

# **EXHIBIT 1**

## **CONDITIONS OF APPROVAL**

### **Application for Development Approval**

1. The Southern Grove 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 condition, the Application for Development Approval shall include the following items:

- a. Application for Development Approval dated June 1, 2005;
- b. Supplemental information dated December 16, 2005; and April 19, 2006; and
- c. Western Annexation Traffic Study (WATS) Final Report dated January 2006;
- d. Annexation Agreement dated July 19, 2004 and revised May 16, 2005, July 11, 2005, November 16, 2009, December 28, 2009 and April 8, 2010, and as such Annexation Agreement may be subsequently amended by the parties thereto (“Annexation Agreement”).
- e. Application for Development Approval for a Substantial Deviation to Approved Development of regional Impact dated September 18, 2009 and supplemental information related thereto dated July 6, 2010; June 29, 2011 and September 22, 2011.
- f. Application for Development Order Amendment dated June 13, 2015.
- g. Application for Development Order Amendment dated March 20, 2019.
- h. Application for Development Order Amendment dated April 15, 2020 and modified September 1, 2020, September 21, 2020, and September 25, 2020.
- i. Application for Development Order Amendment dated March 3, 2021.
- j. Application for Development Order Amendment dated May 14, 2021.

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

2. The Developer has commenced significant physical development.

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## Plan of Development

3. a) The phasing of the Southern Grove Development of Regional Impact is approved and the Developer is authorized to develop the DRI Property as follows:

Phase	Years	Residential (DU)	Retail (SF)	Office (SF)	Research & Development (SF)	Warehouse / Industrial (SF)	Hotel (Rooms)	Hospital (Beds)
1	<u>September 29, 2006 – 2007</u>	900	465,000	350,000	915,000		371	300
		<u>3,415</u>	<u>180,000</u>	<u>400,000</u>	<u>300,000</u>		<u>250</u>	<u>180</u>
						450,000		
2	<u>2018 2022</u> <u>December 28, 2027-</u> <u>December 27, 2032</u>	2,000	1,210,075	693,576	527,867	1,411,112	250	0
		<u>4,259</u>	<u>796,480</u>	<u>250,000</u>	<u>200,000</u>	<u>3,250,000</u>	<u>310</u>	<u>120</u>
3	<u>2023 2027</u> <u>December 28, 2032-</u> <u>December 27, 2037</u>	2,018	1,000,000	693,576	527,867	1,361,112	80	0
			<u>258,500</u>	<u>50,000</u>	<u>50,000</u>	<u>1,380,116</u>		
4	<u>2028 2032</u> <u>December 28, 2037-</u> <u>June 17, 2042</u>	2,470	1,000,000	693,576	527,868	1,361,112	0	0
			<u>596,485</u>	<u>709,903</u>	<u>651,557</u>	<u>3,664,884</u>	<u>411</u>	
Total	<u>2006 2032</u> <u>September 29, 2006 -</u> <u>June 17, 2042</u>	7,388 <sup>1</sup>	3,675,075	2,430,728	2,498,602	4,583,336		300
		<u>7,674<sup>1</sup></u>	<u>1,831,465</u>	<u>1,409,903</u>	<u>1,201,557</u>	<u>8,745,000</u>	<u>791</u>	<u>1,051</u>

<sup>1</sup>Residential DUs include ~~3,314~~ 3,775 single-family DUs (inclusive of a minimum of 1,379 single-family age restricted units), and ~~4,074~~ 3,899 multi-family DUs, (inclusive of a minimum of 415 independent living units/age restricted multi-family units) unless increased or decreased in accordance with Condition 3 (b) and Exhibit “C”.

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

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 an application for Amendment to the Development Order the City may increase or decrease the amount of an

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approved land use by applying the Equivalency Matrix attached as Exhibit “C”, which is incorporated into this development order by this reference. The use of the Equivalency Matrix does not allow impacts to water, wastewater, solid waste, transportation or affordable housing to exceed the aggregate impacts projected in the ADA. In addition, to ensure the basic character of the Southern Grove DRI is not altered, no land use may exceed the specified maximum in the Equivalency Matrix, and no land use may fall below the specified minimum. Further the Equivalency Matrix may not be used to reduce the aggregate amount of non-residential uses within the Property below the minimum established for the Property by the Annexation Agreement. The mix of uses shall be consistent with that allowed in the Port St. Lucie Comprehensive Plan. The Developer shall report in each biennial report use of the Equivalency Matrix to increase the amount of one land use with a concurrent reduction in one or more land uses.

## **Buildout Date**

4. The Southern Grove Development of Regional Impact shall have a buildout date of ~~April 25, 2041~~ June 17, 2042, 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 June 18, 2047, unless extended as provided in Section 380.06(19)(c), Florida Statutes.

## **Biennial Report**

6. The Developer shall submit a biennial report every two years on the anniversary date of the adoption of the Development Order until the expiration of this Development Order to the City of Port St. Lucie and any such additional parties as may be appropriate or required by the City. The contents of the report shall include those items required by this Development Order and former Rule 73C-40.025(7) (a) through (h), (j) and (k), Florida Administrative Code (effective date June 1, 2003). The contents of the report shall also include the location and total number of age restricted units as such term is defined under Condition 22. 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 a portion of the 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 the City of Port St. Lucie.
8. The definitions found in Chapter 380, Florida Statutes shall apply to this Development Order.
9. Reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as a successor in interest to, or which otherwise possesses the powers and duties to any referenced governmental agency in existence on the effective date of this Development Order.

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10. This Development Order shall be binding upon the Developer and its assignees or successors in interest.

## **REGIONAL PLANNING**

### **Master Development Plan**

11. Prior to final approval of any zoning application in the Southern Grove Development of Regional Impact, the City will require the developer to prepare a conceptual master plan to provide long-term guidance and direction for the project by showing the general location of all residential and non-residential land uses, arterial and collector roads, potable water, wastewater and reclaimed water infrastructure, stormwater facilities, school sites, civic and institutional sites, other major facilities, major access points and multi-use trails and greenways. The conceptual master plan shall demonstrate consistency with the NCD (New Community Development) land use category. The conceptual master plan shall be consistent with Revised Master Development Plan Map "H" attached to this development order as Exhibit "B" but may be amended without an amendment to this Development Order. The conceptual master plan prepared by Developer shall be presented to the City's Planning & Zoning Board and the City Council for consideration and approval; provided however, that notwithstanding the foregoing, the conceptual master plan shall only be a generalized reference tool which is not regulatory but is rather a planning reference to provide long range guidance related to those lands being considered for development approval. The conceptual master plan shall be revised by the Developer from time to time as needed to show approved and proposed development and the City and the Developer shall agree on the mutually acceptable process for doing so. All uses proposed within each sub-category outlined on Map "H" will be governed by Goal 1.2 and its policies (policies 1.2.1.1 through policy 1.2.9.2) and through the specific Master Planned Unit Development (MPUD) approved for the property.

## **TRANSPORTATION**

### **Rights of Way**

12. The Developer has dedicated the following road rights-of-way within the project to the City: Village Parkway, N/S C (Community Boulevard), Becker Road, E/W 1 (Road A), E/W 2, E/W 3 (Road B), E/W 4 (Paar Drive), and all intersections including the I-95/Becker interchange 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.

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.

13. The Developer shall convey free and clear of all liens and material encumbrances to the City of Port St. Lucie additional road right-of-way within the project for N/S C (Community Boulevard) between E/W 1 (Road A) and Becker Road, in accordance with the attached Exhibit "F", including an extension of 660 feet south of Becker Road, with a reservation unto the Developer or community

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development district, for purpose of constructing and thereafter maintaining roads and other improvements, until acceptance by the City of Port St. Lucie. The developer shall have no obligation to construct N/S C (Community Boulevard) within the extension south of Becker Road. The conveyance of the deed shall occur prior to December 31, 2013.

14. Right-of-way within the Property for the E/W 3 (Road B) interchange, including flowage easements to accommodate drainage, shall be conveyed free and clear of all liens and material encumbrances to the City of Port St. Lucie prior to December 31, 2015 and upon agreement of the right-of-way area by the City's Engineering Department. Once the right-of-way requested by the City is conveyed, this condition shall terminate.
15. ~~Right of way within the property for the E/W 4 (Paar Dr.) bridge shall be conveyed free and clear of all liens and material encumbrances to the City of Port St. Lucie within 6 months after the acreage is determined by the City. In the event the right of way acreage needed for the bridge has not been determined by December 31, 2013, this condition shall terminate.~~ Condition removed from the D.O. under Resolution 21-R 136.

## **Monitoring**

16. At any time the Developer may undertake monitoring to ascertain the level of service on any facility where the Property has a regionally significant impact (estimated to contribute traffic equal to or greater than 5 percent of the maximum service volume under the adopted level of service standard) in order to determine whether the date or trip threshold by which a transportation improvement is required by the Development Order may be extended. If monitoring demonstrates that the facility will operate at the adopted level of service standard without the improvement at the date or trip threshold by which this Development Order would otherwise require such improvement, then, notwithstanding any other provisions of this Development Order, the date for completion of such improvement shall be extended on terms approved pursuant to the procedure in Condition 18. The methodology for the monitoring shall be agreed upon by the City, ~~Florida Department of Transportation, and the 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 shall be required on account of such monitoring. This condition shall not be applicable to any two-lane internal road improvement listed in Table 2, Condition 22.
17. The City of Port St. Lucie may require the Developer to undertake monitoring to ascertain the level of service on the transportation facilities within the Property as specified in Table 1 and or Table 2 in order to determine whether the date or trip threshold by which a transportation improvement, required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service 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 18. 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 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

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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 identified in Tables 1 and 2 shall be required on account of such monitoring.

18. In accordance with Section 380.06(15)(c) 5 and ~~Rule 9J-2.0245(7)(a) 1.b., F.A.C.~~, Florida Statutes, changes to roadway improvement conditions which are subject to the monitoring program outlined in Conditions 16 or 17 if applicable shall not be subject to the substantial deviation determination/notice of proposed change process, as provided for under Section 380.06 (7), Florida Statutes. ~~unless otherwise required by the criteria listed in Section 380.06(19) (b), Florida Statutes. Changes to roadway improvements conditions shall be transmitted for approval to the Florida Department of Transportation, State land planning agency, and Treasure Coast Regional Planning Council. The agencies should complete the review within 90 days after submittal by the Developer.~~
19. A trip generation analysis shall be prepared by the applicant and approved by the City of Port St. Lucie prior to each site plan and residential subdivision approval. The trip generation analysis shall present calculation for the p.m. peak hour and shall be performed using trip generation rates and equations included in the latest available Institute of Transportation Engineers Trip Generation Report, ~~8<sup>th</sup> Edition~~, for the ITE land use categories outlined in Exhibit “E”. The trip generation rates and equations included in Exhibit “E” are consistent with those used in the updated Southern Grove ~~Substantial deviation~~ Traffic Study revised July 2021. The trip generation analysis shall be based on the land data included with each site plan and residential subdivision and include internal capture and passer-by, if appropriate, to determine net trips generated by the development. The Biennial Report shall include a cumulative calculation of the trip generation for all previous site plan approvals, residential subdivision approvals and building permits. Development order conditions shall be evaluated using the trip generation analysis for building permits to determine triggering of any transportation conditions. The City may, at its discretion, require the developer to submit the cumulative trip generation analysis on an annual basis based on development activity within the DRI. An Excel spreadsheet file or other acceptable digital format shall be submitted by the developer with the cumulative trip generation analysis report.

## **Access Road Improvements**

20. 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 1 or after December 31 of the year identified in Table 1, whichever comes last, until: 1) contracts have been let to construct the lane geometry shown below in Table 1; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Conditions 16 and 17, if applicable, 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.
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**Table 1**  
**Southern Grove DRI**  
**Required Access Road Improvements**

Roadway	Existing Lanes	Required Improvement	Trip (1) Threshold	Status	
<b><u>Phase I (2012) – 2,000 Trips (1)</u></b>					
<b><u>Tradition Parkway</u></b>					
Interstate I-95	-	Ramps	<u>2,000</u>	Satisfied	
Village Pkwy to I-95	4LD	Widen to 6LD	<u>2,000</u>	Satisfied	
<b><u>Becker Road</u></b>					
Interstate I-95	-	New Interchange	<u>2,000</u>	Satisfied	
Village Pkwy to I-95	0	Construct 4LD	<u>2,000</u>	Satisfied	
<b><u>Village Parkway</u></b>					
Tradition Parkway to E/W 1 ( <u>Discovery Way</u> )	0	Construct 4LD	<u>2,000</u>	Satisfied	
E/W 1 ( <u>Discovery Way</u> ) to E/W 3 ( <u>Marshall Pkwy</u> )	0	Construct 4LD	<u>2,000</u>	Satisfied	
E/W 3 ( <u>Marshall Pkwy</u> ) to E/W 4 ( <u>Paar Drive</u> )	0	Construct 4LD	<u>2,000</u>	Satisfied	
E/W 4 ( <u>Paar Drive</u> ) to Becker Rd	0	Construct 4LD	<u>2,000</u>	Satisfied	
<b><u>Phase II (2018) – 3,979 Trips (1)</u></b>					
<b><u>Becker Road</u></b>					
Village Pkwy to I-95	4LD	Widen to 6LD	<u>3,979</u>	Satisfied	
Community Blvd to Village Pkwy (2)	2LD	Widen 4LD	<u>3,979</u>		
<b><u>Village Parkway</u></b>					
Tradition Parkway to E/W 1 ( <u>Discovery Way</u> )	4LD	Widen to 6LD	<u>3,979</u>	Satisfied	
<b><u>Phase III (2023) – 9,948 Trips (1)</u></b>					
<b><u>Becker Road</u></b>					
Community Blvd to Village Pkwy (2)	4LD	Widen to 6LD	<u>14,718</u>		
<b><u>Phase IV (2028) – 14,718 Trips (1)</u></b>					
<b><u>Village Parkway</u></b>					
E/W 1 ( <u>Discovery Way</u> ) to E/W 3 ( <u>Marshall Pkwy</u> )	4LD	Widen to 6LD	<u>14,718</u>		
E/W 3 ( <u>Marshall Pkwy</u> ) to E/W 4 ( <u>Paar Drive</u> )	4LD	Widen to 6LD	<u>14,718</u>		
E/W 4 ( <u>Paar Drive</u> ) to Becker Rd	4LD	Widen to 6LD	<u>14,718</u>		

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L= Lane; D=Divided E/W 1 = Discovery Way; E/W 4 = Paar Dr; E/W 3 = Marshall Pkwy

- (1) Southern Grove Net External p.m. Peak Hour Trips
- (2) If the Annexation Agreement is amended to provide that the construction of the initial two lanes of Becker Road from Community Boulevard to Village Parkway is required no earlier than 2018, or later if agreed to by the parties of the Annexation Agreement, then the construction of the initial 2LD shall become a Phase II responsibility of Southern Grove in place of the requirement that Southern Grove widen the roadway from 2LD to 4LD.

## Internal Road Improvements

22. No building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold or the total number of dwelling units, if applicable, ~~or after December 31 of the year identified in Table 2 whichever comes last~~, until: 1) contracts have been let to construct the lane geometry shown below in Table 2; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Conditions 16 and 17, if applicable, 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.

