Groves. Thus, instead of going all the way through from I-95 to Rangeline Road, Becker Road will dead end two miles east of Rangeline Road, at the eastern boundary of the Wilson Groves property for many years to come. Furthermore, since the roadway construction obligations in the Annexation Agreement are not being addressed by the NOPC, Wilson Groves would potentially have the ability to demand reimbursement from Riverland for that approximate one mile section of Becker Road which would go through the Riverland parcel. Thus, potentially, Riverland could wind up paying to build the road which would give access to the Wilson Groves property. This would be counter to the Annexation Agreement and adversely impact Riverland, because Wilson Groves would then have the benefit of having someone else pay to build a roadway from I-95 to its front door without having the obligation to build Becker Road through its own property.

In a similar manner, the roadway network system described in the Wilson Groves NOPC is being presented as its fair share of the roadway network system for the overall area. As part of that fair share contribution, Wilson Groves, at its own cost, is proposing to extend Becker Road from its current terminus at Village Parkway to its eastern property line. While Riverland has no objection to this methodology, if the Annexation Agreement terms are not modified and if Wilson Groves is then allowed to seek reimbursement from Riverland for this roadway construction, then Wilson Groves will not be paying for its fair share of the roadway network system as required by the Annexation Agreement and the

Jerry A. Bentrott, City Manager
January 24, 2011
Page -3-

proposed NOPC coming before the City Council tonight.

From a fundamental standpoint, given the subject matter of the Wilson Groves NOPC, the City should look at both the Development Orders for the DRP's and the Annexation Agreement together since the Annexation Agreement and Development Orders were all considered together as part of an overall development plan for the southwest portion of the City. The Wilson Groves Development Order should not be modified without considering how such modifications would be contrary to the other agreements or impact the various parties through the other agreements. In effect, should the City approve the Wilson Groves NOPC, as presented, Riverland would consider this to be a unilateral modification by the City of the Annexation Agreement, which modification would have a substantial adverse impact to Riverland.

In the Fourth Amendment to the Annexation Agreement dated November 16, 2009, Wilson Groves also obtained the right to seek reimbursement for the construction of Becker Road from a developer annexing into the City west of Rangeline Road. Again, since the construction of Becker Road is being presented as a portion of the Wilson Groves fair share contribution to the roadway network system, should Wilson Groves be able to obtain reimbursement from a third party, then Wilson Groves will not be paying its fair share. In addition, if a party, such as the potential inland port, lying west of Rangeline Road is required to reimburse other developers for a substantial portion of the construction of Becker Road, then it would become extremely difficult for the City to keep the truck traffic from such development off of Becker Road and could prevent the City from forcing that heavy truck traffic onto the desired roadway network of Rangeline Road and Crosstown Parkway and to have those links improved to handle said traffic. No builder should be reimbursed for paying for its fair share of the roadway network.

Finally, Riverland believes that the fair share methodology apparent in the Wilson Groves NOPC has over looked the cost of the various intersections which must be constructed within the roadway network system. The cost of the intersections can be extremely high and the intersection costs should be considered as well as the lane miles when determining the fair share contribution from each of the developers involved. Simply put, if the intersection costs are not included in the analysis, the shares allocated among the developers will not have been determined on a fair or equitable basis.

Jerry A. Bentrutt, City Manager

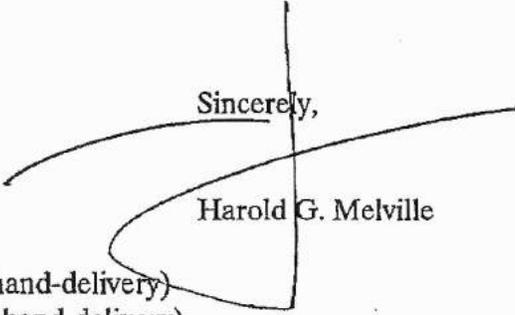
January 24, 2011

Page -4-

Please understand that Riverland does not object to the concept of Wilson Groves constructing Becker Road from its present terminus to the eastern edge of the Wilson Groves property as part of the fair share contribution by Wilson Groves. To the contrary, it is the ability of Wilson Groves to seek reimbursement for what should be their fair share from either Riverland or from a subsequent developer lying west of Rangeline which creates the inherent inequity. Furthermore, the fair share methodology should also include an analysis of the intersection costs, as well as the road lane miles involved. For these reasons, Riverland is not suggesting that the NOPC be denied, but simply be deferred or tabled until such time as these issues can be adequately addressed and amendments made, as necessary, to the Annexation Agreement and the fair share methodology analysis.

Thank you very much.

Sincerely,



Harold G. Melville

HMG/sv

cc: Roger G. Orr, Esq. (via email & hand-delivery)
Pam E. Hakim, Esq. (via email & hand-delivery)
Daniel Holbrook (via email & hand-delivery)

MaryAnn Verillo

From: Shelly Valente [shvalente@bellsouth.net]
Sent: Monday, January 24, 2011 2:07 PM
To: MaryAnn Verillo; Roger Orr; Pam Hakim; Daniel Holbrook
Subject: Tonight's Council Meeting
Importance: High
Attachments: 20110124135329829.pdf

Please find attached correspondence from Attorney Harold G. Melville regarding tonight's 7:00 p.m. City Council meeting.

Thank you,

Shelly Valente
Legal Assistant to Harold G. Melville, Esq.
Melville & Sowerby, P.L.
2940 South 25th Street
Fort Pierce, FL 34981
Tel: (772) 464-7900
Fax: (772) 464-8220
shvalente@bellsouth.net

Appendix B

- Approved WATS 2006 Trip Generation, B-1
- Trip Generation for Approved Uses – Buildout Phase 4 by TAZ – ITE 11th Edition, B-5
- Trip Generation for Proposed Uses – Buildout Phase 4 by TAZ – ITE 11th Edition, B-23

Transportation Methodology Wilson Groves DRI

Wilson Groves DRI is a proposed mixed-use development to be located within the western portion of the City of Port St. Lucie. The property is located east of and adjacent to Range Line Road north of the C-23 canal, immediately southwest of and contiguous to the Riverland/Kennedy DRI property. The project is to be built in four phases with buildout in the year 2025. The following table summarizes cumulative development for each phase:

| Land Use | Phase 1 (2010) | Phase 2 (2015) | Phase 3 (2020) | Phase 4 (2025) |
|-----------------------|----------------|----------------|----------------|----------------|
| Single-Family – d.u. | 2,000 | 5,075 | 5,775 | 5,775 |
| Multi-Family – d.u. | 200 | 1,219 | 1,925 | 1,925 |
| Industrial – s.f. | 136,125 | 544,500 | 952,875 | 1,361,249 |
| Commercial – s.f. | 210,000 | 330,000 | 590,000 | 763,000 |
| Office/Service – s.f. | 136,125 | 606,500 | 1,094,875 | 1,583,249 |
| Civic – s.f. | 0 | 0 | 40,347 | 80,695 |
| Institutional – s.f. | 0 | 50,638 | 185,727 | 302,177 |
| Schools - students | 0 | 820 | 2,220 | 2,220 |
| Parks - acres | 50 | 58 | 93 | 130* |

d.u. – dwelling units
s.f. – square feet

* adjusted
to 50 acres

Traffic Study

The Wilson Groves DRI traffic impact was evaluated as part of the Western Annexation Traffic Study (WATS). The *WATS Final Report* for this study is included as Appendix I. Information included here is specific to the Wilson Groves DRI and is not described in any detail in the *WATS Final Report*.

In order to perform the traffic study, the project was divided into Traffic Analysis Zones (TAZs). Figure TR-1 includes all TAZs within the Western Annexation Area. TAZs 389 through 395 correspond to Wilson Groves. Land uses associated with each TAZ are presented in detail in Exhibit TR-1. It is imperative that the project develops consistent with the land uses allocated within the TAZs as presented in the exhibit.

Trip Generation, distribution and Assignment

Trip generation characteristics of the proposed development were determined using rates and equations included in the *Institute of Transportation Engineers (ITE) Trip Generation Report, 7th Edition*. The following table summarizes the daily and p.m. peak hour gross trip generation for each development phase:

| Gross Trip Generation | Phase 1 (2010) | Phase 2 (2015) | Phase 3 (2020) | Phase 4 (2025) |
|-----------------------|----------------|----------------|----------------|----------------|
| Daily | | | | |
| Total | 37,619 | 86,186 | 124,233 | 141,794 |
| In | 18,809 | 43,093 | 62,116 | 70,897 |
| Out | 18,810 | 43,093 | 62,117 | 70,897 |
| PM Peak Hour | | | | |
| Total | 3,704 | 8,651 | 12,613 | 14,711 |
| In | 1,946 | 4,464 | 6,142 | 6,802 |
| Out | 1,758 | 4,187 | 6,471 | 7,909 |

Given the mixed use nature of the development, a portion of the identified gross trips generated have the potential to be satisfied on site, and will have no impact to the external roadway network. These trips are referred to as internal capture. Internal capture was estimated within each TAZ and among all TAZs. In addition, reductions for pass-by were applied to the retail portion of the development based on methodology developed for the WATS. The following table presents the daily and p.m. peak hour net trip generation for each development phase:

| Net Trip Generation | Phase 1 (2010) | Phase 2 (2015) | Phase 3 (2020) | Phase 4 (2025) |
|---------------------|----------------|----------------|----------------|----------------|
| Daily | | | | |
| Total | 25,833 | 61,492 | 83,762 | 96,188 |
| In | 12,941 | 30,746 | 41,881 | 48,094 |
| Out | 12,942 | 30,746 | 41,881 | 48,094 |
| PM Peak Hour | | | | |
| Total | 2,573 | 6,247 | 8,650 | 10,182 |
| In | 1,380 | 3,261 | 4,166 | 4,543 |
| Out | 1,193 | 2,986 | 4,484 | 5,639 |

The Florida Standard Urban Transportation Model Structure (FSUTMS) was used for the WATS. This model was used to evaluate future traffic along roadways west of I-95 as well as to determine traffic distribution and assignment for each of the developments.

Significant Impact

Roadway improvements were determined based on the Department of Community Affairs's Transportation Standard Rule for DRT's (Rule 9J-2.045, F.A.C.). Based on the rule, roadway improvements are recommended for roadway sections significantly impacted by project traffic which meet the following two criteria:

- Project traffic is five percent (5%) or more of the adopted peak-hour/peak direction level of service, and
- Total traffic exceeds the adopted level of service.

Tables TR-1 through TR-4 present project traffic assignment as well as the determination of significant impact for each development phase.

**Western Annexation Study
Daily Trip Generation Summary - By Project
Phase 4**

| Project | TAZ | Gross Trips (Trip Generation) | External Trips (Internal Capture) | Net External Trips (Pass-By) | % Internal Among Proj. TAZ | Total Net External Trips (Internal Among TAZs) | Trips External to WASA | External/Gross |
|----------------|-----|-------------------------------------|--|---------------------------------------|-------------------------------|---|------------------------------|----------------|
| Western Grove | 371 | 62,378 | 53,076 | 50,729 | 7.4% | 46,975 | - | - |
| | 372 | | | | | | | |
| | 373 | | | | | | | |
| Southern Grove | 381 | 214,401 | 188,782 | 181,245 | 10.0% | 163,121 | 113,800 | 53% |
| | 382 | | | | | | | |
| | 383 | | | | | | | |
| | 384 | | | | | | | |
| | 385 | | | | | | | |
| | 386 | | | | | | | |
| | 387 | | | | | | | |
| 388 | | | | | | | | |
| Riverland | 380 | 182,479 | 167,762 | 162,509 | 13.8% | 140,083 | 66,900 | 37% |
| | 396 | | | | | | | |
| | 379 | | | | | | | |
| | 398 | | | | | | | |
| | 378 | | | | | | | |
| | 375 | | | | | | | |
| | 399 | | | | | | | |
| | 376 | | | | | | | |
| | 400 | | | | | | | |
| | 374 | | | | | | | |
| 397 | | | | | | | | |
| 377 | | | | | | | | |
| Wilson Groves | 393 | 141,794 | 128,090 | 124,274 | 22.6% | 96,188 | 45,500 | 32% |
| | 394 | | | | | | | |
| | 392 | | | | | | | |
| | 391 | | | | | | | |
| | 395 | | | | | | | |
| | 389 | | | | | | | |
| 390 | | | | | | | | |

B-3

Trip Generation for Approved Uses
by TAZ – ITE 11th Edition

2040 TAZ MAP

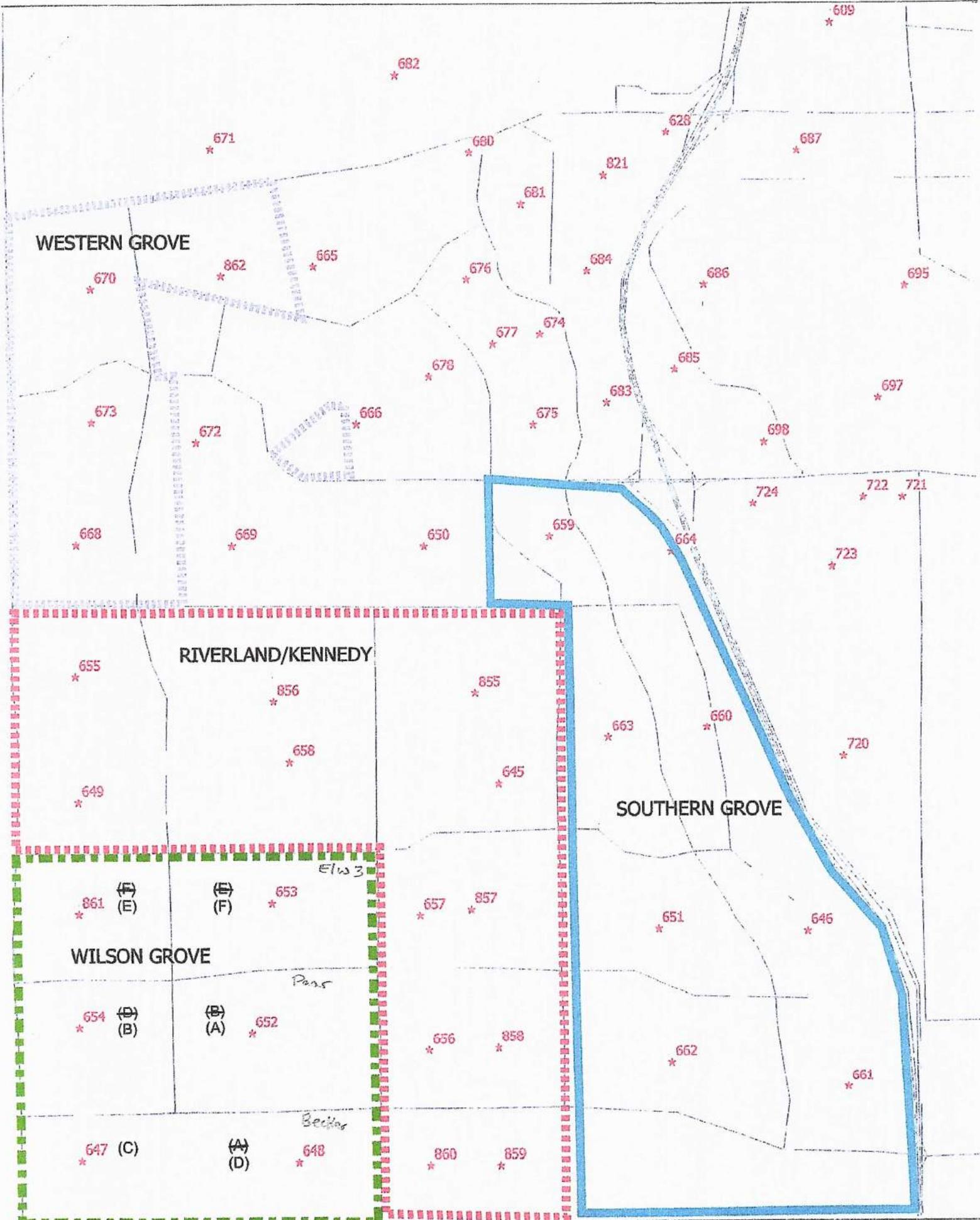


Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 648

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | | | | | | | | | | | | | | |
|----------------------------------|----------|-----------|----------|--|-------------------|-----|--------------|--------------|---------------|-----------------------|-----|-------|-------------|--------------------|--------------|---------------|---------------|-----|-------|---|---------------|-----|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total | | | | | | | | | | | | | |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.85\text{Ln}(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Single- Family Detached Housing | 210 | - | DU | $\text{Ln}(T) = 0.92\text{Ln}(X) + 2.68$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Multi- Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| General Office | 710 | 1,361,250 | SR | $\text{Ln}(T) = 0.87\text{Ln}(X) + 3.05$ | 50% | 50% | 5,625 | 5,624 | 11,249 | - | - | - | 0.0% | 5,625 | 5,624 | 11,249 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Institutional Use | - | - | SR | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Industrial Park | 130 | 1,361,250 | SR | $T = 3.37(X)$ | 50% | 50% | 2,294 | 2,293 | 4,587 | - | - | - | 0.0% | 2,294 | 2,293 | 4,587 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| General Commercial | 820 | - | SR | $T = 37.01(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | | | | | | | 7,919 | 7,917 | 15,836 | | | | 0.0% | 7,919 | 7,917 | 15,836 | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | | | | | | | | | | | | | | | |
|----------------------------------|----------|-----------|----------|---|-------------------|-----|-------------|--------------|--------------|-----------------------|-----|-------|-------------|--------------------|--------------|--------------|---------------|-----|-------|---|---------------|-----|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total | | | | | | | | | | | | | | |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.78 \text{Ln}(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Single- Family Detached Housing | 210 | - | DU | $\text{Ln}(T) = 0.94\text{Ln}(X) + 0.27$ | 63% | 37% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Multi- Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| General Office | 710 | 1,361,250 | SR | $T = 1.44(X)$ | 17% | 83% | 333 | 1,627 | 1,960 | - | - | - | 0.0% | 333 | 1,627 | 1,960 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Institutional Use | - | - | SR | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Industrial Park | 130 | 1,361,250 | SR | $T = 0.34(X)$ | 22% | 78% | 102 | 361 | 463 | - | - | - | 0.0% | 102 | 361 | 463 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| General Commercial | 820 | - | SR | $\text{Ln}(T) = 0.72\text{Ln}(X) + 3.02$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total | | | | | | | 435 | 1,988 | 2,423 | | | | 0.0% | 435 | 1,988 | 2,423 | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

B-5

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Bulldout - TAZ 861

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | Net New Trips | | | |
|---------------------------------|----------|-----------|----------|------------------------------|-------------------|-----|--------------|--------------|---------------|-----------------------|------------|------------|-------------|--------------------|--------------|---------------|---------------|------------|--------------|---------------|--------------|--------------|---------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\ln(T) = 0.85\ln(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 1,032 | DU | $\ln(T) = 0.92\ln(X) + 2.68$ | 50% | 50% | 4,320 | 4,320 | 8,640 | 100 | 129 | 229 | 2.7% | 4,220 | 4,191 | 8,411 | - | - | - | 0.0% | 4,220 | 4,191 | 8,411 |
| Multi-Family Housing (Low-Rise) | 220 | 100 | DU | $T = 6.41(X) + 75.31$ | 50% | 50% | 358 | 358 | 716 | 8 | 11 | 19 | 2.7% | 350 | 347 | 697 | - | - | - | 0.0% | 350 | 347 | 697 |
| Multi-Family Housing (Mid-Rise) | 221 | 100 | DU | $T = 4.54(X)$ | 50% | 50% | 227 | 227 | 454 | 5 | 7 | 12 | 2.6% | 222 | 220 | 442 | - | - | - | 0.0% | 222 | 220 | 442 |
| General Office | 710 | - | SR | $\ln(T) = 0.87\ln(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | 40,340 | SR | $T = 54.51(X)$ | 50% | 50% | 1,100 | 1,099 | 2,199 | - | - | - | 0.0% | 1,100 | 1,099 | 2,199 | - | - | 0.0% | 1,100 | 1,099 | 2,199 | |
| Institutional Use | - | - | SR | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SR | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | 155,000 | SR | $T = 37.01(X)$ | 50% | 50% | 2,869 | 2,868 | 5,737 | 444 | 135 | 579 | 10.1% | 2,425 | 2,733 | 5,158 | 877 | 877 | 1,754 | 34.0% | 1,548 | 1,856 | 3,404 |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | 8,874 | 8,872 | 17,746 | 557 | 282 | 839 | 4.7% | 8,317 | 8,590 | 16,907 | 877 | 877 | 1,754 | 10.4% | 7,440 | 7,713 | 15,153 |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | Net New Trips | | | |
|---------------------------------|----------|-----------|----------|------------------------------|-------------------|-----|--------------|------------|--------------|-----------------------|------------|------------|--------------|--------------------|------------|--------------|---------------|------------|------------|---------------|------------|------------|--------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\ln(T) = 0.78\ln(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Single-Family Detached Housing | 210 | 1,032 | DU | $\ln(T) = 0.94\ln(X) + 0.27$ | 63% | 37% | 561 | 330 | 891 | 96 | 46 | 142 | 15.9% | 465 | 284 | 749 | - | - | - | 0.0% | 465 | 284 | 749 |
| Multi-Family Housing (Low-Rise) | 220 | 100 | DU | $T = 0.43(X) + 20.55$ | 63% | 37% | 40 | 24 | 64 | 7 | 3 | 10 | 15.6% | 33 | 21 | 54 | - | - | - | 0.0% | 33 | 21 | 54 |
| Multi-Family Housing (Mid-Rise) | 221 | 100 | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | 24 | 15 | 39 | 4 | 2 | 6 | 15.4% | 20 | 15 | 33 | - | - | - | 0.0% | 20 | 13 | 33 |
| General Office | 710 | - | SR | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | 40,340 | SR | $T = 5.45(X)$ | 50% | 50% | 110 | 110 | 220 | - | - | - | 0.0% | 110 | 110 | 220 | - | - | 0.0% | 110 | 110 | 220 | |
| Institutional Use | - | - | SR | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SR | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | 155,000 | SR | $\ln(T) = 0.72\ln(X) + 3.02$ | 48% | 52% | 372 | 402 | 774 | 59 | 113 | 172 | 22.2% | 313 | 289 | 602 | 102 | 103 | 205 | 34.0% | 211 | 186 | 397 |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | 1,107 | 881 | 1,988 | 166 | 164 | 330 | 16.6% | 941 | 717 | 1,659 | 102 | 103 | 205 | 12.4% | 839 | 614 | 1,453 |

Source: Trip Generation Manual 11th Edition

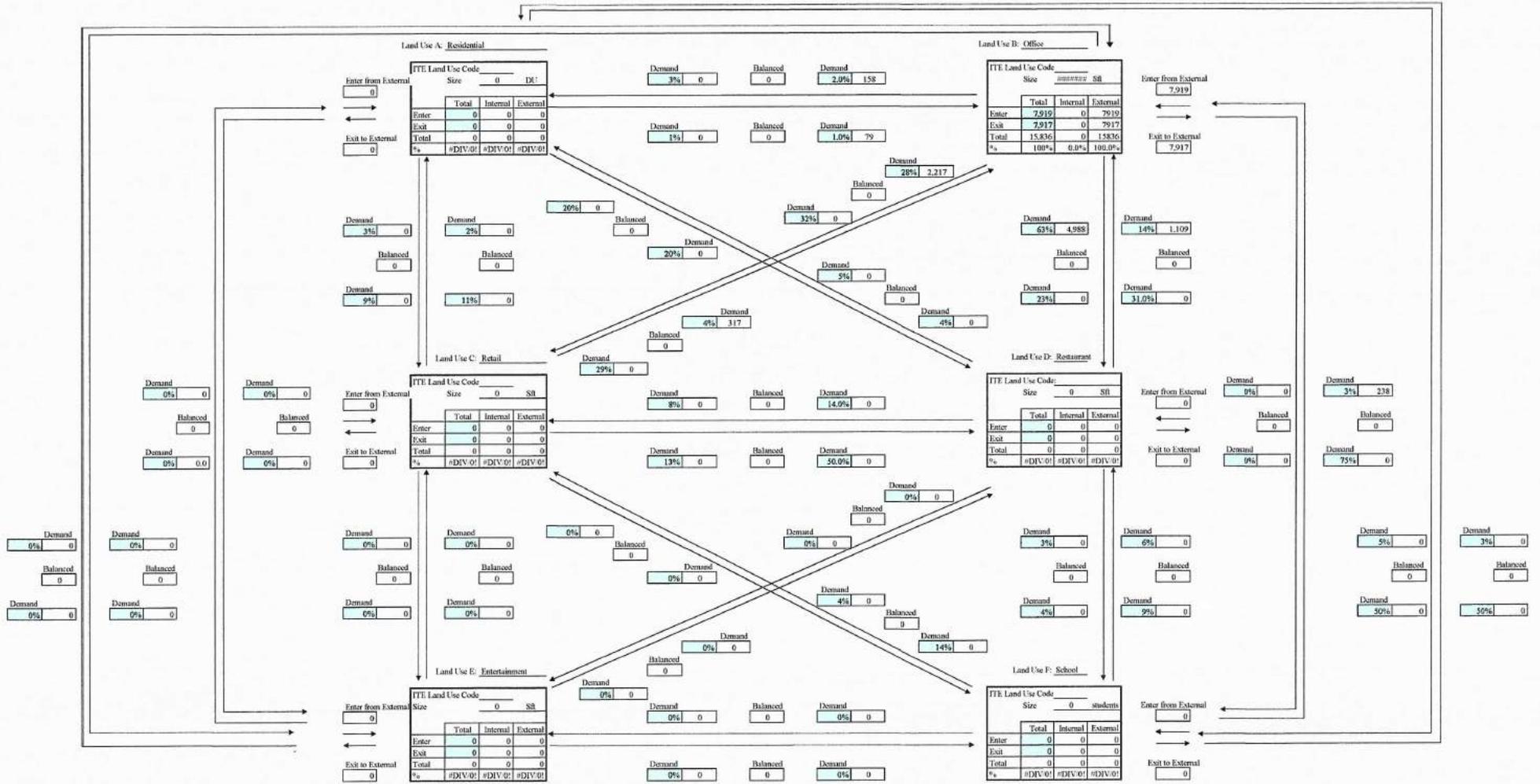
TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 648

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period Daily Peak Hour

B-11



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-----------------------|
| Enter | 0 | 7919 | 0 | 0 | 0 | 0 | 7919 |
| Exit | 0 | 7917 | 0 | 0 | 0 | 0 | 7917 |
| Total | 0 | 15836 | 0 | 0 | 0 | 0 | 15836 |
| Single-Use Trip Gen Estimate | 0 | 15836 | 0 | 0 | 0 | 0 | 15836 |
| | | | | | | | Internal Capture 0.0% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

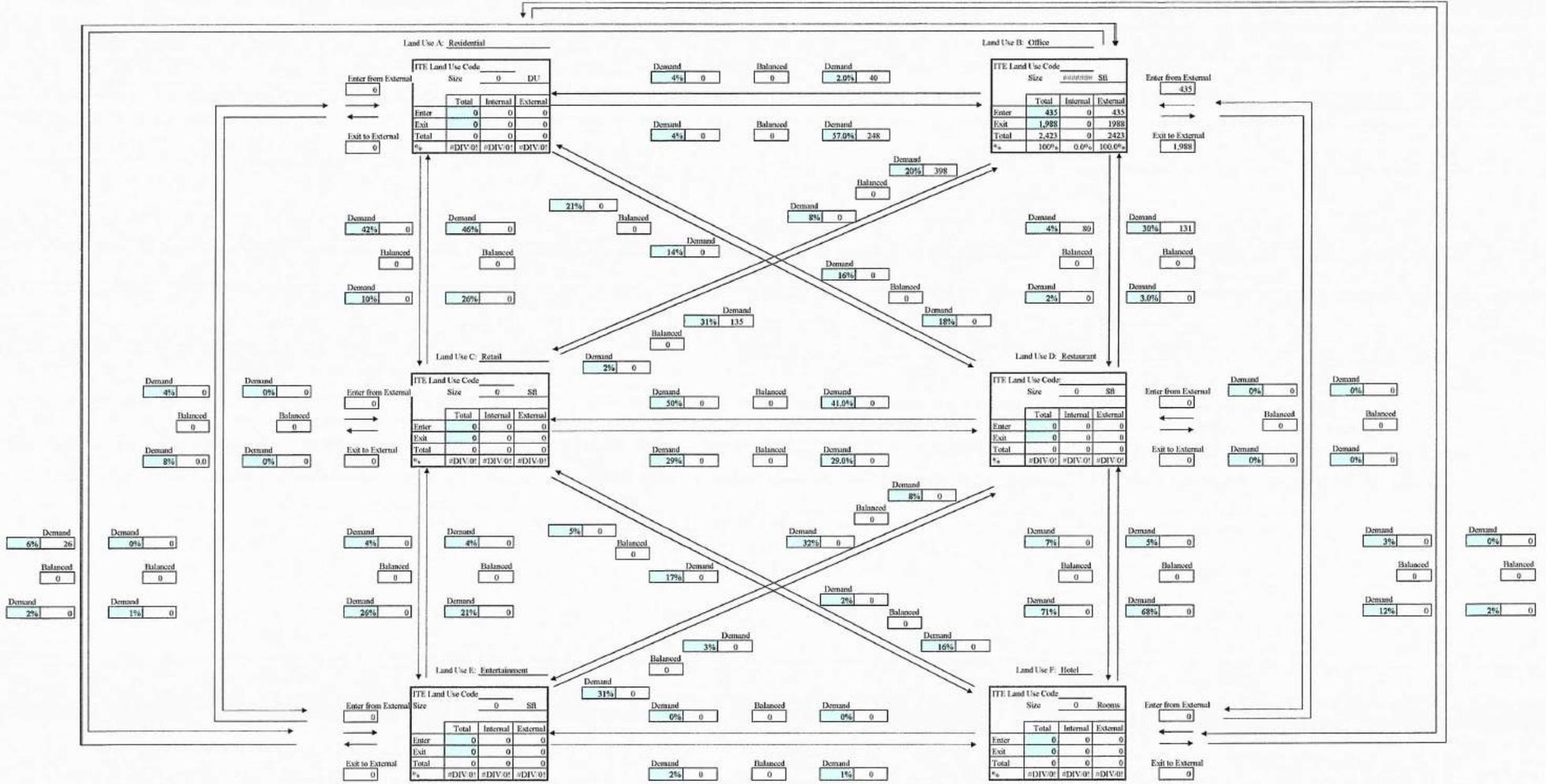
TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 648

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Dev/pt _____ PROJECT
Time Period _____ PM Peak Hour

B-12



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 0 | 435 | 0 | 0 | 0 | 0 | 435 |
| Exit | 0 | 1988 | 0 | 0 | 0 | 0 | 1988 |
| Total | 0 | 2423 | 0 | 0 | 0 | 0 | 2423 |
| Single-Use Trip Gen Estimate | 0 | 2423 | 0 | 0 | 0 | 0 | 2423 |
| | | | | | | | 0.0% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

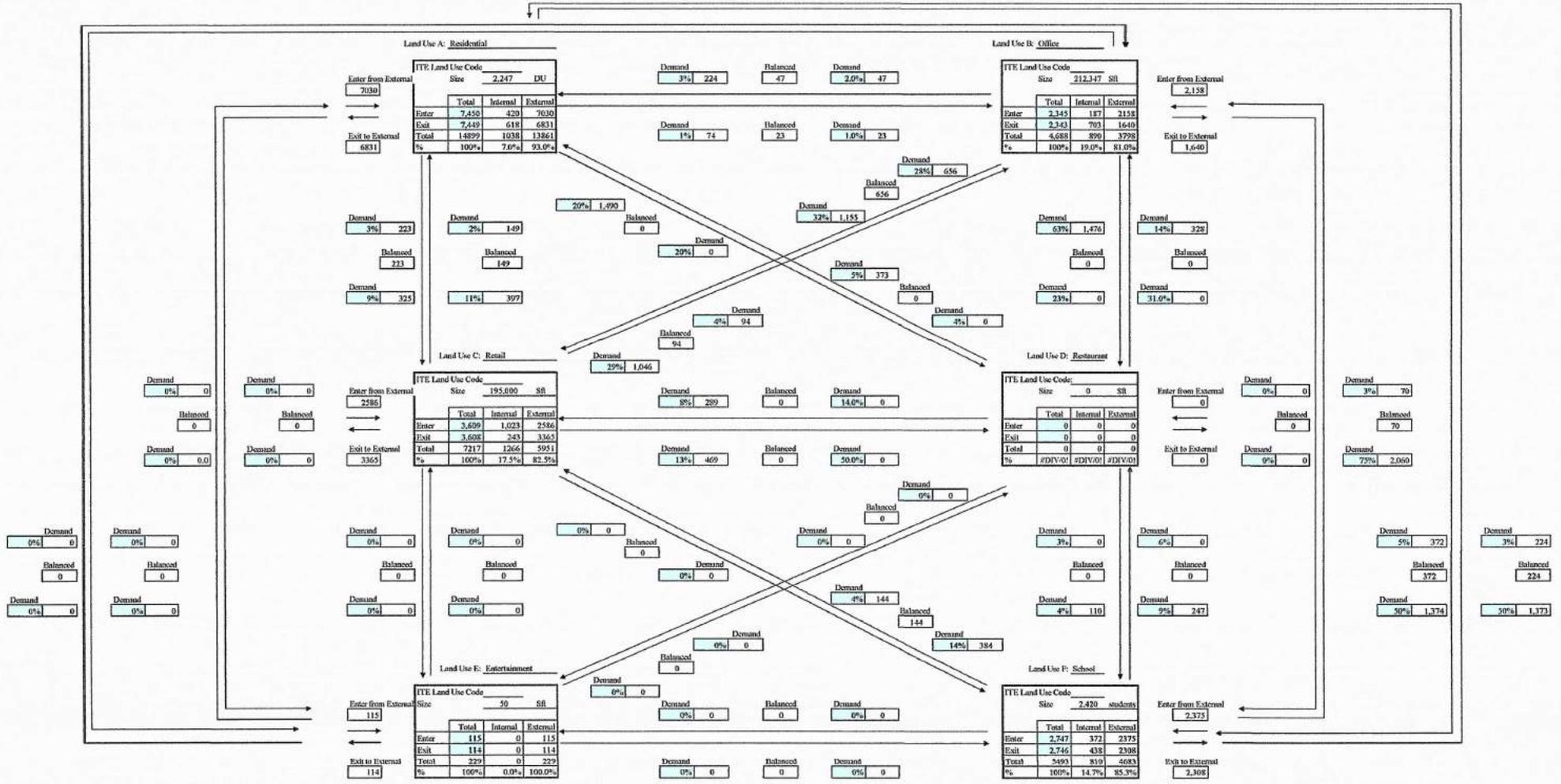
TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 652

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Dev't PROJECT
Time Period Daily Peak Hour

B-13



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|-----------------------------|------------|------------|------------|------------|------------|------------|------------------|
| Enter | 7030 | 2158 | 2586 | 0 | 115 | 2,375 | 14264 |
| Exit | 6831 | 1640 | 3365 | 0 | 114 | 2,308 | 14258 |
| Total | 13861 | 3798 | 5951 | 0 | 229 | 4683 | 28522 |
| Single-Use Trip Cn Estimate | 14899 | 4688 | 7217 | 0 | 229 | 5493 | 32526 |
| | | | | | | | Internal Capture |
| | | | | | | | 12.3% |

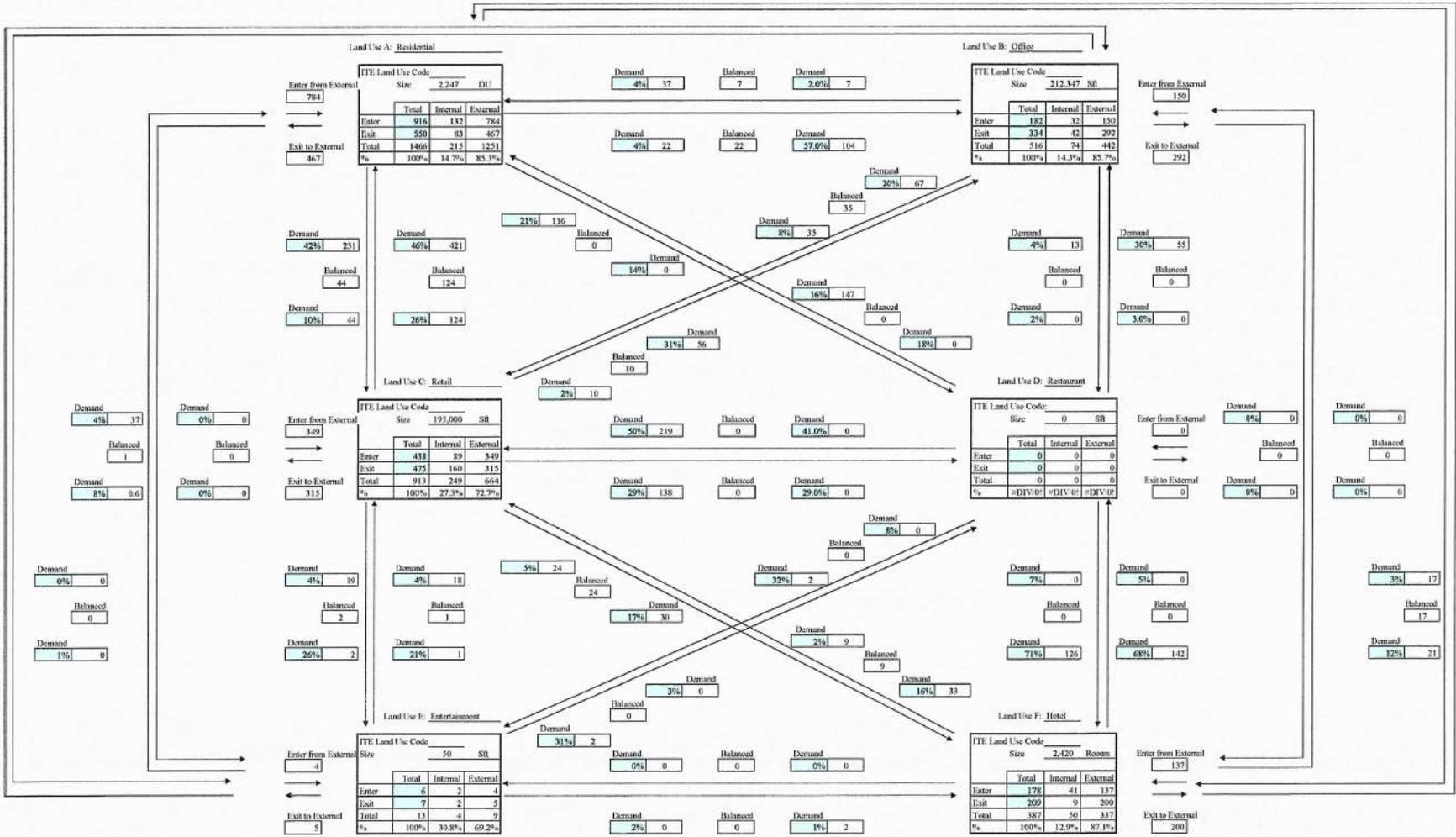
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 652

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Dev/pt PROJECT _____
Time Period PM Peak Hour _____



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 784 | 150 | 349 | 0 | 4 | 137 | 1424 |
| Exit | 467 | 292 | 315 | 0 | 5 | 200 | 1279 |
| Total | 1251 | 442 | 664 | 0 | 9 | 337 | 2703 |
| Single-Use Trip Gen Estimate | 1466 | 516 | 913 | 0 | 13 | 387 | 3295 |
| | | | | | | | 18.0% |

Source: based on procedures from the FTE Trip Generation Handbook, Chapter 7, March 2001

