TRAFFIC IMPACT ANALYSIS

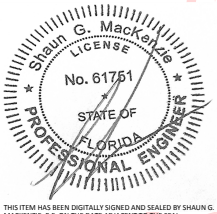
Wylder Pod 7
Port St. Lucie, FL

Prepared for:
Third Lake Development, LLC
Tampa, Florida 33605

Prepared by:

MacKenzie
Engineering & Planning, Inc.

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



Digitally signed by Shaun MacKenzie
Date: 2023.12.06 14:02:06 -05'00'

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

270001
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CA 29013

EXECUTIVE SUMMARY

Mackenzie Engineering & Planning, Inc. prepared this traffic analysis for Wylder Pod 7 of the approved Wylder project. The Wylder project is approved with development order conditions. Wylder Pod 7 is located on the east side of Wylder Parkway between Glades Cut-Off Road Midway Road, Port St. Lucie, Florida (PCN: 3302-704-0004-000-5) within Wylder (f.k.a. LTC Ranch DRI). The applicant proposes 264 single family detached homes.

The Cumulative Wylder development will generate the following net new external and driveway trips:

- 22,727 daily, 1,551 AM peak hour (385 in/1,166 out), and 2,230 PM peak hour (1,402 in/828 out) trips.

Wylder Pod 7 will generate the following driveway trips:

- 2,465 daily, 195 AM peak hour (49 in/146 out), and 256 PM peak hour (164 in/92 out) trips.

The master developer is installing a traffic signal at Glades Cut Off Road & Wylder Parkway.

Concurrent with the development of Wylder Pod 7, the developer will construct the following:

- Extend Wylder Parkway from its current terminus northernly to Midway Road as a 2-lane facility
- Construct the following geometry at Midway Road & Wylder Parkway
    - Eastbound Midway Rd– one approach lane
    - Westbound Midway Rd – one left-turn lane, one through lane
    - Northbound Wylder Pkwy – one left-turn lane, one right-turn lane
- The master developer needs to monitor Midway Road for 4-laning from Wylder Parkway to I-95.

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

EXHIBITS

INTRODUCTION

Mackenzie Engineering & Planning, Inc. prepared this traffic analysis for Wylder Pod 7 of the approved Wylder project. The Wylder project is approved with development order conditions. MEP prepared this report to monitor the conditions of the development order and determine any access related improvements for the POD. The property is located on the east side of Wylder Parkway between Glades Cut-Off Road Midway Road, Port St. Lucie, Florida within Wylder (f.k.a. LTC Ranch DRI (west side)). The applicant proposes 264 single family detached homes. Figure 1A illustrates the site location.

Figure 1A. Site Location Map

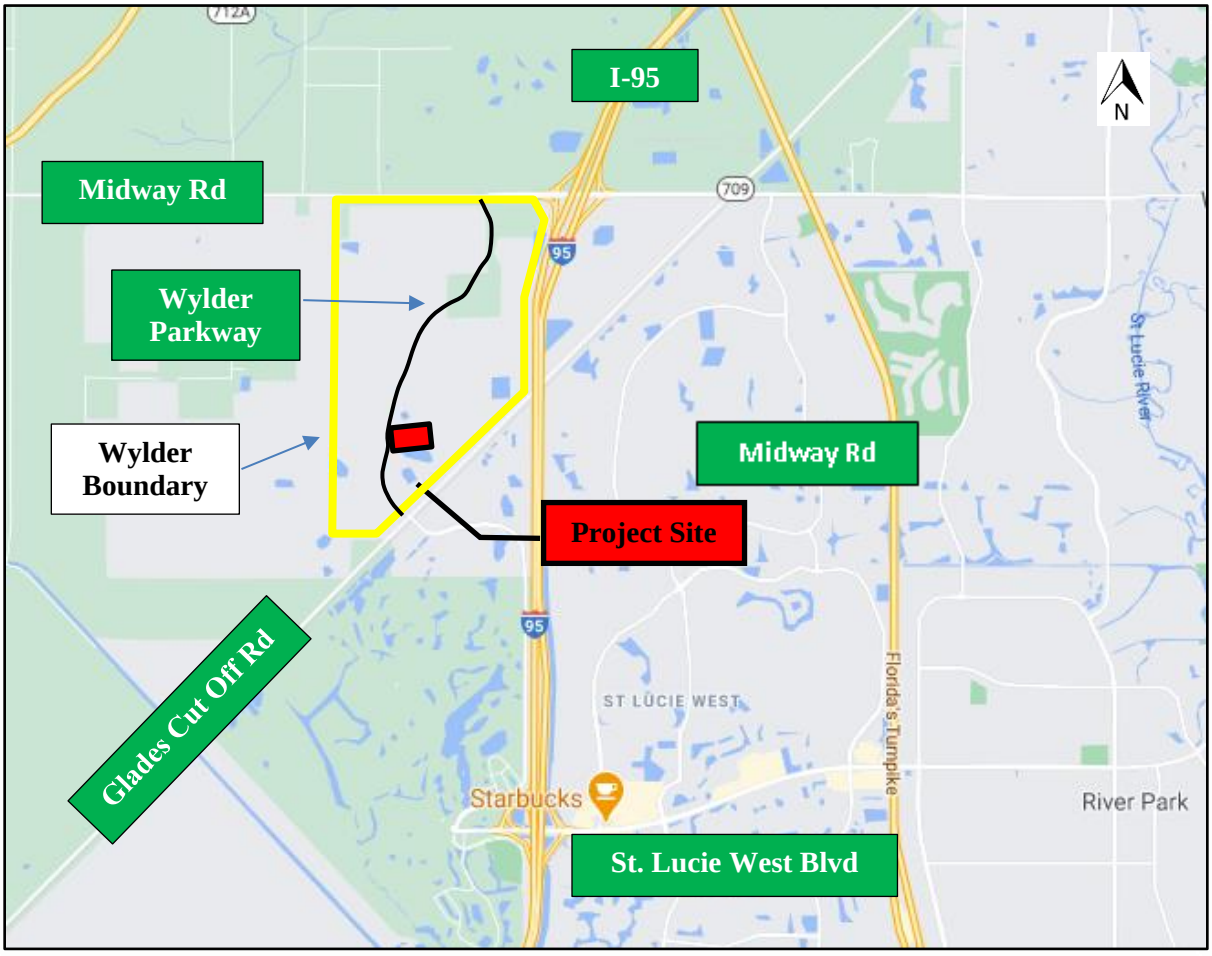
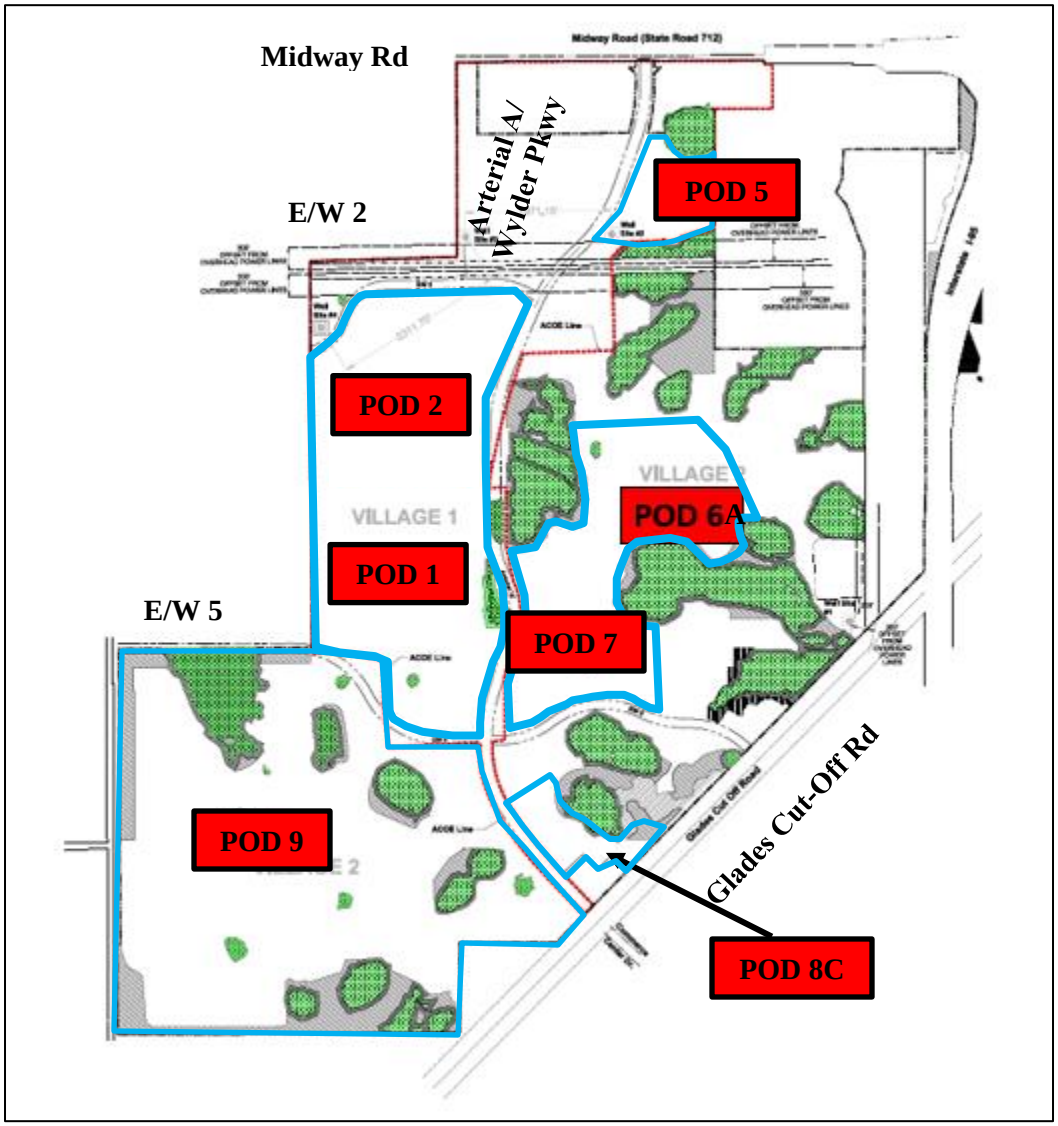


Figure 1B. Wylder Pod 7 Location Map



INVENTORY AND PLANNING DATA

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

- FDOT's Q/LOS Manual
- FDOT Florida Traffic Online
    - Peak Season Factor Category Report (2022)
    - Historic Average Annual Traffic Information
- 2023 FDOT's Q/LOS Manual

PROJECT TRAFFIC

Traffic Generation

Different trip generation is performed for different purposes:

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

For external and internal project analysis purposes, the study uses trip generation rates for Single Family Detached Housing (ITE Land Use 210), Single Family Attached Housing (ITE Land Use 215), Multi-Family Housing (Low-Rise) (ITE Land Use 220) and Multi-Family Housing (Mid-Rise) (ITE Land Use 221) published in the LTC Ranch DRI Development Order (DO) and is derived from Institute of Traffic Engineers' (ITE) report, *Trip Generation (11th Edition)*. The driveway trips associated with Wylder Pod 7 are developed based on rates and equations from *Trip Generation (11th Edition)* in order to provide a conservative analysis. The proposed development plan consists of the following:

Project Uses

Proposed:

- Proposed 264 DU Single Family Detached Housing (ITE Land Use 210)

Approved/Proposed:

- Pod 1 – Approved 466 DU Single Family Detached Housing (ITE Land Use 210)
- Pod 2 – Approved 537 DU Single Family Detached Housing (ITE Land Use 210)
- Pod 5 – Proposed 312 DU Multi-Family Housing (Low-Rise) (ITE Land Use 220)
- Pod 6A – Approved 294 DU Single Family Detached Housing (ITE Land Use 210)
- Pod 7 – Proposed 216 DU Multi-Family Housing (Low-Rise) (ITE Land Use 220)
  Proposed 96 DU Multi-Family Housing (Mid-Rise) (ITE Land Use 221)
- Pod 9 – Proposed 708 DU Single Family Detached Housing (ITE Land Use 210)
  Proposed 70 DU Single Family Attached Housing (ITE Land Use 215)
  Proposed 84 DU Multi-Family Housing (Low-Rise) (ITE Land Use 220)

Cumulative Approved & Proposed:

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

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

- 22,727 daily, 1,551 AM peak hour (385 in/1,166 out), and 2,230 PM peak hour (1,402 in/828 out) trips.