**Table 2  
Southern Grove DRI  
Required Road Improvements**

Roadway	Existing Lanes	Required Improvement	<u>Trip (1) Threshold</u>	Status
<b><i><u>Phase 1 (2012) 2,000 Trips (1)</u></i></b>				
<b><i><u>Community Blvd</u></i></b>				
Tradition Pkwy to E/W 1 (Discovery Way)	0	Construct 2LD	<b><u>2,000</u></b>	Satisfied
Tradition Pkwy to Discovery	<u>2LD</u>	<u>Widen to 4LD</u>	<b><u>8,361</u></b>	
Becker Road to E/W 4 (Paar Drive) (2)	<u>2LD</u>	<u>Widen to 4LD</u>	<b><u>16,450</u></b>	
<b><i><u>E/W 1 (Discovery Way)</u></i></b>				
Community Blvd to Village Pkwy	0	Construct 2LD	<b><u>2,000</u></b>	Satisfied
<b><i><u>E/W 4 (Paar Dr)</u></i></b>				
Community Blvd to Village Pkwy	0	Construct 4LD		
<b><i><u>E/W 1 (Discovery Way)</u></i></b>				
Community Blvd to Village Pkwy	<u>2LD</u>	<u>Widen to 4LD</u>	<b><u>5,670</u></b>	-



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Roadway	Existing Lanes	Required Improvement	<u>Trip (1) Threshold</u>	Status
<b><u>E/W 4 (Paar Dr)</u></b>				
<u>Community Blvd to Village Pkwy</u>	<u>2L</u>	<u>Widen to 4LD</u>	<u>14,718</u>	-
Village Pkwy to Hegener Dr West of I-95	0	Construct <u>2LD</u> 4LD	<u>11,606</u>	
<u>Village Pkwy to Hegener Dr</u>	<u>2L</u>	<u>Widen to 4LD</u>	<u>14,718</u>	
<b><u>Phase III (2023) – 9,948 Trips (1)</u></b>				
<b><u>E/W 3 (Openview Dr.) (Marshall Pkwy)</u></b>				
<u>Community Blvd to Village Pkwy</u>	0	Construct <u>2LD</u>		
<u>Community Blvd to Village Pkwy</u>	<u>2</u>	<u>Widen to 4LD</u>	<u>16,450</u>	
Village Pkwy to West of I-95	0	Construct <u>2LD</u>	<u>11,606</u>	
<u>Village Pkwy to West of I-95</u>	<u>2</u>	<u>Widen to 4LD</u>	<u>16,450</u>	
Roadway	Existing Lanes	Required Improvement	<u>DU (3) Threshold</u>	Status
<b><u>Marshall Pkwy (E/W 3)</u></b>				
<u>Community Blvd to Village Pkwy</u>	0	Construct <u>2LD</u>	<u>3,415 or when SW Community Blvd is constructed to the E/W 3 (Marshall Pkwy) right-of-way, whichever comes first.*</u>	
<b><u>E/W 4 (Paar Dr)</u></b>				
<u>Community Blvd to Village Pkwy</u>	0	Construct <u>2LD</u>	<u>6,700 or when SW Community Blvd is constructed to the E/W 4 right-of-way, whichever comes first.**</u>	

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Roadway	Existing Lanes	Required Improvement	<u>Trip (1) Threshold</u>	Status
<i>E/W 4 (Paar Drive)</i>				
<u>Rosser Road to Port St. Lucie Blvd.</u>	<u>2LD</u>	<u>Widen to 4LD</u>		
<i>Community Blvd</i>				
Tradition Pkwy to E/W 4	2LD	<u>Widen to 4LD</u>		
Becker Road to E/W 4(2)	2LD	<u>Widen to 4LD</u>		
<b><u>Phase IV (2028) – 14,718 Trips (1)</u></b>				
<i>E/W 3 (Openview Dr.)</i>				
Community Blvd to Village Pkwy	2		<i>Widen to 4 LD</i>	
Village Pkwy to West of I-95	2		<i>Widen to 4 LD</i>	

L=Lane; D=Divided;  
E/W 3 = Marshall Pkwy

E/W 1 = Discovery Way;

E/W 4 = Paar Dr.;

\*Required road improvement must be open to the public within 6 months of the SW Community Blvd connection being open to the public.

\*\*Required road improvement must be open to the public within 18 months of the SW Community Blvd connection being open to the public. In the event that the initial two lane segment of E/W 4 (Paar Drive) from SW Community Blvd. to N/S B is not approved for construction by the Riverland Kennedy DRI at the time this improvement is required, then this improvement can be delayed until plans have been approved and contracts have been let for the construction of E/W 4 (Paar Drive) from SW Community Blvd. to N/S B.

(1) Southern Grove Net External p.m. Peak Hour Trips

(2) The construction of the initial 2-lane divided roadway is the responsibility of others. The developer is responsible for widening the roadway from 2LD to 4LD.

(3) Residential Building Permit Threshold includes single-family, multi-family, and age restricted dwelling units (Excludes adult living facility beds).

(4) An “age-restricted community” or “community consisting of age-restricted units” is defined as a residential community that: (a) prohibits children nineteen (19) years of age or younger from residing in the community except for a period not to exceed a total of sixty (60) days per calendar year, (b) qualifies as a legally recognized age-restricted community for the purposes of the Fair Housing Act, as amended from time to time (as amended, the “FHA”) and (c) qualifies to receive an exemption from payment of educational facilities impact fees, as such fees are referenced under Condition No. 62 of this Development Order and defined under the St. Lucie County Educational Facilities Impact Fee Ordinance, Ordinance 92-09.

(5) All newly established age restricted communities within the DRI must submit an executed, mutually agreed upon form of restrictive covenant or other instrument to be recorded by the City (at

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Developer's cost) against the title to any development parcel within the DRI developed by Developer (or successor in interest) as an age-restricted community with the submission of such plat or final site plan. The restrictive covenant or other instrument will be recorded by the City upon approval of the final plat or final site plan. The restrictive covenant or other instrument must provide, at a minimum, the following terms and restrictions:

- a) So long as Developer owns title to any portion of the applicable development parcel, Developer shall not intentionally and knowingly cause an age-restricted community in such development parcel to fail to meet the criteria for an age-restricted community, as set forth above in Note 4 to Table 2, ("hereinafter referred to as a "Non-Qualifying Community").
  - b) In the event an age-restricted community in the applicable development parcel is deemed a Non-Qualifying Community, then the Developer or the applicable, Property Owners Association of said community if turnover of control of such Property Owners Association from the Developer to the community residents has occurred, shall promptly provide written notice thereof to the City. Upon the City's written request, Developer or such Property Owners Association (as applicable) shall cause an ITE trip generation analysis to be performed that establishes the net trips generated by the Non-Qualifying Community and deliver such analysis to the City. The ITE trip generation analysis shall be signed and sealed by a registered traffic engineer licensed and authorized to perform such analyses in the State of Florida.
  - c) In the event that age-restricted community status is lost, and the ITE trip generation analysis reveals that: (a) the actual total net external p.m. peak hour trips generated by the residential units in the Non-Qualifying Community has materially increased as a result of the community becoming a Non-Qualifying Community, and (b) that such actual increase in p.m. peak hour trips generated by the Non-Qualifying Community has exceeded the trip thresholds set forth in Table 2 of Exhibit 1 of the DRI Development Order (as same may be amended from time to time), then the Developer or Property Owners Association (as applicable) of the subject Non-Qualifying Community shall be responsible, at the Developer or such Property Owners Association's (as applicable) sole cost and expense, to cause any applicable DRI Road Improvements triggered by such increase in p.m. peak hour trips to be constructed in accordance with the DRI Development Order. In the event that the ITE trip generation analysis reveals that: (x) the actual total net external p.m. peak hour trips generated by the number of residential units in the Non-Qualifying Community has not materially increased as a result of the community becoming a Non-Qualifying Community, or (y) the actual increase in p.m. peak hour trips generated by the Non-Qualifying Community has not exceeded the trip thresholds set forth in said Table 2 of Exhibit B of the DRI Development Order (as same may be amended from time to time), then the Developer or Property Owners Association (as applicable) of the Non-Qualifying Community shall have no obligation whatsoever to construct any DRI Road Improvements required under said Development Order.
23. ~~No building permits shall be issued upon Becker Road reaching the level of service "E" pm peak hour threshold for a 6 lane divided roadway from Village Parkway to I-95, until: 1) contracts have been let to build Paar Drive from west of I-95 to Rosser Road as a 4 Lane divided bridge overpass; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed to provide for the improvement; 3) the monitoring program included in Conditions 16 and 17 if applicable, does not require the improvement; or 4) the road is in the first three years of the City's adopted Capital Improvement Program or FDOT's adopted work program. As part of its annual traffic count program, the City shall notify the developer upon Becker Road reaching the level of service "D" pm peak hour threshold for a 6 lane divided roadway from Village Parkway to I-95. Condition removed from the D.O. under Resolution 21-R 136 because Condition~~

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31 requires monitoring of the interchanges and I-95. Modifications at the interchange(s) will result in acceptable levels of service.

## External Road Improvements – West of I-95

24. 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 year indicated in Table 3, 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 Conditions 16 and 17 if applicable, does not require these improvements; or 4) the roads are in the first three years of the City’s adopted Capital Improvement Program or FDOT’s adopted work program.

*Condition Satisfied because the applicant is constructing its fair share of the improvements necessary to support the development and mitigate its impacts.*

**Table 3**  
**External Road Improvements – West of I-95**

<i>Phase</i>	<i>I</i>		<i>II</i>		<i>III</i>		<i>IV</i>	
<i>Year</i>	2012		2018		2023		2028	
<i>Net External P.M. Peak Hour Trip</i>	2,000		3,979		9,948		14,718	
<b><i>Roadway</i></b>	Lanes	<i>Status</i>	Lanes	<i>Status</i>	Lanes	<i>Status</i>	Lanes	<i>Status</i>
<b><i>N/S A</i></b>								
Tradition Pkwy to Crosstown							4LD	
Crosstown Pkwy to Glades Cut-off							2L	
<b><i>Tradition Parkway</i></b>								
N/S A to Community Blvd	-				-		4LD	
Community Blvd to Village Pkwy	-		4LD	Satis- fied	-		-	
<b><i>Westcliffe Lane</i></b>								
N/S A to Village Parkway							2L	
<b><i>Crosstown Parkway</i></b>								
Village Parkway to N/S A							4LD	
Commerce Center Pkwy to Village							6LD	
N/S A to Range Line Road							2L	
<b><i>St Lucie West Boulevard</i></b>								
Commerce Center Pkwy to I-95							4LD	

L= Lane; D = Divided

# EXHIBIT 1

## External Road Improvements – East of I-95

25. No building permits shall be issued for development that generates more than the total net external peak hour trip threshold identified in Table 4 or after December 31 of the year of failure identified in Table 4, whichever comes last, until either: 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 Conditions 16 or 17, if applicable, does not require these improvements; 4) the roads are in the first three years of the City’s adopted Capital Improvement Program or FDOT’s adopted work program; or 5) the City has determined the roads are either physically or policy constrained.

*Condition Satisfied because the applicant is constructing its fair share of the improvements necessary to support the development and mitigate its impacts.*

**Table 4 External Road Improvements – East of I-95**

Roadway		Existing Lanes	Required Improvement	<sup>(1)</sup> Trip Threshold	Year of Failure	Status
From	To					
<b>Port St. Lucie Blvd</b>						
Paar Dr	Darwin Blvd	2	Widen to 4LD	14,718	-	
Darwin Blvd	Gatlin Blvd	4	Widen to 6LD	14,718	2013	
Paar Dr	Darwin Blvd	4	Widen to 6LD	14,718	2022	
<b>Becker Road</b>						
East of Interstate 95	Savona Blvd	4	Widen to 6LD	14,718	2019	
Savona Blvd	Port St. Lucie Blvd	4	Widen to 6LD	14,718	2020	
<b>Savona Boulevard</b>						
Gatlin Blvd	California Blvd	2	Widen to 4LD	14,718	2021	
Paar Dr	Gatlin Blvd	2	Widen to 4LD	14,718	2022	
<b>St. Lucie West Boulevard</b>						
California Blvd	Cashmere Blvd	4	Widen to 6LD	14,718	2018	
Interstate 95	Peacock Blvd	4	Widen to 6LD	14,718	2013	
Peacock Blvd	California Blvd	4	Widen to 6LD	14,718	2023	
<b>Cashmere Boulevard</b>						
Crosstown Pkwy	St. Lucie West Blvd	2	Widen to 4LD	14,718	2023	
<b>California Boulevard</b>						
Savona Blvd	Del Rio Blvd	2	Widen to 4LD	14,718	2018	
<b>Bayshore Boulevard</b>						
Prima Vista Blvd	Selvitz Rd	2	Widen to 4LD	14,718	2018	
<b>Darwin Boulevard</b>						
Paar Dr	Port St. Lucie Blvd	2	Widen to 4LD	14,718	2018	
<b>Crosstown Parkway(2)</b>						
Manth Ln	US 1	0	Construct 6LD	3,979	2013	<i>Satisfied-3 yr. CIP</i>

(1) Southern Grove DRI Next External Peak Hour PM Trip

(2) Based on permitability

# EXHIBIT 1

26. A new traffic study shall be undertaken by the Developer and submitted to the City, TCRPC, and FDOT if by for any development that generates more than 2,000 total net external p.m. peak hour trips or by December 31, 2013, whichever comes last, if the six laning of the Crosstown Parkway-Manth Lane. to US 1 segment is: 1) not under contract; 2) not included in a local government development agreement consistent with sections 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Conditions 16 and 17, if applicable; or 4) not scheduled in the first three years of the City’s adopted Capital Improvement Program or FDOT’s adopted work program. The traffic study shall be prepared in a manner consistent with the methodology utilized in the Traffic Study included in the Application for Development Approval (ADA), or at the election of the Developer, utilizing an alternative methodology acceptable to the City, TCRPC, and FDOT. In the event that a methodology cannot be agreed upon among all parties, the City of Port St Lucie shall be the final arbiter. If the traffic study shows that the incomplete segment will result in additional or increased significant impacts to state or regionally significant roads no building permits shall be issued for any development that generates more that 2,000 total net external p.m. peak hour trips or, after December 31, 2013, whichever comes last, until the Development Order has been amended to include mitigation to address such additional or increased significant impacts consistent with the applicable governing rules, regulations, and laws Rule 9J-2.045, F.A.C *Satisfied – 3 yr. CIP.*

## Road Improvements Outside the City of Port St Lucie

27. 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 5 or after December 31 of the year of failure identified in Table 5, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 5 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 Conditions 16 or 17 if applicable, does not require these improvements, or 4) the improvement is scheduled in the first three years of the City’s or County’s adopted Capital Improvements Program or FDOT’s adopted work program.

