TRAFFIC IMPACT STATEMENT

Savona Plaza
Port St. Lucie, FL

Prepared for:
Redtail DG
Fort Pierce, Florida

Prepared by:

MacKenzie
Engineering & Planning, Inc.

1172 SW 30th Street
Palm City, FL 34990
(772) 286-8030

Shaun G. MacKenzie
LICENSE
No. 61751
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY SHAUN G. MACKENZIE, P.E. ON THE DATE ADJACENT TO THE SEAL.
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

MACKENZIE ENGINEERING AND PLANNING, INC.
1172 SW 30TH STREET, SUITE 500
PALM CITY, FL 34990
CERTIFICATE OF AUTHORIZATION 29013
SHAUN G. MACKENZIE, P.E. NO. 61751

Digitally signed by Shaun G MacKenzie
Date: 2025.03.26 16:30:25 -04'00'

Shaun G. MacKenzie P.E.
Florida License No. 61751

267002
Revised March 2025
January 2025
© MacKenzie Engineering and Planning, Inc.
CA 29013

EXECUTIVE SUMMARY

Mackenzie Engineering & Planning, Inc. performed a queueing analysis for Savona Plaza project. The project is located at the northwest corner of SW Paar Drive and SW Savona Boulevard, Port St. Lucie, Florida. The applicant proposes to develop a 17,028 SF of Retail Store and 4,483 SF of Fast-Food restaurant with a drive-through window. The project is proposed for construction by 2029.

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

- 1,507 daily, 120 AM peak hour (64 in/56 out), and 124 PM peak hour (63 in/61 out) trips.

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

- 2,844 daily, 330 AM peak hour (170 in/160 out), and 411 PM peak hour (217 in/194 out) trips.

A 155-foot westbound right-turn lane is recommended at the SW Paar Drive & Driveway 2 intersection.

Stacking on-site for each drive through (160 feet) is adequate.

The project meets Port St Lucie's adopted level of service and traffic concurrency standards of Port St Lucie.

TABLE OF CONTENTS

EXECUTIVE SUMMARY i
TABLE OF CONTENTS ii
LIST OF TABLES iii
LIST OF FIGURES iii
EXHIBITS iv
APPENDICES iv
INTRODUCTION 1
INVENTORY AND PLANNING DATA 1
PROJECT TRAFFIC 2
Traffic Generation 2
Proposed Use 2
Internal Capture 5
Pass-by Trip Capture 5
TRAFFIC DISTRIBUTION AND ASSIGNMENT 6
HISTORICAL GROWTH 7
ASSURED AND PROGRAMMED IMPROVEMENTS 7
ROADWAY ANALYSIS 8
Roadway Capacity 8
Significance 8
Analysis 9
INTERSECTION ANALYSIS 12
Intersections 12
Analysis 12
DRIVEWAYS 13
Driveway Access 13
Driveways 14
QUEUING ANALYSIS 15
Data Collection 15
Confidence Interval 15
Queuing Analysis 15
CONCLUSION 17
APPENDICES 18

LIST OF TABLES

Table 1A. Trip Generation – Peak Hour of Adjacent Street 3
Table 1B. Trip Generation – Peak Hour of Generator 4
Table 2. Growth Rate Calculation 7
Table 3. Project Impacts (Significance) 9
Table 4A. 2029 AM Peak Hour Generalized Roadway Analysis 10
Table 4B. 2029 PM Peak Hour Generalized Roadway Analysis 10
Table 5A. 2029 AM Peak Hour Detailed Savona Boulevard Analysis 11
Table 5B. 2029 PM Peak Hour Detailed Savona Boulevard Analysis 11
Table 6. Summary of Queue Results 16
Table 7. Recommended Queue Storage 16

LIST OF FIGURES

Figure 1. Site Location Map 1
Figure 2. Traffic Assignment 6
Figure 3. Driveway Volumes 13

EXHIBITS

Exhibit 1 Trip Generation
Exhibit 2 Intersection Analysis

APPENDICES

Appendix A - ITE report, *Trip Generation (11th Edition)*
Appendix B - Pass-by Rate
Appendix C - ITE Trip Generation Handbook, 3rd Edition- Internal capture rates
Appendix D - Summary of Queue Results
Appendix E - Property Card
Appendix F - Site Plan with Drive through Queue Line Exhibit
Appendix G - St. Lucie County TPO Historical Counts
Appendix H - St. Lucie County Traffic Counts and Level of Service Report (2024)
Appendix I - FDOT Five Year Work Program
Appendix J - Savona Boulevard & Paar Road Improvements
Appendix K - FDOT's 2023 Quality/Level of Service Manual
Appendix L - FDOT Peak Season Factor Reports

MacKenzie
Engineering & Planning, Inc.

INTRODUCTION

MacKenzie Engineering and Planning, Inc. (MEP) performed an analysis of the traffic impacts from Savona Plaza. The proposed development is located north of SW Paar Dr and west of SW Savona Boulevard, Port St. Lucie, Florida. Savona Plaza proposes to develop 17,028 square feet (SF) of Retail stores and 4,483 SF of Fast-food restaurant with drive-through window. The development is planned for completion by 2029. A site location map is shown below in Figure 1.

Figure 1. Site Location Map

INVENTORY AND PLANNING DATA

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

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

Redtail DG provided sit information.

PROJECT TRAFFIC

Traffic Generation

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

Proposed Use

- 17,028 SF Strip Retail Center (ITE Land Use 822)
- 4,483 SF Fast-Food Restaurant with Drive-Through Window (ITE Land Use 934)

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

- 1,507 daily, 120 AM peak hour (64 in/56 out), and 124 PM peak hour (63 in/61 out) trips.

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

- 2,844 daily, 330 AM peak hour (170 in/160 out), and 411 PM peak hour (217 in/194 out) trips.

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

MacKenzie
Engineering & Planning, Inc.

Table 1A. Trip Generation – Peak Hour of Adjacent Street

Land Use	Intensity			Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic										
Strip Retail Center	17.028		1000 SF	948	41	25	16	114	57	57
Fast-Food Restaurant with Drive-Through Window	4.483		1000 SF	2,096	200	102	98	148	77	71
Subtotal				3,044	241	127	114	262	134	128
Internal Capture	AM	PM	DAILY							
Strip Retail Center	9.8%	9.6%	10.5%	100	4	2	2	11	5	6
Fast-Food Restaurant with Drive-Through Window	2.0%	7.4%	4.8%	100	4	2	2	11	6	5
Subtotal	3.3%	8.4%	6.6%	200	8	4	4	22	11	11
Pass-By Traffic	AM	PM								
Strip Retail Center	40.0%	40.0%		339	15	9	6	41	21	20
Fast-Food Restaurant with Drive-Through Window	50.0%	55.0%		998	98	50	48	75	39	36
Subtotal				1,337	113	59	54	116	60	56
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)				**1,507**	**120**	**64**	**56**	**124**	**63**	**61**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Strip Retail Center	822	1000 SF	T = 42.20(X) + 229.68	40%	60/40	Ln(T) = 0.66 Ln(X) + 1.84	50/50	Ln(T) = 0.71 Ln(X) + 2.72
Fast-Food Restaurant with Drive-Through Window	934	1000 SF	467.48	50/55	51/49	44.61	52/48	33.03

ITE 11th Edition

Copyright © 2025, MacKenzie Engineering and Planning, Inc.

MacKenzie
Engineering & Planning, Inc.

Table 1B. Trip Generation – Peak Hour of Generator

Land Use	Intensity			Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic										
Strip Retail Center	17.028		1000 SF	948	129	65	64	225	122	103
Fast-Food Restaurant with Drive-Through Window	4.483		1000 SF	2,096	227	118	109	228	116	112
Subtotal				3,044	356	183	173	453	238	215
Internal Capture	AM	PM	DAILY							
Strip Retail Center	10.1%	9.3%	10.5%	100	13	5	8	21	11	10
Fast-Food Restaurant with Drive-Through Window	5.7%	9.2%	4.8%	100	13	8	5	21	10	11
Subtotal	7.3%	9.3%	6.6%	200	26	13	13	42	21	21
Pass-By Traffic	AM	PM								
Strip Retail Center	40.0%	40.0%		339	46	24	22	82	44	38
Fast-Food Restaurant with Drive-Through Window	50.0%	55.0%		998	107	55	52	114	58	56
Subtotal				1,337	153	79	74	196	102	94
Total Proposed Driveway Volumes				***2,844***	***330***	***170***	***160***	***411***	***217***	***194***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Strip Retail Center	822	1000 SF	T = 42.20(X) + 229.68	40%	50/50	7.60	54/46	13.24
Fast-Food Restaurant with Drive-Through Window	934	1000 SF	467.48	50/55	52/48	50.57	51/49	50.94

ITE 11th Edition

Copyright © 2025, MacKenzie Engineering and Planning, Inc.

Internal Capture

Internal capture for the proposed land use - peak hour of adjacent street is conservatively estimated at 3.3% for the AM peak hour, 8.4% for PM peak hour and 6.6% Daily and for peak hour generator is conservatively estimated at 7.3% for the AM peak hour, 9.3% for PM peak hour and 6.6% Daily.

Pass-by Trip Capture

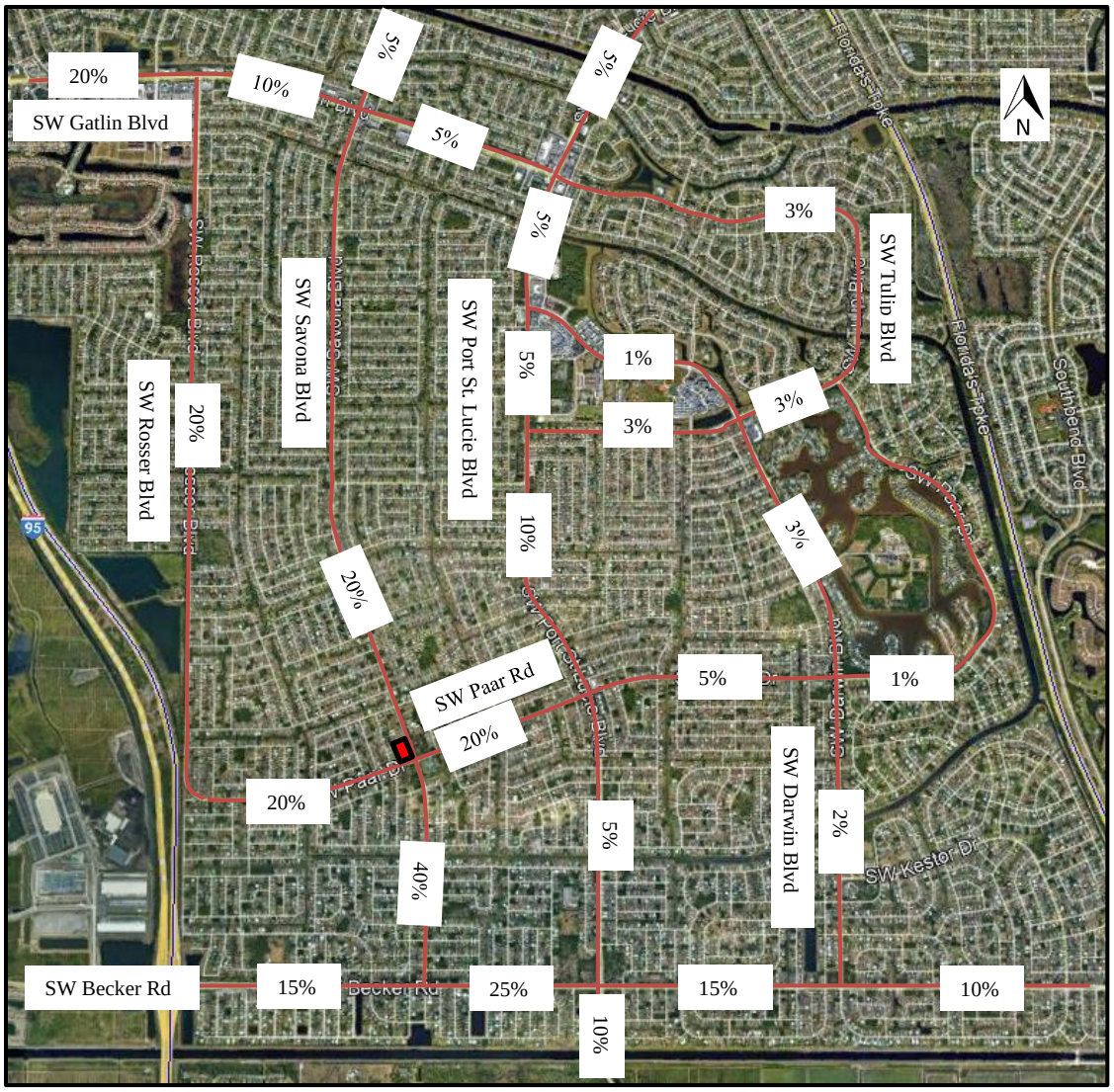
The proposed pass-by capture is in accordance with the ITE pass-by rates for the land use Fast-Food Restaurant with Drive-Through Window (ITE Land Use 934). In order to provide a conservative analysis, the proposed pass-by capture for strip retail center is 40% as shown in Appendix B.

TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution and assignment were determined using existing traffic counts, based on trips in and out of the project driveway and traffic counts at the adjacent intersections. The project traffic assignment is illustrated in Figure 2. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	20 percent
SOUTH	-	40 percent
EAST	-	20 percent
WEST	-	20 percent

Figure 2. Traffic Assignment



HISTORICAL GROWTH

In order to provide accurate traffic analysis, the growth rate at each intersection was determined by a volume-weighted averaging of the growth on each leg of the intersection as shown in Table 2. A 3.2% annual compound growth rate will be used in the study to provide a conservative analysis.

Table 2. Growth Rate Calculation

Road Name	Segments	Count Station	2019	2020	2021	2022	2023	2024	Annual Absolute Growth	Growth Rate
Savona Blvd	470 ft N of Becker Rd	236	9,800					11,500	340	3.0%
	720 ft N of Gatlin Blvd	702	14,500					14,000	-100	-0.7%
Becker Rd	E of Interstate 95	625	21,000			23,000	24,500	28,500	1,321	4.6%
	680 ft E of Savona Blvd	626	18,000			18,000	20,500	22,500	821	3.7%
	800 ft E of Pt St Lucie Blvd	302	13,500				16,000	17,500	750	4.3%
	E of Darwin Blvd	627	15,000				16,500	18,500	607	3.3%
Paar Dr	W of Darwin Blvd	947057	4,200			4,000	4,200		-15	-0.4%
SW Rosser Blvd	Paar Dr to Dreyfuss Blvd	948510	4,600			5,600	5,600		269	4.8%
SW Port St Lucie Blvd	Becker Rd to Hamberland Ave	948518				10,000	10,200		200	2.0%
									Weighted Average	3.2%
									Growth Rate Used	**3.2%**

ASSURED AND PROGRAMMED IMPROVEMENTS

MacKenzie Engineering and Planning, Inc. (MEP) reviewed the FDOT 5-year work program and the St. Lucie County TIP Report. The following improvements are identified:

- Port St. Lucie Boulevard from Becker Road to Paar Drive – Add Lanes & Reconstruct (Construction 2026)
- Port St. Lucie Boulevard from Paar Drive to South of Alcantarra Boulevard – Add Lanes & Reconstruct (Construction 2025)
- Port St. Lucie Boulevard from South of Alcantarra Boulevard to South of Darwin Boulevard – Add Lanes & Reconstruct (Under Construction)
- SW Savona Boulevard & SW Paar Drive Intersection Improvement – Roundabout

ROADWAY ANALYSIS

Roadway Capacity

Roadway classification follows the Port St. Lucie Comprehensive Plan outlining the roadway functional classification. The Port St. Lucie Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO's 2024 Level of Service Report. Where road segment information is not available, the study uses Port St. Lucie's minimum LOS standards to apply FDOT's 2023 Multimodal Quality/LOS Handbook. The City of Port St. Lucie's adopted level of service standards for Collectors and Arterials are LOS "D" and "E", respectively.

Significance

The traffic assignment was compared to the roadway capacities within 1 mile of the property as per Port St. Lucie Standardized TIS methodology. In addition, consistent with the Port St. Lucie TIS methodology impacts of greater than one percent (1%) on adjacent road segments and five percent (5%) on all other road segments are considered to have a significant impact. Table 3 displays the roadway segments with significant impacts.

Table 3. Project Impacts (Significance)

Roadway	From	To	E + C Lanes	Capacity	Assign	Project Traffic	Impact	Significant Impact? (Y/N)
Darwin Blvd	Becker Rd	Paar Dr	2	630	2%	1	0.2%	NO
	Paar Dr	Tulip Blvd	2	920	3%	2	0.2%	NO
	Tulip Blvd	Port St Lucie Blvd	2	920	1%	1	0.1%	NO
Port St. Lucie Blvd	Gatlin Blvd	Darwin Blvd	4	3,020	5%	3	0.1%	NO
	Darwin Blvd	Tulip Blvd	4(1)	1,850	5%	3	0.2%	NO
	Tulip Blvd	Paar Dr	4(1)	1,850	10%	6	0.3%	NO
	Paar Dr	Becker Rd	4(1)	1,850	5%	3	0.2%	NO
	Becker Rd	Martin C.L.	2	920	10%	6	0.7%	NO
Paar Dr	Rosser Blvd	Project Site	2	630	20%	13	2.1%	**YES**
	Project Site	Savona Blvd	2	630	80%	51	8.1%	**YES**
	Savona Blvd	Port St. Lucie Blvd	2	700	20%	13	1.9%	NO
	Port St. Lucie Blvd	Darwin Blvd	2	700	5%	3	0.4%	NO
	Darwin Blvd	Tulip Blvd	2	540	1%	1	0.2%	NO
Tulip Blvd	Darwin Blvd	Port St. Lucie Blvd	2	790	3%	2	0.3%	NO
	Port St. Lucie Blvd	Paar Dr	2	790	3%	2	0.3%	NO
	Paar Dr	Darwin Blvd	2	790	3%	2	0.3%	NO
Becker Rd	I-95	Savona Blvd	4	2,000	15%	10	0.5%	NO
	Savona Blvd	SW Port St. Lucie Blvd	4	2,100	25%	16	0.8%	NO
	SW Port St. Lucie Blvd	Albacore St	4	2,100	15%	10	0.5%	NO
	Albacore St	Darwin Blvd	4	1,500	15%	10	0.7%	NO
	Darwin Blvd	Athena Dr	4	2,000	10%	6	0.3%	NO
	Athena Dr	Florida's Turnpike	4	1,500	10%	6	0.4%	NO
Rosser Blvd	Gatlin Blvd	Paar Dr	2	1,070	20%	13	1.2%	NO
Savona Blvd	Becker Rd	Paar Dr	2	790	40%	26	3.3%	NO
	Paar Dr	Project Site	2	790	80%	45	5.7%	**YES**
	Project Site	Gatlin Blvd	2	790	20%	13	1.6%	**YES**
	Gatlin Blvd	California Blvd	2	790	5%	3	0.4%	NO

(1) C3R FDOT service volume was used for capacity

Analysis

The 2024 existing traffic volumes were obtained from St. Lucie TPO. The 2024 peak hour traffic volumes were increased based on the annual compound growth rate to develop the projected year 2029 background traffic volumes. The post development 2029 (buildout) traffic volumes were developed by adding background traffic volume plus project traffic. The buildout traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably. Based on the generalized analysis, the roadway segments are not projected to operate acceptably in 2029 with the proposed development as shown in Tables 4A & 4B.

Table 4A. 2029 AM Peak Hour Generalized Roadway Analysis

Roadway	From	To	E + C Lanes	Count year	Peak Hour Peak Direction 2024 Volume	Growth Rate	2029 Background	Assign	Project Traffic	2029 Total Traffic	Roadway Capacity	Acceptable?
Paar Rd	Rosser Blvd	Project Site	2	2024	136	3.2%	159	20%	12	171	630	Yes
	Project Site	Savona Blvd	2	2024	136	3.2%	159	80%	50	209	630	Yes
Savona Blvd	Paar Dr	Project Site	2	2024	841	3.2%	984	80%	49	1,033	790	NO
	Project Site	Gatlin Blvd	2	2024	841	3.2%	984	20%	12	996	790	NO

Table 4B. 2029 PM Peak Hour Generalized Roadway Analysis

Roadway	From	To	E + C Lanes	Count year	Peak Hour Peak Direction 2024 Volume	Growth Rate	2029 Background	Assign	Project Traffic	2029 Total Traffic	Roadway Capacity	Acceptable?
Paar Rd	Rosser Blvd	Project Site	2	2024	158	3.2%	185	20%	13	198	630	Yes
	Project Site	Savona Blvd	2	2024	158	3.2%	185	80%	51	236	630	Yes
Savona Blvd	Paar Dr	Project Site	2	2024	1,038	3.2%	1,215	80%	45	1,260	790	NO
	Project Site	Gatlin Blvd	2	2024	1,038	3.2%	1,215	20%	13	1,228	790	NO

Therefore, Savona Boulevard is examined in more detail as follows:

- AM Peak hour – Paar Drive to Gatlin Boulevard
- PM Peak hour – Paar Drive to Gatlin Boulevard

MEP obtained 2025 peak hour turning movement counts that are utilized to develop the directional volumes. The TPO generalized roadway capacities are updated to FDOT's 2023 generalized roadway capacities consistent with City Code (City of Port St. Lucie Engineering Standards for Land Development, Standardized Traffic Impact Studies Methodology and Procedures, 3. Impacted Roadways / Intersections). The detailed analysis demonstrates that adequate capacity is available on Savona Boulevard as shown in Tables 5A and 5B.

The largest difference is that Savona Boulevard north of Paar Drive has significantly lower volumes than identified by the TPO because the TPO does not have multiple count stations to segment out the data. (i.e. the TPO reports the volumes for the entire segment based on 1 count station located just north of Becker Road).

Table 5A. 2029 AM Peak Hour Detailed Savona Boulevard Analysis

Roadway	From	To	E + C Lanes	Count Year	Existing Peak Hour Peak Direction Volumes		PSCF	Peak Hour 2025 Volume	Growth Rate	2029 Background	Assign	Project Traffic	2029 Total Traffic	Roadway Capacity	Acceptable?
Savona Blvd	Paar Dr	Project Site	2	2025	NB	182	1.05	191	3.2%	217	20%	11	228	880 (1)	Yes
			2	2025	SB	529	1.05	555	3.2%	630	80%	45	675	880 (1)	Yes
	Project Site	Gatlin Blvd	2	2025	NB	182	1.05	191	3.2%	217	20%	11	228	880 (1)	Yes
			2	2025	SB	529	1.05	555	3.2%	630	20%	13	643	880 (1)	Yes

(1) Roadway Capacity from Paar Drive to Gatlin Blvd 888 = 1,110 x 0.8 x 1.0 (LOS Capacity x Left-Turn Factor x Divided Factor)

Table 5B. 2029 PM Peak Hour Detailed Savona Boulevard Analysis

Roadway	From	To	E + C Lanes	Count Year	Existing Peak Hour Peak Direction Volumes		PSCF	Peak Hour 2025 Volume	Growth Rate	2029 Background	Assign	Project Traffic	2029 Total Traffic	Roadway Capacity	Acceptable?
Savona Blvd	Paar Dr	Project Site	2	2025	NB	505	1.05	530	3.2%	601	20%	12	613	880 (1)	Yes
			2	2025	SB	265	1.05	278	3.2%	315	80%	49	364	880 (1)	Yes
	Project Site	Gatlin Blvd	2	2025	NB	505	1.05	530	3.2%	601	20%	12	613	880 (1)	Yes
			2	2025	SB	265	1.05	278	3.2%	315	20%	13	328	880 (1)	Yes

(1) Roadway Capacity from Paar Drive to Gatlin Blvd 888 = 1,110 x 0.8 x 1.0 (LOS Capacity x Left-Turn Factor x Divided Factor)

INTERSECTION ANALYSIS

Intersections

The intersections within the study area were evaluated in 2029 total (existing traffic plus background plus project) traffic conditions. This study analyzes the impacts to the following intersections for the AM and PM peak hours:

- SW Paar Drive & SW Savona Boulevard (Committed Roundabout Improvement)

Data from the existing facilities within the study area were collected based on aerial photography and site observations. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

Analysis

SW Paar Drive & SW Savona Boulevard

MEP evaluated the SW Paar Drive & SW Savona Boulevard intersection using HCS 2024. The existing signalized intersection is proposed for improvement to a roundabout. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably with the committed improvements.

DRIVEWAYS

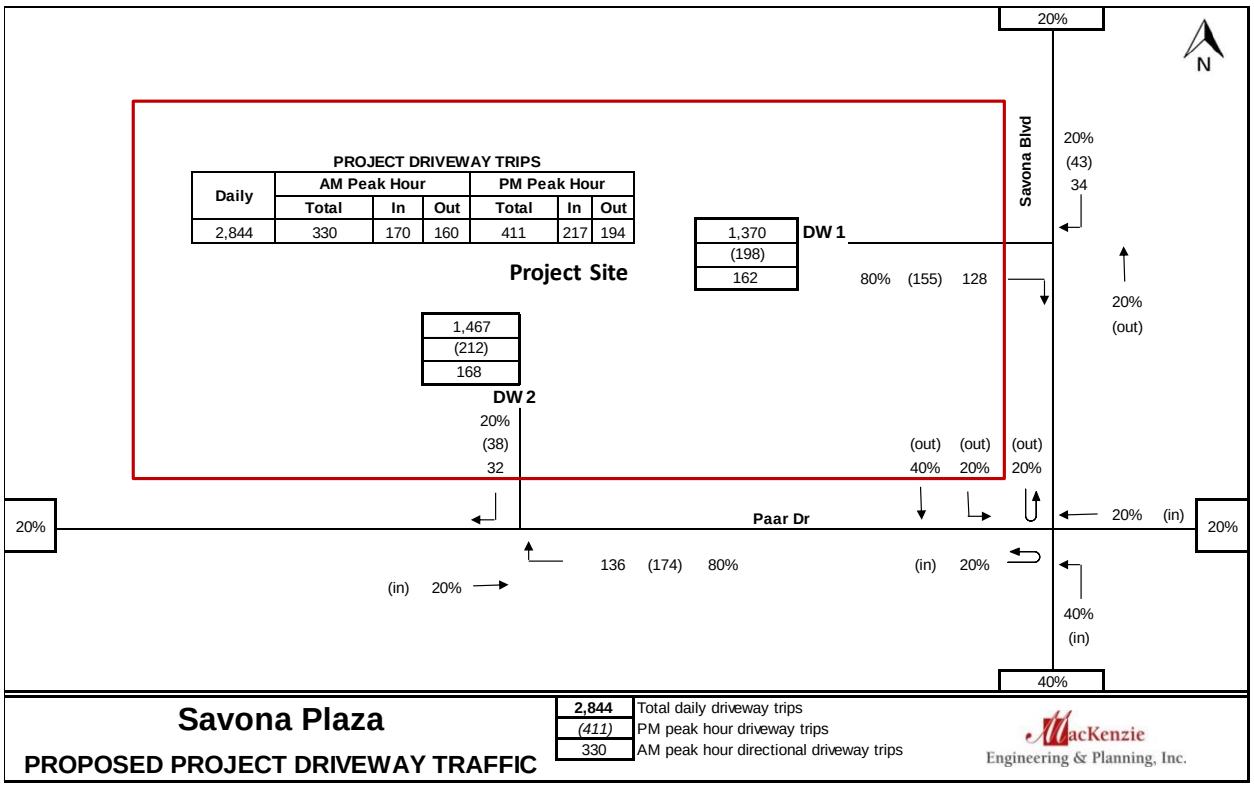
Driveway Access

The project site proposes two points of access:

- DW 1 (Savona Boulevard) – Right-In/Right-Out
- DW 2 (Paar Drive) – Right-In/Right-Out

Figure 3 shows the project driveway volumes.

Figure 3. Driveway Volumes



Driveways

DW 1 (SW Savona Boulevard) – Right-In/Right-Out

Ingress Right-Turn Lane

The City's Engineering Standards (8.12.7) recommend a right-turn lane when right-turn movements exceed 80-125 vehicles per hour during the peak hour for an unsignalized intersection with a posted speed limit 45 mph or less. A right-turn lane into the project is not needed at the proposed driveway.

MEP evaluated the SW Savona Boulevard & Driveway 1 intersection using HCS 2024. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0)

DW 2 (SW Paar Drive) – Right-In/Right-Out

Ingress Right-Turn Lane

The right turn volume of 174 peak hour vehicles warrants a right turn lane at this location. Therefore, a right-turn lane is required. The design speed is 40 miles per hour. The right-turn lane length is recommended to be 155 feet.

MEP evaluated the SW Paar Drive & Driveway 2 intersection using HCS 2024. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0)

QUEUING ANALYSIS

Data Collection

Field observations were performed at the existing an 1,862 SF Dunkin' Donuts at 5245 US 1, Vero Beach, FL, a 2,112 SF Dunkin' Donuts at 1002 St Lucie W Blvd, Port Saint Lucie, FL, 34986 and a 2,852 Starbucks located at 1789 NW St Lucie W Blvd, Port Saint Lucie, FL, 34986. The Dunkin Donuts and Starbucks locations offer comparable adjacent street traffic volumes to the proposed location.