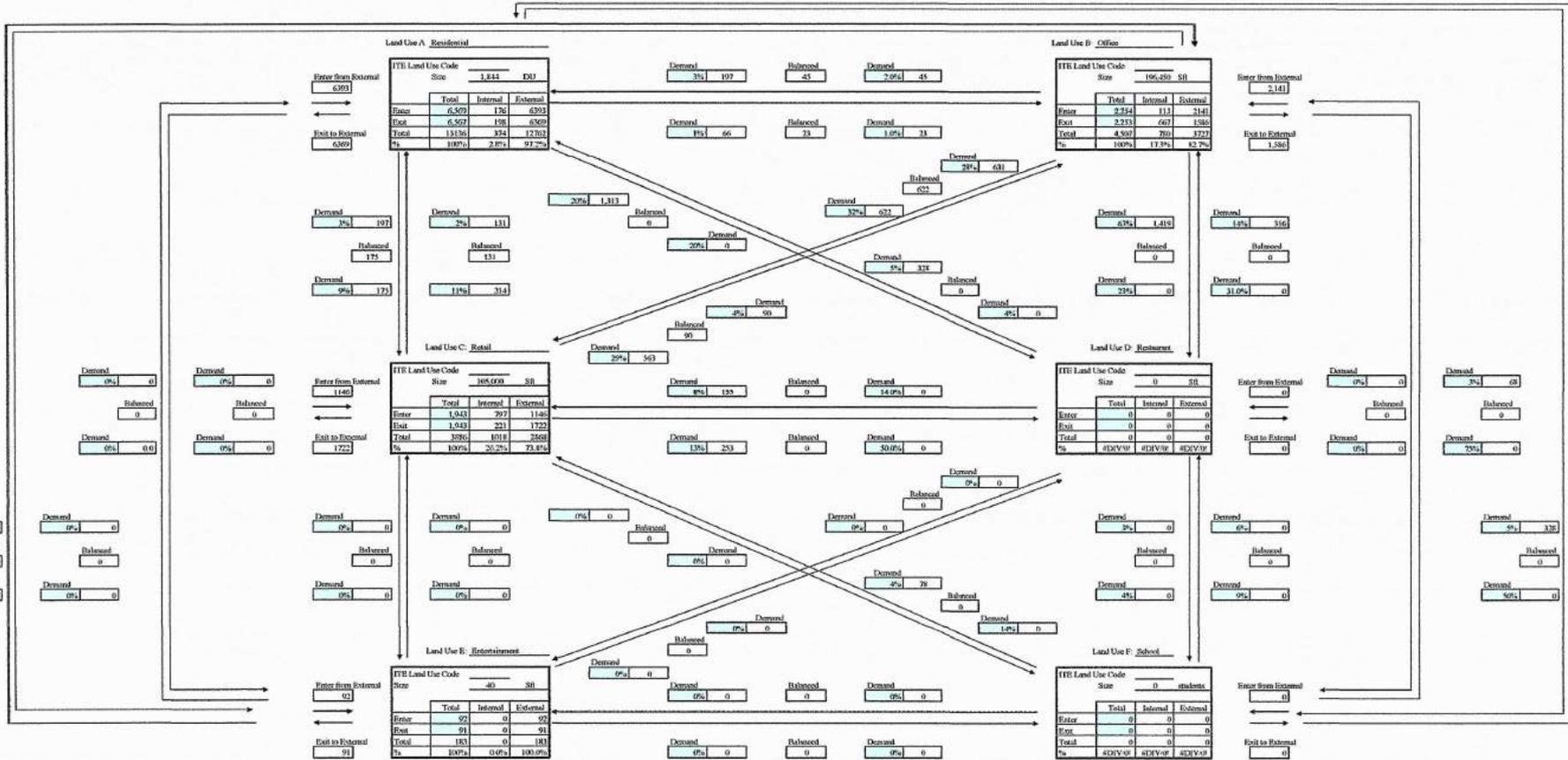
TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 647

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Develop PROJECT _____
Time Period Daily Peak Hour _____

B-15



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|-------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 6393 | 2141 | 1146 | 0 | 91 | 0 | 9771 |
| Exit | 6369 | 1466 | 1222 | 0 | 91 | 0 | 9148 |
| Total | 12367 | 3277 | 2668 | 0 | 183 | 0 | 19540 |
| Single-Use Trip-Only Estimate | 13156 | 4507 | 3826 | 0 | 183 | 0 | 21772 |

Internal Capture 10.0%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

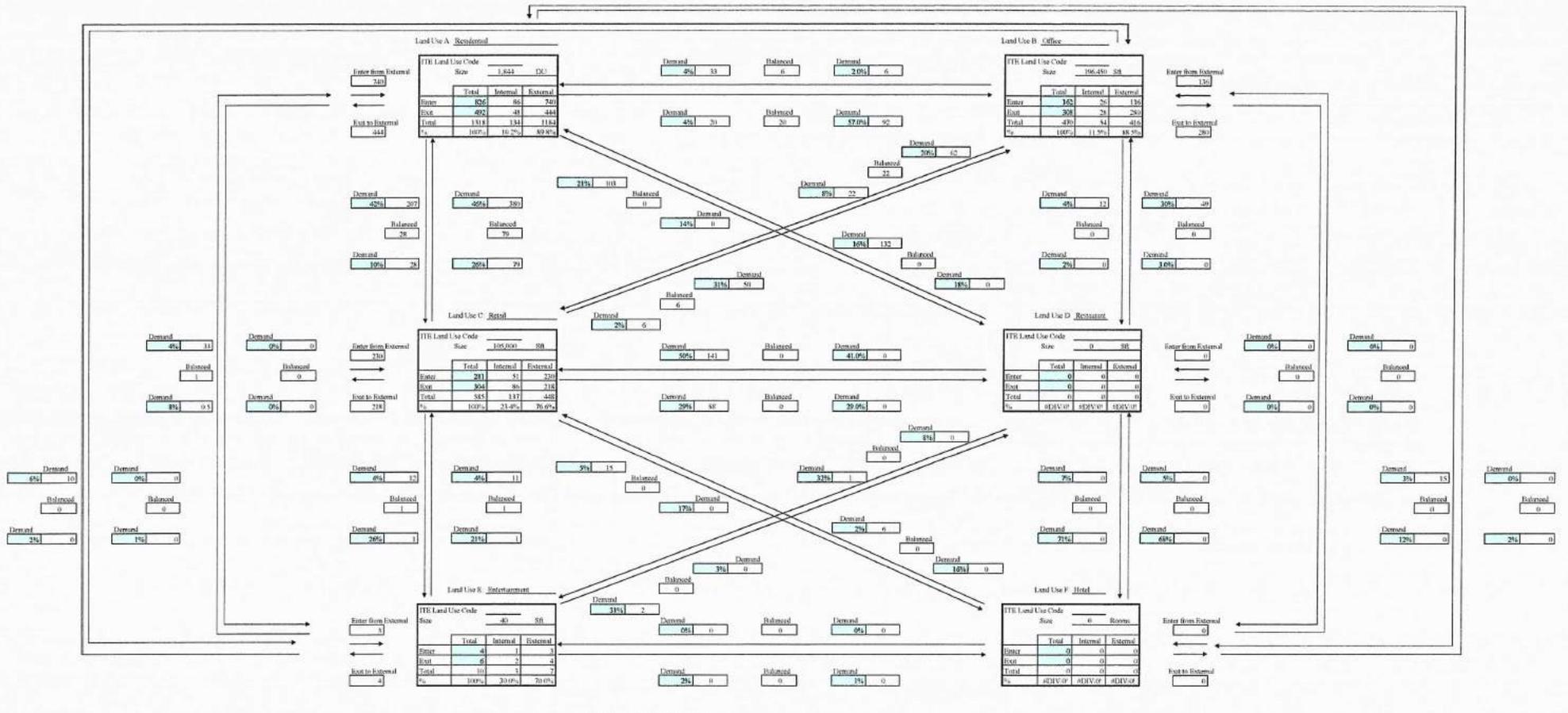
TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 647

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Developer PWB/BC/T
Time Period PM Peak Hour

B-16



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 760 | 136 | 230 | 0 | 3 | 0 | 1109 |
| Exit | 444 | 260 | 216 | 0 | 4 | 0 | 924 |
| Total | 1184 | 416 | 446 | 0 | 7 | 0 | 2053 |
| Single-Use Trip-Gen Estimate | 1218 | 470 | 485 | 0 | 10 | 0 | 2183 |

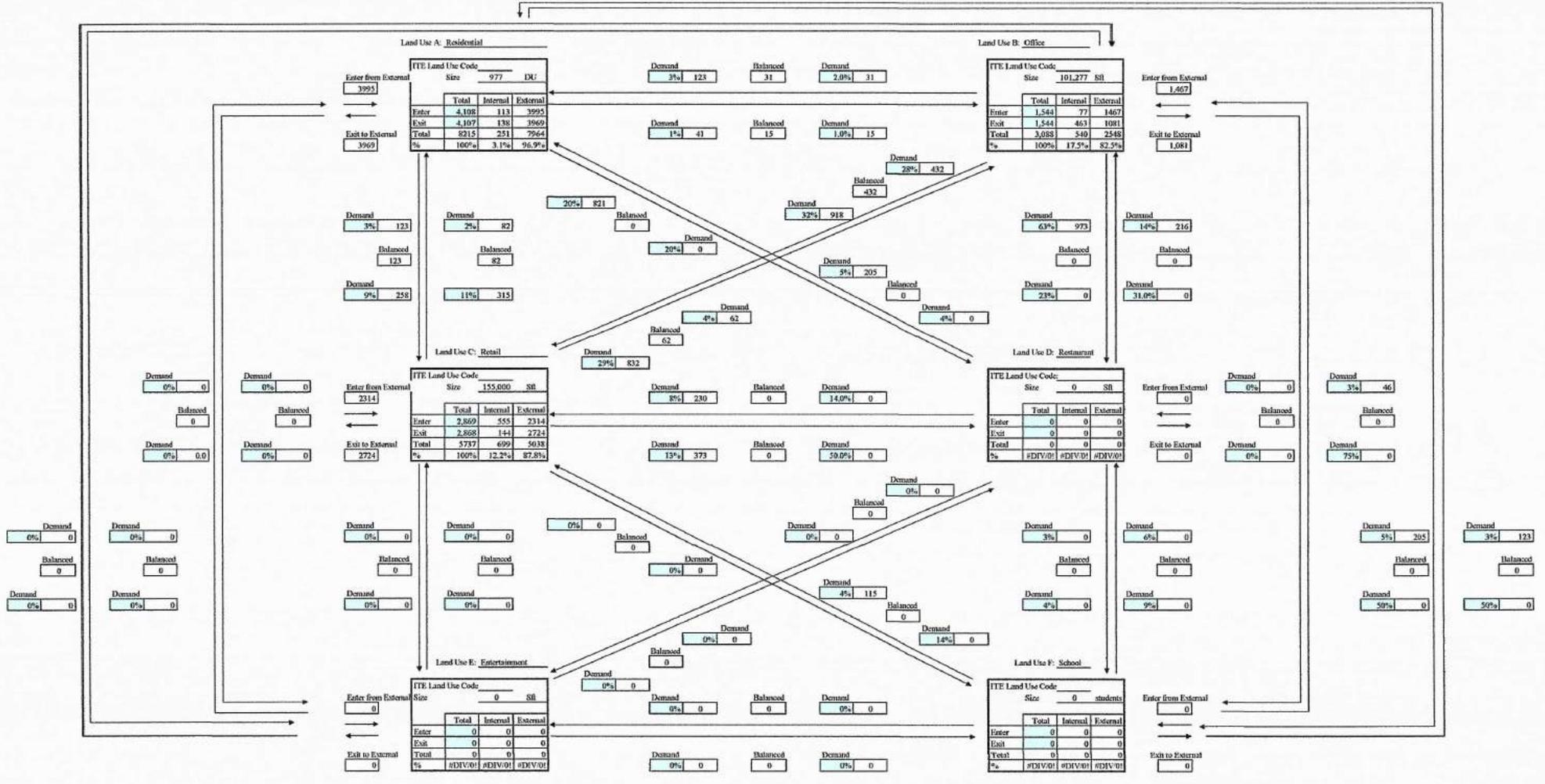
Source: Inland procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 654

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Develop PROJECT _____
Time Period Daily Peak Hour _____



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-----------------------|
| Enter | 3995 | 1467 | 2314 | 0 | 0 | 0 | 7776 |
| Exit | 3969 | 1081 | 2724 | 0 | 0 | 0 | 7774 |
| Total | 7964 | 2548 | 5038 | 0 | 0 | 0 | 15530 |
| Single-Use Trip Gen Estimate | 8215 | 3088 | 5737 | 0 | 0 | 0 | 17040 |
| | | | | | | | Internal Capture 8.7% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

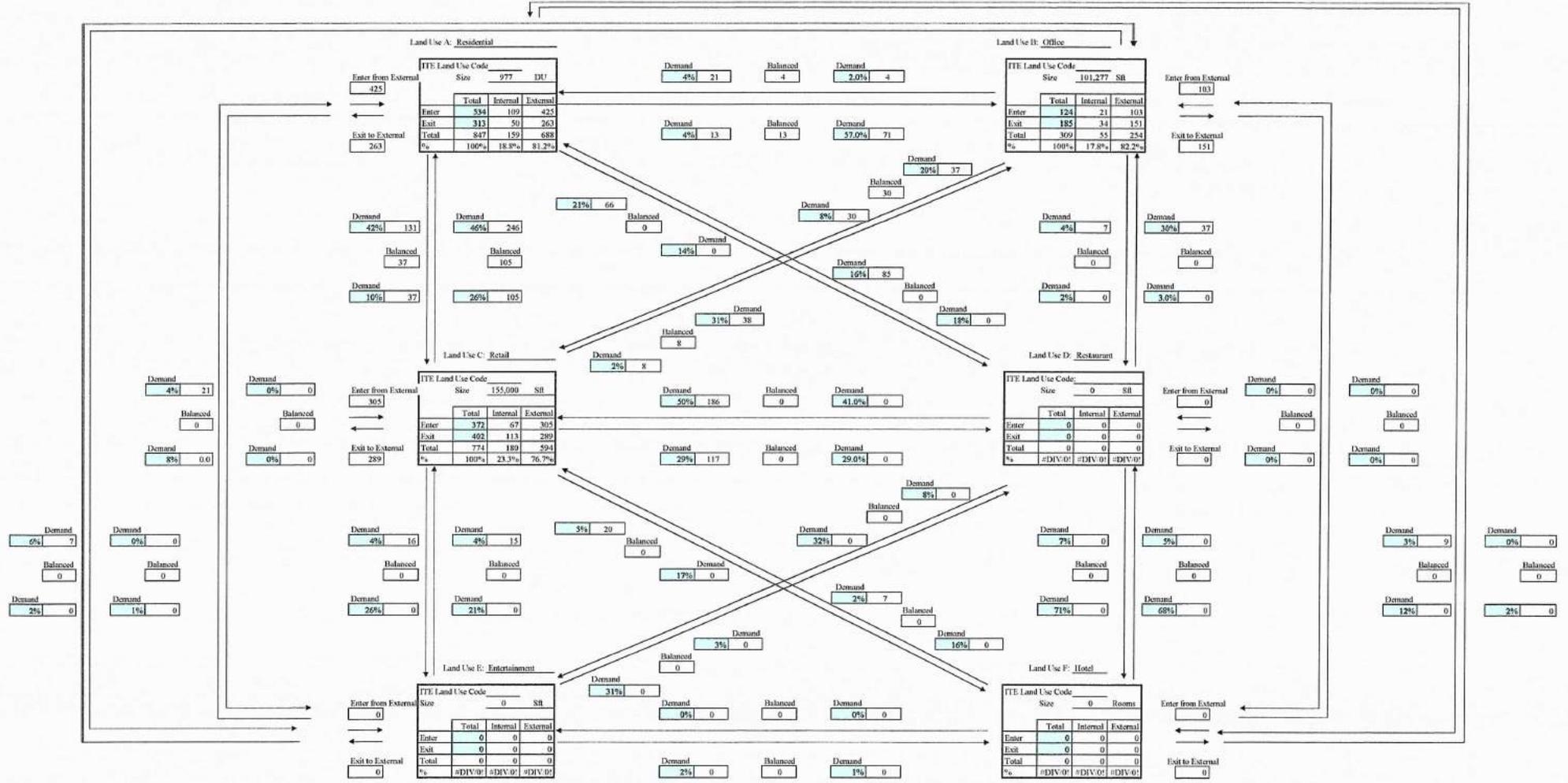
TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 654

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Devpt PROJECT
Time Period PM Peak Hour

B-18



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 425 | 103 | 305 | 0 | 0 | 0 | 833 |
| Exit | 263 | 151 | 289 | 0 | 0 | 0 | 703 |
| Total | 688 | 254 | 594 | 0 | 0 | 0 | 1536 |
| Simple Use Trip Cdn Estimate | 847 | 309 | 774 | 0 | 0 | 0 | 1930 |
| | | | | | | | 20.4% |

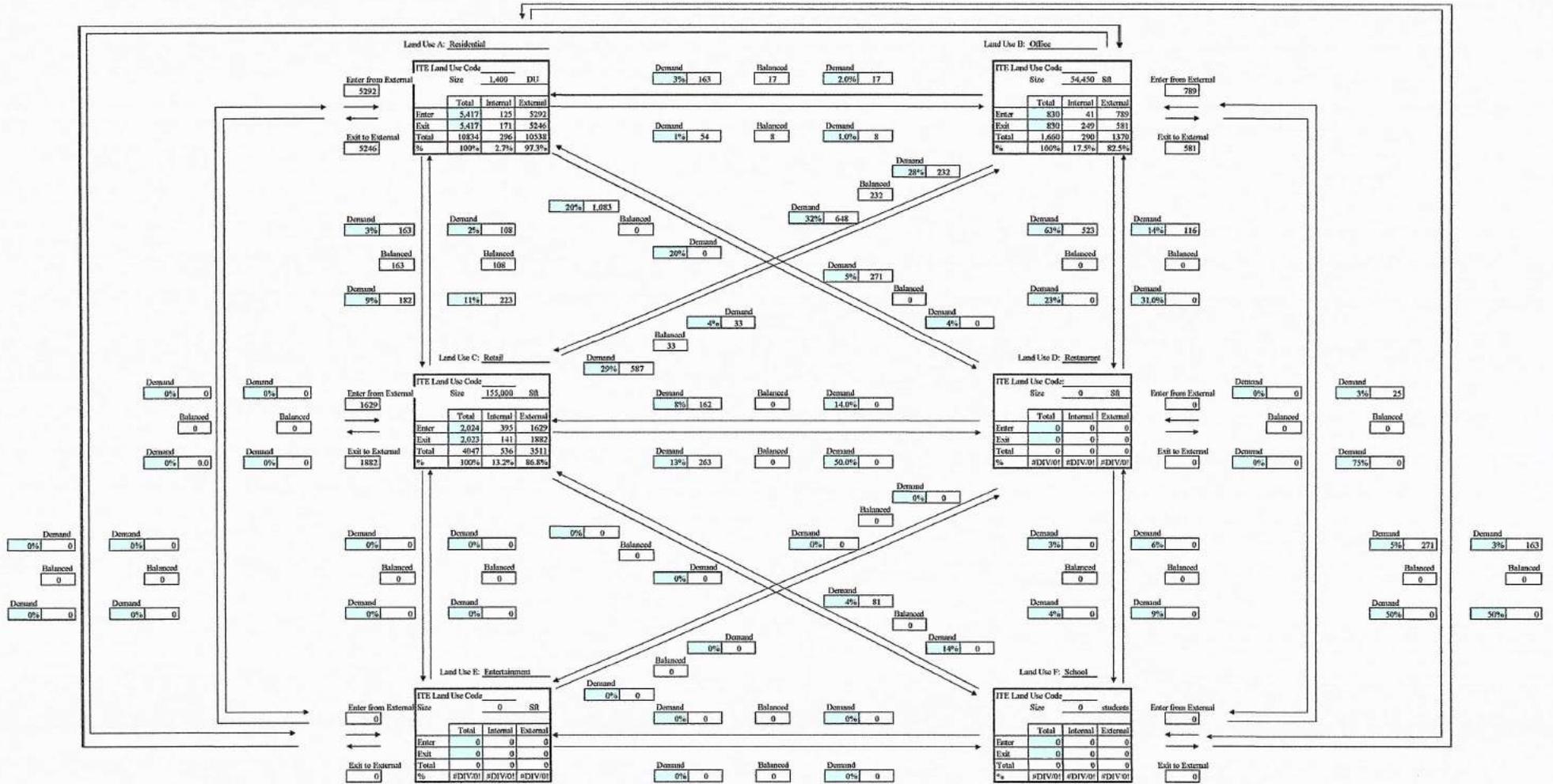
Source: based on procedures from the TTE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Develop _____ PROJECT
Time Period _____ Daily Peak Hour



B-19

| Net External Trips for Multi-Use Development | | | | | | | |
|--|------------|------------|------------|------------|------------|------------|------------------------|
| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
| Enter | 5292 | 789 | 1629 | 0 | 0 | 0 | 7710 |
| Exit | 5246 | 581 | 1882 | 0 | 0 | 0 | 7709 |
| Total | 10538 | 1370 | 3511 | 0 | 0 | 0 | 15419 |
| Single-Use Trip Gen Estimate | 10834 | 1660 | 4047 | 0 | 0 | 0 | 16541 |
| | | | | | | | Internal Capture: 6.8% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

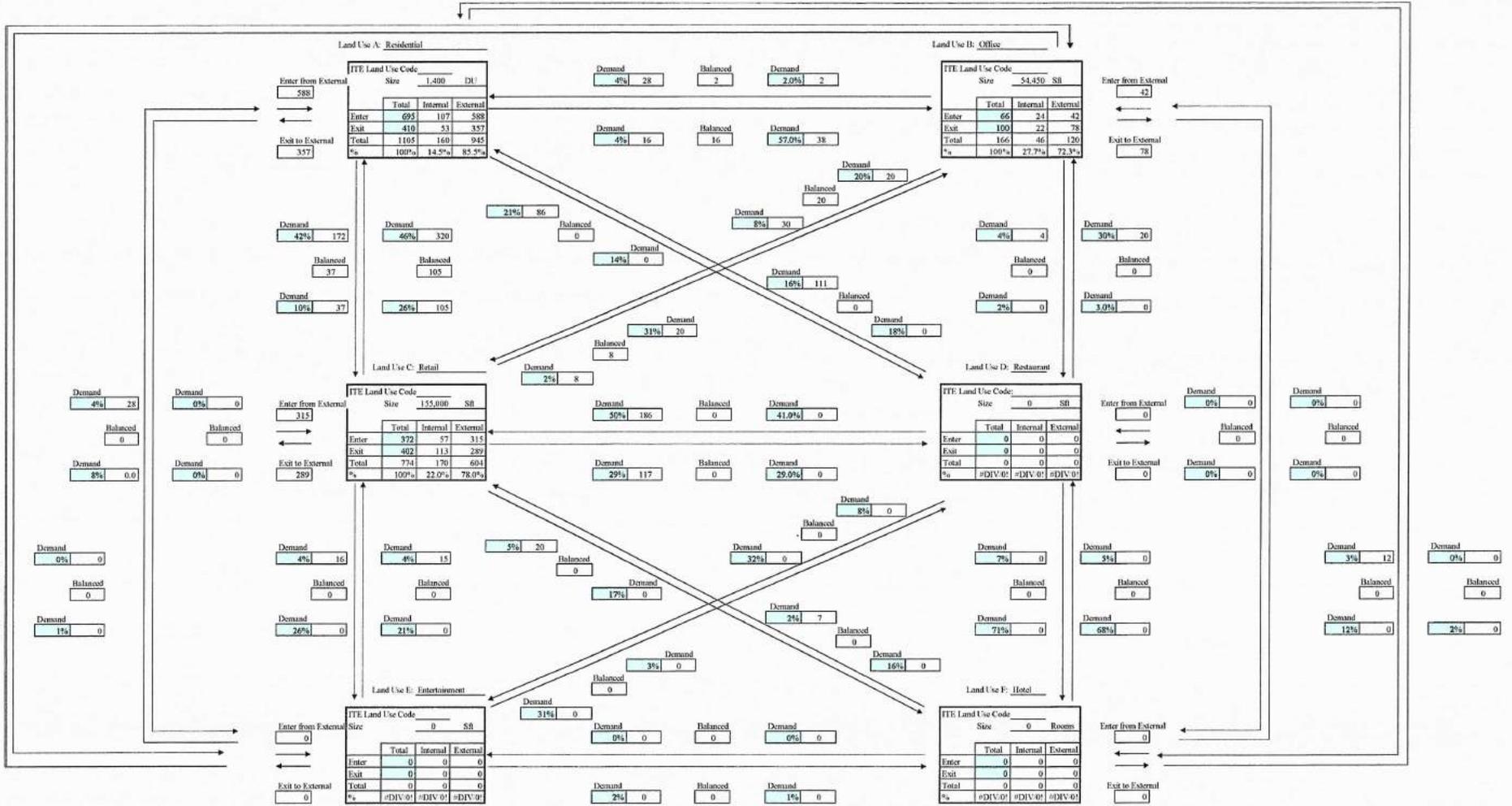
TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Dept/ PROJECT _____
Time Period/ PM Post Hour _____

B-20



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total | |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|----------|
| Enter | 588 | 42 | 315 | 0 | 0 | 0 | 945 | |
| Exit | 357 | 78 | 289 | 0 | 0 | 0 | 724 | Internal |
| Total | 945 | 120 | 604 | 0 | 0 | 0 | 1669 | Capture |
| Single-Use Trip Gen Estimate | 1105 | 166 | 774 | 0 | 0 | 0 | 2045 | 18.4% |

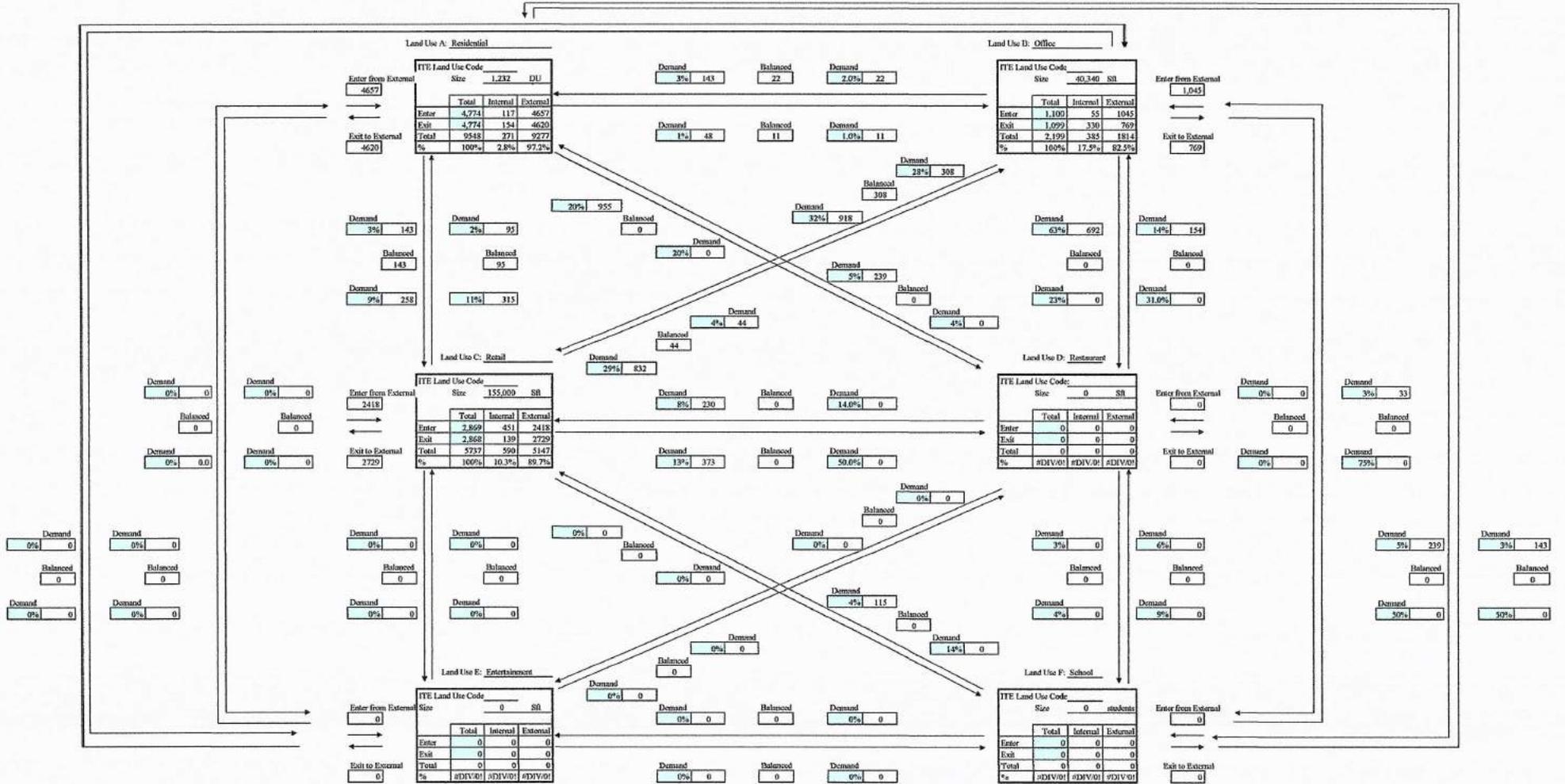
Source: based on procedures from the ITE: Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 861

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Devpt PROJECT _____
Time Period Daily Peak Hour _____



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-----------------------|
| Enter | 4657 | 1045 | 2418 | 0 | 0 | 0 | 8120 |
| Exit | 4620 | 769 | 2729 | 0 | 0 | 0 | 8118 |
| Total | 9277 | 1814 | 5147 | 0 | 0 | 0 | 16238 |
| Single-Use Trip Gen Estimate | 9548 | 2199 | 5737 | 0 | 0 | 0 | 17484 |
| | | | | | | | Internal Capture 7.1% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

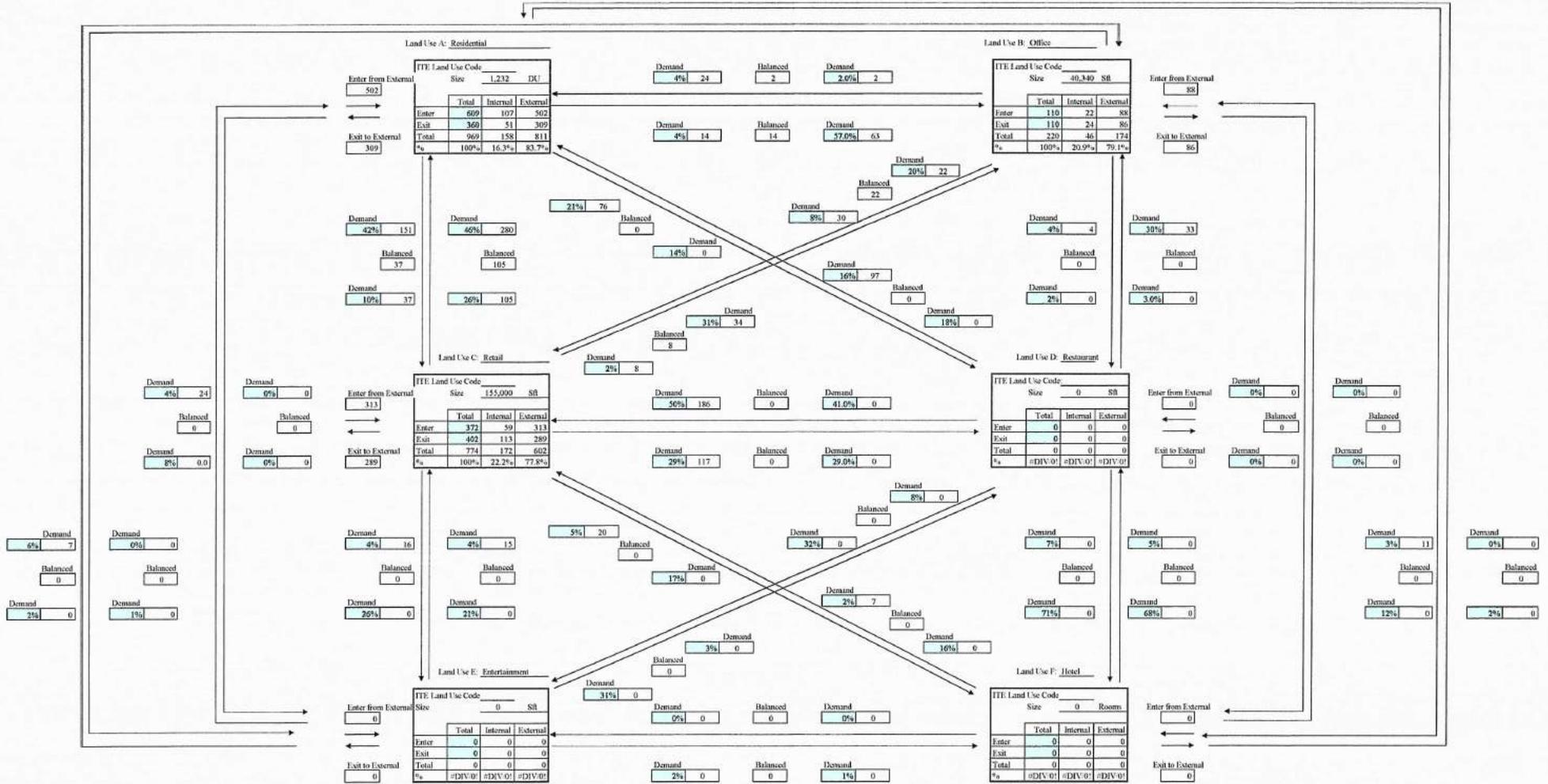
B-21

TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 861

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Dev/Prj PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 502 | 88 | 313 | 0 | 0 | 0 | 903 |
| Exit | 309 | 86 | 289 | 0 | 0 | 0 | 684 |
| Total | 811 | 174 | 602 | 0 | 0 | 0 | 1587 |
| Single-Use Trip Gen Estimate | 969 | 220 | 774 | 0 | 0 | 0 | 1963 |
| | | | | | | | 19.2% |

Source: based on procedures from the FTE Trip Generation Handbook, Chapter 7, March 2001

Trip Generation for Proposed Uses
by TAZ – ITE 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 861 Parcel E

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|---------------------------------|----------|-----------|----------|----------------------------|-------------------|-----|--------------|--------------|---------------|-----------------------|------------|------------|-------------|--------------------|--------------|---------------|---------------|------------|------------|-------------|---------------|--------------|---------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $Ln(T) = 0.85Ln(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 879 | DU | $Ln(T) = 0.92Ln(X) + 2.68$ | 50% | 50% | 3,727 | 3,727 | 7,454 | 95 | 122 | 217 | 2.9% | 3,632 | 3,605 | 7,237 | - | - | - | 0.0% | 3,632 | 3,605 | 7,237 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | Sf | $Ln(T) = 0.87Ln(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civico Use | - | - | Sf | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | 67,042 | Sf | $T = 30.49(X)$ | 50% | 50% | 1,022 | 1,022 | 2,044 | 51 | - | 51 | 2.5% | 971 | 1,022 | 1,993 | - | - | - | 0.0% | 971 | 1,022 | 1,993 |
| Industrial Park | 130 | - | Sf | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | 76,500 | Sf | $T = 37.01(X)$ | 50% | 50% | 1,416 | 1,415 | 2,831 | 398 | 116 | 514 | 18.2% | 1,018 | 1,299 | 2,317 | 394 | 394 | 788 | 34.0% | 624 | 905 | 1,529 |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | 6,165 | 6,164 | 12,329 | 544 | 238 | 782 | 6.3% | 5,621 | 5,926 | 11,547 | 394 | 394 | 788 | 6.8% | 5,227 | 5,532 | 10,759 |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|---------------------------------|----------|-----------|----------|-----------------------------|-------------------|-----|-------------|------------|--------------|-----------------------|------------|------------|--------------|--------------------|------------|--------------|---------------|-----------|------------|--------------|---------------|------------|--------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $Ln(T) = 0.78 Ln(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 879 | DU | $Ln(T) = 0.94Ln(X) + 0.27$ | 63% | 37% | 483 | 284 | 767 | 65 | 33 | 98 | 12.8% | 418 | 251 | 669 | - | - | - | 0.0% | 418 | 251 | 669 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | Sf | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civico Use | - | - | Sf | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | 67,042 | Sf | $T = 3.05(X)$ | 40% | 60% | 82 | 122 | 204 | 16 | - | 16 | 7.8% | 66 | 122 | 188 | - | - | - | 0.0% | 66 | 122 | 188 |
| Industrial Park | 130 | - | Sf | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | 76,500 | Sf | $Ln(T) = 0.72Ln(X) + 3.02$ | 48% | 52% | 223 | 242 | 465 | 40 | 68 | 108 | 23.2% | 183 | 174 | 357 | 60 | 61 | 121 | 34.0% | 123 | 113 | 236 |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | 788 | 648 | 1,436 | 121 | 101 | 222 | 15.5% | 667 | 547 | 1,214 | 60 | 61 | 121 | 10.0% | 607 | 486 | 1,093 |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

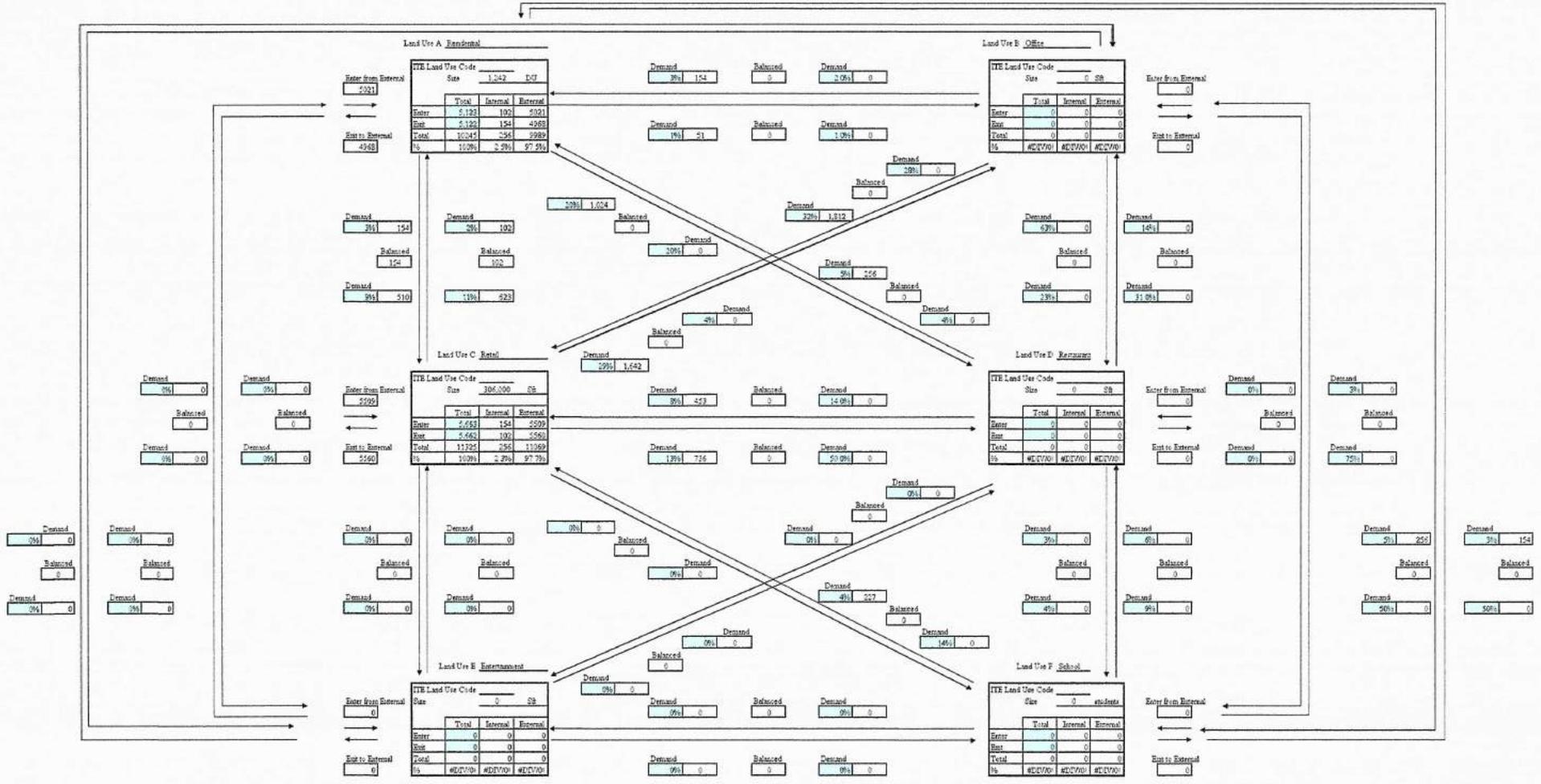
TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 652