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

- 17,249 daily, 1,438 AM peak hour (459 in/979 out), and 1,736 PM peak hour (1,292 in/444 out) trips.

The proposed development for Wylder Pod 7 will generate the following driveway trips as shown in Table 3:

- 2,465 daily, 195 AM peak hour (49 in/146 out), and 256 PM peak hour (164 in/92 out) trips.

Table 1. Wylder Cumulative Trip Generation for Roadway Analysis

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Project Site Traffic									
Single Family Detached	2,269	DU	17,835	1,276	319	957	1,870	1,178	692
Single Family Attached	70	DU	483	31	8	23	38	22	16
Multi-family Housing (Low-rise)	612	DU	3,998	213	51	162	284	179	105
Multi-family Housing (Mid-rise)	96	DU	411	31	7	24	38	23	15
NET PROPOSED TRIPS			***22,727***	***1,551***	***385***	***1,166***	***2,230***	***1,402***	***828***

Note: Trip generation was calculated using the following data:

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

11th Editon ITE

Table 2. Wylder Cumulative Trip Generation for DRI Reporting Purposes

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Approved Site Traffic									
Single Family Detached	2,269	DU	13,001	1,180	389	791	1,452	1,089	363
Single Family Attached	70	DU	483	31	8	23	38	22	16
Multi-family Housing (Low-rise)	612	DU	3,354	196	55	141	208	158	50
Multi-family Housing (Mid-rise)	96	DU	411	31	7	24	38	23	15
DRI Reporting Trips			***17,249***	***1,438***	***459***	***979***	***1,736***	***1,292***	***444***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	5.73	0%	33/67	0.52	75/25	0.64
Single Family Attached	215	DU	T = 7.62(X) - 50.48	0%	25/75	T = 0.52(X) - 5.7	59/41	T = 0.60(X) - 3.93
Multi-family Housing (Low-rise)	220	DU	5.48	0%	28/72	0.32	76/24	0.34
Multi-family Housing (Mid-rise)	221	DU	T = 4.77(X) - 46.46	0%	23/77	T = 0.44(X) - 11.61	61/39	T = 0.39(X) + 0.34

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

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

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
Single Family Detached - Propos	264	DU	2,465	195	49	146	256	164	92
NET PROPOSED TRIPS			***2,465***	***195***	***49***	***146***	***256***	***164***	***92***
Total Proposed Driveway Volumes			***2,465***	***195***	***49***	***146***	***256***	***164***	***92***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	T = 0.71(X) + 7.23	64/36	Ln(T) = 0.93 Ln(X) + 0.36

ITE 11th Edition

Internal Capture

Internal capture is 0.

Pass-by Trip Capture

The proposed pass-by capture is 0.

STUDY AREA

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

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

COMMITTED IMPROVEMENTS

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

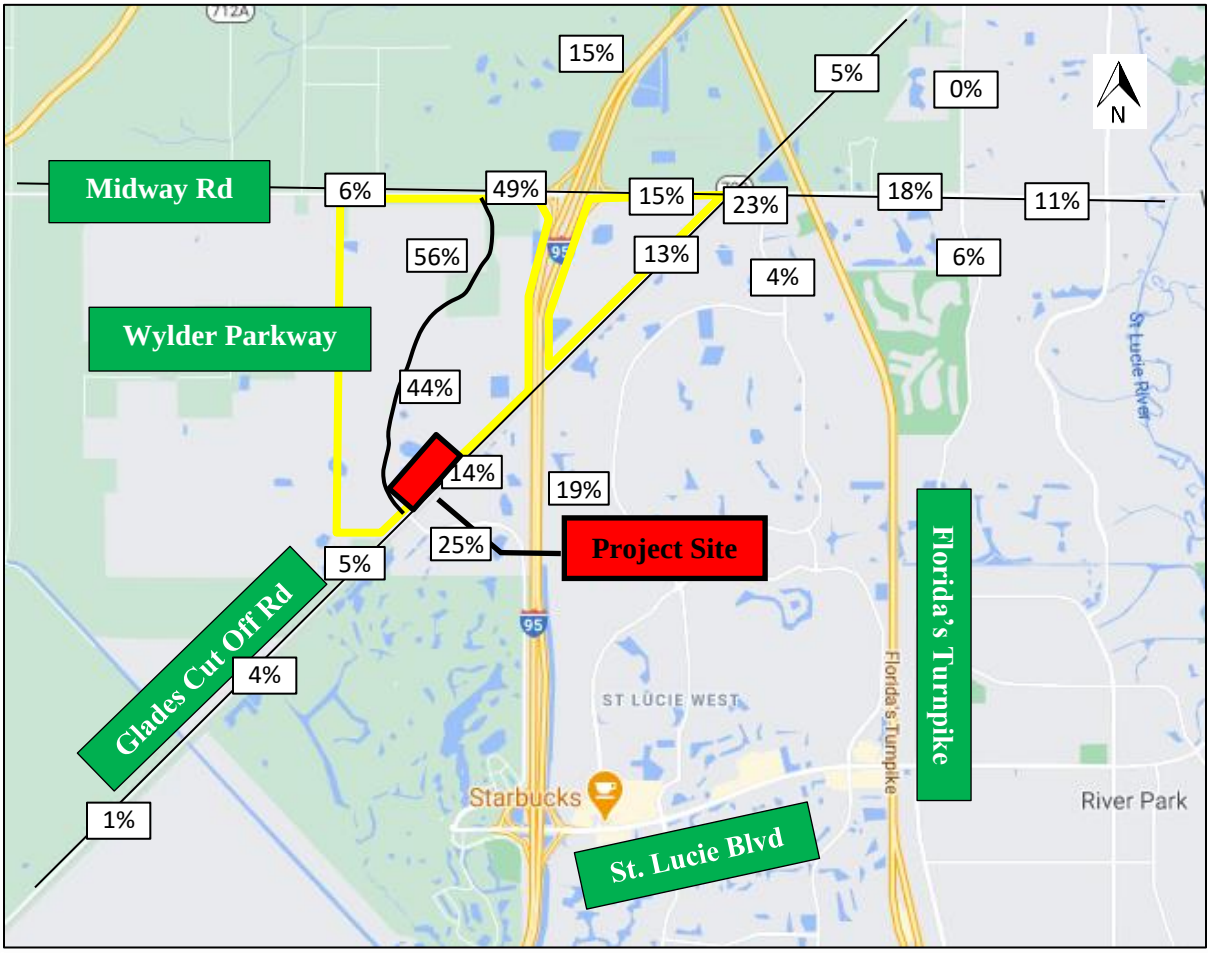
Wylder Parkway	Eastbound Midway Road
One right-turn lane	One through lane
One Left-turn Lane	
	Westbound Midway Road
	One through lane
	One left-turn lane

TRAFFIC DISTRIBUTION AND ASSIGNMENT

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

- NORTH – 56 percent
- SOUTH – 44 percent

Figure 2. Traffic Assignment



BACKGROUND TRAFFIC

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

Historical Growth

Historic growth rates were determined based on FDOT Traffic Online data as shown in Table 4. The historic annual growth on the surrounding facilities between 2015 and 2019 is 8.3%.

Table 4. Growth Rate Calculation

Road Name	From	To	2015	2016	2017	2018	2019	Annual Absolute Growth	Growth Rate
Midway Rd	Okeechobee Rd	Gordy Rd	3,600	3,800	4,200	4,400	4,600	260	5.7%
Midway Rd	Gordy Rd	I-95	4,400	4,700	5,800	5,000	8,400	830	9.9%
Midway Rd	I-95	Glades Cut Off Rd	15,900	15,200	16,500	19,100	21,000	1,410	6.7%
Glades Cut Off Rd	Rangeline Rd	Commerce Centre Dr	2,600	2,800	3,000	4,900	5,100	710	13.9%
Glades Cut Off Rd	Commerce Centre Dr	LTC Pkwy	2,300	2,500	2,700	5,700	5,900	1,040	17.6%
Glades Cut Off Rd	LTC Pkwy	Jenkins Rd	2,700	2,700	2,800	2,800	2,800	30	1.1%
Glades Cut Off Rd	Jenkins Rd	Selvitz Rd	4,800	4,800	4,800	4,800	5,600	160	2.9%
							Weighted Average		8.3%
							Growth Rate Used		**8.3%**

ROADWAY ANALYSIS

The 2023 PM peak hour traffic volumes were increased based on the annual compound growth rate to develop the projected year 2025 background growth traffic volumes. Background traffic volumes were developed by adding the existing traffic volumes, traffic growth trips. The post development 2025 traffic volumes were developed by adding background traffic volume plus project traffic. The post development traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably. Based on the analysis, all roadway segments are projected to operate acceptably in 2025 with the proposed development as shown in Table 5. TPO service volumes were utilized where available. FDOT 2023 service capacities were utilized on Wylder Parkway because TPO services volumes are not available.