- Dunkin' Donuts Count, Tuesday September 5, 2024 – 7:00 AM to 9:00 AM
- Dunkin' Donuts Count, Friday March 11, 2022 – 7:00 AM to 12:00 PM
- Starbucks Count, Wednesday March 9, 2022 – 7:00 AM to 12:00 PM

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

Confidence Interval

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

Queuing Analysis

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

Based on the data collected, the existing two Dunkin's Donuts and Starbucks average 95th percentile confidence interval back-of-queue queue length is conservatively 6 vehicles. The proposed restaurants are 2,208 SF and 2,223 SF, respectively (Site Plan provided by Redtail DG). Based on the 20-foot queue length per vehicle estimated by MacKenzie Engineering and Planning, Inc., recommended in FDOT's *Site Impact Handbook*, and in City of Port St Lucie Engineering Standards for Land Development Table 12-1 Drive-Thru Stacking Requirements, the required queue length is 120 feet from the pick-up window.

Table 6. Summary of Queue Results

Site	**Date**	**Count Timeframe**	**95th % Queue**
Dunkin Donuts	9/5/2024 (Tuesday)	7:00 AM to 9:00 AM	3 vehicles
Dunkin Donuts	3/11/2022 (Friday)	7:00 AM to 12:00 PM	7 vehicles
Starbucks	3/9/2022 (Wednesday)	7:00 AM to 12:00 PM	7 vehicles

Table 7. Recommended Queue Storage

Scenario	Location	Project Size (SF)	95th % Queue
Existing	Dunkin' Donuts	1,862	3 vehicles
		2,112	7 vehicles
	Starbucks	2,852	7 vehicles
Average		2,275	6 vehicles
Proposed	Restaurnat 1	2,208	6 vehicles
	Restaurnat 2	2,223	6 vehicles

Restaurant 1 (2,208 SF)
95th Percentile Back of Queue to
Utilize = 6 vehicles (120 feet) from the front of the 1st vehicle in the pickup window

Restaurant 2 (2,223 SF)
95th Percentile Back of Queue to
Utilize = 6 vehicles (120 feet) from the front of the 1st vehicle in the pickup window

The City of Port St. Lucie Code minimum vehicle stacking is 8 vehicles (160 feet) per 12.4(b) of the Code. The queuing analysis shows that 160 feet of queuing will be adequate. The site plan provides 160 feet per drive through lane. Therefore, stacking on-site for the drive through is adequate.

CONCLUSION

Mackenzie Engineering & Planning, Inc. performed a queueing analysis for Savona Plaza project. The project is located at the northwest corner of SW Paar Drive and SW Savona Boulevard, Port St. Lucie, Florida. The applicant proposes to develop a 17,028 SF of Retail Store and 4,483 SF of Fast-Food restaurant with a drive-through window. The project is proposed for construction by 2029.

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

- 1,507 daily, 120 AM peak hour (64 in/56 out), and 124 PM peak hour (63 in/61 out) trips.

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

- 2,844 daily, 330 AM peak hour (170 in/160 out), and 411 PM peak hour (217 in/194 out) trips

A 155-foot westbound right-turn lane is recommended at the SW Paar Drive & Driveway 2 intersection.

Stacking on-site for each drive through (160 feet) is adequate.

The project meets Port St Lucie's adopted level of service and traffic concurrency standards of Port St Lucie.

APPENDICES

Exhibit 1A Trip Generation - Peak Hour of Adjacent Street

Savona Plaza

Land Use	Intensity			Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic										
Strip Retail Center	17.028		1000 SF	948	41	25	16	114	57	57
Fast-Food Restaurant with Drive-Through Window	4.483		1000 SF	2,096	200	102	98	148	77	71
Subtotal				3,044	241	127	114	262	134	128
Internal Capture	AM	PM	DAILY							
Strip Retail Center	9.8%	9.6%	10.5%	100	4	2	2	11	5	6
Fast-Food Restaurant with Drive-Through Window	2.0%	7.4%	4.8%	100	4	2	2	11	6	5
Subtotal	3.3%	8.4%	6.6%	200	8	4	4	22	11	11
Pass-By Traffic	AM	PM								
Strip Retail Center	40.0%	40.0%		339	15	9	6	41	21	20
Fast-Food Restaurant with Drive-Through Window	50.0%	55.0%		998	98	50	48	75	39	36
Subtotal				1,337	113	59	54	116	60	56
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)				**1,507**	**120**	**64**	**56**	**124**	**63**	**61**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Strip Retail Center	822	1000 SF	T = 42.20(X) + 229.68	40%	60/40	Ln(T) = 0.66 Ln(X) + 1.84	50/50	Ln(T) = 0.71 Ln(X) + 2.72
Fast-Food Restaurant with Drive-Through Window	934	1000 SF	467.48	50/55	51/49	44.61	52/48	33.03

ITE 11th Edition

Copyright © 2025, MacKenzie Engineering and Planning, Inc.

EXHIBIT 1C - AM PEAK HOUR INTERNAL CAPTURE MATRIX

Analysis Period: PM____, Midday____, AM __X__.
Analyst: MEP
Date: 3/14/2025

Project Number: 267002
Project Name: Savona Plaza
Scenario: AM Peak Hour
Task Number:

Land Use A: Strip Retail Center

ITE LUC: 822			1
Size: 17.028	1000 SF		
	Total	Internal	External
Enter	25	2	23
Exit	16	2	14
Total	41	4	37
%	100%	10%	90%

Enter from External: 23
Exit to External: 14

Land Use B: Fast-Food Restaurant with Drive-Through Window

ITE LUC: 934			2
Size: 4.483	1000 SF		
	Total	Internal	External
Enter	102	2	100
Exit	98	2	96
Total	200	4	196
%	100%	2%	98%

Enter from External: 100
Exit to External: 96

	Demand	Balanced	Demand
A → B	8.0%	2	2
B → A	13.0%	2	2
A → B	14.0%	14	
B → A	50.0%	51	

Demand	0.0%	0
Balanced	0	
Demand	30.0%	0

Demand	0.0%	0
Balanced	0	
Demand	0.0%	0

Demand	0.0%	0
Balanced	0	
Demand	0.0%	0

Land Use C: 0

ITE LUC: 1			3
Size: 0	0		
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

Demand	0.0%	0
Balanced	0	
Demand	0.0%	0

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Strip Retail	Fast-Food	0	0	0	0	
External Trips	Enter	23	100	0	0	0	0	123
	Exit	14	96	0	0	0	0	110
	Total	37	196	0	0	0	0	**233**
Internal Trips	Enter	2	2	0	0	0	0	4
	Exit	2	2	0	0	0	0	4
	Total	4	4	0	0	0	0	**8**
Single Use Trip Gen Estimate		41	200	0	0	0	0	**241**
		9.76%	2.00%	0.00%	0.00%	0.00%	0.00%	

Internal Capture = 3.32%

Print Date = 03/14/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\267002 Savona Plaza - PSL\New folder\Traffic\[Savona Plaza Trip Gen 3-14-2025.xlsx]tgen - Adjacent

EXHIBIT 1D - PM PEAK HOUR INTERNAL CAPTURE MATRIX

Analysis Period: PM__X___, AM ____.
Analyst: MEP
Date: 3/14/2025

Project Number: 267002 **Task Number:**
Project Name: Savona Plaza
Scenario: PM Peak Hour

Land Use A: Strip Retail Center

ITE LUC: 822			1
Size: 17.028	1000 SF		
	Total	Internal	External
Enter	57	5	52
Exit	57	6	51
Total	114	11	103
%	100%	10%	90%

Enter from External: 52
Exit to External: 51

Land Use B: Fast-Food Restaurant with Drive-Through Window

ITE LUC: 934			2
Size: 4.483	1000 SF		
	Total	Internal	External
Enter	77	6	71
Exit	71	5	66
Total	148	11	137
%	100%	7%	93%

Enter from External: 71
Exit to External: 66

Demand	Balanced	Demand
9.0% 5	5	10.0% 7
10.0% 6	6	10.0% 8

Demand 0.0% 0
Balanced 0
Demand 28.0% 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

Land Use C: 0

ITE LUC: 1			3
Size: 0	0		
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

35.0% 0 Demand
0 Balanced
0.0% 0 Demand

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Strip Retail	Fast-Food	0	0	0	0	
External Trips	Enter	52	71	0	0	0	0	123
	Exit	51	66	0	0	0	0	117
	Total	103	137	0	0	0	0	**240**
Internal Trips	Enter	5	6	0	0	0	0	11
	Exit	6	5	0	0	0	0	11
	Total	11	11	0	0	0	0	**22**
Single Use Trip Gen Estimate		114	148	0	0	0	0	**262**
		9.65%	7.43%	0.00%	0.00%	0.00%	0.00%	

Internal Capture = 8.40%

Print Date = 03/14/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\267002 Savona Plaza - PSL\New folder\Traffic\[Savona Plaza Trip Gen 3-14-2025.xlsx]tgen - Adjacent

EXHIBIT 1E - DAILY INTERNAL CAPTURE MATRIX

Analysis Period: PM____, AM ____, DAILY X
Analyst: MEP
Date: 3/14/2025

Project Number: 267002 **Task Number:**
Project Name: Savona Plaza
Scenario: DAILY TRAFFIC

Land Use A: Strip Retail Center

ITE LUC: 822 1
Size: 17.028

	Total	Internal	External
Enter	474	43	431
Exit	474	57	417
Total	948	100	848
%	100%	11%	89%

Enter from External: 431
Exit to External: 417

Land Use B: Fast-Food Restaurant with Drive-Through Window

ITE LUC: 934 2
Size: 4.483 1000 SF

	Total	Internal	External
Enter	1,048	57	991
Exit	1,048	43	1,005
Total	2,096	100	1,996
%	100%	5%	95%

Enter from External: 991
Exit to External: 1,005

	Demand		Balanced	Demand	
	9.0%	43	43	12.0%	126
	12.0%	57	57	30.0%	314
	Demand		Balanced	Demand	

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

Land Use C: 0

ITE LUC: 1 3
Size: 0 0

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Strip Retail	Fast-Food	0		0	0	
External Trips	Enter	431	991	0	0	0	0	1,422
	Exit	417	1,005	0	0	0	0	1,422
	Total	848	1,996	0	0	0	0	**2,844**
Internal Trips	Enter	43	57	0	0	0	0	100
	Exit	57	43	0	0	0	0	100
	Total	100	100	0	0	0	0	**200**
Single Use Trip Gen Estimate		948	2,096	0	0	0	0	**3,044**
		10.55%	4.77%	0.00%	0.00%	0.00%	0.00%	

Internal Capture = 6.57%

Print Date = 03/14/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\267002 Savona Plaza - PSL\New folder\Traffic\[Savona Plaza Trip Gen 3-14-2025.xlsx]tgen - Adjacent

Exhibit 1B Trip Generation - Peak hour of Generator

Savona Plaza

Land Use	Intensity			Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic										
Strip Retail Center	17.028		1000 SF	948	129	65	64	225	122	103
Fast-Food Restaurant with Drive-Through Window	4.483		1000 SF	2,096	227	118	109	228	116	112
Subtotal				3,044	356	183	173	453	238	215
Internal Capture	AM	PM	DAILY							
Strip Retail Center	10.1%	9.3%	10.5%	100	13	5	8	21	11	10
Fast-Food Restaurant with Drive-Through Window	5.7%	9.2%	4.8%	100	13	8	5	21	10	11
Subtotal	7.3%	9.3%	6.6%	200	26	13	13	42	21	21
Pass-By Traffic	AM	PM								
Strip Retail Center	40.0%	40.0%		339	46	24	22	82	44	38
Fast-Food Restaurant with Drive-Through Window	50.0%	55.0%		998	107	55	52	114	58	56
Subtotal				1,337	153	79	74	196	102	94
Total Proposed Driveway Volumes				***2,844***	***330***	***170***	***160***	***411***	***217***	***194***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Strip Retail Center	822	1000 SF	T = 42.20(X) + 229.68	40%	50/50	7.60	54/46	13.24
Fast-Food Restaurant with Drive-Through Window	934	1000 SF	467.48	50/55	52/48	50.57	51/49	50.94

ITE 11th Edition

Copyright © 2025, MacKenzie Engineering and Planning, Inc.

EXHIBIT 1C - AM PEAK HOUR INTERNAL CAPTURE MATRIX

Analysis Period: PM____, Midday____, AM __X__.
Analyst: MEP
Date: 3/14/2025

Project Number: 267002
Project Name: Savona Plaza
Scenario: AM Peak Hour
Task Number:

Land Use A: Strip Retail Center

ITE LUC: 822R			1
Size: 17.028	1000 SF		
	Total	Internal	External
Enter	65	5	60
Exit	64	8	56
Total	129	13	116
%	100%	10%	90%

Enter from External: 60
Exit to External: 56

Land Use B: Fast-Food Restaurant with Drive-Through Window

ITE LUC: 934R			2
Size: 4.483	1000 SF		
	Total	Internal	External
Enter	118	8	110
Exit	109	5	104
Total	227	13	214
%	100%	6%	94%

Enter from External: 110
Exit to External: 104

	Demand	Balanced		Demand
A → B	8.0%	5	5	14.0%	15
B → A	13.0%	8	8	50.0%	59

Demand	0.0%	0
Balanced		0
Demand	30.0%	0

0.0%	0	0.0%	0
Demand		Demand	
0		0	
Balanced		Balanced	
0.0%	0	0.0%	0
Demand		Demand	

Land Use C: 0

ITE LUC: 1			3
Size: 0	0		
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

Demand	0.0%	0
Balanced		0
Demand	0.0%	0

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Strip Retail	Fast-Food	0	0	0	0	
External Trips	Enter	60	110	0	0	0	0	170
	Exit	56	104	0	0	0	0	160
	Total	116	214	0	0	0	0	**330**
Internal Trips	Enter	5	8	0	0	0	0	13
	Exit	8	5	0	0	0	0	13
	Total	13	13	0	0	0	0	**26**
Single Use Trip Gen Estimate		129	227	0	0	0	0	**356**
		10.08%	5.73%	0.00%	0.00%	0.00%	0.00%	

Internal Capture = 7.30%

Print Date = 03/14/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\267002 Savona Plaza - PSL\New folder\Traffic\[Savona Plaza Trip Gen 3-14-2025.xlsx]tgen - Adjacent

EXHIBIT 1D - PM PEAK HOUR INTERNAL CAPTURE MATRIX

Analysis Period: PM__X___, AM ____.
Analyst: MEP
Date: 3/14/2025

Project Number: 267002 **Task Number:**
Project Name: Savona Plaza
Scenario: PM Peak Hour

Land Use A: Strip Retail Center

ITE LUC: 822R			1
Size:	17.028	1000 SF	
	Total	Internal	External
Enter	122	11	111
Exit	103	10	93
Total	225	21	204
%	100%	9%	91%

Enter from External: 111
Exit to External: 93

Land Use B: Fast-Food Restaurant with Drive-Through Window

ITE LUC: 934R			2
Size:	4.483	1000 SF	
	Total	Internal	External
Enter	116	10	106
Exit	112	11	101
Total	228	21	207
%	100%	9%	91%

Enter from External: 106
Exit to External: 101

Demand	Balanced	Demand
9.0% 11	11	10.0% 11
10.0% 10	10	10.0% 12
Demand	Balanced	Demand

Demand 0.0% 0
Balanced 0
Demand 28.0% 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

Land Use C: 0

ITE LUC: 1			3
Size:	0	0	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

35.0% 0 Demand
0 Balanced
0.0% 0 Demand

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Strip Retail	Fast-Food	0	0	0	0	
External Trips	Enter	111	106	0	0	0	0	217
	Exit	93	101	0	0	0	0	194
	Total	204	207	0	0	0	0	**411**
Internal Trips	Enter	11	10	0	0	0	0	21
	Exit	10	11	0	0	0	0	21
	Total	21	21	0	0	0	0	**42**
Single Use Trip Gen Estimate		225	228	0	0	0	0	**453**
		9.33%	9.21%	0.00%	0.00%	0.00%	0.00%	

Internal Capture = 9.27%

Print Date = 03/14/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\267002 Savona Plaza - PSL\New folder\Traffic\[Savona Plaza Trip Gen 3-14-2025.xlsx]tgen - Adjacent

EXHIBIT 1E - DAILY INTERNAL CAPTURE MATRIX

Analysis Period: PM____, AM ____, DAILY X
Analyst: MEP
Date: 3/14/2025

Project Number: 267002 **Task Number:**
Project Name: Savona Plaza
Scenario: DAILY TRAFFIC

Land Use A: Strip Retail Center

ITE LUC: 822R			1
Size: 17.028	1000 SF		
	Total	Internal	External
Enter	474	43	431
Exit	474	57	417
Total	948	100	848
%	100%	11%	89%

Enter from External: 431
Exit to External: 417

Land Use B: Fast-Food Restaurant with Drive-Through Window

ITE LUC: 934R			2
Size: 4.483	1000 SF		
	Total	Internal	External
Enter	1,048	57	991
Exit	1,048	43	1,005
Total	2,096	100	1,996
%	100%	5%	95%

Enter from External: 991
Exit to External: 1,005

Demand	Balanced	Demand		Demand	Balanced	Demand
9.0%	43	43	12.0%	126		
12.0%	57	57	30.0%	314		

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

Land Use C: 0

ITE LUC: 1			3
Size: 0		0	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

0.0% 0 Demand
0 Balanced
0.0% 0 Demand

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Strip Retail	Fast-Food	0		0	0	
External Trips	Enter	431	991	0	0	0	0	1,422
	Exit	417	1,005	0	0	0	0	1,422
	Total	848	1,996	0	0	0	0	**2,844**
Internal Trips	Enter	43	57	0	0	0	0	100
	Exit	57	43	0	0	0	0	100
	Total	100	100	0	0	0	0	**200**
Single Use Trip Gen Estimate		948	2,096	0	0	0	0	**3,044**
		10.55%	4.77%	0.00%	0.00%	0.00%	0.00%	

Internal Capture = 6.57%

Print Date = 03/14/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\267002 Savona Plaza - PSL\New folder\Traffic\[Savona Plaza Trip Gen 3-14-2025.xlsx]tgen - Adjacent

Savona Plaza
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 2
Savona Blvd & Paar Dr

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	1	26	41	0	48	22	1	0	4	17	26	0	9	140	1	336
7:15 AM	7:30 AM	0	8	30	52	0	50	21	13	0	10	26	16	0	16	114	4	360
7:30 AM	7:45 AM	0	10	19	70	0	45	19	10	0	12	40	14	0	6	115	2	362
7:45 AM	8:00 AM	0	6	23	61	0	50	21	8	0	20	42	11	0	10	111	1	364
8:00 AM	8:15 AM	0	7	20	34	0	30	20	8	0	20	34	34	0	9	97	5	318
8:15 AM	8:30 AM	0	6	22	37	0	29	20	11	0	15	32	10	0	7	84	6	279
8:30 AM	8:45 AM	0	7	15	22	0	24	23	14	0	8	22	11	0	12	73	3	234
8:45 AM	9:00 AM	0	6	23	17	0	36	29	13	0	16	36	16	0	3	71	3	269
		0	51	178	334	0	312	175	78	0	105	249	138	0	72	805	25	2522
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	25	98	224	0	193	83	32	0	46	125	67	0	41	480	8	1422

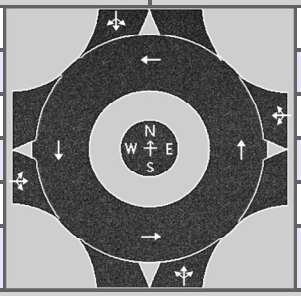
Count Taken:	1/8/2025
Buildout year:	2029
Growth Rate:	3.2%
Seasonal Factor:	1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/8/2025																
Existing Volumes	0	25	98	224	0	193	83	32	0	46	125	67	0	41	480	8
Seasonal Factor	0	1	5	11	0	10	4	2	0	2	6	3	0	2	24	0
Adjusted Volumes		26	**103**	**235**		203	**87**	**34**	**0**	48	**131**	**70**		43	**504**	**8**
Growth Rate		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%		3.2%	3.2%	3.2%
Growth Volume		3	14	32		27	12	5	0	6	18	9		6	68	1
2029 Volumes		**29**	**117**	**267**		**230**	**99**	**39**	**0**	**54**	**149**	**79**		**49**	**572**	**9**
Pre Development Volumes		**29**	**117**	**267**		**230**	**99**	**39**	**0**	**54**	**149**	**79**		**49**	**572**	**9**
Project Traffic		0	0	0		0	13	0	0	26	0	0		11	22	0
Post Development Volumes		**29**	**117**	**267**		**230**	**112**	**39**	**0**	**80**	**149**	**79**		**60**	**594**	**9**
Project Traffic							In			In				Out	Out	
Assignment		0.0%	0.0%	0.0%		0.0%	20.0%	0.0%		40.0%	0.0%	0.0%		20.0%	40.0%	0.0%

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	2/24/2025
Analysis Year	2029
Time Analyzed	
Project Description	Post-Development AM



Site Information

Intersection	Savona Blvd & Paar Dr
E/W Street Name	Paar Dr
N/S Street Name	Savona Blvd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	29	117	267	0	230	112	39	0	80	149	79	0	60	594	9
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	31	124	284	0	245	119	41	0	85	158	84	0	64	632	10
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		439			405			327			706	
Entry Volume, veh/h		435			401			324			699	
Circulating Flow (v_c), pc/h	941			274			219			449		
Exiting Flow (v_{ex}), pc/h	272			214			230			1161		
Capacity (c_{pce}), pc/h		528			1044			1104			873	
Capacity (c), veh/h		523			1033			1093			864	
v/c Ratio (x)		0.83			0.39			0.30			0.81	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		36.4			7.6			6.2			23.2	
Lane LOS		E			A			A			C	
95% Queue Length, Q_{95} (veh)		8.4			1.9			1.2			8.9	
95% Queue Length, Q_{95} (ft)		211.7			47.9			30.2			224.3	
Approach Delay, s/veh | LOS	36.4	E		7.6	A		6.2	A		23.2	C	
Intersection Delay, s/veh | LOS	20.0						C					

Savona Plaza
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 2
Savona Blvd & Paar Dr

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	6	34	15	0	19	37	12	0	22	95	27	0	18	53	11	349
4:15 PM	4:30 PM	0	4	38	16	0	21	51	17	0	25	110	32	0	15	32	4	365
4:30 PM	4:45 PM	0	4	36	16	0	32	34	9	0	39	115	40	0	12	46	16	399
4:45 PM	5:00 PM	0	4	37	8	0	21	35	7	0	32	109	34	0	7	49	12	355
5:00 PM	5:15 PM	0	10	39	24	0	26	35	11	0	28	108	37	0	13	33	3	367
5:15 PM	5:30 PM	0	4	26	22	0	23	49	13	0	49	111	18	0	12	54	8	389
5:30 PM	5:45 PM	0	9	39	21	0	31	50	16	0	28	91	36	0	14	42	8	385
5:45 PM	6:00 PM	0	4	33	21	0	23	34	15	0	39	120	30	0	9	43	7	378
		0	45	282	143	0	196	325	100	0	262	859	254	0	100	352	69	2987
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	27	137	88	0	103	168	55	0	144	430	121	0	48	172	26	1519

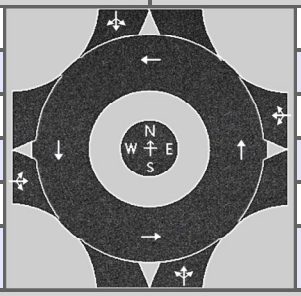
Count Taken:	1/8/2025
Buildout year:	2029
Growth Rate:	3.2%
Seasonal Factor:	1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/8/2025																
Existing Volumes	0	27	137	88	0	103	168	55	0	144	430	121	0	48	172	26
Seasonal Factor	0	1	7	4	0	5	8	3	0	7	22	6	0	2	9	1
Adjusted Volumes		28	**144**	**92**		108	**176**	**58**	**0**	**151**	**452**	**127**		50	**181**	**27**
Growth Rate		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%		3.2%	3.2%	3.2%
Growth Volume		4	19	12		15	24	8	0	20	61	17		7	24	4
2029 Volumes		**32**	**163**	**104**		**123**	**200**	**66**	**0**	**171**	**513**	**144**		**57**	**205**	**31**
Pre Development Volumes		**32**	**163**	**104**		**123**	**200**	**66**	**0**	**171**	**513**	**144**		**57**	**205**	**31**
Project Traffic		0	0	0		0	13	0	0	25	0	0		12	24	0
Post Development Volumes		**32**	**163**	**104**		**123**	**213**	**66**	**0**	**196**	**513**	**144**		**69**	**229**	**31**
Project Traffic							In			In				Out	Out	
Assignment		0.0%	0.0%	0.0%		0.0%	20.0%	0.0%		40.0%	0.0%	0.0%		20.0%	40.0%	0.0%

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	2/24/2025
Analysis Year	2029
Time Analyzed	
Project Description	Post-Development PM



Site Information

Intersection	Savona Blvd & Paar Dr
E/W Street Name	Paar Dr
N/S Street Name	Savona Blvd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	32	163	104	0	123	213	66	0	196	513	144	0	69	229	31
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	34	173	111	0	131	226	70	0	208	545	153	0	73	243	33
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		318			427			906			349	
Entry Volume, veh/h		315			423			897			346	
Circulating Flow (v_c), pc/h	447			787			280			565		
Exiting Flow (v_{ex}), pc/h	399			467			649			485		
Capacity (c_{pce}), pc/h		875			618			1037			776	
Capacity (c), veh/h		866			612			1027			768	
v/c Ratio (x)		0.36			0.69			0.87			0.45	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.3			21.4			26.2			10.7	
Lane LOS		A			C			D			B	
95% Queue Length, Q_{95} (veh)		1.7			5.4			11.9			2.4	
95% Queue Length, Q_{95} (ft)		42.8			136.1			299.9			60.5	
Approach Delay, s/veh | LOS	8.3	A		21.4	C		26.2	D		10.7	B	
Intersection Delay, s/veh | LOS	19.6						C					

Savona Plaza
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 2
Savona Blvd & DW 1

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	150	0	169
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	134	0	181
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	60	0	0	0	123	0	183
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	56	0	0	0	122	0	178
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	111	0	160
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	97	0	146
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	43	0	0	0	88	0	131
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	55	0	0	0	77	0	132
		0	0	0	0	0	0	0	0	0	0	378	0	0	0	902	0	1280
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	182	0	0	0	529	0	711

Count Taken: 1/8/2025
Buildout year: 2029
Growth Rate: 3.2%
Seasonal Factor: 1.05

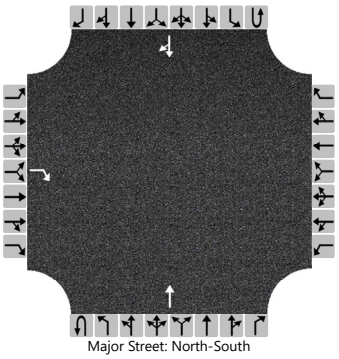
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/8/2025																
Existing Volumes	0	0	0	0	0	0	0	0	0	0	182	0	0	0	529	0
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	9	0	0	0	26	0
Adjusted Volumes		0	**0**	**0**		0	**0**	**0**	**0**	0	**191**	**0**		0	**555**	**0**
Growth Rate		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%		3.2%	3.2%	3.2%
Growth Volume		0	0	0		0	0	0	0	0	26	0		0	75	0
2029 Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**217**	**0**		**0**	**630**	**0**
Pre Development Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**217**	**0**		**0**	**630**	**0**
Project Traffic		0	0	128		0	0	0	0	0	32	0		0	0	34
Post Development Volumes		**0**	**0**	**128**		**0**	**0**	**0**	**0**	**0**	**249**	**0**		**0**	**630**	**34**
Project Traffic				Out							Out					In
Assignment		0.0%	0.0%	80.0%		0.0%	0.0%	0.0%		0.0%	20.0%	0.0%		0.0%	0.0%	20.0%

HCS Two-Way Stop-Control Report

General Information

Analyst	MEP	Intersection	Savona Blvd & DW 1
Agency/Co.	MEP	Jurisdiction	PSL
Date Performed	2/24/2025	East/West Street	DW 1
Analysis Year	2029	North/South Street	Savona Blvd
Time Analyzed		Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Post-Development AM		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R							T					TR
Volume (veh/h)				128							249				630	34
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2												
Critical Headway (sec)				6.21												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.31												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				135												
Capacity, c (veh/h)				452												
v/c Ratio				0.30												
95% Queue Length, Q_{95} (veh)				1.2												
95% Queue Length, Q_{95} (ft)				30.2												
Control Delay (s/veh)				16.3												
Level of Service (LOS)				C												
Approach Delay (s/veh)	16.3															
Approach LOS	C															

Copyright © 2025 University of Florida. All Rights Reserved.

