O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Wilson Groves – Map H Amendment

Prepared for:

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

Prepared by:

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O'ROURKE
ENGINEERING & PLANNING

September 20, 2021

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

Re: Wilson Groves

Dear Mr. Akel:

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

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

Respectfully submitted,

O'Rourke Engineering & Planning

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

Wilson Groves Traffic Report Map H 4.18.2023

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TABLE OF CONTENTS

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

TABLES

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

APPENDICES

APPENDIX A: Approved Map H / Proposed Map H / Resolution 11-R-01

APPENDIX B: Approved WATS Trip Generation / Trip Generation for Approved Uses / Trip Generation for Proposed Uses - Buildout Phase 4

APPENDIX C: WATS 3.0 Assignment / Revised Assignment / Parcel by Parcel Assignment – Buildout Phase 4

APPENDIX D: Phasing Analysis / Trip Generation / Link Analysis – Phases 1, 2, & 3

INTRODUCTION

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

BUILDOUT ANALYSIS

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

Approved Map H

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

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

Proposed Project

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

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

Approved Trip Generation

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

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

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

Table 1a : Approved Land Use

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

Table 1b : Daily Trip Generation - Approved

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

Table 1c : PM Peak Hour Trip Generation - Approved

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

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

Proposed MAP H Trip Generation

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

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

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

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

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

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

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

Table 2a : Proposed Land Use

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

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

Table 2b : Daily Trip Generation - Proposed

Land Use	A TAZ 652	B TAZ 654	C TAZ 647	D TAZ 648	E TAZ 861	F TAZ 653	Total Trips
Gross Trips Before Pass-by and Intrazonal	**21570**	**12120**	**17377**	**49477**	**12329**	**10557**	**123430**
	Net Trips leaving the zone after Pass-by and Intrazonal						
Age Restricted	0	0	0	0	0	0	0
Single Family Detached Housing	9,989	7,016	14,570	0	7,237	8,180	46,992
Multi Family Housing (Low-Rise)	0	0	0	6,029	0	0	6,029
Multi Family Housing (Mid-Rise)	0	0	0	4,214	0	0	4,214
General Office	0	0	0	11,263	0	0	11,263
Civic Use	0	0	0	3,862	0	0	3,862
Institution Use	0	2,011	2,751	0	1,993	2,330	9,085
Industrial Park	0	0	0	3,885	0	0	3,885
General Commercial	7,306	1,532	0	5,769	1,529	0	16,136
Regional Park	0	0	0	229	0	0	229
Elementary School	0	0	0	4,764	0	0	4,764
Junior High School	0	0	0	0	0	0	0
TOTAL	17,295	10,559	17,321	40,015	10,759	10,510	106,459
Net Total Trips after 22.6% Internal Capture							82399

Table 2c : PM Peak Hour Trip Generation - Proposed

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

Table 3: Trip Generation Change

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

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

Link Analysis – Phase 4 Buildout

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

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

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

PHASES 1, 2, AND 3

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

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

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

Phase 1

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

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

Phase 2

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

Table 4: Link Analysis - Phase 4 Buildout

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips															
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel E	TAZ 861 Parcel E	% Assignment Parcel F	TAZ 653 Parcel F	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
Discovery Way (E/W 1)	RANGE LINE RD	N/S A	2	EB	924	6203	251	IN	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	4879	198	YES
				WB	924	6203	307	OUT	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	4879	242	YES
	N/S A	N/S B	4	EB	2100	9543	386	IN	6.8	6544	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1974	7569	307	YES
				WB	2100	9543	472	OUT	6.8	6544	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1974	7569	375	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	15209	616	OUT	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	14962	606	YES
				WB	2100	15209	753	IN	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	14962	741	YES
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	14144	573	OUT	10.4	10009	12	1872	12.2	1143	12.4	1905	12.3	1174	0.0	0	12.8	4620	705	14849	601	YES
				SB	1080	14144	700	IN	10.4	10009	12	1872	12.0	1124	12.4	1905	12.3	1174	0.0	0	12.8	4620	686	14830	734	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	13614	551	IN	7.4	7122	0	0	0.0	0	12.4	1905	11	1050	11	1025	12.8	4620	1478	15092	611	YES
				SB	1080	13614	674	OUT	7.4	7122	0	0	0.0	0	12.4	1905	11	1050	11	1025	12.8	4620	1478	15092	747	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	4	NB	2100	4457	221	IN	11.0	10587	10.4	1622	10.1	946	10.2	1567	20.5	1956	5.2	485	10.4	3754	-257	4200	208	YES
				SB	2100	4457	181	OUT	11.0	10587	10.4	1622	10.1	946	10.2	1567	20.5	1956	5.2	485	10.4	3754	-257	4200	170	YES
	PAAR RD (E/W #4)	BECKER RD	4	NB	2100	5595	227	IN	12.7	12223	11.2	1747	25.9	2426	22.0	3380	8.2	783	0.0	0	10.4	3754	-133	5462	221	YES
				SB	2100	5595	277	OUT	12.7	12223	11.2	1747	25.9	2426	22.0	3380	8.2	783	0.0	0	10.4	3754	-133	5462	270	YES
N/S B	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	4	NB	2100	14144	700	OUT	24.5	23579	30.4	4742	30.9	2894	30.6	4701	0	0	17.5	1631	30.4	10973	1362	15506	768	YES
				SB	2100	14144	573	IN	24.5	23579	30.4	4742	30.9	2894	30.6	4701	0	0	17.5	1631	30.4	10973	1362	15506	628	YES
	PAAR RD (E/W #4)	BECKER RD	4	NB	2100	6796	336	IN	18.1	17420	0.0	0	0.0	0	30.6	4701	15.8	1508	24.0	2237	42.4	15304	6330	13126	650	YES
				SB	2100	6796	275	OUT	18.1	17420	0.0	0	0.0	0	30.6	4701	15.8	1508	24.0	2237	42.4	15304	6330	13126	532	YES
MARSHALL PKWY (E/W #3)	RANGE LINE RD	N/S A	2	EB	924	7668	311	IN	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	6344	257	YES
				WB	924	7668	380	OUT	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	6344	314	YES
	N/S A	N/S B	4	EB	2100	14976	607	IN	6.7	6448	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1878	13098	530	YES
				WB	2100	14976	741	OUT	5.7	5486	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-916	14060	696	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	24689	1000	OUT	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	24442	990	YES
				WB	2100	24689	1222	IN	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	24442	1210	YES
E/W 4 Paar Dr	RANGE LINE RD	N/S A	4	EB	2100	9137	370	IN	10.7	10298	12	1872	26.6	2491	0	0	17.8	1699	11.0	1025	0.0	0	-3211	5926	240	YES
				WB	2100	9137	452	OUT	10.7	10298	12	1872	26.6	2491	0	0	17.8	1699	11.0	1025	0.0	0	-3211	5926	293	YES
	N/S A	N/S B	4	EB	2100	14830	601	IN	24.3	23387	42.4	6614	42.4	3971	11.8	1813	27.4	2615	18.2	1697	0.0	0	-6677	8153	330	YES
				WB	2100	14830	734	OUT	24.3	23387	42.4	6614	42.4	3971	11.8	1813	27.4	2615	18.2	1697	0.0	0	-6677	8153	404	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	11337	459	OUT	7.2	6929	0	0	11.5	1077	11.8	1813	11.6	1107		0	12.0	4331	1399	12736	516	YES
				WB	2100	11337	561	IN	7.2	6929	0	0	11.5	1077	11.8	1813	11.6	1107		0	12.0	4331	1399	12736	630	YES
BECKER RD	RANGE LINE RD	N/S A	4	EB	2100	13776	558	IN	10.7	10298	5.2	811	12.2	1143	23.1	3549	0	0	0	0	23.2	8374	3579	17355	703	YES
				WB	2100	13776	682	OUT	10.7	10298	5.2	811	12.2	1143	23.1	3549	0	0	0	0	23.2	8374	3579	17355	859	YES
	N/S A	N/S B	4	EB	2100	19187	777	IN	25.8	24830	24.4	3806	24.5	2295	22.6	3472	8.2	783	0.0	0	67.2	24255	9781	28968	1173	YES
				WB	2100	19187	950	OUT	25.8	24830	24.4	3806	24.5	2295	22.6	3472	8.2	783	0.0	0	67.2	24255	9781	28968	1434	YES

(1) From WATS 3.0, 2040 Volumes

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

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

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

Adjustment Factor (D) = 0.550 Out= 96242 15600 9366 15364 9543 9322 36094

Table 5: Cumulative Land Use by Phase

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

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

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

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

Table 6: Net New External Trips

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

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

Phase 3

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

CONCLUSION

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

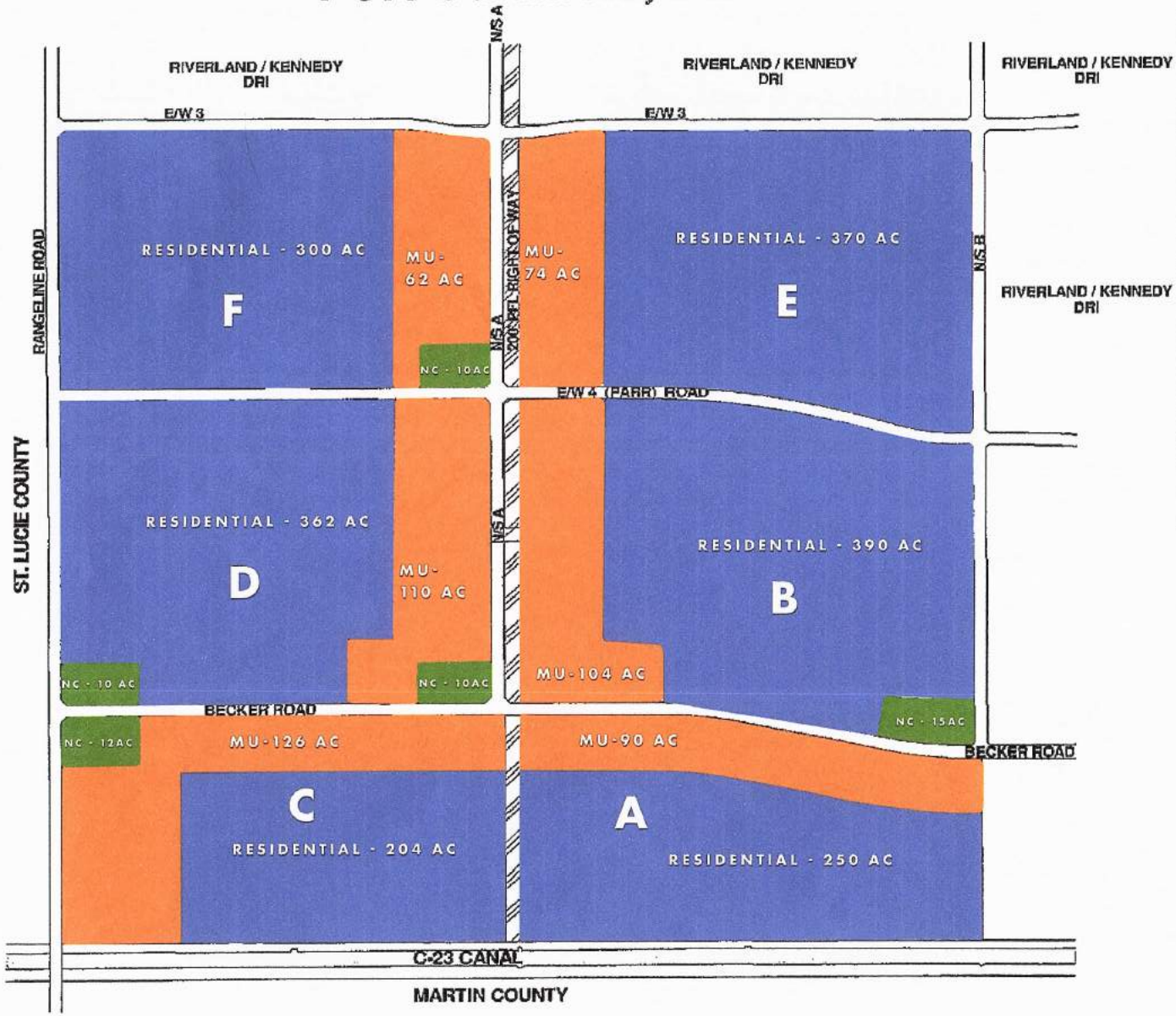
The proposed program is consistent with the original approvals.

Appendix A

Approved Map H
Proposed Map H
Resolution 11-R-01, Page A-4

Wilson Groves DRI
Port St. Lucie, FL

Conceptual Master Plan



LEGEND

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

Proposed Land Uses

Mixed Use	566 Acres
Residential	1,876 Acres
Neighborhood Commercial (NC)	57 Acres
Total Area	2,499 Acres

"This map is an artist's illustration of the generalized concept which is one of many extensive solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which the scale of endeavor may have and to accommodate such impacts within the limits of the law and balanced design incentives to provide economically viable and market sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the natural evolution of the specific engineered solutions are processed through the various design and jurisdictional authorities to final approval. Notwithstanding marginal variations in design as the detailed engineering become more refined, prior approvals shall entitle the applicant, without returning for revision review by prior authority, to continue subsequent more localized revisions as functional details become evident. The property owner and/or developers reserve all rights to make such adjustments as needed to accomplish these functional design accommodations."

Location Map



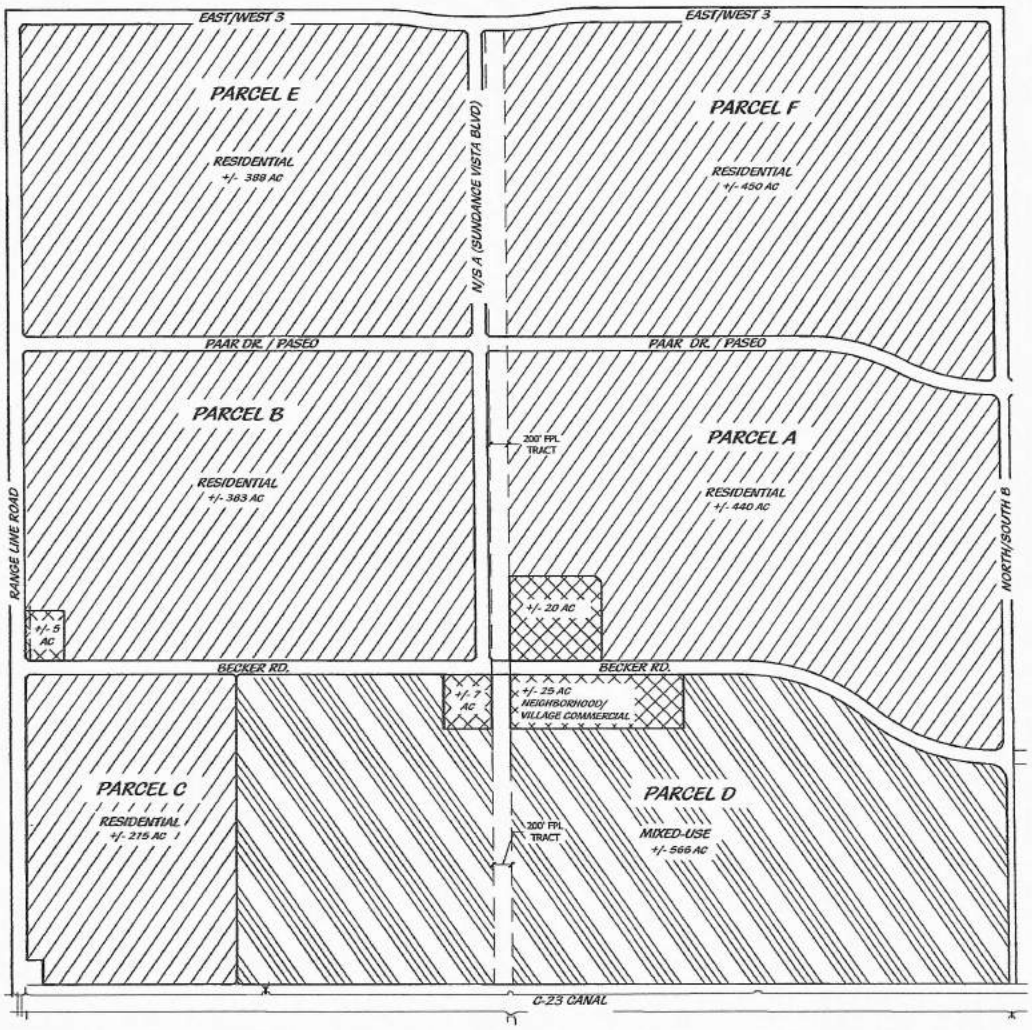
A-1

APPROVED

Proposed

FIGURE 1-6

WILSON GROVE
Port St. Lucie, Florida



PROPOSED LAND USES

RESIDENTIAL	1876 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	30 AC
NEIGHBORHOOD/ VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

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

LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
INCLUDING COMMERCIAL AND OFFICE USES, PERSONAL AND HOUSEHOLD SERVICE ESTABLISHMENTS, INSTITUTIONAL USES, PUBLIC FACILITIES, PARKS, PLAYGROUNDS, AND OTHER SIMILAR SERVICES

MIXED USE
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

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

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COMPREHENSIVE LAND USE PLAN
WILSON GROVE

0' 1000' 2000' 4000'
Scale: 1" = 2000'

North

Proposed



LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
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INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

P PARK

K - 8 SCHOOL

C 50 AC CIVIC SITE

PROPOSED LAND USES

RESIDENTIAL	1876 AC
*(INCLUDES ROW) ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	30 AC
NEIGHBORHOOD/ VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

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

NOTES

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

50-ACRE REGIONAL PARK SITE TO BE PROVIDED ADJACENT TO C-23 CANAL AND EAST PROPERTY LINE.

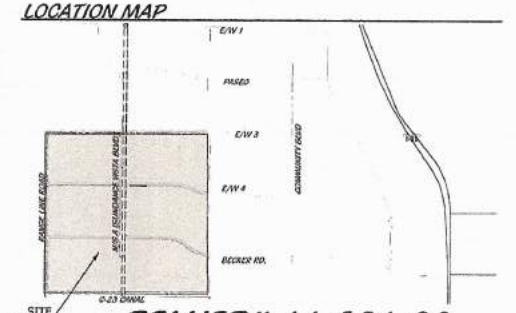
CONFIGURATION OF PARK SITE TO BE DETERMINED AT THE TIME OF MPUD PLAN APPROVAL.

LOW SPEED VEHICLES AS DEFINED BY FLORIDA STATUTE (FS) 320.01(41) SHALL BE PERMITTED ALONG PATHWAYS, SIDEWALKS, MULTI-USE TRAILS, AND ROADWAY CROSSINGS WITHIN THE FOLLOWING CITY OWNED RIGHTS OF WAY: BECKER RD., N/S A, N/S B, AND E/W 3.

THE PASEO MAY CONSIST OF A 16-FOOT-WIDE LOW SPEED VEHICLE PATH AND A 12-FOOT-WIDE MULTI-USE PATH.

THIS MAP IS AN ARTISTS ILLUSTRATION OF THE GENERALIZED CONCEPT WHICH IS ONE OF MANY ALTERNATIVE SOLUTIONS WHICH SHARE A COMMON UNDERLYING DESIGN BASIS TO PROVIDE A FRAMEWORK WHICH RECOGNIZES THE REGIONAL IMPACTS WHICH THIS SCALE OF ENDEAVOR MAY HAVE AND TO ACCOMMODATE SUCH IMPACTS WITHIN THE LIMITS OF THE LAW AND BALANCED DESIGN IMPERATIVES TO PROVIDE ECONOMICALLY VIABLE AND MARKET SENSITIVE SOLUTIONS TO MEET THE NEEDS OF OUR CUSTUMERS AND THE COMMUNITY THEY CREATE. THE PLANS FOR CONSTRUCTION MAY VARY AS THE NATURAL EVOLUTION OF THE SPECIFIC ENGINEERED SOLUTIONS ARE PROCESSED THROUGH THE VARIOUS DESIGN AND JURISDICTIONAL AUTHORITIES TO FINAL APPROVAL. NOTWITHSTANDING MARGINAL VARIATIONS IN DESIGN AS THE DETAILED ENGINEERING BECOME MORE REFINED, PRIOR APPROVALS SHALL ENTITLE THE APPLICANT WITHOUT RETURNING FOR REVISION REVIEW BY PRIOR AUTHORITY, TO CONTINUE SUBSEQUENT MORE LOCALIZED DECISIONS AS FUNCTIONAL DETAILS BECOME EVIDENT. THE PROPERTY OWNER AND/OR DEVELOPERS RESERVE ALL RIGHTS TO MAKE SUCH ADJUSTMENTS AS NEEDED TO ACCOMPLISH THESE FUNCTIONAL DESIGN ACCOMMODATIONS.

LOCATION MAP



PSLUSD# 11-681-00
PSL# P21-128

MAP H
MASTER PLAN

0' 250' 500' 1000' 1500' 2000'

Scale: 1" = 500'

North

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Lic# LC-C000239

WILSON GROVE
Port St. Lucie, Florida
A-3

DESIGNED	DTR
DRAWN	PRP/CTR
APPROVED	DTR
JOB NUMBER	20-0515
DATE	06-23-22
REVISIONS	11-09-22
	12-21-22

December 20, 2022

SHEET 1 OF 1

© COTLEUR & HEARING INC.

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

RESOLUTION 11R-01

COUNCIL ITEM 11B
DATE 1/24/11

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FINDINGS OF FACT

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

1. The above recitals are true and correct, and are incorporated into this Development Order by this reference.

2. The Project as modified is consistent with the State Comprehensive Plan.

3. The Project as modified is consistent with the Port St. Lucie Comprehensive Plan and the Port St. Lucie Land Development Regulations.

4. The Project as modified is consistent with the TCRPC's Wilson Groves Development of Regional Impact Assessment Report dated September 2006.

5. The Project is not located in an area of critical state concern designated pursuant to section 380.05, F.S.

6. This Development Order includes adequate provisions for the public facilities needed to accommodate the impacts of the proposed development pursuant to the requirements of Section 380.06, F.S.

7. NOPC No. ~~1~~ 2 and its supporting documentation were reviewed as required by Chapter 380 F.S., and the local land development regulations and are incorporated into this Development Order by this reference.

8. NOPC No. ~~1~~ 2 does not constitute a substantial deviation from the Development Order adopted by the City Council on October 27, 2008 and is otherwise approved, subject to the conditions set forth in this Development Order.

CONCLUSIONS OF LAW

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

9. The City Council is the governing body with legal jurisdiction over the DRI Property and is authorized and empowered by Chapter 380, F.S., to issue this Development Order.

10. The Project as modified is approved for development pursuant to section 380.06, F.S., on the DRI Property attached as Composite Exhibit "A", subject to the conditions of approval set forth in Exhibit "B" of this Development Order and the Equivalency Matrix attached as Exhibit "C", all of which are incorporated into this Development Order by this reference.

11. Development shall be located substantially as depicted on the Master Development Plan (Map H) attached as Exhibit "D", which is incorporated into this Development Order by reference.

12. Development shall be consistent with the Port St. Lucie Comprehensive Plan, the Port St. Lucie Land Development Regulations and this Development Order.

13. Within 10 days after adoption of this Development Order, the City Clerk shall render copies of this Development Order with all attachments, certified as complete and accurate, by certified mail (return receipt

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

14. This Development Order shall take effect, following rendition, as provided by law.

15. Notice of the adoption of this Development Order or any amendment shall be recorded by the Developer, within 30 days after its effective date, in accordance with sections 28.222 and 380.06(15)(f), F.S., with the Clerk of the Circuit Court of St. Lucie County, Florida. The notice shall specify that this Development Order runs with the land and is binding on the Developer, its agents, lessees, successors or assigns. A copy of such notice shall be forwarded to the Port St. Lucie Planning and Zoning Department within seven days after recordation.

16. The Project as modified shall not be subject to down-zoning, unit density reduction or intensity reduction or other reduction of approved land uses before the expiration date of this Development Order, unless either (a) the Developer consents to such a change, or (b) the City demonstrates that a substantial change in the conditions underlying the approval of the Development Order has occurred, or that the Development Order was based on substantially inaccurate information provided by the Developer, or that the change is clearly established by the City as essential to the public health, safety or welfare.

17. This Development Order shall not preclude the City from requiring the payment of impact fees and/or other fees for development or construction within the Project, provided such fees are assessed in accordance with a duly adopted ordinance and are charged to all other similarly situated developers for the same activities within all other areas of the City.

18. In the event that the Developer violates any condition of this Development Order, or otherwise fails to act in substantial compliance with this Development Order, the City may stay the effectiveness of this Development Order on the identifiable tract or parcel, or portion of the tract or parcel owned by the person or entity violating the condition, and within the DRI Property described in Exhibit "A", after a stated compliance date. The Developer shall be given a written notice of violation by the City and a reasonable period of time to cure the violation. The Developer may petition the City Council for review of the notice of violation, prior to the stated compliance date, and said review shall be conducted at a public hearing. Filing of a petition for review shall delay the effectiveness of the notice of violation until the review has been conducted. If the violation has not been cured or corrected by the stated compliance date, all further development permits, approvals and services for the development said tract or parcel, or portion of tract or parcel, shall be withheld until the

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

19. Upon request, and in accordance with the City's adopted certificate of concurrency fee, in the development review fee schedule, the City shall provide to the Developer a letter stating whether the portion of the Project at issue is in compliance with applicable conditions of this Development Order.

20. Pursuant to Section 380.06(5)(c), F.S., the Project shall be bound by the rules adopted pursuant to Chapters 373 and 403, F.S., in effect at the time of issuance of this Development Order.

21. Compliance with this Development Order shall be monitored through normal City permitting procedures, the procedures listed in the specific conditions of approval, and review of the biennial report. The local official responsible for assuring compliance with this Development Order is the Director of Planning and Zoning.

22. This Development Order shall be binding upon the Developer, FPL and its assigns or successors in interest. Any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created and designated as successor in interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this Development Order.

23. It is declared to be the City's intent that, if any section, subsection, sentence, clause, condition or provision of this Development Order is held to be invalid by a court of competent jurisdiction, the remainder of this Development Order shall be construed as not having contained said section, subsection, sentence, clause, condition or provision and shall not be affected by such holding.

RESOLUTION 11R-01

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

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

JoAnn M. Faiella, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

Roger G. Orr, City Attorney

RESOLUTION 11R-01

COMPOSITE EXHIBIT "A"

LEGAL DESCRIPTION OF DRI PROPERTY

ACR Properties, LLC Property

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

Together with:

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

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

FPL Property

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

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

RESOLUTION 11R-01

EXHIBIT "B"

CONDITIONS OF APPROVAL

RESOLUTION 11-R

EXHIBIT "B"

CONDITIONS OF APPROVAL

Application for Development Approval

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

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

   a. Application for Development Approval dated September 13, 2005;

   b. Supplemental information dated March 3, 2006; July 14, 2006; and August 2, 2006;

   c. Western Annexation Traffic Study ("WATS") Final Report dated January 2006; and

   d. Annexation Agreement dated July 19, 2004, and revised May 16, 2005, ~~and~~ July 11, 2005, and November 16, 2009, except to the extent that any term of the Annexation Agreement is subsequently amended by the parties thereto ("Annexation Agreement").

Commencement and Process of Development

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

RESOLUTION 11-R

EXHIBIT "B"

Phasing

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

Phase	Years	Residential[1] (DU)	Retail (SF)	Office (SF)	~~Research & Office (SF)~~	Light Industrial (SF)	Institutional & Civic (SF)
1	2006-2013	2,200	210,000	~~0~~136,125	~~136,125~~	136,125	0
2	2014-2018	4,096	120,000	~~62,000~~470,375	~~408,375~~	408,375	50,638
3	2019-2023	1,404	260,000	~~80,000~~488,375	~~408,375~~	408,375	175,436
4	2024-2028	0	175,000	~~80,000~~488,375	~~408,375~~	408,375	156,798
Total	2006-2028	7,700	765,000	~~222,000~~1,583,250	~~1,361,250~~	1,361,250	382,872

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

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

~~LAND USE~~	~~DENSITY / INTENSITY~~	~~ACRES~~
~~Residential (DUs)~~ ~~Single-family~~ ~~Multi-family~~	 ~~5,775 DU~~ ~~1,925 DU~~	~~1,989~~
~~Retail (GSF)~~	~~765,000 GSF~~	~~87~~
~~Office (GSF)~~	~~222,000 GSF~~	~~26~~
~~Research & Office[1] (GSF)~~ ~~Light Industrial[1] (GSF)~~	~~1,361,250 GSF~~ ~~1,361,250 GSF~~	~~125~~
~~Institutional and Civic (GSF)~~	~~382,327 GSF~~	~~44~~
~~Schools[2]~~	~~--~~	~~50~~
~~Recreation/Open Space~~ ~~Regional Park~~	 ~~--~~	~~50~~

RESOLUTION 11-R

EXHIBIT "B"

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

~~NOTES:~~

~~1. Research & Office and Light Industrial both located in 125 acre Employment Center.~~

~~2. Schools include two K-8 schools which acreage may vary by collocation with parks per Condition 52 (a).~~

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

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

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

Buildout Date

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

Expiration and Termination Date

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

Biennial Report

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

General Provisions

7. Any modifications or deviation from the approved plans or requirements of this Development Order shall be made according to and processed in compliance with the requirements of Section 380.06(19), Florida Statutes and Rule 9J-2, Florida Administrative Code.

8. The definitions found in Chapter 380, Florida Statutes shall apply to this Development Order.

9. Reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as a successor in interest to, or which otherwise possesses the powers and duties of, any referenced governmental agency in existence on the effective date of this Development Order.

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

RESOLUTION 11-R

EXHIBIT "B"

REGIONAL PLANNING

Master Development Plan

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

Greenway

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

RESOLUTION 11-R

EXHIBIT "B"

TRANSPORTATION

Rights of Way

13. Wilson Groves has dedicated the following road rights-of-way within the project to the City: Becker Road (150 feet), Paar Drive (150 feet), E/W 3 (150 feet), N/S A (150 feet), N/S AB (100 feet) and N/S B (30 feet). As part of this development order, N/S AB will be eliminated and N/S B will be widened to a 150-foot corridor. The adjacent DRI, Riverland Kennedy, has dedicated 30 feet of the N/S B road right-of-way to the City. In order to provide the total corridor width, Wilson Groves shall dedicate an additional 90 feet along the western limits of N/S B. No building permits for Wilson Groves Development of Regional Impact shall be issued ~~after July 1, 2007~~ until ~~right-of-way within the project along Becker Road, E/W 3 (Road B), E/W 4 (Paar Drive), N/S A, N/S B, N/S AB,~~ the dedication of the 90 foot road right-of-way along the existing right-of-way for N/S B and all intersections thereof, has been dedicated free and clear of all liens and material encumbrances to the City of Port St. Lucie with a reservation unto the developer or community development district, for purpose of constructing and thereafter maintaining roads and other improvements, until acceptance by the City of Port St. Lucie, subject to the requirements of the Annexation Agreement. After Wilson Groves dedicates the needed right-of-way for the widening of N/S B, the City will return the previously dedicated 100-foot right-of-way for N/S AB to Wilson Groves. Should the adjacent DRI to the east, Riverland/Kennedy, submit a request to revise their DRI to the City prior to the construction of N/S B between Becker Road and Paar Drive, the City will negotiate to obtain 45 feet of right-of-way for N/S B from Riverland/Kennedy, and if successful, the City will return 45 feet of the right-of-way for N/S B to Wilson Groves.

14. In addition to the aforementioned roadway networks, the Developer shall further enhance the transportation network by providing a system which shall include but not be limited to public collector roads. The roads identified herein shall not include internal networks for gated communities.

Monitoring

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

approved pursuant to the procedure in Condition ~~17~~16. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the roadway network shall be required on account of such monitoring.

B) The City of Port St. Lucie may require the Developer to undertake monitoring to ascertain the level of service on transportation facilities within the DRI as specified in Table 1 and/or Table 2~~properties that participated in the WATS ("WATS Area")~~ in order to determine whether the date or trip threshold by which a transportation improvement ~~within the WATS Area~~ required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date by which such improvement is required shall be accelerated on terms approved pursuant to the procedure in Condition ~~17~~16. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date or trip threshold for such improvement shall be accelerated based on the results of such monitoring, provided that the accelerated schedule for the improvement shall allow 24 months for engineering, permitting and construction of the improvement. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the road network ~~within the WATS Area~~ identified in Tables 1 and 2 shall be required on account of such monitoring.

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

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

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

Access Road Improvements

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

Table 1

Access Road Improvements

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

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

Internal Road Improvements

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

RESOLUTION 11-R

EXHIBIT "B"

Table 2

Internal Road Improvements

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

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

External Road~~ways~~ Improvements – West of I-95

~~17~~20. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trips indicated in Table 3 or after December 31 of the indicated year in Table 3, ~~2010~~ whichever comes last, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways as shown in Table 3:

RESOLUTION 11-R

EXHIBIT "B"

Table 3

External Roadway Improvements – West of I-95

Year	*Trip Threshold	Road	From	To	Required Improvement	Status
2010	7,449	Tradition Pkwy	Village Pkwy	I-95	6L D	Satisfied
2010	8,650	Village Pkwy	Tradition Pkwy)	Crosstown Pkwy	4 L D	Satisfied
2010	8,650	Tradition Pkwy	Community Blvd.	Village Pkwy	4L D	Satisfied
2010	8,650	Community Blvd.	Tradition Pkwy	Westcliffe Lane	2L	Satisfied
2010	8,650	Westcliffe Lane	N/S A	Village Pkwy	2L	
2014	8,650	Crosstown Pkwy	N/S A	Village Pkwy	4L D	
2014	8,650	Crosstown Pkwy	Village Pkwy	Commerce Center Dr	Widen to 6L D	
2014	8,650	Tradition Pkwy	N/S A	Village Pkwy	4L D	
2014	8,650	N/S A	Crosstown Pkwy	Glades Cut-Off Rd	2L	
2018	8,650	Crosstown Pkwy	Range Line Road	N/S A	2L D	
2020	7,810	Village Pkwy	Tradition Pkwy	SW Meeting Street	6L D	Satisfied
2020	8,650	Village Pkwy	SW Meeting St	Westcliffe Lane	Widen to 6 L D	

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

~~a) Village Parkway from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane divided~~

~~b) Tradition Parkway (Gatlin Boulevard) from Community Boulevard to Village Parkway: 4 Lane divided~~

~~c) Community Boulevard from Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY): 2 Lanes~~

~~d) Westcliffe Lane (E/W XY) from N/S A to Village Parkway: 2 Lanes~~

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

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

RESOLUTION 11-R

EXHIBIT "B"

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

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

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

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

~~**Table 1**~~
~~**Wilson Groves DRI**~~
~~**Roadway Improvements**~~

- ~~Road Segment~~	~~Trip Threshold~~	~~Year of Failure~~	- ~~Improvement~~
-	-	-	-
~~Tradition Parkway (Gatlin Boulevard) – Village Parkway to I-95~~	~~7,449~~	~~2019~~	~~6LD~~
~~Village Boulevard – Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY)~~	~~7,810~~	~~2020~~	~~6LD~~

RESOLUTION 11-R

EXHIBIT "B"

External Road Improvements – East of I-95

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

Table 4

External Road Improvements – East of I-95

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

RESOLUTION 11-R

EXHIBIT "B"

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

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

** Based on permitability

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

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

~~Road Segment~~	~~Trip * Threshold~~	~~Year of Failure~~	~~Improvement~~
-	-	-	-
~~Becker Road - I-95 to Rosser Blvd.~~	~~1,271~~	~~2015~~	~~6LD~~
~~Paar Drive - Rosser Blvd. to Savona Blvd.~~	~~1,240~~	~~2016~~	~~4LD~~
~~Paar Drive - Savona Blvd. to Port St. Lucie Blvd.~~	~~1,278~~	~~2016~~	~~4LD~~
~~Becker Road – Florida's Turnpike to Southbend Blvd.~~	~~1,878~~	~~2010~~	~~4LD~~
~~Rosser Boulevard - E/W 3 to Gatlin Blvd.~~	~~3,043~~	~~2013~~	~~4LD~~
~~Port St. Lucie Boulevard - Paar Dr. to Darwin Blvd.~~	~~1,660~~	~~2021~~	~~4LD~~
~~Rosser Boulevard - Becker Rd. to Paar Dr.~~	~~3,573~~	~~2015~~	~~4LD~~
~~Port St. Lucie Boulevard - Becker Rd. to St. Lucie County Line~~	~~2,403~~	~~2011~~	~~4 Lanes~~
~~Rosser Boulevard - Paar Dr. to E/W 3~~	~~7,826~~	~~2018~~	~~4LD~~
~~Port St. Lucie Boulevard - Darwin Blvd. to Gatlin Blvd.~~	~~5,203~~	~~2022~~	~~6LD~~
~~E/W 3 – I-95 to Rosser Road *** (Asterisks to be deleted)~~	~~NA~~	~~2014~~	~~2 Lanes~~
~~Paar Drive – I-95 to Rosser Road *** (Asterisks to be deleted)~~	~~NA~~	~~2014~~	~~4LD~~
~~E/W 3 – I-95 to Rosser Road ***~~	~~NA~~	~~2018~~	~~Widen to 4LD~~
~~Paar Drive – I-95 to Rosser Road ***~~	~~NA~~	~~2018~~	~~Widen to 6LD~~
~~E/W 3 – I-95 to Rosser Road ***~~	~~NA~~	~~2022~~	~~Widen to 6LD~~
~~Crosstown Parkway – I-95 to Bayshore Blvd.~~	~~NA~~	~~20132020~~	~~6LD~~
~~Crosstown Parkway – Bayshore Boulevard to U.S. 1**~~	~~NA~~	~~2020~~	~~6LD~~
~~Becker Road – I-95 to Florida's Turnpike~~	~~NA~~	~~2010~~	~~4LD~~

~~* Wilson Groves DRI Net External PM Peak Hour Trips~~
~~** Based on permitability~~
~~***These segments include a bridge over I-95, provided, however, that the bridge over I-95 shall be subject to monitoring every three years, commencing at the start of Phase 3 in 2019 to evaluate the need for the improvement.~~

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

Road Improvements Outside the City of Port St. Lucie

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

Table 5

Roadway Improvements Outside the City of Port St.Lucie

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

2011	5.652	CR 714/Martin Hwy.	High Meadows Ave.	Berry Ave.	Widen to 4L D	

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

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

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

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

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

~~* Total Wilson Groves DRI Net External PM Peak Hour Trips~~
~~** Provided sufficient right-of-way exists for the improvement~~

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

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

~~**Roadways within Western Annexation Area**~~

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

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

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

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

RESOLUTION 11-R

EXHIBIT "B"

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

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

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

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

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

~~N/S B from Paar Drive to E/W 1: Widen to 4 Lane divided~~
~~N/S BC from Becker Road to Paar Drive: Widen to 4 Lane divided~~
~~Village Parkway from Becker Road to E/W 1: Widen to 6 Lane divided~~

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

E/W 3 and I-95 Interchange

25~~27~~. A traffic study shall be prepared for development that generates more than 8,650 total net external p.m. peak hour trips or by ~~no later than~~ January 1, 2019, whichever comes last, to evaluate the need for an interchange along I-95 with E/W 3. The methodology for this traffic study shall be discussed with the Developer, and agreed upon by the City of Port St. Lucie and Florida Department of Transportation. The traffic study shall estimate traffic projections at buildout of all DRI developments that participated in the WATS.

26~~28~~. If the study required by Condition 25~~27~~ justifies an interchange along I-95 with E/W 3, then no building permits shall be issued for development that generates more than 8,650 total net external p.m. peak hour trips or after December 31, 2020, whichever comes last, until the development order has been amended to include provisions for such an interchange and such interchange has been authorized by the Federal Highway Administration and/or FDOT, as applicable. Such amendment to the Development Order shall not be subject to a substantial deviation determination, unless otherwise required by criteria in section 380.06(19)(b), F.S.

Other Issues

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

28~~29~~. All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.

29~~30~~. Commencing in 2008 and continuing every other year thereafter, the Developer shall submit a Biennial Status Report indicating the status (schedule) of guaranteed

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

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

30~~31~~. In the event that a transportation improvement which the Developer is required to provide pursuant to this Development Order is instead provided by a dependent or independent special district, the improvement shall be deemed to have been provided by the Developer.

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

ENVIRONMENTAL AND NATURAL RESOURCES

Wetlands

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

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

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

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

Listed Species

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

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

Exotic Species

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

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

Stormwater Management

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

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

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

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

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

Water Supply

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

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

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

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

Wastewater Management

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

Solid Waste and Hazardous Materials

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

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

Air Quality

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

HUMAN RESOURCE ISSUES

Housing

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

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

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

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

Schools

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

a. The dedication to the City of Port St. Lucie, pursuant to the Annexation Agreement, of two K-8 school site of not less than 25 acres, provided that drainage (after all required water quality pretreatment is provided on site at no cost to the Developer) for the K-8 school sites can be accommodated off-site. The net acreage must not include any required upland or wetland preservation areas. Alternatively, if collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres.

b. For the proposed total development program of 7,700 dwelling units, of which 900 are proposed to be age-restricted, and with current student generation rates for St. Lucie County, the Developer shall contribute a proportionate share of all costs necessary to construct, according to State of Florida and St. Lucie County School District standards, the school facilities for the sites identified in this condition, not to exceed the total amount of educational facilities impact fees for the DRI Property (based upon generally applicable St. Lucie County educational impact fees in effect from time to time), so that there will be adequate school facilities to accommodate the impacts of the development. Such facilities shall be operated and maintained by the St. Lucie County School District.

c. The development agreement with the St. Lucie County School District shall provide for a formula for the reimbursement of educational impact fees that would normally be assessed of dwelling units within the proposed development in exchange for the conveyance of the school sites described in subparagraph (a) above.

d. The City of Port St. Lucie will use good faith efforts to enter into an appropriate interlocal agreement with the St. Lucie County School District pursuant to which the City of Port St. Lucie will convey the school sites described in subparagraph (a) above to the St. Lucie County School District as and when needed by the St. Lucie County School District.

Police and Fire Protection

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

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

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

Hurricane Preparedness

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

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

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

Parks and Recreation

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

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

Historic and Archaeological Sites

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

Energy

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

RESOLUTION 11R-01

EXHIBIT "C"

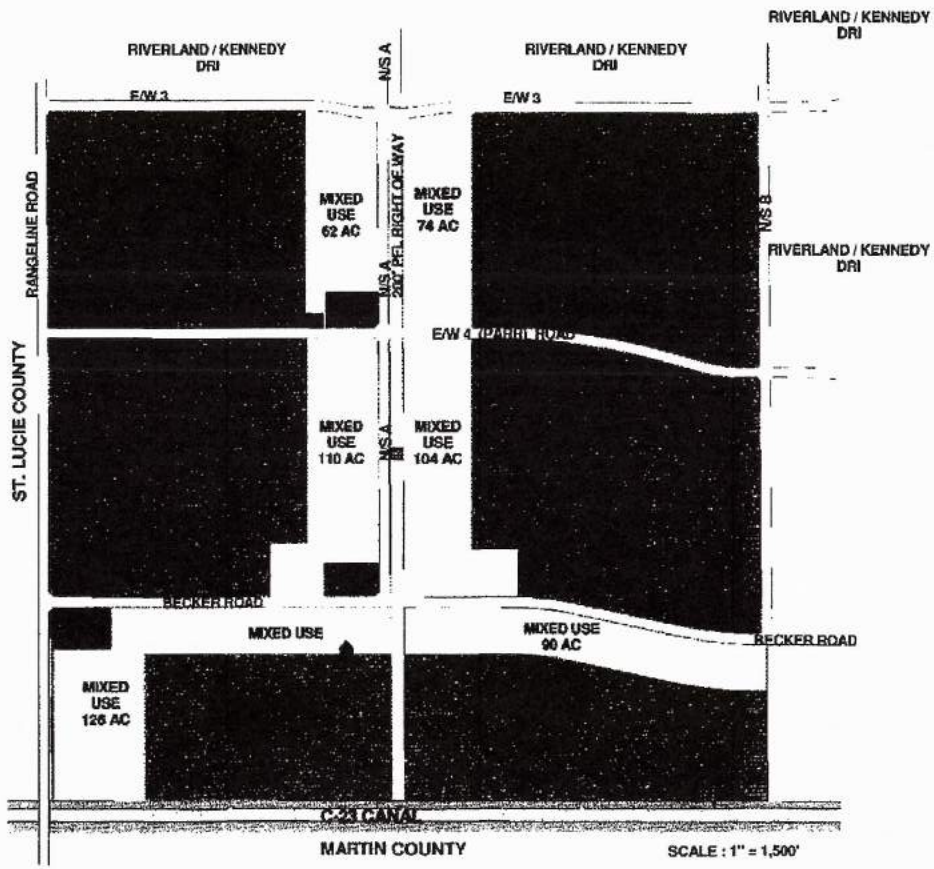
LAND USE EQUIVALENCY MATRIX

WILSON GROVES DRI

TRIP EQUIVALENCY MATRIX

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

Wilson Groves DRI
Port St. Lucie, FL



Map H
Master Plan

LEGEND

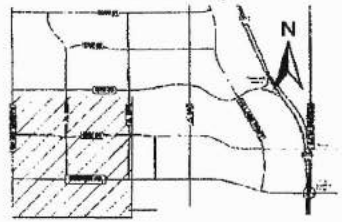
- Residential including Schools, Parks, Recreational, Institutional, and Civic uses.
- Mixed Use including, Residential, Commercial, Office, Light Industrial, Schools, Parks, Recreational, Institutional, and Civic uses.
- Neighborhood / Village Commercial including Residential, Commercial, Office, Parks,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

Proposed Land Uses

Mixed Use	555 Acres
Residential	1,876 Acres
Neighborhood Commercial (NC)	57 Acres
Total Area	2,499 Acres

The map is an artist's illustration of the generalized concept which is one of many alternative solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which this scale of endeavor may have and to accommodate such impacts within the limits of the law and balanced design imperatives to provide economically viable and market sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the natural evolution of the specific engineered solutions are processed through the various design and jurisdictional approvals in final approval. Notwithstanding marginal variations in design as the detailed engineering become more refined, prior approvals shall entitle the applicant, without returning for revision review by prior authority, to continue subsequent more localized decisions as functional details become evident. The property owner and/or developers reserve all rights to make such adjustments as needed to accomplish these functional design accommodations.