Table 5. PM Peak Hour Existing and Background Roadway LOS

Roadway	From	To	Direction	Lanes	2023 Peak Season Peak Hour Volumes*	Growth Rate	2025 Backgrnd	Assign ment	Wylder Traffic	2025 Post-Develop ment	Roadway Capacity	Accept able?
Glades Cut-Off Rd	Commerce Centre Dr	I-95	East	2	239	8.3%	280	14%	116	396	920	YES
	Commerce Centre Dr	I-95	West	2	168	8.3%	197	14%	196	393	920	YES
Wylder Pkwy	Glades Cut Off Rd	Mid	North	2	0	8.3%	0	44%	617	617	1,110	YES
	Glades Cut Off Rd	Mid	South	2	0	8.3%	0	44%	364	364	1,110	YES
Wylder Pkwy	Mid	Midway Rd	North	2	0	8.3%	0	56%	464	464	1,110	YES
	Mid	Midway Rd	South	2	0	8.3%	0	56%	785	785	1,110	YES
Midway Rd	Wylder Pkwy	I-95	East	2	433	8.3%	508	49%	406	914	700	YES**
	Wylder Pkwy	I-95	West	2	315	8.3%	369	49%	687	1,056	700	YES**

* Existing peak season volume development is shown in Exhibit 3

** Master Developer will widen Midway Road to 4-lanes from Wylder Parkway to I-95

DEVELOPMENT ORDER

Transportation Conditions

17.a. ROW Dedication – Satisfied

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

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

17.c. Midway Rd & Wylder Parkway – Proposed concurrent with Wylder Pod 7

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

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

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

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

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

17.g.1 Roadway Monitoring – On-Going

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

17.g.3. Improvement Timing – On-going

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

17.g.5 Site Plan Approval – On-Going

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

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

17.j. Conversion Matrix – No Activity

WYLDER POD 7 ACCESS

Wylder Pod 7 has two primary points of access on Wylder Parkway. Based on the POD traffic assignment and trip generation, the projected driveway volumes are shown in Figure 3.

Driveway 1 (North) - Roundabout

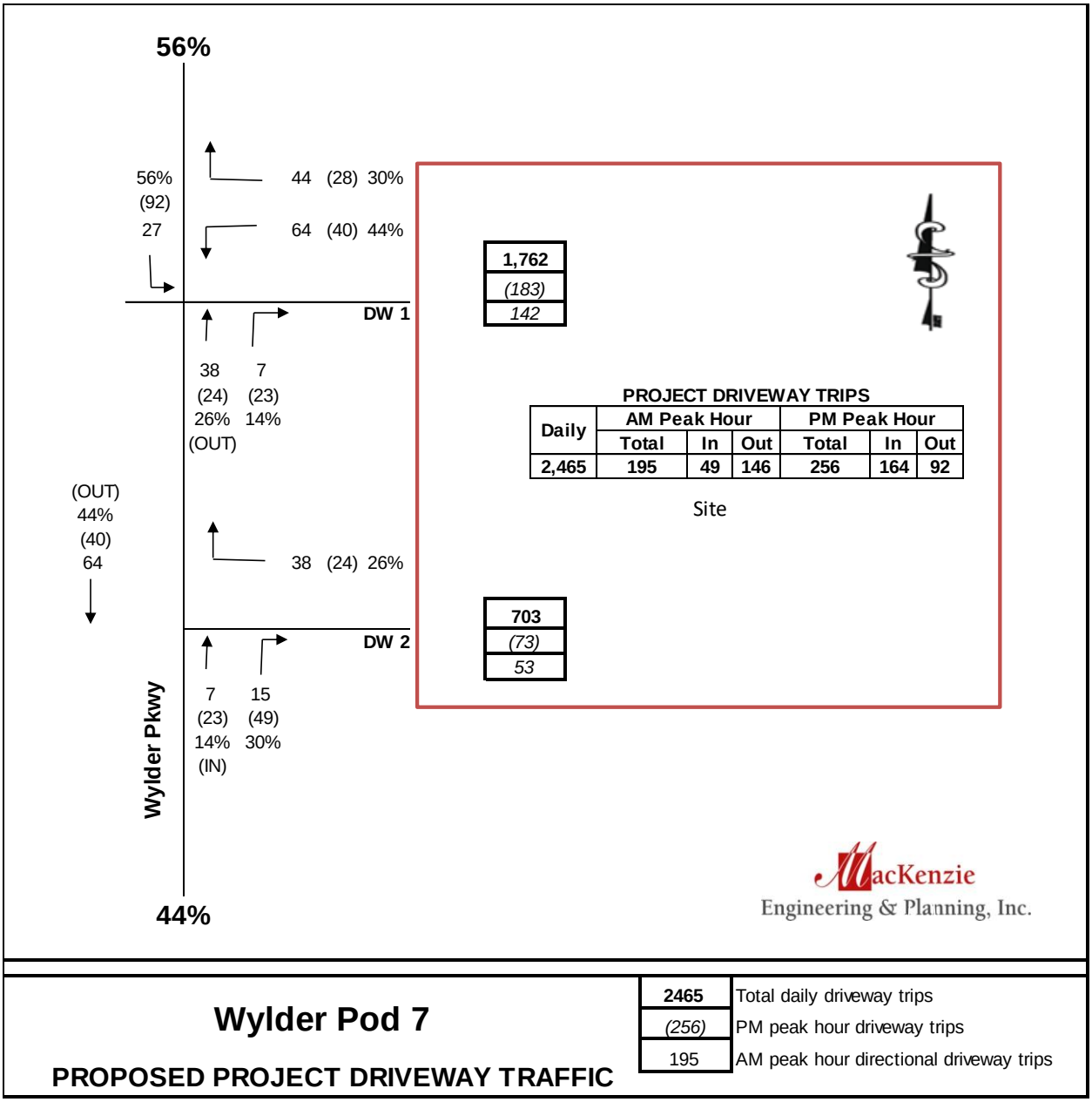
The northern access is a roundabout and does not utilize turn lanes.

Driveway 2 (South) – Right-In/Right-Out

Ingress Right-Turn Lane

FDOT's Access Management Guidebook recommends a right-turn lane when right-turn movements exceed 80- 125 vehicles per hour during the peak hour for an unsignalized intersection with a posted speed limit is 45 mph or less. As shown in Figure 3, the right turn volume of 49 peak hour vehicles does not warrant a right turn lane at this location. Therefore, a right-turn lane is not required.

Figure 3. Wylder Pod 7 Driveway Volumes



Wylder Pod 7

PROPOSED PROJECT DRIVEWAY TRAFFIC

2465	Total daily driveway trips
(256)	PM peak hour driveway trips
195	AM peak hour directional driveway trips

CONCLUSION

Mackenzie Engineering & Planning, Inc. prepared this traffic analysis for Wylder Pod 7 of the approved Wylder project. The Wylder project is approved with development order conditions. Wylder Pod 7 is located on the east side of Wylder Parkway between Glades Cut-Off Road Midway Road, Port St. Lucie, Florida (PCN: 3302-704-0004-000-5) within Wylder (f.k.a. LTC Ranch DRI). The applicant proposes 264 single family detached homes.

The Cumulative Wylder development will generate the following net new external and driveway trips:

- 22,727 daily, 1,551 AM peak hour (385 in/1,166 out), and 2,230 PM peak hour (1,402 in/828 out) trips.

Wylder Pod 7 will generate the following driveway trips:

- 2,465 daily, 195 AM peak hour (49 in/146 out), and 256 PM peak hour (164 in/92 out) trips.

The master developer is installing a traffic signal at Glades Cut Off Road & Wylder Parkway.

Concurrent with the development of Wylder Pod 7, the developer will construct the following:

- Extend Wylder Parkway from its current terminus northernly to Midway Road as a 2-lane facility
- Construct the following geometry at Midway Road & Wylder Parkway
    - Eastbound Midway Rd– one approach lane
    - Westbound Midway Rd – one left-turn lane, one through lane
    - Northbound Wylder Pkwy – one left-turn lane, one right-turn lane
- The master developer needs to monitor Midway Road for 4-laning from Wylder Parkway to I-95.

APPENDICES

1. Site Plan
2. Treasure Coast Regional Planning Model Traffic Assignment
3. Roadway Data
    a. Peak Season Factor Category Report (2022)
    b. FDOT Online Historical AADT
    c. 2023 FDOT's Q/LOS Manual
4. Approved GreenPointe LTC Ranch DRI Documents – Development Order

EXHIBIT 1A

Wylder Pod 7

ITE 11th Edition Trip Generation (for Driveway Evaluation)

Peak Hour of Generator

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
Single Family Detached - Propose	264 DU	2,465	195	49	146	256	164	92
NET PROPOSED TRIPS		***2,465***	***195***	***49***	***146***	***256***	***164***	***92***
Total Proposed Driveway Volumes		***2,465***	***195***	***49***	***146***	***256***	***164***	***92***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	T = 0.71(X) + 7.23	64/36	Ln(T) = 0.93 Ln(X) + 0.36

ITE 11th Edition

EXHIBIT 1B

Wylder

ITE 11th Edition Trip Generation (for Roadway Evaluation)

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

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Project Site Traffic									
Single Family Detached	2,269	DU	17,835	1,276	319	957	1,870	1,178	692
Single Family Attached	70	DU	483	31	8	23	38	22	16
Multi-family Housing (Low-rise)	612	DU	3,998	213	51	162	284	179	105
Multi-family Housing (Mid-rise)	96	DU	411	31	7	24	38	23	15
NET PROPOSED TRIPS			***22,727***	***1,551***	***385***	***1,166***	***2,230***	***1,402***	***828***

Note: Trip generation was calculated using the following data:

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

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EXHIBIT 1C

Wylder

Cumulative Wylder Trip Generation for Reporting Purposes

(Trip Generation Based on Approved DRI Development Order)

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Approved Site Traffic									
Single Family Detached	2,269	DU	13,001	1,180	389	791	1,452	1,089	363
Single Family Attached	70	DU	483	31	8	23	38	22	16
Multi-family Housing (Low-rise)	612	DU	3,354	196	55	141	208	158	50
Multi-family Housing (Mid-rise)	96	DU	411	31	7	24	38	23	15
DRI Reporting Trips			***17,249***	***1,438***	***459***	***979***	***1,736***	***1,292***	***444***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	5.73	0%	33/67	0.52	75/25	0.64
Single Family Attached	215	DU	T = 7.62(X) - 50.48	0%	25/75	T = 0.52(X) - 5.7	59/41	T = 0.60(X) - 3.93
Multi-family Housing (Low-rise)	220	DU	5.48	0%	28/72	0.32	76/24	0.34
Multi-family Housing (Mid-rise)	221	DU	T = 4.77(X) - 46.46	0%	23/77	T = 0.44(X) - 11.61	61/39	T = 0.39(X) + 0.34

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

EXHIBIT 1D

GreenPointe LTC Ranch

Buildout Approved Trip Generation and Uses

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

Note: Trip generation was calculated using the following data:

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

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

EXHIBIT 2
Wylder
Approved/Proposed Pods/Uses

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

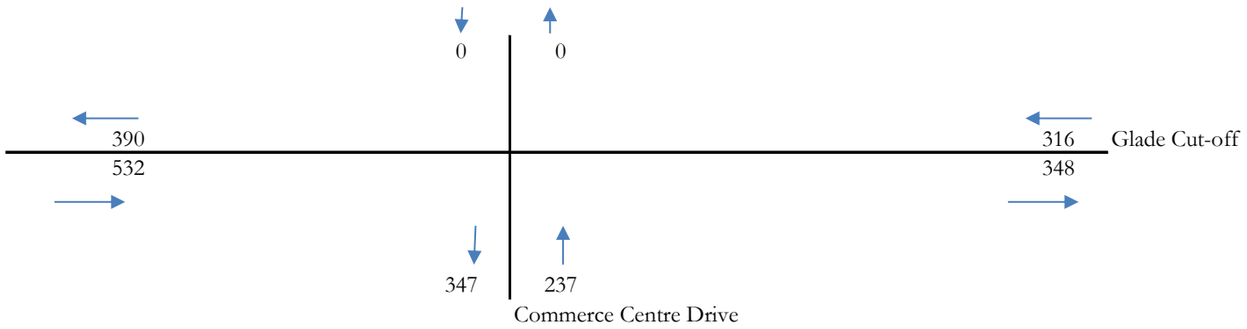
GreenPointe LTC Ranch Pod 7
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Commerce Centre Dr & Glades Cut-Off Rd