Savona Plaza
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 2
Savona Blvd & DW 1

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	113	0	0	0	82	0	195
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	131	0	0	0	51	0	182
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	128	0	0	0	74	0	202
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	120	0	0	0	68	0	188
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	129	0	0	0	49	0	178
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	128	0	0	0	74	0	202
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	116	0	0	0	64	0	180
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	139	0	0	0	59	0	198
		0	0	0	0	0	0	0	0	0	0	1004	0	0	0	521	0	1525
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	505	0	0	0	265	0	770

Count Taken: 1/8/2025
Buildout year: 2029
Growth Rate: 3.2%
Seasonal Factor: 1.05

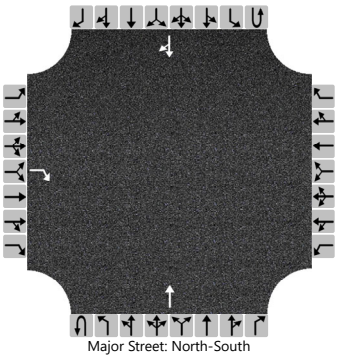
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/8/2025																
Existing Volumes	0	0	0	0	0	0	0	0	0	0	505	0	0	0	265	0
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	25	0	0	0	13	0
Adjusted Volumes		0	**0**	**0**		0	**0**	**0**	**0**	**0**	**530**	**0**		0	**278**	**0**
Growth Rate		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%		3.2%	3.2%	3.2%
Growth Volume		0	0	0		0	0	0	0	0	71	0		0	37	0
2029 Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**601**	**0**		**0**	**315**	**0**
Pre Development Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**601**	**0**		**0**	**315**	**0**
Project Traffic		0	0	155		0	0	0	0	0	39	0		0	0	43
Post Development Volumes		**0**	**0**	**155**		**0**	**0**	**0**	**0**	**0**	**640**	**0**		**0**	**315**	**43**
Project Traffic				Out							Out					In
Assignment		0.0%	0.0%	80.0%		0.0%	0.0%	0.0%		0.0%	20.0%	0.0%		0.0%	0.0%	20.0%

HCS Two-Way Stop-Control Report

General Information

Analyst	MEP	Intersection	Savona Blvd & DW 1
Agency/Co.	MEP	Jurisdiction	PSL
Date Performed	2/24/2025	East/West Street	DW 1
Analysis Year	2029	North/South Street	Savona Blvd
Time Analyzed		Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Post-Development AM		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R							T					TR
Volume (veh/h)				155							640				315	43
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2												
Critical Headway (sec)				6.21												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.31												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				163												
Capacity, c (veh/h)				692												
v/c Ratio				0.24												
95% Queue Length, Q_{95} (veh)				0.9												
95% Queue Length, Q_{95} (ft)				22.7												
Control Delay (s/veh)				11.8												
Level of Service (LOS)				B												
Approach Delay (s/veh)	11.8															
Approach LOS	B															

Copyright © 2025 University of Florida. All Rights Reserved.

Savona Plaza
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 2
Paar Dr & DW 2

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	68	0	0	0	70	0	0	0	0	0	0	0	0	0	138
7:15 AM	7:30 AM	0	0	90	0	0	0	80	0	0	0	0	0	0	0	0	0	170
7:30 AM	7:45 AM	0	0	99	0	0	0	89	0	0	0	0	0	0	0	0	0	188
7:45 AM	8:00 AM	0	0	90	0	0	0	79	0	0	0	0	0	0	0	0	0	169
8:00 AM	8:15 AM	0	0	61	0	0	0	66	0	0	0	0	0	0	0	0	0	127
8:15 AM	8:30 AM	0	0	65	0	0	0	106	0	0	0	0	0	0	0	0	0	171
8:30 AM	8:45 AM	0	0	44	0	0	0	86	0	0	0	0	0	0	0	0	0	130
8:45 AM	9:00 AM	0	0	46	0	0	0	80	0	0	0	0	0	0	0	0	0	126
		0	0	563	0	0	0	656	0	0	0	0	0	0	0	0	0	1219
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	0	347	0	0	0	318	0	0	0	0	0	0	0	0	0	665

Count Taken:	1/8/2025
Buildout year:	2029
Growth Rate:	3.2%
Seasonal Factor:	1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/8/2025																
Existing Volumes	0	0	347	0	0	0	318	0	0	0	0	0	0	0	0	0
Seasonal Factor	0	0	17	0	0	0	16	0	0	0	0	0	0	0	0	0
Adjusted Volumes		0	**364**	**0**		0	**334**	**0**	**0**	0	**0**	**0**		0	**0**	**0**
Growth Rate		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%		3.2%	3.2%	3.2%
Growth Volume		0	49	0		0	45	0	0	0	0	0		0	0	0
2029 Volumes		**0**	**413**	**0**		**0**	**379**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
Pre Development Volumes		**0**	**413**	**0**		**0**	**379**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
Project Traffic		0	34	0		0	0	136	0	0	0	0		0	0	32
Post Development Volumes		**0**	**447**	**0**		**0**	**379**	**136**	**0**	**0**	**0**	**0**		**0**	**0**	**32**
Project Traffic			In					In								Out
Assignment		0.0%	20.0%	0.0%		0.0%	0.0%	80.0%		0.0%	0.0%	0.0%		0.0%	0.0%	20.0%

HCS Two-Way Stop-Control Report

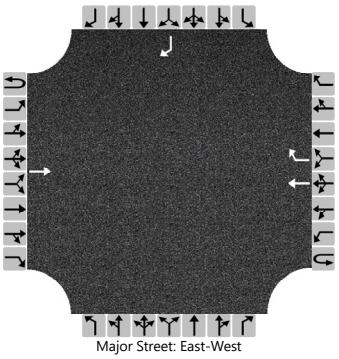
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	2/24/2025
Analysis Year	2029
Time Analyzed	
Intersection Orientation	East-West
Project Description	Post-Development AM

Site Information

Intersection	Paar Dr & DW 2
Jurisdiction	PSL
East/West Street	Paar Dr
North/South Street	DW 2
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			447				379	136								32
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized							No						No			
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.2
Critical Headway (sec)																6.21
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																34
Capacity, c (veh/h)																653
v/c Ratio																0.05
95% Queue Length, Q_{95} (veh)																0.2
95% Queue Length, Q_{95} (ft)																5.0
Control Delay (s/veh)																10.8
Level of Service (LOS)																B
Approach Delay (s/veh)													10.8			
Approach LOS													B			

Copyright © 2025 University of Florida. All Rights Reserved.

Savona Plaza
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 2
Paar Dr & DW 2

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	55	0	0	0	70	0	0	0	0	0	0	0	0	0	125
4:15 PM	4:30 PM	0	0	58	0	0	0	80	0	0	0	0	0	0	0	0	0	138
4:30 PM	4:45 PM	0	0	56	0	0	0	89	0	0	0	0	0	0	0	0	0	145
4:45 PM	5:00 PM	0	0	49	0	0	0	79	0	0	0	0	0	0	0	0	0	128
5:00 PM	5:15 PM	0	0	73	0	0	0	66	0	0	0	0	0	0	0	0	0	139
5:15 PM	5:30 PM	0	0	52	0	0	0	106	0	0	0	0	0	0	0	0	0	158
5:30 PM	5:45 PM	0	0	69	0	0	0	86	0	0	0	0	0	0	0	0	0	155
5:45 PM	6:00 PM	0	0	58	0	0	0	80	0	0	0	0	0	0	0	0	0	138
		0	0	470	0	0	0	656	0	0	0	0	0	0	0	0	0	1126
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	0	252	0	0	0	338	0	0	0	0	0	0	0	0	0	590

Count Taken:	1/8/2025
Buildout year:	2029
Growth Rate:	3.2%
Seasonal Factor:	1.05

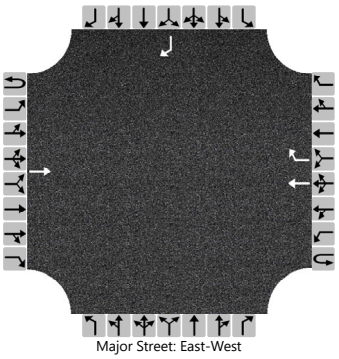
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/8/2025																
Existing Volumes	0	0	252	0	0	0	338	0	0	0	0	0	0	0	0	0
Seasonal Factor	0	0	13	0	0	0	17	0	0	0	0	0	0	0	0	0
Adjusted Volumes		0	**265**	**0**		0	**355**	**0**	**0**	**0**	**0**	**0**		0	**0**	**0**
Growth Rate		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%		3.2%	3.2%	3.2%
Growth Volume		0	36	0		0	48	0	0	0	0	0		0	0	0
2029 Volumes		**0**	**301**	**0**		**0**	**403**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
Pre Development Volumes		**0**	**301**	**0**		**0**	**403**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
Project Traffic		0	43	0		0	0	174	0	0	0	0		0	0	39
Post Development Volumes		**0**	**344**	**0**		**0**	**403**	**174**	**0**	**0**	**0**	**0**		**0**	**0**	**39**
Project Traffic			In					In								Out
Assignment		0.0%	20.0%	0.0%		0.0%	0.0%	80.0%		0.0%	0.0%	0.0%		0.0%	0.0%	20.0%

HCS Two-Way Stop-Control Report

General Information

Analyst	MEP	Intersection	Paar Dr & DW 2
Agency/Co.	MEP	Jurisdiction	PSL
Date Performed	2/24/2025	East/West Street	Paar Dr
Analysis Year	2029	North/South Street	DW 2
Time Analyzed		Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Post-Development PM		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			344				403	174								39
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.2
Critical Headway (sec)																6.21
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																41
Capacity, c (veh/h)																632
v/c Ratio																0.06
95% Queue Length, Q_{95} (veh)																0.2
95% Queue Length, Q_{95} (ft)																5.0
Control Delay (s/veh)																11.1
Level of Service (LOS)																B
Approach Delay (s/veh)													11.1			
Approach LOS													B			

Copyright © 2025 University of Florida. All Rights Reserved.

Land Use: 822
Strip Retail Plaza (<40k)

Description

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

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

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

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

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

Source Numbers

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

Strip Retail Plaza (<40k)
(822)

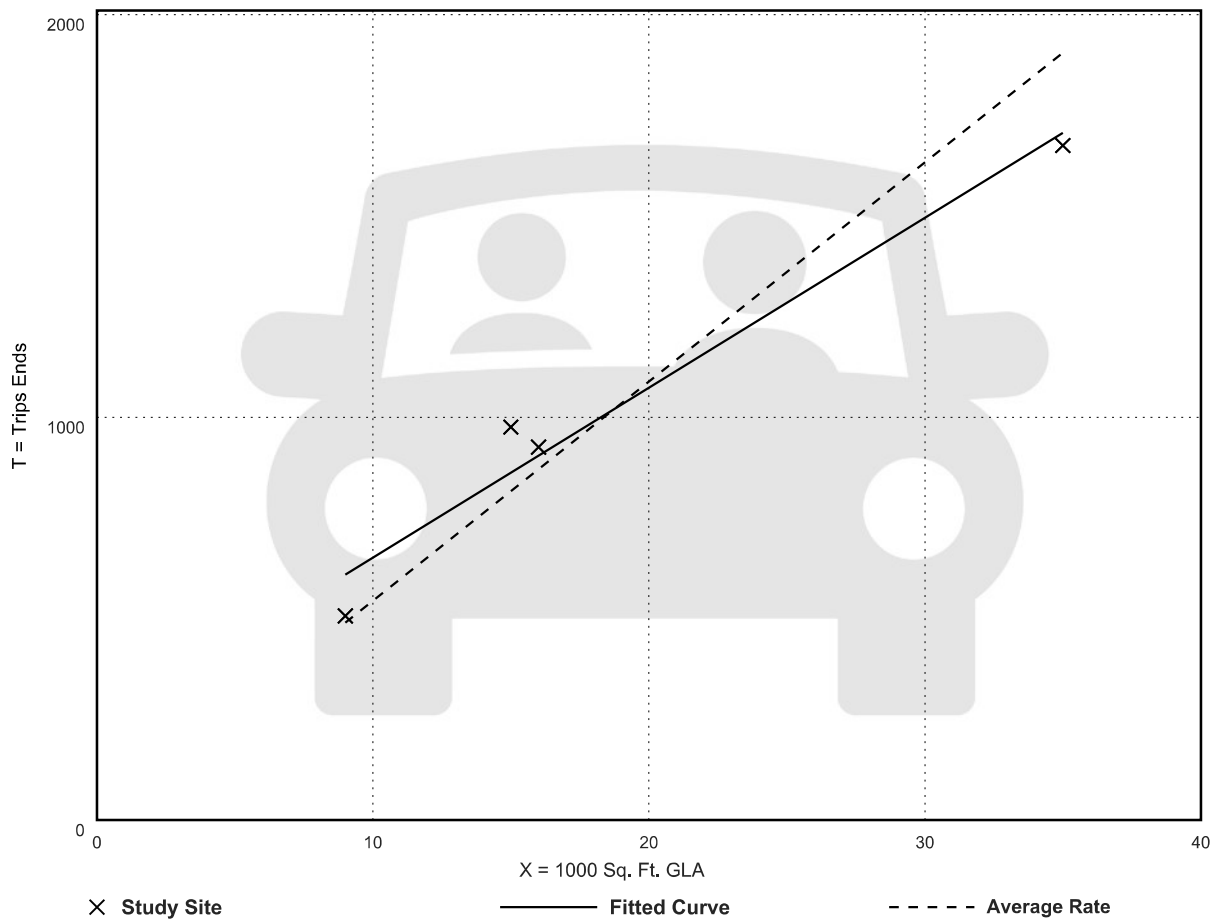
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

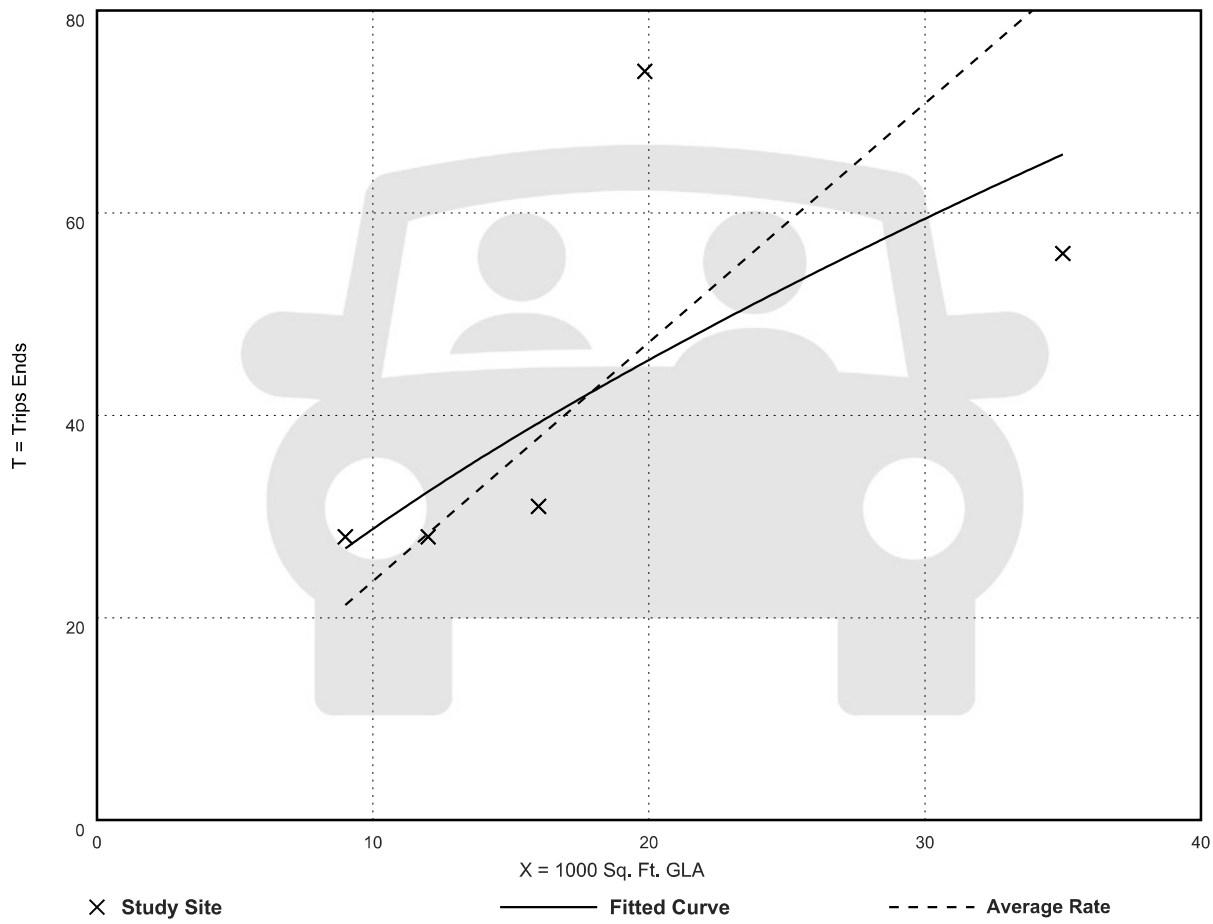
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

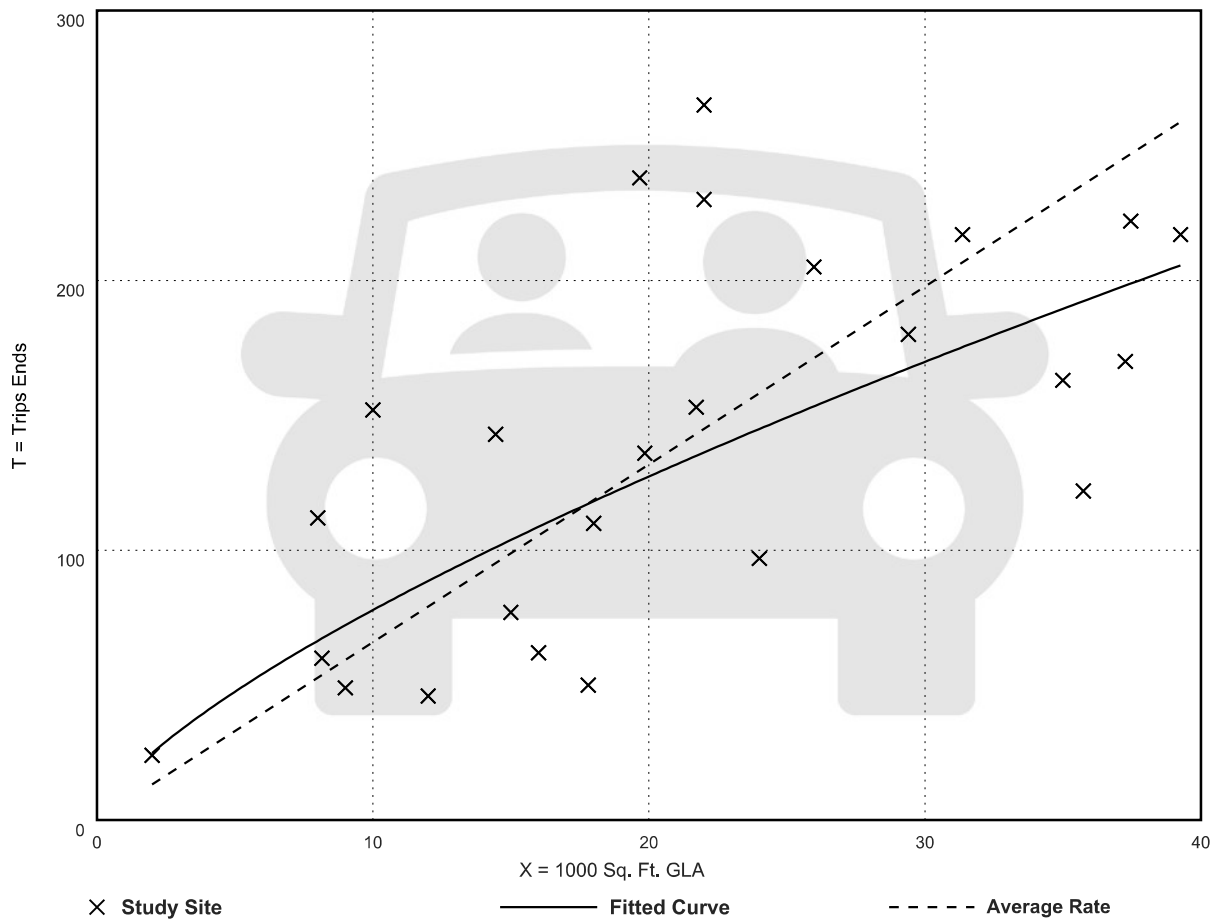
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

Strip Retail Plaza (<40k)
(822)

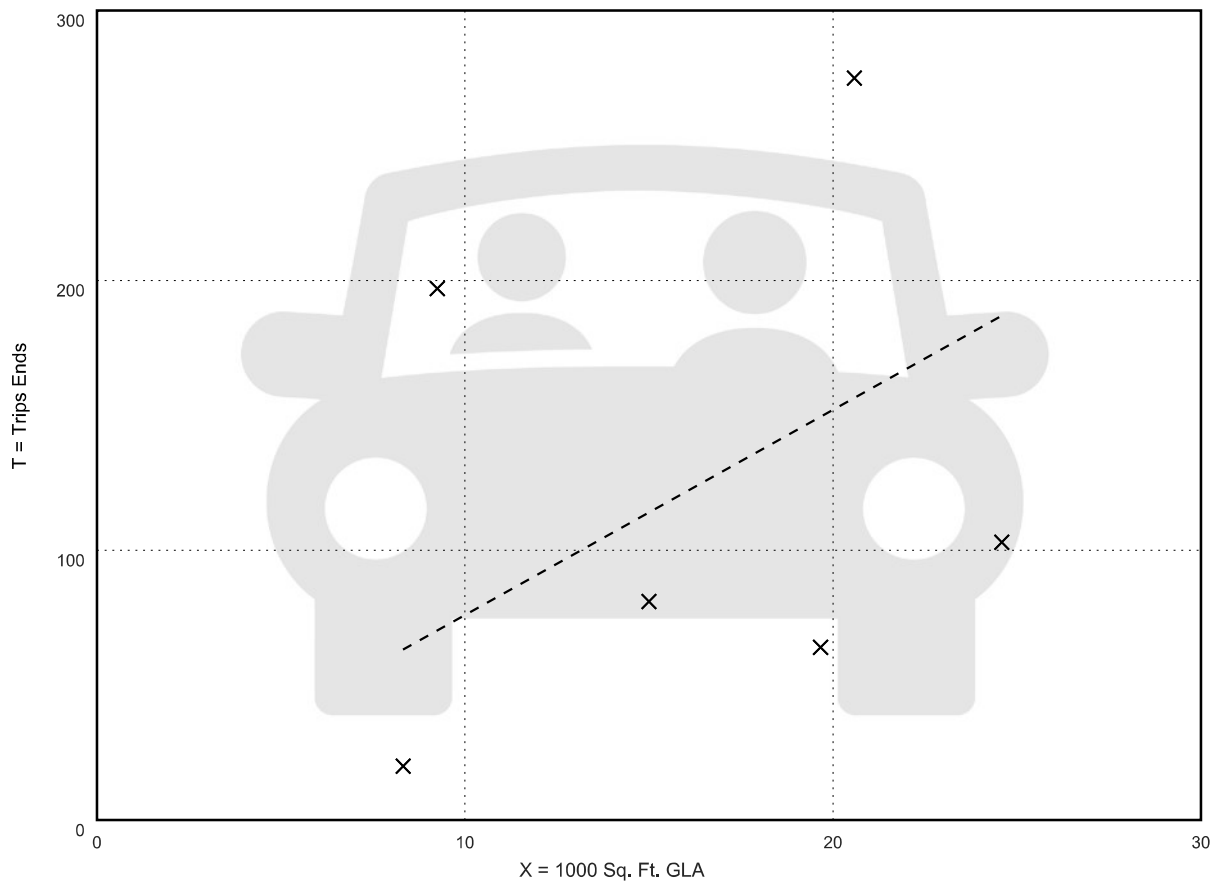
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 16
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



× **Study Site**

- - - - - **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

Strip Retail Plaza (<40k)
(822)

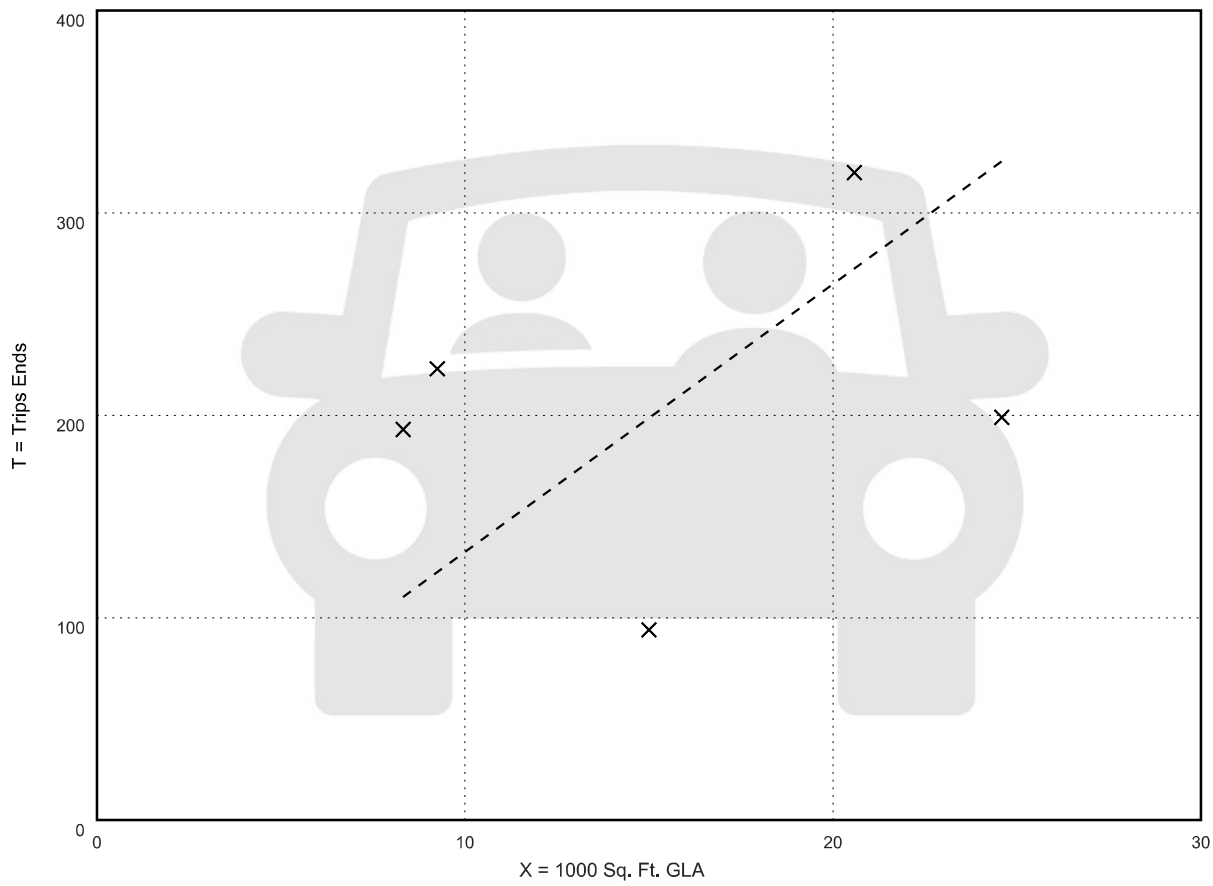
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 16
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



× **Study Site** ----- **Average Rate**

Fitted Curve Equation: Not Given **R^2= *****

Land Use: 934
Fast-Food Restaurant with Drive-Through Window

Description

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

Additional Data

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

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

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

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

Source Numbers

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

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

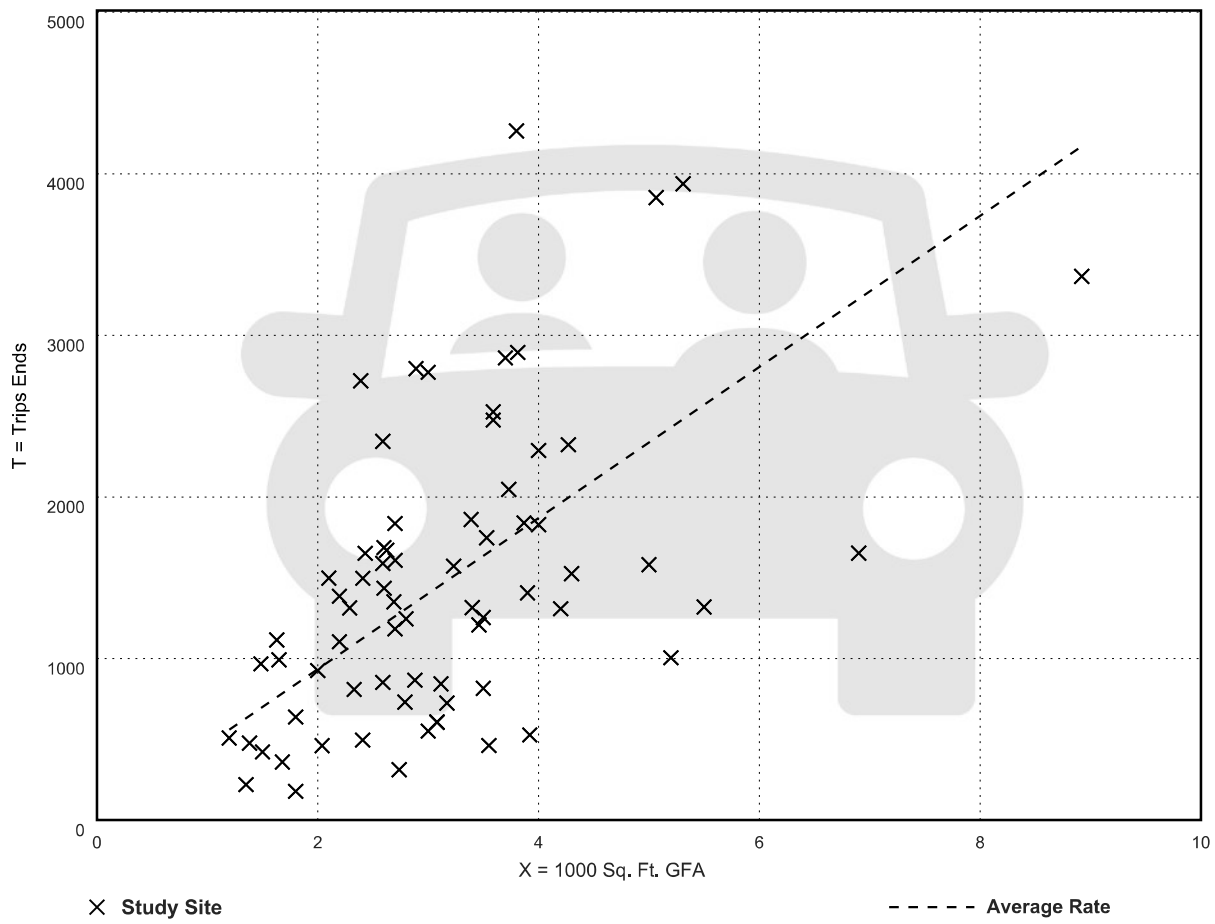
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