Location Map



RESOLUTION 11R-01

EXHIBIT "D"

PORT ST. LUCIE CITY COUNCIL

AGENDA ITEM REQUEST

MEETING: REGULAR X SPECIAL ___

DATE: 1-24-11

ORDINANCE _ RESOLUTION X MOTION

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

NAME OF NEWSPAPER St. Lucie News Tribune

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

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

==========

EXHIBITS: A. Staff Analysis & Recommendation
B. Resolution

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

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

SUBMITTING DEPARTMENT: Planning Department DATE: 1/5/11

34984 - NO less than ¼ page ad Headline: 18 point LOCAL SECTION Submit: Jan 6

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

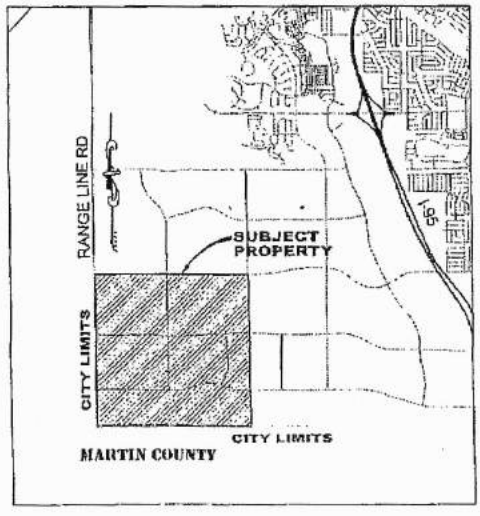
Public notice is hereby given by the CITY OF PORT ST. LUCIE of a PUBLIC HEARING for the proposed change to the Wilson Groves – Development of Regional Impact file number P10-076. This amendment provides for changes to the approved Development Order. The request is to amend certain conditions of approval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

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

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

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

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



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

Planning & Zoning Dept PUBLISH – Jan 9th

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

TO: **CITY COUNCIL - MEETING OF JANUARY 24, 2011**

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

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

DATE: **JANUARY 5, 2011**

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

OWNERS: ACR Acquisition, LLC and Florida Power and Light

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

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

SIZE: 2,499 acres

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ANALYSIS:

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

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

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

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

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

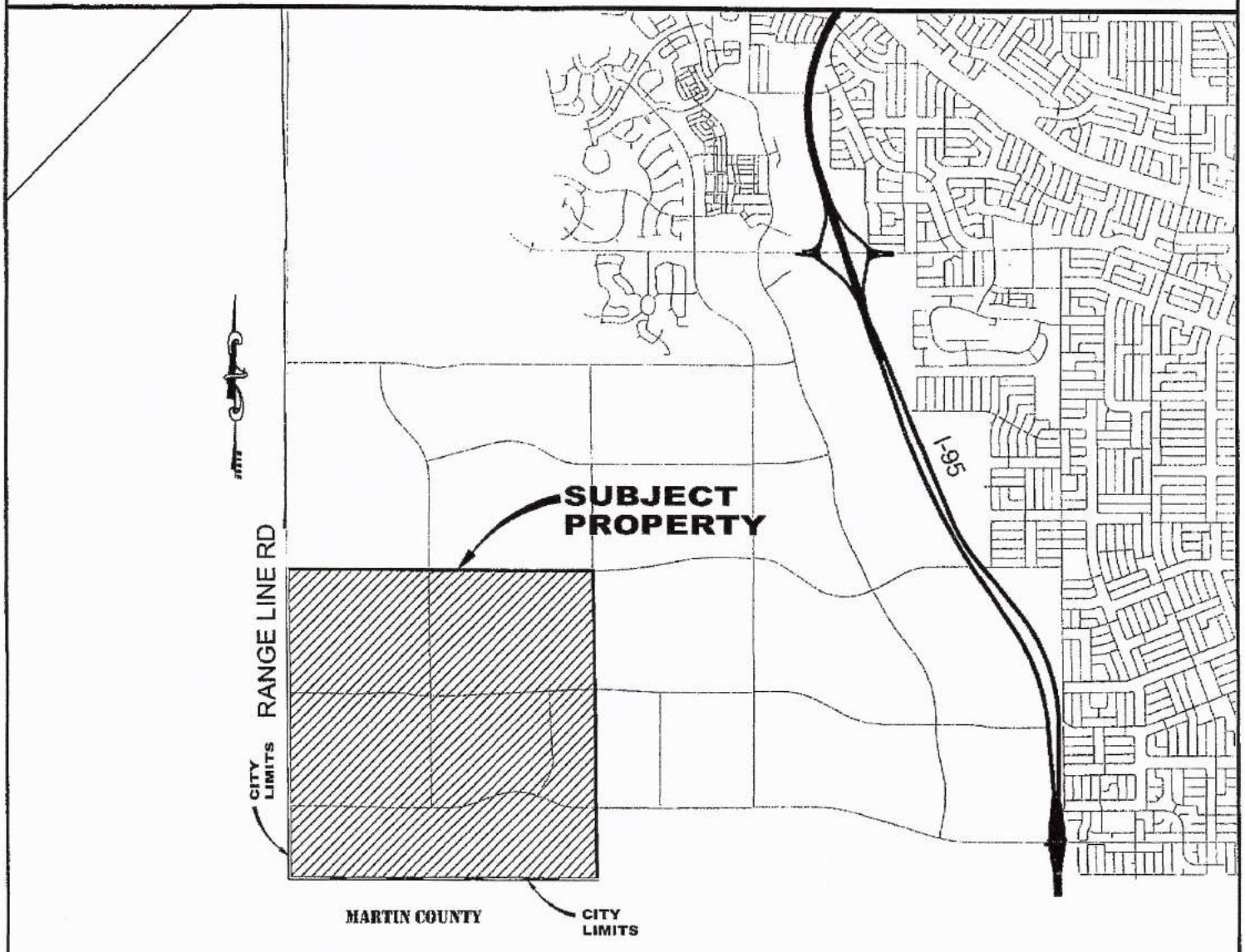
STAFF RECOMMENDATION:

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

PLANNING AND ZONING BOARD ACTION:

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

SITE LOCATION



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

PREPARED BY: GIS/DATA MANAGEMENT PZ2004.DWG

DRI

WILSON GROVES

DATE: 11/18/10

APPLICATION NUMBER: P10-076

CADD FILE NAME: P10-076L

SCALE: 1" = 1 MI

P10-076
$6,995.00
10548

FORM RPM-BSP-PROPCHANGE-1

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

RECEIVED
JUL 09 2010

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

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

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

7-9-2010
Date

Erin Larrinaga
Signature

2. Applicant (name, address, phone).

The Developer is:

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

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

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

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

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

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

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

Anne Cox

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

Anne,

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

Thanks - Pol

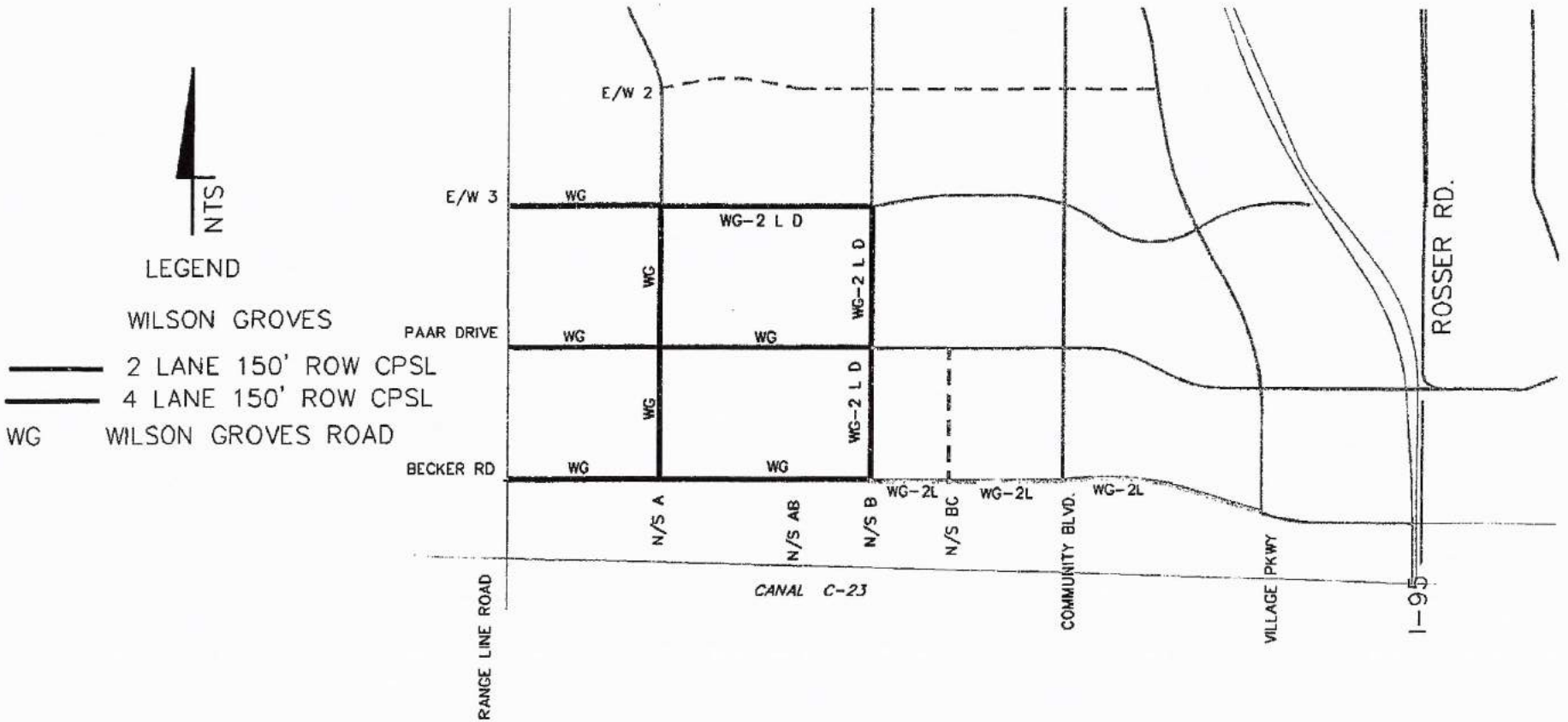
From: McCormick, Erin [mailto:erin.mccormick@fowlerwhite.com]
Sent: Tuesday, October 19, 2010 2:40 PM
To: Pol Africano
Subject: NOPC - Florida Power and Light (FPL Ownership)

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

FOWLER WHITE BOGGS

Erin McCormick
Fowler White Boggs P.A.
501 E. Kennedy Blvd, Suite 1700
Tampa, Florida 33602
Direct: 813 222 1180
Fax: 813 384 2832
erin.mccormick@fowlerwhite.com
www.fowlerwhite.com

Disclaimer under IRS Circular 230: Unless expressly stated otherwise in this transmission, nothing contained in this message is intended or written to be used, nor may it be relied upon or used, (1) by any taxpayer for the purpose of avoiding penalties that may be imposed on the taxpayer under the Internal Revenue Code of 1986, as amended and/or (2) by any person to support the promotion or marketing of or to recommend any Federal tax transaction(s) or matter(s) addressed



WILSON GROVES
INTERNAL ROADWAY ASSIGNMENTS PER RESOLUTION R11-

TREASURE COAST REGIONAL PLANNING COUNCIL

INDIAN RIVER – ST. LUCIE – MARTIN – PALM BEACH

November 24, 2010

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

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

Dear Mr. Holbrook:

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

The NOPC proposes the following changes:

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

Council offers the following comments and recommendations:

Transportation

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

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

1. Condition 14 – Do not amend.

2. Condition 15B) – Amend as follows:

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

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

3. Condition 21. B) Proposed Table 5 which deals with the multijurisdictional roadway improvements. Leave as proposed with the following revisions:

   a. Change ~~Range Line Road~~ to S.W. Allapattah Road - CR 714 to Martin County Line;
   b. Change ~~Port St. Lucie Blvd.~~ to S.W. Citrus Boulevard - St. Lucie County Line to SR 714;
   c. The first note under the table should be revised as follows:
      ~~Total~~ Wilson Groves DRI Total Net External PM Peak Hour Trips

4. Insert the following condition between Conditions 28 and 29:

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

Proportionate Share

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

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

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

Wetlands

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

Listed Species

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

Parks and Recreation

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

Conclusion

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

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

Sincerely,

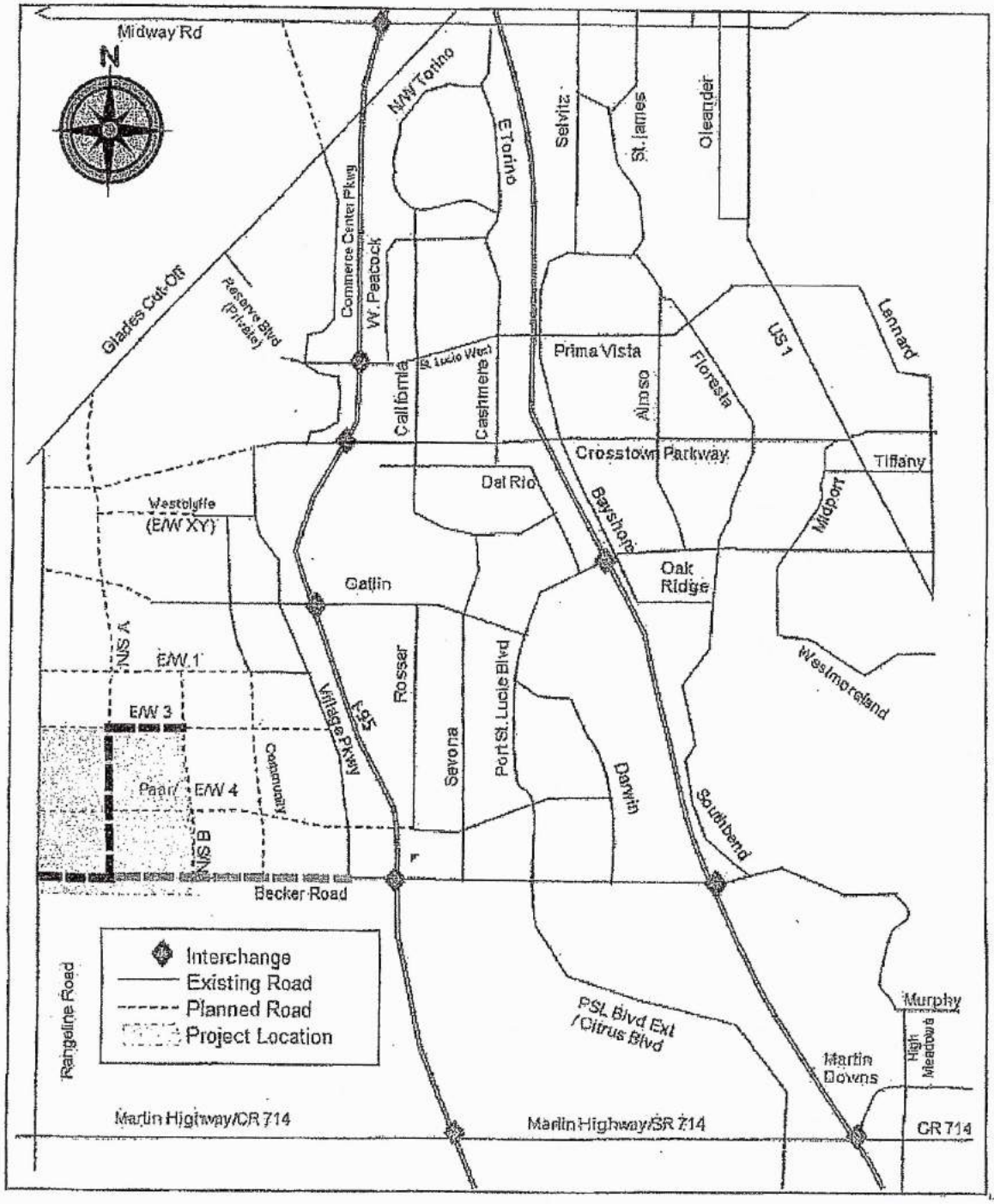
Michael J. Busha, AICP
Executive Director

MJB:lg

Attachments

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

Phase 1
Roadway Improvements
Wilson Groves

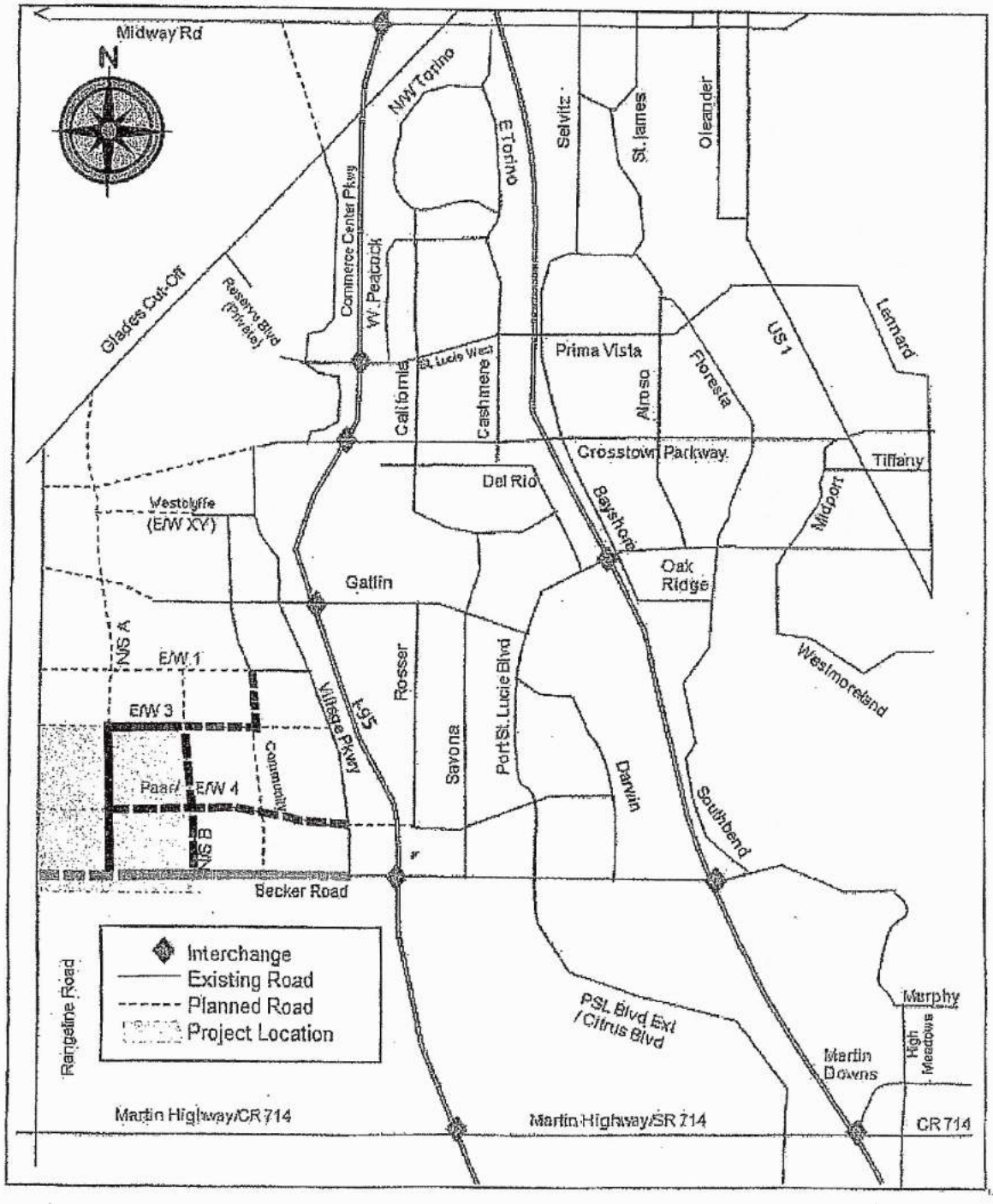


2 Lanes

4 Lanes

Dashed lines indicate roadways to be built during this phase.

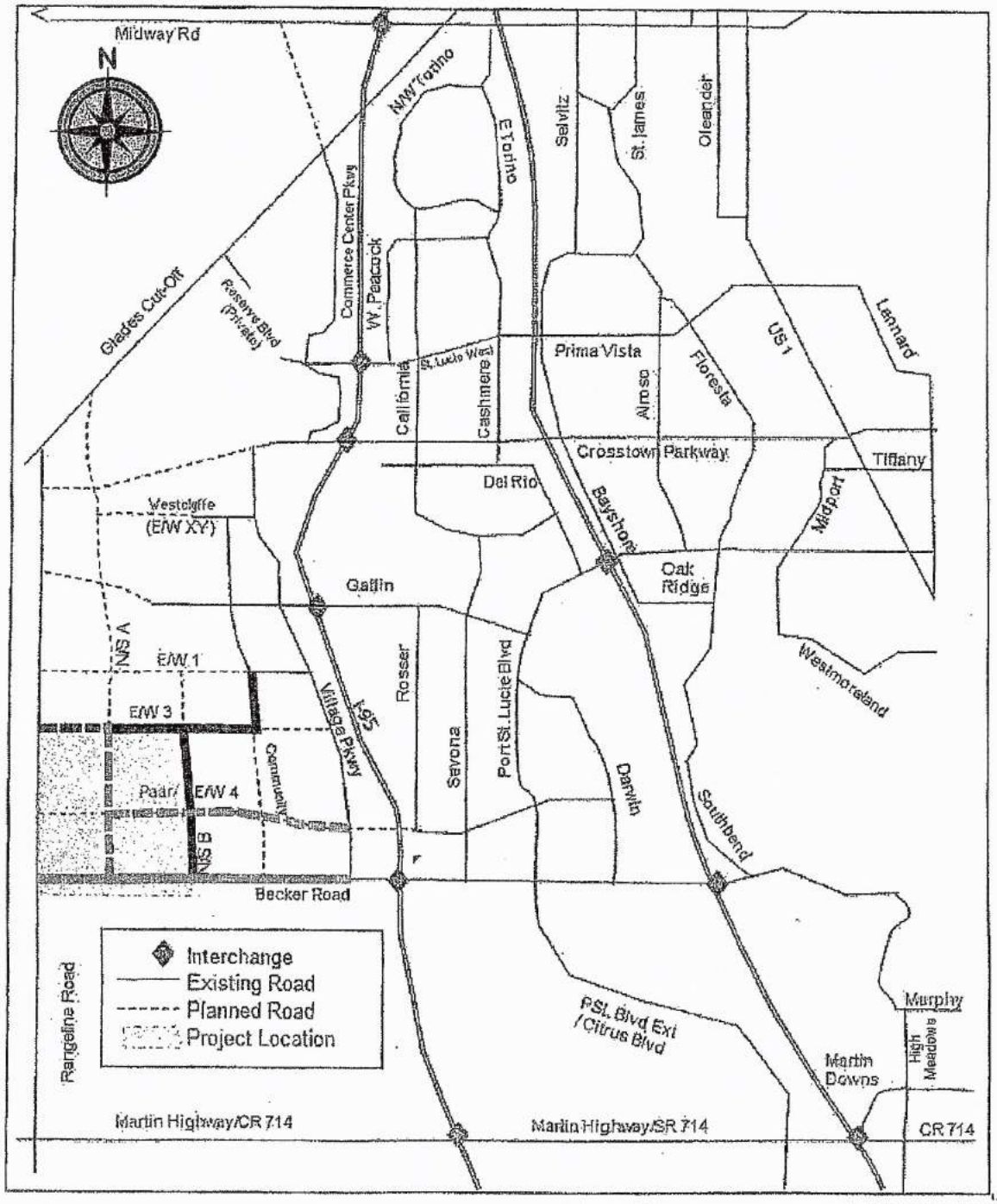
Phase 2
Roadway Improvements
Wilson Groves



2 Lanes — Dashed lines indicate roadways to be built during this phase.

4 Lanes — Solid lines indicate roadways built in a previous phase.

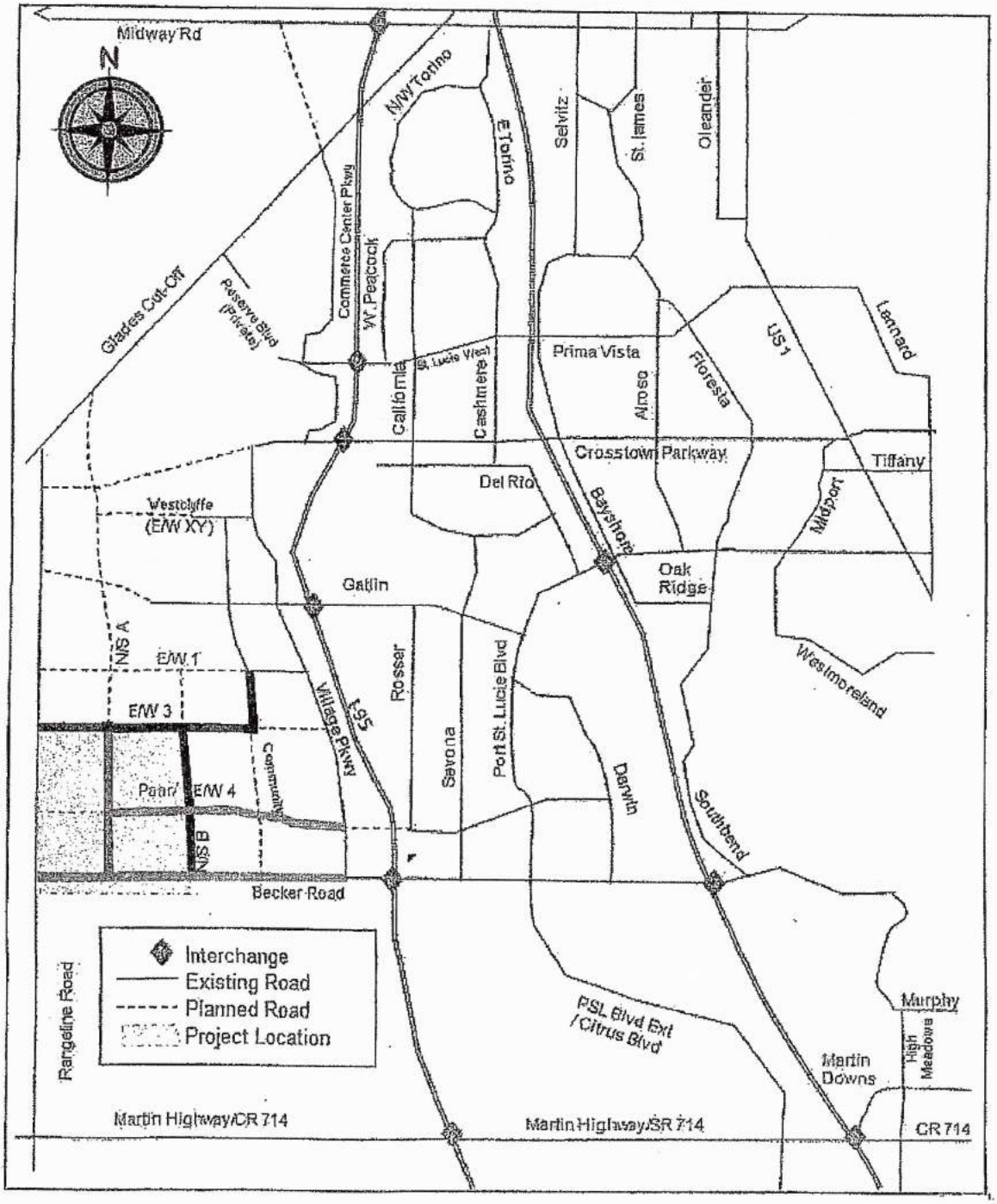
Phase 3
Roadway Improvements
Wilson Groves



2 Lanes — Dashed lines indicate roadways to be built during this phase.

4 Lanes — Solid lines indicate roadways built in a previous phase.

Roadway Improvements
at the end Phase 3
Wilson Groves



2 Lanes
4 Lanes

Solid lines indicate roadways built during all phases.

ODITIONAL INFORMATIO

COUNCIL ITEM 11B
DATE 1/24/11
Resolution 11-R01

MELVILLE & SOWERBY, P.L.
ATTORNEYS AT LAW
LAUREL PROFESSIONAL PARK
2940 SOUTH 25TH STREET
FORT PIERCE, FLORIDA 34981-5605

HAROLD G. MELVILLE*
DAVID N. SOWERBY**

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

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

January 24, 2011

Via Email and Hand-Delivery

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

Re: **Wilson Groves Development of Regional Impact – NOPC**

Dear Mr. Bentrott:

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

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

RECEIVED
JAN 24 2011
City Manager's Office
JAN 24 '11 PM 2:37
Rec'd by Clerk

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

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

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

proposed NOPC coming before the City Council tonight.

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

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

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

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

Thank you very much.

Sincerely,

Harold G. Melville

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

MaryAnn Verillo

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

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

Thank you,

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

Appendix B

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

Transportation Methodology
Wilson Groves DRI

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

Land Use	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Single-Family – d.u.	2,000	5,075	5,775	5,775
Multi-Family – d.u.	200	1,219	1,925	1,925
Industrial – s.f.	136,125	544,500	952,875	1,361,249
Commercial – s.f.	210,000	330,000	590,000	765,000
Office/Service – s.f.	136,125	606,500	1,094,875	1,583,249
Civic – s.f.	0	0	40,347	80,695
Institutional – s.f.	0	50,638	185,727	302,177
Schools - students	0	820	2,220	2,220
Parks - acres	50	58	93	130*

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

* adjusted to 50 acres

Traffic Study

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

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

Trip Generation, distribution and Assignment

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

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

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

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

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

Significant Impact

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

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

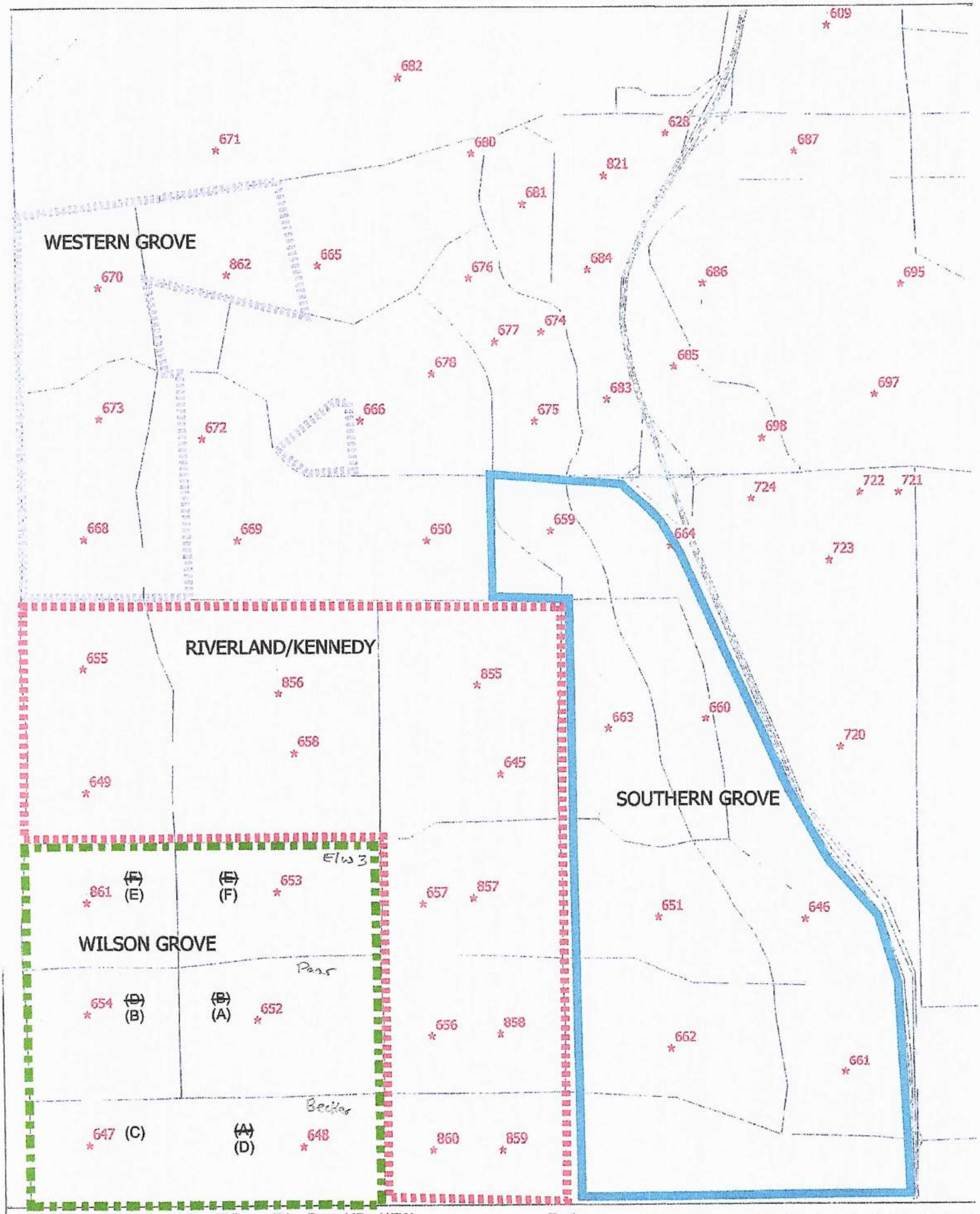
Tables TR-1 through TR-4 present project traffic assignment as well as the determination of significant impact for each development phase.

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

Project	TAZ	Gross Trips (Trip Generation)	External Trips (Internal Capture)	Net External Trips (Pass-By)	% Internal Among Proj. TAZ	Total Net External Trips (Internal Among TAZs)	Trips External to WASA	External/Gross
Western Grove	371 372 373	62,378	53,076	50,729	7.4%	46,975	-	-
Southern Grove	381 382 383 384 385 386 387 388	214,401	188,782	181,245	10.0%	163,121	113,800	53%
Riverland	380 396 379 398 378 375 399 376 400 374 397 377	182,479	167,762	162,509	13.8%	140,083	68,900	37%
Wilson Groves	393 394 392 391 395 389 390	141,794	128,090	124,274	22.6%	96,188	45,500	32%

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

2040 TAZ MAP



cube (A) = Parcel ID - OLD (D) = Parcel ID - NEW

(Licensed to Mackenzie Engineering)

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	1,361,250	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	5,625	5,624	11,249	-	-	-	0.0%	5,625	5,624	11,249	-	-	-	0.0%	5,625	5,624	11,249
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	1,361,250	Sft	T=3.37(X)	50%	50%	2,294	2,293	4,587	-	-	-	0.0%	2,294	2,293	4,587	-	-	-	0.0%	2,294	2,293	4,587
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**7,919**	**7,917**	**15,836**	-	-	-	**0.0%**	**7,919**	**7,917**	**15,836**	-	-	-	**0.0%**	**7,919**	**7,917**	**15,836**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	1,361,250	Sft	T = 1.44(X)	17%	83%	333	1,627	1,960	-	-	-	0.0%	333	1,627	1,960	-	-	-	0.0%	333	1,627	1,960
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	1,361,250	Sft	T=0.34(X)	22%	78%	102	361	463	-	-	-	0.0%	102	361	463	-	-	-	0.0%	102	361	463
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**435**	**1,988**	**2,423**	-	-	-	**0.0%**	**435**	**1,988**	**2,423**	-	-	-	**0.0%**	**435**	**1,988**	**2,423**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 652

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,272	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,236	5,236	10,472	240	349	589	5.6%	4,996	4,887	9,883	-	-	-	0.0%	4,996	4,887	9,883
Multi- Family Housing (Low-Rise)	220	488	DU	T = 6.41(X) + 75.31	50%	50%	1,602	1,601	3,203	73	107	180	5.6%	1,529	1,494	3,023	-	-	-	0.0%	1,529	1,494	3,023
Multi- Family Housing (Mid-Rise)	221	487	DU	T = 4.54(X)	50%	50%	1,106	1,105	2,211	51	74	125	5.7%	1,055	1,031	2,086	-	-	-	0.0%	1,055	1,031	2,086
General Office	710	142,000	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	787	787	1,574	63	236	299	19.0%	724	551	1,275	-	-	-	0.0%	724	551	1,275
Civic Use		40,347	Sft	T=54.51(X)	50%	50%	1,100	1,099	2,199	88	330	418	19.0%	1,012	769	1,781	-	-	-	0.0%	1,012	769	1,781
Institutional Use		30,000	Sft	T=30.49(X)	50%	50%	458	457	915	36	137	173	18.9%	422	320	742	-	-	-	0.0%	422	320	742
Industrial Park	130	-	Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	195,000	Sft	T = 37.01(X)	50%	50%	3,609	3,608	7,217	990	221	1,211	16.8%	2,619	3,387	6,006	1,021	1,021	2,042	34.0%	1,598	2,366	3,964
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	2,420	Students	T=2.27(X)	50%	50%	2,747	2,746	5,493	317	404	721	13.1%	2,430	2,342	4,772	-	-	-	0.0%	2,430	2,342	4,772
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							16,760	16,753	33,513	1,858	1,858	3,716	11.1%	14,902	14,895	29,797	1,021	1,021	2,042	6.9%	13,881	13,874	27,755

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,272	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	684	401	1,085	95	56	151	13.9%	589	345	934	-	-	-	0.0%	589	345	934
Multi- Family Housing (Low-Rise)	220	488	DU	T = 0.43(X) + 20.55	63%	37%	145	85	230	20	12	32	13.9%	125	73	198	-	-	-	0.0%	125	73	198
Multi- Family Housing (Mid-Rise)	221	487	DU	T = 0.39(X) + 0.34	61%	39%	116	74	190	17	10	27	14.2%	99	64	163	-	-	-	0.0%	99	64	163
General Office	710	142,000	Sft	T = 1.44(X)	17%	83%	35	169	204	11	17	28	13.7%	24	152	176	-	-	-	0.0%	24	152	176
Civic Use	-	40,347	Sft	T=5.45(X)	50%	50%	110	110	220	12	18	30	13.6%	98	92	190				0.0%	98	92	190
Institutional Use	-	30,000	Sft	T=3.05(X)	40%	60%	37	55	92	5	7	12	13.0%	32	48	80				0.0%	32	48	80
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	195,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	438	475	913	89	160	249	27.3%	349	315	664	112	114	226	34.0%	237	201	438
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	2	2	4	30.8%	4	5	9	-	-	-	0.0%	4	5	9
Elementary School	520	2,420	Students	T=0.16(X)	46%	54%	178	209	387	38	9	47	12.1%	140	200	340	-	-	-	0.0%	140	200	340
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							1,749	1,585	3,334	289	291	580	17.4%	1,460	1,294	2,754	112	114	226	8.2%	1,348	1,180	2,528

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 647

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X)+2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,294	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,320	5,319	10,639	127	153	280	2.6%	5,193	5,166	10,359	-	-	-	0.0%	5,193	5,166	10,359
Multi- Family Housing (Low-Rise)	220	275	DU	T = 6.41(X) + 75.31	50%	50%	919	919	1,838	22	27	49	2.7%	897	892	1,789	-	-	-	0.0%	897	892	1,789
Multi- Family Housing (Mid-Rise)	221	275	DU	T = 4.54(X)	50%	50%	625	624	1,249	15	18	33	2.6%	610	606	1,216	-	-	-	0.0%	610	606	1,216
General Office	710	80,000	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	478	478	956	24	141	165	17.3%	454	337	791	-	-	-	0.0%	454	337	791
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		116,450	Sft	T=30.49(X)	50%	50%	1,776	1,775	3,551	89	526	615	17.3%	1,687	1,249	2,936	-	-	-	0.0%	1,687	1,249	2,936
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	105,000	Sft	T = 37.01	50%	50%	1,943	1,943	3,886	797	209	1,006	25.9%	1,146	1,734	2,880	490	489	979	34.0%	656	1,245	1,901
Regional Park	417	40	Acres	T=1.57(X)	50%	50%	92	91	183	-	-	-	0.0%	92	91	183	-	-	-	0.0%	92	91	183
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							11,153	11,149	22,302	1,074	1,074	2,148	9.6%	10,079	10,075	20,154	490	489	979	4.9%	9,589	9,586	19,175

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,294	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	695	408	1,103	70	38	108	9.8%	625	370	995	-	-	-	0.0%	625	370	995
Multi- Family Housing (Low-Rise)	220	275	DU	T = 0.43(X) + 20.55	63%	37%	88	51	139	9	5	14	10.1%	79	46	125	-	-	-	0.0%	79	46	125
Multi- Family Housing (Mid-Rise)	221	275	DU	T = 0.39(X) + 0.34	61%	39%	66	42	108	7	4	11	10.2%	59	38	97	-	-	-	0.0%	59	38	97
General Office	710	80,000	Sft	T = 1.44(X)	17%	83%	20	95	115	6	7	13	11.3%	14	88	102	-	-	-	0.0%	14	88	102
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	116,450	Sft	T=3.05(X)	40%	60%	142	213	355	18	21	39	11.0%	124	192	316				0.0%	124	192	316
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	105,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	281	304	585	51	86	137	23.4%	230	218	448	75	77	152	34.0%	155	141	296
Regional Park	417	40	Acres	T=0.26(X)	44%	56%	4	6	10	1	2	3	30.0%	3	4	7	-	-	-	0.0%	3	4	7
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							1,296	1,119	2,415	162	163	325	13.5%	1,134	956	2,090	75	77	152	7.3%	1,059	879	1,938

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 654

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,108	4,107	8,215	113	138	251	3.1%	3,995	3,969	7,964	-	-	-	0.0%	3,995	3,969	7,964
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		101,277	Sft	T=30.49(X)	50%	50%	1,544	1,544	3,088	-	-	-	0.0%	1,544	1,544	3,088	-	-	-	0.0%	1,544	1,544	3,088
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155,000	Sft	T = 37.01(X)	50%	50%	2,869	2,868	5,737	555	144	699	12.2%	2,314	2,724	5,038	857	856	1,713	34.0%	1,457	1,868	3,325
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**8,521**	**8,519**	**17,040**	**668**	**282**	**950**	**5.6%**	**7,853**	**8,237**	**16,090**	**857**	**856**	**1,713**	**10.6%**	**6,996**	**7,381**	**14,377**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	534	313	847	109	50	159	18.8%	425	263	688	-	-	-	0.0%	425	263	688
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	101,277	Sft	T=3.05(X)	40%	60%	124	185	309	-	-	-	0.0%	124	185	309				0.0%	124	185	309
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	372	402	774	67	113	180	23.3%	305	289	594	100	102	202	34.0%	205	187	392
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,030**	**900**	**1,930**	**176**	**163**	**339**	**17.6%**	**854**	**737**	**1,591**	**100**	**102**	**202**	**12.7%**	**754**	**635**	**1,389**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 653

