City of Port St.Lucie

121 SW Port St. Lucie Blvd.
Port St. Lucie, Florida 34984

"A City for All Ages"

Meeting Agenda

Tuesday, June 6, 2023

6:00 PM

Council Chambers, City Hall

Planning and Zoning Board

Deborah Beutel, Chair, Term 2 Expires 6/21/25
Alfreda Wooten, Vice Chair, Term 2 Expires 5/28/27
Carol Taylor-Moore, Secretary, Term 1 Expires 9/27/25
Peter Previte, At-Large, Term 1 Expires 7/12/25
Joseph Piechocki, At-Large, Term 1 Expires 7/12/25
Roberta Briney, At-Large, Term 1 Expires 7/12/25
Eric Reikenis, At-Large, Term 1 Expires 11/1/26
Melody Creese, Alternate, Term 1 Expires 11/1/26
Peter Louis Spatara, Alternate, Term 1 Expires 5/8/2027

Please visit www.cityofpsl.com/tv for new public comment options.

1. Meeting Called to Order

2. Roll Call

3. Determination of a Quorum

4. Pledge of Allegiance

5. Appointments

5.a Board Member Swearing in: Peter L. Spatara as Alternate Member and Reappointment of Alfreda Wooten as a Regular Member — **2023-499**

6. Approval of Minutes

6.a Approval of Minutes - May 2, 2023 — **2023-484**

7. Consent Agenda

8. Public Hearings - Non Quasi-Judicial

8.a P21-128 Wilson Groves - Large Scale Comprehensive Plan — **2023-327**

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

Legal Description: The property is legally described as a portion of the Alan Wilson Grove plat and portions of Sections 30 and 31 Township 37 South, Range 39 East. A full legal description is available in the Planning and Zoning Department.

This is a request for a Large Scale Comprehensive Plan Text Amendment to amend Figure 1-6 of the Future Land Use Element.

8.b P22-336 Lulfs Grove - Comprehensive Plan Amendment - Large Scale **2023-232**

Location: The property is generally located on the west side of Glades Cut Off Road, east of the C-24 Canal and south of Midway Road.
Legal Description: A portion of Sections 20 & 21, Township 36 South, Range 39 East.
This is a request to change the Future Land Use of 90 acres of Commercial Service/Light Industrial/Heavy Industrial (CS/LI/HI), 311.50 acres of Commercial Service/Light Industrial/Residential, Office and Institutional (CS/LI/ROI) and 63 acres of Commercial General/Residential, Office and Institutional (CG/ROI) to 389.24 acres of Low Density Residential (RL), 29.70 of Medium Density Residential (RM), and 11.56 acres of Recreation Open Space (OSR) for the Lulfs Groves property.

8.c P23-059 City of Port St. Lucie - Text Amendment to Chapter 155: Sign Code **2023-398**

A City initiated text amendment to Chapter 155, Sign Code to add public (City) electric message monument signs and updates for clarification of the existing code.

9. Public Hearing - Quasi-Judicial

9.a P21-127 Wilson Groves DRI - Map Amendment **2023-328**

Location: The property is generally located north of the C-23 Canal and east of Range Line Road. It is bounded to the north and east by the Riverland Kennedy DRI.
Legal description: The property is legally described as a portion of the Alan Wilson Grove plat and portions of Sections 30 and 31 Township 37 South, Range 39 East. A full legal description is available in the Planning and Zoning Department.
This is a request to amend the Wilson Groves DRI development order by amending Map H, the DRI master development plan.

9.b P22-155 Gatlin Boulevard Car Wash - Special Exception Use **2023-241**

Location: 1837 SW Gatlin Boulevard, at the northwest corner of Gatlin Boulevard and SW Import Drive.
Legal Description: Lot 9, Lot 10 and Tract P of Block 1702, Port St. Lucie Section 31
The request is for approval of a Special Exception Use (SEU) to allow a car wash in the General Commercial (CG) zoning district per Section 158.124(C)(4) of the Code of Ordinances.

9.c P22-197 Freese, James - Variance **2023-488**

Location: 2732 SW Casella Street
Legal Description: Port St. Lucie Section 31, Block 1706, Lot 12
This is a request to grant a variance to the requirements of Appendix B, Land Use Conversion Manual of the City's Zoning Code to isolate one (1) lot.

9.d P22-349 Prima Vista Shops - Planned Unit Development (PUD) Amendment No. 2 **2023-492**

Location: The property is located on the north side of NW Prima Vista Boulevard, east of NW Friar Street
Legal Description: Plat of Prima Vista Commercial Center Plat No. 2, Lot 3
This is a request to amend the PUD (Planned Unit Development) document and conceptual plan for the Prima Vista Shops PUD.

9.e P23-038 Tommy C. Creel - Custom Welding Diversified, Inc. - Variance **2023-324**

Location: 1983 SW Biltmore St.
Legal Description: Port St Lucie Section 13, Block 628 S, ½ Lot 14 and all lots 15 and 16.
This is a request for a variance of 4 feet to allow a 6-foot setback from the side property line for a proposed concrete slab used for open storage.

9.f P23-081 SLW Total Wine & More (Town Center) - Variance **2023-465**

Location: The Property is located on the northeast corner of St. Lucie West and Peacock Boulevards.
Legal Description: Lot 1-3, Block 3, Parcel 28, St. Lucie West Plat Number 1, Prima Vista Boulevard, Plat Book 26, Page 8
A request to grant a variance to Section 110.02 - Alcoholic Beverage Code that states no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within one thousand five hundred (1,500) feet of a school or religious institution. This application is for a variance of four hundred and fifty-eight point thirteen (458.13) feet to allow a separation distance of one thousand forty-one point eighty-seven (1,041.87) feet from a school or religious institution. This variance will allow a Total Wine and More retail store acquire the proper state license for the sale of packaged liquor

10. New Business

11. Old Business

12. Public to be Heard

13. Adjourn

Notice: No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, any person who may seek to appeal a decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at said meeting upon which any appeal is to be based.

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

As a courtesy to the people recording the meeting, please put your cell phone on silent.

"A City for All Ages"

Agenda Summary

2023-499

Agenda Date: 6/6/2023 **Agenda Item No.:** 5.a

Placement: New Business

Action Requested: Motion / Vote

Board Member Swearing in: Peter L. Spatara as Alternate Member and Reappointment of Alfreda Wooten as a Regular Member

Submitted By: Mary Savage Dunham, Planning and Zoning Department

Executive Summary: This is the swearing in of newly appointed alternate member and reappointment a regular member.

Presentation Information: N/A

Staff Recommendation: Move that the Board allow the new members to be sworn in at the start of the meeting.

Background: On May 8, 2023 The City Council voted to appoint Peter Spatara as an alternate member of the Planning and Zoning Board, and to reappoint Alfreda Wooten as an regular member of the Planning and Zoning Board. Before they can serve they need to be sworn in.

Issues/Analysis: n/a

Special Consideration: n/a

Location of Project: n/a

Attachments:

1. Peter Spatara application materials.
2. Alrfreda Wooten application materials.

Application Form

Profile

Peter (First Name) | Louis (Middle Initial) | Spatara (Last Name)

1721 SE Mansfield Street
Home Address

Port Saint Lucie (City) | FL (State) | 34952 (Postal Code)

ssrfather@bellsouth.net
Email Address

What district do you live in? http://www.cityofpsl.com/districts *

- [x] District 4

Mobile: (561) 713-5817 (Primary Phone) | (Alternate Phone)

Retired?

- (•) Yes ( ) No

N/A (Employer) | N/A (Job Title) | N/A (Occupation)

Which Boards would you like to apply for?

Planning & Zoning Board: Submitted

Were you nominated or recommended to apply by the Mayor or a Councilmember?

- ( ) Yes (•) No

Please Agree with the Following Statement

I have read and guarantee that I meet all the requirements for board service.

- [x] I Agree

Interests & Experiences

Why are you interested in serving on a board or committee?

To better the City that I live in.

Why do you think you are qualified to serve on this board or committee?

I retired from the City of West Palm Beach as Director of Public Works and believe I can contribute to the solving of problems the sanitation department is experiencing.

Brief description of Education & Experience

I worked for the City for 30 years and was in charge of several departments and $124,000,000 budget. The departments I was in charge of were Sanitation, Street Lighting, Storm Water, Traffic, Street Maintenance, and the Mowing Team. I started as a garbage man and came up through the ranks.

Resume_Peter_Spatara.docx
Upload a Resume

Demographics

Ethnicity

☑ Caucasian/Non-Hispanic

Gender

☑ Male

08/26/1945
Date of Birth

Do you now serve on any City Board, Committee or other Governmental Board or Committee? (NOTE: You cannot serve on more than one Board or Committee within the City of Port St. Lucie during the same time period.)

○ Yes ◉ No

If Yes, please list:

County Code Board

Are you a registered voter?

◉ Yes ○ No

How long have you been a City resident?

11 years

Have you attended the City University classes?

○ Yes ◉ No

Are you a United States Citizen?

◉ Yes ○ No

Are you presently employed by the City of Port St. Lucie?

○ Yes ◉ No

Are you a current or former law enforcement officer, other employee* or the spouse or child of one who is exempt from public records disclosure under FS 119.07?

○ Yes ◉ No

Have you ever been convicted of a crime, pled guilty or no contest to a criminal charge, or entered into an agreement setting forth the terms leading to the reduction or dismissal of the charges?

○ Yes ◉ No

Please Agree with the Following Statement

I agree that all of my answers are truthful and accurate to the best of my ability. I understand that if I have falsified any information my application will be withdrawn and I will not be considered for appointment.

☑ I Agree

Peter L. Spatara

1721 S.E. Mansfield Street
Port Saint Lucie, FL 34952
Email: ssrfather@bellsouth.net
Cell Phone: 561-713-5817

OBJECTIVE | To assist in bettering the city in which I live

SKILLS & ABILITIES | I retired after working 30 years for the City of West Palm Beach. I oversaw several departments and $124,000,000 budget. The departments that reported to me were Sanitation, Storm Water, Street Lighting. Traffic, Street Maintenance, and the Mowing Team. I started at the city as a garbage man and came up through the ranks.

EXPERIENCE |

DIRECTOR OF PUBLIC WORKS
CITY OF WEST PALM BEACH
2004 – 2007

ASSISTANT DIRECTOR OF PUBLIC WORKS
CITY OF WEST PALM BEACH
2002 – 2004

SUPERINTENDANT OF SANITATION
CITY OF WEST PALM BEACH
1992 – 2002

***From 1997 through 2007, I was a member of the Municipal Waste Management Association which is a division of the U.S. Council of Mayors. Its purpose is to inform the mayors of ways to better service their cities. In addition, I served as president for one year.**

Total years with the City of West Palm Beach: 30 years from 1977 - 2007

ACHIEVEMENTS | I was instrumental in developing the automated garbage pickup for the City of West Palm Beach. Cut down overtime in all departments reporting to me by using updated tools and developing procedures.

CURRENT | Currently serving as a volunteer on the Code Board for Saint Lucie County

Application Form

Profile

Alfreda
First Name

Wooten
Last Name

5495 NW Evanston Avenue
Home Address

Port St Lucie
City

FL
State

34983
Postal Code

fplretireetreasurecoast@gmail.com
Email Address

What district do you live in? http://www.cityofpsl.com/districts *

- [x] District 4

Retired?

- (•) Yes
- ( ) No

n/a
Employer

n/a
Job Title

n/a
Occupation

Which Boards would you like to apply for?

Planning & Zoning Board: Submitted

Were you nominated or recommended to apply by the Mayor or a Councilmember?

- ( ) Yes
- (•) No

Please Agree with the Following Statement

I have read and guarantee that I meet all the requirements for board service.

- [x] I Agree

Interests & Experiences

Why are you interested in serving on a board or committee?

Current Board Member

Why do you think you are qualified to serve on this board or committee?

Already serving on the Board.

Brief description of Education & Experience

Resume attached

Wooten_Alfreda_Resume_2022.doc
Upload a Resume

Demographics

Do you now serve on any City Board, Committee or other Governmental Board or Committee? (NOTE: You cannot serve on more than one Board or Committee within the City of Port St. Lucie during the same time period.)

◉ Yes ○ No

If Yes, please list:

Planning & Zoning

Are you a registered voter?

◉ Yes ○ No

How long have you been a City resident?

17 years

Have you attended the City University classes?

○ Yes ◉ No

Are you a United States Citizen?

◉ Yes ○ No

Are you presently employed by the City of Port St. Lucie?

○ Yes ◉ No

Are you a current or former law enforcement officer, other employee* or the spouse or child of one who is exempt from public records disclosure under FS 119.07?

○ Yes ◉ No

Have you ever been convicted of a crime, pled guilty or no contest to a criminal charge, or entered into an agreement setting forth the terms leading to the reduction or dismissal of the charges?

○ Yes ◉ No

Please Agree with the Following Statement

I agree that all of my answers are truthful and accurate to the best of my ability. I understand that if I have falsified any information my application will be withdrawn and I will not be considered for appointment.

☑ I Agree

Ms. Alfreda Wooten
PO Box 880913
Port St Lucie, FL 34988
Awrealtor2019@gmail.com
Mobile: 772-206-1429

Education:

Miami-Dade Community College – Associate Science Degree –
Nova Southeastern College (Davie) Associate Science Degree
American Institute for Paralegal – Certificate (Corporate Real Estate)
Bismarck State College –Electrical Engineering Technology
Florida Supreme Court Mediator – Civil & County
Gold Coast Real Estate School – Licensed Realtor Associate

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Summary of Qualifications:

- ◊ Customer Service (40+ years)
- ◊ Skilled in Desktop Applications
- ◊ Certified Energy Manager (CEM) to perform Business Energy Evaluations for electrical usage Residential, Commercial & Industrial
- ◊ Electrical designer for current & new electrical service
- ◊ Regulatory Rate case preparation, Rates, Tariff and Florida Administrative Codes(FAC)
- ◊ Nuclear Power Plant with Nuclear Regulatory Commission (NRC) Rules & Regulations, Procedures, Corrective Actions, Fleet and Industry requirements
- ◊ Florida Notary Public

Employment History:

Florida Power & Light Company

2021 – 5/2022 **Senior Account Manager**
Enhance, develop and maintain relationships with key Government Municipalities & Major Accounts customers. This includes the School Boards, Colleges and Department of Transportation. Key responsibilities include account management, customer advocacy, technical expertise and sales for a wide variety of industry segments, presentations to internal/external audiences and the coordination across FPL operational areas to ensure superior customer service.

2016 – 2021 **Account Manager**
Develop, enhance and maintain relationships with key assigned large commercial/industrial and governmental customers. Ensure customer needs and FPL interests are properly balanced and that FPL continues to be the preferred provider of energy. Key

responsibilities include account management, customer advocacy, technical expertise and sales for a wide variety of industry segments, presentations to internal/external audiences and the coordination across FPL operational areas to ensure superior customer service.

2014 – 2016 **Small /Medium Business Account Manager (BAM)**
Responsible for business account management, building customer relationships, provide technical expertise in distribution and customer service for assigned accounts in the Treasure Coast/Brevard area, West Palm Beach, Fort Lauderdale and Sanford Florida area.

2011 – 2014 **Regulatory Affairs - Consumer Issues Analyst**

The Consumer Issues Analyst is the liaison for the Business Units and the Florida Public Service Commission (FPSC) on all customer complaints. Ensure that all written responses from the Business units are fully and thoroughly investigated and the issues are addressed in a timely manner. Ensure that FPL is in compliance with the Florida Administrative Code (FAC) and/or the Tariffs when addressing customer issues. All requests and issues from Governmental Agencies and Tallahassee are handled via Regulatory Affairs. Review, update and advise the Business units on customer correspondence from the PSC Docket Correspondence website on the Rate Case issues.

2008-2011 **Senior Nuclear Analyst – St Lucie Power Plant**
Manage the Corrective Action Program. Ensure the Power Plant meets its responsibility to provide for adequate safety of the workers and the public. Ensuring CAQ and Non CAQ issues are identified. Monitor outage daily reports that are generated for review and distribute for resolution. Review and update procedures to ensure the Site complies with applicable NRC laws and legal requirements. Ensure failures to meet regulatory expectations are promptly identified and appropriate corrective actions are taken. Facilitate Initial Screening Team meetings. Generate Reports to Management on status of outstanding issues and completion dates if any discrepancies occur. Facilitate team meetings with peers and management on a daily basis. Check the Industry (Nuclear Plants) throughout the United States on issues that may affect St Lucie Plant. Interface with FPL Transmission/Distribution on outage related issues and maintenance that may affect the Plant.

2005.2008 **Project Construction Manager- (Electrical Engineer Planner)**

Responsibilities included designing electrical distribution needs for Commercial /Industiral & Residential communities with new homes. Provide cost estimates for new construction and existing structures. Ensure hardening, reliability, relocation and maintenance projects are cost effective and on schedule. Evaluate electrical reliability and load on transmission system. Handle any Public Service Commission complaints for the, St Augustine Florida, Jacksonville Florida, Daytona Beach Florida, Treasure Coast, Vero Beach, Brevard County and Palm Beach County area.

Previous jobs roles held from 2002 – 1978:

2002-2005	Quality Consultant /Coordinator/Analyst for Field Employees
1994-2002	Business Account Specialist (BAS) for Miami-Dade County Area
1991.1994	System Analyst – Information Management Department (IM)
1987.1991	Team Lead in Customer Accounting
1986.1987	Residential Field Representative for Miami-Dade County Area
1984.1986	Front Counter Customer Service Representative/Cashier
1981.1984	Customer Service Telephone Representative (CSRT)
1980.1981	Collections Specialist (past-due accounts, skip tracing, fraud)
1978.1980	Executive Secretary to Vice President (Fuel Resources)

Certificates:

Florida Supreme Court **Certified County Mediator** – 10/2016-Current
Division of Real Estate Licensed Sales Associate –SL3443555
Leadership Brevard (Lead Brevard) Training – 05/2016
West Palm Beach Leadership Development Training – 06/2015
The Leadership Foundations Curriculum – 09/2016
- Self-Awareness and Authentic Leadership
- Performance Coaching and Feedback
- Emotional Intelligence and Leadership Strengths
- Developing High Performing Teams and Individuals
- Leading through Change and Influence

Committees & Board of Directors:

Supervisor of Elections Clerk for Gertrude Walkers – 08/2005 - Current
Board of Director for the South Florida Red Cross – 01/2019 - Current
Board of Director for the City of Port St Lucie P & Z – 06/2019-Current
Board of Director for the Chamber of Commerce for Palm Bay – 06/2019 - Current
Board of Director for the Florida Government Finance Officers Association (FGFOA)
Hospitality Team for the State of Florida Chapter – 01/2018 - Current
Realtors Association Board of Directors for Broward/Palm Beaches/St. Lucie County – 01/2020 - Current
Women Leaders Summit of Florida – 08/2021 – Current
Board of Directors for WeVenture Organization (Florida Tech Institute in Brevard County)

City of Port St. Lucie

"'A City for All Ages"

OATH OF OFFICE

I DO SOLEMNLY SWEAR *THAT I WILL SUPPORT, PROTECT, AND DEFEND THE CONSTITUTION AND GOVERNMENT OF THE UNITED STATES AND THE STATE OF FLORIDA, AND THAT I WILL BEAR TRUE FAITH, LOYALTY, AND ALLEGIANCE TO THE SAME; AND THAT I AM ENTITLED TO HOLD OFFICE UNDER THE CONSTITUTION AND LAWS OF THE STATE OF FLORIDA; AND THAT I WILL FAITHFULLY PERFORM ALL THE DUTIES OF A MEMBER OF THE:*

PLANNING & ZONING BOARD

OF THE CITY OF PORT ST. LUCIE, FLORIDA, SO HELP ME GOD.

PETER L. SPATARA

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was sworn to (or affirmed) and acknowledged before me by means of physical presence, this 6TH day of June, 2023, by **Peter L. Spatara**, who is personally known to me.

Notary Public Signature: _____

City of Port St. Lucie

"'A City for All Ages"

OATH OF OFFICE

I DO SOLEMNLY SWEAR *THAT I WILL SUPPORT, PROTECT, AND DEFEND THE CONSTITUTION AND GOVERNMENT OF THE UNITED STATES AND THE STATE OF FLORIDA, AND THAT I WILL BEAR TRUE FAITH, LOYALTY, AND ALLEGIANCE TO THE SAME; AND THAT I AM ENTITLED TO HOLD OFFICE UNDER THE CONSTITUTION AND LAWS OF THE STATE OF FLORIDA; AND THAT I WILL FAITHFULLY PERFORM ALL THE DUTIES OF A MEMBER OF THE:*

PLANNING & ZONING BOARD

OF THE CITY OF PORT ST. LUCIE, FLORIDA, SO HELP ME GOD.

ALFREDA WOOTEN

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was sworn to (or affirmed) and acknowledged before me by means of physical presence, this 6TH day of June, 2023, by **Alfreda Wooten**, who is personally known to me.

Notary Public Signature: _____

"A City for All Ages"

Agenda Summary

2023-484

Agenda Date: 6/6/2023 **Agenda Item No.:** 6.a

Placement: Minutes

Action Requested: Motion / Vote

Approval of Minutes - May 2, 2023

Submitted By: Pat Shutt, Administrative Assistant, Planning & Zoning Department

Executive Summary: May 2, 2023 minutes attached.

Presentation Information: N/A

Staff Recommendation: Move that the Board approve the minutes.

Alternate Recommendations:

1. Move that the Board amend the recommendation and approve the minutes with changes.
2. Move that the Board not approve the minutes and provide staff direction.

Background: N/A

Issues/Analysis: N/A

Special Consideration: N/A

Location of Project: N/A

Attachments: May 2, 2023 minutes.

City of Port St.Lucie

121 SW Port St. Lucie Blvd.
Port St. Lucie, Florida 34984

Planning and Zoning Board

Meeting Minutes - Draft

Deborah Beutel, Chair, Term 2 Expires 6/21/25
Alfreda Wooten, Vice Chair, Term 2 Expires 5/28/27
Carol Taylor-Moore, Secretary, Term 1 Expires 9/27/25
Peter Previte, At-Large, Term 1 Expires 7/12/25
Joseph Piechocki, At-Large, Term 1 Expires 7/12/25
Roberta Briney, At-Large, Term 1 Expires 7/12/25
Eric Reikenis, At-Large, Term 1 Expires 11/1/26
Melody Creese, Alternate, Term 1 Expires 11/1/26
Peter Louis Spatara, Alternate, Term 1 Expires 5/8/2027

Please visit www.cityofpsl.com/tv for new public comment options.

Tuesday, May 2, 2023 **6:00 PM** **Council Chambers, City Hall**

1. Meeting Called to Order

A Regular Meeting of the Planning and Zoning Board of the City of Port St. Lucie was called to order by Chair Deborah Beutel at 6:00 PM, on May 2, 2023 at the Port St. Lucie City Hall, Council Chambers, 121 SW Port St. Lucie Boulevard, Port St. Lucie, Florida.

2. Roll Call

Members Present: Deborah Beutel, Chair
Alfreda Wooten, Vice Chair
Carol Taylor-Moore, Secretary
Peter Previte, At-Large
Roberta Briney, At- Large
Eric Reikenis, At-Large

Member Not Present: Joseph Piechocki, At-Large

3. Determination of a Quorum

Chair Beutel determined there was a quorum.

4. Pledge of Allegiance

Chair Beutel led the assembly in the Pledge of Allegiance.

5. Approval of Minutes

5.a Approval of Minutes - March 7, 2023 & April 4, 2023 **2023-318**

There being no discussion, Vice Chair Wooten moved to approve the minutes. Secretary Taylor Moore seconded the motion, which passed unanimously by roll call vote.

6. Consent Agenda

6.a P22-330 LTC Ranch West Phase 2 - Preliminary and Final Plat **2023-393**

There being no discussion, Vice Chair Wooten moved to recommend approval of P22-330 LTC Ranch West Phase 2 - Preliminary and Final Plat. Ms. Briney seconded the motion, which passed unanimously by roll call vote.

7. Public Hearings - Non Quasi-Judicial

7.a P21-128 Wilson Groves - Large Scale Comprehensive Plan **2023-327**

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

Legal Description: The property is legally described as a portion of the Alan Wilson Grove plat and portions of Sections 30 and 31 Township 37 South, Range 39 East. A full legal description is available in the Planning and Zoning Department.

This is a request for a Large Scale Comprehensive Plan Text Amendment to amend Figure 1-6 of the Future Land Use Element.

There being no discussion, Vice Chair Wooten moved to table P21-128 Wilson Groves - Large Scale Comprehensive Plan to a date uncertain. Mr. Reikenis seconded the motion, which passed unanimously by roll call vote.

7.b P23-041 City of Port St. Lucie - Text Amendment to Chapter 156: Subdivision Regulations, Section 156.038 - Preliminary Plat **2023-323**

This is a staff-initiated amendment to Section 156.038 of the Subdivision Regulations regarding preliminary plats.

Anne Cox, Assistant Director Planning and Zoning, presented a PowerPoint Presentation to the Board regarding City of Port St. Lucie - Text Amendment to Chapter 156: Subdivision Regulations, Section 156.038 – Preliminary Plat.

Chair Beutel opened Public to be Heard. There being no comments, she closed Public to be Heard.

There being no discussion, Mr. Reikenis moved to recommend approval of P23-041 City of Port St. Lucie - Text Amendment to

Chapter 156: Subdivision Regulations, Section 156.038 – Preliminary Plat to the City Council. Ms. Briney seconded the motion, which passed unanimously by roll call vote.

7.c P23-061 G. Callas Holdings, LLC - Small-Scale Comprehensive Plan Amendment **2023-403**

Location: North of SW Gatlin Boulevard on the west side of SW Fondura Road

Legal Description: Port St. Lucie - Section 31, Tract B

This is a request to change the future land use designation of a 1.79 acre property from OSR (Open Space Recreation) to RL (Low Density Residential)

Bethany Grubbs, Planner, Planning and Zoning, presented a PowerPoint Presentation to the Board regarding the Small-Scale Comprehensive Plan Amendment to change the future land use designation of 1.79 acres of property from OSR (Open Space Recreation) to RL (Low Density Residential).

Mike McCarty, McCarty & Associates Land Planning and Design, LLC, was present via Zoom.

Chair Beutel opened Public to be Heard. There being no comments, she closed Public to be Heard.

There being no discussion, Mr. Reikenis moved to recommend approval of P23-061 G. Callas Holdings, LLC - Small-Scale Comprehensive Plan Amendment to the City Council. Vice Chair Wooten seconded the motion, which passed unanimously by roll call vote.

8. Public Hearing - Quasi-Judicial

Attorney Hertz explained the Quasi-Judicial Rules into the record for the items under Section 8 of the Agenda.

The Deputy City Clerk administered the Oath of Testimony to staff, applicants, and the members of the audience present.

8.a P21-127 Wilson Groves DRI Map Amendment **2023-328**

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

The property is legally described as a portion of the Alan Wilson Grove plat and portions of Sections 30 and 31 Township 37 South, Range 39 East. A full legal description is available in the Planning and Zoning

Department.
This is a request to amend the Wilson Groves DRI development order by amending Map H, the DRI master development plan, adopted Resolution 11-R01 on January 24, 2011.

There being no discussion, Mr. Previte moved to table P21-127 Wilson Groves DRI Map Amendment to a date uncertain. Ms. Briney seconded the motion, which passed unanimously by roll call vote.

8.b P23-028 Adams Homes of NW Florida, Inc. - Rezoning **2023-333**

Location: 2136 and 2142 SW Madruga Street
Legal Description: Port St. Lucie Section 31, Block 1754, Lot 17.
This is a request to rezone a 0.46-acre property from Residential Single Family (RS-1) to Residential Single Family (RS-2)

Chair Beutel inquired if the Board had any ex-parte communications to disclose, to which each member responded in the negative.

Assistant Director Cox provided the Board with a PowerPoint Presentation regarding the Rezoning Request submitted by Adams Homes of NW Florida, Inc. She explained the request was to rezone a 0.46-acre property from Residential Single Family (RS-1) to Residential Single Family (RS-2).

Secretary Taylor-Moore inquired if the setbacks were the same for the smaller lots compared to the bigger lots, to which Assistant Director Cox indicated they were the same setbacks.

David Jackson, General Manager for Adams Homes of NW Florida, Inc. explained the reason behind his request.

Chair Beutel opened Public to be Heard.

Dr. Susan Pettine, spoke in opposition of Item 8.b.

Ms. Alice Delannoy, spoke in opposition of Item 8.b.

Chair Beutel closed Public to be Heard.

There being no further discussion, Mr. Previte moved to deny P23-028 Adams Homes of NW Florida, Inc. - Rezoning. Mr. Reikenis seconded the motion, which passed unanimously by roll call vote.

8.c P23-044 Daniel and Beth Barense - Variance **2023-402**

Location: 132 SW Klee Circle

Legal Description: Port St. Lucie Section 34, Block 2406, Lot 22
This is a request to grant a variance of 15 feet to allow a rear yard setback of 10 feet for an addition to an existing single-family residence.

Chair Beutel inquired if the Board had any ex-parte communications to disclose, to which each member responded in the negative.

Marissa Da Breo-Latchman, Planner, Planning and Zoning, presented a PowerPoint Presentation of P23-044 Daniel and Beth Barense - Variance to the Board.

Vice Chair Wooten inquired if there were any easements located nearby, to which Planner Da Breo-Latchman confirmed there was.

Chair Beutel asked if there were any other properties nearby with a less than 25-foot set back, to which Planner Da Breo-Latchman responded in the negative.

Secretary Taylor-Moore inquired as to how the abandonment works and if that should come before the Board first, to which Planner Da Breo-Latchman explained she was unsure if the abandonment had been processed.

The Applicant, Beth Barense, explained she submitted an abandonment of the full amount of set back and it was approved by the City Council. Chair Beutel asked that Ms. Barense provide an overview of the new building.

Chair Beutel opened Public to be Heard. There being no comments, she closed Public to be Heard.

Under discussion, Mr. Reikenis asked the Board how often the Board recommends to the City Council that they approve a variance, to which Chair Beutel responded about once a year. He vocalized that he wanted to make sure the Board was not setting a precedent based on this case. Mr. Previte and Ms. Briney both indicated they shared the same concern as Mr. Reikenis. Vice Chair Wooten shared that emotions cannot affect the Boards decision on these matters.

Mr. Reikenis inquired with the Applicant as to her request, to which Ms. Barense explained it was an additional room. He stated his concern was regarding the precedent that the Board was setting, if passed.

Mr. Previte asked if a photograph of the property with the pool was available, to which Planner Da Breo-Latchman responded in the negative.

There being no further discussion, Secretary Taylor-Moore moved to approve P23-044 Daniel and Beth Barense - Variance with conditions that the property lines up the pool. Vice Chair Wooten seconded the motion. A roll call vote was taken with Chair Beutel, Vice Chair Wooten, Secretary Taylor-Moore voted in favor and Mr. Previte, Mr. Reikenis, and Ms. Briney dissented.

Attorney Hertz announced the Variance Application failed based on an insufficient vote and the need to have at least five members voting to approve the variance for it to pass. She advised the Applicant to contact the Planning & Zoning Department for details regarding other options for her.

8.d P23-053 Scott E. Kaapke - Variance **2023-391**

Location: 1549 SW Underwood Ave.

Legal Description: Port St. Lucie Section 31, Block 1669, Lot 18

This is a request for a variance of 6.06 feet to allow an 18.94-foot setback from the rear property line for a proposed home addition.

Bianca Lee, Planner, Planning and Zoning, presented a PowerPoint Presentation of the Variance for P23-053 Scott E. Kaapke to the Board.

Chair Beutel inquired if the Board had any ex-parte communications to disclose, to which each member responded in the negative.

The Applicant, Scott E. Kaapke, explained the reasoning behind his request for a variance.

Chair Beutel opened Public Comment. There being no comments, she closed Public to be Heard.

Mr. Previte mentioned that he would go by the Staff findings listed and deny the request. Mr. Reikenis inquired if this was like the previous case, to which Chair Beutel responded in the affirmative.

There being no further discussion, Mr. Previte moved to deny P23-053 Scott E. Kaapke – Variance. Ms. Briney seconded the motion. A roll call vote was taken with Chair Beutel, Vice Chair Wooten, Mr. Previte, Ms. Briney and Mr. Reikenis voting in favor and Secretary Taylor-Moore

dissenting.

Mr. Kaapke was advised he could speak at the end of the meeting.

8.e P23-062 G. Callas Holdings, LLC - Rezoning **2023-406**

Location: North of SW Gatlin Boulevard on the west side of SW Fondura Road.
Legal Description: Port St. Lucie Section 31,Tract B
This is a request to rezone a 1.79-acre property from OSR (RS-2 (Single-Family Residential).

Planner Grubbs presented a PowerPoint Presentation of the Rezoning Application for P23-062 G. Callas Holdings, LLC – Rezoning to the Board. She explained the application would rezone a 1.79-acre property from Open Space Recreational to (RS-2) Single Family Residential.

Mike McCarty, McCarty & Associates Land Planning and Design, LLC, was present via Zoom.

Chair Beutel opened Public to be Heard. There being no comments, she closed Public to be Heard.

There being no discussion, Mr. Reikenis moved to recommend approval of P23-062 G. Callas Holdings, LLC – Rezoning to the City Council. Vice Chair Wooten seconded the motion, which passed unanimously by roll call vote.

8.f P23-065 - Eden at Tradition - Landscape Modification **2023-397**

Location: The property is located at the northwest corner of the intersection of SW Village Parkway and SW Hegener Drive (fka Paar Drive).
Legal Description: The legal description is Tradition SG-10, Parcel C.
This is a request for a landscape modification to allow for enhanced landscaping in lieu of providing a six (6) foot buffer wall along the west property line.

Chair Beutel inquired if the Board had any ex-parte communications to disclose, to which each member responded in the negative.

Bridget Kean, Senior Planner, Planning and Zoning, presented the Board with a PowerPoint Presentation regarding the Landscape Modification Request for P23-065 - Eden at Tradition. She indicated it was a request to allow for enhanced landscaping in lieu of providing a six-foot buffer wall along the west property line.

Matthew Yates, Lucido and Associates, LLC, was present on behalf of the Applicant and provided the Board with a graphic of the renderings.

Mr. Previte inquired as to the reason for the request, to which the Applicant advised walls were expensive and advised there would be a fence installed.

Chair Beutel opened Public to be Heard. There being no comments, she closed Public to be Heard.

Chair Beutel advised Board Members of the things to consider with this request.

There being no further discussion, Mr. Reikenis moved to approve P23-065 - Eden at Tradition - Landscape Modification. Vice Chair Wooten seconded the motion, which passed unanimously by roll call vote.

Attorney Hertz advised the following was an approval and not a recommendation of approval.

8.g P23-067 Varian, Lisa - Variance **2023-394**

Location: 481 SE Faith Terrace

Legal Description: Port St. Lucie Section 2, Block 314, Lot 8

This is a request for a variance of 1.5 feet to allow an 8.5-foot side yard setback for a proposed screen enclosure and pool.

Chair Beutel inquired if the Board had any ex-parte communications to disclose, to which each member responded in the negative.

Francis Forman, Planner, Planning and Zoning, indicated that the P number should be P23-067 and that his PowerPoint Presentation slide was incorrect. He presented the Variance Request submitted by Lisa Varian. Planner Forman indicted the variance was for 1.5-foot to allow an 8.5-foot side yard setback for a proposed screen enclosure and pool.

The Applicant, Lisa Varian advised the Board the home was built with the incorrect setbacks and she was not aware until after she purchased the home.

Mr. Previte inquired if there was a permit issued with the design, to which Ms. Varian responded in the affirmative.

Chair Beutel inquired who and when the home was built, to which the Applicant stated she did not know who the builder was and noted that she purchased the home in 2011 and that the house was built in 2004. The Applicant stated she has installed a new roof, fence and shed and all times she has obtained permits for these items without any mention of the incorrect setbacks.

Mr. Previte inquired about the permit history, to which Planner Forman indicated he was unaware of past permits as that was handled by the Building Department.

Denise Fanslau, Apex Pavers & Pools, Inc., provided a summary of the property's historical background.

Chair Beutel opened Public to be Heard. There being no comments, she closed Public to be Heard.

Chair Beutel indicated she believed the Homeowner was facing challenges due to the way the home was built.

Mr. Previte asked if the permits were granted with the 1.5-feet extra, to which Chair Beutel confirmed.

There being no further discussion, Vice Chair Wooten moved to approve P23-067 Lisa Varian- Variance. Secretary Taylor-Moore seconded the motion, which passed unanimously by roll call vote.

9. New Business

9.a Traffic Review Summary **2023-389**

Diana Spriggs, Regulatory Division Director, Public Works, provided the Board with an overview of the Traffic Review provided by Public Works based on the various applications submitted. (Clerk's Note: A PowerPoint Presentation was shown at this time.)

Chair Beutel stated she would like to see more than one entrance for an establishment. She also spoke about the development out west in Southern Grove and express concern over the potential lack of infrastructure on Gatlin Boulevard.

There was mention of possibly discussing reorganization of the Board; however, it was the consensus of the Board to wait to discuss this with

a full Board present.

10. Old Business

Chair Beutel stated she would like to see Vice Chair Wooten signup for another year on the Planning and Zoning Board.

11. Public to be Heard

Scott E. Kaapke, Applicant for Item 8.d, stated he wished to address the Board.

Attorney Hertz advised a hearing was held on the variance and it was quasi-judicial in nature. She stated extrinsic testimony is not part of the hearing, she stated she would allow Mr. Kaapke to speak; however, it should not be considered by the Board as part of evidence for the hearing.

Mr. Previte advised that a three-minute time be used for Mr. Kaapke's Public to be Heard comment.

Mr. Kaapke spoke about his Variance application held earlier in the meeting.

Chair Beutel closed Public to be Heard.

Mr. Previte inquired if it was possible to use newer photos during presentations.

Director Savage-Dunham advised they did not have drone footage available but would discuss the request with IT Staff.

Mr. Reikenis asked for Board input and advise relating to variances and vocalized that if all the variances were to be approved if it would perpetuate others to apply for a variance.

