

Presented to:
City of Port St. Lucie ~~Planning and Zoning Department~~
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984

P.U.D APPLICATION

Amendment No. ~~1~~ 2



Sandpiper Resort Property Inc.
3500 SE Morningside Boulevard Port St. Lucie, FL 34952

~~October 2024~~ February 2026

City of Port St. Lucie Project #: ~~P24-111~~ P25-158

Original Ordinance #: 10-22
Ordinance #: 24-79
Ordinance #: 26-16

Prepared by:
KEITH
301 E Atlantic Blvd
Pompano Beach, FL 33060
954-788-3400

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PROJECT PROFESSIONALS

Owner: Store Capital Acquisitions LLC
Chad Freed
Mary Fedewa
Owner's Representative
8377 E Hartford Drive. Suite
100
Scottsdale, AZ 85255
480-256-1100

Altitude Prop Co LLC
Deependra Talla
Manager
4500 SE Pine Valley St
Port St Lucie, FL 34952

KEITH
~~Andrea Harper~~ Juan Pablo Chapa
301 E Atlantic Blvd
Pompano Beach, FL 33060
954-788-3400

Planning: MPLD Consulting
Rebecca Miller
528 Northwood Rd, West
Palm Beach, FL 33407

Engineer: KEITH
Jorge Valle-Pellot
301 E Atlantic Blvd
Pompano Beach, FL 33060
954-788-3400

Architect: ~~GPZ Architects, Inc~~
~~Chris P. Zimmerman, AIA~~
~~4316 W. Broward Blvd Plantation,~~
~~FL 33317~~
~~654-792-8525~~

N2 Architect + Design
Niki Norton, R.A NCARB LEED AP
710 SE Ocean Blvd
Stuart, FL 34994
772-220-4411

INTRODUCTION

The current proposed development program for Sandpiper Bay is to upgrade the existing Sandpiper Bay Resort in the City of Port St. Lucie by ~~adding three additional uses to the PUD. The first use to allow a school (public, private or parochial, kindergarten (including VPK) and grades 1 through 12. The second use is to allow the operation of private sports fields on the property. The third use is to allow self-contained accessory permanent food structures.~~ consolidating all proposed uses under the CG/I and OSR Future Land Use designations, while amending the PUD to include additional recreational uses.

In order to provide for the proposed development program, the purpose of the Planned Unit Development (P.U.D) amendment application and request for this amendment is to create a uniform, controlling document over the entire project that gives clarity and a comprehensive approach enabling the currently proposed improvements as well as those that may occur in the future.

P.U.D. APPLICATION

PUD AMENDMENT APPLICATION

CITY OF PORT ST. LUCIE
Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984
(772) 871-5213

FOR OFFICE USE ONLY

Planning Dept. _____
Fee (Nonrefundable)\$ _____
Receipt # _____

Refer to "Fee Schedule" for application fee. Make checks payable to the "City of Port St. Lucie." Fee is nonrefundable unless application is withdrawn prior to the Planning and Zoning Board meeting. **All** items on this application should be addressed, otherwise it cannot be processed. Attach proof of ownership: two copies of deed. Please type or print clearly in **BLACK** ink.

PRIMARY CONTACT EMAIL ADDRESS: aharper@keithteam.com

PROPERTY OWNER: Store Capital Acquisitions, LLC

Name: Mary Fedewa / Chad Freed
Address: 8377 E. Hartford Drive, Suite 100, Scottsdale, AZ 85255
Telephone No. 480-256-1100 Email _____

AGENT OF OWNER (if any)

Name: Andrea Harper / KEITH
Address: 301 E. Atlantic Blvd, Pompano Beach, FL 33060
Telephone No. 561-867-1652 Email aharper@keithteam.com

PROPERTY INFORMATION

Legal Description: See attached legal description
(Include Plat Book and Page) _____

Parcel I.D. Number: 4423-210-0001-000-3 / 4414-133-0002-000-6

Current Zoning: PUD Proposed Zoning: N/A

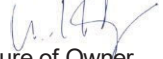
Future Land Use Designation: CL / OSR / OSP Acreage of Property: 219.87

Reason for amendment request: See attached letter of justification

1) Applicant must list on the first page of the attached amendment all proposed changes with corresponding page number(s).

2) All proposed additions must be underlined and deleted text must have a strikethrough.

3) Where there are conflicts between the requirements of the general provisions of this chapter or other applicable codes of the city and the requirements established by official action upon a specific PUD, the latter requirements shall govern.


Signature of Owner _____ Andrea Harper (Agent)
Hand Print Name _____ Date _____

***If signature is not that of the owner, a letter of authorization from the owner is needed.**

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

Revised 02/26/20

P.U.D. APPLICATION

PUD AMENDMENT APPLICATION

CITY OF PORT ST. LUCIE
Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984
(772) 871-5213

FOR OFFICE USE ONLY

Planning Dept. _____
Fee (Nonrefundable)\$ _____
Receipt # _____

Refer to "Fee Schedule" for application fee. Make checks payable to the "City of Port St. Lucie." Fee is nonrefundable unless application is withdrawn prior to the Planning and Zoning Board meeting. All items on this application should be addressed, otherwise it cannot be processed. Attach proof of ownership: two copies of deed. Please type or print clearly in **BLACK** ink.

PRIMARY CONTACT EMAIL ADDRESS: _____

PROPERTY OWNER: _____

Name: Altitude Prop Co, LLC

Address: 4500 SE Pine Valley St, Port St Lucie, FL 34952

Telephone No. _____ Email _____

AGENT OF OWNER (if any)

Name: MPLD Consulting

Address: _____ 528 Northwood Rd, West Palm Beach, FL 33407

Telephone No. 561-597-7613 Email _____

PROPERTY INFORMATION

Legal Description: See attached legal description
(Include Plat Book and Page)

Parcel I.D. Number: 4423-210-0001-000-3

Current Zoning: PUD Proposed Zoning: PUD


Future Land Use Designation: CG/I, CL, OSR, OSP Acreage of Property: 96.46

Reason for amendment request: See attached Justification Letter.

1) Applicant must list on the first page of the attached amendment all proposed changes with corresponding page number(s).

2) All proposed additions must be underlined and deleted text must have a ~~strikethrough~~.

3) Where there are conflicts between the requirements of the general provisions of this chapter or other applicable codes of the city and the requirements established by official action upon a specific PUD, the latter requirements shall govern.

 _____
Signature of Owner Hand Print Name Date 12/8/25

*If signature is not that of the owner, a letter of authorization from the owner is needed.

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

Revised 02/26/20

PROPOSED CHANGES

The proposed development program for Sandpiper Bay is to upgrade the existing Sandpiper Bay Resort in the City of Port St. Lucie by ~~adding three~~ consolidating all uses under CG/I and OSR and including additional uses to the PUD. Those ~~three~~ main permitted use additions are as follows:

- Private school use (public, private or parochial, kindergarten (including VPK) and grades 1 through 12
- Accessory food permanent structures
- Recreational facilities and sports courts and fields; including tennis, watersports, basketball, pickleball, fitness center and soccer fields.

P.U.D APPLICATION CHECKLIST



CONCEPT PLAN SUFFICIENCY CHECKLIST

Revised September, 2011

Project Name: Sandpiper Bay Resort - Revitalization

Project Number: P _____ New Submittal _____ or Resubmittal _____ (Check One)

Applicant should submit the concept plan package to Planning & Zoning Department with all items listed below to initiate the review process. Other drawings or information may be required, if deemed necessary, upon review of the submittal for the Site Plan Review Committee Meeting.

The Applicant should complete the Project Information, Applicant Checklist and Applicant Certification. Use the following to complete the checklist: ✓ = Provided X = Incomplete or Missing NA = Not Applicable

Applicant Checklist	Description of Item Provided	Sufficient		
		P&Z	Eng.	Utility
	Sufficiency Checklist: One original completed and signed by applicant.	✓		
	Cover Letter: Sixteen copies of a typed letter explaining the purpose and history of the application.	✓		
	Written Response to Comments: Sixteen copies. For resubmittals only.	N/A		
	Completed Application: Sixteen copies. Use black ink or type to fill out completely and legibly.	✓		
	Owner's Authorization: Sixteen copies of authorization on owner's letterhead.	✓		
	Application Fees: Refer to each department's fee schedule.	✓		
	Proof of Ownership:			
	Three copies of the recorded deed(s) for each parcel with the exact same name for each parcel or...	✓		
	...Unity of Title			
	PUD/MPUD Document and Concept Plan (Sections 158.170 – 158.175 of the Zoning Code):			
	Sixteen sets of 11" x 17" concept plans	✓		
	Show traffic access points	✓		
	Show drainage discharge locations			
	Show proposed water and sewer connection points			
	Evidence of unified control and binding PUD agreement	✓		
	Density statement	✓		
	Proposed zoning district regulations	✓		
	LMD Rezoning and Concept Plan (Section 158.155(M) of the Zoning Code):			
	Sixteen sets of 11" x 17" concept plans	N/A		
	Show traffic access points	N/A		
	Show drainage discharge locations			
	Show proposed water and sewer connection points			
	Evidence of unified control and development agreement	N/A		
	Preliminary building elevations	N/A		
	Landscape Plan	N/A		
	SEU Concept Plan:			
	Sixteen sets of 11" x 17" plans – either approved site plan or proposed concept plan	N/A		



CONCEPT PLAN SUFFICIENCY
CHECKLIST Revised September, 2011

Project Name: Sandpiper Bay Resort - Revitalization

Project Number: P _____ New Submittal _____ or Resubmittal _____ (Check One)

Applicant Certification

I, Andrea Hagler (Agent) (Print or type name), do hereby certify that the information checked above has been provided to the City of Port St. Lucie for the subject project. I understand that the checklist is used to determine if the submittal is complete so that the project can be added to the Site Plan Review Agenda. I further understand that review of the submittal contents will not be made at this time and that a sufficient submittal does not exempt a project from being tabled or denied at the Site Plan Review Committee.

(Signature of Applicant)

10/31/2024

(Date)

Planning and Zoning Department Representative

I, _____ (Print name), as a representative of the Planning and Zoning Department, find that this submittal is **Sufficient** / **Non-Sufficient** based upon my review on _____ (date).
Additional Comments:

(Signature of Planning and Zoning Department Representative)

(Date)

Engineering Department Representative

I, _____ (Clearly print or type name), as a representative of the Engineering Department, find that this submittal is **Sufficient** / **Non-Sufficient** based upon my review on _____ (date).
Additional Comments:

(Signature of Engineering Department Representative)

(Date)

Utilities Systems Department

I, _____ (Clearly print or type name), as a representative of the Utilities System Department, find that this submittal is **Sufficient** / **Non-Sufficient** based upon my review on _____ (date).
Additional Comments:

(Signature of Utility System Department Representative)

(Date)

LETTER OF UNIFIED CONTROL

Docusign Envelope ID: 702F1796-7504-4DC9-A6A9-E0999AB8C196

LETTER OF UNIFIED CONTROL

Store Capital Acquisitions, LLC
8377 E. Hartford Drive
Suite 100
Scottsdale, AZ 85255

October 31, 2024

Assigned Planner
City of Port St. Lucie
Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984

RE: PUD Amendment Application – Club Med Sandpiper Resort – Letter of Unified Control

Dear Assigned Planner:

This letter is submitted as the Letter of Unified Control in compliance with the City of Port St. Lucie Zoning Regulations. STORE CAPITAL ACQUISITIONS, LLC is the owner of record of the subject property, pursuant to the certain Warranty Deed recorded in Official Records Book O.R. Book 4885, Page 789, Public Records of St. Lucie County, Florida, copies of which are supplied separately with this application.

If you should need anything further regarding this rezoning, please contact me.

Sincerely,

STORE CAPITAL ACQUISITIONS, LLC

DocuSigned by:

C82CB603EC29474...

Chad Freed Keith Lee
Manager Authorized Signatory

Club Med Sandpiper Bay PUD Amend.

P24-111

Altitude Prop Co LLC
4500 SE Pine Valley St
Port St Lucie, FL 34952

September ¹⁷, 2025

Assigned Planner
City of Port St. Lucie
Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984

RE: PUD Amendment Application – Club Med Sandpiper Resort – Letter of Unified Control

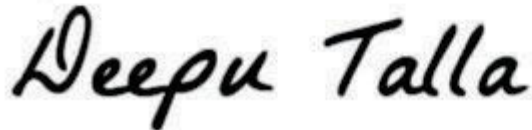
Dear Assigned Planner:

This letter is submitted as the Letter of Unified Control in compliance with the City of Port St. Lucie Zoning Regulations. Altitude Prop Co LLC is the owner of record of the subject property, pursuant to the certain Warranty Deed recorded in Official Records Book O.R. Book 5274, Page 891, Public Records of St. Lucie County, Florida, copies of which are supplied separately with this application.

If you should need anything further regarding this rezoning, please contact me.

Sincerely,

Altitude Prop Co LLC

A handwritten signature in black ink that reads "Deepu Talla". The script is cursive and fluid, with the first letter 'D' being particularly large and stylized.

Deependra Talla
Title Manager

LEGAL DESCRIPTION

Parcel "A"

A parcel of/and lying within Sections 14 and 23, Township 37 South, Range 40 East, St. Lucie County, Florida, more particularly described as follows: Commence at the Northwest corner of said Section 23, as shown on sheet 2 of 2 of the Plat of South Port St. Lucie Unit One, as recorded in Plat Book 12, Page 1 of the Public Records of St. Lucie County, Florida; thence North 79°10'18" East along the centerline of Mitchell Avenue for 339.91 feet, to a point intersecting and located on the centerline of Morningside Boulevard; thence South 10°49'42" East along the centerline of Morningside Boulevard for 10.01 feet; thence North 79°10'18" East to the Southeast property corner of Lot 52, Block 6 of said Unit one also being on the plat limits of said unit one and the plat limits of plat called River Vista as shown on sheet 2 of 2 of the plat of River Vista, as recorded in Plat Book 13, Page 18 of the public records of St. Lucie County, Florida, a distance of 175.00 feet, said point being the Point of Beginning; thence South 10°49'42" East, along the back lot lines of block one of said plat of River Vista for a distance of 1005.00 feet to the Southeast property corner of Lot 10, Block 1 of the plat of River Vista; thence South 79°10'18" West, along the South property line of aforesaid Lot 10, for a distance of 125.00 feet to a point located on the East right of way line of Morningside Boulevard; thence continuing South 10°49'42" East along aforesaid right of way a distance of 176.28 feet; to a point of curvature of a curve concave to the Northeast, having a radius of 380.00 feet and a central angle of 62°35'10", thence Southerly along the arc of said curve to the left, a distance of 415.09 feet, said arc subtended by a chord which bears South 42°07'17" East, a distance of 394.76 feet to the curve's end; thence South 33°31'24" West, a distance of 103.54 feet; thence South 14°08'50" West, a distance of 35.15 feet; to a point of intersection with a non-tangent curve, concave Northeasterly, having a radius of 200.00 feet and a central angle of 22°15'58", thence Southeasterly along the arc of said curve to the left, from which the local tangent at the beginning point bears South 39°28'59" East, a distance of 77.72 feet, said arc subtended by a chord which bears South 50°36'58" East, a distance of 77.24 feet to the point of intersection with a non-tangent line; thence South 22°30'27" West, a distance of 288.72 feet, along the East plat limits of said plat of The Villas of Sandpiper Bay Unit One to a point lying in the water's edge of Kitching Cove; thence South 74°35'24" East, a distance of 31.65 feet, to a point on the Southwest corner of and parallel with the South face of a concrete seawall; thence continue South 74°35'24" East parallel with and along said South face of concrete seawall for a distance of 244.72 feet to a point on the Southeast corner of said seawall; thence North 17°37'59" East, a distance of 12.30 feet to the end of said seawall and the beginning of a tie line; thence landward of the waters edge of Kitching Cove and the North fork of St. Lucie River continue along the tie line South 76°25'42" East, a distance of 50.83 feet; thence South 73°51'41" East, a distance of 115.04 feet; thence South 69°22'15" East, a distance of 107.15 feet; thence South 65°26'15" East, a distance of 82.89 feet; thence South 53°35'53" East, a distance of 224.80 feet; thence North 34°43'37" East, a distance of 135.73 feet; thence North 57°43'37" East, a distance of 141.73 feet; thence

South 87°16'23" East, a distance of 119.35 feet; thence South 38°16'23" East, a distance of 146.96 feet; thence South 05°27'19" East, a distance of 120.73 feet; thence South 50°32'41" West, a distance of 102.70 feet; thence South 14°32'41" West, a distance of 120.77 feet; thence South 45°27'19" East, a distance of 188.35 feet; thence South 21°54'46" East, a distance of 341.21 feet; thence North 46°45'16" East, a distance of 543.57 feet; thence North 55°23'47" East, a distance of 145.60 feet; thence North 04°08'44" West, a distance of 176.94 feet; thence North 41°51'16" East, a distance of 85.00 feet; thence North 57°51'16" East, a distance of 239.90 feet; thence North 73°37'37" East, a distance of 144.43 feet; to a point lying on the West plat limits of the plat of Villas of Sandpiper Bay Unit Two as shown on sheet 3 of 4 of said plat as recorded in Plat Book 17, Page 14, 14A and 148 of the Public Records of St. Lucie County, Florida, said point also being the end of the tie line; thence continuing along said plat limits North 11°40'00" East, a distance of 155.00 feet; thence North 28°40'00" East, a distance of 130.00 feet; thence North 07°20'00" West, a distance of 130.00 feet; thence North 45°20'00" West, a distance of 99.61 feet; to a point of intersection with a non-tangent curve, concave Northwesterly, having a radius of 1070.04 feet and a central angle of 39°58'56", and which lies on the Southerly and Easterly unrecorded Right-of-Way line of Pine Valley Street as shown on said plat of Villas of Sandpiper Bay Unit Two; thence Southwesterly along the arc of said curve to the right, from which the local tangent at the beginning point bears South 41°48'57" West, a distance of 746.70 feet, said arc subtended by a chord which bears South 61°48'25" West, a distance of 731.64 feet to the point of intersection with a non-tangent line; thence North 08°12'07" West, a distance of 100.00 feet; to a point of intersection with a non-tangent curve, concave Northwesterly, having a radius of 215.00 feet and a central angle of 62°39'42", thence Northeasterly along the arc of said curve to the left, from which the local tangent at the beginning point bears North 62°33'07" East, a distance of 235.14 feet, said arc subtended by a chord which bears North 31°13'17" East, a distance of 223.59 feet to a point of tangency lying on the West right of way line of Monte Vista Street as shown on sheet 1 of 1 of the Plat of South Port St. Lucie Unit Three, as recorded in Plat Book 12, Page 4 of the Public Records of St. Lucie County, Florida, thence North 00°06'34" West, a distance of 107.67 feet; thence South 89°53'26" West, a distance of 125.00 feet to the Southwest corner of Lot 3, Block 15 of said Unit Three; thence North 00°06'34" West, a distance of 877.33 feet along the West line of said Block 15 to the beginning of a curve concave to the Southwest having a radius of 566.79 feet; thence Northerly and Northwesterly for 202.00 feet along said curve through a central angle of 20°25'12" to the beginning of a reverse curve concave to the East having a radius of 928.69 feet, a radial line through said beginning of reverse curve bears North 69°28'14" East; thence Northwesterly, Northerly and Northeasterly for 580.95 feet along said curve through a central angle of 35°50'31" to the beginning of a nontangent curve concave to the East having a radius of 175.00 feet and to which beginning a radial line bears South 19°58'53" West; thence Northwesterly, Northerly and Northeasterly for 489.22 feet along said curve through a central of 160°10'20", to a radial line of said curve which bears North 00°09'13" East; thence on the prolongation of said radial for 5.86 feet; thence North 00°01'48" West for 337.94 feet to the beginning of a curve concave to the Southeast having a radius of 235.00 feet; thence Northerly and Northeasterly for 369.14

feet along said curve through a central angle of 90°00'00" to a line tangent which bears North 89°58'12" East; thence on the prolongation of said tangent for 20.00 feet to the Northwestern corner of Tract "A", Block 181 of the Plat of South Port St. Lucie Unit 13, as recorded in Plat Book 16, Page 22 of the Public Records of St. Lucie County, Florida; thence continue along said prolongation for 375.00 feet; thence North 00°01'48" East for 45.00 feet to the beginning of a curve concave to the Southeast having a radius of 235.00 feet; thence Northerly and Northeasterly for 100.37 feet along said curve through a central angle of 24°28'13" to the Southwest corner of Lot 1, Block 158 of the plat of South Port St. Lucie Unit Seven as recorded in Plat Book 14, Page 24, of the Public Records of St. Lucie County, Florida; thence continue along said curve 165.37 feet, through a central angle 40°19'10" to a line tangent which bears North 64°45'35" East, thence on the prolongation of said line tangent for 243.44 feet along the back property line of Block 158 of Unit Seven to the beginning of a curve concave to the Northwest having a radius of 345.00 feet; thence Northeasterly for 361.59 feet along said curve through a central angle of 60°03'00" to the beginning of a reverse curve concave to the Southeast having a radius of 2155.00 feet, a radial line through said beginning of reverse curve bears North 85°17'25" West; thence Northerly and Northeasterly for 761.11 feet along said curve through a central angle of 20°14'10" to the beginning of a compound curve concave to the Southeast having a radius of 320.36 feet; a radial line through said beginning of compound curve bears North 65°03'15" West; thence northeasterly for 152.32 feet along said curve through a central angle of 27°14'31" to the beginning of a non-tangent curve concave to the Southwest having a radius of 1577.14 feet and to which beginning a radial line bears South 52°04'32" West; thence Northwesterly for 394.76 feet along said curve through a central angle of 14°20'28" to a radial line of said curve which bears North 37°44'04" East; thence on the prolongation of said radial for 125.00 feet to the beginning of a curve concave to the Southwest having a radius of 1702.14 feet, aforesaid course also being the Westerly property line of Lot 21, Block 158 of said Unit Seven and lying on the limits of said Unit; aforesaid course also lying on the limits of the plat of South Port St. Lucie Unit Nine as shown in Plat Book 14, Page 27 A of the Public Records of St. Lucie County, Florida; thence Northwesterly for 324.40 feet along said curve and the South Right-of-Way line of Westmoreland Boulevard through a central angle of 10°55'11" to the beginning of a reverse curve concave to the Northeast having a radius of 1787.03 feet, a radial line through said beginning of reverse curve bears South 26°48'53" West, thence Northwesterly 135.06 feet along said curve through a central angle of 04°19'49" to a non-radial line which bears South 36°07'15" West; thence along said non-radial line and along the back property lines of Block 164 of said Unit Nine for 93.85 feet to the beginning of a curve concave to the Southeast having a radius of 56.91 feet; thence Southwesterly for 18.93 feet along said curve through a central angle of 19°03'29" to the beginning of a compound curve concave to the Southeast having a radius of 1334.14 feet, a radial line through. Said beginning of said compound curve bears North 72°56'14" West, thence Southwesterly and Southerly for 287.85 feet through a central angle of 12°21'43" to a line tangent which bears South 04°42'03" West, thence along said tangent for 638.13 feet to the beginning of a curve concave to the Northwest having a radius of 235.00 feet; thence Southerly and Southwesterly for 369.14 feet along said curve through a central angle of 90°00'00" to a line tangent which bears North 85°17'57" West; thence along said tangent for 444.99 feet; thence North 75°35'01" West for 83.29