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,200	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,963	4,963	9,926	108	147	255	2.6%	4,855	4,816	9,671	-	-	-	0.0%	4,855	4,816	9,671
Multi- Family Housing (Low-Rise)	220	100	DU	T = 6.41(X) + 75.31	50%	50%	358	358	716	8	11	19	2.7%	350	347	697	-	-	-	0.0%	350	347	697
Multi- Family Housing (Mid-Rise)	221	100	DU	T = 4.54(X)	50%	50%	227	227	454	5	7	12	2.6%	222	220	442	-	-	-	0.0%	222	220	442
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		54,450	Sft	T=30.49(X)	50%	50%	830	830	1,660	-	-	-	0.0%	830	830	1,660	-	-	-	0.0%	830	830	1,660
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155,000	Sft	T = 37.01(X)	50%	50%	2,024	2,023	4,047	388	137	525	13.0%	1,636	1,886	3,522	599	598	1,197	34.0%	1,037	1,288	2,325
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							8,402	8,401	16,803	509	302	811	4.8%	7,893	8,099	15,992	599	598	1,197	7.5%	7,294	7,501	14,795

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,200	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	647	380	1,027	97	48	145	14.1%	550	332	882	-	-	-	0.0%	550	332	882
Multi- Family Housing (Low-Rise)	220	100	DU	T = 0.43(X) + 20.55	63%	37%	40	24	64	6	3	9	14.1%	34	21	55	-	-	-	0.0%	34	21	55
Multi- Family Housing (Mid-Rise)	221	100	DU	T = 0.39(X) + 0.34	61%	39%	24	15	39	4	2	6	15.4%	20	13	33	-	-	-	0.0%	20	13	33
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	54,450	Sft	T=3.05(X)	40%	60%	66	100	166	-	-	-	0.0%	66	100	166				0.0%	66	100	166
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	372	402	774	57	113	170	22.0%	315	289	604	102	103	205	34.0%	213	186	399
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							1,149	921	2,070	164	166	330	15.9%	985	755	1,740	102	103	205	11.8%	883	652	1,535

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,032	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,320	4,320	8,640	100	129	229	2.7%	4,220	4,191	8,411	-	-	-	0.0%	4,220	4,191	8,411
Multi- Family Housing (Low-Rise)	220	100	DU	T = 6.41(X) + 75.31	50%	50%	358	358	716	8	11	19	2.7%	350	347	697	-	-	-	0.0%	350	347	697
Multi- Family Housing (Mid-Rise)	221	100	DU	T = 4.54(X)	50%	50%	227	227	454	5	7	12	2.6%	222	220	442	-	-	-	0.0%	222	220	442
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use		40.340	Sft	T=54.51(X)	50%	50%	1,100	1,099	2,199	-	-	-	0.0%	1,100	1,099	2,199	-	-	-	0.0%	1,100	1,099	2,199
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155.000	Sft	T = 37.01(X)	50%	50%	2,869	2,868	5,737	444	135	579	10.1%	2,425	2,733	5,158	877	877	1,754	34.0%	1,548	1,856	3,404
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							8,874	8,872	17,746	557	282	839	4.7%	8,317	8,590	16,907	877	877	1,754	10.4%	7,440	7,713	15,153

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,032	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	561	330	891	96	46	142	15.9%	465	284	749	-	-	-	0.0%	465	284	749
Multi- Family Housing (Low-Rise)	220	100	DU	T = 0.43(X) + 20.55	63%	37%	40	24	64	7	3	10	15.6%	33	21	54	-	-	-	0.0%	33	21	54
Multi- Family Housing (Mid-Rise)	221	100	DU	T = 0.39(X) + 0.34	61%	39%	24	15	39	4	2	6	15.4%	20	13	33	-	-	-	0.0%	20	13	33
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	40.340	Sft	T=5.45(X)	50%	50%	110	110	220	-	-	-	0.0%	110	110	220				0.0%	110	110	220
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155.000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	372	402	774	59	113	172	22.2%	313	289	602	102	103	205	34.0%	211	186	397
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							1,107	881	1,988	166	164	330	16.6%	941	717	1,659	102	103	205	12.4%	839	614	1,453

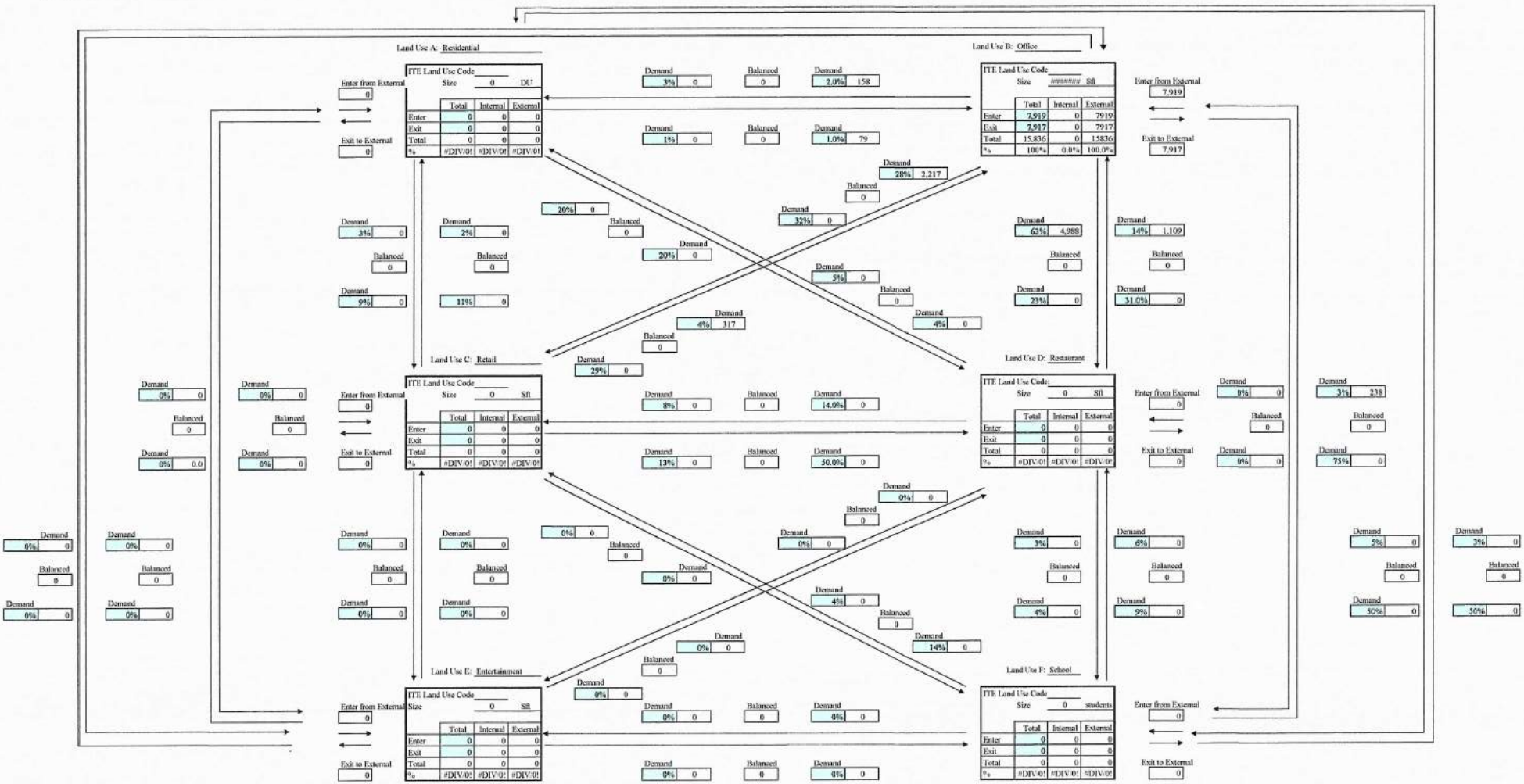
Source: Trip Generation Manual 11th Edition

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

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

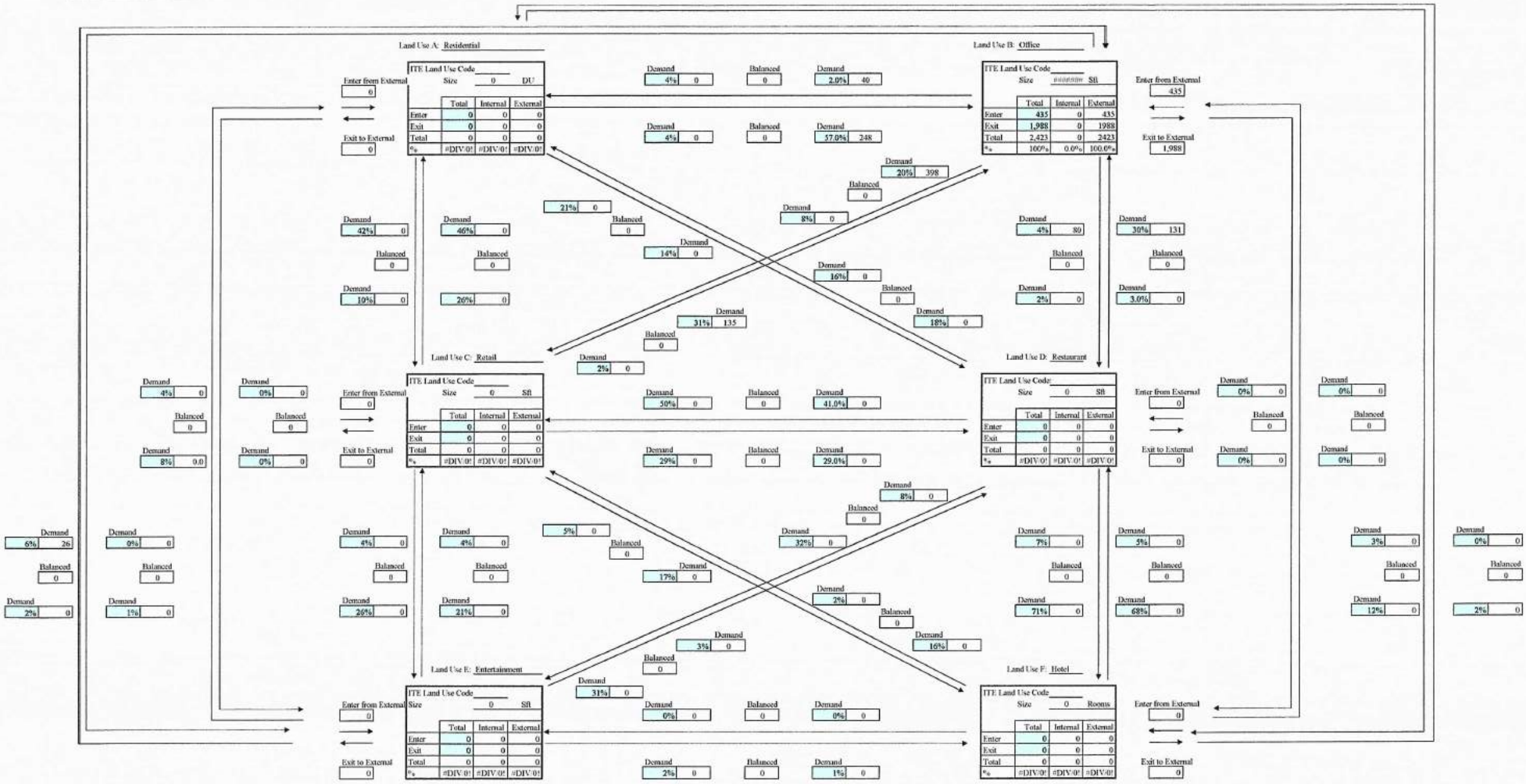
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

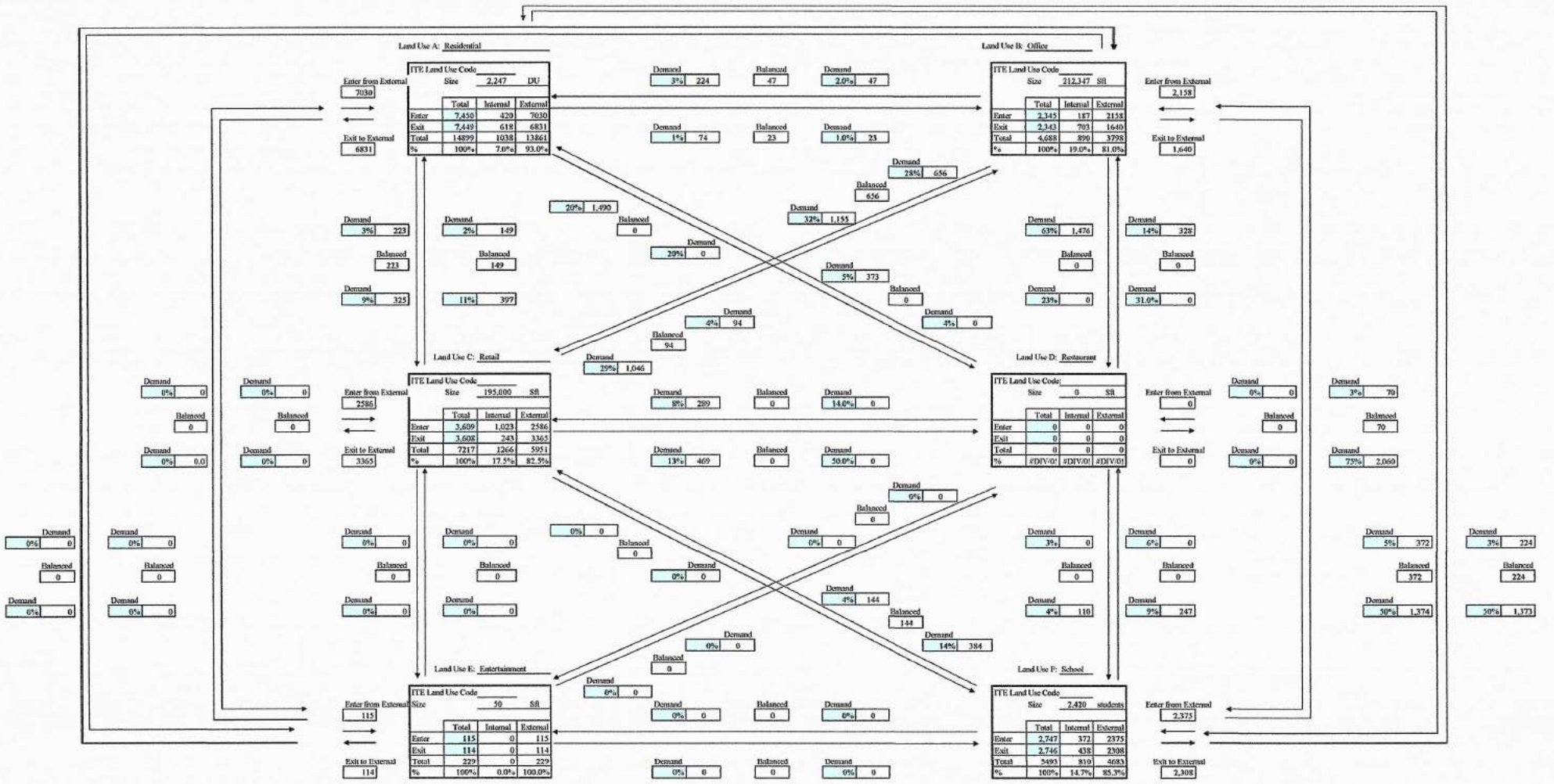
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt: PROJECT
Time Period: Daily Peak Hour



Net External Trips for Multi-Use Development

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

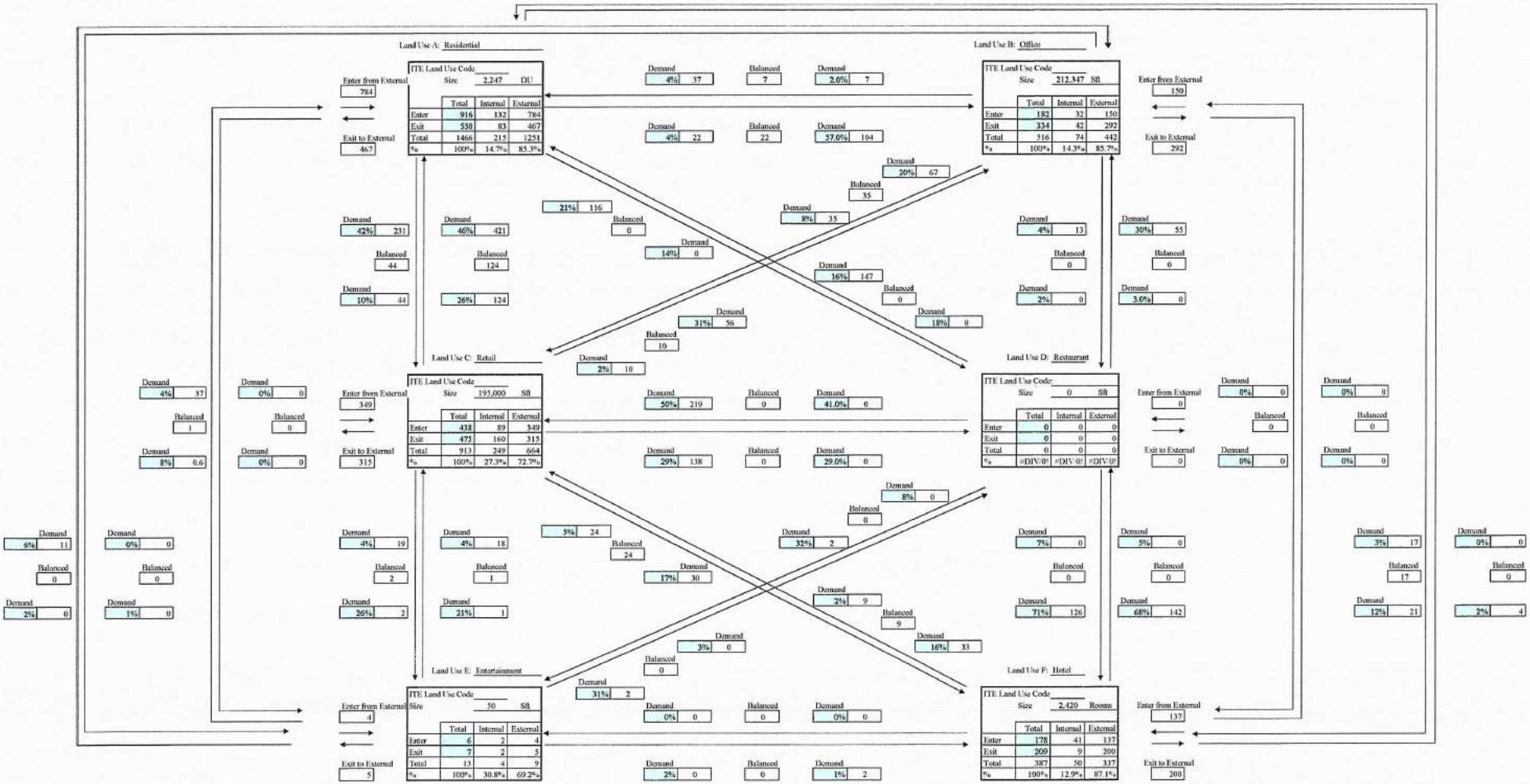
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

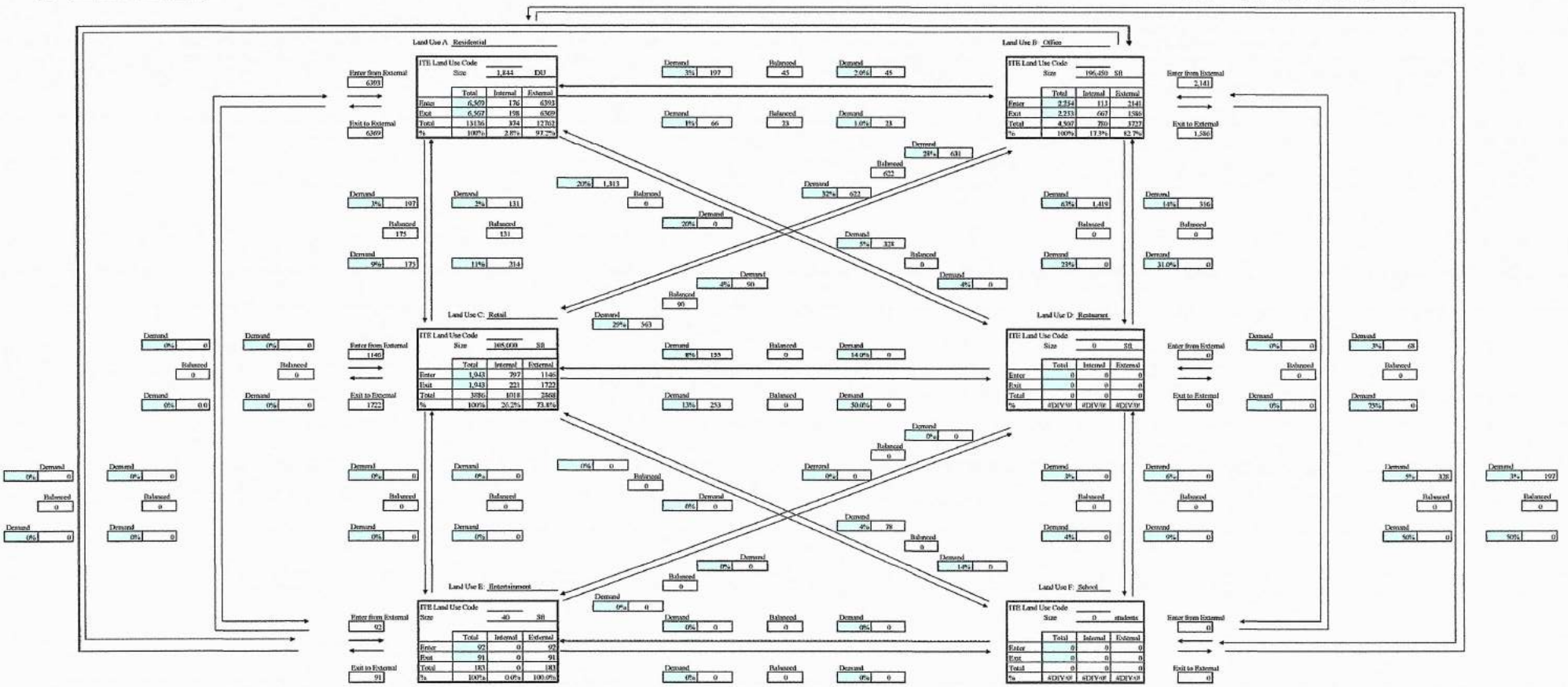
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period Daily Peak Hour



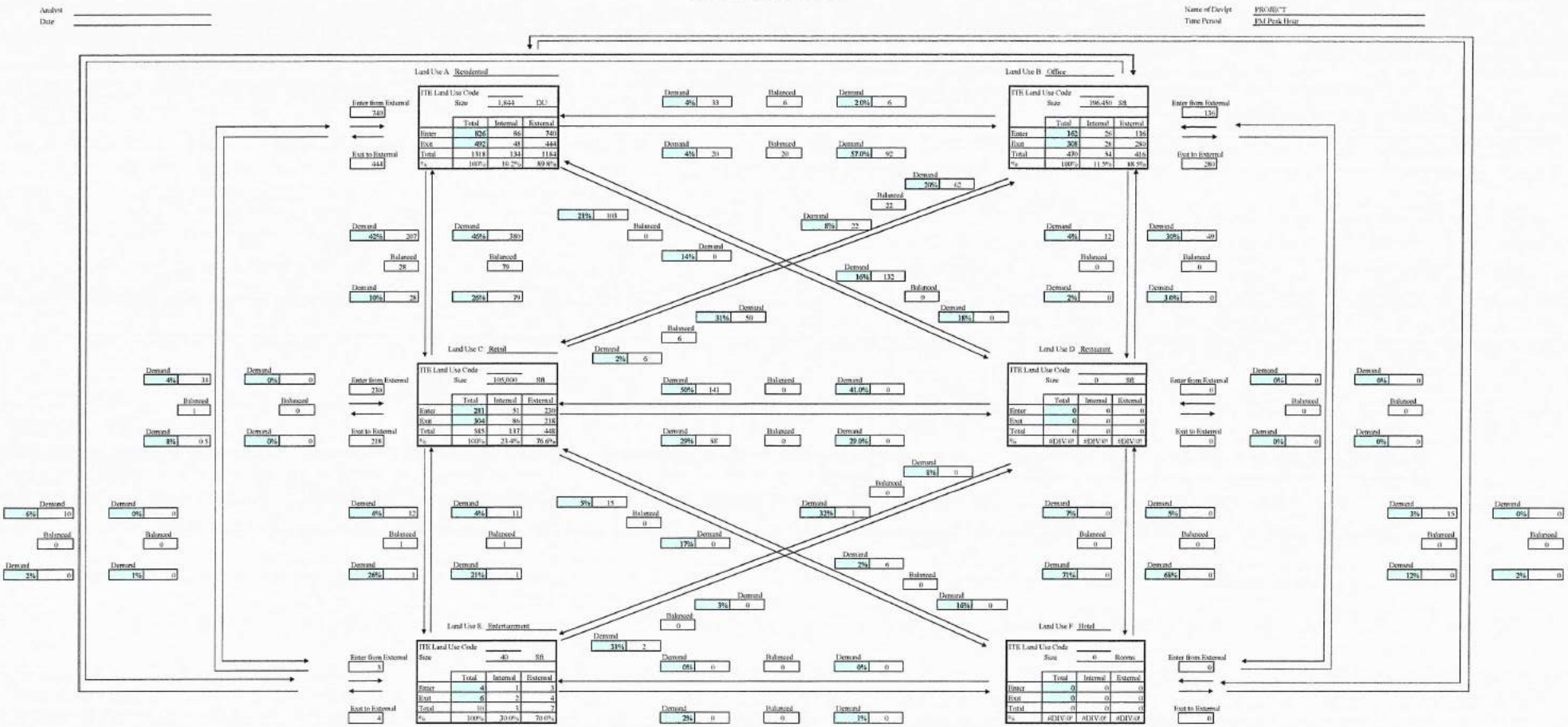
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	6393	2141	1146	0	92	0	9772	
Exit	6369	1586	1722	0	91	0	9768	Internal
Total	12762	3727	2868	0	183	0	19540	Capture
Single-Use Trip Gen Estimate	13136	4507	3086	0	183	0	21712	10.0%

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

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

PROJECT
TRIP INTERNALIZATION - PM



Net External Trips for Multi-Use Development

	Land Use A		Land Use B		Land Use C		Land Use D		Land Use E		Land Use F		Total	
Enter	740		136		230		0		3		0		1109	
Exit	444		280		218		0		4		0		946	Internal
Total	1184		416		448		0		7		0		2055	Capture
Single-Use Trip Gen Estimate	1318		470		585		0		10		0		2383	13.8%

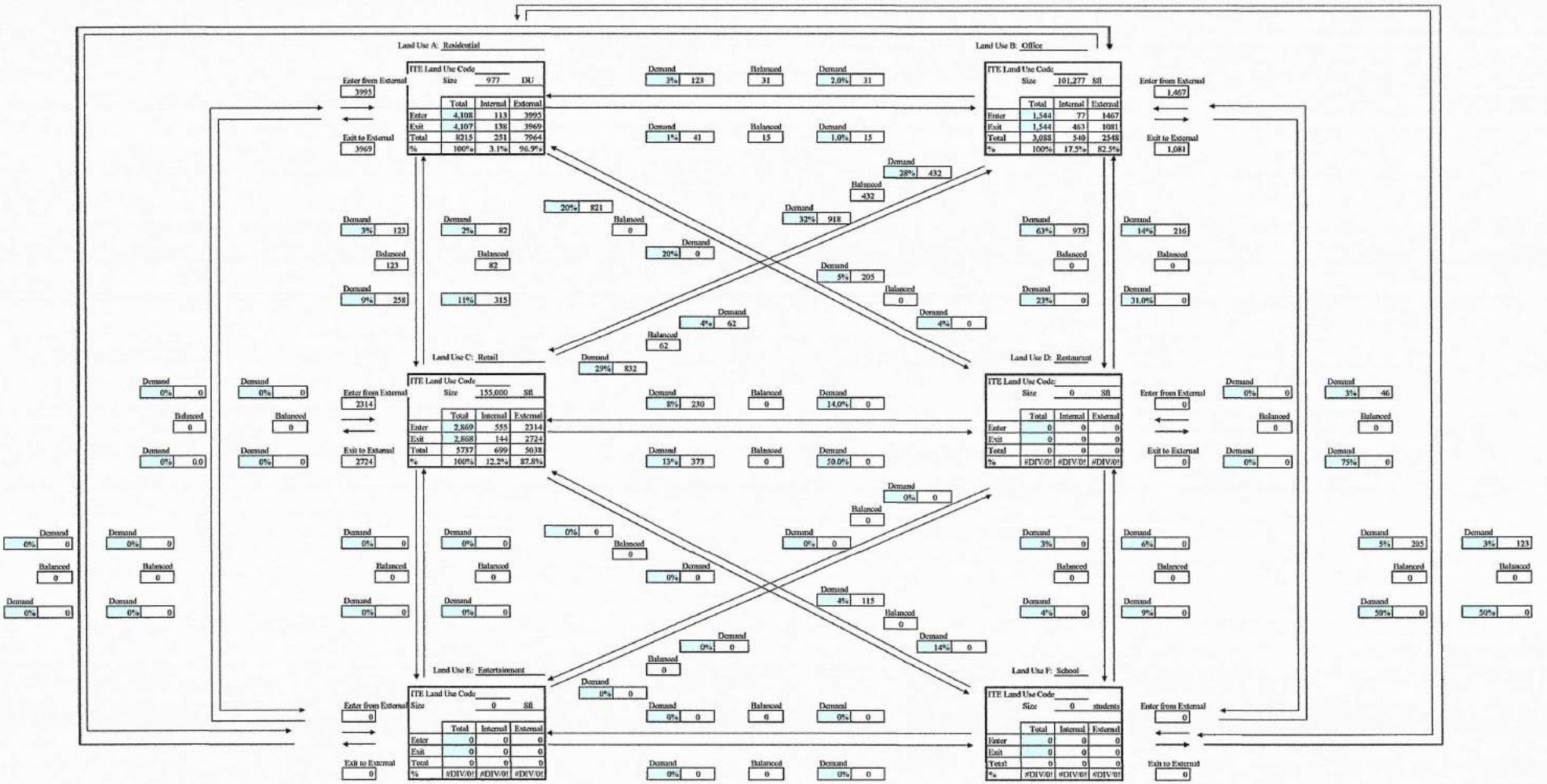
Source: Internal trip procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	3995	1467	2314	0	0	0	7776	
Exit	3969	1081	2724	0	0	0	7774	Internal
Total	7964	2548	5038	0	0	0	15550	Capture
Single-Use Trip Gen Estimate	8215	3088	5737	0	0	0	17040	8.7%

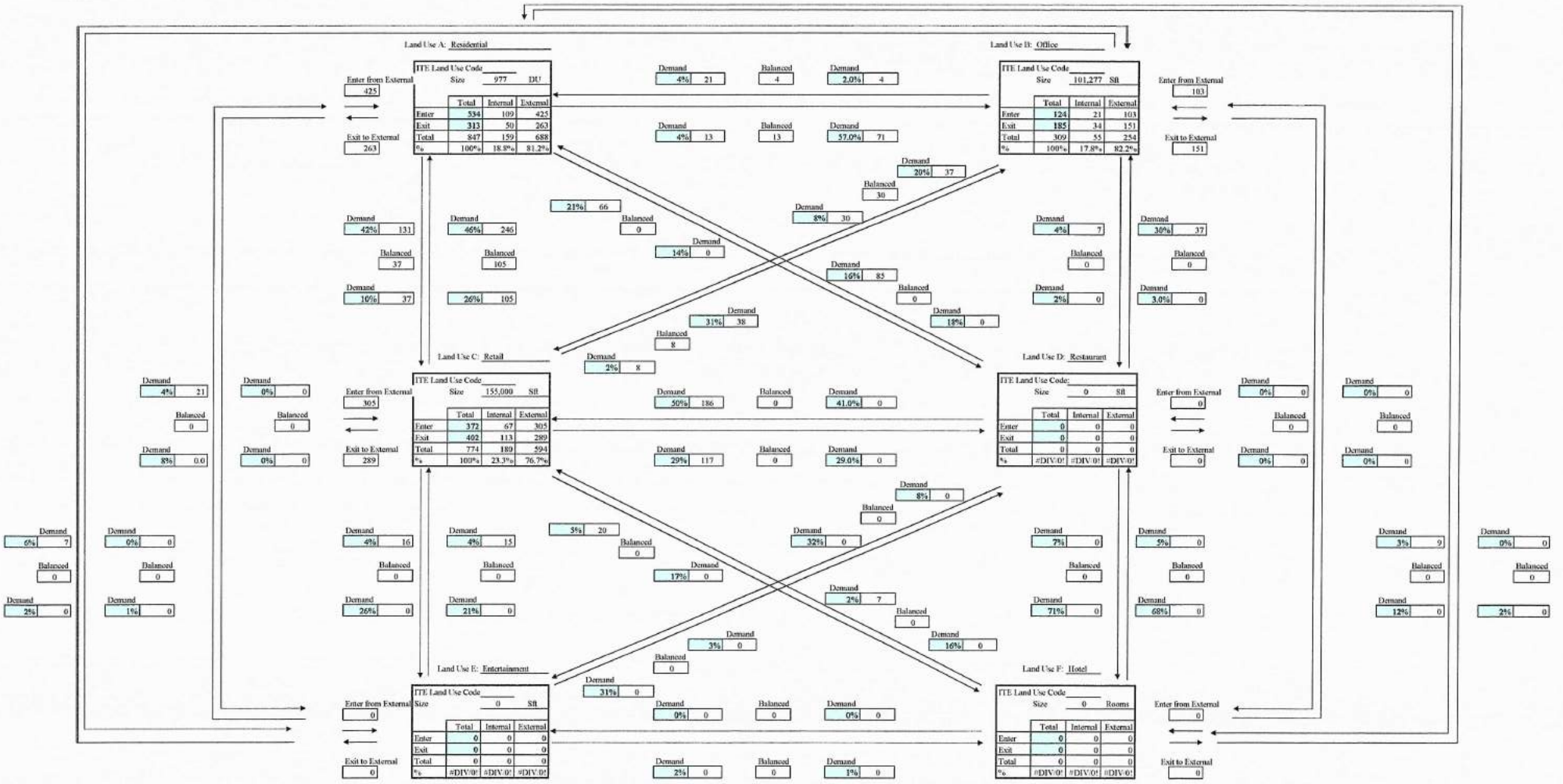
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



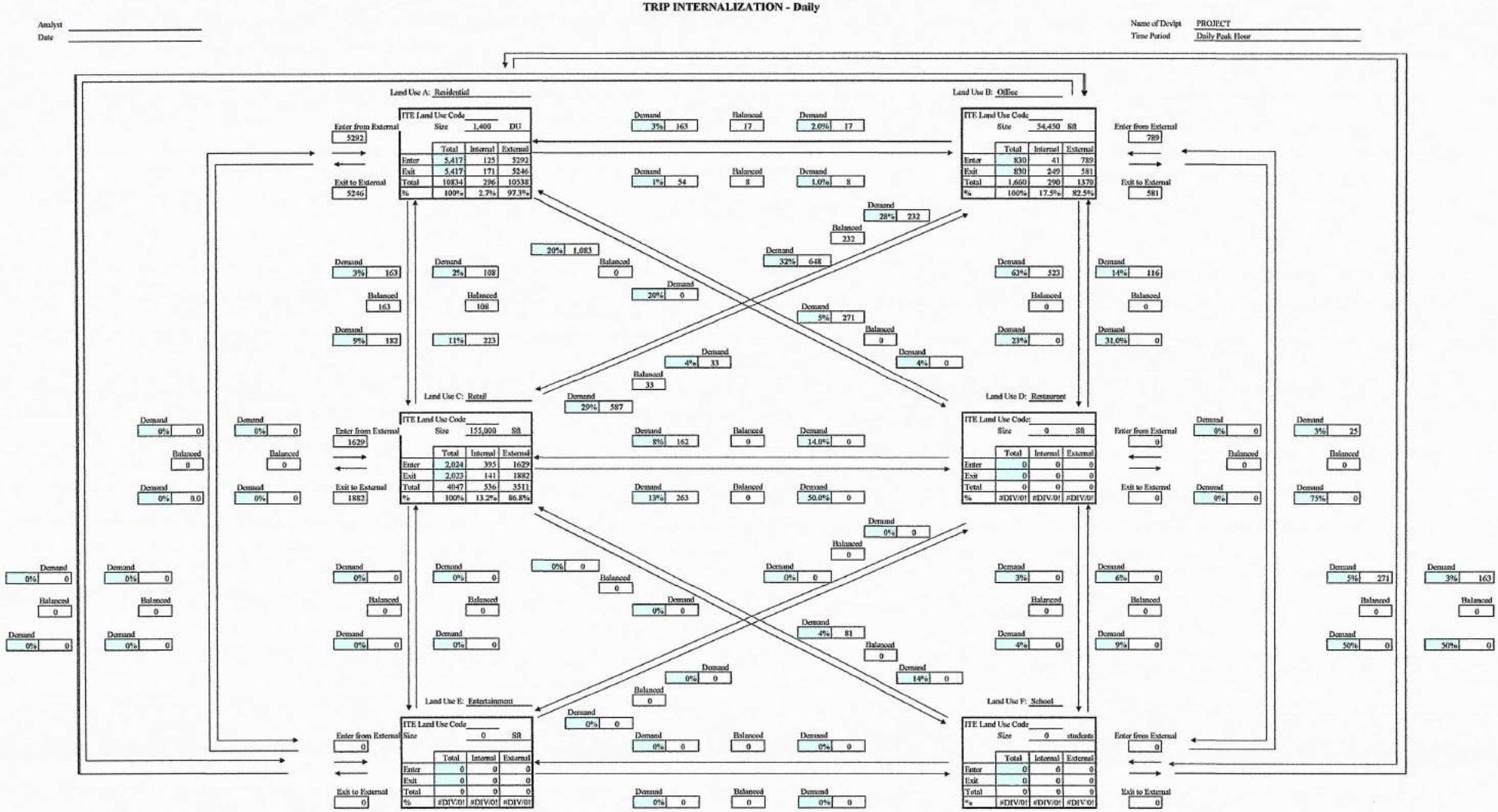
Net External Trips for Multi-Use Development

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

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

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

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

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

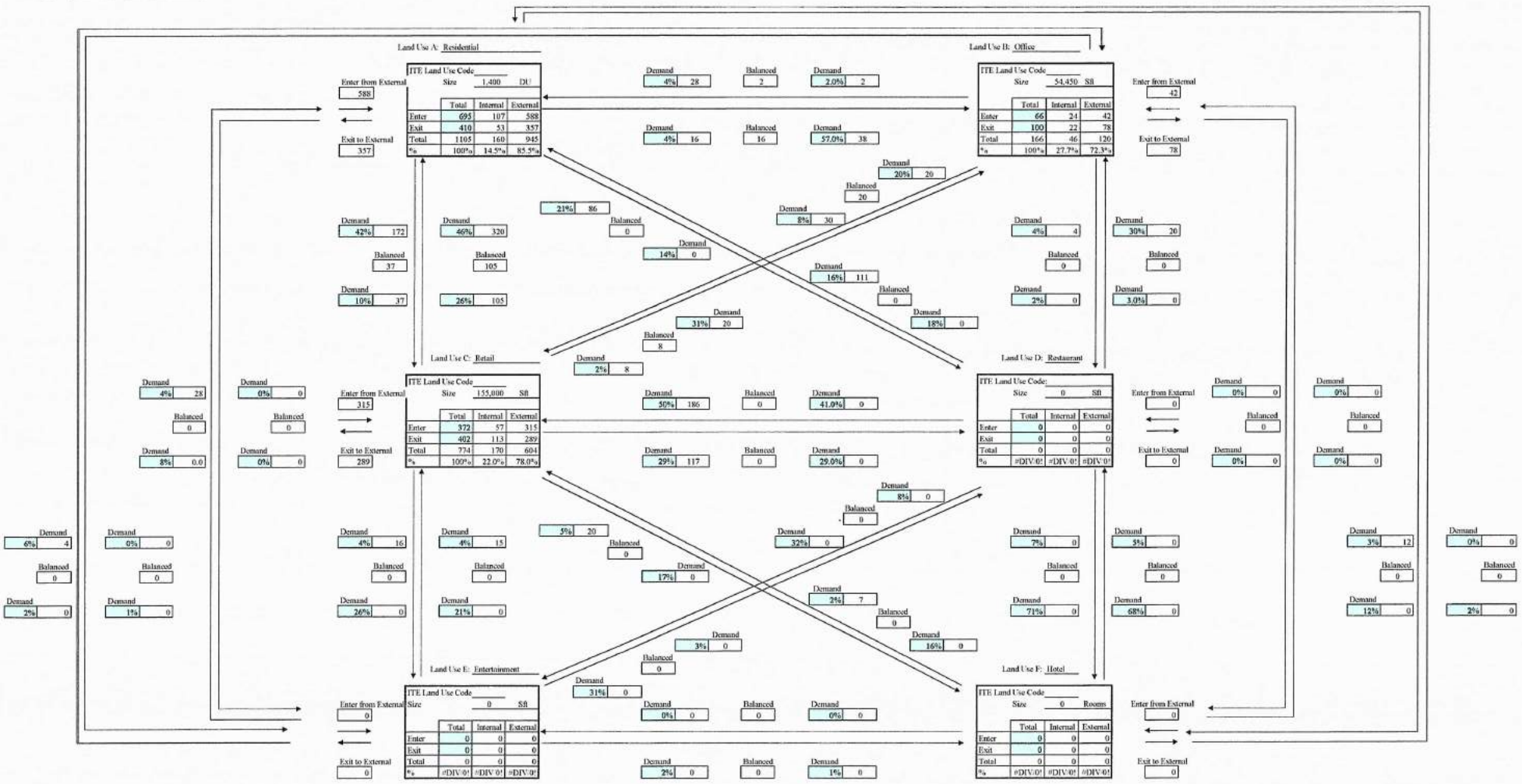
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

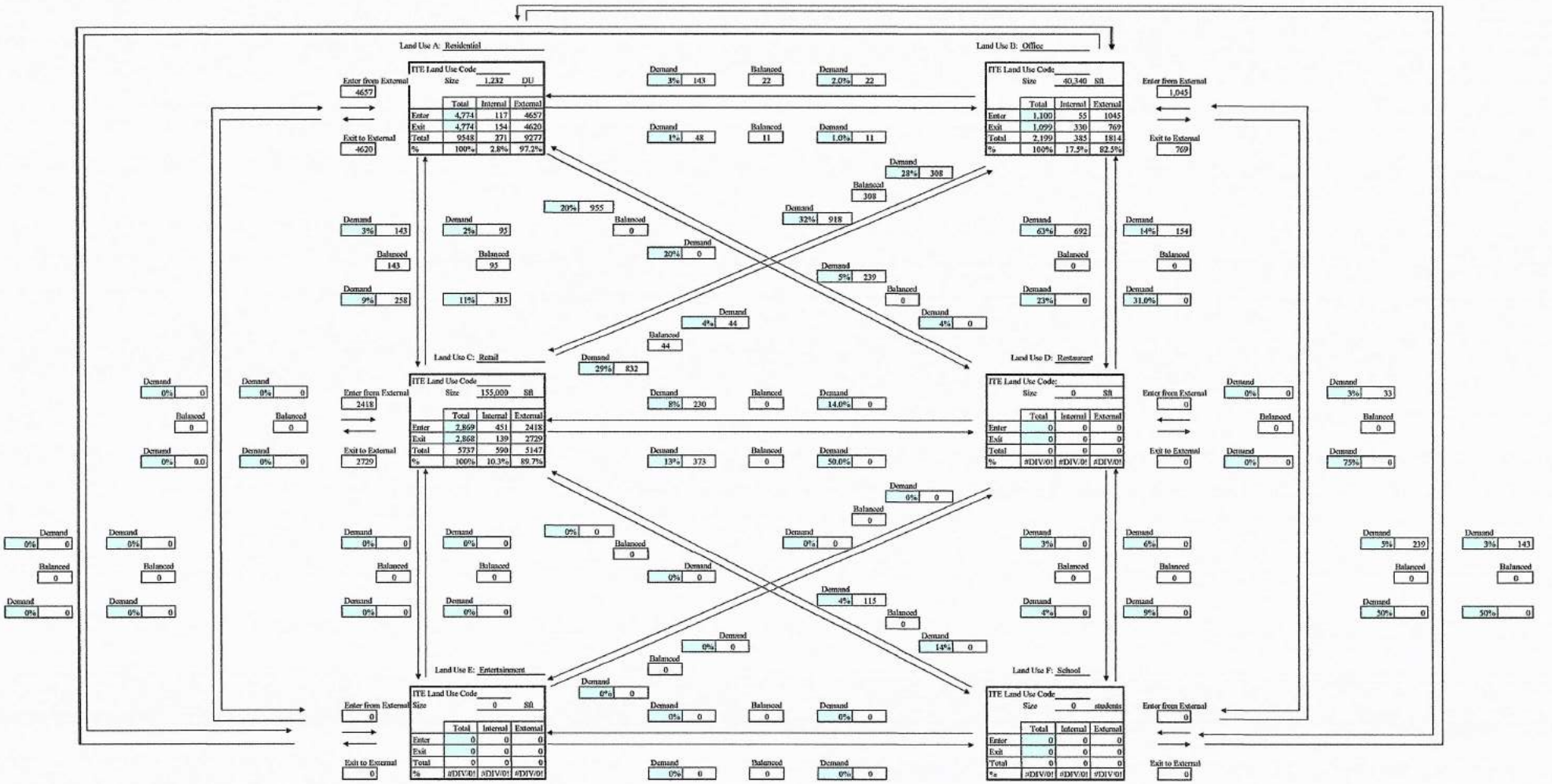
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