**Table 5**  
**Road Improvements Outside the City of Port St. Lucie**

<i>Road</i>	<i>(1) Trip Threshold</i>	<i>Year Of Failure</i>	<i>Required Lanes</i>	<i>Status</i>
<del><i>Citrus Highway</i></del> <del>—St Lucie County Line to SR 714 (2)</del>	<del>3,636</del>	<del>2014</del>	<del>Widen to 4LD</del>	
<i>Martin Highway (SR 714)</i> Citrus Highway to Florida’s Turnpike	<u>8,332</u>	<u>2017</u>	Widen to 4LD	<u><i>Satisfied- 3 yr. CIP(FDOT)</i></u>
<i>Martin Highway (CR 714)</i> Florida’s Turnpike to High Meadows Avenue	<u>5,139</u>	<u>2013</u>	Widen to 4LD	<u><i>Satisfied</i></u>
<i>Martin Highway (CR 714)</i> High Meadows Avenue to Berry Avenue	<u>5,995</u>	<u>2014</u>	Widen to 4LD	<u><i>Satisfied</i></u>
<i>Midway Road</i> Torino Parkway to Selvitz Road	<u>9,412</u>	<u>2014</u>	Widen to 4LD	<u>(2)</u>

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<i>Road</i>	<i>(1) Trip Threshold</i>	<i>Year Of Failure</i>	<i>Required Lanes</i>	<i>Status</i>
<b><i>Midway Road</i></b> Selvitz Road to 25 <sup>th</sup> Street	<u>10,814</u>	<u>2019</u>	Widen to 4LD	<i>Satisfied- 3 yr. CIP(County)</i>
<b><i>Midway Road</i></b> 25 <sup>th</sup> Street to Oleander	NA	2023	Widen to 4LD	<i>Satisfied- 3 yr. CIP(County)</i>
<del><b><i>Range Line Road</i></b></del> <del>SR 714 to Becker Road</del>	<del>NA</del>	<del>2025</del>	<del>Widen to 4LD</del>	

(1) Total Southern Grove DRI Net External PM Peak Hour Trips

(2) Provided sufficient right of way exists for the improvement

(2) Satisfied based on Agreement with St. Lucie County

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## **E/W 3 and I-95 Interchange**

28. Upon development that generates more than 14,718 total net external p.m. peak hour two way trips or by January 1, 2028, whichever comes last, an interchange justification traffic report (“IJR”) shall be prepared to evaluate the need for an interchange along I-95 with E/W 3. ~~The IJR shall be funded by the developer at a cost not to exceed two million dollars. The methodology for this traffic study shall be agreed upon by the Developer, City of Port St. Lucie, and Florida Department of Transportation. In the event that a methodology cannot be agreed upon among all parties, the City of Port St Lucie shall be the final arbiter.~~
29. If the study required by Condition 278 justifies an interchange along I-95 with E/W 3, and such interchange has been authorized by the Federal Highway Administration and/or FDOT, then no building permits shall be issued for development that generates more than 16,231 total net external p.m. peak hour two way trips or after December 31, 2029, whichever occurs last, until the development order has been amended to include provisions for such an interchange. ~~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**

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

Prior to construction of an intersection of two arterial roads, two collector roads or an arterial and collector road, the Developer shall submit to the City for approval, an intersection analysis to designate the lane geometry for each intersection as it is to be constructed and at buildout.

31. ~~Monitoring of the operational level of service conditions along I-95 from south of Becker Road to north of Crosstown Parkway, at the Tradition Parkway/Gatlin Boulevard and I-95 interchange and at the Becker Road and I-95 interchange, shall commence in coordination with the other SWAA DRIs at such time as the development exceeds 3,979 external P.M. peak hour trips, or 2018, whichever occurs last. Planning level operational analyses shall be included as part of the first Biennial Status Report submitted after the trip/date threshold above has been exceeded. Should the planning level operational analyses indicate that the interstate or subject interchanges are reaching or have reached the adopted level of service threshold, the Developer shall participate in collaborative discussions to identify possible solutions for a mitigation program to resolve the problem, which resolution, in principle, should be reflective of the impacts on the identified roadways/intersections created by the respective SWAA DRIs. The collaborative discussions shall include, but not be limited to, FDOT, the City of Port St. Lucie and the SWAA DRI developers.~~

No building permits shall be issued for development that generates more than 6,000 total net external p.m. peak hour trip threshold or after December 31 2031, whichever comes last, until: 1) contracts have been let to construct a second southbound right-turn lane and a second northbound left-turn lane at the I-95 and Becker Road interchange; or 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring



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program included in Conditions 16 and 17, if applicable, 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.

32. All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.
33. Commencing in 2008 and continuing every other year thereafter, the Developer shall submit a Biennial Status Report indicating the status (schedule) of guaranteed transportation network modifications. This Biennial Status Report shall be submitted, attached to and incorporated into the Development of Regional Impact Biennial Report.

The Biennial Status Report shall list all roadway modifications needed to be constructed, the guaranteed date of completion for the construction of each needed modification, the party responsible for the guaranteed construction of each modification, and the form of binding commitment that guarantees construction of each modification. Except for improvements which are rescheduled or determined to be not needed pursuant to monitoring under Condition 16 or 17 if applicable, no further building permits for Southern Grove Development of Regional Impact shall be issued at the time the Biennial Status Report reveals that any needed transportation modification included in the Development Order is no longer scheduled or guaranteed, or has been delayed in schedule such that it is not guaranteed to be in place and operational, or under actual construction for the entire modification consistent with the timing criteria established in this Development Order.

34. 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.
35. The Developer is responsible for the mitigation of all environmental impacts of all right-of-ways within the Southern Grove DRI.

## **ENVIRONMENTAL AND NATURAL RESOURCES**

### **Upland Preservation**

36. The Developer, Property Owners Association created by the Developer ("Association"), or other acceptable entity shall protect and maintain a minimum of 5.12 acres of native upland communities, in the Conservation Areas 13 shown on the Southern Grove Revised Master Development Plan Map H. The continued viability and maintenance of the Conservation Areas shall be assured through conservation easements granted to the US Army Corps of Engineers, a Community Development District, or other entity acceptable to the City of Port St. Lucie.
37. The Developer, Association, or other acceptable entity shall create 3.49 acres of temperate hardwood habitat (oak hammock) as mitigation in the event that such habitat is eliminated. The created habitat shall: 1) be accomplished concurrent with elimination of the existing habitat; 2) be comprised of native species including canopy, understory, and ground cover; 3) be consolidated in a single location within the greenspace conservation easement; and 4) be managed consistent with the requirements of the Mitigation, Monitoring, and Maintenance Plan included in the U.S. Army Corps of Engineers wetland permit applicable to such portion of the property.

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38. The Developer, Association, or other acceptable entity shall install temporary fencing around the Conservation Areas prior to commencing site clearing adjacent to the conservation areas. The fencing shall clearly identify and designate the boundaries of the Conservation Areas and minimize the potential disturbance of the Conservation Areas during land clearing and construction. The temporary fencing shall be established at least 15 feet outside of the boundaries of the Conservation Areas and shall remain in place until the completion of the finish grading on the area adjacent to the fencing.
39. By January 1, 2015 the Developer, Association, or other acceptable entity shall prepare a Conservation Area Management Plan for the Conservation Areas, including upland buffers, wetlands, and mitigation areas identified on the Southern Grove Revised Master Development Plan Map H. The plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; 3) relocation procedures for listed plant species, 4) include methods to remove nuisance and exotic vegetation and any other species that are determined to threaten the natural communities as specified in this Development Order; and 5) include plans to permanently mark the conservation areas and allow only limited access for passive recreation, education, or scientific study. The management plan shall be approved by the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission. **Condition Satisfied.**

## **Wetlands**

40. The Developer, Association, or other acceptable entity shall preserve and enhance the 100.634 acres of wetlands proposed for protection in the Conservation Areas (Conservation Areas) shown on the Southern Grove Revised Master Development Plan Map H. Any wetland permit issued by the US Army Corps of Engineers for all or any portions of the Property shall be deemed to satisfy all City rules, regulations, codes, permitting and other requirements pertaining to wetlands and littoral plantings for the portion or portions of the Property subject to any such permits. The Developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers.

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41. The Developer, Association, or other acceptable entity shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site. The upland buffers shall be designed to be consistent with the buffer requirements of the U. S. Army Corps of Engineers wetland permit applicable to such portion of the Property.

## **Listed Species**

42. All spider-lilies, royal ferns, and any other listed species identified in wetlands to be eliminated shall be transplanted into wetlands to be preserved and enhanced on the project site consistent with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property.
43. In order to protect the Florida Sandhill Crane, the Developer, Association, or other acceptable entity shall maintain suitable foraging habitat in the form of relatively open grassland with interspersed stands of native pine flatwoods surrounding wetlands in Conservation Areas CA-8, CA-9, CA-10, CA-11, CA-14, CA-15, CA-16, CA-19, CA-20, CA-21, CA-22, CA-23, CA-24, and CA-26, identified on the Southern Grove Revised Master Development Plan Map H consistent with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property.
44. The Developer, Association, or other acceptable entity, shall maintain Wood Stork foraging habitat on site consistent with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property. All surface waters created on the site, where appropriate, shall include features specifically designed to provide preferred foraging habitat for this species. 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.
45. 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. The 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**

46. Prior to obtaining a certificate of occupancy for any future structure located on a particular development parcel, the developer of such parcel shall remove from that parcel all Melaleuca, Brazilian pepper, Old World climbing fern, Australian pine, downy rose-myrtle, and any other nuisance and invasive exotic vegetation listed under Category I of the Florida Exotic Pest Plant Council's 2005 List of Invasive Species. Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be approved by the City of Port St. Lucie. The entire site, including wetlands and conservation areas, shall be maintained free of these species in perpetuity, in accordance with all applicable permits.

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## **Stormwater Management**

47. The developer of each development parcel shall design and construct a stormwater management system to retain the maximum volumes of water consistent with South Florida Water Management District criteria for flood control. The stormwater management system shall be designed and constructed to provide stormwater treatment and attenuation/storage, in accordance with South Florida Water Management District requirements, for the ultimate buildout of all public rights-of-way located within such development parcel. All discharged water from the surface water management system shall meet the water quality standards of Florida Administrative Code Rule 17-3.
48. 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.
49. 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.
50. 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.
51. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the Developer, a community development district, special assessment district, or other entity acceptable to the City of Port St. Lucie. Any entities subsequently replacing the Developer shall be required to assume the responsibilities outlined above.

## **Water Supply**

52. 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 of treated potable water is available to serve that development parcel and the Developer has provided (or have provided surety in a form acceptable with the City) for the necessary water system extensions to serve such development parcel.
53. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. Developer shall connect each development parcel to the reclaimed water system when the system is within 300 feet of the development parcel. The Property shall be equipped with an irrigation water distribution system to provide reclaimed water to all domestic residential lots when it becomes available. No individual home wells shall be constructed on the Property. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting South Florida Water Management District permitting criteria in effect at the time of permit application.

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54. In order to reduce irrigation water demand, xeriscape landscaping shall be encouraged throughout the Property. At a minimum, the xeriscape landscaping shall meet the requirements of the City of Port St. Lucie.
55. 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**

56. 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: 1) adequate capacity for wastewater treatment is available to serve such development parcel and 2) the Developer or others have provided (or have provided surety, in a form acceptable by the City) for the necessary wastewater system extension to serve such development parcel.

## **Solid Waste and Hazardous Materials**

57. 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 approved by the City that adequate solid waste disposal services and facilities will be available when needed. Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities.

## **Air Quality**

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

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## **HUMAN RESOURCE ISSUES**

### **Housing**

59. The Port St. Lucie Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer. However, the Developer has offered to provide voluntary support for affordable housing by means of a local condition. The Developer shall pay a voluntary affordable housing assistance fee of \$250.00 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 in order to encourage affordable housing through such means as (a) acquisition of land; (b) a program of down payment assistance; (c) prepaying of points for qualified homebuyers; (d) rehabilitation of existing affordable housing; (e) construction of new affordable housing by private developers or not-for-profit entities; or (f) other appropriate affordable housing strategies.
60. As an alternative to the above, the Developer at its option may choose to participate in a program developed by the City of Port St. Lucie that will meet the same goals and objectives of the condition to provide sufficient workforce housing, based upon a program of the City of Port St. Lucie upon its adoption in the City of Port St. Lucie comprehensive plan.
61. 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 the State land planning agency. If the supply calculation for any subsequent phase shows that there is not an adequate supply of affordable housing reasonably accessible to the Southern Grove DRI to meet the demand from the non-residential development in that phase, the Development Order shall be amended to include measures to mitigate the unmet housing need consistent with Rule 9J-2.048, F.A.C. The voluntary affordable housing mitigation assistance fee provided for in Condition 58 shall be credited against any required mitigation.

### **Schools**

62. The Developer has entered into a development agreement with the St. Lucie County School District as recorded in Official records Book 2889, Page 650, Public records of St. Lucie County, Florida, as may be amended from time to time, which assures the following:
- a. The dedication to the City of Port St. Lucie, pursuant to the Annexation Agreement, of two K-8 school sites of not less than 25 acres each (totaling 50 acres) provided that drainage (after all required water quality pretreatment is provided on site at no cost to the Developer) for both K-8 school sites can be accommodated off-site as part of a larger master stormwater system. The net acreage must not include any required upland or wetland preservation areas. Alternatively if collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres, provided that drainage for both K-8 school sites can be accommodated off-site.
  - b. For the proposed total development program of ~~7,388~~ 7,674 dwelling units (excluding age

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restricted units), 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 Property based upon general applicable St. Lucie County Educational Impact Fee in effect from time to time, so that there will be adequate school facilities to accommodate the impacts of the development. Such facilities shall be operated and maintained by the St. Luce 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 subparagraphs (a) above.

## **Police and Fire Protection**

63. 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 such development parcel. The methodology used to determine the demand created as a result of the Property and the standards used to determine adequate police protection shall be approved by the City of Port St. Lucie Police Department.

64. The Developer has entered into that certain Developer's Agreement with the St. Lucie County Fire District for improvements necessary to provide Fire and Emergency Medical Services to the Property as recorded in Official records Book 2916, Page 661, Public Records of St. Lucie County, Florida, and the amendment to the agreement recorded in Records Book 3062, Page 938, Public records of St. Lucie County, Florida, as may be further amended from time to time.