Count Taken: 2/9/2023
Buildout year: 2025
Growth Rate: 8.3%
Seasonal Factor: 1.00

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/9/2023	0	0	283	249	0	98	218	0	0	172	0	65	0	0	0	0
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		0	283	249		98	218	0		172	0	65		0	0	0
Growth Rate		8.3%	8.3%	8.3%		8.3%	8.3%	8.3%		8.3%	8.3%	8.3%		8.3%	8.3%	8.3%
Growth		0	76	67		26	59	0		46	0	18		0	0	0
2025 Volumes		0	359	316		124	277	0		218	0	83		0	0	0
Pre-Development		0	359	316		124	277	0		218	0	83		0	0	0
Approved + Project	0	19	0	0	0	0	0	54	0	0	96	0	0	163	292	58
Post	0	19	359	316	0	124	277	54	0	218	96	83	0	163	292	58

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

AM PEAK HOUR PEAK SEASON APPROACH AND DEPARTURE VOLUMES
2023 PEAK SEASON VOLUME
Commerce Centre Dr & Glades Cut-Off Rd



GreenPointe LTC Ranch Pod 7
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Commerce Centre Dr & Glades Cut-Off Rd

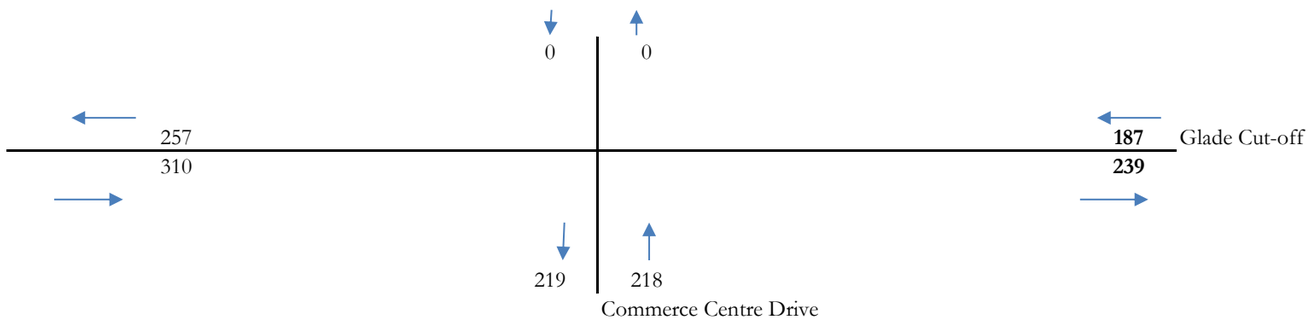
		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	31	41	0	12	22	0	0	19	0	18	0	0	0	0	143
4:15 PM	4:30 PM	0	0	38	28	0	14	18	0	0	24	0	14	0	0	0	0	136
4:30 PM	4:45 PM	0	0	28	25	0	15	29	0	0	29	0	35	0	0	0	0	161
4:45 PM	5:00 PM	0	0	32	28	0	9	22	0	0	33	0	12	0	0	0	0	136
5:00 PM	5:15 PM	0	0	26	48	0	13	20	0	0	26	0	14	0	0	0	0	147
5:15 PM	5:30 PM	0	0	34	28	0	10	20	0	0	27	0	6	0	0	0	0	125
5:30 PM	5:45 PM	0	0	36	28	0	6	28	0	0	38	0	6	0	0	0	0	142
5:45 PM	6:00 PM	0	0	25	32	0	2	25	0	0	37	0	6	0	0	0	0	127
Peak Hour Traffic Volume																		
4:15 PM	5:15 PM	0	0	124	129	0	51	89	0	0	112	0	75	0	0	0	0	580

Count Taken:	2/9/2023
Buildout year:	2025
Growth Rate:	8.3%
Seasonal Factor:	1.00

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/9/2023	0	0	159	151	0	68	119	0	0	138	0	80	0	0	0	0
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		0	159	151		68	119	0		138	0	80		0	0	0
Growth Rate		8.3%	8.3%	8.3%		8.3%	8.3%	8.3%		8.3%	8.3%	8.3%		8.3%	8.3%	8.3%
Growth		0	43	41		18	32	0		37	0	22		0	0	0
2025 Volumes		0	202	192		86	151	0		175	0	102		0	0	0
Pre-Development		0	202	192		86	151	0		175	0	102		0	0	0
Approved + Project	0	70	0	0	0	0	0	196	0	0	351	0	0	116	207	41
Post	0	70	202	192	0	86	151	196	0	175	351	102	0	116	207	41

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

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



HCS7 Two-Way Stop-Control Report

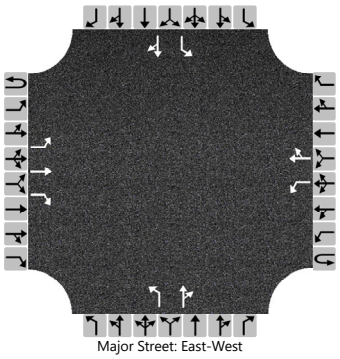
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	12/6/2023
Analysis Year	2023
Time Analyzed	2025
Intersection Orientation	East-West
Project Description	Post-Development AM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		1	1	0		1	1	0
Configuration		L	T	R		L		TR		L		TR		L		TR
Volume (veh/h)		19	359	316		124	277	54		218	96	83		162	292	58
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

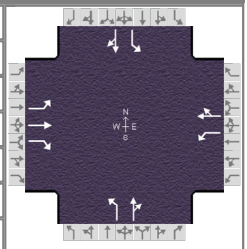
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20				131				229		188		171		368
Capacity, c (veh/h)		1210				889						292		48		150
v/c Ratio		0.02				0.15						0.64		3.57		2.46
95% Queue Length, Q_{95} (veh)		0.1				0.5						4.1		18.8		31.7
Control Delay (s/veh)		8.0				9.7						37.2		1333.2		723.7
Level of Service (LOS)		A				A						E		F		F
Approach Delay (s/veh)		0.2				2.7								916.6		
Approach LOS														F		

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Dec 5, 2023	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Glades & Commerce	File Name	AM Post.xus		
Project Description	Post-Development Post-Improvement AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	359	316	124	277	54	218	96	83	163	292	58

Signal Information			
Cycle, s	81.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	2.2	4.0	20.3	7.9	2.1	19.0						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						
							5	6	7	8		

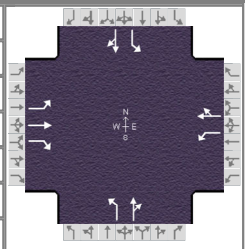
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	359	316	124	277	54	218	96	83	163	292	58
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	100	0	250	200	0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	50	50	50	35	35	35	35	35	35

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

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Dec 5, 2023	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Glades & Commerce	File Name	AM Post.xus		
Project Description	Post-Development Post-Improvement AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	359	316	124	277	54	218	96	83	163	292	58

Signal Information			
Cycle, s	81.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	2.2	4.0	20.3	7.9	2.1	19.0	5	6	7	8
Yellow	4.5	0.0	4.5	4.5	0.0	4.5				
Red	2.0	0.0	2.0	2.0	0.0	2.0				

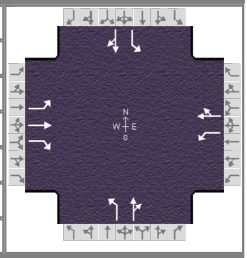
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.7	26.8	12.7	30.8	16.6	27.6	14.4	25.5
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	2.7	18.3	6.4	15.6	9.8	9.4	7.8	18.0
Green Extension Time (g_e), s	0.0	1.9	0.1	1.9	0.3	1.0	0.2	0.9
Phase Call Probability	0.36	1.00	0.95	1.00	0.99	1.00	0.98	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	20	378	333	131	348		229	188		172	368	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1585	1781	1817		1781	1726		1781	1816	
Queue Service Time (g_s), s	0.7	15.5	16.3	4.4	13.6		7.8	7.4		5.8	16.0	
Cycle Queue Clearance Time (g_c), s	0.7	15.5	16.3	4.4	13.6		7.8	7.4		5.8	16.0	
Green Ratio (*g/C*)	0.28	0.25	0.25	0.33	0.30		0.36	0.26		0.33	0.23	
Capacity (*c*), veh/h	248	466	395	284	542		346	447		435	423	
Volume-to-Capacity Ratio (*X*)	0.081	0.810	0.841	0.460	0.642		0.663	0.421		0.395	0.871	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.8	269.5	247	75.7	230.5		141.7	133.9		105.8	293.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	10.6	9.7	3.0	9.1		5.6	5.3		4.2	11.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.00	0.99	0.38	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	22.5	28.9	29.1	21.8	24.9		21.4	25.2		20.7	30.2	
Incremental Delay (d_2), s/veh	0.1	1.3	1.9	0.4	0.5		0.8	0.2		0.2	4.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	22.5	30.2	31.0	22.2	25.4		22.2	25.4		20.9	34.9	
Level of Service (LOS)	C	C	C	C	C		C	C		C	C	
Approach Delay, s/veh / LOS	30.3	C		24.5	C		23.7	C		30.4	C	
Intersection Delay, s/veh / LOS	27.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.92	B	2.12	B
Bicycle LOS Score / LOS	1.69	B	1.28	A	1.18	A	1.38	A

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Dec 5, 2023	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Glades & Commerce	File Name	AM Post.xus		
Project Description	Post-Development Post-Improvement AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	359	316	124	277	54	218	96	83	163	292	58

Signal Information			
Cycle, s	81.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	2.2	4.0	20.3	7.9	2.1	19.0						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0	5	6	7	8		

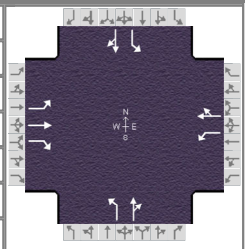
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	1.000	0.984	0.984	1.000	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.971	0.971		0.923	0.923		0.971	0.971
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	1870	1585	1781	1521	296	1781	926	800	1781	1515	301
Proportion of Vehicles Arriving on Green (P)	0.03	0.25	0.25	0.08	0.30	0.30	0.12	0.26	0.26	0.10	0.23	0.23
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04		0.04	0.04		0.04	0.09	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Green Ratio (g/C)	0.28	0.25	0.33	0.30	0.36	0.26	0.33	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	1032	0	1005	0	1014	0	1195	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	20.4	0.0	20.4	0.0	19.0	0.0	19.0	0.0
Permitted Service Time (g_u), s	8.9	0.0	4.9	0.0	3.1	0.0	11.9	0.0
Permitted Queue Service Time (g_{ps}), s	0.2		2.3		3.1		1.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.198	0.000	1.198	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.120	0.000	0.125	0.000	0.127
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	498.24	22.98	596.23	20.08	517.58	22.39	465.19	24.01
Bicycle F_w / F_v	-3.64	1.21	-3.64	0.79	-3.64	0.69	-3.64	0.89