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

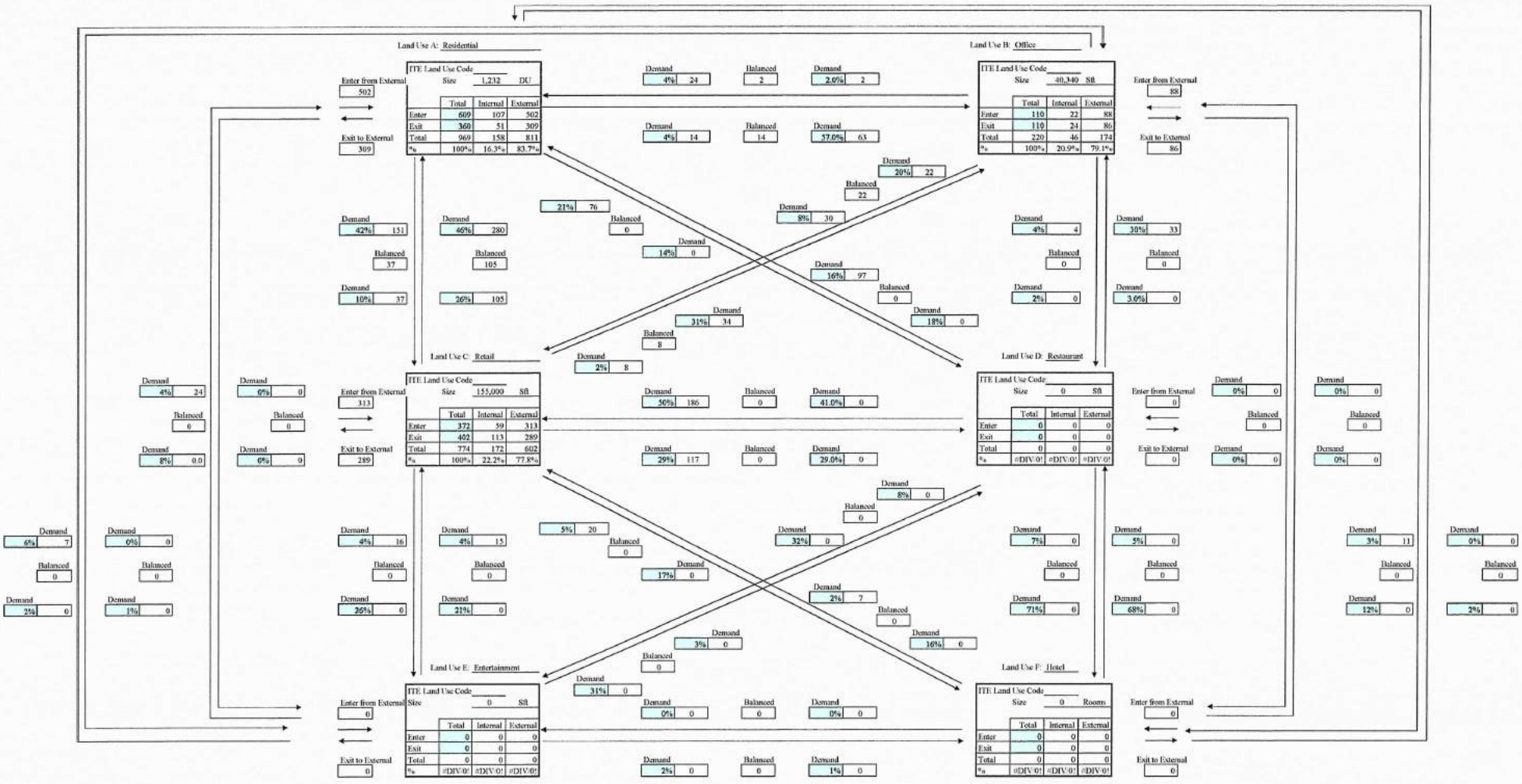
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

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

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

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,123	5,122	10,245	102	154	256	2.5%	5,021	4,968	9,989	-	-	-	0.0%	5,021	4,968	9,989
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	T = 37.01(X)	50%	50%	5,663	5,662	11,325	154	102	256	2.3%	5,509	5,560	11,069	1,882	1,881	3,763	34.0%	3,627	3,679	7,306
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**10,786**	**10,784**	**21,570**	**256**	**256**	**512**	**2.4%**	**10,530**	**10,528**	**21,058**	**1,882**	**1,881**	**3,763**	**17.9%**	**8,648**	**8,647**	**17,295**
Interzonal Capture																					**6,694**	**6,693**	**13,386**
1/2 Interzonal Capture																					**7,671**	**7,670**	**15,341**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	668	393	1,061	171	61	232	21.9%	497	332	829	-	-	-	0.0%	497	332	829
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	606	657	1,263	61	171	232	18.4%	545	486	1,031	175	176	351	34.0%	370	310	680
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,274**	**1,050**	**2,324**	**232**	**232**	**464**	**20.0%**	**1,042**	**818**	**1,860**	**175**	**176**	**351**	**18.9%**	**867**	**642**	**1,509**
Interzonal Capture																					**671**	**497**	**1,168**
1/2 Interzonal Capture																					**769**	**569**	**1,338**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 654 Parcel B

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,614	3,613	7,227	93	118	211	2.9%	3,521	3,495	7,016	-	-	-	0.0%	3,521	3,495	7,016
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		67,628	Sft	T=30.49(X)	50%	50%	1,031	1,031	2,062	51	-	51	2.5%	980	1,031	2,011	-	-	-	0.0%	980	1,031	2,011
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	T = 37.01(X)	50%	50%	1,416	1,415	2,831	397	113	510	18.0%	1,019	1,302	2,321	395	394	789	34.0%	624	908	1,532
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**6,061**	**6,059**	**12,120**	**541**	**231**	**772**	**6.4%**	**5,520**	**5,828**	**11,348**	**395**	**394**	**789**	**7.0%**	**5,125**	**5,434**	**10,559**
Interzonal Capture																					**3,967**	**4,206**	**8,173**
1/2 Interzonal Capture																					**4,546**	**4,820**	**9,366**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	468	275	743	65	33	98	13.2%	403	242	645	-	-	-	0.0%	403	242	645
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	67,628	Sft	T=3.05(X)	40%	60%	82	124	206	16	-	16	7.8%	66	124	190				0.0%	66	124	190
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	223	242	465	40	68	108	23.2%	183	174	357	60	61	121	34.0%	123	113	236
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**773**	**641**	**1,414**	**121**	**101**	**222**	**15.7%**	**652**	**540**	**1,192**	**60**	**61**	**121**	**10.2%**	**592**	**479**	**1,071**
Interzonal Capture																					**458**	**371**	**829**
1/2 Interzonal Capture																					**525**	**425**	**950**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 647 Parcel C

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	7,306	7,306	14,612	28	14	42	0.3%	7,278	7,292	14,570	-	-	-	0.0%	7,278	7,292	14,570
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		90,692	Sft	T=30.49(X)	50%	50%	1,383	1,382	2,765	14	-	14	0.5%	1,369	1,382	2,751	-	-	-	0.0%	1,369	1,382	2,751
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**8,689**	**8,688**	**17,377**	**42**	**14**	**56**	**0.3%**	**8,647**	**8,674**	**17,321**	**-**	**-**	**-**	**0.0%**	**8,647**	**8,674**	**17,321**
Interzonal Capture																					**6,693**	**6,714**	**13,406**
1/2 Interzonal Capture																					**7,670**	**7,694**	**15,364**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	961	564	1,525	3	23	26	1.7%	958	541	1,499	-	-	-	0.0%	958	541	1,499
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	90,692	Sft	T=3.05(X)	40%	60%	111	166	277	23	-	23	8.3%	88	166	254				0.0%	88	166	254
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,072**	**730**	**1,802**	**26**	**23**	**49**	**2.7%**	**1,046**	**707**	**1,753**	**-**	**-**	**-**	**0.0%**	**1,046**	**707**	**1,753**
Interzonal Capture																					**810**	**547**	**1,357**
1/2 Interzonal Capture																					**928**	**627**	**1,555**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 648 Parcel D

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	963	DU	T = 6.41(X) + 75.31	50%	50%	3,124	3,124	6,248	104	115	219	3.5%	3,020	3,009	6,029	-	-	-	0.0%	3,020	3,009	6,029
Multi- Family Housing (Mid-Rise)	221	962	DU	T = 4.54(X)	50%	50%	2,184	2,183	4,367	72	81	153	3.5%	2,112	2,102	4,214	-	-	-	0.0%	2,112	2,102	4,214
General Office	710	1,583,250	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	6,415	6,414	12,829	462	1,104	1,566	12.2%	5,953	5,310	11,263	-	-	-	0.0%	5,953	5,310	11,263
Civic Use		80,695	Sft	T=54.51(X)	50%	50%	2,200	2,199	4,399	158	379	537	12.2%	2,042	1,820	3,862	-	-	-	0.0%	2,042	1,820	3,862
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	1,361,250	Sft	T=3.37(X)	50%	50%	2,294	2,293	4,587	207	495	702	15.3%	2,087	1,798	3,885	-	-	-	0.0%	2,087	1,798	3,885
General Commercial	820	306,000	Sft	T = 37.01(X)	50%	50%	5,663	5,662	11,325	2,104	480	2,584	22.8%	3,559	5,182	8,741	1,486	1,486	2,972	34.0%	2,073	3,696	5,769
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	2,420	Students	T=2.27(X)	50%	50%	2,747	2,746	5,493	109	620	729	13.3%	2,638	2,126	4,764	-	-	-	0.0%	2,638	2,126	4,764
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**24,742**	**24,735**	**49,477**	**3,216**	**3,274**	**6,490**	**13.1%**	**21,526**	**21,461**	**42,987**	**1,486**	**1,486**	**2,972**	**6.9%**	**20,040**	**19,975**	**40,015**
Interzonal Capture																					**15,511**	**15,461**	**30,972**
1/2 Interzonal Capture																					**17,775**	**17,718**	**35,493**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	963	DU	T = 0.43(X) + 20.55	63%	37%	274	161	435	62	38	100	23.0%	212	123	335	-	-	-	0.0%	212	123	335
Multi- Family Housing (Mid-Rise)	221	962	DU	T = 0.39(X) + 0.34	61%	39%	229	147	376	53	33	86	22.9%	176	114	290	-	-	-	0.0%	176	114	290
General Office	710	1,583,250	Sft	T = 1.44(X)	17%	83%	388	1,892	2,280	14	41	55	2.4%	374	1,851	2,225	-	-	-	0.0%	374	1,851	2,225
Civic Use	-	80,695	Sft	T=5.45(X)	50%	50%	220	220	440	3	8	11	2.5%	217	212	429				0.0%	217	212	429
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	1,361,250	Sft	T=0.34(X)	22%	78%	102	361	463	3	10	13	2.8%	99	351	450	-	-	-	0.0%	99	351	450
General Commercial	820	306,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	606	657	1,263	122	150	272	21.5%	484	507	991	168	169	337	34.0%	316	338	654
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	2	2	4	30.8%	4	5	9	-	-	-	0.0%	4	5	9
Elementary School	520	2,420	Students	T=0.16(X)	46%	54%	178	209	387	34	12	46	11.9%	144	197	341	-	-	-	0.0%	144	197	341
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**2,003**	**3,654**	**5,657**	**293**	**294**	**587**	**10.4%**	**1,710**	**3,360**	**5,070**	**168**	**169**	**337**	**6.6%**	**1,542**	**3,191**	**4,733**
Interzonal Capture																					**1,194**	**2,470**	**3,663**
1/2 Interzonal Capture																					**1,368**	**2,830**	**4,198**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	879	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,727	3,727	7,454	95	122	217	2.9%	3,632	3,605	7,237	-	-	-	0.0%	3,632	3,605	7,237
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		67,042	Sft	T=30.49(X)	50%	50%	1,022	1,022	2,044	51	-	51	2.5%	971	1,022	1,993	-	-	-	0.0%	971	1,022	1,993
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	T = 37.01(X)	50%	50%	1,416	1,415	2,831	398	116	514	18.2%	1,018	1,299	2,317	394	394	788	34.0%	624	905	1,529
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**6,165**	**6,164**	**12,329**	**544**	**238**	**782**	**6.3%**	**5,621**	**5,926**	**11,547**	**394**	**394**	**788**	**6.8%**	**5,227**	**5,532**	**10,759**
Interzonal Capture																					**4,046**	**4,282**	**8,327**
1/2 Interzonal Capture																					**4,636**	**4,907**	**9,543**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	879	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	483	284	767	65	33	98	12.8%	418	251	669	-	-	-	0.0%	418	251	669
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	67,042	Sft	T=3.05(X)	40%	60%	82	122	204	16	-	16	7.8%	66	122	188				0.0%	66	122	188
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	223	242	465	40	68	108	23.2%	183	174	357	60	61	121	34.0%	123	113	236
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**788**	**648**	**1,436**	**121**	**101**	**222**	**15.5%**	**667**	**547**	**1,214**	**60**	**61**	**121**	**10.0%**	**607**	**486**	**1,093**
Interzonal Capture																					**470**	**376**	**846**
1/2 Interzonal Capture																					**538**	**431**	**969**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 653 Parcel F

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,108	4,107	8,215	23	12	35	0.4%	4,085	4,095	8,180	-	-	-	0.0%	4,085	4,095	8,180
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		76,815	Sft	T=30.49(X)	50%	50%	1,171	1,171	2,342	12	-	12	0.5%	1,159	1,171	2,330	-	-	-	0.0%	1,159	1,171	2,330
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**5,279**	**5,278**	**10,557**	**35**	**12**	**47**	**0.4%**	**5,244**	**5,266**	**10,510**	**-**	**-**	**-**	**0.0%**	**5,244**	**5,266**	**10,510**
Interzonal Capture																					**4,059**	**4,076**	**8,135**
1/2 Interzonal Capture																					**4,651**	**4,671**	**9,322**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	534	313	847	3	13	16	1.9%	531	300	831	-	-	-	0.0%	531	300	831
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	76,815	Sft	T=3.05(X)	40%	60%	94	140	234	13	-	13	5.6%	81	140	221				0.0%	81	140	221
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**628**	**453**	**1,081**	**16**	**13**	**29**	**2.7%**	**612**	**440**	**1,052**	**-**	**-**	**-**	**0.0%**	**612**	**440**	**1,052**
Interzonal Capture																					**474**	**341**	**814**
1/2 Interzonal Capture																					**543**	**390**	**933**

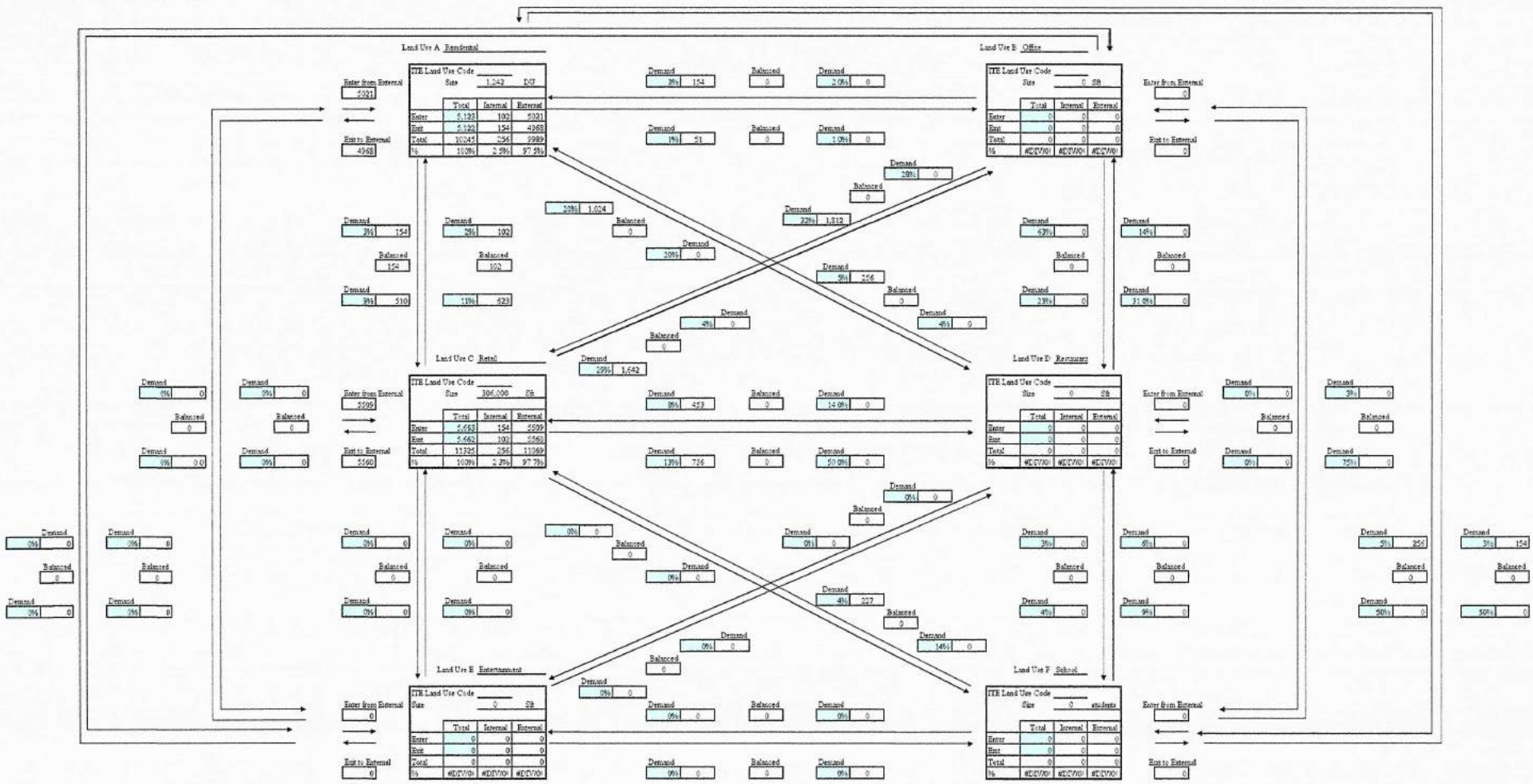
Source: Trip Generation Manual 11th Edition

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Design: PROJECT
Time Period: Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	5021	0	5509	0	0	0	10530	
Exit	4968	0	5560	0	0	0	10528	Internal
Total	9989	0	11069	0	0	0	21058	Capture
Single-Use Trip Gen Estimate	10245	0	11325	0	0	0	21570	2.4%

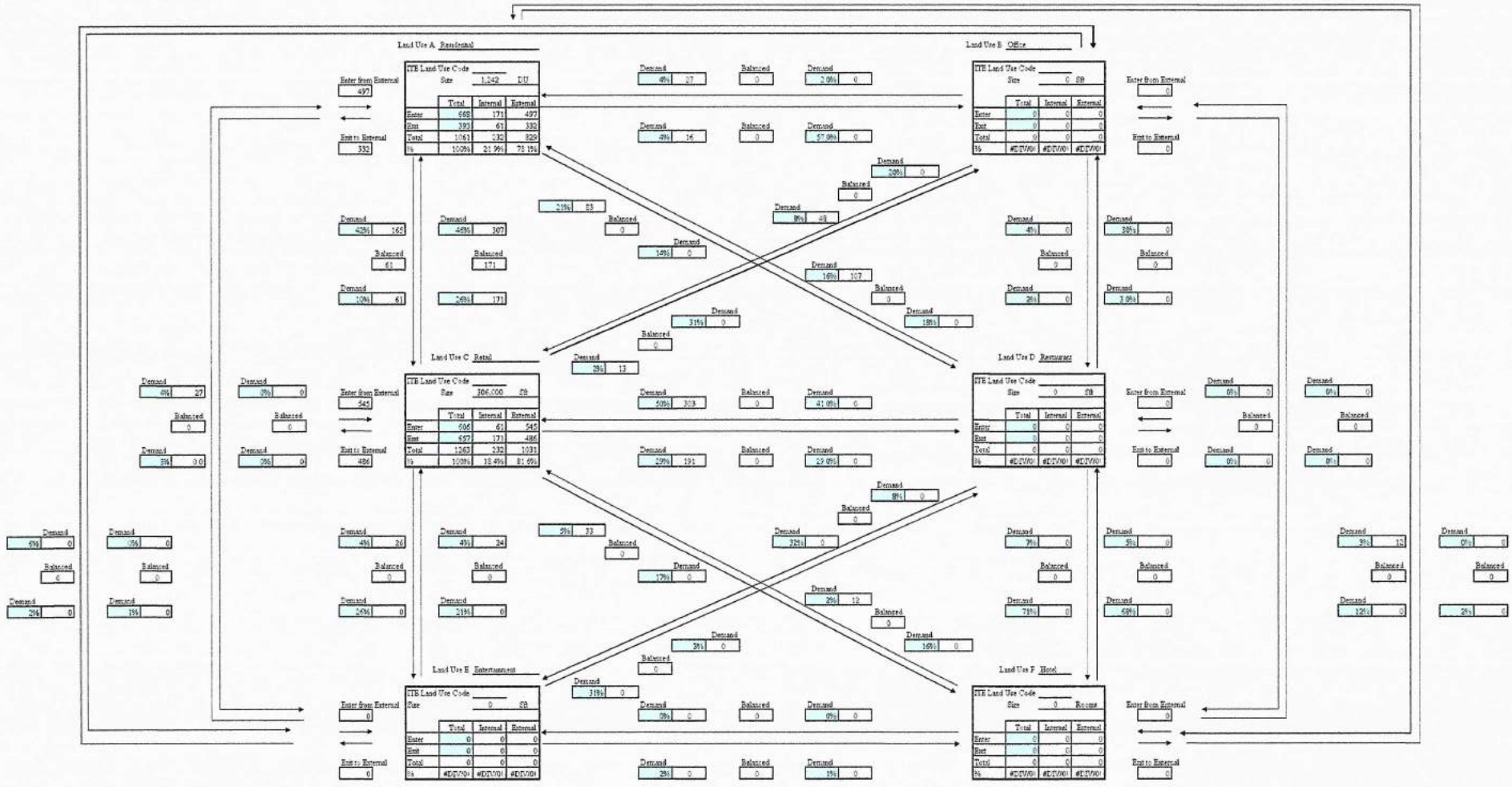
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	497	0	545	0	0	0	1042	
Exit	332	0	486	0	0	0	818	Internal
Total	829	0	1031	0	0	0	1860	Capture
Single-Use Trip Gen Estimate	1061	0	1263	0	0	0	2324	20.0%

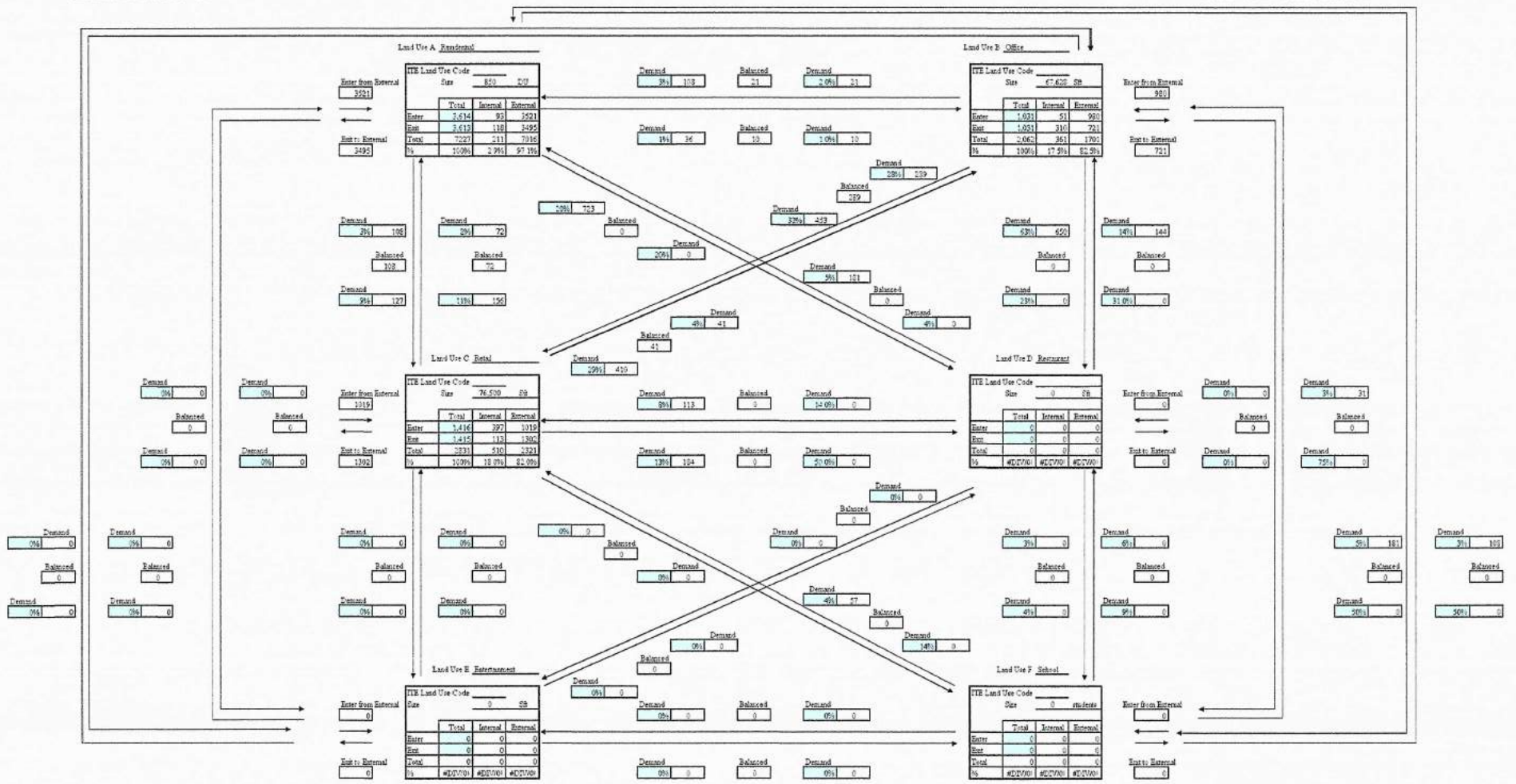
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



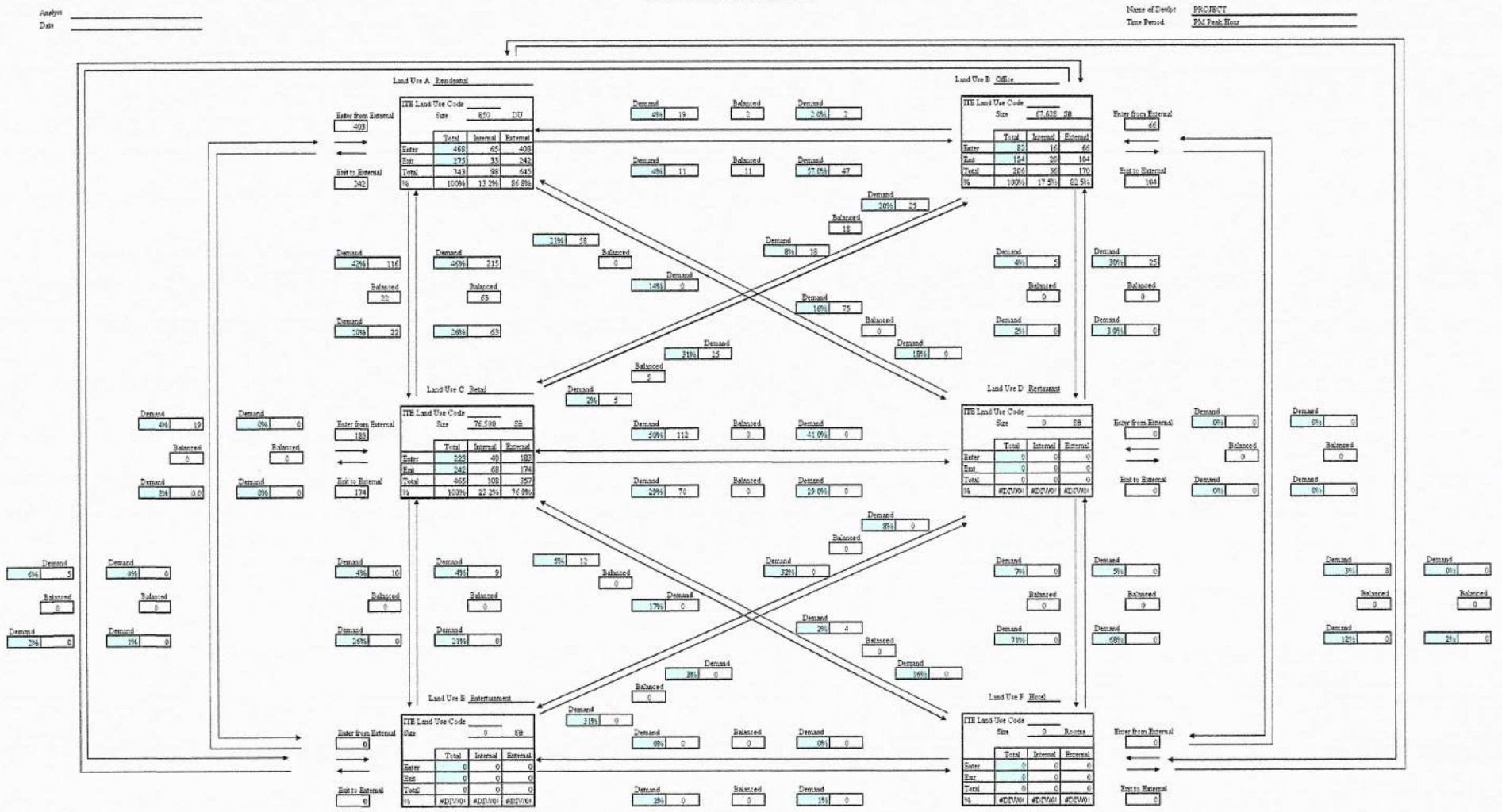
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	3521	980	1019	0	0	0	5520	
Exit	3495	721	1302	0	0	0	5518	Internal
Total	7016	1701	2321	0	0	0	11035	Capture
Single-Use Trip Gen Estimate	7227	2062	2831	0	0	0	12120	8.9%

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

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

PROJECT
TRIP INTERNALIZATION - PM



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	403	66	183	0	0	0	652	
Exit	242	104	174	0	0	0	520	Internal
Total	645	170	357	0	0	0	1172	Capture
Single-Use Trip Gen Estimate	743	206	465	0	0	0	1414	17.1%

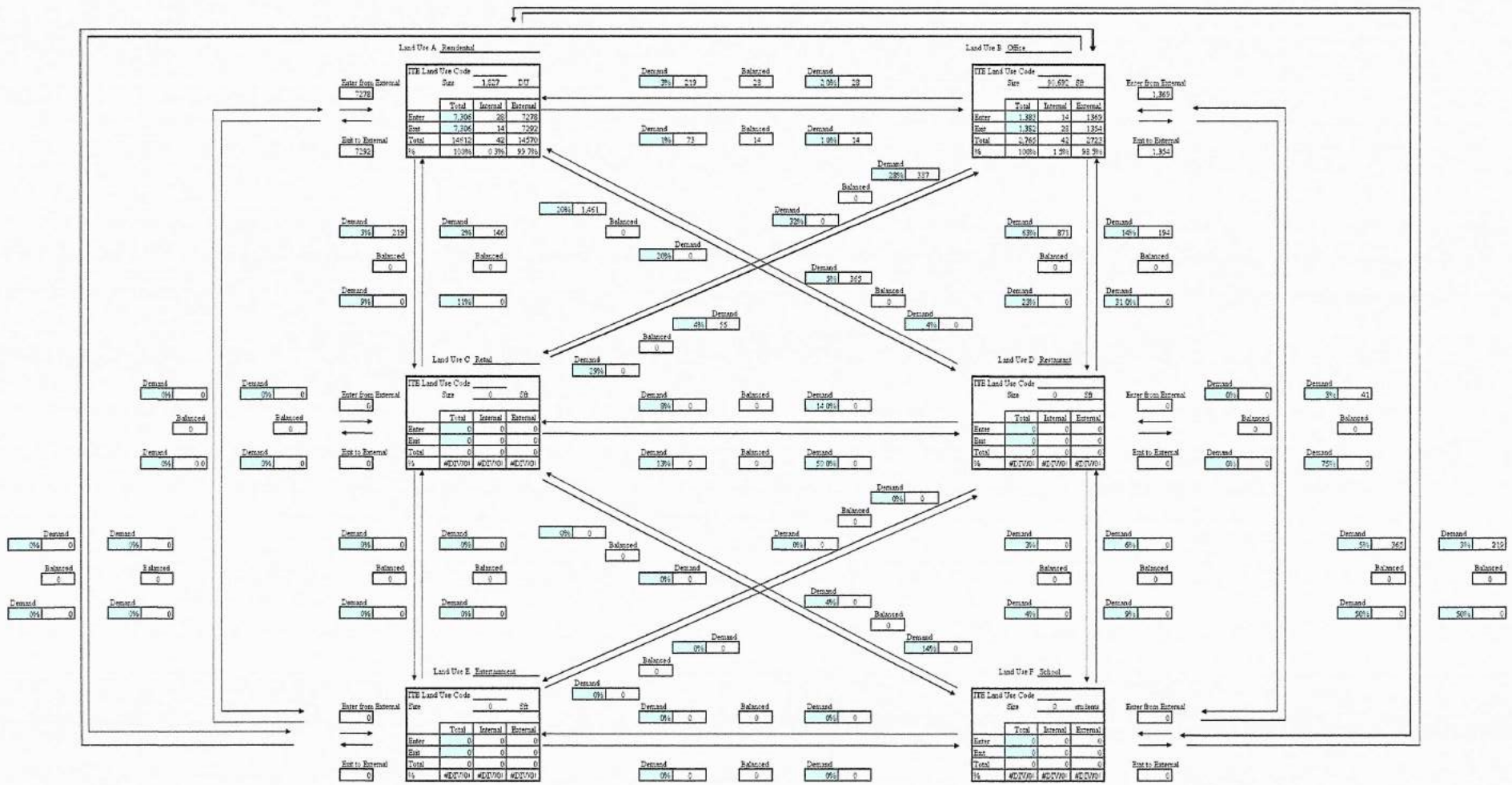
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Design: PROJECT
Time Period: Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	7278	1369	0	0	0	0	8647	
Exit	7292	1354	0	0	0	0	8646	Internal
Total	14570	2723	0	0	0	0	17293	Capture
Single-Use Trip Gen Estimate	14512	2765	0	0	0	0	17277	0.2%

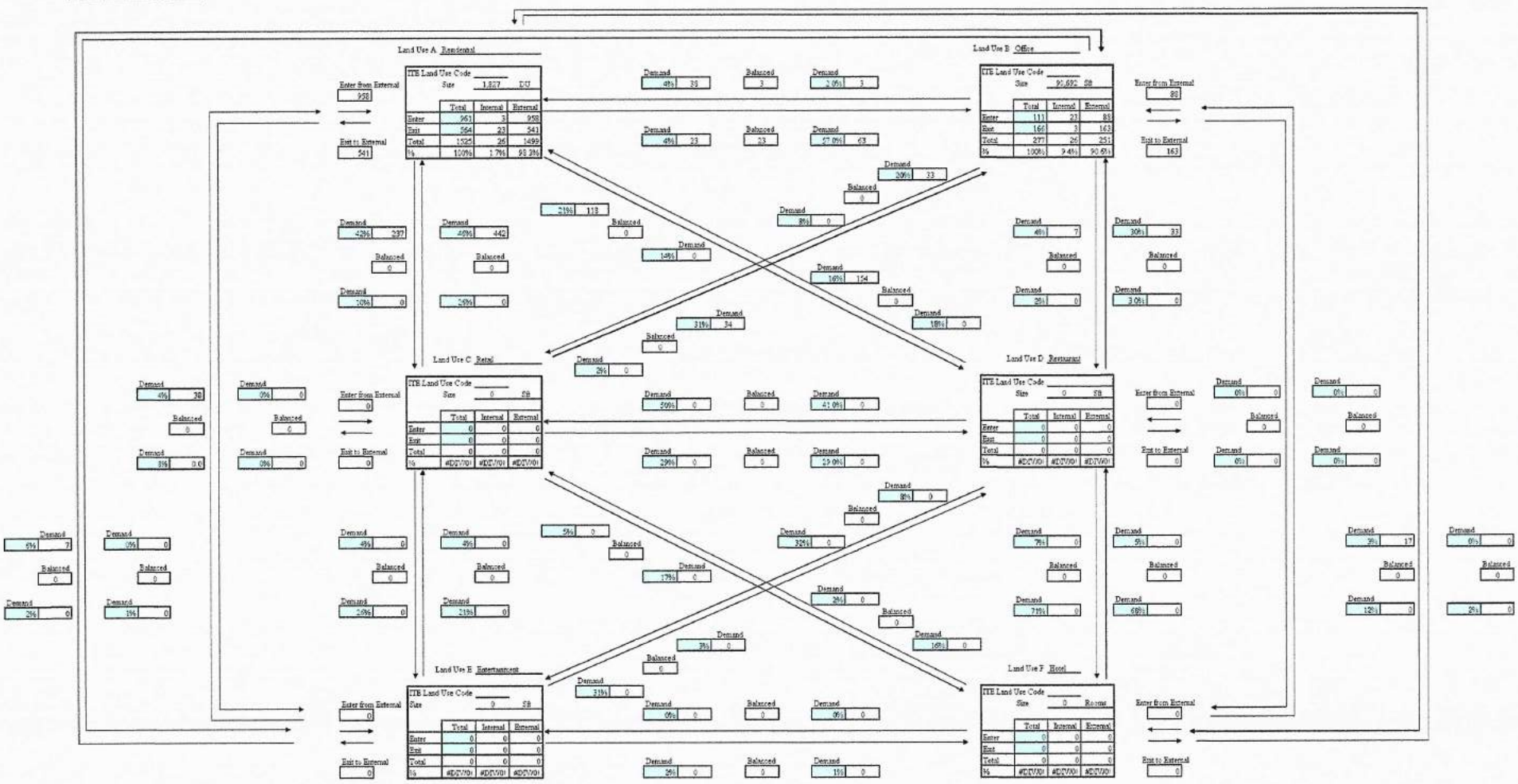
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt: PROJECT
Time Period: PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	958	88	0	0	0	0	1046	
Exit	541	163	0	0	0	0	704	Internal
Total	1499	251	0	0	0	0	1750	Capture
Single-Use Trip Gen Estimate	1525	277	0	0	0	0	1802	2.9%

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

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

PROJECT
TRIP INTERNALIZATION - Daily

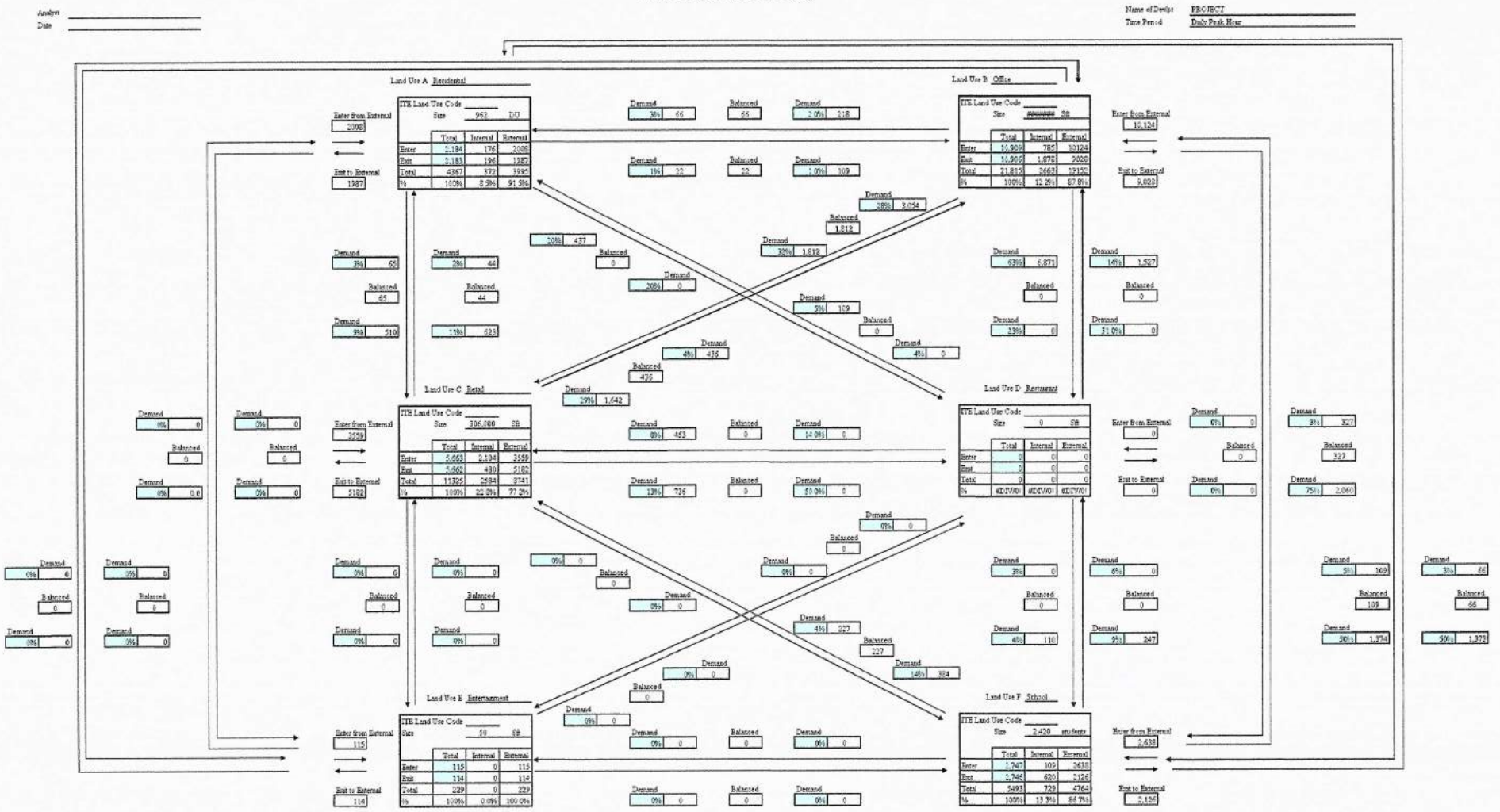
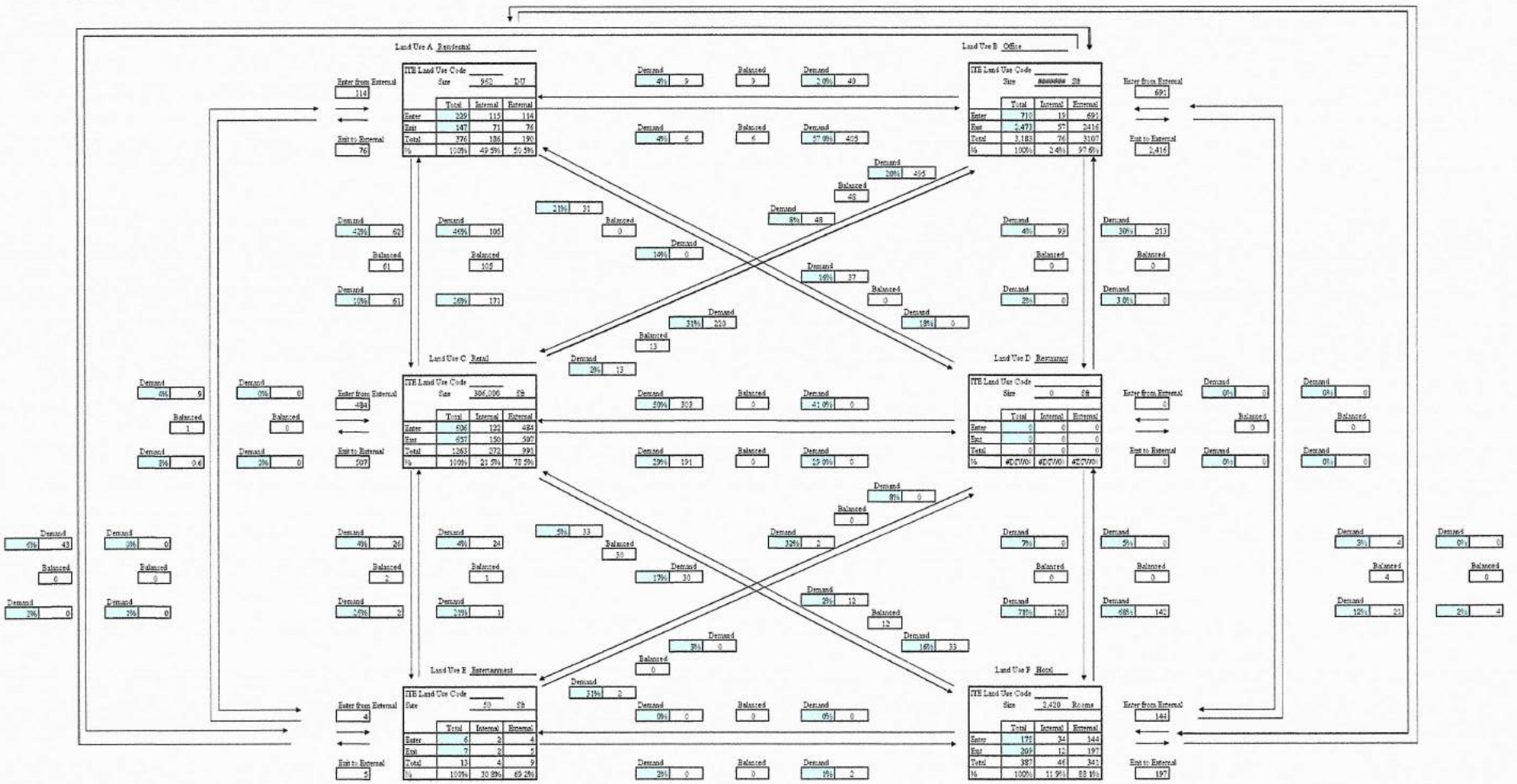