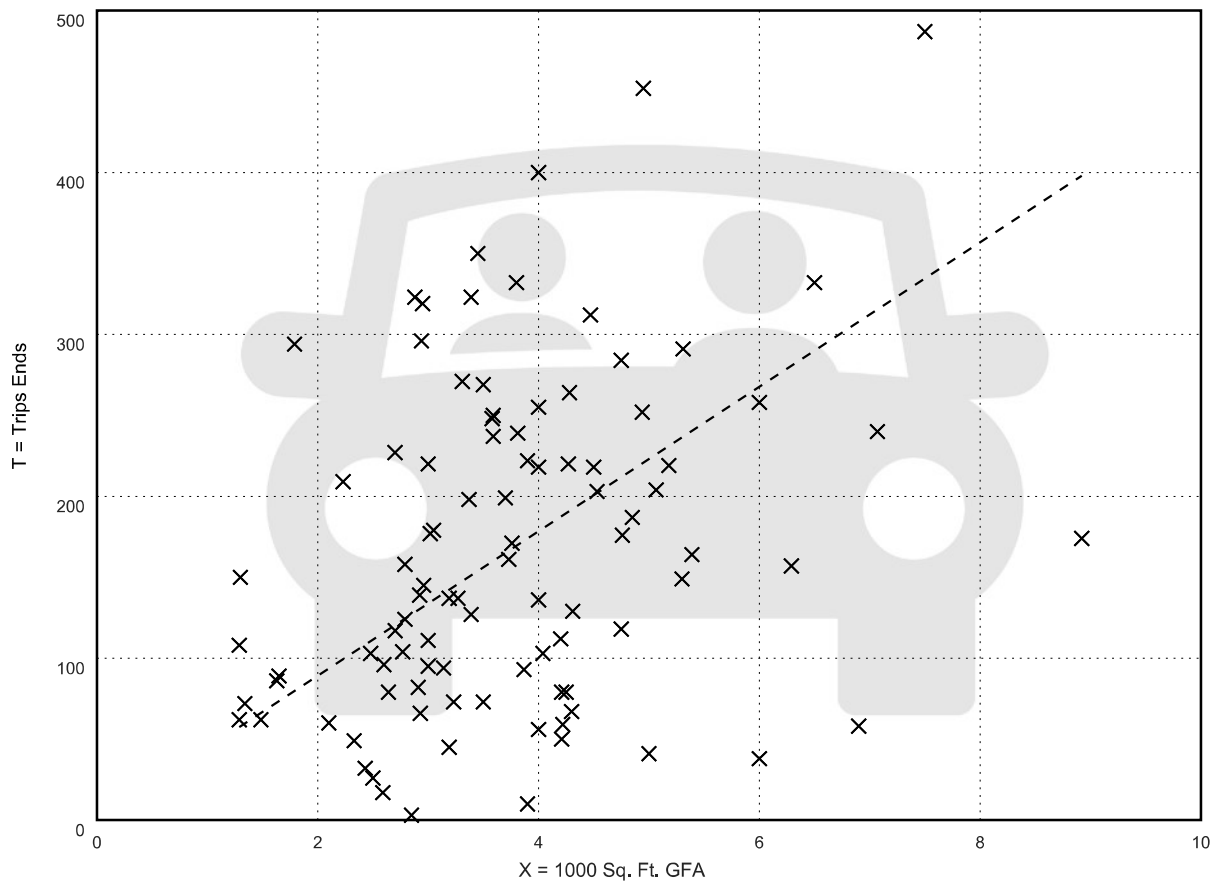
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



× **Study Site**

- - - - - **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

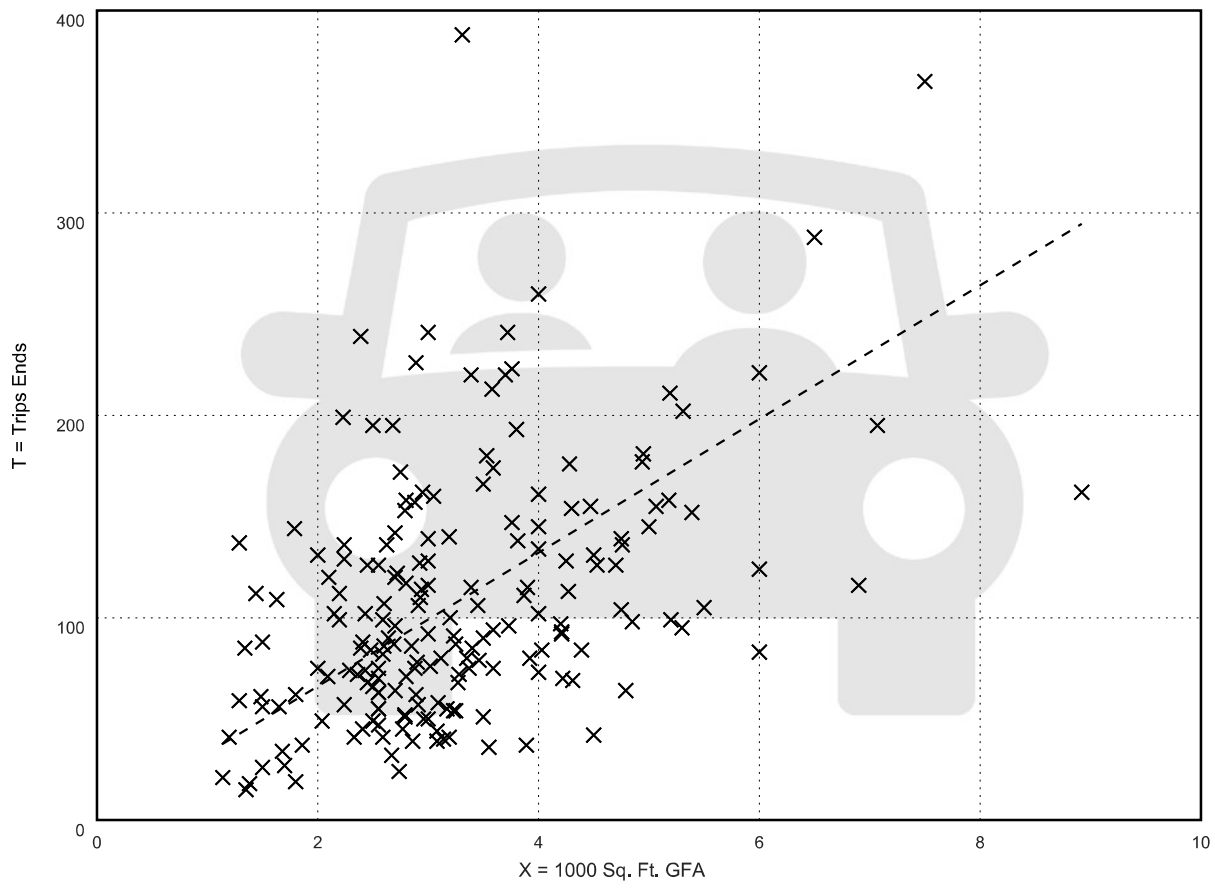
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



× **Study Site**

- - - - - **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

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

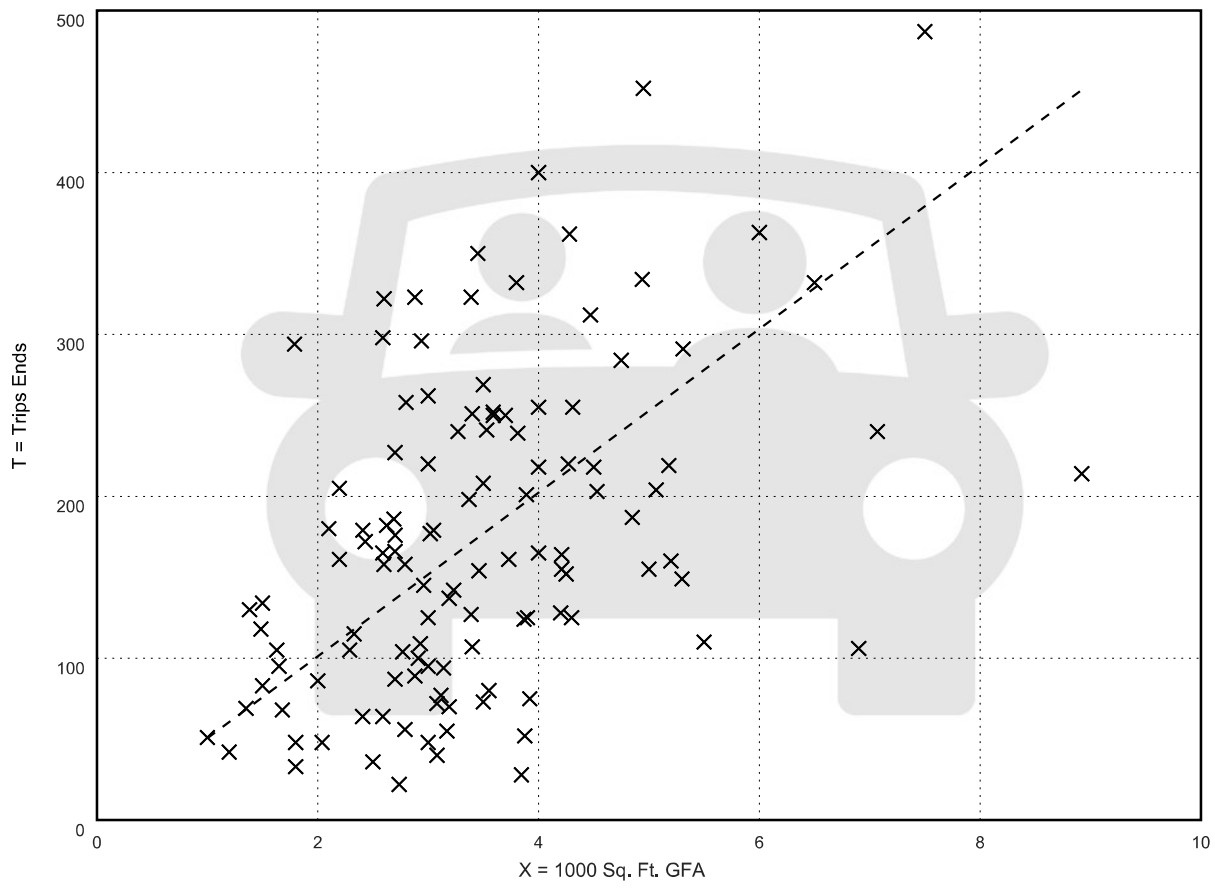
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 118
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



× **Study Site**

- - - - - **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

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

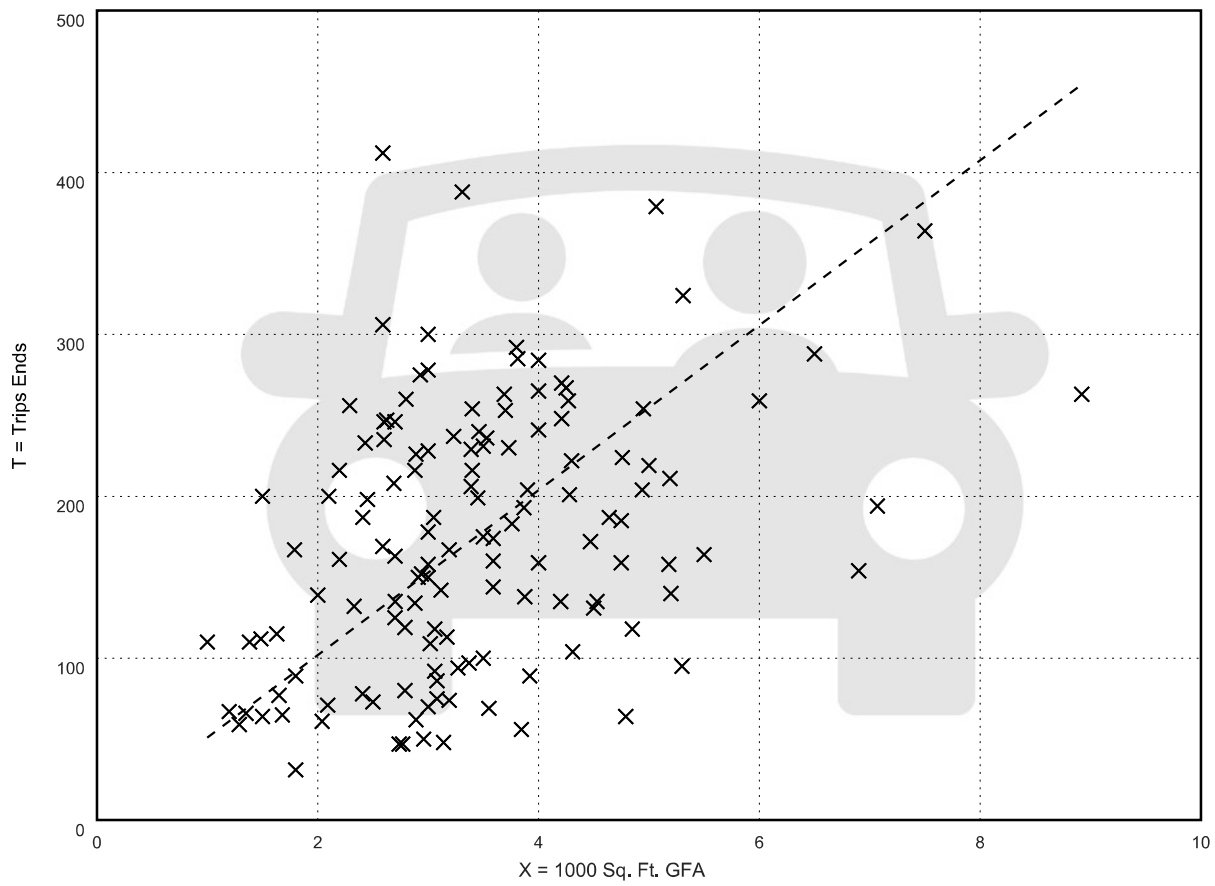
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 135
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



× **Study Site** — — — — — **Average Rate**

Fitted Curve Equation: Not Given **R^2= *****

APPENDIX B

Vehicle Pass-By Rates by Land Use

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

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	5
Average Pass-By Rate	50%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
1.4	Kentucky	1993	—	62	22	16	38	1407	2
3	Kentucky	1993	—	43	14	43	57	2903	2
3.3	--	1996	—	68	—	—	32	—	21
3.6	Kentucky	1993	—	32	47	21	68	437	2
4.2	Indiana	1993	—	46	23	31	54	1049	2

Vehicle Pass-By Rates by Land Use

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

Land Use Code	934								
Land Use	Fast-Food Restaurant with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	11								
Average Pass-By Rate	55%								
	Pass-By Characteristics for Individual Sites								
	State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30

Vehicle Pass-By Rates by Land Use

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

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips Primary (%)	Non-Pass-By Trips Diverted (%)	Non-Pass-By Trips Total (%)	Adj Street Peak Hour Volume	Source
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

APPENDIX O: TRIP GENERATION SOURCE

Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Trip Generation [1]	% New Trips	ITE Land Use Codes
Residential & Lodging Uses				
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	4.09	1.00	210 [2]
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	3.59	1.00	251, 252 [2]
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	6.52	1.00	220, 221 [2]
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	5.05	1.00	310, 311, 312, 320
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	4.15	1.00	240, 416 [3]
Institutional Uses				
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	8.65	0.50	495, 560, 580 [4]
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	5.42	0.80	254, 620
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	12.46	0.50	534, 536, 565 [5]
Industrial Uses				
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	3.31	0.80	110, 130, 140, 160
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	3.27	0.80	1,30, 150, 151, 155
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	2.67	0.80	130, 154, 155, 156, 157
Recreational Uses				
Marina (Including dry storage) per berth	per berth	2.41	0.50	420
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis)	per acre	14.32	0.50	432, 488, 491 [3]
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	20.55	0.50	434, 435, 436, 437, 465, 492, 493 [6]
Office Uses				
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	9.74	0.90	710
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	23.22	0.70	640, 650
Commercial Services & Retail Uses				
Local Retail [Non-Chain or Franchisee] [7](Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	18.88	0.40	820
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	37.75	0.40	820
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	45.20	0.40	812, 813, 814, 815, 816, 820, 840, 841, 843, 848, 849, 850, 854, 857, 862, 869, 875, 881
Furniture or Mattress Store	per 1,000 sq. ft.	6.30	1.00	890
Quick Service Restaurant (Fast Casual or Food / Ghost Kitchen / Container) [8]	per 1,000 sq. ft.	330.70	0.30	930, 933, 934, 935, 937
Additive Fees for Commercial Services & Retail Uses				
Bank Drive-Thru Lane or Free-Standing ATM [9]	per lane / ATM	115.02	0.60	912
Motor Vehicle Quick Lube	per service bay	40.00	0.80	941
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	132.10	0.50	947, 949
Motor Vehicle Charging or Fueling [10]	per charging or fueling position	220.31	0.20	853, 944, 945, 960
Pharmacy Drive-Thru [11]	per lane	89.04	0.40	881
Quick Service Restaurant Drive-Thru Lane [12]	per lane	252.81	0.30	934, 935, 937

[1] The Trip Generation Rates are based on average trip generation rates for all referenced land uses under the ITE Land Use Codes columns.

[2] Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the following sq. ft. (typical industry standard) by type of unit per the 10th Edition of the ITE Trip Generation Manual: (210) single-family detached (2,275 sq. ft.); (220) one or two story multi-family (1,150); (221) multi-family (925 sq. ft.); (251) senior adult detached (1,500 sq. ft.); (252) senior adult attached (1,000 sq. ft.). The assigned square footage of each unit type was divided by 1,000: (210) single family detached (2,275 / 1,000 = 2.275); (220) one or two story multi-family (1,150 / 1,000 = 1.15); (221) multi-family (925 / 1,00 = 0.925); (251) senior adult detached (1,500 / 1,000 sq. ft. = 1.5); (252) senior adult attached (100 / 1000 = 1.0). The trip generation rates are based on occupied units per the ITE Trip Generation Manual. To obtain an occupied trip generation rate for single-family, the rate (9.44) way multiplied by 0.986 to account for the 1.4% owner occupied vacancy rate for owner occupied dwellings per the 2019 American Community Survey (ACS) for the City of Port St. Lucie Prepared by the U.S. Census Bureau (**Appendix U**). To properly account for trips from occupied multi-family units, the trip generation (6.31) for one or two story multi-family was multiplied by 1.17% (1+ ((3.17 - 2.72) / 2.72)) to adjust for the difference between the ITE occupancy rate of 2.72 residents per unit versus the rate of 3.17 residents per rental unit based on the 2019 ACS Survey (**Appendix U**). To properly account for trips from occupied multi-family units, the trip generation (4.75) for multi-family was multiplied by 1.29% (1+ ((3.17 - 2.46) / 2.46)) to adjust for the difference between the ITE occupancy rate of 2.46 residents per unit versus the rate of 3.17 residents per rental unit based on the 2019 ACS Survey (**Appendix U**). The following are the calculations for the residential uses, for active adult and multi-family, the net trip generation rate in the table above is the average of the two uses: (210) single-family detached (9.44 x 0.986 = 9.31; 9.31 / 2.275 = 4.09); (220) one or two story multi-family (6.31 x 1.17 = 7.38; 7.38 / 1.15 = 6.42); (221) multi-family (4.75 x 1.29 = 6.13; 6.13 / 0.925 = 6.62); (251) senior adult detached (5.6 / 1.5 = 3.73); (252) senior adult attached (3.44 / 1.0 = 3.4). All percentages and rates are rounded to the 100th place for illustration purposes. Any minor deviation is due to rounding based on calculated percentages versus illustration of rounding to the 100th place.

[3] Converted AM and PM Peak Hour Periods and applied a Peak to Daily Conversion of .1 (10% of daily traffic occurs during peak hours).

[4] Community Recreation Center trip generation divided by 2 passenger per vehicle. The trip generation of a museum was converted from AM and PM peak hour periods and a peak-to-daily conversion factor of 0.1 was applied (10% of daily traffic occurs during peak hours).

[5] Trip generation based on the average of the AM and PM peaks for Private K-12 Schools. Day care divided by 2 to account for vehicle occupancy. The average trip generation for K-12 was then used to calculate the daily rate.

[6] Golf driving range converted to acreage at two tee positions per one acre, Soccer Complex fields converted to acres at ratio of 2 acres per 1 field, Racquet / Tennis Club assume 2 courts plus accessory buildings per acre, Utilized vehicle occupancy of 3 persons per vehicle.

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

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

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

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

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

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

APPENDIX D

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

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

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

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

Dunkin Donuts (1401 SE Village Green Dr, Port Saint Lucie, FL, 34952) 3/11/2022

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

Dunkin Donuts (1401 SE Village Green Dr, Port Saint Lucie, FL, 34952) 3/11/2022

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

QUEUE LENGTH COUNTS FROM THE MENU (ORDERING BOARD)

		3/9/2022 Starbucks		3/11/2022 Dunkin Donuts (1401)	
			Starting at the Menu Board		**Starting at the Menu Board**
1	99.7%	8:39 AM	9	7:49 AM	9
2	99.3%	7:44 AM	8	8:29 AM	9
3	99.0%	7:52 AM	8	7:27 AM	8
4	98.7%	8:38 AM	8	7:31 AM	8
5	98.3%	8:41 AM	8	7:48 AM	8
6	98.0%	7:39 AM	7	7:55 AM	8
7	97.7%	7:41 AM	7	8:28 AM	8
8	97.3%	7:45 AM	7	8:30 AM	8
9	97.0%	7:46 AM	7	8:32 AM	8
10	96.7%	7:53 AM	7	8:33 AM	8
11	96.3%	8:07 AM	7	7:03 AM	7
12	96.0%	8:09 AM	7	7:26 AM	7
13	95.7%	8:12 AM	7	7:40 AM	7
14	95.3%	8:40 AM	7	7:44 AM	7
15	95.0%	8:42 AM	7	7:47 AM	7
16	94.7%	8:44 AM	7	7:50 AM	7
17	94.3%	7:32 AM	6	7:54 AM	7
18	94.0%	7:33 AM	6	8:01 AM	7
19	93.7%	7:40 AM	6	8:25 AM	7
20	93.3%	7:43 AM	6	8:27 AM	7
21	93.0%	7:47 AM	6	9:21 AM	7
22	92.7%	7:48 AM	6	7:02 AM	6
23	92.3%	7:49 AM	6	7:04 AM	6
24	92.0%	7:50 AM	6	7:25 AM	6
25	91.7%	7:51 AM	6	7:34 AM	6
26	91.3%	8:06 AM	6	7:35 AM	6
27	91.0%	8:08 AM	6	7:41 AM	6
28	90.7%	8:10 AM	6	7:42 AM	6
29	90.3%	8:36 AM	6	7:43 AM	6
30	90.0%	8:43 AM	6	7:45 AM	6
31	89.7%	9:31 AM	6	7:46 AM	6
32	89.3%	9:41 AM	6	7:53 AM	6
33	89.0%	10:02 AM	6	7:59 AM	6
34	88.7%	10:56 AM	6	8:00 AM	6
35	88.3%	10:57 AM	6	8:24 AM	6
36	88.0%	11:06 AM	6	8:26 AM	6
37	87.7%	11:14 AM	6	8:31 AM	6
38	87.3%	11:17 AM	6	8:47 AM	6
39	87.0%	11:26 AM	6	9:20 AM	6
40	86.7%	7:29 AM	5	9:22 AM	6
41	86.3%	7:31 AM	5	9:29 AM	6
42	86.0%	7:35 AM	5	7:01 AM	5
43	85.7%	7:42 AM	5	7:24 AM	5
44	85.3%	8:05 AM	5	7:30 AM	5
45	85.0%	8:11 AM	5	7:32 AM	5
46	84.7%	8:13 AM	5	7:33 AM	5
47	84.3%	8:14 AM	5	7:36 AM	5
48	84.0%	8:45 AM	5	7:39 AM	5
49	83.7%	9:19 AM	5	7:52 AM	5
50	83.3%	9:22 AM	5	7:58 AM	5
51	83.0%	9:23 AM	5	8:34 AM	5
52	82.7%	9:28 AM	5	8:44 AM	5
53	82.3%	9:30 AM	5	8:48 AM	5
54	82.0%	9:32 AM	5	8:51 AM	5
55	81.7%	9:43 AM	5	8:52 AM	5
56	81.3%	9:50 AM	5	7:00 AM	4
57	81.0%	10:00 AM	5	7:05 AM	4
58	80.7%	10:01 AM	5	7:21 AM	4
59	80.3%	10:03 AM	5	7:22 AM	4
60	80.0%	10:07 AM	5	7:23 AM	4
61	79.7%	10:10 AM	5	7:29 AM	4
62	79.3%	10:42 AM	5	7:51 AM	4
63	79.0%	10:43 AM	5	7:56 AM	4
64	78.7%	10:54 AM	5	8:03 AM	4
65	78.3%	10:58 AM	5	8:05 AM	4
66	78.0%	11:01 AM	5	8:07 AM	4
67	77.7%	11:02 AM	5	8:21 AM	4
68	77.3%	11:13 AM	5	8:22 AM	4
69	77.0%	11:15 AM	5	8:23 AM	4
70	76.7%	11:16 AM	5	8:35 AM	4
71	76.3%	11:18 AM	5	8:43 AM	4
72	76.0%	11:19 AM	5	8:45 AM	4
73	75.7%	11:20 AM	5	8:46 AM	4
74	75.3%	7:01 AM	4	8:50 AM	4
75	75.0%	7:02 AM	4	9:10 AM	4
76	74.7%	7:23 AM	4	9:16 AM	4
77	74.3%	7:26 AM	4	9:19 AM	4
78	74.0%	7:27 AM	4	9:23 AM	4
79	73.7%	7:30 AM	4	9:26 AM	4

3/9/2022 Starbucks

			Starting at the Menu Board
80	73.3%	7:36 AM	4
81	73.0%	7:37 AM	4
82	72.7%	7:54 AM	4
83	72.3%	7:55 AM	4
84	72.0%	7:56 AM	4
85	71.7%	8:15 AM	4
86	71.3%	8:30 AM	4
87	71.0%	8:37 AM	4
88	70.7%	9:11 AM	4
89	70.3%	9:12 AM	4
90	70.0%	9:13 AM	4
91	69.7%	9:18 AM	4
92	69.3%	9:20 AM	4
93	69.0%	9:24 AM	4
94	68.7%	9:25 AM	4
95	68.3%	9:29 AM	4
96	68.0%	9:33 AM	4
97	67.7%	9:34 AM	4
98	67.3%	9:39 AM	4
99	67.0%	9:40 AM	4
100	66.7%	9:42 AM	4
101	66.3%	9:44 AM	4
102	66.0%	9:45 AM	4
103	65.7%	9:47 AM	4
104	65.3%	9:49 AM	4
105	65.0%	9:51 AM	4
106	64.7%	9:58 AM	4
107	64.3%	9:59 AM	4
108	64.0%	10:04 AM	4
109	63.7%	10:05 AM	4
110	63.3%	10:06 AM	4
111	63.0%	10:08 AM	4
112	62.7%	10:09 AM	4
113	62.3%	10:30 AM	4
114	62.0%	10:31 AM	4
115	61.7%	10:32 AM	4
116	61.3%	10:39 AM	4
117	61.0%	10:40 AM	4
118	60.7%	10:44 AM	4
119	60.3%	10:45 AM	4
120	60.0%	10:47 AM	4
121	59.7%	10:52 AM	4
122	59.3%	10:53 AM	4
123	59.0%	10:55 AM	4
124	58.7%	10:59 AM	4
125	58.3%	11:04 AM	4
126	58.0%	11:05 AM	4
127	57.7%	11:07 AM	4
128	57.3%	11:08 AM	4
129	57.0%	11:10 AM	4
130	56.7%	11:12 AM	4
131	56.3%	11:24 AM	4
132	56.0%	11:25 AM	4
133	55.7%	11:29 AM	4
134	55.3%	11:55 AM	4
135	55.0%	11:58 AM	4
136	54.7%	7:14 AM	3
137	54.3%	7:28 AM	3
138	54.0%	7:34 AM	3
139	53.7%	7:38 AM	3
140	53.3%	7:57 AM	3
141	53.0%	8:04 AM	3
142	52.7%	8:16 AM	3
143	52.3%	8:17 AM	3
144	52.0%	8:20 AM	3
145	51.7%	8:21 AM	3
146	51.3%	8:26 AM	3
147	51.0%	8:27 AM	3
148	50.7%	8:47 AM	3
149	50.3%	9:08 AM	3
150	50.0%	9:10 AM	3
151	49.7%	9:15 AM	3
152	49.3%	9:16 AM	3
153	49.0%	9:17 AM	3
154	48.7%	9:21 AM	3
155	48.3%	9:26 AM	3
156	48.0%	9:27 AM	3
157	47.7%	9:35 AM	3
158	47.3%	9:36 AM	3
159	47.0%	9:38 AM	3