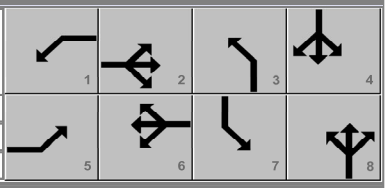
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Dec 5, 2023	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Glades & Commerce	File Name	AM Post.xus		
Project Description	Post-Development Post-Improvement AM				

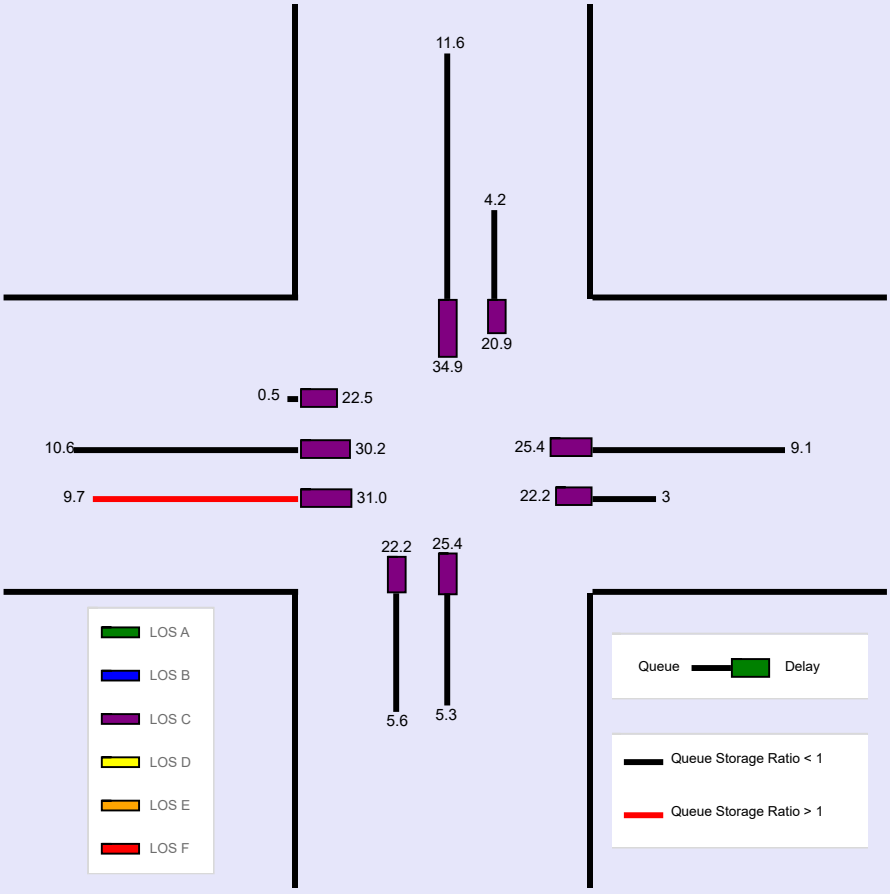


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	359	316	124	277	54	218	96	83	163	292	58

Signal Information										
Cycle, s	81.5	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	2.2	4.0	20.3	7.9	2.1	19.0
				Yellow	4.5	0.0	4.5	4.5	0.0	4.5
				Red	2.0	0.0	2.0	2.0	0.0	2.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	11.8	269.5	247	75.7	230.5		141.7	133.9		105.8	293.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	10.6	9.7	3.0	9.1		5.6	5.3		4.2	11.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.00	0.99	0.38	0.00		0.00	0.00		0.00	0.00	
Control Delay (*d*), s/veh	22.5	30.2	31.0	22.2	25.4		22.2	25.4		20.9	34.9	
Level of Service (LOS)	C	C	C	C	C		C	C		C	C	
Approach Delay, s/veh / LOS	30.3	C		24.5	C		23.7	C		30.4	C	
Intersection Delay, s/veh / LOS	27.8						C					



HCS7 Two-Way Stop-Control Report

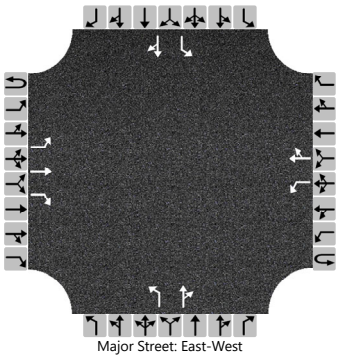
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	12/6/2023
Analysis Year	2025
Time Analyzed	2025
Intersection Orientation	East-West
Project Description	Post-Development PM

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		1	1	0		1	1	0
Configuration		L	T	R		L		TR		L		TR		L		TR
Volume (veh/h)		70	202	192		86	151	196		175	351	102		116	207	41
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

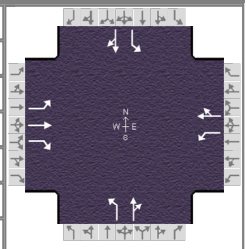
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		74				91				184		477		122		261
Capacity, c (veh/h)		1193				1144						284				237
v/c Ratio		0.06				0.08						1.68				1.10
95% Queue Length, Q_{95} (veh)		0.2				0.3						30.1				11.5
Control Delay (s/veh)		8.2				8.4						352.2				132.3
Level of Service (LOS)		A				A						F				F
Approach Delay (s/veh)	1.2				1.7											
Approach LOS																

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Dec 5, 2023	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2025	Analysis Period	1> 16:00
Intersection	Glades & Commerce	File Name	PM Post.xus		
Project Description	Post-Development Post-Improvement PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	70	202	192	86	151	196	175	351	102	116	207	41

Signal Information			
Cycle, s	80.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	4.8	0.4	19.6	5.7	2.3	21.3						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						
							5	6	7	8		

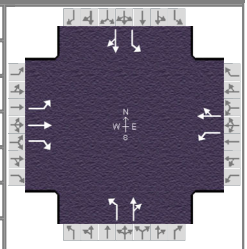
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	70	202	192	86	151	196	175	351	102	116	207	41
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	250	200	0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	50	50	50	35	35	35	35	35	35

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

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Dec 5, 2023	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2025	Analysis Period	1> 16:00
Intersection	Glades & Commerce	File Name	PM Post.xus		
Project Description	Post-Development Post-Improvement PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	70	202	192	86	151	196	175	351	102	116	207	41

Signal Information			
Cycle, s	80.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	4.8	0.4	19.6	5.7	2.3	21.3						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						
							5	6	7	8		

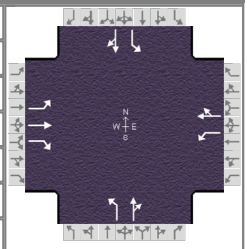
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.3	26.1	11.7	26.5	14.5	30.1	12.2	27.8
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.4	10.9	5.0	18.5	7.9	22.4	5.9	11.9
Green Extension Time (g_e), s	0.1	1.4	0.1	1.4	0.2	1.1	0.2	1.4
Phase Call Probability	0.81	1.00	0.87	1.00	0.98	1.00	0.93	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	74	213	202	91	365		184	477		122	261	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1585	1781	1698		1781	1798		1781	1816	
Queue Service Time (g_s), s	2.4	7.8	8.9	3.0	16.5		5.9	20.4		3.9	9.9	
Cycle Queue Clearance Time (g_c), s	2.4	7.8	8.9	3.0	16.5		5.9	20.4		3.9	9.9	
Green Ratio (*g/C*)	0.31	0.25	0.25	0.31	0.25		0.37	0.29		0.34	0.27	
Capacity (*c*), veh/h	217	459	389	380	424		428	530		230	483	
Volume-to-Capacity Ratio (*X*)	0.339	0.463	0.520	0.238	0.861		0.430	0.900		0.530	0.541	
Back of Queue (*Q*), ft/ln (95 th percentile)	41.9	144.4	2	50.9	263.5		104.6	381.8		71.7	187.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	5.7	0.1	2.0	10.4		4.1	15.0		2.8	7.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.01	0.25	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	22.4	25.8	26.2	20.5	28.8		18.7	27.2		21.7	25.3	
Incremental Delay (d_2), s/veh	0.3	0.3	0.4	0.1	2.0		0.3	11.4		0.7	0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	22.7	26.1	26.6	20.6	30.8		19.0	38.6		22.4	25.6	
Level of Service (LOS)	C	C	C	C	C		B	D		C	C	
Approach Delay, s/veh / LOS	25.8	C		28.8	C		33.1	C		24.6	C	
Intersection Delay, s/veh / LOS	28.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.92	B	2.11	B
Bicycle LOS Score / LOS	1.29	A	1.24	A	1.58	B	1.12	A

HCS7 Signalized Intersection Intermediate Values

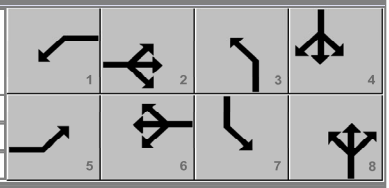
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Dec 5, 2023	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2025	Analysis Period	1> 16:00
Intersection	Glades & Commerce	File Name	PM Post.xus		
Project Description	Post-Development Post-Improvement PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	70	202	192	86	151	196	175	351	102	116	207	41

Signal Information			
Cycle, s	80.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	0.4	19.6	5.7	2.3	21.3						
Yellow	4.5	0.0	4.5	4.5	0.0	4.5						
Red	2.0	0.0	2.0	2.0	0.0	2.0						



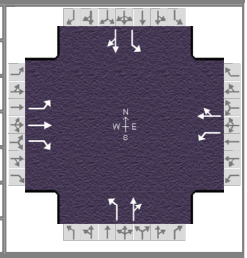
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	1.000	0.984	0.984	1.000	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.908	0.908		0.961	0.961		0.971	0.971
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	1870	1585	1781	739	959	1781	1393	405	1781	1516	300
Proportion of Vehicles Arriving on Green (P)	0.06	0.25	0.25	0.06	0.25	0.25	0.10	0.29	0.29	0.07	0.27	0.27
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04		0.04	0.23		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Green Ratio (g/C)	0.31	0.25	0.31	0.25	0.37	0.29	0.34	0.27
Permitted Saturation Flow Rate (s_p), veh/h/ln	1017	0	1169	0	1118	0	917	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	19.7	0.0	19.7	0.0	21.3	0.0	21.3	0.0
Permitted Service Time (g_u), s	1.6	0.0	12.0	0.0	11.5	0.0	1.2	0.0
Permitted Queue Service Time (g_{ps}), s	1.4		0.6		1.9		1.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.198	0.000	1.198	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.125	0.000	0.125	0.000	0.120	0.000	0.123
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	490.27	22.84	499.30	22.56	588.89	19.95	531.06	21.62
Bicycle F_w / F_v	-3.64	0.81	-3.64	0.75	-3.64	1.09	-3.64	0.63