TABLE 1: PM Internal Traffic - Proposed - Phase 4 Buildout - TAZ 648

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt: PROJECT
Time Period: PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	114	691	484	0	4	144	1437	
Exit	76	2416	507	0	5	197	3201	Internal
Total	190	3107	991	0	9	341	4638	Capture
Single-Use Trip Gen Estimate	376	3183	1263	0	13	387	5222	11.2%

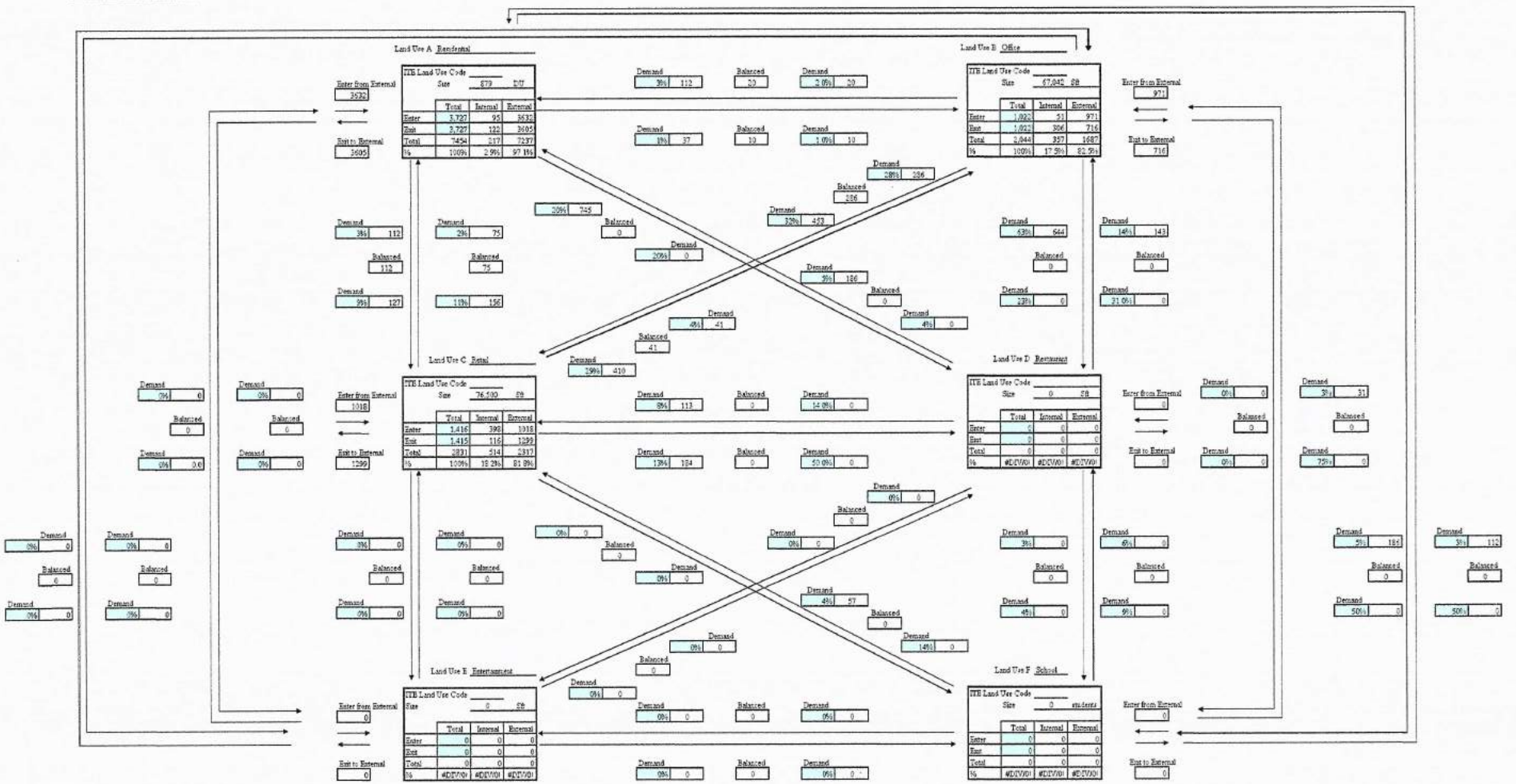
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	3532	971	1015	0	0	0	5521	
Exit	3505	716	1299	0	0	0	5520	Internal
Total	7237	1687	2317	0	0	0	11041	Capture
Single-Use Trip Gen.Estimate	7454	2046	2831	0	0	0	12329	8.0%

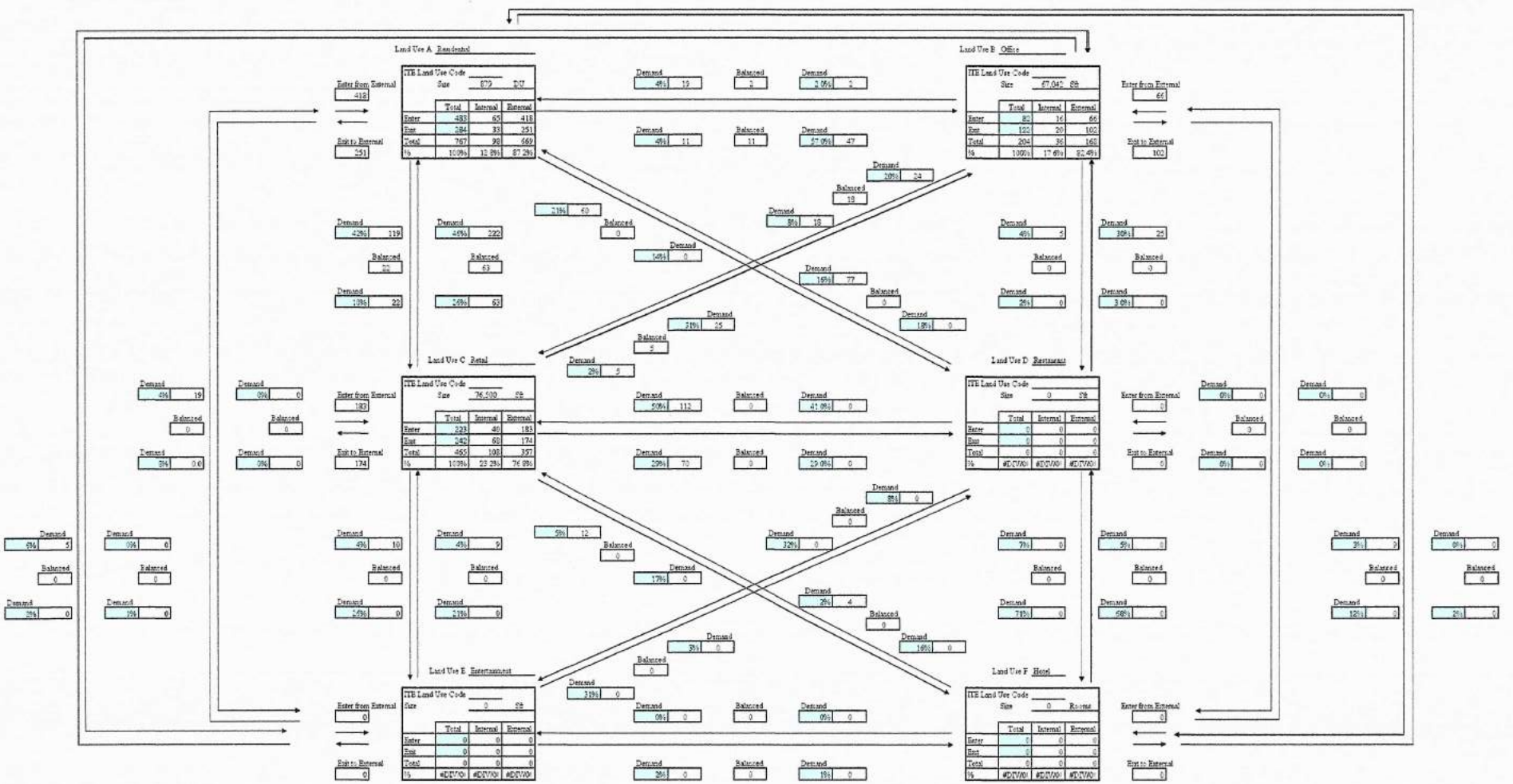
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



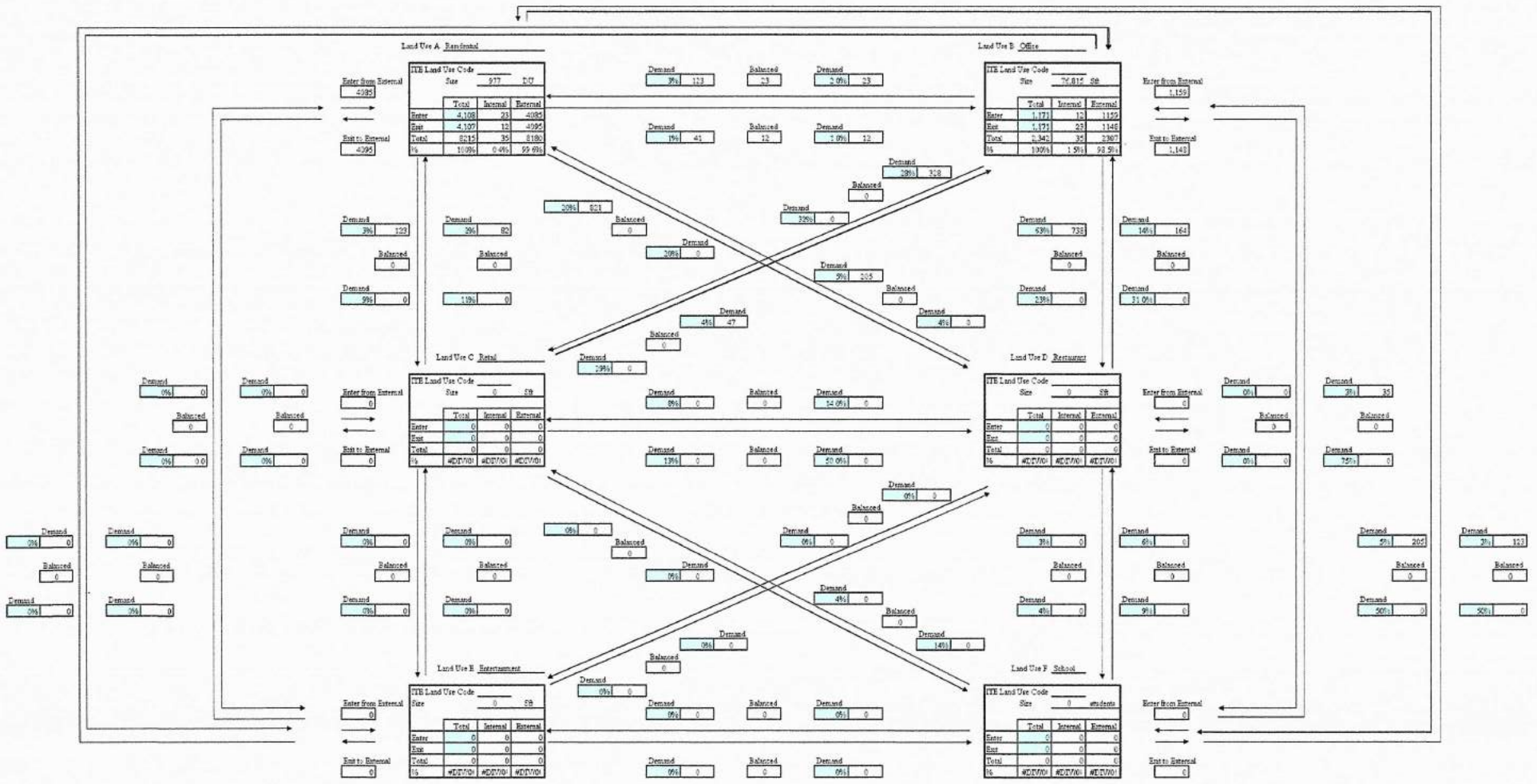
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	418	66	183	0	0	0	667	
Exit	251	102	174	0	0	0	527	Internal
Total	669	168	357	0	0	0	1194	Capture
Single-Use Trip Gen Estimate	767	204	462	0	0	0	1436	16.9%

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

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

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	4085	1159	0	0	0	0	5244	
Exit	4095	1148	0	0	0	0	5243	Internal
Total	8180	2307	0	0	0	0	10487	Capture
Single-Use Trip Gen Estimate	8215	2342	0	0	0	0	10557	0.7%

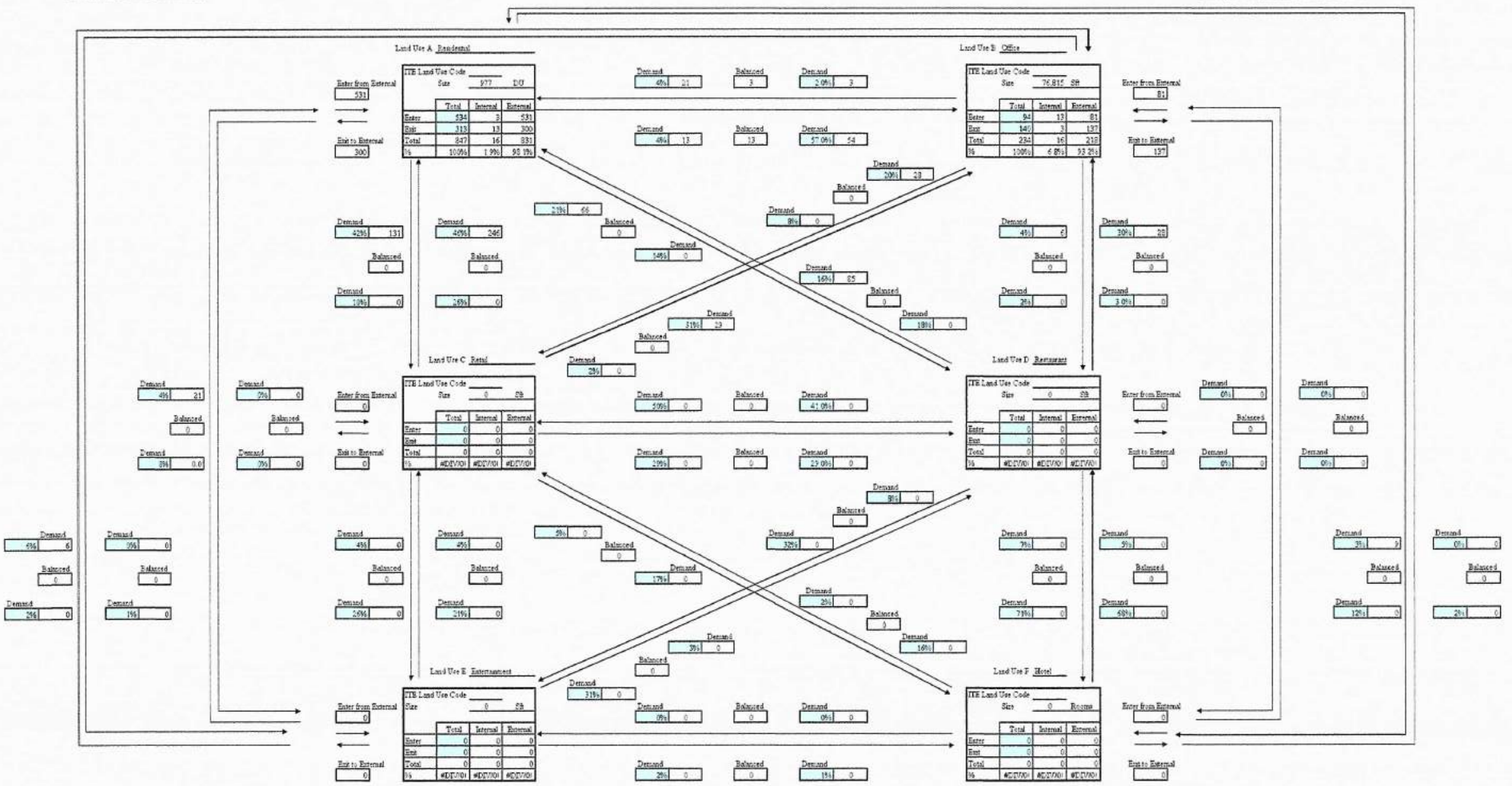
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	531	81	0	0	0	0	612	
Exit	300	137	0	0	0	0	437	Internal
Total	831	218	0	0	0	0	1049	Capture
Single-Use Trip Gen Estimate	847	234	0	0	0	0	1081	3.0%

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

Table 3a : WATS 3.0 - Trip Gen: 2040

LAND USE	TOTAL INTENSITY	UNITS	LAND USE INTENSITY (OLD PARCEL ID)					
			A TAZ 648	B TAZ 652	C TAZ 647	D TAZ 654	E TAZ 653	F TAZ 861
Age Restricted	0	DU						
Single Family Detached Housing	5,775	DU		1,272	1,294	977	1,200	1,032
Multi Family Housing (Mid-Rise)	1,925	DU		975	550		200	200
General Office	1,503,250	SF	1,361,250	142,000				
Civic Use	40.347	SF		40.347				
Institution Use	185,727	SF		30,000		101,277	54,450	
Industrial Park	1,361,250	SF	1,361,250					
General Commercial	590,000	SF		150,000	80,000	120,000	120,000	120,000
Regional Park	135	Acres	50	50	35			
Elementary School	820	Students		820				
Junior High School	1,600	Students		1,600				

Table 3b : WATS 3.0 - Daily Trip Gen

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

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

Land Use	A TAZ 648			B TAZ 652			C TAZ 647			D TAZ 654			E TAZ 653			F TAZ 861			Total Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Age Restricted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Detached Housing	0	0	0	653	383	1,036	663	390	1,053	515	302	817	619	364	983	541	318	859	2,991	1,757	4,748
Multi Family Housing (Mid-Rise)	0	0	0	261	128	389	163	80	243	0	0	0	71	35	106	71	35	106	566	278	844
General Office	273	1,330	1,603	36	176	212	0	0	0	0	0	0	0	0	0	0	0	0	309	1,506	1,815
Civic Use	0	0	0	110	110	220	0	0	0	0	0	0	0	0	0	0	0	0	110	110	220
Institution Use	0	0	0	37	55	92	0	0	0	124	185	309	66	100	166	0	0	0	227	340	567
Industrial Park	246	925	1,171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246	925	1,171
General Commercial	0	0	0	409	426	835	269	279	548	352	367	719	352	367	719	352	367	719	1,734	1,806	3,540
Regional Park	1	2	3	1	2	3	1	1	2	0	0	0	0	0	0	0	0	0	3	5	8
Elementary School	0	0	0	60	63	123	0	0	0	0	0	0	0	0	0	0	0	0	60	63	123
Junior High School	0	0	0	125	131	256	0	0	0	0	0	0	0	0	0	0	0	0	125	131	256
TOTAL	520	2,257	2,777	1,692	1,474	3,166	1,096	750	1,846	991	854	1,845	1,108	866	1,974	964	720	1,684	6,371	6,921	13,292
ADJUSTED TOTAL	510	2247	2757	1371	1152	2523	976	630	1606	808	671	1479	919	677	1596	810	565	1375	5394	5942	11336

WATS TAZ	TCRPM TAZ
390	648

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	0	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	
Multi-Family Residential	0	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	1,361,250	s.f.	[130]	T = 6.96*(X/1000)	9,474
Commercial Retail	0	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	
Service & Office	1,361,250	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	9,961
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	0	s.f.	-	T = 54.51*(X/1000)	
Institutional Use	0	s.f.	-	T = 30.49*(X/1000)	
Park	50	acres	[412]	T = 2.28*(X)	114
Elementary School	0	students	[520]	T = 1.29*(X)	
K-8 School	0	students	[522]	T = 1.62*(X)	
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.86	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	
				Total Gross Trips =	19,549
				Total Gross Residential Trips =	0
				Total Gross Non-Residential Trips =	19,549
				Internal Capture % among TAZ =	2.01%
				Internal Capture trips among TAZ =	392

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

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

NET NEW EXTERNAL DAILY TRIPS =	19,157

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	0	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)			
Multi-Family Residential	0	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)			
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.11*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	1,361,250	s.f.	[130]	T = 0.86*(X/1000); (21% in)	1,171	246	925
Commercial Retail	0	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)			
Service & Office[2]	1,361,250	s.f.	[710]	T = 1.12*(X/1000)+78.81; (17% in)	1,603	273	1,330
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	0	s.f.	-	T = 5.45*(X/1000); (50% in)			
Institutional Use	0	s.f.	-	T = 3.05*(X/1000); (40% in)			
Park	50	acres	[412]	T = 0.06*(X); (41% in)	3	1	2
Elementary School	0	students	[520]	T = 0.15*(X); (49% in)			
K-8 School	0	students	[522]	T = 0.16*(X); (49% in)			
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			
				Total Gross Trips =	2,777	520	2,257
				Total Gross Residential Trips =	0	0	0
				Total Gross Non-Residential Trips =	2,777	520	2,257
				Internal Capture % among TAZ =	0.72%	-	-
				Internal Capture trips among TAZ =	20	10	10

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

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

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

84

WATS TAZ	TCRPM TAZ
395	652

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	1,272	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	10,791
Multi-Family Residential	975	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	4,664
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	0	s.f.	[130]	T = 6.96*(X/1000)	
Commercial Retail	150,000	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	8,839
Service & Office	142,000	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	1,748
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	40,347	s.f.	-	T = 54.51*(X/1000)	2,199
Institutional Use	30,000	s.f.	-	T = 30.49*(X/1000)	915
Park	50	acres	[412]	T = 2.28*(X)	114
Elementary School	820	students	[520]	T = 1.29*(X)	1,058
K-8 School	1,600	students	[522]	T = 1.62*(X)	2,592
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.85	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	
				Total Gross Trips =	32,920
				Total Gross Residential Trips =	15,455
				Total Gross Non-Residential Trips =	17,465
				Internal Capture % among TAZ =	16.09%
				Internal Capture trips among TAZ =	5,298

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

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

NET NEW EXTERNAL DAILY TRIPS =	25,766

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	1,272	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% In)	1,036	653	383
Multi-Family Residential	975	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% In)	389	261	128
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% In)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.11*(X); (61% In)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% In)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% In)			
Commercial Retail	150,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% In)	835	409	426
Service & Office[2]	142,000	s.f.	[710]	T = 1.49*(X/1000); (17% In)	212	36	176
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% In)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% In)			
Civic Use	40347	s.f.	-	T = 5.45*(X/1000); (50% In)	220	110	110
Institutional Use	30000	s.f.	-	T = 3.05*(X/1000); (40% In)	92	37	55
Park	50	acres	[412]	T = 0.06*(X); (41% In)	3	1	2
Elementary School	820	students	[520]	T = 0.15*(X); (49% In)	123	60	63
K-8 School	1600	students	[522]	T = 0.16*(X); (49% In)	256	125	131
High School	0	students	[530]	T = 0.13*(X); (47% In)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% In)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% In)			
				Total Gross Trips =	3,166	1,692	1,474
				Total Gross Residential Trips =	1,425	914	511
				Total Gross Non-Residential Trips =	1,741	778	963
				Internal Capture % among TAZ =	14.72%	-	-
				Internal Capture trips among TAZ =	466	233	233

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

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

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

WATS TAZ	TCRPM TAZ
389	647

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	1,294	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	10,963
Multi-Family Residential	550	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	2,835
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	0	s.f.	[130]	T = 6.96*(X/1000)	
Commercial Retail	80,000	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	5,874
Service & Office	0	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	0	s.f.	-	T = 94.51*(X/1000)	
Institutional Use	0	s.f.	-	T = 30.49*(X/1000)	
Park	35	acres	[412]	T = 2.28*(X)	80
Elementary School	0	students	[520]	T = 1.29*(X)	
K-8 School	0	students	[522]	T = 1.62*(X)	
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.86	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	

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

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

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

NET NEW EXTERNAL DAILY TRIPS =	17,129

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	1,294	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)	1,053	663	390
Multi-Family Residential	550	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)	243	163	80
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.11*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% in)			
Commercial Retail	80,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)	548	269	279
Service & Office[2]	0	s.f.	[710]	T = 1.49*(X/1000); (17% in)			
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	0	s.f.	-	T = 5.45*(X/1000); (50% in)			
Institutional Use	0	s.f.	-	T = 3.05*(X/1000); (40% in)			
Park	35	acres	[412]	T = 0.06*(X); (41% in)	2	1	1
Elementary School	0	students	[520]	T = 0.15*(X); (49% in)			
K-8 School	0	students	[522]	T = 0.16*(X); (49% in)			
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			
				Total Gross Trips =	1,846	1,096	750
				Total Gross Residential Trips =	1,296	826	470
				Total Gross Non-Residential Trips =	550	270	280
				Internal Capture % among TAZ =	6.18%	-	-
				Internal Capture trips among TAZ =	114	57	57

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

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

	Total	Inbound	Outbound
NET NEW EXTERNAL PM PEAK HOUR TRIPS =	1,606	976	630

WATS TAZ	TCRPM TAZ
392	654

DAILY TRIP GENERATION:

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

Total Gross Trips =	19,198
Total Gross Residential Trips =	8,465
Total Gross Non-Residential Trips =	10,733
Internal Capture % among TAZ =	11.32%
Internal Capture trips among TAZ =	2,174

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

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

NET NEW EXTERNAL DAILY TRIPS =	**15,308**

PM PEAK HOUR TRIP GENERATION:

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

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

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

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

	Total	Inbound	Outbound
NET NEW EXTERNAL PM PEAK HOUR TRIPS =	**1,479**	**808**	**671**

WATS TAZ	TCRPM TAZ
394	653

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	1,200	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	10,228
Multi-Family Residential	200	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	1,176
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	0	s.f.	[130]	T = 6.96*(X/1000)	
Commercial Retail	120,000	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	7,645
Service & Office	0	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	0	s.f.	-	T = 54.51*(X/1000)	
Institutional Use	54,450	s.f.	-	T = 30.49*(X/1000)	1,660
Park	0	acres	[412]	T = 2.28*(X)	
Elementary School	0	students	[520]	T = 1.29*(X)	
K-8 School	0	students	[522]	T = 1.62*(X)	
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.86	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	

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

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

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

NET NEW EXTERNAL DAILY TRIPS =	**16,703**

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	1,200	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)	983	619	364
Multi-Family Residential	200	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)	106	71	35
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.31*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% in)			
Commercial Retail	120,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)	719	352	367
Service & Office[2]	0	s.f.	[710]	T = 1.49*(X/1000); (17% in)			
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	0	s.f.	-	T = 5.45*(X/1000); (50% in)			
Institutional Use	54450	s.f.	-	T = 3.05*(X/1000); (40% in)	166	66	100
Park	0	acres	[412]	T = 0.06*(X); (41% in)			
Elementary School	0	students	[520]	T = 0.15*(X); (49% in)			
K-8 School	0	students	[522]	T = 0.16*(X); (49% in)			
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			

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

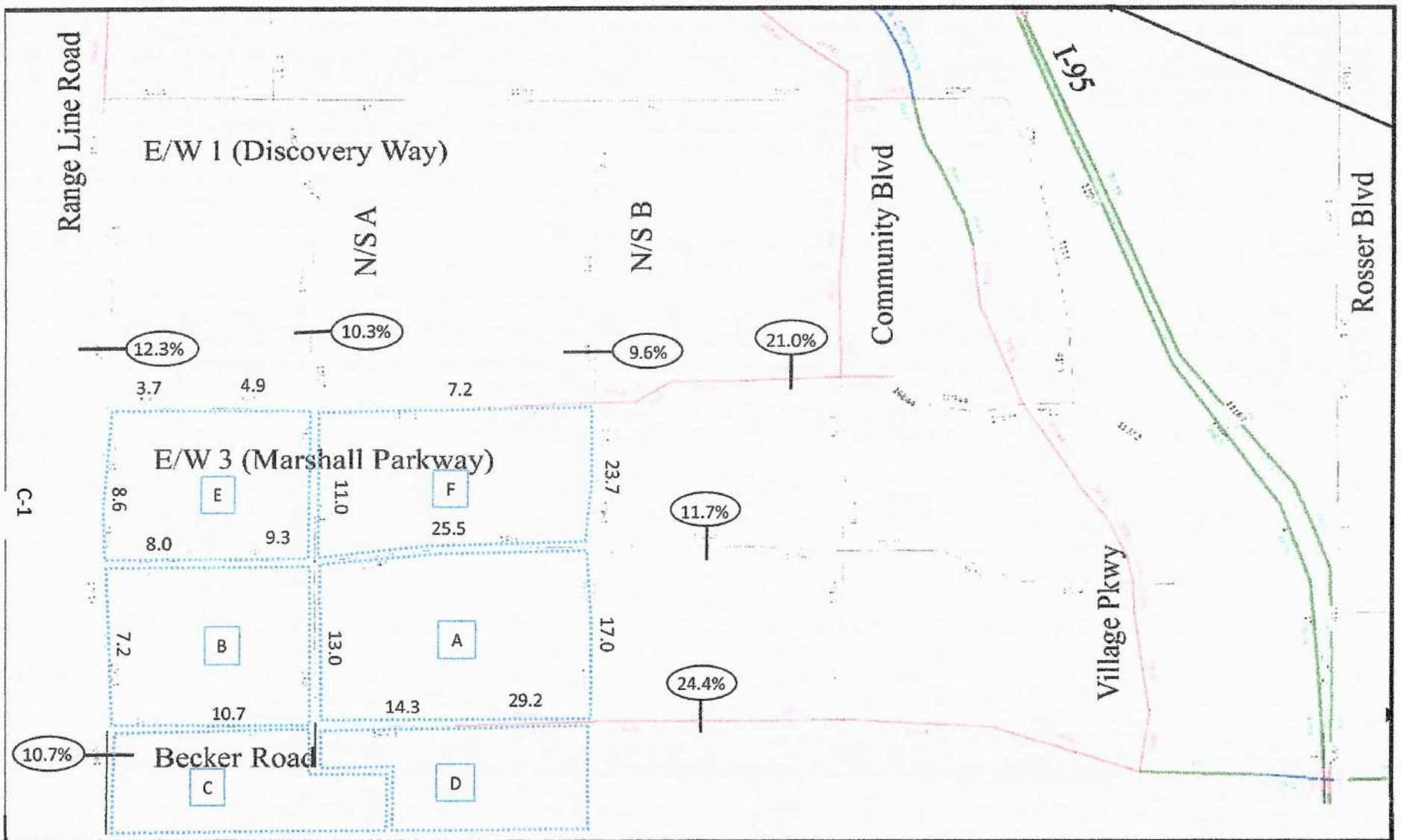
(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF
(2) Equation is used for Service & Officegreater than 500,000 SF

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

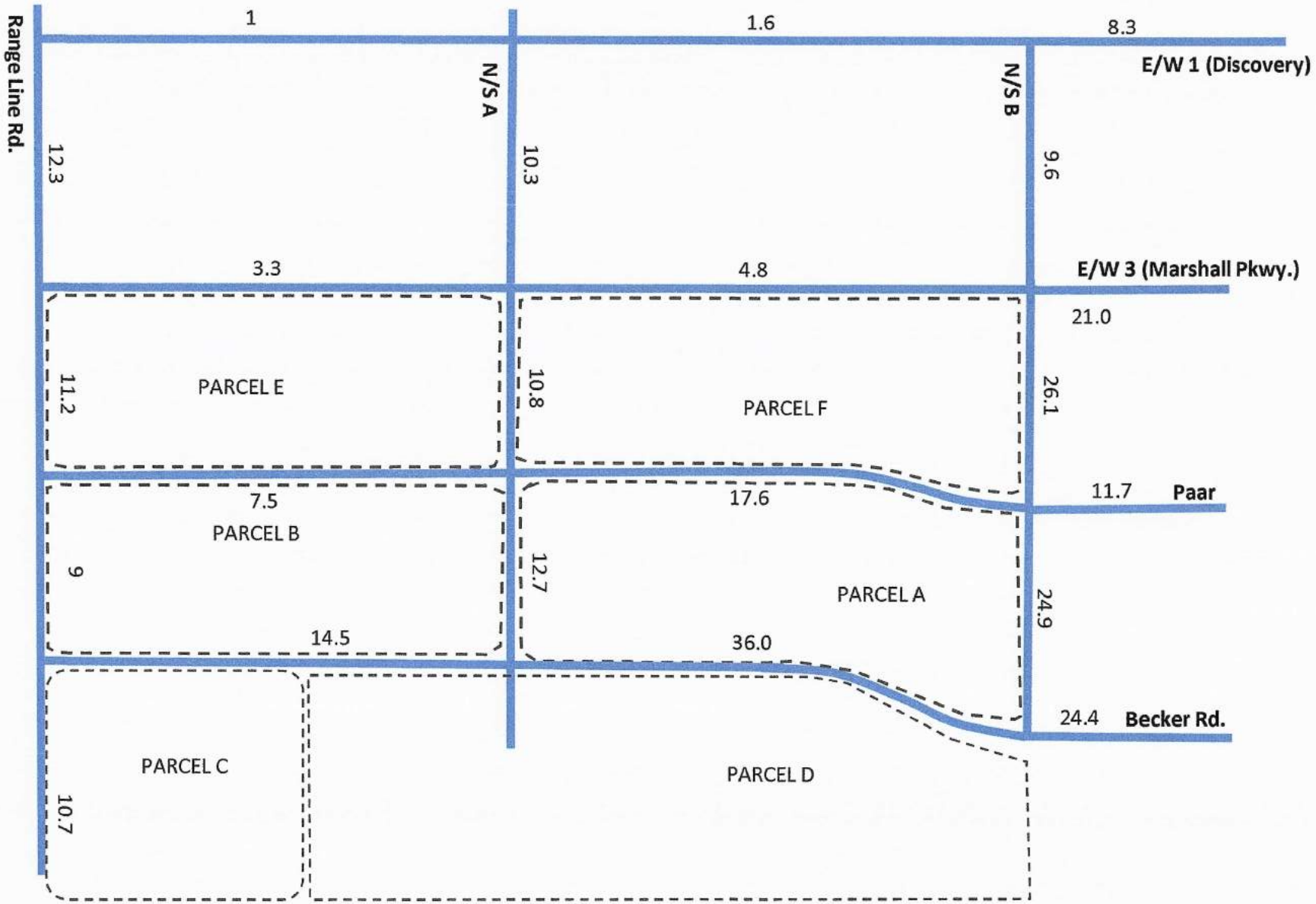
	Total	Inbound	Outbound
NET NEW EXTERNAL PM PEAK HOUR TRIPS =	**1,595**	**919**	**677**

Appendix C

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

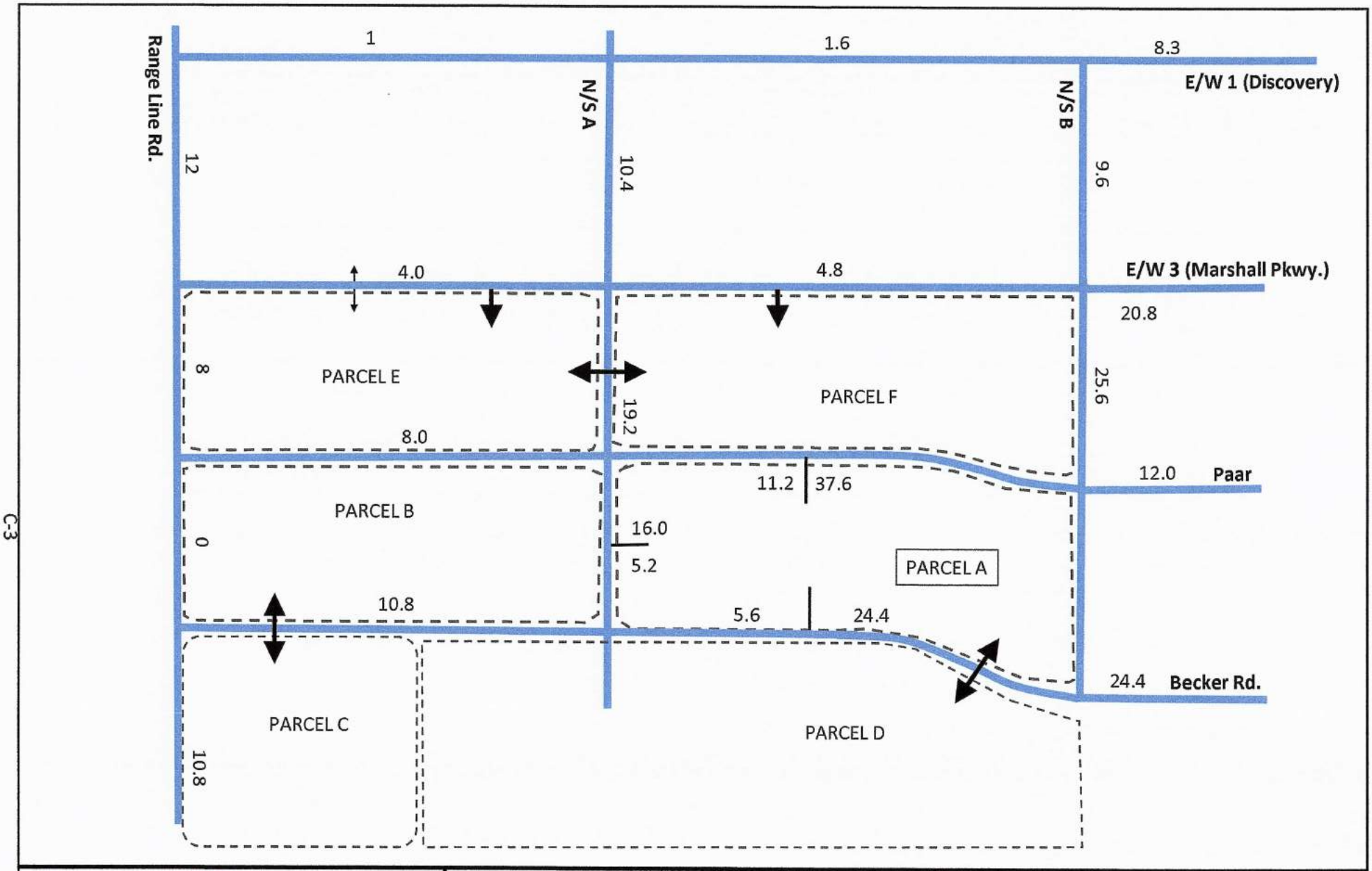


	Legend	Wilson Groves WATS 3.0 - with Paar Distribution / Assignment



C-2

NTS O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20111.0 | Date: 4.12.2023	Legend = ROADS IN PLACE THIS PHASE XX% = PROJECT PERCENT ASSIGNMENT	Wilson Groves Percent Assignment Phase 4 Wilson Groves



C-3

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

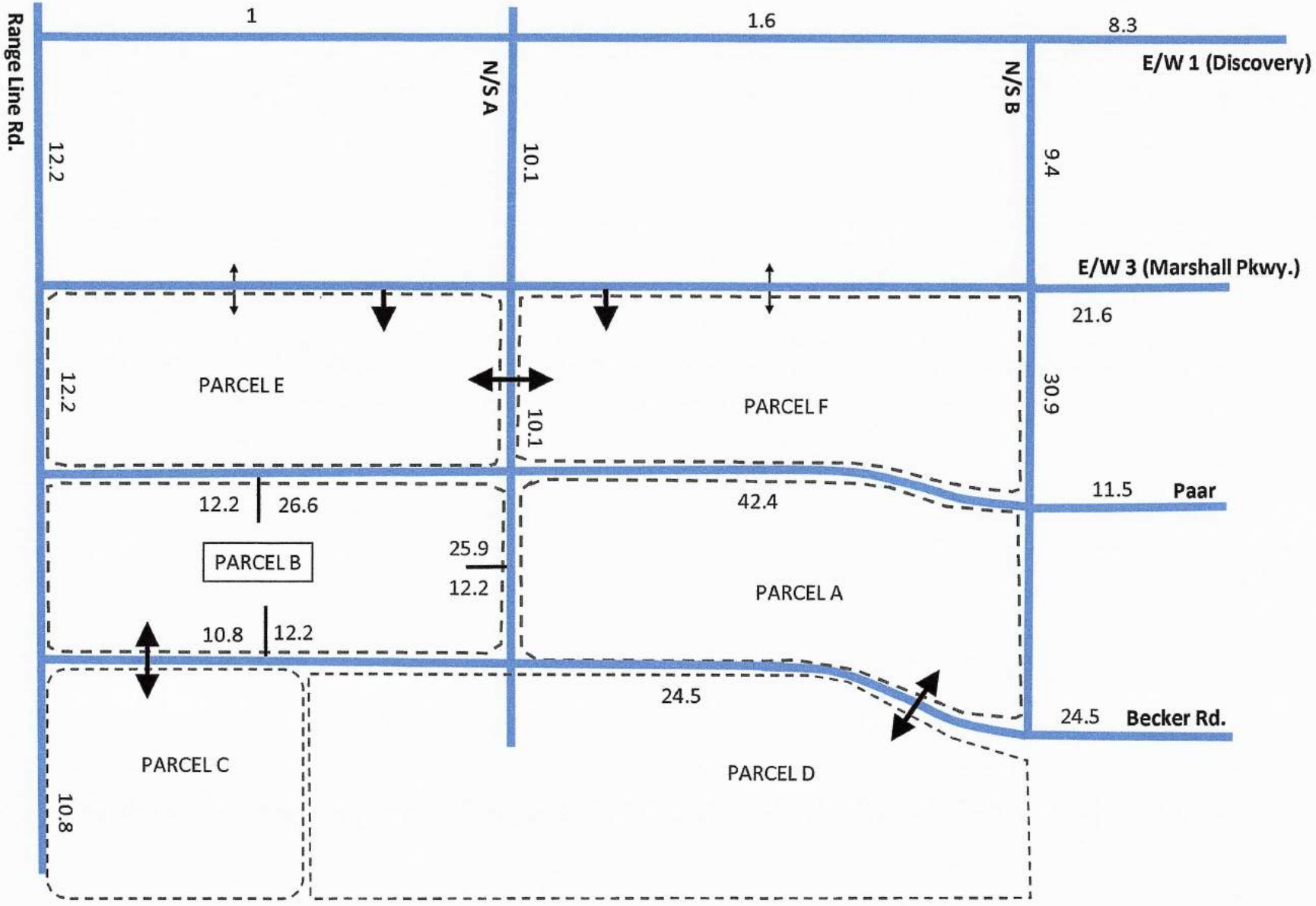
Legend

= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel A - Assignment - Phase 4