3/11/2022 Dunkin Donuts (1401)

	Starting at the Menu Board
9:27 AM	4
9:28 AM	4
9:50 AM	4
9:55 AM	4
10:04 AM	4
10:17 AM	4
10:19 AM	4
7:06 AM	3
7:08 AM	3
7:09 AM	3
7:16 AM	3
7:18 AM	3
7:19 AM	3
7:20 AM	3
7:28 AM	3
8:02 AM	3
8:04 AM	3
8:06 AM	3
8:08 AM	3
8:10 AM	3
8:12 AM	3
8:41 AM	3
8:49 AM	3
8:53 AM	3
8:55 AM	3
8:59 AM	3
9:01 AM	3
9:11 AM	3
9:12 AM	3
9:17 AM	3
9:18 AM	3
9:24 AM	3
9:25 AM	3
9:30 AM	3
9:53 AM	3
9:54 AM	3
9:56 AM	3
10:06 AM	3
10:08 AM	3
10:09 AM	3
10:10 AM	3
10:15 AM	3
10:16 AM	3
10:18 AM	3
10:20 AM	3
10:22 AM	3
10:59 AM	3
11:02 AM	3
7:07 AM	2
7:10 AM	2
7:12 AM	2
7:13 AM	2
7:15 AM	2
7:17 AM	2
8:09 AM	2
8:11 AM	2
8:13 AM	2
8:14 AM	2
8:19 AM	2
8:20 AM	2
8:36 AM	2
8:38 AM	2
8:42 AM	2
8:54 AM	2
8:56 AM	2
9:00 AM	2
9:03 AM	2
9:05 AM	2
9:09 AM	2
9:13 AM	2
9:14 AM	2
9:15 AM	2
9:31 AM	2
9:36 AM	2
9:37 AM	2
9:47 AM	2
9:48 AM	2
9:51 AM	2
9:57 AM	2
9:59 AM	2

3/9/2022 Starbucks

			Starting at the Menu Board
160	46.7%	9:46 AM	3
161	46.3%	9:48 AM	3
162	46.0%	9:52 AM	3
163	45.7%	9:53 AM	3
164	45.3%	9:54 AM	3
165	45.0%	9:55 AM	3
166	44.7%	9:56 AM	3
167	44.3%	9:57 AM	3
168	44.0%	10:21 AM	3
169	43.7%	10:22 AM	3
170	43.3%	10:23 AM	3
171	43.0%	10:26 AM	3
172	42.7%	10:27 AM	3
173	42.3%	10:29 AM	3
174	42.0%	10:35 AM	3
175	41.7%	10:36 AM	3
176	41.3%	10:38 AM	3
177	41.0%	10:41 AM	3
178	40.7%	10:46 AM	3
179	40.3%	10:48 AM	3
180	40.0%	10:50 AM	3
181	39.7%	11:03 AM	3
182	39.3%	11:09 AM	3
183	39.0%	11:11 AM	3
184	38.7%	11:21 AM	3
185	38.3%	11:22 AM	3
186	38.0%	11:23 AM	3
187	37.7%	11:28 AM	3
188	37.3%	11:30 AM	3
189	37.0%	11:32 AM	3
190	36.7%	11:33 AM	3
191	36.3%	11:38 AM	3
192	36.0%	11:39 AM	3
193	35.7%	11:40 AM	3
194	35.3%	11:41 AM	3
195	35.0%	11:43 AM	3
196	34.7%	11:45 AM	3
197	34.3%	11:52 AM	3
198	34.0%	11:54 AM	3
199	33.7%	11:56 AM	3
200	33.3%	11:57 AM	3
201	33.0%	11:59 AM	3
202	32.7%	7:03 AM	2
203	32.3%	7:09 AM	2
204	32.0%	7:13 AM	2
205	31.7%	7:15 AM	2
206	31.3%	7:16 AM	2
207	31.0%	7:22 AM	2
208	30.7%	7:24 AM	2
209	30.3%	8:00 AM	2
210	30.0%	8:03 AM	2
211	29.7%	8:22 AM	2
212	29.3%	8:25 AM	2
213	29.0%	8:28 AM	2
214	28.7%	8:31 AM	2
215	28.3%	8:34 AM	2
216	28.0%	8:35 AM	2
217	27.7%	8:46 AM	2
218	27.3%	8:51 AM	2
219	27.0%	8:52 AM	2
220	26.7%	8:59 AM	2
221	26.3%	9:06 AM	2
222	26.0%	9:07 AM	2
223	25.7%	9:09 AM	2
224	25.3%	9:14 AM	2
225	25.0%	10:12 AM	2
226	24.7%	10:16 AM	2
227	24.3%	10:20 AM	2
228	24.0%	10:28 AM	2
229	23.7%	10:33 AM	2
230	23.3%	10:37 AM	2
231	23.0%	10:49 AM	2
232	22.7%	10:51 AM	2
233	22.3%	11:00 AM	2
234	22.0%	11:27 AM	2
235	21.7%	11:31 AM	2
236	21.3%	11:35 AM	2
237	21.0%	11:37 AM	2
238	20.7%	11:42 AM	2
239	20.3%	11:44 AM	2

3/11/2022 Dunkin Donuts (1401)

	Starting at the Menu Board
10:02 AM	2
10:05 AM	2
10:07 AM	2
10:11 AM	2
10:14 AM	2
10:21 AM	2
10:23 AM	2
11:00 AM	2
11:01 AM	2
11:03 AM	2
11:07 AM	2
11:29 AM	2
11:46 AM	2
11:56 AM	2
7:11 AM	1
8:15 AM	1
8:16 AM	1
8:18 AM	1
8:37 AM	1
8:39 AM	1
8:40 AM	1
8:58 AM	1
9:02 AM	1
9:06 AM	1
9:08 AM	1
9:32 AM	1
9:33 AM	1
9:35 AM	1
9:38 AM	1
9:39 AM	1
9:40 AM	1
9:41 AM	1
9:42 AM	1
9:45 AM	1
9:46 AM	1
9:49 AM	1
9:52 AM	1
9:58 AM	1
10:00 AM	1
10:03 AM	1
10:12 AM	1
10:24 AM	1
10:27 AM	1
10:29 AM	1
10:31 AM	1
10:33 AM	1
10:34 AM	1
10:36 AM	1
10:40 AM	1
10:41 AM	1
10:42 AM	1
10:45 AM	1
10:46 AM	1
10:47 AM	1
10:51 AM	1
10:54 AM	1
10:58 AM	1
11:05 AM	1
11:06 AM	1
11:08 AM	1
11:09 AM	1
11:13 AM	1
11:17 AM	1
11:19 AM	1
11:20 AM	1
11:25 AM	1
11:27 AM	1
11:35 AM	1
11:37 AM	1
11:38 AM	1
11:47 AM	1
11:48 AM	1
11:49 AM	1
11:50 AM	1
11:52 AM	1
11:53 AM	1
11:55 AM	1
11:57 AM	1
7:14 AM	0
7:37 AM	0

3/9/2022 Starbucks

			Starting at the Menu Board
240	20.0%	11:46 AM	2
241	19.7%	11:48 AM	2
242	19.3%	11:50 AM	2
243	19.0%	11:53 AM	2
244	18.7%	7:00 AM	1
245	18.3%	7:04 AM	1
246	18.0%	7:05 AM	1
247	17.7%	7:06 AM	1
248	17.3%	7:07 AM	1
249	17.0%	7:12 AM	1
250	16.7%	7:19 AM	1
251	16.3%	7:21 AM	1
252	16.0%	7:58 AM	1
253	15.7%	8:02 AM	1
254	15.3%	8:18 AM	1
255	15.0%	8:23 AM	1
256	14.7%	8:24 AM	1
257	14.3%	8:29 AM	1
258	14.0%	8:32 AM	1
259	13.7%	8:33 AM	1
260	13.3%	8:48 AM	1
261	13.0%	8:49 AM	1
262	12.7%	8:54 AM	1
263	12.3%	8:55 AM	1
264	12.0%	8:56 AM	1
265	11.7%	8:58 AM	1
266	11.3%	9:01 AM	1
267	11.0%	9:02 AM	1
268	10.7%	9:03 AM	1
269	10.3%	9:05 AM	1
270	10.0%	9:37 AM	1
271	9.7%	10:13 AM	1
272	9.3%	10:15 AM	1
273	9.0%	10:17 AM	1
274	8.7%	10:25 AM	1
275	8.3%	10:34 AM	1
276	8.0%	11:34 AM	1
277	7.7%	11:36 AM	1
278	7.3%	11:47 AM	1
279	7.0%	11:49 AM	1
280	6.7%	11:51 AM	1
281	6.3%	7:08 AM	0
282	6.0%	7:10 AM	0
283	5.7%	7:11 AM	0
284	5.3%	7:17 AM	0
285	5.0%	7:18 AM	0
286	4.7%	7:20 AM	0
287	4.3%	7:25 AM	0
288	4.0%	7:59 AM	0
289	3.7%	8:01 AM	0
290	3.3%	8:19 AM	0
291	3.0%	8:50 AM	0
292	2.7%	8:53 AM	0
293	2.3%	8:57 AM	0
294	2.0%	9:00 AM	0
295	1.7%	9:04 AM	0
296	1.3%	10:11 AM	0
297	1.0%	10:14 AM	0
298	0.7%	10:18 AM	0
299	0.3%	10:19 AM	0
300	0.0%	10:24 AM	0

Average Maximum Back of Queue

Peak 60 mins	**6.02**
Peak Hour	**4.75**
Observation Period	**3.31**

3/11/2022 Dunkin Donuts (1401)

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

Average Maximum Back of Queue

Peak 60 mins	6.15
Peak Hour	4.37
Observation Period	2.51

Dunkin Donuts (5245 US 1, Vero Beach, FL) 9/5/2024

Time	Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window
7:00:00	1	2
7:00:15	1	2
7:00:30	1	2
7:00:45	1	2
7:01:00	1	2
7:01:15	1	2
7:01:30	1	2
7:01:45	1	2
7:02:00	1	2
7:02:15	1	2
7:02:30	1	2
7:02:45	1	2
7:03:00	1	2
7:03:15	1	2
7:03:30	1	2
7:03:45	1	2
7:04:00	1	2
7:04:15	1	2
7:04:30	2	3
7:04:45	2	3
7:05:00	0	3
7:05:15	0	3
7:05:30	0	3
7:05:45	0	2
7:06:00	0	0
7:06:15	0	0
7:06:30	0	0
7:06:45	0	0
7:07:00	2	2
7:07:15	2	2
7:07:30	2	2
7:07:45	0	1
7:08:00	0	0
7:08:15	0	0
7:08:30	0	0
7:08:45	0	0
7:09:00	0	0
7:09:15	0	0
7:09:30	0	0
7:09:45	0	0
7:10:00	1	1
7:10:15	0	2
7:10:30	0	2
7:10:45	0	1
7:11:00	0	1
7:11:15	1	0
7:11:30	1	1
7:11:45	1	1
7:12:00	2	2
7:12:15	0	4
7:12:30	0	4
7:12:45	0	3
7:13:00	0	3
7:13:15	0	3
7:13:30	0	2
7:13:45	0	1
7:14:00	0	0
7:14:15	0	0
7:14:30	0	0
7:14:45	0	0

Time	Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window
7:15:00	4	0
7:15:15	3	1
7:15:30	3	1
7:15:45	2	2
7:16:00	2	3
7:16:15	2	2
7:16:30	1	3
7:16:45	0	4
7:17:00	0	3
7:17:15	0	2
7:17:30	0	1
7:17:45	1	1
7:18:00	1	2
7:18:15	1	2
7:18:30	0	3
7:18:45	1	3
7:19:00	1	3
7:19:15	1	3
7:19:30	1	3
7:19:45	1	3
7:20:00	1	3
7:20:15	1	3
7:20:30	1	3
7:20:45	1	3
7:21:00	1	3
7:21:15	1	3
7:21:30	1	3
7:21:45	1	3
7:22:00	0	1
7:22:15	0	1
7:22:30	0	1
7:22:45	0	1
7:23:00	0	1
7:23:15	0	1
7:23:30	0	1
7:23:45	0	1
7:24:00	1	1
7:24:15	1	1
7:24:30	1	1
7:24:45	1	1
7:25:00	1	1
7:25:15	1	1
7:25:30	1	1
7:25:45	1	1
7:26:00	1	0
7:26:15	1	0
7:26:30	1	0
7:26:45	1	0
7:27:00	1	1
7:27:15	1	1
7:27:30	1	1
7:27:45	1	1
7:28:00	1	1
7:28:15	1	1
7:28:30	1	1
7:28:45	1	1
7:29:00	1	1
7:29:15	0	1
7:29:30	0	1
7:29:45	0	1

Time	Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window
7:30:00	0	0
7:30:15	0	0
7:30:30	0	0
7:30:45	0	0
7:31:00	0	0
7:31:15	0	0
7:31:30	0	0
7:31:45	0	0
7:32:00	1	0
7:32:15	1	0
7:32:30	1	0
7:32:45	0	1
7:33:00	0	1
7:33:15	0	1
7:33:30	0	1
7:33:45	0	1
7:34:00	0	1
7:34:15	0	1
7:34:30	0	1
7:34:45	0	1
7:35:00	1	0
7:35:15	1	0
7:35:30	0	1
7:35:45	0	1
7:36:00	0	0
7:36:15	0	0
7:36:30	0	0
7:36:45	0	0
7:37:00	1	0
7:37:15	1	0
7:37:30	1	0
7:37:45	1	0
7:38:00	1	1
7:38:15	1	1
7:38:30	1	1
7:38:45	1	2
7:39:00	0	2
7:39:15	0	2
7:39:30	1	2
7:39:45	1	3
7:40:00	4	2
7:40:15	4	2
7:40:30	0	1
7:40:45	0	1
7:41:00	3	0
7:41:15	3	0
7:41:30	2	1
7:41:45	2	1
7:42:00	2	1
7:42:15	0	2
7:42:30	0	2
7:42:45	0	2
7:43:00	1	1
7:43:15	1	1
7:43:30	1	1
7:43:45	1	1
7:44:00	2	1
7:44:15	2	1
7:44:30	2	1
7:44:45	2	1

Time	Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window
7:45:00	2	2
7:45:15	2	2
7:45:30	2	2
7:45:45	2	2
7:46:00	3	1
7:46:15	3	1
7:46:30	2	2
7:46:45	1	3
7:47:00	0	4
7:47:15	0	4
7:47:30	0	4
7:47:45	0	4
7:48:00	2	4
7:48:15	2	4
7:48:30	2	4
7:48:45	2	4
7:49:00	3	3
7:49:15	3	2
7:49:30	0	4
7:49:45	1	4
7:50:00	0	5
7:50:15	0	5
7:50:30	0	5
7:50:45	0	5
7:51:00	0	5
7:51:15	0	5
7:51:30	1	5
7:51:45	1	5
7:52:00	0	4
7:52:15	0	3
7:52:30	0	3
7:52:45	0	3
7:53:00	1	2
7:53:15	1	1
7:53:30	1	1
7:53:45	1	1
7:54:00	1	2
7:54:15	2	2
7:54:30	2	3
7:54:45	2	3
7:55:00	2	3
7:55:15	2	3
7:55:30	2	2
7:55:45	1	3
7:56:00	1	2
7:56:15	1	2
7:56:30	0	2
7:56:45	0	1
7:57:00	0	1
7:57:15	0	1
7:57:30	0	1
7:57:45	0	1
7:58:00	1	1
7:58:15	0	2
7:58:30	1	2
7:58:45	1	2
7:59:00	1	1
7:59:15	1	1
7:59:30	1	1
7:59:45	2	0

Dunkin Donuts (5245 US 1, Vero Beach, FL) 9/5/2024

Time	Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window
8:00:00	2	1
8:00:15	3	2
8:00:30	3	2
8:00:45	3	2
8:01:00	2	3
8:01:15	2	3
8:01:30	2	3
8:01:45	1	4
8:02:00	1	4
8:02:15	1	4
8:02:30	0	5
8:02:45	0	5
8:03:00	0	5
8:03:15	0	5
8:03:30	1	3
8:03:45	2	2
8:04:00	2	2
8:04:15	2	2
8:04:30	2	2
8:04:45	2	2
8:05:00	3	3
8:05:15	2	4
8:05:30	2	4
8:05:45	2	4
8:06:00	3	3
8:06:15	3	3
8:06:30	3	3
8:06:45	3	3
8:07:00	2	5
8:07:15	2	5
8:07:30	2	5
8:07:45	2	5
8:08:00	2	4
8:08:15	2	4
8:08:30	2	4
8:08:45	2	4
8:09:00	3	3
8:09:15	3	3
8:09:30	3	3
8:09:45	3	3
8:10:00	1	5
8:10:15	1	5
8:10:30	1	5
8:10:45	1	5
8:11:00	3	3
8:11:15	3	3
8:11:30	3	3
8:11:45	3	3
8:12:00	2	4
8:12:15	2	4
8:12:30	2	4
8:12:45	2	4
8:13:00	2	4
8:13:15	2	4
8:13:30	2	4
8:13:45	2	4
8:14:00	2	4
8:14:15	2	4
8:14:30	2	4
8:14:45	2	4

Time	Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window
8:15:00	2	2
8:15:15	2	2
8:15:30	2	2
8:15:45	2	2
8:16:00	2	2
8:16:15	2	2
8:16:30	2	2
8:16:45	2	2
8:17:00	1	2
8:17:15	1	2
8:17:30	1	2
8:17:45	1	2
8:18:00	1	3
8:18:15	1	3
8:18:30	1	3
8:18:45	2	0
8:19:00	1	1
8:19:15	1	1
8:19:30	1	1
8:19:45	1	3
8:20:00	0	3
8:20:15	0	3
8:20:30	0	3
8:20:45	0	2
8:21:00	0	2
8:21:15	0	2
8:21:30	1	2
8:21:45	0	2
8:22:00	0	1
8:22:15	1	0
8:22:30	1	0
8:22:45	1	0
8:23:00	0	0
8:23:15	0	0
8:23:30	0	0
8:23:45	1	0
8:24:00	0	1
8:24:15	0	1
8:24:30	0	1
8:24:45	0	1
8:25:00	1	0
8:25:15	1	1
8:25:30	1	1
8:25:45	1	1
8:26:00	0	1
8:26:15	0	1
8:26:30	0	1
8:26:45	0	1
8:27:00	1	2
8:27:15	2	2
8:27:30	2	2
8:27:45	2	2
8:28:00	1	2
8:28:15	1	1
8:28:30	1	1
8:28:45	1	1
8:29:00	4	2
8:29:15	3	1
8:29:30	3	1
8:29:45	3	1

Time	Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window
8:30:00	1	3
8:30:15	1	3
8:30:30	2	3
8:30:45	2	3
8:31:00	1	2
8:31:15	0	3
8:31:30	0	3
8:31:45	0	3
8:32:00	0	2
8:32:15	1	2
8:32:30	1	2
8:32:45	1	2
8:33:00	0	2
8:33:15	1	1
8:33:30	2	1
8:33:45	2	1
8:34:00	0	2
8:34:15	0	2
8:34:30	0	2
8:34:45	0	2
8:35:00	1	1
8:35:15	1	1
8:35:30	0	1
8:35:45	0	1
8:36:00	0	0
8:36:15	0	0
8:36:30	0	0
8:36:45	0	0
8:37:00	0	0
8:37:15	0	0
8:37:30	0	0
8:37:45	0	0
8:38:00	0	0
8:38:15	0	0
8:38:30	0	0
8:38:45	0	0
8:39:00	0	0
8:39:15	0	0
8:39:30	0	0
8:39:45	0	0
8:40:00	1	0
8:40:15	2	0
8:40:30	2	0
8:40:45	2	0
8:41:00	2	0
8:41:15	2	0
8:41:30	2	0
8:41:45	2	0
8:42:00	1	2
8:42:15	1	2
8:42:30	1	2
8:42:45	1	2
8:43:00	2	2
8:43:15	2	2
8:43:30	2	2
8:43:45	2	2
8:44:00	1	3
8:44:15	1	3
8:44:30	1	3
8:44:45	0	2

Time	Maximum Number of Vehicles Waiting	
	Starting at the Menu Board	Cashier/ Pickup Window
8:45:00	0	0
8:45:15	0	0
8:45:30	0	0
8:45:45	0	0
8:46:00	0	0
8:46:15	0	0
8:46:30	0	0
8:46:45	0	0
8:47:00	0	0
8:47:15	0	0
8:47:30	0	0
8:47:45	0	0
8:48:00	1	0
8:48:15	1	0
8:48:30	1	0
8:48:45	1	0
8:49:00	0	1
8:49:15	0	1
8:49:30	0	1
8:49:45	0	1
8:50:00	0	1
8:50:15	0	1
8:50:30	0	1
8:50:45	0	1
8:51:00	0	0
8:51:15	0	0
8:51:30	0	0
8:51:45	0	0
8:52:00	1	1
8:52:15	1	1
8:52:30	1	1
8:52:45	0	2
8:53:00	0	2
8:53:15	0	2
8:53:30	0	2
8:53:45	0	2
8:54:00	0	2
8:54:15	0	2
8:54:30	1	1
8:54:45	1	1
8:55:00	1	1
8:55:15	1	1
8:55:30	0	2
8:55:45	0	2
8:56:00	0	1
8:56:15	0	1
8:56:30	0	1
8:56:45	0	0
8:57:00	0	0
8:57:15	0	0
8:57:30	0	0
8:57:45	0	0
8:58:00	0	0
8:58:15	0	0
8:58:30	0	0
8:58:45	0	0
8:59:00	0	0
8:59:15	0	0
8:59:30	0	0
8:59:45	0	0

DUNKIN DONUTS QUEUE LENGTH COUNTS FROM THE MENU (ORDERING BOARD)

9/5/2024 Dunkin Donuts

			Starting at the Menu Board
1	99.8%	8:29:00	4
2	99.6%	7:40:15	4
3	99.4%	7:40:00	4
4	99.2%	7:15:00	4
5	99.0%	8:29:45	3
6	98.8%	8:29:30	3
7	98.5%	8:29:15	3
8	98.3%	8:11:45	3
9	98.1%	8:11:30	3
10	97.9%	8:11:15	3
11	97.7%	8:11:00	3
12	97.5%	8:09:45	3
13	97.3%	8:09:30	3
14	97.1%	8:09:15	3
15	96.9%	8:09:00	3
16	96.7%	8:06:45	3
17	96.5%	8:06:30	3
18	96.3%	8:06:15	3
19	96.0%	8:06:00	3
20	95.8%	8:05:00	3
21	95.6%	8:00:45	3
22	95.4%	8:00:30	3
23	95.2%	8:00:15	3
24	95.0%	7:49:15	3
25	94.8%	7:49:00	3
26	94.6%	7:46:15	3
27	94.4%	7:46:00	3
28	94.2%	7:41:15	3
29	94.0%	7:41:00	3
30	93.8%	7:15:30	3
31	93.5%	7:15:15	3
32	93.3%	8:43:45	2
33	93.1%	8:43:30	2
34	92.9%	8:43:15	2
35	92.7%	8:43:00	2
36	92.5%	8:41:45	2
37	92.3%	8:41:30	2
38	92.1%	8:41:15	2
39	91.9%	8:41:00	2
40	91.7%	8:40:45	2
41	91.5%	8:40:30	2
42	91.3%	8:40:15	2
43	91.0%	8:33:45	2
44	90.8%	8:33:30	2
45	90.6%	8:30:45	2
46	90.4%	8:30:30	2
47	90.2%	8:27:45	2
48	90.0%	8:27:30	2
49	89.8%	8:27:15	2
50	89.6%	8:18:45	2
51	89.4%	8:16:45	2
52	89.2%	8:16:30	2
53	89.0%	8:16:15	2
54	88.8%	8:16:00	2
55	88.5%	8:15:45	2
56	88.3%	8:15:30	2
57	88.1%	8:15:15	2
58	87.9%	8:15:00	2
59	87.7%	8:14:45	2
60	87.5%	8:14:30	2

			Starting at the Menu Board
61	87.3%	8:14:15	2
62	87.1%	8:14:00	2
63	86.9%	8:13:45	2
64	86.7%	8:13:30	2
65	86.5%	8:13:15	2
66	86.3%	8:13:00	2
67	86.0%	8:12:45	2
68	85.8%	8:12:30	2
69	85.6%	8:12:15	2
70	85.4%	8:12:00	2
71	85.2%	8:08:45	2
72	85.0%	8:08:30	2
73	84.8%	8:08:15	2
74	84.6%	8:08:00	2
75	84.4%	8:07:45	2
76	84.2%	8:07:30	2
77	84.0%	8:07:15	2
78	83.8%	8:07:00	2
79	83.5%	8:05:45	2
80	83.3%	8:05:30	2
81	83.1%	8:05:15	2
82	82.9%	8:04:45	2
83	82.7%	8:04:30	2
84	82.5%	8:04:15	2
85	82.3%	8:04:00	2
86	82.1%	8:03:45	2
87	81.9%	8:01:30	2
88	81.7%	8:01:15	2
89	81.5%	8:01:00	2
90	81.3%	8:00:00	2
91	81.0%	7:59:45	2
92	80.8%	7:55:30	2
93	80.6%	7:55:15	2
94	80.4%	7:55:00	2
95	80.2%	7:54:45	2
96	80.0%	7:54:30	2
97	79.8%	7:54:15	2
98	79.6%	7:48:45	2
99	79.4%	7:48:30	2
100	79.2%	7:48:15	2
101	79.0%	7:48:00	2
102	78.8%	7:46:30	2
103	78.5%	7:45:45	2
104	78.3%	7:45:30	2
105	78.1%	7:45:15	2
106	77.9%	7:45:00	2
107	77.7%	7:44:45	2
108	77.5%	7:44:30	2
109	77.3%	7:44:15	2
110	77.1%	7:44:00	2
111	76.9%	7:42:00	2
112	76.7%	7:41:45	2
113	76.5%	7:41:30	2
114	76.3%	7:16:15	2
115	76.0%	7:16:00	2
116	75.8%	7:15:45	2
117	75.6%	7:12:00	2
118	75.4%	7:07:30	2
119	75.2%	7:07:15	2
120	75.0%	7:07:00	2

			Starting at the Menu Board
121	74.8%	7:04:45	2
122	74.6%	7:04:30	2
123	74.4%	7:00:00	1
124	74.2%	8:55:15	1
125	74.0%	8:55:00	1
126	73.8%	8:54:45	1
127	73.5%	8:54:30	1
128	73.3%	8:52:30	1
129	73.1%	8:52:15	1
130	72.9%	8:52:00	1
131	72.7%	8:48:45	1
132	72.5%	8:48:30	1
133	72.3%	8:48:15	1
134	72.1%	8:48:00	1
135	71.9%	8:44:30	1
136	71.7%	8:44:15	1
137	71.5%	8:44:00	1
138	71.3%	8:42:45	1
139	71.0%	8:42:30	1
140	70.8%	8:42:15	1
141	70.6%	8:42:00	1
142	70.4%	8:40:00	1
143	70.2%	8:35:15	1
144	70.0%	8:35:00	1
145	69.8%	8:33:15	1
146	69.6%	8:32:45	1
147	69.4%	8:32:30	1
148	69.2%	8:32:15	1
149	69.0%	8:31:00	1
150	68.8%	8:30:15	1
151	68.5%	8:30:00	1
152	68.3%	8:28:45	1
153	68.1%	8:28:30	1
154	67.9%	8:28:15	1
155	67.7%	8:28:00	1
156	67.5%	8:27:00	1
157	67.3%	8:25:45	1
158	67.1%	8:25:30	1
159	66.9%	8:25:15	1
160	66.7%	8:25:00	1
161	66.5%	8:23:45	1
162	66.3%	8:22:45	1
163	66.0%	8:22:30	1
164	65.8%	8:22:15	1
165	65.6%	8:21:30	1
166	65.4%	8:19:45	1
167	65.2%	8:19:30	1
168	65.0%	8:19:15	1
169	64.8%	8:19:00	1
170	64.6%	8:18:30	1
171	64.4%	8:18:15	1
172	64.2%	8:18:00	1
173	64.0%	8:17:45	1
174	63.8%	8:17:30	1
175	63.5%	8:17:15	1
176	63.3%	8:17:00	1
177	63.1%	8:10:45	1
178	62.9%	8:10:30	1
179	62.7%	8:10:15	1
180	62.5%	8:10:00	1