Chair Beutel advised that any variance request should meet City Code and for it to reasonable.

Secretary Taylor-Moore advised that every variance should be considered on the case-by-case basis and that everyone should look beyond precedent.

Attorney Hertz advised the Board should be looking at variance criteria as to the facts presented. She explained every case should be reviewed on a case-by-case basis.

The Board Members discussed their opinion regarding how they review each variance.

Attorney Hertz invited the Board Members to call her if they had any general questions related to variances.

12. Adjourn

There being no further business the meeting adjourned at 7:50 PM.

_____

Carol Taylor-Moore, Secretary

_____

Daisy Ruiz, Deputy City Clerk

"A City for All Ages"

Agenda Summary

2023-327

Agenda Date: 6/6/2023 **Agenda Item No.:** 8.a

Placement: Public Hearing - Non Quasi Judicial

Action Requested: Motion / Vote

P21-128 Wilson Groves - Large Scale Comprehensive Plan

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

Legal Description: The property is legally described as a portion of the Alan Wilson Grove plat and portions of Sections 30 and 31 Township 37 South, Range 39 East. A full legal description is available in the Planning and Zoning Department.

This is a request for a Large Scale Comprehensive Plan Text Amendment to amend Figure 1-6 of the Future Land Use Element.

Submitted By: Bridget Kean, AICP, Senior Planner

Executive Summary: Wilson Groves is an approved Development of Regional Impact (DRI) that is approximately 2,499 acres in size. Wilson Groves is approved for: 7,700 residential units; 765,000 square feet of retail use; 1,583,250 square feet of office use; 1,361,250 square feet of light industrial use; 382,872 square feet of institutional and civic use; two K-8 school sites, and 90 acres for parks. Wilson Groves is also required to dedicate a 50-acre civic site per the fourth amendment to the SW Annexation Agreement. Florida Power and Light owns approximately 47 acres, which consists of a 200-foot wide right-of-way that runs through the middle of the property. Figure 1-6 is the conceptual land use plan for the Wilson Groves NCD Land Use district. The proposed text amendment will amend Figure 1-6 to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts to accommodate revised development plans for the Wilson Groves DRI.

Presentation Information: Staff may provide a short presentation.

Staff Recommendation: Move that the Board recommend approval with the following conditions based on the analysis and findings in the staff report:

1. The adoption of Revised Exhibit "B", Staff Recommended Changes to Proposed Figure 1-6
2. The developer shall reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways as recommended by the Public Works Department.

Alternate Recommendations:

1. Move that the Board amend the recommendation and recommend approval with the conditions noted above based on the analysis and findings in the staff report.

2. Move that the Board not recommend approval and provide staff direction.

Background: The Wilson Groves DRI has a future land use of NCD (New Community Development) District. NCD is a future land use classification for developments of regional impact to facilitate the development of mixed use communities. Each NCD District is divided into defined sub-districts. Policy 1.2.1.3 of the comprehensive plan requires a conceptual master plan to be developed to illustrate how the seven land use sub-categories (Residential, Neighborhood/Village Commercial Areas, Town Center, Resort, Employment Center, Regional Business Center and Mixed-Use) in an NCD District are allocated, where they are located, and how they would function in relation to each other. The conceptual master plan for the NCD District is adopted into the City's Comprehensive Plan. The Wilson Groves NCD District is Figure 1-6 fo the Future Land Use Element.

Issues/Analysis: See attached staff report

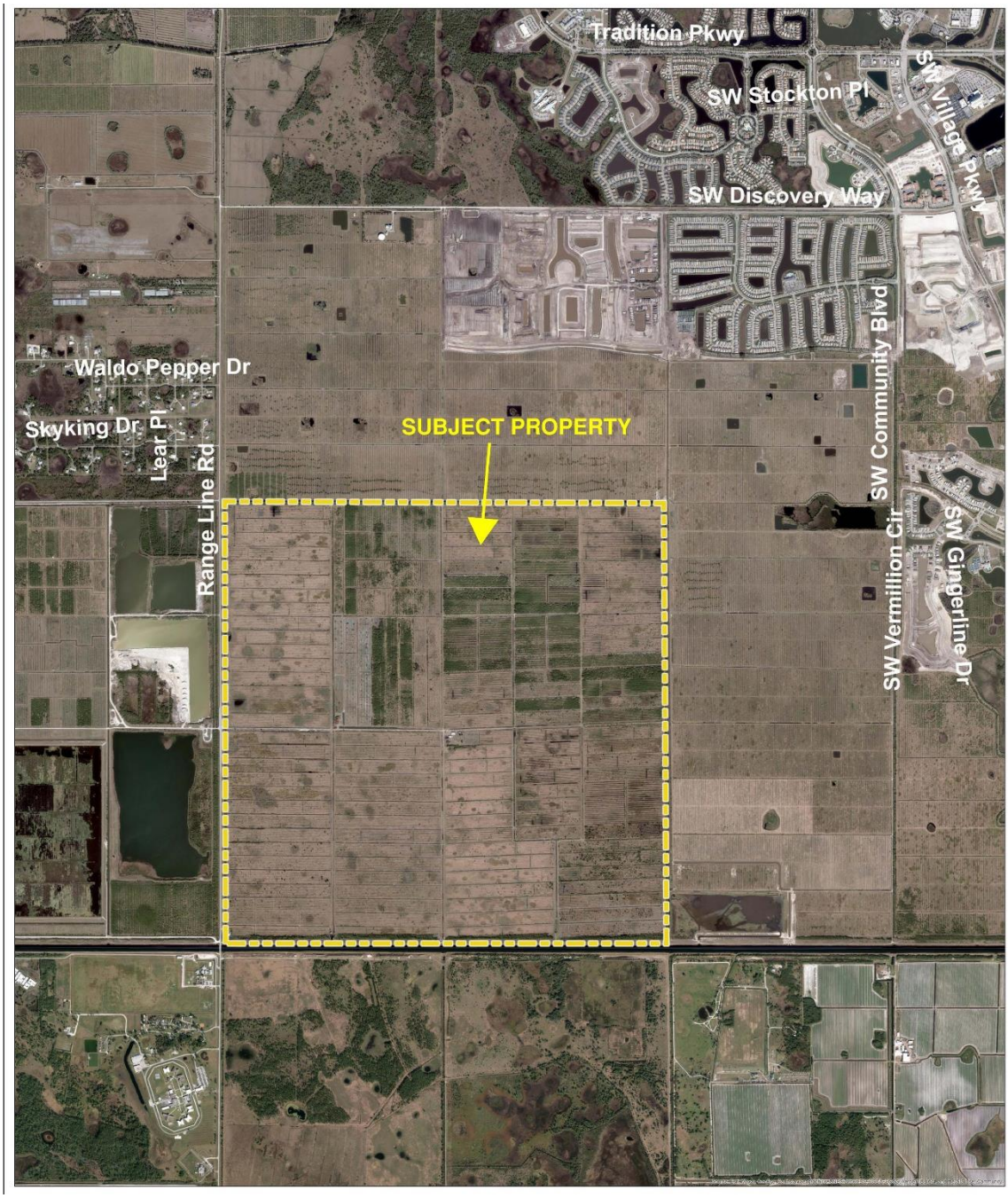
Special Consideration: There is an associated application to amend the Wilson Groves DRI (P21-127) that is scheduled for the June 6, 2023 Planning and Zoning Board meeting.

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

Attachments:

1. Staff Report
2. Exhibit "A" Existing Figure I-6
3. Exhibit "B" Proposed Figure 1-6
4. Revised Exhibit "B", Staff Recommended Changes to Proposed Figure 1-6
5. Exhibit "C" Map TRN 12 SW Annexation Roadway Plan
6. Applicant's Request
7. Application and Authorization
8. Public Works Traffic Memo
9. City's 3rd Party Traffic Consultant's Review
10. O'Rourke Engineering Traffic Analysis Wilson Groves Map H Amendment, revised April 18, 2023
11. Warranty Deed
12. Reference - Wilson Groves DRI Res. 11-R01
13. Staff Presentation

Comprehensive Plan Large Scale Text Amendment Application
ACR Acquisition LLC (Wilson Groves)
Project No. P21-128



SUMMARY

Applicant's Request:	A comprehensive plan text amendment (CPA) to amend Figure 1-6 of the Future Land Use Element.
Applicant:	Dan Sorrow, AICP, Cotleur and Hearing
Property Owner:	ACR Acquisitions, LLC, and Florida Power and Light Company (FPL)
Location:	The property is generally located north of the C-23 Canal and east of Range Line Road. It is bounded to the north and east by the Riverland Kennedy DRI.
Legal Description:	The property is legally described as a portion of the Alan Wilson Grove plat and portions of Sections 30 and 31 Township 37 South, Range 39 East. A full legal description is available in the Planning and Zoning Department.
Application Type:	Large Scale CPA Text Amendment
Project Planner:	Bridget Kean, AICP, Senior Planner

Project Description and Background

This is an application for a proposed large scale comprehensive plan text amendment to amend Figure 1-6 of the Future Land Use Element. Figure 1-6 is the conceptual land use plan for the Wilson Groves NCD land use district. The proposed text amendment will amend Figure 1-6 to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts to accommodate revised development plans for the Wilson Groves DRI.

Wilson Groves is an approved Development of Regional Impact (DRI) that is located west of Interstate 95, east of Range Line Road, north of the C-23 canal and immediately south and west of the Riverland Kennedy DRI. The Wilson Groves DRI is approximately 2,499 acres in size. The original Wilson Groves DRI Development Order was approved by the City Council on October 23, 2006 through Resolution 06-R104. The Wilson Grove DRI development order was last amended on January 24, 2011 through Resolution 11-R01. Wilson Groves is approved for: 7,700 residential units; 765,000 square feet of retail use; 1,583, 250 square feet of office use; 1,361,250 square feet of light industrial use; 382,872 square feet of institutional and civic use; two K-8 school sites, and 90 acres for parks. Wilson Groves is also required to dedicate a 50 acre civic site per the fourth amendment to the SW Annexation Agreement. Florida Power and Light owns 47 acres, which consists of a 200 foot wide right-of-way that runs through the middle of the property. No development will take place on the FPL property, other than roads.

The future land use classification is New Community Development District (NCD). NCD is a future land use classification for developments of regional impact to facilitate the development of mixed use communities. Each NCD District is divided into defined sub-districts. Policy 1.2.1.3 of the comprehensive plan requires a conceptual master plan to be developed to illustrate how the seven land use sub-categories (Residential, Neighborhood/Village Commercial Areas, Town Center, Resort, Employment Center, Regional Business Center and Mixed-Use) in an NCD District are allocated, where they are located, and how they would function in relation to each other. The conceptual master plan for the NCD District shall be adopted as part of the Future Land Use Element of the Comprehensive Plan. Objective 1.2.11 of the Future Land Use Element of the comprehensive plan establishes the Wilson Groves NCD District and policies 1.2.11.1 to 1.2.11.5 pertain to the development of the Wilson Groves NCD District. Policy 1.2.11.2 reflects the allocation of land uses within the Wilson Groves NCD District. The Wilson Groves NCD District is comprised of 57 acres of Neighborhood/Village Commercial, 566 acres of Mixed-Use, and 1,876 acres of Residential as depicted on Figure 1-6.

Policy 1.2.2.1 of the Future Land Use Element requires each NCD District to contain a minimum of three of the land use sub-districts. The proposed land use amendment maintains the 57 acres of Neighborhood/Village Commercial, 566 acres of Mixed-Use, and 1,876 acres of Residential currently approved for the Wilson Groves NCD District. The proposed land use amendment provides for Neighborhood/Village Commercial areas are adjacent to or within close proximity to residential areas to provides services to future residents. The proposed land use amendment is consistent with Policy 1.2.3.1 which requires a mix of land uses within close proximity to work and home. Per Policy 1.2.2.7, a Mixed-Use area can include commercial and office uses, hospital and medical uses, restaurants, theaters, hotels, institutional uses, public facilities (including utilities), light industrial, warehouse/distribution, residential and other similar services designed to meet the needs of the larger area.

On February 14, 2022, the City Council adopted Resolution 22-R27 approving Becker Road construction agreements with ACR Acquisition, LLC, Mattamy Palm Beach, LLC, and Riverland/Kennedy II, LLC. ACR Acquisition, LLC, is the developer of the Wilson Groves DRI. Mattamy Palm Beach, LLC, is the developer of the Southern Grove DRI and Riverland/Kennedy II, LLC, is the developer of the Riverland Kennedy DRI. The City, ACR Acquisition, LLC, Mattamy Palm Beach, LLC, and Riverland/Kennedy II, LLC, are parties to the Southwest Annexation Agreement dated July 19, 2004, as amended. Pursuant to the annexation agreement, the developers were required to pay to the City the estimated cost of construction of certain two-lane roadway segments of Becker Road or, at the City's election, contract for the construction and design of such roadway. The construction agreements require the platting and construction of two lanes of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. The developers have applied and received City Council approval of preliminary plats for the construction of two lanes of Becker Road through their respective properties. The City has received applications for final plat approval from the three developers. These applications are currently under review. The construction of Becker Road will provide access to the Wilson Grove DRI.

Proposed Amendment

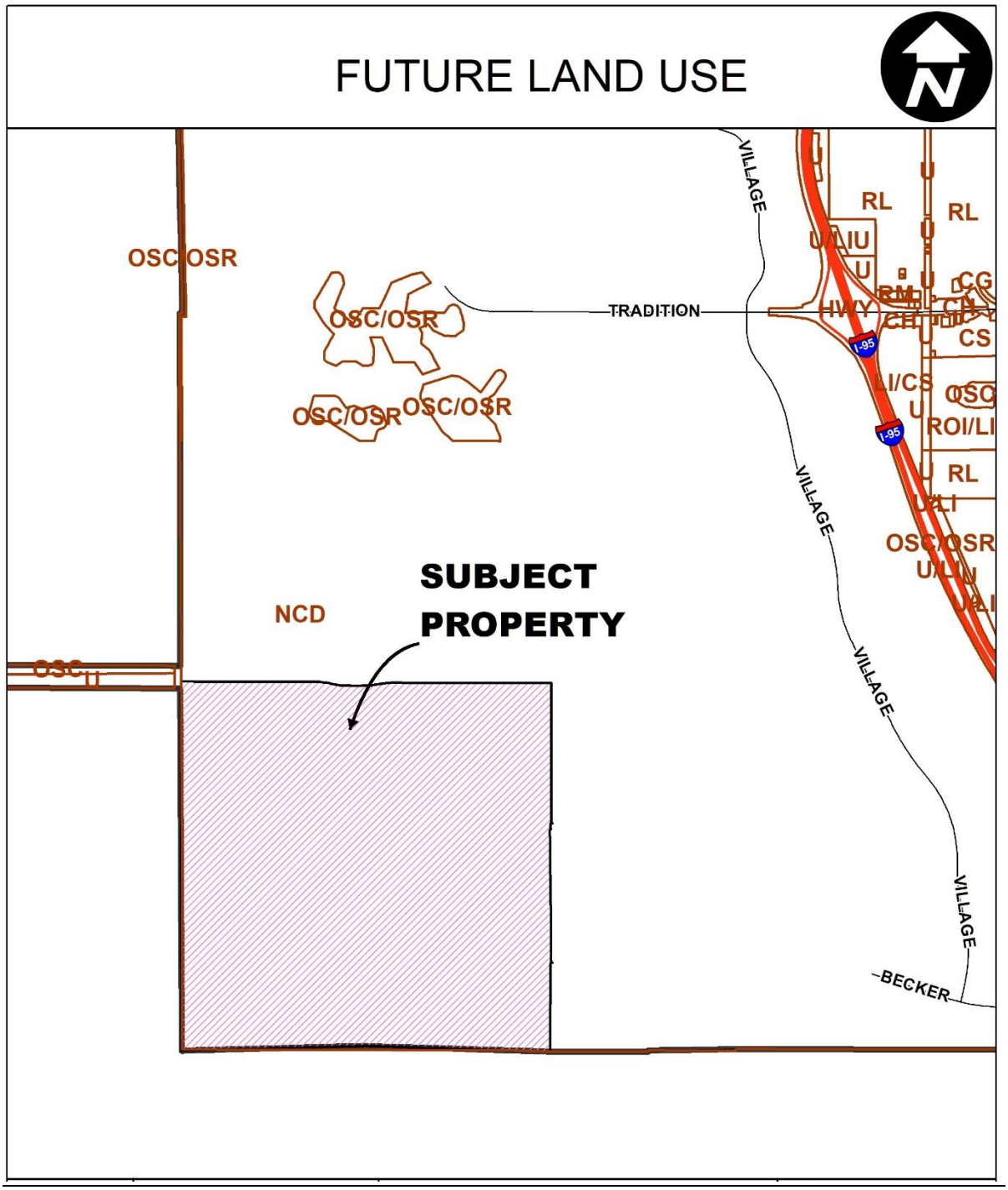
The proposed text amendment will amend Figure 1-6 to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts to accommodate proposed revisions to the development plan for the Wilson Groves DRI. On the currently approved Figure 1-6, the 566 acres of Mixed Use land use is located on Parcels A through F and along the frontage of Becker Road, N/S A roadway, and Range Line Road. The residential land use areas abut the Mixed Use land use on Parcels A and through F. The Neighborhood/Village Commercial land use is distributed throughout the project in ten (10) to fifteen (15) acre sites. Under the proposed amendment to Figure 1-6, the 566 acres of Mixed Use land use will be located along the south side of Becker Road, north of the C-23 Canal, and east and west of the FPL right of way in the area designated as Parcel D. Residential development will be located on Parcels A, B, C, E, and F. Neighborhood/Village Commercial land use will be primarily located at the intersection of Becker Road and N/S A. A five (5) acre Neighborhood/Village Commercial site is proposed for the northeast corner of the intersection of Becker Road and Range Line Road.

In addition to revising the land use locations, the proposed amendment to Figure 1-6 labels E/W 4 as consisting of a roadway and a Paseo. It is staff's understanding that the applicant intends to construct the Paseo within the 150 feet wide City owned road right-of-way for E/W 4 and the Paseo will include a 16-foot-wide low speed vehicle path and a 12-foot-wide multi-use path. E/W 4 was referred to as Paar Drive. The City Council has approved renaming E/W 4 as S.W. Hegener Drive.

The currently approved Figure 1-6 is attached as Exhibit "A" of the staff report and the proposed changes to Figure 1-6 is attached as Exhibit "B" of the staff report.

Previous Actions and Prior Reviews

Figure 1-6 of the comprehensive plan was last amended on September 27, 2010 through Ordinance 10-37.



ANALYSIS: As stated under Policy 1.2.2.1 of the Comprehensive Plan, an NCD District must contain a minimum of three land use sub-districts. Policy 1.2.11.2 identifies the three land uses for Wilson Groves as 57 acres of Neighborhood/Village Commercial, 566 acres of Mixed-Use, and 1,876 acres of Residential. This application maintains these three land uses and the acreage allocated for each land use.

The Wilson Groves DRI District is located in the City's southwest annexation area. The southwest annexation area includes the Wilson Groves DRI, Riverland Kennedy DRI, and the Southern Grove DRI. At the time of the approval of these three DRIs, they were all included in one comprehensive traffic study for the City's western annexation area. The traffic study known as WATS (Western Annexation Area Traffic Study) was based on the City's desire for a grid roadway network to provide capacity and connectivity to accommodate the buildout of the three DRIs. The SW Annexation Roadway Plan is adopted as Map TRN 12 of the City's Future Land Use Map series of the City's comprehensive plan. Each DRI is responsible for the construction and/or widening of portions of the roadway network as set forth in the development order conditions for each DRI. A map of the SW Annexation Roadway Plan is attached as Exhibit "C" of the staff report.

There is an associated application to amend the Wilson Groves DRI (P21-127). The applicant is only proposing to amend Map H of the Wilson Grove DRI Development Order (Exhibit "D" of Resolution 11-R01) to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts in accordance with the proposed changes to Figure 1-6. No changes are proposed to any of the DRI development order conditions (Exhibit "B" of Resolution 11-R01) including any of the conditions related to transportation improvements. The proposed amendment to the Wilson Groves DRI (P21-127) is scheduled for the June 6, 2023, Planning and Zoning Board meeting.

An updated traffic study was submitted with the proposed comprehensive plan amendment and the proposed 3rd Amendment to the Wilson Groves DRI (O'Rourke Engineering Wilson Groves Map H Amendment, revised April 18, 2023). The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering. The traffic study review was conducted to determine if the proposed relocation of the land uses as depicted on proposed Figure 1-6 of the comprehensive plan and proposed Map H of the Wilson Groves DRI could be accommodated with no changes to the transportation conditions in the Wilson Grove DRI development order (Resolution 11-R01). The attached traffic memo from the Public Works provides a detailed overview of the 3rd Party consultant's findings and recommendations. The City's 3rd Party consultant's review found that the proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the review indicated a decreased level of service at certain locations, which could result in a need for additional road widening prior to their Development of Regional Impact (DRI) roadway improvement triggers being met.

As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until the development reaches 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last, Wilson Groves is required to construct the following roadway improvements as outlined under Condition 19 of the Wilson Groves DRI (Table 2):

Roadway	Required Improvement
1. N/S A from Becker Road to E/W 3	Construct 2 Lanes
2. E/W 3 from Range Line Road to N/S A	Construct 2 Lanes
3. E/W 3 from N/S A to N/S B	Construct 2 Lanes

Until additional roadways are constructed, the totality of the trips in Wilson Groves will be placed on Becker Road. Condition 15 of the Wilson Groves DRI development order does provide for the City to require the developer to undertake monitoring to ascertain the level of service on transportation facilities within the DRI in order to determine whether the date or trip threshold by which a transportation improvement required by the DRI should be accelerated. Per Condition 15, the methodology of the monitoring has to be agreed to by the City prior to the monitoring. The Public Works Department is recommending a condition that when the City deems monitoring is required, the City's 3rd Party consultant undertake the monitoring and the applicant reimburse the City for the cost.

The 3rd Party Consultant does recommend that the City require intersection analyses with each application for subdivision plat approval to determine how the changes to the land use mix and location impact intersections within the DRI. This recommendation is consistent with an existing condition in the Wilson Groves DRI. Condition 27 of the Wilson Groves DRI development order specifies the design standards required for arterial intersections within rights-of-way greater than 100 feet. For all other arterial road intersection types, Condition 27 requires the developer to provide an intersection analysis.

The 3rd Party consultant also recommends that the City pursue a future independent traffic study of the three DRIs in the western annexation area (Wilson Groves, Riverland-Kennedy, and Southern Grove) to ascertain the traffic impacts of the continued development on the expected roadway network. This will assist the City in the review of the individual traffic studies that are submitted for proposed site plans, proposed subdivision plats, and/or proposed MPUD rezoning applications.

City staff has discussed the proposal to include a Paseo within the 150 feet of city owned road right-of-way for E/W 4 with the applicant. The Paseo is not a listed improvement in the Wilson Grove DRI development order. Based on the transportation improvements currently required by the Wilson Grove DRI development order (Res. 11-R01), E/W 4 will be a six laned roadway at the time of buildout. With no conceptual drawings or sections, City staff cannot determine if the proposed Paseo and 6-lane roadway will fit within the right-of-way and does not recommend the inclusion of the Paseo on a map or land use plan at this time. If the developer of the Wilson Groves DRI wants to propose a Paseo in city owned right-of-way, the developer should be required to amend the DRI development order to identify the Paseo as a permitted improvement in the Wilson Groves DRI prior to the inclusion of the Paseo on Figure 1-6.

Staff recommends the removal of two notes that are included on Figure 1-6. These notes pertain to development and indicate that the changes can be made to the location of development that may be different from what is currently depicted on Figure 1-6. These notes are unnecessary, somewhat misleading, and should be removed from Figure 1-6. Per Policy 1.2.1.3, Figure 1-6 is intended to illustrate how the land use sub-categories are allocated, where they are located, and how they will function in relation to each other. All development including the locations of residential, non-residential and public roadways has to be consistent with the adopted Figure 1-6 the Comprehensive Plan and the adopted Map H of the Wilson Groves DRI. A comprehensive plan text amendment and a DRI amendment are required to make changes to these maps/concept plans. Staff's recommended changes to Figure 1-6 are attached

as Revised Exhibit "B" of the staff report with additions shown as underlined and deletions shown as ~~strikethrough~~.

A large scale comprehensive plan amendment is reviewed by the Florida Department of Economic Opportunity (DEO) and the various entities responsible for the review of comprehensive plans. Following Planning and Zoning Board action, the large scale amendment will be scheduled for a transmittal hearing before the City Council (1st reading of the ordinance). If the City Council approves the amendment for transmittal, DEO and the reviewing agencies will have 30 days to provide comment. A second public hearing on whether to adopt the amendment must be held within 180 days of receipt of agency comments. Section 380.06(7)(a) of the Florida Statutes requires any proposed change to a previously approved DRI to be reviewed by the local government based on the standards and procedures in its adopted local comprehensive plan and adopted local land development regulations. The proposed DRI amendment (P21-127) is scheduled for the June 6, 2023 Planning and Zoning Board meeting.

If the proposed DRI amendment (P21-127) is recommended for approval by the Planning and Zoning Board, final action by the City Council will be scheduled for a future meeting of the City Council. The DRI amendment is dependent on City Council approval of the proposed comprehensive plan text amendment (P21-128).

STAFF RECOMMENDATION

The Planning and Zoning Department staff finds the petition to be consistent with the intent and direction of the City's comprehensive plan and recommends approval with the following conditions based on the analysis and findings in the staff report:

1. The adoption of Revised Exhibit "B", Staff Recommended Changes to Proposed Figure 1-6
2. The developer shall reimburse the City for the City's 3rd Party consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways as recommended by the Public Works Department.

Planning and Zoning Board Action Options:

- Motion to recommend approval to the City Council
- Motion to recommend denial to the City Council

Please note: Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to *table* or *continue* the hearing or review to a future meeting.

Exhibit "A" Existing Figure 1-8

Figure 1-6

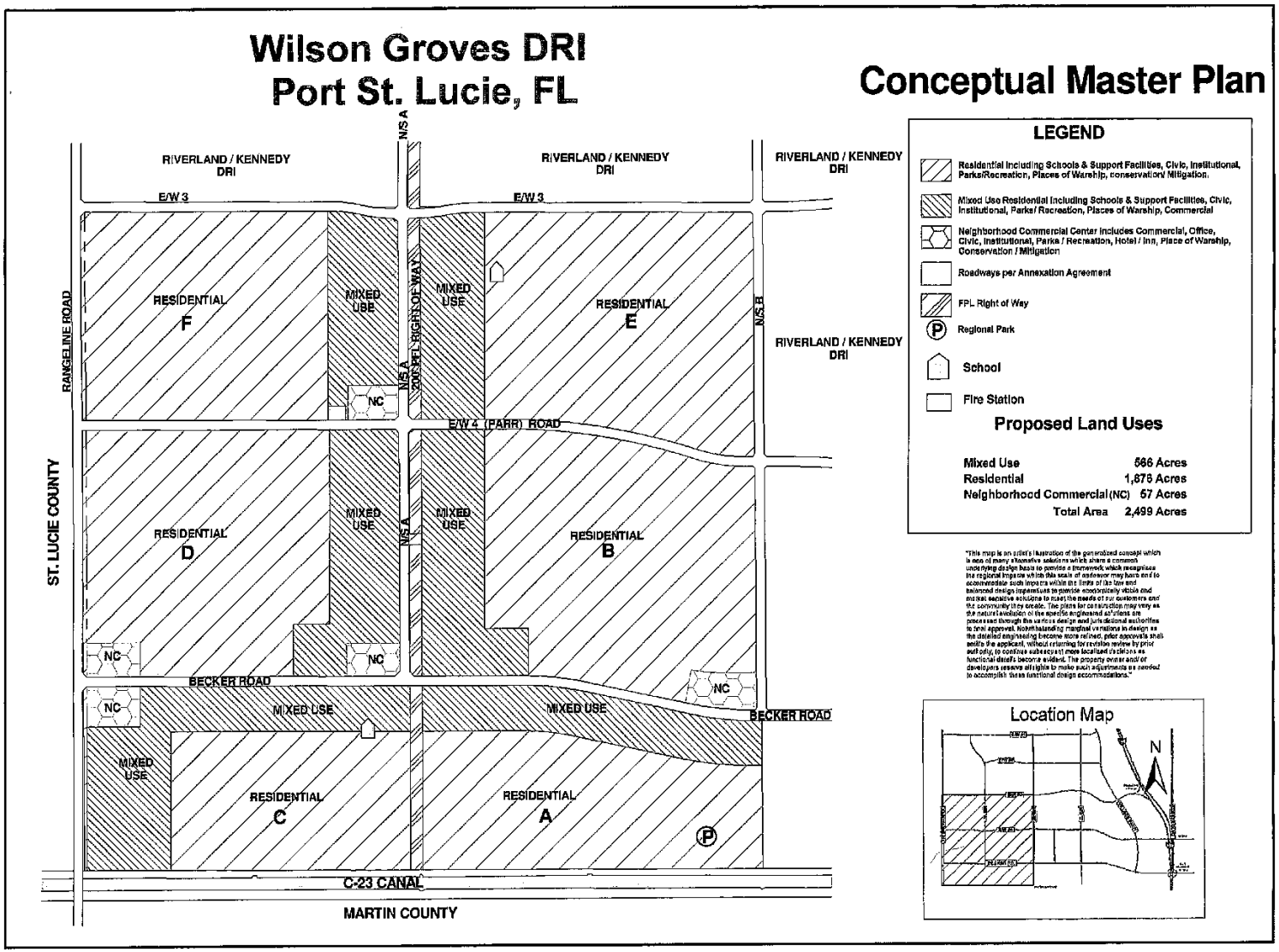
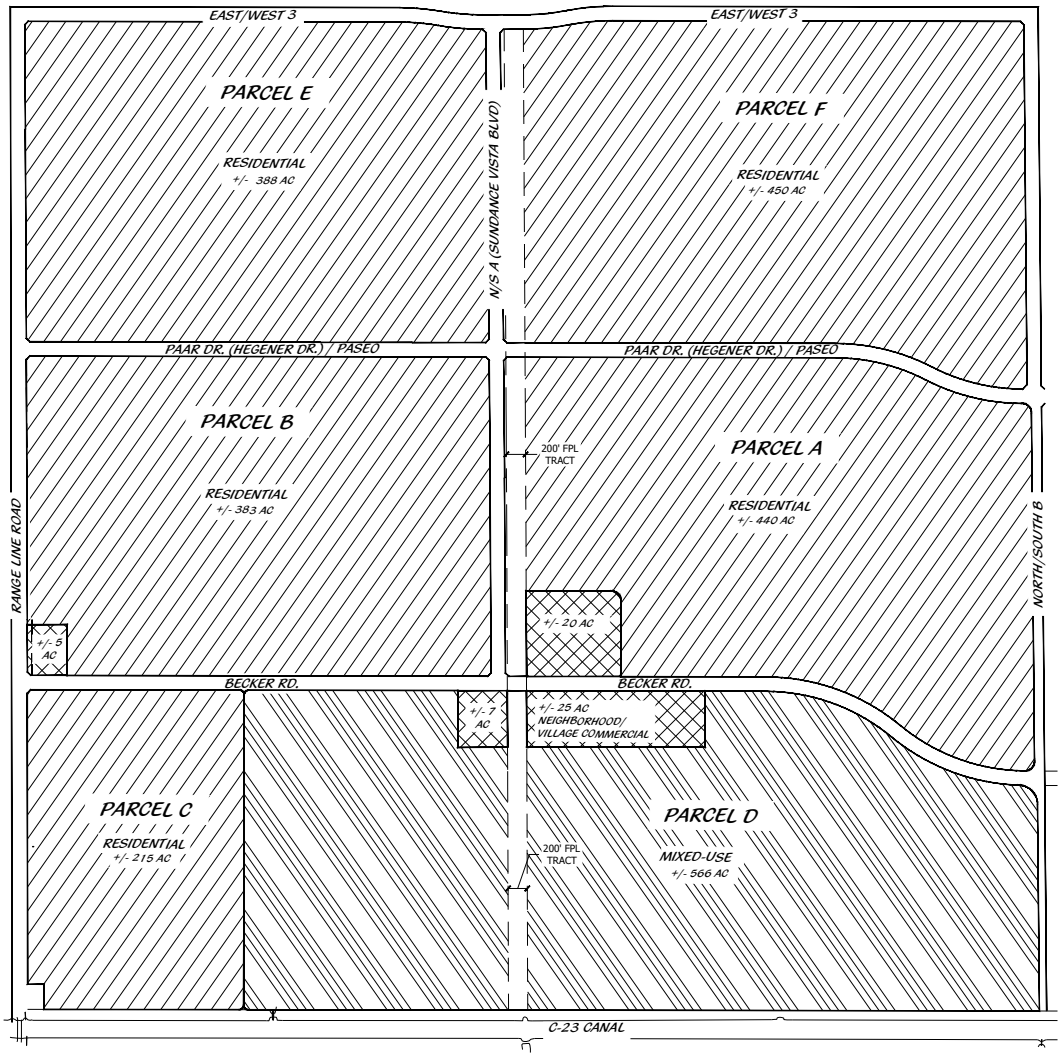


Exhibit "B" Proposed Figure 1-6

FIGURE 1-6

WILSON GROVE

Port St. Lucie, Florida



PROPOSED LAND USES

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

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

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

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

LEGEND

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

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

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

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-C000239

COMPREHENSIVE LAND USE PLAN

WILSON GROVE

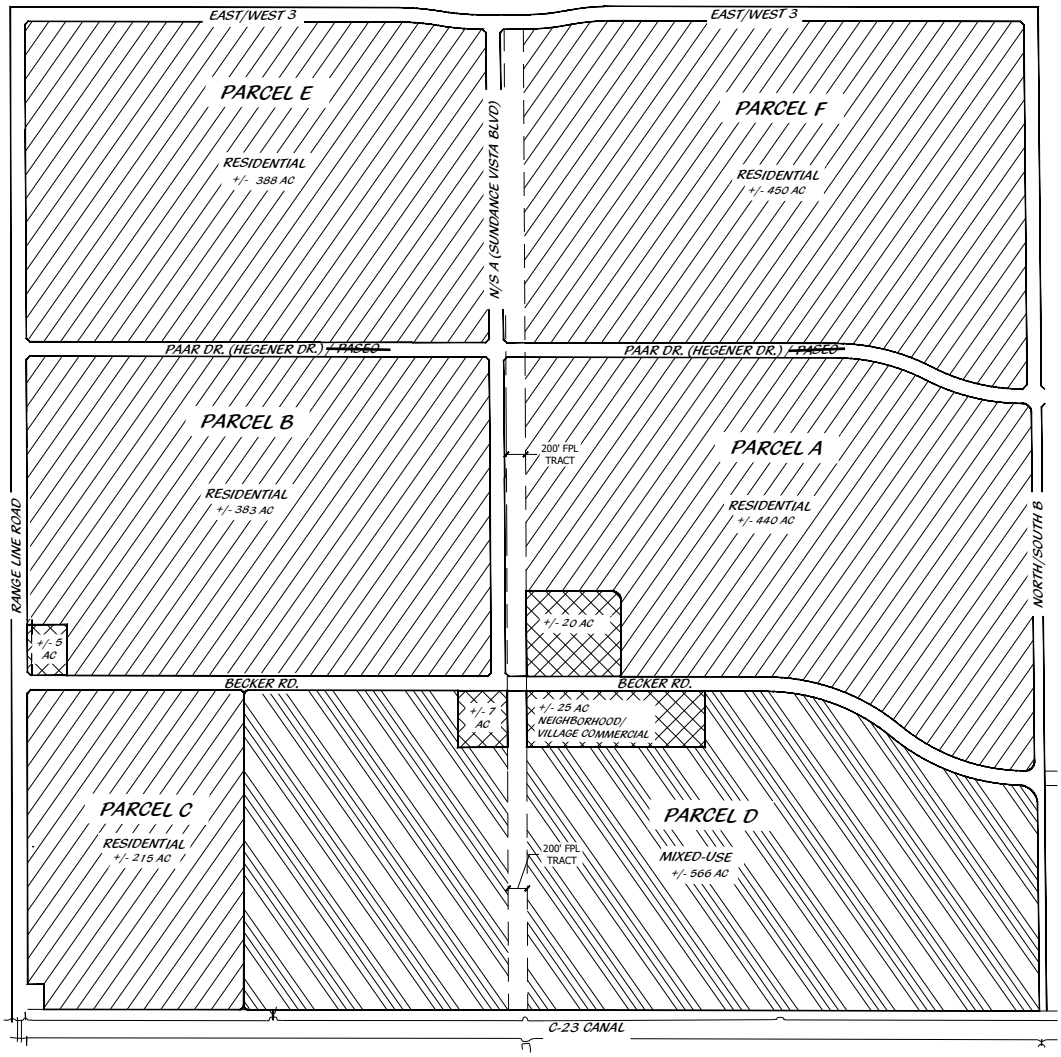
0' 1000' 2000' 4000'

Scale: 1" = 2000'

North

FIGURE 1-6

WILSON GROVE
Port St. Lucie, Florida



PROPOSED LAND USES

RESIDENTIAL	1876 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	30 AC
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LEGEND

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

NEIGHBORHOOD / VILLAGE COMMERCIAL
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COMPREHENSIVE LAND USE PLAN
WILSON GROVE

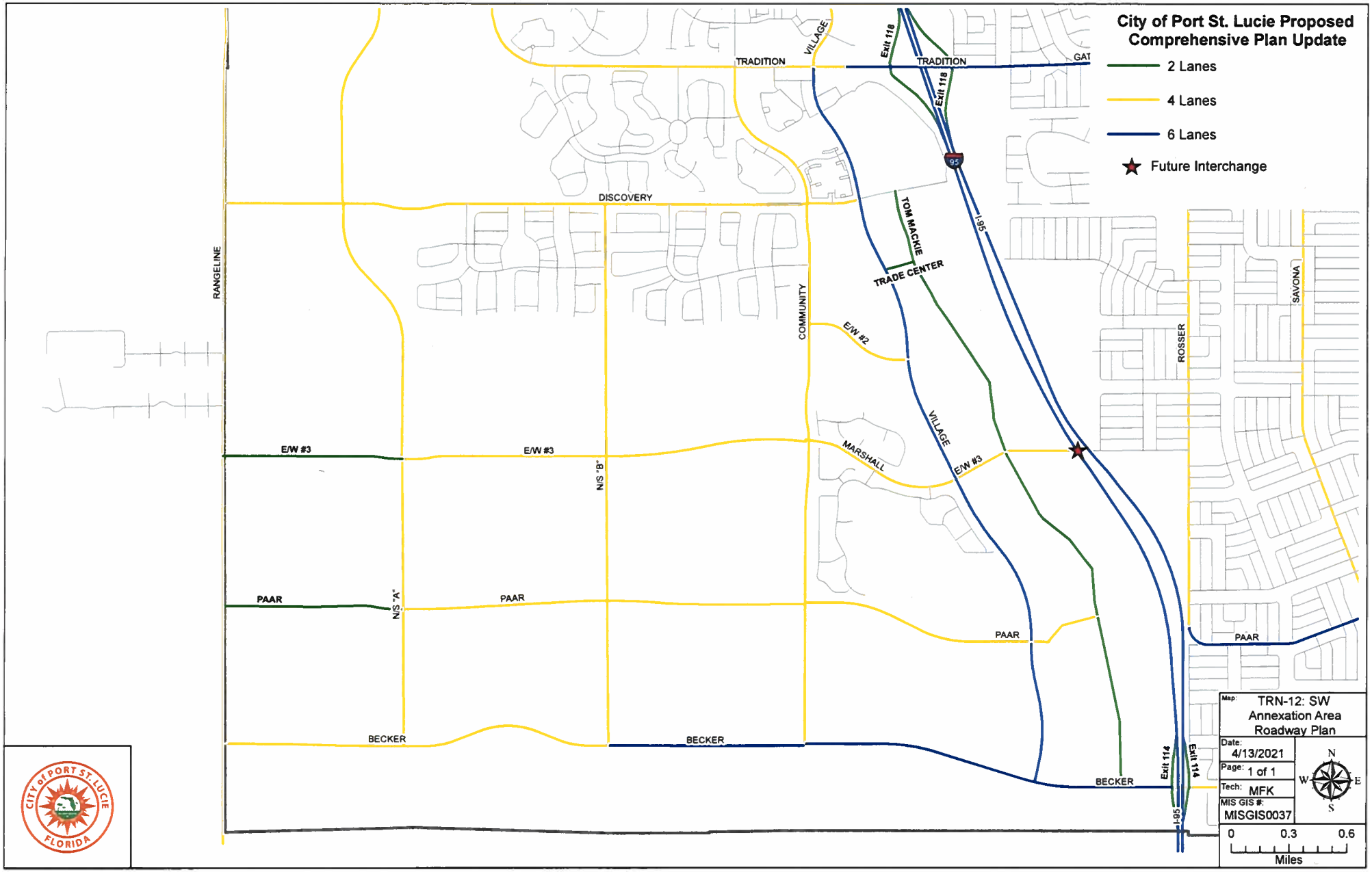
0' 1000' 2000' 4000'

Scale: 1" = 2000'

North

Additions shown as underlined and deletions shown as ~~strikethrough~~

Exhibit "C" SW Annexation Area Roadway Plan



Cotleur & Hearing
LC26000535
LAND PLANNING + LANDSCAPE ARCHITECTURE + TRANSPORTATION
1934 COMMERCE LANE • SUITE 1
JUPITER, FLORIDA • 33458
561.747.6336 561.747.1377

WILSON GROVE COMPREHENSIVE PLAN AMENDMENT SUBMITTAL

Cover Letter

May 27th, 2021

Teresa Lamar-Sarno
Deputy City Manager
Planning & Zoning
City of Port St. Lucie
772-873-6379

Re: **Request to review the Comprehensive Plan Amendment Submittal**
City of PSL P No: #P20-000

Existing Parcel ID Existing:	See attached
Acreage of Property:	2,498.745 AC
Existing Zoning District:	SLC AGRICULTURE
Existing Land Use:	NEW COMMUNITY DEVELOPMENT (NCD)
Proposed Land Use:	NEW COMMUNITY DEVELOPMENT (NCD)
Property Owner:	ACR Acquisition LLC

On Behalf of the property owner, ACR Acquisition LLC, we are pleased to present this cover letter and the associated material supporting our Comprehensive Plan Amendment application for Wilson Grove. Through this text amendment, we are requesting to update Map H.