Wilson Groves



C-4

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

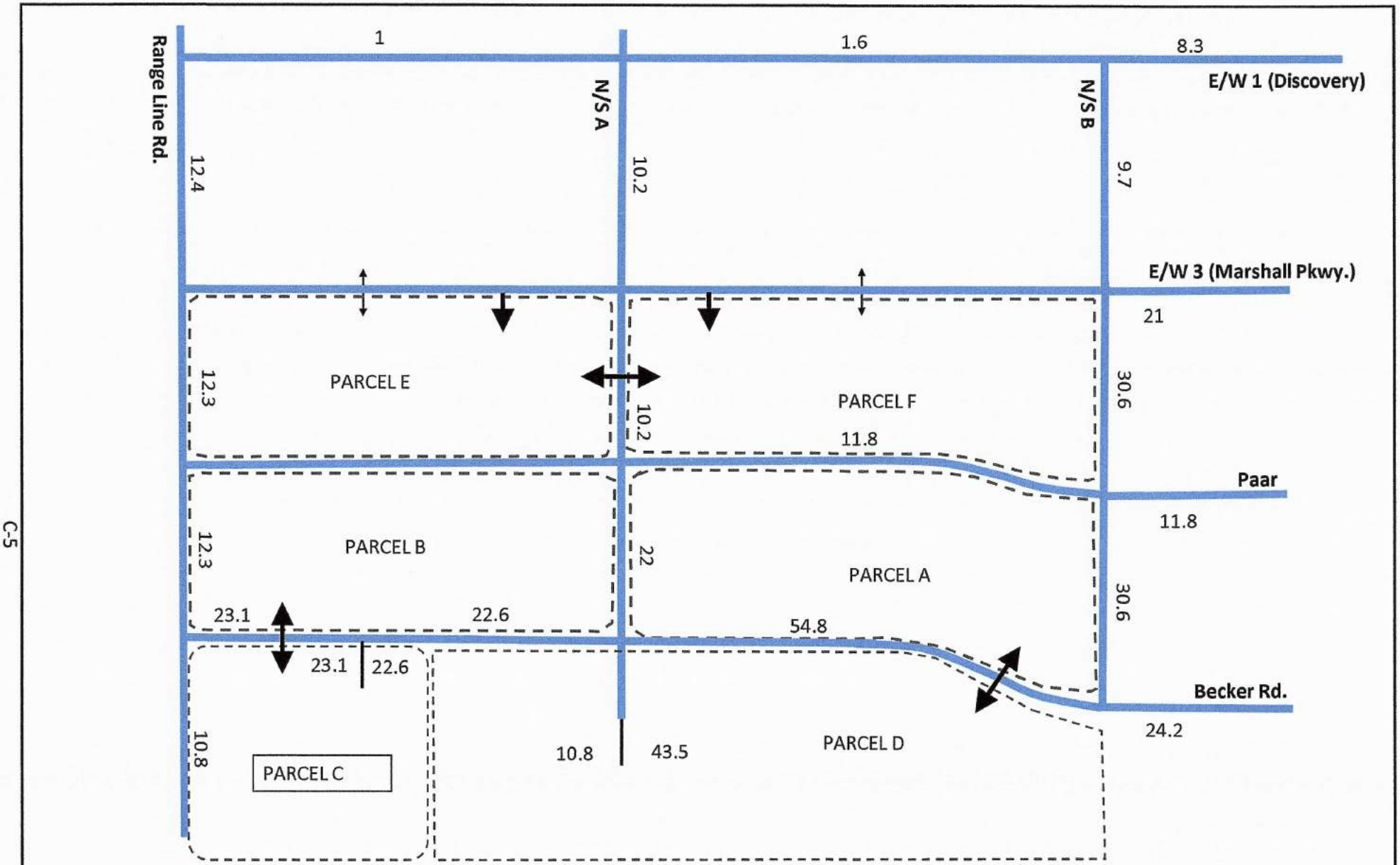
Legend

= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel B - Assignment - Phase 4

Wilson Groves



C-5

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

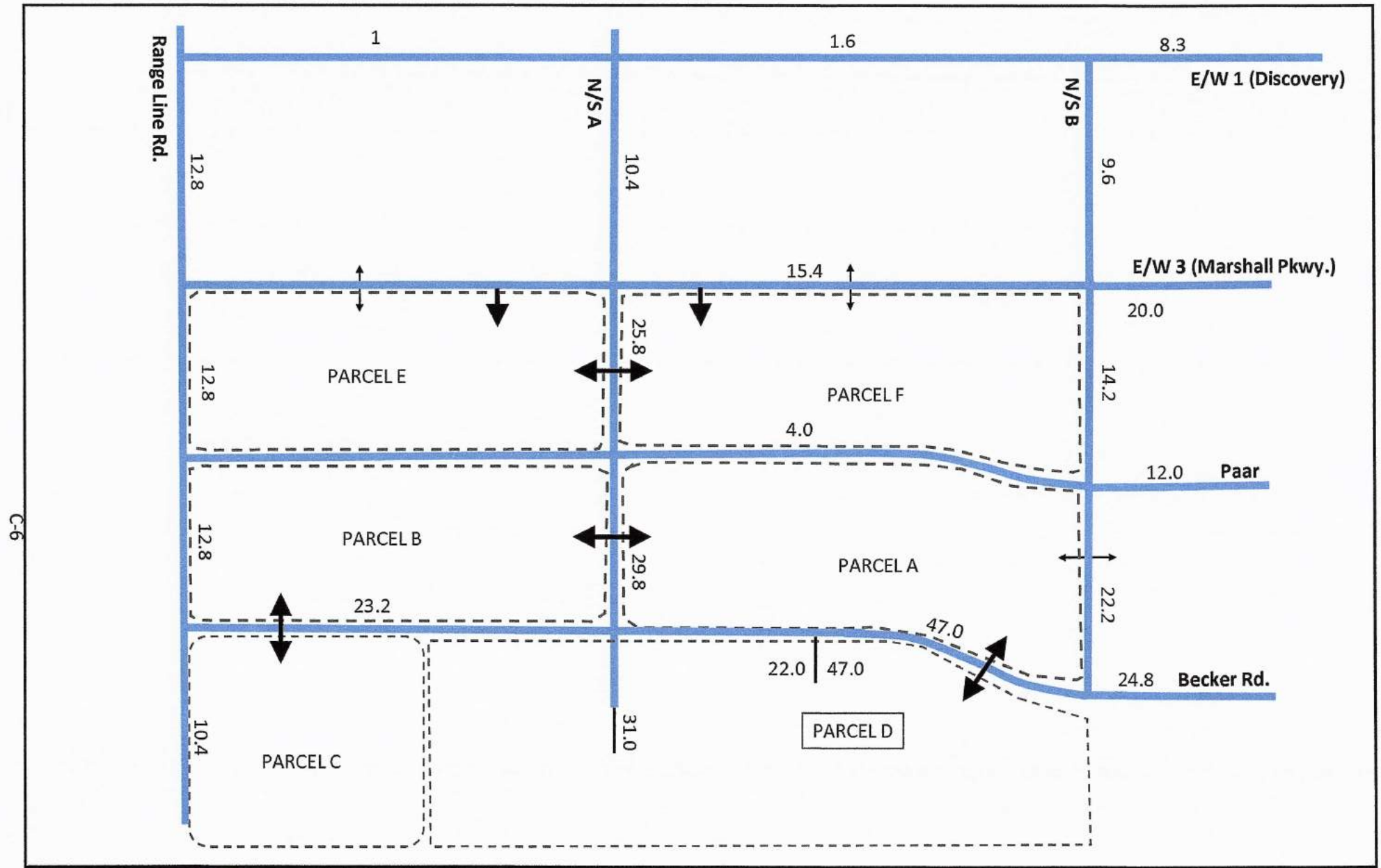
Legend

= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel C - Assignment - Phase 4

Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

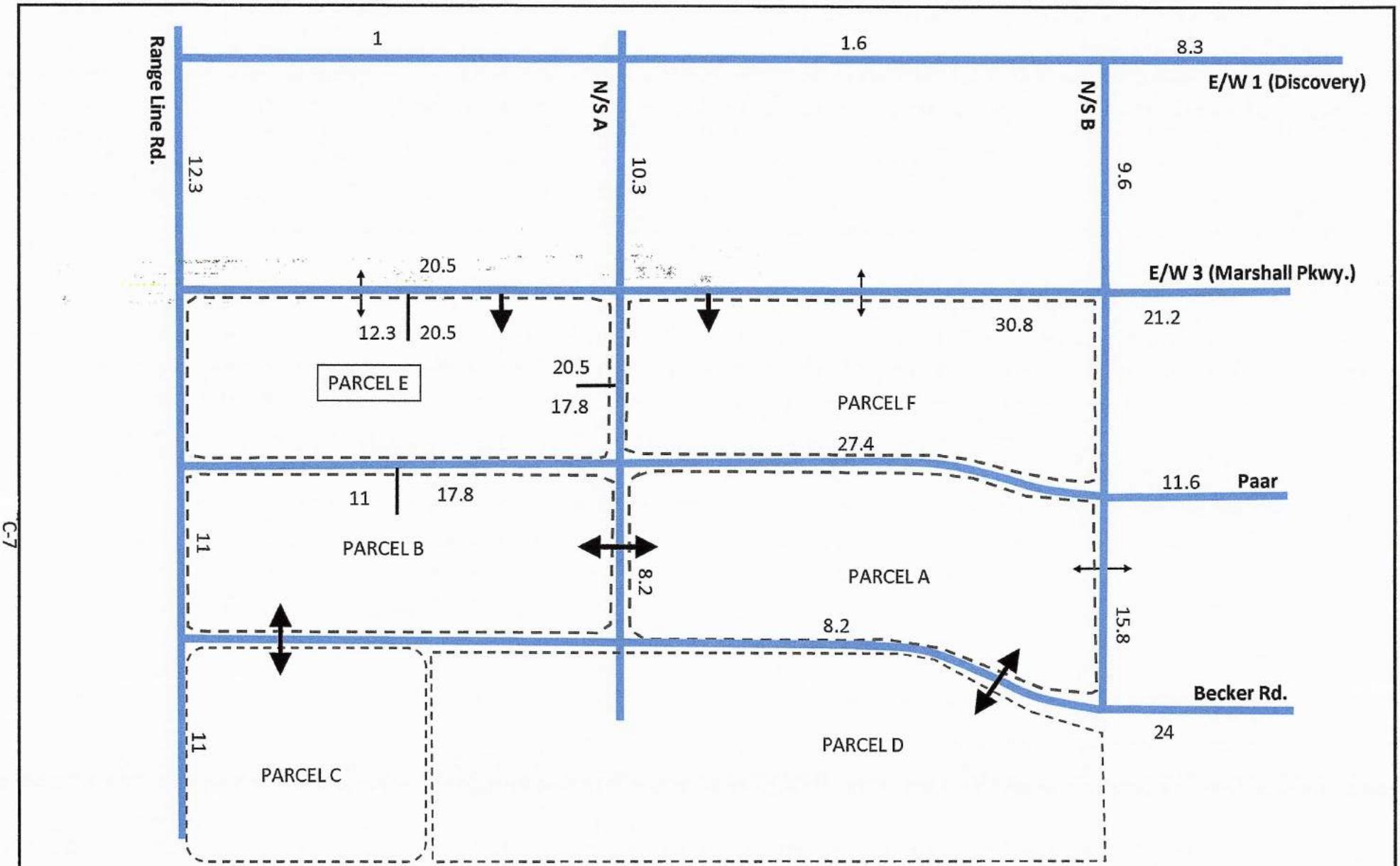
Legend

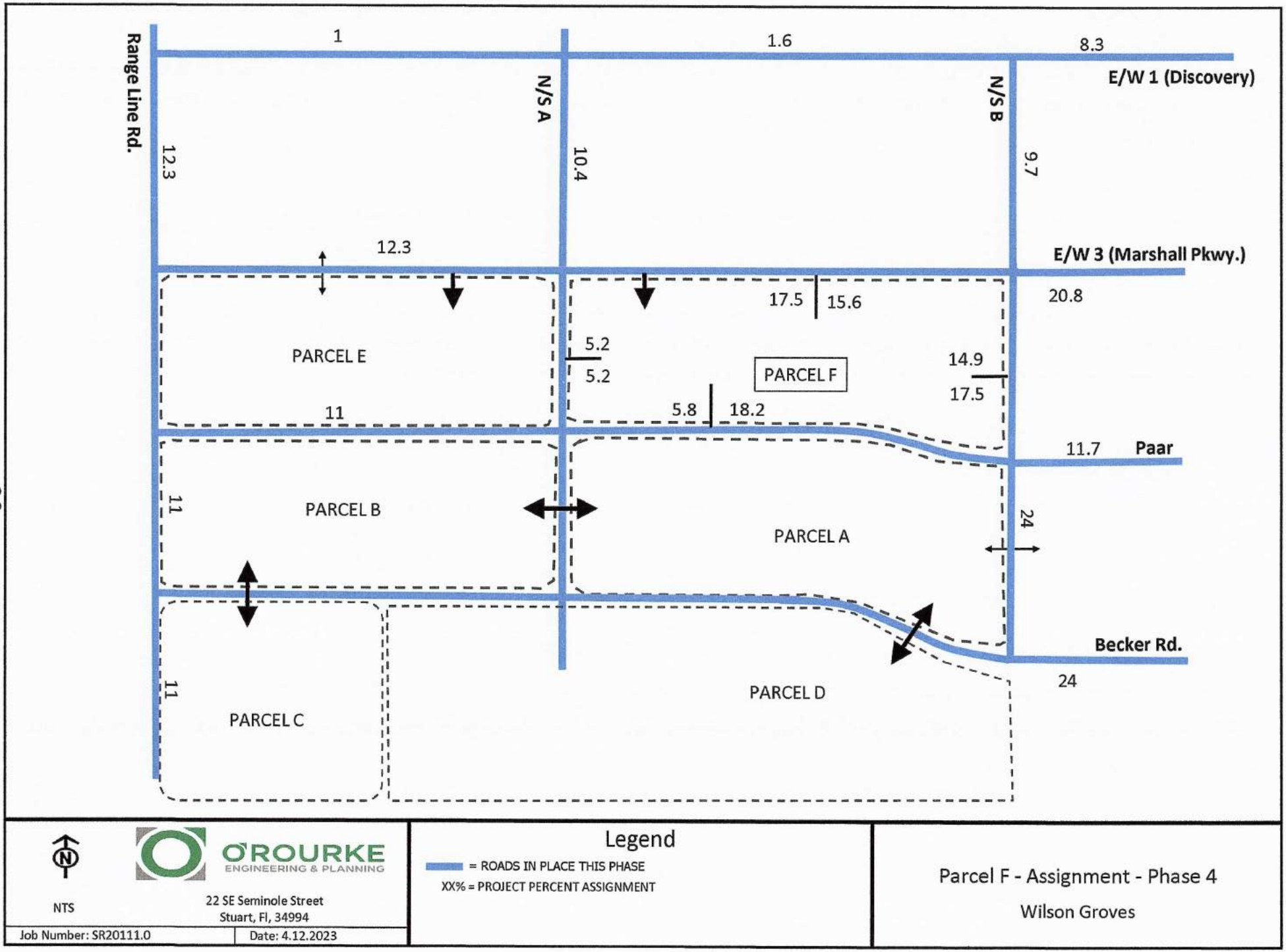
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel D - Assignment - Phase 4

Wilson Groves


Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.3
10.3
9.6
20.5
E/W 3 (Marshall Pkwy.)
12.3
20.5
30.8
21.2
PARCEL E
20.5
17.8
PARCEL F
27.4
11
17.8
11.6
Paar
11
PARCEL B
8.2
PARCEL A
15.8
8.2
Becker Rd.
11
PARCEL C
PARCEL D
24
C-7
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel E - Assignment - Phase 4
Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel F - Assignment - Phase 4

Wilson Groves

Appendix D

PHASING ANALYSIS
Phase 1: D-3 through D-15
Phase 2: D-16 though D-28
Phase 3: D-29 through D-42

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

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

← Trips to be removed from Model.

Source: Approved WATS 3.0

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

PERCENT INTERNAL BY PHASE - WILSON GROVES

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

Source: WATS, 2005/2006

PHASE 1

Link Analysis - Phase 1

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

(1) From WATS Origianl Phase 1 volumes and network

(2) Calculated using 11th Edition

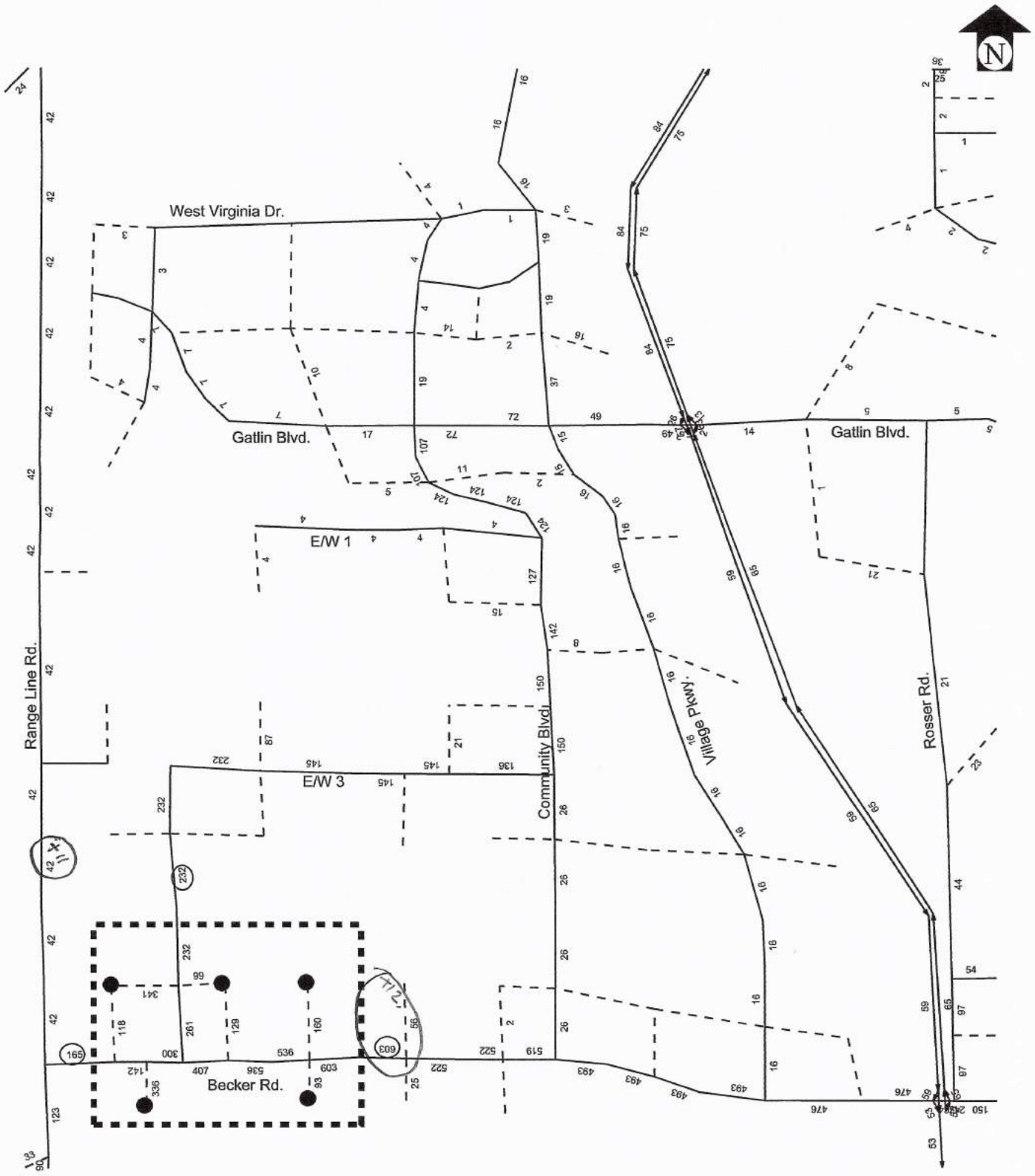
Note: The AADT is shown for each direction but reflect the total in both directions.

Adjustment Factor (K) = 0.090 In = 35562 13328 6443 965 1966

Adjustment Factor (D) = 0.550 Out= 35562 13328 6443 965 1966

Approved Trips =

Proposed Trips =



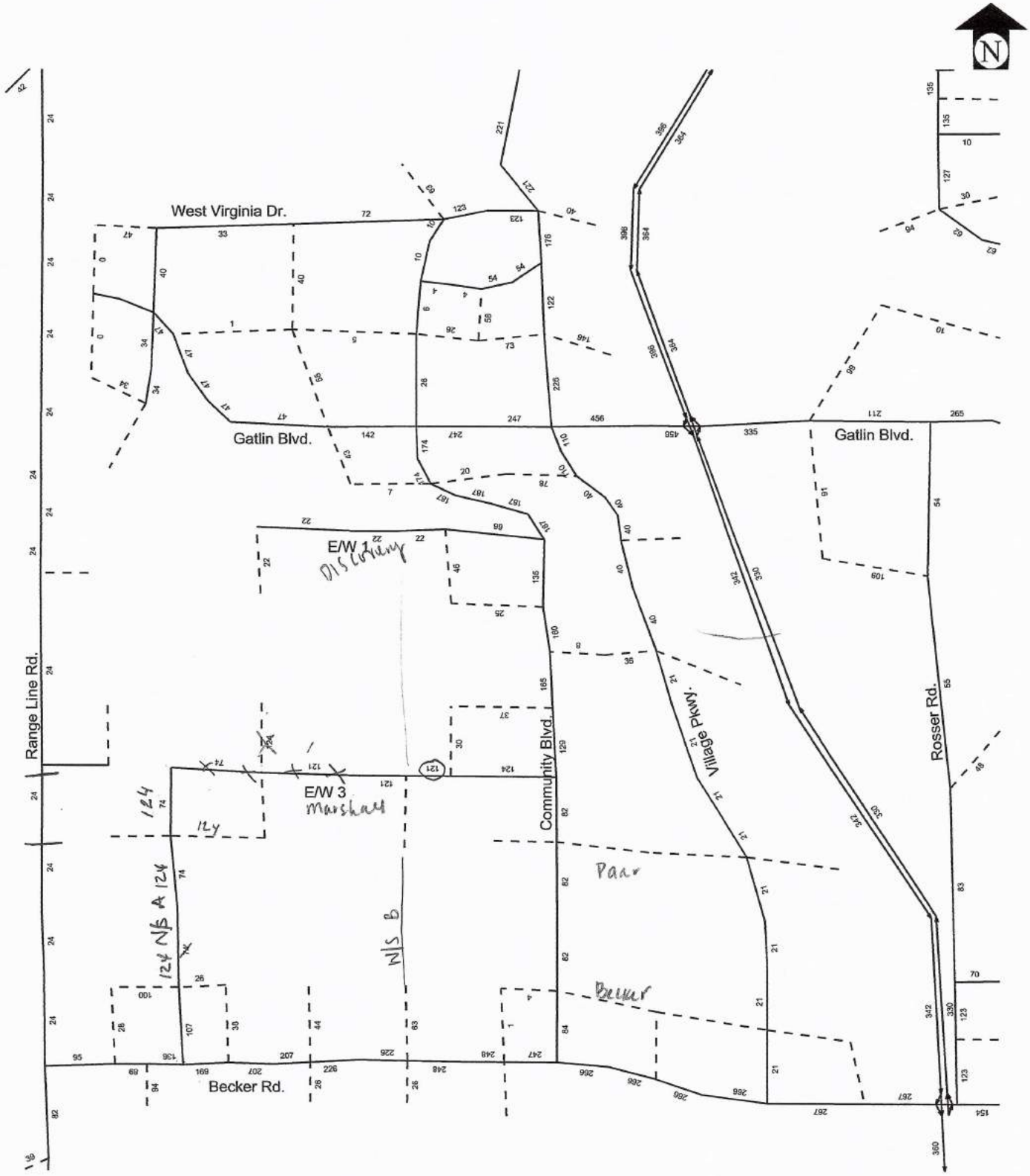
TCRPM 2010 TCRPM WESTERN ANNEXATION STUDY PHASE I
WILSON GROVES DRI TRIP DISTRIBUTION PERCENTAGES

28APR05 10:41:53

Legend:

XX **Percent Distribution /10**

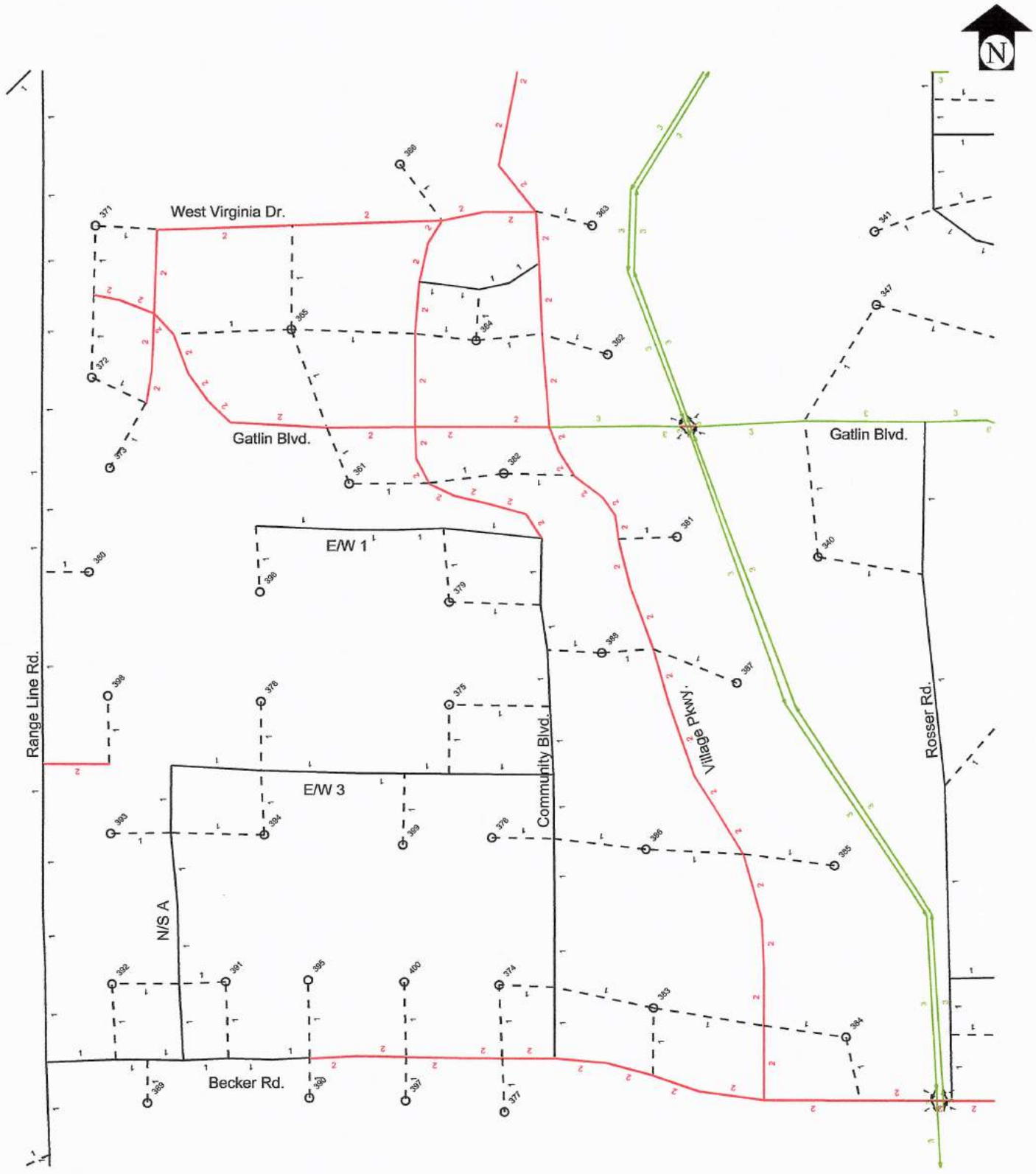
Figure 5a: 2010 Wilson Groves Distribution (Internal Roads)
Western Annexation Transportation Study
Phase I-Final 4-29-2005



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

27APR05 08:11:01

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



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

27APR05 07:38:17

Legend:
- 2-lanes
- 4-lanes
- 6-lanes
- 8-lanes

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

TABLE 1
WESTERN ANNEXATION TRANSPORTATION STUDY
ITE AND TCRPM TRIPS COMPARISON

4/29/2005

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

35,562

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

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,123	5,122	10,245	102	154	256	2.5%	5,021	4,968	9,989	-	-	-	0.0%	5,021	4,968	9,989
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	210,000	Sft	T = 37.01(X)	50%	50%	3,886	3,886	7,772	154	102	256	3.3%	3,732	3,784	7,516	1,278	1,277	2,555	34.0%	2,454	2,507	4,961
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**9,009**	**9,008**	**18,017**	**256**	**256**	**512**	**2.8%**	**8,753**	**8,752**	**17,505**	**1,278**	**1,277**	**2,555**	**14.6%**	**7,475**	**7,475**	**14,950**
Total Adjusted for Internal Capture																					**5,853**	**5,853**	**11,706**
Total Adjusted for 1/2 Internal Capture																					**6,664**	**6,664**	**13,328**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	668	393	1,061	130	46	176	16.6%	538	347	885	-	-	-	0.0%	538	347	885
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	210,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	462	501	963	46	130	176	18.3%	416	371	787	133	135	268	34.0%	283	236	519
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,130**	**894**	**2,024**	**176**	**176**	**352**	**17.4%**	**954**	**718**	**1,672**	**133**	**135**	**268**	**16.0%**	**821**	**583**	**1,404**
Total Adjusted for Internal Capture																					**643**	**456**	**1,099**
Total Adjusted for 1/2 Internal Capture																					**732**	**520**	**1,252**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 1 - TAZ 654 Parcel B

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,614	3,613	7,227	-	-	-	0.0%	3,614	3,613	7,227	-	-	-	0.0%	3,614	3,613	7,227
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**3,614**	**3,613**	**7,227**	**-**	**-**	**-**	**0.0%**	**3,614**	**3,613**	**7,227**	**-**	**-**	**-**	**0.0%**	**3,614**	**3,613**	**7,227**
Total Adjusted for Internal Capture																					**2,830**	**2,829**	**5,659**
Total Adjusted for 1/2 Internal Capture																					**3,222**	**3,221**	**6,443**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	468	275	743	-	-	-	0.0%	468	275	743	-	-	-	0.0%	468	275	743
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**468**	**275**	**743**	**-**	**-**	**-**	**0.0%**	**468**	**275**	**743**	**-**	**-**	**-**	**0.0%**	**468**	**275**	**743**
Total Adjusted for Internal Capture																					**366**	**215**	**582**
Total Adjusted for 1/2 Internal Capture																					**417**	**245**	**662**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	108	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	542	541	1,083	-	-	-	0.0%	542	541	1,083	-	-	-	0.0%	542	541	1,083
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**542**	**541**	**1,083**	**-**	**-**	**-**	**0.0%**	**542**	**541**	**1,083**	**-**	**-**	**-**	**0.0%**	**542**	**541**	**1,083**
Total Adjusted for Internal Capture																					**424**	**424**	**848**
Total Adjusted for 1/2 Internal Capture																					**483**	**482**	**965**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	108	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	67	40	107	-	-	-	0.0%	67	40	107	-	-	-	0.0%	67	40	107
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**67**	**40**	**107**	**-**	**-**	**-**	**0.0%**	**67**	**40**	**107**	**-**	**-**	**-**	**0.0%**	**67**	**40**	**107**
Total Adjusted for Internal Capture																					**52**	**31**	**84**
Total Adjusted for 1/2 Internal Capture																					**60**	**36**	**95**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - TAZ 648- Phase 1 Parcel D

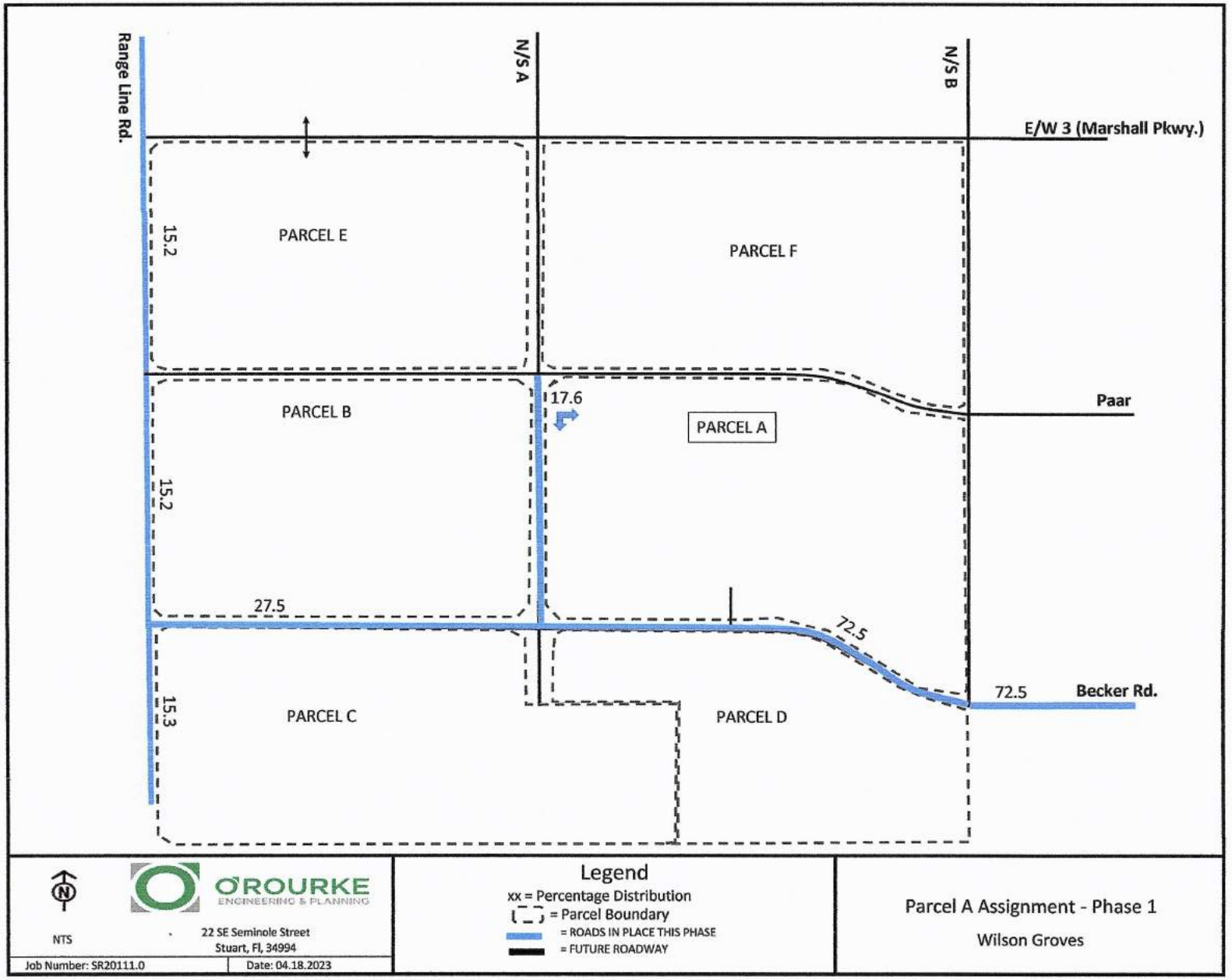
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	-	DU	T = 6.41(X) + 75.31	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	136,125	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	759	758	1,517	-	-	-	0.0%	759	758	1,517	-	-	-	0.0%	759	758	1,517
Civic Use		-	Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	136,125	Sft	T=3.37(X)	50%	50%	230	229	459	-	-	-	0.0%	230	229	459	-	-	-	0.0%	230	229	459
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	-	Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,104**	**1,101**	**2,205**	**-**	**-**	**-**	**0.0%**	**1,104**	**1,101**	**2,205**	**-**	**-**	**-**	**0.0%**	**1,104**	**1,101**	**2,205**
Total Adjusted for Internal Capture																					**864**	**862**	**1,727**
Total Adjusted for 1/2 Internal Capture																					**984**	**982**	**1,966**

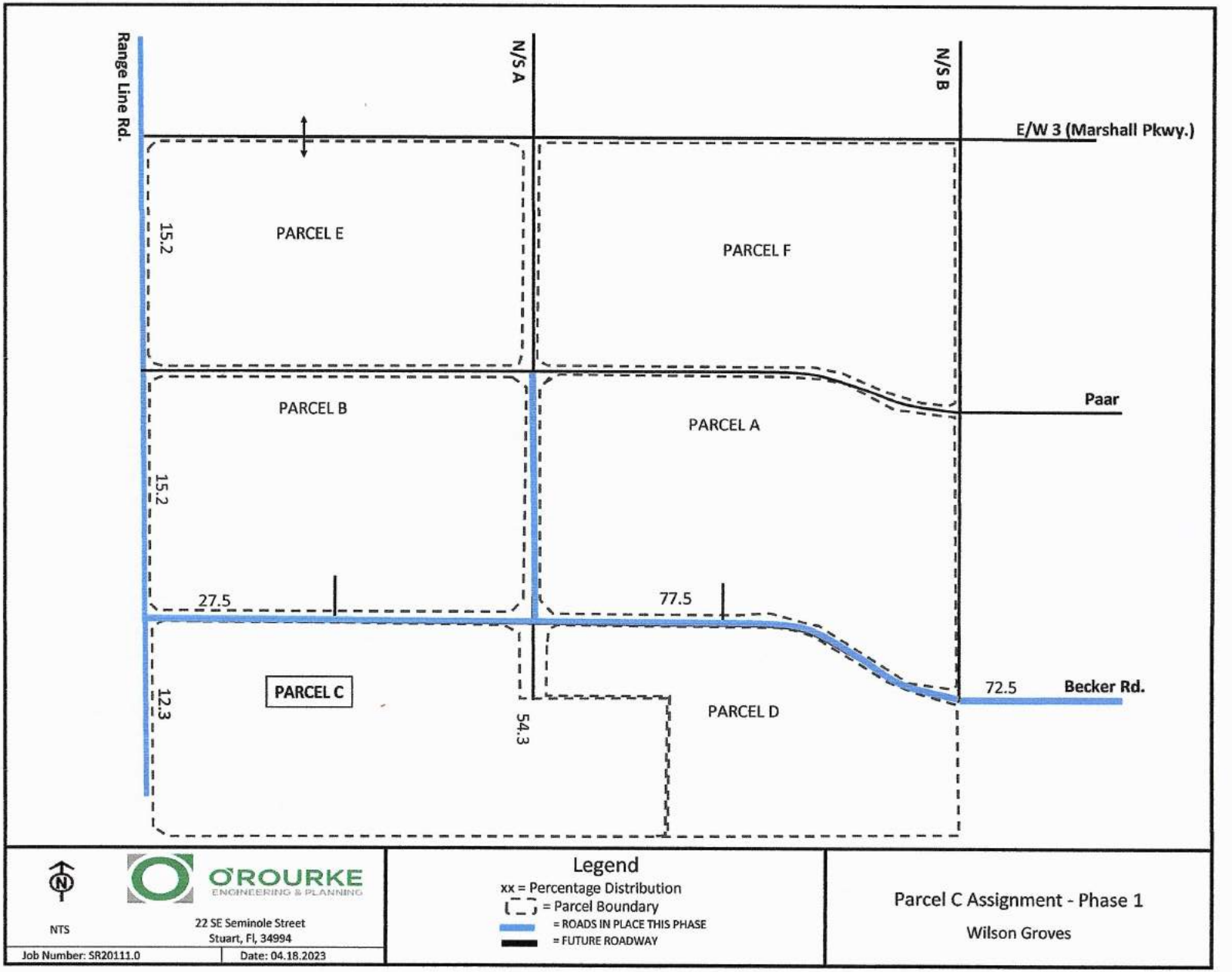
Source: Trip Generation Manual 11th Edition

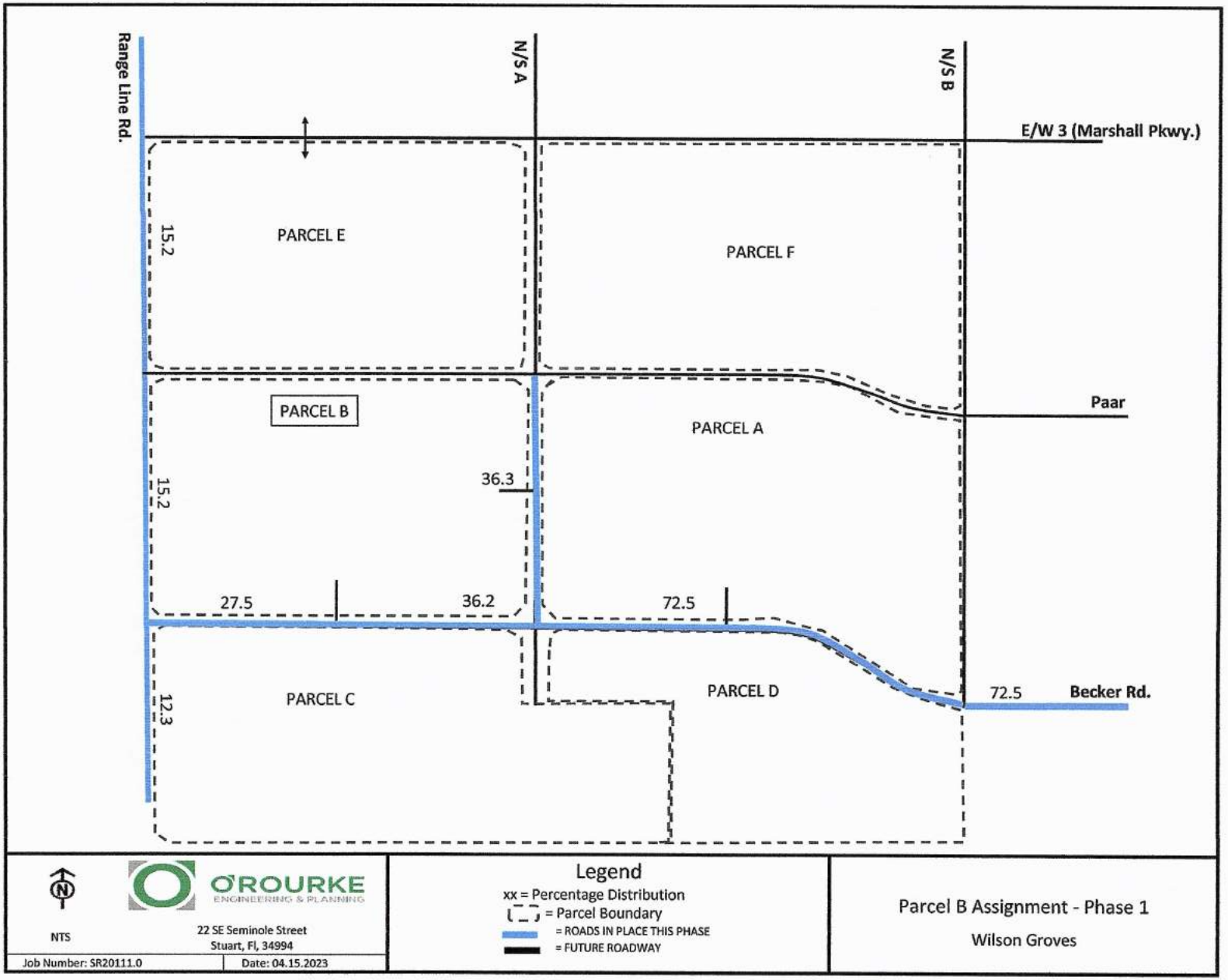
Table 2c - Trip Generation - Map H - PM Peak Hour