			Starting at the Menu Board
181	62.3%	8:03:30	1
182	62.1%	8:02:15	1
183	61.9%	8:02:00	1
184	61.7%	8:01:45	1
185	61.5%	7:59:30	1
186	61.3%	7:59:15	1
187	61.0%	7:59:00	1
188	60.8%	7:58:45	1
189	60.6%	7:58:30	1
190	60.4%	7:58:00	1
191	60.2%	7:56:15	1
192	60.0%	7:56:00	1
193	59.8%	7:55:45	1
194	59.6%	7:54:00	1
195	59.4%	7:53:45	1
196	59.2%	7:53:30	1
197	59.0%	7:53:15	1
198	58.8%	7:53:00	1
199	58.5%	7:51:45	1
200	58.3%	7:51:30	1
201	58.1%	7:49:45	1
202	57.9%	7:46:45	1
203	57.7%	7:43:45	1
204	57.5%	7:43:30	1
205	57.3%	7:43:15	1
206	57.1%	7:43:00	1
207	56.9%	7:39:45	1
208	56.7%	7:39:30	1
209	56.5%	7:38:45	1
210	56.3%	7:38:30	1
211	56.0%	7:38:15	1
212	55.8%	7:38:00	1
213	55.6%	7:37:45	1
214	55.4%	7:37:30	1
215	55.2%	7:37:15	1
216	55.0%	7:37:00	1
217	54.8%	7:35:15	1
218	54.6%	7:35:00	1
219	54.4%	7:32:30	1
220	54.2%	7:32:15	1
221	54.0%	7:32:00	1
222	53.8%	7:29:00	1
223	53.5%	7:28:45	1
224	53.3%	7:28:30	1
225	53.1%	7:28:15	1
226	52.9%	7:28:00	1
227	52.7%	7:27:45	1
228	52.5%	7:27:30	1
229	52.3%	7:27:15	1
230	52.1%	7:27:00	1
231	51.9%	7:26:45	1
232	51.7%	7:26:30	1
233	51.5%	7:26:15	1
234	51.3%	7:26:00	1
235	51.0%	7:25:45	1
236	50.8%	7:25:30	1
237	50.6%	7:25:15	1
238	50.4%	7:25:00	1
239	50.2%	7:24:45	1
240	50.0%	7:24:30	1

			Starting at the Menu Board
241	49.8%	7:24:15	1
242	49.6%	7:24:00	1
243	49.4%	7:21:45	1
244	49.2%	7:21:30	1
245	49.0%	7:21:15	1
246	48.8%	7:21:00	1
247	48.5%	7:20:45	1
248	48.3%	7:20:30	1
249	48.1%	7:20:15	1
250	47.9%	7:20:00	1
251	47.7%	7:19:45	1
252	47.5%	7:19:30	1
253	47.3%	7:19:15	1
254	47.1%	7:19:00	1
255	46.9%	7:18:45	1
256	46.7%	7:18:15	1
257	46.5%	7:18:00	1
258	46.3%	7:17:45	1
259	46.0%	7:16:30	1
260	45.8%	7:11:45	1
261	45.6%	7:11:30	1
262	45.4%	7:11:15	1
263	45.2%	7:10:00	1
264	45.0%	7:04:15	1
265	44.8%	7:04:00	1
266	44.6%	7:03:45	1
267	44.4%	7:03:30	1
268	44.2%	7:03:15	1
269	44.0%	7:03:00	1
270	43.8%	7:02:45	1
271	43.5%	7:02:30	1
272	43.3%	7:02:15	1
273	43.1%	7:02:00	1
274	42.9%	7:01:45	1
275	42.7%	7:01:30	1
276	42.5%	7:01:15	1
277	42.3%	7:01:00	1
278	42.1%	7:00:45	1
279	41.9%	7:00:30	1
280	41.7%	7:00:15	1
281	41.5%	8:59:45	0
282	41.3%	8:59:30	0
283	41.0%	8:59:15	0
284	40.8%	8:59:00	0
285	40.6%	8:58:45	0
286	40.4%	8:58:30	0
287	40.2%	8:58:15	0
288	40.0%	8:58:00	0
289	39.8%	8:57:45	0
290	39.6%	8:57:30	0
291	39.4%	8:57:15	0
292	39.2%	8:57:00	0
293	39.0%	8:56:45	0
294	38.8%	8:56:30	0
295	38.5%	8:56:15	0
296	38.3%	8:56:00	0
297	38.1%	8:55:45	0
298	37.9%	8:55:30	0
299	37.7%	8:54:15	0
300	37.5%	8:54:00	0

			Starting at the Menu Board
301	37.3%	8:53:45	0
302	37.1%	8:53:30	0
303	36.9%	8:53:15	0
304	36.7%	8:53:00	0
305	36.5%	8:52:45	0
306	36.3%	8:51:45	0
307	36.0%	8:51:30	0
308	35.8%	8:51:15	0
309	35.6%	8:51:00	0
310	35.4%	8:50:45	0
311	35.2%	8:50:30	0
312	35.0%	8:50:15	0
313	34.8%	8:50:00	0
314	34.6%	8:49:45	0
315	34.4%	8:49:30	0
316	34.2%	8:49:15	0
317	34.0%	8:49:00	0
318	33.8%	8:47:45	0
319	33.5%	8:47:30	0
320	33.3%	8:47:15	0
321	33.1%	8:47:00	0
322	32.9%	8:46:45	0
323	32.7%	8:46:30	0
324	32.5%	8:46:15	0
325	32.3%	8:46:00	0
326	32.1%	8:45:45	0
327	31.9%	8:45:30	0
328	31.7%	8:45:15	0
329	31.5%	8:45:00	0
330	31.3%	8:44:45	0
331	31.0%	8:39:45	0
332	30.8%	8:39:30	0
333	30.6%	8:39:15	0
334	30.4%	8:39:00	0
335	30.2%	8:38:45	0
336	30.0%	8:38:30	0
337	29.8%	8:38:15	0
338	29.6%	8:38:00	0
339	29.4%	8:37:45	0
340	29.2%	8:37:30	0
341	29.0%	8:37:15	0
342	28.8%	8:37:00	0
343	28.5%	8:36:45	0
344	28.3%	8:36:30	0
345	28.1%	8:36:15	0
346	27.9%	8:36:00	0
347	27.7%	8:35:45	0
348	27.5%	8:35:30	0
349	27.3%	8:34:45	0
350	27.1%	8:34:30	0
351	26.9%	8:34:15	0
352	26.7%	8:34:00	0
353	26.5%	8:33:00	0
354	26.3%	8:32:00	0
355	26.0%	8:31:45	0
356	25.8%	8:31:30	0
357	25.6%	8:31:15	0
358	25.4%	8:26:45	0
359	25.2%	8:26:30	0
360	25.0%	8:26:15	0

			Starting at the Menu Board
361	24.8%	8:26:00	0
362	24.6%	8:24:45	0
363	24.4%	8:24:30	0
364	24.2%	8:24:15	0
365	24.0%	8:24:00	0
366	23.8%	8:23:30	0
367	23.5%	8:23:15	0
368	23.3%	8:23:00	0
369	23.1%	8:22:00	0
370	22.9%	8:21:45	0
371	22.7%	8:21:15	0
372	22.5%	8:21:00	0
373	22.3%	8:20:45	0
374	22.1%	8:20:30	0
375	21.9%	8:20:15	0
376	21.7%	8:20:00	0
377	21.5%	8:03:15	0
378	21.3%	8:03:00	0
379	21.0%	8:02:45	0
380	20.8%	8:02:30	0
381	20.6%	7:58:15	0
382	20.4%	7:57:45	0
383	20.2%	7:57:30	0
384	20.0%	7:57:15	0
385	19.8%	7:57:00	0
386	19.6%	7:56:45	0
387	19.4%	7:56:30	0
388	19.2%	7:52:45	0
389	19.0%	7:52:30	0
390	18.8%	7:52:15	0
391	18.5%	7:52:00	0
392	18.3%	7:51:15	0
393	18.1%	7:51:00	0
394	17.9%	7:50:45	0
395	17.7%	7:50:30	0
396	17.5%	7:50:15	0
397	17.3%	7:50:00	0
398	17.1%	7:49:30	0
399	16.9%	7:47:45	0
400	16.7%	7:47:30	0
401	16.5%	7:47:15	0
402	16.3%	7:47:00	0
403	16.0%	7:42:45	0
404	15.8%	7:42:30	0
405	15.6%	7:42:15	0
406	15.4%	7:40:45	0
407	15.2%	7:40:30	0
408	15.0%	7:39:15	0
409	14.8%	7:39:00	0
410	14.6%	7:36:45	0
411	14.4%	7:36:30	0
412	14.2%	7:36:15	0
413	14.0%	7:36:00	0
414	13.8%	7:35:45	0
415	13.5%	7:35:30	0
416	13.3%	7:34:45	0
417	13.1%	7:34:30	0
418	12.9%	7:34:15	0
419	12.7%	7:34:00	0
420	12.5%	7:33:45	0

			Starting at the Menu Board
421	12.3%	7:33:30	0
422	12.1%	7:33:15	0
423	11.9%	7:33:00	0
424	11.7%	7:32:45	0
425	11.5%	7:31:45	0
426	11.3%	7:31:30	0
427	11.0%	7:31:15	0
428	10.8%	7:31:00	0
429	10.6%	7:30:45	0
430	10.4%	7:30:30	0
431	10.2%	7:30:15	0
432	10.0%	7:30:00	0
433	9.8%	7:29:45	0
434	9.6%	7:29:30	0
435	9.4%	7:29:15	0
436	9.2%	7:23:45	0
437	9.0%	7:23:30	0
438	8.8%	7:23:15	0
439	8.5%	7:23:00	0
440	8.3%	7:22:45	0
441	8.1%	7:22:30	0
442	7.9%	7:22:15	0
443	7.7%	7:22:00	0
444	7.5%	7:18:30	0
445	7.3%	7:17:30	0
446	7.1%	7:17:15	0
447	6.9%	7:17:00	0
448	6.7%	7:16:45	0
449	6.5%	7:14:45	0
450	6.3%	7:14:30	0
451	6.0%	7:14:15	0
452	5.8%	7:14:00	0
453	5.6%	7:13:45	0
454	5.4%	7:13:30	0
455	5.2%	7:13:15	0
456	5.0%	7:13:00	0
457	4.8%	7:12:45	0
458	4.6%	7:12:30	0
459	4.4%	7:12:15	0
460	4.2%	7:11:00	0
461	4.0%	7:10:45	0
462	3.8%	7:10:30	0
463	3.5%	7:10:15	0
464	3.3%	7:09:45	0
465	3.1%	7:09:30	0
466	2.9%	7:09:15	0
467	2.7%	7:09:00	0
468	2.5%	7:08:45	0
469	2.3%	7:08:30	0
470	2.1%	7:08:15	0
471	1.9%	7:08:00	0
472	1.7%	7:07:45	0
473	1.5%	7:06:45	0
474	1.3%	7:06:30	0
475	1.0%	7:06:15	0
476	0.8%	7:06:00	0
477	0.6%	7:05:45	0
478	0.4%	7:05:30	0
479	0.2%	7:05:15	0
480	0.0%	7:05:00	0

APPENDIX E

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

Property Identification

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

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

Ownership

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

Legal Description

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

Current Values

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

Property taxes are subject to change upon change of ownership.

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

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

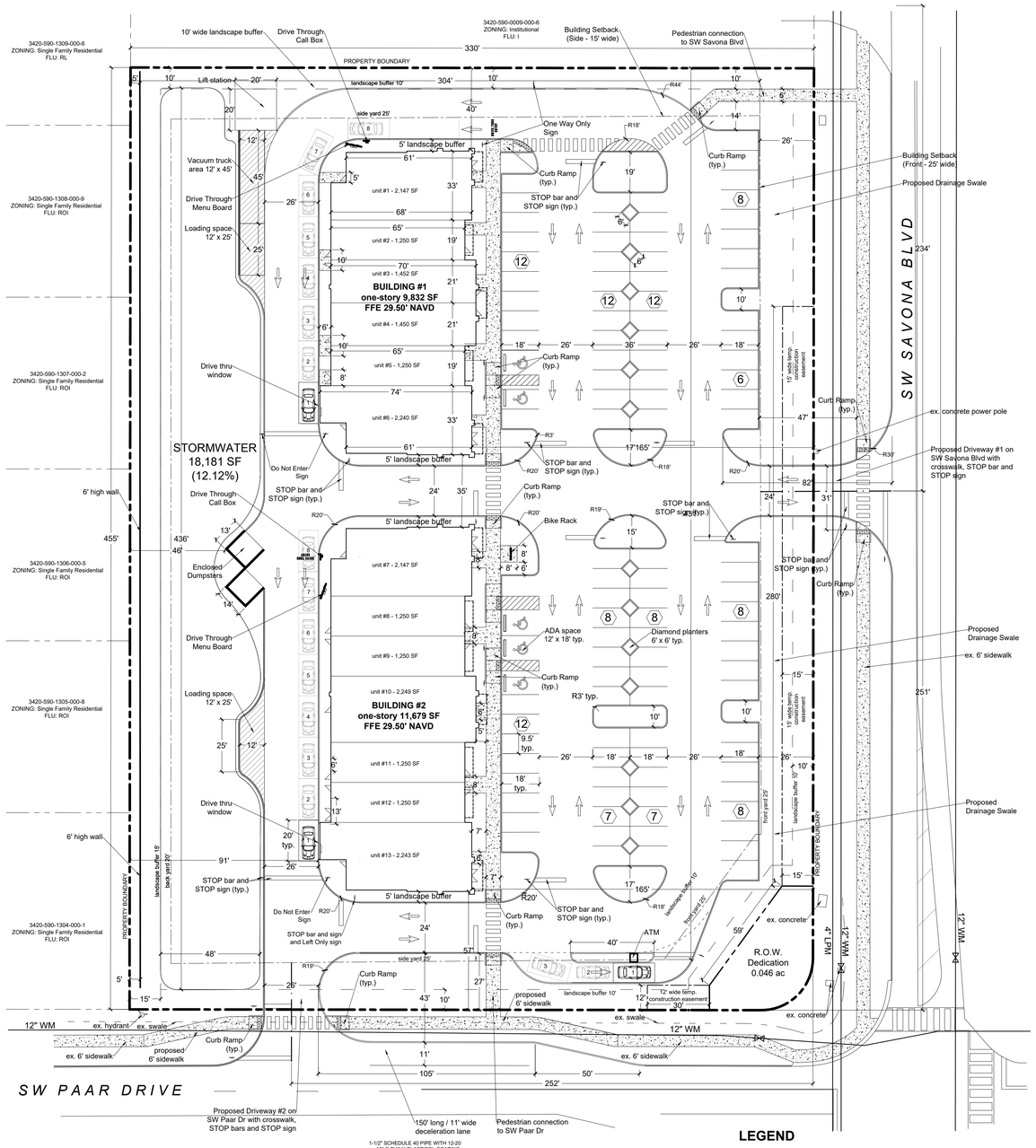
Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	3.45
Land Size (SF):	150,282

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
© Copyright 2025 Saint Lucie County Property Appraiser. All rights reserved.

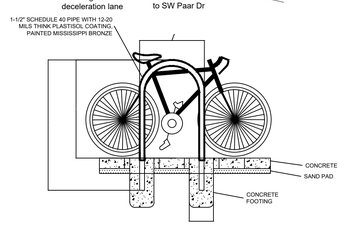


BUILDING #1 (9,790 SF)
FFE 29.50' NAVD

Unit #1	2,147 SF
Unit #2	1,250 SF
Unit #3	1,452 SF
Unit #4	1,450 SF
Unit #5	1,250 SF
Unit #6	2,240 SF

BUILDING #2 (11,640 SF)
FFE 29.50' NAVD

Unit #7	2,147 SF
Unit #8	1,250 SF
Unit #9	1,250 SF
Unit #10	2,249 SF
Unit #11	1,250 SF
Unit #12	1,250 SF
Unit #13	2,243 SF



BIKE RACK DETAIL (N.T.S.)

LEGEND

- Project property line
- R.O.W. Dedication
- Temporary Construction Easement
- Property line
- Landscape strip
- Building setback
- Driveway centerline
- Concrete
- ADA ramp with tactile surface
- Bike rack (8'x8' pad - 6 bikes)

Drainage Statement

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

Water/Sewer Statement

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

Traffic Statement

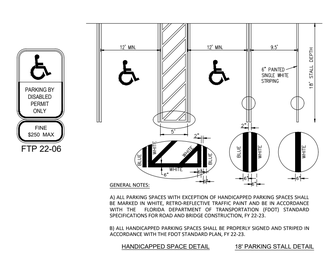
The proposed project consists of 21,600 sf of Retail/Office Use. Per ITE TripGen (11th edition), the closest use appears to be Code 822 (Strip Retail Plaza <40K). The following is a summary of the anticipated traffic;

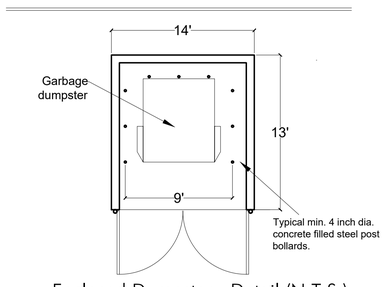
Average Dail Trips (ADT) = 1,176 Trips (Average Rate - 588 inbound/588 outbound)
PM Peak Hour Trips = 286 Trips (154 inbound/132 outbound)
AM Peak Hour Trips = 164 Trips (82 inbound/82 outbound)

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

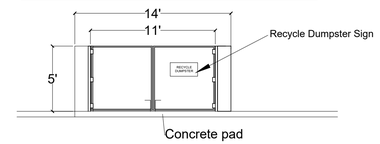
DETAIL - PARKING STALLS (N.T.S.)

FTP-22-06 FTP-22-06



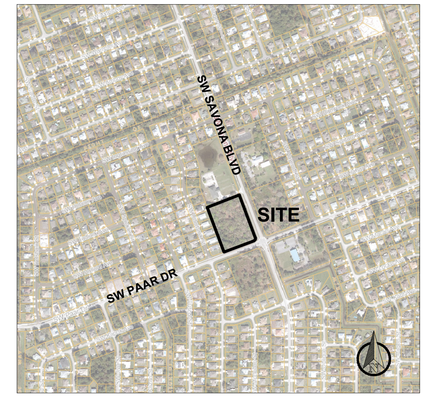


Enclosed Dumpster - Detail (N.T.S.)



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

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



LOCATION (N.T.S.)

SITE DATA

1.	**PROJECT NAME:**	Savona Plaza
2.	**PARCEL ID:**	3420-590-0008-000-9
3.	**ADDRESS:**	Savona Blvd
4.	**SECTION / TOWNSHIP / RANGE**	S25 / T37S / R39E
5.	**APPLICANT**	**RedtailDG** **100 S. 2nd Street** **Fort Pierce, FL 34950**
6.	**OWNER:**	Savona Blvd, LLC 625 N Flagler DR, Unit Ste 605 West Palm Beach, FL 33401-4025
7.	**ZONING:**	General Commercial
8.	**FUTURE LAND USE:**	CG
9.	**FLOOD ZONE:**	X
10.	**GROSS PROJECT SIZE:**	150,008 SF (3.444 ac)

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

12. PARKING

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

13. SITE COVERAGE

IMPERVIOUS			
Buildings	0.492 ac	21,430 SF	22.70 %
Paving	1.581 ac	68,888 SF	72.98 %
Sidewalk	0.094 ac	4,081 SF	4.32 %
TOTALS			
Total Impervious	2.167 ac	94,399 SF	62.93 %
Total Pervious	1.230 ac	53,586 SF	35.72 %
ROW Dedication	0.046 ac	2,023 SF	1.35 %
Total Site Area	3.444 ac	150,008 SF	100.00 %

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

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

0 30' 60'
1" = 30'

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast. It's free. It's the law.
www.callsunshine.com

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

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY REDTAIL DG SHALL BE WITHOUT LIABILITY TO REDTAIL DG.

REDTAIL LLC
100 S. 2nd Street
Fort Pierce, FL 34950

TM	DESIGNED BY
VP	DRAWN BY
1" = 30'	SCALE
03/01/2025	DATE

DATE	REVISION COMMENTS
12/23/2024	REVISED PER STAFF COMMENTS

SAVONA PLAZA
SITE PLAN
Port St. Lucie Florida

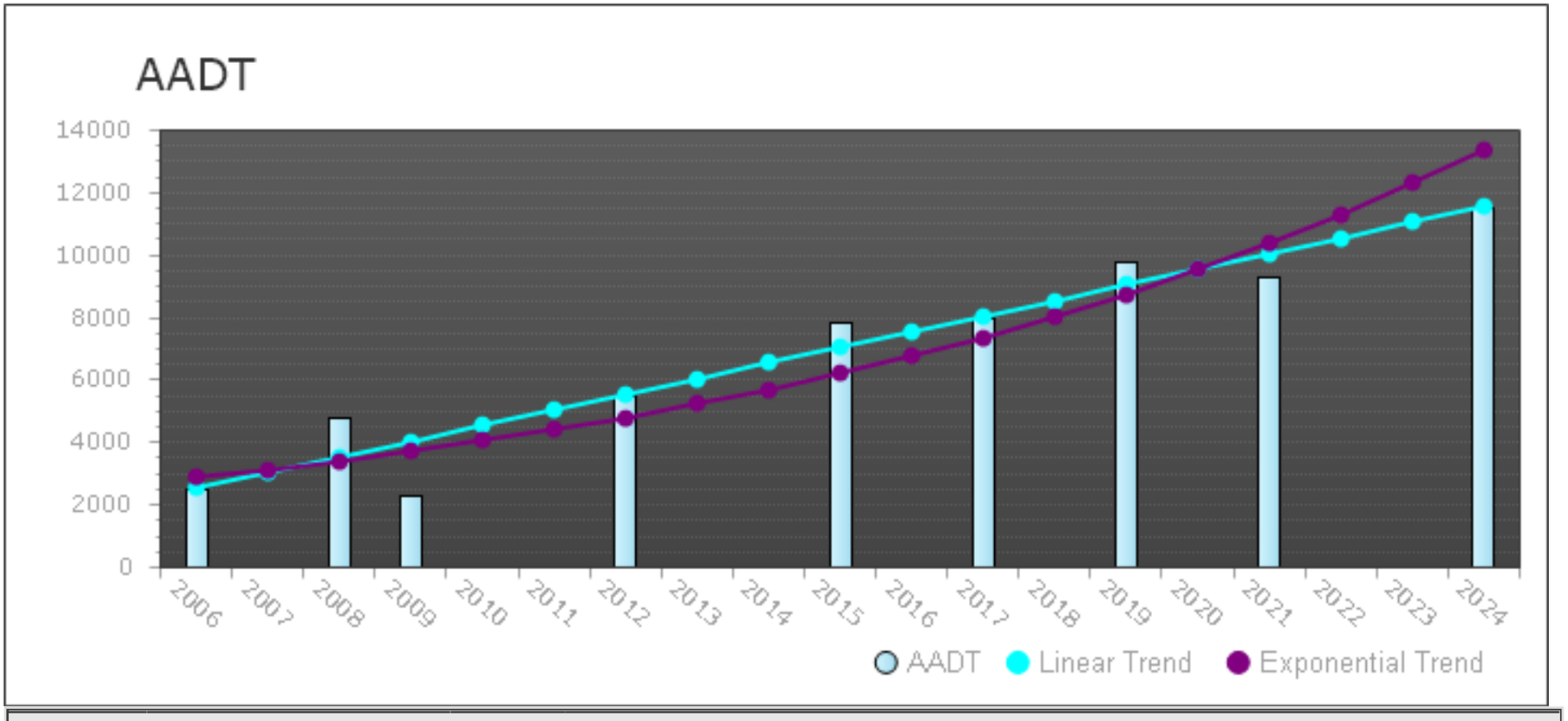
PSLUSD # 5385
PSL Project Number: P25-002

SHEET 01 OF 01

Station 236

SAVONA BLVD 470 FEET NORTH OF BECKER RD

Linear Growth = 4.34%
Exponential Growth = 8.18%

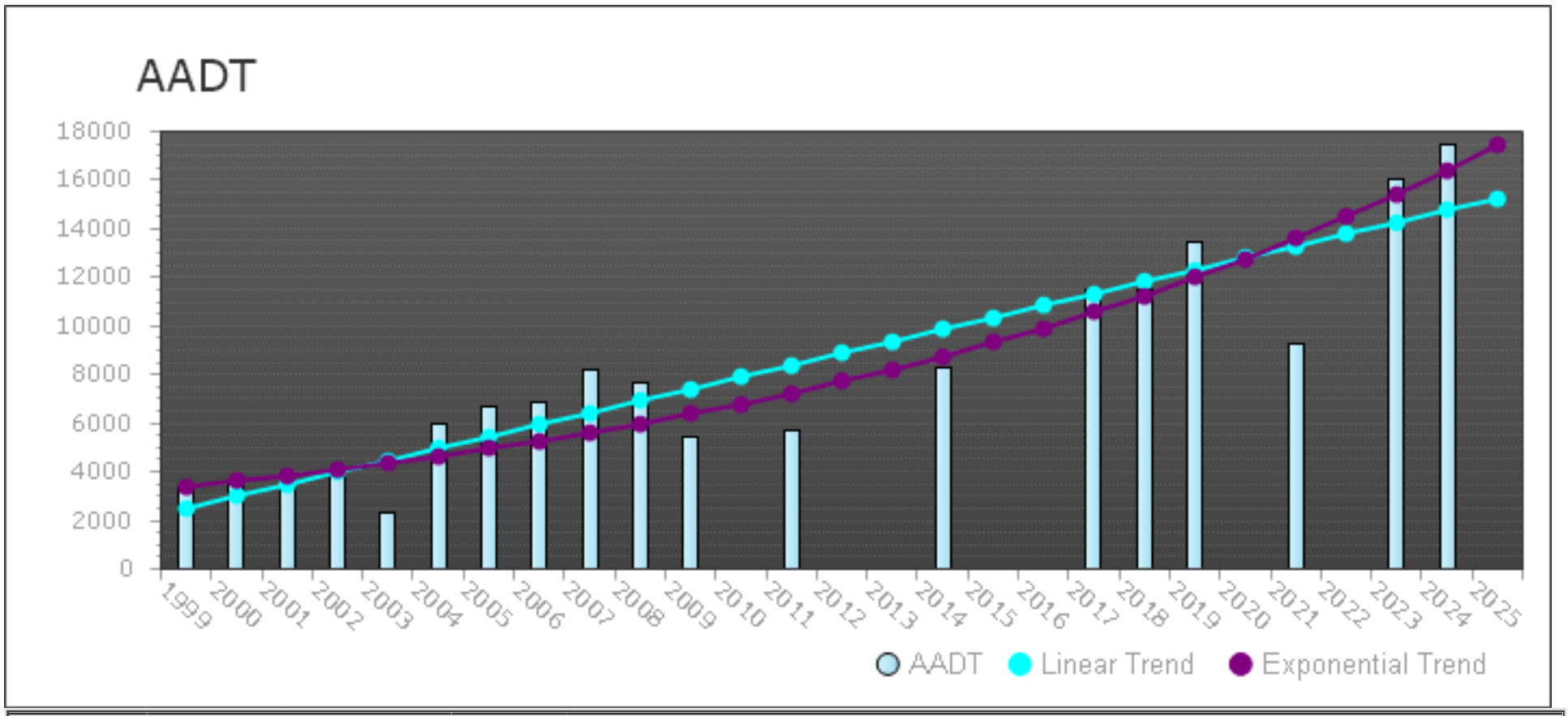


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	236	11500	0.104	0.704	0	1069	1122
2021	236	9300	0.108	0.741	0	908	935
2019	236	9800	0.112	0.726	0	980	1033
2017	236	8000	0.117	0.7415	0	809	788
2015	236	7800	0.116	0.7255	0	836	838
2012	236	5500	0.12	0.7305	0	597	593
2009	236	2300	0.107	0.555		191	222
2008	236	4800	0.133	0.521		402	590
2006	236	2500	0.111	0.69		241	256