feet to a point of curvature of a curve concave to the Northwest, also lying on the limits of South Port St. Lucie Unit Two as shown on sheet 1 of 1 of the plat of said unit as recorded in Plat Book 12, Pages 3 and 45 of the Public Records of St. Lucie County, Florida, having a radius of 337.00 feet; thence Southwesterly along said limits and the East Right-of-Way line of Treasure Island Road of said Unit for 64. 76 feet along said curve through a central angle of 11 °00'38" to a line tangent which bears South 25°25'37" West; thence along said tangent for 180. 7 4 feet to the beginning of a curve concave to the Northwest having a radius of 337.00 feet; thence Southerly and Southwesterly for 366.46 feet along said curve through a central angle of 62°18'15" to the beginning of a reverse curve concave to the Southeast having a radius of 107.30 feet, a radial line through said beginning of reverse curve bears South 02°16'08" East; thence Southwesterly for 66.15 feet along said curve through a central angle of 35°19'18" to a radial line of said curve which bears South 37°35'27" East, thence along said radial for 127. 61 feet the Northeast corner of Lot 1, Block 11 of said Unit Two; thence south 23°02'22" West, along the back property lines of Block 11, for 472.28 feet to the beginning of a curve concave to the Northwest having a radius of 319. 15 feet; thence Southerly and Southwesterly for 167. 81 feet along said curve through a central angle of 30°07'36" to a nontangent line which bears South 57°36'59" West; thence along said non-tangent line for 84. 16 feet; thence South 10°28'35" East for 163. 86 feet; thence South 00°57'34" West for 609. 67 feet; thence South 11 °13'51" East for 63.05 feet; thence South 14°07'45" East for 190.49 feet; thence South 36°48'01" West for 190.49 feet; thence South 87° 43'47" West for 190, 49 feet to the Southeast corner of Lot 36; Block 10 of said Unit Two; thence North 41°20'27" West along the back property lines of Block 10 for 190.49 feet; thence North 09°35'19" East for 160.00 feet; thence North 20°09'23" East for 100.42 feet; thence North 00°57'34" East for 530.30 feet to the beginning of a curve concave to the Southwest having a radius of 711. 42 feet; thence Northerly and Northwesterly for 163.50 feet along said curve through a central angle of 13°10'04" to a line tangent which bears North 12°12'30" West; thence along said tangent for 670.28 feet; thence North 16°05'41" West for 251.42 feet to the beginning of a curve concave to the Southeast having a radius of 255. 00 feet; thence Northwesterly, Northerly Northeasterly for 620.18 feet along said curve through a central angle of 139°20'54" to a line tangent which bears South 56°44'48" East, thence along said tangent for 473.16 feet; thence South 19°58'34" East for 50.97 feet to the beginning of a curve concave to the Southeast having a radius of 167.30 feet, also lying on the Northerly Right-of-Way of Treasure Island Road; thence Easterly for 51. 70 feet along said curve through a central angle of 17°42'25" to the beginning of a reverse curve concave to the Northwest having a radius of 277.00 feet, a radial line through said beginning of reverse curve bears North 02°16'08" West, thence Northeasterly and Northerly for 301. 21 feet along said curve through a central angle of 62°18'15" to a line tangent which bears North 25°25'37" East, thence along said tangent for 180. 7 4 feet to the beginning of a curve concave to the Northwest having a radius of 277.00 feet; thence Northerly for 53.23 feet along said curve through a central angle of 11 °00'38" to a radial line of said curve which bears North 75°35'01" West; said line being the South property line of Lot 24, Block 7 and the limits of plat of South Port St. Lucie Unit One as shown on sheet 2 of 2 of Plat Book 12, Page 1 of the Public Records of St. Lucie County, Florida; thence along said radial for 125. 00 feet to the beginning of a curve concave to the Southwest having a radius of 152. 00 feet; thence Northerly and Northwesterly along the

back property lines of Block 7 for 169. 44 feet along said curve through a central angle of 63°52'12" to a point of reverse curvature of a curve concave to the Northeast, thence Northwesterly along the arc of said curve, having a radius of 1025.00 feet, a central angle of 29°33'11", an arc distance of 528.69 feet; thence North 19°54'02" West, for 418.24 feet; thence West for 85.47 feet, thence North 09°04'02" East for 403. 71 feet; thence North 02°25'00" West for 55. 92 feet; thence North 49°28'15" West for 65.67 feet; thence North 66°00'12" West for 121.40 feet; thence South 54°04'00" West for 50.00 feet; thence South 29°08'01" East for 30.03 feet to a point on the arc of a curve concave to the West whose radius bears South 38°34'30" West from the last described point; thence Southeasterly along the arc of said curve, having a radius of 255.00 feet, a central angle of 83°10'17" an arc distance of 370.16 feet; thence South 32°09'53" West, for 94.05 feet; thence South 17°34'22" West for 52.33 feet; thence South 79°38'56" West for 186.10 feet; thence North 88°28'19" West for 131.28 feet; thence South 29°00'22" West for 80.50 feet to the point of curvature of a curve concave to the Northwest; thence Southwesterly along the arc of said curve, having a radius of 642. 59 feet, a central angle of 21 °20'57", an arc distance of 239.44 feet to a point of reverse curvature concave to the Southeast; thence Southeasterly along the arc of said curve, having a radius of 1087. 94 feet, a central angle of 51 °52'18", an arc distance of 984. 95 feet; thence South 02°55'01" West for 181.57 feet; thence South 00°14'25" East for 1425.00 feet; thence South 02°54'55" East for 73.19 feet; thence South 10° 49'42" East for 215. 32 feet to the Point of Beginning.

Said land situate, lying and being in the City of Port St. Lucie, St. Lucie County, Florida.

- A. Less and except a strip of land described in St. Lucie County Official Records Book 382, Page 333, of the Public Records of St. Lucie County, Florida.
- B. A one-foot strip of land lying immediately adjacent to the South line of Lot 14, Block 164, South Port St. Lucie Unit Nine, as recorded in Plat Book 14, Page 27 A, of the Public Records of St. Lucie County, Florida. Less and except a strip of land described in St. Lucie County Official Records Book 208, Page 1132, of Florida. Public Records of St. Lucie County, Florida.

Parcel "B"

Point of Beginning being the beginning of the aforementioned tie line also being the Northeast corner of the seawall; thence landward of the waters edge of Kitching Cove and the North fork of the St. Lucie River continue along said tie line South 76°25'42" East for a distance of 50. 83 feet; thence continuing South 73°51'41" East for a distance of 115.04 feet; thence South 69°22'15" East for a distance of 107.15 feet; thence South 65°26'15" East for a distance of 82. 89 feet; thence South 53°35'53" East for a distance of 224.80 feet; thence North 34°43'37" East for a distance of 135. 73 feet; thence North 57°43'37" East for a distance of 141. 73 feet; thence South 87°16'23" East for a distance of 119.35 feet; thence South 38°16'23" East for a distance of 146. 96 feet; thence South 05°27'19" East for a distance of 120. 73 feet; thence South 50°32'41" West for a distance of 102. 70 feet; thence South 14°32'41" West for a distance of 120. 77 feet; thence South 45°27'19" East for a distance of 188.35 feet; thence South 21 °54'46" East for a distance

of 341.21 feet; thence North 46°45'16" East for a distance of 543.57 feet; thence North 55°23'47" East for a distance of 145. 60 feet; thence North 04°06'44" West for a distance of 176. 94 feet; thence North 41 °51 '16" East for a distance of 85.00 feet; thence North 57°51'16" East for a distance of 239.90 feet; thence North 73°37'37" East for a distance of 144.43 feet; to a point lying on the West plat limits of aforementioned plat of Villas of Sandpiper Bay Unit Two; thence continuing along said limits South 51 °21 '25" East for a distance of 36.01 feet; thence South for distance of 370.00 feet; thence South 74°53'47" West along a line lying waterward of the waters edge for a distance of 517. 19 feet; thence continuing along said waterward line South 46°45'16" West for a distance of 661. 78 feet; thence North 23°14'14" West for a distance of 563.40 feet; thence North 53°15'17" West for a distance of 640.91 feet; thence North 65°23'43" West for a distance of 333. 68 feet; to the Southeast corner of said seawall; thence North 17°37'59" East along the face of the seawall for a distance of 12. 30 feet to the Point of Beginning of this description.

Said Parcel situate, lying and being in the City of Port St. Lucie, St. Lucie County, Florida.

BINDING PUD AGREEMENT

Docusign Envelope ID: CCD26960-004E-4550-9676-EF6C94A3404C

BINDING PUD AGREEMENT

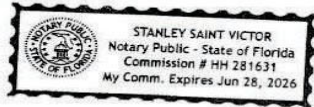
The property described in Exhibit 3 of the Application Package is under the unified control of the undersigned Petitioner who agrees to (1) proceed with the proposed development according to the provision of the Port St. Lucie P.U.D. Zoning Regulations; and (2) provide such agreement, contracts, deed restrictions and sureties as are acceptable to the City of Port St. Lucie for the completion of the development in accordance with the plan approved by the City. The petitioner further agrees to bind all successors in title to the commitments herein in this paragraph made.

IN WITNESS WHEREOF, we have hereunto set our hands and deals this 30 day of Oct, 2024.

WITNESS:

BY: [Signature]
Zachary Davis

BY: [Signature]
Stanley Saint Victor



Store Capital Acquisitions, LLC

DocuSigned by:
[Signature] 10/30/2024
BY: Chad Freed Keith Lee
Manager Authorized Signatory

Club-Med Sandpiper Bay PUD Amend.

P24-111

BINDING P.U.D AGREEMENT

Altitude Prop Co LLC
4500 SE Pine Valley St
Port St Lucie, FL 34952

Assigned Planner
City of Port St. Lucie
Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984

RE: PUD Amendment Application - Sandpiper Resort - Binding PUD Agreement

Dear Assigned Planner:

The property described in the certain Warranty Deed recorded in Official Records Book O.R. Book 5274, Page 891, Public Records of St. Lucie County, Florida, copies of which are supplied separately with this application, is under the unified control of the undersigned Petitioner who agrees to (1) proceed with the proposed development according to the provision of the Port St. Lucie P.U.D. Zoning Regulations; and (2) provide such agreement, contracts, deed restrictions and sureties as are acceptable to the City of Port St. Lucie for the completion of the development in accordance with the plan approved by the City. The petitioner further agrees to bind all successors in title to the commitments herein in this paragraph made.

IN WITNESS WHEREOF, we have hereunto set our hands and deals this 12th day of December, 2025.

Witness:

BY: [Signature]
(T. SESHIREDDY)

BY: [Signature]
CHARVI TALLA

Altitude Prop Co LLC

BY: [Signature]

Deependra Talla
Title Manager

GENERAL STANDARDS FOR DISTRICT ESTABLISHMENT

- I **Area Requirement.** The area of Sandpiper Bay P.U.D. is 219.87 acres, which exceeds the 2-acre minimum establishment of a P.U.D. within the City of Port St. Lucie.
- II **Relation to Major Transportation Facilities.** Sandpiper Bay P.U.D. is bordered by Westmoreland Boulevard to the north and the North Fork of the St. Lucie River to the South within the City of Port St. Lucie. Primary access to the property is from the terminus of SE Pine Valley Street from the East. The site is currently developed with a 335-room resort, 100-slip marina, and a 150-student boarding school. Site access is not proposed to change and is existing via SE Pine Valley Street and SE Morningside Boulevard. A traffic impact statement was prepared by Simmons & White and is attached as Exhibit 7.
- III **Relation to Utilities, Public Facilities, and Services.** Existing stormwater management for Sandpiper Bay P.U.D. is provided by an existing stormwater management system operated by Sandpiper Bay Resort. Sandpiper Bay P.U.D. will be supplied with Water and Wastewater Services by the City of Port St. Lucie Utility Systems Department. Furthermore, the P.U.D. is supplied water for irrigation from its existing well system and will may connect to the city's re-use system when available if capacity is available and the PSLUSD standards are met.
- IV **Physical Character of the Site.** The physical characteristics of Sandpiper Bay P.U.D. can be described as approximately 219.87 acres of land with existing resort, school (public, private or parochial, kindergarten (including VPK) and grades 1 through 12, accessory food permanent structures, and recreational facilities including (but not limited to) an 18-hole golf course, tennis, watersports, basketball, various racket sports such as pickleball, fitness center and soccer fields.
- ~~IV~~ **Consistency with the City Comprehensive Plan.** This P.U.D. application is consistent with the City of Port St. Lucie Comprehensive Plan.
- ~~V~~ **The exact building footprint, parking and drive configuration along with other defining site improvements are defined and established when formal Site Plan and Construction Plan approval is sought.**

SITE INFORMATION

I	TOTAL SANDPIPER BAY P.U.D. ACREAGE:	219.87 AC
	- Core Resort	37.31 AC
	- Recreational Acreage	178.54 AC

II	WETLANDS	4.02 AC
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III	EXISTING DEVELOPMENT AREA	215.85 AC
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IV ENVIRONMENTAL ASSESSMENT

~~All of t~~The site has been developed either as a commercial resort or and golf course. ~~Parcel B~~ The site contains Mangrove Wetlands which are currently being delineated as “Existing Mangrove Zone” on the concept plan. No development is permitted within the “Existing Mangrove Zone” and this zone will continue to exist indefinitely as an undisturbed mangrove preserve area.

On December 11, 2025, Mang Consulting Services (MCS) conducted pedestrian transects across 100% of the property looking for local, state, and federally listed or endangered species present on the site. This survey included searching for the presence of gopher tortoise burrows or recent activity, and included the species listed below. During the pedestrian transects of the property, no gopher tortoise activity was observed on site. No listed plant species were observed on site during the site visit. Some listed animal species were observed on site. The site investigation conducted by MCS did not find native upland habitat on the site.

V ALLOWABLE INTENSITY LOT COVERAGE

The allowable intensity is the maximum of 80% impervious coverage (of total site area) with a maximum of 40% total site area coverage being structures.

- Maximum Impervious Coverage
 $219.87 \times 0.8 = 175.9 \text{ AC (7,662,204 s.f.)}$
- Maximum Building Coverage
 $219.87 \times 0.4 = 87.95 \text{ AC (3,831,102 s.f.)}$

VI ~~PROPOSED DENSITY~~ INTENSITY

~~Maximum number of guest suites will not be limited and will be based on adequate parking justification only.~~

This PUD supports the intensity of permitted uses to a maximum of 335 resort guest suites, a marina with 100 slips, and student enrollment consistent with the most

recently approved Special Exception Use. Any proposal to exceed these entitlements will require a site plan amendment and a revised traffic study.

VII MAXIMUM BUILDING HEIGHT

The vertical distance measured from the mean finished ground level adjoining the front of the building to the level of the highest point of the roof or top surface on a flat or shed roof, the deck level of a mansard roof, and the average distance between the eaves and the ridge level for gable, hip and gambrel roofs. The portions of gable, hip and gambrel roofs that extend beyond the average distance between the eaves and the ridge shall not contain habitable space.

- All proposed structures:
- Maximum building height: 75'
- When a development proposal within the PUD exceeds 35 feet in height, the approval of a master plan and elevation drawings, which illustrate that the proposed height is compatible with the surrounding land uses will be required. At this time, the applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses and approved by the Site Plan Review Committee (SPRC).

VIII MINIMUM BUILDING SETBACKS

~~These setback guidelines are intended to accommodate the current and potential future special housing concepts development planned for Sandpiper Bay P.U.D. Since virtually all housing is designed to border the ample open space planned within the development, setbacks have been devised to establish relationships between structures and improvements as opposed to property lines or other imaginary planes. While the development may often exceed the minimum standards set forth herein, these guidelines will insure maximum flexibility in the placement of structures. Market considerations will therefore provide an overriding influence in the location of residences and their accessory uses and structures.~~

Building setback guidelines provided within this PUD document reflect the unique existing conditions and structures of the project site. The existing buildings were constructed prior to establishment of the seventy-five (75') foot mean high water setback and do not meet the minimum setback requirement of the current City development code. The reduced setbacks are intended to allow the renovation of the existing non-conforming structures located within seventy-five (75') feet of the mean high-water line and the addition of new structures that will be consistent with the historical building placement on site and relationship to those existing structures.

A. Building Setback from Mean High Water Line (M.H.W.):

General Setback Requirements for New Construction:

The minimum building setback from the Mean High Water Line shall be ~~(25)~~ twenty-five (25) feet for buildings ~~(25)~~ twenty-five (25) feet in height or less. ~~with the~~ For buildings exceeding twenty-five (25) feet in height, the setback shall ~~increasing~~ increase at by one (1) one foot horizontally for every additional foot of building height, ~~above (25) twenty-five feet~~ up to a maximum building height of ~~(75')~~ seventy-five (75') feet.

These building setbacks requirements shall ~~are intended to~~ apply independently to each architectural element or building element component of varying height within the same structure, ~~so as to allowing the application of appropriate setbacks to be applied to each building element, even though if the building elements may be~~ are physically connected. No new permitted principal or accessory uses (excluding site amenities) shall be placed closer than ~~(25)~~ twenty-five (25) feet to the mean high-water line of the North Fork of the St. Lucie River.

Setback Exceptions for Existing Buildings:

The minimum building setback criteria outlined below shall not apply to existing facilities or to proposed additions to these buildings. Instead, a minimum setback of fifteen (15) feet from the Mean High Water Line (M.H.W.) shall apply to all such additions, regardless of height.

Site Amenities:

Site amenities such as decks, gazebos, pools and ancillary structures may have a zero (0) foot setback from the Mean High Water Line. The zero-foot (0') setbacks for site amenities do not apply to the PUD Boundary. The zero-foot (0') setback does not apply to the accessory food structures.

B. Building Setback from P.U.D. Boundary

The minimum building setback from the P.U.D. ~~B~~boundary shall be ~~(15)~~ fifteen feet for buildings ~~(25)~~ twenty-five feet in height or less. For buildings exceeding twenty-five (25) feet in height, with the setback shall increase ~~increasing at (1)~~ one (1) foot horizontally for every additional foot of building height above ~~(25)~~ twenty-five (25) feet. The building setbacks ~~are intended to apply~~ shall be applied independently to each architectural element or building element component ~~meaning architectural elements or structures,~~ of varying height attached to the same structure ~~so as to allow the application of setbacks to each building element, even though the building if such elements may be~~ are physically connected. In areas where M.H.W. is present, M.H.W. setbacks shall apply.

A fifty-foot (50') building setback shall be established along the southeast property line adjacent to residential properties on Pine Valley Street, within which a thirty-foot (30') landscaped buffer shall be provided immediately adjacent to the property line. The remaining twenty feet (20') of the setback may include paved areas but shall not contain structures. The required enhanced landscaped buffer shall be installed concurrently with any site construction within the area designated on the conceptual plan as "Future Special Event Parking", including paving or building construction, and shall provide a continuous opaque buffer including but not limited to the landscaped berm in order to mitigate light and noise impacts to the abutters (see Exhibit 7).

C. ~~Building Setback From Internal P.U.D. / Property Boundaries~~

~~The minimum building setback from any internal P.U.D. or Property Boundary shall be (10) ten feet for all buildings regardless of height.~~

C. ~~D. Building to Building Setback (Separation)~~

~~Any two buildings shall be separated by a minimum distance equal to three-fourths of the sum of the combined heights of said buildings, provided that in no case shall said distance be less than (20) twenty feet. The separation between structures shall comply with the applicable building and/or fire code, whichever imposes the more stringent requirement.~~

E. ~~Additions to Existing Buildings~~

~~The minimum building setback criteria does not apply to existing facilities or to proposed additions to these buildings. The minimum setback for building additions from M.H.W. is (15) fifteen feet regardless of proposed height. Any building additions constructed adjacent to the P.U.D. Boundary shall comply with the setbacks outlined in Section IX (B).~~

D. ~~F. Wetland Setbacks and Buffer – Open Space Preservation (OSP) Land Use~~

~~A buffer zone native upland vegetation shall be provided and maintained around wetland and deepwater habitats which are constructed or preserved within the P.U.D. limits. For all wetlands, the buffer zone shall be (15) fifteen feet minimum, at any one (1) point of fifteen (15) feet from the landward edge of all wetland perimeters, with a (50') fifty (50) foot average.~~

When the future parking lot is constructed, the construction plan submittal shall include a professional wetland delineation and the recording of a conservation easement to maintain the intent of a 50-foot average buffer for wetlands located within the OSP land use area, ensuring that parking does not encroach on the buffer.

G. ~~Site Amenities Along Resort Waterways~~

~~Site Amenities such as decks, walkways gazebos, pools and ancillary structures may have a (0) zero foot setback from the Mean High Water Line. In~~

~~the event that the amenity abuts an adjacent wetland, the wetland setbacks outlined in Section (F) shall apply (pedestrian walkways are exempt from this setback and may have a 0' setback). The (0) zero foot setbacks for site amenities do not apply to the PUD Boundary.~~

E. Guard House and Gate Setback Requirements:

Guard gates shall be set back a minimum of nine (9) feet from the edge of the road right-of-way and shall be designed to provide adequate vehicular turnaround space to prevent queuing or obstruction within the public right-of-way. If any existing guard houses are removed or reconstructed, they shall be required to comply with the current zoning code, including the minimum 25-foot setback requirement as applicable at the time of redevelopment.

F. H. Special Setback Standards: -

- i) Regardless of the setbacks set forth herein, Port St. Lucie setback standards
- ii) shall prevail ~~whenever public rights of way are encountered,~~ or in cases where setback situations are not clearly addressed within this PUD guideline.

IX. ~~VII~~ PARKING REQUIREMENTS

A. General Notes

- ~~1. Previous site plan approvals from 2001 justify and allow for a 50% reduction to the overall required parking total.~~

Parking shall be provided in accordance with the Traffic Management Plan outlined in the Traffic Impact Statement (Exhibit 8). Any future modifications to the parking layout, configuration, or capacity shall be subject to review and approval by the city prior to implementation.

Event Parking - Resort

For large-scale resort events such as weddings, conventions, or corporate gatherings, the resort shall be responsible for implementing a parking management strategy to ensure that event-related parking does not encroach upon public rights-of-way or create traffic or safety hazards. This can include overflow parking, shuttle service, or valet. During resort-hosted events, all attendee traffic shall enter the site exclusively from Pine Valley Street to minimize impacts on surrounding roadways and neighborhoods. If there are going to be sporting tournaments with a public audience you would need to amend the traffic management plan.

Special Event Parking – School

The school coordinates all special events directly through the resort, therefore not exceeding capacity. All special group activities are coordinated through the resort with the resort facilities being utilized (IE Meeting Rooms, Event Space). Tournaments held at the school are with guests via the resort or with RPS students internally. Parking and traffic shall not overflow onto adjacent rights-of-way. The resort will offer ample parking and accommodations for events.

Sports Courts and Fields

The sports courts and fields shall be considered accessory to the principal use and shall not operate as a standalone commercial use unless separately permitted. Permitted accessory use includes academy programming or instructional activities

such as scheduled lessons or training sessions that are non-spectator in nature.

Traffic Management Deficiencies

In the event that on-site parking is insufficient during event days and results in spillover onto adjacent rights-of-way, the applicant must:

- Submit plans for construction of the overflow parking areas shown on the PUD Conceptual Plan as “Future Special Event Parking”, and site plan, within 3 months of City notification.
- Complete and open the overflow parking areas within 9 months of City notification of the deficiency.
- Submit a landscape plan that meets the 50-foot enhanced landscaped buffer requirement and delineates the wetland and associated buffer in compliance with Section 157.05 of the City’s Natural Resources Code.
- After the Future Special Event Parking is completed, the traffic management plan will be updated. If parking remains limited, the city may ask the applicant to identify additional parking solutions.

B. Parking Guidelines

The PUD is designed to accommodate all-inclusive resort operations (lodging, dining, recreation, wellness, conference facilities) and boarding school functions (classrooms, dormitories, athletic facilities). Accessory uses are integral to the primary resort and educational purposes, creating a self-contained environment that minimizes external traffic and supports mixed-use interaction.

Accessory uses such as spa, athletic fields, restaurants, and conference facilities are essential to the operational model of an all-inclusive resort and boarding school.

These uses reduce off-site trips, support on-site programming, and align with the PUD’s purpose of creating a cohesive, mixed-use environment.

Justification for Reduced Parking

The all-inclusive resort model significantly reduces private vehicle demand because guests typically arrive via group transportation, shuttles, or ride-share services rather than driving individually. Dining facilities, including restaurants and food service areas, are considered accessory uses since they primarily serve on-site guests rather than the general public, eliminating the need for separate parking calculations. Additionally, the resort, boarding school, and other accessory uses operate at different peak times, which allows for shared parking strategies and operational management measures to efficiently meet actual demand without oversupplying parking spaces.

Proposed Parking Ratios

Resort

- Resort Guest Suites: 1 space per suite
- Restaurants (Accessory to Resort): No separate calculation; included within resort parking allocation because dining is accessory to lodging*
- Conference Rooms (Accessory): Managed through valet and event scheduling; no additional parking beyond resort allocation*

* Accessory uses do not generate independent parking demand because they primarily

serve on-site guests or scheduled events. Their operational needs are addressed through shared parking strategies and traffic management plans. If the uses change or expand, or include public audiences, the required parking for those uses and the operational plan may need to be revised.