HCS7 Signalized Intersection Results Graphical Summary

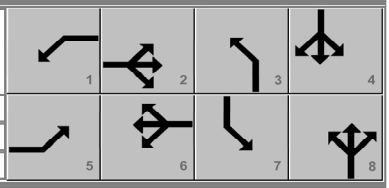
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Dec 5, 2023	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.95
Urban Street	Glades Cut-Off Rd	Analysis Year	2025	Analysis Period	1> 16:00
Intersection	Glades & Commerce	File Name	PM Post.xus		
Project Description	Post-Development Post-Improvement PM				



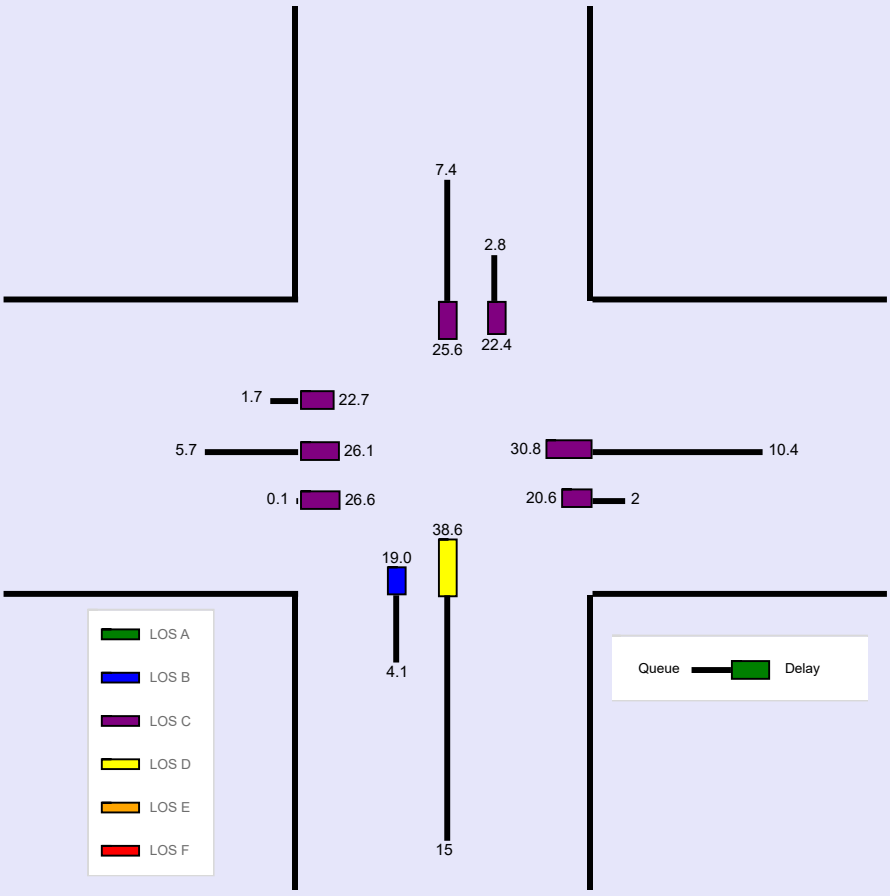
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	70	202	192	86	151	196	175	351	102	116	207	41

Signal Information			
Cycle, s	80.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	0.4	19.6	5.7	2.3	21.3	
Yellow	4.5	0.0	4.5	4.5	0.0	4.5	
Red	2.0	0.0	2.0	2.0	0.0	2.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	41.9	144.4	2	50.9	263.5		104.6	381.8		71.7	187.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	5.7	0.1	2.0	10.4		4.1	15.0		2.8	7.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.01	0.25	0.00		0.00	0.00		0.00	0.00	
Control Delay (*d*), s/veh	22.7	26.1	26.6	20.6	30.8		19.0	38.6		22.4	25.6	
Level of Service (LOS)	C	C	C	C	C		B	D		C	C	
Approach Delay, s/veh / LOS	25.8	C		28.8	C		33.1	C		24.6	C	
Intersection Delay, s/veh / LOS	28.7						C					




Access 1
Access 2
LAKE AREA
± 3.2 ACRES
LAKE AREA
± 1.5 ACRES
LEASE OFFICE/ CLUBHOUSE
POOL AREA
LIFT STATION
DOG PARK
25' STREET SETBACK
10' SIDE SETBACK
Location ?
Drop off needed
to small
Bus Stop
1 to many spots
264 units - detached
265 units
10' Bldg separation (currently 0)
— EMERGENCY ACCESS ISSUE (within 50') – (Capstone max is @ 80-100)
— wheel stops or widen sidewalk to 6'
— 4' sidewalks need to be 5'
— Terminal Islands to small (9.5)
— Pkg ct did not include clubhouse (+5)
— Bus Stop ?
— Compactor – drop of lane/parking (is 1 enough?)
— bike racks

lucido & associates

Midway Road

DW 6 - TWSC
Pod 4 / 5

DW 5 - TWSC
EW 2

DW 4 - RAB
Pod 2 / 6B

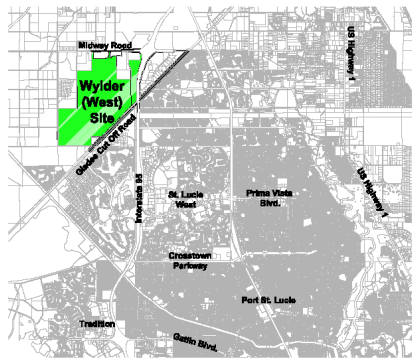
POD 1 / 2
Emergency

DW 3 - RAB
Pod 1 / 6A / 7

DW 2 - TWSC
E/W 5

DW 1 - TWSC
Pod 9 / 8A / 8B

Glades



Location Map n.t.s.

Midway Road (State Road 712)

Interstate I-95

Glades Cut Off Road

Commerce Center Dr.

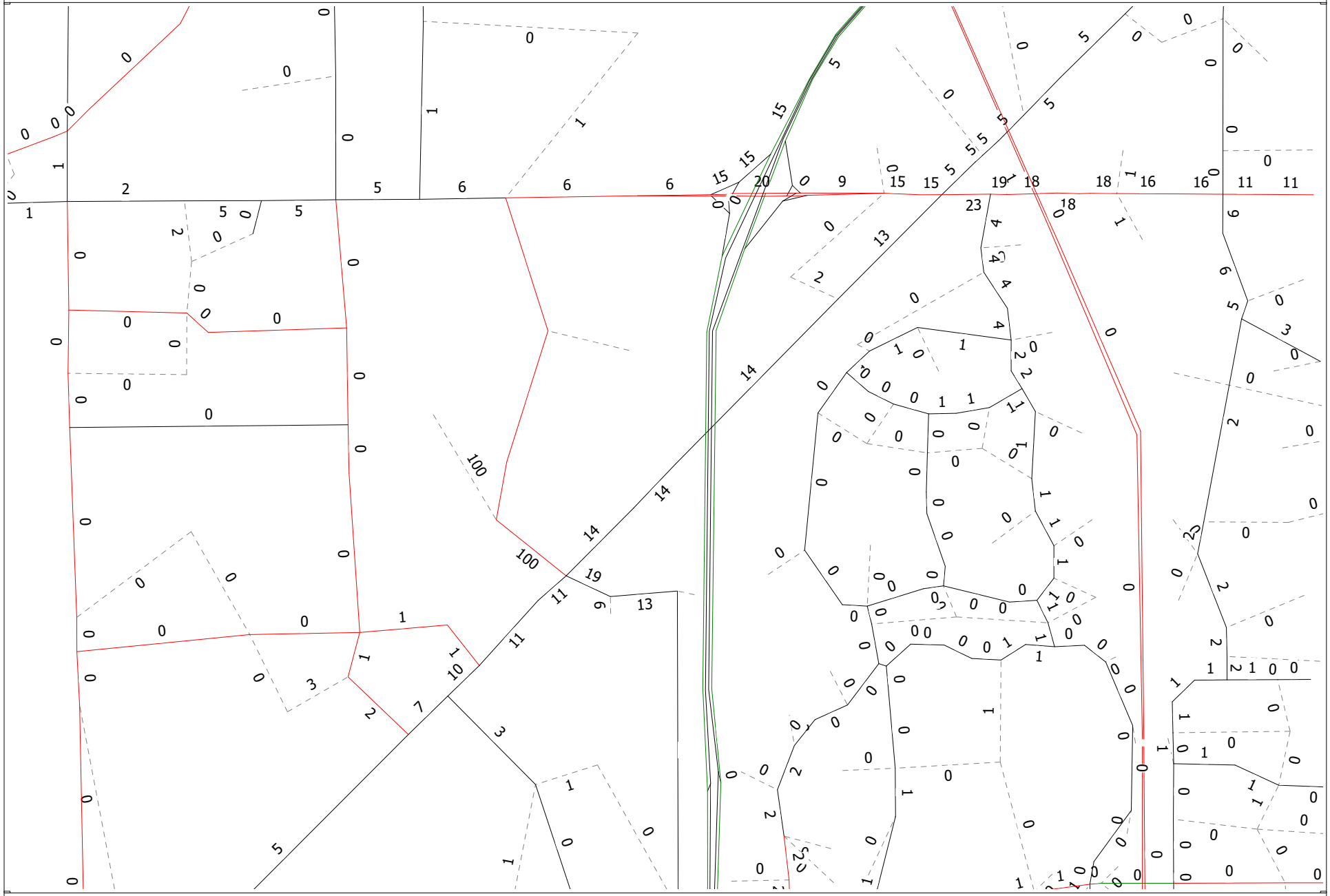
Scale: 1" = 400'
0 200' 400' 800'
NORTH
Date: 08NOV21

GREENPOINTE DEVELOPERS, LLC.