PROJECT
TRIP INTERNALIZATION - Daily

Analyt _____
Date _____

Name of Project _____
Date Peak Hour _____

B-29



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total | |
|-------------------------------|------------|------------|------------|------------|------------|------------|-------|----------|
| Enter | 5123 | 0 | 5599 | 0 | 0 | 0 | 10722 | |
| Exit | 4989 | 0 | 5260 | 0 | 0 | 0 | 10252 | Internal |
| Total | 9245 | 0 | 10859 | 0 | 0 | 0 | 20104 | Capture |
| Single-Trip Trip Gen Estimate | 10245 | 0 | 11325 | 0 | 0 | 0 | 21570 | 2.4% |

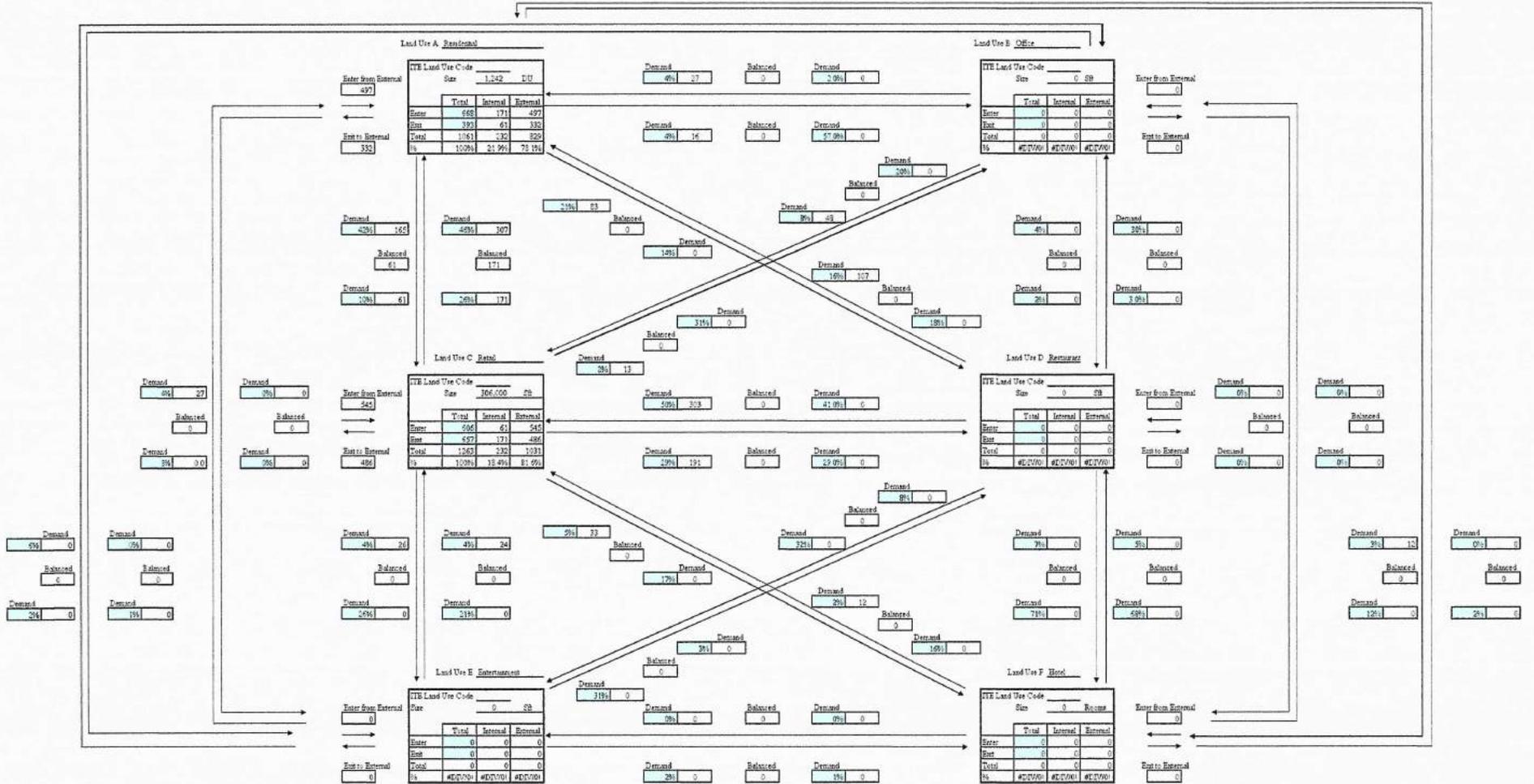
Source: based on procedure from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Proposed - Phase 4 Buildout - TAZ 652

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Project _____
Time Period _____
PM Peak Hour _____



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total | |
|----------------------------|------------|------------|------------|------------|------------|------------|-------|---------------------------|
| Enter | 497 | 0 | 542 | 0 | 0 | 0 | 1942 | Internal Capture 90.0% |
| Exit | 332 | 0 | 486 | 0 | 0 | 0 | 818 | |
| Total | 829 | 0 | 1028 | 0 | 0 | 0 | 1367 | |
| Single-Use Trip Generation | 1061 | 0 | 1362 | 0 | 0 | 0 | 2324 | |

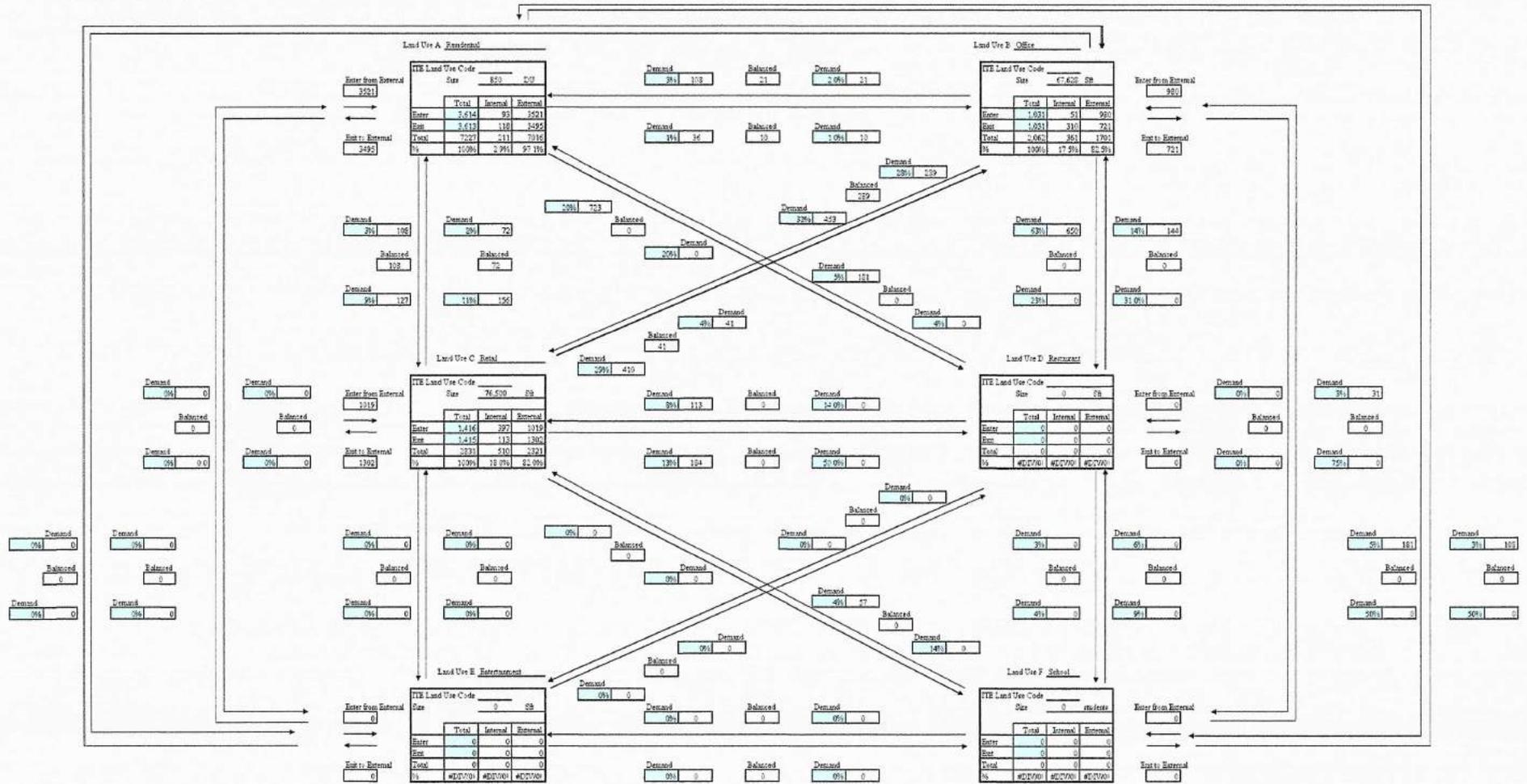
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Bulldout - TAZ 654

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Project PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|----------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 2521 | 980 | 1024 | 0 | 0 | 0 | 4525 |
| Exit | 2495 | 721 | 1365 | 0 | 0 | 0 | 4581 |
| Total | 7016 | 1701 | 2324 | 0 | 0 | 0 | 11041 |
| Single-Use Trip Generation | 7227 | 2062 | 2331 | 0 | 0 | 0 | 11620 |
| | | | | | | | 6.9% |

Source: based on procedure from the ITE Trip Generation Handbook, Chapter 7, March 2001

B-31

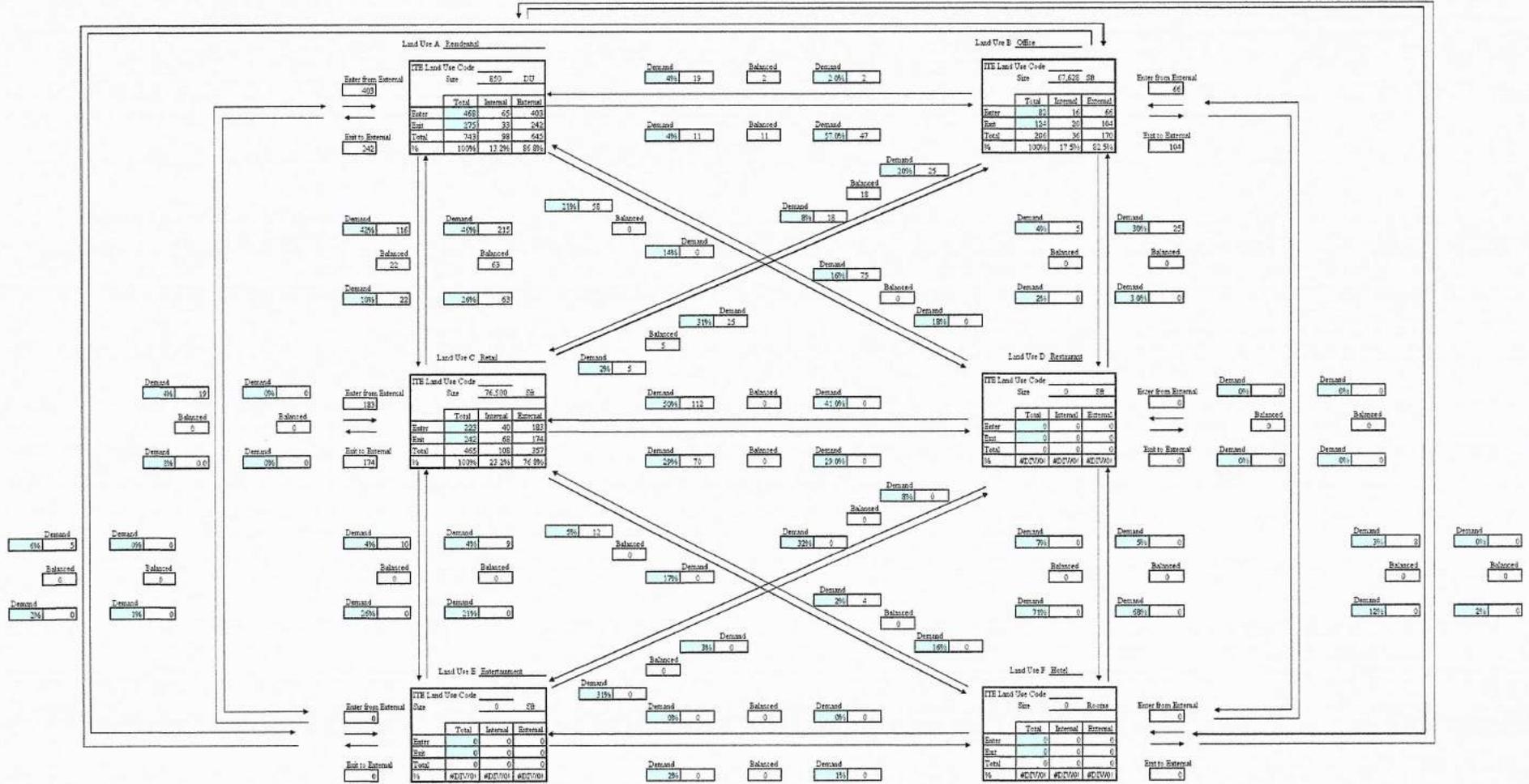
TABLE 1: PM Internal Traffic - Proposed 4 Buildout - TAZ 654

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Develop: PROJECT
Time Period: PM Peak Hour

B-32



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 403 | 66 | 183 | 0 | 0 | 0 | 652 |
| Exit | 242 | 104 | 174 | 0 | 0 | 0 | 520 |
| Total | 645 | 170 | 357 | 0 | 0 | 0 | 1172 |
| Single-Use Trip Gen Estimate | 743 | 206 | 465 | 0 | 0 | 0 | 1414 |
| | | | | | | | 17.3% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

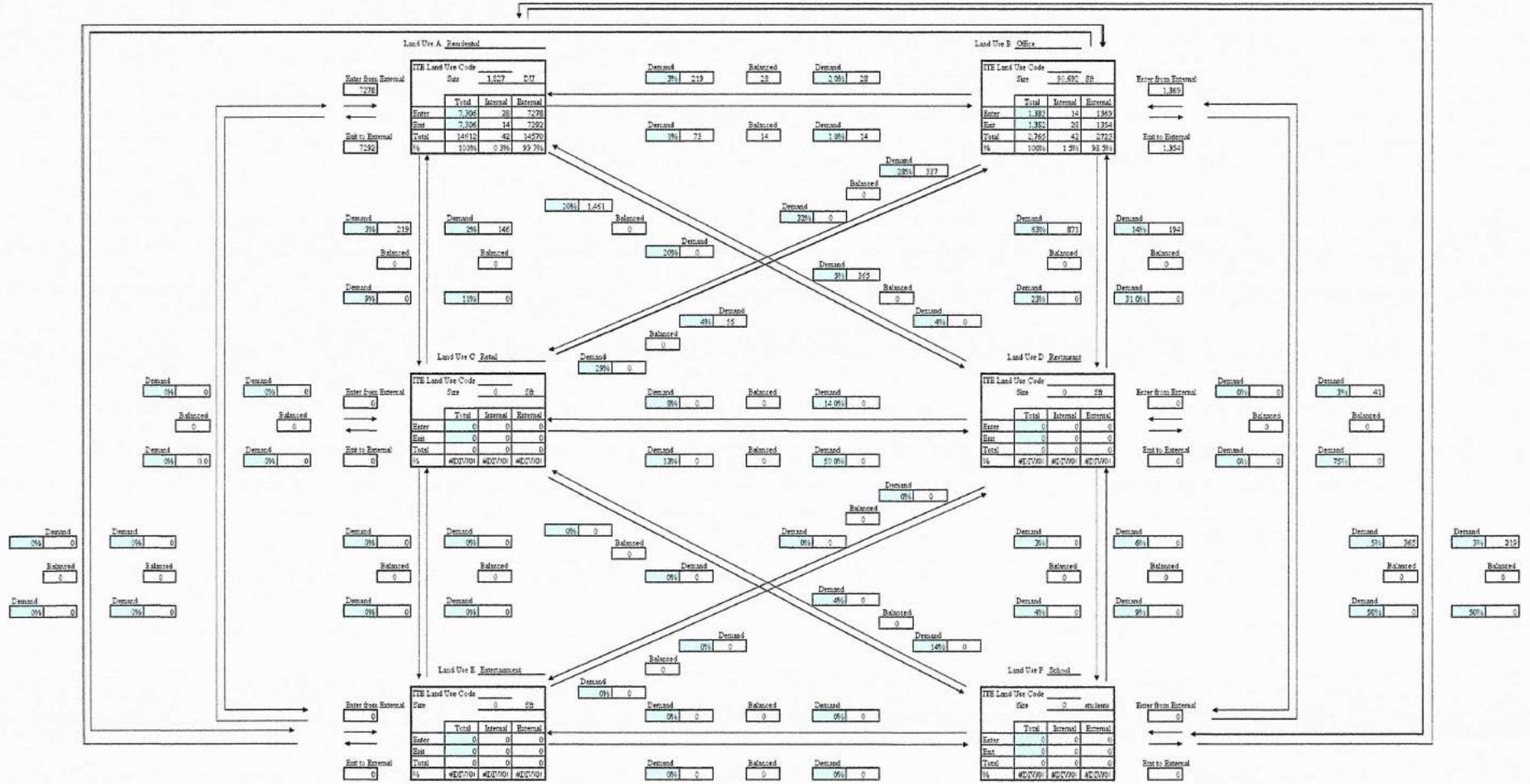
TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 647

PROJECT
TRIP INTERNALIZATION - Daily

Analyt _____
Date _____

Name of Develop: PROJECT
Time Period: Daily Peak Hour

B-33



No External Trips for Multi-Use Developments

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 728 | 1269 | 0 | 0 | 0 | 0 | 1997 |
| Exit | 728 | 1264 | 0 | 0 | 0 | 0 | 1992 |
| Total | 14570 | 2733 | 0 | 0 | 0 | 0 | 17303 |
| Single-Use Trip Gen Estimate | 14512 | 2765 | 0 | 0 | 0 | 0 | 17277 |
| | | | | | | | 0.5% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

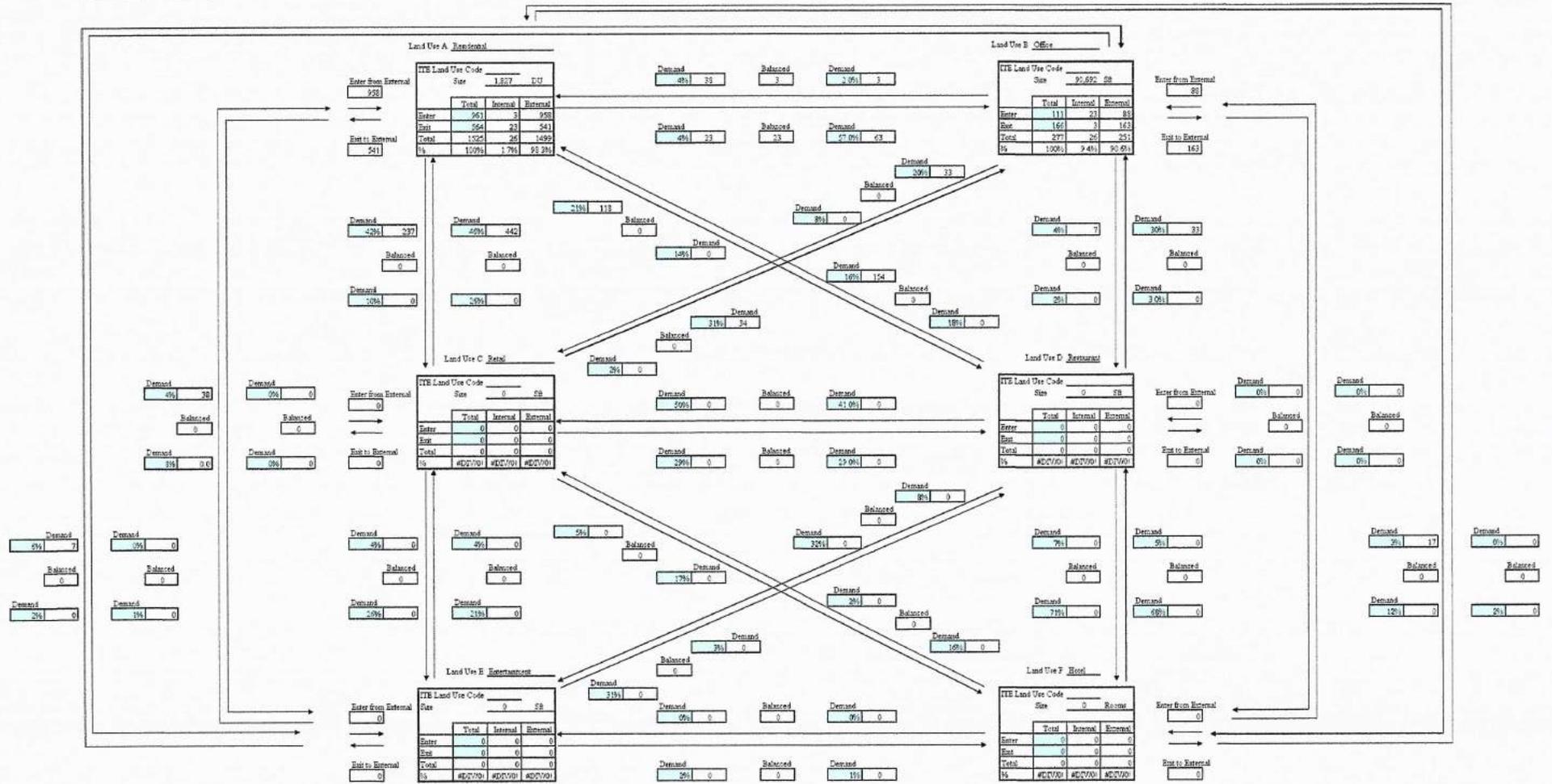
TABLE 1: PM Internal Traffic - Proposed - Phase 4 Buildout - TAZ 647

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Develop: PROJECT _____
Time Period: PM Peak Hour

B-34



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|-------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 955 | 82 | 0 | 0 | 0 | 0 | 1037 |
| Exit | 941 | 163 | 0 | 0 | 0 | 0 | 1104 |
| Total | 1499 | 245 | 0 | 0 | 0 | 0 | 1744 |
| Single-Use Trip Gen. Estimate | 1525 | 277 | 0 | 0 | 0 | 0 | 1802 |

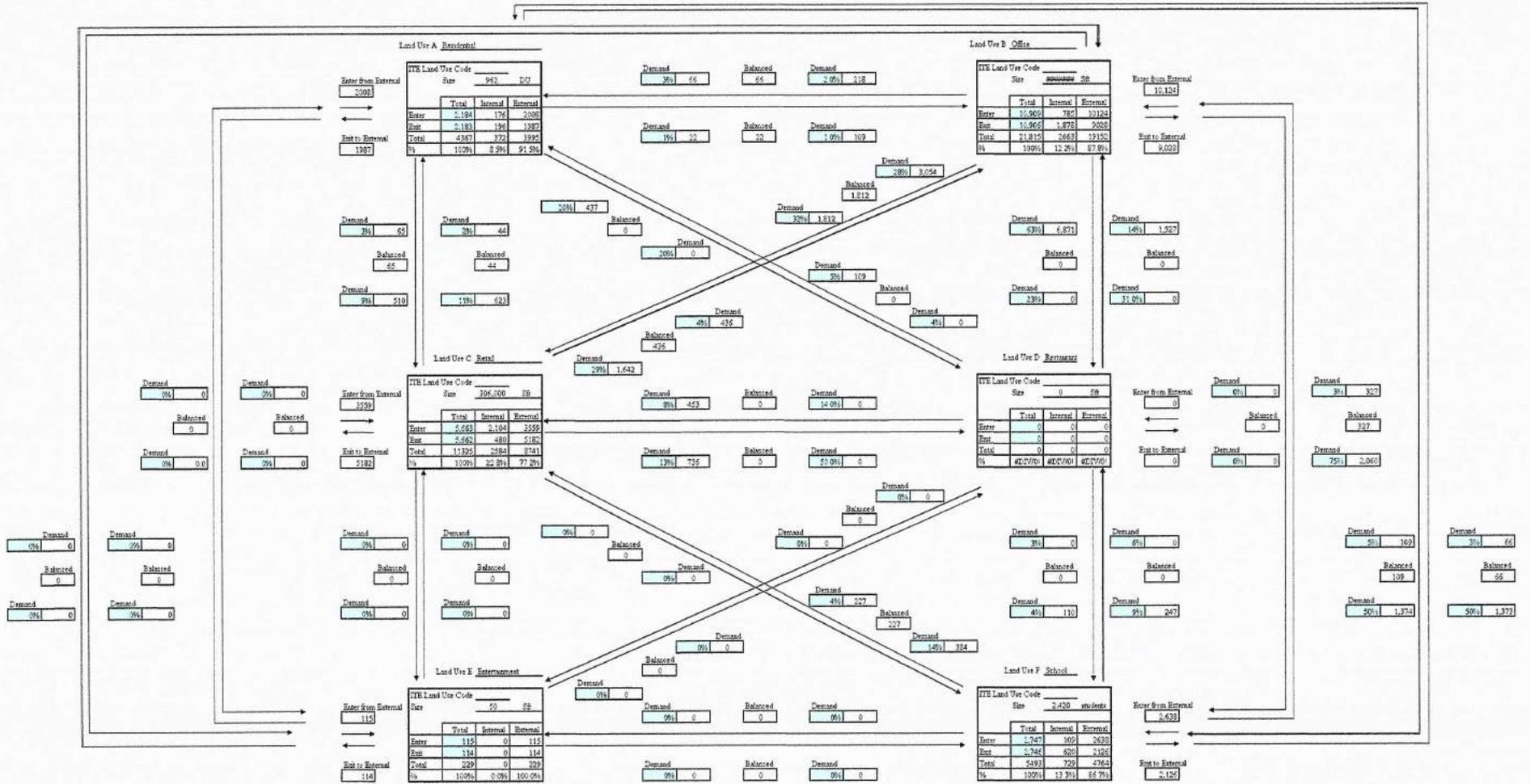
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 648

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Developer: PROJECT
Time Period: Date Peak Hour



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 2005 | 10124 | 2559 | 0 | 115 | 2,620 | 11845 |
| Exit | 1987 | 3663 | 2584 | 0 | 114 | 2,126 | 18427 |
| Total | 3992 | 13187 | 5143 | 0 | 229 | 4746 | 39872 |
| Single-Use Trip Gen Estimate | 4847 | 21815 | 11325 | 0 | 229 | 5493 | 43229 |
| | | | | | | | 14.7% |

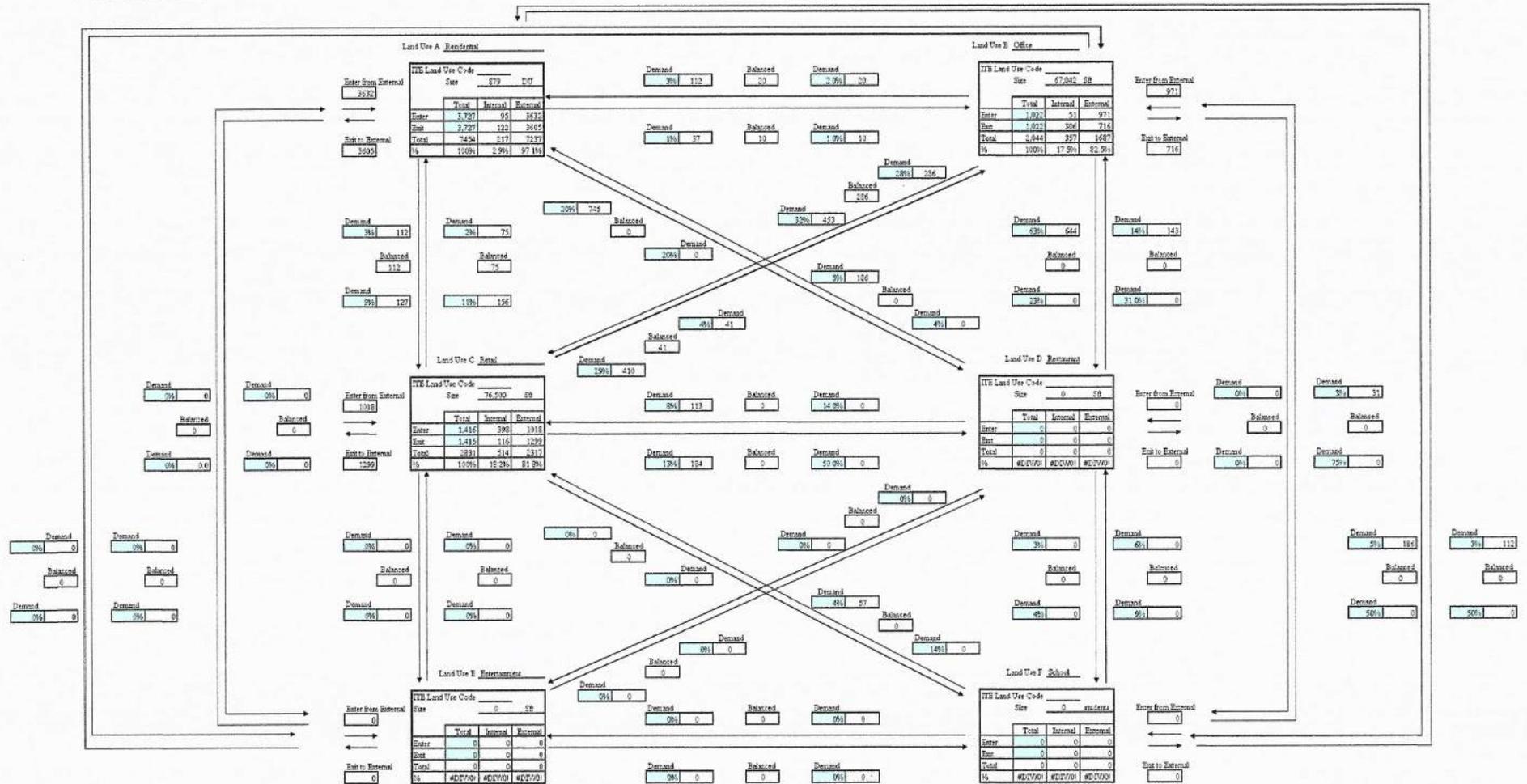
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 861

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Develop PROJECT
Time Period Daily Peak Hour



No External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total | |
|------------------------------|------------|------------|------------|------------|------------|------------|-------|----------|
| Enter | 3522 | 971 | 1318 | 0 | 0 | 0 | 5811 | |
| Exit | 3605 | 716 | 1296 | 0 | 0 | 0 | 5617 | Internal |
| Total | 7237 | 1687 | 2317 | 0 | 0 | 0 | 11241 | Balance |
| Single-Use Trip Gen Estimate | 7454 | 2044 | 2831 | 0 | 0 | 0 | 12329 | 8.8% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

B-37

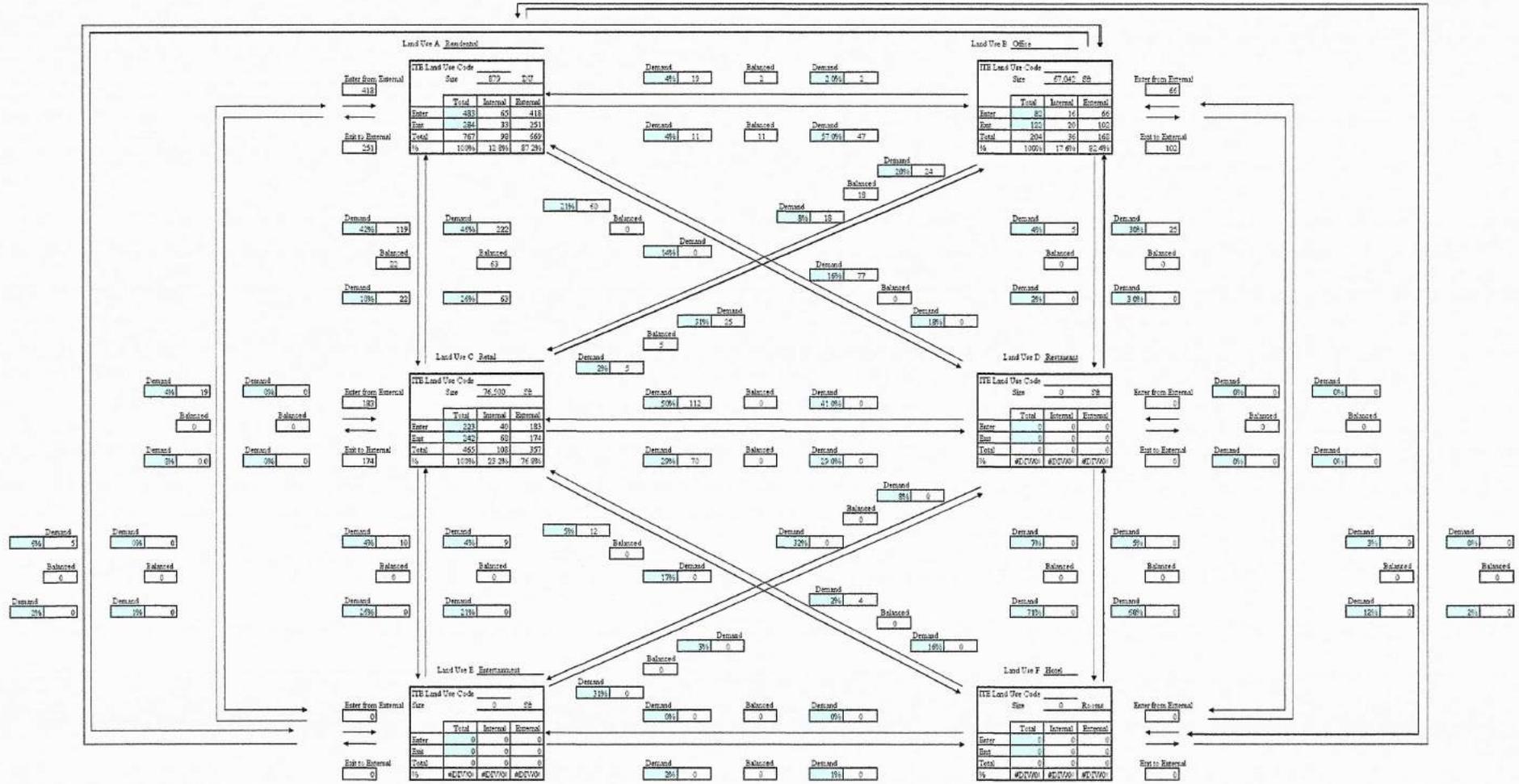
TABLE 1: PM Internal Traffic - Proposed - Phase 4 Buildout - TAZ 861

PROJECT
TRIP INTERNALIZATION - PM

ANALYST: _____
DATE: _____

Name of Study: PROJECT
Time Period: PM Peak Hour

B-38



No External Trips for Single-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|----------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 418 | 66 | 187 | 0 | 0 | 0 | 667 |
| Exit | 251 | 100 | 174 | 0 | 0 | 0 | 525 |
| Total | 669 | 166 | 361 | 0 | 0 | 0 | 1196 |
| Single-Use Trip Generation | 767 | 204 | 465 | 0 | 0 | 0 | 1436 |
| | | | | | | | 16.9% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2011

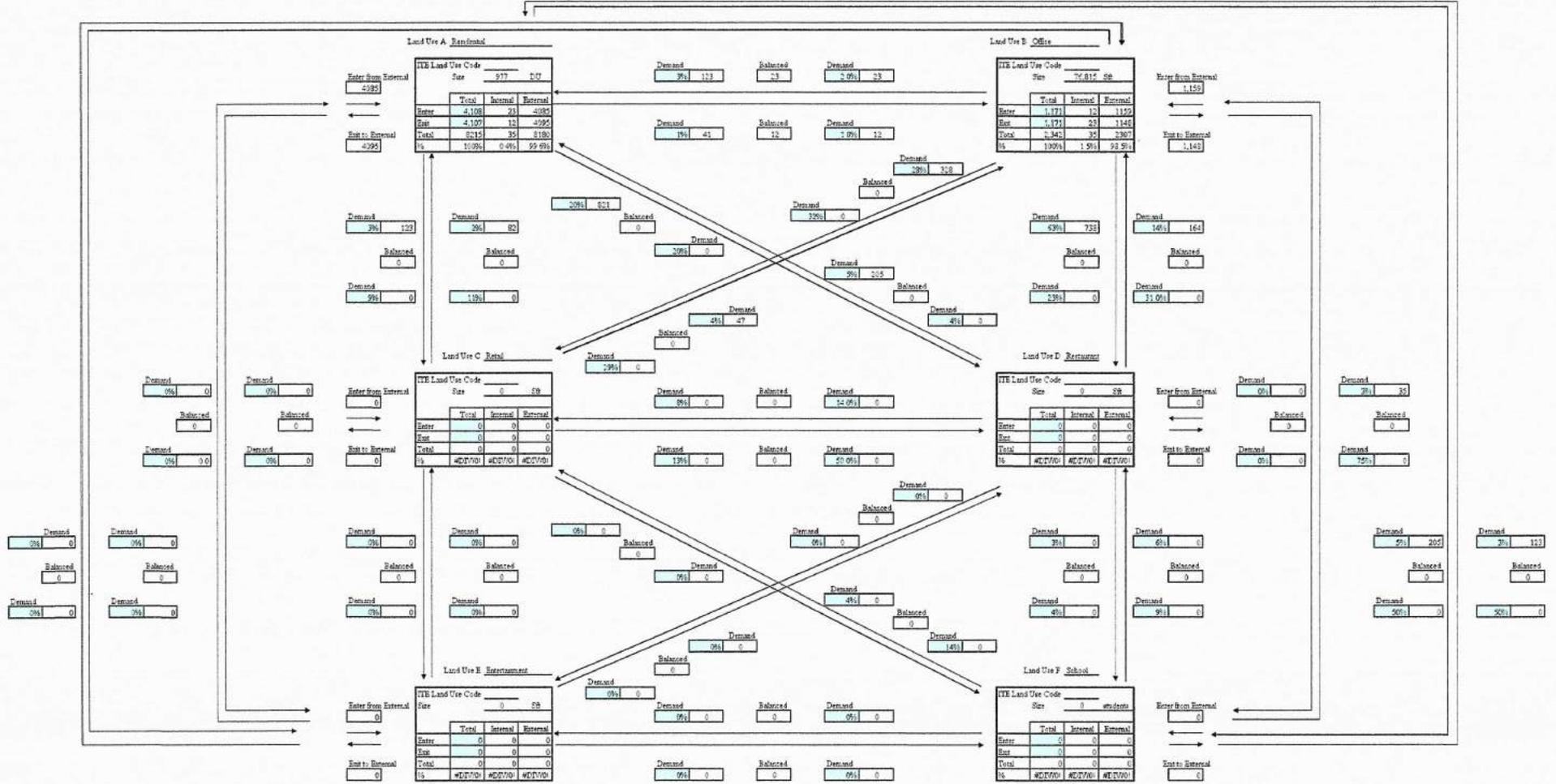
TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - Daily

Analyst: _____
Date: _____

Name of Development: PROJECT
Time Period: Daily Peak Hour

B-39



New External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|----------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 4295 | 1159 | 0 | 0 | 0 | 0 | 5454 |
| Exit | 4295 | 1148 | 0 | 0 | 0 | 0 | 5443 |
| Total | 8590 | 2307 | 0 | 0 | 0 | 0 | 10897 |
| Single-Use Trip Generation | 5215 | 2342 | 0 | 0 | 0 | 0 | 7557 |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