The following eight (8) dedicated staff parking spaces shall be included in the total parking requirement for each approved site plan within the PUD. These spaces do not need to be shown individually on the site plan however they must be accounted for in the site data table and clearly identified as "Operational Resort Parking" to ensure adequate capacity for essential staff.

- Resort Sales Center: 1 space
- Resort Executive Chef: 1 space
- Resort General Manager: 1 space
- Front Desk Lead: 1 space
- Housekeeping Manager: 1 space
- Maintenance Manager: 1 space
- Guard Gate Attendees: 2 spaces

Marina

- Marina: 1 space per 5 slips

School

- Classrooms: 2 spaces per classroom
- Athletic Courts/Fields (Accessory to school- not for public tournaments - for coaches instructors and support staff): 0.5 spaces per court/field

If conditions demonstrate that parking demand created by the existing uses exceeds the parking capacity on site the overflow parking areas shall be designed and constructed as detailed in the PUD. The proposed development also includes sufficient open space reserved for all required parking spaces to be later provided and the PUD conceptual plan identifies an area designated as Future Special Event Parking ensuring compliance can be achieved without compromising site design. This provision serves as a mechanism to provide a remedy to mitigate offsite parking and traffic impacts should they arise, allowing the City to enforce full parking compliance under the Zoning Code if operational strategies prove insufficient as outlined in the PUD narrative.

The parking ratios and allocations established apply to the uses as described herein and the site plan currently under review as part of this PUD amendment. While this site plan is not yet formally approved these standards are intended to govern its entitled uses upon approval. Any future building additions expansions or changes in use beyond what is shown on the approved site plan shall require at a minimum a parking demand analysis and compliance review to determine if additional spaces or updated operational measures are necessary.

PROPOSED DEVELOPMENT USES / STANDARDS

PURPOSE

The purpose of this PUD is to establish an area of integrated/compatible uses and services in support of a school, ~~Resort Hotel, resort accessory uses and private /~~ public uses such as a the spa, marina, and golf course. The following standards shall be met in developing the P.U.D.

~~I. COMMERCIAL LIMITED (CL) LAND USE CLASSIFICATIONS~~

~~A. Permitted Principal Uses~~

- ~~a. Resort Hotel which can include a wide range of support uses such as recreational uses, restaurants, golf club and support, daycare, spa fitness facilities, support staff housing, for sale or lease guest suites.~~
- ~~b. Any retail, business or personal service use (including repair of personal articles, furniture and household appliances) conducted wholly within an enclosed building where repair, processing or fabrication of products is clearly incidental to and restricted to on-premises sales.~~
- ~~c. Office for administrative, business or professional use~~
- ~~d. Day care center~~
- ~~e. Kennel, enclosed.~~
- ~~f. Tanning Salon~~
- ~~g. Accessory food permanent structures~~

~~B. Special Exception Uses~~

~~Special exception uses which are specific to and support the principal Resort usage will follow the City's standard approval process.~~

- ~~a. Public utility facility, including water pumping plant, reservoir, electrical substation and sewage treatment plant.~~
- ~~b. Drug or pharmacy businesses that include drive-through service~~
- ~~c. Retail convenience stores~~

~~C. Accessory Uses~~

~~As set forth within Section 158.173 and 158.217 of the City of Port St. Lucie Land Development Regulations.~~

I. COMMERCIAL GENERAL / INSTITUTIONAL (INST) (CG/I) Land Use Classification

A. Permitted Principal Uses

- a. School (public, private or parochial, kindergarten (including VPK) and grades 1 through 12)
- b. Dormitories

- c. Accessory food permanent structures
- d. Resort Hotel
- e. Marina (public or private)
- f. Multi-use sports courts and fields

B. Accessory Uses

- g. Accessory structures and uses are permitted in connection with any principal lawfully existing permitted use.

II. OPEN SPACE RECREATIONAL (OSR) LAND USE CLASSIFICATION

A. Permitted Principal Uses

- a. Park or playground, or other recreational or cultural facility (public and private)
- b. Golf course ~~and clubhouse~~ (public and private) with or without an alcoholic beverage license for sale of alcoholic beverages to members and guests of the clubhouse in accordance with Chapter 110 of the Port St. Lucie Code of Ordinances.
- c. ~~Soccer Field (private)~~ Multi-use sports courts and fields

B. ~~Special Exception Uses~~

~~Special exception uses which are specific to and support the principal Resort usage will follow the City's standard approval process.~~

- d. ~~Marina (public or private)~~

~~B. C.~~ Accessory Uses

The following uses shall be permitted as accessory to any and all permitted principal uses:

~~As set forth within Section 158.217 of the City of Port St. Lucie Land Development Regulations.~~

~~Accessory Uses within this district shall be construed to include incidental retail uses such as cafeterias, gift or variety shops, soda bars, spa and fitness centers and similar uses activities conducted solely for the convenience of patrons and visitors.~~

- a. Campus operational or maintenance storage buildings, sheds, and shade structures that do not exceed 5,600 square feet (each).
- b. Accessory structures and uses are permitted in connection with any principal lawfully existing permitted use.

X ~~V. EXCEPTIONAL ARCHITECTURAL DESIGN OPTION:~~

A. Logic of Design Design Standards

~~The Sandpiper Bay Resort is undergoing dramatic and much needed remodeling program in which all aspects of the resort are being evaluated and reconstructed to insure ensure a functional and aesthetically current resort experience. Being a thirty six year old resort, functional elements such as the~~

~~resort programming (social, dining and entertainment activities) within the facilities and their relationship to exterior spaces needed to be reevaluated updated and in some cases re-positioned within the property to insure ensure the best relationships and guest experiences. Along with the functional modifications, the physical look or aesthetics of the property from the building architecture to the patios and guest spaces culminating in the lush landscape are being transformed into a higher degree of luxury and a more contemporary resort aesthetic. The intent is to create a unified design that responds to the river and site conditions in a contemporary statement that draws from the existing architecture, transforming it into a cohesive resort. The site will comply with the city-wide design standards.~~

B. Compatibility with Surrounding Structures

The existing and renovated buildings will be compatible with surrounding properties when measured by physical relationship and planning principles. There is adequate space provided separating the neighboring single-family homes from the resort facilities and activities, along with the school and marina uses. Additionally, a berm is required between the multi-use sports courts and fields and the adjacent residential lots, and shall be constructed in accordance with the typical detail provided in Exhibit 5.

C. Circulation and Parking (Vehicular I& Pedestrian)

Although the majority of the improvements are directly related to existing buildings, ~~emphasis on the entire guest experience is a priority. By restructuring the vehicular system to provide clarity upon guest arrival to improving improve the internal walkway systems throughout the campus, parking configuration, and the overall site circulation. resort village, workable and aesthetic improvements are being implemented in both the vehicular and pedestrian circulation systems within the Sandpiper Bay P.U.D. Compliance with the City-approved traffic narrative is required (Exhibit 7).~~

D. Accepted Architectural Principles

~~As with any project where design is an integral component, accepted design principles of unity, balance, harmony, contrast, repetition (rhythm, pattern), variety, emphasis, scale, mass, form, and function are not only being used but are being evaluated against the backdrop of the existing facilities and framework already in place. Architecture and structure design shall follow the standards in the City of Port St Lucie Citywide Design Standards.~~

E. D. Environmental Impact Minimization

The proposed project consists primarily of renovations to existing facilities and buildings. Where either new buildings or expansion to existing buildings are proposed, there are no environmental impacts.

F. Walk-ability, Livability and Multi-modal Transportation Design

~~A Resort Hotel by its nature usually always excels in being a place of extreme walkability and in turn livability and Sandpiper Bay Resort is no different. Once a guest arrives, all the needed conveniences resort recreational activities and social amenities are a convenient stroll along the many walkways with no real need to leave. Guests are encouraged through the design and positioning of the walkways to use the riverfront walkway system as their main travel route thus putting emphasis on the natural beauty of the North Fork and increasing the awareness and appreciation of this wonderful amenity. Since Sandpiper Bay Resort is an all inclusive resort destination that can cater to all its guest's needs, the majority of the guest arrive via shuttle / charter services and have no need to leave the resort.~~

F. G. Conservation Protection of Natural Features

The PUD for Club Med Sandpiper Bay Resort is designed to protect important natural features on and near the site, including the St. Lucie River. Mean high water line setbacks are in place to provide a buffer from the river and help prevent erosion and protect water quality.

~~The resort campus currently utilizes an existing permitted well system to irrigate the property, golf course and landscape areas. Sandpiper Bay Resort is designing the irrigation system to will ultimately connect to the City's re-use water system when the re-use water and Sandpiper Bay Resort funding is available. The architectural systems from higher insulated glass, better insulation values and the use of renewable/sustainable materials to integrated architectural forms such as longer overhangs all work cooperatively and cohesively to produce critical energy savings. In addition, the landscape plan carefully integrates a native plant palette with the natural hardscape components to create an environment that is both fun and educational. The applicant may connect provided that capacity is available and all PSLUSD standards are met.~~

XI ~~VI.~~ LANDSCAPE

A. Landscape Installation & Maintenance

Install plants according to accepted commercial planting procedures as well as City of Port St. Lucie codes. All dead or diseased plant material must be replaced immediately upon discovery. Maintain landscape areas to present a neat, healthy and orderly appearance (regular watering, mowing, edging, weeding, pruning, straightening, sod repair, etc.).

B. Xeriscape (Water Efficient Landscaping)

Use the trees and plants as described in the South Florida Water Management District Waterwise: South Florida Landscapes (or the most recent version) and should follow the most recent standards for Florida #1 or better in the "Grade and Standards for Nursery Plants" from the State of Florida's Department of Agriculture, or equal thereto,

when designing the landscape. Trees and plants used in a required landscape design shall be cold-tolerant, drought-tolerant, or appropriate for the environmental setting in which they are to be planted.

C. Irrigation

Provide an automatic irrigation system (designed by a commercial landscape irrigation designer certified by the Irrigation Association) for all landscape areas. Refer to the South Florida Water Management District Plant Guide II for efficient irrigation principles for xeriscape when designing the irrigation system.

D. Alternative Plant Material

The use of plant material and species that are not listed on the City of Port St. Lucie Approved Plant List will be allowed for code requirements based on justification that the plant material is appropriate for the hardiness zone.

E. Notes

1. Where parking occurs adjacent to a building there must be a walkway/planted area between the building and parking lot. Landscape may consist of tree/palm groves and potted landscape material.
2. Shrubs, groundcover & sod shall be used as foundation plantings on all exposed building perimeters except when bordered by a proposed streetscape and/or service/delivery bay access. If located in the CG/I land use, the minimum façade planting width shall be five (5) feet. If the structure is located in the OSR land use, the minimum façade planting width shall be required at no less than three (3) feet.
- ~~3. Within parking lots, medians and landscape islands shall be curbed, bermed and landscaped with one tree per 30 lineal feet & a minimum of 75% shrubs & groundcovers.~~
3. 4. Tree islands shall have at least one tree per island and shall be planted 100% with shrubs and groundcover sodded. ~~Drainage shall not occur in islands/medians.~~
4. ~~5.~~ Entry drives into parking areas shall be given special emphasis with the use of berming and landscape materials (accent plants, palms, flowering material, etc.). A safe site corner of 25'x 25' shall be maintained, and as per city codes shall contain plant materials under 3' or with a canopy of 6'-0" and above.
5. ~~6.~~ Outdoor storage areas, trash receptacles, utilities, etc. shall be screened with fencing or walls at time of installation. Fences and walls shall be a minimum height of 6', be no higher than 8' (measured from the finished grade at the fence location), and have foundation plantings in accordance with the width requirements indicated in Section IV.E.2.

6. ~~7.~~ When a sports court or field is located within 300 feet of a residential use, Rolling berms shall be used constructed in combination with landscaping to provide visual and acoustic buffering. The berm shall be a minimum of 12.5 feet in height above grade and They shall not exceed 4:1 3:1 slopes. and shall be free form/non-repetitive shapes that blend naturally with the ground plane. A dense evergreen hedge, such as Clusia, Green Buttonwood, or Cocoplum, shall be planted atop the berm at a minimum height of three (3) feet at the time of planting. This hedge shall be installed in front of the Areca Palms, on the residential-facing side of the berm, to enhance screening and minimize impacts on adjacent residential properties.
- ~~8. Landscape material must not block drainage.~~
7. 9. When a swale is placed adjacent to a paved surface, a landscaped area of at least 15'-0" shall be located adjacent to the swale. The swale shall be no more than 8'-0" wide.
- ~~10. To assure the survival of existing trees, do not modify existing grades more than 6" within the drip line. Do not disturb the ground at the base of the tree under any circumstances.~~
- ~~11. Use Florida #1 or better plant material as described in Grades and Standards for Nursery Plants State of Florida Department of Agriculture as amended.~~
8. ~~12.~~ Landscape designs shall enhance the aesthetic quality of Sandpiper Bay Resort and meet the minimum requirements of Section 154 of the Port St. Lucie Code of Ordinances. Elements in landscape designs may include the use of:
- Various tree and palm species, including species not contained in the city's landscape code (provided it does not include items from the Prohibited Plant Species list)
 - Decorative elements ~~such as non-residential or commercial structures such as fountains, gazebos, benches~~
 - Natural elements such as rocks and sand

F. Prohibited Plant Species

Earleaf Acacia / Acacia auriculaeformis
Norfolk Pine / Araucaria excelsa
Australian Pine / Casuarina Spp.
Eucalyptus / Eucalyptus
Silk Oak / Grevillea robusta
Punk Tree / Melaleuca leucadendra
Brazilian Pepper / Schinus terebinth
Wedelia / Wedelia trilobata

~~VII. XII~~ SIGNS

~~The sign program in these guidelines supplements the City of Port St. Lucie sign codes and ordinances. Compliance with all City of Port St. Lucie sign codes is required in all cases. The guidelines are not intended to restrict imagination, innovation or variety, but to assist in creating a consistent, well-planned solution for identification throughout the development.~~

~~A. Project Signs and Location~~

~~All sign shall follow existing City of Port St. Lucie codes for free standing parcel signs.~~

~~B. Sign Criteria~~

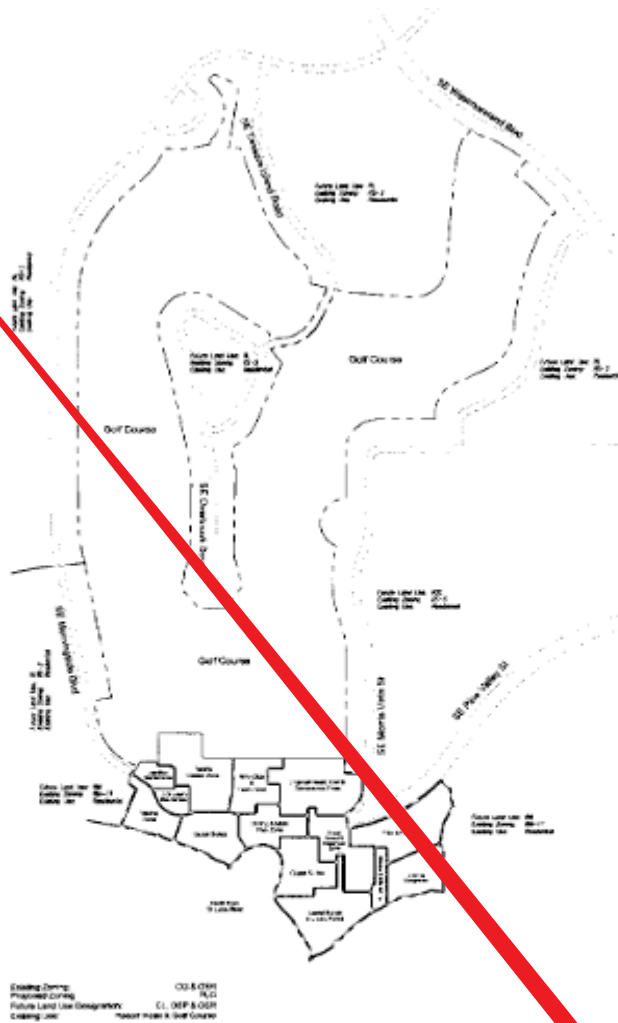
- ~~1. Freestanding signs must be dimensioned on site plans and verified per City of Port St. Lucie requirements.~~


All signage shall comply with Chapter 155 - Sign Code of the City's Code of Ordinances.

~~VII XIII.~~ LIGHTING

- ~~A. All lighting elements shall follow the height standards as set forth in VII (Maximum Building Height) of the Site Information portion of this P.U.D. not exceed a maximum height of twenty-five (25) feet.~~
- ~~B. Landscape lighting in prominent guest areas will be used.~~
- ~~C. Architectural or building mounted lighting will be used to accent and reinforce the resort theme and guest experience. Architectural lighting may be comprised of metal halide, incandescent, LED or other appropriate sources.~~
- ~~D. Sight lighting, especially within parking areas, will be shielded to minimize off-site encroachment.~~
- ~~E. C. Sports Soccer fields and tennis courts lighting will be used and designed at the recommended national association standards. All lighting will be shielded to minimize off-site encroachment. Dark-sky friendly lighting shall be required, and a photometric plan must be submitted and approved by staff with any site plan or lighting application associated with the sports courts and fields, ensuring that footcandle readings are near zero at the property line to minimize light spillover.~~
- ~~D. The lighting for all sports courts and fields shall be turned off within one (1) hour after the game concludes.~~

PUD Concept Plan





lucido & associates
 LICENSED SURVEYOR
 10000 Highway 100, Suite 100
 Dallas, Texas 75243
 Phone: (214) 343-1111
 Fax: (214) 343-1112
 Email: info@lucido.com

Project Name:
 Applicant's Property Owner:
 10000 Highway 100, Suite 100
 Dallas, Texas 75243
 214-343-1111

Land Owner: LUCIDO ASSOCIATES
 10000 Highway 100, Suite 100
 Dallas, Texas 75243
 214-343-1111

Project Location:
 City of Port St. Lucie
 10000 Highway 100, Suite 100
 Dallas, Texas 75243

Club Med Sandpiper Resort
 Port St. Lucie, Florida
 PUD Concept Plan
 City of Port St. Lucie #12-09-047

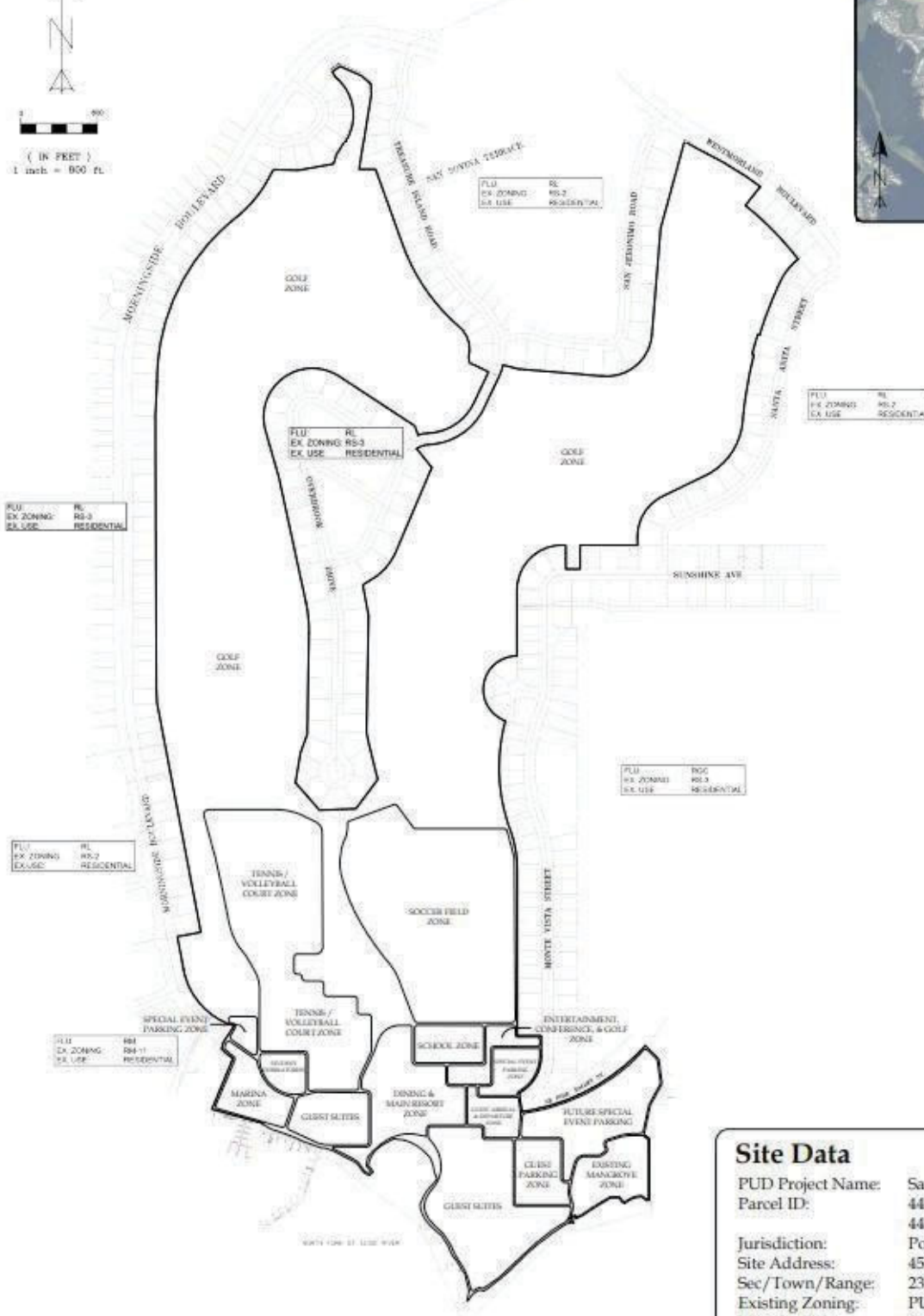


Revisions:

Rev.	Date	By	Description
01	01/01/08	SL	Final Design
02	01/01/08	SL	Final Design
03	01/01/08	SL	Final Design
04	01/01/08	SL	Final Design
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PORT ST. LUCIE, FLORIDA
VICINITY MAP
1" = 4000'

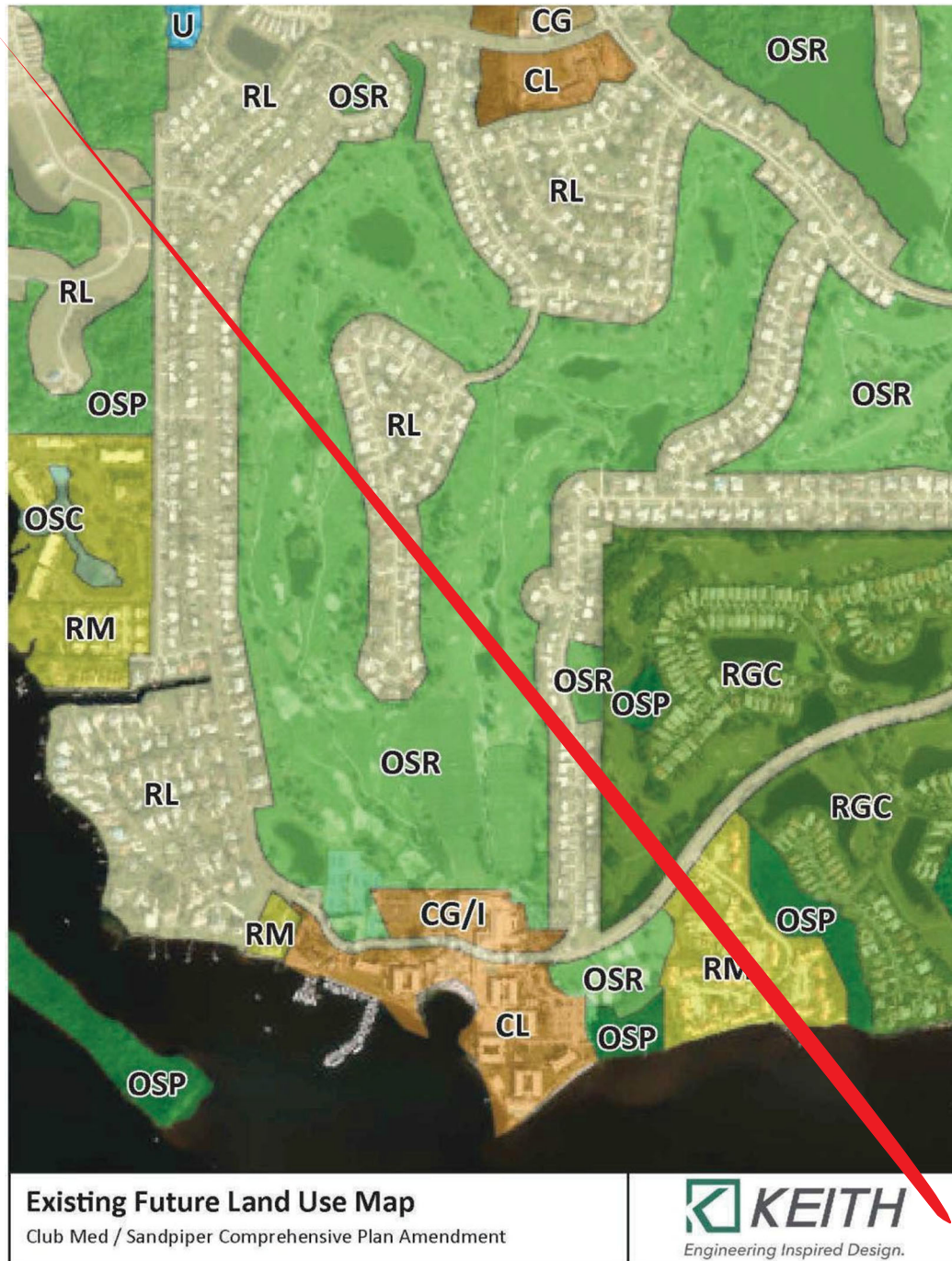


Site Data

PUD Project Name: Sandpiper Bay P.U.D.
Parcel ID: 4423-210-0001-000-3
4414-133-0002-000-6
Jurisdiction: Port St Lucie
Site Address: 4500 SE Pine Valley St
Sec/Town/Range: 23/37S/40E
Existing Zoning: PUD
Existing FLU: CG/I, CL, OSR, OSP
Proposed Zoning: PUD