Wylder

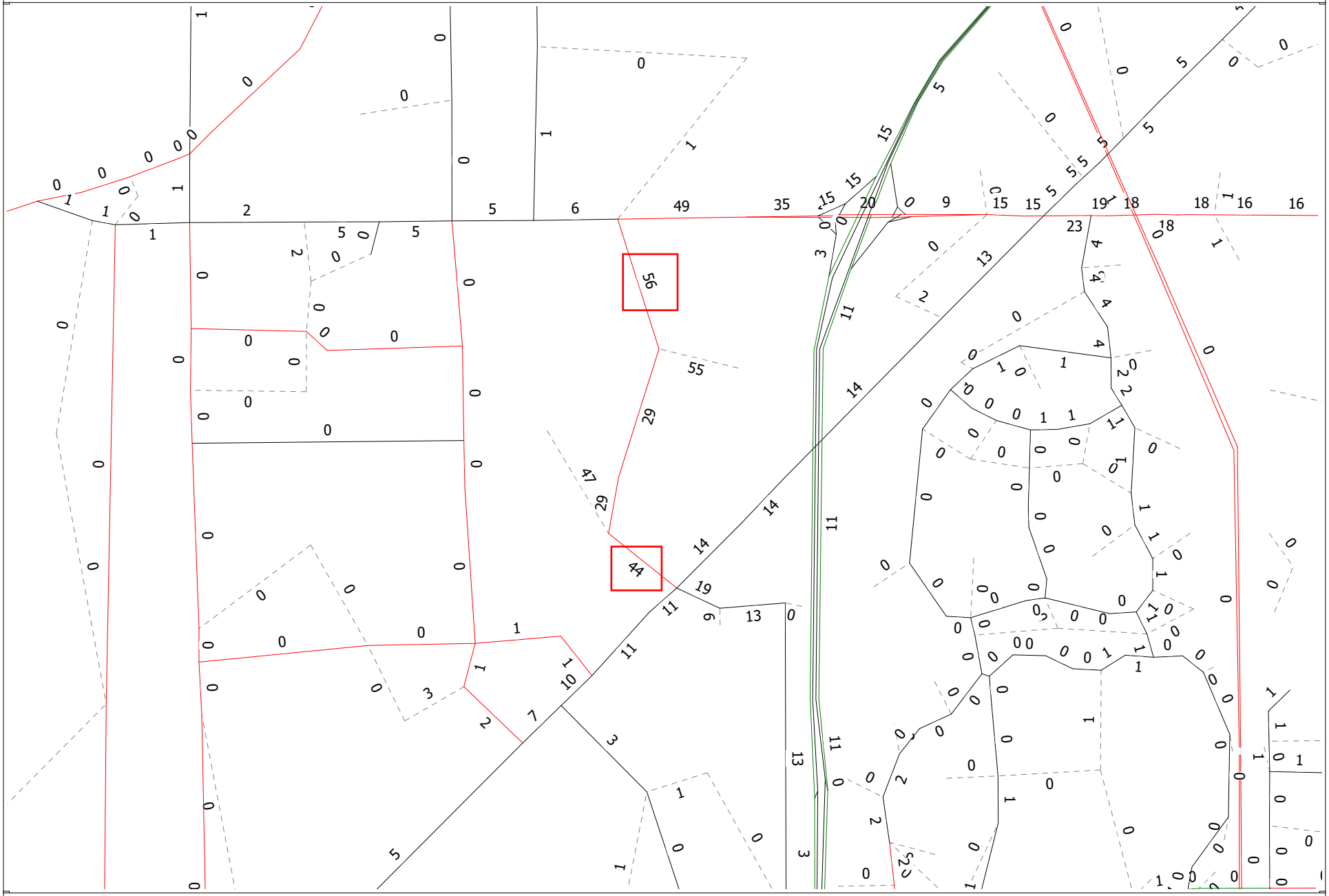
Midway Glades Developers, LLC
Wylder (West) Residential
City of Port St. Lucie, Florida
Master Site Plan

LTC West Traffic Assignment
2040 Cost Feasible Model



xx Exernal Assignment = 100%

LTC West Traffic Assignment
2040 Cost Feasible Model



2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	0.99	1.04
3	01/09/2022 - 01/15/2022	0.98	1.03
* 4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.96	1.01
* 7	02/06/2022 - 02/12/2022	0.95	1.00
* 8	02/13/2022 - 02/19/2022	0.94	0.99
* 9	02/20/2022 - 02/26/2022	0.94	0.99
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.01
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.97	1.02
17	04/17/2022 - 04/23/2022	0.98	1.03
18	04/24/2022 - 04/30/2022	0.99	1.04
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.07	1.13
27	06/26/2022 - 07/02/2022	1.08	1.14
28	07/03/2022 - 07/09/2022	1.10	1.16
29	07/10/2022 - 07/16/2022	1.11	1.17
30	07/17/2022 - 07/23/2022	1.09	1.15
31	07/24/2022 - 07/30/2022	1.07	1.13
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.03	1.08
34	08/14/2022 - 08/20/2022	1.01	1.06
35	08/21/2022 - 08/27/2022	1.02	1.07
36	08/28/2022 - 09/03/2022	1.03	1.08
37	09/04/2022 - 09/10/2022	1.04	1.09
38	09/11/2022 - 09/17/2022	1.05	1.11
39	09/18/2022 - 09/24/2022	1.03	1.08
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	1.00	1.05
42	10/09/2022 - 10/15/2022	0.98	1.03
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	1.00	1.05
45	10/30/2022 - 11/05/2022	1.02	1.07
46	11/06/2022 - 11/12/2022	1.03	1.08
47	11/13/2022 - 11/19/2022	1.04	1.09
48	11/20/2022 - 11/26/2022	1.03	1.08
49	11/27/2022 - 12/03/2022	1.02	1.07
50	12/04/2022 - 12/10/2022	1.00	1.05
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	0.99	1.04
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.10
2	01/02/2022 - 01/08/2022	1.00	1.11
3	01/09/2022 - 01/15/2022	1.02	1.13
4	01/16/2022 - 01/22/2022	0.99	1.10
* 5	01/23/2022 - 01/29/2022	0.96	1.07
* 6	01/30/2022 - 02/05/2022	0.92	1.02
* 7	02/06/2022 - 02/12/2022	0.89	0.99
* 8	02/13/2022 - 02/19/2022	0.86	0.96
* 9	02/20/2022 - 02/26/2022	0.86	0.96
*10	02/27/2022 - 03/05/2022	0.86	0.96
*11	03/06/2022 - 03/12/2022	0.86	0.96
*12	03/13/2022 - 03/19/2022	0.86	0.96
*13	03/20/2022 - 03/26/2022	0.88	0.98
*14	03/27/2022 - 04/02/2022	0.91	1.01
*15	04/03/2022 - 04/09/2022	0.93	1.03
*16	04/10/2022 - 04/16/2022	0.96	1.07
*17	04/17/2022 - 04/23/2022	0.98	1.09
18	04/24/2022 - 04/30/2022	0.99	1.10
19	05/01/2022 - 05/07/2022	1.01	1.12
20	05/08/2022 - 05/14/2022	1.02	1.13
21	05/15/2022 - 05/21/2022	1.04	1.16
22	05/22/2022 - 05/28/2022	1.05	1.17
23	05/29/2022 - 06/04/2022	1.06	1.18
24	06/05/2022 - 06/11/2022	1.07	1.19
25	06/12/2022 - 06/18/2022	1.09	1.21
26	06/19/2022 - 06/25/2022	1.09	1.21
27	06/26/2022 - 07/02/2022	1.10	1.22
28	07/03/2022 - 07/09/2022	1.10	1.22
29	07/10/2022 - 07/16/2022	1.11	1.23
30	07/17/2022 - 07/23/2022	1.11	1.23
31	07/24/2022 - 07/30/2022	1.11	1.23
32	07/31/2022 - 08/06/2022	1.11	1.23
33	08/07/2022 - 08/13/2022	1.11	1.23
34	08/14/2022 - 08/20/2022	1.11	1.23
35	08/21/2022 - 08/27/2022	1.11	1.23
36	08/28/2022 - 09/03/2022	1.12	1.24
37	09/04/2022 - 09/10/2022	1.12	1.24
38	09/11/2022 - 09/17/2022	1.12	1.24
39	09/18/2022 - 09/24/2022	1.09	1.21
40	09/25/2022 - 10/01/2022	1.05	1.17
41	10/02/2022 - 10/08/2022	1.01	1.12
42	10/09/2022 - 10/15/2022	0.97	1.08
43	10/16/2022 - 10/22/2022	0.97	1.08
44	10/23/2022 - 10/29/2022	0.98	1.09
45	10/30/2022 - 11/05/2022	0.98	1.09
46	11/06/2022 - 11/12/2022	0.99	1.10
47	11/13/2022 - 11/19/2022	0.99	1.10
48	11/20/2022 - 11/26/2022	0.99	1.10
49	11/27/2022 - 12/03/2022	0.99	1.10
50	12/04/2022 - 12/10/2022	0.99	1.10
51	12/11/2022 - 12/17/2022	0.99	1.10
52	12/18/2022 - 12/24/2022	1.00	1.11
53	12/25/2022 - 12/31/2022	1.02	1.13

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9495 ST LUCIE I95

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.97	1.00
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.06	1.09
4	01/16/2022 - 01/22/2022	1.05	1.08
5	01/23/2022 - 01/29/2022	1.04	1.07
6	01/30/2022 - 02/05/2022	1.04	1.07
7	02/06/2022 - 02/12/2022	1.03	1.06
8	02/13/2022 - 02/19/2022	1.02	1.05
* 9	02/20/2022 - 02/26/2022	1.00	1.03
*10	02/27/2022 - 03/05/2022	0.98	1.01
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.97
*13	03/20/2022 - 03/26/2022	0.95	0.98
*14	03/27/2022 - 04/02/2022	0.95	0.98
*15	04/03/2022 - 04/09/2022	0.96	0.99
*16	04/10/2022 - 04/16/2022	0.96	0.99
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
*20	05/08/2022 - 05/14/2022	0.99	1.02
*21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.04	1.07
28	07/03/2022 - 07/09/2022	1.03	1.06
29	07/10/2022 - 07/16/2022	1.03	1.06
30	07/17/2022 - 07/23/2022	1.03	1.06
31	07/24/2022 - 07/30/2022	1.02	1.05
32	07/31/2022 - 08/06/2022	1.02	1.05
33	08/07/2022 - 08/13/2022	1.01	1.04
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.03	1.06
36	08/28/2022 - 09/03/2022	1.05	1.08
37	09/04/2022 - 09/10/2022	1.06	1.09
38	09/11/2022 - 09/17/2022	1.08	1.11
39	09/18/2022 - 09/24/2022	1.06	1.09
40	09/25/2022 - 10/01/2022	1.04	1.07
41	10/02/2022 - 10/08/2022	1.01	1.04
42	10/09/2022 - 10/15/2022	0.99	1.02
43	10/16/2022 - 10/22/2022	0.99	1.02
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.98	1.01
46	11/06/2022 - 11/12/2022	0.97	1.00
47	11/13/2022 - 11/19/2022	0.97	1.00
48	11/20/2022 - 11/26/2022	0.97	1.00
49	11/27/2022 - 12/03/2022	0.97	1.00
50	12/04/2022 - 12/10/2022	0.97	1.00
51	12/11/2022 - 12/17/2022	0.97	1.00
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.06	1.09