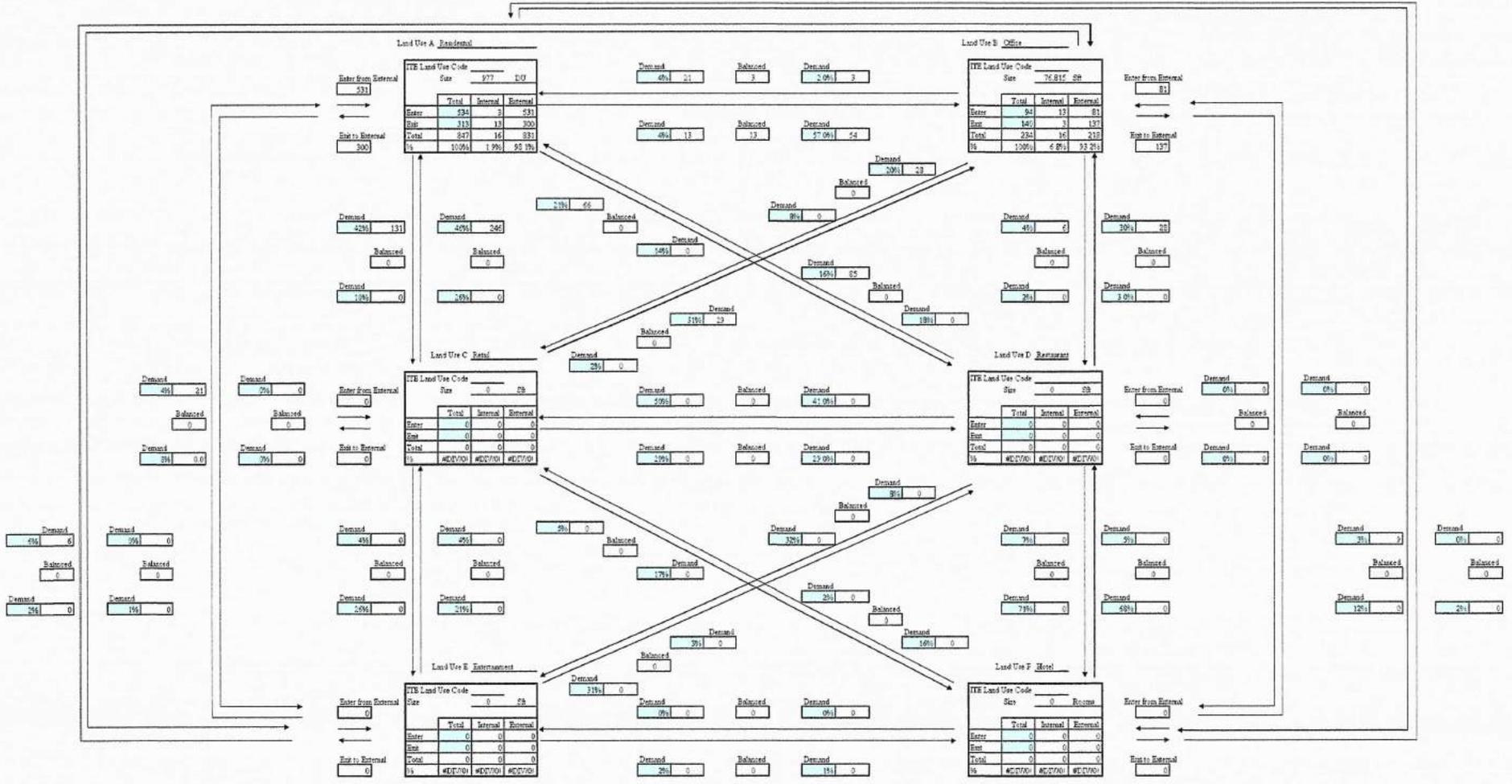
TABLE 1: PM Internal Traffic - Proposed - Phase 4 - Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - PM

Name of Project: PROJECT
Time Period: PM Peak Hour

Analyst: _____
Date: _____

B-40



Net External Trips for Multi-Use Development

| | Land Use A | Land Use B | Land Use C | Land Use D | Land Use E | Land Use F | Total |
|----------------------------|------------|------------|------------|------------|------------|------------|-------|
| Enter | 531 | 81 | 0 | 0 | 0 | 0 | 612 |
| Exit | 300 | 137 | 0 | 0 | 0 | 0 | 437 |
| Total | 231 | 218 | 0 | 0 | 0 | 0 | 449 |
| Scale-Up Trip Gen Estimate | 247 | 224 | 0 | 0 | 0 | 0 | 471 |
| | | | | | | | 3.0% |

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

Table 3a : WATS 3.0 - Trip Gen: 2040

| LAND USE | TOTAL INTENSITY | UNITS | LAND USE INTENSITY (OLD PARCEL ID) | | | | | |
|---------------------------------|-----------------|----------|------------------------------------|--------------|--------------|--------------|--------------|--------------|
| | | | A TAZ 648 | B TAZ 652 | C TAZ 647 | D TAZ 654 | E TAZ 653 | F TAZ 861 |
| Age Restricted | 0 | DU | | | | | | |
| Single Family Detached Housing | 5,775 | DU | | 1,272 | 1,294 | 977 | 1,200 | 1,032 |
| Multi Family Housing (Mid-Rise) | 1,925 | DU | | 975 | 550 | | 200 | 200 |
| General Office | 1,503,250 | SF | 1,361,250 | 142,000 | | | | |
| Civic Use | 40,347 | SF | | 40,347 | | | | |
| Institution Use | 185,727 | SF | | 30,000 | | 101,277 | 54,450 | |
| Industrial Park | 1,361,250 | SF | 1,361,250 | | | | | |
| General Commercial | 590,000 | SF | | 150,000 | 80,000 | 120,000 | 120,000 | 120,000 |
| Regional Park | 135 | Acres | 50 | 50 | 35 | | | |
| Elementary School | 820 | Students | | 820 | | | | |
| Junior High School | 1,600 | Students | | 1,600 | | | | |

Table 3b : WATS 3.0 - Daily Trip Gen

| Land Use | (OLD PARCEL ID) | | | | | | Total Trips |
|---------------------------------|-----------------|--------------|--------------|--------------|--------------|--------------|-------------|
| | A TAZ 648 | B TAZ 652 | C TAZ 647 | D TAZ 654 | E TAZ 653 | F TAZ 861 | |
| Age Restricted | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Single Family Detached Housing | 0 | 10,791 | 10,963 | 8,465 | 10,228 | 8,903 | 49,350 |
| Multi Family Housing (Mid-Rise) | 0 | 4,664 | 2,835 | 0 | 1,176 | 1,176 | 9,851 |
| General Office | 9,961 | 1,748 | 0 | 0 | 0 | 0 | 11,709 |
| Civic Use | 0 | 2,199 | 0 | 0 | 0 | 0 | 2,199 |
| Institution Use | 0 | 915 | 0 | 3,088 | 1,660 | 0 | 5,663 |
| Industrial Park | 9,474 | 0 | 0 | 0 | 0 | 0 | 9,474 |
| General Commercial | 0 | 8,839 | 5,874 | 7,645 | 7,645 | 7,645 | 37,648 |
| Regional Park | 114 | 114 | 80 | 0 | 0 | 0 | 308 |
| Elementary School | 0 | 1,058 | 0 | 0 | 0 | 0 | 1,058 |
| Junior High School | 0 | 2,592 | 0 | 0 | 0 | 0 | 2,592 |
| TOTAL | 19,549 | 32,920 | 19,752 | 19,198 | 20,709 | 17,724 | 129,852 |
| ADJUSTED TOTAL | 19,157 | 25,766 | 17,129 | 15,308 | 16,703 | 14,439 | 108,502 |

Table 3c : WATS 3.0 - PM Peak Hour Trip Gen

| Land Use | A | | | B | | | C | | | D | | | E | | | F | | | Total Trips | | |
|---------------------------------|---------|-------|-------|---------|-------|-------|---------|-----|-------|---------|-----|-------|---------|-----|-------|---------|-----|-------|-------------|-------|--------|
| | TAZ 648 | | | TAZ 652 | | | TAZ 647 | | | TAZ 654 | | | TAZ 653 | | | TAZ 861 | | | IN | OUT | TOTAL |
| | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | | | |
| Age Restricted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Single Family Detached Housing | 0 | 0 | 0 | 653 | 383 | 1,036 | 663 | 390 | 1,053 | 515 | 302 | 817 | 619 | 364 | 983 | 541 | 318 | 859 | 2,991 | 1,757 | 4,748 |
| Multi Family Housing (Mid-Rise) | 0 | 0 | 0 | 261 | 128 | 389 | 163 | 80 | 243 | 0 | 0 | 0 | 71 | 35 | 106 | 71 | 35 | 106 | 566 | 278 | 844 |
| General Office | 273 | 1,330 | 1,603 | 36 | 176 | 212 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 | 1,506 | 1,815 |
| Civic Use | 0 | 0 | 0 | 110 | 110 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 110 | 220 |
| Institution Use | 0 | 0 | 0 | 37 | 55 | 92 | 0 | 0 | 0 | 124 | 185 | 309 | 66 | 100 | 166 | 0 | 0 | 0 | 227 | 340 | 567 |
| Industrial Park | 246 | 925 | 1,171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 925 | 1,171 |
| General Commercial | 0 | 0 | 0 | 409 | 426 | 835 | 269 | 279 | 548 | 352 | 367 | 719 | 352 | 367 | 719 | 352 | 367 | 719 | 1,734 | 1,806 | 3,540 |
| Regional Park | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 |
| Elementary School | 0 | 0 | 0 | 60 | 63 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 63 | 123 |
| Junior High School | 0 | 0 | 0 | 125 | 131 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 131 | 256 |
| TOTAL | 520 | 2,257 | 2,777 | 1,692 | 1,474 | 3,166 | 1,096 | 750 | 1,846 | 991 | 854 | 1,845 | 1,108 | 866 | 1,974 | 964 | 720 | 1,684 | 6,371 | 6,921 | 13,292 |
| ADJUSTED TOTAL | 510 | 2,247 | 2,757 | 1,371 | 1,152 | 2,523 | 976 | 630 | 1,606 | 808 | 671 | 1,479 | 919 | 677 | 1,596 | 810 | 565 | 1,375 | 5,394 | 5,942 | 11,336 |

B-42

WAYS TAZ

398

TCRPM TAZ

648

DAILY TRIP GENERATION

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation (8th Ed) | Daily Trips |
|------------------------------|-----------|----------|----------|--|-------------|
| Single-Family Residential | 0 | d.u. | [210] | $\ln(T) = 0.92 \cdot \ln(X) + 2.71$ | |
| Multi-Family Residential | 0 | d.u. | [230] | $\ln(T) = 0.87 \cdot \ln(X) + 2.46$ | |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.85 \cdot \ln(X) + 2.38$ | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 3.48 \cdot (X)$ | |
| Hotel | 0 | rooms | [310] | $T = 8.92 \cdot (X)$ | |
| Industrial Park | 1,361,250 | s.f. | [130] | $T = 6.96 \cdot (X/1000)$ | 9,474 |
| Commercial Retail | 0 | s.f. | [820] | $\ln(T) = 0.65 \cdot \ln(X/1000) + 5.83$ | |
| Service & Office | 1,361,250 | s.f. | [710] | $\ln(T) = 0.77 \cdot \ln(X/1000) + 3.65$ | 9,961 |
| Research & Development(1) | 0 | s.f. | [760] | $\ln(T) = 0.82 \cdot \ln(X/1000) + 3.14$ | |
| Hospital | 0 | beds | [610] | $T = 11.81 \cdot (X)$ | |
| Civic Use | 0 | s.f. | - | $T = 54.51 \cdot (X/1000)$ | |
| Institutional Use | 0 | s.f. | - | $T = 30.49 \cdot (X/1000)$ | |
| Park | 50 | acres | [412] | $T = 2.28 \cdot (X)$ | 114 |
| Elementary School | 0 | students | [520] | $T = 1.29 \cdot (X)$ | |
| K-8 School | 0 | students | [522] | $T = 1.62 \cdot (X)$ | |
| High School | 0 | students | [530] | $\ln(T) = 0.81 \cdot \ln(X) + 1.86$ | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 2.02 \cdot (X)$ | |
| Assisted Living Facility | 0 | beds | [254] | $T = 2.60 \cdot (X)$ | |

| | |
|-------------------------------------|--------|
| Total Gross Trips = | 19,549 |
| Total Gross Residential Trips = | 0 |
| Total Gross Non-Residential Trips = | 19,549 |
| Internal Capture % among TAZ = | 2.01% |
| Internal Capture trips among TAZ = | 392 |

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF

| | | |
|---|-----|-------|
| Commercial Retail Pass-By Calculation: | | |
| Intensity = | 0 | s.f. |
| External Trips from Matrix = | 0 | trips |
| Pass-By Percent = | 34% | |
| Pass-By Reduction = | 0 | trips |

| | |
|---------------------------------------|---------------|
| NET NEW EXTERNAL DAILY TRIPS = | 19,157 |
|---------------------------------------|---------------|

PM PEAK HOUR TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation | Total Trips | Inbound | Outbound |
|------------------------------|-----------|----------|----------|---|-------------|---------|----------|
| Single-Family Residential | 0 | d.u. | [210] | $\ln(T) = 0.90 \cdot \ln(X) + 0.51$; (63% in) | | | |
| Multi-Family Residential | 0 | d.u. | [230] | $\ln(T) = 0.82 \cdot \ln(X) + 0.32$; (67% in) | | | |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.72 \cdot \ln(X) + 0.58$; (61% in) | | | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 0.11 \cdot (X)$; (61% in) | | | |
| Hotel | 0 | rooms | [310] | $T = 0.70 \cdot (X)$; (49% in) | | | |
| Industrial Park | 1,361,250 | s.f. | [130] | $T = 0.86 \cdot (X/1000)$; (21% in) | 1,171 | 246 | 925 |
| Commercial Retail | 0 | s.f. | [820] | $\ln(T) = 0.67 \cdot \ln(X/1000) + 3.37$; (49% in) | | | |
| Service & Office(2) | 1,361,250 | s.f. | [710] | $T = 1.12 \cdot (X/1000) + 78.81$; (17% in) | 6,603 | 273 | 1,330 |
| Research & Development(1) | 0 | s.f. | [760] | $\ln(T) = 0.82 \cdot \ln(X/1000) + 1.09$; (15% in) | | | |
| Hospital | 0 | beds | [610] | $T = 1.31 \cdot (X)$; (36% in) | | | |
| Civic Use | 0 | s.f. | - | $T = 5.45 \cdot (X/1000)$; (50% in) | | | |
| Institutional Use | 0 | s.f. | - | $T = 3.05 \cdot (X/1000)$; (40% in) | | | |
| Park | 50 | acres | [412] | $T = 0.06 \cdot (X)$; (42% in) | 3 | 1 | 2 |
| Elementary School | 0 | students | [520] | $T = 0.15 \cdot (X)$; (49% in) | | | |
| K-8 School | 0 | students | [522] | $T = 0.16 \cdot (X)$; (49% in) | | | |
| High School | 0 | students | [530] | $T = 0.13 \cdot (X)$; (47% in) | | | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 0.05 \cdot (X) + 2.13$; (60% in) | | | |
| Assisted Living Facility | 0 | beds | [254] | $T = 0.19 \cdot (X)$; (63% in) | | | |

| | | | |
|-------------------------------------|-------|-----|-------|
| Total Gross Trips = | 2,777 | 520 | 2,257 |
| Total Gross Residential Trips = | 0 | 0 | 0 |
| Total Gross Non-Residential Trips = | 2,777 | 520 | 2,257 |
| Internal Capture % among TAZ = | 0.72% | - | - |
| Internal Capture trips among TAZ = | 20 | 10 | 10 |

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF

(2) Equation is used for Service & Office greater than 500,000 SF

| | | |
|---|-----|-------|
| Commercial Retail Pass-By Calculation: | | |
| Intensity = | 0 | s.f. |
| External Trips from Matrix = | 0 | trips |
| Pass-By Percent = | 34% | |
| Pass-By Reduction = | 0 | trips |

| | | | |
|--|--------------|------------|--------------|
| | Total | Inbound | Outbound |
| NET NEW EXTERNAL PM PEAK HOUR TRIPS = | 2,757 | 510 | 2,247 |

04

WATS TAZ
395

TCRPM TAZ
652

DAILY TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation (8th Ed) | Daily Trips |
|------------------------------|-----------|----------|----------|--|-------------|
| Single-Family Residential | 1,272 | d.u. | [210] | $\ln(T) = 0.92 * \ln(X) + 2.71$ | 10,791 |
| Multi-Family Residential | 975 | d.u. | [230] | $\ln(T) = 0.87 * \ln(X) + 2.46$ | 4,664 |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.85 * \ln(X) + 2.38$ | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 3.48 * (X)$ | |
| Hotel | 0 | rooms | [310] | $T = 8.92 * (X)$ | |
| Industrial Park | 0 | s.f. | [130] | $T = 6.96 * (X/1000)$ | |
| Commercial Retail | 150,000 | s.f. | [820] | $\ln(T) = 0.65 * \ln(X/1000) + 5.83$ | 8,839 |
| Service & Office | 142,000 | s.f. | [710] | $\ln(T) = 0.77 * \ln(X/1000) + 3.65$ | 1,748 |
| Research & Development(1) | 0 | s.f. | [760] | $\ln(T) = 0.82 * \ln(X/1000) + 3.14$ | |
| Hospital | 0 | beds | [610] | $T = 11.81 * (X)$ | |
| Civic Use | 40,347 | s.f. | - | $T = 54.51 * (X/1000)$ | 2,199 |
| Institutional Use | 30,000 | s.f. | - | $T = 30.49 * (X/1000)$ | 915 |
| Park | 50 | acres | [412] | $T = 2.28 * (X)$ | 114 |
| Elementary School | 820 | students | [520] | $T = 1.29 * (X)$ | 1,058 |
| K-8 School | 1,600 | students | [522] | $T = 1.62 * (X)$ | 2,592 |
| High School | 0 | students | [530] | $\ln(T) = 0.81 * \ln(X) + 1.85$ | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 2.02 * (X)$ | |
| Assisted Living Facility | 0 | beds | [254] | $T = 2.60 * (X)$ | |

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF

| | |
|-------------------------------------|--------|
| Total Gross Trips = | 32,920 |
| Total Gross Residential Trips = | 15,455 |
| Total Gross Non-Residential Trips = | 17,465 |
| Internal Capture % among TAZ = | 16.09% |
| Internal Capture trips among TAZ = | 5,298 |

| | | | |
|---|---------|-------|--|
| Commercial Retail Pass-By Calculation: | | | |
| Intensity = | 150,000 | s.f. | |
| External Trips from Matrix = | 7,278 | trips | |
| Pass-By Percent = | 34% | | |
| Pass-By Reduction = | 1,856 | trips | |

| | |
|---------------------------------------|---------------|
| NET NEW EXTERNAL DAILY TRIPS = | 25,766 |
|---------------------------------------|---------------|

PM PEAK HOUR TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation | Total Trips | Inbound | Outbound |
|------------------------------|-----------|----------|----------|--|-------------|---------|----------|
| Single-Family Residential | 1,272 | d.u. | [210] | $\ln(T) = 0.90 * \ln(X) + 0.51; (63% \text{ in})$ | 1,036 | 653 | 383 |
| Multi-Family Residential | 975 | d.u. | [230] | $\ln(T) = 0.82 * \ln(X) + 0.32; (67% \text{ in})$ | 389 | 261 | 128 |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.72 * \ln(X) + 0.58; (61% \text{ in})$ | | | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 0.11 * (X); (49% \text{ in})$ | | | |
| Hotel | 0 | rooms | [310] | $T = 0.70 * (X); (49% \text{ in})$ | | | |
| Industrial Park | 0 | s.f. | [130] | $T = 0.86 * (X/1000); (21% \text{ in})$ | | | |
| Commercial Retail | 150,000 | s.f. | [820] | $\ln(T) = 0.67 * \ln(X/1000) + 3.37; (49% \text{ in})$ | 835 | 409 | 426 |
| Service & Office(2) | 142,000 | s.f. | [710] | $T = 1.49 * (X/1000); (17% \text{ in})$ | 212 | 36 | 176 |
| Research & Development(1) | 0 | s.f. | [760] | $\ln(T) = 0.82 * \ln(X/1000) + 1.09; (15% \text{ in})$ | | | |
| Hospital | 0 | beds | [610] | $T = 1.31 * (X); (36% \text{ in})$ | | | |
| Civic Use | 40,347 | s.f. | - | $T = 5.45 * (X/1000); (50% \text{ in})$ | 220 | 110 | 110 |
| Institutional Use | 30,000 | s.f. | - | $T = 3.05 * (X/1000); (40% \text{ in})$ | 92 | 37 | 55 |
| Park | 50 | acres | [412] | $T = 0.06 * (X); (42% \text{ in})$ | 3 | 1 | 2 |
| Elementary School | 820 | students | [520] | $T = 0.15 * (X); (49% \text{ in})$ | 123 | 60 | 63 |
| K-8 School | 1,600 | students | [522] | $T = 0.16 * (X); (49% \text{ in})$ | 256 | 125 | 131 |
| High School | 0 | students | [530] | $T = 0.13 * (X); (47% \text{ in})$ | | | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 0.05 * (X) + 2.13; (60% \text{ in})$ | | | |
| Assisted Living Facility | 0 | beds | [254] | $T = 0.19 * (X); (63% \text{ in})$ | | | |

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF
(2) Equation is used for Service & Office greater than 500,000 SF

| | | | |
|-------------------------------------|--------|-------|-------|
| Total Gross Trips = | 3,166 | 1,692 | 1,474 |
| Total Gross Residential Trips = | 1,425 | 914 | 511 |
| Total Gross Non-Residential Trips = | 1,741 | 778 | 963 |
| Internal Capture % among TAZ = | 14.72% | - | - |
| Internal Capture trips among TAZ = | 466 | 233 | 233 |

| | | | |
|---|---------|-------|--|
| Commercial Retail Pass-By Calculation: | | | |
| Intensity = | 150,000 | s.f. | |
| External Trips from Matrix = | 696 | trips | |
| Pass-By Percent = | 34% | | |
| Pass-By Reduction = | 177 | trips | |

| | | | |
|--|--------------|--------------|--------------|
| | Total | Inbound | Outbound |
| NET NEW EXTERNAL PM PEAK HOUR TRIPS = | 2,523 | 1,371 | 1,152 |

DAILY TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation (8th Ed) | Daily Trips |
|------------------------------|-----------|----------|----------|--|-------------|
| Single-Family Residential | 1,294 | d.u. | [210] | $\ln(T) = 0.92 * \ln(X) + 2.71$ | 10,963 |
| Multi-Family Residential | 550 | d.u. | [230] | $\ln(T) = 0.87 * \ln(X) + 2.46$ | 2,835 |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.85 * \ln(X) + 2.38$ | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 3.48 * (X)$ | |
| Hotel | 0 | rooms | [310] | $T = 8.92 * (X)$ | |
| Industrial Park | 0 | s.f. | [130] | $T = 6.96 * (X/1000)$ | |
| Commercial Retail | 80,000 | s.f. | [820] | $\ln(T) = 0.65 * \ln(X/1000) + 5.83$ | 5,874 |
| Service & Office | 0 | s.f. | [710] | $\ln(T) = 0.77 * \ln(X/1000) + 3.65$ | |
| Research & Development(1) | 0 | s.f. | [760] | $\ln(T) = 0.82 * \ln(X/1000) + 3.14$ | |
| Hospital | 0 | beds | [610] | $T = 11.81 * (X)$ | |
| Civic Use | 0 | s.f. | - | $T = 54.51 * (X/1000)$ | |
| Institutional Use | 0 | s.f. | - | $T = 30.49 * (X/1000)$ | |
| Park | 35 | acres | [412] | $T = 2.28 * (X)$ | 80 |
| Elementary School | 0 | students | [520] | $T = 1.29 * (X)$ | |
| K-8 School | 0 | students | [522] | $T = 1.62 * (X)$ | |
| High School | 0 | students | [530] | $\ln(T) = 0.81 * \ln(X) + 1.86$ | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 2.02 * (X)$ | |
| Assisted Living Facility | 0 | beds | [254] | $T = 2.60 * (X)$ | |

| | |
|-------------------------------------|--------|
| Total Gross Trips = | 19,752 |
| Total Gross Residential Trips = | 13,798 |
| Total Gross Non-Residential Trips = | 5,954 |
| Internal Capture % among TAZ = | 6.47% |
| Internal Capture trips among TAZ = | 1,278 |

(1) Equation is used for Research and Development up to 1,800,000 SF
 Linear rate is used for Research and Development beyond 1,800,000 SF

| Commercial Retail Pass-By Calculation: | | |
|--|--------|-------|
| Intensity = | 80,000 | s.f. |
| External Trips from Matrix = | 5,275 | trips |
| Pass-By Percent = | 34% | |
| Pass-By Reduction = | 1,345 | trips |

| | |
|---------------------------------------|---------------|
| NET NEW EXTERNAL DAILY TRIPS = | 17,129 |
|---------------------------------------|---------------|

PM PEAK HOUR TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation | Total Trips | Inbound | Outbound |
|------------------------------|-----------|----------|----------|---|-------------|---------|----------|
| Single-Family Residential | 1,294 | d.u. | [210] | $\ln(T) = 0.90 * \ln(X) + 0.51; (63\% \text{ in})$ | 1,053 | 663 | 390 |
| Multi-Family Residential | 550 | d.u. | [230] | $\ln(T) = 0.82 * \ln(X) + 0.32; (67\% \text{ in})$ | 243 | 163 | 80 |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.72 * \ln(X) + 0.58; (61\% \text{ in})$ | | | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 0.11 * (X); (61\% \text{ in})$ | | | |
| Hotel | 0 | rooms | [310] | $T = 0.70 * (X); (49\% \text{ in})$ | | | |
| Industrial Park | 0 | s.f. | [130] | $T = 0.86 * (X/1000); (21\% \text{ in})$ | | | |
| Commercial Retail | 80,000 | s.f. | [820] | $\ln(T) = 0.67 * \ln(X/1000) + 3.37; (49\% \text{ in})$ | 548 | 269 | 279 |
| Service & Office(2) | 0 | s.f. | [710] | $T = 1.49 * (X/1000); (17\% \text{ in})$ | | | |
| Research & Development(1) | 0 | s.f. | [760] | $\ln(T) = 0.82 * \ln(X/1000) + 1.09; (15\% \text{ in})$ | | | |
| Hospital | 0 | beds | [610] | $T = 1.31 * (X); (36\% \text{ in})$ | | | |
| Civic Use | 0 | s.f. | - | $T = 5.45 * (X/1000); (50\% \text{ in})$ | | | |
| Institutional Use | 0 | s.f. | - | $T = 3.05 * (X/1000); (40\% \text{ in})$ | | | |
| Park | 35 | acres | [412] | $T = 0.06 * (X); (41\% \text{ in})$ | 2 | 1 | 1 |
| Elementary School | 0 | students | [520] | $T = 0.15 * (X); (45\% \text{ in})$ | | | |
| K-8 School | 0 | students | [522] | $T = 0.16 * (X); (49\% \text{ in})$ | | | |
| High School | 0 | students | [530] | $T = 0.13 * (X); (47\% \text{ in})$ | | | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 0.05 * (X) + 2.13; (60\% \text{ in})$ | | | |
| Assisted Living Facility | 0 | beds | [254] | $T = 0.19 * (X); (63\% \text{ in})$ | | | |

| | | | |
|-------------------------------------|-------|-------|-----|
| Total Gross Trips = | 3,846 | 1,096 | 750 |
| Total Gross Residential Trips = | 3,296 | 826 | 470 |
| Total Gross Non-Residential Trips = | 550 | 270 | 280 |
| Internal Capture % among TAZ = | 6.18% | - | - |
| Internal Capture trips among TAZ = | 114 | 57 | 57 |

(1) Equation is used for Research and Development up to 1,800,000 SF
 Linear rate is used for Research and Development beyond 1,800,000 SF
 (2) Equation is used for Service & Office greater than 500,000 SF

| Commercial Retail Pass-By Calculation: | | |
|--|--------|-------|
| Intensity = | 80,000 | s.f. |
| External Trips from Matrix = | 493 | trips |
| Pass-By Percent = | 34% | |
| Pass-By Reduction = | 126 | trips |

| | Total | Inbound | Outbound |
|--|--------------|------------|------------|
| NET NEW EXTERNAL PM PEAK HOUR TRIPS = | 1,608 | 976 | 630 |

DAILY TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation (8th Ed) | Daily Trips |
|------------------------------|-----------|----------|----------|--|-------------|
| Single-Family Residential | 977 | d.u. | [210] | $\ln(T) = 0.92 * \ln(X) + 2.71$ | 8,465 |
| Multi-Family Residential | 0 | d.u. | [230] | $\ln(T) = 0.87 * \ln(X) + 2.46$ | |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.85 * \ln(X) + 2.38$ | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 3.48 * (X)$ | |
| Hotel | 0 | rooms | [310] | $T = 8.92 * (X)$ | |
| Industrial Park | 0 | s.f. | [130] | $T = 6.96 * (X/1000)$ | |
| Commercial Retail | 120,000 | s.f. | [820] | $\ln(T) = 0.65 * \ln(X/1000) + 5.83$ | 7,645 |
| Service & Office | 0 | s.f. | [710] | $\ln(T) = 0.77 * \ln(X/1000) + 3.65$ | |
| Research & Development(1) | 0 | s.f. | [760] | $\ln(T) = 0.82 * \ln(X/1000) + 3.14$ | |
| Hospital | 0 | beds | [610] | $T = 11.81 * (X)$ | |
| Civic Use | 0 | s.f. | - | $T = 54.51 * (X/1000)$ | |
| Institutional Use | 101,277 | s.f. | - | $T = 30.49 * (X/1000)$ | 3,088 |
| Park | 0 | acres | [412] | $T = 2.28 * (X)$ | |
| Elementary School | 0 | students | [520] | $T = 1.29 * (X)$ | |
| K-8 School | 0 | students | [522] | $T = 1.62 * (X)$ | |
| High School | 0 | students | [530] | $\ln(T) = 0.81 * \ln(X) + 1.86$ | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 2.02 * (X)$ | |
| Assisted Living Facility | 0 | beds | [254] | $T = 2.60 * (X)$ | |

(1) Equation is used for Research and Development up to 1,600,000 SF
 Linear rate is used for Research and Development beyond 1,600,000 SF

| | |
|-------------------------------------|--------|
| Total Gross Trips = | 19,198 |
| Total Gross Residential Trips = | 8,465 |
| Total Gross Non-Residential Trips = | 10,733 |
| Internal Capture % among TAZ = | 11.82% |
| Internal Capture trips among TAZ = | 2,174 |

| Commercial Retail Pass-By Calculation: | | | |
|--|---------|-------|--|
| Intensity = | 120,000 | s.f. | |
| External Trips from Matrix = | 6,729 | trips | |
| Pass-By Percent = | 34% | | |
| Pass-By Reduction = | 1,716 | trips | |

| | |
|---------------------------------------|---------------|
| NET NEW EXTERNAL DAILY TRIPS = | 15,388 |
|---------------------------------------|---------------|

PM PEAK HOUR TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation | Total Trips | Inbound | Outbound |
|---------------------------------------|-----------|----------|----------|---|-------------|---------|----------|
| Single-Family Residential | 977 | d.u. | [210] | $\ln(T) = 0.90 * \ln(X) + 0.51; (63\% \text{ in})$ | 817 | 515 | 302 |
| Multi-Family Residential | 0 | d.u. | [230] | $\ln(T) = 0.82 * \ln(X) + 0.32; (67\% \text{ in})$ | | | |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.72 * \ln(X) + 0.58; (61\% \text{ in})$ | | | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 0.11 * (X); (61\% \text{ in})$ | | | |
| Hotel | 0 | rooms | [310] | $T = 0.70 * (X); (49\% \text{ in})$ | | | |
| Industrial Park | 0 | s.f. | [130] | $T = 0.86 * (X/1000); (21\% \text{ in})$ | | | |
| Commercial Retail | 120,000 | s.f. | [820] | $\ln(T) = 0.67 * \ln(X/1000) + 3.37; (49\% \text{ in})$ | 719 | 352 | 367 |
| Service & Office ⁽²⁾ | 0 | s.f. | [710] | $T = 1.49 * (X/1000); (17\% \text{ in})$ | | | |
| Research & Development ⁽¹⁾ | 0 | s.f. | [760] | $\ln(T) = 0.82 * \ln(X/1000) + 1.09; (15\% \text{ in})$ | | | |
| Hospital | 0 | beds | [610] | $T = 1.31 * (X); (36\% \text{ in})$ | | | |
| Civic Use | 0 | s.f. | - | $T = 5.45 * (X/1000); (50\% \text{ in})$ | | | |
| Institutional Use | 101277 | s.f. | - | $T = 3.05 * (X/1000); (40\% \text{ in})$ | 309 | 124 | 185 |
| Park | 0 | acres | [412] | $T = 0.06 * (X); (41\% \text{ in})$ | | | |
| Elementary School | 0 | students | [520] | $T = 0.15 * (X); (49\% \text{ in})$ | | | |
| K-8 School | 0 | students | [522] | $T = 0.16 * (X); (49\% \text{ in})$ | | | |
| High School | 0 | students | [530] | $T = 0.13 * (X); (47\% \text{ in})$ | | | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 0.05 * (X) + 2.13; (60\% \text{ in})$ | | | |
| Assisted Living Facility | 0 | beds | [254] | $T = 0.19 * (X); (63\% \text{ in})$ | | | |

(1) Equation is used for Research and Development up to 1,600,000 SF
 Linear rate is used for Research and Development beyond 1,600,000 SF
 (2) Equation is used for Service & Office greater than 500,000 SF

| | | | |
|-------------------------------------|--------|-----|-----|
| Total Gross Trips = | 1,845 | 991 | 854 |
| Total Gross Residential Trips = | 817 | 515 | 302 |
| Total Gross Non-Residential Trips = | 1,028 | 476 | 552 |
| Internal Capture % among TAZ = | 11.06% | - | - |
| Internal Capture trips among TAZ = | 204 | 102 | 102 |

| Commercial Retail Pass-By Calculation: | | | |
|--|---------|-------|--|
| Intensity = | 120,000 | s.f. | |
| External Trips from Matrix = | 633 | trips | |
| Pass-By Percent = | 34% | | |
| Pass-By Reduction = | 162 | trips | |

| | | | |
|--|--------------|------------|------------|
| NET NEW EXTERNAL PM PEAK HOUR TRIPS = | 1,479 | 808 | 671 |
|--|--------------|------------|------------|

DAILY TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation (8th Ed) | Daily Trips |
|------------------------------|-----------|----------|----------|--|-------------|
| Single-Family Residential | 1,200 | d.u. | [210] | $\ln(T) = 0.92 \cdot \ln(X) + 2.71$ | 10,228 |
| Multi-Family Residential | 200 | d.u. | [230] | $\ln(T) = 0.87 \cdot \ln(X) + 2.46$ | 1,176 |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.85 \cdot \ln(X) + 2.38$ | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 3.48 \cdot (X)$ | |
| Hotel | 0 | rooms | [310] | $T = 8.92 \cdot (X)$ | |
| Industrial Park | 0 | s.f. | [130] | $T = 6.96 \cdot (X/1000)$ | |
| Commercial Retail | 120,000 | s.f. | [820] | $\ln(T) = 0.65 \cdot \ln(X/1000) + 5.83$ | 7,645 |
| Service & Office | 0 | s.f. | [710] | $\ln(T) = 0.77 \cdot \ln(X/1000) + 3.65$ | |
| Research & Development(1) | 0 | s.f. | [760] | $\ln(T) = 0.82 \cdot \ln(X/1000) + 3.14$ | |
| Hospital | 0 | beds | [610] | $T = 11.81 \cdot (X)$ | |
| Civic Use | 0 | s.f. | - | $T = 54.51 \cdot (X/1000)$ | |
| Institutional Use | 54,450 | s.f. | - | $T = 30.49 \cdot (X/1000)$ | 1,650 |
| Park | 0 | acres | [412] | $T = 2.28 \cdot (X)$ | |
| Elementary School | 0 | students | [520] | $T = 1.29 \cdot (X)$ | |
| K-8 School | 0 | students | [522] | $T = 1.62 \cdot (X)$ | |
| High School | 0 | students | [530] | $\ln(T) = 0.81 \cdot \ln(X) + 1.86$ | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 2.02 \cdot (X)$ | |
| Assisted Living Facility | 0 | beds | [254] | $T = 2.60 \cdot (X)$ | |

(1) Equation is used for Research and Development up to 1,800,000 SF
 Linear rate is used for Research and Development beyond 1,800,000 SF

| | |
|-------------------------------------|--------|
| Total Gross Trips = | 20,709 |
| Total Gross Residential Trips = | 11,404 |
| Total Gross Non-Residential Trips = | 9,305 |
| Internal Capture % among TAZ = | 11.06% |
| Internal Capture trips among TAZ = | 2,290 |

| Commercial Retail Pass-By Calculation: | | | |
|--|---------|-------|--|
| Intensity = | 120,000 | s.f. | |
| External Trips from Matrix = | 6,729 | trips | |
| Pass-By Percent = | 34% | | |
| Pass-By Reduction = | 1,716 | trips | |

| | |
|---------------------------------------|---------------|
| NET NEW EXTERNAL DAILY TRIPS = | 16,703 |
|---------------------------------------|---------------|

PM PEAK HOUR TRIP GENERATION:

| Land Use | Intensity | Unit | ITE Code | Trip Generation Rate/Equation | Total Trips | Inbound | Outbound |
|---------------------------------------|-----------|----------|----------|---|-------------|---------|----------|
| Single-Family Residential | 1,200 | d.u. | [210] | $\ln(T) = 0.90 \cdot \ln(X) + 0.51; (63\% \text{ in})$ | 983 | 619 | 364 |
| Multi-Family Residential | 200 | d.u. | [230] | $\ln(T) = 0.82 \cdot \ln(X) + 0.32; (67\% \text{ in})$ | 106 | 71 | 35 |
| Age-Restricted Single-Family | 0 | d.u. | [251] | $\ln(T) = 0.72 \cdot \ln(X) + 0.58; (61\% \text{ in})$ | | | |
| Age-Restricted Multi-Family | 0 | d.u. | [252] | $T = 0.11 \cdot (X); (61\% \text{ in})$ | | | |
| Hotel | 0 | rooms | [310] | $T = 0.70 \cdot (X); (49\% \text{ in})$ | | | |
| Industrial Park | 0 | s.f. | [130] | $T = 0.86 \cdot (X/1000); (21\% \text{ in})$ | | | |
| Commercial Retail | 120,000 | s.f. | [820] | $\ln(T) = 0.67 \cdot \ln(X/1000) + 3.37; (49\% \text{ in})$ | 719 | 352 | 367 |
| Service & Office ⁽²⁾ | 0 | s.f. | [710] | $T = 1.49 \cdot (X/1000); (17\% \text{ in})$ | | | |
| Research & Development ⁽¹⁾ | 0 | s.f. | [760] | $\ln(T) = 0.82 \cdot \ln(X/1000) + 1.09; (15\% \text{ in})$ | | | |
| Hospital | 0 | beds | [610] | $T = 1.31 \cdot (X); (36\% \text{ in})$ | | | |
| Civic Use | 0 | s.f. | - | $T = 5.45 \cdot (X/1000); (50\% \text{ in})$ | | | |
| Institutional Use | 54,450 | s.f. | - | $T = 3.05 \cdot (X/1000); (40\% \text{ in})$ | 166 | 66 | 100 |
| Park | 0 | acres | [412] | $T = 0.06 \cdot (X); (41\% \text{ in})$ | | | |
| Elementary School | 0 | students | [520] | $T = 0.15 \cdot (X); (49\% \text{ in})$ | | | |
| K-8 School | 0 | students | [522] | $T = 0.16 \cdot (X); (49\% \text{ in})$ | | | |
| High School | 0 | students | [530] | $T = 0.13 \cdot (X); (47\% \text{ in})$ | | | |
| Congregate Care Facility | 0 | d.u. | [253] | $T = 0.05 \cdot (X) + 2.13; (60\% \text{ in})$ | | | |
| Assisted Living Facility | 0 | beds | [254] | $T = 0.19 \cdot (X); (63\% \text{ in})$ | | | |