This application includes the complete application form and any supplementary documents required for this Comprehensive Plan Amendment. The requested amendment is consistent with the goals and objectives of the Comprehensive Plan.

We look forward to working with the City on this project. Please contact me with any questions.

Sincerely yours,



Daniel T. Sorrow, AICP, PLA, LEED AP BD+C
Cotleur & Hearing
1934 Commerce Lane, Suite 1
Jupiter, FL 33458

Description of Area: The area of Wilson Grove is 2,498.745 acres located in the City of Port St. Lucie. Located West of Interstate 95 and East of Range Line Road. Currently Zoned SLC Agricultural with a designated land use of New Community Development.

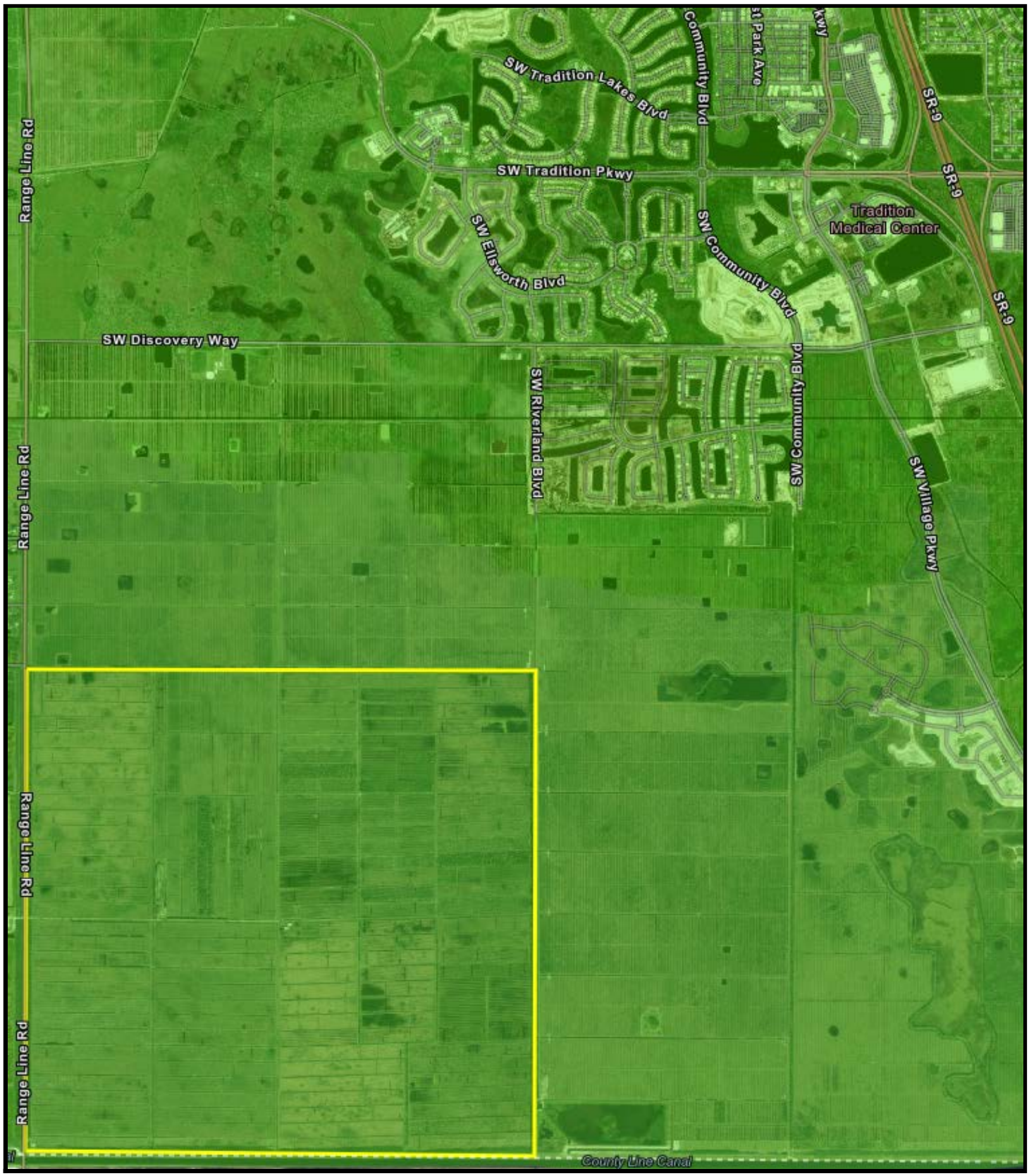
Justification for Land Use Amendment: The land use for the Wilson Grove development will stay New Community Development (NCD), so no land use amendment is required.

WILSON GROVE PARCEL IDs		
4329-501-0012-0010-0	4329-501-0012-000-7	4329-501-0011-000-0
4331-100-0001-000-3	4331-100-0001-000-3	4329-501-0007-000-9
4329-501-0005-010-8	4329-501-0005-000-5	4329-501-0004-000-8
4330-433-0001-000-3	4330-100-0001-000-0	4330-100-0001-000-0
4329-501-0003-000-1	4329-501-0002-300-7	4329-501-0002-400-8
4329-501-0002-200-6	4329-501-0002-100-5	4329-501-0002-000-4
4329-501-0018-000-9	4239-501-0016-000-5	4329-501-0017-000-2
4329-501-0020-000-6	4329-501-0020-000-6	4329-501-0020-000-6
4329-501-0017-000-2	4329-501-0016-000-5	4329-501-0015-000-8
4329-501-0006-000-2	4329-501-0021-000-3	4329-501-0021-000-3
4329-501-0021-000-3	4329-501-0006-000-2	4329-501-0024-000-4
4329-501-0023-000-7	4329-501-0022-000-0	

*Tax ID Numbers are the same as Parcel IDs**

ADJACENT ZONING CATEGORIES	
NORTH	SLC AGRICULTURAL 5 (CITRUS GROVES)
SOUTH	C-23 CANAL
EAST	SLC AGRICULTURAL 5 (CITRUS GROVES)
WEST	IX – INDUSTRIAL, EXTRACTION (SAND MINING)

FUTURE LAND USE CATEGORIES	
NORTH	NEW COMMUNITY DEVELOPMENT
SOUTH	C-23 CANAL
EAST	NEW COMMUNITY DEVELOPMENT
WEST	AG-5



Legend

Subject Site

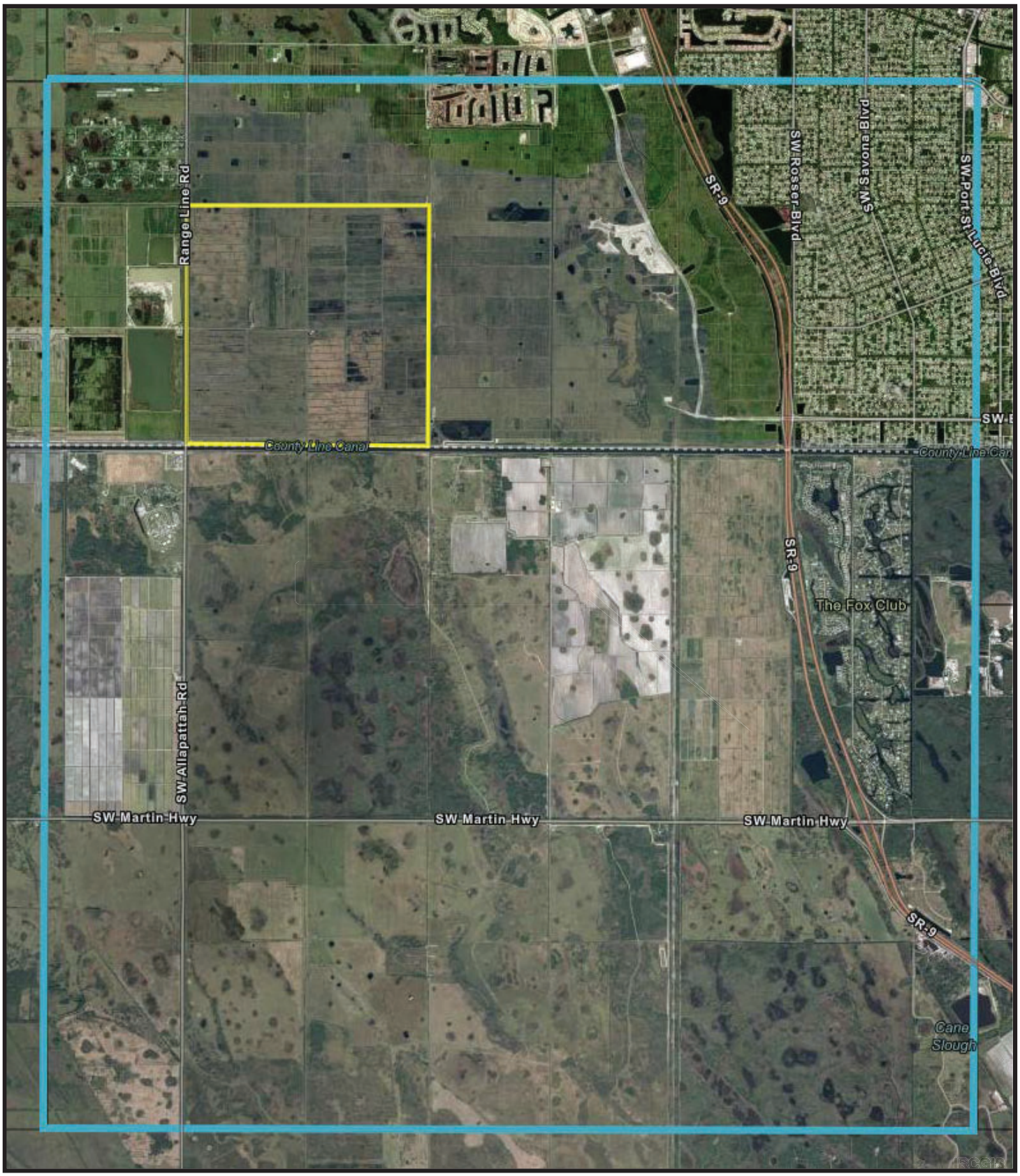
Flood Zone X

Wilson Grove

FEMA Flood Zone

City of Port St. Lucie

Cotleur & Hearing
1934 Commerce Lane · Suite 1 · Jupiter, FL · 33458
561.747.6336 · 561.747.1377



Legend

Subject Site

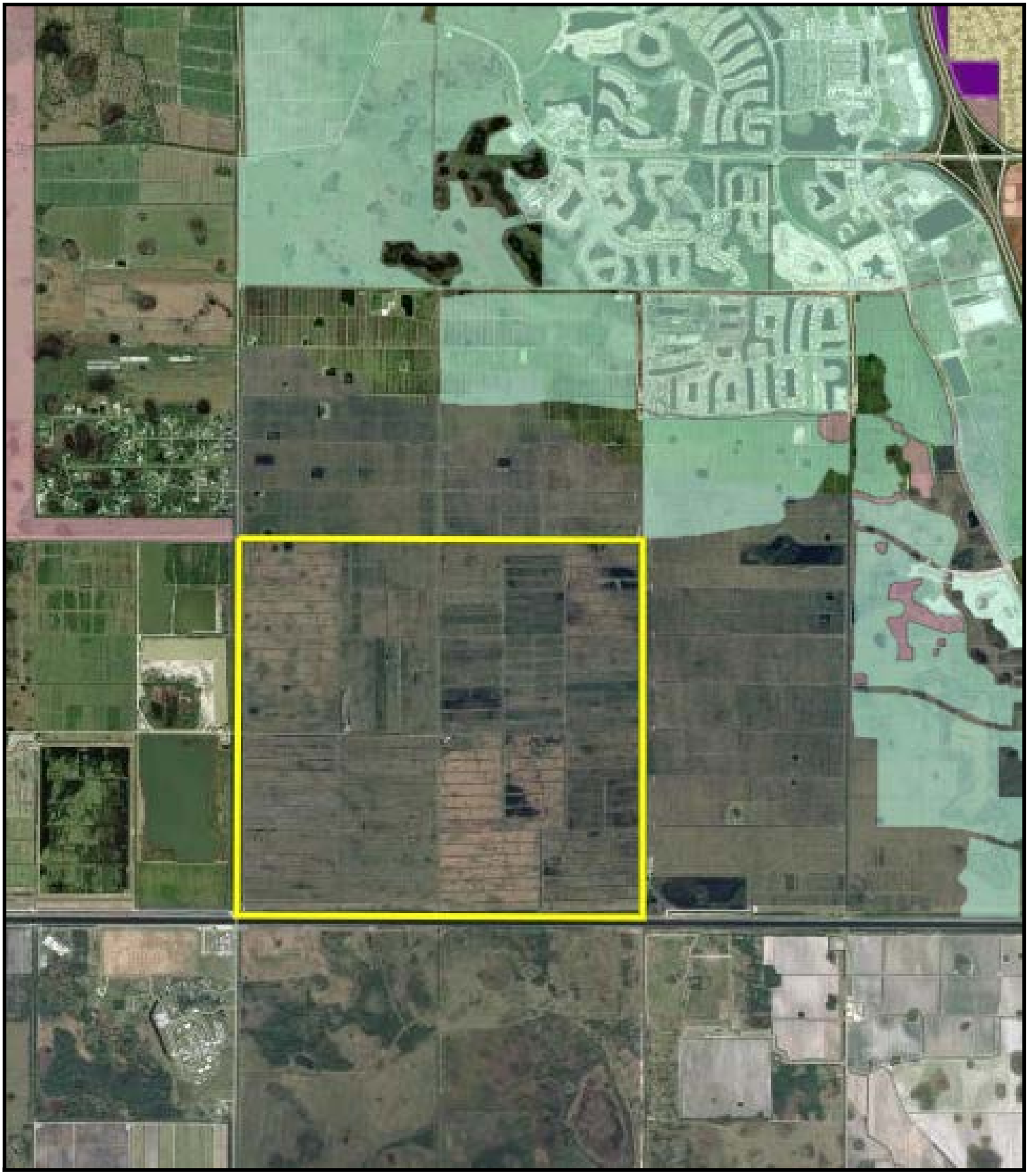
FEMA Panel

Wilson Grove

FEMA Panel 12111C0400J

City of Port St. Lucie

Cotleur & Hearing
1934 Commerce Lane · Suite 1 · Jupiter, FL · 33458
561.747.6336 · 561.747.1377



Legend

Subject Site

SLC Agricultural

General Use

MPUD

Wilson Grove

Zoning

City of Port St. Lucie

Cotleur & Hearing

1934 Commerce Lane · Suite 1 · Jupiter, FL · 33458

561.747.6336 · 561.747.1377

Planning / Applications / P#: P21-128

Legal Request

Application | Comments | Submittals | Meetings | Allowed Users | BlueBeam | History | Fees | Conditions | Files | Reports

Save

Project Name:
Wilson Grove-ACR Acquisition - Map "H" Revision - Text Amend.

Management/Property Information | Reviewers

Management

Project Type: * COMPREHENSIVE PLAN TEX...

Status: P&Z MEETING SCHEDUL...

Approved Date:

Project Number: * P21-128

Amended Number:

Utility File Number: 11-681-00

Building Type : Select...

Primary Email Address: dsorrow@cotleur-hearing.com

Describe Request:
Request to update Wilson Grove Map H

Check this if Exempt from Public Records Request: ☐

Current Land Use: Select...

Current Zoning: Select...

Proposed Zoning: Select...

Acreage:

Administrative: ■

Architectural Elevations: ■

Agent/Applicant | Property Owners | Authorized Signatory of Corporation | Project Architect/Engineer

Agent First Name: Daniel

Agent Last Name: Sorrow

Agent Business Name:

Agent Phone: (561) 406-1012

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

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 advertising for the Planning and Zoning Board meeting. **All** items on this application should be addressed, otherwise it can not be processed. Attach proof of ownership; two copies of deed. Please type or print clearly in **BLACK** ink.

PRIMARY CONTACT EMAIL ADDRESS: dsorrow@cotleur-hearing.com

PROPERTY OWNER

Name: ACR ACQUISITION
Address: 5300 WEST ATLANTIC AVENUE SUITE 505, DELRAY BEACH FL 33484

Telephone No.: 561-359-3049

IF PROPERTY IS IN MULTIPLE OR CORPORATE OWNERSHIP, PLEASE PROVIDE ONE CONTACT PERSON.

Name: ALEXANDER AKEL
Address: 5300 WEST ATLANTIC AVENUE SUITE 505, DELRAY BEACH FL 33484

Telephone No.: 561-359-3049

AGENT OF OWNER (if any)

Name: COTLEUR AND HEARING, DANIEL T. SORROW
Address: 1934 COMMERCE LANE, SUITE 1, JUPITER, FL 33458

Telephone No.: 561-406-1012

PROPERTY INFORMATION

Boundary Description (attach map) Please see attached map and deed
Property Tax I.D. Number Please see attached Cover Letter
Current Land Use NEW COMMUNITY DEVELOPMENT (NCD)
Proposed Land Use NEW COMMUNITY DEVELOPMENT (NCD)
Current Zoning SLC AGRICULTURAL
Acreage of Property 2,498.745

Reason for Comprehensive Plan Amendment: Revision to Map H within the DRI.

*Signature of Owner | DANIEL T. SORROW Hand Print Name | 5.27.21 Date

*If signature is not that of 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.

03/02/20

COMPREHENSIVE PLAN AMENDMENT CHECKLIST

The following materials are required for a complete analysis of the application. Much of this material will be forwarded to the Planning and Zoning Board, City Council, and Department of Community Affairs. Please provide material that can be copied in black and white on standard sized paper. Please note that the information must address St. Lucie County if appropriate and must consider maximum utilization of the property unless an appropriate condition is agreed to as part of the application.

✓ 1. Completed application and fee.

N/A 2. Completed rezoning application and fee (optional).

✓ 3. Written description of area subject to application.

✓ 4. Copy of deed(s).

✓ 5. Justification for land use amendment.

✓ 6. List and map of adjacent future land use map classifications located to the north, south, east, and west.

✓ 7. List of adjacent existing land uses located to the north, south, east, and west. (i.e.: house, vacant, store, church, etc).

✓ 8. List of adjacent existing zoning categories located to the north, south, east, and west.

✓ 9. Map and area of site included in FEMA flood plain and 100 and 500-year flood categories with map panel number.

N/A 10. Map and description of the location, type, and area of wetlands located on site. (An Environmental Assessment Report is required for all large scale future land use map amendments.)

N/A 11. Map and description of the location, type and area of existing vegetation using Florida Land Use and Cover Classification System (FLUCAS) categories. (An Environmental Assessment Report is required for all large scale future land use map amendments.)

N/A 12. Traffic analysis.

N/A 13. Market study (for commercial categories only).

N/A 14. Capacity analysis, location, and service description for the following public services: sanitary sewer, public water, solid waste, drainage, recreation, fire and emergency services, police, education.

✓ 15. Location map with major streets clearly identified.

✓ 16. Existing future land use map.

N/A 17. Proposed future land use map.

N/A 18. Chart comparing the areas of existing and proposed future land uses.

D. F. S.
Applicant's Signature

5.27.21
Date

May 12th, 2021

City of Port St. Lucie
Planning and Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Re: LETTER OF AUTHORIZATION

To Whom It May Concern:

Please allow this letter to serve as authorization for Cotleur and Hearing and its staff to act as agents for the area owned by ACR Acquisition, LLC in the Wilson Grove project, located at the intersection of North East Becker Road and Range Line Road in the Western Annexation Area of the City of Port St. Lucie, Florida, for the purposes of obtaining approvals and permits from state and local government agencies regarding Development Order Amendment, MPUD, Comprehensive Plan, and other similarly related applications.

AUTHORIZED SIGNATORY FOR ACR ACQUISITION LLC

Ramzi Akel
PRINTED NAME

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☑ online notarization this 21 day of MAY, 21 21 by RAMZI AKEL who is personally known to me or has produced _____ as identification.

[NOTARIAL SEAL]

TERESA HUGO TIGERT
Commission # GG 160795
Expires March 8, 2022
Bonded Thru Budget Notary Services

Teresa Hugo Tigert
NOTARY PUBLIC, State of Florida

STATEMENT OF AUTHORITY

September 2, 2022

City of Port St. Lucie
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Re: **47.566 acre property legally described as THE EAST 200.00 FEET OF SECTIONS 30 AND 31, TOWNSHIP 37 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA -** (w/in "Wilson Groves project")

To Whom It May Concern:

I/We, Florida Power & Light Company as the property owner for the above referenced project, consent to allow **Cotleur & Hearing and ACR Acquisitions, LLC** to pursue all planning related items including but not limited to a Development of Regional Impact, Map H, and MUPD Zoning for the property described in the attached legal description.

Sincerely,

Gregg Hall **Gregg A. Hall**, FPL Siting & Permitting Manager

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 6th day of September 2022, by Gregg Hall. He/she who is personally known to me, or has produced _____ as identification and did/did not take an oath (circle correct response.

(NOTARY'S SEAL OR STAMP)

Notary Public State of Florida
Marjorie Fortin
My Commission HH 065069
Expires 11/18/2024

Marjorie Fortin
(Signature)

Marjorie Fortin
(Name – type, stamp or print clearly)

City of Port St. Lucie

PUBLIC WORKS DEPARTMENT

"A City for All Ages"

Accredited Agency - American Public Works Association

MEMORANDUM

TO: Bridget Kean, AICP – Senior Planner, Planning & Zoning

THRU: Colt Schwerdt, P.E. – Assistant Public Works Director & City Engineer CS

FROM: Diana Spriggs, P.E. – Regulatory Division Director, Public Works

DATE: May 25, 2023

SUBJECT: P21-127 Wilson Grove – Development of Regional Impact Amendment
P21-128 Wilson Grove – Comprehensive Plan Amendment
Traffic Generation, Stacking & Circulation Approval

This application and Traffic Report prepared by Susan O'Rourke, P.E. dated April 18, 2023 has been reviewed by the Public Works Department and the transportation elements of the project were found to be in compliance with the adopted level of service and requirements of Chapter 156 of City Code, and Public Works Policy 19-01pwd at this time.

The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering. The City's 3rd Party Consultant's review found that proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the 3rd Party Consultant's review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their Development of Regional Impact (DRI) roadway improvement triggers being met. As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At that trigger, Wilson Groves is required to construct the initial 2 lanes of N/S A from Becker Rd to E/W 3 (Marshall Parkway), and E/W 3 from Range Line Road to N/S B (Riverland Blvd), as outlined under Condition 19 of the Wilson Groves DRI (Table 2).

The peak capacity of a 2-lane road is 1,080 trips and a 4-lane road is 2,100 peak hour trips as identified in the Developer's provided Traffic Analysis. Based on the current DRI traffic condition, they will be allowed 2,573 p.m. peak hour trips before a new roadway is required to be constructed. In absence of additional connecting roadways, the totality of these trips will be placed on Becker Road. The Public Works Department and the City's 3rd Party Traffic Consultant has determined from the analysis that widening of Becker Road is likely to be required prior to the Wilson Grove DRI triggers.

The existing Wilson Grove DRI does include a monitoring condition under Section 15.B. Based on this existing condition in the DRI, the City has the ability to require the developer to provide a monitoring analysis of the existing conditions of a roadway portion within their DRI roadway obligations to ascertain the level of service on that roadway. This would allow the City to determine if a roadway segment(s) widening or initial 2-lane requirement should be accelerated. The monitoring condition however does require the City to allow the developer 24 months for engineering, permitting and construction.

The City's 3rd Party Consultant mentioned some concerns for the City to be aware of in their last review of the Wilson Grove DRI Traffic Analysis. They are recommending that the City require a Traffic Analysis of the

intersections with each future plat submittal/review to verify if any improvements are needed at that time for the intersections.

Another concern is the Wilson Grove DRI Traffic Analysis does not include any traffic impacts from the surrounding DRI's. Becker Road will include traffic trips from several areas as the communities that connect to it are built out. Currently the analysis provided by the various DRI's of the area only includes their specific projected trips from their individual DRI's for the roadways. The overall DRI study we had completed by our 3rd Party Traffic Consultant this year to combine the potential traffic for the Southwestern Annexation Area, only looked at 10 years out for the construction timing of the 2-lane network of the roadways. This is not the full buildout impact for the Southwestern Annexation Area traffic. It is recommended by Public Works and our 3rd Party Traffic Consultant that we have another Southwestern Annexation Area analysis done every 3 to 5 years to assess the impacts as they increase. With the earlier timeframe being associated with more significant land use changes or faster development time frames than the development schedule.

At the February 22, 2023 City Council Workshop, the City Council adopted new policies in support of construction of the full two lane roadway network in the City's Southwest Annexation Area as depicted on the SW Annexation Area Roadway map. Staff was directed to prioritize construction of the 2-lane roadway network to ensure the roadways are in place to serve the proposed development. The intent is to avoid the conditions that exist in other parts of the City where certain roadways such as St. Lucie West Boulevard and Port St. Lucie Boulevard end up funneling all traffic because there is limited north-south and east-west connectivity

City staff has discussed the proposal to include a Paseo within the 150 feet of city owned road right-of-way for E/W 4 with the applicant. The Paseo is not a listed improvement in the Wilson Grove DRI development order. Based on the transportation improvements currently required by the Wilson Grove DRI development order (Res. 11-R01), E/W 4 will be a four laned roadway at the time of buildout. With no conceptual drawings or sections, City staff cannot determine if the proposed Paseo and 4-lane roadway will fit within the right-of-way and does not recommend the inclusion of the Paseo on a map or land use plan at this time. If the developer of the Wilson Groves DRI wants to propose a Paseo in city owned right-of-way, the developer should be required to amend the DRI development order to identify the Paseo as a permitted improvement in the Wilson Groves DRI prior to the inclusion of the Paseo on Map H.

If the Board motions to approve this application, Public Works recommends the approval be conditioned such that the applicant must reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways. Additionally, if the Board motions to approve this application, we also recommend that it be conditioned to remove any references of the Paseo; and that should the applicant wish to include the Paseo they must provide a typical section for review and approval by Council to be included in a future DRI amendment.

To: Diana Spriggs, P.E., Regulatory Division Director, City of Port St. Lucie

From: Myra E. Patino, P.E., PMP, Marlin Engineering, Inc.

Cc: Walter Keller, P.E., AICP, Marlin Engineering, Inc.

Ashok Sampath, M.S., Marlin Engineering, Inc.

Date: May 10, 2023

Subject: Wilson Groves – Map H Amendment Traffic Analysis (6th Review Comments)

MARLIN Engineering, Inc. has conducted a peer review of the new Wilson Grove DRI Traffic Analysis prepared by O'Rourke Engineering & Planning, originally dated September 2021, with subsequent revisions on June 8, 2022, August 26, 2022, January 11, 2023 and April 17, 2023. Wilson Groves DRI is located near Becker Road east of Rangeline Road in the City of Port St. Lucie, Florida. The following comments were made for the 6th round of review for the latest report revised April 18, 2023:

1) **Approved Land Use Table 1a:**

   a. Please advise on the 40 additional acres of Regional Park since this is not provided in WATS 3.0.

   Applicant's Response*: The original WATS study did not include the 40 acres of Regional Park as required in Resolution 11-R01 in error. It was an oversight and has been corrected in the revised Traffic Study. The traffic analysis provided herein references the 40-acre regional park and references 50 additional acres as part of the approved DO for Wilson Groves.*

   City's Response: Please include Resolution 11-R01 in the report appendix.

   OREP's Response (4/17): 11-RO1 is included in Appendix A with original page numbering pages.

   City's Response: Agreed.

2) Roadway Phasing:

a. The study needs to identify the phasing of the entire Wilson Grove.

Applicant's Response: *The phasing plan is not applicable to this revision. The applicant is changing the location of land use. The ultimate buildout analysis is the appropriate and agreed upon approach for evaluating this change.*

City's Response: The phasing plan is required to track the improvements since Map H has been amended and the land uses were moved in between TAZs.

OREP's Response (4/17): Phase 1 through 3 are now included as Appendix D of the report.

City's Response: The phasing plan has been reviewed and the trips were distributed reasonably to the segments based on the planned developments.

3) Link Analysis:

a. Discovery way was included in the previous analyses. Please provide details on the removal of Discovery way from the current traffic study analysis.

Applicant's Response: *Only the roadways that are the responsibility of the applicant were included in the analysis.*

City's Response: Community Blvd. is included in the analysis, which is outside the Wilson Grove boundaries and trips were assigned to it. Please explain why Discovery way is treated differently.

OREP's Response (4/17): Discovery Way has been added to the analyses.

City's Response: Approved.

b. The trip assignment assumptions are not applicable based on the WATS 3.0. The trip assignment to each roadway in the study was taken from the WATS 3.0 which was created using the approved conceptual master plan, however, the proposed master plan has changed the parcel labels/locations. For Example, On Range line Road from Marshall Pkwy to Paar Road, WATS 3.0 recommends to use 8.6% for Parcel A because the location of Parcel A is adjacent to the Range line Road when the WATS 3.0 was developed. The Parcel A has been proposed to be relocated in between N/S A and N/S B (closer to Becker Road) but the majority of the trips

(12.7%) was assigned to Range line road in this study. The study should revisit the trips assignments throughout the network.

Applicant's Response: *The assignments were revised based on the individual pod's access and relationship to the roadway. Attachment 4.b provides the assignments for each parcel.*

City's Response: The trip assignments were not updated in Table 4 from the previous submittal; however, some of the trips were revised for Parcels E and F. The updated trips are not balanced with AADTs provided in the table.

OREP's Response (4/17): All trips have been verified for each parcel and entered into the appropriate link tables.

City's Response: The trips have been distributed reasonably throughout the network.

c. A significant adjustment to the intensity of land uses is being proposed in Traffic Zone 648 (aka, Parcel D): Approved trip generation 15,836 (Table 1b) versus the Proposed trip generation of 36,116 (Table 2b). Table 4 Link Analysis for a 4-lane Becker Road indicates 52,694 trips on Becker Road east of N/S "A" with a peak hour volume of 2,317. Becker Road total trips of 52,694 may require 6 lanes and the peak hour volume of 2,317 is only 4.5% of the daily traffic loading. Additionally, the discounting of pass-by trips may not be appropriate in this regional traffic analysis. Please provide additional information to support the acceptability of Becker Road at 4 lanes and the 4.5% peak hour volume.

Applicant's Response: *The tables are set up in a manner that the AADT (two directions) is entered twice since the formulas are set up to apply the K and D factors to arrive at the peak hour directional values. This approach is consistent with other DRIs. So, the two AADTs do not get added together. The Total AADT is half of what the reviewer has indicated. So, the peak hour factor is 9%. We apologize if the formatting has led to confusion.*

City's Response: The Applicant has increased the land use intensity for Parcel D, further increasing the trip generation by approximately 10,243 daily trips per

Table 2a, page B-26. The Applicant's response regarding the lower daily traffic volumes is accepted. Please add a clarifying note to Table 4 indicating the daily traffic volume is equal to one direction only.

The reduction in the daily traffic volumes on the roadway segments are within the capacity thresholds. Please correct Parcel D traffic zone number to 648 in Table 2a and add the percent assignment percentage to the external links surrounding the Wilson Grove DRI on the figure on page C-2.

OREP's Response (4/17): The figures and tables have been updated accordingly.

City's Response: Approved.

d. The 4-lane segment of Marshall Parkway between N/S "B" and Community Boulevard has a daily volume of 59,878 and a peak hour volume of 2,695. Table 4 indicates the 4-lane segment meets capacity requirements? Please provide additional information to support the acceptability of Marshall Parkway at 4 lanes and the 4.5% peak hour volume.

Applicant's Response: *The tables are set up in a manner that the AADT (two directions) is entered twice since the formulas are set up to apply the K and D factors to arrive at the peak hour directional values. This approach is consistent with other DRIs. So, the two AADTs do not get added together. The Total AADT is half of what the reviewer has indicated. So, the peak hour factor is 9%. We apologize if the formatting has led to confusion.*

City's Response: This comment has been addressed. See City Comment for 4c.

OREP's Response (4/17): Agreed.

City's Response: Comment Closed.

e. Please provide a map for the trip assignment for each Parcel and also for the entire Wilson Grove DRI.

Applicant's Response: *See response 4b above and attachment 4.b.*

City's Response: The trip assignment in Table 4 does not match the trip assignments on the map. For Example: in Appendix C, Figure 6.2 – A (Parcel A assignments), trip assignment for E-W 4/Paar Dr. = 42.4% which is distributed as 30.4% for N-S B from Paar to E-W 3/Marshall Pkwy, while the remaining 12% were not assigned to the Wilson Grove network; instead, these trips were completely omitted from Table 4 in the main report. If the omitted trips were assigned to the adjacent roadway, please include them in Table 4; otherwise, please re-assign the trips within the Wilson Grove DRI.

OREP's Response (4/17): The assignments have been verified and modified if appropriate.

City's Response: Comment Closed.

4) Conclusion:

a. Although the roadway link analysis did not indicate a worsening of LOS or trigger certain improvements before needed, intersection analyses will be required for review in order to determine how changes to the Land Use mix and location impact intersections within the DRI, as subdivisions for the developments are submitted for approval through the platting process.

Applicant's Response: *We believe when the reviewer understands the tables' formatting, the concerns regarding the LOS will be allayed.*

City's Response: Yes, the tables regarding the link analysis do have a relation with certain improvements; however, an intersection LOS analysis will still be required for each development when it goes to platting.

OREP's Response (4/17): No Response.

ADDITIONAL TRAFFIC COMMENTS:

1) They need to provide supporting documentation if they are not going to revise their trip assignment any further in order to accept the proposed laneage on the roads.