## **Hurricane Preparedness**

65. The Developer shall pay a proportionate share payment to the City of Port St. Lucie, or construct one or more on-site buildings to provide a minimum 14,780 square feet of public hurricane evacuation shelter space for the residents of the Southern Grove Development of Regional Impact. If the space is constructed by the Developer, construction will commence before the start of hurricane season during the year that each phase is scheduled to end. If the Developer is to construct same, then a minimum of 2,000 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 1; a minimum of 5,900 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 2; a minimum of 4,920 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 3; and a minimum of 1,960 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 4. 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 constructed or retrofitted to State of Florida hurricane code (including public schools) or other some combination thereof. The hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and be consistent with Chapter 9J-2.0256(5) (a), Florida Administrative Code and with Red Cross Standard 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately. **Condition Satisfied.** Per the express terms of this condition, the emergency shelter requirements are, and have been, satisfied through the construction

# EXHIBIT 1

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

66. The developer shall pay a proportionate share payment to the City of Port St. Lucie, for 5,400 square feet of special needs public hurricane evacuation shelter space for the residents of the Southern Grove Development of Regional Impact. The proportionate share payment methodology shall be as set forth in the Amended Exhibit “D”. Any prior contributions made to the City’s special needs shelter shall be credited towards this proportionate share payment. In order to ensure that shelter space is available at all times to meet demand, a proportionate share payment for a minimum of 720 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 1; a proportionate share payment for a minimum of 2,160 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 2; a proportionate share payment for a minimum of 1,800 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 3, and a proportionate share payment for a minimum of 720 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 4. The amount of special needs public hurricane evacuation shelter space shall be recalculated to the satisfaction of the City of Port St. Lucie if age restrictions are established in any part of the Southern Grove Development of Regional Impact. Special needs shelter space requirements may be accomplished through the developer paying a proportionate share payment to mitigate its projected demand on special needs shelters. The special needs hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and be consistent with Rule 9J-2.0256(5) (a), Florida Administrative Code and with Red Cross Standard 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately. **Condition Satisfied.** Pursuant to Exhibit “D”, the required proportionate share payment for special needs public hurricane space is \$81,000.00. Mattamy Palm Beach LLC has provided a check for \$81,000.00 to the City.

## **Parks and Recreation**

67. Prior to January 1, 2021 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 Property. At a minimum, the plan shall 1) provide for a minimum of 80 acres of net usable area for recreation (which shall be public and conveyed to the City, in parcels of no less than 10 acres, pursuant to the Annexation Agreement); 2) show the locations of proposed parks and recreational facilities; 3) provide a schedule for conveyance of the public parks; and 4) comply with a requirement of 5 acres of parks per 1,000 population, consistent with the level of service required for parks and recreational facilities in the City of Port St. Lucie Comprehensive Plan at the time of adoption of the original development order. 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.
68. The provision of public beach access and boat ramp facilities is a local issue which the City of Port



# **EXHIBIT 1**

St. Lucie and St. Lucie County address through impact fees, taxes, grants, and other assessments. With those funding sources, the City and County can expand existing or construct new public beach access and boat ramp facilities which may be needed to accommodate the residential development approved by this Development Order.

## **Historic and Archaeological Sites**

69. The Developer shall protect and set aside from development the archaeological site known as the otter site, 8SL1717, in accordance with the recommendations from the Florida Department of State, Division of Historical Resources. The otter site is located in a hammock in the south central portion of the property identified as conservation area CA-32 shown on Revised Master Development Plan Map "H".
70. 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.

## **Energy**

71. The final site and building designs shall comply with Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. Where practical, the Property 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.

## **Mass Transit**

72. The Southern Grove DRI developer has the right, but not the obligation to develop and construct a mass transit system within and extending outside of the Southern Grove property. The mass transit system may include autonomous vehicles, trollies, cargo vans, and buses. The developer may monitor the roadways consistent with Condition 15 to determine the effects of the mass transit system.

**EXHIBIT "A" to EXHIBIT "1"**

**LEGAL DESCRIPTION**

DESCRIPTION:

A PARCEL OF LAND LYING IN SECTIONS 15, 22, 23, 26, 27, 34 AND 35 TOWNSHIP 37 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE CENTERLINE OF GATLIN BOULEVARD, ALSO BEING THE NORTH LINE OF SAID SECTION 15, AS SHOWN ON THE PLAT OF TRADITON PLAT NO. 6, RECORDED IN PLAT BOOK 42, PAGES 5, 5A THROUGH 5F, PUBLIC RECORDS OF SAID ST. LUCIE COUNTY, FLORIDA AND THE WESTERLY LIMITS OF THOSE LANDS DESCRIBED IN AN ORDER OF TAKING DATED JULY 4, 1979 AND RECORDED IN OFFICIAL RECORDS BOOK 311, PAGES 2946 THROUGH 2952, INCLUSIVE PUBLIC RECORDS OF SAID ST. LUCIE COUNTY, AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAPS FOR STATE ROAD NO. 9 (I-95), SECTION 94001 - 2412, DATED 06/02/77, WITH LAST REVISION OF 09/11/79; THENCE SOUTH 00°01'45" WEST AS A BASIS OF BEARINGS, A DISTANCE OF 100.00 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID GATLIN BOULEVARD, ALSO BEING THE WESTERLY LINE OF SAID STATE ROAD NO. 9 (I-95) AND ALSO BEING THE SOUTHEAST CORNER OF SAID TRADITION PLAT NO. 6 AND TO THE POINT OF BEGINNING; THENCE TRAVERSING THE SAID WESTERLY LINE BY THE FOLLOWING TWENTY-FOUR (24) COURSES:

1. SOUTH 89°58'15" EAST, A DISTANCE OF 242.61 FEET;
2. SOUTH 00°01'45" WEST, A DISTANCE OF 20.00 FEET;
3. SOUTH 89°58'15" EAST, A DISTANCE OF 318.60 FEET;
4. SOUTH 81°56'34" EAST, A DISTANCE OF 515.34 FEET;
5. SOUTH 69°58'48" EAST, A DISTANCE OF 276.75 FEET;
6. SOUTH 52°20'12" EAST, A DISTANCE OF 908.27 FEET;
7. SOUTH 43°16'30" EAST, A DISTANCE OF 590.74 FEET;
8. SOUTH 27°42'53" EAST, A DISTANCE OF 590.97 FEET;
9. SOUTH 19°56'04" EAST, A DISTANCE OF 1197.74 FEET;
10. SOUTH 18°47'19" EAST, A DISTANCE OF 2565.69 FEET TO A POINT OF CURVATURE WITH A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 24749.33 FEET;
11. SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°11'10", AN ARC DISTANCE OF 1376.21 FEET TO A POINT OF NON RADIAL INTERSECTION WITH A LINE (THE RADIUS POINT OF SAID CURVE BEARS NORTH 68°01'31" EAST FROM THIS POINT);
12. NORTH 00°02'34" EAST ALONG SAID LINE, A DISTANCE OF 53.48 FEET TO A POINT OF NON RADIAL INTERSECTION WITH A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 24729.33 FEET (THE RADIUS POINT OF SAID CURVE BEARS NORTH 68°08'25" EAST FROM THIS POINT);
13. SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°31'59", AN ARC DISTANCE OF 661.68 FEET TO A POINT OF NON RADIAL INTERSECTION WITH A LINE (THE RADIUS POINT OF SAID CURVE BEARS NORTH 66°36'26" EAST FROM THIS POINT);
14. SOUTH 65°16'33" EAST ALONG SAID LINE, A DISTANCE OF 59.98 FEET;
15. SOUTH 23°27'14" EAST, A DISTANCE OF 5.99 FEET;
16. SOUTH 10°06'31" WEST, A DISTANCE OF 72.11 FEET TO A POINT OF NON RADIAL INTERSECTION WITH A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 24729.33 FEET (THE RADIUS POINT OF SAID CURVE BEARS NORTH 66°21'02" EAST FROM THIS POINT);
17. SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°31'35", AN ARC DISTANCE OF 4543.28 FEET TO A POINT OF TANGENCY WITH A LINE;

18. SOUTH 34°10'33" EAST ALONG SAID LINE, A DISTANCE OF 1712.58 FEET TO A POINT OF CURVATURE WITH A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 6987.97 FEET;
19. SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 29°45'21", AN ARC DISTANCE OF 3629.11 FEET TO A POINT OF TANGENCY WITH A LINE;
20. SOUTH 04°25'12" EAST ALONG SAID LINE, A DISTANCE OF 1751.36 FEET TO A POINT OF CURVATURE WITH A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 24381.33 FEET;
21. SOUTHEASTERLY, SOUTHERLY AND SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°30'14", AN ARC DISTANCE OF 1916.56 FEET TO A POINT OF TANGENCY WITH A LINE;
22. SOUTH 00°05'02" WEST ALONG SAID LINE, A DISTANCE OF 724.96 FEET;
23. SOUTH 09°10'27" WEST, A DISTANCE OF 101.27 FEET;
24. SOUTH 00°05'02" WEST, A DISTANCE OF 483.47 FEET TO A POINT ON THE NORTHERLY LINE OF LAND DESCRIBED IN DEED DATED MAY 12, 1951 TO CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL DISTRICT AND RECORDED IN DEED BOOK 165, PAGES 361 THROUGH 362, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, ALSO BEING A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT CANAL C-23;

THENCE DEPARTING SAID STATE ROAD NO. 9 (I-95) AND TRAVERSING ALONG THE SAID NORTHERLY RIGHT-OF-WAY LINE OF CANAL C-23 BY THE FOLLOWING TWO (2) COURSES:

1. NORTH 89°54'36" WEST, A DISTANCE OF 4896.74 FEET;
2. NORTH 89°54'26" WEST, A DISTANCE OF 5221.40 FEET TO A POINT ON THE EASTERLY LINE OF A 30 FOOT WIDE PARCEL DESCRIBED IN SPECIAL WARRANTY DEED DATED SEPTEMBER 1, 1987 TO METROPOLITAN LIFE INSURANCE COMPANY AND RECORDED IN OFFICIAL RECORD BOOK 557, PAGES 676 THROUGH 680, INCLUSIVE, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA;

THENCE NORTH 00°05'34" EAST, DEPARTING SAID NORTHERLY RIGHT-OF-WAY LINE OF CANAL C-23 AND ALONG THE SAID EASTERLY LINE, A DISTANCE OF 17341.94 FEET; THENCE NORTH 89°50'39" WEST, A DISTANCE OF 2096.15 FEET; THENCE NORTH 00°02'55" WEST, A DISTANCE OF 3277.25 FEET; THENCE NORTH 89°57'05" EAST, A DISTANCE OF 200.00 FEET; THENCE NORTH 00°02'55" WEST, A DISTANCE OF 12.70 FEET TO A POINT OF CURVATURE WITH A CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 175.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 54°37'24", AN ARC DISTANCE OF 166.84 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID TRADITION PLAT NO. 6 AND BEING A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 300.00 FEET; THENCE TRAVERSING THE SAID SOUTHERLY LINE OF SAID TRADITION PLAT NO. 6 BY THE FOLLOWING THREE (3) COURSES:

1. NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 19°14'49", AN ARC DISTANCE OF 100.78 FEET TO A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 175.00 FEET;
2. NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 54°37'24", AN ARC DISTANCE OF 166.84 FEET TO A POINT OF TANGENCY WITH A LINE;
3. NORTH 89°57'05" EAST ALONG SAID LINE, A DISTANCE OF 2427.95 FEET TO THE POINT OF BEGINNING.

CONTAINING 3606.173 ACRES, MORE OR LESS.

# EXHIBIT "B" TO EXHIBIT "1" SOUTHERN GROVE

Phases	Development Phasing						
	Residential (DUs)	Retail (sq. ft.)	Office (sq. ft.)	Research & Development (sq. ft.)	Industrial (sq. ft.)	Hotel (beds)	Hospital
1 (2006-2017)	900	465,000	350,000	915,000	450,000	371	300
2 (2018-2022)	2,000	1,210,075	693,576	527,867	1,411,112	250	-
3 (2023-2027)	2,018	1,000,000	693,576	527,867	1,368,112	170	-
4 (2028-2032)	2,470	1,000,000	693,576	527,867	1,253,112	-	-
<b>Total</b>	<b>7,488</b>	<b>3,675,075</b>	<b>2,430,738</b>	<b>2,493,012</b>	<b>5,811,136</b>	<b>791</b>	<b>600</b>

CONSERVATION AREAS		
ID	Wetland (ac)	Upland Buffer / Upland (ac)
CA2	W420	0.304
CA3	W421	3.453
CA4	W422	1.071
CA6	W436	0.860
CA7	W444	0.577
CA8	W433	1.542
CA9	W439	0.698
	W440	0.280
	W445	0.670
CA10	W442	1.101
CA11	W443	0.588
CA12	W447	1.845
CA13	Live Oak Hammock	5.120
CA14	W452	4.857
CA15	W455	0.763
CA16	W463	6.000
CA17	W475	2.246
CA18	W456	1.557
CA19	W462	3.863
CA20	W466	1.021
CA21	W467	0.715
CA22	W461	6.789
CA23	W468	3.368
CA24	W469	2.083
	W470	0.670
CA25	W458	0.419
CA26	W471	5.052
CA28	W481	41.302
CA32	W483	3.965
	W457	0.829
	W465	3.096
<b>Total</b>	<b>110,611</b>	<b>11,250</b>

**DRI CRA MAP LEGEND**

- RESIDENTIAL
- MIXED USE
- NEIGHBORHOOD VILLAGE CENTER
- EMPLOYMENT CENTER
- REGIONAL BUSINESS CENTER
- PROPOSED RIGHTS-OF-WAY<sup>1/</sup>
- UTILITY EASEMENT
- STORMWATER MANAGEMENT<sup>1/</sup>
- ACTIVE PARK<sup>1/</sup>
- SCHOOL<sup>1/</sup>
- ARCHEOLOGICAL SITE<sup>1/</sup>
- CONSERVATION AREA (W-#)
- FIRE STATION LOCATION (Approximate)
- PEDESTRIAN/BIKE PATH (REQUIRED ON BOTH SIDES OF ARTERIALS)  
(REQUIRED ON BOTH SIDES OF COLLECTORS)  
(REQUIRED ON ONE SIDE OF E/W #2)
- MULTI-PURPOSE PATH (May be outside ROW)