EXHIBIT 2

Future Land Use Map



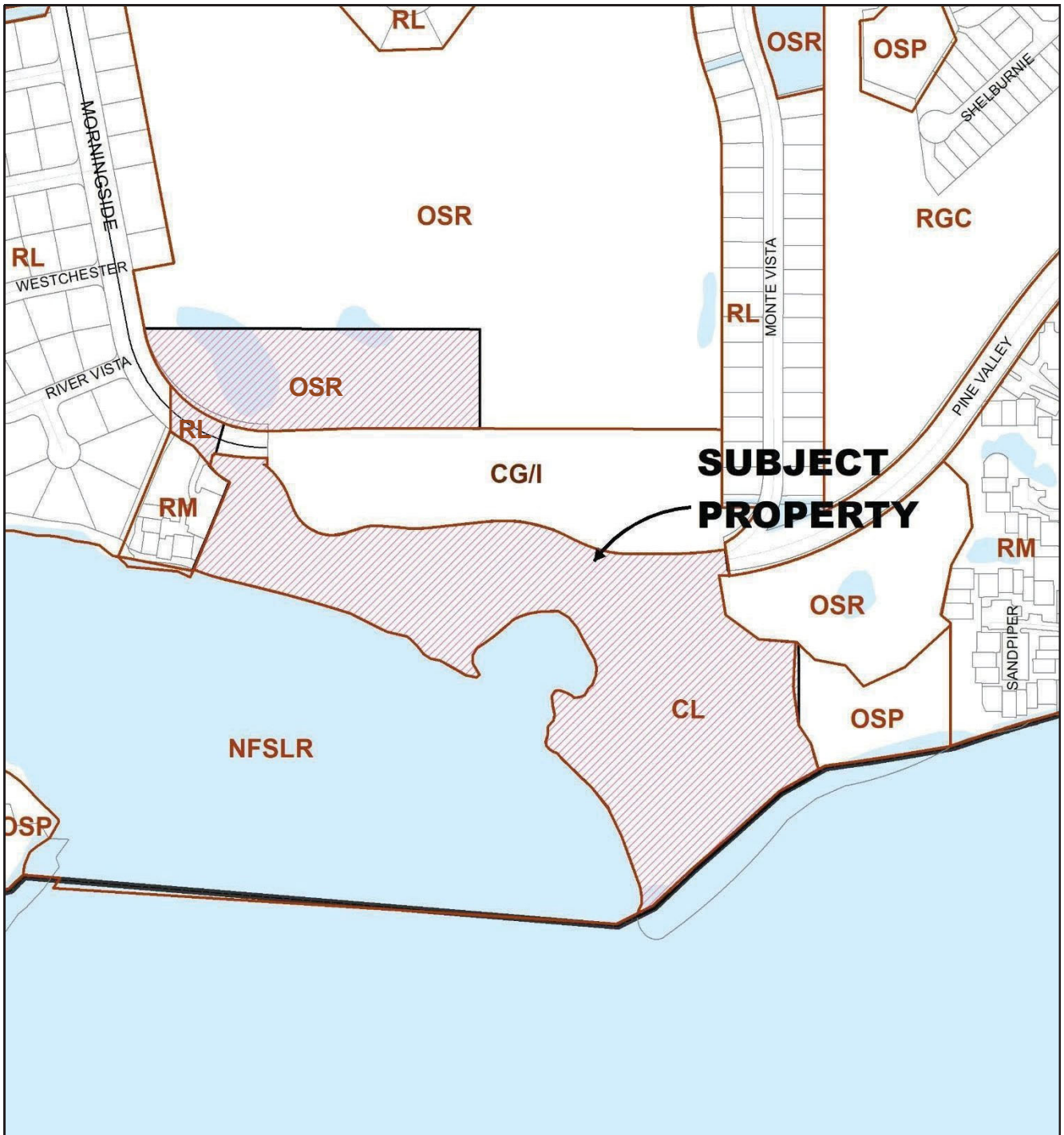


EXHIBIT 3

Zoning Map

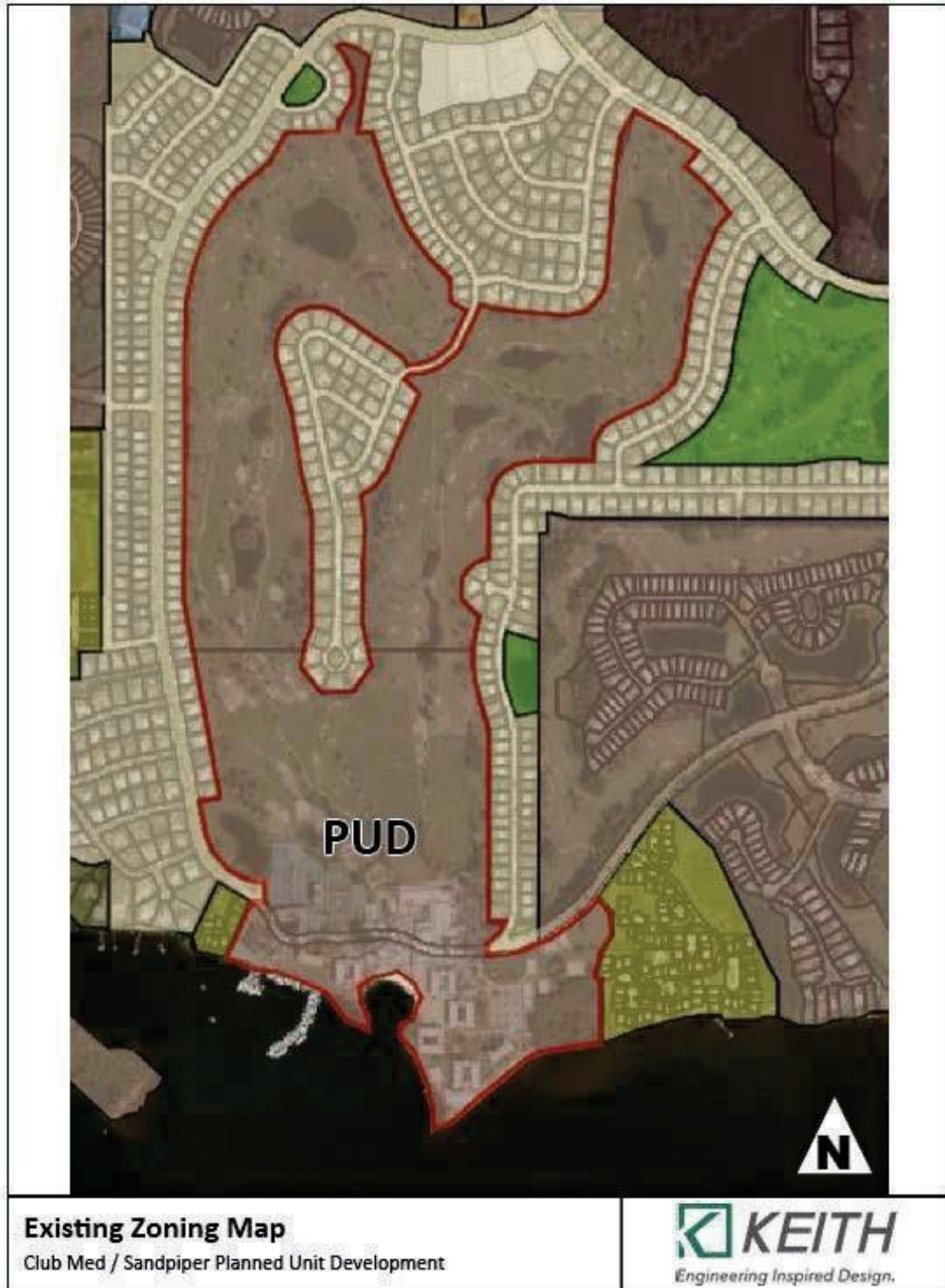
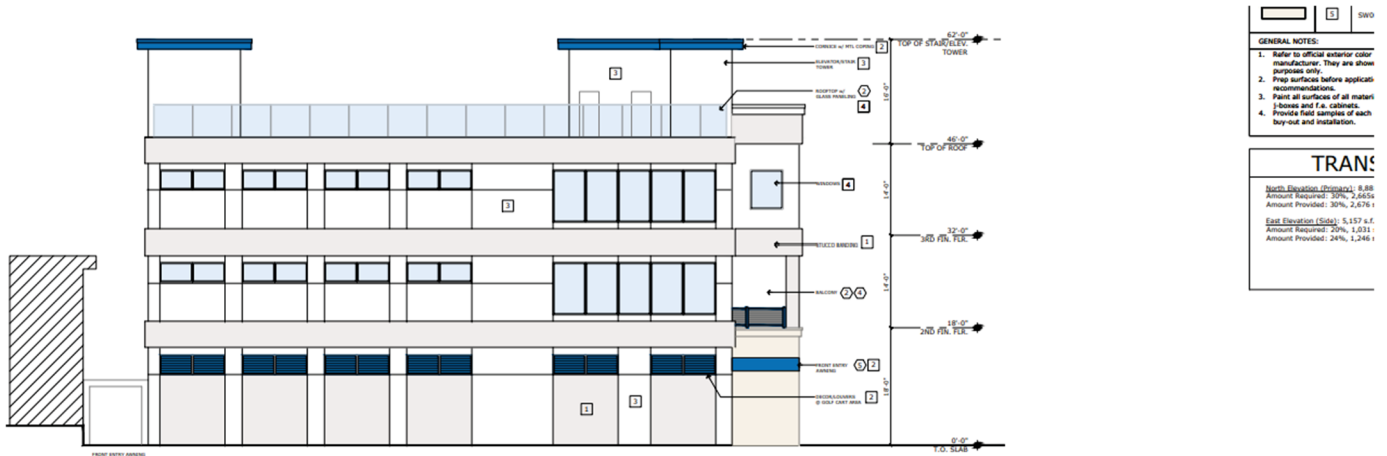


EXHIBIT 4

Architectural Renderings Tennis Clubhouse



Proposed Student Union Building (Height Exceeding 35 feet)



2 - EAST ELEVATION (SIDE)

SCALE: 1/8" = 1'-0"

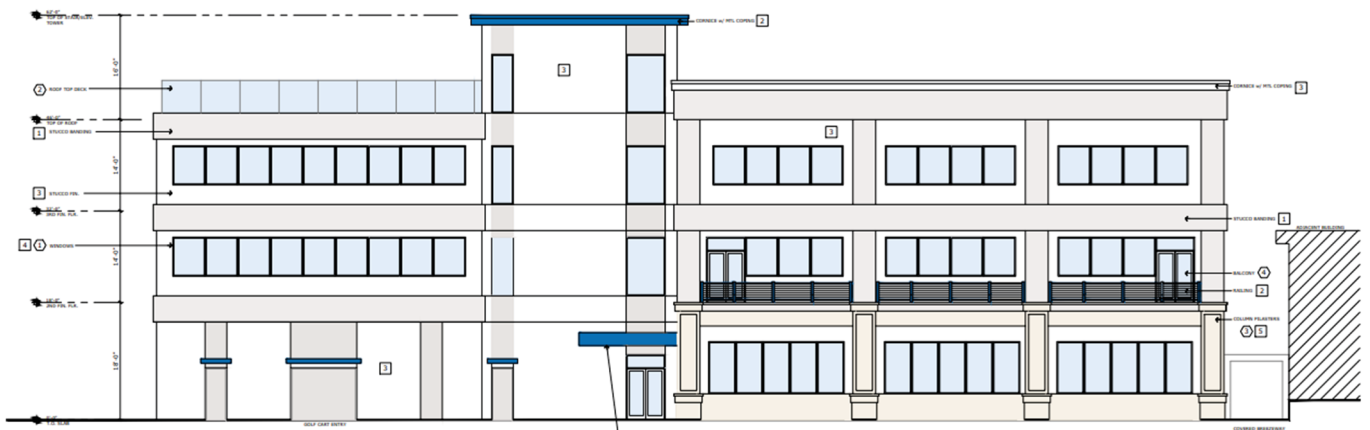


EXHIBIT 5

Parking Requirements & Justification Table

Guest Suites

Guest Rooms: _____ 1 space per Suite

Public Accessory Facilities

Restaurant Dining: 1 space per 75 sf
Conference Room: 25 spaces per 1,000 sf
Bar: 1 space per 75 sf
Marina: 1 space per 5 slips

Institutional

Private School 4 spaces per classroom
Camps

Golf Facilities

Pro Shop: 1 space per 200 sf
Golf Grill: 1 space per 75 sf

Spa Facilities

Spa & Fitness Center: 1 space per 200 sf

Notes:

1. Previous site plan approvals from 2010 justify and allow for a 50% reduction to the overall required parking total.

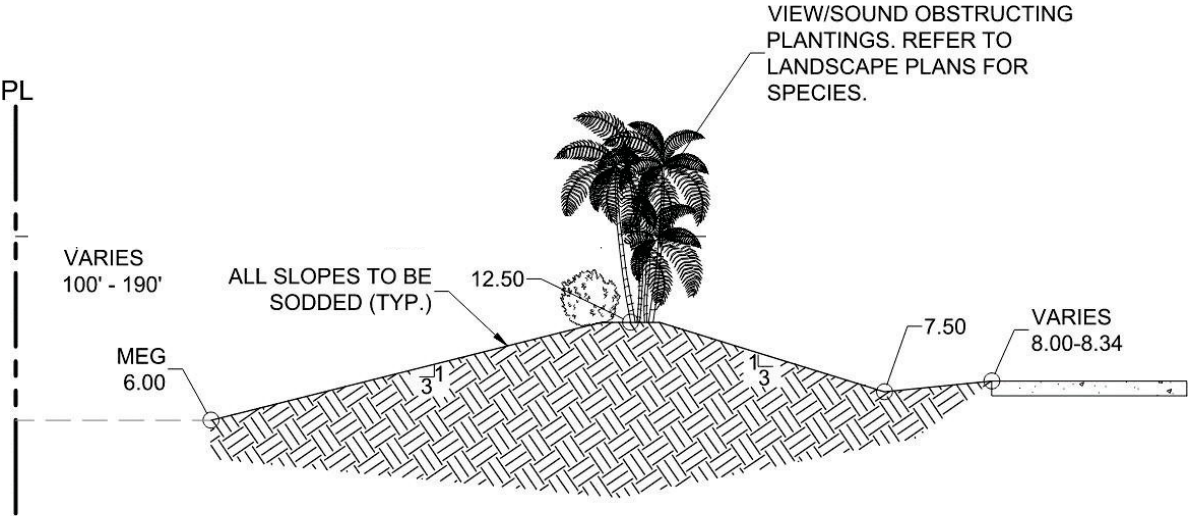
TRAFFIC STATEMENT

Traffic Generation Based on the ITE 11th edition
(330) Resort Hotel Existing
Revised Room Count _____ 330

Addition of School Use

Daily Traffic Generation: 72 tpd
A.M. Peak: 22 pht (13 In / 9 Out)
P.M. Peak: 13 pht (5 In / 8 Out)

West Berm Typical Buffer Section



1 TYPICAL BUFFER SECTION

SECTION

NOT TO SCALE

EXHIBIT 6

Parcel "B"

(Mangrove Area as described in the Legal Description)

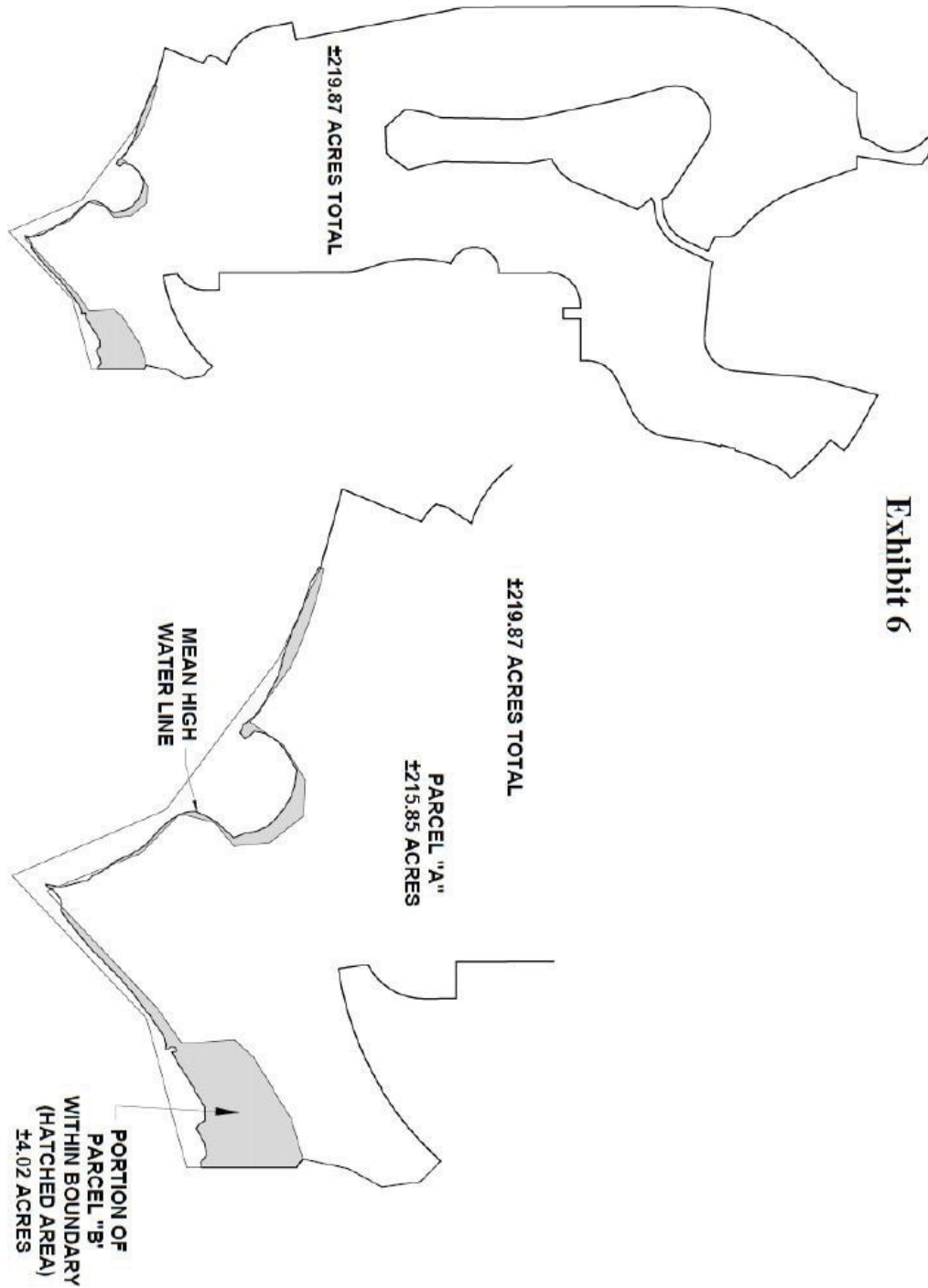


EXHIBIT 7

“Future Special Event Parking” Area Typical Building Setback

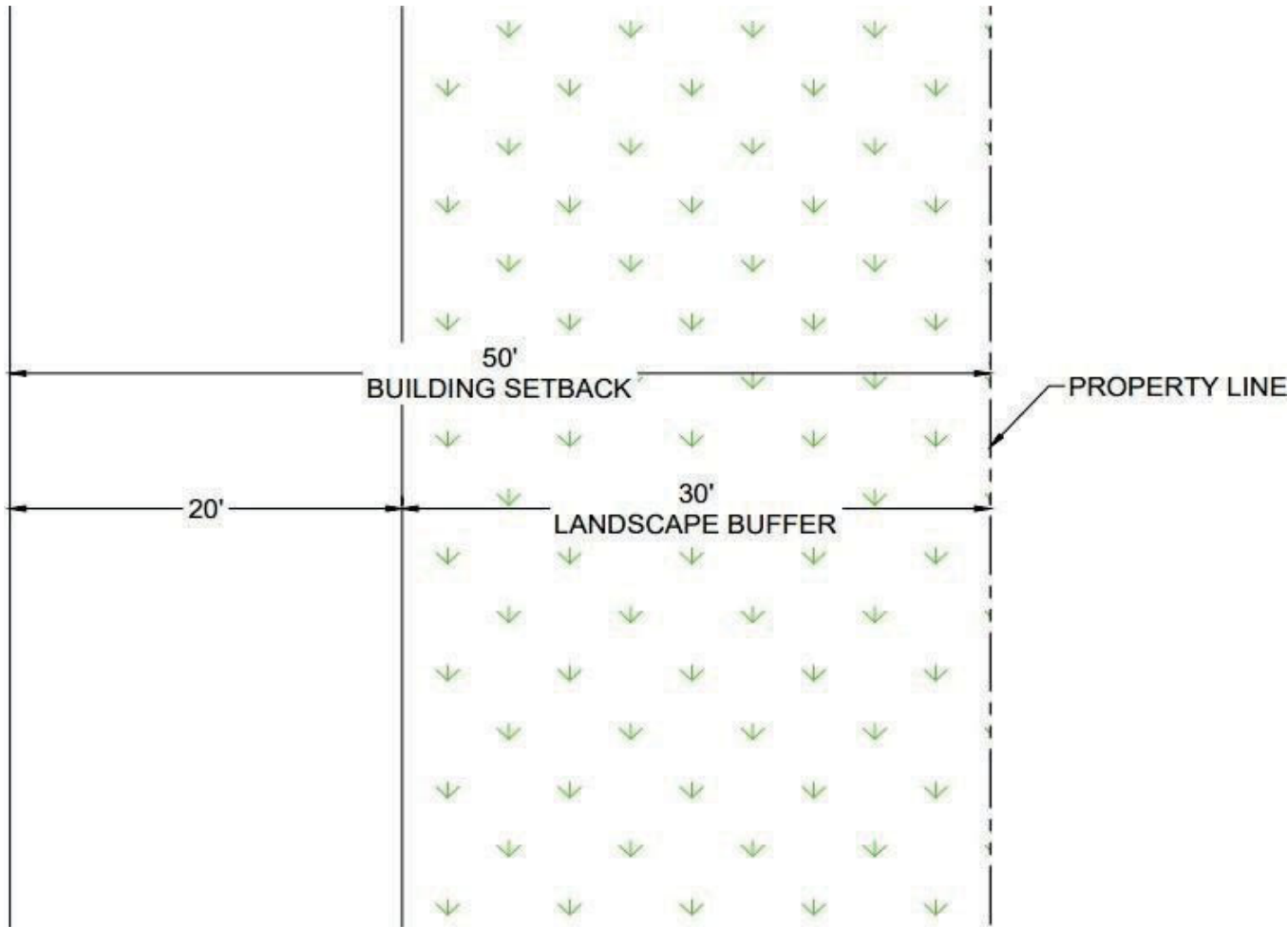


EXHIBIT 8

Traffic Impact Statement

EXHIBIT 7



SANDPIPER BAY SCHOOL PORT ST. LUCIE, FL TRAFFIC IMPACT STATEMENT

PREPARED FOR:

RPS Academies
4500 SE Pine Valley Street
Port St. Lucie, Florida 34952

JOB NO. 24-114

DATE: 10/16/2024
Revised 10/30/2024

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006

This Item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 10/30/2024.