(1) Equation is used for Research and Development up to 1,800,000 SF
 Linear rate is used for Research and Development beyond 1,800,000 SF
 (2) Equation is used for Service & Office greater than 500,000 SF

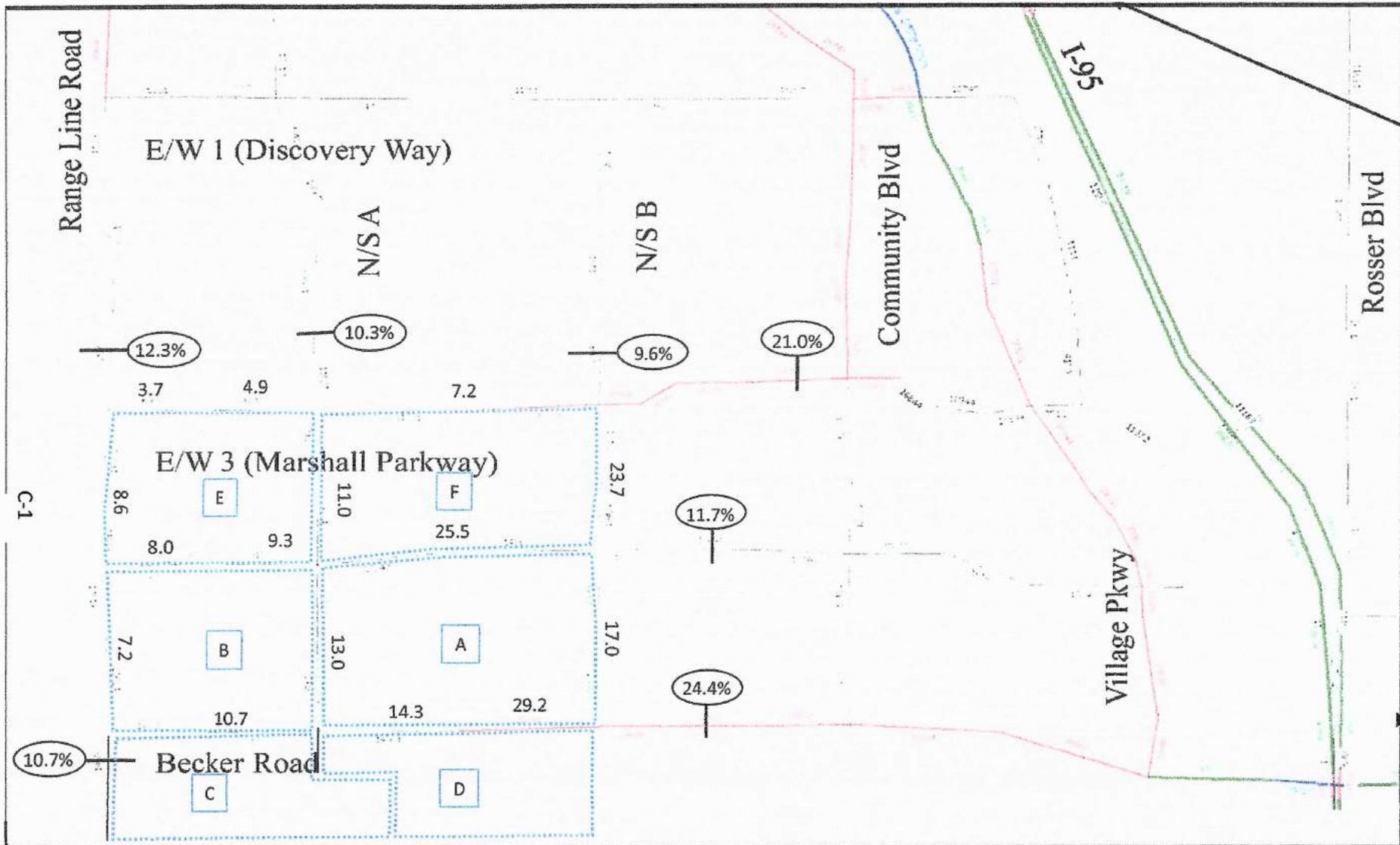
| | | | |
|-------------------------------------|--------|-------|-----|
| Total Gross Trips = | 1,974 | 1,108 | 866 |
| Total Gross Residential Trips = | 1,089 | 690 | 399 |
| Total Gross Non-Residential Trips = | 885 | 418 | 467 |
| Internal Capture % among TAZ = | 10.94% | - | - |
| Internal Capture trips among TAZ = | 216 | 108 | 108 |

| Commercial Retail Pass-By Calculation: | | | |
|--|---------|-------|--|
| Intensity = | 120,000 | s.f. | |
| External Trips from Matrix = | 633 | trips | |
| Pass-By Percent = | 34% | | |
| Pass-By Reduction = | 162 | trips | |

| | | | |
|--|--------------|------------|------------|
| NET NEW EXTERNAL PM PEAK HOUR TRIPS = | 1,596 | 919 | 677 |
|--|--------------|------------|------------|

Appendix C

- WATS 3.0 Assignment – Buildout
- Parcel by Parcel Assignment - Buildout



Legend

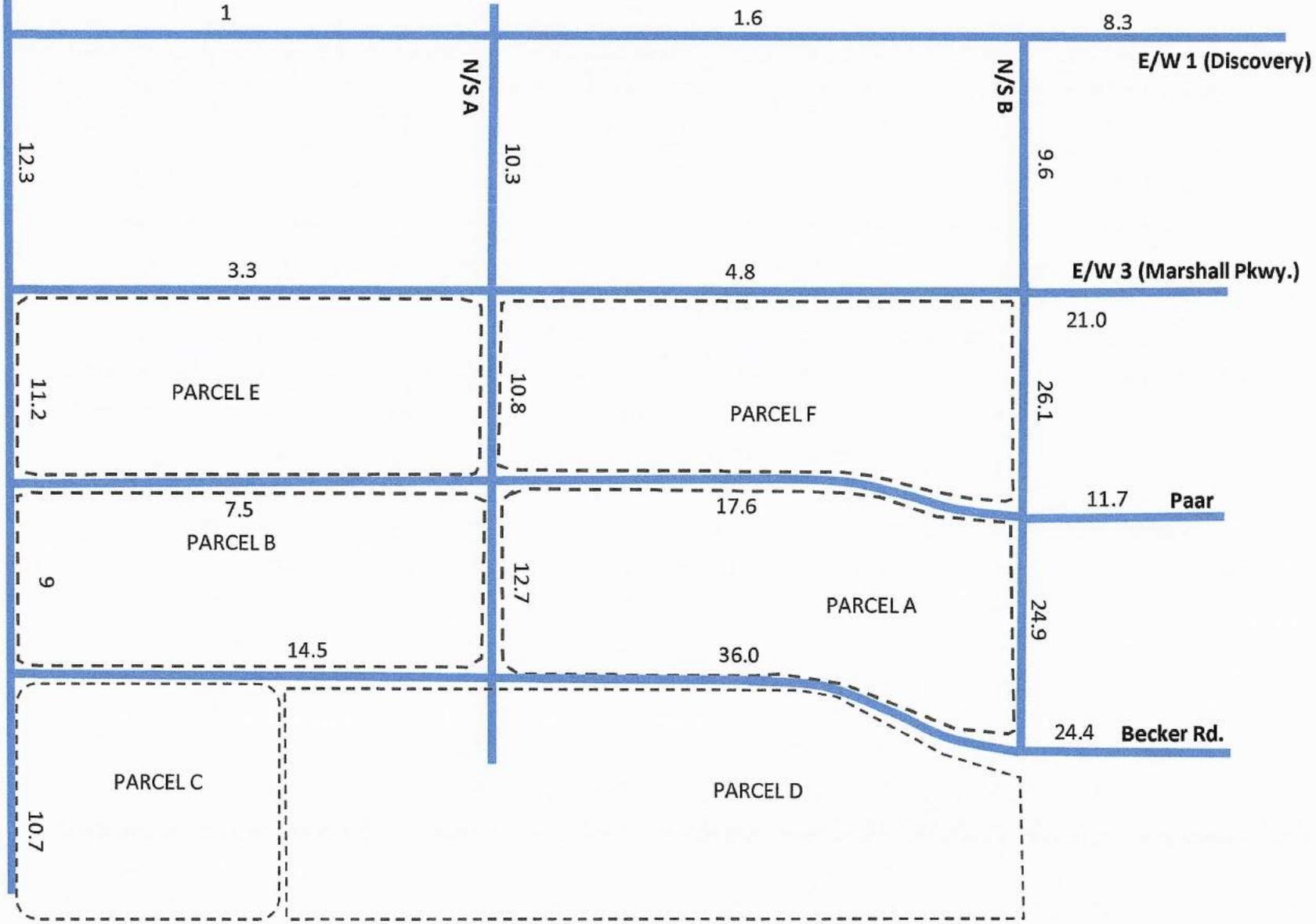
Wilson Groves

WATS 3.0 - with Paar

Distribution / Assignment

C-2

Range Line Rd.



NTS



OROURKE
ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, FL, 34994

Job Number: SR20111.0

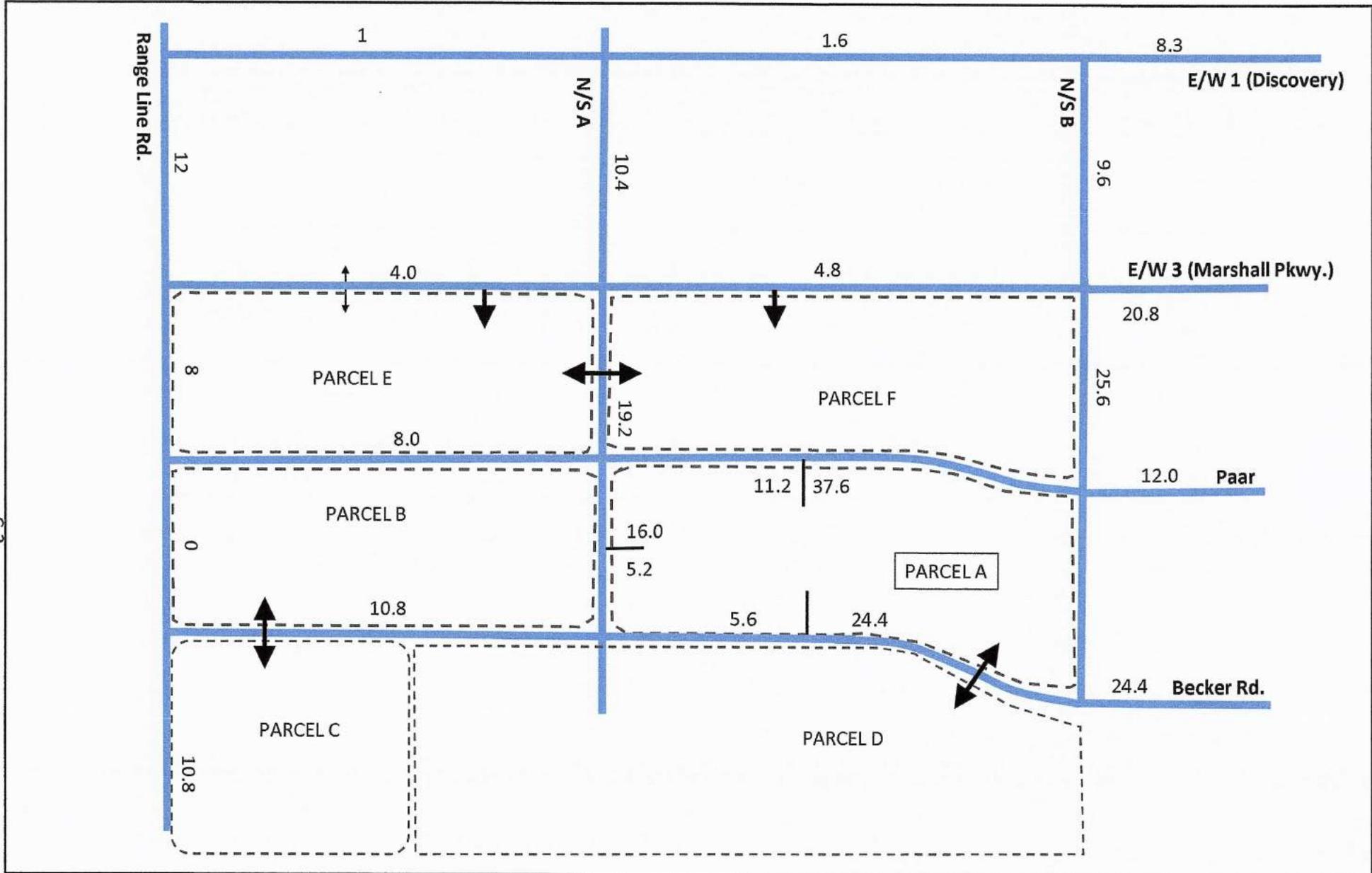
Date: 4.12.2023

Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT

Wilson Groves Percent Assignment

Phase 4
Wilson Groves






 NTS

 22 SE Seminole Street

 Stuart, FL, 34994

 Job Number: SR20111.0

 Date: 4.12.2023

Legend

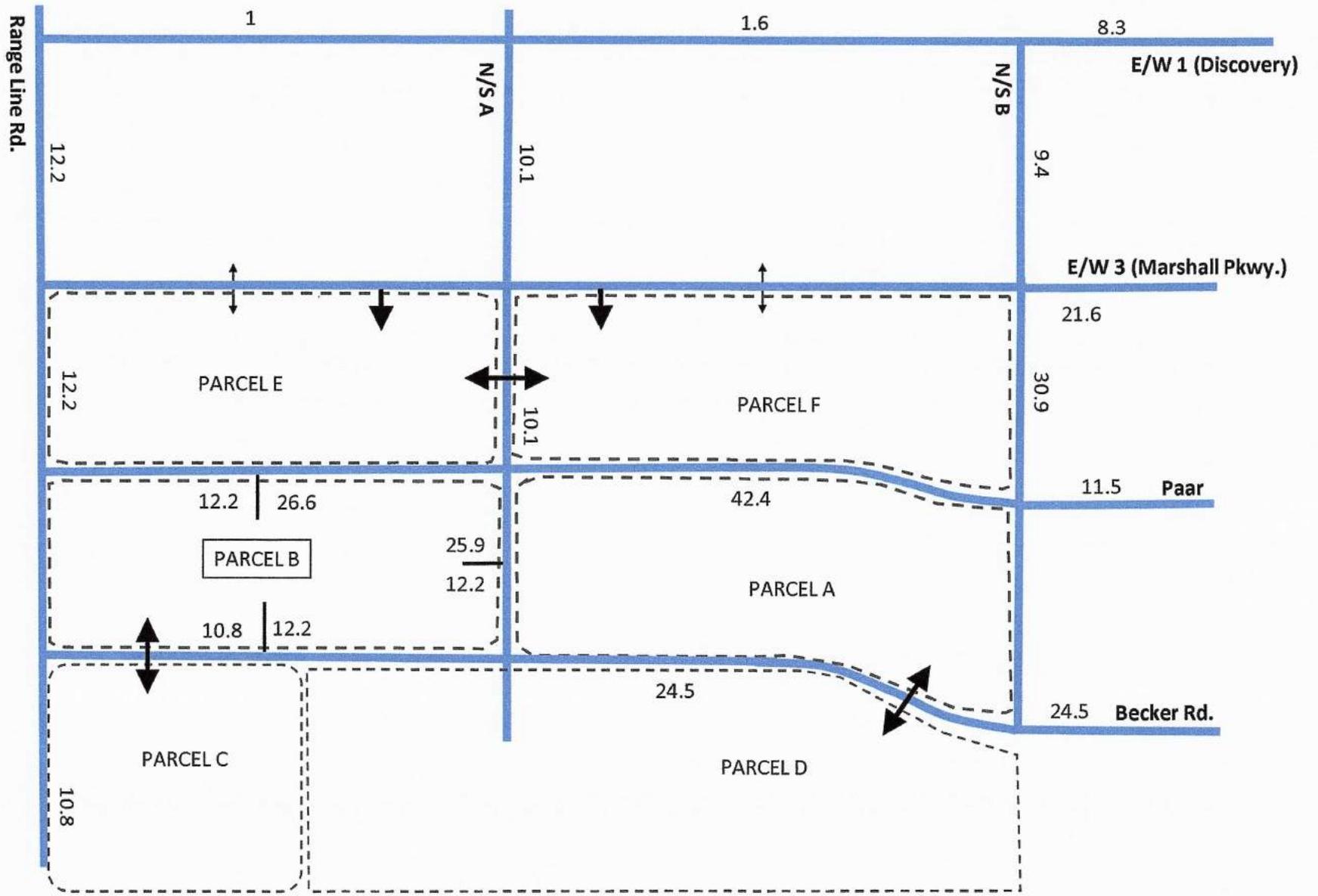
 — = ROADS IN PLACE THIS PHASE

 XX% = PROJECT PERCENT ASSIGNMENT

Parcel A - Assignment - Phase 4

 Wilson Groves

C-4



NTS



OROURKE
ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, FL, 34994

Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT

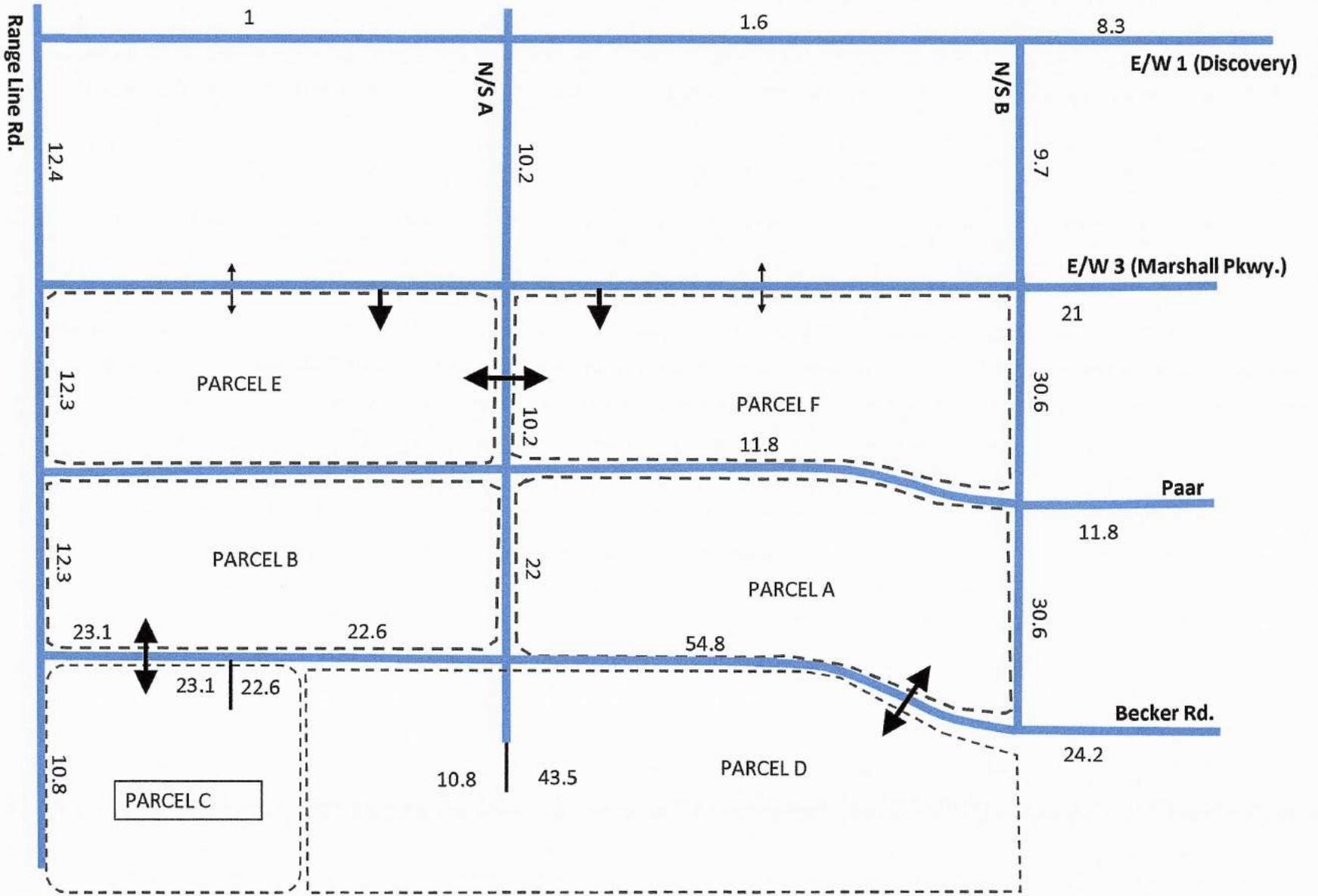
Parcel B - Assignment - Phase 4

Wilson Groves

Job Number: SR20111.0

Date: 4.12.2023

C-5



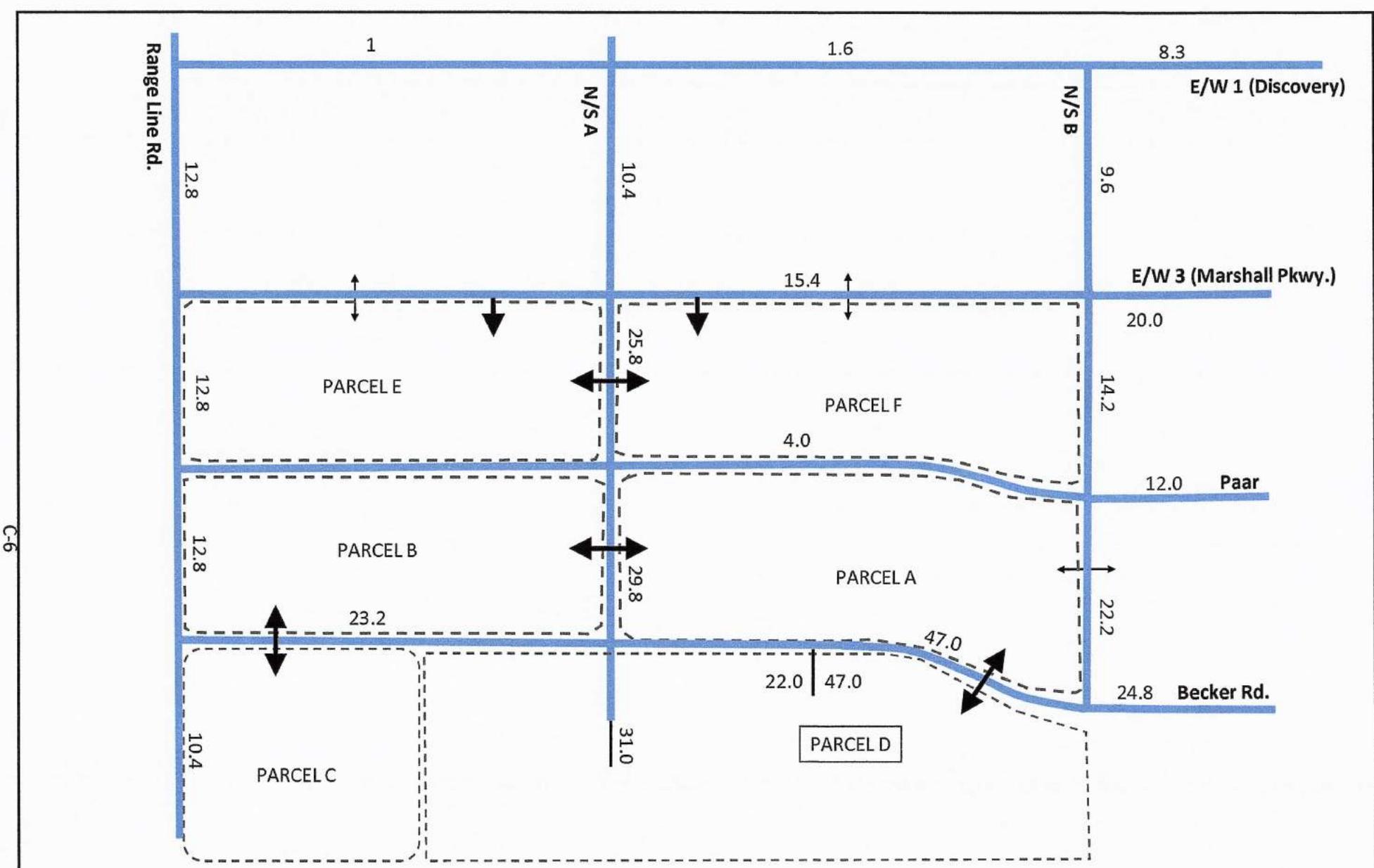


O'ROURKE
 ENGINEERING & PLANNING
 22 SE Seminole Street
 Stuart, FL, 34994
 NTS
 Job Number: SR20111.0 Date: 4.12.2023

Legend

 = ROADS IN PLACE THIS PHASE
 XX% = PROJECT PERCENT ASSIGNMENT

Parcel C - Assignment - Phase 4
 Wilson Groves



C-6




 NTS

 22 SE Seminole Street

 Stuart, FL, 34994

 Job Number: SR20111.0

 Date: 4.12.2023

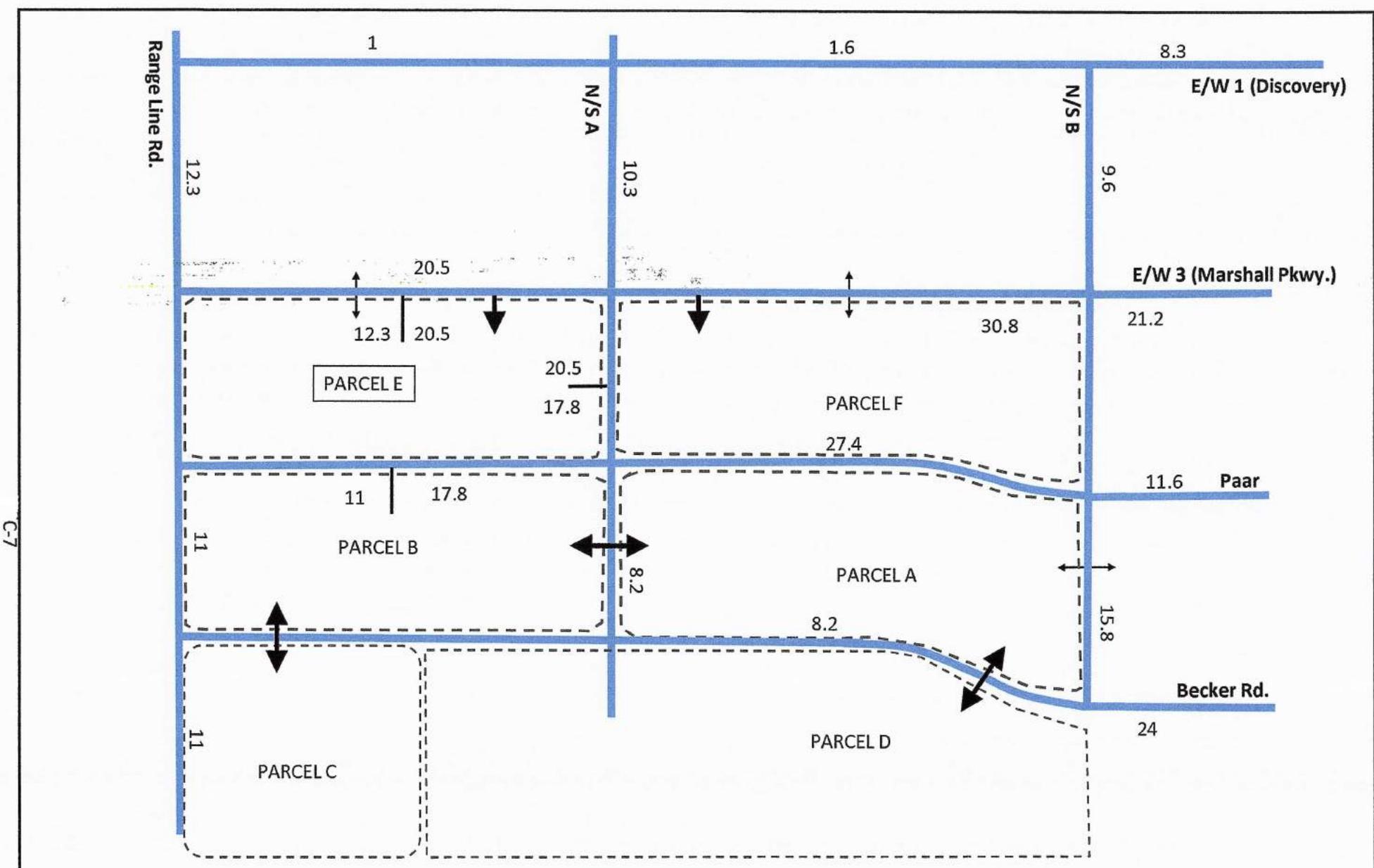
Legend

 = ROADS IN PLACE THIS PHASE

 XX% = PROJECT PERCENT ASSIGNMENT

Parcel D - Assignment - Phase 4

 Wilson Groves



C-7




 NTS

 22 SE Seminole Street

 Stuart, FL, 34994

 Job Number: SR20111.0

 Date: 4.12.2023

Legend

 = ROADS IN PLACE THIS PHASE

 XX% = PROJECT PERCENT ASSIGNMENT

Parcel E - Assignment - Phase 4

 Wilson Groves

Appendix D

PHASING ANALYSIS

Phase 1: D-3 through D-15

Phase 2: D-16 through D-28

Phase 3: D-29 through D-42

**WATS 3.0 - Wilson Groves Daily Trip Generation
Net External to Zone Trips**

| TAZ | 2030 | 2035 | 2040 |
|-----------------------------------|--------------|---------------|---------------|
| 861 | 7134 | 14439 | 14439 |
| 653 | 12046 | 16703 | 16703 |
| 654 | 13764 | 15308 | 15308 |
| 652 | 16880 | 24799 | 25766 |
| 647 | 15363 | 17129 | 17129 |
| 648 | 8557 | 13937 | 19157 |
| Total: | 73744 | 102315 | 108502 |
| Adjusted for internal to W.G.: | 59290 | 79089 | 83981 |
| Internal trips: | 7227 | 11613 | 12261 |
| With 1/2 Internal Trips Assigned: | 66517 | 90702 | 96242 |

Trips to be removed from Model.

Source: Approved WATS 3.0
Phase 1: Provided trips from the TAZ
at total 35,562 (see Phase 1 analysis.)

PERCENT INTERNAL BY PHASE - WILSON GROVES

| % Internal | Phase | % External |
|------------|-------|------------|
| 21.70% | 1 | 78.30% |
| 19.60% | 2 | 80.40% |
| 22.70% | 3 | 77.30% |
| 22.60% | 4 | 77.40% |

Source: WATS, 2005/2006

PHASE 1

Link Analysis - Phase 1

| Segment | From | To | Number of Lanes | Direction | Capacity | Approved WATS 3.0 | | | IN / OUT | Approved (1) | | Proposed (2) Wilson Groves Daily Trips | | | | | | | | Change In Daily Traffic (Proposed - Approved) | Resultant AADT Link Volumes | Resultant Peak hour | Meets Capacity |
|---------------|------------------------|------------------|-----------------|-----------|----------|-------------------|-------------------|-----------------------|----------|--------------|-----------------------|--|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|-------|---|-----------------------------|---------------------|----------------|
| | | | | | | *Daily Volume | Peak Volume (Adj) | Approved % Assignment | | Daily Trips | % Assignment Parcel A | TAZ 652 Parcel A | % Assignment Parcel B | TAZ 654 Parcel B | % Assignment Parcel C | TAZ 647 Parcel C | % Assignment Parcel D | TAZ 648 Parcel D | | | | | |
| RANGE LINE RD | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 2 | NB | 1080 | 2400 | 97 | OUT | 4.2 | 1494 | 15.2 | 2026 | 15.2 | 979 | 15.2 | 147 | 15.2 | 299 | 1957 | 4357 | 176 | YES | |
| | | | | SB | 1080 | 2400 | 119 | IN | 4.2 | 1494 | 15.2 | 2026 | 15.2 | 979 | 15.2 | 147 | 15.2 | 299 | 1957 | 4357 | 216 | YES | |
| | PAAR RD (E/W #4) | BECKER RD | 2 | NB | 1080 | 2400 | 97 | IN | 4.2 | 1494 | 15.2 | 2026 | 15.2 | 979 | 15.2 | 147 | 15.2 | 299 | 1957 | 4357 | 176 | YES | |
| | | | | SB | 1080 | 2400 | 119 | OUT | 4.2 | 1494 | 15.2 | 2026 | 15.2 | 979 | 15.2 | 147 | 15.2 | 299 | 1957 | 4357 | 216 | YES | |
| N/S A | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 2 | NB | 924 | 12400 | 614 | IN | 23.2 | 8250 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | -8250 | 4150 | 205 | YES | |
| | | | | SB | 924 | 12400 | 502 | OUT | 23.2 | 8250 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | -8250 | 4150 | 168 | YES | |
| | PAAR RD (E/W #4) | BECKER RD | 2 | NB | 924 | 12400 | 502 | IN | 26.1 | 9282 | 17.6 | 2346 | 36.3 | 2339 | 36.3 | 350 | 0.0 | 0 | -4247 | 8153 | 330 | YES | |
| | | | | SB | 924 | 12400 | 614 | OUT | 26.1 | 9282 | 17.6 | 2346 | 36.3 | 2339 | 36.3 | 350 | 0.0 | 0 | -4247 | 8153 | 404 | YES | |
| BECKER RD | RANGE LINE RD | N/S A | 2 | EB | 924 | 9500 | 385 | IN | 16.5 | 5868 | 27.5 | 3665 | 36.2 | 2332 | 36.2 | 349 | 27.5 | 541 | 1019 | 10519 | 426 | YES | |
| | | | | WB | 924 | 9500 | 470 | OUT | 16.5 | 5868 | 27.5 | 3665 | 36.2 | 2332 | 36.2 | 349 | 27.5 | 541 | 1019 | 10519 | 521 | YES | |
| | N/S A | N/S B | 2 | EB | 924 | 20700 | 838 | IN | 53.6 | 19061 | 72.5 | 9663 | 72.5 | 4671 | 72.5 | 700 | 72.5 | 1425 | -2602 | 18098 | 733 | YES | |
| | | | | WB | 924 | 20700 | 1025 | OUT | 53.6 | 19061 | 72.5 | 9663 | 72.5 | 4671 | 72.5 | 700 | 72.5 | 1425 | -2602 | 18098 | 896 | YES | |

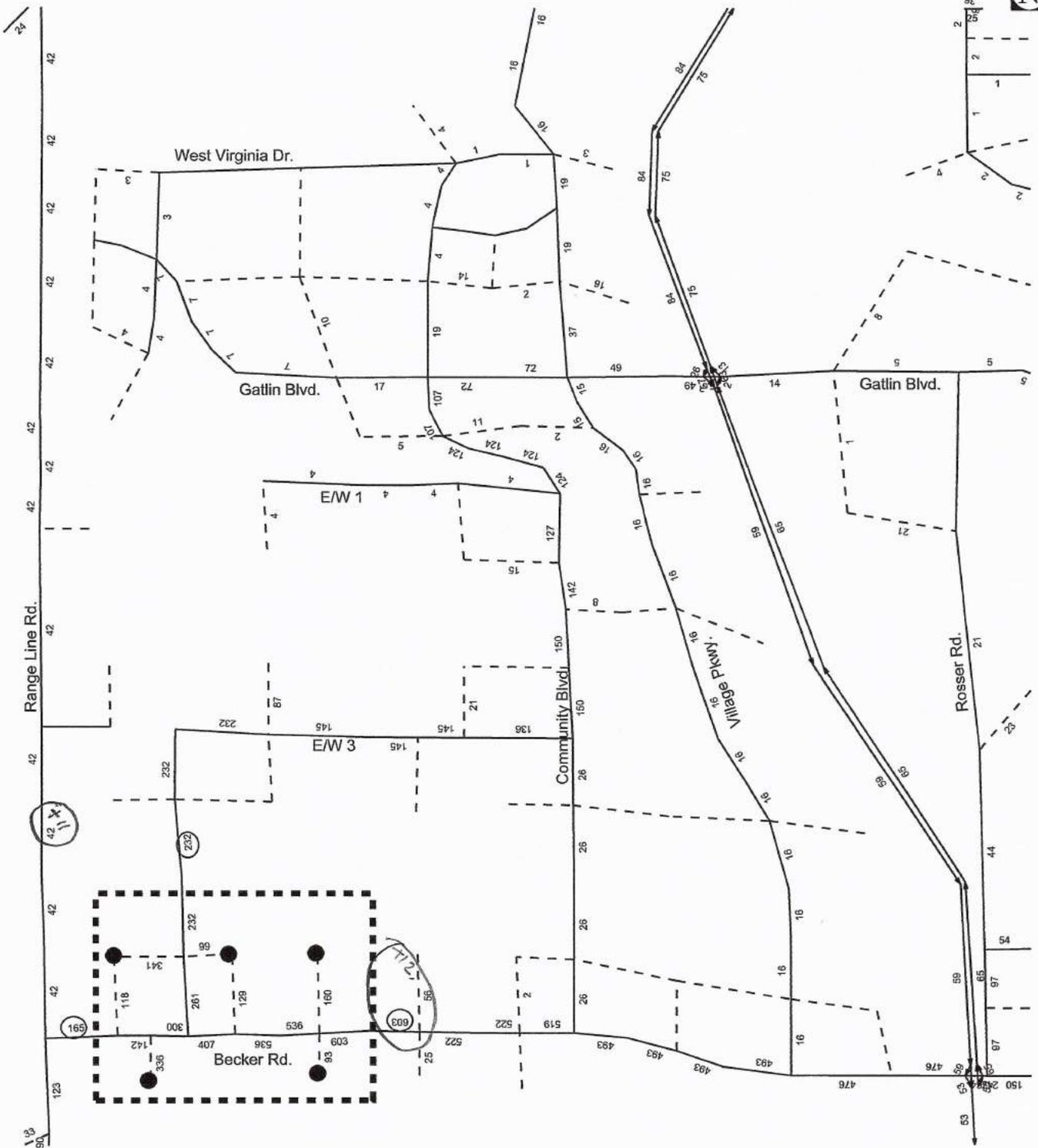
(1) From WATS Original Phase 1 volumes and network

(2) Calculated using 11th Edition

Note: The AADT is shown for each direction but reflect the total in both directions.