**NOTES:**

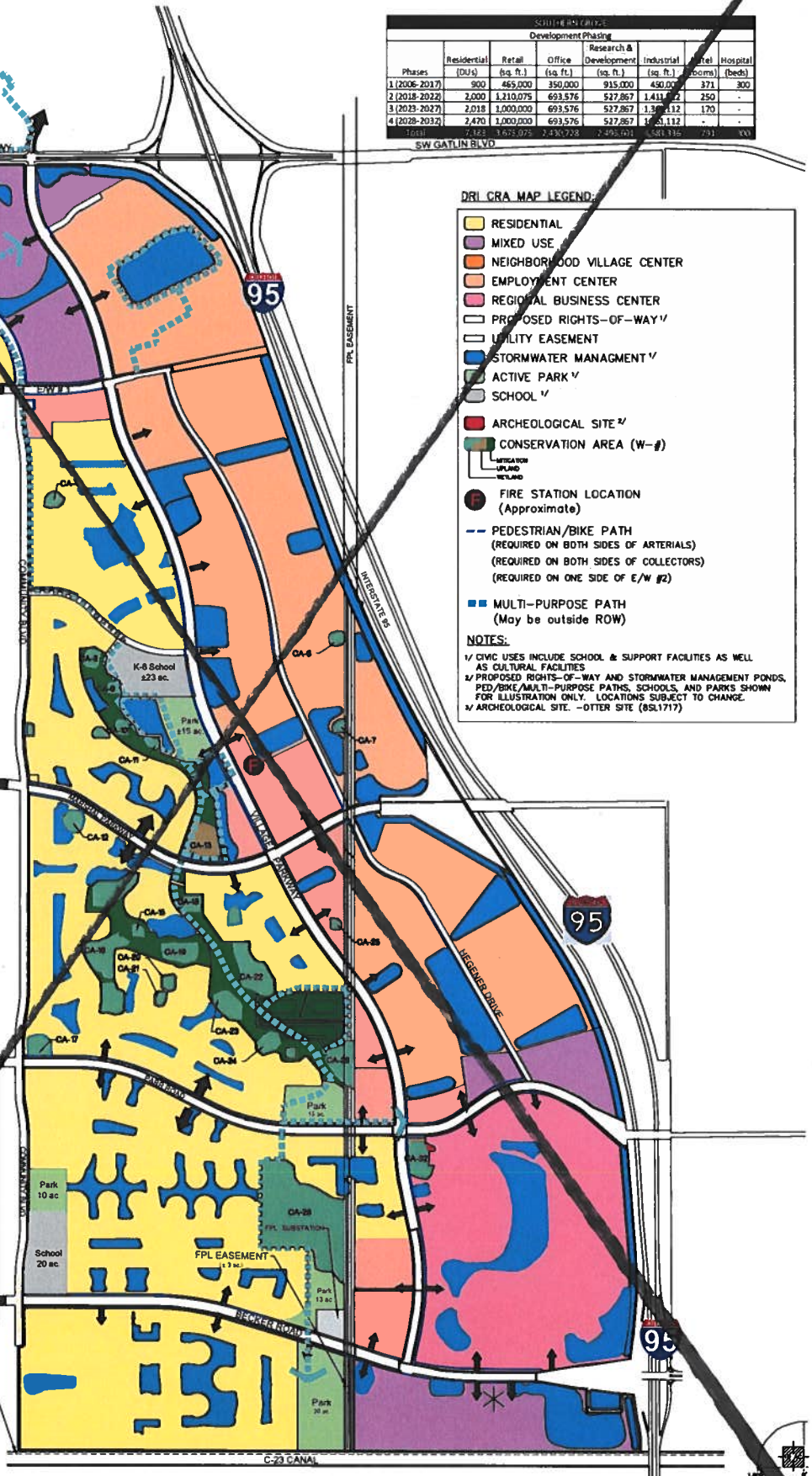
- 1/ CIVIC USES INCLUDE SCHOOL & SUPPORT FACILITIES AS WELL AS CULTURAL FACILITIES
- 2/ PROPOSED RIGHTS-OF-WAY AND STORMWATER MANAGEMENT PONDS, PED/BKE/MULTI-PURPOSE PATHS, SCHOOLS, AND PARKS SHOWN FOR ILLUSTRATION ONLY. LOCATIONS SUBJECT TO CHANGE.
- 3/ ARCHEOLOGICAL SITE: -DITTR SITE (8SL1717)

**CRA PLAN LEGEND**

- MULTI-PURPOSE PATH (MAY BE OUTSIDE OF ROW)
- PARK & RIDE

**SUPPORTIVE POLICIES AND NOTES:**

- 1) DEVELOPMENTS MUST CONNECT TO PATH AND SECONDARY PATH SYSTEM.
- 2) ARTERIAL ROAD CROSSINGS SHOULD BE AT MINOR INTERSECTIONS.
- 3) ON SECONDARY PATHS, MULCH MAY BE UTILIZED WHERE PATH TRAVERSES CONSERVATION AREAS.
- 4) THE CITY SHOULD CONTINUE THE PATH PROGRAM TO THE WEST.
- 5) THE PATH SHOULD BE LOCATED ADJACENT TO DRAINAGE FACILITIES WHEN POSSIBLE.
- 6) PATH LOCATIONS ARE GENERAL AND MAY CHANGE AT FINAL DESIGN.



**Lucido & Associates**  
701 E Ocean Blvd., Stuart, Florida 34994  
(772) 224-1111 Fax (772) 224-8228

**Mattamy Palm Beach, LLC**  
Owner  
**MacKenzie Engineering & Planning, Inc.**  
Traffic  
LAP 19-200

**E&W Consultants, Inc.**  
Environmental

**Lucido & Associates**  
Planning

**Map H**  
**Master Development Plan**

# EXHIBIT "B" TO EXHIBIT "1" SOUTHERN GROVE

SOUTHERN GROVE							
Development Phasing							
Phases	Residential (DUs)	Retail (sq. ft.)	Office (sq. ft.)	Research & Development (sq. ft.)	Industrial (sq. ft.)	Hotel (rooms)	Hospital (beds)
1 (2006-2027)	3,415	180,000	400,000	300,000	450,000	250	180
2 (2027-2032)	4,259	796,480	250,000	200,000	3,250,000	310	120
3 (2032-2037)		258,500	50,000	50,000	1,380,116	80	-
4 (2037-2042)		596,485	709,903	651,557	3,664,884	411	-
<b>Total</b>	<b>7,674</b>	<b>1,831,465</b>	<b>1,409,903</b>	<b>1,201,557</b>	<b>8,745,000</b>	<b>1,051</b>	<b>300</b>

SOUTHERN GROVE Conservation Areas			
ID	Wetland (ac)	Upland Buffer / Upland (ac)	
CA2	W420	0.304	0.200
CA3	W421	3.453	0.610
CA4	W422	1.071	0.520
CA6	W436	0.860	0.450
CA7	W444	0.577	0.400
CA8	W433	1.542	
CA9	W439	0.698	
	W440	0.380	
	W441	0.570	
CA10	W442	1.101	
CA11	W443	0.588	
CA12	W447	1.845	0.640
CA13	Live Oak Hammock		5.120
CA14	W452	4.857	
CA15	W455	0.763	
CA16	W463	6.000	
CA17	W475	2.246	0.750
CA18	W456	1.557	
CA19	W462	3.863	
CA20	W466	1.021	0.450
CA21	W467	0.715	0.360
CA22	W461	6.789	
CA23	W468	3.368	
CA24	W469	2.083	
	W470	0.670	
CA25	W458	0.419	0.350
CA26	W471	5.052	
CA28	W481	41.302	3.680
CA32	W483	3.965	1.320
	W457	0.829	0.400
	W465	3.096	
<b>Total</b>	<b>100.634</b>	<b>15.250</b>	

### DRI CRA MAP LEGEND:

- RESIDENTIAL
- MIXED USE
- NEIGHBORHOOD VILLAGE CENTER
- EMPLOYMENT CENTER
- REGIONAL BUSINESS CENTER
- PROPOSED RIGHTS-OF-WAY<sup>1/</sup>
- UTILITY EASEMENT
- STORMWATER MANAGEMENT<sup>1/</sup>
- ACTIVE PARK<sup>1/</sup>
- SCHOOL<sup>1/</sup>
- ARCHEOLOGICAL SITE<sup>2/</sup>
- CONSERVATION AREA (W-#)
- MITIGATION UPLAND WETLAND
- FIRE STATION LOCATION (Approximate)
- PEDESTRIAN/BIKE PATH (REQUIRED ON BOTH SIDES OF ARTERIALS) (REQUIRED ON BOTH SIDES OF COLLECTORS) (REQUIRED ON ONE SIDE OF E/W #2)
- MULTI-PURPOSE PATH (May be outside ROW)

**NOTES:**

1/ CIVIC USES INCLUDE SCHOOL & SUPPORT FACILITIES AS WELL AS CULTURAL FACILITIES

2/ PROPOSED RIGHTS-OF-WAY AND STORMWATER MANAGEMENT PONDS, PED/BIKE/MULTI-PURPOSE PATHS, SCHOOLS, AND PARKS SHOWN FOR ILLUSTRATION ONLY. LOCATIONS SUBJECT TO CHANGE.

3/ ARCHEOLOGICAL SITE. -OTTER SITE (BSL1717)

### CRA PLAN LEGEND:

MULTI-PURPOSE PATH (MAY BE OUTSIDE OF ROW)

PARK & RIDE

### SUPPORTIVE POLICIES AND NOTES:

- 1) DEVELOPMENTS MUST CONNECT TO PATH AND SECONDARY PATH SYSTEMS.
- 2) ARTERIAL ROAD CROSSINGS SHOULD BE AT MINOR INTERSECTIONS.
- 3) ON SECONDARY PATHS, MULCH MAY BE UTILIZED WHERE PATH TRAVERSES CONSERVATION AREAS.
- 4) THE CITY SHOULD CONTINUE THE PATH PROGRAM TO THE WEST.
- 5) THE PATH SHOULD BE LOCATED ADJACENT TO DRAINAGE FACILITIES WHEN POSSIBLE.
- 6) PATH LOCATIONS ARE GENERAL AND MAY CHANGE AT FINAL DESIGN.

FUTURE GREENWAYS/TRAILS AS SHOWN ON THE ST. LUCIE COUNTY BICYCLE, PEDESTRIAN, GREENWAYS AND TRAILS MASTER PLAN (BY OTHERS)

**lucido & associates**  
701 E Ocean Blvd., Stuart, Florida 34894  
(772) 220-2100 - Fax (772) 223-0220

**Mattamy Palm Beach, LLC**  
Owner  
**MacKenzie Engineering & Planning, Inc.**

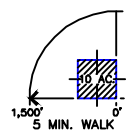
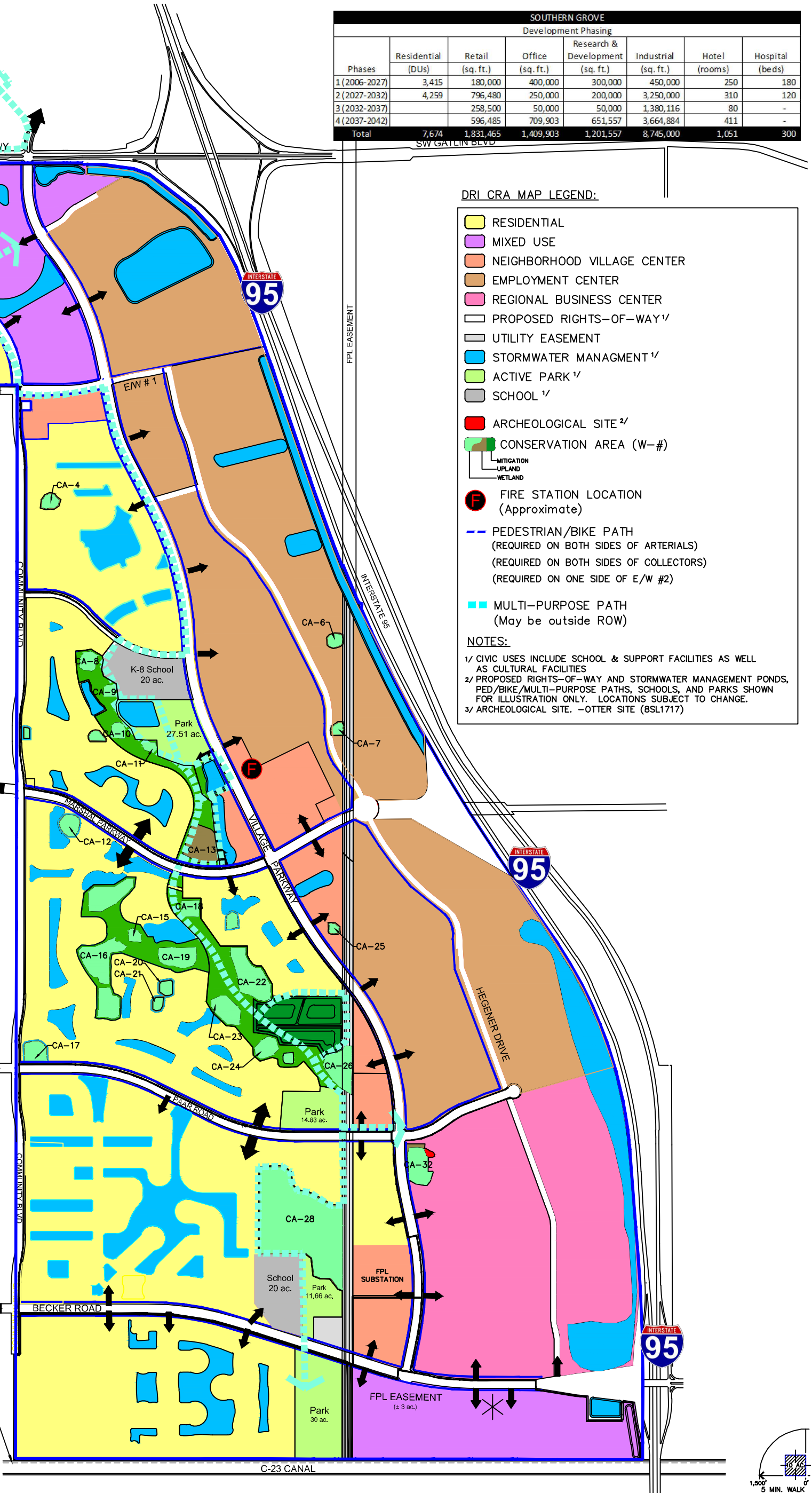
**E&W Consultants, Inc.**  
Environmental

**Lucido & Associates**  
Planning

**Proposed Map H**  
**Master Development Plan**

Traffic  
LA#: 19-200

PROPOSED: September 14, 2021



# EXHIBIT "B-2" TO EXHIBIT "1" SOUTHERN GROVE

## CRA PLAN LEGEND:

- PROPOSED RIGHTS-OF-WAY
- UTILITY EASEMENT
- STORMWATER MANAGEMENT (EXISTING)
- ACTIVE PARK
- SCHOOL
- ARCHEOLOGICAL SITE
- CONSERVATION AREA (W-#)
- PEDESTRIAN/BIKE PATH  
(8' Pedestrian/Bike Path or 5' sidewalks and on-street bike lanes required on both sides of arterial)
- (5' sidewalks and on-street bike lanes required on both sides of Hegener Drive (E/W # 2))
- TRADITION TRAIL
- MULTI-PURPOSE PATH  
(May be outside ROW)
- \* PARK & RIDE