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ST. LUCIE COUNTY HISTORICAL POPULATION GROWTH

1.0 SITE DATA

The subject parcel is located within the Sandpiper Bay Resort on SE Pine Valley Street in the City of Port St. Lucie, Florida. As part of the PUD and Site Plan amendment for the approximately 223.72 acre project to known as Club Med/Sandpiper PUD, the applicant is seeking approval for a conditional use request for a school. It should be noted the school is existing and currently operational with 117 students. For purposes of this traffic study, a 150-student private high school will be assumed. Site access is not proposed to change and is existing via SE Pine Valley Street and SE Morningside Boulevard. For additional information on site layout, please refer to the site plan prepared by Keith. Note the existing school is located within building M shown on the Site Plan.

2.0 TRAFFIC GENERATION

The traffic to be generated by the existing development has been calculated in accordance with the ITE Trip Generation Manual, 11th Edition. Note the A.M. and P.M. peak hour of generators were used in the trip generation and not the adjacent street peak hour of traffic. Table 1 shows the daily traffic generation and Tables 2 and 3 show the A.M. and P.M. peak hour traffic generation. The traffic generated by the existing 117-student private high school may be summarized as follows:

Existing Development	
Daily Traffic Generation	= 254 tpd
A.M. Peak Hour Traffic Generation (In/Out)	= 77 pht (45 In/32 Out)
P.M. Peak Hour Traffic Generation (In/Out)	= 47 pht (18 In/29 Out)

The traffic to be generated by the proposed development has also been calculated using a the ITE Trip Generation Manual, 11th Edition. The traffic to be generated by the proposed plan of development consisting of a 150-student private high school is shown in Tables 4-6 and may be summarized as follows:

Proposed Development	
Daily Traffic Generation	= 326 tpd
A.M. Peak Hour Traffic Generation (In/Out)	= 99 pht (58 In/41 Out)
P.M. Peak Hour Traffic Generation (In/Out)	= 61 pht (23 In/37 Out)

The net new trips associated with the difference between the proposed and existing developments is shown in Table 7 and may be summarized as follows:

Net Trips (Proposed – Existing)	
Daily Traffic Generation	= 72 tpd
A.M. Peak Hour Traffic Generation (In/Out)	= 22 pht (13 In/9 Out)
P.M. Peak Hour Traffic Generation (In/Out)	= 13 pht (5 In/8 Out)

The number of existing and proposed trips shown above are based on the ITE Trip Generation rates and can be considered conservative. The school is a specialized private school in which over 50% of the student population are boarding students. These students do not have their own vehicle and are chauffeured by school faculty as needed. Approximately 15% of the student population live in the nearby residences and arrive to school by walking or biking. The remaining students arrive to school by vehicle and are dropped off by 8:00 A.M. and picked up after 5:00 P.M.

3.0 TRAFFIC ANALYSIS

Per Appendix B of the St. Lucie County Standardized TIS Methodology and Procedures, the radius of influence for the project is 1/2 mile based on the daily trips. Figure 1 attached to this report shows the project trip distribution on the surrounding roadway network and the radius of influence. Note several roadways outside the radius of influence were included in the analysis to be conservative. The project's impact to each of the surrounding roadways are shown in Table 8 and Table 9 attached to this report which calculates the project trips relative to the Level of Service (LOS) D service volume threshold. In order to be conservative, the traffic analysis was based on a 150-student private school and not the difference between the proposed 150 student school and the existing 117 student school. Additionally, no discount was taken for the boarding students which significantly reduces trip volumes. The LOS D thresholds were based on the 2023 FDOT Q/LOS tables and the roadway classifications were determined from the FDOT Preliminary Context Classification GIS map.

Roadways in which the project trip impact was greater than 1.0% impact were further evaluated per the St. Lucie TPO Standardized TIS Methodology and Procedures report. The existing traffic counts were taken from the 2024 St. Lucie Traffic Counts and Level of Service Report. A 2.5% background growth rate was applied to the existing traffic counts to the buildout year of 2027 based on historical population growth in St. Lucie County (See Appendix E). Additionally, background traffic was also considered for the Ravello Development and Westmoreland Riverwalk projects.

The roadway segment analysis is shown in Tables 9 and 10 and demonstrate each of the impacted roadways will meet Level of Service requirements.

4.0 SCHOOL OPERATIONS

As previously stated, over 50% of the student population are boarding students and do not own vehicles. An additional 15% of students live in nearby residences and walk and bike to school. The remaining students are dropped off in the morning and picked up in the afternoon. The school does not have a traditional school queue line due to the low number of students being dropped off and picked up on a daily basis. The school shares parking with the resort as shown in Figure 2 attached to this report. Parents will briefly park to allow their students to exit the vehicle. Once the student has safely exited the vehicle, parents will depart the parking lot. School faculty also utilizes this same parking lot. School events are to be coordinated with the resort to minimize peak impact and to ensure adequate parking is available for the resort guests and the school events. School events typically occur within the resort and therefore parking and traffic are already accounted for.

5.0 CONCLUSION

The attached tables document the daily, A.M. peak hour and P.M. peak hour traffic generation for the proposed development. The proposed development will conservatively generate 72 new daily trips, 22 new A.M. peak hour trips and 13 new P.M. peak hour trips. Based on the findings of this report, the surrounding roadway network will continue to meet acceptable Level of Service standards inclusive of the proposed development.

bk: x:/docs/trafficdrainage/tis.24124

SANDPIPER BAY SCHOOL10/15/2024
Revised: 10/30/2024**EXISTING DEVELOPMENT****TABLE 1 - Daily Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	In	Out	Total	%	Trips	In	Out	Total
Private High School	534	117	Students					254		0		254			0%	0			254
Grand Totals:								254	0.0%	0		254			0%	0			254

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	In	Out	Total	%	Trips	In	Out	Total
Private High School	534	117	Students	0.59	0.41	45	32	77	0.0%	0	0	45	32	77	0%	0	45	32	77
Grand Totals:						45	32	77	0.0%	0	0	45	32	77	0%	0	45	32	77

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	In	Out	Total	%	Trips	In	Out	Total
Private High School	534	117	Students	0.39	0.61	18	29	47	0.0%	0	0	18	29	47	0%	0	18	29	47
Grand Totals:						18	29	47	0.0%	0	0	18	29	47	0%	0	18	29	47

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SANDPIPER BAY SCHOOL

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PROPOSED DEVELOPMENT

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	In	Out	Total	%	Trips	In	Out	Total
Private High School	534	150	Students					326		0		326			0%	0			326
Grand Totals:								326	0.0%	0		326			0%	0			326

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	In	Out	Total	%	Trips	In	Out	Total
Private High School	534	150	Students			58	41	99	0.0%	0	0	58	41	99	0%	0	58	41	99
Grand Totals:						58	41	99	0.0%	0	0	58	41	99	0%	0	58	41	99

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	In	Out	Total	%	Trips	In	Out	Total
Private High School	534	150	Students			23	37	60	0.0%	0	0	23	37	60	0%	0	23	37	60
Grand Totals:						23	37	60	0.0%	0	0	23	37	60	0%	0	23	37	60

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SANDPIPER BAY SCHOOL

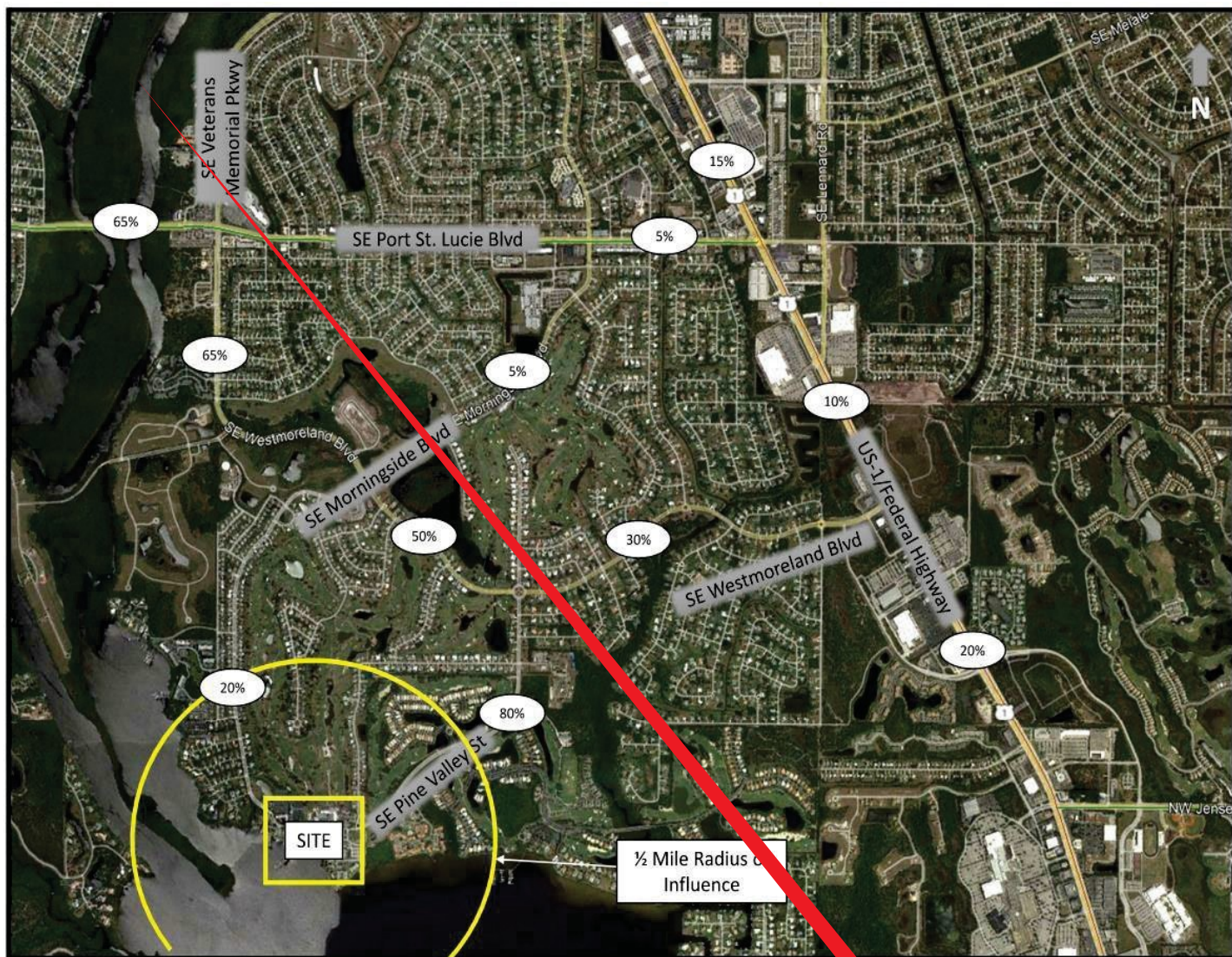
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TABLE 7
TRAFFIC GENERATION DIFFERENCE - NET TRIPS

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	254	77	45	32	47	18	29
PROPOSED DEVELOPMENT =	326	99	58	41	60	23	37
DIFFERENCE =	72	22	13	9	13	5	8

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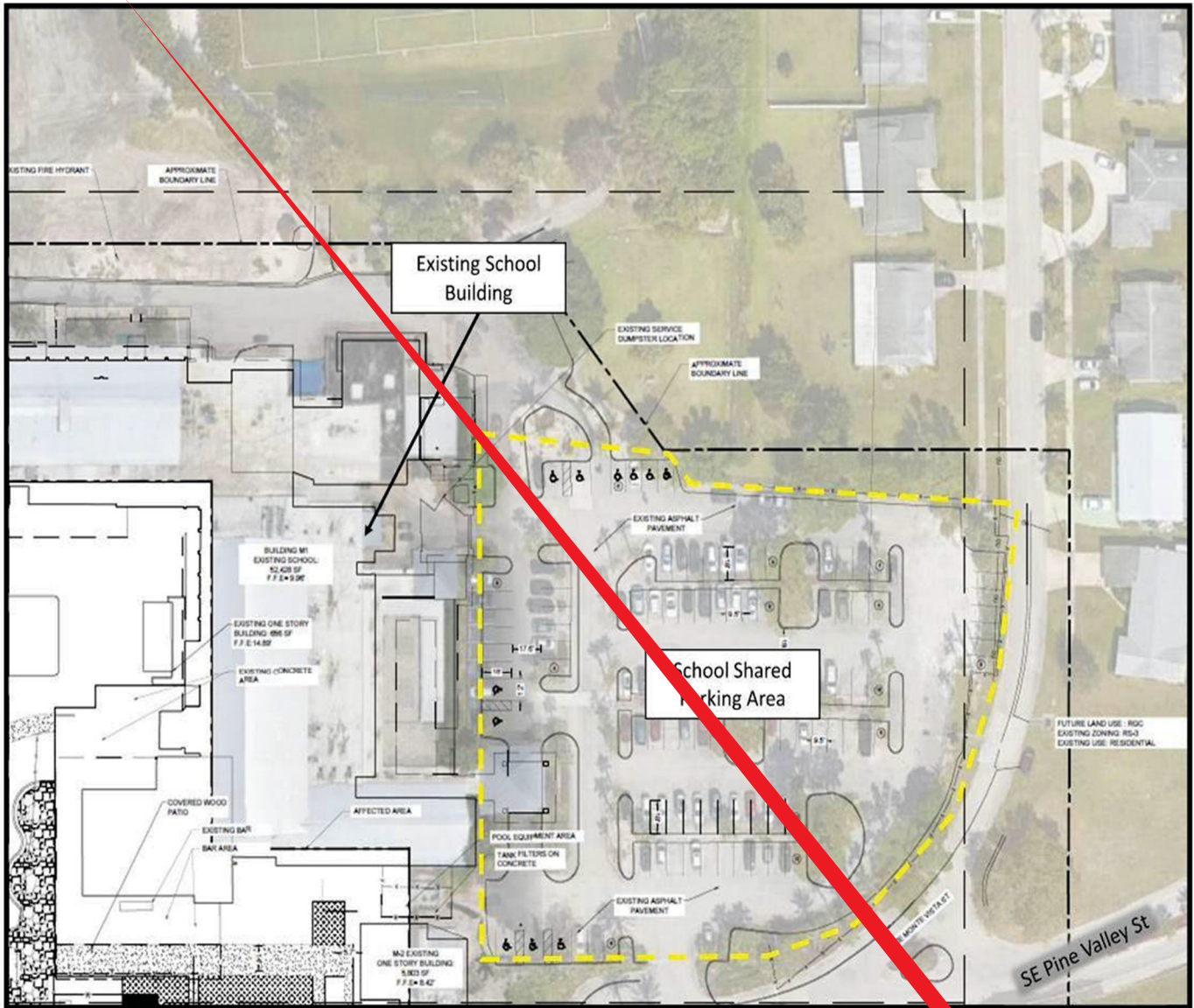


Figure 2 – School Parking Location
 Sandpiper Bay School
 Project # 24-124



APPENDIX A

ROADWAY SEGMENT ANALYSIS

17450 Biscayne Boulevard | Job No. 24-028

SANDPIPER BAY SCHOOL

10/15/2024
Revised: 10/30/2024

TABLE 8
PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TOTAL AM PEAK HOUR PROJECT TRIPS (IN) = 58
TOTAL AM PEAK HOUR PROJECT TRIPS (OUT) = 41

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PEAK HOUR PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	65%	38	6D	C4	2810	1.34%	YES
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	0%	0	6D	C3R	2730	0.00%	NO
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US-1	5%	3	6D	C3R	2730	0.11%	NO
US-1	MARTIN COUNTY LINE	LENNARD ROAD	20%	12	6D	C3C	2680	0.43%	NO
US-1	LENNARD ROAD	SE PORT ST. LUCIE BLVD	10%	6	6D	C3C	2680	0.22%	NO
US-1	LENNARD ROAD	JENNINGS ROAD	15%	9	6D	C3C	2680	0.32%	NO
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	20%	12	2	C3R	1110	1.05%	YES
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	5%	3	2	C3R	1110	0.26%	NO
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	PORT ST LUCIE BOULEVARD	70%	41	2	C3R	1110	3.66%	YES
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	55%	32	2	C3R	1110	2.87%	YES
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US-1	25%	15	2	C3R	1110	1.31%	YES

SANDPIPER BAY SCHOOL

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TABLE 9
PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TOTAL PM PEAK HOUR PROJECT TRIPS (IN) = 23
TOTAL PM PEAK HOUR PROJECT TRIPS (OUT) = 17

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PEAK HOUR PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	65%	24	6D	C4	2810	0.86%	NO
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	0%	0	6D	C3R	2730	0.00%	NO
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US-1	5%	2	6D	C3R	2730	0.07%	NO
US-1	MARTIN COUNTY LINE	LENNARD ROAD	20%	7	6D	C3C	2680	0.28%	NO
US-1	LENNARD ROAD	SE PORT ST. LUCIE BLVD	10%	4	6D	C3C	2680	0.14%	NO
US-1	LENNARD ROAD	JENNINGS ROAD	15%	6	6D	C3C	2680	0.21%	NO
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	20%	7	2	C3R	1110	0.67%	NO
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	5%	2	2	C3R	1110	0.17%	NO
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	PORT ST LUCIE BOULEVARD	70%	26	2	C3R	1110	2.33%	YES
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	55%	20	2	C3R	1110	1.83%	YES
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US-1	25%	9	2	C3R	1110	0.83%	NO

SANDPIPER BAY SCHOOL

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TABLE 10
ROADWAY SEGMENT ANALYSIS - AM PEAK HOUR

2027 BUILD OUT
TOTAL AM PEAK HOUR PROJECT TRIP 58
TOTAL AM PEAK HOUR PROJECT TRIP 41
BACKGROUND GROWTH = 2.5%

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PEAK HOUR PROJECT TRIPS	COUNT YEAR	EXISTING VOLUMES	2027 BACKGROUND GROWTH	RAVELLO DEVELOPMENT TRAFFIC	WESTMORELAND RIVERWALK TRAFFIC	2027 TOTAL VOLUME	EXISTING LANES	CLASS	LOS D STANDARD	MEETS LOS?
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL BLVD	65%	38	2023	2361	245	3	20	2667	6D	C4	2810	YES
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	20%	12	2022	113	15	2	3	144	2	C3R	1110	YES
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	5%	3	2022	113	15	5	3	139	2	C3R	1110	YES
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	PORT ST LUCIE BOULEVARD	10%	41	2023	784	81	5	39	950	2	C3R	1110	YES
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	55%	32	2022	477	63	5	20	597	2	C3R	1110	YES
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US-1	25%	15	2022	477	63	5	20	579	2	C3R	1110	YES

SANDPIPER BAY SCHOOL

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TABLE 11
ROADWAY SEGMENT ANALYSIS - PM PEAK HOUR

2027 BUILD OUT
TOTAL PM PEAK HOUR PROJECT TRIP 23
TOTAL PM PEAK HOUR PROJECT TRIP 37
BACKGROUND GROWTH = 2.5%

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PEAK HOUR PROJECT TRIPS	COUNT YEAR	EXISTING VOLUMES	2027 BACKGROUND GROWTH	RAVELLO DEVELOPMENT TRAFFIC	WESTMORELAND RIVERWALK TRAFFIC	2027 TOTAL VOLUME	EXISTING LANES	CLASS	LOS D STANDARD	MEETS LOS?
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	20%	7	2022	113	15	1	4	140	2	C3R	1110	YES
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	5%	1	2022	113	15	3	4	136	2	C3R	1110	YES
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	PORT ST LUCIE BOULEVARD	70%	26	2023	884	92	3	51	1056	2	C3R	1110	YES
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	55%	20	2022	522	69	3	26	640	2	C3R	1110	YES
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US-1	25%	9	2022	522	69	3	26	629	2	C3R	1110	YES



APPENDIX B

ST. LUCIE TPO DATA

17450 Biscayne Boulevard | Job No. 14-028

Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	3,734	2021	790	258	C	0.33	245	C	0.31
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	10,212	2023	920	645	C	0.70	582	C	0.63
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	10,212	2023	920	645	C	0.70	582	C	0.63
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,758	2023	880	526	C	0.60	501	C	0.57
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	368	2022	540	27	C	0.05	25	C	0.05
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	300	2024	540	24	C	0.04	21	C	0.04
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	5,510	2023	790	345	C	0.44	336	C	0.43
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	5,510	2023	540	345	D	0.64	336	D	0.62
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	9,600	2024	920	613	C	0.67	586	C	0.64
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	25,500	2024	880	1,275	F	1.45	1,380	F	1.57
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	25,500	2024	790	1,275	F	1.61	1,380	F	1.75
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	6,743	2023	760	342	C	0.45	342	C	0.45
MIDWAY RD	SHINN RD to MCCARTY RD	940732	6,743	2023	630	342	C	0.54	342	C	0.54
MIDWAY RD	MCCARTY RD to I-95	940732	6,743	2023	700	342	C	0.49	342	C	0.49
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	21,637	2023	2,100	1,060	C	0.50	1,060	C	0.50
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	23,000	2024	2,100	1,203	C	0.57	1,193	C	0.57
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	25,500	2024	2,100	1,275	C	0.61	1,380	C	0.66
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	22,500	2024	2,100	1,155	C	0.55	1,222	C	0.58
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	22,500	2024	2,100	1,155	C	0.55	1,222	C	0.58
MIDWAY RD	25TH ST to SUNRISE BLVD	130	25,000	2024	2,100	1,943	C	0.93	1,569	C	0.75
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	25,000	2024	2,100	1,943	C	0.93	1,569	C	0.75
MIDWAY RD	OLEANDER AVE to US 1	242	19,000	2024	2,100	1,050	C	0.50	972	C	0.46
MIDWAY RD	US 1 to WALLACE ST	940023	3,813	2023	790	189	C	0.24	189	C	0.24
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,813	2023	920	189	C	0.21	189	C	0.21
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,813	2023	630	189	C	0.30	189	C	0.30
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,110	2022	920	113	C	0.12	113	C	0.12
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,200	2024	880	262	C	0.30	258	C	0.29
NEBRASKA AVE	25TH ST to 13TH ST	684	3,437	2022	1,710	228	C	0.13	176	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,100	2024	700	304	C	0.43	289	C	0.41
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,632	2022	540	192	C	0.36	212	C	0.39
OHIO AVE	COLONIAL RD to US 1	686	3,632	2022	750	192	C	0.26	212	C	0.28
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	9,900	2024	1,580	536	B	0.34	542	B	0.34

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.

Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.

Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
VIRGINIA AVE	35TH ST to 25TH ST	940032	23,450	2023							
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,526	2023							
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,526	2023							
VIRGINIA AVE	25TH ST to 13TH ST	940033	21,782	2023							
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,667	2023							
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,667	2023							
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,380	2023							
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,402	2023							
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,402	2023							
WALTON RD	US 1 to VILLAGE GREEN DR	330	10,000	2024	1,710	581	C	0.34	589	C	0.34
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	17,500	2024	1,710	957	D	0.56	1,057	D	0.62
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	12,000	2024	880	747	C	0.85	757	C	0.86
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,014	2022	630	386	C	0.61	366	C	0.58
WEATHERBEE RD	OLEANDER AVE to US 1	721	3,164	2023	750	198	C	0.26	180	C	0.24
WEATHERBEE RD	US 1 to MIDWAY RD	158	5,987	2023	750	379	D	0.51	379	D	0.51
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	722	6,219	2023	1,470	457	C	0.31	419	C	0.29
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,645	2023	920	784		0.85	884	D	0.96
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	245	9,076	2022	920	477	C	0.52	522	C	0.57

Countywide Performance

Weighted V/C = **64.29**

% VMT below Standard = **77.98%**

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

* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

COUNTY: 94
 STATION: 0778
 DESCRIPTION: PORT ST LUCIE BLVD - E OF FLORESTA DR (COUNTY 778)
 START DATE: 05/23/2023
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	55	31	22	28	136	54	48	57	32	191	327
0100	15	18	17	15	65	21	26	28	23	98	163
0200	7	11	16	15	49	28	20	16	15	79	128
0300	14	12	22	24	72	16	15	15	16	62	134
0400	27	34	45	71	177	19	28	22	25	94	271
0500	66	90	121	150	427	29	42	72	90	233	660
0600	163	189	271	355	978	97	131	136	190	554	1532
0700	381	450	588	566	1985	229	253	310	298	1090	3075
0800	573	600	610	578	2361	257	310	329	274	1170	3531
0900	510	520	459	530	2019	289	316	287	286	1178	3197
1000	389	463	419	427	1698	272	292	305	334	1203	2901
1100	485	403	429	479	1796	340	361	304	337	1342	3138
1200	410	423	505	436	1774	384	404	393	388	1569	3343
1300	443	412	400	517	1772	393	415	408	415	1631	3403
1400	442	483	438	480	1843	418	469	470	447	1804	3647
1500	476	400	388	487	1751	439	468	514	449	1870	3621
1600	427	408	440	474	1749	516	592	545	514	2167	3916
1700	476	469	533	419	1897	580	542	561	539	2222	4119
1800	417	422	367	337	1543	460	499	370	415	1744	3287
1900	292	268	253	224	1037	301	340	321	272	1234	2271
2000	233	185	232	181	831	316	294	300	230	1140	1971
2100	175	184	147	129	635	235	266	217	189	907	1542
2200	112	97	113	87	409	170	163	135	111	579	988
2300	71	53	53	55	232	118	112	99	89	418	650

24-HOUR TOTALS: 27236 24579 51815

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	2361	830	1208	745	3543
P.M.	1645	1952	1615	2231	1645	4149
DAILY	800	2361	1615	2231	1645	4149

TRUCK PERCENTAGE 4.51 3.80 4.17

CLASSIFICATION SUMMARY DATABASE

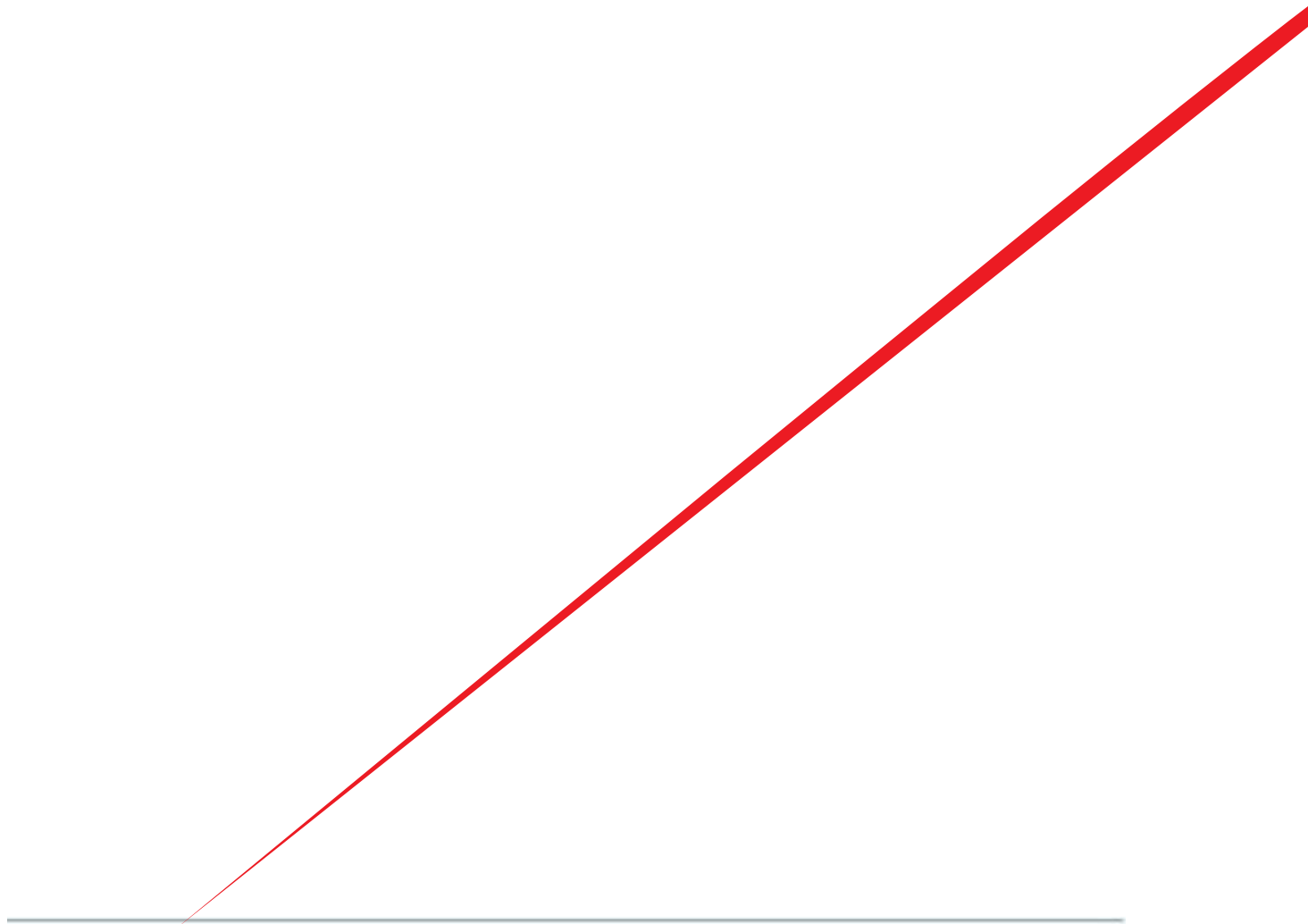
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	12	18483	7512	74	887	53	11	121	80	1	0	0	1	0	1	1228	27236
W	27	17907	5711	87	598	51	12	114	69	2	0	0	1	0	0	934	24579

GENERATED BY SPS 5.0.0.61



APPENDIX C

BACKGROUND DEVELOPMENTS



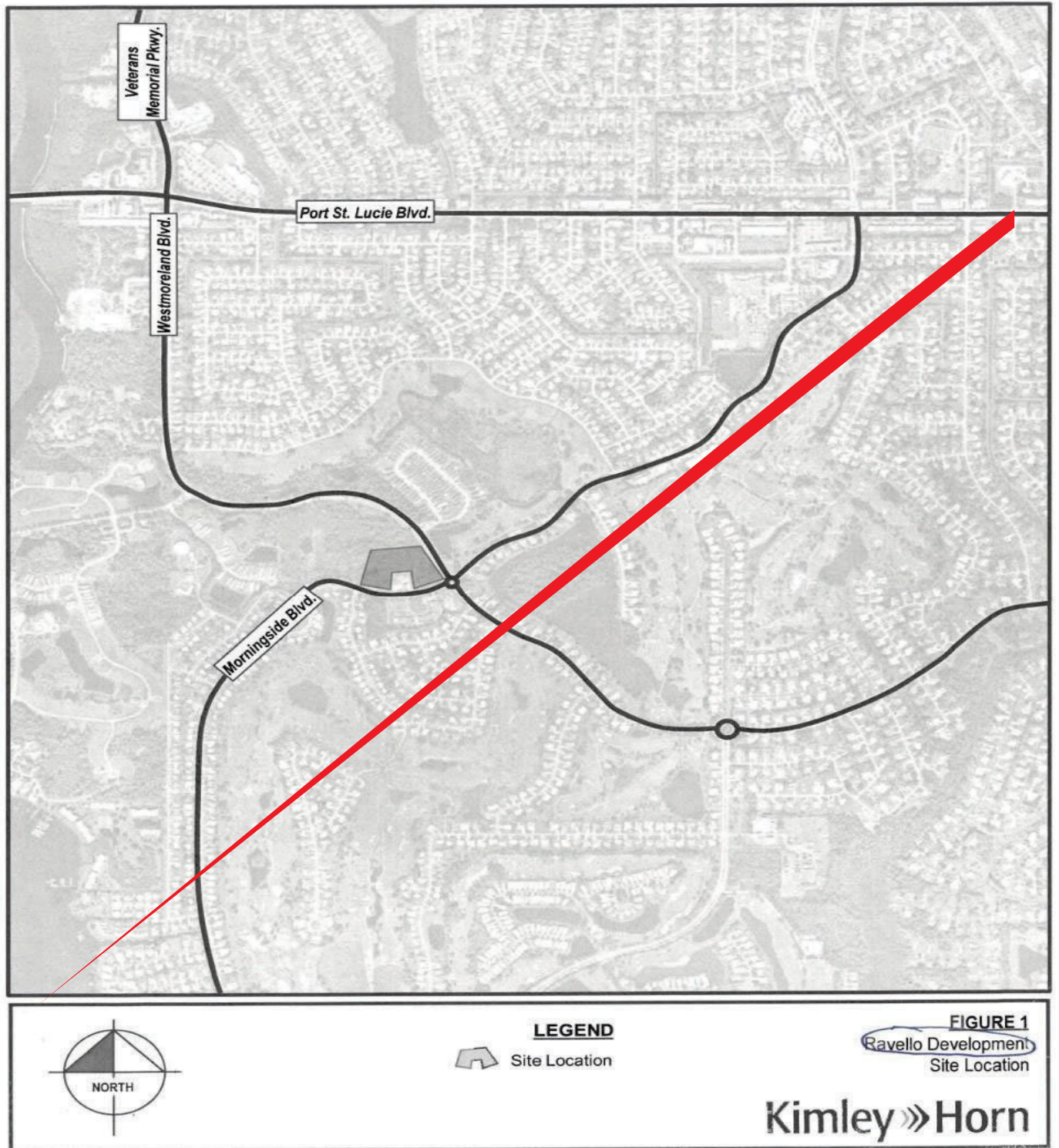
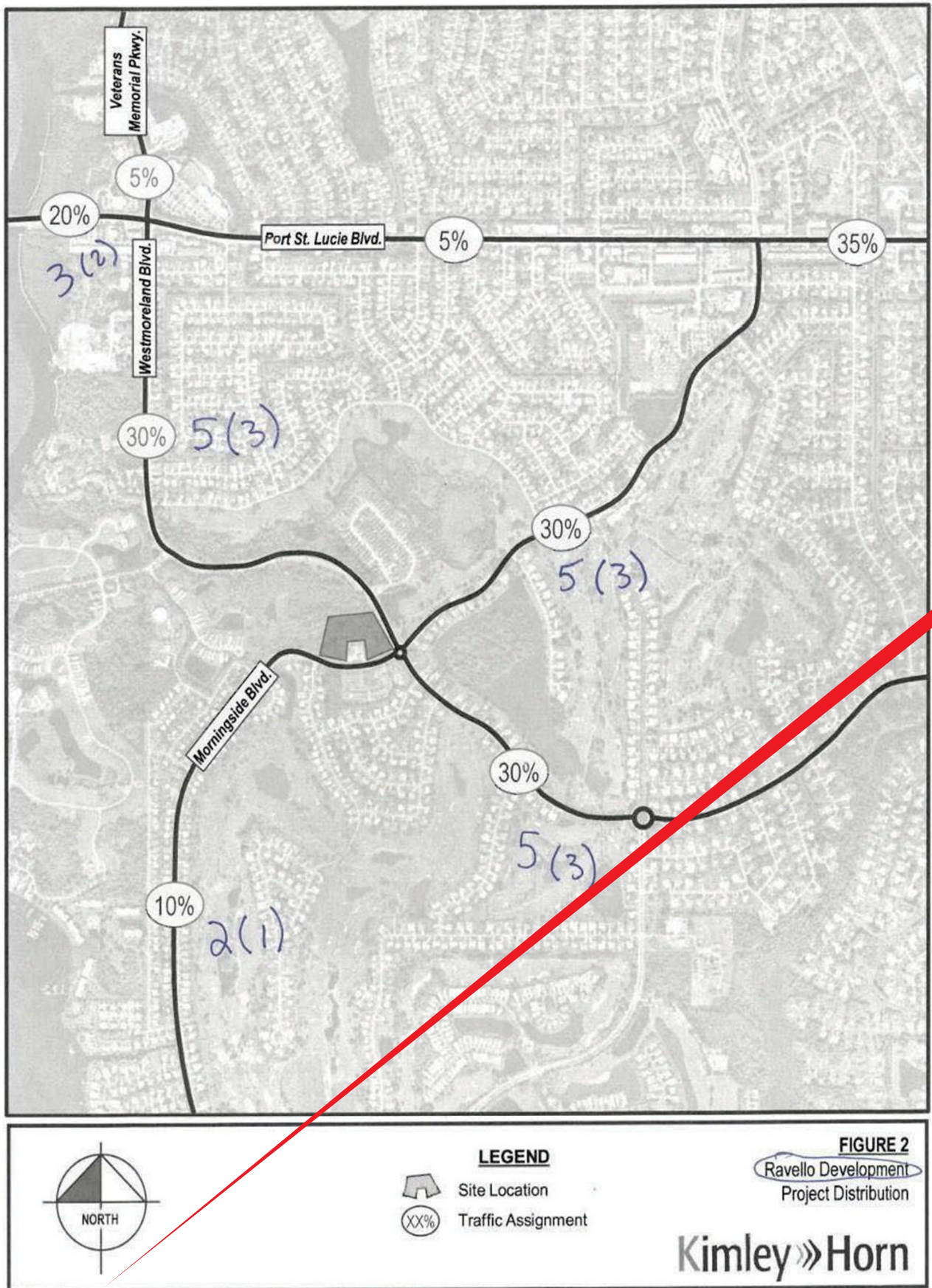


Table 2: Trip Generation Table

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Assisted Living Facility	150 Beds	390	27	16	11	36	14	22
	Subtotal	390	27	16	11	36	14	22
Pass-By Capture								
Assisted Living Facility	0.0%	0	0	0	0	0	0	0
	Subtotal	0	0	0	0	0	0	0
Driveway Volumes		390	27	16	11	36	14	22
Net New External Trips		390	27	16	11	36	14	22
Proposed Scenario								
Assisted Living Facility	75 Beds	195	14	8	6	18	7	11
Multifamily Mid-Rise	75 DU	341	28	6	22	29	1	11
	Subtotal	536	42	14	28	47	8	22
Pass-By Capture								
Assisted Living Facility	0.0%	0	0	0	0	0	0	0
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0
	Subtotal	0	0	0	0	0	0	0
Driveway Volumes		536	42	14	28	47	25	22
Net New External Trips		536	42	14	28	47	25	22
Proposed Net External Trips-Existing Net New External Trips		146	15	17	11	11	11	0
Radius of Development Influence:			Directly Accessed Links					
Land Use	Daily	AM Peak Hour			PM Peak Hour			Pass By
Assisted Living Facility	2.6 trips/Bed	0.18 trips/Bed (10% in, 40% out)			0.24 trips/Bed (35% in, 51% out)			0.0%
Multifamily Mid-Rise	4.54 trips/DU	0.37 trips/DU (23% in, 77% out)			0.39 trips/DU (51% in, 39% out)			0.0%

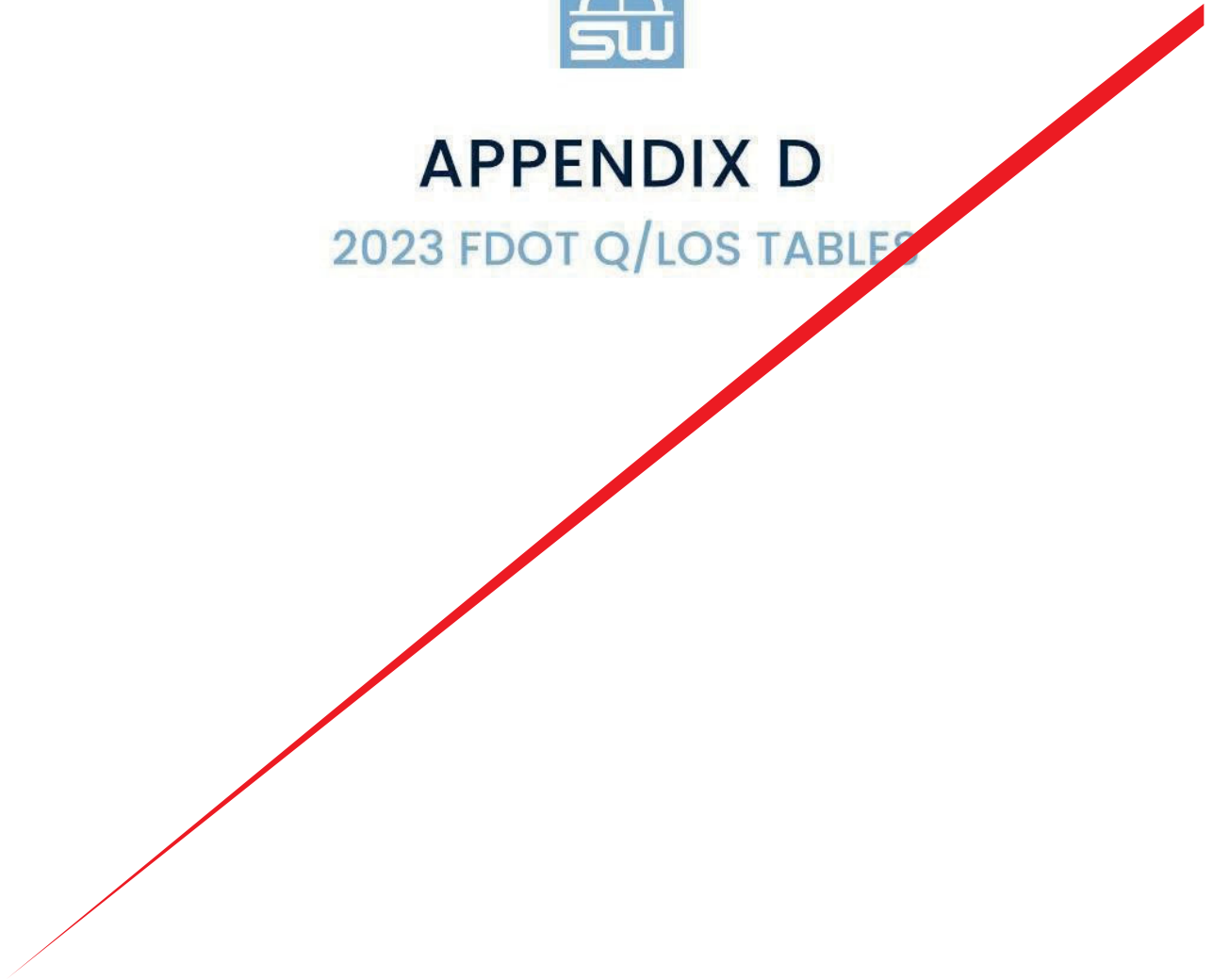


[illegible]



APPENDIX D

2023 FDOT Q/LOS TABLES



C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

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	**

	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	*	37,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities.
 The AADT service volumes should be adjusted by multiplying 0.6 for one-way facilities.
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

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.
 * Cannot be achieved using table input value defaults.
 ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	43,800
6 Lane	*	44,700	56,900	60,400
8 Lane	*	52,300	62,900	70,900



(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,510	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities.
The AADT service volumes should be adjusted by multiplying 0.6 for one-way facilities.
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.90

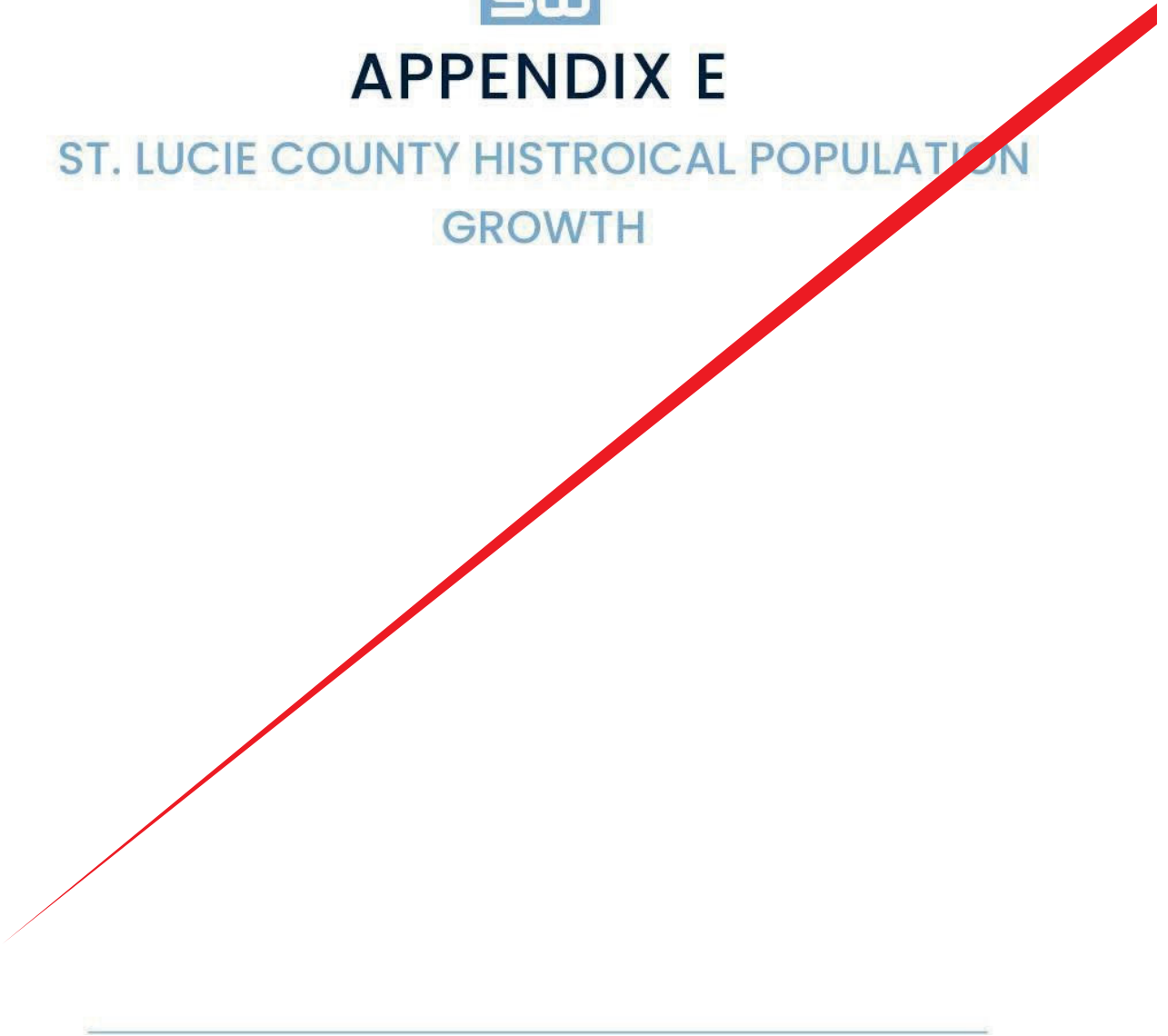
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

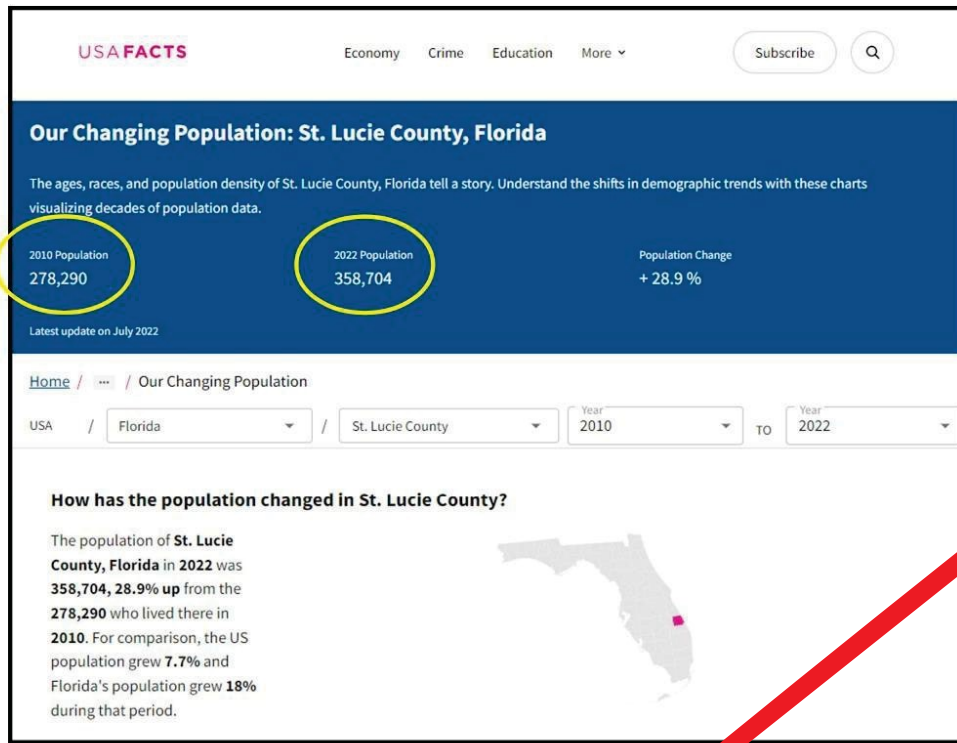
This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.