Adjustment Factor (K) = 0.090 In = 35562 13328 6443 965 1966
 Adjustment Factor (D) = 0.550 Out = 35562 13328 6443 965 1966
 Approved Trips =

Proposed Trips =

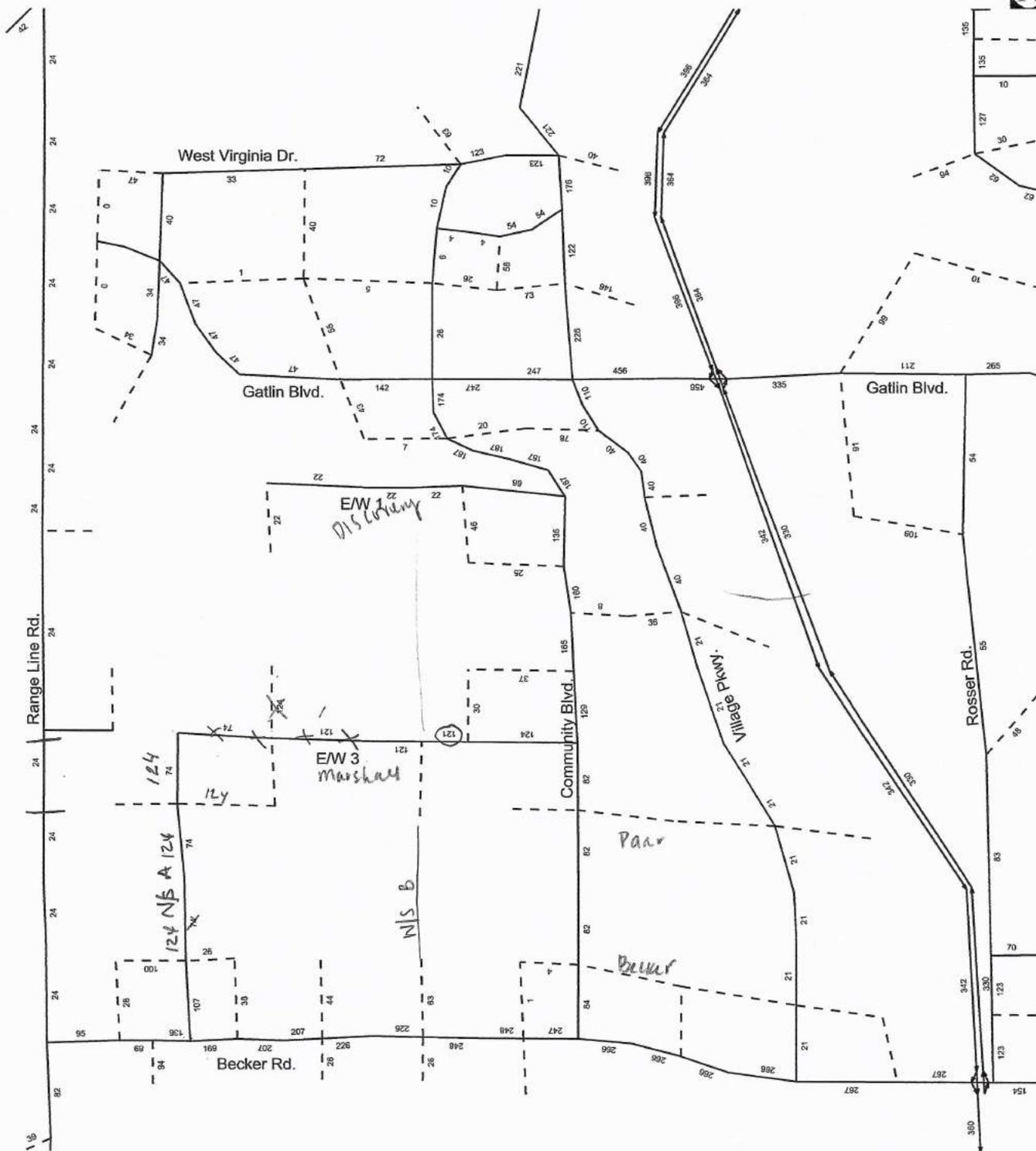


TCRPM 2010 TCRPM WESTERN ANNEXATION STUDY PHASE I
WILSON GROVES DRI TRIP DISTRIBUTION PERCENTAGES
28APR05 10:41:53

**Figure 5a: 2010 Wilson Groves Distribution (Internal Roads)
Western Annexation Transportation Study
Phase I-Final 4-29-2005**

Legend:

XX Percent Distribution /10



TCRPM 2010 TCRPM WESTERN ANNEXATION STUDY PHASE I
TWO-WAY LINK VOLUMES (x100)

27APR05 08:11:01

**Figure 2a: 2010 Total Volume Internal Roadways
Western Annexation Transportation Study
Phase I-Final 4-29-2005**



TCRPM 2010 TCRPM WESTERN ANNEXATION STUDY PHASE I
TREASURE COAST TCRPM MODEL - NUMBER OF LANES (COLOR)

27APR05 07:38:17

**Figure 1a: 2010 Internal Roadway Network
Western Annexation Transportation Study
Phase I-Final 4-29-2005**

Legend:

-  2-lanes
-  4-lanes
-  6-lanes
-  8-lanes

**TABLE 1
WESTERN ANNEXATION TRANSPORTATION STUDY
ITE AND TCRPM TRIPS COMPARISON**

4/29/2005

| DEVELOPMENTS | TAZ | | ITE DAILY TRIPS | TCRPM CALIBRATED DAILY TRIPS | %DIFF |
|-------------------------------|-----|-----|-----------------------|------------------------------------|-------|
| | Reg | SLC | | | |
| PROJECTS | | | | | |
| Western Grove DRI | 371 | 221 | 4,688 | 4,714 | 0.6% |
| | 372 | 222 | 3,364 | 3,404 | 1.2% |
| | 373 | 223 | 0 | 0 | 0.0% |
| Riverland | 374 | 224 | 550 | 546 | -0.7% |
| | 375 | 225 | 6,645 | 6,686 | 0.6% |
| | 376 | 226 | 0 | 0 | 0.0% |
| | 377 | 227 | 0 | 0 | 0.0% |
| | 378 | 228 | 12,230 | 12,378 | 1.2% |
| | 379 | 229 | 6,960 | 7,044 | 1.2% |
| Southern Grove DRI | 380 | 230 | 0 | 0 | 0.0% |
| | 381 | 231 | 0 | 0 | 0.0% |
| | 382 | 232 | 9,698 | 9,796 | 1.0% |
| | 383 | 233 | 0 | 0 | 0.0% |
| | 384 | 234 | 0 | 0 | 0.0% |
| | 385 | 235 | 0 | 0 | 0.0% |
| Wilson Groves DRI CITY-->> | 386 | 236 | 0 | 0 | 0.0% |
| | 387 | 237 | 0 | 0 | 0.0% |
| | 388 | 238 | 4,370 | 4,422 | 1.2% |
| | 389 | 239 | 9,326 | 9,372 | 0.5% |
| | 390 | 240 | 2,602 | 2,598 | -0.2% |
| | 391 | 241 | 6,320 | 6,360 | 0.6% |
| Riverland CITY-->> | 392 | 242 | 12,616 | 12,784 | 1.3% |
| | 393 | 243 | 0 | 0 | 0.0% |
| | 394 | 244 | 0 | 0 | 0.0% |
| | 395 | 245 | 4,406 | 4,448 | 0.9% |
| | 396 | 246 | 2,192 | 2,196 | 0.2% |
| | 397 | 247 | 2,602 | 2,606 | 0.2% |
| Overall | 398 | 248 | 0 | 0 | 0.0% |
| | 399 | 249 | 0 | 0 | 0.0% |
| | 400 | 250 | 6,282 | 6,334 | 0.8% |
| Overall | | | 94,851 | 95,688 | 0.9% |
| COMMITTED DEVELOPMENTS | | | | | |
| St. Lucie West DRI | 335 | 185 | 8,919 | 9,028 | 1.2% |
| | 336 | 186 | 33,915 | 35,308 | 3.9% |
| | 337 | 187 | 48,752 | 50,040 | 2.6% |
| | 338 | 188 | 18,813 | 19,028 | 1.1% |
| | 339 | 189 | 10,847 | 11,068 | 2.0% |
| The Reserve DRI | 352 | 202 | 20,968 | 21,624 | 3.0% |
| | 368 | 218 | 2,512 | 2,598 | 3.3% |
| | 370 | 220 | 34,223 | 34,488 | 0.8% |
| PGA Village DRI | 367 | 217 | 12,486 | 12,342 | -1.2% |
| Traditions DRI | 361 | 211 | 5,025 | 5,016 | -0.2% |
| | 362 | 212 | 14,648 | 14,560 | -0.6% |
| | 363 | 213 | 4,052 | 4,048 | -0.1% |
| | 364 | 214 | 15,852 | 15,646 | -1.3% |
| | 365 | 215 | 10,058 | 10,180 | 1.2% |
| LTC Ranch DRI | 366 | 216 | 6,217 | 6,284 | 1.1% |
| | 333 | 183 | 1,727 | 1,718 | -0.5% |
| Tesoro | 369 | 219 | 12,843 | 12,858 | 0.1% |
| St. Lucie Land, LTD. | 360 | 210 | 8,648 | 8,690 | 0.5% |
| Glassman Tract | 357 | 207 | 24,236 | 24,472 | 1.0% |
| | 340 | 190 | 19,572 | 20,034 | 2.3% |

35,562

Notes:
ITE daily trips obtained from MTP Group, Inc.

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 1 Buildout - TAZ 652 Parcel A

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|-------------------------------|-------------------|-----|-------|-------------|--------|-------|-----------------------|-----|-------|-------|--------------------|-------|-------|---------------|-------|-------|-------|---------------|-------|-------|
| | | | | | In | Out | | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\ln(T) = 0.85 \ln(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Single- Family Detached Housing | 210 | 1,242 | DU | $\ln(T) = 0.92 \ln(X) + 2.68$ | 50% | 50% | 5,123 | 5,122 | 10,245 | 102 | 154 | 256 | 2.5% | 5,021 | 4,968 | 9,989 | - | - | - | 0.0% | 5,021 | 4,968 | 9,989 | |
| Multi- Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| General Office | 710 | - | SN | $\ln(T) = 0.87 \ln(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | - | SN | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Institutional Use | - | - | SN | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SN | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | 210,000 | SN | $T = 37.01(X)$ | 50% | 50% | 3,886 | 3,886 | 7,772 | 154 | 102 | 256 | 3.3% | 3,732 | 3,784 | 7,516 | 1,278 | 1,277 | 2,555 | 34.0% | 2,454 | 2,507 | 4,961 | |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Adjusted for Internal Capture | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Adjusted for 1/2 Internal Capture | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|-------------------------------|-------------------|-----|-----|-------------|-------|-------|-----------------------|-----|-------|-----|--------------------|-----|-------|---------------|-----|-------|-----|---------------|-----|-------|
| | | | | | In | Out | | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\ln(T) = 0.78 \ln(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Single- Family Detached Housing | 210 | 1,242 | DU | $\ln(T) = 0.94 \ln(X) + 0.27$ | 63% | 37% | 668 | 393 | 1,061 | 130 | 46 | 176 | 16.6% | 538 | 347 | 885 | - | - | - | 0.0% | 538 | 347 | 885 | |
| Multi- Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| General Office | 710 | - | SN | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | - | SN | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Institutional Use | - | - | SN | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SN | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | 210,000 | SN | $\ln(T) = 0.72 \ln(X) + 3.02$ | 48% | 52% | 462 | 501 | 963 | 46 | 130 | 176 | 18.3% | 416 | 371 | 787 | 133 | 135 | 268 | 34.0% | 283 | 236 | 519 | |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Adjusted for Internal Capture | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Adjusted for 1/2 Internal Capture | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 1 - TAZ 647 - Parcel C

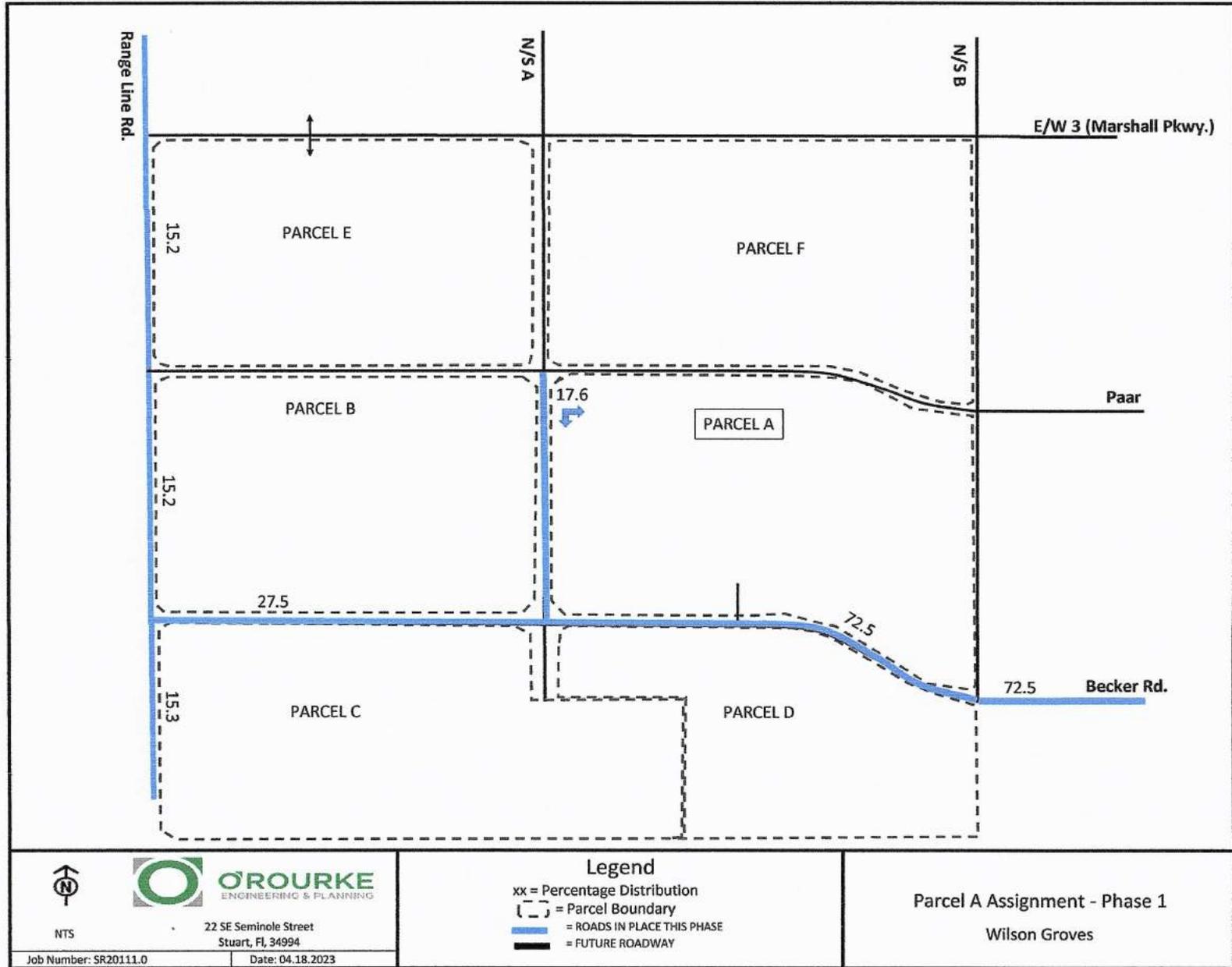
| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|----------------------------|-------------------|-----|-------------|-----|-------|-----------------------|-----|-------|------|--------------------|-----|-------|---------------|-----|-------|-------|---------------|-----|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $Lr(T) = 0.85Ln(X) + 2.47$ | 30% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 108 | DU | $Lr(T) = 0.92Ln(X) + 2.68$ | 50% | 50% | 542 | 541 | 1,083 | - | - | - | 0.0% | 542 | 541 | 1,083 | - | - | - | 0.0% | 542 | 541 | 1,083 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | Sft | $Lr(T) = 0.87Ln(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civic Use | - | - | Sft | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | - | Sft | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Industrial Park | 130 | - | Sft | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | - | Sft | $T = 37.01(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 34.0% | - | - | - |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Total Adjusted for Internal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Adjusted for 1/2 Internal Capture | | | | | | | | | | | | | | | | | | | | | | | |

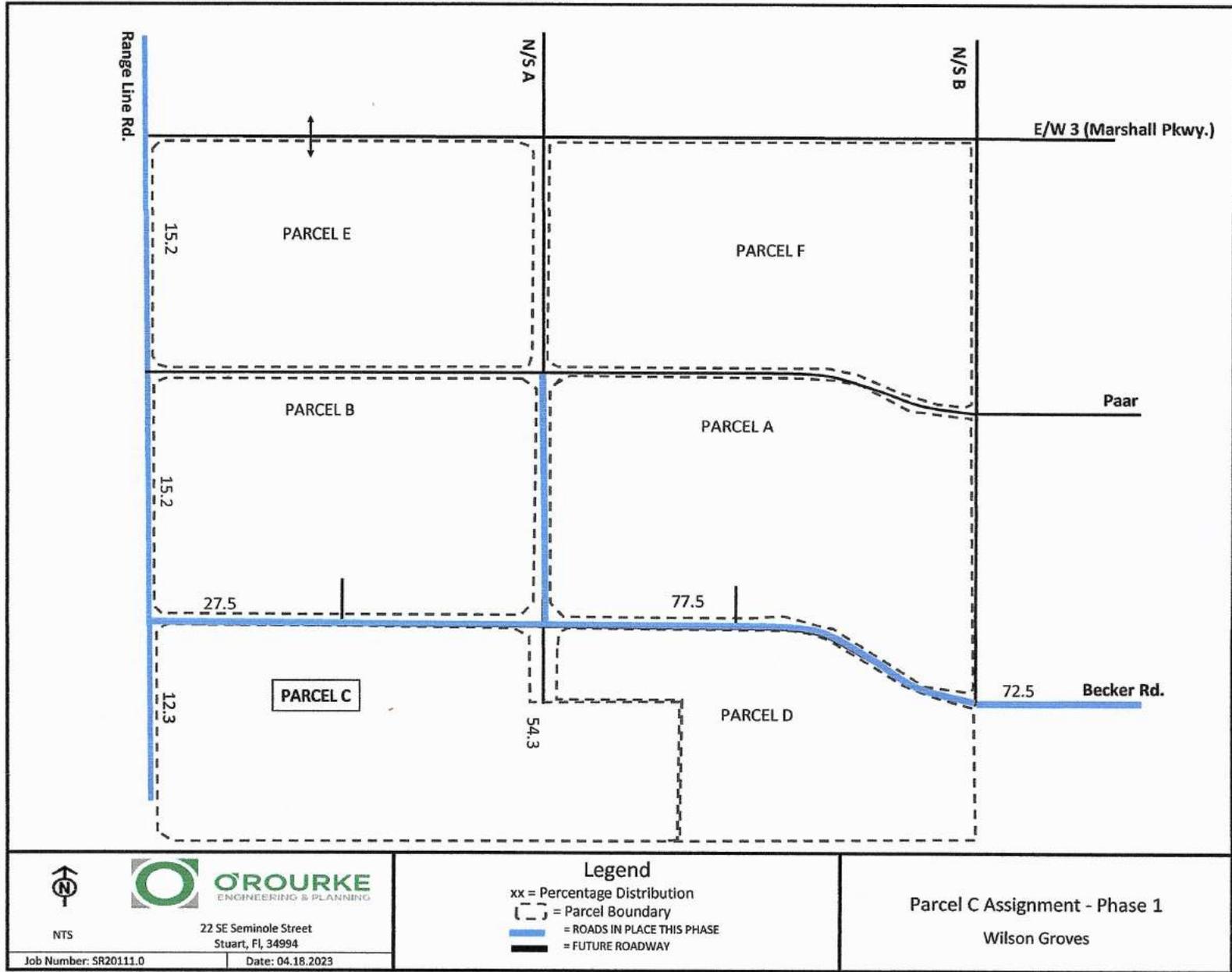
Source: Trip Generation Manual 11th Edition

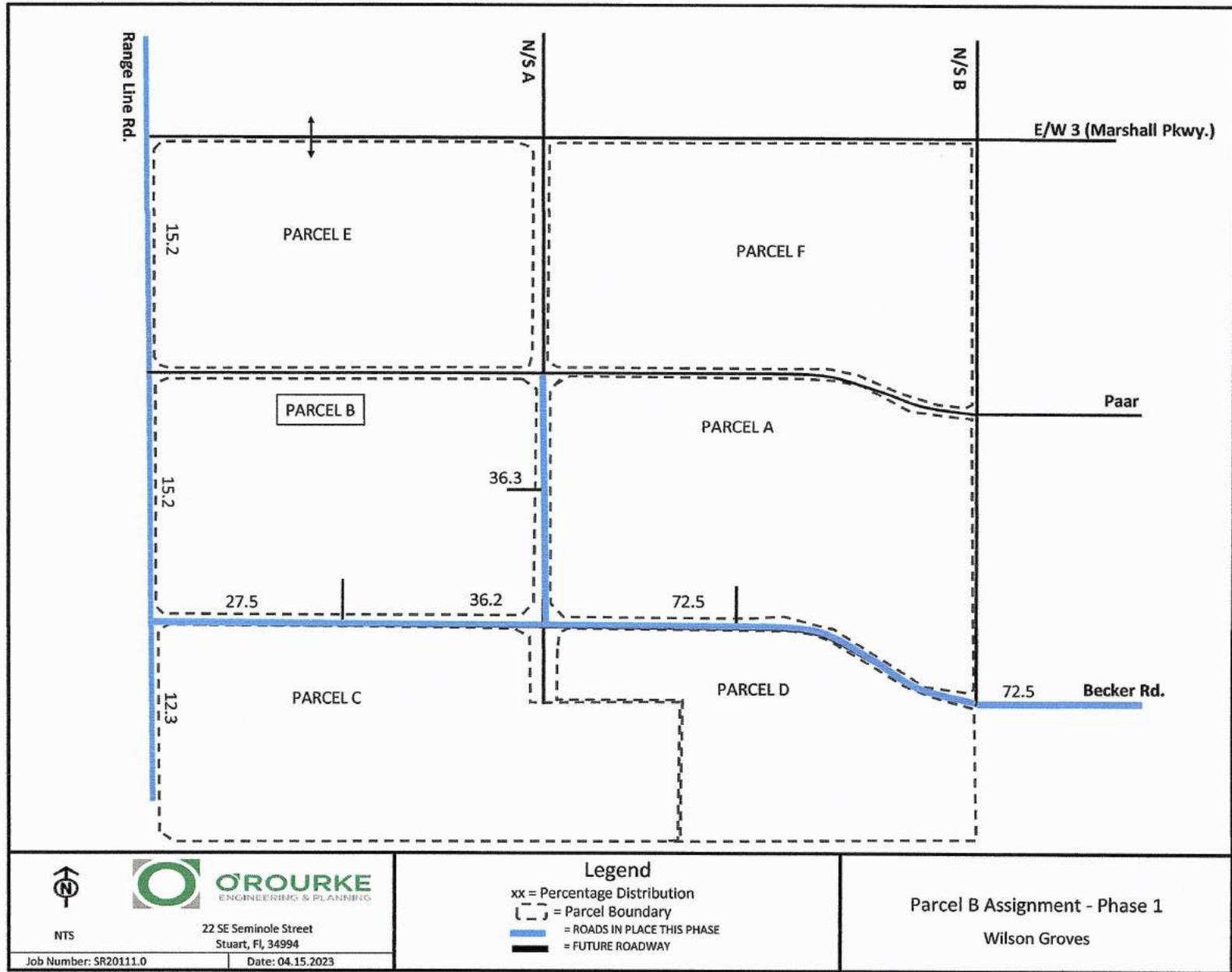
Table 2c - Trip Generation - Map H - PM Peak Hour

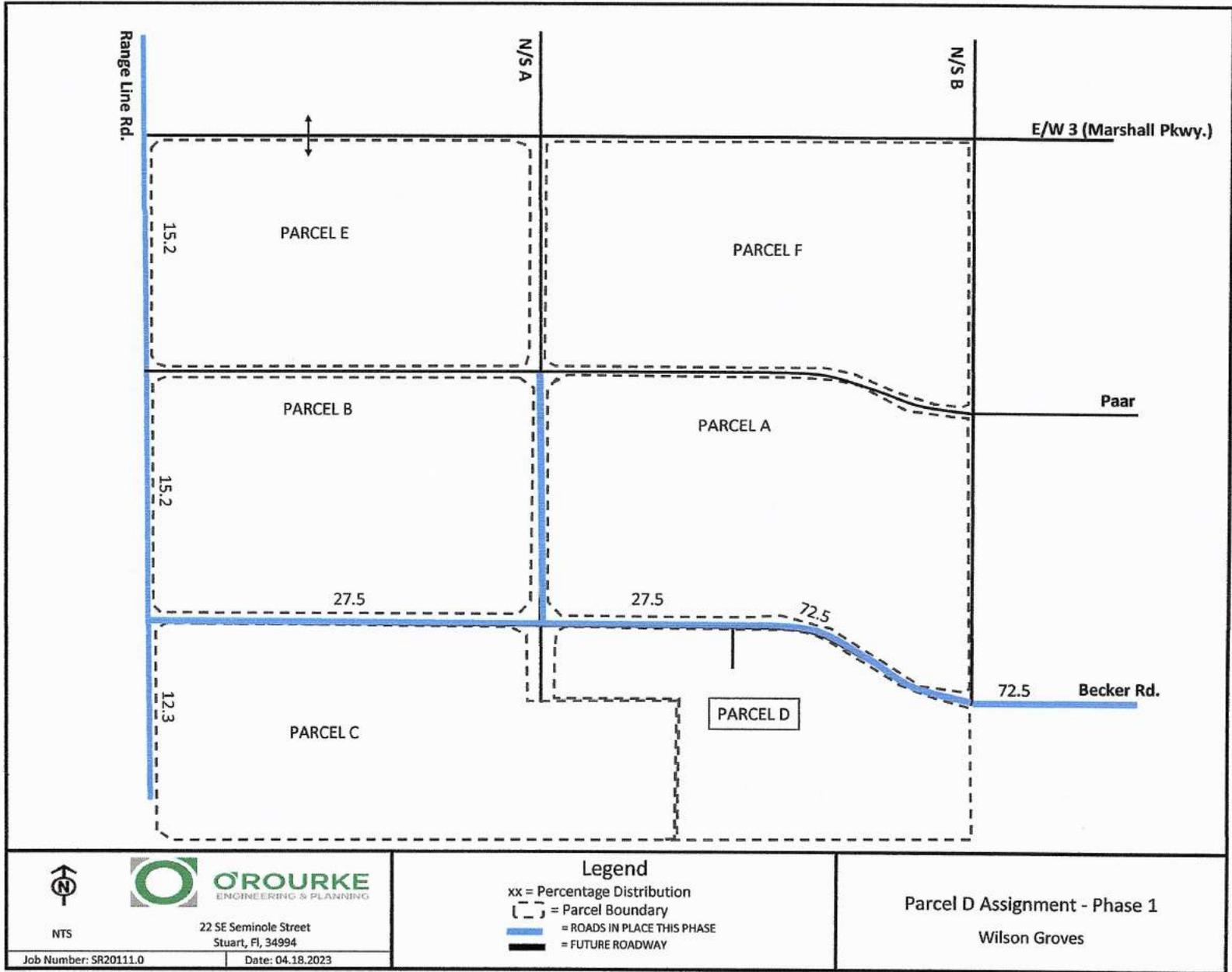
| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|-----------------------------|-------------------|-----|-------------|-----|-------|-----------------------|-----|-------|------|--------------------|-----|-------|---------------|-----|-------|-------|---------------|-----|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $Lr(T) = 0.78 Ln(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 108 | DU | $Lr(T) = 0.94Ln(X) + 0.27$ | 63% | 37% | 67 | 40 | 107 | - | - | - | 0.0% | 67 | 40 | 107 | - | - | - | 0.0% | 67 | 40 | 107 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | Sft | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civic Use | - | - | Sft | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | - | Sft | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Industrial Park | 130 | - | Sft | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | - | Sft | $Lr(T) = 0.72Ln(X) + 3.02$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 34.0% | - | - | - |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Total Adjusted for Internal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Adjusted for 1/2 Internal Capture | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition









PHASE 2

Table 4.2 - Link Analysis - Phase 2

| Segment | From | To | Number of Lanes | Direction | Capacity | Approved WATS 3.0 | | IN / OUT | Approved [1] | | Proposed [2] Wilson Groves Daily Trips | | | | | | | | | | | Change In Daily Traffic (Proposed - Approved) | Resultant AADT Link Volumes | Resultant Peak hour | Meets Capacity | |
|------------------------|------------------------|------------------|-----------------|-----------|----------|-------------------|-------------------|----------|-----------------------|-------------|--|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|---|-----------------------------|---------------------|----------------|------------------|
| | | | | | | *Daily Volume | Peak Volume (Adj) | | Approved % Assignment | Daily Trips | % Assignment Parcel A | TAZ 652 Parcel A | % Assignment Parcel B | TAZ 654 Parcel B | % Assignment Parcel C | TAZ 647 Parcel C | % Assignment Parcel E | TAZ 861 Parcel E | % Assignment Parcel F | TAZ 653 Parcel F | % Assignment Parcel D | | | | | TAZ 648 Parcel D |
| Discovery Way (E/W 1) | RANGE LINE RD | N/S A | 2 | EB | 924 | 8573 | 347 | IN | 1.0 | 665 | 1.0 | 153 | 1.0 | 81 | 1.0 | 132 | 1.0 | 36 | 1.0 | 0 | 1.0 | 163 | -100 | 8473 | 343 | YES |
| | | | | WB | 924 | 8573 | 424 | OUT | 1.0 | 665 | 1.0 | 153 | 1.0 | 81 | 1.0 | 132 | 1.0 | 36 | 1.0 | 0 | 1.0 | 163 | -100 | 8473 | 419 | YES |
| | N/S A | N/S B | 2 | EB | 924 | 11389 | 461 | IN | 1.6 | 1064 | 1.6 | 245 | 1.6 | 130 | 1.6 | 211 | 1.6 | 57 | 1.6 | 0 | 1.6 | 261 | -160 | 11229 | 455 | YES |
| | | | | WB | 924 | 11389 | 564 | OUT | 1.6 | 1064 | 1.6 | 245 | 1.6 | 130 | 1.6 | 211 | 1.6 | 57 | 1.6 | 0 | 1.6 | 261 | -160 | 11229 | 556 | YES |
| RANGE LINE RD | N/S B | COMMUNITY BLVD (| 2 | EB | 924 | 16927 | 686 | OUT | 8.2 | 5454 | 8.3 | 1273 | 8.2 | 668 | 8.2 | 1081 | 8.2 | 294 | 8.2 | 0 | 8.2 | 1337 | -801 | 16126 | 653 | YES |
| | | | | WB | 924 | 16927 | 838 | IN | 8.2 | 5454 | 8.3 | 1273 | 8.2 | 668 | 8.2 | 1081 | 8.2 | 294 | 8.2 | 0 | 8.2 | 1337 | -801 | 16126 | 798 | YES |
| | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 2 | NB | 1080 | 12869 | 521 | OUT | 6.6 | 4390 | 5 | 767 | 5 | 407 | 12.4 | 1634 | 13.6 | 487 | 0.0 | 0 | 5.0 | 815 | -280 | 12589 | 510 | YES |
| | | | | SB | 1080 | 12869 | 637 | IN | 6.6 | 4390 | 5 | 767 | 5 | 407 | 12.4 | 1634 | 13.6 | 487 | 0.0 | 0 | 5.0 | 815 | -280 | 12589 | 623 | YES |
| N/S A | PAAR RD (E/W #4) | BECKER RD | 2 | NB | 1080 | 13369 | 541 | IN | 6.6 | 4390 | 5 | 767 | 5 | 407 | 12.4 | 1634 | 13.6 | 487 | 0.0 | 0 | 5.0 | 815 | -280 | 13089 | 530 | YES |
| | | | | SB | 1080 | 13369 | 662 | OUT | 6.6 | 4390 | 5 | 767 | 5 | 407 | 12.4 | 1634 | 13.6 | 487 | 0.0 | 0 | 5.0 | 815 | -280 | 13089 | 648 | YES |
| | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 2 | NB | 924 | 12418 | 615 | IN | 40.5 | 26939 | 52.6 | 8065 | 52.6 | 4286 | 30.2 | 3980 | 28.8 | 1032 | 42.4 | 0 | 22.6 | 3684 | -5892 | 6526 | 323 | YES |
| | | | | SB | 924 | 12418 | 503 | OUT | 40.5 | 26939 | 52.6 | 8065 | 52.6 | 4286 | 30.2 | 3980 | 28.8 | 1032 | 42.4 | 0 | 22.6 | 3684 | -5892 | 6526 | 264 | YES |
| MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | BECKER RD | 2 | NB | 924 | 12476 | 505 | IN | 28.0 | 18625 | 52.6 | 8065 | 22.6 | 1841 | 30.2 | 3980 | 28.8 | 1032 | 0.0 | 0 | 22.6 | 3684 | -23 | 12453 | 504 | YES |
| | | | | SB | 924 | 12476 | 618 | OUT | 28.0 | 18625 | 52.6 | 8065 | 22.6 | 1841 | 30.2 | 3980 | 28.8 | 1032 | 0.0 | 0 | 22.6 | 3684 | -23 | 12453 | 616 | YES |
| | RANGE LINE RD | N/S A | 2 | EB | 924 | 5773 | 234 | IN | 10.5 | 6984 | 10.0 | 1533 | 10.0 | 815 | 0.0 | 0 | 28.6 | 1025 | 15.0 | 0 | 10.0 | 1630 | -1981 | 3792 | 154 | YES |
| | | | | WB | 924 | 5773 | 286 | OUT | 10.5 | 6984 | 10.0 | 1533 | 10.0 | 815 | 0.0 | 0 | 28.6 | 1025 | 15.0 | 0 | 10.0 | 1630 | -1981 | 3792 | 188 | YES |
| BECKER RD | N/S A | N/S B | 2 | EB | 924 | 12622 | 511 | IN | 30.6 | 20354 | 33.3 | 5106 | 33.3 | 2713 | 20.2 | 2662 | 33.3 | 1193 | 33.3 | 0 | 33.3 | 5428 | -3252 | 9370 | 379 | YES |
| | | | | WB | 924 | 12622 | 625 | OUT | 30.6 | 20354 | 33.3 | 5106 | 33.3 | 2713 | 20.2 | 2662 | 33.3 | 1193 | 33.3 | 0 | 33.3 | 5428 | -3252 | 9370 | 464 | YES |
| | N/S B | COMMUNITY BLVD (| 4 | EB | 2100 | 19542 | 791 | OUT | 23.4 | 15565 | 24.2 | 3710 | 24.2 | 1972 | 20.2 | 2662 | 24.2 | 867 | 24.2 | 0 | 24.2 | 3945 | -2409 | 17133 | 694 | YES |
| | | | | WB | 2100 | 19542 | 967 | IN | 23.4 | 15565 | 24.2 | 3710 | 24.2 | 1972 | 20.2 | 2662 | 24.2 | 867 | 24.2 | 0 | 24.2 | 3945 | -2409 | 17133 | 848 | YES |
| RANGE LINE RD | N/S A | N/S A | 2 | EB | 924 | 11428 | 463 | IN | 20.5 | 13636 | 18.6 | 2852 | 37.6 | 3064 | 23.2 | 3058 | 0 | 0 | 13.6 | 0 | 18.6 | 3032 | -1630 | 9798 | 397 | YES |
| | | | | WB | 924 | 11428 | 566 | OUT | 20.5 | 13636 | 18.6 | 2852 | 37.6 | 3064 | 23.2 | 3058 | 0 | 0 | 13.6 | 0 | 18.6 | 3032 | -1630 | 9798 | 485 | YES |
| | N/S A | N/S B | 4 | EB | 2100 | 34795 | 1409 | IN | 33.7 | 22416 | 28.8 | 4416 | 28.8 | 2347 | 46.6 | 6142 | 28.8 | 1032 | 28.8 | 0 | 38.8 | 6324 | -2155 | 32640 | 1322 | YES |
| | | | | WB | 2100 | 34795 | 1722 | OUT | 33.7 | 22416 | 28.8 | 4416 | 28.8 | 2347 | 46.6 | 6142 | 28.8 | 1032 | 28.8 | 0 | 38.8 | 6324 | -2155 | 32640 | 1616 | YES |

[1] From WATS 3.0, 2030 Daily volumes

[2] Calculated using 11th Edition

Note: The AADT is shown for each direction but reflect the total in both directions.

| | | | | | | | | | |
|-------------------------|-------|-------|-------|-------|------|-------|------|---|-------|
| Adjustment Factor (K) = | 0.090 | In = | 66517 | 15332 | 8148 | 13180 | 3583 | 0 | 16300 |
| Adjustment Factor (D) = | 0.550 | Out = | 66517 | 15332 | 8148 | 13180 | 3583 | 0 | 16300 |

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2,3,4 - TAZ 652Parcel A

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|---------------|---------------|---------------|-----------------------|------------|------------|-------------|--------------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|---------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.85\text{Ln}(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single- Family Detached Housing | 210 | 1,242 | DU | $\text{Ln}(T) = 0.92\text{Ln}(X) + 2.68$ | 50% | 50% | 5,123 | 5,122 | 10,245 | 102 | 154 | 256 | 2.5% | 5,021 | 4,968 | 9,989 | - | - | - | 0.0% | 5,021 | 4,968 | 9,989 |
| Multi- Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Office | 710 | - | SR | $\text{Ln}(T) = 0.87\text{Ln}(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Institutional Use | - | - | SR | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SR | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | 306,000 | SR | $T = 37.01(X)$ | 50% | 50% | 5,663 | 5,662 | 11,325 | 154 | 102 | 256 | 2.3% | 5,509 | 5,560 | 11,069 | 1,882 | 1,881 | 3,763 | 34.0% | 3,627 | 3,679 | 7,306 |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | 10,786 | 10,784 | 21,570 | 256 | 256 | 512 | 2.4% | 10,530 | 10,528 | 21,058 | 1,882 | 1,881 | 3,763 | 17.9% | 8,648 | 8,647 | 17,295 |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|--------------|--------------|--------------|-----------------------|------------|------------|--------------|--------------------|------------|--------------|---------------|------------|------------|--------------|---------------|------------|--------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.78\text{Ln}(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Single- Family Detached Housing | 210 | 1,242 | DU | $\text{Ln}(T) = 0.94\text{Ln}(X) + 0.27$ | 63% | 37% | 668 | 393 | 1,061 | 171 | 61 | 232 | 21.9% | 497 | 332 | 829 | - | - | - | 0.0% | 497 | 332 | 829 |
| Multi- Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Office | 710 | - | SR | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Institutional Use | - | - | SR | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SR | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | 306,000 | SR | $\text{Ln}(T) = 0.72\text{Ln}(X) + 3.02$ | 48% | 52% | 606 | 657 | 1,263 | 61 | 171 | 232 | 18.4% | 545 | 486 | 1,031 | 175 | 176 | 351 | 34.0% | 370 | 310 | 680 |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | 1,274 | 1,050 | 2,324 | 232 | 232 | 464 | 20.0% | 1,042 | 818 | 1,860 | 175 | 176 | 351 | 18.9% | 867 | 642 | 1,509 |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2 - TAZ 654 Parcel B

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | | | | | | | |
|---------------------------------|----------|-----------|----------|-------------------------------|-------------------|-----|-------------|-------|-------|-----------------------|-----|-------|-------|--------------------|-------|-------|---------------|-----|-------|-------|---------------|-----|-------|---|---|------|-------|-------|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total | | | | | | |
| Age Restricted | 251 | - | DU | $\ln(T) = 0.85 \ln(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Single-Family Detached Housing | 210 | 850 | DU | $\ln(T) = 0.92 \ln(X) + 2.68$ | 50% | 50% | 3,614 | 3,613 | 7,227 | 64 | 48 | 112 | 1.5% | 3,550 | 3,565 | 7,115 | - | - | - | - | - | - | - | - | - | 0.0% | 3,550 | 3,565 | 7,115 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| General Office | 710 | - | SR | $\ln(T) = 0.87 \ln(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Institutional Use | - | 50,638 | SR | $T = 30.49(X)$ | 50% | 50% | 772 | 772 | 1,544 | 39 | - | 39 | 2.5% | 733 | 772 | 1,505 | - | - | - | - | - | - | - | - | - | 0.0% | 733 | 772 | 1,505 |
| Industrial Park | 130 | - | SR | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| General Commercial | 820 | 24,000 | SR | $T = 37.01(X)$ | 50% | 50% | 444 | 444 | 888 | 182 | 80 | 262 | 29.5% | 262 | 364 | 626 | 107 | 106 | 213 | 34.0% | 155 | 258 | 413 | - | - | - | - | | |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | | | | | | | |
|---------------------------------|----------|-----------|----------|-------------------------------|-------------------|-----|-------------|-----|-------|-----------------------|-----|-------|-------|--------------------|-----|-------|---------------|-----|-------|-------|---------------|-----|-------|---|---|------|-----|-----|-----|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total | | | | | | |
| Age Restricted | 251 | - | DU | $\ln(T) = 0.78 \ln(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Single-Family Detached Housing | 210 | 850 | DU | $\ln(T) = 0.94 \ln(X) + 0.27$ | 63% | 37% | 468 | 275 | 743 | 29 | 21 | 50 | 6.7% | 439 | 254 | 693 | - | - | - | - | - | - | - | - | - | 0.0% | 439 | 254 | 693 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| General Office | 710 | - | SR | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Institutional Use | - | 50,638 | SR | $T = 3.05(X)$ | 40% | 60% | 62 | 92 | 154 | 13 | - | 13 | 8.4% | 49 | 92 | 141 | - | - | - | - | - | - | - | - | - | 0.0% | 49 | 92 | 141 |
| Industrial Park | 130 | - | SR | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| General Commercial | 820 | 24,000 | SR | $\ln(T) = 0.72 \ln(X) + 3.02$ | 48% | 52% | 97 | 105 | 202 | 18 | 29 | 47 | 23.3% | 79 | 76 | 155 | 26 | 27 | 53 | 34.0% | 53 | 49 | 102 | - | - | - | - | | |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2 - TAZ 647 - Parcel C