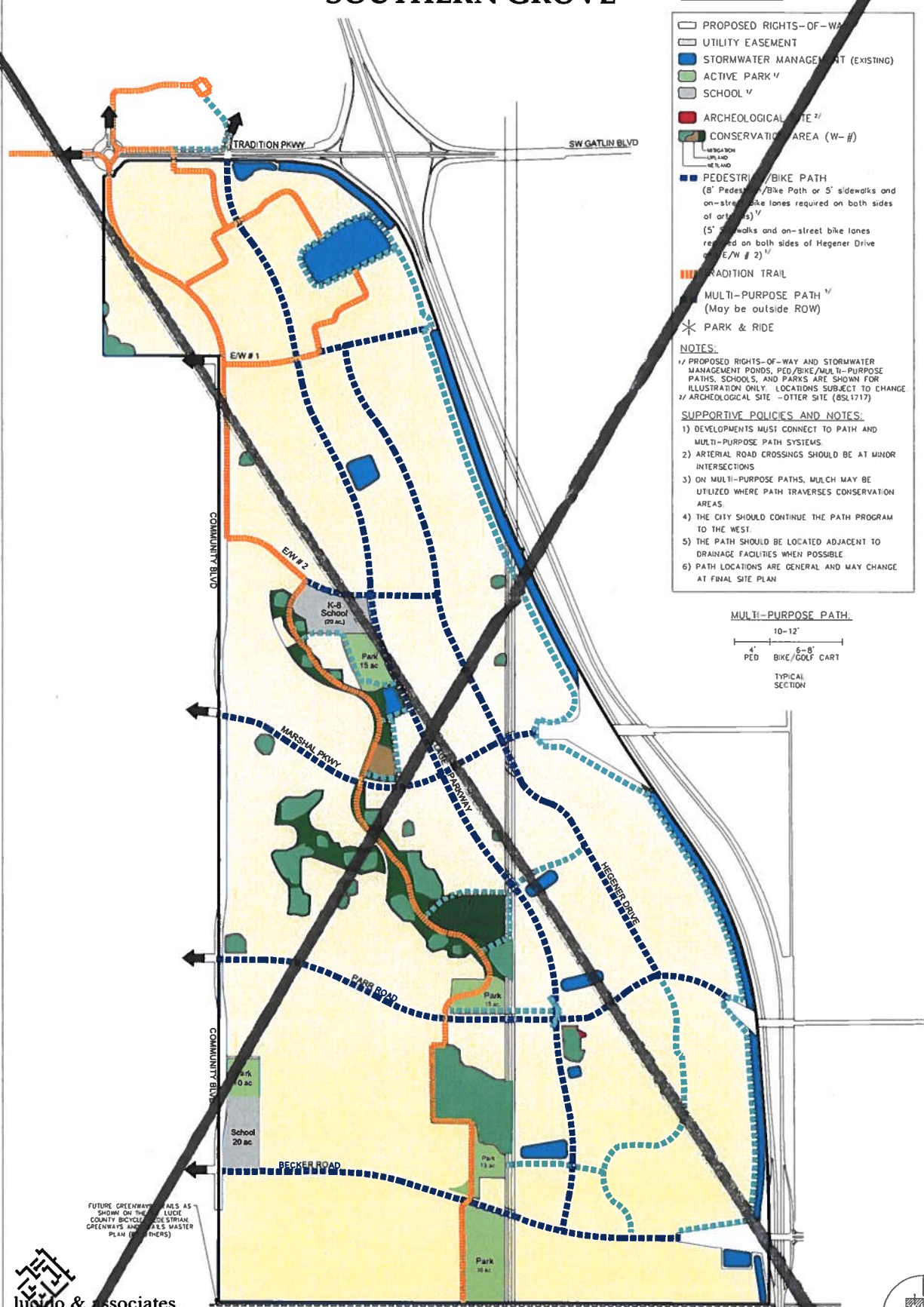
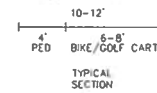
### NOTES:

- ✓ PROPOSED RIGHTS-OF-WAY AND STORMWATER MANAGEMENT PONDS, PED/BIKE/MULTI-PURPOSE PATHS, SCHOOLS, AND PARKS ARE SHOWN FOR ILLUSTRATION ONLY. LOCATIONS SUBJECT TO CHANGE.
- ✓ ARCHEOLOGICAL SITE - OTTER SITE (85L1717)

### SUPPORTIVE POLICIES AND NOTES:

- 1) DEVELOPMENTS MUST CONNECT TO PATH AND MULTI-PURPOSE PATH SYSTEMS.
- 2) ARTERIAL ROAD CROSSINGS SHOULD BE AT MINOR INTERSECTIONS.
- 3) ON MULTI-PURPOSE PATHS, MULCH MAY BE UTILIZED WHERE PATH TRAVERSES CONSERVATION AREAS.
- 4) THE CITY SHOULD CONTINUE THE PATH PROGRAM TO THE WEST.
- 5) THE PATH SHOULD BE LOCATED ADJACENT TO DRAINAGE FACILITIES WHEN POSSIBLE.
- 6) PATH LOCATIONS ARE GENERAL AND MAY CHANGE AT FINAL SITE PLAN.

### MULTI-PURPOSE PATH:



FUTURE GREENWAY PATHS AS SHOWN ON THE LUCIDO COUNTY BICYCLE AND PEDESTRIAN GREENWAYS AND PATHS MASTER PLAN (2017)

**Lucido & Associates**  
701 E Ocean Blvd., Palm Beach, Florida 33494  
(561) 832-1177 Fax (561) 832-4828

**Mattamy Palm Beach, LLC**  
Owner

Traffic  
1/19/20

**E&W Consultants, Inc.**  
Environmental

**Lucido & Associates**  
Planning

**Map H(2)**  
**Master Development Plan**

REVISED September 2020



EXHIBIT "C" TO EXHIBIT "1"

SOUTHERN GROVE DRI  
TRIP CONVERSION MATRIX  
TOTAL BUILDOUT PM PEAK HOUR

TO			Residential SF Unit	Residential MF Unit	Hotel Unit	1000 SF Industrial	1000 SF Office	1000 SF Retail	Hospital Bed	University Student
	ITE Code		210	230	310	110	710	820	610	550
FROM		PM Total Trip Rate	1.01	0.52	1.70	0.86	1.49	3.73	1.31	0.17
Residential SF Unit	210	1.01	1.00	1.94	1.44	1.17	0.68	0.27	0.77	5.94
Residential MF Unit	230	0.52	0.51	1.00	0.74	0.60	0.35	0.14	0.40	3.06
Hotel Unit	310	0.70	0.69	1.35	1.00	0.81	0.47	0.19	0.53	4.12
1000 SF Industrial	110	0.86	0.85	1.65	1.23	1.00	0.58	0.23	0.66	5.06
1000 SF Office	710	1.49	1.48	2.87	2.13	1.73	1.00	0.40	1.14	8.76
1000 SF Retail	820	3.73	3.69	7.17	5.33	4.34	2.50	1.00	2.85	21.94
Hospital Bed	610	1.31	1.30	2.52	1.87	1.52	0.88	0.35	1.00	7.71
University Student	550	0.17	0.17	0.33	0.24	0.20	0.11	0.05	0.13	1.00

Land Use	ADA	Minimum	Maximum
Residential (DU)	7,388	5,541	9,725
Retail (SF)	3,675,075	2,756,306	4,591,444
Office (SF)	2,430,728	1,823,046	3,053,410
R&D (SF)	2,498,602	1,873,952	3,232,253
WD & I (SF)	4,583,338	3,437,504	7,729,173
Hospital (beds)	300	225	375
Hotel (rooms)	791	593	989



## Exhibit "C" to Exhibit "1"

### SOUTHERN GROVE TRADE-OFF AND CONVERSION MATRIX

TO			Residential SF Unit	Residential MF Unit	Hotel Unit	1000 SF Industrial	1000 SF Office	1000 SF Retail	Hospital Bed	1000SF Warehouse	Age Restricted SF Unit	Age Restricted MF Unit	1000 SF R & D
	ITE Code		210	221	310	130	710	820	610	150	251	252	760
		PM Total Trip Rate	0.99	0.44	0.60	0.4	1.15	3.81	1.89	0.19	0.3	0.26	0.49
From													
Residential SF Unit	210	0.99	1.00	2.25	1.65	2.48	0.86	0.26	0.52	5.21	3.30	3.81	2.02
Residential MF Unit	221	0.44	0.44	1.00	0.73	1.10	0.38	0.12	0.23	2.32	1.47	1.69	0.90
Hotel Unit	310	0.60	0.61	1.36	1.00	1.50	0.52	0.16	0.32	3.16	2.00	2.31	1.22
1000 SF Industrial	130	0.4	0.40	0.91	0.67	1.00	0.35	0.10	0.21	2.11	1.33	1.54	0.82
1000 SF Office	710	1.15	1.16	2.61	1.92	2.88	1.00	0.30	0.61	6.05	3.83	4.42	2.35
1000 SF Retail	820	3.81	3.85	8.66	6.35	9.53	3.31	1.00	2.02	20.05	12.70	14.65	7.78
Hospital Bed	610	1.89	1.91	4.30	3.15	4.73	1.64	0.50	1.00	9.95	6.30	7.27	3.86
1000SF Warehouse	150	0.19	0.19	0.43	0.32	0.48	0.17	0.05	0.10	1.00	0.63	0.73	0.39
Age Restricted SF Unit	251	0.3	0.30	0.68	0.50	0.75	0.26	0.08	0.16	1.58	1.00	1.15	0.61
Age Restricted MF Unit	252	0.26	0.26	0.59	0.43	0.65	0.23	0.07	0.14	1.37	0.87	1.00	0.53
1000 SF R & D	760	0.49	0.49	1.11	0.82	1.23	0.43	0.13	0.26	2.58	1.63	1.88	1.00

Example 1: Convert 10,000 SF of Office to Industrial

10,000 SF Office x 2.88 = 28,800 SF Industrial

Example 2: Convert 40 Hotel Rooms to Warehouse

40 Hotel Rooms x 3.16 = 126.4 (1,000 SF) Warehouse = 126,400 SF Warehouse

Land Use	ADA	Minimum	Maximum
Residential SF Unit	7,259	5,444	9,074
Hotel Unit	1,051	788	1,314
Industrial/Warehouse SF	8,745,000	6,558,750	10,931,250
Office SF	1,409,903	1,057,427	1,762,379
Retail SF	1,831,465	1,373,599	2,289,331
Hospital Bed	300	225	375
R & D SF	1,201,557	901,168	1,501,946

**EXHIBIT “D” to EXHIBIT “1”**

**Southern Grove DRI**  
**Special Needs Shelter Proportional Share Calculation**

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

	5,400	Special Needs Square Footage*
<u>\$</u>	<u>150</u>	Cost per Square Foot to Build Non-Shelter Building
\$	810,000	Total Cost of Non-Shelter Building
	<u>10%</u>	% Increase in Cost to Build Shelter building
\$	81,000	Proportionate Share Payment

The cost of constructing a normal building is assumed to be \$150 per square foot, and the difference in cost between a normal and shelter building is assumed to be 10%. Based on these figures, the mitigation fee shall be \$81,000. This calculation is based on the PGA Village DRI Hurricane Evacuation Shelter Mitigation Plan methodology approved by the City of Port St. Lucie City manager on January 9, 2006.

\*Required by Condition 61 of Exhibit 1 f the Southern Grove Development Order.

**EXHIBIT "E" to EXHIBIT "1"**  
**Southern Grove Development of Regional Impact**  
**Trip Generation/Pass-By Rates and Equations**

PM Peak Hour Trip Generation Rates and Equations			
Land Use	ITE CODE	Unit	PM Peak Hour Trip Rate/Equation
Single-Family Residential	[210]	d.u.	$\text{Ln}(T) = 0.90 \cdot \text{Ln}(X) + 0.51$ ; (63% in)
Multi-Family Residential	[230]	d.u.	$\text{Ln}(T) = 0.82 \cdot \text{Ln}(X) + 0.32$ ; (67% in)
Hotel	[310]	rooms	$T = 0.70 \cdot (X)$ ; (49% in)
Industrial Park	[130]	s.f.	$T = 0.86 \cdot (X/1000)$ ; (21% in)
Commercial Retail	[820]	s.f.	$\text{Ln}(T) = 0.67 \cdot \text{Ln}(X/1000) + 3.37$ ; (49% in)
Service & Office (<500,000 s.f.)	[710]	s.f.	$T = 0.49 \cdot (X/1000)$ ; (17% in)
Service & Office (≥500,000 s.f.)	[710]	s.f.	$T = 1.12 \cdot (X/1000) + 78.81$ ; (17% in)
Research & Development (◆1,800,000 s.f.)	[760]	s.f.	$\text{Ln}(T) = 0.82 \cdot \text{Ln}(X/1000) + 1.09$ ; (15% in)
Research & Development (>1,800,000 s.f.)	[760]	s.f.	$T = 1.07 \cdot (X/1000)$ ; (15% in)
Hospital	[610]	beds	$T = 1.31 \cdot (X)$ ; (36% in)
Civic Use <sup>(1)</sup>	na	s.f.	$T = 5.45 \cdot (X/1000)$ ; (50% in)
Institutional Use <sup>(2)</sup>	na	s.f.	$T = 3.05 \cdot (X/1000)$ ; (40% in)
Park	[412]	acres	$T = 0.06 \cdot (X)$ ; (41% in)
Elementary School	[520]	students	$T = 0.15 \cdot (X)$ ; (49% in)
K-8 School	[522]	students	$T = 0.16 \cdot (X)$ ; (49% in)
High School	[530]	students	$T = 0.13 \cdot (X)$ ; (47% in)
University	[550]	students	$T = 0.21 \cdot (X)$ ; (30% in)

Notes:

(1) Civic uses include libraries, governmental buildings, cultural buildings, or other uses of public and social importance.

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

Pass-By Capture Percentages	
Category	Methodology
Commercial Retail	<p>Use the following sequence to determine the pass-by capture percentage for the proposed commercial retail trips:</p> <ul style="list-style-type: none"> <li>if (75% x Proposed Square Footage) ◆ 50,000, use 25% pass-by</li> <li>if (75% x Proposed Square Footage) ◆ 200,000, use 15% pass-by</li> <li>if (75% x Proposed Square Footage) &gt; 200,000, use 10% pass-by</li> </ul>

Notes:

(1) The applicable pass-by percentage identified in the table above shall be applied to 75% of the external commercial retail trips, which is consistent with the methodology applied in the WATS. Note that external commercial retail trips are equal to gross trips minus any applicable internal capture.