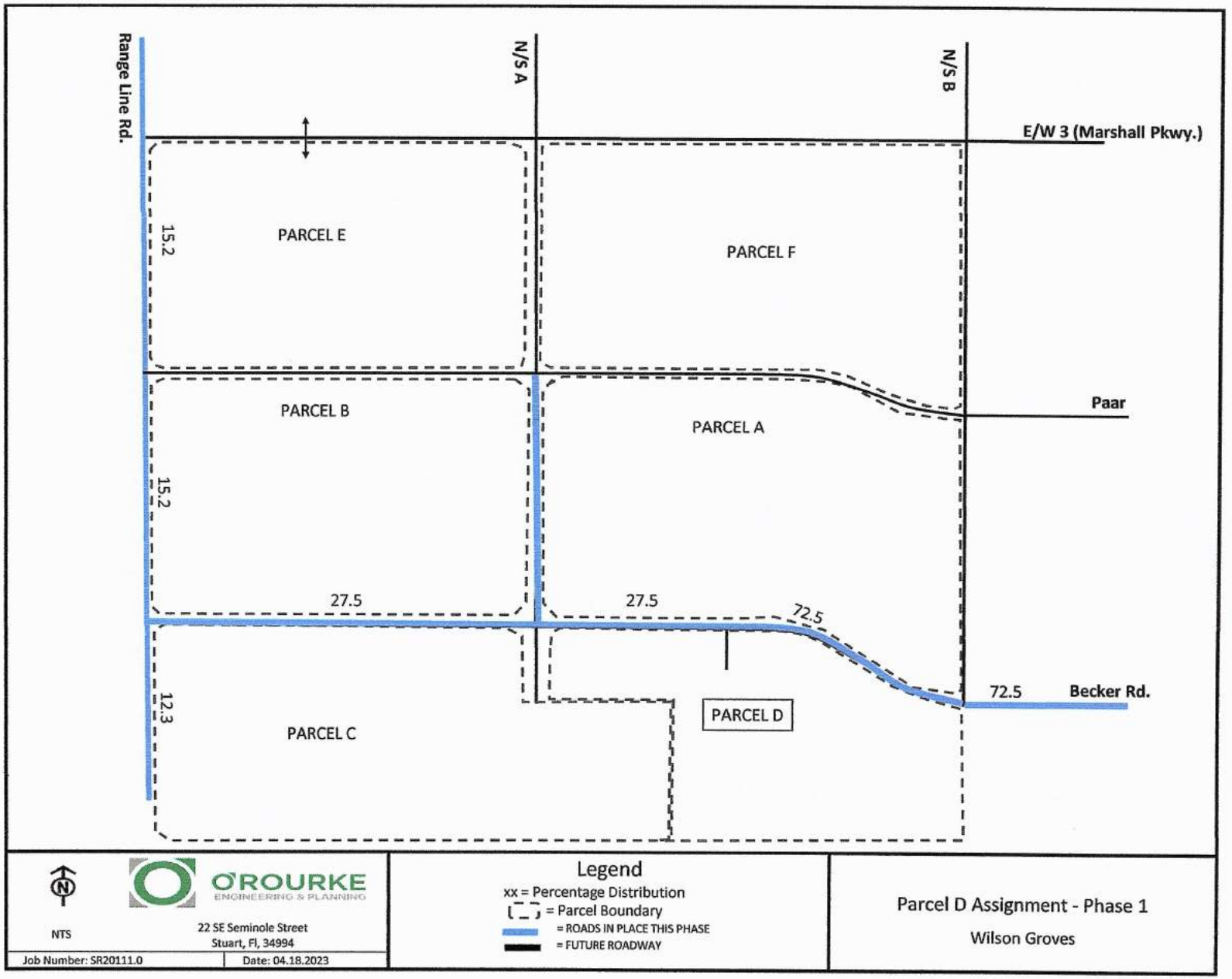
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	-	DU	T = 0.43(X) + 20.55	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	136,125	Sft	T = 1.44(X)	17%	83%	33	163	196	-	-	-	0.0%	33	163	196	-	-	-	0.0%	33	163	196
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	136,125	Sft	T=0.34(X)	22%	78%	10	36	46	-	-	-	0.0%	10	36	46	-	-	-	0.0%	10	36	46
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	-	-	-	0.0%	6	7	13	-	-	-	0.0%	6	7	13
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**49**	**206**	**255**	**-**	**-**	**-**	**0.0%**	**49**	**206**	**255**	**-**	**-**	**-**	**0.0%**	**49**	**206**	**255**
Total Adjusted for Internal Capture																					**38**	**161**	**200**
Total Adjusted for 1/2 Internal Capture																					**44**	**184**	**227**

Source: Trip Generation Manual 11th Edition


Range Line Rd.
N/S A
N/S B
E/W 3 (Marshall Pkwy.)
PARCEL E
PARCEL F
PARCEL B
PARCEL A
PARCEL C
PARCEL D
15.2
15.2
15.3
17.6
27.5
72.5
72.5
Becker Rd.
Paar
O'ROURKE
ENGINEERING & PLANNING
NTS
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 04.18.2023
Legend
xx = Percentage Distribution
= Parcel Boundary
= ROADS IN PLACE THIS PHASE
= FUTURE ROADWAY
Parcel A Assignment - Phase 1
Wilson Groves


Range Line Rd.
N/S A
N/S B
E/W 3 (Marshall Pkwy.)
PARCEL E
PARCEL F
PARCEL B
PARCEL A
Paar
PARCEL C
PARCEL D
Becker Rd.
15.2
15.2
12.3
27.5
77.5
72.5
54.3
O'ROURKE
ENGINEERING & PLANNING
NTS
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 04.18.2023
Legend
xx = Percentage Distribution
= Parcel Boundary
= ROADS IN PLACE THIS PHASE
= FUTURE ROADWAY
Parcel C Assignment - Phase 1
Wilson Groves


Range Line Rd.
N/S A
N/S B
E/W 3 (Marshall Pkwy.)
PARCEL E
PARCEL F
15.2
PARCEL B
PARCEL A
Paar
36.3
15.2
27.5
36.2
72.5
PARCEL C
PARCEL D
12.3
72.5
Becker Rd.
N
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 04.15.2023
Legend
xx = Percentage Distribution
= Parcel Boundary
= ROADS IN PLACE THIS PHASE
= FUTURE ROADWAY
Parcel B Assignment - Phase 1
Wilson Groves


Range Line Rd.
N/S A
N/S B
E/W 3 (Marshall Pkwy.)
PARCEL E
PARCEL F
PARCEL B
PARCEL A
Paar
PARCEL C
PARCEL D
Becker Rd.
15.2
15.2
12.3
27.5
27.5
72.5
72.5
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 04.18.2023
Legend
xx = Percentage Distribution
= Parcel Boundary
= ROADS IN PLACE THIS PHASE
= FUTURE ROADWAY
Parcel D Assignment - Phase 1
Wilson Groves

PHASE 2

Table 4.2 - Link Analysis - Phase 2

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips															
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel E	TAZ 861 Parcel E	% Assignment Parcel F	TAZ 653 Parcel F	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
Discovery Way (E/W 1)	RANGE LINE RD	N/S A	2	EB	924	8573	347	IN	1.0	665	1.0	153	1.0	81	1.0	132	1.0	36	1.0	0	1.0	163	-100	8473	343	YES
				WB	924	8573	424	OUT	1.0	665	1.0	153	1.0	81	1.0	132	1.0	36	1.0	0	1.0	163	-100	8473	419	YES
	N/S A	N/S B	2	EB	924	11389	461	IN	1.6	1064	1.6	245	1.6	130	1.6	211	1.6	57	1.6	0	1.6	261	-160	11229	455	YES
				WB	924	11389	564	OUT	1.6	1064	1.6	245	1.6	130	1.6	211	1.6	57	1.6	0	1.6	261	-160	11229	556	YES
	N/S B	COMMUNITY BLVD (	2	EB	924	16927	686	OUT	8.2	5454	8.3	1273	8.2	668	8.2	1081	8.2	294	8.2	0	8.2	1337	-801	16126	653	YES
				WB	924	16927	838	IN	8.2	5454	8.3	1273	8.2	668	8.2	1081	8.2	294	8.2	0	8.2	1337	-801	16126	798	YES
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	12869	521	OUT	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	12589	510	YES
				SB	1080	12869	637	IN	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	12589	623	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	13369	541	IN	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	13089	530	YES
				SB	1080	13369	662	OUT	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	13089	648	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	924	12418	615	IN	40.5	26939	52.6	8065	52.6	4286	30.2	3980	28.8	1032	42.4	0	22.6	3684	-5892	6526	323	YES
				SB	924	12418	503	OUT	40.5	26939	52.6	8065	52.6	4286	30.2	3980	28.8	1032	42.4	0	22.6	3684	-5892	6526	264	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	924	12476	505	IN	28.0	18625	52.6	8065	22.6	1841	30.2	3980	28.8	1032	0.0	0	22.6	3684	-23	12453	504	YES
				SB	924	12476	618	OUT	28.0	18625	52.6	8065	22.6	1841	30.2	3980	28.8	1032	0.0	0	22.6	3684	-23	12453	616	YES
MARSHALL PKWY (E/W #3)	RANGE LINE RD	N/S A	2	EB	924	5773	234	IN	10.5	6984	10.0	1533	10.0	815	0.0	0	28.6	1025	15.0	0	10.0	1630	-1981	3792	154	YES
				WB	924	5773	286	OUT	10.5	6984	10.0	1533	10.0	815	0.0	0	28.6	1025	15.0	0	10.0	1630	-1981	3792	188	YES
	N/S A	N/S B	2	EB	924	12622	511	IN	30.6	20354	33.3	5106	33.3	2713	20.2	2662	33.3	1193	33.3	0	33.3	5428	-3252	9370	379	YES
				WB	924	12622	625	OUT	30.6	20354	33.3	5106	33.3	2713	20.2	2662	33.3	1193	33.3	0	33.3	5428	-3252	9370	464	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	19542	791	OUT	23.4	15565	24.2	3710	24.2	1972	20.2	2662	24.2	867	24.2	0	24.2	3945	-2409	17133	694	YES
				WB	2100	19542	967	IN	23.4	15565	24.2	3710	24.2	1972	20.2	2662	24.2	867	24.2	0	24.2	3945	-2409	17133	848	YES
BECKER RD	RANGE LINE RD	N/S A	2	EB	924	11428	463	IN	20.5	13636	18.6	2852	37.6	3064	23.2	3058	0	0	13.6	0	18.6	3032	-1630	9798	397	YES
				WB	924	11428	566	OUT	20.5	13636	18.6	2852	37.6	3064	23.2	3058	0	0	13.6	0	18.6	3032	-1630	9798	485	YES
	N/S A	N/S B	4	EB	2100	34795	1409	IN	33.7	22416	28.8	4416	28.8	2347	46.6	6142	28.8	1032	28.8	0	38.8	6324	-2155	32640	1322	YES
				WB	2100	34795	1722	OUT	33.7	22416	28.8	4416	28.8	2347	46.6	6142	28.8	1032	28.8	0	38.8	6324	-2155	32640	1616	YES
									In =	66517		15332		8148		13180		3583		0		16300				
									Out=	66517		15332		8148		13180		3583		0		16300				

(1) From WATS 3.0, 2030 Daily volumes

(2) Calculated using 11th Edition

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

Adjustment Factor (K) = 0.090

Adjustment Factor (D) = 0.550

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,123	5,122	10,245	102	154	256	2.5%	5,021	4,968	9,989	-	-	-	0.0%	5,021	4,968	9,989
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	T = 37.01(X)	50%	50%	5,663	5,662	11,325	154	102	256	2.3%	5,509	5,560	11,069	1,882	1,881	3,763	34.0%	3,627	3,679	7,306
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**10,786**	**10,784**	**21,570**	**256**	**256**	**512**	**2.4%**	**10,530**	**10,528**	**21,058**	**1,882**	**1,881**	**3,763**	**17.9%**	**8,648**	**8,647**	**17,295**
Interzonal Capture																					**6,956**	**6,955**	**13,910**
Total Less 1/2 Interzonal Capture																					**7,666**	**7,666**	**15,332**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	668	393	1,061	171	61	232	21.9%	497	332	829	-	-	-	0.0%	497	332	829
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	606	657	1,263	61	171	232	18.4%	545	486	1,031	175	176	351	34.0%	370	310	680
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,274**	**1,050**	**2,324**	**232**	**232**	**464**	**20.0%**	**1,042**	**818**	**1,860**	**175**	**176**	**351**	**18.9%**	**867**	**642**	**1,509**
Interzonal Capture																					**697**	**516**	**1,214**
Total Less 1/2 Interzonal Capture																					**769**	**569**	**1,338**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,614	3,613	7,227	64	48	112	1.5%	3,550	3,565	7,115	-	-	-	0.0%	3,550	3,565	7,115
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		50,638	Sft	T=30.49(X)	50%	50%	772	772	1,544	39	-	39	2.5%	733	772	1,505	-	-	-	0.0%	733	772	1,505
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	24,000	Sft	T = 37.01(X)	50%	50%	444	444	888	182	80	262	29.5%	262	364	626	107	106	213	34.0%	155	258	413
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**4,830**	**4,829**	**9,659**	**285**	**128**	**413**	**4.3%**	**4,545**	**4,701**	**9,246**	**107**	**106**	**213**	**2.3%**	**4,438**	**4,595**	**9,033**
Interzonal Capture																					**3,568**	**3,694**	**7,263**
1/2 Interzonal Capture																					**4,003**	**4,145**	**8,148**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	468	275	743	29	21	50	6.7%	439	254	693	-	-	-	0.0%	439	254	693
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	50,638	Sft	T=3.05(X)	40%	60%	62	92	154	13	-	13	8.4%	49	92	141				0.0%	49	92	141
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	24,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	97	105	202	18	29	47	23.3%	79	76	155	26	27	53	34.0%	53	49	102
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**627**	**472**	**1,099**	**60**	**50**	**110**	**10.0%**	**567**	**422**	**989**	**26**	**27**	**53**	**5.4%**	**541**	**395**	**936**
Interzonal Capture																					**435**	**318**	**753**
1/2 Interzonal Capture																					**488**	**356**	**844**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	7,306	7,306	14,612	-	-	-	0.0%	7,306	7,306	14,612	-	-	-	0.0%	7,306	7,306	14,612
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**7,306**	**7,306**	**14,612**	**-**	**-**	**-**	**0.0%**	**7,306**	**7,306**	**14,612**	**-**	**-**	**-**	**0.0%**	**7,306**	**7,306**	**14,612**
Total less interzonal																					**5,874**	**5,874**	**11,748**
Total less 1/2 interzonal																					**6,590**	**6,590**	**13,180**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	961	564	1,525	-	-	-	0.0%	961	564	1,525	-	-	-	0.0%	961	564	1,525
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**961**	**564**	**1,525**	**-**	**-**	**-**	**0.0%**	**961**	**564**	**1,525**	**-**	**-**	**-**	**0.0%**	**961**	**564**	**1,525**
Total less interzonal																					**773**	**453**	**1,226**
Total less 1/2 interzonal																					**867**	**509**	**1,376**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	963	DU	T = 6.41(X) + 75.31	50%	50%	3,124	3,124	6,248	39	13	52	0.8%	3,085	3,111	6,196	-	-	-	0.0%	3,085	3,111	6,196
Multi- Family Housing (Mid-Rise)	221	962	DU	T = 4.54(X)	50%	50%	2,184	2,183	4,367	27	9	36	0.8%	2,157	2,174	4,331	-	-	-	0.0%	2,157	2,174	4,331
General Office	710	606,500	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	2,784	2,784	5,568	17	50	67	1.2%	2,767	2,734	5,501	-	-	-	0.0%	2,767	2,734	5,501
Civic Use		-	Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	544,500	Sft	T=3.37(X)	50%	50%	918	917	1,835	5	16	21	1.1%	913	901	1,814	-	-	-	0.0%	913	901	1,814
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	-	Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**9,125**	**9,122**	**18,247**	**88**	**88**	**176**	**1.0%**	**9,037**	**9,034**	**18,071**	**-**	**-**	**-**	**0.0%**	**9,037**	**9,034**	**18,071**
Interzonal Capture																					**7,266**	**7,263**	**14,529**
1/2 Interzonal Capture																					**8,151**	**8,149**	**16,300**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Approved Land Use																							
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	963	DU	T = 0.43(X) + 20.55	63%	37%	274	161	435	5	3	8	1.8%	269	158	427	-	-	-	0.0%	269	158	427
Multi- Family Housing (Mid-Rise)	221	962	DU	T = 0.39(X) + 0.34	61%	39%	229	147	376	5	3	8	2.1%	224	144	368	-	-	-	0.0%	224	144	368
General Office	710	606,500	Sft	T = 1.44(X)	17%	83%	148	725	873	5	7	12	1.4%	143	718	861	-	-	-	0.0%	143	718	861
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	544,500	Sft	T=0.34(X)	22%	78%	41	144	185	1	2	3	1.6%	40	142	182	-	-	-	0.0%	40	142	182
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	-	1	1	7.7%	6	6	12	-	-	-	0.0%	6	6	12
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**698**	**1,184**	**1,882**	**16**	**16**	**32**	**1.7%**	**682**	**1,168**	**1,850**	**-**	**-**	**-**	**0.0%**	**682**	**1,168**	**1,850**
Interzonal Capture																					**548**	**939**	**1,487**
1/2 Interzonal Capture																					**615**	**1,054**	**1,669**

Source: Trip Generation Manual 11th Edition

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

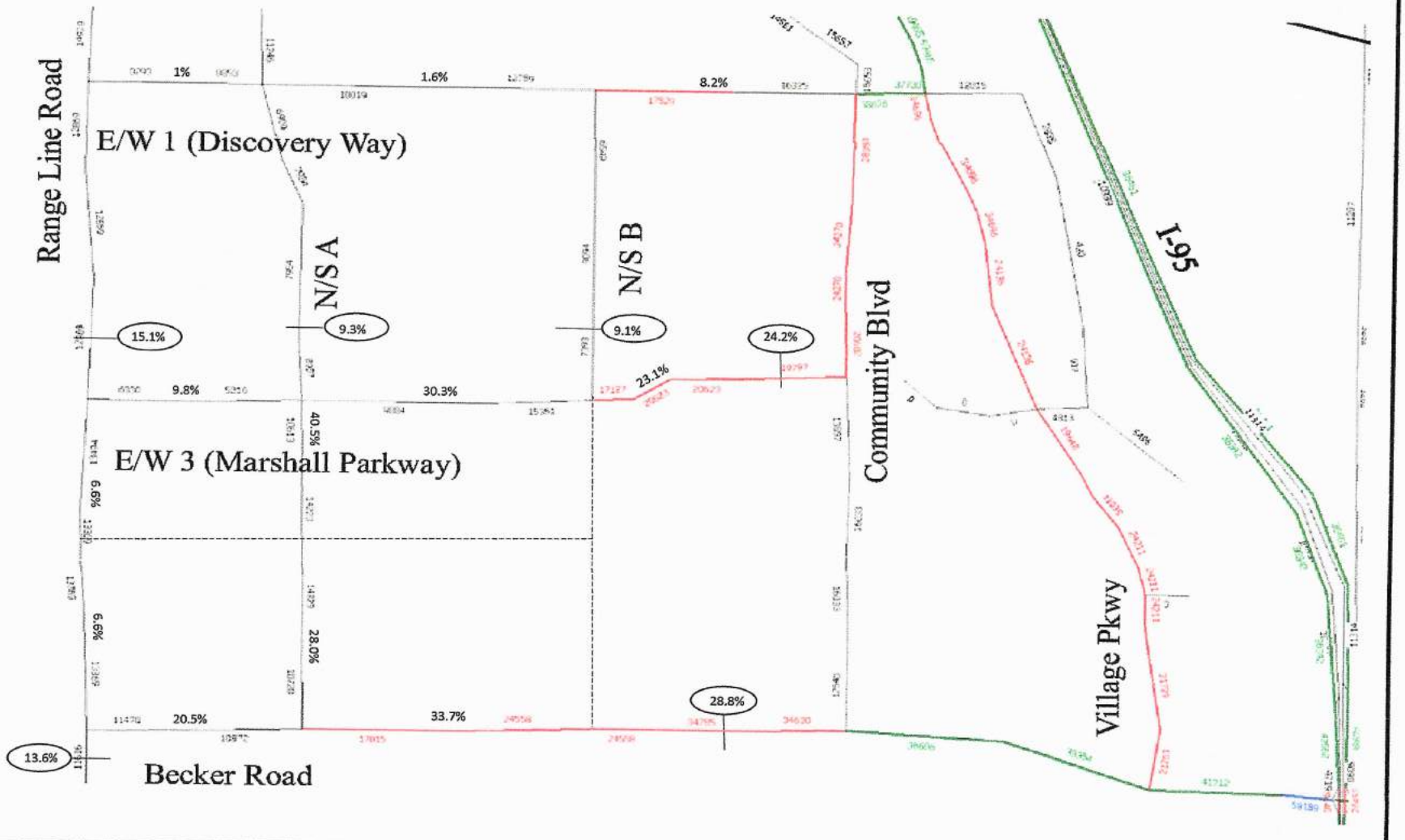
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	452	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	2,021	2,021	4,042	-	-	-	0.0%	2,021	2,021	4,042	-	-	-	0.0%	2,021	2,021	4,042
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**2,021**	**2,021**	**4,042**	**-**	**-**	**-**	**0.0%**	**2,021**	**2,021**	**4,042**	**-**	**-**	**-**	**0.0%**	**2,021**	**2,021**	**4,042**
Interzonal Capture																					**1,562**	**1,562**	**3,124**
Total Less 1/2 Interzonal Capture																					**1,792**	**1,792**	**3,583**

Source: Trip Generation Manual 11th Edition

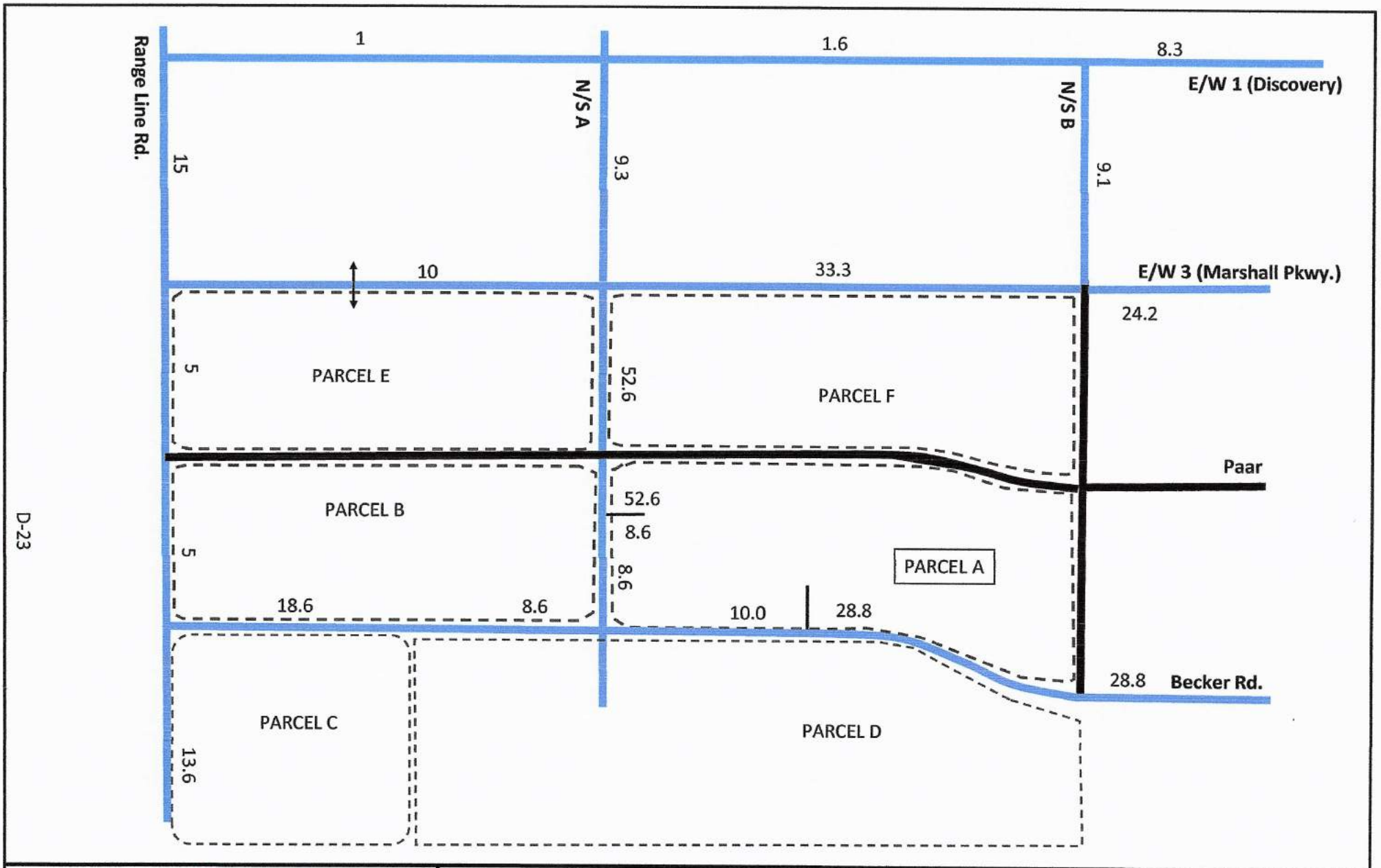
Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	452	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	258	152	410	-	-	-	0.0%	258	152	410	-	-	-	0.0%	258	152	410
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**258**	**152**	**410**	**-**	**-**	**-**	**0.0%**	**258**	**152**	**410**	**-**	**-**	**-**	**0.0%**	**258**	**152**	**410**
Interzonal Capture																					**199**	**117**	**317**
Total Less 1/2 Interzonal Capture																					**229**	**135**	**363**

Source: Trip Generation Manual 11th Edition



NTS	O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994	Legend	Phase 2 Distribution & Assignment Wilson Groves Approved WATS 3.0
Job Number:	Date:		



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

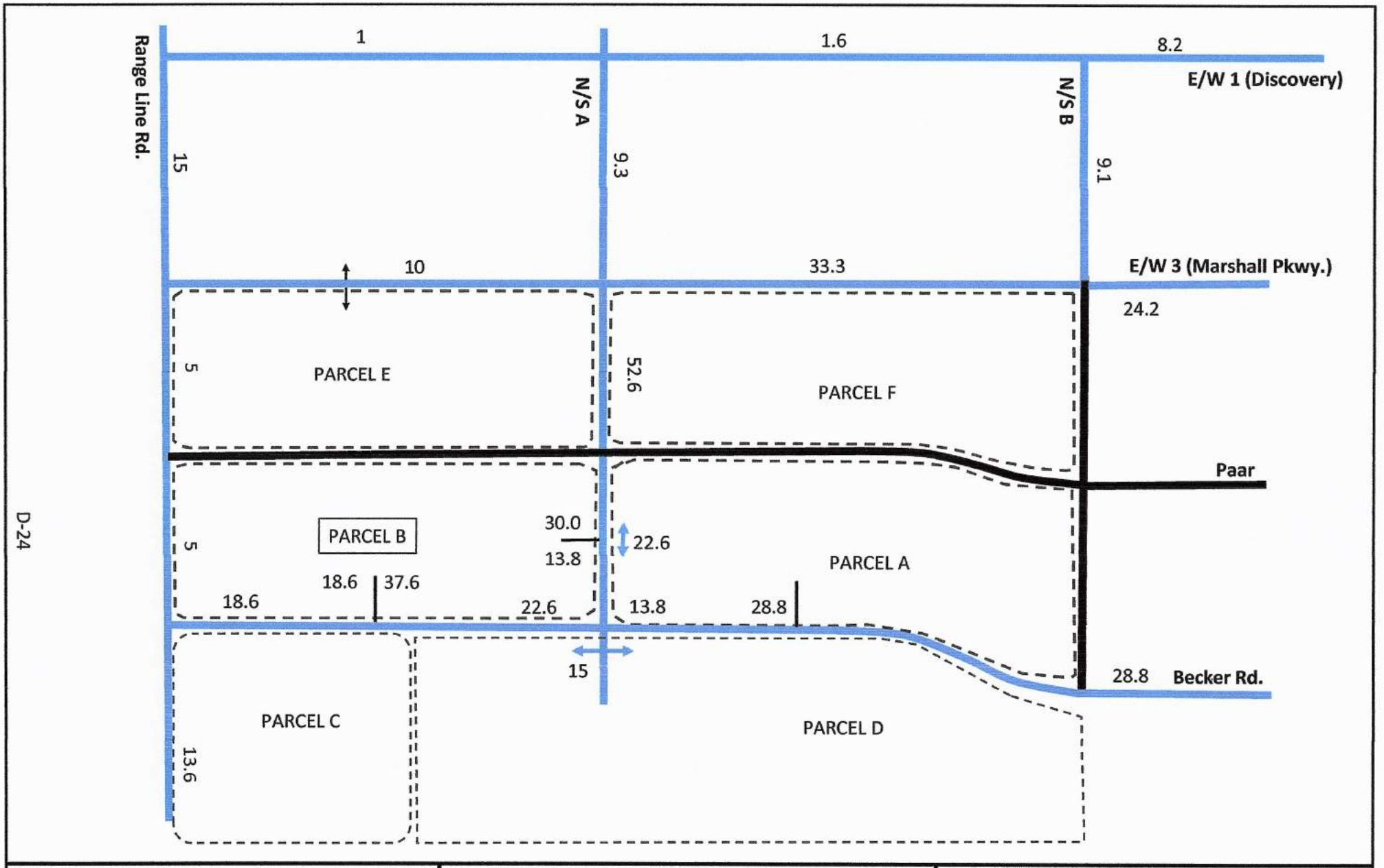
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

Parcel A - Assignment - Phase 2

Wilson Groves



NTS

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22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

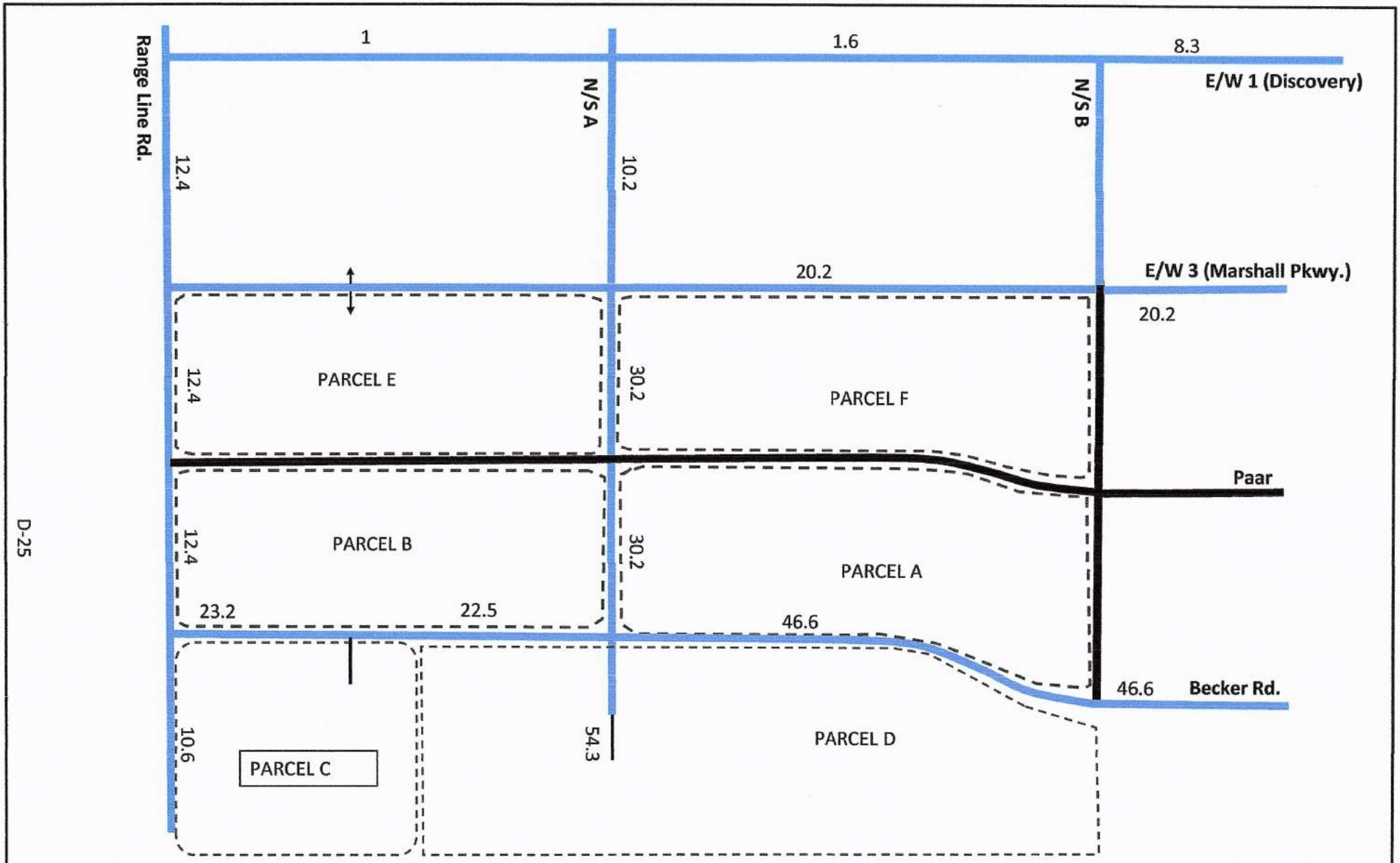
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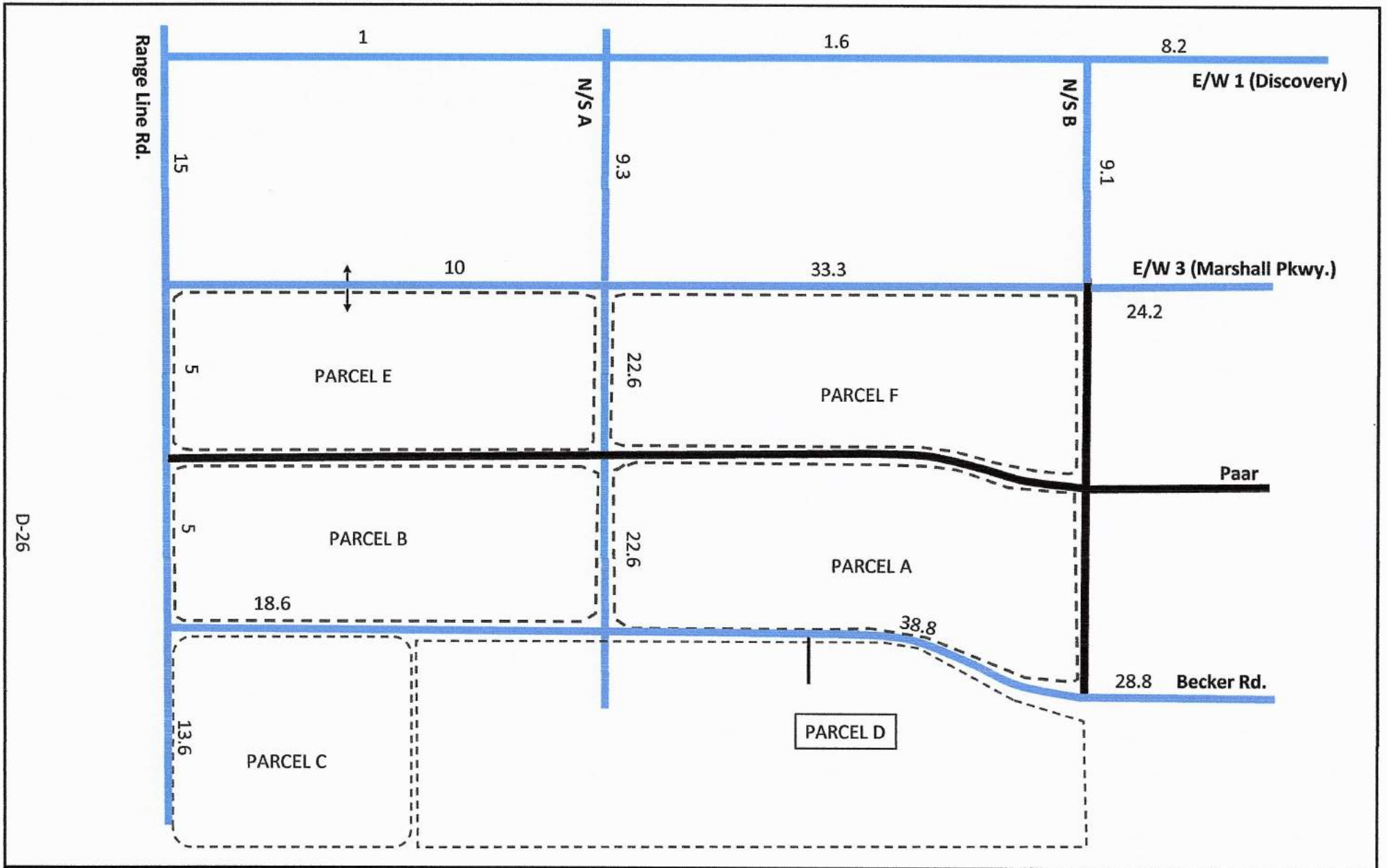
= FUTURE ROADWAY

Parcel B - Assignment - Phase 2

Wilson Groves



NTS O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20111.0 | Date: 4.12.2023	Legend = ROADS IN PLACE THIS PHASE XX% = PROJECT PERCENT ASSIGNMENT = FUTURE ROADWAY	Parcel C - Assignment - Phase 2 Wilson Groves



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22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

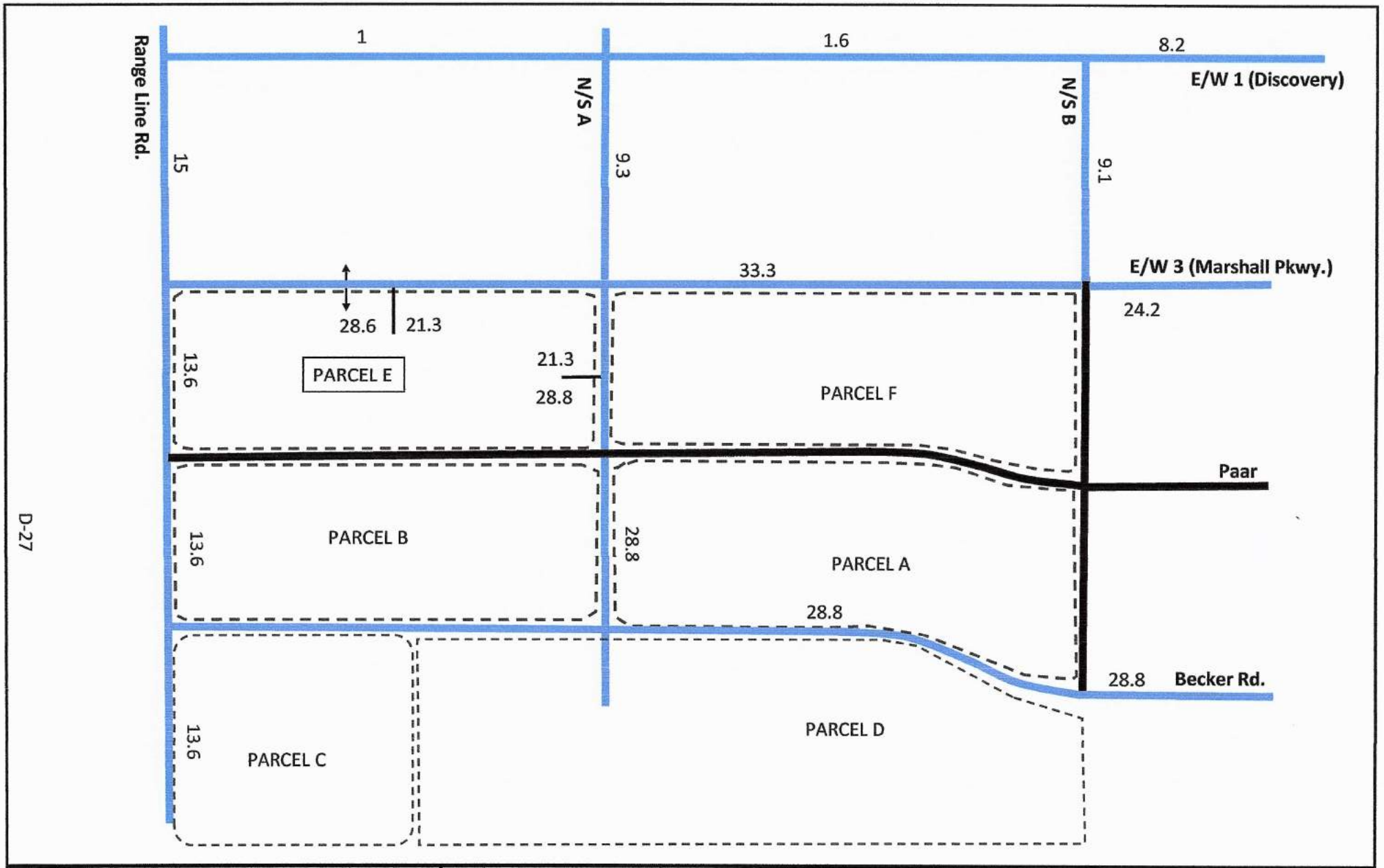
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

Parcel D - Assignment - Phase 2

Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

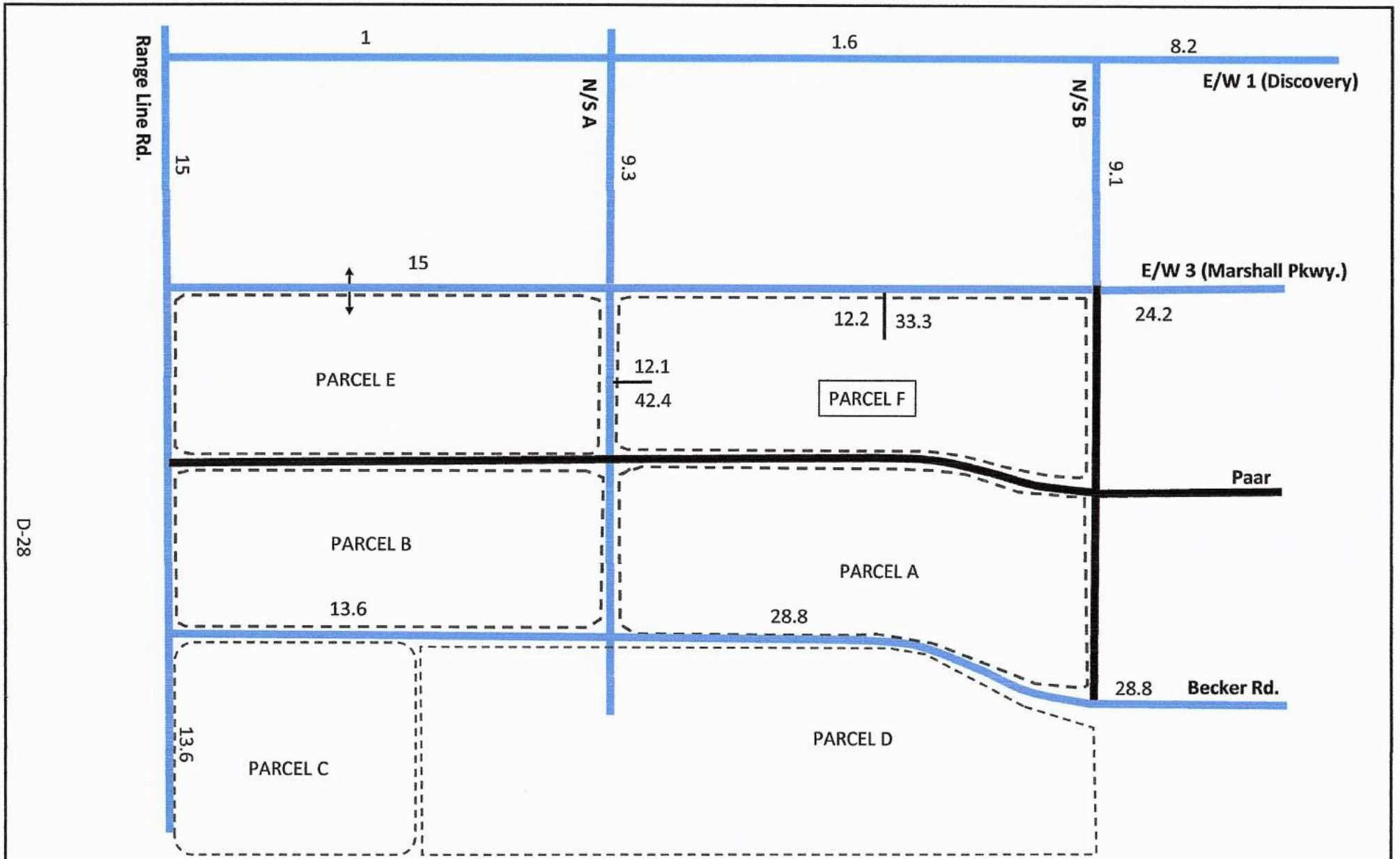
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