   Applicant's Response: *The traffic report and associated tables show the reallocation of land uses does not affect the proposed laneage of roads.*

   City's Response: Please refer to 4b and 4e.

   OREP's Response (4/17): No Response.

2) Pass-by trips are not recommended for a regional study such as this.

   Applicant's Response: *The pass by rates is appropriate for this traffic study as they are only used for retail and have been used for all studies by each DRI (Southern Grove, Riverland).*

   This comment has been deferred to City staff.

   OREP's Response (4/17): No Response.

3) The Applicant's traffic analysis 6th version indicates additional traffic volume is added to Becker Road. While these impacts can be accommodated within LOS requirements inside the Wilson Groves DRI, it is unclear what the design lane requirement for Becker Road east of N/S "B" should be. For example, Table 4 Phase 4 Buildout on page 9 projects 29,000 (rounded) vehicles on Becker Road between N/S "A" and N/S "B". The Phase 3 distribution and assignment figure on D-29 projects 96% of the Becker Road assignment between N/S "A" land N/S "B" occurs on Becker Road east of N/S "B" (27,800 rounded).

FINAL RECOMMENDATIONS

1) The Marlin Engineering West Annexation Area DRI Traffic Study projected traffic conditions for 2031 considering the 3 DRIs. The 2031 projected traffic volumes for Becker Road between N/S "A" and N/S "B" were 10,100 vehicles and between N/S "B" and SW Community Boulevard they were 14,600 vehicles. Subtracting the 10,100 vehicles from 29,000 vehicles and taking 96% of the total would equal 18,100 vehicles from Wilson Grove on Becker Road between N/S "B" and SW Community Boulevard. Adding the adjusted volume to the Marlin Engineering 2031 project volume of 14,600 vehicles would total 32,700 vehicles on Becker Road between N/S "B" and SW Community Boulevard.

   The maximum LOS "D" volume for a Class 1 non-state roadway with a 40 MPH posted speed for a 4-lane divided roadway is 35,800 vehicles per day. The volume to capacity ratio for the projected traffic volume considering the traffic from Wilson Grove versus the maximum LOS "D" capacity is 0.91. The GL Homes/Riverland DRI development phasing included in the Marlin Engineering DRI Traffic Study was not at buildout. Residential phasing was approximately 43% of buildout, with 6,700 dwelling units outstanding. Non-residential development phasing was only 15% of buildout with over 3.37 million square feet remaining.

   The above discussion suggests Becker Road will have to be widened to 6 lanes in order to meet City LOS requirements.

2) Becker Road traffic volumes could be reduced to alleviate over capacity conditions. Two roadway connections would assist in diverting traffic from Becker Road: N/S "A" and Marshall Parkway. Extending N/S "A" beyond Discovery Way and Tradition Parkway connecting to the Crosstown Parkway would provide a more direct way and lower drive time than using a congested Becker Road. Marshall Parkway would have a more significant diversion impact with an interchange at I-95. However, it takes a significant number of studies and time to approve and fund an interstate interchange. Since phasing projections for GL Homes/Riverland DRI and the Wilson Grove DRI reach into the 2040's,

the interchange justification would cause important reductions in the traffic loadings on the Becker Road and Tradition Parkway Interchanges.

3) It is also recommended the City pursue a future independent 3 DRI traffic study to ascertain the traffic impacts of the continued development in the Western Annexation Area of the 3 DRIs. The study should be based on consistent phasing of all 3 DRIs with updates to the land development uses both existing and projected, the expected roadway network and existing traffic counts on constructed roadways. This study will facilitate reviews of individual traffic studies submitted on various site plans.

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Wilson Groves – Map H Amendment

Prepared for:

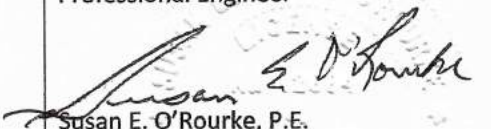
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Revised April 18, 2023

SR21082.0

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O'ROURKE
ENGINEERING & PLANNING

September 20, 2021

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

Re: Wilson Groves

Dear Mr. Akel:

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

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

Respectfully submitted,

O'Rourke Engineering & Planning

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

Wilson Groves Traffic Report Map H 4.18.2023

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APPENDICES

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

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

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

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

INTRODUCTION

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

BUILDOUT ANALYSIS

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

Approved Map H

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

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

Proposed Project

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

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

Approved Trip Generation

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

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

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

Table 1a : Approved Land Use

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

Table 1b : Daily Trip Generation - Approved

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

Table 1c : PM Peak Hour Trip Generation - Approved

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

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

Proposed MAP H Trip Generation

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

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

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

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

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

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

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

Table 2a : Proposed Land Use

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

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

Table 2b : Daily Trip Generation - Proposed

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

Table 2c : PM Peak Hour Trip Generation - Proposed

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

Table 3: Trip Generation Change

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

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

Link Analysis – Phase 4 Buildout

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

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

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

PHASES 1, 2, AND 3

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

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

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

Phase 1

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

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

Phase 2

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

Table 4: Link Analysis - Phase 4 Buildout

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips														
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel E	TAZ 861 Parcel E	% Assignment Parcel F	TAZ 653 Parcel F	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
Discovery Way (E/W 1)	RANGE LINE RD	N/S A	2	EB	924	6203	251	IN	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	4879	198	YES
				WB	924	6203	307	OUT	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	4879	242	YES
	N/S A	N/S B	4	EB	2100	9543	386	IN	6.8	6544	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1974	7569	307	YES
				WB	2100	9543	472	OUT	6.8	6544	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1974	7569	375	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	15209	616	OUT	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	14962	606	YES
				WB	2100	15209	753	IN	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	14962	741	YES
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	14144	573	OUT	10.4	10009	12	1872	12.2	1143	12.4	1905	12.3	1174	0.0	0	12.8	4620	705	14849	601	YES
				SB	1080	14144	700	IN	10.4	10009	12	1872	12.0	1124	12.4	1905	12.3	1174	0.0	0	12.8	4620	686	14830	734	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	13614	551	IN	7.4	7122	0	0	0.0	0	12.4	1905	11	1050	11	1025	12.8	4620	1478	15092	611	YES
				SB	1080	13614	674	OUT	7.4	7122	0	0	0.0	0	12.4	1905	11	1050	11	1025	12.8	4620	1478	15092	747	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	4	NB	2100	4457	221	IN	11.0	10587	10.4	1622	10.1	946	10.2	1567	20.5	1956	5.2	485	10.4	3754	-257	4200	208	YES
				SB	2100	4457	181	OUT	11.0	10587	10.4	1622	10.1	946	10.2	1567	20.5	1956	5.2	485	10.4	3754	-257	4200	170	YES
	PAAR RD (E/W #4)	BECKER RD	4	NB	2100	5595	227	IN	12.7	12223	11.2	1747	25.9	2426	22.0	3380	8.2	783	0.0	0	10.4	3754	-133	5462	221	YES
				SB	2100	5595	277	OUT	12.7	12223	11.2	1747	25.9	2426	22.0	3380	8.2	783	0.0	0	10.4	3754	-133	5462	270	YES
N/S B	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	4	NB	2100	14144	700	OUT	24.5	23579	30.4	4742	30.9	2894	30.6	4701	0	0	17.5	1631	30.4	10973	1362	15506	768	YES
				SB	2100	14144	573	IN	24.5	23579	30.4	4742	30.9	2894	30.6	4701	0	0	17.5	1631	30.4	10973	1362	15506	628	YES
	PAAR RD (E/W #4)	BECKER RD	4	NB	2100	6796	336	IN	18.1	17420	0.0	0	0.0	0	30.6	4701	15.8	1508	24.0	2237	42.4	15304	6330	13126	650	YES
				SB	2100	6796	275	OUT	18.1	17420	0.0	0	0.0	0	30.6	4701	15.8	1508	24.0	2237	42.4	15304	6330	13126	532	YES
MARSHALL PKWY (E/W #3)	RANGE LINE RD	N/S A	2	EB	924	7668	311	IN	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	6344	257	YES
				WB	924	7668	380	OUT	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	6344	314	YES
	N/S A	N/S B	4	EB	2100	14976	607	IN	6.7	6448	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1878	13098	530	YES
				WB	2100	14976	741	OUT	5.7	5486	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-916	14060	696	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	24689	1000	OUT	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	24442	990	YES
				WB	2100	24689	1222	IN	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	24442	1210	YES
E/W 4 Paar Dr	RANGE LINE RD	N/S A	4	EB	2100	9137	370	IN	10.7	10298	12	1872	26.6	2491	0	0	17.8	1699	11.0	1025	0.0	0	-3211	5926	240	YES
				WB	2100	9137	452	OUT	10.7	10298	12	1872	26.6	2491	0	0	17.8	1699	11.0	1025	0.0	0	-3211	5926	293	YES
	N/S A	N/S B	4	EB	2100	14830	601	IN	24.3	23387	42.4	6614	42.4	3971	11.8	1813	27.4	2615	18.2	1697	0.0	0	-6677	8153	330	YES
				WB	2100	14830	734	OUT	24.3	23387	42.4	6614	42.4	3971	11.8	1813	27.4	2615	18.2	1697	0.0	0	-6677	8153	404	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	11337	459	OUT	7.2	6929	0	0	11.5	1077	11.8	1813	11.6	1107		0	12.0	4331	1399	12736	516	YES
				WB	2100	11337	561	IN	7.2	6929	0	0	11.5	1077	11.8	1813	11.6	1107		0	12.0	4331	1399	12736	630	YES
BECKER RD	RANGE LINE RD	N/S A	4	EB	2100	13776	558	IN	10.7	10298	5.2	811	12.2	1143	23.1	3549	0	0	0	0	23.2	8374	3579	17355	703	YES
				WB	2100	13776	682	OUT	10.7	10298	5.2	811	12.2	1143	23.1	3549	0	0	0	0	23.2	8374	3579	17355	859	YES
	N/S A	N/S B	4	EB	2100	19187	777	IN	25.8	24830	24.4	3806	24.5	2295	22.6	3472	8.2	783	0.0	0	67.2	24255	9781	28968	1173	YES
				WB	2100	19187	950	OUT	25.8	24830	24.4	3806	24.5	2295	22.6	3472	8.2	783	0.0	0	67.2	24255	9781	28968	1434	YES
												15600		9366		15364		9543		9322		36094				
												15600		9366		15364		9543		9322		36094				

(1) From WATS 3.0, 2040 Volumes

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

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

Adjustment Factor (K) = 0.090 In = 96242

Adjustment Factor (D) = 0.550 Out= 96242

Table 5: Cumulative Land Use by Phase

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

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

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

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

Table 6: Net New External Trips

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

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

Phase 3

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

CONCLUSION

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

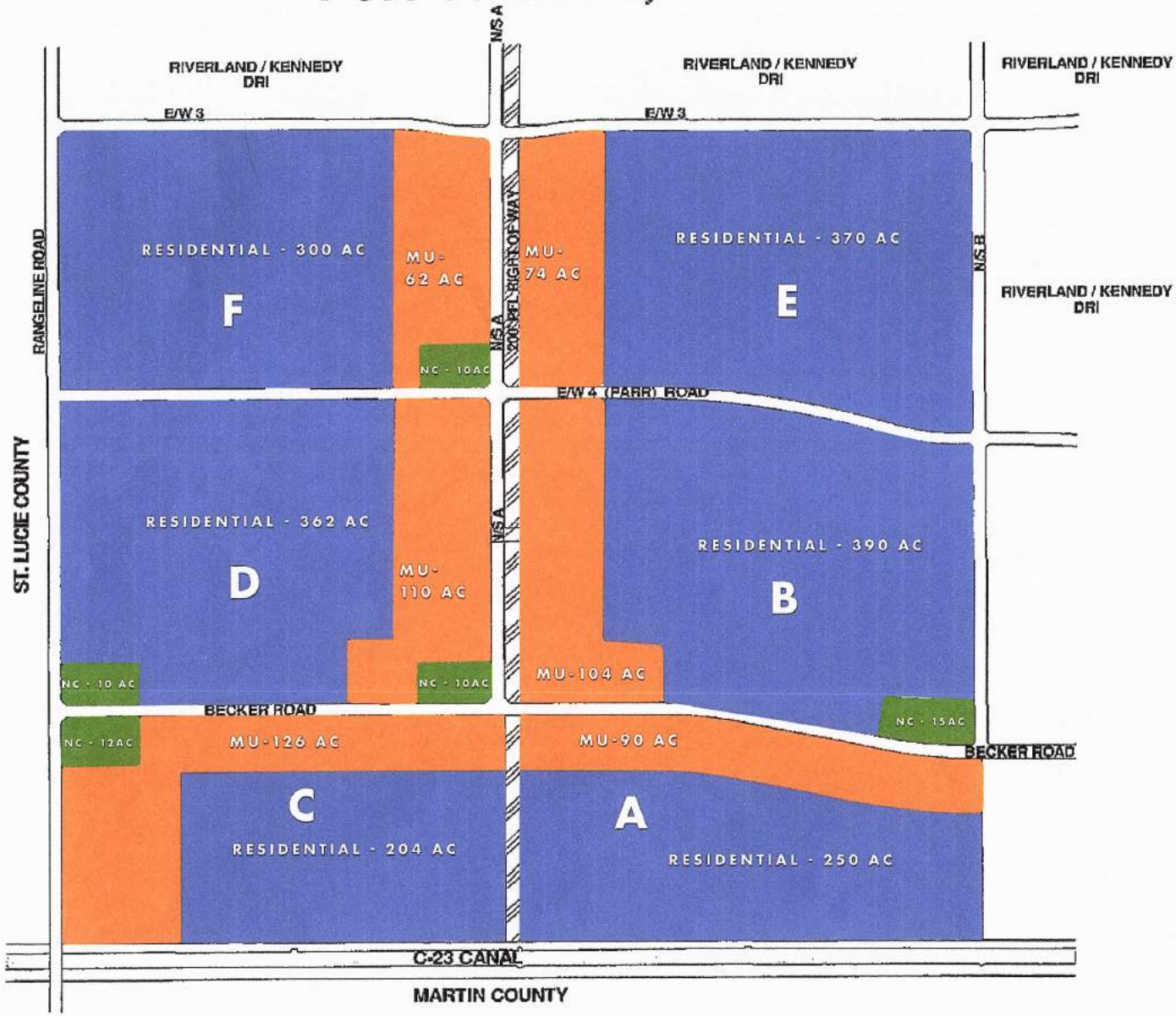
The proposed program is consistent with the original approvals.

Appendix A

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

Wilson Groves DRI
Port St. Lucie, FL

Conceptual Master Plan



LEGEND

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

Proposed Land Uses

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

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

Location Map



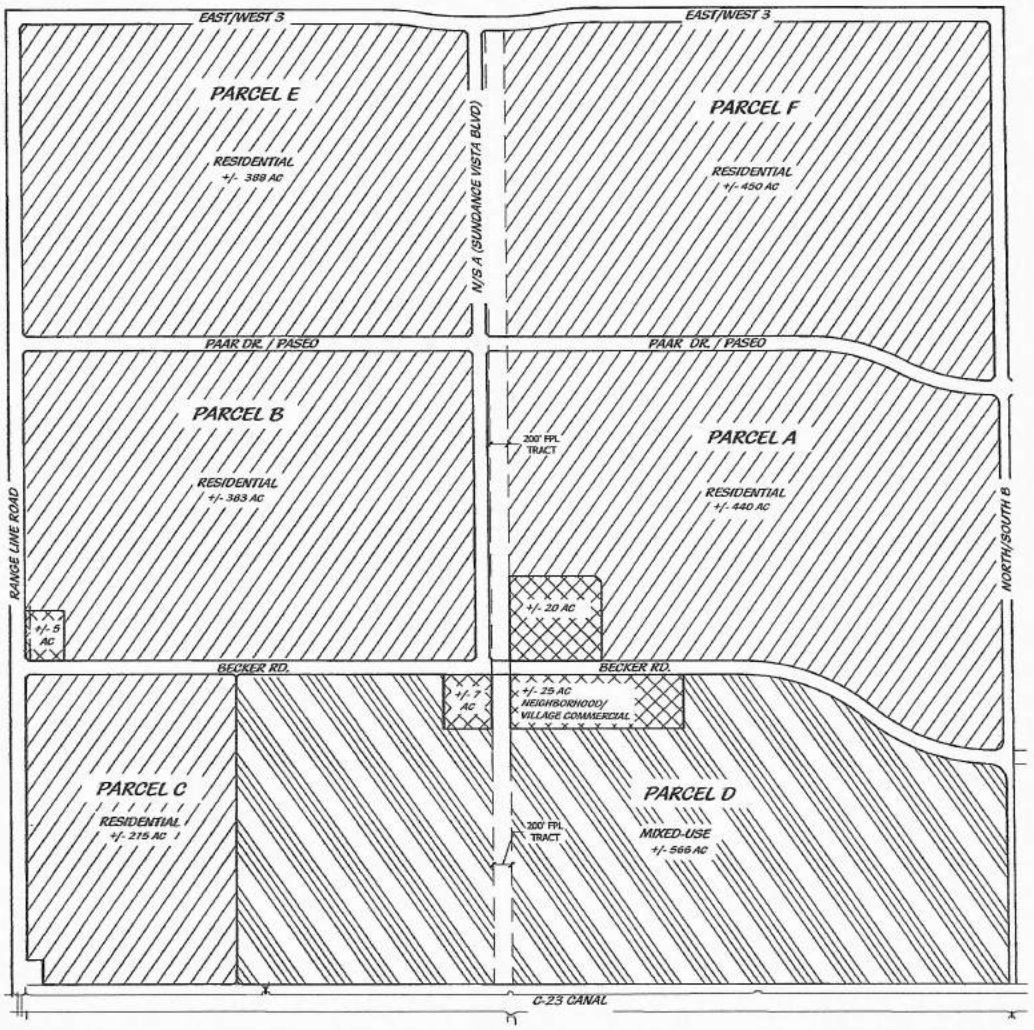
A-1

APPROVED

Proposed

FIGURE 1-6

WILSON GROVE
Port St. Lucie, Florida



PROPOSED LAND USES

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

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

LEGEND

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

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

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

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

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COMPREHENSIVE LAND USE PLAN
WILSON GROVE

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

Proposed



LEGEND

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

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

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

P PARK

K - 8 SCHOOL

C 50 AC CIVIC SITE

PROPOSED LAND USES

RESIDENTIAL	1876 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	98 AC
NEIGHBORHOOD/ VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

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

NOTES

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

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

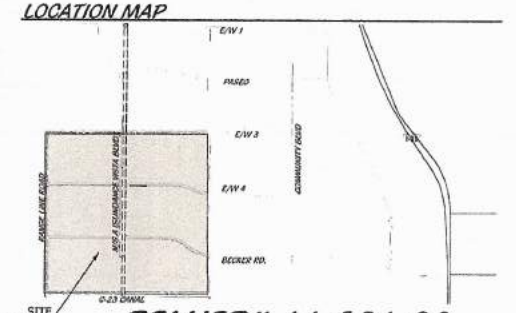
CONFIGURATION OF PARK SITE TO BE DETERMINED AT THE TIME OF MPUD PLAN APPROVAL.

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

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

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

LOCATION MAP



SITE LOCATION

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

MAP H MASTER PLAN

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

Scale: 1" = 500'

North

Cotleur & Hearing
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Environmental Consultants
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www.cotleurhearing.com
Lic# LC-C000239

WILSON GROVE
Port St. Lucie, Florida

A-3

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

December 20, 2022

SHEET 1 OF 1

© COTLEUR & HEARING INC.

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

RESOLUTION 11R-01

COUNCIL ITEM 11B
DATE 1/24/11

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FINDINGS OF FACT

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

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

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

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

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

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

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

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

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

CONCLUSIONS OF LAW

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLUTION 11R-01

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

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

JoAnn M. Faiella, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

Roger G. Orr, City Attorney

RESOLUTION 11R-01

COMPOSITE EXHIBIT "A"

LEGAL DESCRIPTION OF DRI PROPERTY

ACR Properties, LLC Property

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

Together with:

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

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

FPL Property

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

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

RESOLUTION 11R-01

EXHIBIT "B"

CONDITIONS OF APPROVAL

RESOLUTION 11-R

EXHIBIT "B"

CONDITIONS OF APPROVAL

Application for Development Approval

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

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

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

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

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

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

Commencement and Process of Development

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

RESOLUTION 11-R

EXHIBIT "B"

Phasing

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

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

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

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

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

RESOLUTION 11-R

EXHIBIT "B"

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

~~NOTES:~~

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

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

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

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

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

Buildout Date

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

Expiration and Termination Date

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

Biennial Report

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

General Provisions

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

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

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

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

REGIONAL PLANNING

Master Development Plan

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

Greenway

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

RESOLUTION 11-R

EXHIBIT "B"

TRANSPORTATION

Rights of Way

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

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

Monitoring

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

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

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

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

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

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

Access Road Improvements

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

Table 1

Access Road Improvements

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

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

Internal Road Improvements

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

RESOLUTION 11-R

EXHIBIT "B"

Table 2

Internal Road Improvements

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

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

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

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

RESOLUTION 11-R

EXHIBIT "B"

Table 3

External Roadway Improvements – West of I-95

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLUTION 11-R

EXHIBIT "B"

External Road Improvements – East of I-95

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

Table 4

External Road Improvements – East of I-95

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

RESOLUTION 11-R

EXHIBIT "B"

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

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

** Based on permitability

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

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

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

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

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

Road Improvements Outside the City of Port St. Lucie

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

Table 5

Roadway Improvements Outside the City of Port St.Lucie

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

E/W 3 and I-95 Interchange

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

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

Other Issues

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

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

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

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

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

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

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

ENVIRONMENTAL AND NATURAL RESOURCES

Wetlands

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

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

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

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

Listed Species

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

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

Exotic Species

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

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

Stormwater Management

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

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

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

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

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

Water Supply

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

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

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

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

Wastewater Management

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

Solid Waste and Hazardous Materials

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

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

Air Quality

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

HUMAN RESOURCE ISSUES

Housing

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

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

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

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

Schools

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

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

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

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

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

Police and Fire Protection

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

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

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

Hurricane Preparedness

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

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

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

Parks and Recreation

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

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

Historic and Archaeological Sites

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

Energy

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

RESOLUTION 11R-01

EXHIBIT "C"

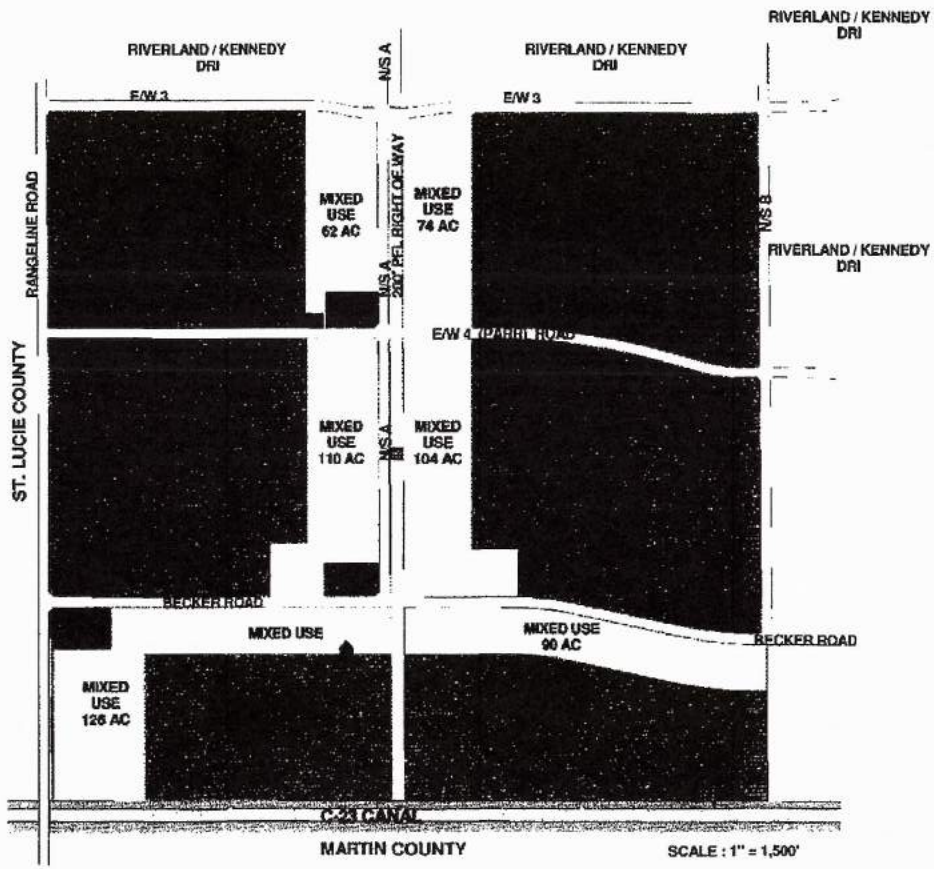
LAND USE EQUIVALENCY MATRIX

WILSON GROVES DRI

TRIP EQUIVALENCY MATRIX

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

Wilson Groves DRI
Port St. Lucie, FL



Map H
Master Plan

LEGEND

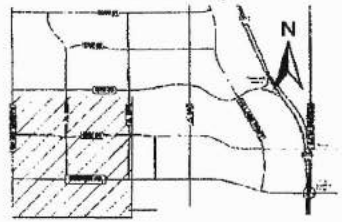
- Residential including Schools, Parks, Recreational, Institutional, and Civic uses.
- Mixed Use including, Residential, Commercial, Office, Light Industrial, Schools, Parks, Recreational, Institutional, and Civic uses.
- Neighborhood / Village Commercial including Residential, Commercial, Office, Parks,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

Proposed Land Uses

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

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

Location Map



RESOLUTION 11R-01

EXHIBIT "D"

PORT ST. LUCIE CITY COUNCIL

AGENDA ITEM REQUEST

MEETING: REGULAR X SPECIAL ___

DATE: 1-24-11

ORDINANCE _ RESOLUTION X MOTION

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

NAME OF NEWSPAPER St. Lucie News Tribune

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

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

==========

EXHIBITS: A. Staff Analysis & Recommendation
B. Resolution

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

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

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

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

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

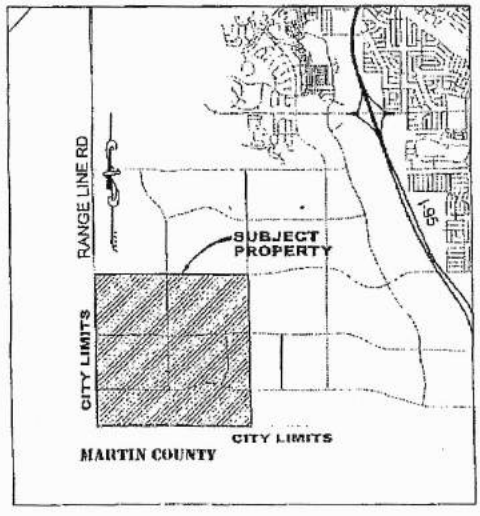
Public notice is hereby given by the CITY OF PORT ST. LUCIE of a PUBLIC HEARING for the proposed change to the Wilson Groves – Development of Regional Impact file number P10-076. This amendment provides for changes to the approved Development Order. The request is to amend certain conditions of approval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

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

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

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

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



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

Planning & Zoning Dept PUBLISH – Jan 9th

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

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

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

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

DATE: **JANUARY 5, 2011**

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

OWNERS: ACR Acquisition, LLC and Florida Power and Light

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

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

SIZE: 2,499 acres

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ANALYSIS:

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

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

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

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

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

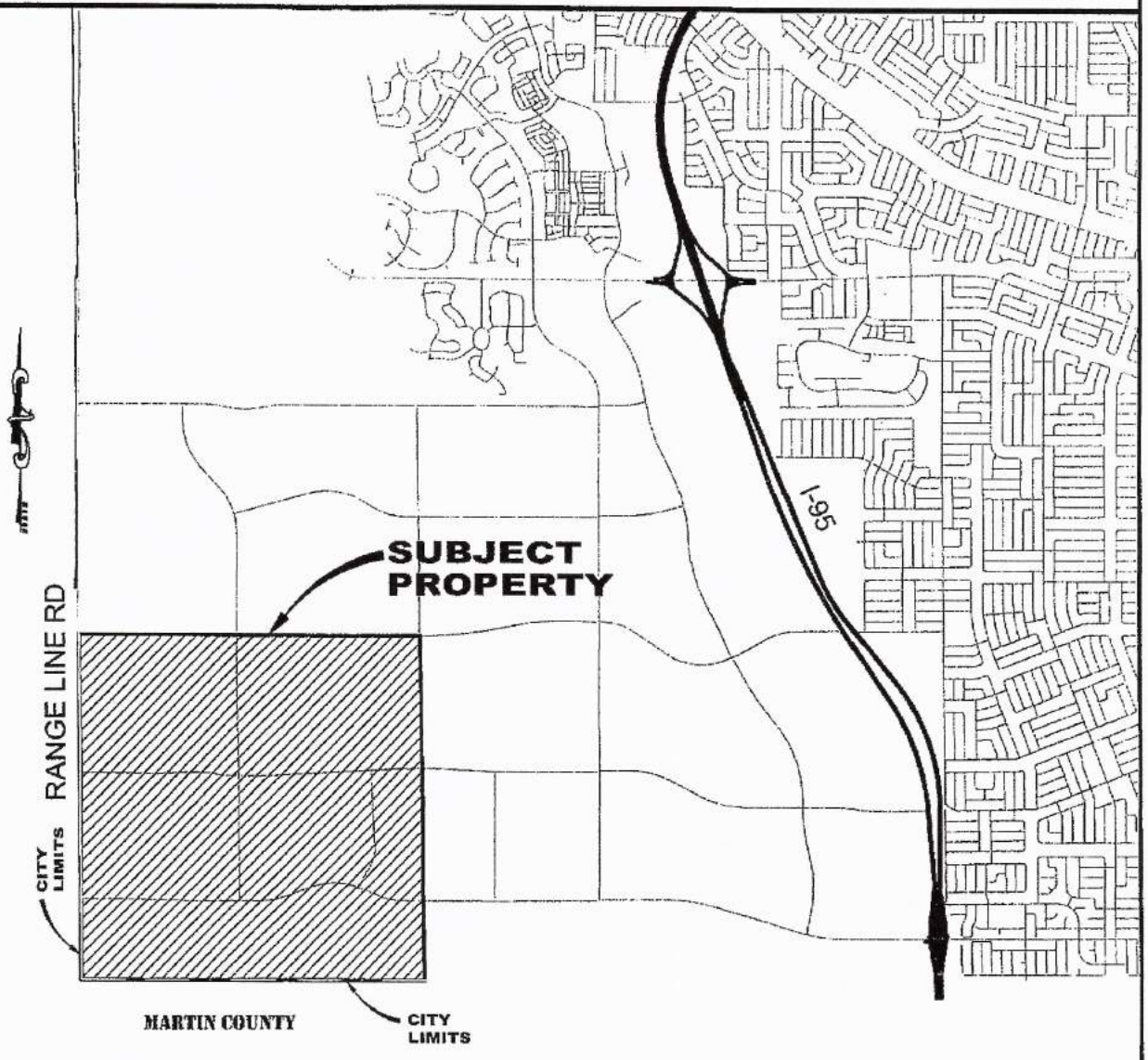
STAFF RECOMMENDATION:

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

PLANNING AND ZONING BOARD ACTION:

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

SITE LOCATION



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

PREPARED BY: GIS/DATA MANAGEMENT PZ2004.DWG

DRI

WILSON GROVES

DATE: 11/18/10

APPLICATION NUMBER: P10-076

CADD FILE NAME: P10-076L

SCALE:1"=1 M

P10-076
$6,995.00
10548

FORM RPM-BSP-PROPCHANGE-1

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

RECEIVED
JUL 09 2010

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

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

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

7-9-2010
Date

Signature

2. Applicant (name, address, phone).

The Developer is:

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

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

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

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

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

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

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

Anne Cox

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

Anne,

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

Thanks - Pol

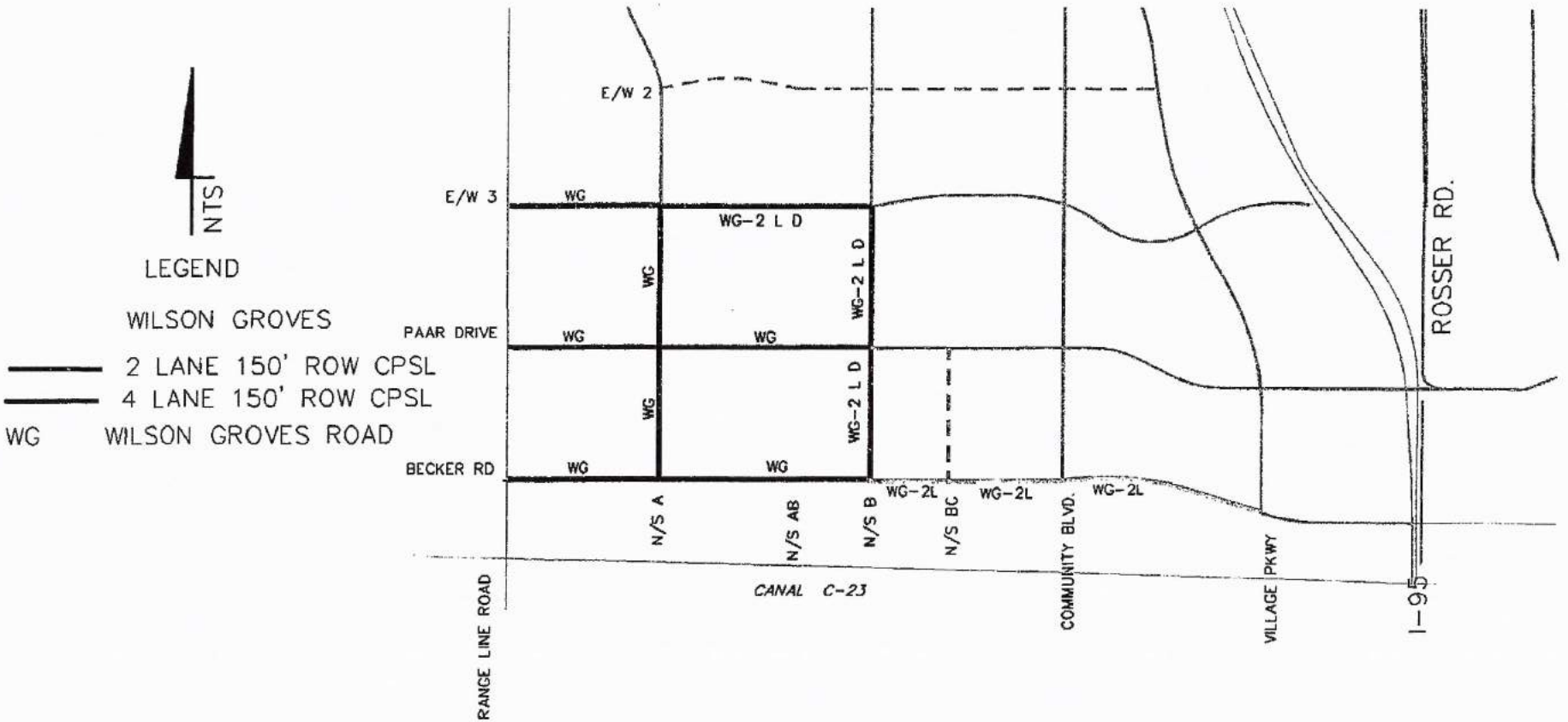
From: McCormick, Erin [mailto:erin.mccormick@fowlerwhite.com]
Sent: Tuesday, October 19, 2010 2:40 PM
To: Pol Africano
Subject: NOPC - Florida Power and Light (FPL Ownership)

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

FOWLER WHITE BOGGS

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



WILSON GROVES
INTERNAL ROADWAY ASSIGNMENTS PER RESOLUTION R11-

TREASURE COAST REGIONAL PLANNING COUNCIL

INDIAN RIVER – ST. LUCIE – MARTIN – PALM BEACH

November 24, 2010

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

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

Dear Mr. Holbrook:

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

The NOPC proposes the following changes:

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

Council offers the following comments and recommendations:

Transportation

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

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

1. Condition 14 – Do not amend.

2. Condition 15B) – Amend as follows:

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

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

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

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

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

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

Proportionate Share

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

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

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

Wetlands

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

Listed Species

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

Parks and Recreation

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

Conclusion

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

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

Sincerely,

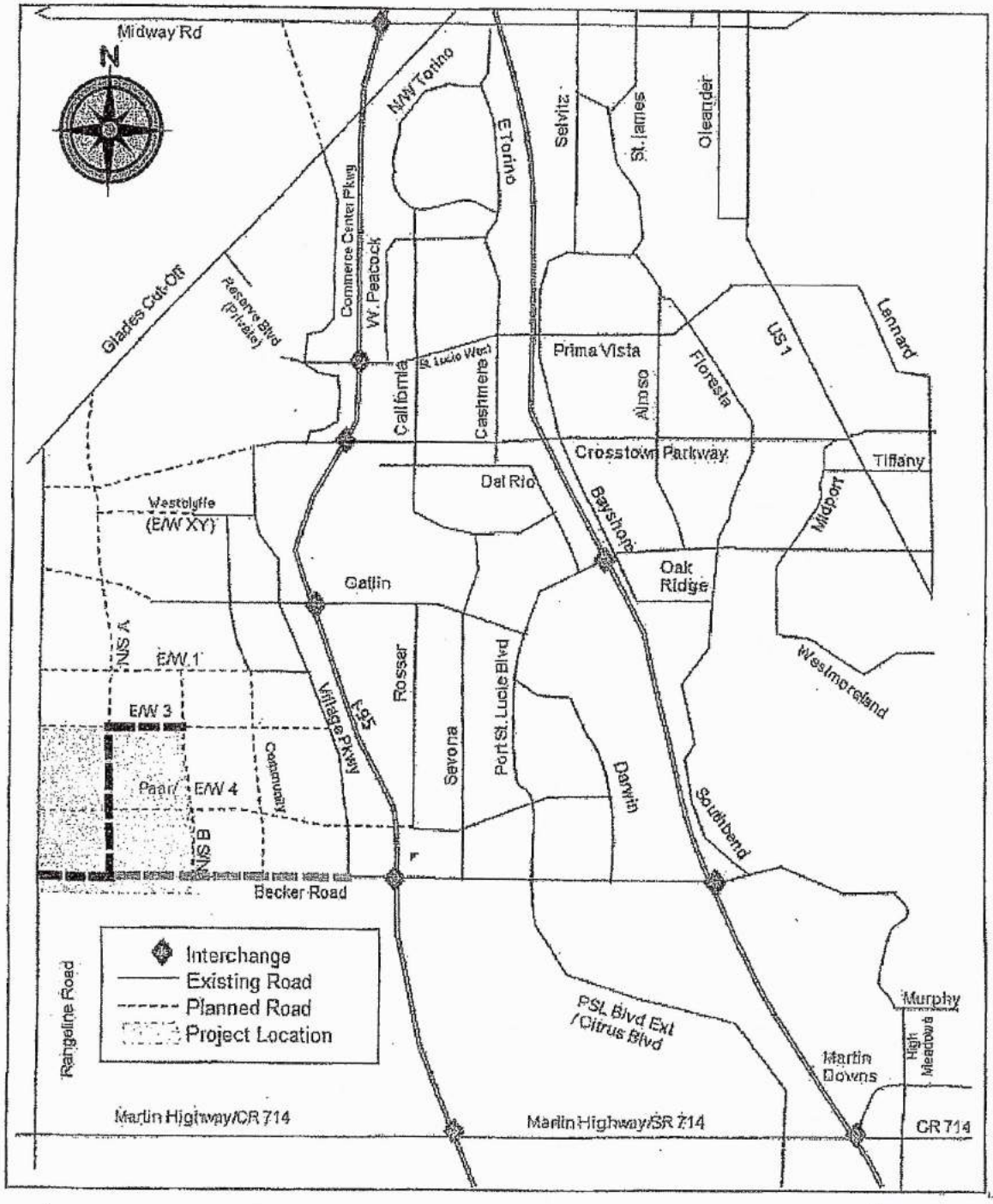
Michael J. Busha, AICP
Executive Director

MJB:lg

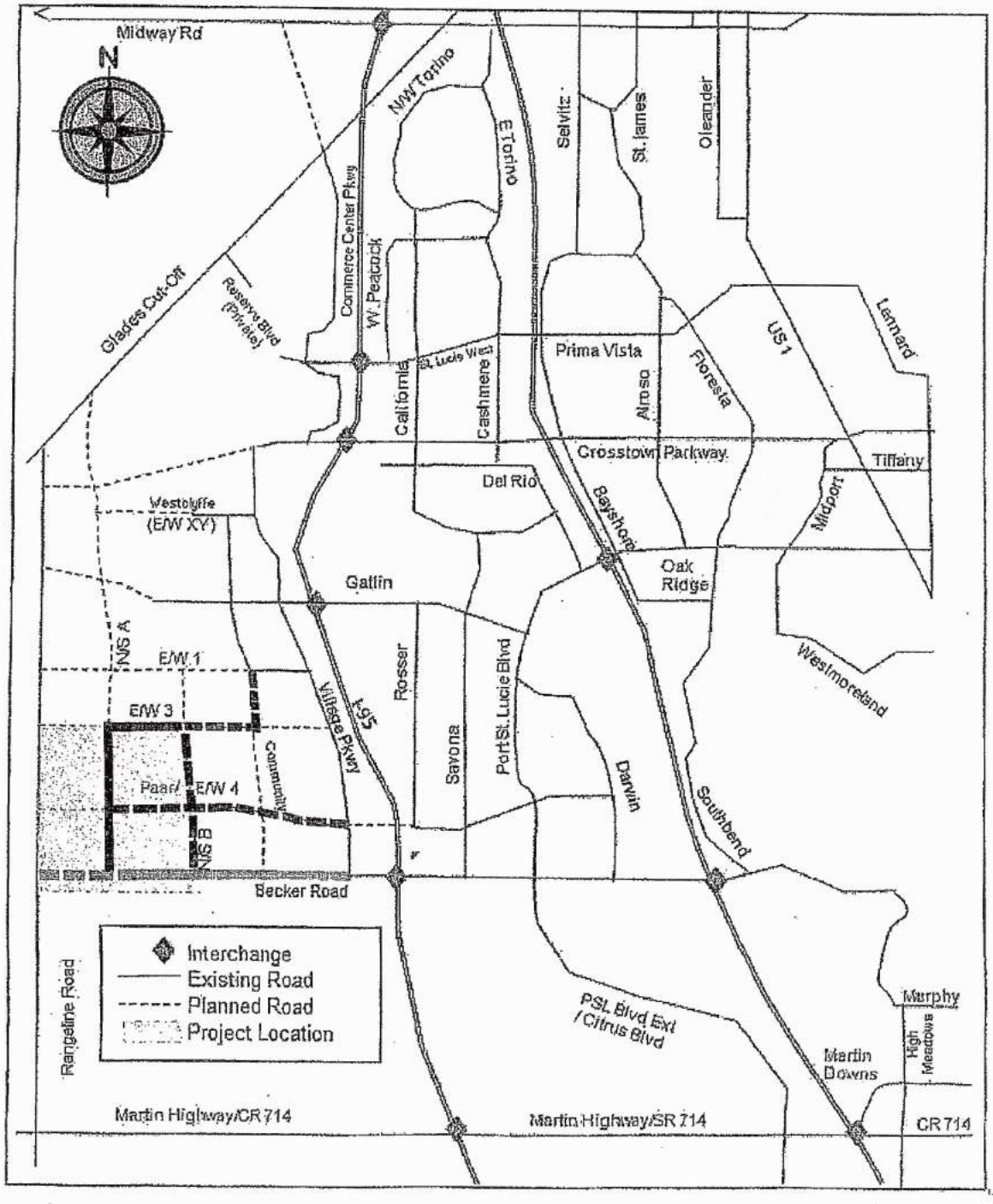
Attachments

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

Phase 1
Roadway Improvements
Wilson Groves



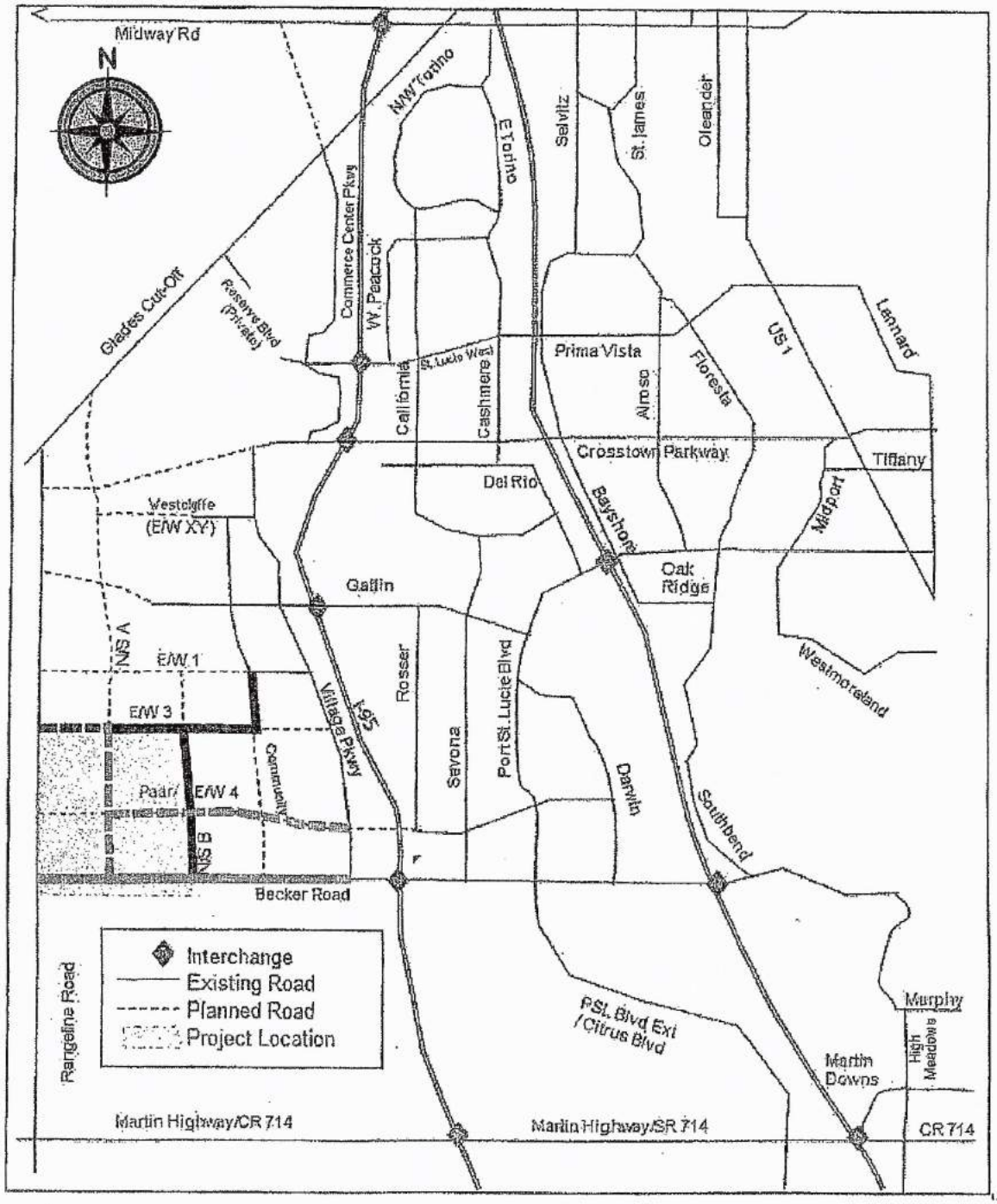
Phase 2
Roadway Improvements
Wilson Groves



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

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

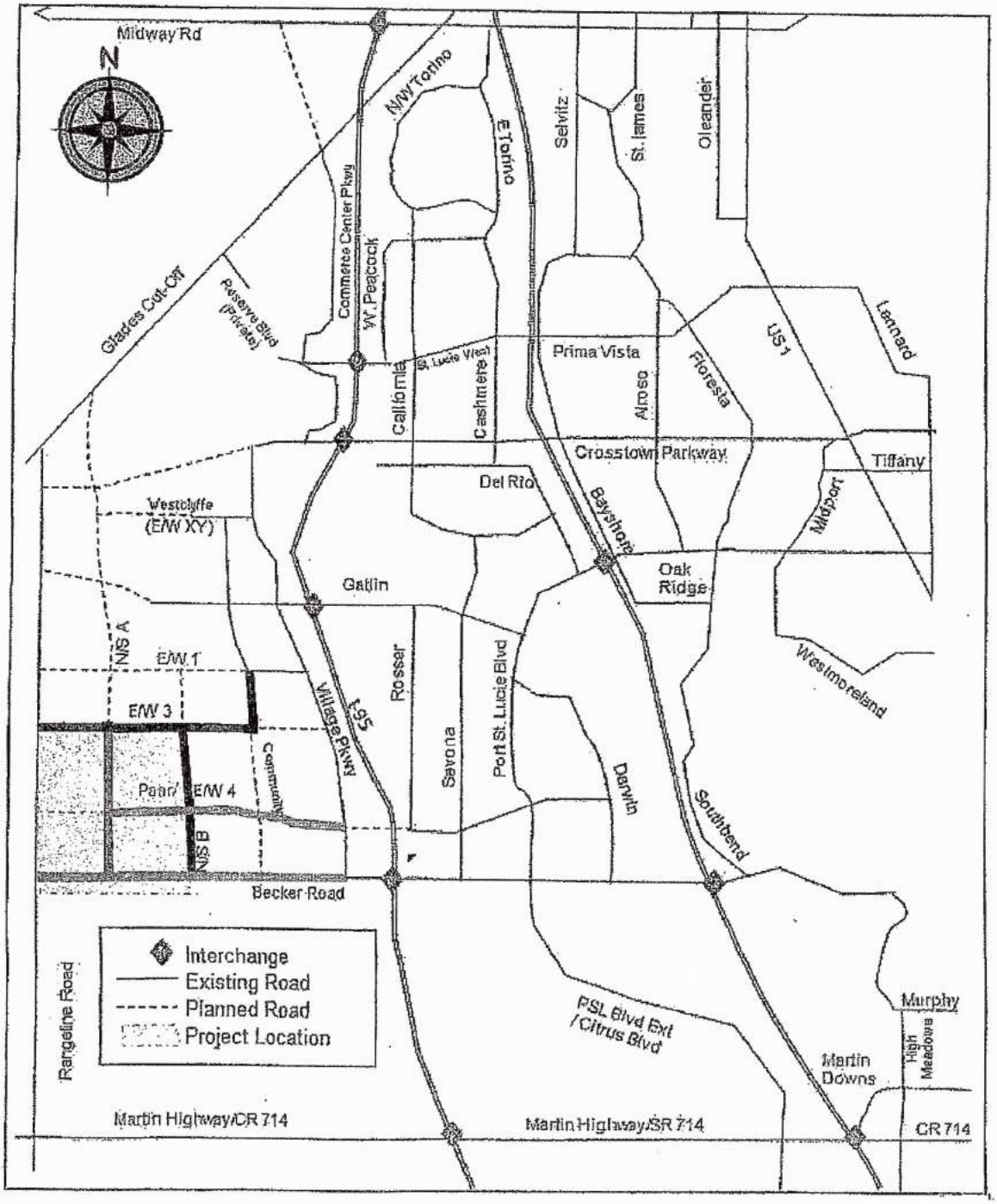
Phase 3
Roadway Improvements
Wilson Groves



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

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

Roadway Improvements
at the end Phase 3
Wilson Groves



2 Lanes
4 Lanes

Solid lines indicate roadways built during all phases.

ODITIONAL INFORMATIO

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

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

HAROLD G. MELVILLE*
DAVID N. SOWERBY**

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

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

January 24, 2011

Via Email and Hand-Delivery

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

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

Dear Mr. Bentrott:

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

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

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

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

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

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

proposed NOPC coming before the City Council tonight.

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

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

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

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

Thank you very much.

Sincerely,

Harold G. Melville

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

MaryAnn Verillo

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

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

Thank you,

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

Appendix B

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

Transportation Methodology
Wilson Groves DRI

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

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

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

* adjusted to 80 acres

Traffic Study

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

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

Trip Generation, distribution and Assignment

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

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

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

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

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

Significant Impact

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

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

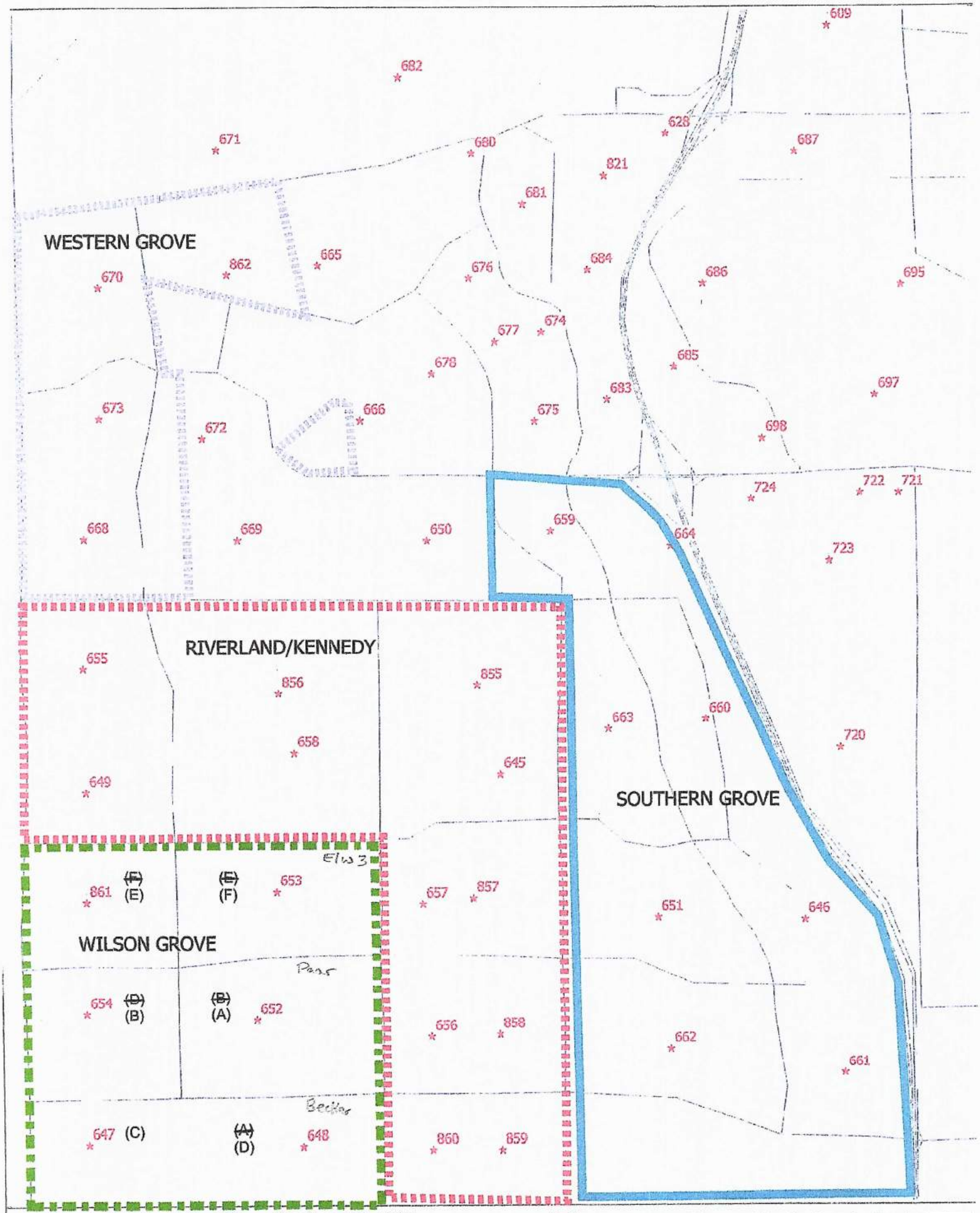
Tables TR-1 through TR-4 present project traffic assignment as well as the determination of significant impact for each development phase.

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

Project	TAZ	Gross Trips (Trip Generation)	External Trips (Internal Capture)	Net External Trips (Pass-By)	% Internal Among Proj. TAZ	Total Net External Trips (Internal Among TAZs)	Trips External to WASA	External/Gross
Western Grove	371 372 373	62,378	53,076	50,729	7.4%	46,975	-	-
Southern Grove	381 382 383 384 385 386 387 388	214,401	188,782	181,245	10.0%	163,121	113,800	53%
Riverland	380 396 379 398 378 375 399 376 400 374 397 377	182,479	167,762	162,509	13.8%	140,083	66,900	37%
Wilson Groves	393 394 392 391 395 389 390	141,794	128,090	124,274	22.6%	96,188	45,500	32%

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

2040 TAZ MAP



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

B-4

(Licensed to Mackenzie Engi...

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

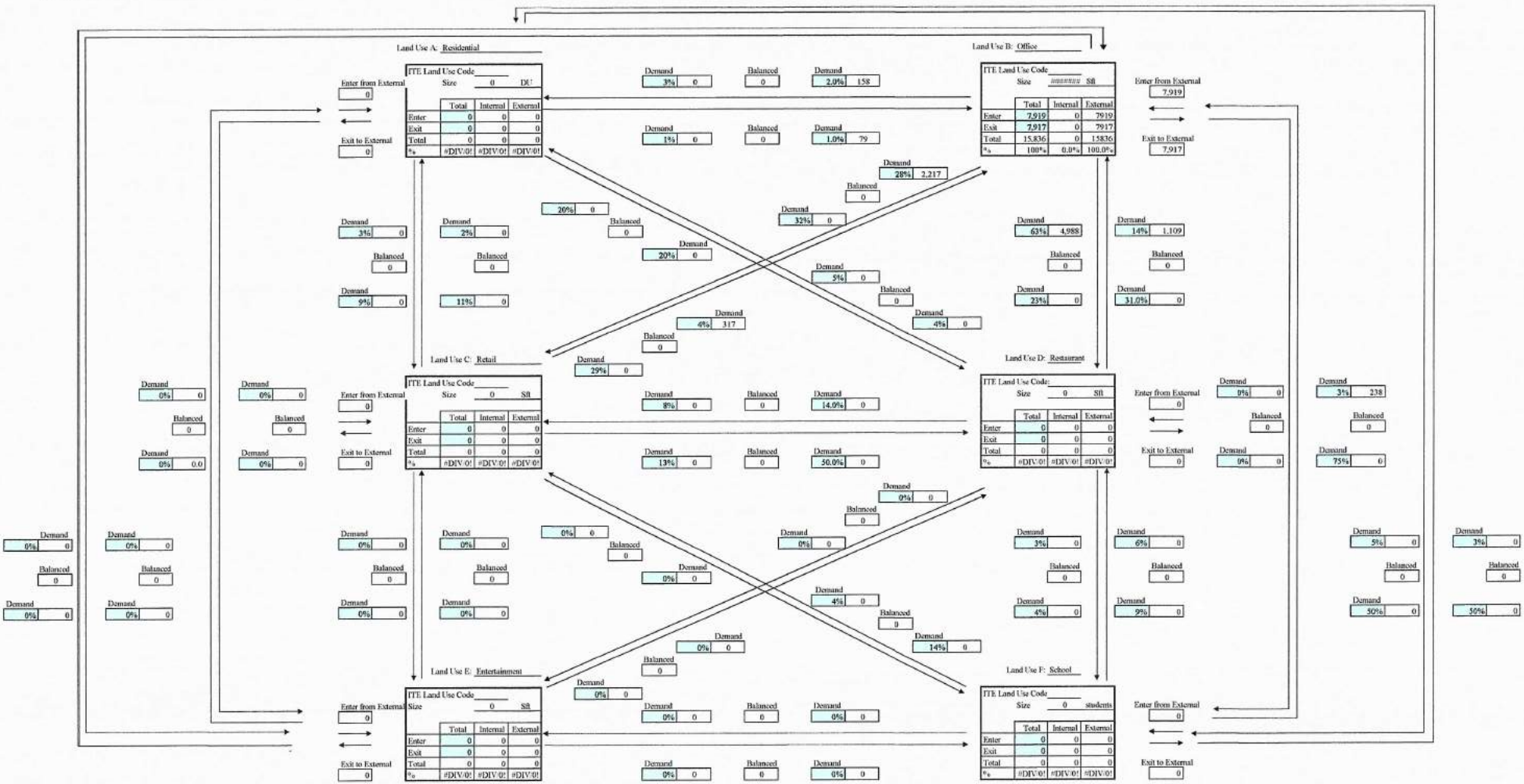
Source: Trip Generation Manual 11th Edition

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

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

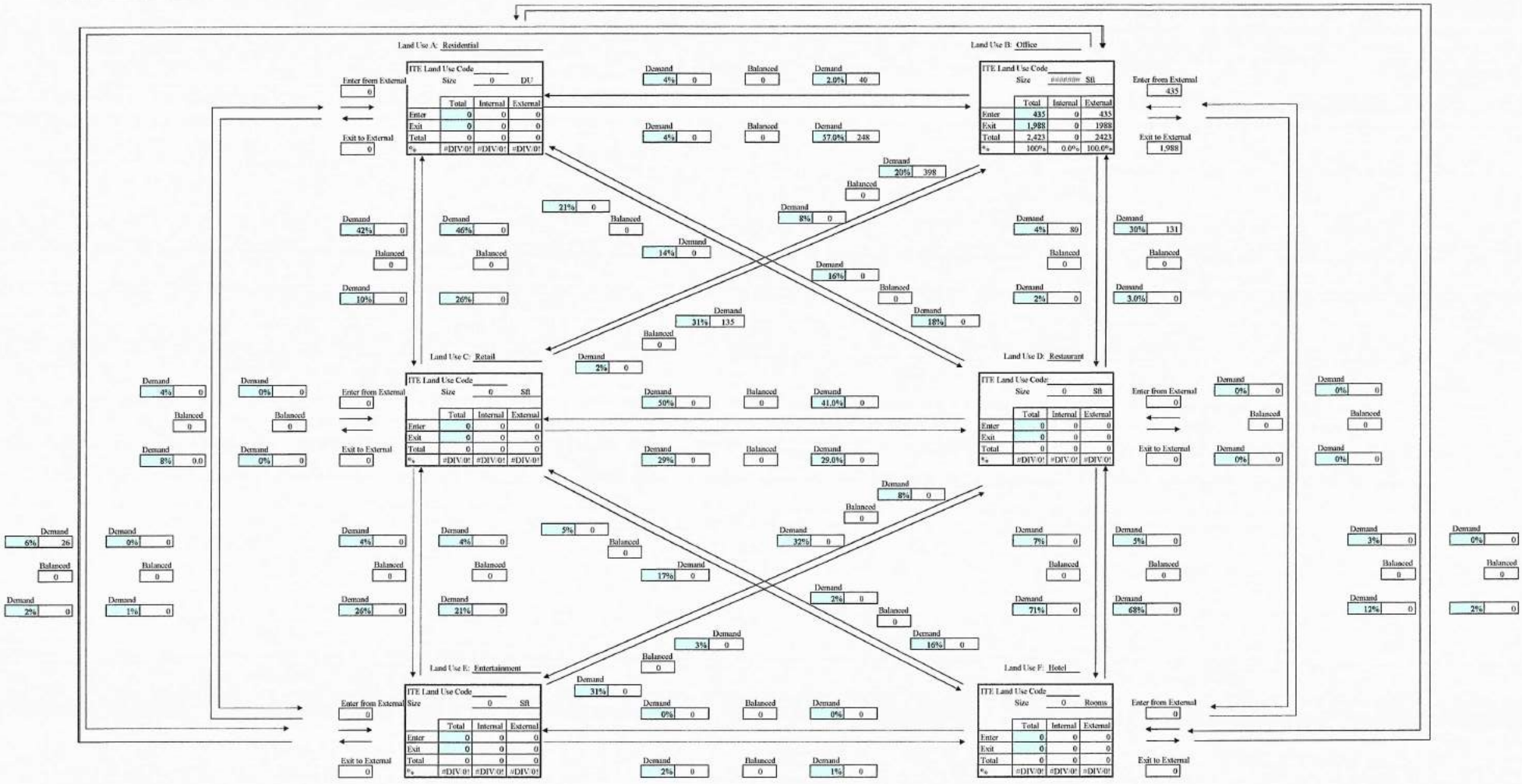
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

Internal Capture 0.0%

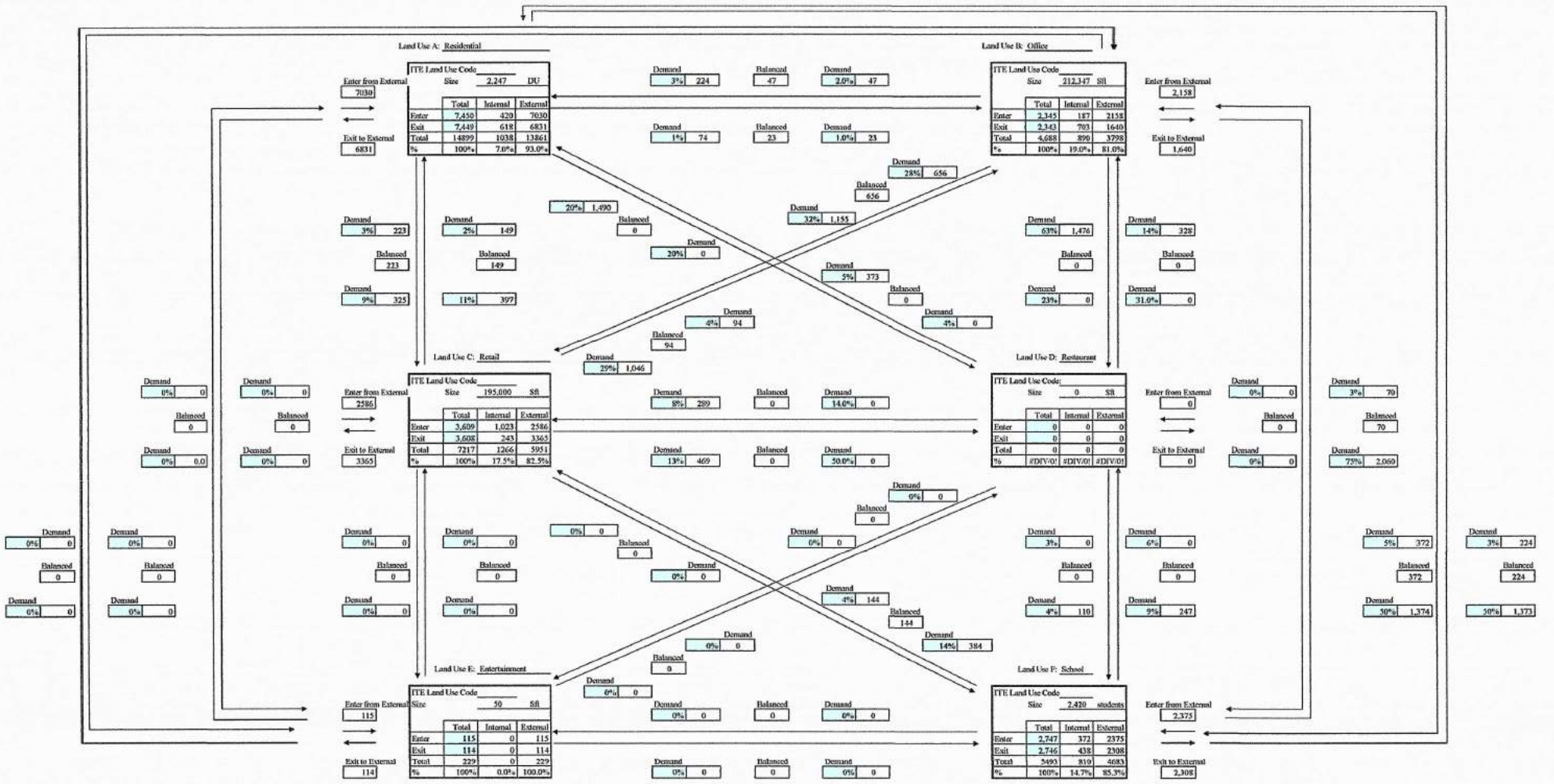
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

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

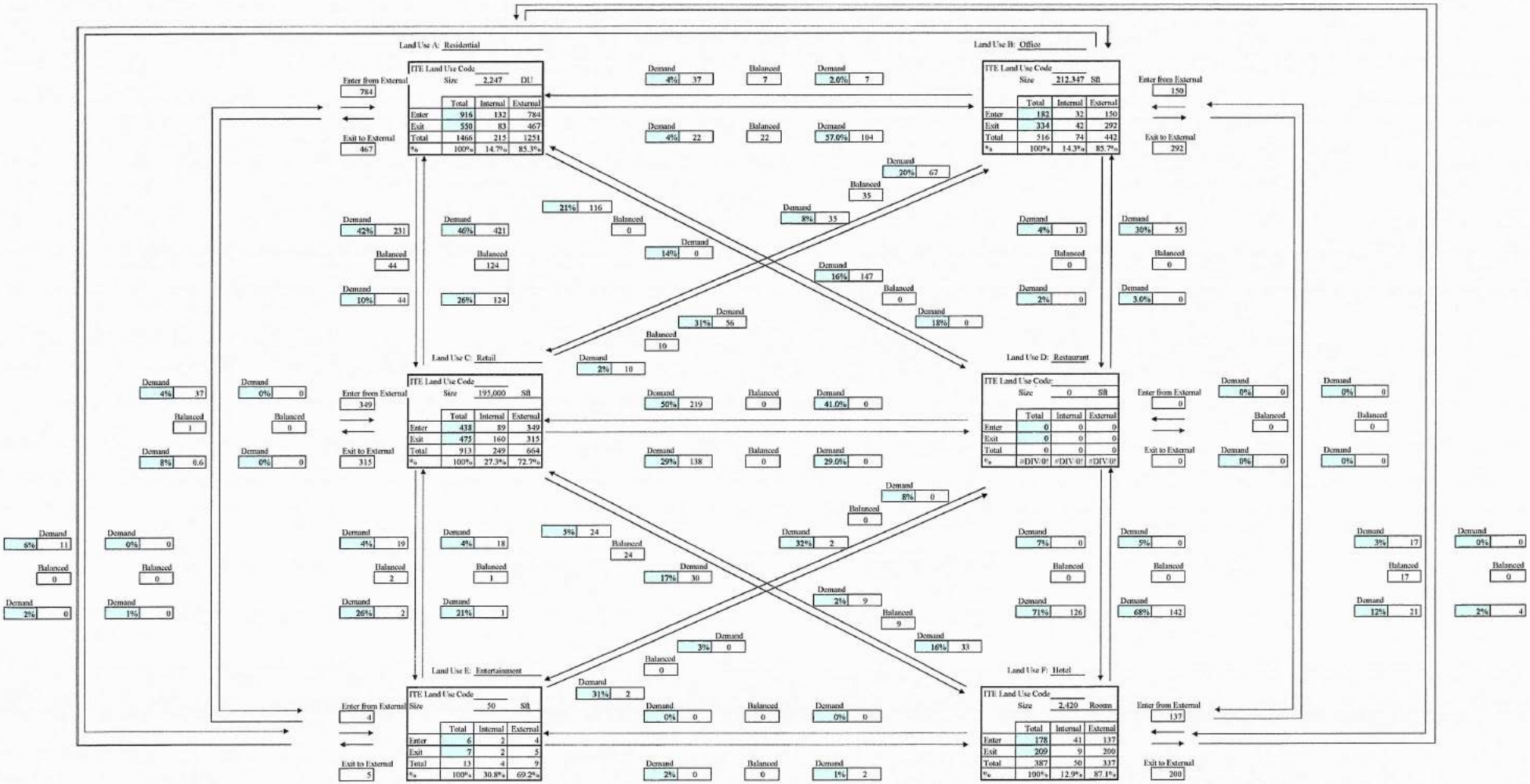
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

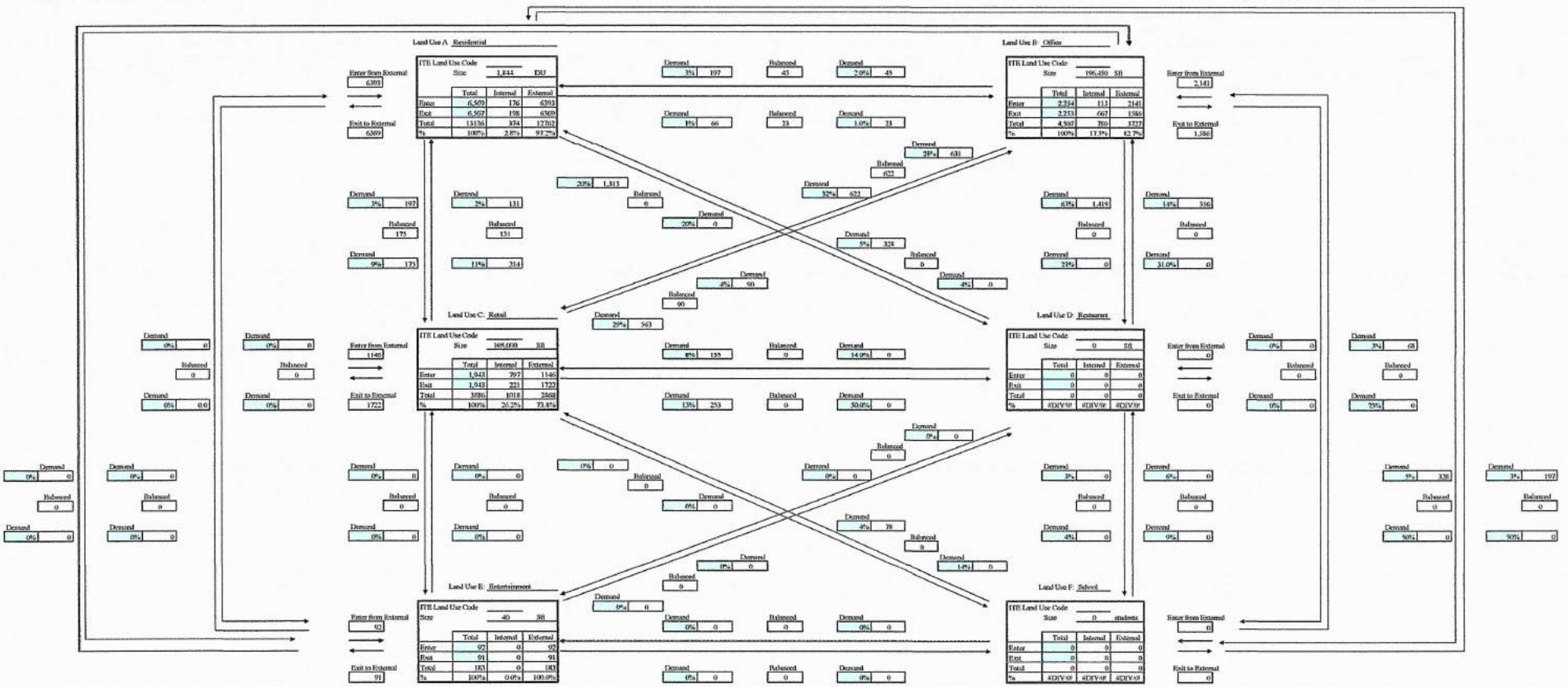
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt: PROJECT
Time Period: Daily Peak Hour