## Southern Grove Development of Regional Impact Internal Capture Details

TABLE 1	
Internal Capture Percentages between Various Uses within the Same Development	
Category	Internal Capture Percentage
from Residential to Office // to Office from Residential	1% // 1%
from Office to Residential // to Residential from Office	2% // 3%
from Residential to Commercial // to Commercial from Residential	38% // 9%
from Commercial to Residential // to Residential from Commercial	11% // 3%
from Residential to Industrial Pk // to Industrial Pk from Residential	1% // 1%
from Industrial Pk to Residential // to Residential from Industrial Pk	2% // 1%
from Residential to Civic/Inst. // to Civic/Inst. from Residential	2% // 20%
from Civic/Inst. to Residential // to Residential from Civic/Inst.	2% // 2%
from Office to Commercial // to Commercial from Office	22% // 4%
from Commercial to Office // to Office from Commercial	3% // 15%
from Office to Industrial Pk // to Industrial Pk from Office	2% // 2%
from Industrial Pk to Office // to Office from Industrial Pk	2% // 2%
from Office to Civic/Inst. // to Civic/Inst. from Office	1% // 5%
from Civic/Inst. to Office // to Office from Civic/Inst.	5% // 1%
from Commercial to Civic/Inst. // to Civic/Inst. from Commercial	2% // 20%
from Civic/Inst. to Commercial // to Commercial from Civic/Inst.	15% // 2%
from Commercial to Industrial Pk // to Industrial Pk from Commercial	3% // 15%
from Industrial Pk to Commercial // to Commercial from Industrial Pk	22% // 4%
from Civic/Inst. to Industrial Pk // to Industrial Pk from Civic/Inst.	1% // 1%
from Industrial Pk to Civic/Inst. // to Civic/Inst. from Industrial Pk	1% // 1%
from Hotel to Office // to Office from Hotel	5% // 1%
from Office to Hotel // to Hotel from Office	5% // 10%
from Hotel to Commercial // to Commercial from Hotel	15% // 10%
from Commercial to Hotel // to Hotel from Commercial	10% // 33%
from Hotel to Civic/Inst. // to Civic/Inst. from Hotel	1% // 1%
from Civic/Inst. to Hotel // to Hotel from Civic/Inst.	1% // 1%
from Hotel to Hospital // to Hospital from Hotel	5% // 1%
from Hospital to Hotel // to Hotel from Hospital	5% // 10%
from Hotel to R&D // to R&D from Hotel	5% // 1%
from R&D to Hotel // to Hotel from R&D	5% // 10%
from R&D to Civic/Inst. // to Civic/Inst. from R&D	1% // 5%
from Civic/Inst. to R&D // to R&D from Civic/Inst.	5% // 1%
from R&D to Office // to Office from R&D	2% // 2%
from Office to R&D // to R&D from Office	2% // 2%
from R&D to Commercial // to Commercial from R&D	15% // 3%
from Commercial to R&D // to R&D from Commercial	4% // 22%
from R&D to Hospital // to Hospital from R&D	2% // 2%
from Hospital to R&D // to R&D from Hospital	2% // 2%
from Hospital to Commercial // to Commercial from Hospital	15% // 3%
from Commercial to Hospital // to Hospital from Commercial	4% // 22%
from Hospital to Office // to Office from Hospital	2% // 2%
from Office to Hospital // to Hospital from Office	2% // 2%
from Hospital to Civic/Inst. // to Civic/Inst. from Hospital	1% // 5%
from Civic/Inst. to Hospital // to Hospital from Civic/Inst.	5% // 1%
from School to Office // to Office from School	2% // 1%
from Office to School // to School from Office	1% // 2%
from School to Residential // to Residential from School	50% // 3%
from Residential to School // to School from Residential	5% // 50%
from School to Commercial // to Commercial from School	5% // 2%
from Commercial to School // to School from Commercial	2% // 5%
from School to Civic/Inst. // to Civic/Inst. from School	1% // 1%
from Civic/Inst. to School // to School from Civic/Inst.	1% // 1%

\* Note that these percentages should be incorporated into an internal capture matrix to establish an overall TAZ's internal capture.

TABLE 2	
Internal Capture Percentages between Various Areas within Southern Grove	
Category	Internal Capture Percentage
Phase 1 (up to 3,979 net external PM peak hour trips)	8.50%
Phase 2 (more than 3,979 net external PM peak hour trips)	4.70%
Phase 3 (more than 9,948 net external PM peak hour trips)	2.50%
Phase 4 (more than 14,718 net external PM peak hour trips)	24.30%

**ADDITIONAL NOTES:**

1. Table 1 percentages are for application between uses proposed within a single TAZ (i.e. one development within Southern Grove)
2. Table 2 percentages are for application between different development areas (TAZs) within Southern Grove (i.e. interaction between multiple Southern Grove developments)

**Example 1:**

Proposed Use = 50 single family residential units  
 Rate/Eqn to use:  $\ln(T) = 0.90 \cdot \ln(X) + 0.51$ ; (63% in)  
 Proposed Phase: 1

Gross PM Peak Hour Trips		
Total	Inbound	Outbound
56	35	21

Internal Capture Trips		
Total	Inbound	Outbound
5	3	2

\*considering internal capture among other development within Southern Grove (8.50% in proposed phase 1)

Net New PM Peak Hour Trips		
Total	Inbound	Outbound
51	32	19
** Trips from outside of the Southern Grove DRI		

**Example 2:**

Proposed Use = 65,000 sq. ft. retail  
 Rate/Eqn to use:  $\ln(T) = 0.6 \cdot \ln(X/1000) + 3.37$ ; (49% in)  
 Proposed Phase: 2

Gross PM Peak Hour Trips		
Total	Inbound	Outbound
477	234	243

Pass-By Trips		
75% x 65,000 = 48,750 → Pass By = 25%		
Total	Inbound	Outbound
89	44	45

\*Note: 25% applied to 75% of external commercial trips

Net New PM Peak Hour Trips		
Total	Inbound	Outbound
388	190	198

Internal Capture Trips*		
Total	Inbound	Outbound
57	28	29

\*considering internal capture among other TAZs within Southern Grove (14.70% in proposed Phase 2)

Final Net New PM Peak Hour Trips**		
Total	Inbound	Outbound
331	162	169
** Trips from outside of the Southern Grove DRI		

**Example 3:**

Proposed Uses = 250,000 s.f. retail  
 50,000 s.f. office  
 150 multi-family residential units  
 Rate/Eqn to use:  $\ln(T) = 0.67 * \ln(X/1000) + 3.37$ ; (49% in)  
 $T = 1.49 * (X/1000)$ ; (17% in)  
 $\ln(T) = 0.82 * \ln(X) + 0.32$ ; (67% in)

Proposed Phase: 3

Gross PM Peak Hour Trips			
	Total	Inbound	Outbound
retail	1,175	576	599
office	75	13	62
m.f. units	84	56	28
total	1,334	645	689

Internal Capture Trips (calculated via matrix)			
	Total	Inbound	Outbound
retail	45	25	20
office	17	3	14
m.f. units	3	18	12
total	92	46	46

Pass-By Trips			
75% * 250,000 = 187,500 → Pass By = 15%			
	Total	Inbound	Outbound
retail*	27	62	65

\*Note: 15% applied to 75% of external commercial trips

Net New PM Peak Hour Trips			
	Total	Inbound	Outbound
	1,115	537	578

Internal Capture Trips*			
	Total	Inbound	Outbound
	230	111	119

\*considering internal capture among other development within Southern Grove (20.60% in proposed Phase 3)

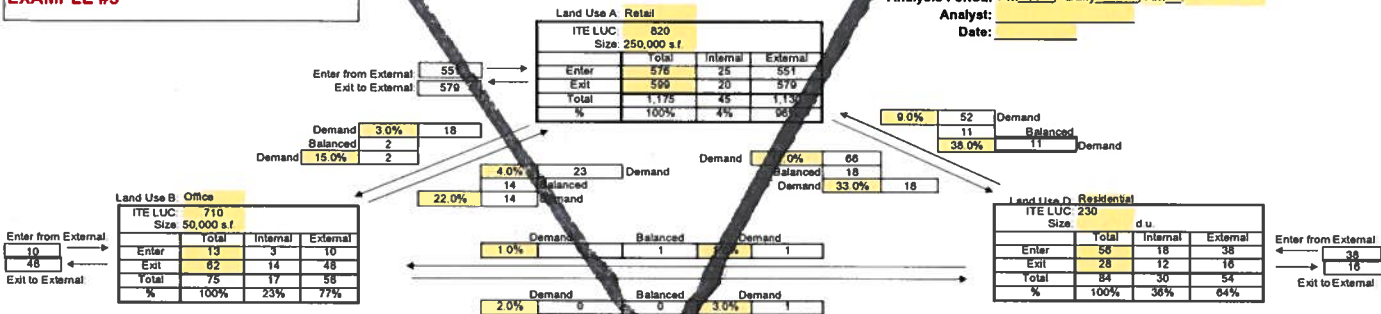
Final Net New PM Peak Hour Trips**			
	Total	Inbound	Outbound
	885	426	459

\*\* Trips from outside of the Southern Grove DRI

**ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET**  
 (ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Project Number: \_\_\_\_\_ Task Number: \_\_\_\_\_  
 Project Name: Southern Grove  
 Scenario: \_\_\_\_\_  
 Analysis Period: PM X, Daily \_\_\_\_\_ AM \_\_\_\_\_  
 Analyst: \_\_\_\_\_  
 Date: \_\_\_\_\_

**NOTE THAT THIS MATRIX APPLIES TO EXAMPLE #3**



**NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT**

Category	Land Use			Total
	A Retail	B Office	D Residential	
Enter	551	10	38	599
Exit	579	48	16	643
Total	1,130	58	54	1,242
Single Use Trip Gen Estimate	75	75	84	2,334
	3.83%	22.67%	35.71%	

Internal Capture = 6.97%

File Name = \\wpbfp02\data\project\shu\_id\v0411041386000\_southern  
 Print Date = 06/19/12  
 Print Time = 1:20 PM

**SOUTHERN GROVE  
TRAFFIC ANALYSIS ZONE (TAZ)  
LOCATIONS**

SOUTHWEST ANNEXATION AREA  
CITY OF PORT ST. LUCIE, FLORIDA



Rangeline Road

Tradition Pkwy

E/W Road 1

Community Blvd.

Interstate 95

Village Parkway

E/W Road 3 (Open View)

E/W Road 4 (Papa Drive)

Becker Road

TAZ 482

TAZ 481

TAZ 487

TAZ 488

TAZ 485

TAZ 486

TAZ 483

TAZ 484

N/S B

N/S A



## DRI EXHIBIT E

### Southern Grove Development of Regional Impact Trip Generation/Pass-By Rates and Equations

PM PEAK HOUR TRIP GENERATION RATES AND EQUATIONS:			
Land Use	ITE Code	Unit	Trip Generation Rate/Equation
Single-Family Residential	[210]	d.u.	$\ln(T) = 0.96 * \ln(X) + 0.20$ ; (63% in)
Multi-Family Residential	[221]	d.u.	$\ln(T) = 0.96 * \ln(X) - 0.63$ ; (61% in)
Age-Restricted Single-Family	[251]	d.u.	$\ln(T) = 0.78 * \ln(X) + 0.28$ ; (61% in)
Age-Restricted Multi-Family	[252]	d.u.	$T = 0.24 * (X) + 2.26$ ; (55% in)
Hotel	[310]	rooms	$T = 0.60 * (X)$ ; (51% in)
Industrial	[130]	s.f.	$T = 0.40 * (X/1000)$ ; (21% in)
Commercial Retail	[820]	s.f.	$\ln(T) = 0.74 * \ln(X/1000) + 2.89$ ; (48% in)
Service & Office	[710]	s.f.	$\ln(T) = 0.95 * \ln(X/1000) + 0.36$ ; (16% in)
Research & Development	[760]	s.f.	$T = 0.49 * (X)$ ; (15% in)
Hospital	[610]	beds	$T = 2.08 * (X) - 104.00$ ; (28% in)
Civic Use <sup>(1)</sup>	na	s.f.	$T = 5.45 * (X/1000)$ ; (50% in)
Institutional Use <sup>(2)</sup>	na	s.f.	$T = 3.05 * (X/1000)$ ; (40% in)
Park	[412]	acres	$T = 0.06 * (X)$ ; (41% in)
K-8 School	[522]	students	$T = 0.17 * (X)$ ; (49% in)
Congregate Care Facility	[253]	d.u.	$T = 0.05 * (X) + 2.13$ ; (60% in)
Assisted Living Facility	[254]	beds	$T = 0.19 * (X)$ ; (63% in)

**Notes:**

- (1) Civic uses include libraries, governmental buildings, cultural buildings or other uses of public and social importance
- (2) Institutional uses include daycare facilities, places of worship, lodges, fraternal organizations and ALFs

PASS-BY CAPTURE PERCENTAGES	
Commercial Retail	34% PASS-BY
<p><b>Notes:</b> The applicable pass-by percentage identified in the table above shall be applied to the external retail trips. External trips are equal to the gross trips minus an applicable TAZ internal capture.</p>	

**DRI EXHIBIT E**  
**Southern Grove Development of Regional Impact**  
**Internal Capture Details**

<b>TABLE 1</b>	
<b>Internal Capture Percentages between Various Uses within the Same Development</b>	
<b>Category</b>	<b>Internal Capture Percentage</b>
from Residential to Office // to Office from Residential	1% // 1%
from Office to Residential // to Residential from Office	2% // 3%
from Residential to Commercial // to Commercial from Residential	38% // 9%
from Commercial to Residential // to Residential from Commercial	11% // 33%
from Residential to Industrial // to Industrial from Residential	1% // 1%
from Industrial to Residential // to Residential from Industrial	2% // 1%
from Residential to Civic/Inst. // to Civic/Inst. from Residential	2% // 20%
from Civic/Inst. to Residential // to Residential from Civic/Inst.	20% // 2%
from Residential to Hotel // to Civic/Inst. from Hotel	1% // 1%
from Hotel to Residential // to Residential from Hotel	1% // 1%
from Office to Commercial // to Commercial from Office	22% // 4%
from Commercial to Office // to Office from Commercial	3% // 15%
from Office to Industrial // to Industrial from Office	2% // 2%
from Industrial to Office // to Office from Industrial	2% // 2%
from Industrial to Hotel // to Hotel from Industrial	1% // 1%
from Hotel to Industrial // to Industrial from Hotel	1% // 1%
from Office to Civic/Inst. // to Civic/Inst. from Office	1% // 5%
from Civic/Inst. to Office // to Office from Civic/Inst.	5% // 1%
from Commercial to Civic/Inst. // to Civic/Inst. from Commercial	2% // 20%
from Civic/Inst. to Commercial // to Commercial from Civic/Inst.	15% // 2%
from Commercial to Industrial // to Industrial from Commercial	3% // 15%
from Industrial to Commercial // to Commercial from Industrial	22% // 4%
from Civic/Inst. to Industrial // to Industrial from Civic/Inst.	1% // 1%
from Industrial to Civic/Inst. // to Civic/Inst. from Industrial	1% // 1%
from Hotel to Office // to Office from Hotel	5% // 1%
from Office to Hotel // to Hotel from Office	5% // 10%
from Hotel to Commercial // to Commercial from Hotel	15% // 10%
from Commercial to Hotel // to Hotel from Commercial	10% // 33%
from Hotel to Civic/Inst. // to Civic/Inst. from Hotel	1% // 1%
from Civic/Inst. to Hotel // to Hotel from Civic/Inst.	1% // 1%
from Hotel to Hospital // to Hospital from Hotel	5% // 1%
from Hospital to Hotel // to Hotel from Hospital	5% // 10%

<b>Internal Capture Percentages between Various Uses within the Same Development</b>	
<b>Category</b>	<b>Internal Capture Percentage</b>
from Hotel to R&D // to R&D from Hotel	5% // 1%
from R&D to Hotel // to Hotel from R&D	5% // 10%
from R&D to Civic/Inst. // to Civic/Inst. from R&D	1% // 5%
from Civic/Inst. to R&D // to R&D from Civic/Inst.	5% // 1%
from R&D to Office // to Office from R&D	2% // 2%
from Office to R&D // to R&D from Office	2% // 2%
from R&D to Commercial // to Commercial from R&D	15% // 3%
from Commercial to R&D // to R&D from Commercial	4% // 22%
from R&D to Hospital // to Hospital from R&D	2% // 2%
from Hospital to R&D // to R&D from Hospital	2% // 2%
from R&D to Residential // to Residential from R&D	2% // 3%
from Residential to R&D // to R&D from Residential	1% // 1%
from R&D to Industrial // to Industrial from R&D	2% // 2%
from Industrial to R&D // to R&D from Industrial	2% // 2%
from Hospital to Commercial // to Commercial from Hospital	15% // 3%
from Commercial to Hospital // to Hospital from Commercial	4% // 22%
from Hospital to Office // to Office from Hospital	2% // 2%
from Office to Hospital // to Hospital from Office	2% // 2%
from Hospital to Civic/Inst. // to Civic/Inst. from Hospital	1% // 5%
from Civic/Inst. to Hospital // to Hospital from Civic/Inst.	5% // 1%
from School to Office // to Office from School	2% // 1%
from Office to School // to School from Office	1% // 2%
from School to Residential // to Residential from School	50% // 3%
from Residential to School // to School from Residential	5% // 50%
from School to Commercial // to Commercial from School	5% // 2%
from Commercial to School // to School from Commercial	2% // 5%
from School to Civic/Inst. // to Civic/Inst. from School	1% // 1%
from Civic/Inst. to School // to School from Civic/Inst.	1% // 1%