APPENDIX E

ST. LUCIE COUNTY HISTORICAL POPULATION GROWTH





12-year annual growth = 2.14%. Use
2.5% to be conservative

Growth Rate Calculations
Sandpiper Bay School
Project # 24-124



SANDPIPER BAY RESORT & RPS ACADEMY

City of Port St. Lucie, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

**K2C Academy LLC
4500 SE Pine Valley Street
Port St. Lucie, Florida 34952**

JOB NO. 25-103A

**DATE: 11/13/2025
REVISED: 11/26/2025
REVISED: 12/16/2025
REVISED: 01/06/2026**

<p>Anna Lai, Professional Engineer, State of Florida, License No. 78138</p> <p>This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 01/06/26.</p> <p>Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.</p>	
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- 2.0 TRAFFIC GENERATION

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APPENDIX B

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APPENDIX C

ROADWAY SEGMENT ANALYSIS

APPENDIX D

2024 FDOT Q/LOS TABLES

APPENDIX E

SITE ACCESS

1.0 SITE DATA

The subject parcel is located on west of US 1 and south of SE Port St. Lucie Boulevard in the City of Port St. Lucie, Florida. The site is currently developed with 335-room resort hotel, 100-slip marina, and 150-student boarding school. Proposed site development on the parcels will add tennis courts, volleyball courts, pickleball courts, soccer fields, and a golf course as ancillary outdoor uses for the school. The existing resort hotel, marina, and school are vested and there is no proposed increase in the number of students, marina slips, or resort hotel rooms. The ancillary school additions are proposed to better support the existing uses on site.

Site access is not proposed to change and is existing via SE Pine Valley Street and SE Morningside Boulevard. For additional information on site layout, please refer to the site plan prepared by KEITH.

2.0 TRAFFIC GENERATION

Due to the limited ITE Trip Generation Manual, 12th Edition information for boarding schools and marinas, in-field volume counts (included in Appendix A) were collected at the development gate entry points on SE Morningside Boulevard and at SE Pine Valley Street, with construction-related traffic removed. The highest peak hour volume was used instead of trip generation analysis for the boarding school and marina. The traffic to be generated by the proposed resort hotel development has been calculated using the ITE Trip Generation Manual, 12th Edition (included in Appendix B).

Table 1 shows the daily traffic generation and Tables 2 and 3 show the AM and PM peak hour traffic generation. The traffic generated by the existing 335-room resort hotel, 100-slip marina and a 150-student boarding school may be summarized as follows:

Existing/Vested Development

Daily Traffic Generation	= 1,030 tpd
AM Peak Hour Traffic Generation (In/Out)	= 141 pht (99 In/42 Out)
PM Peak Hour Traffic Generation (In/Out)	= 154 pht (65 In/89 Out)

The traffic to be generated by the proposed plan of development consisting of a 335-room resort hotel, 100-slip marina, 150-student boarding school, and ancillary school additions is shown in Tables 4-6 and may be summarized as follows:

Proposed Development

Daily Traffic Generation	= 1,030 tpd
AM Peak Hour Traffic Generation (In/Out)	= 141 pht (99 In/42 Out)
PM Peak Hour Traffic Generation (In/Out)	= 154 pht (65 In/89 Out)

The net new trips associated with the difference between the proposed and existing developments is shown in Table 7 and may be summarized as follows:

Net Trips (Proposed – Existing)

Daily Traffic Generation	= 0 tpd
AM Peak Hour Traffic Generation (In/Out)	= 0 pht (0 In/0 Out)
PM Peak Hour Traffic Generation (In/Out)	= 0 pht (0 In/0 Out)

Proposed site development on the parcels will add tennis courts, volleyball courts, pickleball courts, soccer fields, and a golf course as ancillary outdoor uses for the school. Thus, there are zero net new trips for the existing/vested uses. Therefore, the traffic analysis documented within this report is provided for informational purposes.

3.0 TRAFFIC ANALYSIS

Figure 1 shows the project trip distribution on the surrounding roadway network.

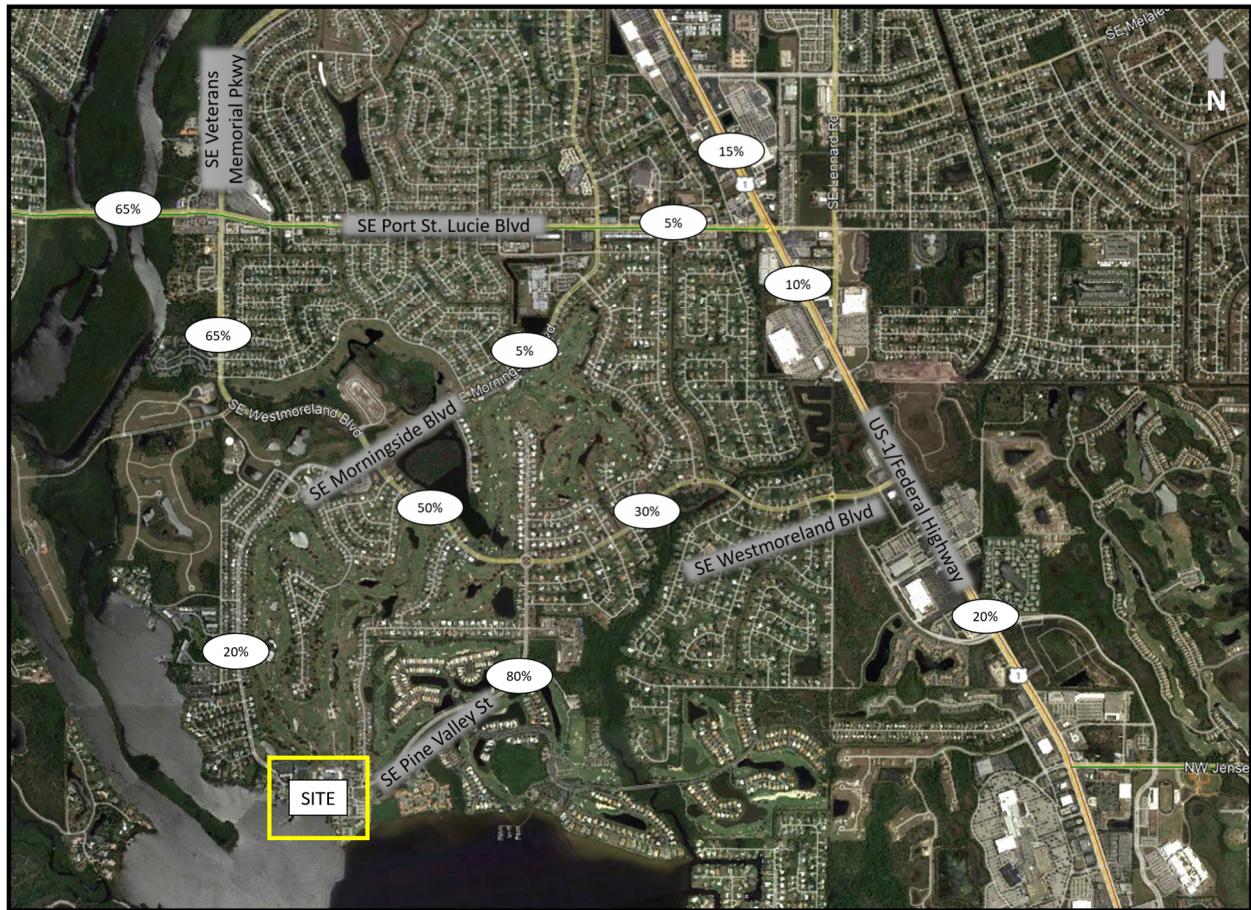


Figure 1 – Trip Assignment

Link Analysis

For a conservative analysis, the study area included all major roadways within three (3) miles of the site. The 3-mile study area is shown below in Figure 2.

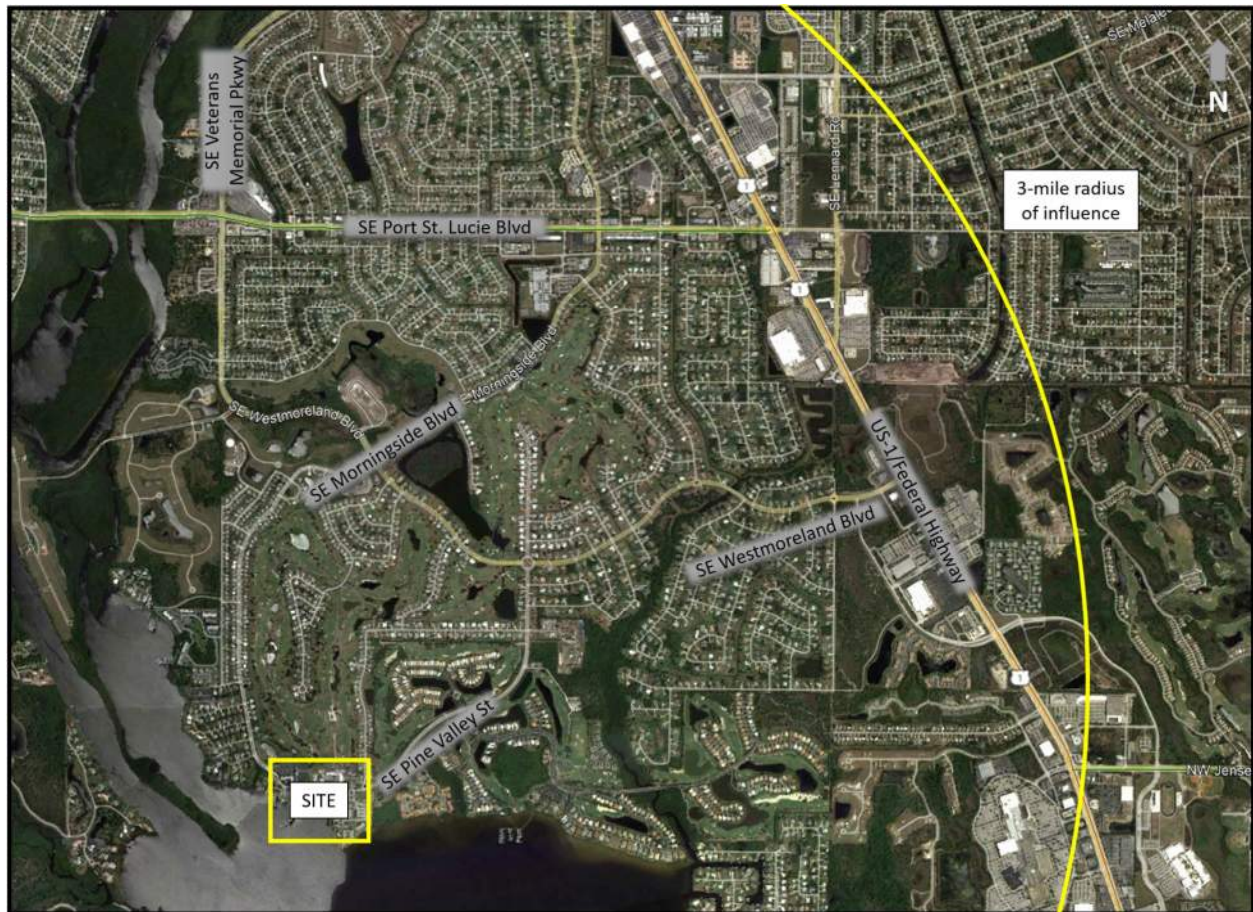


Figure 2 – Study Area (3 Miles)

The project impact to each of the surrounding roadways are shown in Tables 8 and 9 (in Appendix C) which calculate the project trips relative to the Level of Service (LOS) D service volume threshold. The LOS D thresholds were based on the 2024 FDOT Q/LOS tables (in Appendix D) and the roadway classifications were determined from the FDOT Preliminary Context Classification GIS map. As shown in Tables 8 and 9, the surrounding roadways will have less than 5.0% project trip impact and therefore meet the Level of Service requirements.

4.0 TRAFFIC OPERATIONAL MANAGEMENT

The main point of entry for school access will be relocated from its current SE Pine Valley Road location to SE Morningside Boulevard; however, drivers will be able to use the SE Pine Valley Street entrance as needed. Over 50% of the school student population are boarding students and do not own vehicles. An additional number of students live in nearby residences and walk and bike to school. The remaining students are dropped off in the morning and picked up in the afternoon. The school does not have a traditional school queue line due to the low number of students being dropped off and picked up on a daily basis. See the Traffic Operational Management Plan in Appendix E. Parents will briefly park to allow their students to exit/enter the vehicle. Once the student has safely exited/entered the vehicle, parents will depart the parking lot. School faculty also utilizes this same parking lot. School events are to be coordinated with the resort to minimize peak impact and to ensure adequate parking is available for the resort guests and the school events. Buses are not typically used for the school. When buses are used to bus in opposing sport teams, the bus drivers will use parking spaces to be designated for bus staging along the new drive aisle. Resort traffic may not go through campus and will be redirected to go around.

Resort guests will primarily access the resort from the front entrance on SE Pine Valley Street and park in the check-in lot. After checking in, the guests will be directed to the guest lot to the south.

The previous approval included 670 parking spaces, which included 393 paved spaces and a 277 space deficit where in the event of need, additional parking would be provided on-site via valet parking by utilizing undeveloped areas designated as “future event parking”.

There are 706 total parking spaces proposed, which includes 438 paved parking spaces and grassy overflow lots for the remaining 268 spaces. The overflow lots will be used for event/valet parking. Additionally, 12 paved golf cart spaces are also proposed.

Resort restaurants are open only to resort guests and are ancillary to the resort use. For special events at the resort, valet service will be utilized to efficiently park the guest/visitor vehicles in overflow lots. For larger resort events such as weddings, conventions, or corporate events, the resort would implement parking control methods with the security team and designate parking areas temporarily as needed as part of event planning.

The largest outdoor space at the resort can hold 350-400 maximum wedding guests, whose vehicles can be accommodated in the proposed parking spaces. The guests/visitors would be accessing the resort from SE Pine Valley Road (on the east side) and would be able to valet their vehicle or be dropped off by a rideshare vehicle. If a school sporting event occurs at the same time, the school access would be via SE Morningside Boulevard (on the west side). The parking is expected to be contained on site and not overflow onto the neighboring streets.

5.0 CONCLUSION

The proposed modifications to RPS Academy are anticipated to result in a negligible traffic impact, as documented in this traffic study. Previous traffic studies for RPS Academy, prepared by Simmons & White and dated June 6, 2025, and October 30, 2024, were completed for traffic concurrency purposes. This traffic study evaluated traffic for the overall existing/vested Planned Unit Development (PUD), which included a 335-room resort hotel, 100-slip marina, and 150-student boarding school. Proposed site development on the parcels will add tennis courts, volleyball courts, pickleball courts, soccer fields, and a golf course as ancillary outdoor uses for the school. The ancillary school additions are proposed to better support the existing uses on site. The existing resort hotel, marina, and school are vested and there is no proposed increase in the number of students, marina slips, or resort hotel rooms. Thus, there are zero net new trips for the existing/vested uses. Therefore, the roadway traffic analysis documented within this report is provided for informational purposes.

Finally, this traffic study addresses parking supply and operational management for the overall site. The property owner will appropriately coordinate events and site operations to ensure adequate internal circulation and on-site parking, thereby minimizing potential impacts to adjacent roadways.

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

11/06/25
Revised 11/25/25
Revised 01/06/26

EXISTING/VESTED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips	Internalization		External Trips (Driveway Trips)	Pass-by		Net Trips
					In	Out		%	Total		%	Trips	
Resort Hotel ^a	330	335	Rooms	2.67			894		0	894	0%	0	894
Marina ^b		100	Slips	0.60			60		0	60	0%	0	60
Boarding School ^c		150	Students	0.51			76		0	76	0%	0	76
Grand Totals:							1,030	0.0%	0	1,030	0%	0	1,030

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In Out		Gross Trips In Out Total			Internalization % In Out Total				External Trips (Driveway Trips)			Pass-by % Trips		Net Trips		
														In	Out	Total			In	Out	Total
Resort Hotel ^a	330	335	Rooms	0.33	0.70	0.30	78	33	111	0.0%	0	0	0	78	33	111	0%	0	78	33	111
Marina ^b		100	Slips	0.09	0.89	0.11	8	1	9	0.0%	0	0	0	8	1	9	0%	0	8	1	9
Boarding School ^c		150	Students	0.14	0.62	0.38	13	8	21	0.0%	0	0	0	13	8	21	0%	0	13	8	21
			Grand Totals:				99	42	141	0.0%	0	0	0	99	42	141	0%	0	99	42	141

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips		
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Resort Hotel ^a	330	335	Rooms	0.39	0.43	0.57	56	75	131	0.0%	0	0	0	56	75	131	0%	0	56	75	131
Marina ^b		100	Slips	0.06	0.33	0.67	2	4	6	0.0%	0	0	0	2	4	6	0%	0	2	4	6
Boarding School ^c		150	Students	0.11	0.41	0.59	7	10	17	0.0%	0	0	0	7	10	17	0%	0	7	10	17
			Grand Totals:				65	89	154	0.0%	0	0	0	65	89	154	0%	0	65	89	154

Notes:

- a) Based on the ITE Trip Generation Manual (12th edition).
b) The marina volumes are based on the in-field counts taken October 4-11, 2025. Daily trip generation based on Daily (28.82) to PM peak (2.89) ratio for Land Use 495 Recreational Community Center.
c) The boarding school volumes are based on the in-field counts taken October 4-11, 2025. Daily trip generation based on Daily (2.17) to AM peak (0.6) ratio for Land Use 534 Private High School.

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

11/06/25
Revised 11/25/25

PROPOSED DEVELOPMENT

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips	Internalization		External Trips (Driveway Trips)	Pass-by		Net Trips
					In	Out		%	Total		%	Trips	
Resort Hotel ^a	330	335	Rooms	2.67			894		0	894	0%	0	894
Marina ^b		100	Slips	0.60			60		0	60	0%	0	60
Boarding School ^c		150	Students	0.51			76		0	76	0%	0	76
Grand Totals:							1,030	0.0%	0	1,030	0%	0	1,030

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In Out		Gross Trips In Out Total			Internalization % In Out Total				External Trips (Driveway Trips) In Out Total			Pass-by % Trips		Net Trips In Out Total		
Resort Hotel ^a	330	335	Rooms	0.33	0.70	0.30	78	33	111	0.0%	0	0	0	78	33	111	0%	0	78	33	111
Marina ^b		100	Slips	0.09	0.89	0.11	8	1	9	0.0%	0	0	0	8	1	9	0%	0	8	1	9
Boarding School ^c		150	Students	0.14	0.62	0.38	13	8	21	0.0%	0	0	0	13	8	21	0%	0	13	8	21
Grand Totals:							99	42	141	0.0%	0	0	0	99	42	141	0%	0	99	42	141

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In Out		Gross Trips In Out Total			Internalization % In Out Total				External Trips (Driveway Trips) In Out Total			Pass-by % Trips		Net Trips In Out Total		
Resort Hotel ^a	330	335	Rooms	0.39	0.43	0.57	56	75	131	0.0%	0	0	0	56	75	131	0%	0	56	75	131
Marina ^b		100	Slips	0.06	0.33	0.67	2	4	6	0.0%	0	0	0	2	4	6	0%	0	2	4	6
Boarding School ^c		150	Students	0.11	0.41	0.59	7	10	17	0.0%	0	0	0	7	10	17	0%	0	7	10	17
Grand Totals:							65	89	154	0.0%	0	0	0	65	89	154	0%	0	65	89	154

Notes:

- a) Based on the ITE Trip Generation Manual (12th edition).
- b) The marina volumes are based on the in-field counts taken October 4-11, 2025. Daily trip generation based on Daily (28.82) to PM peak (2.89) ratio for Land Use 495 Recreational Community Center.
- c) The boarding school volumes are based on the in-field counts taken October 4-11, 2025. Daily trip generation based on Daily (2.17) to AM peak (0.6) ratio for Land Use 534 Private High School.

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

11/06/25
Revised 11/25/25
Revised 01/06/26

TABLE 7
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	1,030	141	99	42	154	65	89
PROPOSED DEVELOPMENT =	1,030	141	99	42	154	65	89
INCREASE =	0	0	0	0	0	0	0



APPENDIX A

FIELD COUNTS

10/04/2025

Time	RPS			Marina		
	In	Out	Total	In	Out	Total
7am-8am			0		1	1
8am-9am			0	3	2	5
9am-10am			0	2	1	3
3pm-4pm			0	2	1	3
4pm-5pm			0	3	1	4
5pm-6pm			0			0

10/05/2025

Time	RPS			Marina		
	In	Out	Total	In	Out	Total
7am-8am	3		3	1		1
8am-9am	1	2	3	3		3
9am-10am	1	1	2			0
3pm-4pm	1	1	2	3	1	4
4pm-5pm	1		1		1	1
5pm-6pm			0			0

10/06/2025

Time	RPS			Marina		
	In	Out	Total	In	Out	Total
7am-8am	12	5	17	1		1
8am-9am	9	2	11	5	1	6
9am-10am	7	1	8	1	2	3
3pm-4pm	4	7	11	1	1	2
4pm-5pm	1	8	9	2	3	5
5pm-6pm	3	4	7	2	3	5

10/07/2025

Time	RPS			Marina		
	In	Out	Total	In	Out	Total
7am-8am	15	1	16	8	1	9
8am-9am	10	6	16	4	4	8
9am-10am	10	6	16	3		3
3pm-4pm	7	10	17	2	2	4
4pm-5pm	1	5	6	2	2	4
5pm-6pm		1	1	2	4	6

10/08/2025

Time	RPS			Marina		
	In	Out	Total	In	Out	Total
7am-8am	10		10	9		9
8am-9am	11		11	2		2
9am-10am	5		5	3		3
3pm-4pm		1	1	1		1
4pm-5pm		4	4	2		2
5pm-6pm		6	6	3		3

10/09/2025

Time	RPS			Marina		
	In	Out	Total	In	Out	Total
7am-8am	13	3	16	5		5
8am-9am	6	3	9	4	2	6
9am-10am	12	4	16	3	3	6
3pm-4pm	2		2	3		3
4pm-5pm	2		2	3		3
5pm-6pm			0	3		3

10/10/2025

Time	RPS			Marina		
	In	Out	Total	In	Out	Total
7am-8am	13	8	21	6		6
8am-9am	10	6	16	2	1	3
9am-10am	10	7	17	1		1
3pm-4pm	3		3	2		2
4pm-5pm	3	1	4	1		1
5pm-6pm	8	1	9	3		3

10/11/2025

Time	RPS			Marina		
	In	Out	Total	In	Out	Total
7am-8am	12		12	4		4
8am-9am	4	3	7	2		2
9am-10am	5		5	6	1	7
3pm-4pm	2		2	2		2
4pm-5pm	3	1	4	1		1
5pm-6pm	2		2			0

Calendar 2025-2026

RPS Academies 2025-2026 School Calendar

August 4 - 8 Teacher Pre-Planning
August 11, First Day of School
August 11: Quarter 1 begins

AUGUST 2025						
S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JANUARY 2026						
S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

January 1-2: Winter break continued
January 5, Teacher Planning Day-No Students
January 6, Students return
January 6: Quarter 3 begins
January 19, MLK Holiday
January 28-29: Testing

September 1 Labor Day Holiday
Sept. 10-11: Testing

SEPTEMBER 2025						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

FEBRUARY 2026						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

February 16, President's Day Holiday
February 25: Teacher planning day-No Students

October 10: Quarter 1 ends
October 13: Quarter 2 begins
October 13: Teacher Planning Day-No Students

OCTOBER 2025						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

MARCH 2026						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

March 16 - 20, Spring Break
March 13: Quarter 3 ends
March 23: Quarter 4 begins
March 23: Teacher Planning Day- No Students

November 11, Veterans Day Holiday
November 24 - 28 Thanksgiving Break

NOVEMBER 2025						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

APRIL 2026						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

April 3, Holiday
April 15-16: Testing
April 10: Prom
April 30: Grad Bash

December 12 - 18 Midterm Exams
December 22 - January 2 Winter Break
December 19: Quarter 2 Ends

DECEMBER 2025						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

MAY 2026						
S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

May 7: 8th Grade Moving Up Ceremony
May 15 - 22 Final Exams
May 25, Memorial Day Holiday
May 29, Graduation- Last Day of School
May 28: Quarter 4 ends

June 1 - 5: Post planning for Teachers.
June 5: Last day for the teachers

Teacher PL/Workday
Holiday
Students return



APPENDIX B

ITE TRIP GENERATION RATES

Land Use: 330

Resort Hotel

Description

A resort hotel is similar to a hotel (Land Use 310) in that it provides overnight accommodation, full-service restaurants, cocktail lounges, retail shops, and guest services, such as concierge and valet service. The primary difference is that a resort hotel caters to the tourist and vacation industry, often providing a wide variety of recreational facilities/programs (e.g., golf courses, tennis courts, beach access, or other amenities) rather than convention and meeting business.