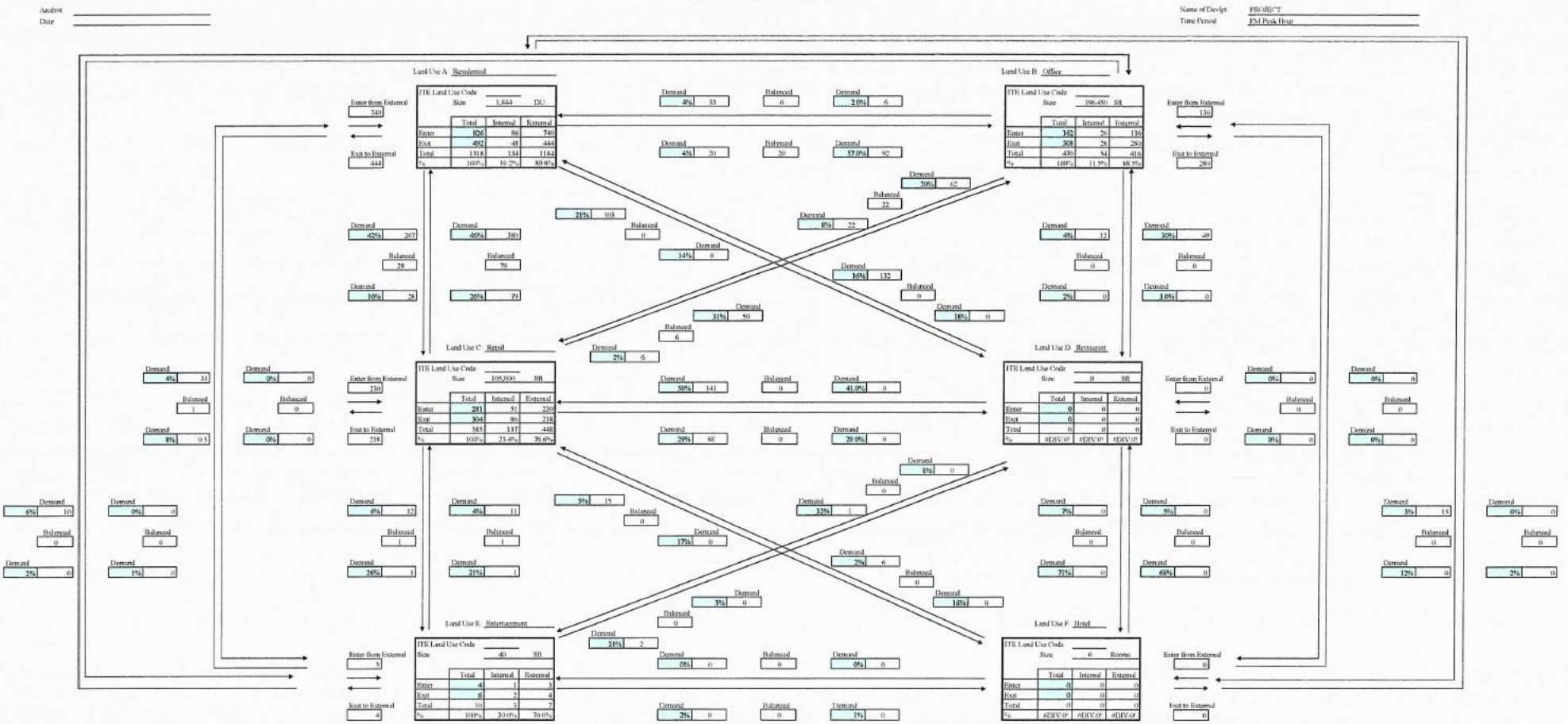
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	6393	2141	1146	0	92	0	9772	
Exit	6369	1586	1722	0	91	0	9768	Internal
Total	12762	3727	2868	0	183	0	19540	Capture
Single-Use Trip Gen Estimate	13136	4507	3886	0	183	0	21712	10.0%

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

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

PROJECT
TRIP INTERNALIZATION - PM



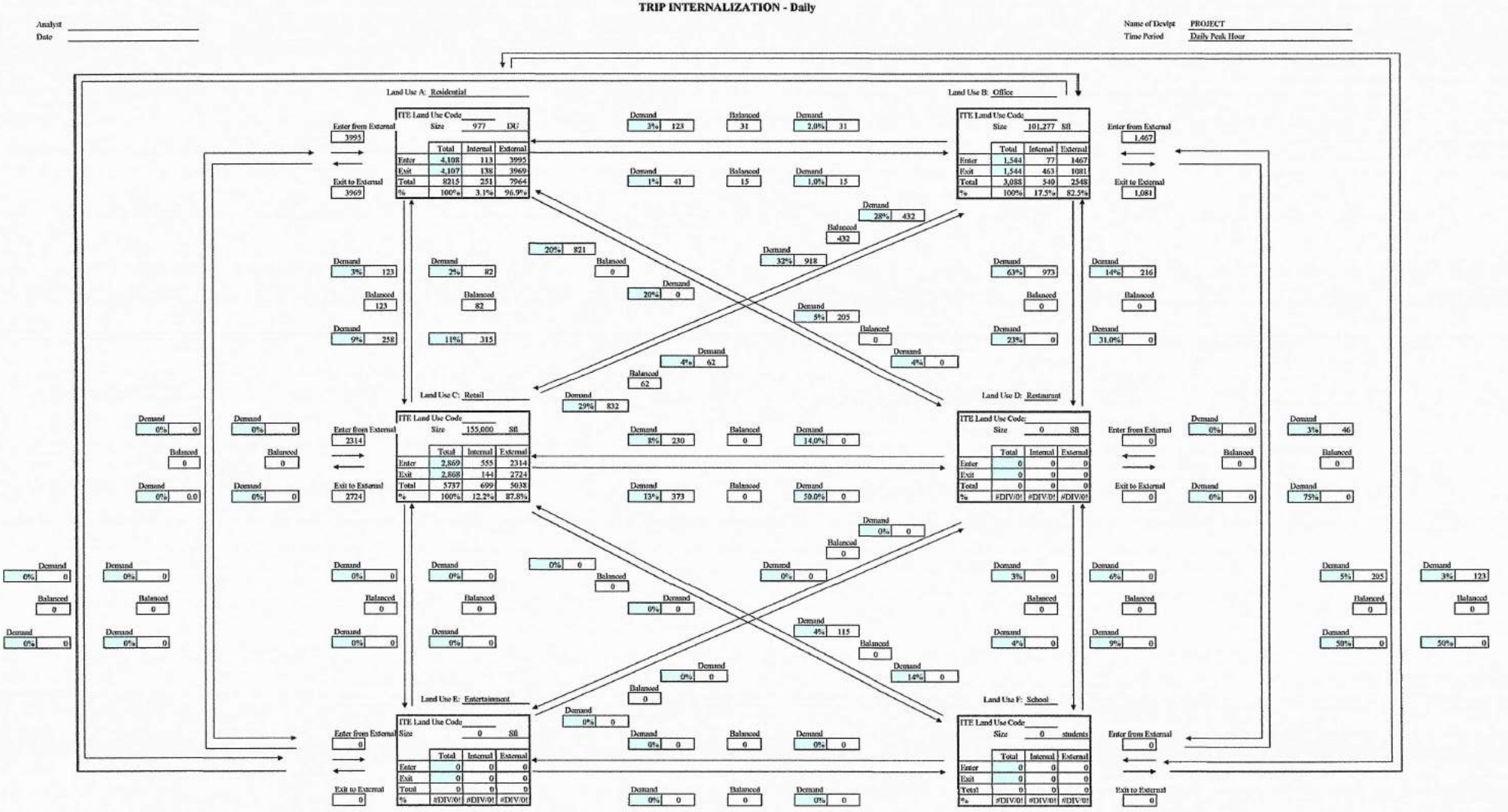
Net External Trips for Multi-Use Development

	Land Use A		Land Use B		Land Use C		Land Use D		Land Use E		Land Use F		Total	
Enter	740		136		230		0		3		0		1109	
Exit	444		280		218		0		4		0		946	Internal
Total	1184		416		448		0		7		0		2053	Capture
Single-Use Trip Gen Estimate	1318		470		385		0		10		0		2183	15.8%

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

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

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

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

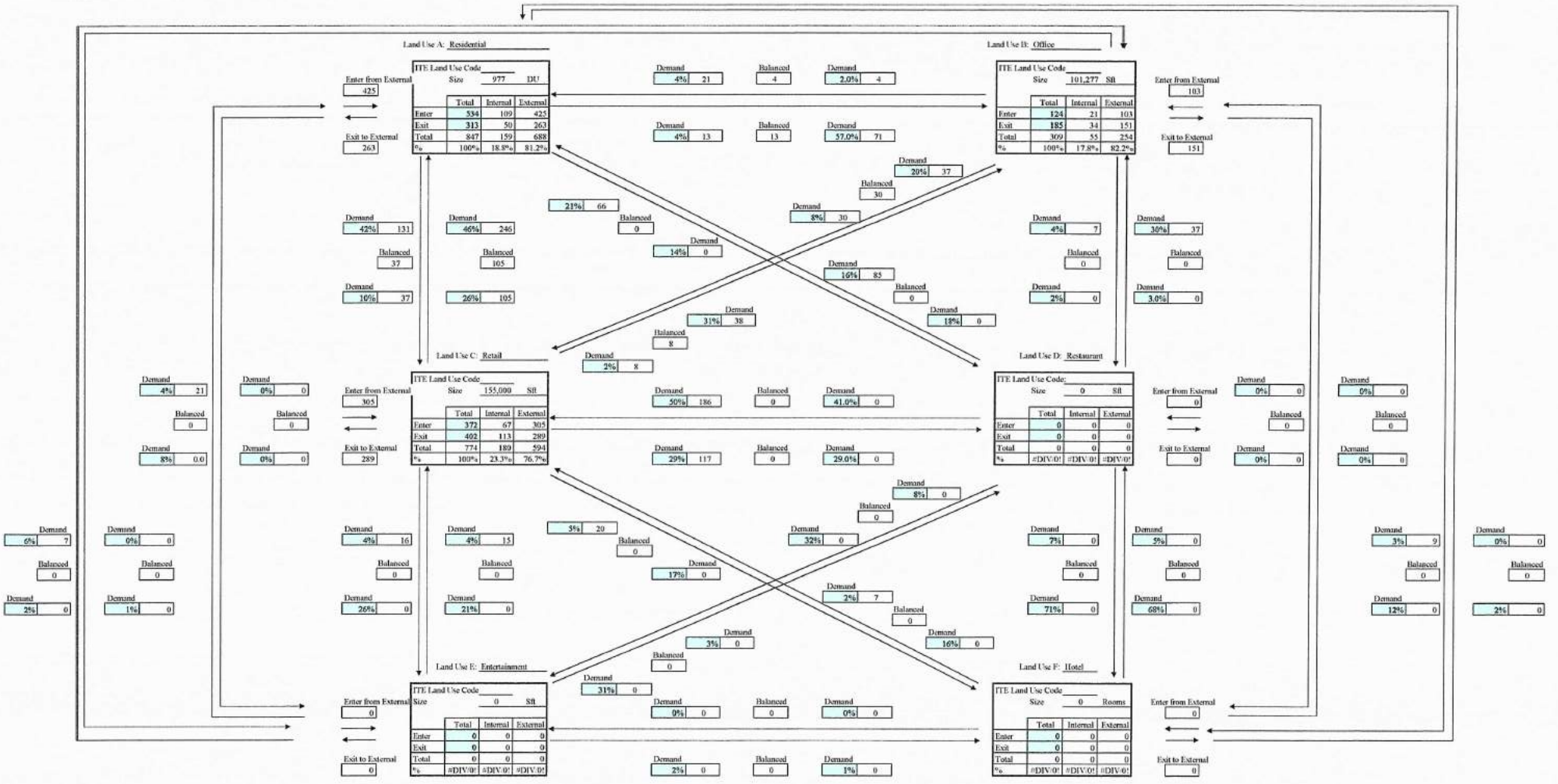
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

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

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

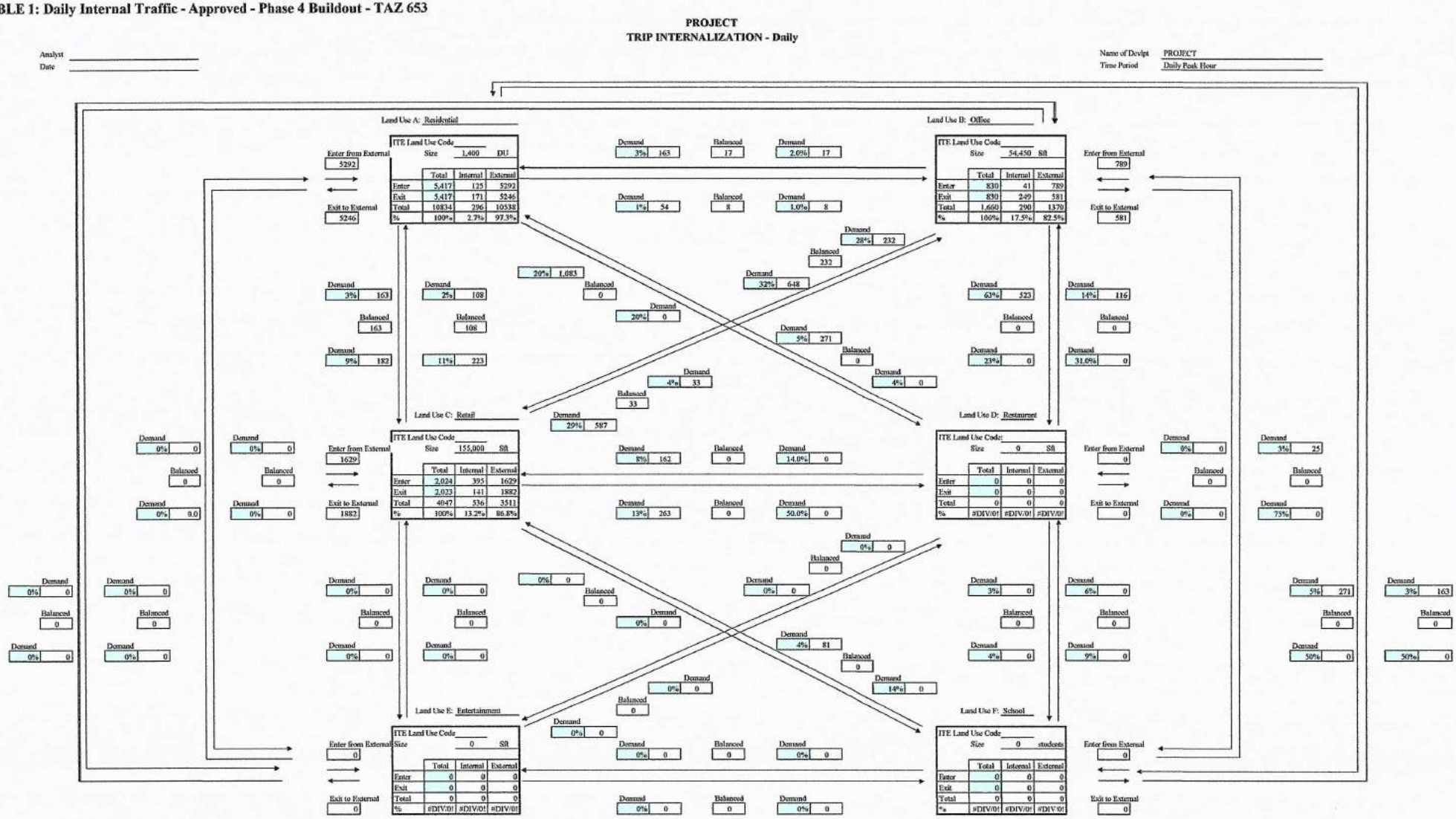
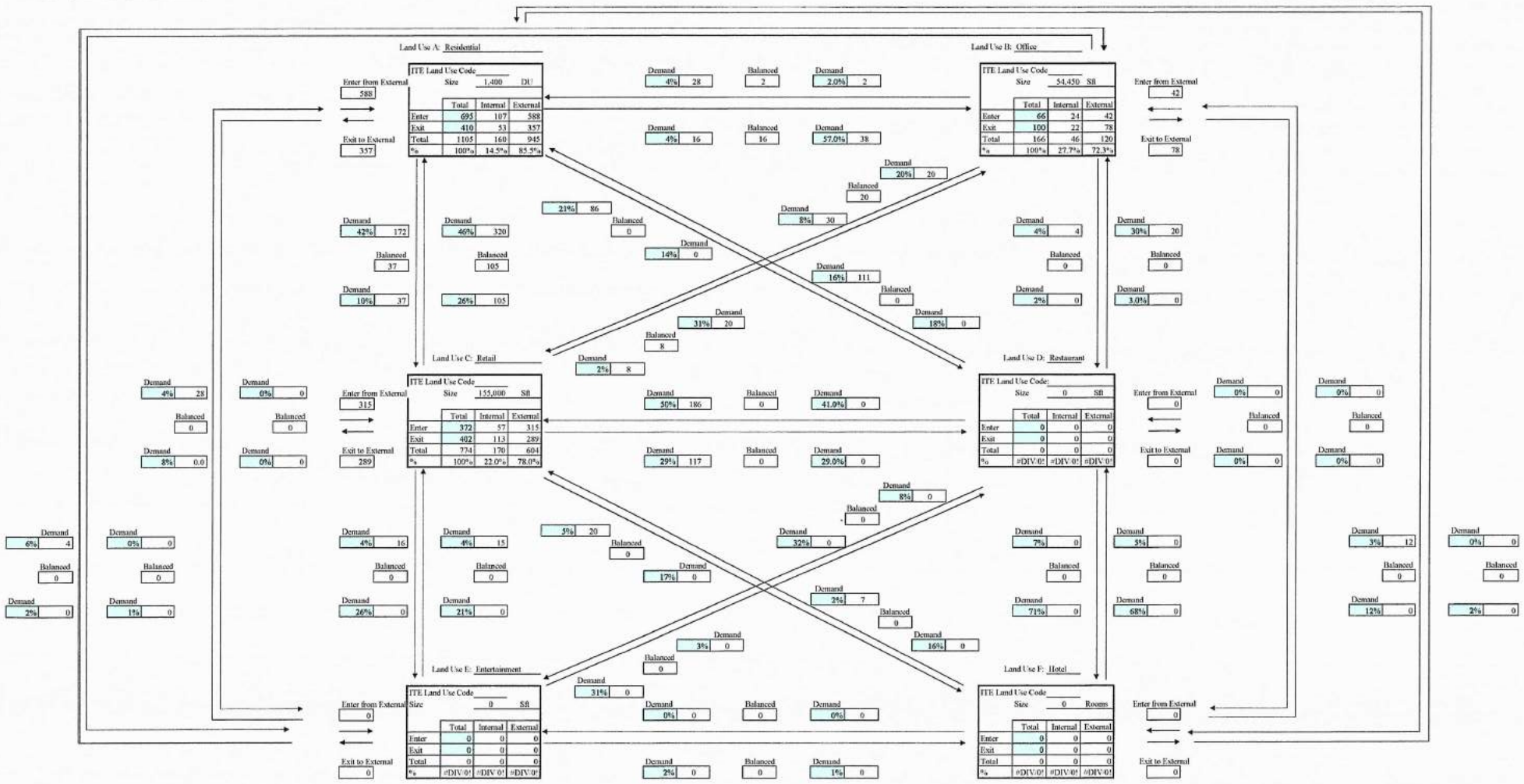


TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

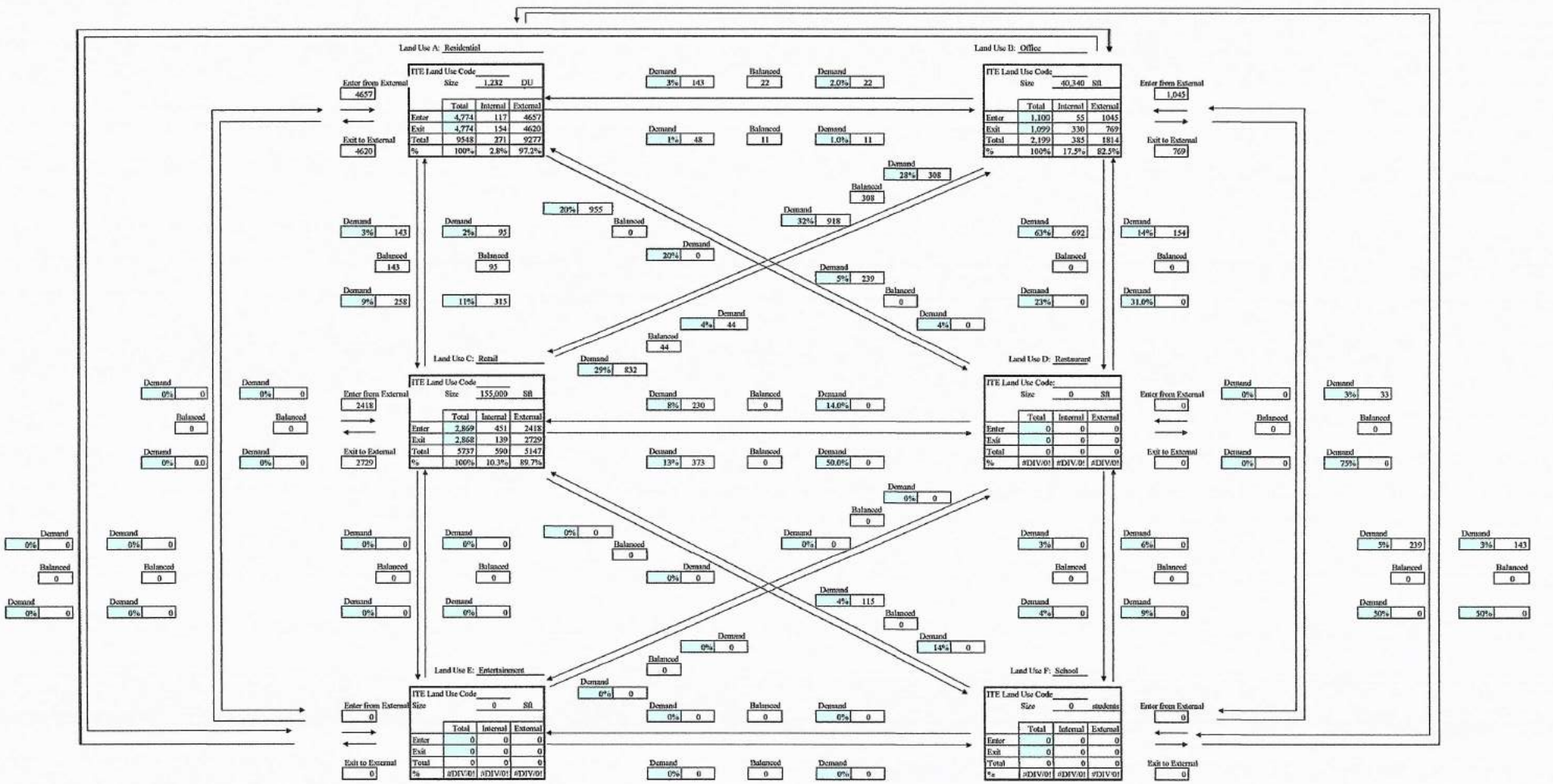
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

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

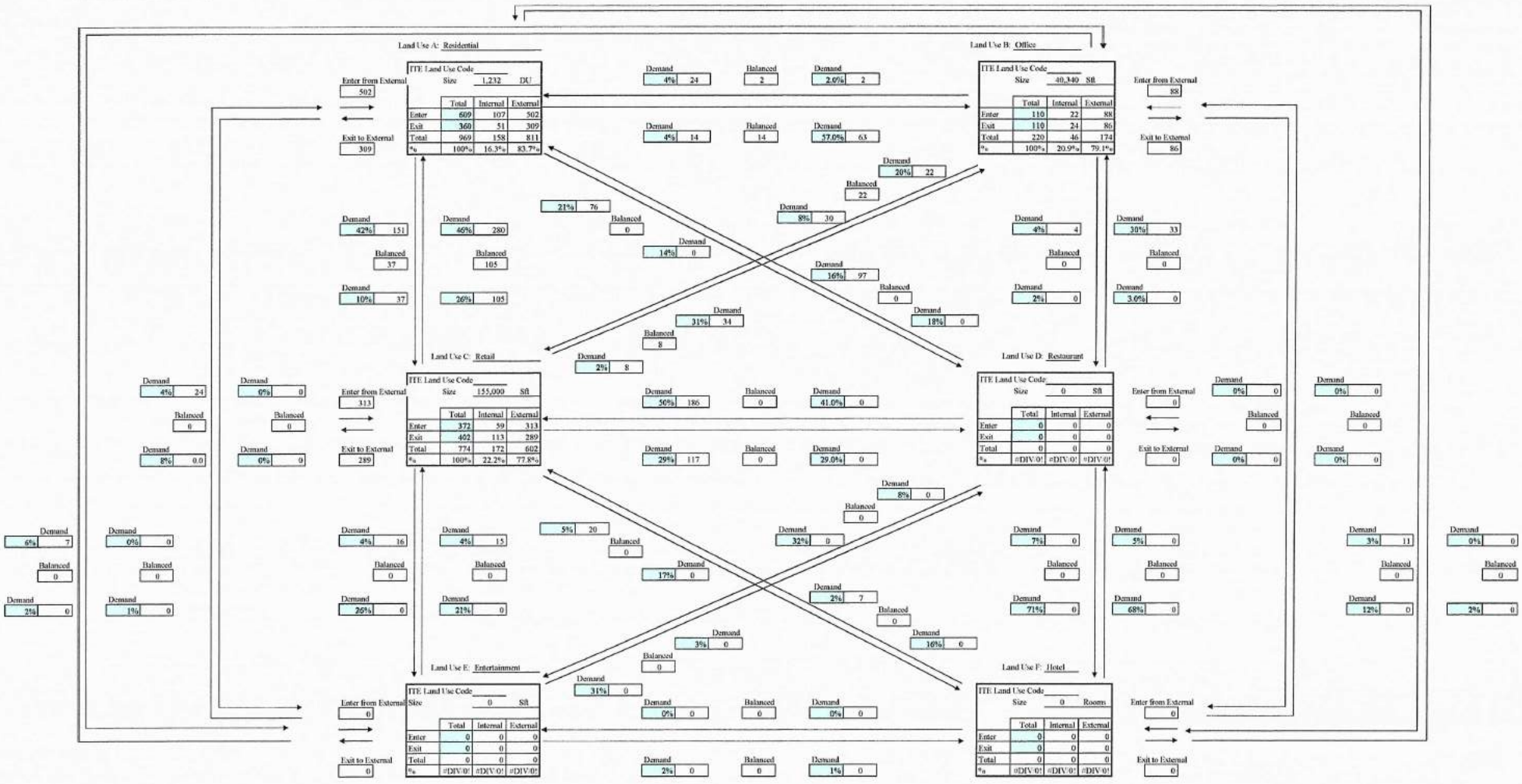
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

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

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

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

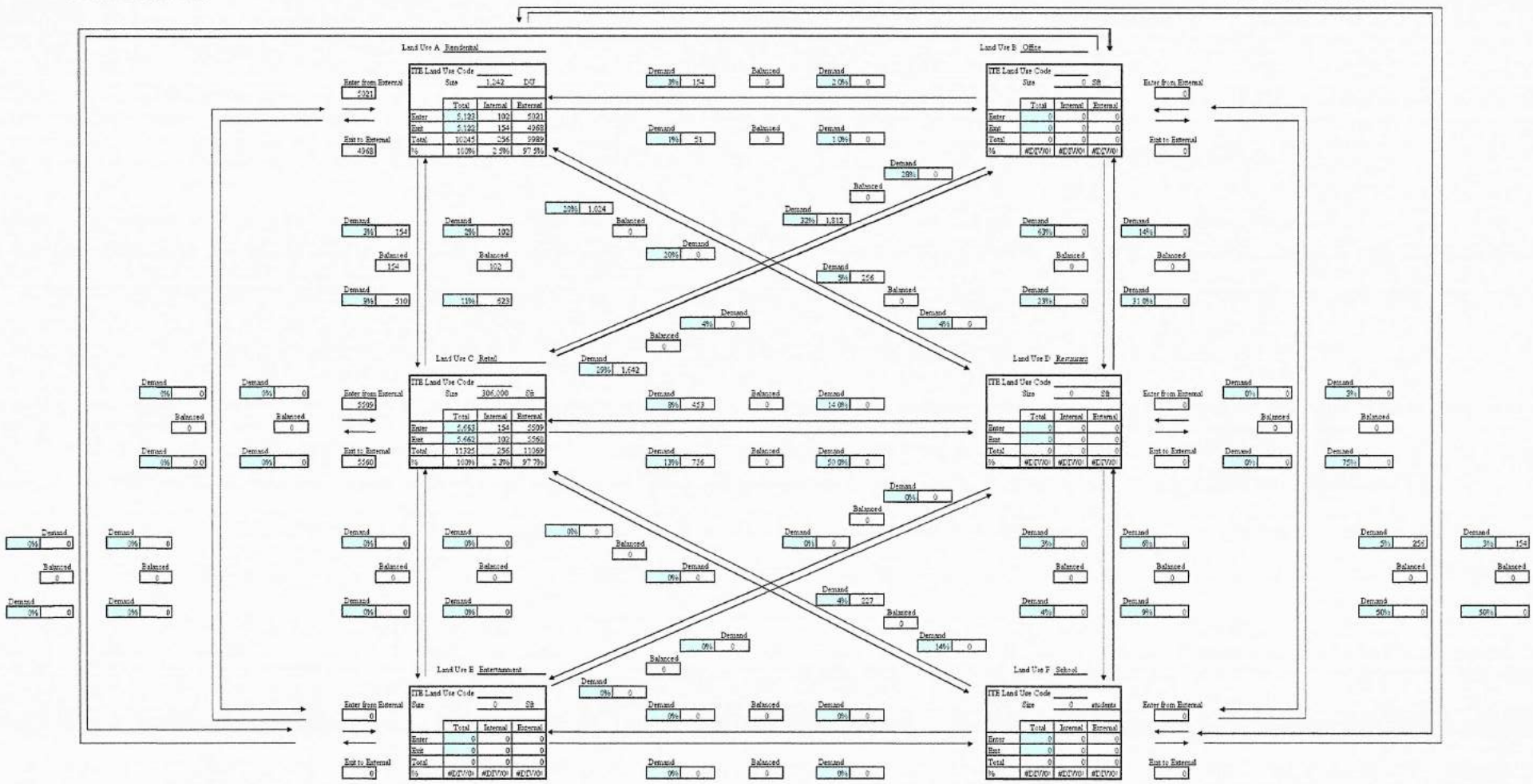
Table 2c - Trip Generation - Map H - PM Peak Hour

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

Source: Trip Generation Manual 11th Edition

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

PROJECT
TRIP INTERNALIZATION - Daily



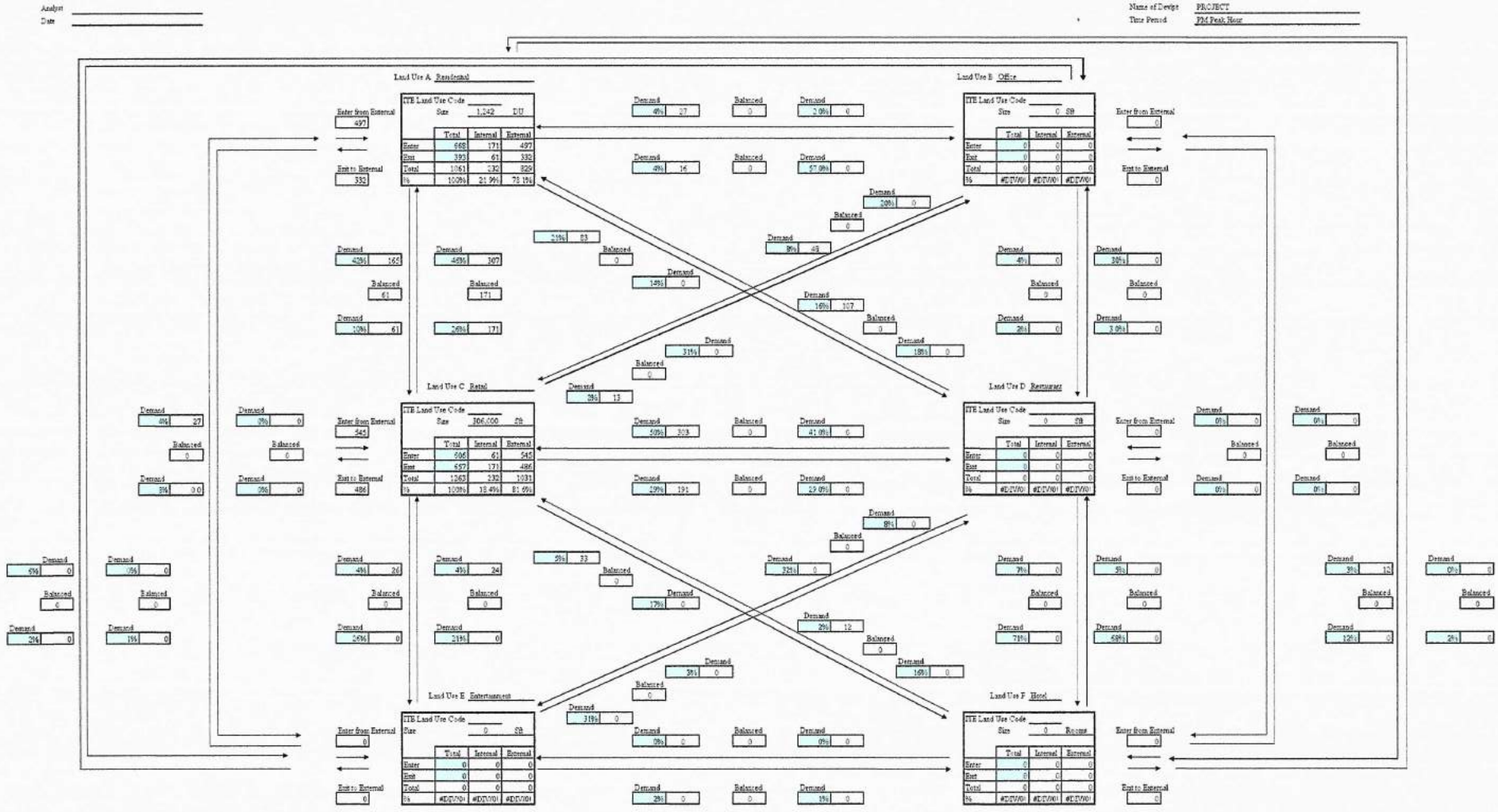
Net External Trips for Multi-Use Development

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

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

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

PROJECT
TRIP INTERNALIZATION - PM



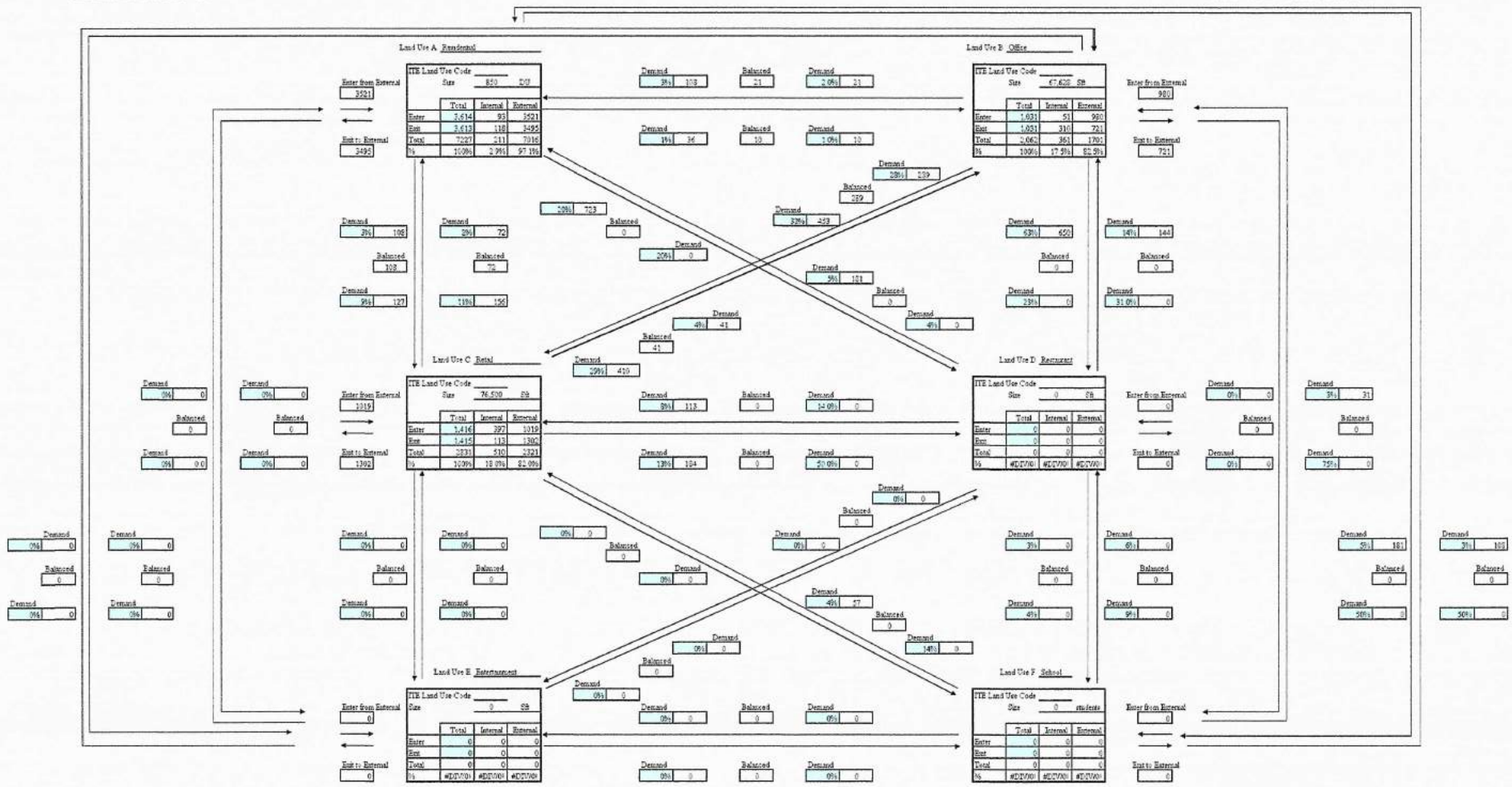
Net External Trips for Multi-Use Development