Parcel E - Assignment - Phase 2

Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

= ROADS IN PLACE THIS PHASE

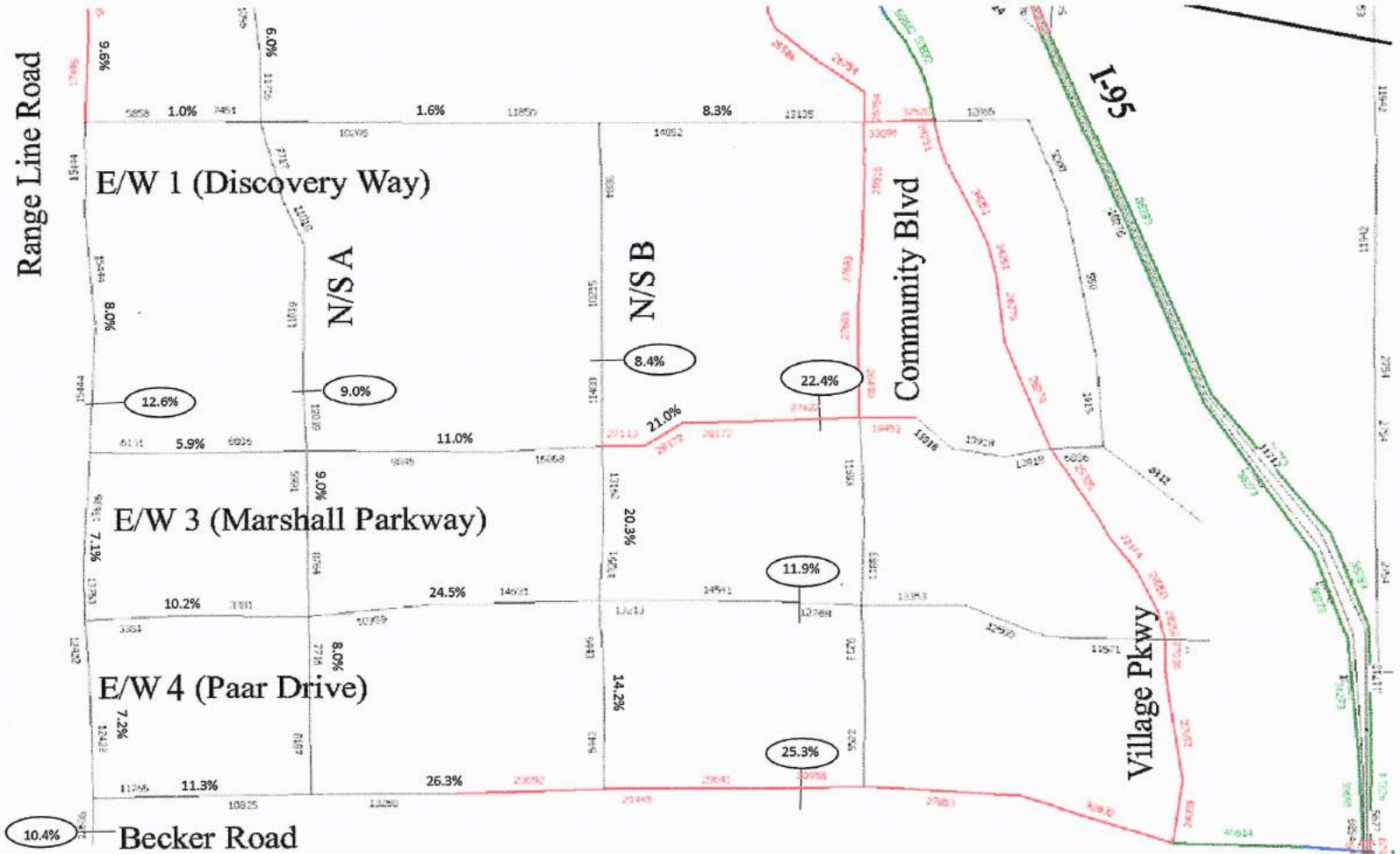
XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

Parcel F - Assignment - Phase 2

Wilson Groves

PHASE 3



NTS	O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994	Legend	Phase 3 Distribution & Assignment Wilson Groves
Job Number:	Date:		

Table 4: Link Analysis Phase 3

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips															
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel E	TAZ 861 Parcel E	% Assignment Parcel F	TAZ 653 Parcel F	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
Discovery Way (E/W 1)	RANGE LINE RD	N/S A	2	EB	924	6655	270	IN	1.0	907	1.0	156	1.0	94	1.0	154	1.0	67	1.0	74	1.0	225	-137	6518	264	YES
				WB	924	6655	329	OUT	1.0	907	1.0	156	1.0	94	1.0	154	1.0	67	1.0	74	1.0	225	-137	6518	323	YES
	N/S A	N/S B	2	EB	924	11027	447	IN	1.6	1451	1.6	250	1.6	150	1.6	246	1.6	108	1.6	119	1.6	361	-217	10810	438	YES
				WB	924	11027	546	OUT	1.6	1451	1.6	250	1.6	150	1.6	246	1.6	108	1.6	119	1.6	361	-217	10810	535	YES
	N/S B	COMMUNITY BLVD (	2	EB	924	13593	551	OUT	8.3	7528	8.3	1295	8.3	777	8.3	1274	8.3	558	8.3	615	8.3	1871	-1138	12455	504	YES
				WB	924	13593	673	IN	8.3	7528	8.3	1295	8.3	777	8.3	1274	8.3	558	8.3	615	8.3	1871	-1138	12455	617	YES
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	13636	552	OUT	8.0	7256	10	1560	12.2	1142	12.3	1889	0.0	0	0.0	0	12.4	2795	130	13766	558	YES
				SB	1080	13636	675	IN	8.0	7256	10	1560	12.2	1142	12.3	1889	0.0	0	0.0	0	12.4	2795	130	13766	681	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	12422	503	IN	7.1	6440	0	0	0.0	0	12.3	1889	11	740	11	815	12.4	2795	-201	12221	495	YES
				SB	1080	12422	615	OUT	7.1	6440	0	0	0.0	0	12.3	1889	11	740	11	815	12.4	2795	-201	12221	605	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	924	7377	365	IN	15.5	14059	19.2	2995	12.1	1133	10.2	1566	20.5	1378	5.2	385	26.2	5905	-697	6680	331	YES
				SB	924	7377	299	OUT	15.5	14059	19.2	2995	12.1	1133	10.2	1566	20.5	1378	5.2	385	26.2	5905	-697	6680	271	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	924	7952	322	IN	16.7	15147	16.0	2496	25.9	2424	22.0	3378	8.2	551	0.0	0	30.2	6807	509	8461	343	YES
				SB	924	7952	394	OUT	16.7	15147	16.0	2496	25.9	2424	22.0	3378	8.2	551	0.0	0	30.2	6807	509	8461	419	YES
N/S B	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	924	11833	586	OUT	20.3	18413	25.6	3994	28.9	2705	30.6	4699	0	0	17.5	1297	13.6	3065	-2653	9180	454	YES
				SB	924	11833	479	IN	20.3	18413	25.6	3994	28.9	2705	30.6	4699	0	0	17.5	1297	13.6	3065	-2653	9180	372	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	924	7367	365	IN	14.2	12880	0.0	0	0.0	0	30.6	4699	15.8	1062	24.0	1778	21.6	4868	-473	6894	341	YES
				SB	924	7367	298	OUT	14.2	12880	0.0	0	0.0	0	30.6	4699	15.8	1062	24.0	1778	21.6	4868	-473	6894	279	YES
MARSHALL PKWY (E/W #3)	RANGE LINE RD	N/S A	2	EB	924	6069	246	IN	5.9	5351	4.0	624	0.0	0	0.0	0	20.5	1378	12.3	911	0.0	0	-2438	3631	147	YES
				WB	924	6069	300	OUT	5.9	5351	4.0	624	0.0	0	0.0	0	20.5	1378	12.3	911	0.0	0	-2438	3631	180	YES
	N/S A	N/S B	2	EB	924	12957	525	IN	11.0	9977	4.8	749	2.0	187	0.0	0	30.8	2071	17.5	1297	17.2	3877	-1796	11161	452	YES
				WB	924	12957	641	OUT	11.0	9977	4.8	749	2.0	187	0.0	0	30.8	2071	17.5	1297	17.2	3877	-1796	11161	552	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	24689	1000	OUT	21.0	19047	20.8	3245	21.6	2022	21.0	3225	21.2	1425	20.8	1541	22.4	5049	-2540	22149	897	YES
				WB	2100	24689	1222	IN	21.0	19047	20.8	3245	21.6	2022	21.0	3225	21.2	1425	20.8	1541	22.4	5049	-2540	22149	1096	YES
E/W 4 Paar Dr	RANGE LINE RD	N/S A	2	EB	924	3381	137	IN	10.2	9252	8	1248	26.6	2490	0	0	17.8	1197	11.0	815	0.0	0	-3502	5750	233	YES
				WB	924	3381	167	OUT	10.2	9252	8	1248	26.6	2490	0	0	17.8	1197	11.0	815	0.0	0	-3502	5750	285	YES
	N/S A	N/S B	2	EB	924	12495	506	IN	24.5	22222	37.6	5866	40.4	3782	11.8	1812	27.4	1842	18.2	1349	4.0	902	-6669	5826	236	YES
				WB	924	12495	619	OUT	24.5	22222	37.6	5866	40.4	3782	11.8	1812	27.4	1842	18.2	1349	4.0	902	-6669	5826	288	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	13507	547	OUT	11.8	10703	12	1872	11.5	1077	11.8	1812	11.6	780	11.7	867	12.0	2705	-1590	11917	483	YES
				WB	2100	13507	669	IN	11.8	10703	12	1872	11.5	1077	11.8	1812	11.6	780	11.7	867	12.0	2705	-1590	11917	590	YES
BECKER RD	RANGE LINE RD	N/S A	2	EB	924	11295	457	IN	11.3	10249	10.4	1622	12.2	1142	23.1	3547	0	0	0	0	22.8	5139	1201	12496	506	YES
				WB	924	11295	559	OUT	11.3	10249	10.4	1622	12.2	1142	23.1	3547	0	0	0	0	22.8	5139	1201	12496	619	YES
	N/S A	N/S B	4	EB	2100	18475	748	IN	26.3	23855	24.6	3838	24.5	2293	54.8	8415	8.2	551	0.0	0	47.0	10593	1835	20310	823	YES
				WB	2100	18475	915	OUT	26.3	23855	24.6	3838	24.5	2293	54.8	8415	8.2	551	0.0	0	47.0	10593	1835	20310	1005	YES
										In =	90702	15600		9361		15355		6724		7410		22539				
										Out=	90702	15600		9361		15355		6724		7410		22539				

(1) From WATS 3.0, 2035 volumes

(2) Calculated using 11th Edition

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

Adjustment Factor (K) = 0.090

Adjustment Factor (D) = 0.550

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,123	5,122	10,245	102	154	256	2.5%	5,021	4,968	9,989	-	-	-	0.0%	5,021	4,968	9,989
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	T = 37.01(X)	50%	50%	5,663	5,662	11,325	154	102	256	2.3%	5,509	5,560	11,069	1,882	1,881	3,763	34.0%	3,627	3,679	7,306
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**10,786**	**10,784**	**21,570**	**256**	**256**	**512**	**2.4%**	**10,530**	**10,528**	**21,058**	**1,882**	**1,881**	**3,763**	**17.9%**	**8,648**	**8,647**	**17,295**
Interzonal Capture																					**6,685**	**6,684**	**13,369**
Total Less 1/2 Interzonal Capture																					**7,666**	**7,666**	**15,332**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	668	393	1,061	171	61	232	21.9%	497	332	829	-	-	-	0.0%	497	332	829
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	606	657	1,263	61	171	232	18.4%	545	486	1,031	175	176	351	34.0%	370	310	680
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,274**	**1,050**	**2,324**	**232**	**232**	**464**	**20.0%**	**1,042**	**818**	**1,860**	**175**	**176**	**351**	**18.9%**	**867**	**642**	**1,509**
Interzonal Capture																					**670**	**496**	**1,166**
Total Less 1/2 Interzonal Capture																					**769**	**569**	**1,338**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,614	3,613	7,227	93	118	211	2.9%	3,521	3,495	7,016	-	-	-	0.0%	3,521	3,495	7,016
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		67,628	Sft	T=30.49(X)	50%	50%	1,031	1,031	2,062	51	-	51	2.5%	980	1,031	2,011	-	-	-	0.0%	980	1,031	2,011
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	T = 37.01(X)	50%	50%	1,416	1,415	2,831	397	113	510	18.0%	1,019	1,302	2,321	395	394	789	34.0%	624	908	1,532
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**6,061**	**6,059**	**12,120**	**541**	**231**	**772**	**6.4%**	**5,520**	**5,828**	**11,348**	**395**	**394**	**789**	**7.0%**	**5,125**	**5,434**	**10,559**
Total less Interzonal Capture																					**3,962**	**4,200**	**8,162**
Total Less 1/2 Interzonal Capture																					**4,543**	**4,817**	**9,361**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	468	275	743	65	33	98	13.2%	403	242	645	-	-	-	0.0%	403	242	645
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	67,628	Sft	T=3.05(X)	40%	60%	82	124	206	16	-	16	7.8%	66	124	190				0.0%	66	124	190
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	223	242	465	40	68	108	23.2%	183	174	357	60	61	121	34.0%	123	113	236
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**773**	**641**	**1,414**	**121**	**101**	**222**	**15.7%**	**652**	**540**	**1,192**	**60**	**61**	**121**	**10.2%**	**592**	**479**	**1,071**
Total less Interzonal Capture																					**458**	**370**	**828**
Total Less 1/2 Interzonal Capture																					**525**	**425**	**949**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	7,306	7,306	14,612	28	14	42	0.3%	7,278	7,292	14,570	-	-	-	0.0%	7,278	7,292	14,570
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		90,692	Sft	T=30.49(X)	50%	50%	1,383	1,382	2,765	14	-	14	0.5%	1,369	1,382	2,751	-	-	-	0.0%	1,369	1,382	2,751
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**8,689**	**8,688**	**17,377**	**42**	**14**	**56**	**0.3%**	**8,647**	**8,674**	**17,321**	**-**	**-**	**-**	**0.0%**	**8,647**	**8,674**	**17,321**
Total less interzonal																					**6,684**	**6,705**	**13,389**
Total Less 1/2 Internal Capture																					**7,666**	**7,690**	**15,355**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) +0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	961	564	1,525	3	23	26	1.7%	958	541	1,499	-	-	-	0.0%	958	541	1,499
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	90,692	Sft	T=3.05(X)	40%	60%	111	166	277	23	-	23	8.3%	88	166	254				0.0%	88	166	254
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,072**	**730**	**1,802**	**26**	**23**	**49**	**2.7%**	**1,046**	**707**	**1,753**	**-**	**-**	**-**	**0.0%**	**1,046**	**707**	**1,753**
Total less interzonal																					**809**	**547**	**1,355**
Total Less 1/2 Internal Capture																					**927**	**627**	**1,554**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	962	DU	T = 6.41(X) + 75.31	50%	50%	3,121	3,121	6,242	65	52	117	1.9%	3,056	3,069	6,125	-	-	-	0.0%	3,056	3,069	6,125
Multi- Family Housing (Mid-Rise)	221	963	DU	T = 4.54(X)	50%	50%	2,186	2,186	4,372	45	36	81	1.9%	2,141	2,150	4,291	-	-	-	0.0%	2,141	2,150	4,291
General Office	710	1,094,875	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	4,654	4,654	9,308	200	826	1,026	11.0%	4,454	3,828	8,282	-	-	-	0.0%	4,454	3,828	8,282
Civic Use		-	Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		67,754	Sft	T=30.49(X)	50%	50%	1,033	1,033	2,066	44	183	227	11.0%	989	850	1,839	-	-	-	0.0%	989	850	1,839
Industrial Park	130	952,875	Sft	T=3.37(X)	50%	50%	1,606	1,605	3,211	81	332	413	12.9%	1,525	1,273	2,798	-	-	-	0.0%	1,525	1,273	2,798
General Commercial	820	207,500	Sft	T = 37.01(X)	50%	50%	3,840	3,840	7,680	1,295	336	1,631	21.2%	2,545	3,504	6,049	1,029	1,028	2,057	34.0%	1,516	2,476	3,992
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	-	Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**16,555**	**16,553**	**33,108**	**1,730**	**1,765**	**3,495**	**10.6%**	**14,825**	**14,788**	**29,613**	**1,029**	**1,028**	**2,057**	**6.9%**	**13,796**	**13,760**	**27,556**
Interzonal Capture																					**10,664**	**10,636**	**21,301**
Total Less 1/2 Interzonal Capture																					**12,230**	**12,198**	**24,428**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
Approved Land Use																							
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	962	DU	T = 0.43(X) + 20.55	63%	37%	273	161	434	62	28	90	20.7%	211	133	344	-	-	-	0.0%	211	133	344
Multi- Family Housing (Mid-Rise)	221	963	DU	T = 0.39(X) + 0.34	61%	39%	229	147	376	53	24	77	20.5%	176	123	299	-	-	-	0.0%	176	123	299
General Office	710	1,094,875	Sft	T = 1.44(X)	17%	83%	268	1,309	1,577	12	34	46	2.9%	256	1,275	1,531	-	-	-	0.0%	256	1,275	1,531
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	67,754	Sft	T=3.05(X)	40%	60%	83	124	207	2	5	7	3.4%	81	119	200				0.0%	81	119	200
Industrial Park	130	952,875	Sft	T=0.34(X)	22%	78%	71	253	324	3	8	11	3.4%	68	245	313	-	-	-	0.0%	68	245	313
General Commercial	820	207,500	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	458	497	955	84	117	201	21.0%	374	380	754	127	129	256	34.0%	247	251	498
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	2	2	4	30.8%	4	5	9	-	-	-	0.0%	4	5	9
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,388**	**2,498**	**3,886**	**218**	**218**	**436**	**11.2%**	**1,170**	**2,280**	**3,450**	**127**	**129**	**256**	**7.4%**	**1,043**	**2,151**	**3,194**
Interzonal Capture																					**806**	**1,663**	**2,469**
Total Less 1/2 Interzonal Capture																					**925**	**1,907**	**2,831**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	879	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,727	3,727	7,454	-	-	-	0.0%	3,727	3,727	7,454	-	-	-	0.0%	3,727	3,727	7,454
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**3,727**	**3,727**	**7,454**	-	-	-	**0.0%**	**3,727**	**3,727**	**7,454**	-	-	-	**0.0%**	**3,727**	**3,727**	**7,454**
Interzonal Capture																					**2,881**	**2,881**	**5,762**
Total Less 1/2 Interzonal Capture																					**3,304**	**3,304**	**6,608**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	879	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	483	284	767	-	-	-	0.0%	483	284	767	-	-	-	0.0%	483	284	767
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**483**	**284**	**767**	-	-	-	**0.0%**	**483**	**284**	**767**	-	-	-	**0.0%**	**483**	**284**	**767**
Interzonal Capture																					**373**	**220**	**593**
Total Less 1/2 Interzonal Capture																					**428**	**252**	**680**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 3 - TAZ 653 Parcel F

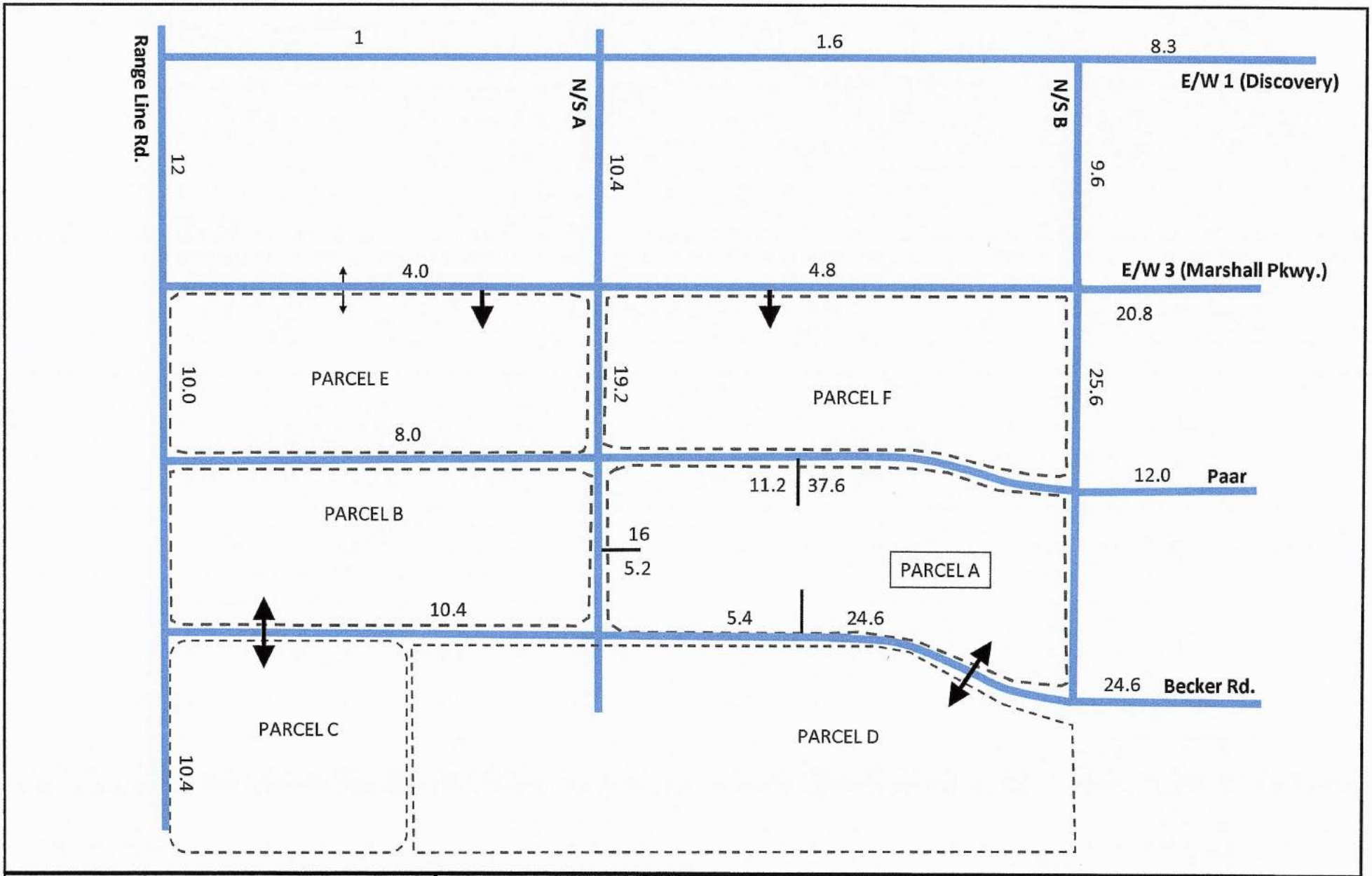
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,108	4,107	8,215	-	-	-	0.0%	4,108	4,107	8,215	-	-	-	0.0%	4,108	4,107	8,215
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**4,108**	**4,107**	**8,215**	**-**	**-**	**-**	**0.0%**	**4,108**	**4,107**	**8,215**	**-**	**-**	**-**	**0.0%**	**4,108**	**4,107**	**8,215**
Interzonal Capture																					**3,175**	**3,175**	**6,350**
Total Less 1/2 Interzonal Capture																					**3,642**	**3,641**	**7,283**

Source: Trip Generation Manual 11th Edition

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

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
Approved Land Use																							
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	534	313	847	-	-	-	0.0%	534	313	847	-	-	-	0.0%	534	313	847
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Medical Office	720	-	Sft	T=3.39(X)+2.02	28%	72%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**534**	**313**	**847**	**-**	**-**	**-**	**0.0%**	**534**	**313**	**847**	**-**	**-**	**-**	**0.0%**	**534**	**313**	**847**
Interzonal Capture																					**413**	**242**	**655**
Total Less 1/2 Interzonal Capture																					**473**	**277**	**751**

Source: Trip Generation Manual 11th Edition



D-37

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

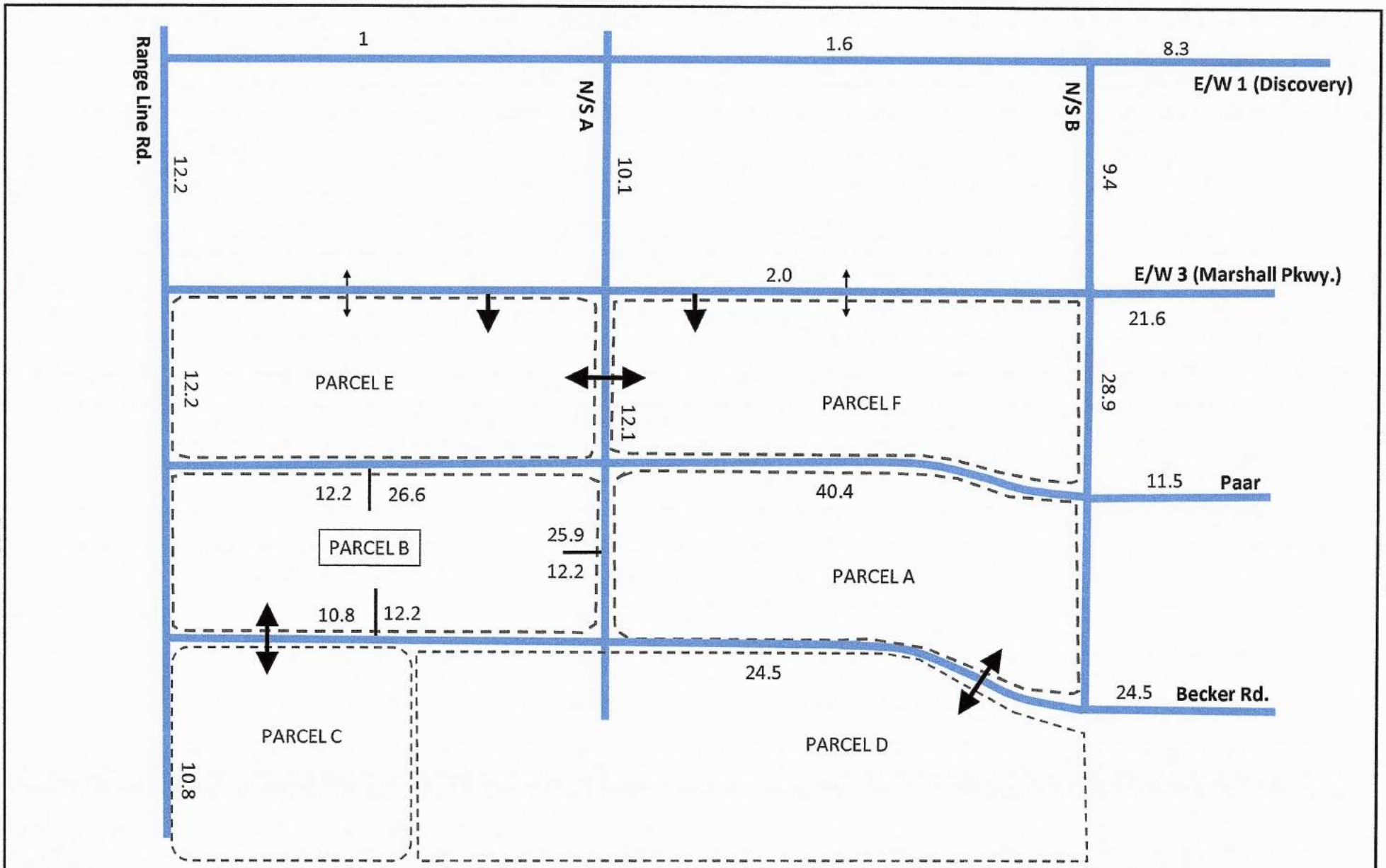
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= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel A - Assignment - Phase 3

Wilson Groves



D-38

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

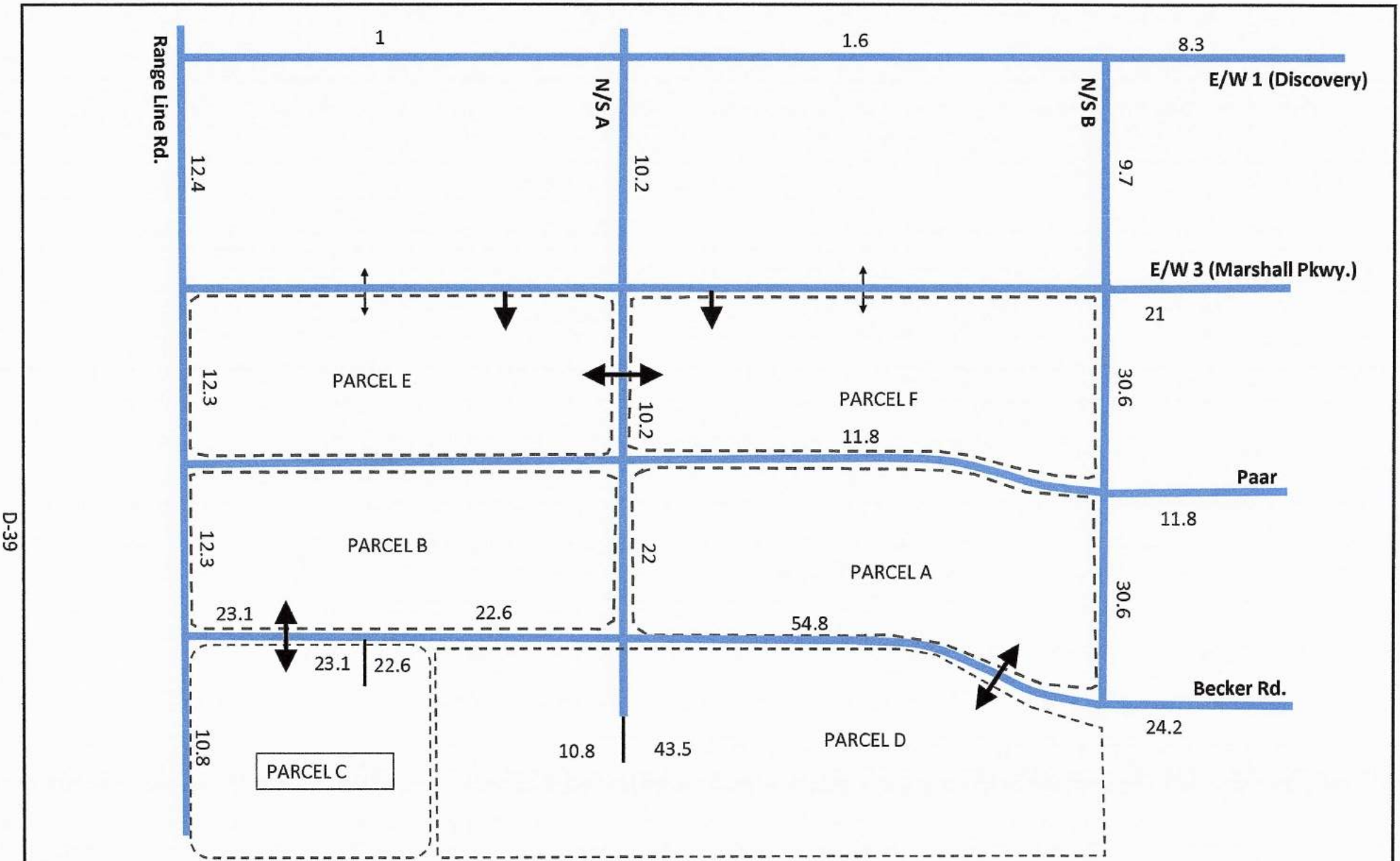
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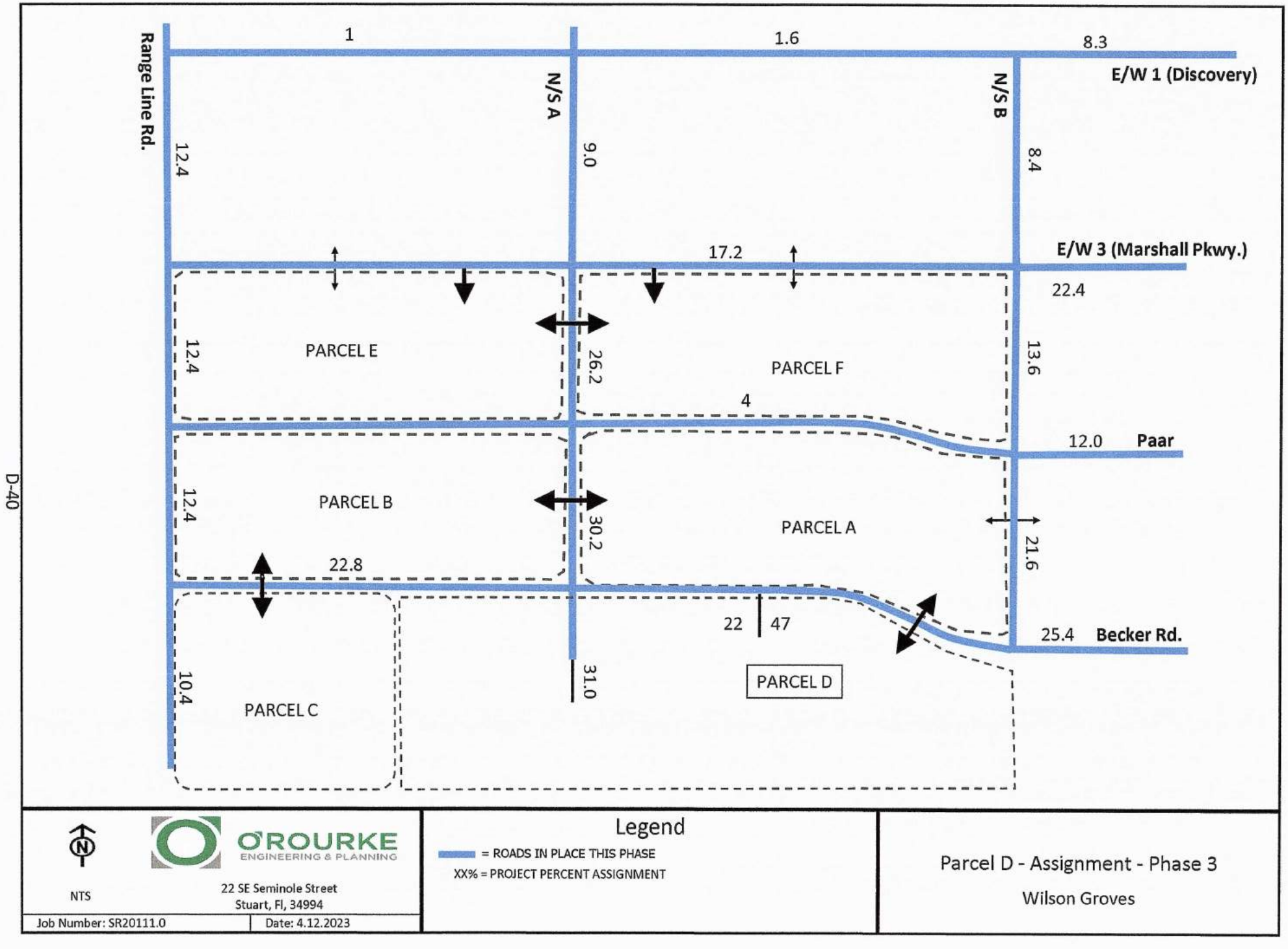
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel B - Assignment - Phase 3

Wilson Groves


Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.4
10.2
9.7
E/W 3 (Marshall Pkwy.)
21
PARCEL E
12.3
10.2
PARCEL F
11.8
30.6
Paar
11.8
PARCEL B
12.3
22
PARCEL A
23.1
22.6
54.8
30.6
23.1
22.6
Becker Rd.
24.2
10.8
PARCEL C
10.8
43.5
PARCEL D
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Parcel C - Assignment - Phase 3
Wilson Groves



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O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

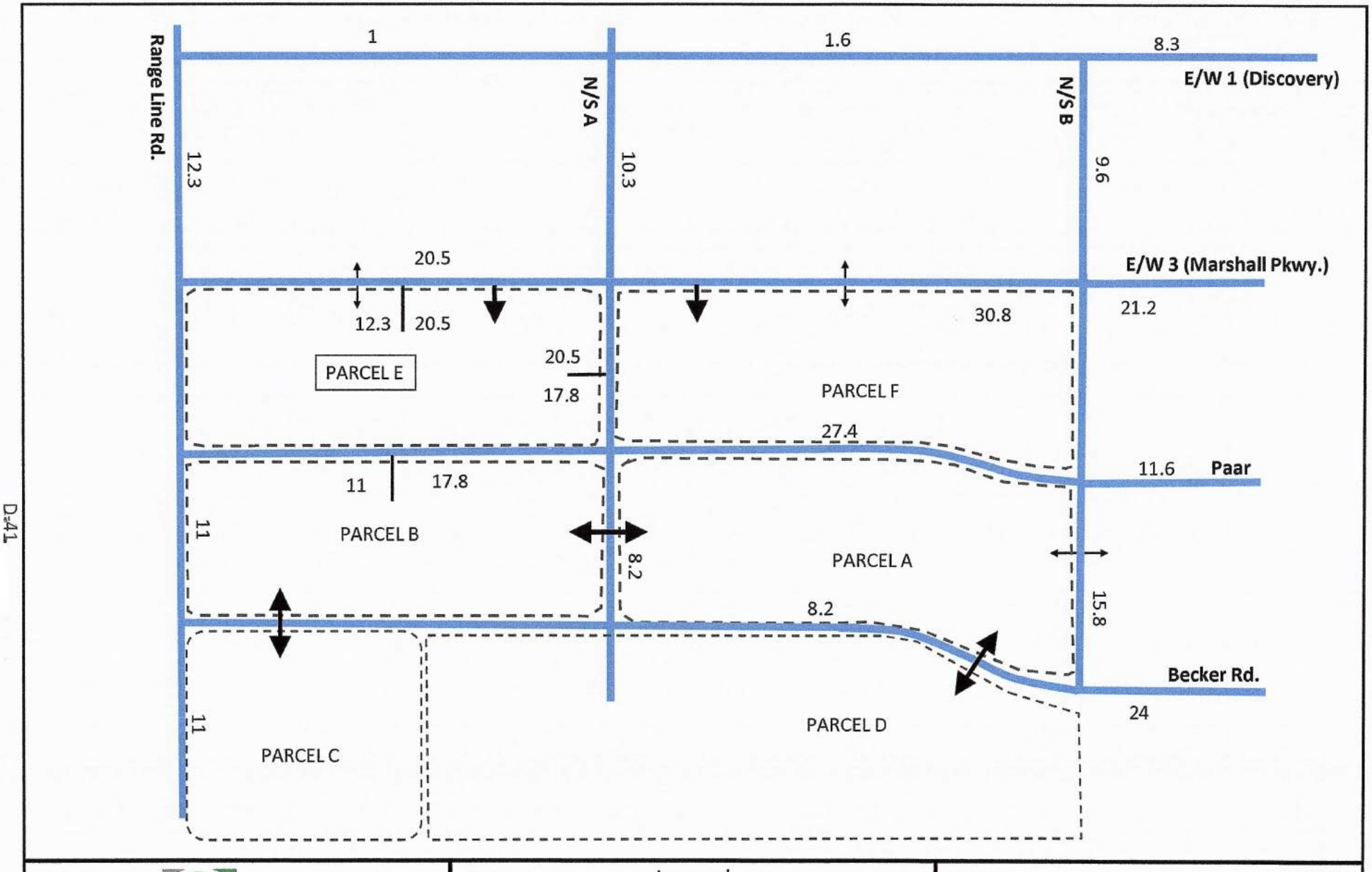
Legend

= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel D - Assignment - Phase 3

Wilson Groves



D-41

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

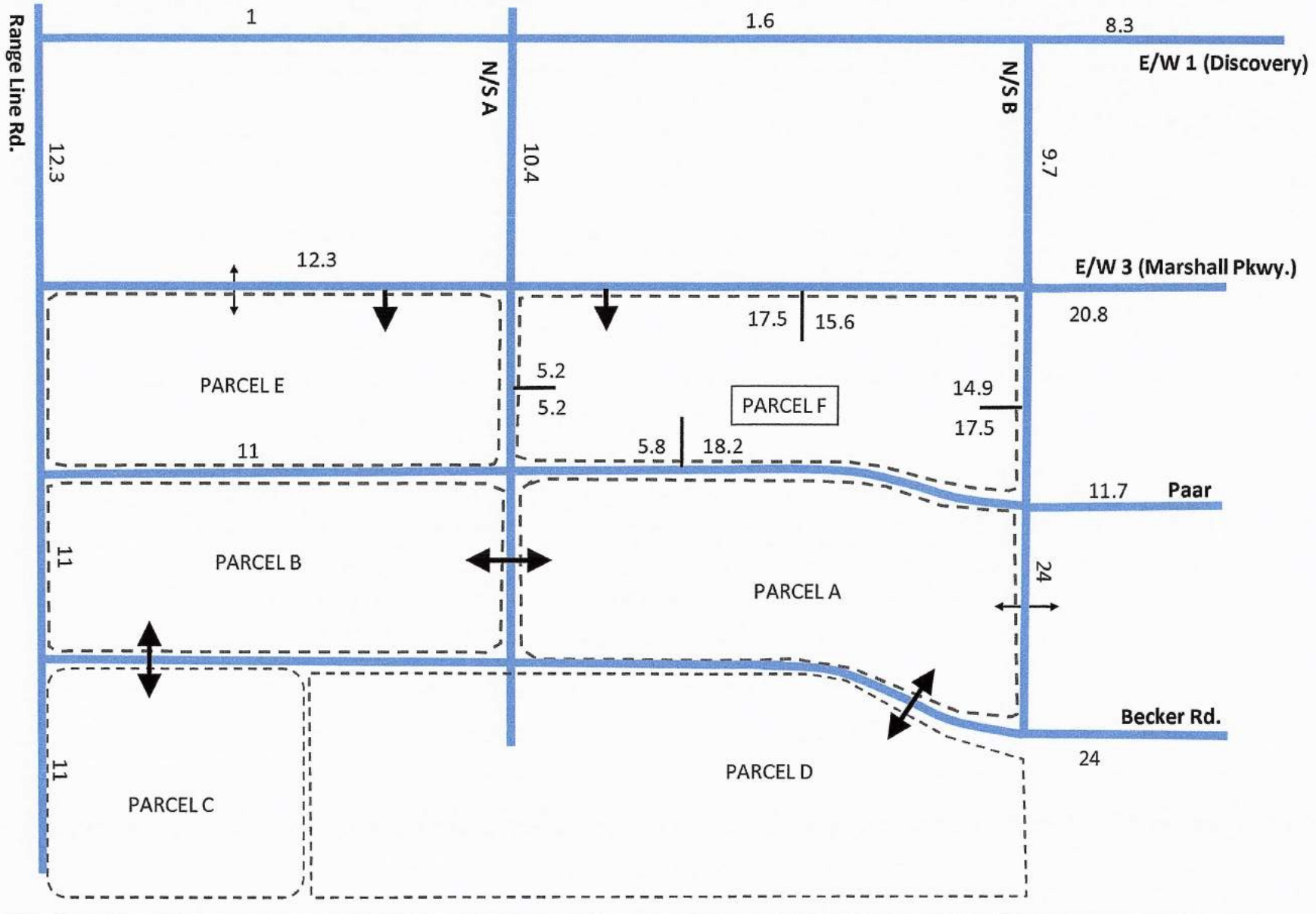
Legend

= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel E - Assignment - Phase 3

Wilson Groves



D-42

NTS O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20111.0 | Date: 4.12.2023	Legend = ROADS IN PLACE THIS PHASE XX% = PROJECT PERCENT ASSIGNMENT	Parcel F - Assignment - Phase 3 Wilson Groves