Additional Data

It is recognized that some resort hotels cater to convention business as well as the tourist and vacation industry. A resort hotel with convention facilities is likely to have a different level and pattern of trip generation than is presented in the data plots.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

The sites were surveyed in the 1990s and the 2020s in California and Florida.

Source Numbers

436, 1204

Resort Hotel (330)

Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Rooms: 404

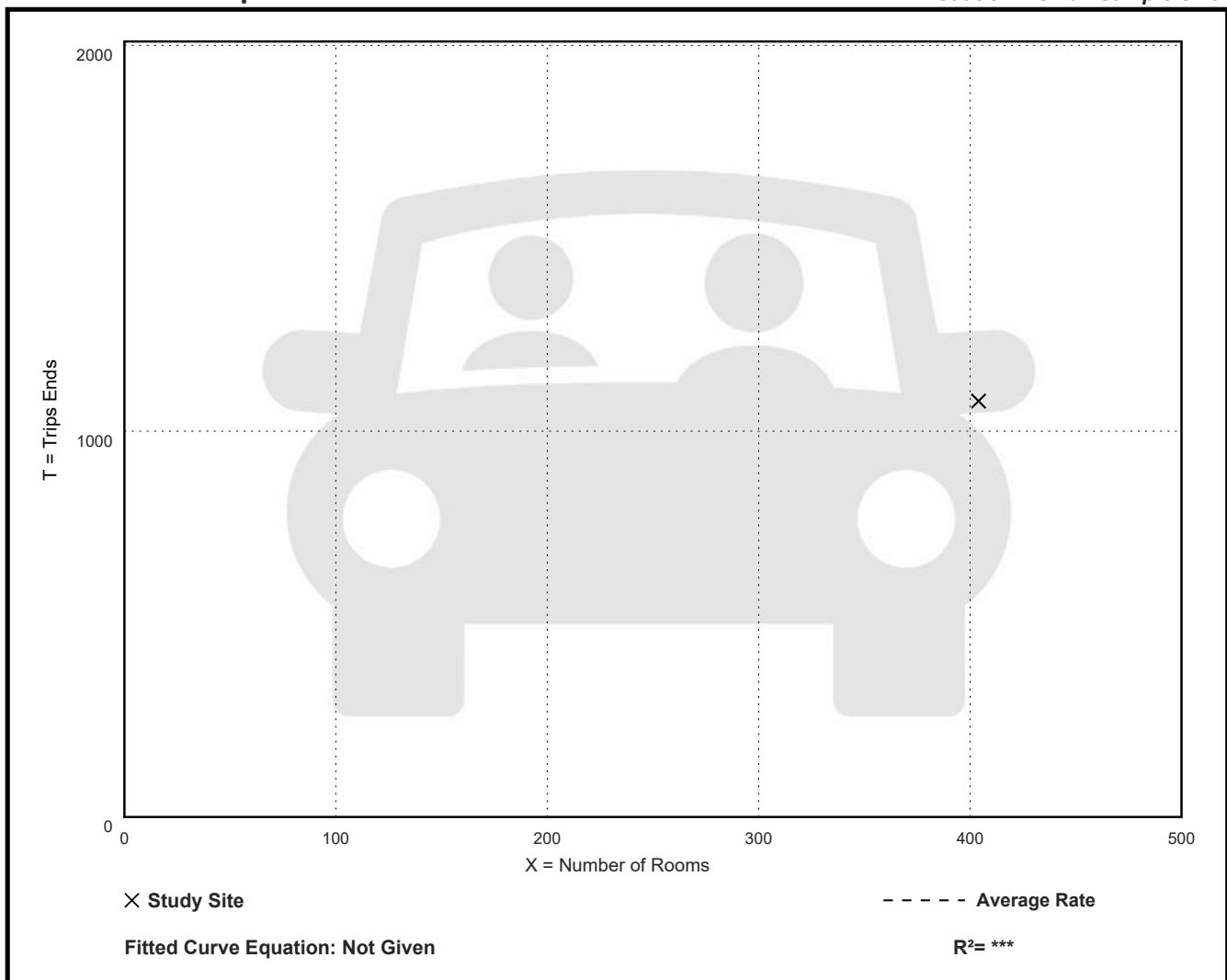
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
2.67	2.67 - 2.67	***

Data Plot and Equation

Caution – Small Sample Size



Resort Hotel (330)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

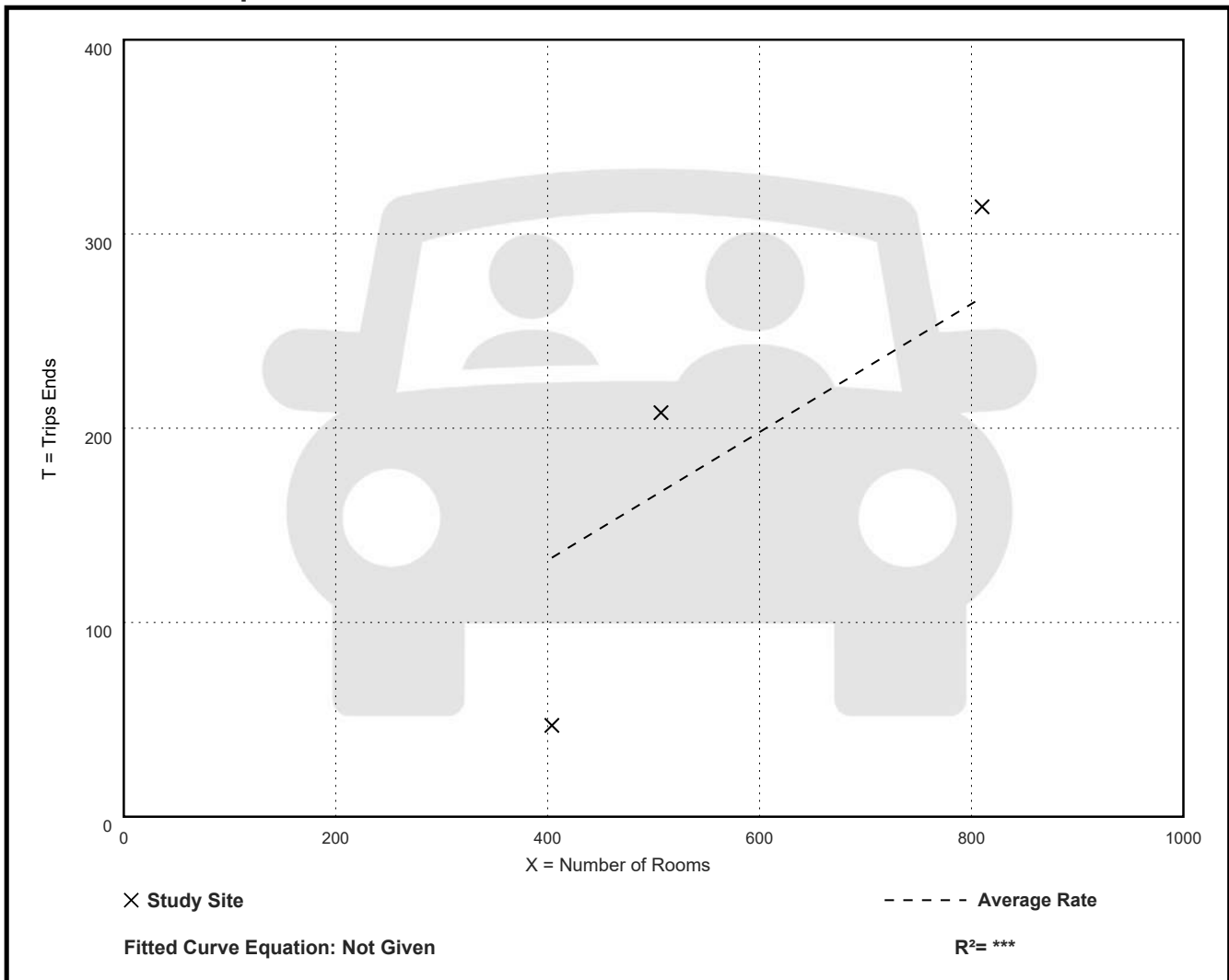
Avg. Num. of Rooms: 574

Directional Distribution: 70% entering, 30% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.33	0.12 - 0.41	0.15

Data Plot and Equation



Resort Hotel (330)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

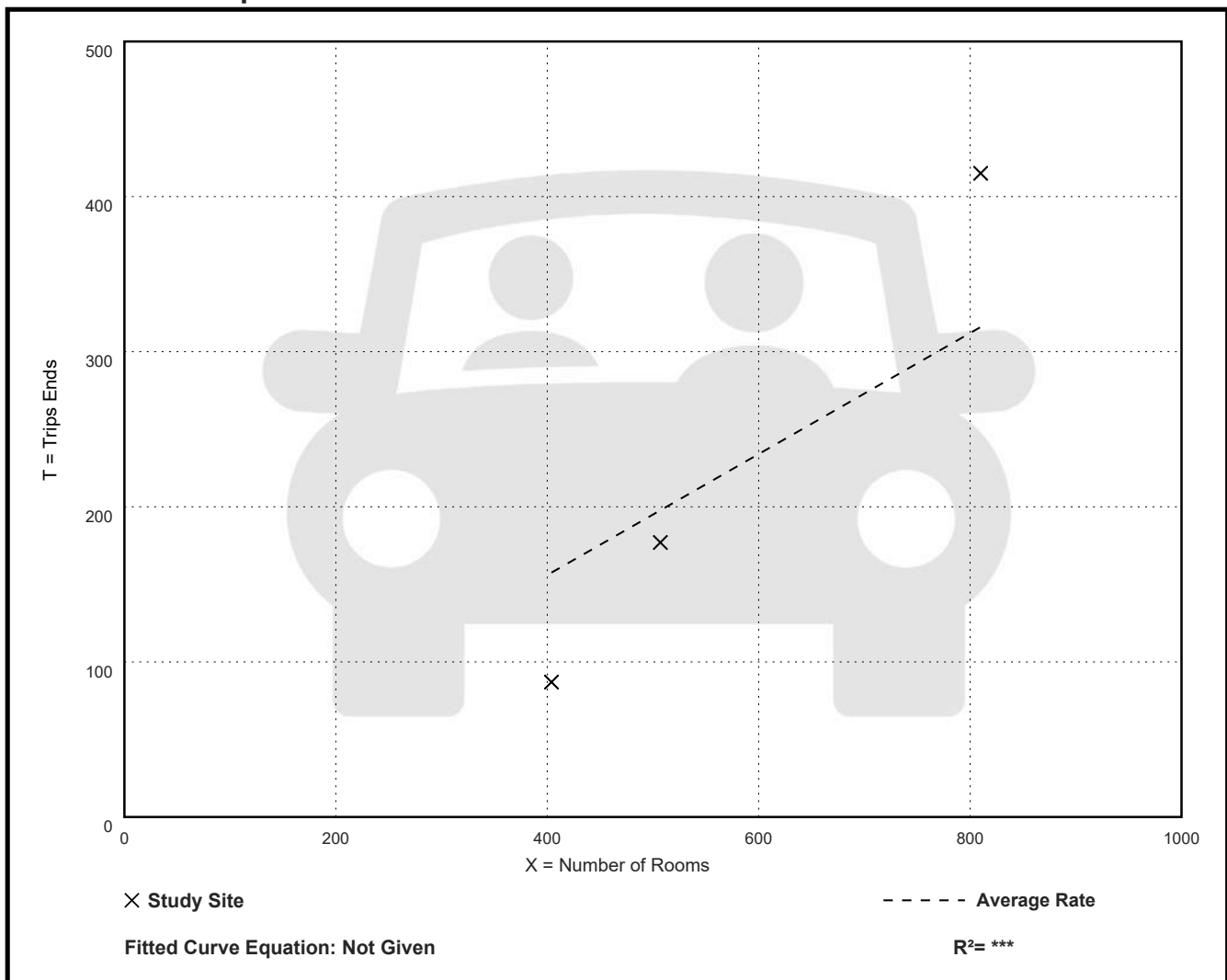
Avg. Num. of Rooms: 574

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.39	0.22 - 0.51	0.15

Data Plot and Equation





APPENDIX C

ROADWAY SEGMENT ANALYSIS

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

11/06/25
Revised 11/25/25
Revised 12/15/25
Revised 01/06/26

TABLE 8
PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TOTAL AM PEAK HOUR PROJECT TRIPS (IN) = 0
TOTAL AM PEAK HOUR PROJECT TRIPS (OUT) = 0

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PEAK HOUR		EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT TRIPS	TRIPS					
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	65%	0		6D	C4	2810	0.00%	NO
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	0%	0		6D	C3R	2730	0.00%	NO
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US 1	5%	0		6D	C3R	2730	0.00%	NO
US 1	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	15%	0		6D	C3C	2680	0.00%	NO
US 1	SE PORT ST. LUCIE BLVD	LENNARD ROAD	10%	0		6D	C3C	2680	0.00%	NO
US 1	LENNARD ROAD	MARTIN COUNTY LINE	20%	0		6D	C3C	2680	0.00%	NO
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	20%	0		2	C3R	1110	0.00%	NO
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	5%	0		2	C3R	1110	0.00%	NO
WESTMORELAND BOULEVARD	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	65%	0		2	C3R	1110	0.00%	NO
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	50%	0		2	C3R	1110	0.00%	NO
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US 1	30%	0		2	C3R	1110	0.00%	NO

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

11/06/25
Revised 11/25/25
Revised 12/15/25
Revised 01/06/26

TABLE 9
PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TOTAL PM PEAK HOUR PROJECT TRIPS (IN) = 0
TOTAL PM PEAK HOUR PROJECT TRIPS (OUT) = 0

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PEAK HOUR		EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT TRIPS	TRIPS					
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	65%	0	0	6D	C4	2810	0.00%	NO
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	0%	0	0	6D	C3R	2730	0.00%	NO
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US 1	5%	0	0	6D	C3R	2730	0.00%	NO
US 1	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	15%	0	0	6D	C3C	2680	0.00%	NO
US 1	SE PORT ST. LUCIE BLVD	LENNARD ROAD	10%	0	0	6D	C3C	2680	0.00%	NO
US 1	LENNARD ROAD	MARTIN COUNTY LINE	20%	0	0	6D	C3C	2680	0.00%	NO
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	20%	0	0	2	C3R	1110	0.00%	NO
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	5%	0	0	2	C3R	1110	0.00%	NO
WESTMORELAND BOULEVARD	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	65%	0	0	2	C3R	1110	0.00%	NO
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	50%	0	0	2	C3R	1110	0.00%	NO
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US 1	30%	0	0	2	C3R	1110	0.00%	NO



APPENDIX D

2024 FDOT Q/LOS TABLES

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

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	**



(C3C-Suburban Commercial)



(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	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

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.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

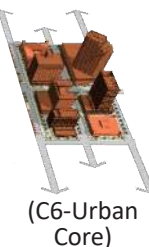


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

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.

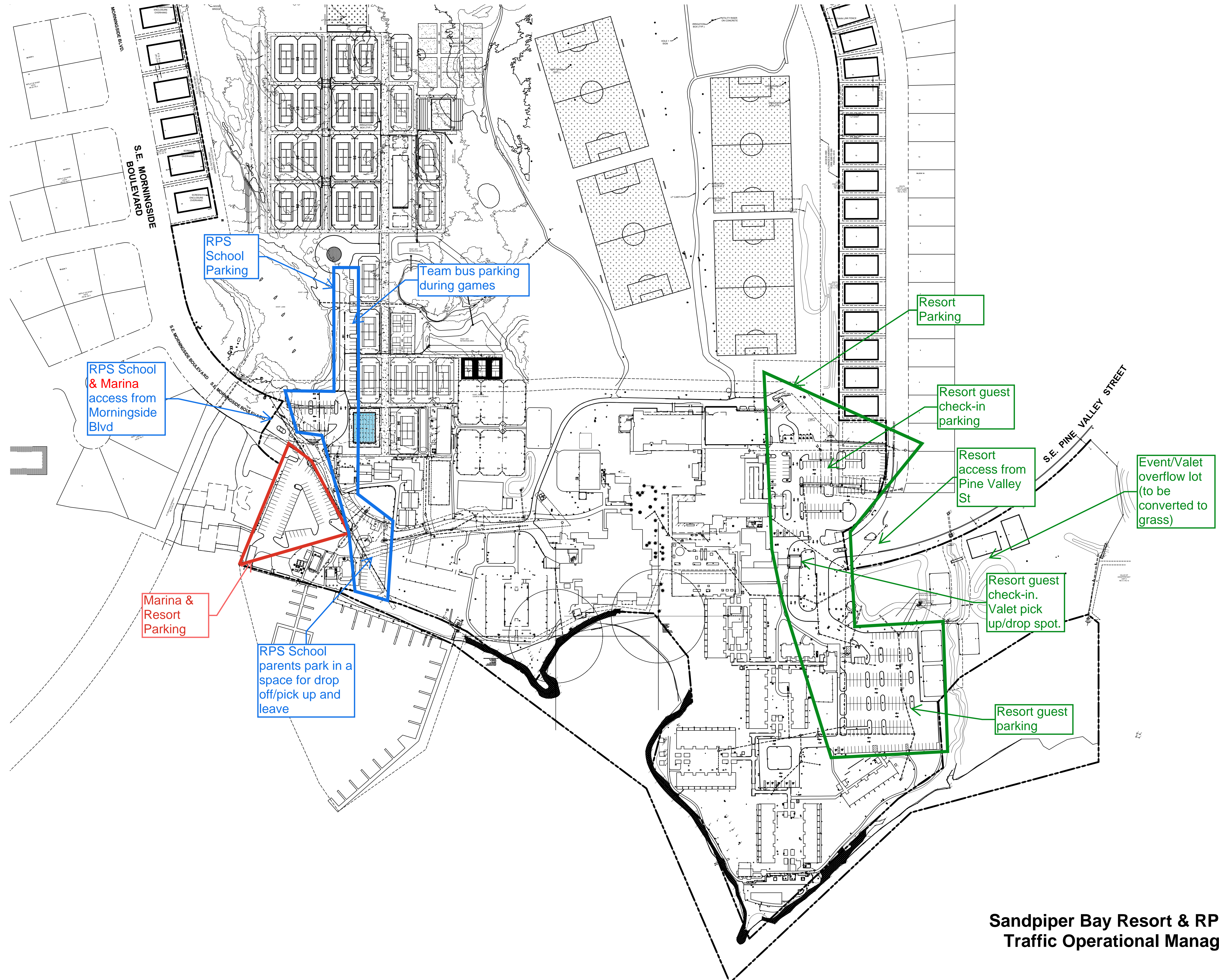
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

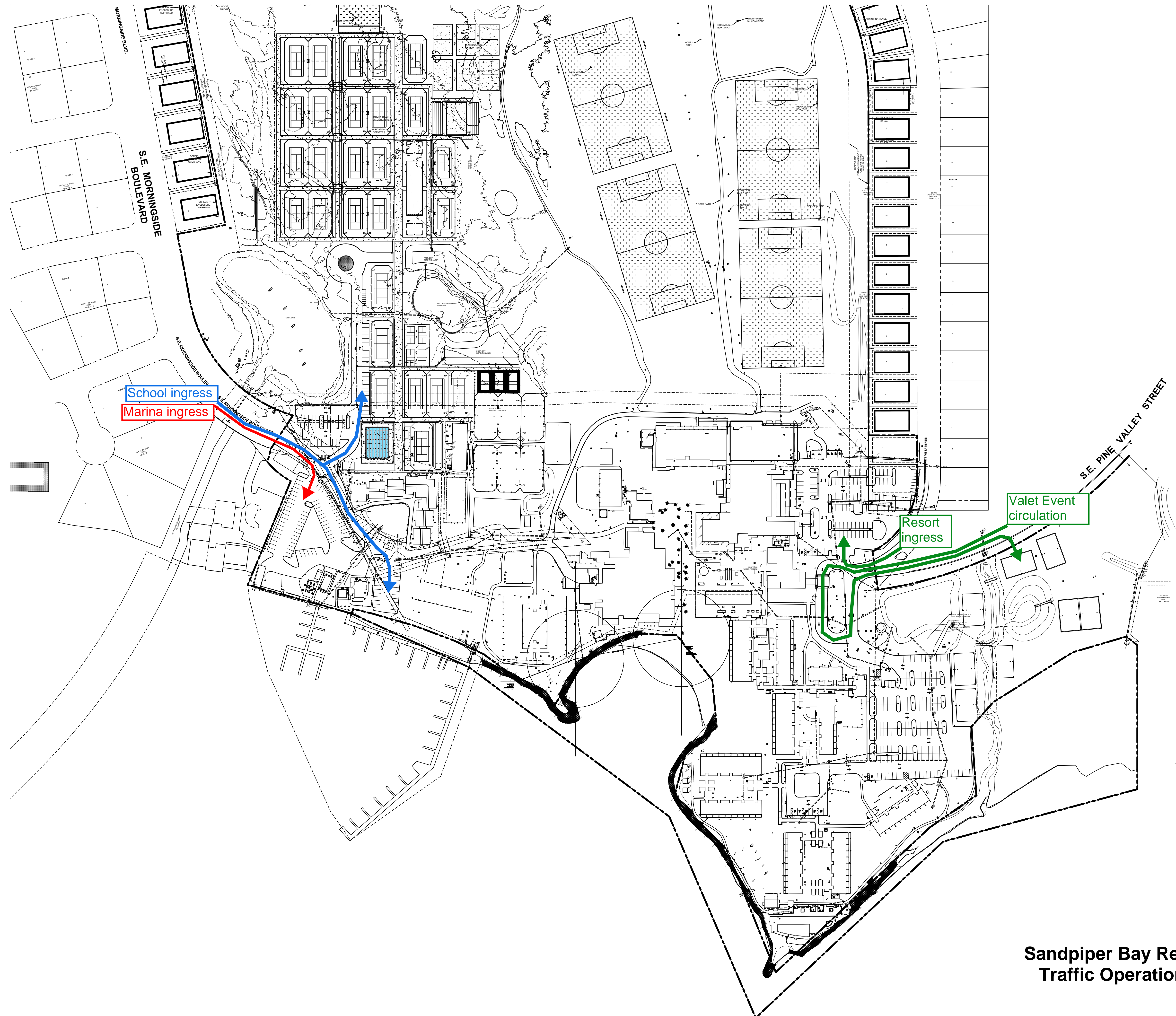


APPENDIX E

SITE ACCESS



Sandpiper Bay Resort & RPS Academy
Traffic Operational Management Plan
 Sheet 1 of 2



Sandpiper Bay Resort & RPS Academy
Traffic Operational Management Plan
Sheet 2 of 2