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|----------------------------------|----------|-----------|----------|----------------------------|-------------------|-----|-------------|-------|--------|-----------------------|-----|-------|------|--------------------|-------|--------|---------------|-----|-------|------|---------------|-------|--------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $Ln(T) = 0.85Ln(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single- Family Detached Housing | 210 | 1,827 | DU | $Ln(T) = 0.92Ln(X) + 2.68$ | 50% | 50% | 7,306 | 7,306 | 14,612 | - | - | - | 0.0% | 7,306 | 7,306 | 14,612 | - | - | - | 0.0% | 7,306 | 7,306 | 14,612 |
| Multi- Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Office | 710 | - | SR | $Ln(T) = 0.87Ln(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Institutional Use | - | - | SR | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SR | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | - | SR | $T = 37.01(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 34.0% | - | - | - | |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Total less interzonal | | | | | | | | | | | | | | | | | | | | | | | |
| Total less 1/2 Interzonal | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|----------------------------------|----------|-----------|----------|-----------------------------|-------------------|-----|-------------|-----|-------|-----------------------|-----|-------|------|--------------------|-----|-------|---------------|-----|-------|-----|---------------|-------|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $Ln(T) = 0.78 Ln(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Single- Family Detached Housing | 210 | 1,827 | DU | $Ln(T) = 0.94Ln(X) + 0.27$ | 63% | 37% | 961 | 564 | 1,525 | - | - | - | 0.0% | 961 | 564 | 1,525 | - | - | 0.0% | 961 | 564 | 1,525 | |
| Multi- Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Office | 710 | - | SR | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Institutional Use | - | - | SR | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SR | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | - | SR | $Ln(T) = 0.72Ln(X) + 3.02$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 34.0% | - | - | - | |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Total less interzonal | | | | | | | | | | | | | | | | | | | | | | | |
| Total less 1/2 Interzonal | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - TAZ 648- Phse 2 Parcel D

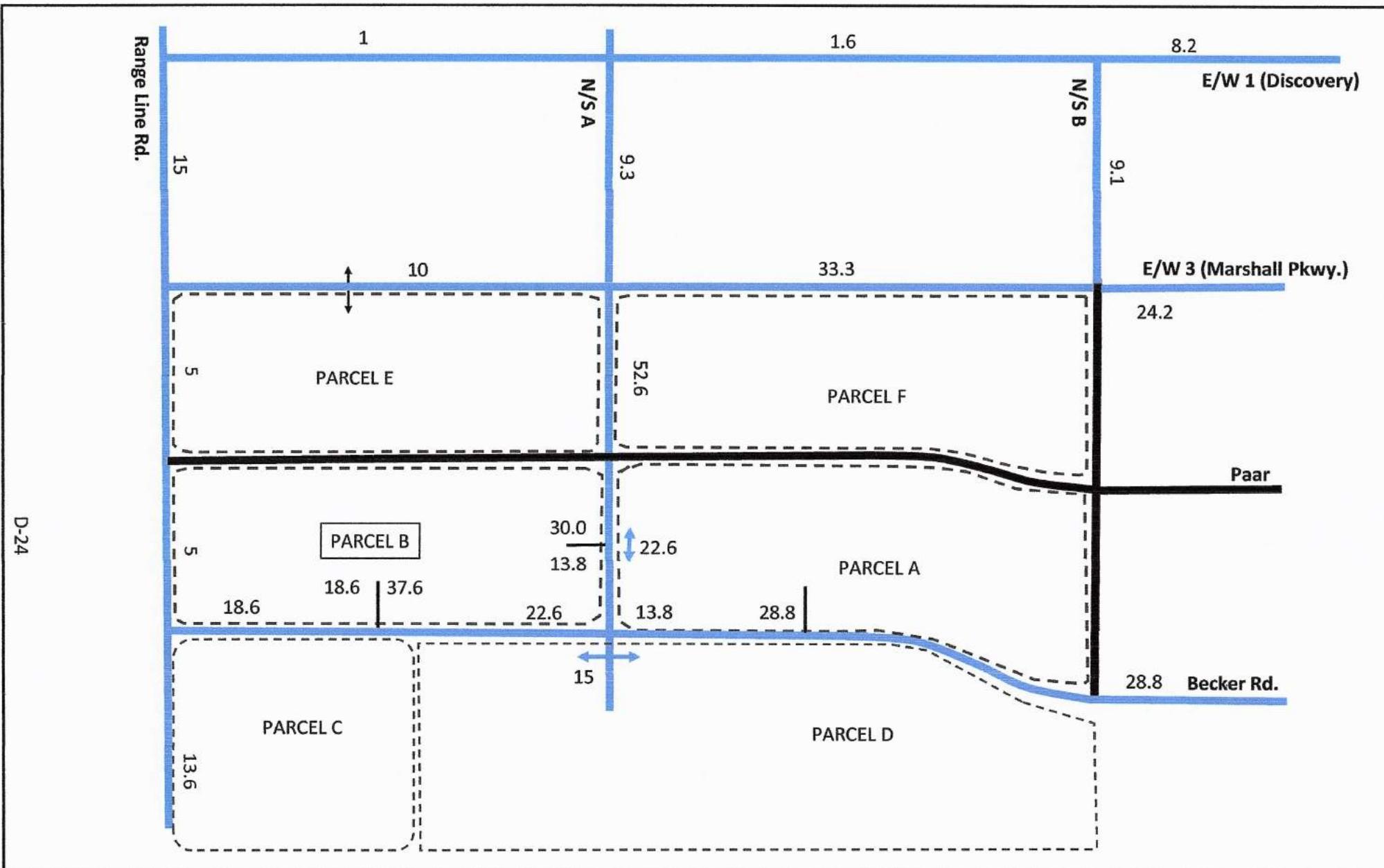
| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|---------------------------------|----------|-----------|----------|----------------------------|-------------------|-----|--------------|--------------|---------------|-----------------------|-----------|------------|-------------|--------------------|--------------|---------------|---------------|-----|-------|-------------|---------------|--------------|---------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | | DU | $Ln(T) = 0.85Ln(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | | DU | $Ln(T) = 0.92Ln(X) + 2.68$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Multi-Family Housing (Low-Rise) | 220 | 963 | DU | $T = 6.41(X) + 75.31$ | 50% | 50% | 3,124 | 3,124 | 6,248 | 39 | 13 | 52 | 0.8% | 3,085 | 3,111 | 6,196 | - | - | - | 0.0% | 3,085 | 3,111 | 6,196 |
| Multi-Family Housing (Mid-Rise) | 221 | 962 | DU | $T = 4.54(X)$ | 50% | 50% | 2,184 | 2,183 | 4,367 | 27 | 9 | 36 | 0.8% | 2,157 | 2,174 | 4,331 | - | - | - | 0.0% | 2,157 | 2,174 | 4,331 |
| General Office | 710 | 606,500 | Sf | $Ln(T) = 0.87Ln(X) + 3.05$ | 50% | 50% | 2,784 | 2,784 | 5,568 | 17 | 50 | 67 | 1.2% | 2,767 | 2,734 | 5,501 | - | - | - | 0.0% | 2,767 | 2,734 | 5,501 |
| Civic Use | - | - | Sf | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | - | Sf | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Industrial Park | 130 | 544,500 | Sf | $T = 3.37(X)$ | 50% | 50% | 918 | 917 | 1,835 | 5 | 16 | 21 | 1.1% | 913 | 901 | 1,814 | - | - | - | 0.0% | 913 | 901 | 1,814 |
| General Commercial | 820 | - | Sf | $T = 37.01(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 34.0% | - | - | - |
| Regional Park | 417 | 50 | Acres | $T = 4.57(X)$ | 50% | 50% | 115 | 114 | 229 | - | - | - | 0.0% | 115 | 114 | 229 | - | - | - | 0.0% | 115 | 114 | 229 |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | 9,125 | 9,122 | 18,247 | 88 | 88 | 176 | 1.0% | 9,037 | 9,034 | 18,071 | - | - | - | 0.0% | 9,037 | 9,034 | 18,071 |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|---------------------------------|----------|-----------|----------|-----------------------------|-------------------|-----|-------------|--------------|--------------|-----------------------|-----------|-----------|-------------|--------------------|--------------|--------------|---------------|-----|-------|-------------|---------------|--------------|--------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Approved Land Use | | | | | | | | | | | | | | | | | | | | | | | |
| Age Restricted | 251 | - | DU | $Ln(T) = 0.78 Ln(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | - | DU | $Ln(T) = 0.94Ln(X) + 0.27$ | 63% | 37% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Multi-Family Housing (Low-Rise) | 220 | 963 | DU | $T = 0.43(X) + 20.55$ | 63% | 37% | 274 | 161 | 435 | 5 | 3 | 8 | 1.8% | 269 | 158 | 427 | - | - | - | 0.0% | 269 | 158 | 427 |
| Multi-Family Housing (Mid-Rise) | 221 | 962 | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | 229 | 147 | 376 | 5 | 3 | 8 | 2.1% | 224 | 144 | 368 | - | - | - | 0.0% | 224 | 144 | 368 |
| General Office | 710 | 606,500 | Sf | $T = 1.44(X)$ | 17% | 83% | 148 | 725 | 873 | 5 | 7 | 12 | 1.4% | 143 | 718 | 861 | - | - | - | 0.0% | 143 | 718 | 861 |
| Civic Use | - | - | Sf | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | - | Sf | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Industrial Park | 130 | 544,500 | Sf | $T = 0.34(X)$ | 22% | 78% | 41 | 144 | 185 | 1 | 2 | 3 | 1.6% | 40 | 142 | 182 | - | - | - | 0.0% | 40 | 142 | 182 |
| General Commercial | 820 | - | Sf | $Ln(T) = 0.72Ln(X) + 3.02$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 34.0% | - | - | - |
| Regional Park | 417 | 50 | Acres | $T = 0.26(X)$ | 44% | 56% | 6 | 7 | 13 | - | 1 | 1 | 7.7% | 6 | 6 | 12 | - | - | - | 0.0% | 6 | 6 | 12 |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | 698 | 1,184 | 1,882 | 16 | 16 | 32 | 1.7% | 692 | 1,168 | 1,860 | - | - | - | 0.0% | 692 | 1,168 | 1,860 |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition



NTS



OROURKE
ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, FL, 34994

Job Number: SR20111.0

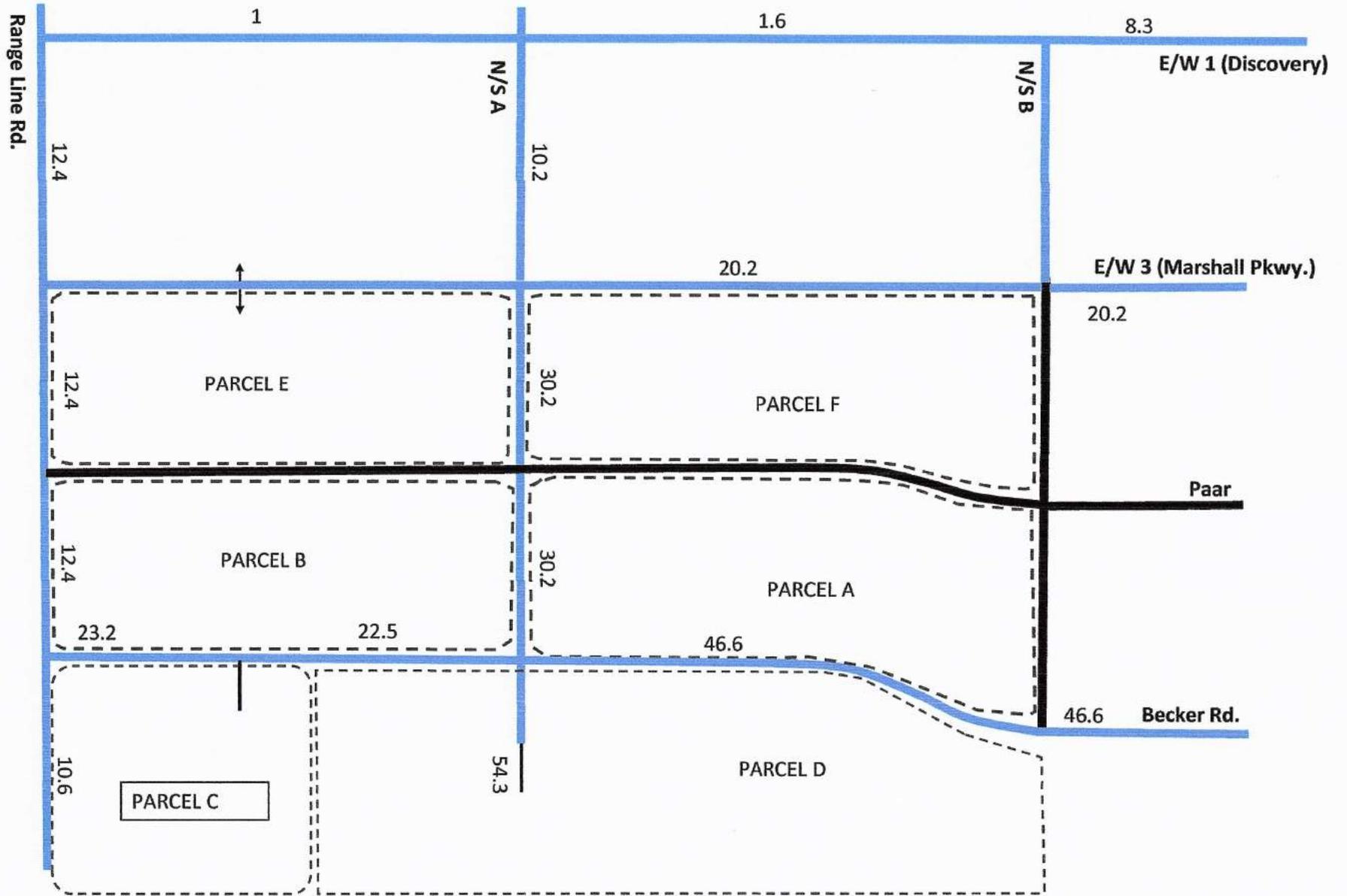
Date: 4.12.2023

Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT
- = FUTURE ROADWAY

Parcel B - Assignment - Phase 2

Wilson Groves



D-25



NTS



22 SE Seminole Street
Stuart, FL, 34994

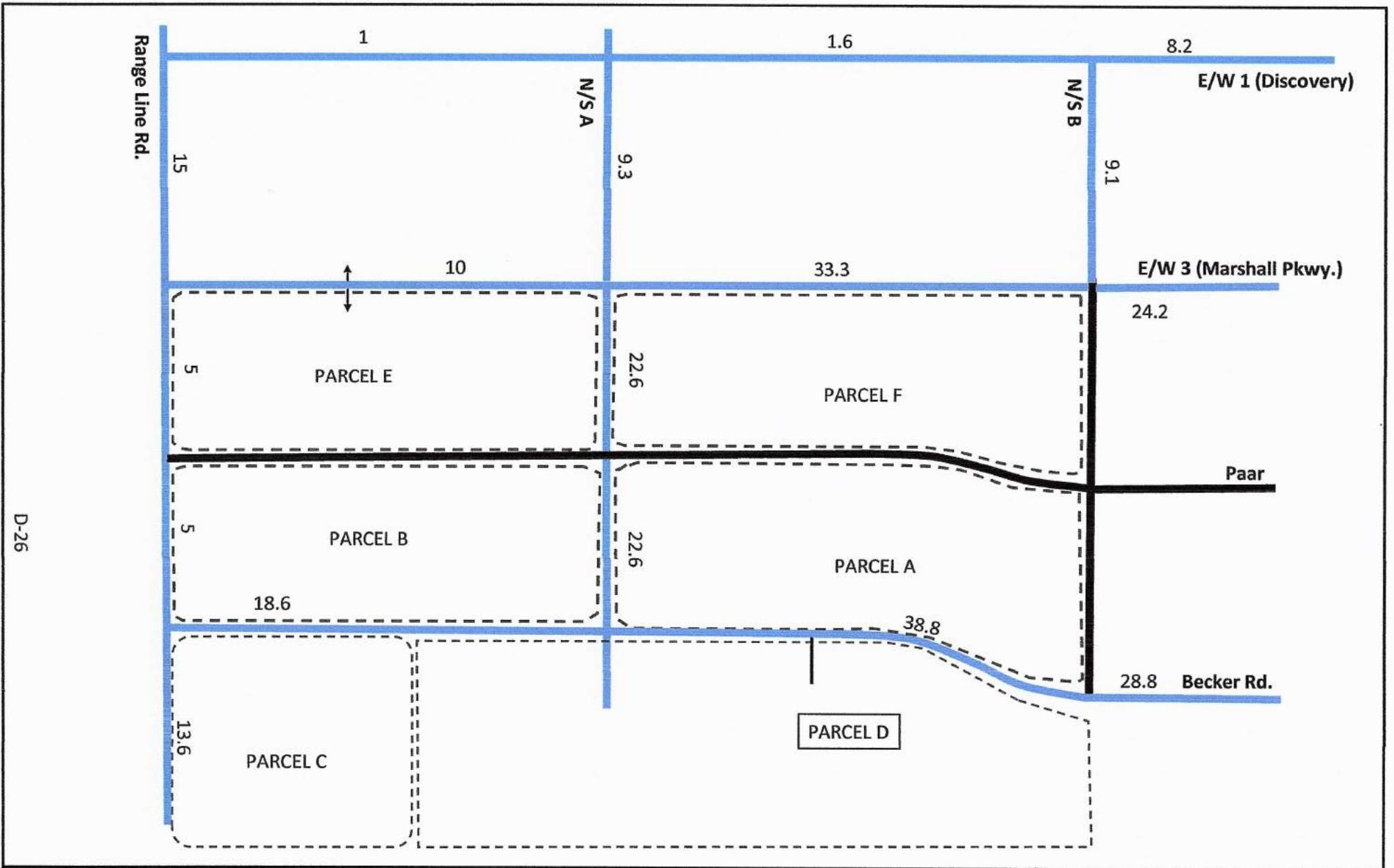
Job Number: SR20111.0

Date: 4.12.2023

Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT
- = FUTURE ROADWAY

Parcel C - Assignment - Phase 2
Wilson Groves






 NTS

 22 SE Seminole Street

 Stuart, FL, 34994

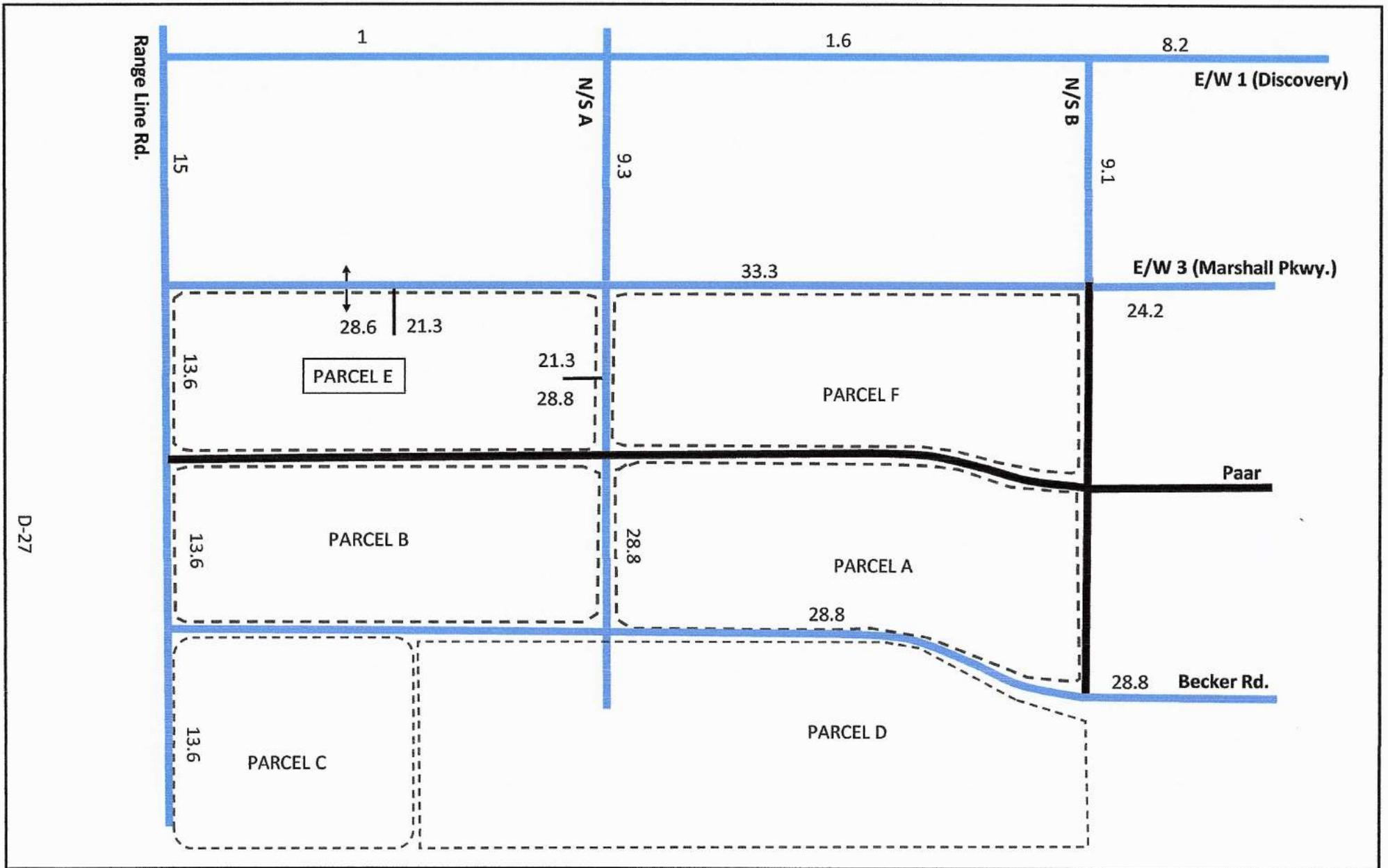
 Job Number: SR20111.0

 Date: 4.12.2023

Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT
- = FUTURE ROADWAY

Parcel D - Assignment - Phase 2
 Wilson Groves






 NTS

 22 SE Seminole Street

 Stuart, FL, 34994

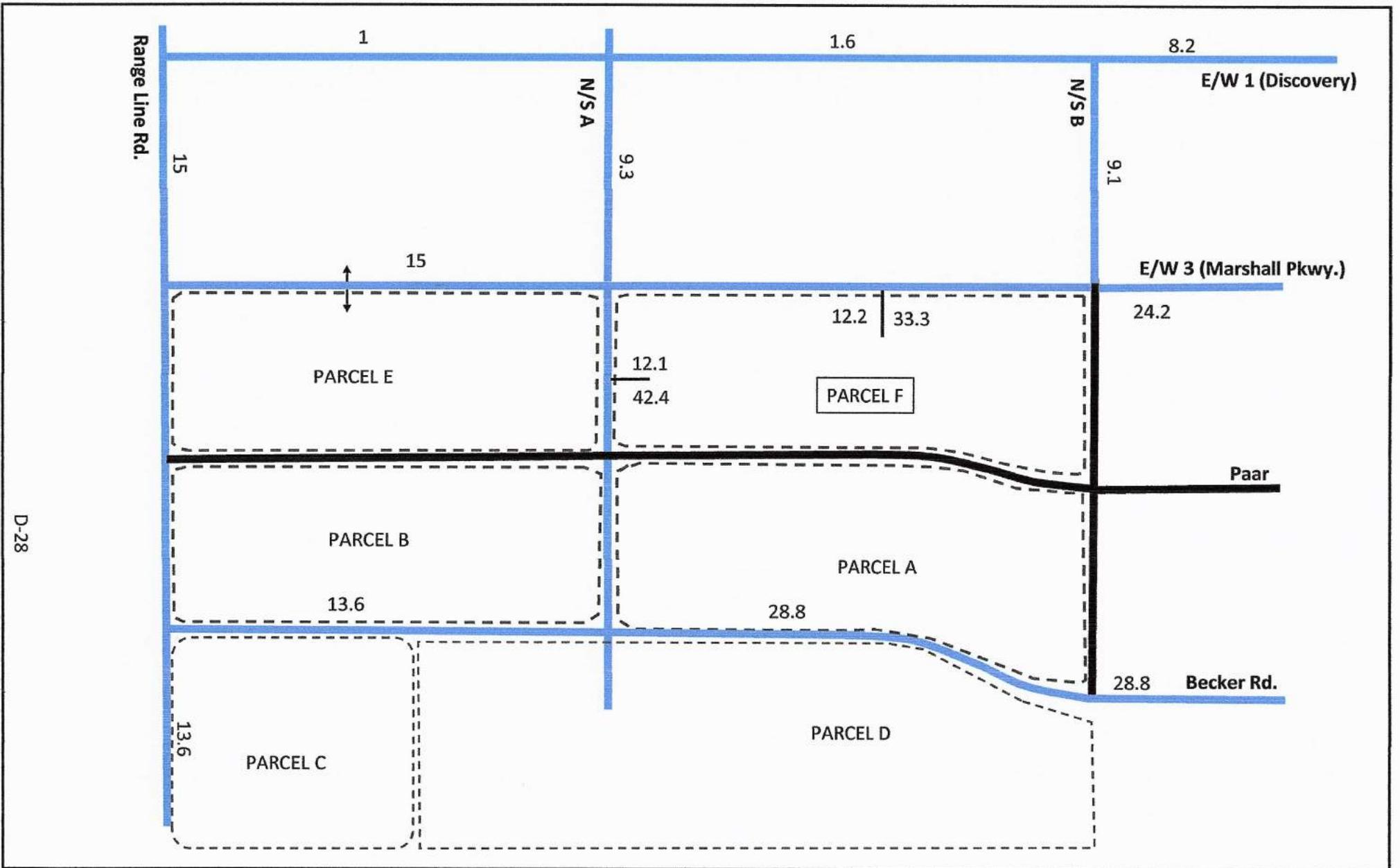
 Job Number: SR20111.0

 Date: 4.12.2023

Legend

-  = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT
-  = FUTURE ROADWAY

Parcel E - Assignment - Phase 2
Wilson Groves



NTS



OROURKE
ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, FL, 34994

Job Number: SR20111.0

Date: 4.12.2023

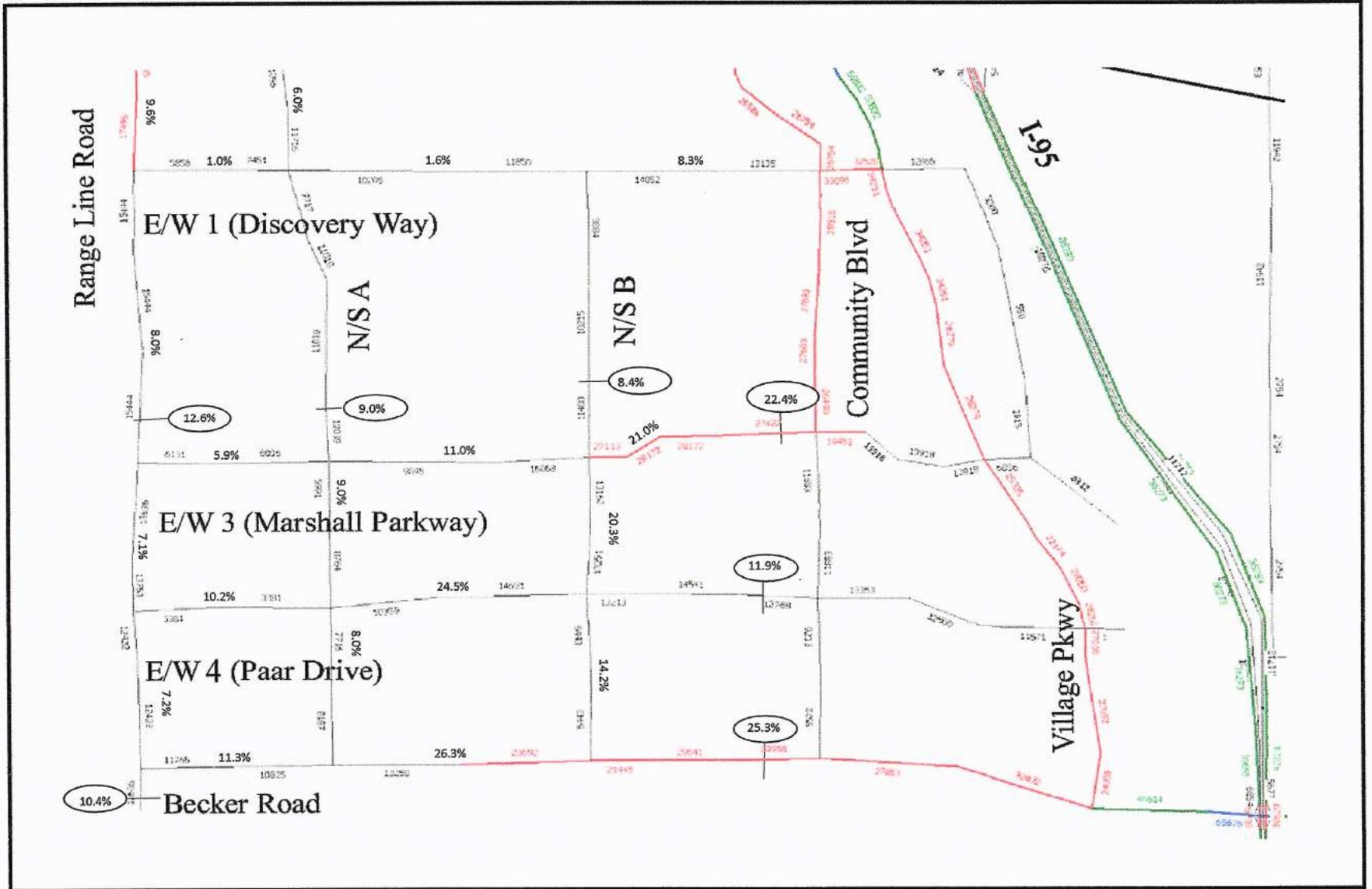
Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT
- = FUTURE ROADWAY

Parcel F - Assignment - Phase 2

Wilson Groves

PHASE 3



| | | | |
|--|---|---------------|---|
|  NTS |  22 SE Seminole Street Stuart, FL, 34994 | Legend | Phase 3 Distribution & Assignment Wilson Groves |
| Job Number: | Date: | | |

Table 4: Link Analysis Phase 3

| Segment | From | To | Number of Lanes | Direction | Capacity | Approved WATS 3.0 | | | Approved (1) | | Proposed (2) Wilson Groves Daily Trips | | | | | | | | | | Change in Daily Traffic (Proposed - Approved) | Resultant AADT Link Volumes | Resultant Peak hour | Meets Capacity | | |
|------------------------|------------------------|------------------|-----------------|-----------|----------|-------------------|-------------------|----------|-----------------------|-------------|--|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|---|-----------------------------|---------------------|----------------|-----------------------|------------------|
| | | | | | | *Daily Volume | Peak Volume (Adj) | IN / OUT | Approved % Assignment | Daily Trips | % Assignment Parcel A | TAZ 652 Parcel A | % Assignment Parcel B | TAZ 654 Parcel B | % Assignment Parcel C | TAZ 647 Parcel C | % Assignment Parcel E | TAZ 861 Parcel E | % Assignment Parcel F | TAZ 653 Parcel F | | | | | % Assignment Parcel D | TAZ 648 Parcel D |
| Discovery Way (E/W 1) | RANGE LINE RD | N/S A | 2 | EB | 924 | 6655 | 270 | IN | 1.0 | 907 | 1.0 | 156 | 1.0 | 94 | 1.0 | 154 | 1.0 | 67 | 1.0 | 74 | 1.0 | 225 | -137 | 6518 | 264 | YES |
| | | | | WB | 924 | 6655 | 329 | OUT | 1.0 | 907 | 1.0 | 156 | 1.0 | 94 | 1.0 | 154 | 1.0 | 67 | 1.0 | 74 | 1.0 | 225 | -137 | 6518 | 323 | YES |
| | N/S A | N/S B | 2 | EB | 924 | 11027 | 447 | IN | 1.6 | 1451 | 1.6 | 250 | 1.6 | 150 | 1.6 | 246 | 1.6 | 108 | 1.6 | 119 | 1.6 | 361 | -217 | 10810 | 438 | YES |
| | | | | WB | 924 | 11027 | 546 | OUT | 1.6 | 1451 | 1.6 | 250 | 1.6 | 150 | 1.6 | 246 | 1.6 | 108 | 1.6 | 119 | 1.6 | 361 | -217 | 10810 | 535 | YES |
| RANGE LINE RD | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 2 | NB | 1080 | 13636 | 552 | OUT | 8.0 | 7256 | 10 | 1560 | 12.2 | 1142 | 12.3 | 1889 | 0.0 | 0 | 0.0 | 0 | 12.4 | 2795 | 130 | 13766 | 558 | YES |
| | | | | SB | 1080 | 13636 | 675 | IN | 8.0 | 7256 | 10 | 1560 | 12.2 | 1142 | 12.3 | 1889 | 0.0 | 0 | 0.0 | 0 | 12.4 | 2795 | 130 | 13766 | 681 | YES |
| | PAAR RD (E/W #4) | BECKER RD | 2 | NB | 1080 | 12422 | 503 | IN | 7.1 | 6440 | 0 | 0 | 0.0 | 0 | 12.3 | 1889 | 11 | 740 | 11 | 815 | 12.4 | 2795 | -201 | 12221 | 495 | YES |
| | | | | SB | 1080 | 12422 | 615 | OUT | 7.1 | 6440 | 0 | 0 | 0.0 | 0 | 12.3 | 1889 | 11 | 740 | 11 | 815 | 12.4 | 2795 | -201 | 12221 | 605 | YES |
| N/S A | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 2 | NB | 924 | 7377 | 365 | IN | 15.5 | 14059 | 19.2 | 2995 | 12.1 | 1133 | 10.2 | 1566 | 20.5 | 1378 | 5.2 | 385 | 26.2 | 5905 | -697 | 6680 | 331 | YES |
| | | | | SB | 924 | 7377 | 299 | OUT | 15.5 | 14059 | 19.2 | 2995 | 12.1 | 1133 | 10.2 | 1566 | 20.5 | 1378 | 5.2 | 385 | 26.2 | 5905 | -697 | 6680 | 271 | YES |
| | PAAR RD (E/W #4) | BECKER RD | 2 | NB | 924 | 7952 | 322 | IN | 16.7 | 15147 | 16.0 | 2496 | 25.9 | 2424 | 22.0 | 3378 | 8.2 | 551 | 0.0 | 0 | 30.2 | 6807 | 509 | 8461 | 343 | YES |
| | | | | SB | 924 | 7952 | 394 | OUT | 16.7 | 15147 | 16.0 | 2496 | 25.9 | 2424 | 22.0 | 3378 | 8.2 | 551 | 0.0 | 0 | 30.2 | 6807 | 509 | 8461 | 419 | YES |
| N/S B | MARSHALL PKWY (E/W #3) | PAAR RD (E/W #4) | 2 | NB | 924 | 11833 | 586 | OUT | 20.3 | 18413 | 25.6 | 3994 | 28.9 | 2705 | 30.6 | 4699 | 0 | 0 | 17.5 | 1297 | 13.6 | 3065 | -2653 | 9180 | 454 | YES |
| | | | | SB | 924 | 11833 | 479 | IN | 20.3 | 18413 | 25.6 | 3994 | 28.9 | 2705 | 30.6 | 4699 | 0 | 0 | 17.5 | 1297 | 13.6 | 3065 | -2653 | 9180 | 372 | YES |
| | PAAR RD (E/W #4) | BECKER RD | 2 | NB | 924 | 7367 | 365 | IN | 14.2 | 12880 | 0.0 | 0 | 0.0 | 0 | 30.6 | 4699 | 15.8 | 1062 | 24.0 | 1778 | 21.6 | 4868 | -473 | 6894 | 341 | YES |
| | | | | SB | 924 | 7367 | 298 | OUT | 14.2 | 12880 | 0.0 | 0 | 0.0 | 0 | 30.6 | 4699 | 15.8 | 1062 | 24.0 | 1778 | 21.6 | 4868 | -473 | 6894 | 279 | YES |
| MARSHALL PKWY (E/W #3) | RANGE LINE RD | N/S A | 2 | EB | 924 | 6089 | 246 | IN | 5.9 | 5351 | 4.0 | 624 | 0.0 | 0 | 0.0 | 0 | 20.5 | 1378 | 12.3 | 911 | 0.0 | 0 | -2438 | 3631 | 147 | YES |
| | | | | WB | 924 | 6059 | 300 | OUT | 5.9 | 5351 | 4.0 | 624 | 0.0 | 0 | 0.0 | 0 | 20.5 | 1378 | 12.3 | 911 | 0.0 | 0 | -2438 | 3631 | 180 | YES |
| | N/S A | N/S B | 2 | EB | 924 | 12957 | 525 | IN | 11.0 | 9977 | 4.8 | 749 | 2.0 | 187 | 0.0 | 0 | 30.8 | 2071 | 17.5 | 1297 | 17.2 | 3877 | -1796 | 11161 | 452 | YES |
| | | | | WB | 924 | 12957 | 641 | OUT | 11.0 | 9977 | 4.8 | 749 | 2.0 | 187 | 0.0 | 0 | 30.8 | 2071 | 17.5 | 1297 | 17.2 | 3877 | -1796 | 11161 | 552 | YES |
| | N/S B | COMMUNITY BLVD | 4 | EB | 2100 | 24689 | 1000 | OUT | 21.0 | 19047 | 20.8 | 3245 | 21.6 | 2022 | 21.0 | 3225 | 21.2 | 1425 | 20.8 | 1541 | 22.4 | 5049 | -2540 | 22149 | 897 | YES |
| | | | | WB | 2100 | 24689 | 1222 | IN | 21.0 | 19047 | 20.8 | 3245 | 21.6 | 2022 | 21.0 | 3225 | 21.2 | 1425 | 20.8 | 1541 | 22.4 | 5049 | -2540 | 22149 | 1096 | YES |
| E/W 4 Paar Dr | RANGE LINE RD | N/S A | 2 | EB | 924 | 3381 | 137 | IN | 10.2 | 9252 | 8 | 1248 | 26.6 | 2490 | 0 | 0 | 17.8 | 1197 | 11.0 | 815 | 0.0 | 0 | -3502 | 5750 | 233 | YES |
| | | | | WB | 924 | 3381 | 167 | OUT | 10.2 | 9252 | 8 | 1248 | 26.6 | 2490 | 0 | 0 | 17.8 | 1197 | 11.0 | 815 | 0.0 | 0 | -3502 | 5750 | 285 | YES |
| | N/S A | N/S B | 2 | EB | 924 | 12495 | 506 | IN | 24.5 | 22222 | 37.6 | 5866 | 40.4 | 3782 | 11.8 | 1812 | 27.4 | 1842 | 18.2 | 1349 | 4.0 | 902 | -6669 | 5826 | 236 | YES |
| | | | | WB | 924 | 12495 | 619 | OUT | 24.5 | 22222 | 37.6 | 5866 | 40.4 | 3782 | 11.8 | 1812 | 27.4 | 1842 | 18.2 | 1349 | 4.0 | 902 | -6669 | 5826 | 288 | YES |
| | N/S B | COMMUNITY BLVD | 4 | EB | 2100 | 13507 | 547 | OUT | 11.8 | 10703 | 12 | 1872 | 11.5 | 1077 | 11.8 | 1812 | 11.6 | 780 | 11.7 | 867 | 12.0 | 2705 | -1590 | 11917 | 483 | YES |
| | | | | WB | 2100 | 13507 | 669 | IN | 11.8 | 10703 | 12 | 1872 | 11.5 | 1077 | 11.8 | 1812 | 11.6 | 780 | 11.7 | 867 | 12.0 | 2705 | -1590 | 11917 | 590 | YES |
| BECKER RD | RANGE LINE RD | N/S A | 2 | EB | 924 | 11295 | 457 | IN | 11.3 | 10249 | 10.4 | 1622 | 12.2 | 1142 | 23.1 | 3547 | 0 | 0 | 0 | 22.8 | 5139 | 1201 | 12496 | 506 | YES | |
| | | | | WB | 924 | 11295 | 559 | OUT | 11.3 | 10249 | 10.4 | 1622 | 12.2 | 1142 | 23.1 | 3547 | 0 | 0 | 0 | 22.8 | 5139 | 1201 | 12496 | 619 | YES | |
| | N/S A | N/S B | 4 | EB | 2100 | 18475 | 748 | IN | 26.3 | 23855 | 24.6 | 3838 | 24.5 | 2293 | 54.8 | 8415 | 8.2 | 551 | 0.0 | 0 | 47.0 | 10593 | 1835 | 20310 | 823 | YES |
| | | | | WB | 2100 | 18475 | 915 | OUT | 26.3 | 23855 | 24.6 | 3838 | 24.5 | 2293 | 54.8 | 8415 | 8.2 | 551 | 0.0 | 0 | 47.0 | 10593 | 1835 | 20310 | 1005 | YES |

(1) From WATS 3.0, 2035 volumes

(2) Calculated using 11th Edition

Note: The AADT is shown for each direction but reflect the total in both directions.