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8537 - MIDWAY RD FROM MC CARTY RD TO I-95 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	5200 C	E 2600	W 2600	9.50	54.30	17.00
2019	4600 S	E 2300	W 2300	9.50	54.30	20.60
2018	4400 F	E 2200	W 2200	9.50	55.20	20.60
2017	4200 C	E 2100	W 2100	9.50	56.20	20.60
2016	3800 F	E 1900	W 1900	9.50	57.10	22.00
2015	3600 C	E 1800	W 1800	9.50	52.70	22.00
2014	2400 C	E 1200	W 1200	9.50	52.50	26.50
2013	3300 E	E 1650	W 1650	9.00	55.90	16.20
2012	3200 C	E 1600	W 1600	9.00	55.80	16.20
2011	3800 T	0	0	9.00	56.20	16.00
2010	3800 S	E 1900	W 1900	11.16	56.34	28.00
2009	3800 F	E 1900	W 1900	11.51	56.49	28.00
2008	3800 C	E 1900	W 1900	11.31	55.19	28.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0732 - CR 712/MIDWAY RD - W OF SR 9/I-95 (COUNTY 732)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	8400 F	E 3900	W 4500	9.00	54.30	16.40
2019	8400 C	E 3900	W 4500	9.00	54.30	16.40
2018	5000 C	E 2500	W 2500	9.00	55.20	19.00
2017	5800 C	E 2900	W 2900	9.00	56.20	19.00
2016	4700 C	E 2400	W 2300	9.00	57.10	19.00
2015	4400 C	E 2300	W 2100	9.00	56.30	29.40
2014	4400 C	E 2200	W 2200	9.00	54.70	19.70
2013	4200 C	E 2100	W 2100	9.00	57.20	12.70
2012	4600 C	E 2300	W 2300	9.00	57.00	14.10
2011	4400 F	E 1900	W 2500	9.00	56.50	14.10
2010	4600 C	E 2000	W 2600	11.51	57.07	14.10
2009	4600 C	E 2300	W 2300	11.11	58.68	26.00
2008	4500 C	E 2200	W 2300	11.51	54.38	26.00
2007	5000 C	E 2500	W 2500	11.51	58.16	21.70
2006	5000 C	E 2600	W 2400	10.78	56.96	17.70
2005	5000 C	E 2500	W 2500	11.10	56.60	21.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	19400 C	E 10000	W 9400	9.00	51.30	22.60
2019	21000 C	E 10500	W 10500	9.00	51.00	17.10
2018	19100 C	E 9700	W 9400	9.00	51.30	17.10
2017	16500 C	E 8300	W 8200	9.00	50.90	17.10
2016	15200 C	E 7500	W 7700	9.00	50.90	12.10
2015	15900 C	E 8100	W 7800	9.00	51.00	12.10
2014	15900 C	E 7800	W 8100	9.00	50.80	20.90
2013	14200 C	E 7500	W 6700	9.00	50.80	15.30
2012	15500 C	E 7700	W 7800	9.00	56.80	16.10
2011	12400 C	E 6300	W 6100	9.00	57.20	16.10
2010	14300 C	E 7300	W 7000	10.32	55.40	16.10
2009	13800 C	E 7000	W 6800	10.27	57.35	17.10
2008	13400 C	E 6600	W 6800	10.45	58.06	17.10
2007	19000 C	E 9500	W 9500	10.31	58.74	19.30
2006	13100 C	E 6500	W 6600	10.73	65.89	25.50
2005	15200 C	E 7600	W 7600	10.80	60.70	21.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7016 - GLADES CUT-OFF RD - S. OF RESERVE COM PKWY (COUNTY 119)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	5100 S	N 2600	S 2500	9.00	54.30	21.70
2019	5100 F	N 2600	S 2500	9.00	54.30	21.70
2018	4900 C	N 2500	S 2400	9.00	55.20	21.70
2017	3000 R	N 1400	S 1600	9.00	56.20	10.00
2016	2800 T	N 1300	S 1500	9.00	57.10	6.20
2015	2600 S	N 1200	S 1400	9.00	56.30	41.80
2014	2600 F	N 1200	S 1400	9.00	54.70	49.50
2013	2600 C	N 1200	S 1400	9.00	57.20	11.90
2012	2700 T	N 1200	S 1500	9.00	57.00	7.10
2011	2700 S	N 1200	S 1500	9.00	56.50	17.10
2010	2700 F	N 1200	S 1500	11.51	57.07	17.10
2009	2900 C	N 1300	S 1600	11.11	58.68	17.10
2008	2600 C	N 1300	S 1300	11.51	54.38	25.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7014 - ON GLADES CUT-OFF RD - N. OF RESERVE COM PKWY (COUNTY 117)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	5900 S	N 2900	S 3000	9.00	54.30	19.90
2019	5900 F	N 2900	S 3000	9.00	54.30	19.90
2018	5700 C	N 2800	S 2900	9.00	55.20	19.90
2017	2700 S	N 1300	S 1400	9.00	56.20	10.00
2016	2500 F	N 1200	S 1300	9.00	57.10	6.20
2015	2300 C	N 1100	S 1200	9.00	56.30	41.80
2014	2500 V	N 1200	S 1300	9.00	54.70	49.50
2013	2500 X	N 1200	S 1300	9.00	57.20	11.90
2012	2500 T	N 1200	S 1300	9.00	57.00	7.10
2011	2500 S	N 1200	S 1300	9.00	56.50	18.00
2010	2500 F	N 1200	S 1300	11.51	57.07	18.10
2009	2700 C	N 1300	S 1400	11.11	58.68	18.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0279 - CR 709/GLADES CUTOFF RD - S OF CR 712/MIDWAY RD. (HPMS SAMPLE 2007)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	3400 C	N 1800	S 1600	9.00	51.30	31.50
2019	2800 S	N 1400	S 1400	9.00	51.00	21.80
2018	2800 F	N 1400	S 1400	9.00	51.30	21.80
2017	2800 C	N 1400	S 1400	9.00	50.90	21.80
2016	2700 F	N 1400	S 1300	9.00	50.90	27.20
2015	2700 C	N 1400	S 1300	9.00	51.00	27.20
2014	2700 C	N 1400	S 1300	9.00	50.80	19.60
2013	2500 C	N 1300	S 1200	9.00	50.80	16.20
2012	2400 C	N 1200	S 1200	9.00	56.80	16.20
2011	2300 C	N 1200	S 1100	9.00	57.20	16.20
2010	2500 C	N 1300	S 1200	10.32	55.40	23.40
2009	2800 C	N 1500	S 1300	10.27	57.35	23.40
2008	2600 C	N 1400	S 1200	10.45	58.06	23.40
2007	2050 C	N 1200	S 850	10.31	58.74	15.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7011 - ON GLADES CUT-OFF RD - W. OF SELVITZ RD (COUNTY 113)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	5400 F	E 2700	W 2700	9.00	51.30	31.50
2019	5600 C	E 2800	W 2800	9.00	51.00	7.80
2018	4800 V	E 2400	W 2400	9.00	51.30	5.80
2017	4800 R	E 2400	W 2400	9.00	50.90	10.00
2016	4800 T	E 2400	W 2400	9.00	50.90	6.20
2015	4800 S	E 2400	W 2400	9.00	51.00	41.80
2014	4800 F	E 2400	W 2400	9.00	50.80	49.50
2013	4800 C	E 2400	W 2400	9.00	50.80	11.90
2012	3800 S	E 1900	W 1900	9.00	56.80	19.20
2011	3800 F	E 1900	W 1900	9.00	57.20	19.20
2010	3800 C	E 1900	W 1900	10.32	55.40	19.20
2009	3700 C	E 1800	W 1900	10.27	57.35	17.00
2008	5300 C	E 2600	W 2700	10.45	58.06	20.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C3R-Suburban Residential)

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

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

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

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

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

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

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

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

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

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

DEVELOPER:

LTC MIDWAY, LLC, a Florida limited liability company

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

STATE OF FLORIDA
COUNTY OF St. Lucie

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

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

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

O2470362.v3

DEVELOPER:

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

All doing business as LTC JOINT VENTURE

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

STATE OF FLORIDA
COUNTY OF Martin

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

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

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

Attachment "A"

COUNCIL ITEM 11B
DATE 5-28-19

RESOLUTION 19-R40

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

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

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

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

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

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

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

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

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

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

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

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

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

CONCLUSIONS OF LAW

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

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

1. APPLICATION FOR DEVELOPMENT APPROVAL

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

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

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

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

2. DRI APPROVAL

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

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

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

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

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

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

15. POLICE AND PUBLIC SAFETY

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

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

16. FIRE PROTECTION

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

17. TRANSPORTATION

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

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

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

1) West Midway Road and Delcris Drive

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

SATISFIED

2) Glades Cut-Off Road and Delcris Drive

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

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

* Required Improvement

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

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

West Midway Road and Arterial A

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

* Required Improvement.

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

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

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

* Required Improvement

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

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

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

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

f.1 Link and Intersection Traffic Volume Projections.

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

f.2 Signalization.

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

f.3 Improvements.

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

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

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

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

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

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

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

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

g.1 Links and Intersection Traffic Volume Projections.

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

g.2 Signalization.

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

g.3 Improvements.

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

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

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

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

g.5 Site Plan Approval.

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

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

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

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

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

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

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

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

TABLE 1

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

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

TABLE 2

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

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

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

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

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

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

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

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

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

~~1 ERU =~~

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

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

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

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

18. COMPLIANCE AND VIOLATIONS.

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

EXHIBIT "E"

Conversion Rates Based Upon Resultant PM Peak Hour Trip Rates

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

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

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

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

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

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

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

To Subtract/ reduce a use:

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

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

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

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

EXHIBIT "F"

COUNCIL ITEM 7
DATE 4/21/03

April 11, 2003

CONTRIBUTION AGREEMENT

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

RECITALS

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

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

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

AGREEMENT

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

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

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

Ref.

CITY CLERK'S OFFICE

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

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

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

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

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

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

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

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

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

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

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

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

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

To City:

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

EXHIBIT "G"

Trip Generation: LTC Ranch - Trip Tracking

Date _____

Site Plan Name/Number: _____

Daily

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

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Trips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	2.89	2.85	5.73	19,207		20,940	-				
Multi-Family Housing	220	650	DU	2.76	2.72	5.48	3,559		3,880	-				
General Office	710	1,508,500	Sft	3.86	2.55	6.41		9,680	-	10,553				
Industrial Park	130	1,000,000	Sft	1.33	0.94	2.27		2,275	-	2,480				
Warehousing	150	960,000	Sft	0.64	0.46	1.10		1,054	-	1,149				
Shopping Center	820	725,000	Sft	4.81	8.14	12.95	9,387	-	10,234	-				
TOTALS							**32,153**	**13,009**	**35,054**	**14,182**				
Source: ITE 10th Edition Trip Generation Rates								45,162		49,236				

AM Peak Hour

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

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Trips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	0.17	0.35	0.52	1,739		1,739	-				
Multi-Family Housing	220	650	DU	0.09	0.22	0.32	206		206	-				
General Office	710	1,508,500	Sft	0.55	0.08	0.63		949	-	951				
Industrial Park	130	1,000,000	Sft	0.21	0.05	0.26		263	-	263				
Warehousing	150	960,000	Sft	0.08	0.03	0.11		107	-	107				
Shopping Center	820	725,000	Sft	0.11	0.14	0.25	181		181	-				
TOTALS							**2,126**	**1,319**	**2,126**	**1,321**				
Source: ITE 10th Edition Trip Generation Rates								3,445		3,447				

PM Peak Hour

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

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Trips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	0.48	0.16	0.64	2,146		2,416	-				
Multi-Family Housing	220	650	DU	0.26	0.08	0.34	226		254	-				
General Office	710	1,508,500	Sft	0.05	0.66	0.71		1,073	-	1,208				
Industrial Park	130	1,000,000	Sft	0.04	0.25	0.29		286	-	322				
Warehousing	150	960,000	Sft	0.03	0.11	0.14		130	-	146				
Shopping Center	820	725,000	Sft	0.18	0.97	1.15	840		945	-				
TOTALS							**3,212**	**1,489**	**3,615**	**1,676**				
Source: ITE 10th Edition Trip Generation Rates								4,701		5,291				