Station 302

BECKER RD 800 FEET EAST OF PT ST LUCIE BLVD

Linear Growth = 3.21%
Exponential Growth = 6.09%

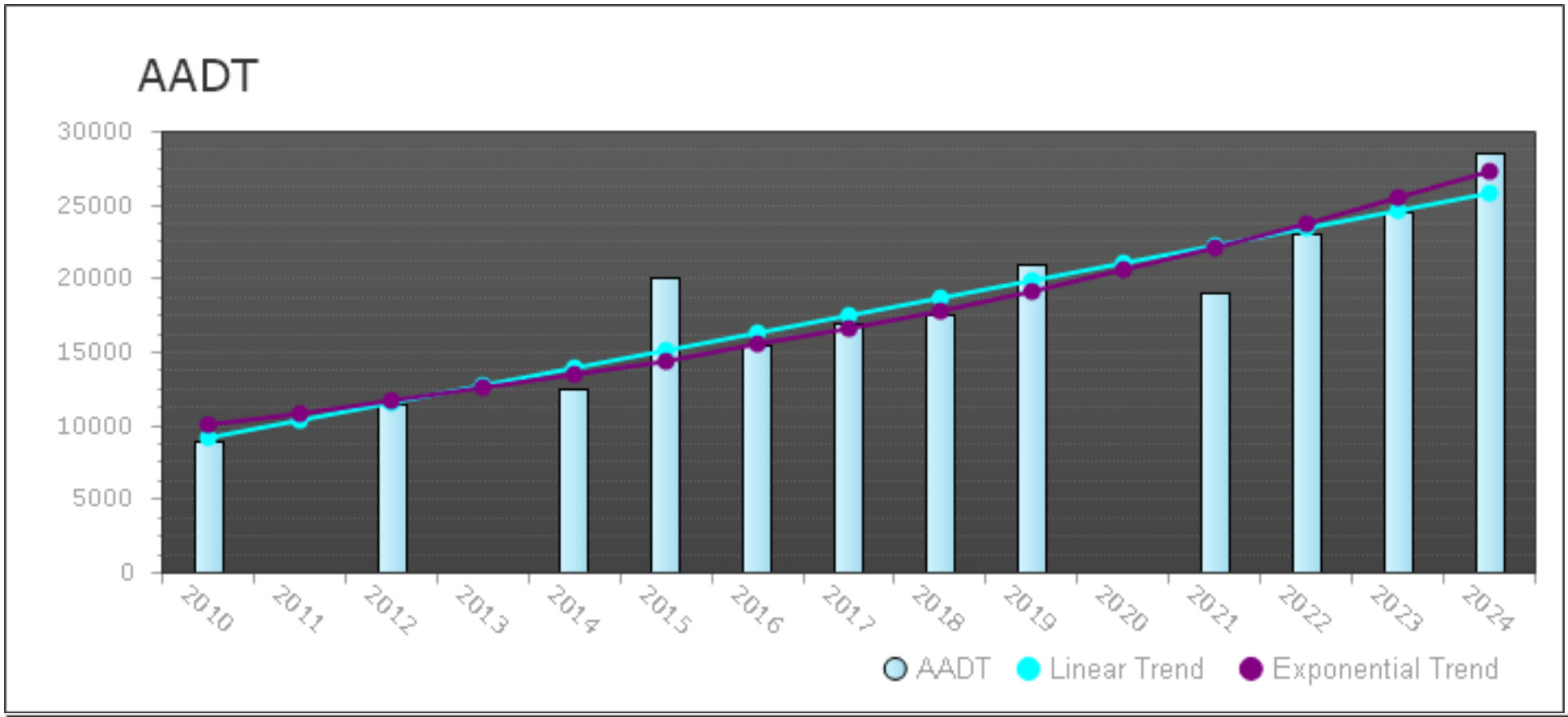


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	302	17500	0.11	0.5065	0	1574	1761
2023	302	16000	0.107	0.527	0	1510	1578
2021	302	9300	0.108	0.741	0	908	935
2019	302	13500	0.122	0.5115	0	1541	1427
2018	302	11500	0.117	0.528	0	1212	1254
2017	302	11500	0.118	0.5055	0	1157	1205
2014	302	8300	0.12	0.5195	0	912	849
2011	302	5700	0.116	0.564	0	600	608
2009	302	5400	0.11	0.719		548	535
2008	302	7700	0.117	0.782		803	830
2007	302	8200	0.116	0.765		865	877
2006	302	6900	0.102	0.727		616	646
2005	302	6700	0.107	0.716		627	655
2004	302	6000	0.109	0.729		594	566
2003	302	2300	0.182	1		378	141
2002	302	3800	0.129	0.787		448	407
2001	302	3300	0.121	0.728		346	360
2000	302	3500	0.12	0.792		371	388
1999	302	3400	0.125	0.779		374	355

Station 625

BECKER RD E. OF INTERSTATE 95

Linear Growth = 4.61%
Exponential Growth = 6.85%

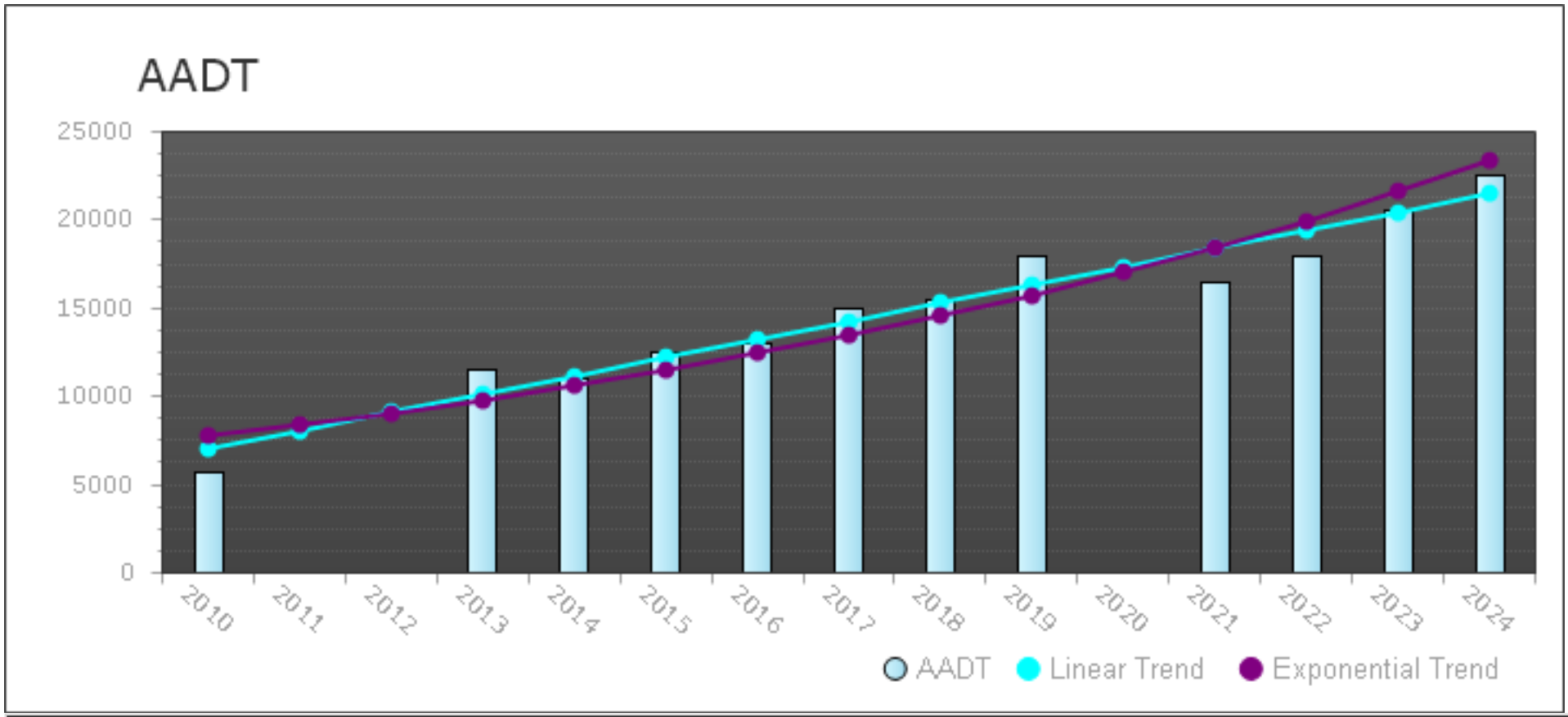


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	625	28500	0.104	0.6905	0	2677	2729
2023	625	24500	0.104	0.7055	0	2346	2343
2022	625	23000	0.111	0.7105	0	2334	2374
2021	625	19000	0.106	0.72	0	1553	1883
2019	625	21000	0.113	0.681	0	2250	2168
2018	625	17500	0.116	0.7075	0	1910	1783
2017	625	17000	0.115	0.7205	0	1688	1715
2016	625	15500	0.12	0.709	0	1714	1632
2015	625	20000	0.126	0.59	0	2331	2038
2014	625	12500	0.128	0.7585	0	1497	1322
2012	625	11500	0.12	0.7425	0	1164	1137
2010	625	8900	0.128	0.759	0	1045	960

Station 626

BECKER RD 680 FEET EAST OF SAVONA BLVD

Linear Growth = 4.80%
Exponential Growth = 7.57%

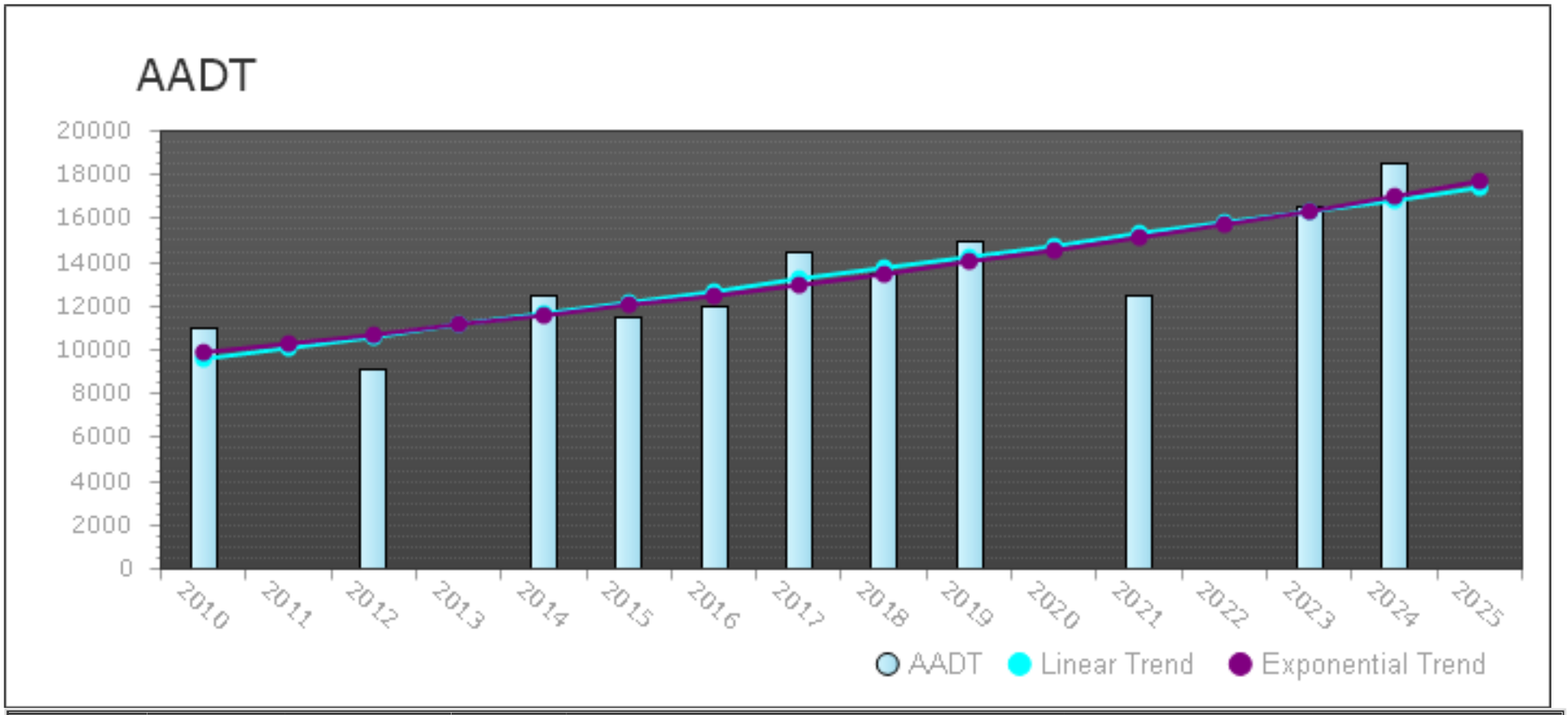


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	626	22500	0.105	0.562	0	2117	2190
2023	626	20500	0.11	0.563	0	2111	1990
2022	626	18000	0.109	0.575	0	1727	1829
2021	626	16500	0.106	0.566	0	1287	1605
2019	626	18000	0.111	0.5425	0	1858	1901
2018	626	15500	0.113	0.561	0	1641	1663
2017	626	15000	0.118	0.5695	0	1496	1599
2016	626	13000	0.114	0.5525	0	1378	1370
2015	626	12500	0.12	0.535	0	1334	1359
2014	626	11000	0.121	0.537	0	1206	1166
2013	626	11500			0	1246	1264
2010	626	5700	0.118	0.538	0	588	619

Station 627

BECKER RD E. OF DARWIN BLVD

Linear Growth = 2.98%
Exponential Growth = 3.78%

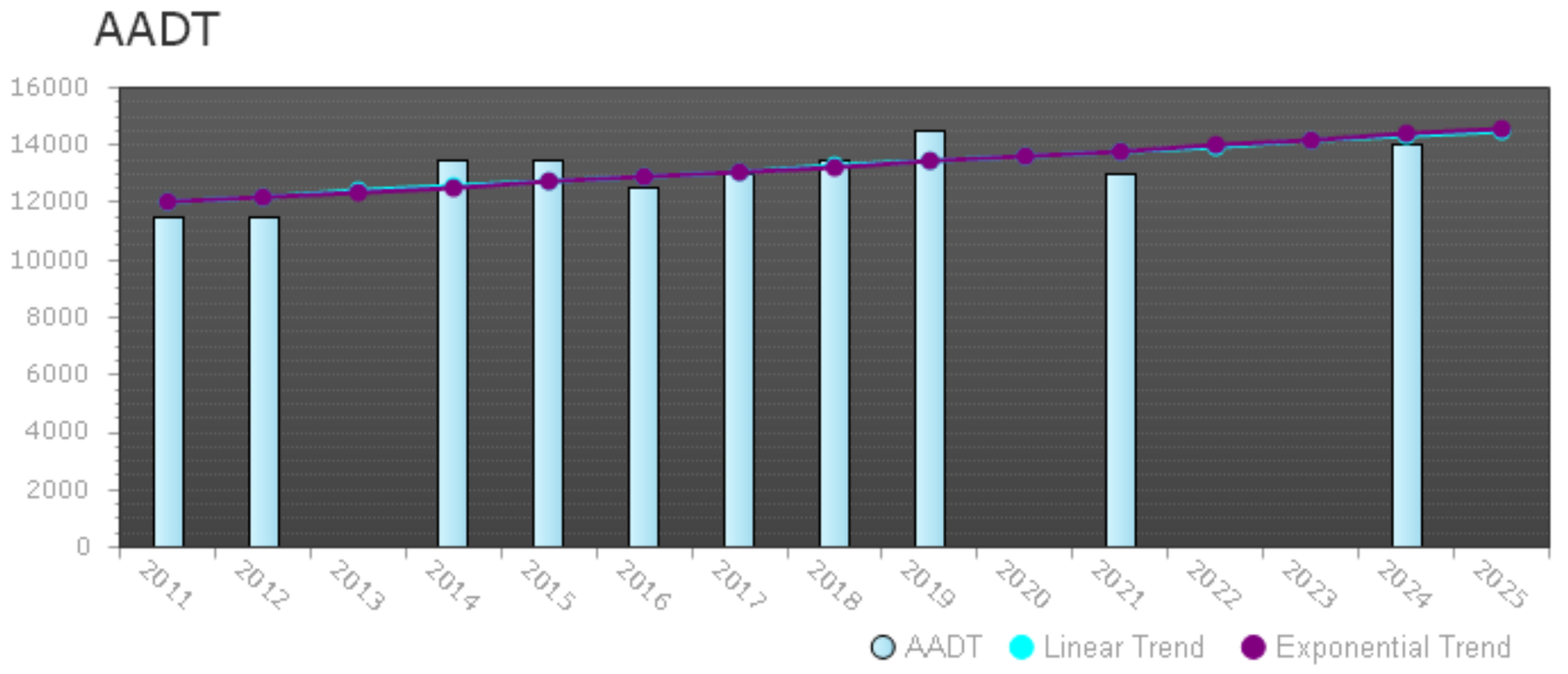


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	627	18500	0.113	0.629	0	1842	1942
2023	627	16500	0.112	0.633	0	1696	1626
2021	627	12500	0.113	0.652	0	1052	1324
2019	627	15000	0.129	0.643	0	1820	1667
2018	627	13500	0.121	0.6715	0	1367	1444
2017	627	14500	0.124	0.6435	0	1609	1530
2016	627	12000	0.116	0.616	0	1279	1300
2015	627	11500	0.116	0.616	0	1304	1326
2014	627	12500	0.121	0.737	0	1387	1361
2012	627	9100	0.121	0.687	0	1012	916
2010	627	11000	0.119	0.748	0	1125	1180

Station 702

SAVONA BLVD 720 FEET NORTH OF GATLIN BLVD

Linear Growth = 1.21%
Exponential Growth = 1.36%

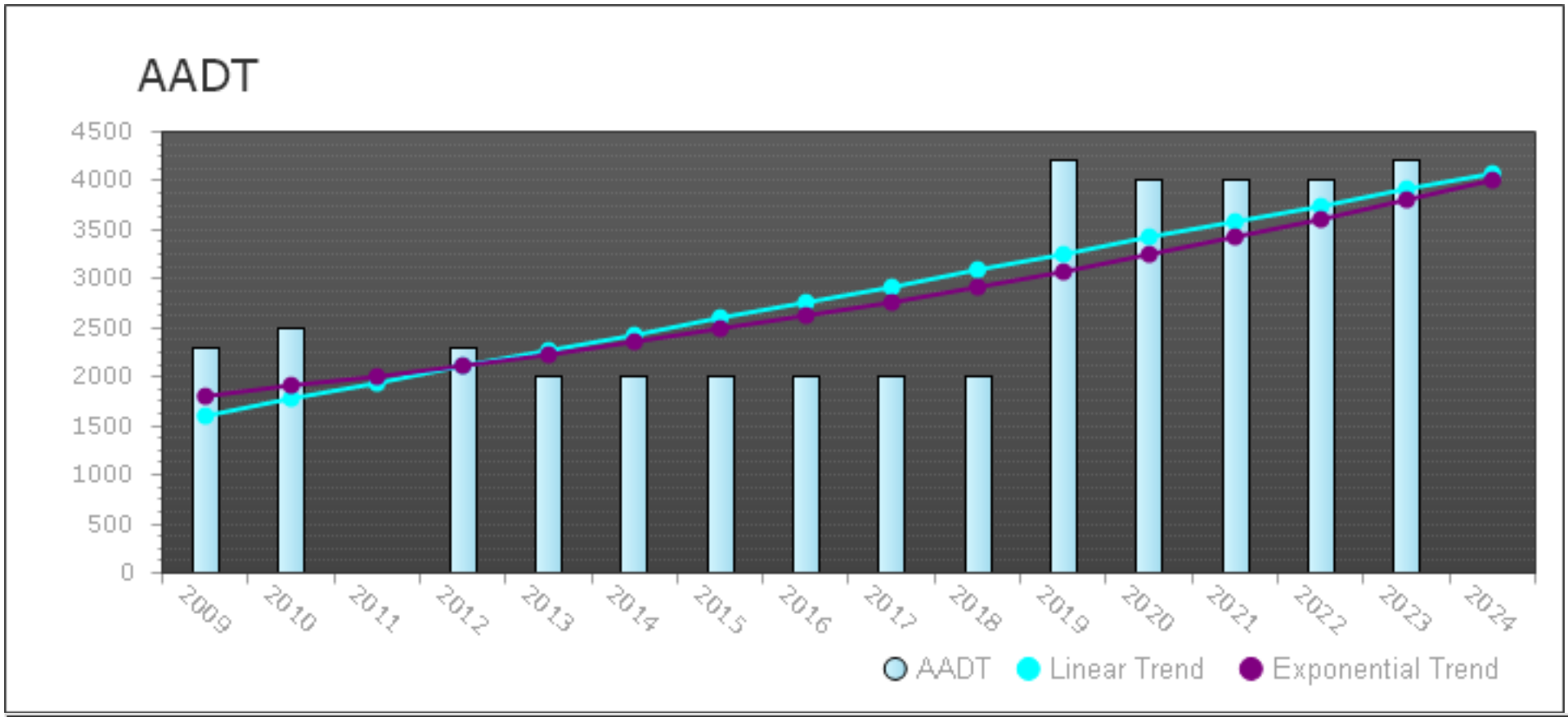


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	702	14000	0.087	0.5225	0	1005	1120
2021	702	13000	0.091	0.538	0	906	1096
2019	702	14500	0.099	0.5105	0	1069	1335
2018	702	13500	0.096	0.5115	0	1061	1260
2017	702	13000	0.103	0.5125	0	969	1183
2016	702	12500	0.095	0.5225	0	1000	1117
2015	702	13500	0.103	0.5685	0	1015	1264
2014	702	13500	0.099	0.557	0	1018	1211
2012	702	11500	0.103	0.5255	0	905	1090
2011	702	11500	0.101	0.533	0	959	1085

Station 947057

ON PARR DR - W. OF DARWIN BLVD (COUNTY 209)

Linear Growth = 4.02%
Exponential Growth = 5.18%

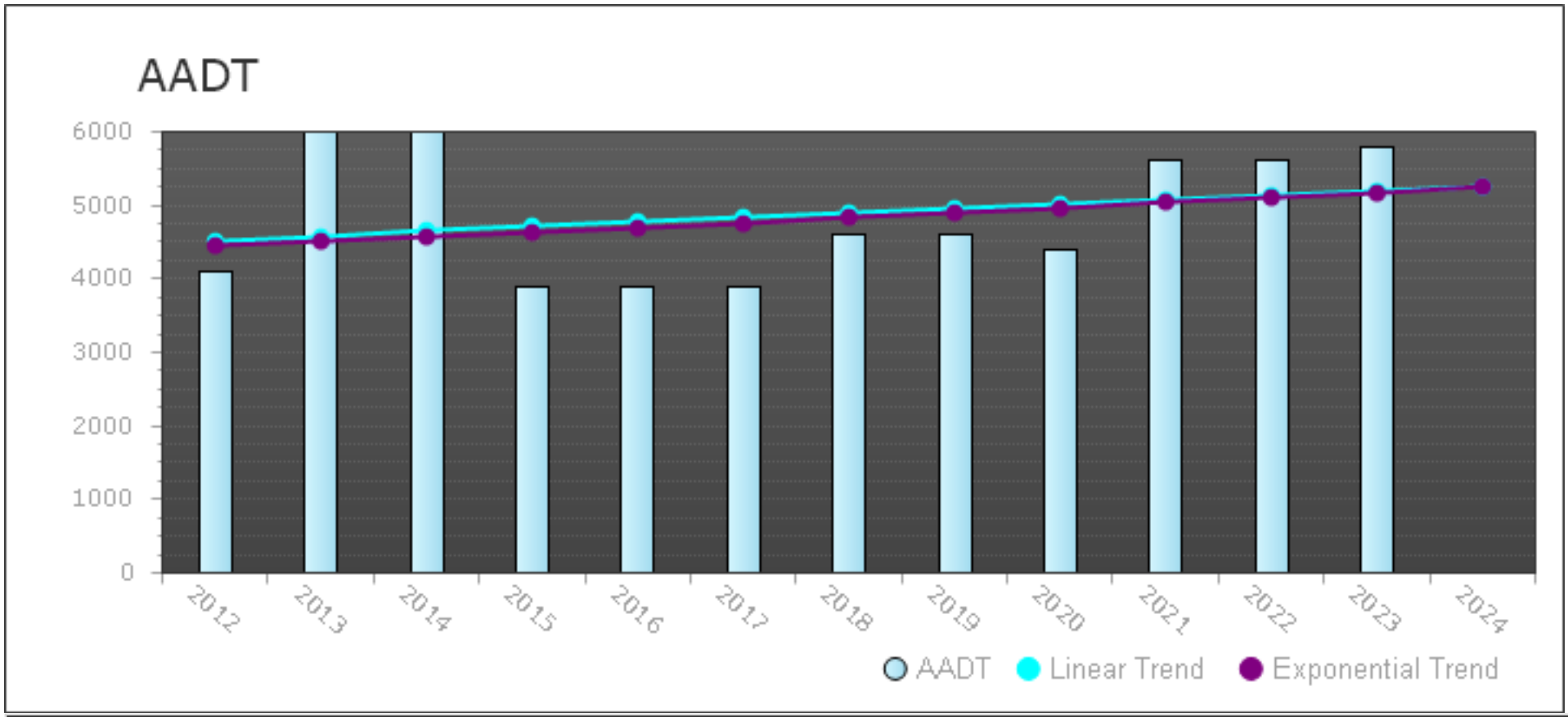


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	947057	4200	0.09	0.516		374	374
2022	947057	4000	0.09	0.514	0	356	356
2021	947057	4000	0.09	0.509	0	356	356
2020	947057	4000		0.51	-1		
2019	947057	4200		51			
2018	947057	2000		51.3			
2017	947057	2000		50.9			
2016	947057	2000		50.9			
2015	947057	2000		51			
2014	947057	2000		50.8			
2013	947057	2000		50.8			
2012	947057	2300		56.8	1.52		
2010	947057	2500			0	271	231
2009	947057	2300			0	195	242

Station 948510

SW ROSSER BLVD FROM PAAR DR TO DREYFUSS BLVD (HPMS SAMPLE)

Linear Growth = 1.16%
Exponential Growth = 1.37%

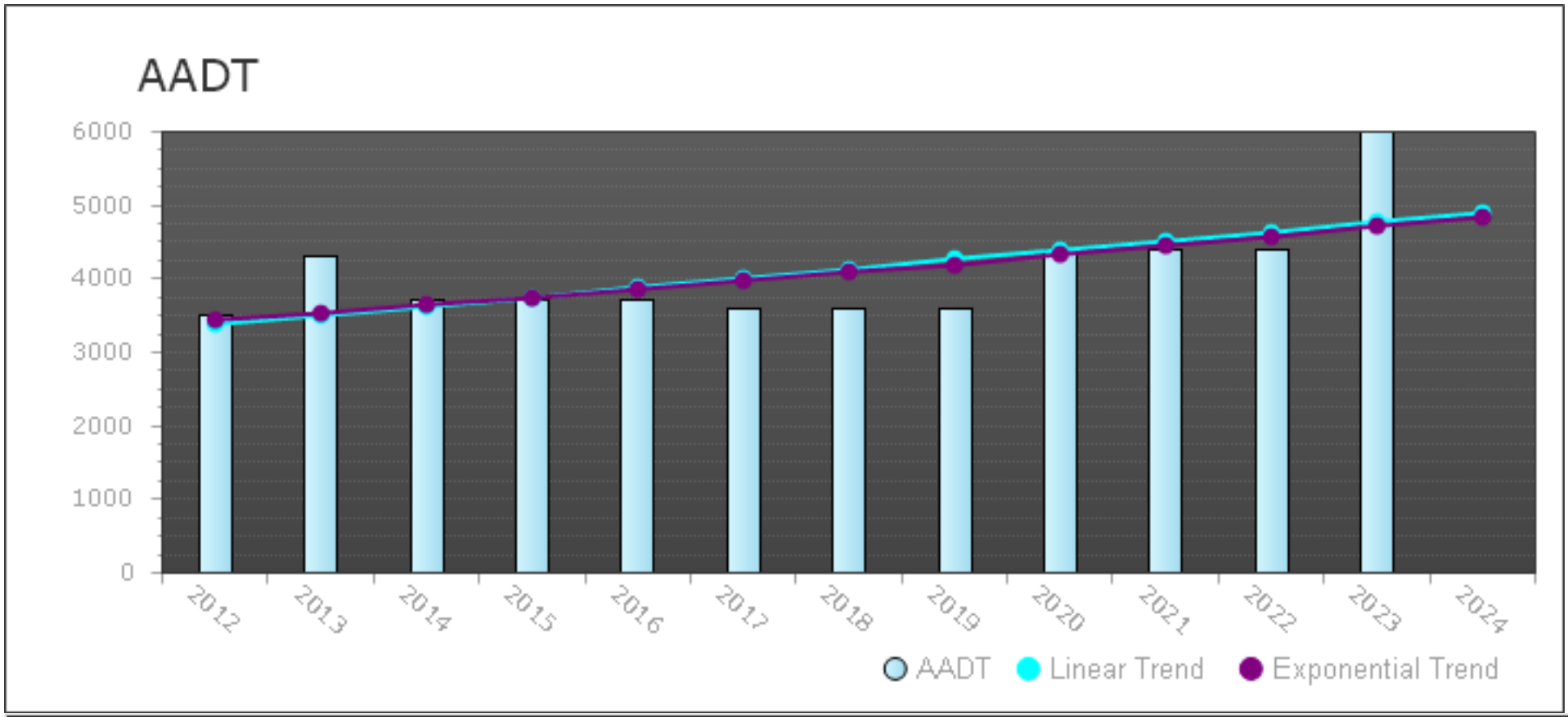


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	948510	5800	0.09	0.516		561	561
2022	948510	5600	0.09	0.514	0	542	542
2021	948510	5600	0.09	0.514	0	542	542
2020	948510	4400		0.514	-1		
2019	948510	4600		0.514			
2018	948510	4600		0.514			
2017	948510	3900		0.514			
2016	948510	3900		0.514			
2015	948510	3900		0.514	3.49		
2014	948510	6000		0.514			
2013	948510	6000		0.514			
2012	948510	4100		0.514	0.43		