Adjustment Factor (K) = 0.090 In = 90702 15600 9361 15355 6724 7410 22539
 Adjustment Factor (D) = 0.550 Out = 90702 15600 9361 15355 6724 7410 22539

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2,3,4 - TAZ 652Parcel A

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|---------------|---------------|---------------|-----------------------|------------|------------|-------------|--------------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|---------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.85\text{Ln}(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 1,242 | DU | $\text{Ln}(T) = 0.92\text{Ln}(X) + 2.68$ | 50% | 50% | 5,123 | 5,122 | 10,245 | 102 | 154 | 256 | 2.5% | 5,021 | 4,968 | 9,989 | - | - | - | 0.0% | 5,021 | 4,968 | 9,989 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Office | 710 | - | SR | $\text{Ln}(T) = 0.87\text{Ln}(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Institutional Use | - | - | SR | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SR | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | 306,000 | SR | $T = 37.01(X)$ | 50% | 50% | 5,663 | 5,662 | 11,325 | 154 | 102 | 256 | 2.3% | 5,509 | 5,560 | 11,069 | 1,882 | 1,881 | 3,763 | 34.0% | 3,627 | 3,679 | 7,306 |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | 10,786 | 10,784 | 21,570 | 256 | 256 | 512 | 2.4% | 10,530 | 10,528 | 21,058 | 1,882 | 1,881 | 3,763 | 17.9% | 8,648 | 8,647 | 17,295 |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|--------------|--------------|--------------|-----------------------|------------|------------|--------------|--------------------|------------|--------------|---------------|------------|------------|--------------|---------------|------------|--------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.78\text{Ln}(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Single-Family Detached Housing | 210 | 1,242 | DU | $\text{Ln}(T) = 0.94\text{Ln}(X) + 0.27$ | 63% | 37% | 668 | 393 | 1,061 | 171 | 61 | 232 | 21.9% | 497 | 332 | 829 | - | - | - | 0.0% | 497 | 332 | 829 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Office | 710 | - | SR | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Institutional Use | - | - | SR | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Industrial Park | 130 | - | SR | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| General Commercial | 820 | 306,000 | SR | $\text{Ln}(T) = 0.72\text{Ln}(X) + 3.02$ | 48% | 52% | 606 | 657 | 1,263 | 61 | 171 | 232 | 18.4% | 545 | 486 | 1,031 | 175 | 176 | 351 | 34.0% | 370 | 310 | 680 |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | 0.0% | - | - | - | |
| Total | | | | | | | 1,274 | 1,050 | 2,324 | 232 | 232 | 464 | 20.0% | 1,042 | 818 | 1,860 | 175 | 176 | 351 | 18.9% | 867 | 642 | 1,509 |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 3 - TAZ 654 Parcel B

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|--------------|--------------|---------------|-----------------------|------------|------------|-------------|--------------------|--------------|---------------|---------------|------------|------------|-------------|---------------|--------------|---------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.85\text{Ln}(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 850 | DU | $\text{Ln}(T) = 0.92\text{Ln}(X) + 2.68$ | 50% | 50% | 3,614 | 3,613 | 7,227 | 93 | 118 | 211 | 2.9% | 3,521 | 3,495 | 7,016 | - | - | - | 0.0% | 3,521 | 3,495 | 7,016 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | SR | $\text{Ln}(T) = 0.87\text{Ln}(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | 67,628 | SR | $T = 30.49(X)$ | 50% | 50% | 1,031 | 1,031 | 2,062 | 51 | - | 51 | 2.5% | 980 | 1,031 | 2,011 | - | - | - | 0.0% | 980 | 1,031 | 2,011 |
| Industrial Park | 130 | - | SR | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | 76,500 | SR | $T = 37.01(X)$ | 50% | 50% | 1,416 | 1,415 | 2,831 | 397 | 113 | 510 | 18.0% | 1,019 | 1,302 | 2,321 | 395 | 394 | 789 | 34.0% | 624 | 908 | 1,532 |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | 6,061 | 6,059 | 12,120 | 541 | 231 | 772 | 6.4% | 5,520 | 5,828 | 11,348 | 395 | 394 | 789 | 7.0% | 5,125 | 5,434 | 10,559 |
| Total less Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|-------------|------------|--------------|-----------------------|------------|------------|--------------|--------------------|------------|--------------|---------------|-----------|------------|--------------|---------------|------------|--------------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.78\text{Ln}(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 850 | DU | $\text{Ln}(T) = 0.94\text{Ln}(X) + 0.27$ | 63% | 37% | 468 | 275 | 743 | 65 | 33 | 98 | 13.2% | 403 | 242 | 645 | - | - | - | 0.0% | 403 | 242 | 645 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | SR | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | 67,628 | SR | $T = 3.05(X)$ | 40% | 60% | 82 | 124 | 206 | 16 | - | 16 | 7.8% | 66 | 124 | 190 | - | - | - | 0.0% | 66 | 124 | 190 |
| Industrial Park | 130 | - | SR | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | 76,500 | SR | $\text{Ln}(T) = 0.72\text{Ln}(X) + 3.02$ | 48% | 52% | 223 | 242 | 465 | 40 | 68 | 108 | 23.2% | 183 | 174 | 357 | 60 | 61 | 121 | 34.0% | 123 | 113 | 236 |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | 773 | 641 | 1,414 | 121 | 101 | 222 | 15.7% | 652 | 540 | 1,192 | 60 | 61 | 121 | 10.2% | 592 | 479 | 1,071 |
| Total less Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 3 - TAZ 647 - Parcel C

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|-------------|-------|--------|-----------------------|-----|-------|------|--------------------|-------|--------|---------------|-----|-------|-------|---------------|-------|--------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.85\text{Ln}(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 1,827 | DU | $\text{Ln}(T) = 0.92\text{Ln}(X) + 2.68$ | 50% | 50% | 7,306 | 7,306 | 14,612 | 28 | 14 | 42 | 0.3% | 7,278 | 7,292 | 14,570 | - | - | - | 0.0% | 7,278 | 7,292 | 14,570 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | SR | $\text{Ln}(T) = 0.87\text{Ln}(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | 90,692 | SR | $T = 30.49(X)$ | 50% | 50% | 1,383 | 1,382 | 2,765 | 14 | - | 14 | 0.5% | 1,369 | 1,382 | 2,751 | - | - | - | 0.0% | 1,369 | 1,382 | 2,751 |
| Industrial Park | 130 | - | SR | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | - | SR | $T = 37.01(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 34.0% | - | - | - |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Total less Interzonal | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Internal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|-------------|-----|-------|-----------------------|-----|-------|------|--------------------|-----|-------|---------------|-----|-------|-------|---------------|-----|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.78\text{Ln}(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 1,827 | DU | $\text{Ln}(T) = 0.94\text{Ln}(X) + 0.27$ | 63% | 37% | 961 | 564 | 1,525 | 3 | 23 | 26 | 1.7% | 958 | 541 | 1,499 | - | - | - | 0.0% | 958 | 541 | 1,499 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | SR | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | 90,692 | SR | $T = 3.05(X)$ | 40% | 60% | 111 | 166 | 277 | 23 | - | 23 | 8.3% | 88 | 166 | 254 | - | - | - | 0.0% | 88 | 166 | 254 |
| Industrial Park | 130 | - | SR | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | - | SR | $\text{Ln}(T) = 0.72\text{Ln}(X) + 3.02$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 34.0% | - | - | - |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Total less Interzonal | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Internal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

D-33

Table 2a - Trip Generation - Map H - Daily- Proposed - TAZ 648- Phase 3 Parcel D

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|---|----------|-----------|----------|------------------------------|-------------------|-----|-------------|-------|-------|-----------------------|-----|-------|-------|--------------------|-------|-------|---------------|-------|-------|-------|---------------|-------|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\ln(T) = 0.85\ln(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single- Family Detached Housing | 210 | - | DU | $\ln(T) = 0.92\ln(X) + 2.68$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Multi- Family Housing (Low-Rise) | 220 | 962 | DU | $T = 6.41(X) + 75.31$ | 50% | 50% | 3,121 | 3,121 | 6,242 | 65 | 52 | 117 | 1.9% | 3,056 | 3,069 | 6,125 | - | - | - | 0.0% | 3,056 | 3,069 | 6,125 |
| Multi- Family Housing (Mid-Rise) | 221 | 963 | DU | $T = 4.54(X)$ | 50% | 50% | 2,186 | 2,186 | 4,372 | 45 | 36 | 81 | 1.9% | 2,141 | 2,150 | 4,291 | - | - | - | 0.0% | 2,141 | 2,150 | 4,291 |
| General Office | 710 | 1,094,875 | SR | $\ln(T) = 0.87\ln(X) + 3.05$ | 50% | 50% | 4,654 | 4,654 | 9,308 | 200 | 826 | 1,026 | 11.0% | 4,454 | 3,828 | 8,282 | - | - | - | 0.0% | 4,454 | 3,828 | 8,282 |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | 67,754 | SR | $T = 30.49(X)$ | 50% | 50% | 1,033 | 1,033 | 2,066 | 44 | 183 | 227 | 11.0% | 989 | 850 | 1,839 | - | - | - | 0.0% | 989 | 850 | 1,839 |
| Industrial Park | 130 | 952,875 | SR | $T = 3.37(X)$ | 50% | 50% | 1,606 | 1,605 | 3,211 | 81 | 332 | 413 | 12.9% | 1,525 | 1,273 | 2,798 | - | - | - | 0.0% | 1,525 | 1,273 | 2,798 |
| General Commercial | 820 | 207,500 | SR | $T = 37.01(X)$ | 50% | 50% | 3,840 | 3,840 | 7,680 | 1,295 | 336 | 1,631 | 21.2% | 2,545 | 3,504 | 6,049 | 1,029 | 1,028 | 2,057 | 34.0% | 1,516 | 2,476 | 3,992 |
| Regional Park | 417 | 50 | Acres | $T = 4.57(X)$ | 50% | 50% | 115 | 114 | 229 | - | - | - | 0.0% | 115 | 114 | 229 | - | - | - | 0.0% | 115 | 114 | 229 |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Source: Trip Generation Manual 11th Edition | | | | | | | | | | | | | | | | | | | | | | | |

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|---|----------|-----------|----------|------------------------------|-------------------|-----|-------------|-------|-------|-----------------------|-----|-------|-------|--------------------|-------|-------|---------------|-----|-------|-------|---------------|-------|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Approved Land Use | | | | | | | | | | | | | | | | | | | | | | | |
| Age Restricted | 251 | - | DU | $\ln(T) = 0.78\ln(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single- Family Detached Housing | 210 | - | DU | $\ln(T) = 0.94\ln(X) + 0.27$ | 63% | 37% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Multi- Family Housing (Low-Rise) | 220 | 962 | DU | $T = 0.43(X) + 20.55$ | 63% | 37% | 273 | 161 | 434 | 62 | 28 | 90 | 20.7% | 211 | 133 | 344 | - | - | - | 0.0% | 211 | 133 | 344 |
| Multi- Family Housing (Mid-Rise) | 221 | 963 | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | 229 | 147 | 376 | 53 | 24 | 77 | 20.5% | 176 | 123 | 299 | - | - | - | 0.0% | 176 | 123 | 299 |
| General Office | 710 | 1,094,875 | SR | $T = 1.44(X)$ | 17% | 83% | 268 | 1,309 | 1,577 | 12 | 34 | 46 | 2.9% | 256 | 1,275 | 1,531 | - | - | - | 0.0% | 256 | 1,275 | 1,531 |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | 67,754 | SR | $T = 3.05(X)$ | 40% | 60% | 83 | 124 | 207 | 2 | 5 | 7 | 3.4% | 81 | 119 | 200 | - | - | - | 0.0% | 81 | 119 | 200 |
| Industrial Park | 130 | 952,875 | SR | $T = 0.34(X)$ | 22% | 78% | 71 | 253 | 324 | 3 | 8 | 11 | 3.4% | 68 | 245 | 313 | - | - | - | 0.0% | 68 | 245 | 313 |
| General Commercial | 820 | 207,500 | SR | $\ln(T) = 0.72\ln(X) + 3.02$ | 48% | 52% | 458 | 497 | 955 | 84 | 117 | 201 | 21.0% | 374 | 380 | 754 | 127 | 129 | 256 | 34.0% | 247 | 251 | 498 |
| Regional Park | 417 | 50 | Acres | $T = 0.26(X)$ | 44% | 56% | 6 | 7 | 13 | 2 | 2 | 4 | 30.8% | 4 | 5 | 9 | - | - | - | 0.0% | 4 | 5 | 9 |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Source: Trip Generation Manual 11th Edition | | | | | | | | | | | | | | | | | | | | | | | |

D-34

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 3 - TAZ 861 Parcel E

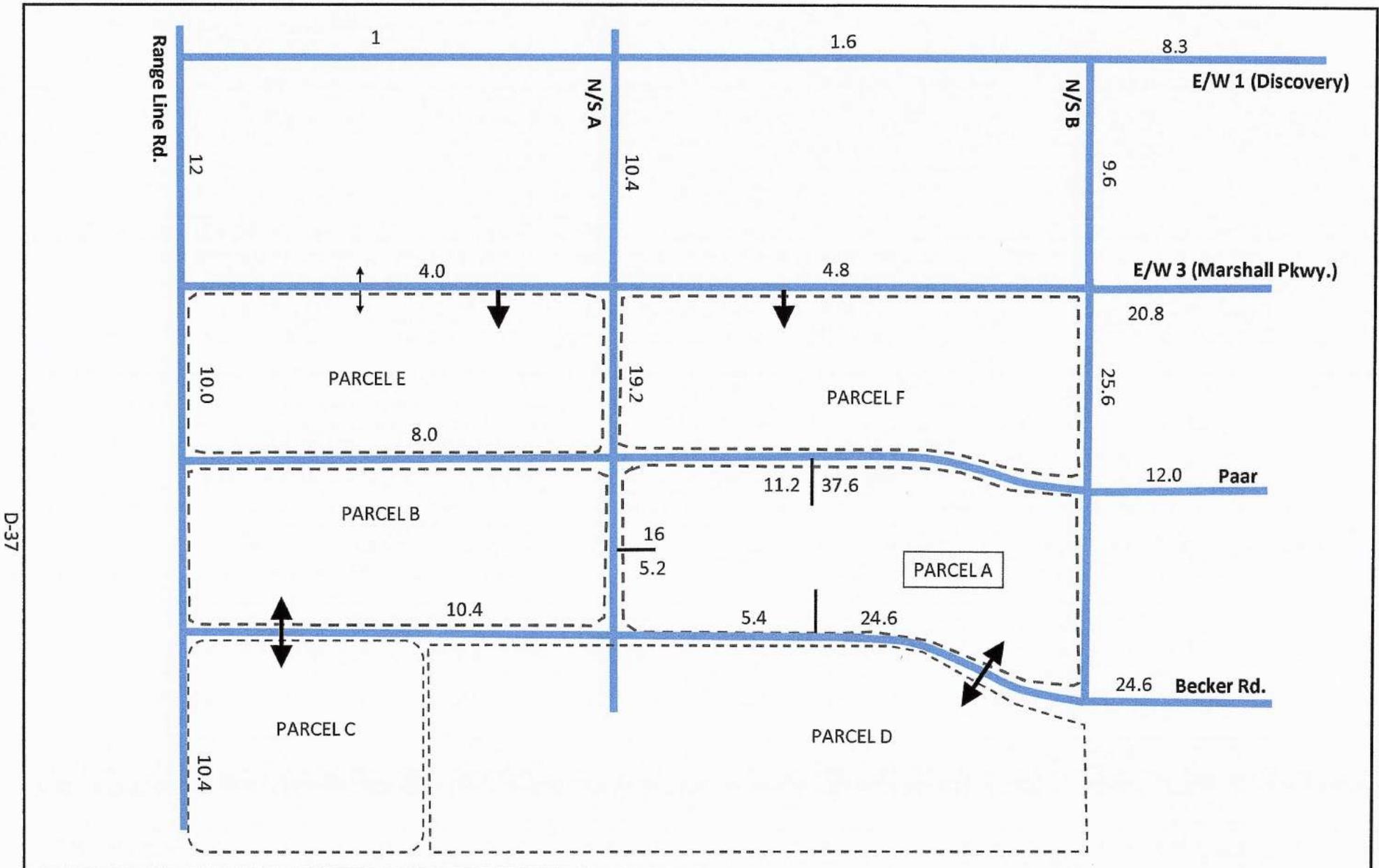
| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|-------------|-------|-------|-----------------------|-----|-------|------|--------------------|-------|-------|---------------|-----|-------|-------|---------------|-------|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.85\text{Ln}(X) + 2.47$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 879 | DU | $\text{Ln}(T) = 0.92\text{Ln}(X) + 2.68$ | 50% | 50% | 3,727 | 3,727 | 7,454 | - | - | - | 0.0% | 3,727 | 3,727 | 7,454 | - | - | - | 0.0% | 3,727 | 3,727 | 7,454 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 4.54(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | SR | $\text{Ln}(T) = 0.87\text{Ln}(X) + 3.05$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civic Use | - | - | SR | $T = 54.51(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | - | SR | $T = 30.49(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Industrial Park | 130 | - | SR | $T = 3.37(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | - | SR | $T = 37.01(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 34.0% | - | - | - |
| Regional Park | 417 | - | Acres | $T = 4.57(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 2.27(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 2.10(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Gross Trips | | | Internalization Trips | | | | Net External Trips | | | Pass-by Trips | | | | Net New Trips | | |
|--|----------|-----------|----------|--|-------------------|-----|-------------|-----|-------|-----------------------|-----|-------|------|--------------------|-----|-------|---------------|-----|-------|-------|---------------|-----|-------|
| | | | | | In | Out | In | Out | Total | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total |
| Age Restricted | 251 | - | DU | $\text{Ln}(T) = 0.78\text{Ln}(X) + 0.20$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Single-Family Detached Housing | 210 | 879 | DU | $\text{Ln}(T) = 0.94\text{Ln}(X) + 0.27$ | 63% | 37% | 483 | 284 | 767 | - | - | - | 0.0% | 483 | 284 | 767 | - | - | - | 0.0% | 483 | 284 | 767 |
| Multi-Family Housing (Mid-Rise) | 221 | - | DU | $T = 0.39(X) + 0.34$ | 61% | 39% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Office | 710 | - | SR | $T = 1.44(X)$ | 17% | 83% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Civic Use | - | - | SR | $T = 5.45(X)$ | 50% | 50% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Institutional Use | - | - | SR | $T = 3.05(X)$ | 40% | 60% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Industrial Park | 130 | - | SR | $T = 0.34(X)$ | 22% | 78% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| General Commercial | 820 | - | SR | $\text{Ln}(T) = 0.72\text{Ln}(X) + 3.02$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 34.0% | - | - | - |
| Regional Park | 417 | - | Acres | $T = 0.26(X)$ | 44% | 56% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Elementary School | 520 | - | Students | $T = 0.16(X)$ | 46% | 54% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Junior High School | 522 | - | Students | $T = 0.15(X)$ | 48% | 52% | - | - | - | - | - | - | 0.0% | - | - | - | - | - | - | 0.0% | - | - | - |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| Total Less 1/2 Interzonal Capture | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

Source: Trip Generation Manual 11th Edition



D-37



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Stuart, FL 34994

NTS

Job Number: SR20111.0

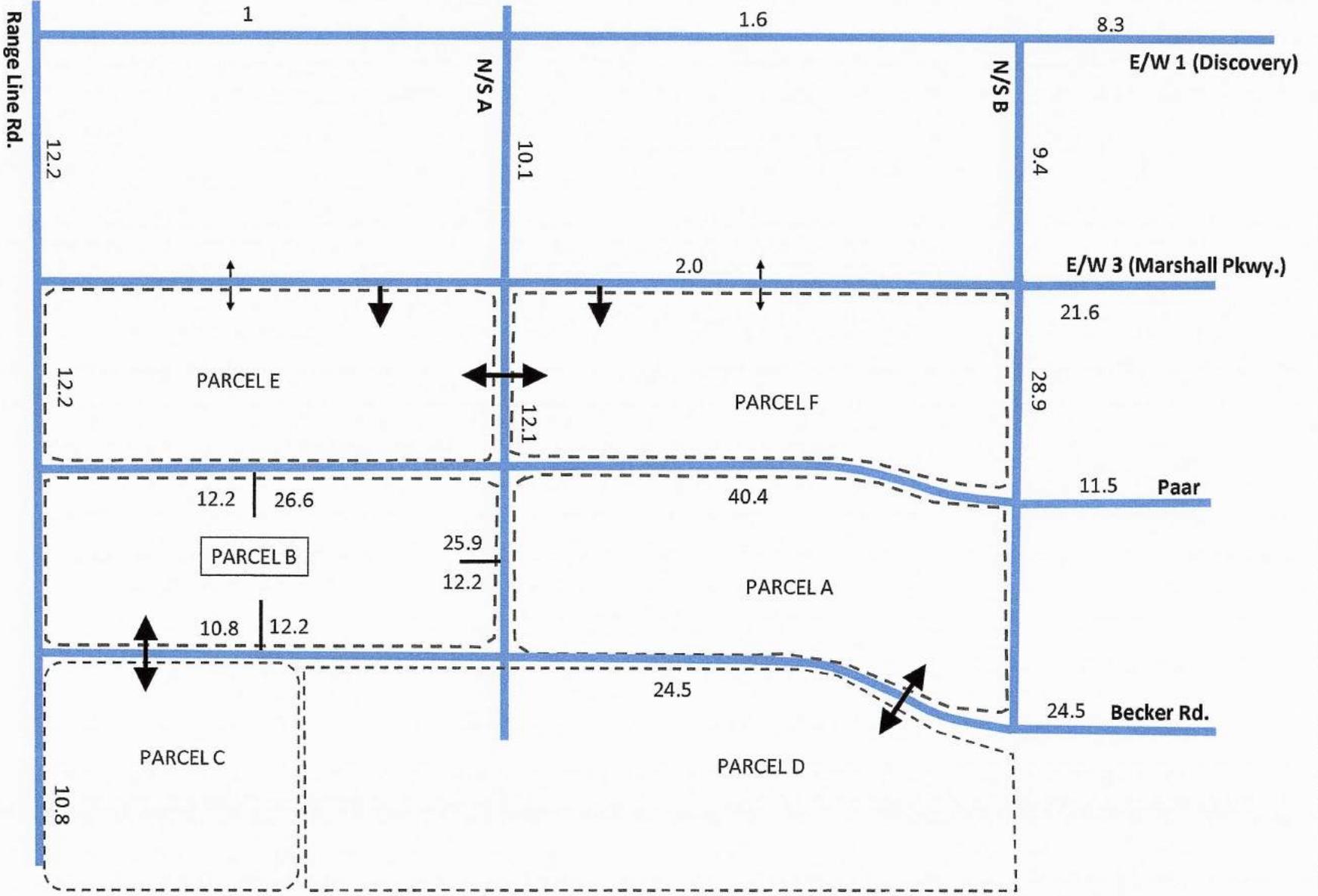
Date: 4.12.2023

Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT

Parcel A - Assignment - Phase 3
Wilson Groves

D-38



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Stuart, FL, 34994

Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT

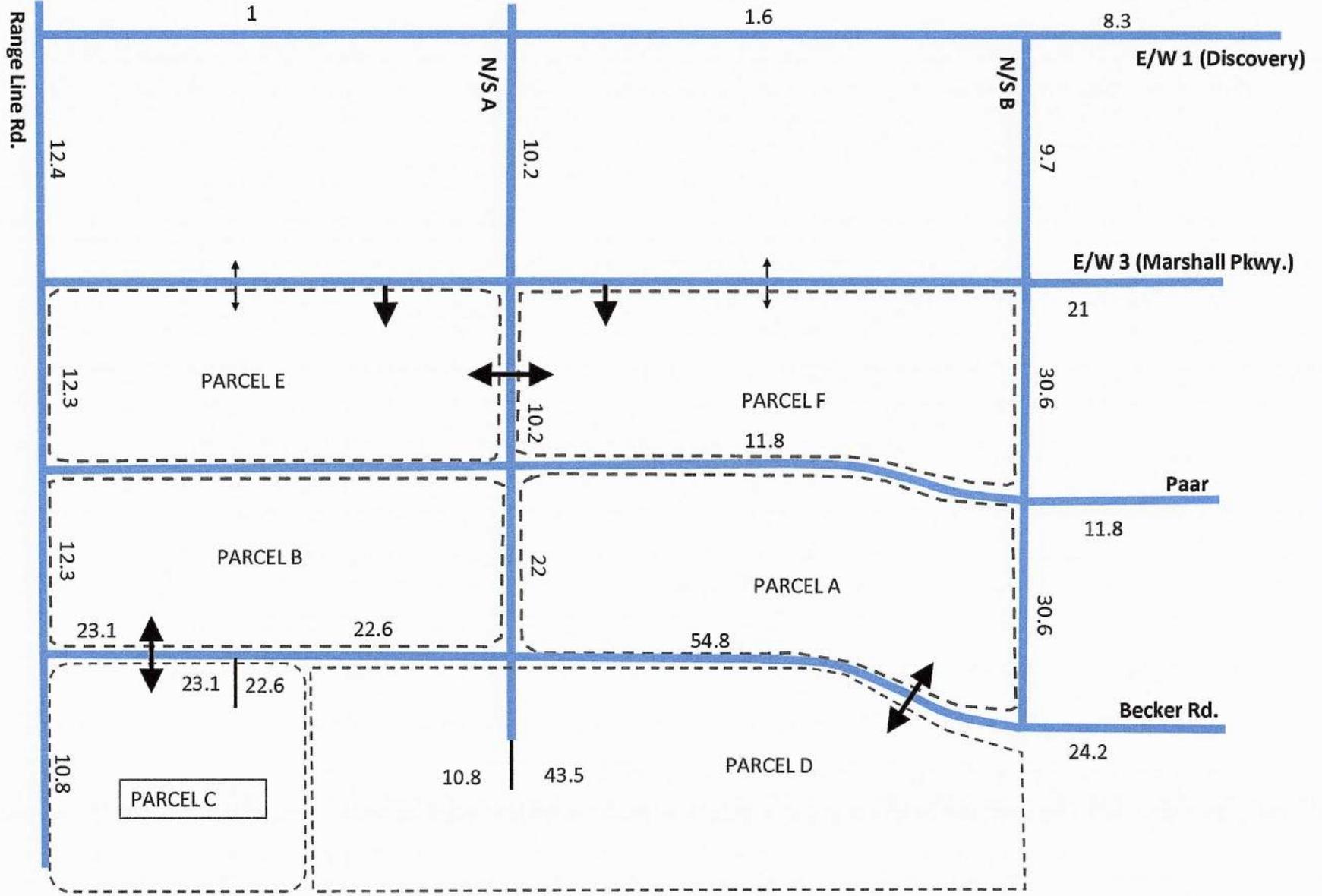
Parcel B - Assignment - Phase 3

Wilson Groves

Job Number: SR20111.0

Date: 4.12.2023

D-39



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Legend

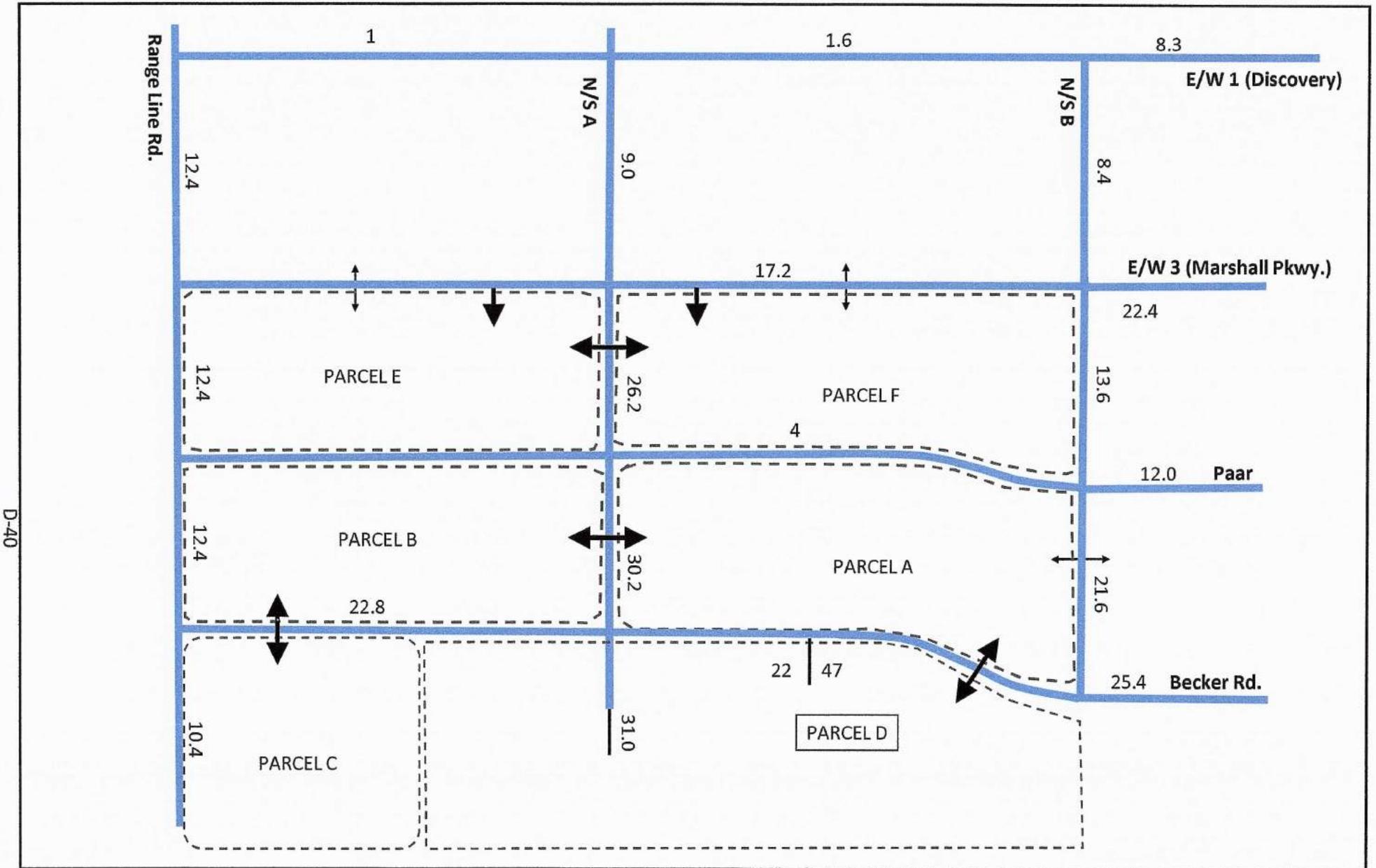
- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT

Parcel C - Assignment - Phase 3

Wilson Groves

Job Number: SR20111.0

Date: 4.12.2023






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 Job Number: SR20111.0

 Date: 4.12.2023

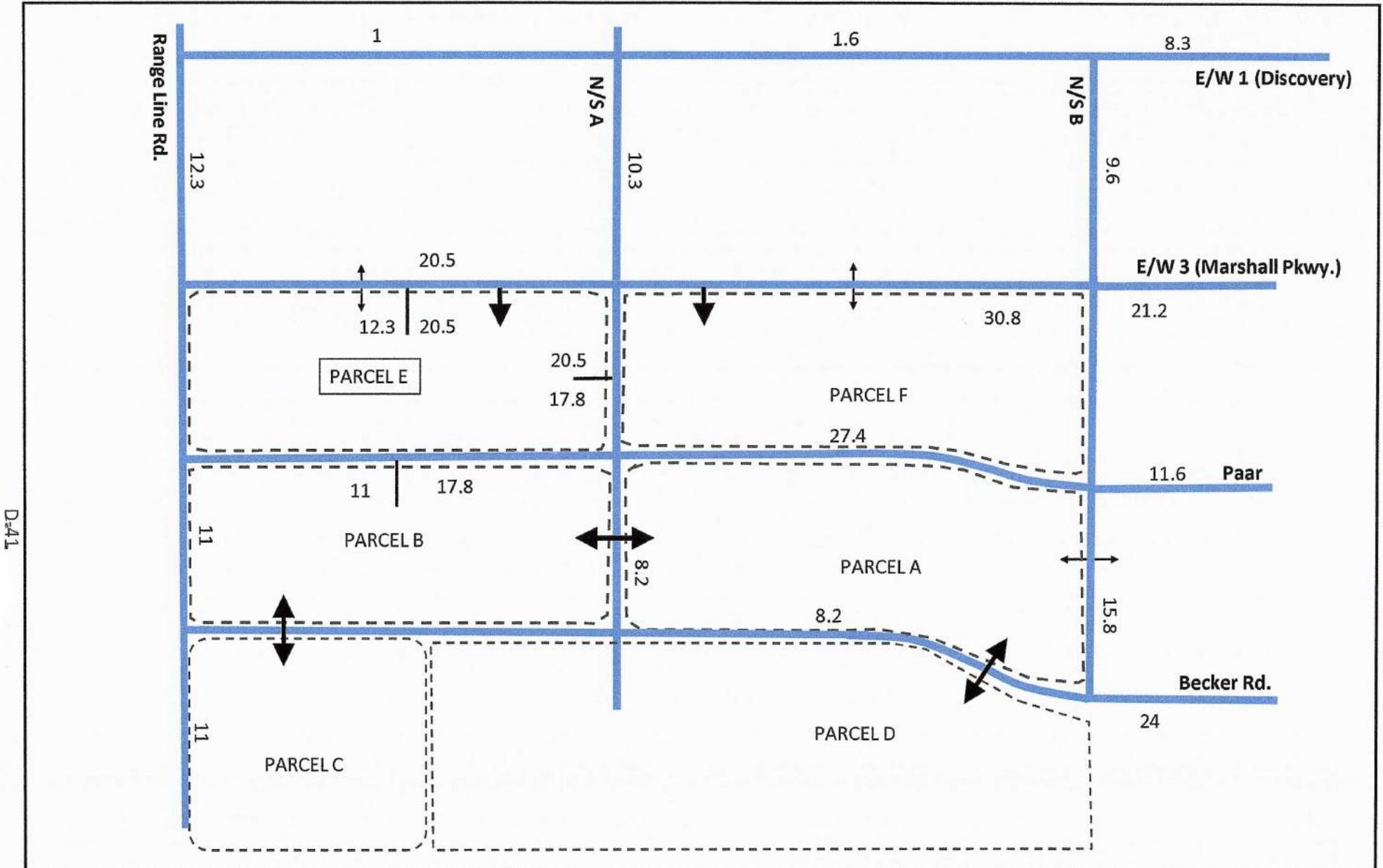
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 = ROADS IN PLACE THIS PHASE

 XX% = PROJECT PERCENT ASSIGNMENT

Parcel D - Assignment - Phase 3

 Wilson Groves



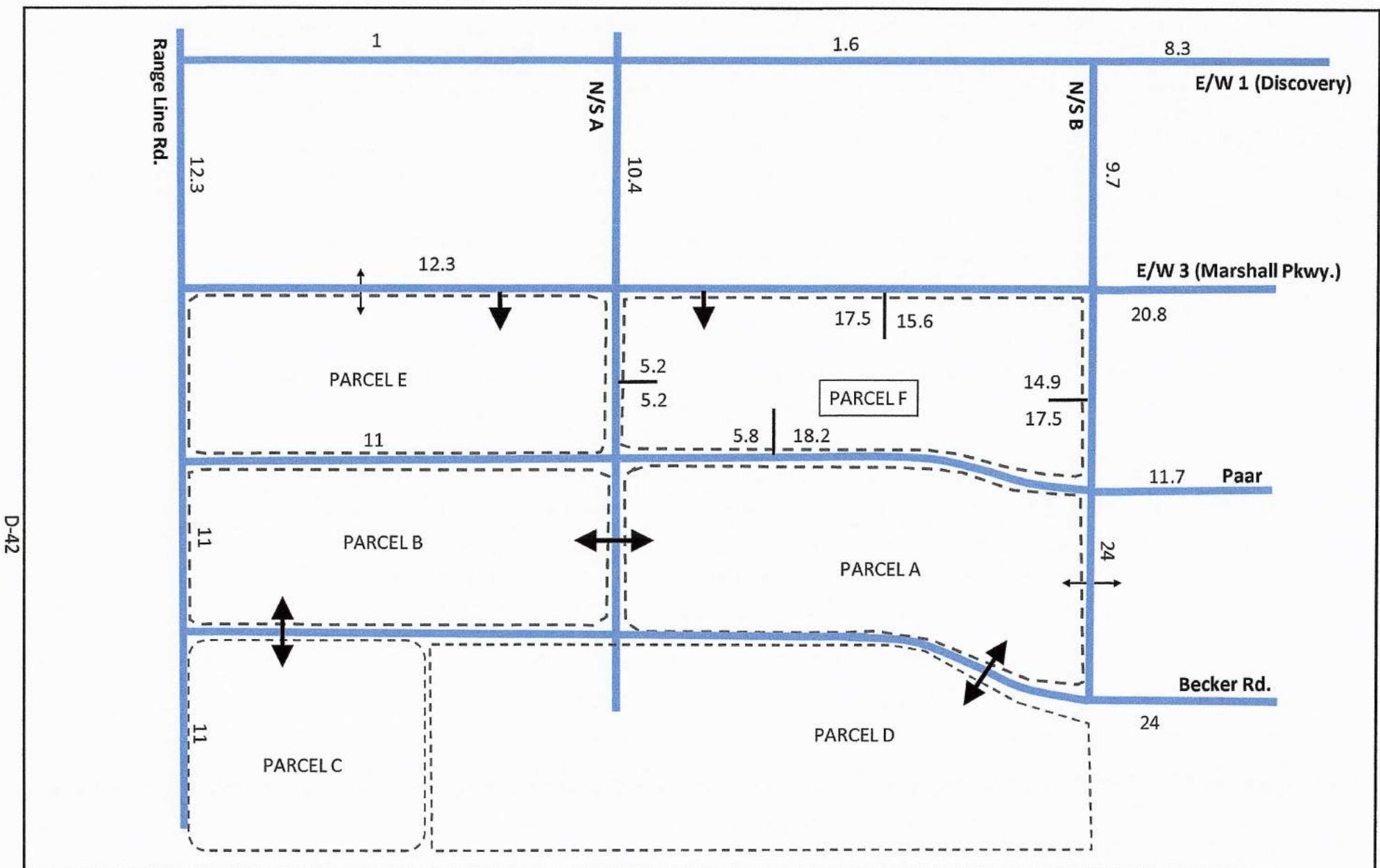
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 NTS
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Legend
 = ROADS IN PLACE THIS PHASE
 XX% = PROJECT PERCENT ASSIGNMENT

Parcel E - Assignment - Phase 3
 Wilson Groves



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Legend

- = ROADS IN PLACE THIS PHASE
- XX% = PROJECT PERCENT ASSIGNMENT

Parcel F - Assignment - Phase 3

Wilson Groves

Job Number: SR20111.0

Date: 4.12.2023