<b>TABLE 2</b>	
<b>Internal Capture Percentages between Various Areas within Southern Grove</b>	
<b>Category</b>	<b>Internal Capture Percentage</b>
Phase 1 (Up to 3,172 net external PM peak hour trips)	8.5%
Phase 2 (Up to 8,361 net external PM peak hour trips)	14.7%
Phase 3 (Up to 9,326 net external PM peak hour trips)	20.6%
Phase 4 (Up to 14,718 net external PM peak hour trips)	24.4%

**ADDITIONAL NOTES:**

1. Table 1 percentages are for application between uses proposed within a single TAZ (i.e. one development within Southern Grove)
2. Table 2 percentages are for application between different development area (TAZs) within Southern Grove (i.e. interaction between multiple Southern Grove developments)

**DRI EXHIBIT E**

**Example 1:**

**Proposed Uses =**  
 200 Hotel Rooms  
 40,000 SF of Retail Use  
 120,000 SF of Office Use  
 200,000 SF of R&D  
 10,000 SF of Institutional Use

PM PEAK HOUR TRIP GENERATION RATES AND EQUATIONS:							
Land Use	Intensity	ITE Code	Unit	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Hotel	200	[310]	rooms	$T = 0.60*(X)$ ; (51% in)	120	61	59
Commercial Retail	40,000	[820]	s.f.	$\ln(T) = 0.74*\ln(X/1000) + 2.89$ ; (48% in)	276	132	144
Service & Office	120,000	[710]	s.f.	$\ln(T) = 0.95*\ln(X/1000) + 0.36$ ; (16% in)	135	22	113
Research & Development	200,000	[760]	s.f.	$T = 0.49*(X)$ ; (15% in)	98	15	83
Institutional Use	10,000	na	s.f.	$T = 3.05*(X/1000)$ ; (40% in)	31	12	19
Total Gross Trips =					660	242	418
Total Gross Non-Residential Trips =					660	242	418
Internal Capture % among TAZ =					16.97%	-	-
Internal Capture trips among TAZ =					112	56	56
Retail Pass-by Trips =					79	38	41
Net New PM Peak Hour TAZ Trips =					469	148	321
DRI Internal Capture between TAZs* =					69	35	34
Final Net New PM Peak Hour Trips =					400	113	287

PASS-BY TRIPS			
	Total	In	Out
Gross Retail Trips	276	132	144
Retail Internal Capture Trips **	43	21	22
Net Retail Trips	233	111	122
Retail Pass-by Trips (34% Pass-by Rate)	79	38	41

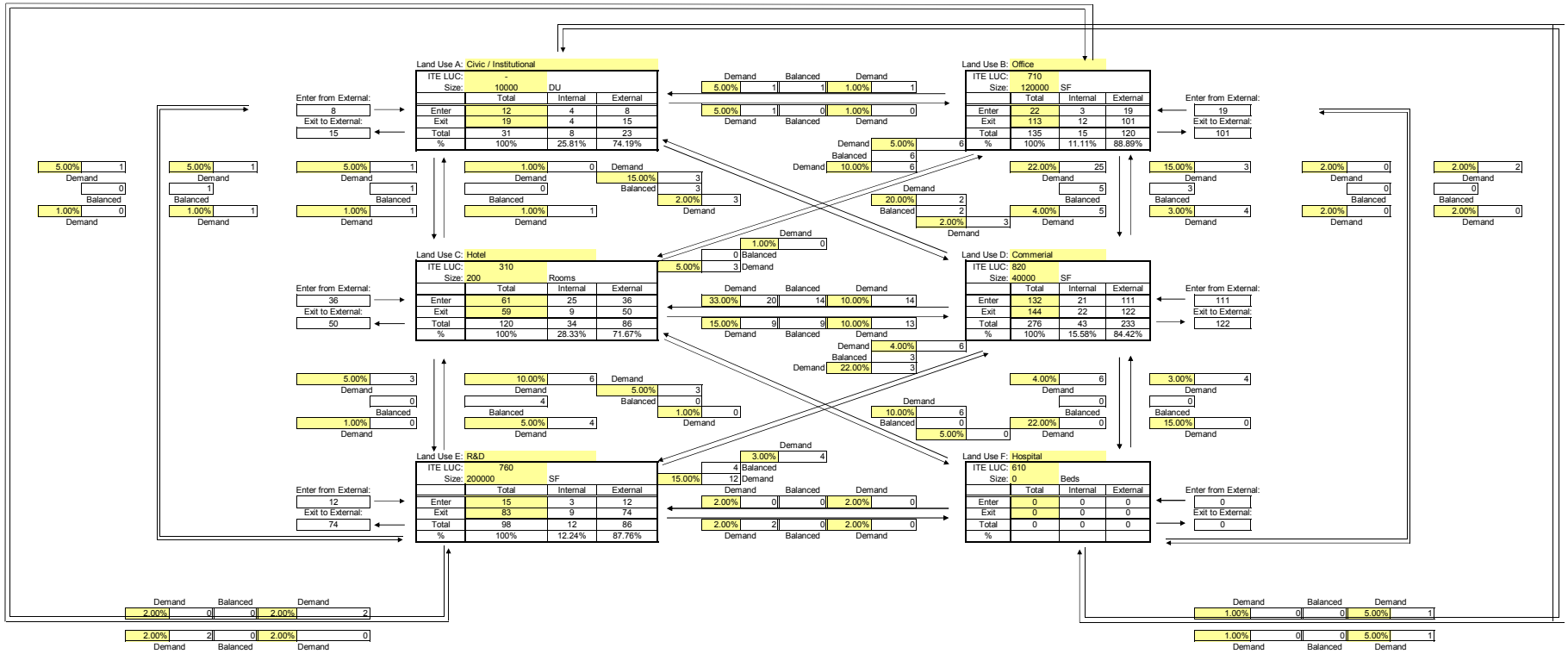
\*\* (from internal capture matrices)

\* Southern Grove is in Phase 2 in the example and therefore has a 14.7% internal capture rate

**ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET**

Analysis Period: **PM PEAK HOUR**  
 Analyst: **MacKenzie Engineering and Planning**  
 Date: \_\_\_\_\_

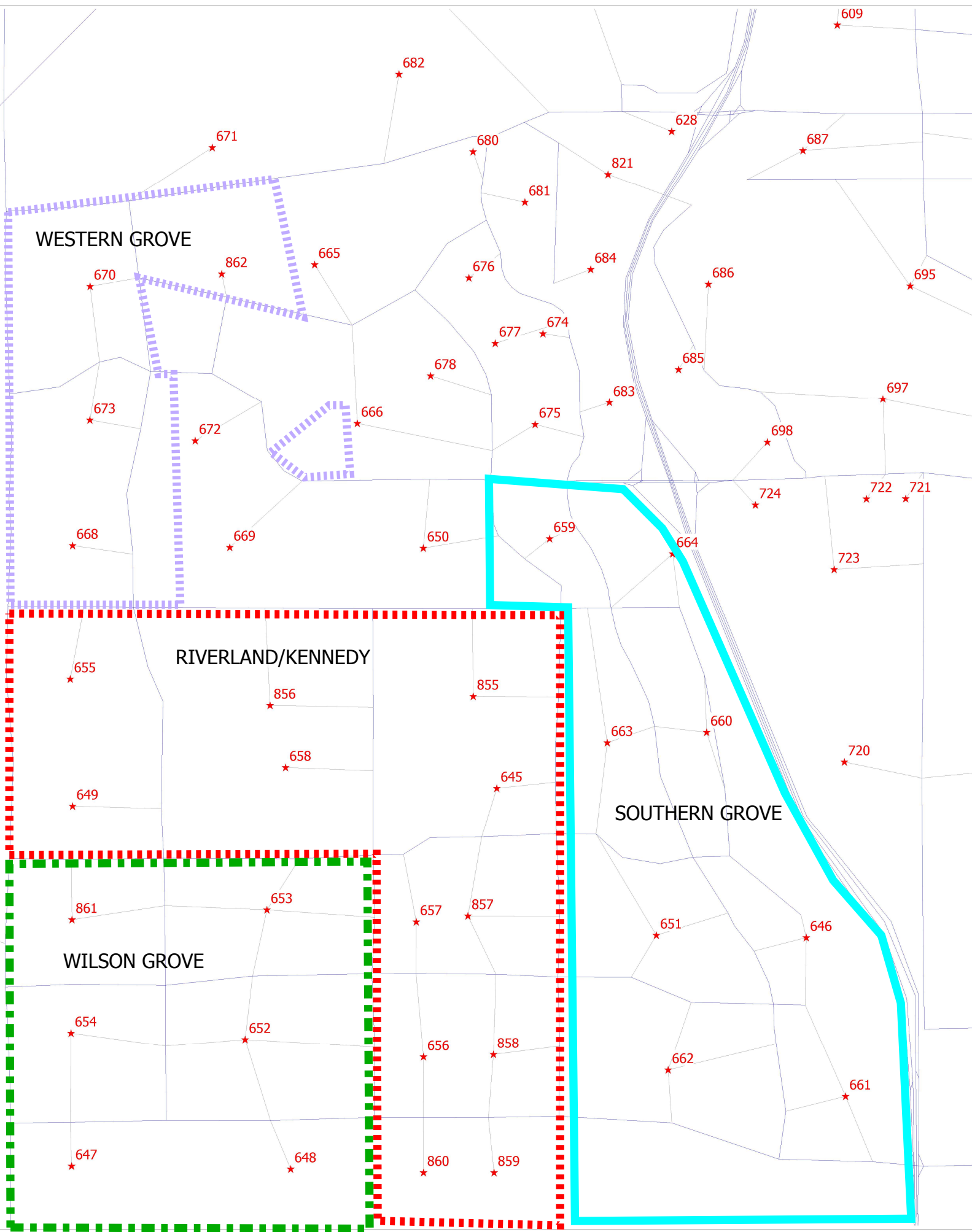
Project Number: \_\_\_\_\_ Task Number: \_\_\_\_\_  
 Project Name: **Southern Grove**  
 Scenario: **Example Internal Capture**  
**DRI EXHIBIT E**



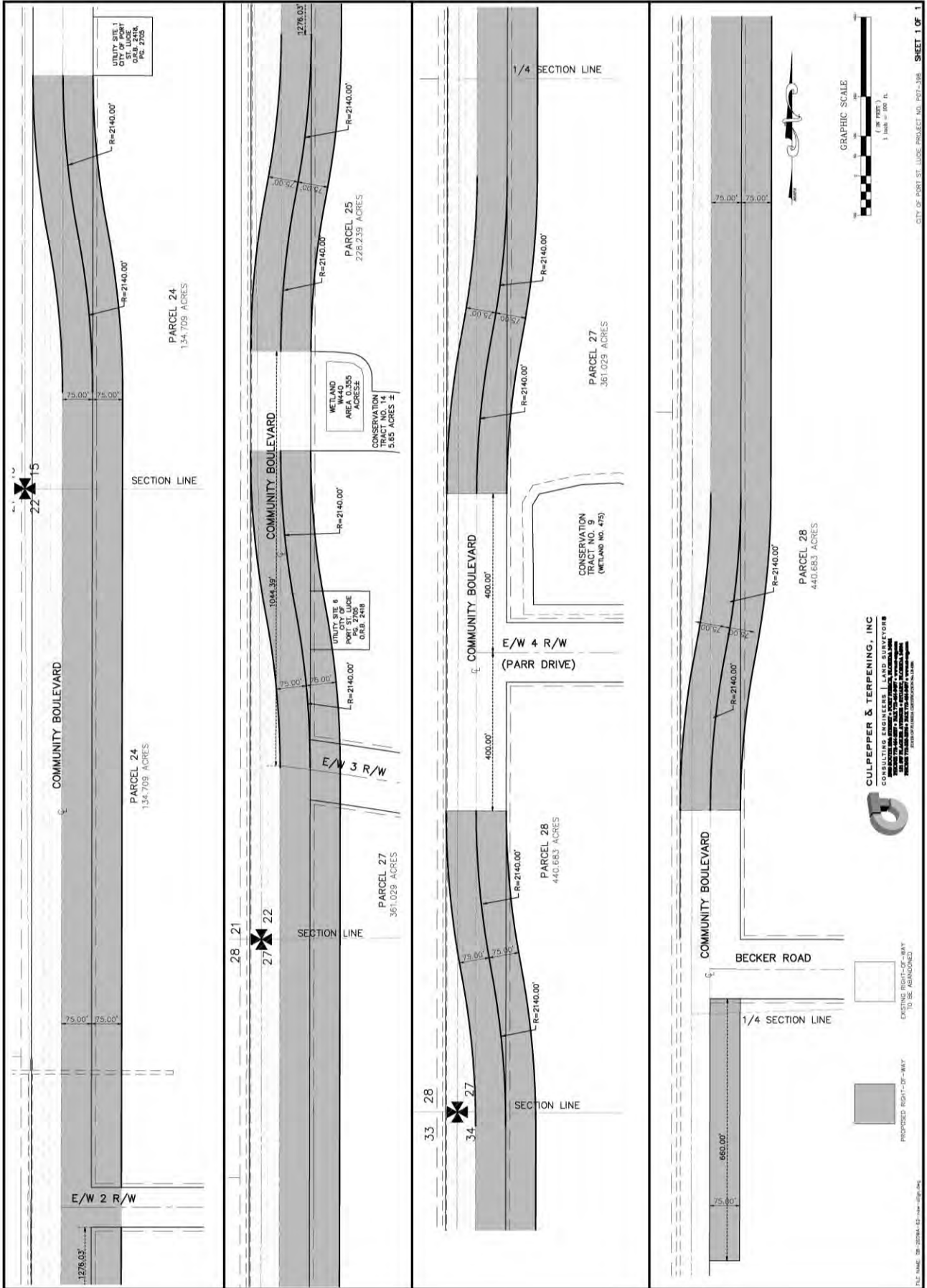
Category	Land Use						Total
	A Inst	B Office	C Hotel	D Commercial	E R&D	F Hospital	
Enter	8	19	36	111	12	0	186
Exit	15	101	50	122	74	0	362
Total	23	120	86	233	86	0	548
Single Use Trip Gen Estimate	31	135	120	276	98	0	660
	25.81%	11.11%	28.33%	15.58%	12.24%	0.00%	

**Internal Capture = 16.97%**

# 2040 TAZ MAP



# EXHIBIT "F" TO EXHIBIT "1"



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