Station 948511

SW ALCANTARRA BLVD FROM SAVONA BLVD TO SW PORT ST

Linear Growth = 2.59%
Exponential Growth = 2.79%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	948511	6000	0.09	0.516		580	580
2022	948511	4400	0.09	0.514	0	425	425
2021	948511	4400	0.09	0.509	0	425	425
2020	948511	4400		0.51	-1		
2019	948511	3600		51			
2018	948511	3600		51.3			
2017	948511	3600		50.9			
2016	948511	3700		50.9			
2015	948511	3700		51			
2014	948511	3700		50.8	0.44		
2013	948511	4300		50.8			
2012	948511	3500		56.8	0.52		

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

APPENDIX H

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
AVENUE D	29TH ST to 25TH ST	164	4,331	2022	790	232	C	0.29	238	C	0.30
AVENUE D	25TH ST to 17TH ST	163	4,770	2021	750	237	C	0.32	233	C	0.31
AVENUE D	17TH ST to 13TH ST	162	2,996	2022	750	167	C	0.22	158	C	0.21
AVENUE D	13TH ST to 10TH ST	161	1,831	2022	750	95	C	0.13	96	C	0.13
AVENUE D	10TH ST to 7TH ST	160	2,437	2022	750	124	C	0.17	128	C	0.17
AVENUE D	7TH ST to US 1	160	2,437	2022	750	124	C	0.17	128	C	0.17
AVENUE I	25TH ST to 17TH ST	620	1,900	2022	750	138	C	0.18	114	C	0.15
AVENUE I	17TH ST to 13TH ST	620	1,900	2022	750	138	C	0.18	114	C	0.15
AVENUE H	13TH ST to 7TH ST	618	1,789	2022	540	105	C	0.19	106	C	0.20
AVENUE H	7TH ST to US 1	619	1,528	2022	750	84	C	0.11	82	C	0.11
AVENUE Q	ANGLE RD to 25TH ST	700	5,191	2023	750	270	C	0.36	263	C	0.35
AVENUE Q	25TH ST to 17TH ST	701	3,358	2021	750	196	C	0.26	204	C	0.27
AVENUE Q	17TH ST to 13TH ST	701	3,358	2021	540	196	C	0.36	204	C	0.38
AVENUE O	13TH ST to US 1	685	1,997	2022	540	114	C	0.21	111	C	0.21
AVENUE C	10TH ST to 7TH ST	631	350	2022	540	30	C	0.06	27	C	0.05
BAYSHORE BLVD	MOUNTWELL ST to PORT ST LUCIE BLVD	621	6,100	2024	830	304	C	0.37	289	C	0.35
BAYSHORE BLVD	PORT ST LUCIE BLVD to THORNHILL DR	309	27,000	2024	2,100	1,353	C	0.64	1,337	C	0.64
BAYSHORE BLVD	THORNHILL DR to CROSSTOWN PKWY	948508	25,655	2023	2,100	1,191	C	0.57	1,191	C	0.57
BAYSHORE BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	307	27,500	2024	2,100	1,487	C	0.71	1,575	C	0.75
BAYSHORE BLVD	PRIMA VISTA BLVD to FLORESTA DR	305	18,951	2022	920	1,087	F	1.18	950	F	1.03
BAYSHORE BLVD	FLORESTA DR to SELVITZ RD	622	13,500	2024	790	713	C	0.90	712	C	0.90
BAYSHORE BLVD	SELVITZ RD to ST JAMES DR	622	13,500	2024	750	713	D	0.95	712	D	0.95
BEACH AVE	OLEANDER AVE to RIO MAR DR	623	3,149	2022	540	184	C	0.34	177	C	0.33
BECKER RD	VILLAGE PKWY to I-95	624	6,350	2021	3,170	483	C	0.15	436	C	0.14
BECKER RD	I-95 to SAVONA BLVD	625	28,500	2024	2,000	2,178	F	1.09	2,046	F	1.02
BECKER RD	SAVONA BLVD to PORT ST LUCIE BLVD	626	22,500	2024	2,100	1,325	C	0.63	1,327	C	0.63
BECKER RD	ALBACORE ST to DARWIN BLVD	302	17,500	2024	1,500	996	C	0.66	975	C	0.65
BECKER RD	PORT ST LUCIE BLVD to ALBACORE ST	302	17,500	2024	2,100	996	C	0.47	975	C	0.46
BECKER RD	ATHENA DR to FLORIDA'S TURNPIKE	627	18,500	2024	1,500	1,502	F	1.00	1,314	C	0.88
BECKER RD	DARWIN BLVD to ATHENA DR	627	18,500	2024	2,000	1,502	C	0.75	1,314	C	0.66
BECKER RD	FLORIDA'S TURNPIKE to SOUTHBEND BLVD	628	21,000	2024	2,100	1,450	C	0.69	1,718	C	0.82
BECKER RD	SOUTHBEND BLVD to GILSON RD	629	13,623	2023	920	984	F	1.07	1,052	F	1.14

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
EDWARDS RD	25TH ST to SUNRISE BLVD	108	15,000	2024	1,630	747	D	0.46	747	D	0.46
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	10,500	2024	1,630	530	C	0.33	516	C	0.32
EDWARDS RD	OLEANDER AVE to US 1	173	9,757	2019	1,630	537	C	0.33	469	C	0.29
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,665	2023	750	87	C	0.12	101	C	0.13
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	16,500	2024	920	1,225	F	1.33	1,108	F	1.20
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	13,771	2022	880	938	F	1.07	832	D	0.95
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	13,771	2022	880	938	F	1.07	832	D	0.95
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	9,900	2024	920	548	C	0.60	503	C	0.55
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	8,900	2024	920	492	C	0.53	543	C	0.59
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,840	2021	630	347	C	0.55	370	C	0.59
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,840	2021	880	347	C	0.39	370	C	0.42
FLORIDA'S TURNPIKE	BECKER RD to PORT ST LUCIE BLVD	971960	52,535	2020							
FLORIDA'S TURNPIKE	MARTIN C.L. to BECKER RD	979913	63,053	2023							
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	971964	55,700	2023							
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	971968	43,433	2023							
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,353	2023	540	227	C	0.42	234	C	0.43
GARDENIA AVE	OLEANDER AVE to US 1	666	2,513	2022	750	194	C	0.26	185	C	0.25
GATLIN BLVD	W OF I-95 to E OF I-95	945075	51,531	2023	3,170	2,526	C	0.80	2,526	C	0.80
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	51,531	2023	3,170	2,526	C	0.80	2,526	C	0.80
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	945075	51,531	2023	3,170	2,526	C	0.80	2,526	C	0.80
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	945075	51,531	2023	3,170	2,526	C	0.80	2,526	C	0.80
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	945075	51,531	2023	3,170	2,526	C	0.80	2,526	C	0.80
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,061	2023	600	237	C	0.40	227	C	0.38
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,061	2023	750	237	C	0.32	227	C	0.30
GEORGIA AVE	17TH ST to 13TH ST	508	4,819	2023	600	245	C	0.41	247	C	0.41
GEORGIA AVE	13TH ST to 7TH ST	506	2,212	2023	600	134	C	0.22	151	C	0.25
GEORGIA AVE	7TH ST to US 1	504	1,969	2023	600	109	C	0.18	117	C	0.20
GILSON RD	MARTIN C.L. to BECKER RD	111	11,500	2024	710	979	F	1.38	1,036	F	1.46
GILSON RD	BECKER RD to LAKERIDGE DR	111	11,500	2024	540	979	F	1.81	1,036	F	1.92
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,686	2022	1,070	168	B	0.16	179	B	0.17
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	5,434	2022	1,070	427	C	0.40	497	C	0.46
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	668	2,686	2022	390	168	B	0.43	179	B	0.46

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,200	2024	790	590	D	0.75	518	D	0.66
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,768	2023	600	268	C	0.45	277	C	0.46
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	HEADER CANAL RD to SHINN RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	3,090	2023	1,070	147	B	0.14	147	B	0.14
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	3,090	2023	1,070	147	B	0.14	147	B	0.14
ORANGE AVE	KINGS HWY to I-95	940041	17,555	2023							
ORANGE AVE	I-95 to JENKINS RD	940035	15,314	2023							
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	17,481	2023							
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	17,481	2023							
ORANGE AVE	ANGLE RD to 25TH ST	940151	9,247	2013							
ORANGE AVE	25TH ST to 17TH ST	945040	13,991	2023							
ORANGE AVE	17TH ST to 13TH ST	945040	13,991	2023							
ORANGE AVE	13TH ST to 10TH ST	945040	13,991	2023							
ORANGE AVE	10TH ST to 7TH ST	940155	10,272	2023							
ORANGE AVE	7TH ST to US 1	945134	7,668	2023							
ORANGE AVE	US 1 to 2ND ST	945133	4,253	2023	600	211	C	0.35	211	C	0.35
ORANGE AVE	2ND ST to INDIAN RIVER DR	945133	4,253	2023	750	211	C	0.28	211	C	0.28
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	209	2,040	2022	700	158	C	0.23	136	C	0.19
PARR DR	DARWIN BLVD to TULIP BLVD	723	1,928	2023	540	169	C	0.31	128	C	0.24
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	209	2,040	2022	700	158	C	0.23	136	C	0.19
PARR DR	ROSSER BLVD to SAVONA BLVD	209	2,040	2022	630	158	C	0.25	136	C	0.22
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	693	5,637	2021	630	357	C	0.57	396	C	0.63
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	694	10,500	2024	920	756	C	0.82	758	C	0.82
PEACOCK BLVD	ST LUCIE WEST BLVD to UNIVERSITY BLVD	948514	14,858	2023	2,100	689	C	0.33	689	C	0.33
PETERSON RD	BENT CREEK DR to HARTMAN RD	695	2,114	2022	540	157	C	0.29	145	C	0.27
PICOS RD	CAMPBELL RD to KINGS HWY	696	1,211	2023	540	81	C	0.15	81	C	0.15
PORT ST LUCIE BLVD	MARTIN C.L. to BECKER RD	948519	17,264	2023	920	801	C	0.87	801	C	0.87
PORT ST LUCIE BLVD	BECKER RD to PAAR DR	948519	17,264	2023	920	801	C	0.87	801	C	0.87
PORT ST LUCIE BLVD	PAAR DR to TULIP BLVD	948519	17,264	2023	700	801	F	1.14	801	F	1.14
PORT ST LUCIE BLVD	TULIP BLVD to DARWIN BLVD	948519	17,264	2023	920	801	C	0.87	801	C	0.87

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	697	35,121	2021	3,020	1,797	C	0.60	1,775	C	0.59
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	698	40,901	2023	3,170	2,307	C	0.73	2,221	C	0.70
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	945074	49,526	2023	3,170	2,427	C	0.77	2,427	C	0.77
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	945074	49,526	2023	3,020	2,427	C	0.80	2,427	C	0.80
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	945074	49,526	2023							
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	945073	47,848	2023							
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	940780	48,530	2023							
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	940778	55,266	2023							
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	940776	37,800	2023							
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	37,326	2023							
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	314	21,500	2024	2,100	1,089	C	0.52	1,156	C	0.55
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	150	21,500	2024	2,100	954	C	0.45	970	C	0.46
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	148	33,034	2023	2,100	1,869	C	0.89	1,678	C	0.80
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	148	33,034	2023	2,000	1,869	C	0.93	1,678	C	0.84
PRIMA VISTA BLVD	RIO MAR DR to US 1	146	19,500	2024	2,100	1,144	C	0.54	1,003	C	0.48
PRIMA VISTA BLVD	US 1 to LENNARD RD	699	8,934	2021	1,710	483	C	0.28	460	C	0.27
RANGE LINE RD	MARTIN C.L. to BECKER RD	145	1,963	2023	1,080	115	B	0.11	124	B	0.11
RANGE LINE RD	BECKER RD to DISCOVERY WAY	738	2,100	2024	1,080	170	B	0.16	161	B	0.15
RANGE LINE RD	DISCOVERY WAY to CROSSTOWN PKWY	737	2,100	2024	1,080	170	B	0.16	161	B	0.15
RANGE LINE RD	CROSSTOWN PKWY to GLADES CUT-OFF RD	736	2,100	2024	1,080	170	B	0.16	161	B	0.15
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	147	5,389	2023	750	330	C	0.44	392	D	0.52
RIO MAR DR	BEACH AVE to US 1	147	5,389	2023	790	330	C	0.42	392	D	0.50
ROSSER BLVD	APRICOT RD to GATLIN BLVD	948510	5,267	2023	920	244	C	0.27	244	C	0.27
ROSSER BLVD	PAAR DR to APRICOT RD	948510	5,267	2023	1,070	244	B	0.23	244	B	0.23
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	168	3,934	2023	920	287	C	0.31	234	C	0.25
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,029	2023	540	126	C	0.23	130	C	0.24
SAVONA BLVD	BECKER RD to PAAR DR	236	11,500	2024	790	1,038	F	1.31	841	F	1.06
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	11,500	2024	750	1,038	F	1.38	841	F	1.12
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	14,000	2024	790	673	D	0.85	636	D	0.81
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	948501	9,844	2023	750	457	D	0.61	457	D	0.61
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	948501	9,844	2023	750	457	D	0.61	457	D	0.61
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	9,000	2024	700	542	C	0.77	523	C	0.75

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	511	6,751	2023	600	520	D	0.87	454	D	0.76
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	511	6,751	2023	750	520	D	0.69	454	D	0.61
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	509	5,522	2023	750	345	C	0.46	343	C	0.46
SUNRISE BLVD	OLEANDER AVE to 7TH ST	708	4,722	2022	1,540	272	C	0.18	333	C	0.22
SUNRISE BLVD	7TH ST to US 1	708	4,722	2022	1,710	272	C	0.16	333	C	0.19
TIFFANY AVE	US 1 to HILLMOOR DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	320	4,145	2021	2,100	201	C	0.10	195	C	0.09
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	709	5,500	2024	630	308	C	0.49	287	C	0.46
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	238	5,144	2021	630	339	C	0.54	277	C	0.44
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	711	7,800	2021	1,710	816	D	0.48	791	D	0.46
TRADITION PKWY	VILLAGE PKWY to W OF I-95	712	43,500	2024	3,170	2,047	C	0.65	2,040	C	0.64
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	713	8,851	2022	790	580	D	0.73	524	D	0.66
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	714	8,900	2024	790	569	D	0.72	518	D	0.66
TULIP BLVD	PAAR DR to DARWIN BLVD	714	8,900	2024	790	569	D	0.72	518	D	0.66
TURNPIKE FEEDER RD	TURNPIKE FEEDER RD SB RAMP to US 1	940078	4,903	2015							
TURNPIKE FEEDER RD	INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R...	940269	11,658	2023							
TURNPIKE FEEDER RD	INDRIO RD to INDIAN PINES BLVD	940745	13,517	2023							
US 1	MARTIN C.L. to LENNARD RD	945071	48,145	2023							
US 1	LENNARD RD to PORT ST LUCIE BLVD	945071	48,145	2023							
US 1	PORT ST LUCIE BLVD to JENNINGS RD	945070	33,953	2023							
US 1	JENNINGS RD to TIFFANY AVE	945070	33,953	2023							
US 1	TIFFANY AVE to WALTON RD	945070	33,953	2023							
US 1	WALTON RD to VILLAGE GREEN DR	945150	47,030	2023							
US 1	VILLAGE GREEN DR to SPANISH LAKES BLVD	940265	46,803	2023							
US 1	SPANISH LAKES BLVD to PRIMA VISTA BLVD	940265	46,803	2023							
US 1	PRIMA VISTA BLVD to RIO MAR DR	940264	36,400	2023							
US 1	RIO MAR DR to KITTERMAN RD	940266	32,710	2023							
US 1	KITTERMAN RD to S OF SAEGER AVE	940266	32,710	2023							
US 1	S OF SAEGER AVE to EASY ST	940266	32,710	2023							
US 1	EASY ST to MIDWAY RD	945156	30,097	2023							
US 1	MIDWAY RD to WEATHERBEE RD	940012	30,959	2023							

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

APPENDIX I

Florida Department of

TRANSPORTATION

E-Updates | FL511 | Site Map | Translate

- Home
- About FDOT
- Contact Us
- Maps & Data
- Offices
- Performance
- Projects

Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 2/4/2025 12:3

Five Year Work Program

Selection Criteria	
District 04	**2025-2029 AD**
St Lucie County	**Category:**Highways
Phase: Construction	**Item Number:**431752-3

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAY District 04 - St Lucie County
Description: PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 431752-3
Length: 1.119 View Map of Item

Project Detail

Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/Preliminary Engineering					***(On-Going)***
Amount:	$34,501				
Highways/Right of Way					***(On-Going)***
Amount:	$2,499,263	$272,744	$4,600		
Highways/Railroad & Utilities					
Amount:			$2,500,000		
Highways/Construction					
Amount:		$20,472,675			
Highways/Environmental					***(On-Going)***
Amount:	$20,000				
Item Total:	**$2,553,764**	**$20,745,419**	**$2,504,600**		

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

E-Updates | FL511 | Site Map | Translate

- Home
- About FDOT
- Contact Us
- Maps & Data
- Offices
- Performance
- Projects

Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 2/4/2025 12:3

Five Year Work Program

Selection Criteria	
District 04	**2025-2029 AD**
St Lucie County	**Category:**Highways
Phase: Construction	**Item Number:**431752-5

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAY District 04 - St Lucie County
Description: PORT ST.LUCIE BLVD FR SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 431752-5
Length: 1.076 View Map of Item

Project Detail

Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/Railroad & Utilities					
Amount:	$1,840,360				
Highways/Construction					
Amount:	$19,854,601				
Item Total:	**$21,694,961**				

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 323

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

E-Updates | FL511 | Site Map | Translate

- Home
- About FDOT
- Contact Us
- Maps & Data
- Offices
- Performance
- Projects

Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 2/4/2025 12:3

Five Year Work Program

Selection Criteria	
District 04	**2025-2029 AD**
St Lucie County	**Category:**Highways
Phase: Construction	**Item Number:**431752-6

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAY District 04 - St Lucie County
Description: PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 431752-6
Length: 0.713 View Map of Item

Construction Contract Information

Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used
09/29/2021	01/27/2022	1118	1089	97.41%

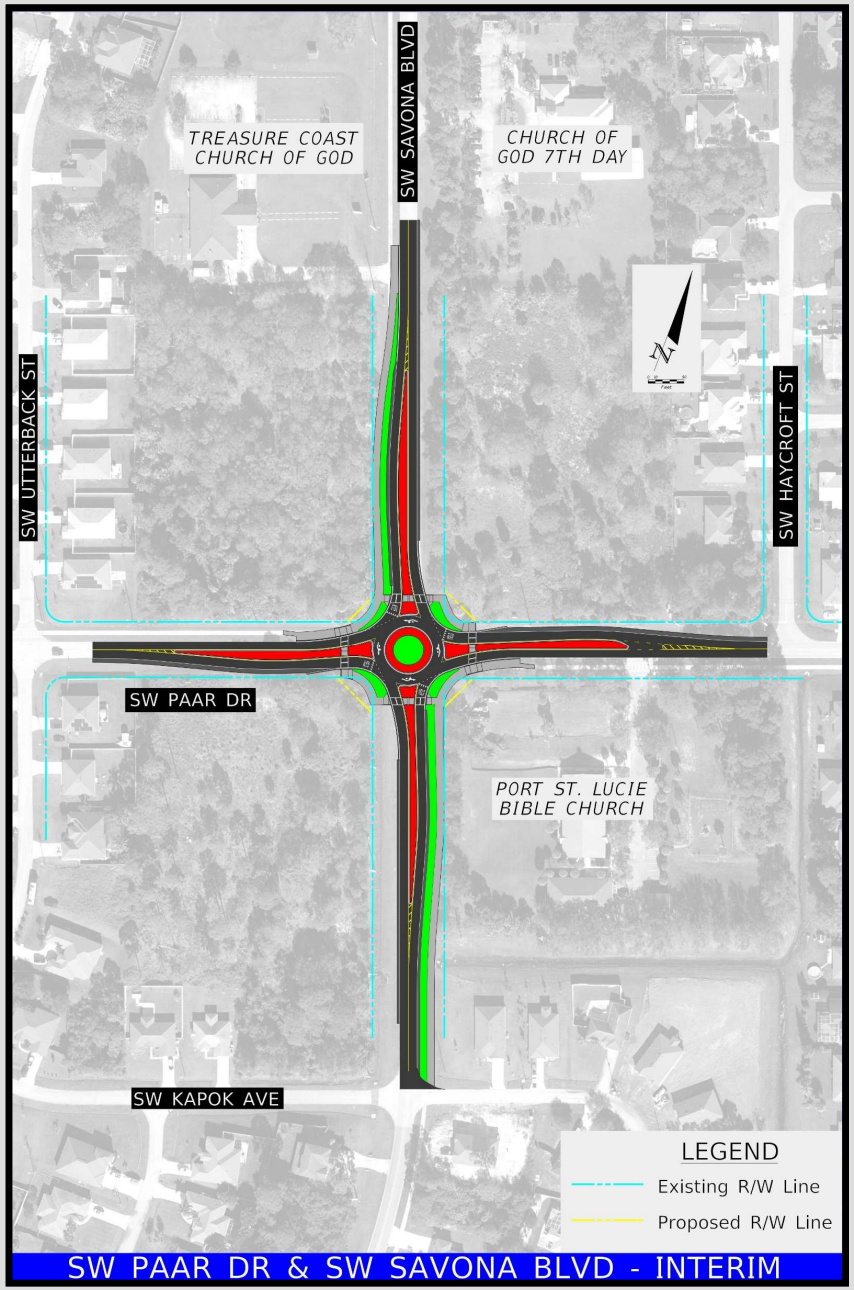
Vendor Name: ZAHLENE ENTERPRISES, INC

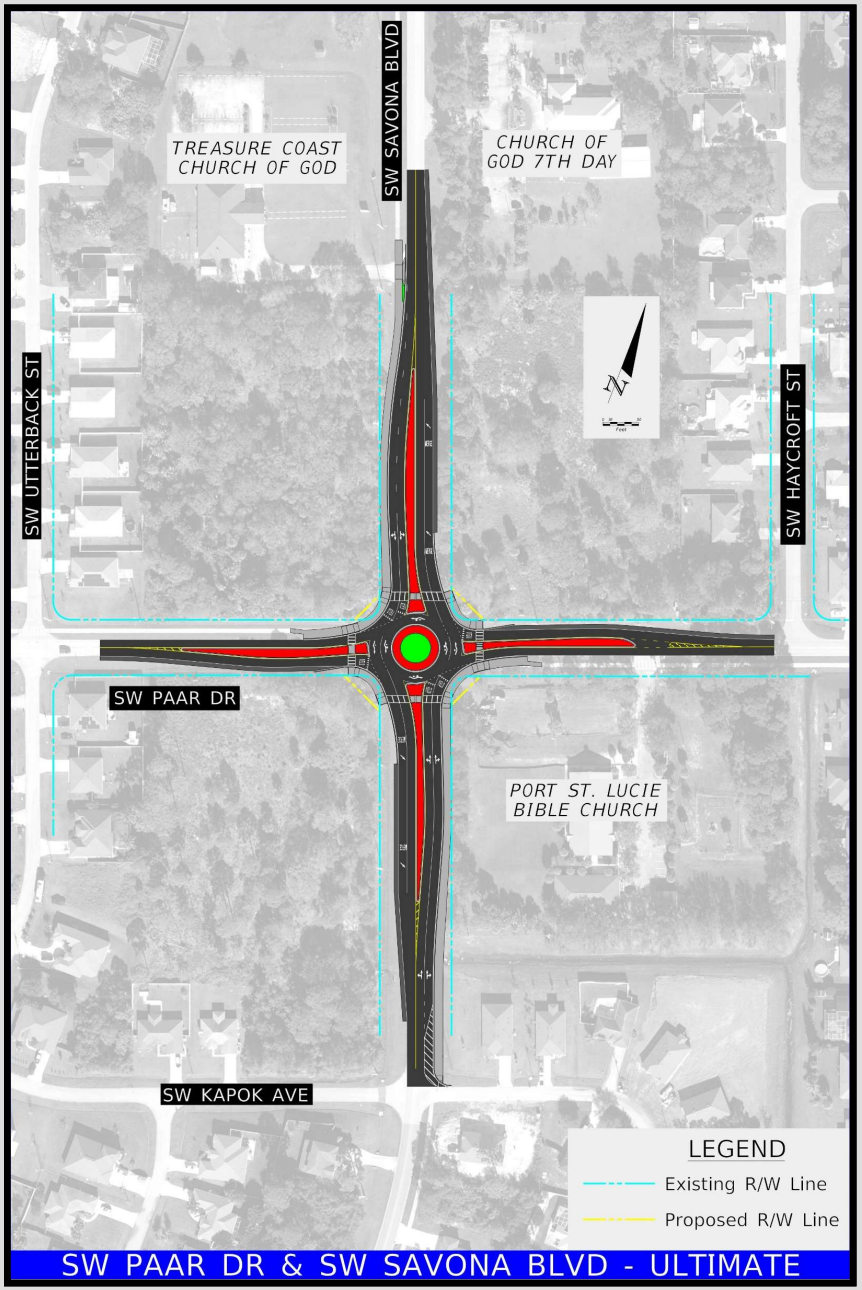
Project Detail

Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/Railroad & Utilities					***(On-Going)***
Amount:	$6,183				
Highways/Construction					***(On-Going)***
Amount:	$455,082				
Highways/Environmental					***(On-Going)***
Amount:					
Item Total:	**$461,265**				

ROUNDABOUT & MULTIMODAL INTERSECTION IMPROVEMENTS

SW Savona Blvd. Roundabout at SW Paar Dr.





C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C3R-Suburban Residential)

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

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

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

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

APPENDIX L

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.00	1.08
2	01/08/2023 - 01/14/2023	0.98	1.05
* 3	01/15/2023 - 01/21/2023	0.95	1.02
* 4	01/22/2023 - 01/28/2023	0.94	1.01
* 5	01/29/2023 - 02/04/2023	0.93	1.00
* 6	02/05/2023 - 02/11/2023	0.92	0.99
* 7	02/12/2023 - 02/18/2023	0.91	0.98
* 8	02/19/2023 - 02/25/2023	0.91	0.98
* 9	02/26/2023 - 03/04/2023	0.92	0.99
*10	03/05/2023 - 03/11/2023	0.92	0.99
*11	03/12/2023 - 03/18/2023	0.92	0.99
*12	03/19/2023 - 03/25/2023	0.93	1.00
*13	03/26/2023 - 04/01/2023	0.94	1.01
*14	04/02/2023 - 04/08/2023	0.95	1.02
*15	04/09/2023 - 04/15/2023	0.96	1.03
16	04/16/2023 - 04/22/2023	0.97	1.04
17	04/23/2023 - 04/29/2023	0.98	1.05
18	04/30/2023 - 05/06/2023	0.98	1.05
19	05/07/2023 - 05/13/2023	0.99	1.06
20	05/14/2023 - 05/20/2023	1.00	1.08
21	05/21/2023 - 05/27/2023	1.01	1.09
22	05/28/2023 - 06/03/2023	1.02	1.10
23	06/04/2023 - 06/10/2023	1.03	1.11
24	06/11/2023 - 06/17/2023	1.04	1.12
25	06/18/2023 - 06/24/2023	1.05	1.13
26	06/25/2023 - 07/01/2023	1.06	1.14
27	07/02/2023 - 07/08/2023	1.06	1.14
28	07/09/2023 - 07/15/2023	1.07	1.15
29	07/16/2023 - 07/22/2023	1.07	1.15
30	07/23/2023 - 07/29/2023	1.07	1.15
31	07/30/2023 - 08/05/2023	1.06	1.14
32	08/06/2023 - 08/12/2023	1.06	1.14
33	08/13/2023 - 08/19/2023	1.06	1.14
34	08/20/2023 - 08/26/2023	1.06	1.14
35	08/27/2023 - 09/02/2023	1.07	1.15
36	09/03/2023 - 09/09/2023	1.07	1.15
37	09/10/2023 - 09/16/2023	1.07	1.15
38	09/17/2023 - 09/23/2023	1.06	1.14
39	09/24/2023 - 09/30/2023	1.06	1.14
40	10/01/2023 - 10/07/2023	1.05	1.13
41	10/08/2023 - 10/14/2023	1.05	1.13
42	10/15/2023 - 10/21/2023	1.04	1.12
43	10/22/2023 - 10/28/2023	1.04	1.12
44	10/29/2023 - 11/04/2023	1.03	1.11
45	11/05/2023 - 11/11/2023	1.03	1.11
46	11/12/2023 - 11/18/2023	1.02	1.10
47	11/19/2023 - 11/25/2023	1.02	1.10
48	11/26/2023 - 12/02/2023	1.01	1.09
49	12/03/2023 - 12/09/2023	1.01	1.09
50	12/10/2023 - 12/16/2023	1.00	1.08
51	12/17/2023 - 12/23/2023	0.98	1.05
52	12/24/2023 - 12/30/2023	0.97	1.04
53	12/31/2023 - 12/31/2023	0.95	1.02

* PEAK SEASON

09-MAR-2024 18:41:41 830UPD 4_9401_PKSEASON.TXT