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

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

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

PROJECT
TRIP INTERNALIZATION - Daily



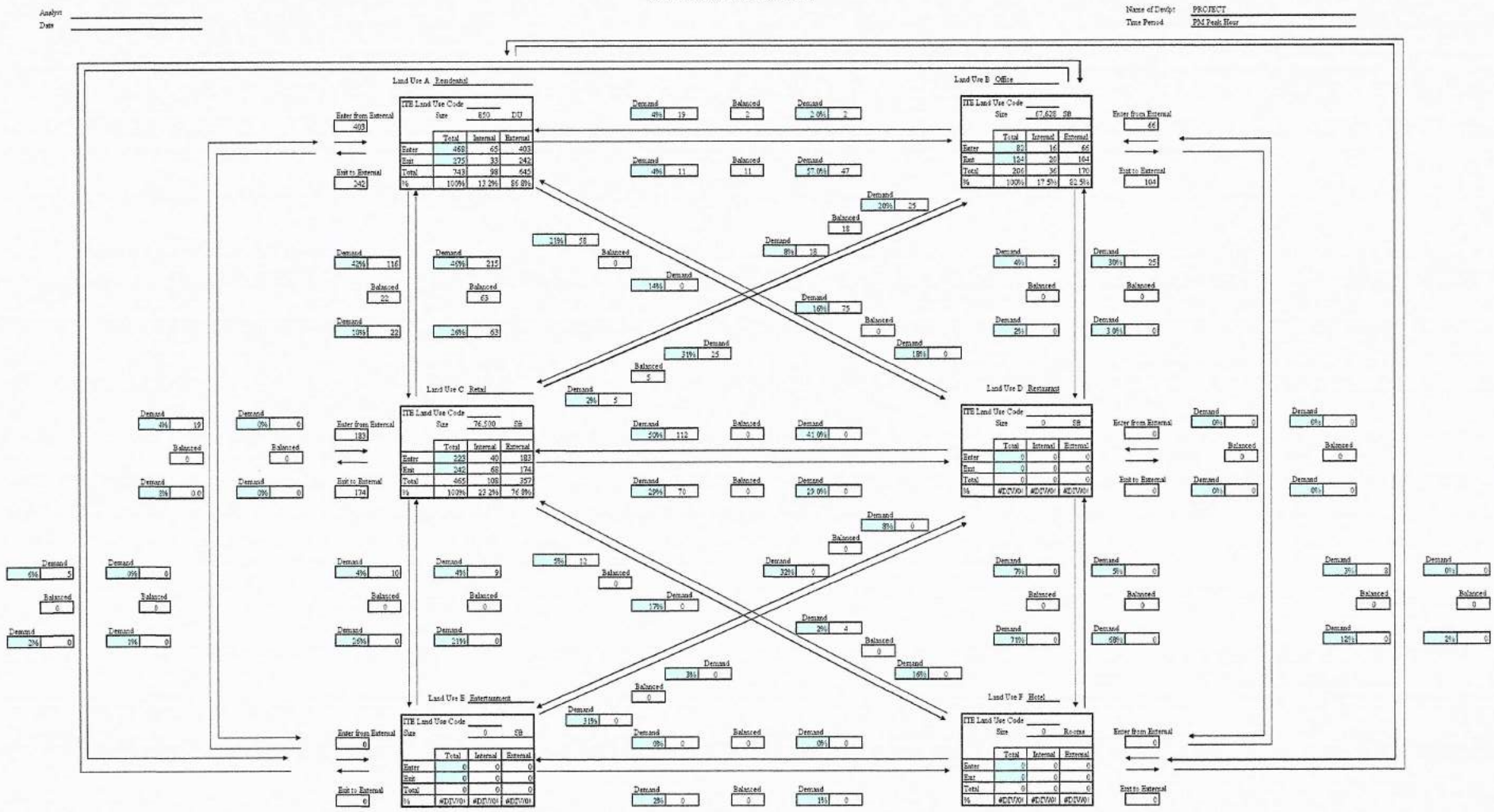
Net External Trips for Multi-Use Development

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

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

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

PROJECT
TRIP INTERNALIZATION - PM



Net External Trips for Multi-Use Development

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

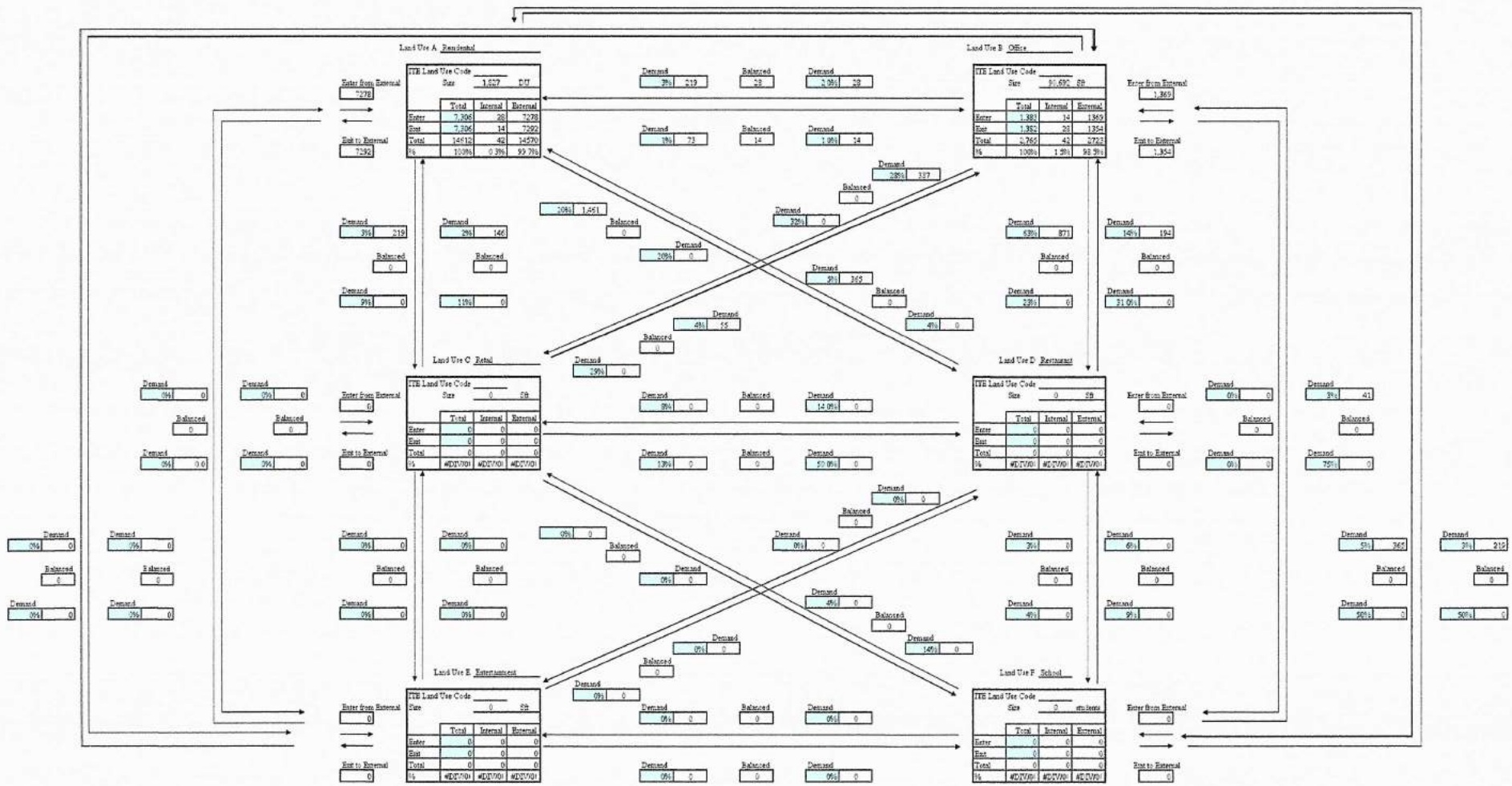
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Design: PROJECT
Time Period: Daily Peak Hour



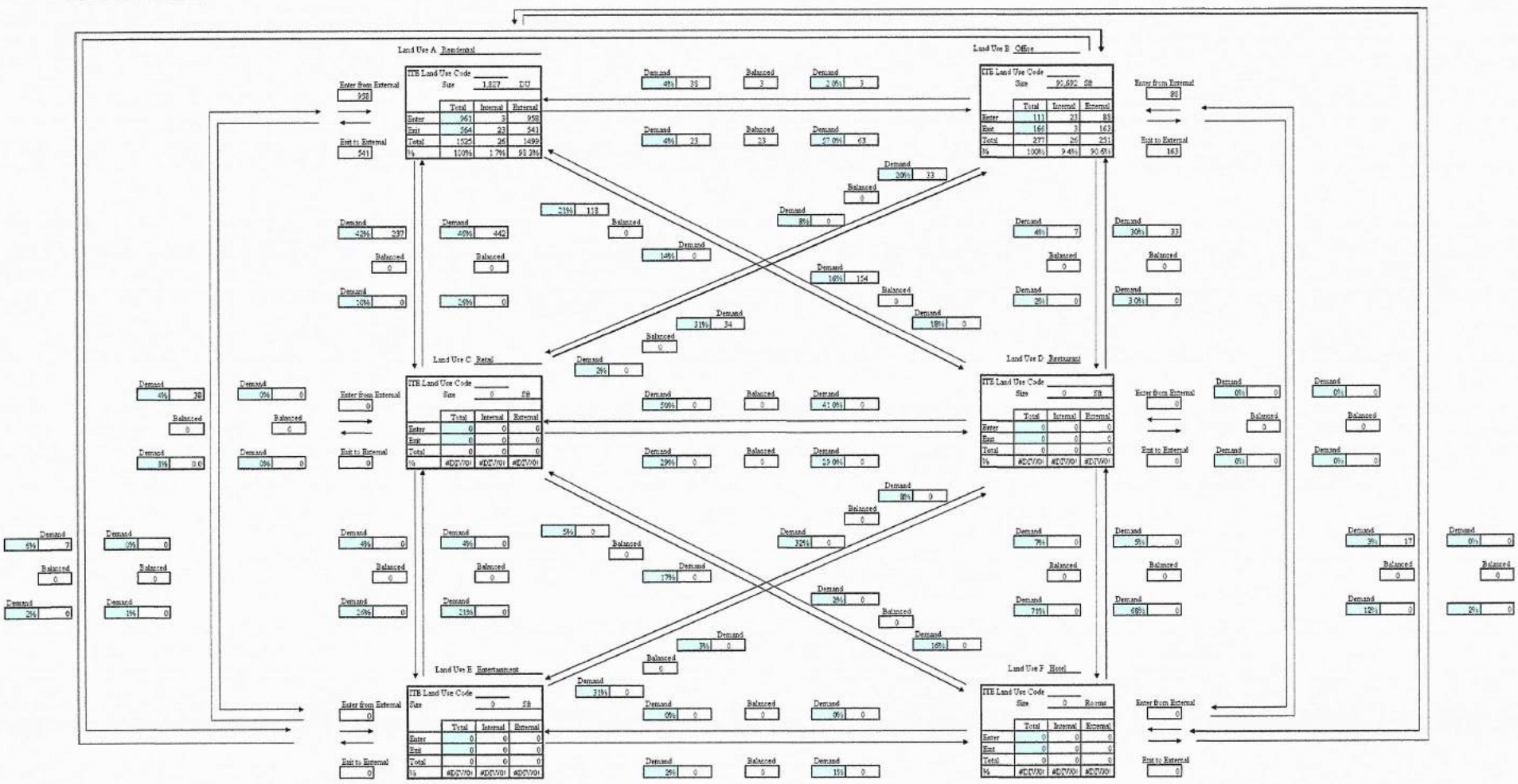
Net External Trips for Multi-Use Development

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

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

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

PROJECT
TRIP INTERNALIZATION - PM



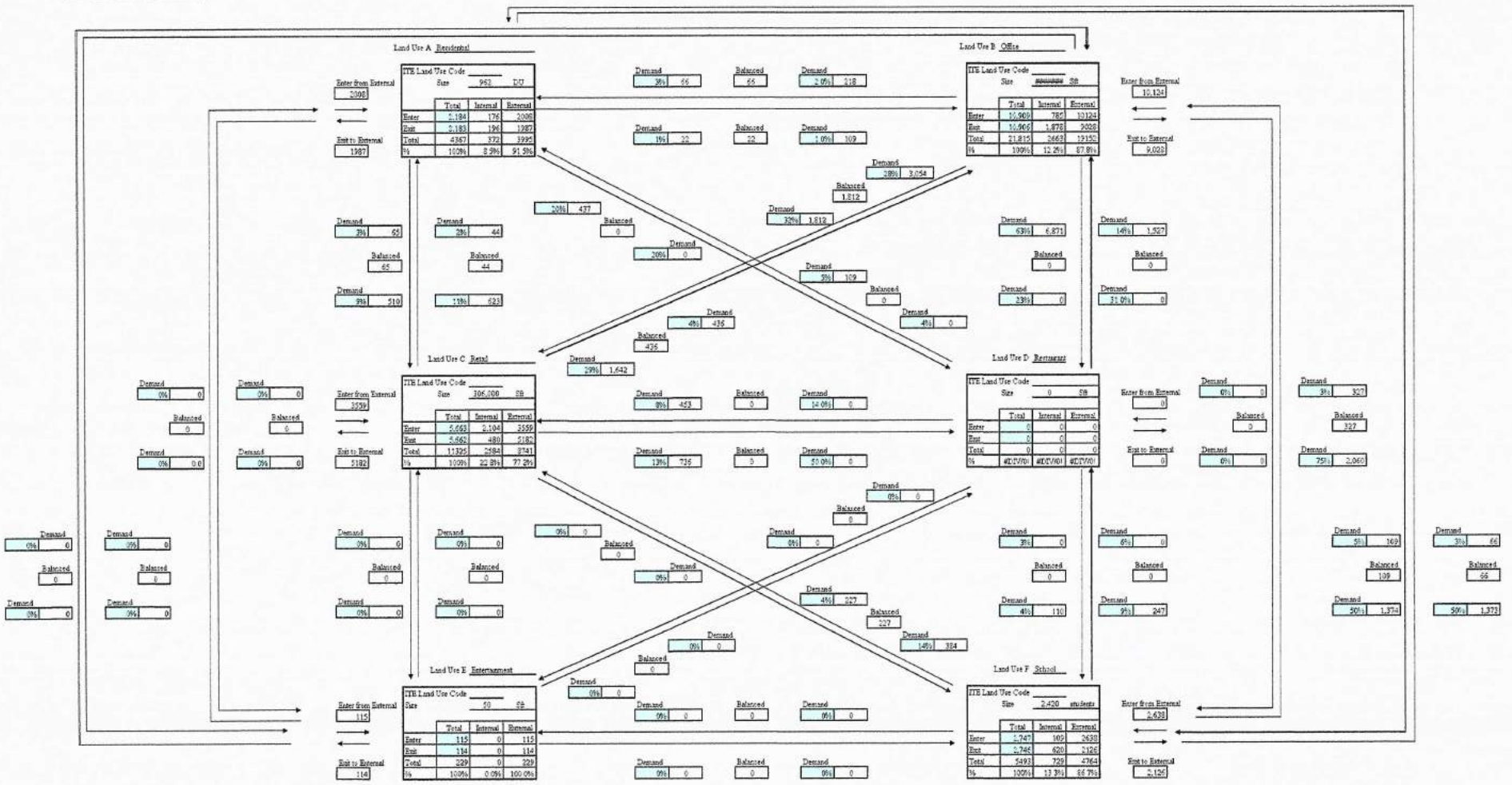
Net External Trips for Multi-Use Development

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

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

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

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	2008	10124	3559	0	115	2,638	18444	
Exit	1987	9028	5182	0	114	2,126	18437	Internal
Total	3995	19152	8741	0	229	4764	36881	Capture
Single-Use Trip Gen Estimate	4367	21815	11325	0	229	5493	43229	14.7%

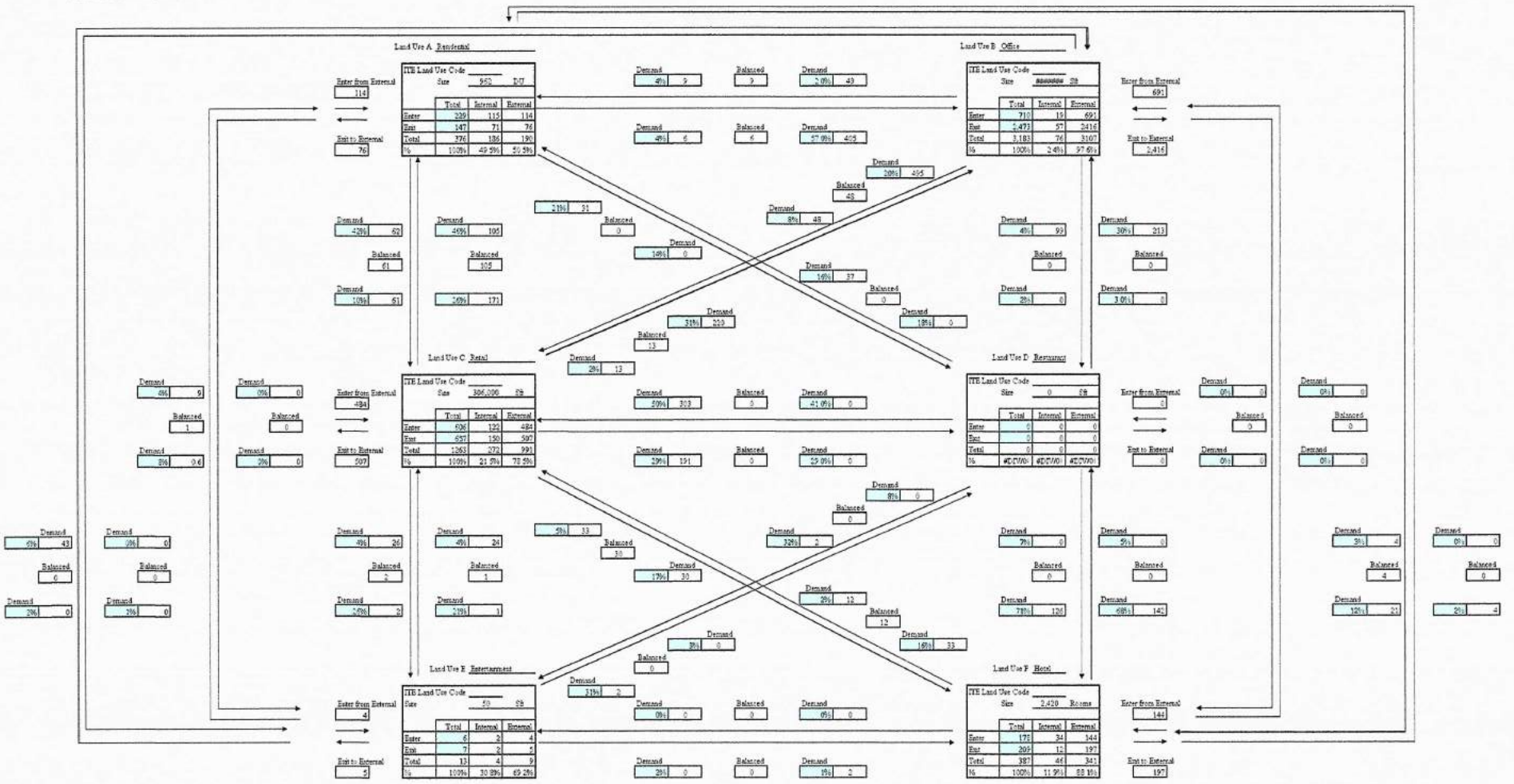
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt: PROJECT
Time Period: PM Peak Hour



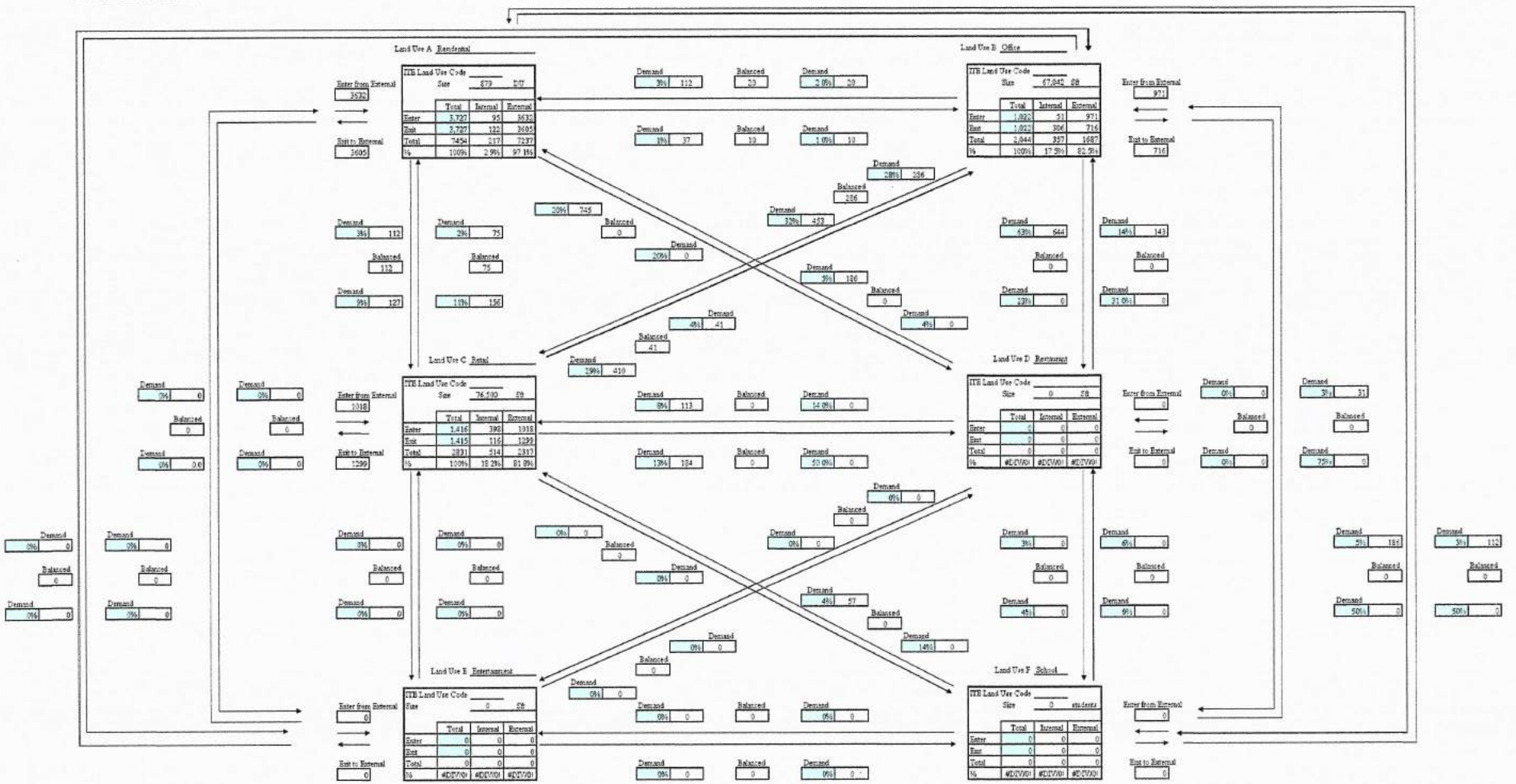
Net External Trips for Multi-Use Development

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

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

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

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	3532	971	1015	0	0	0	5521	
Exit	3605	716	1299	0	0	0	5620	Internal
Total	7237	1687	2317	0	0	0	11241	Capture
Single-Use Trip Gen. Estimate	7454	2044	2831	0	0	0	12329	8.8%

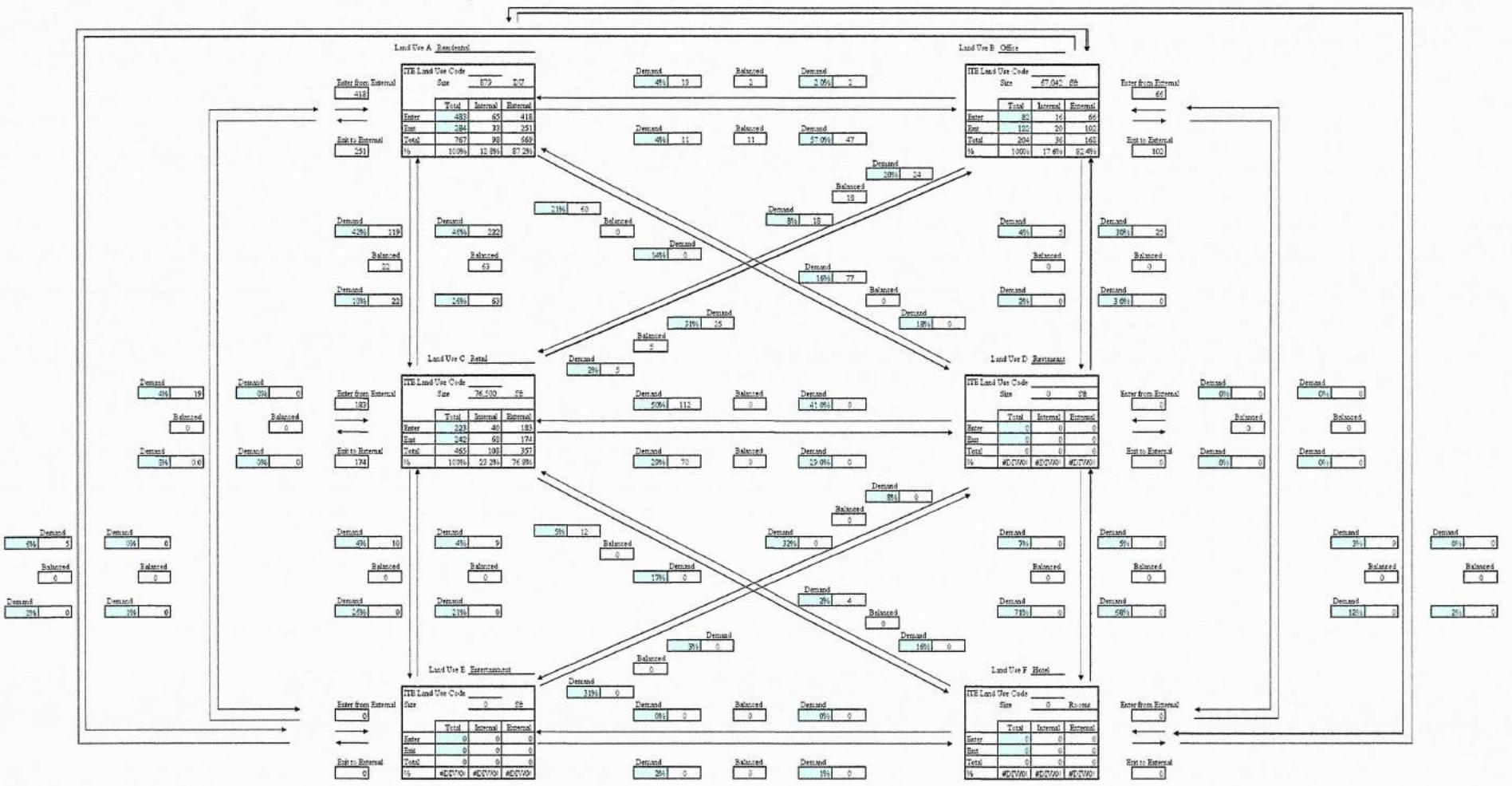
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



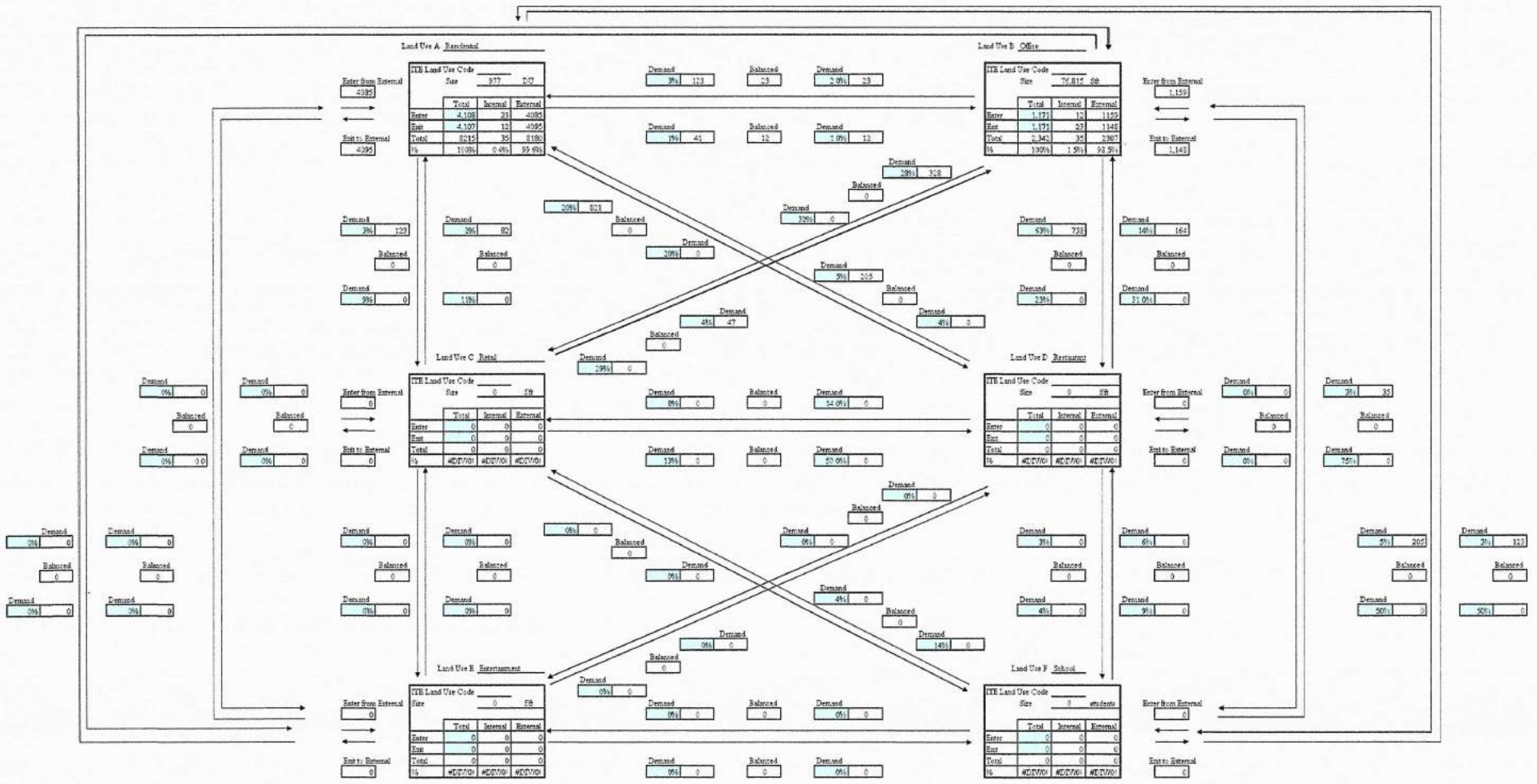
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	418	66	183	0	0	0	667	
Exit	251	102	174	0	0	0	527	Internal
Total	669	168	357	0	0	0	1194	Capture
Single-Use Trip Gen Estimate	767	204	462	0	0	0	1433	16.9%

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

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

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

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

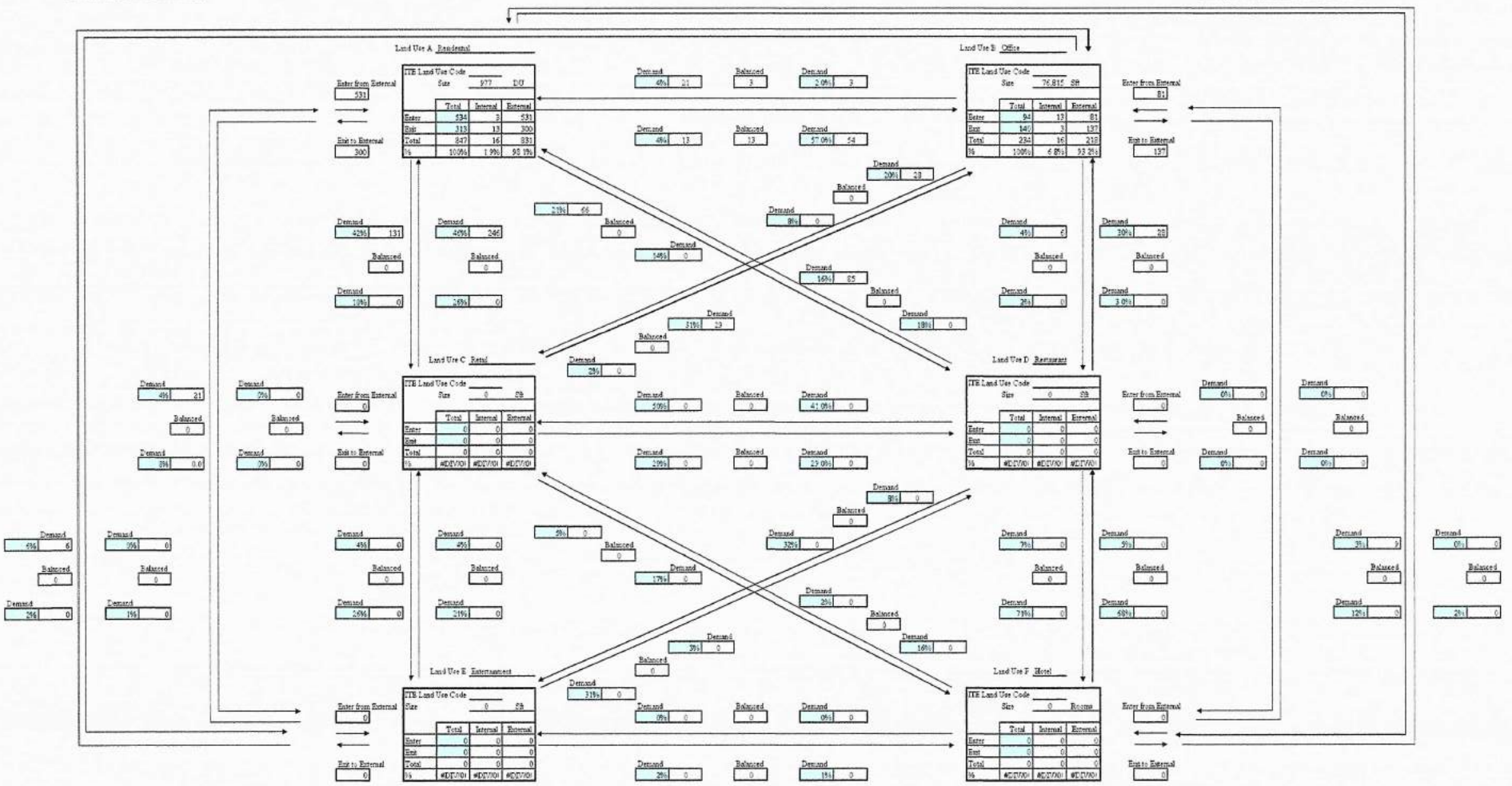
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

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

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Dvelpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

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

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

Table 3a : WATS 3.0 - Trip Gen: 2040

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

Table 3b : WATS 3.0 - Daily Trip Gen

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

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

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

WATS TAZ	TCRPM TAZ
390	648

DAILY TRIP GENERATION:

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

Total Gross Trips =	19,549
Total Gross Residential Trips =	0
Total Gross Non-Residential Trips =	19,549
Internal Capture % among TAZ =	2.01%
Internal Capture trips among TAZ =	392

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

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

NET NEW EXTERNAL DAILY TRIPS =	**19,157**

PM PEAK HOUR TRIP GENERATION:

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

Total Gross Trips =	2,777	520	2,257
Total Gross Residential Trips =	0	0	0
Total Gross Non-Residential Trips =	2,777	520	2,257
Internal Capture % among TAZ =	0.72%	-	-
Internal Capture trips among TAZ =	20	10	10

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

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

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

84

WATS TAZ 395 TCRPM TAZ 652

DAILY TRIP GENERATION:

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

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

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

NET NEW EXTERNAL DAILY TRIPS =	25,766

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	1,272	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)	1,036	653	383
Multi-Family Residential	975	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)	389	261	128
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.11*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% in)			
Commercial Retail	150,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)	835	409	426
Service & Office[2]	142,000	s.f.	[710]	T = 1.49*(X/1000); (17% in)	212	36	176
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	40347	s.f.	-	T = 5.45*(X/1000); (50% in)	220	110	110
Institutional Use	30000	s.f.	-	T = 3.05*(X/1000); (40% in)	92	37	55
Park	50	acres	[412]	T = 0.06*(X); (41% in)	3	1	2
Elementary School	820	students	[520]	T = 0.15*(X); (48% in)	123	60	63
K-8 School	1600	students	[522]	T = 0.16*(X); (49% in)	256	125	131
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			
				Total Gross Trips =	3,166	1,692	1,474
				Total Gross Residential Trips =	1,425	914	511
				Total Gross Non-Residential Trips =	1,741	778	963
				Internal Capture % among TAZ =	14.72%	-	-
				Internal Capture trips among TAZ =	466	233	233

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

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

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

WATS TAZ	TCRPM TAZ
389	647

DAILY TRIP GENERATION:

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

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

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

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

NET NEW EXTERNAL DAILY TRIPS =	17,129

PM PEAK HOUR TRIP GENERATION:

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

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

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

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

WATS TAZ	TCRPM TAZ
392	654

DAILY TRIP GENERATION:

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

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

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

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

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

PM PEAK HOUR TRIP GENERATION:

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

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

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

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

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

WATS TAZ	TCRPM TAZ
394	653

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	1,200	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	10,228
Multi-Family Residential	200	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	1,176
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	0	s.f.	[130]	T = 6.96*(X/1000)	
Commercial Retail	120,000	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	7,645
Service & Office	0	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	0	s.f.	-	T = 54.51*(X/1000)	
Institutional Use	54,450	s.f.	-	T = 30.49*(X/1000)	1,660
Park	0	acres	[412]	T = 2.28*(X)	
Elementary School	0	students	[520]	T = 1.29*(X)	
K-8 School	0	students	[522]	T = 1.62*(X)	
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.86	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	
				Total Gross Trips =	20,709
				Total Gross Residential Trips =	11,404
				Total Gross Non-Residential Trips =	9,305
				Internal Capture % among TAZ =	11.06%
				Internal Capture trips among TAZ =	2,290

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

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

NET NEW EXTERNAL DAILY TRIPS =	16,703

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	1,200	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)	983	619	364
Multi-Family Residential	200	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)	106	71	35
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.31*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% in)			
Commercial Retail	120,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)	719	352	367
Service & Office[2]	0	s.f.	[710]	T = 1.49*(X/1000); (17% in)			
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	0	s.f.	-	T = 5.45*(X/1000); (50% in)			
Institutional Use	54450	s.f.	-	T = 3.05*(X/1000); (40% in)	166	66	100
Park	0	acres	[412]	T = 0.06*(X); (41% in)			
Elementary School	0	students	[520]	T = 0.15*(X); (49% in)			
K-8 School	0	students	[522]	T = 0.16*(X); (49% in)			
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			
				Total Gross Trips =	1,974	1,108	866
				Total Gross Residential Trips =	1,089	690	399
				Total Gross Non-Residential Trips =	885	418	467
				Internal Capture % among TAZ =	10.94%	-	-
				Internal Capture trips among TAZ =	216	108	108

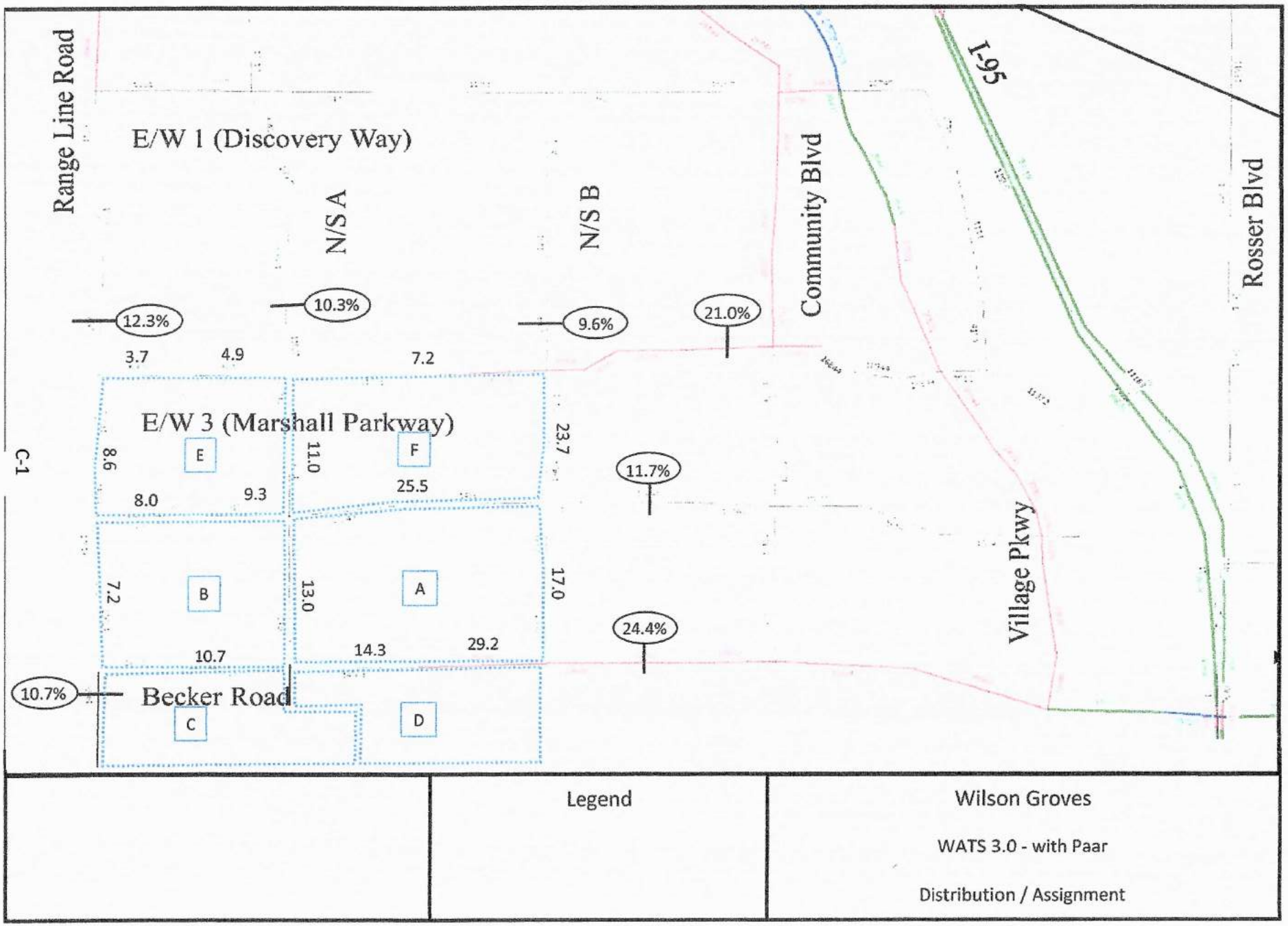
(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF
(2) Equation is used for Service & Officegreater than 500,000 SF

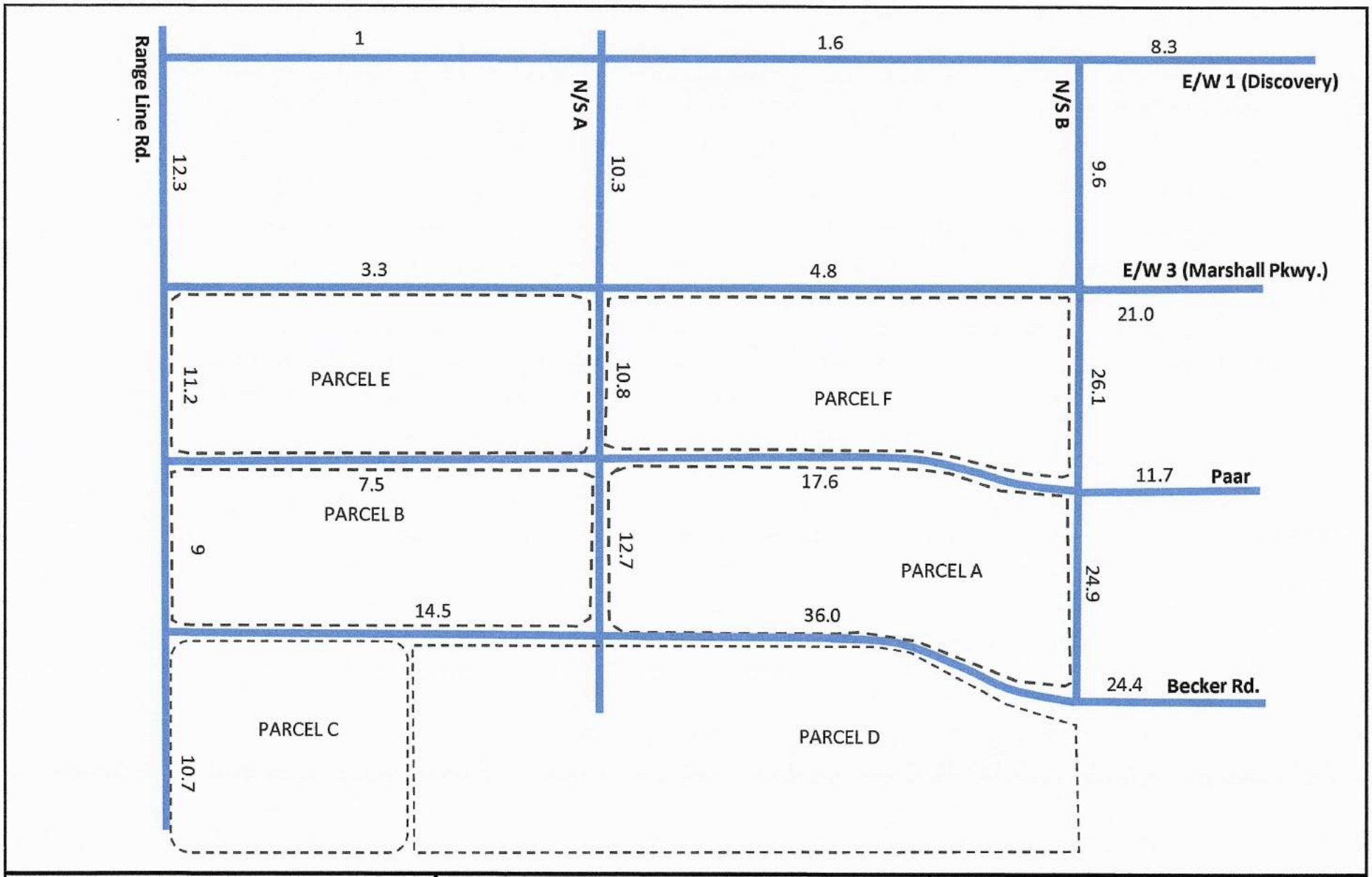
Commercial Retail Pass-By Calculation:		
Intensity =	120,000	s.f.
External Trips from Matrix =	633	trips
Pass-By Percent =	34%	
Pass-By Reduction =	162	trips

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

Appendix C

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


Range Line Road
E/W 1 (Discovery Way)
N/S A
N/S B
Community Blvd
I-95
Rosser Blvd
12.3%
10.3%
9.6%
21.0%
3.7
4.9
7.2
E/W 3 (Marshall Parkway)
23.7
E
F
8.6
11.0
11.7%
8.0
9.3
25.5
B
A
7.2
13.0
17.0
Village Pkwy
24.4%
10.7
14.3
29.2
10.7%
Becker Road
C
D
C-1
Legend
Wilson Groves
WATS 3.0 - with Paar
Distribution / Assignment



C-2

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

= ROADS IN PLACE THIS PHASE

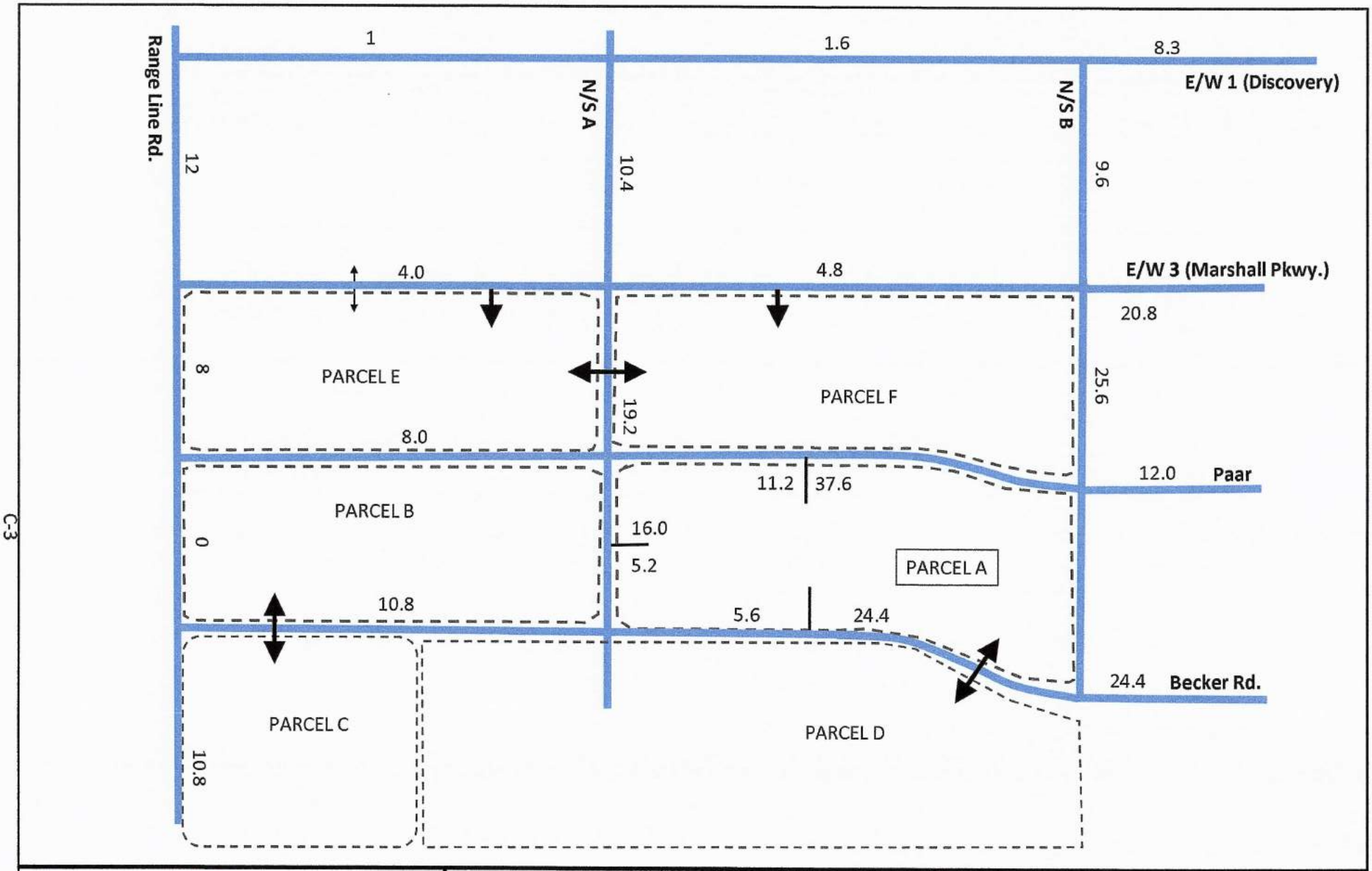
XX% = PROJECT PERCENT ASSIGNMENT

Wilson Groves Percent Assignment

Phase 4

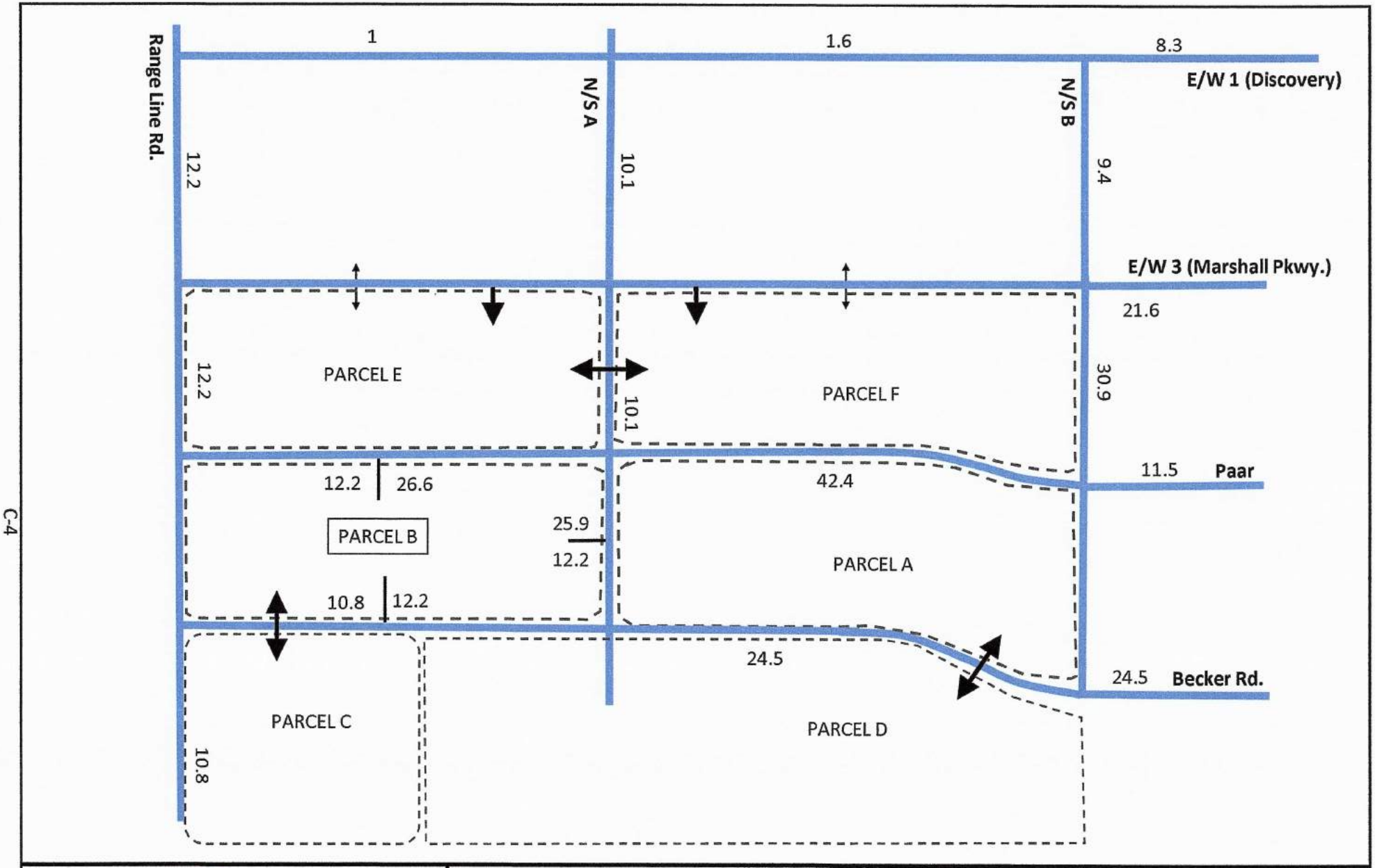
Wilson Groves

WilsonGroves.TAZ Assignment - Roadway Phase 6.2 A weighted percentage 4.13.2023



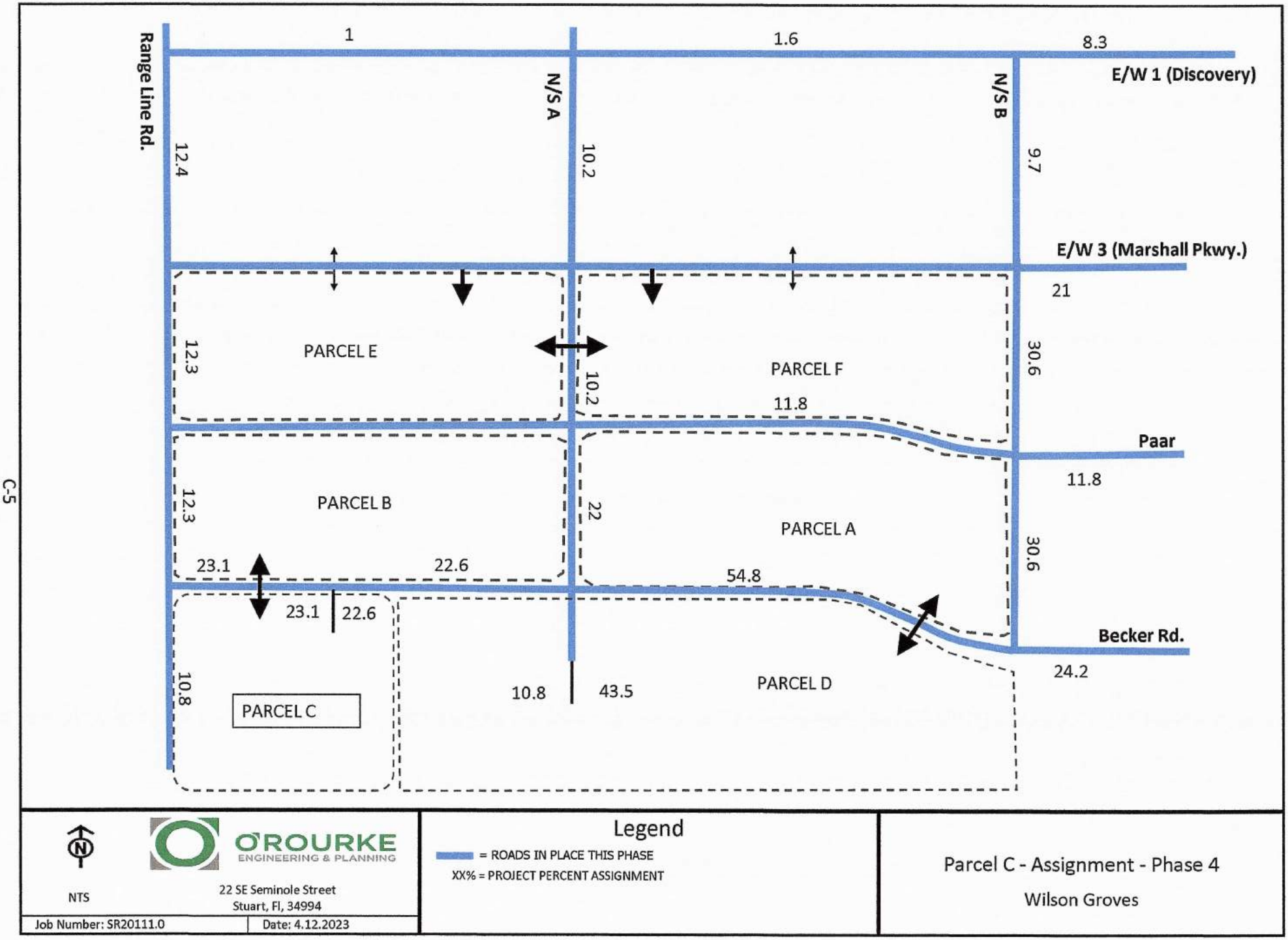
C-3

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

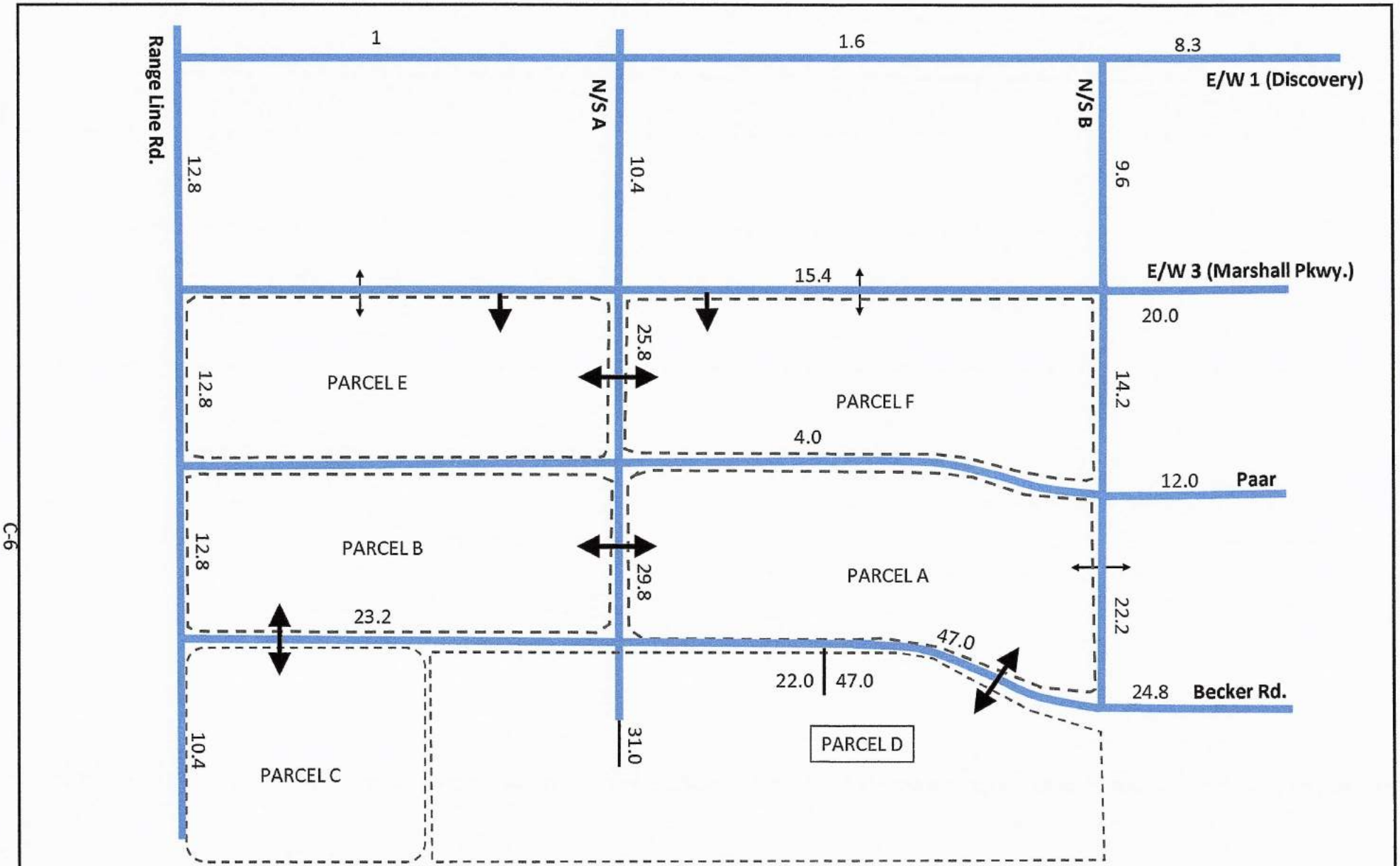


C-4

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



NTS 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20111.0 | Date: 4.12.2023	Legend = ROADS IN PLACE THIS PHASE XX% = PROJECT PERCENT ASSIGNMENT	Parcel C - Assignment - Phase 4 Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

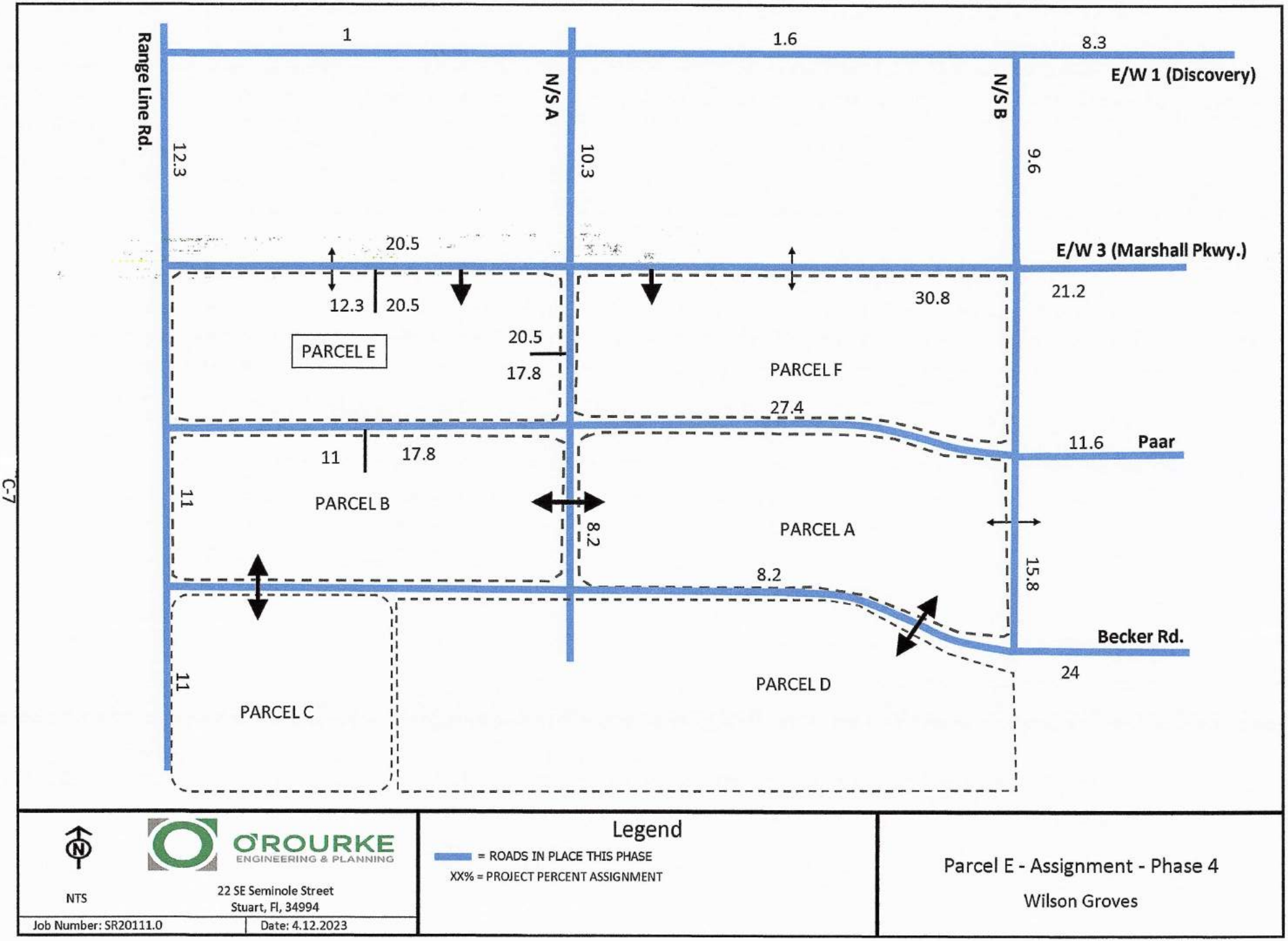
Legend

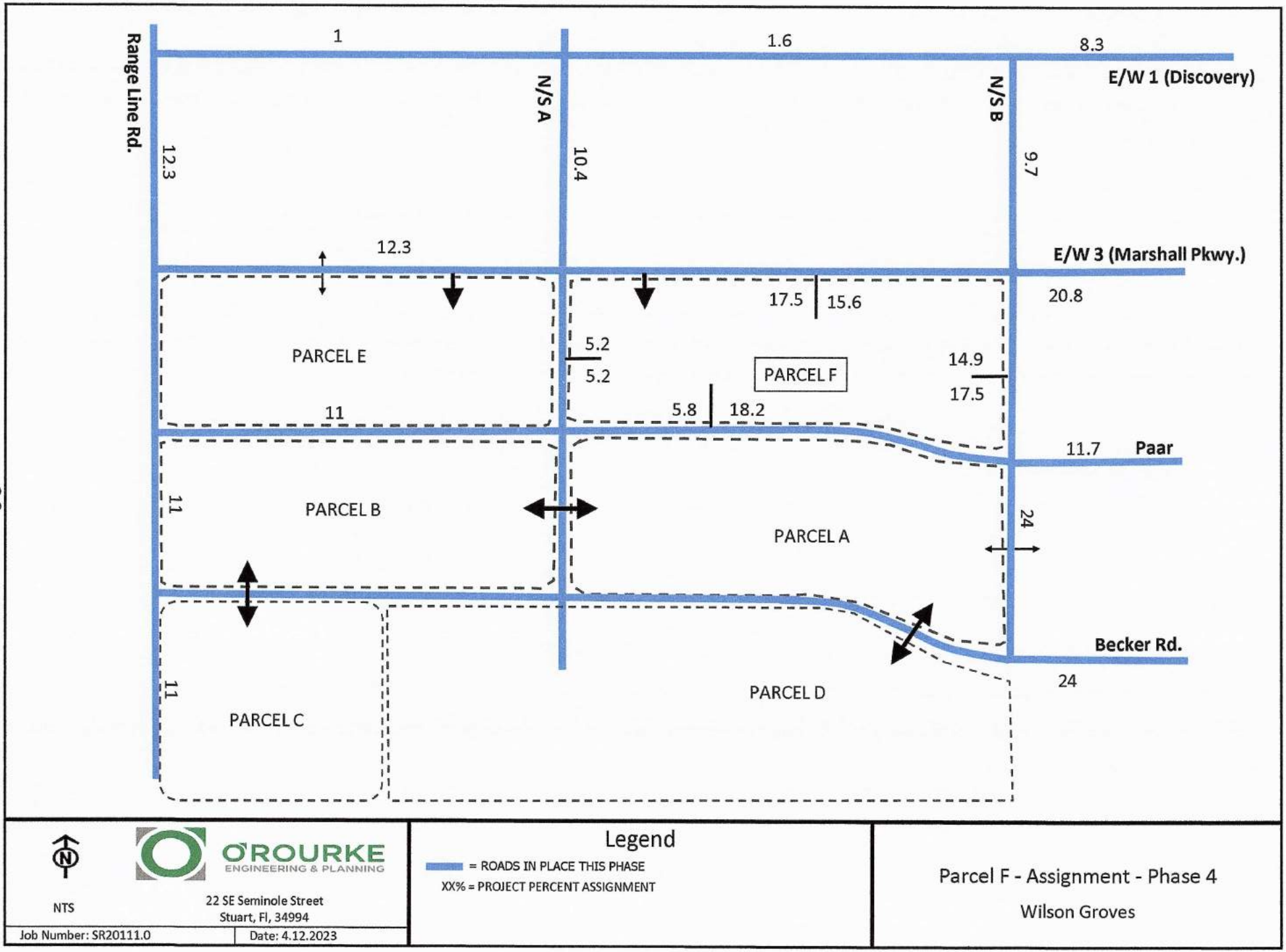
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel D - Assignment - Phase 4

Wilson Groves


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


Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.3
10.4
9.7
12.3
E/W 3 (Marshall Pkwy.)
20.8
17.5
15.6
PARCEL E
5.2
5.2
PARCEL F
14.9
17.5
11
5.8
18.2
11.7
Paar
11
PARCEL B
PARCEL A
24
11
PARCEL C
PARCEL D
Becker Rd.
24
N
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel F - Assignment - Phase 4
Wilson Groves

Appendix D

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

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

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

← Trips to be removed from Model.

Source: Approved WATS 3.0

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

PERCENT INTERNAL BY PHASE - WILSON GROVES

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

Source: WATS, 2005/2006

PHASE 1

Link Analysis - Phase 1

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

(1) From WATS Origianl Phase 1 volumes and network

(2) Calculated using 11th Edition

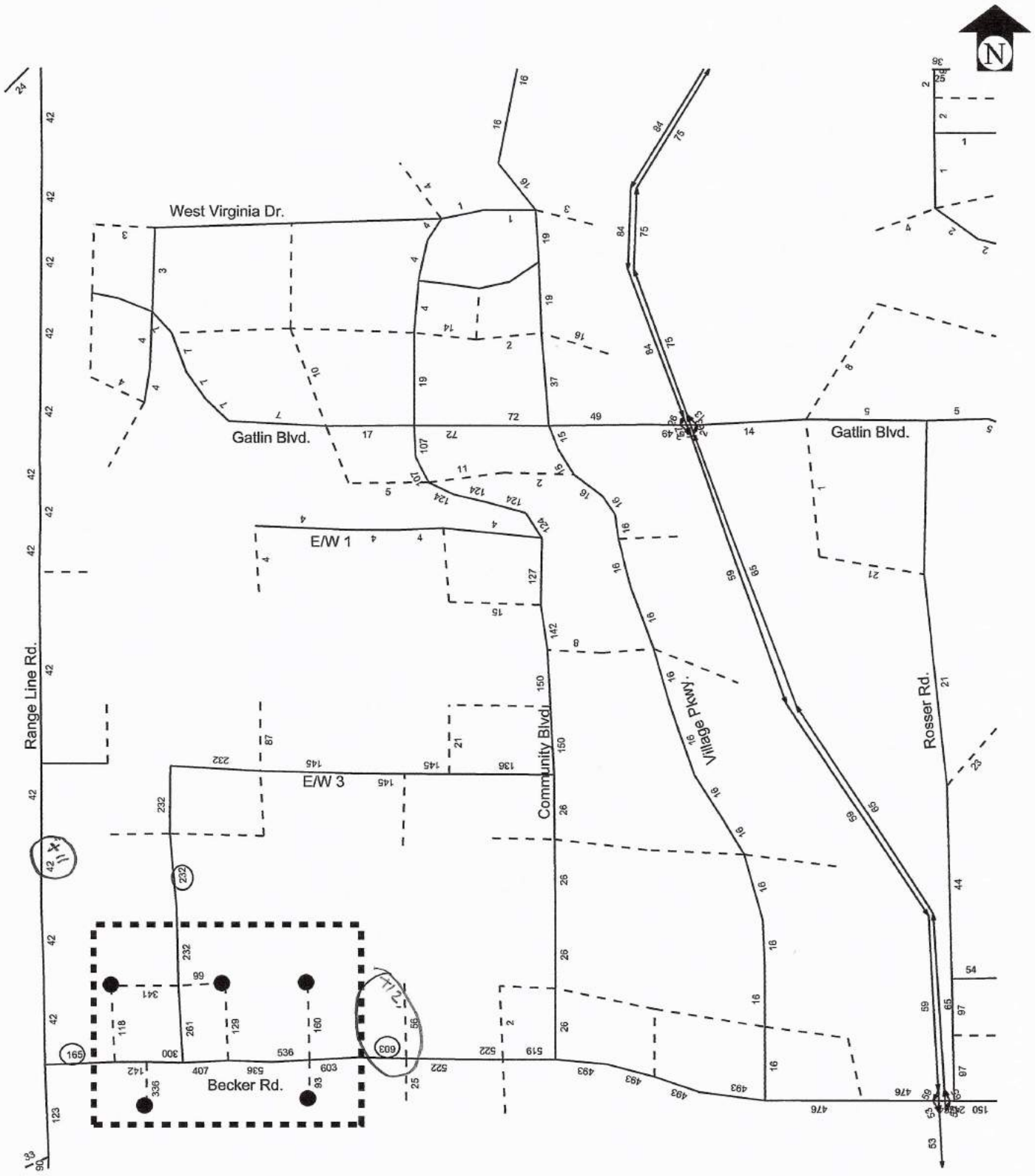
Note: The AADT is shown for each direction but reflect the total in both directions.

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

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

Approved Trips =

Proposed Trips =



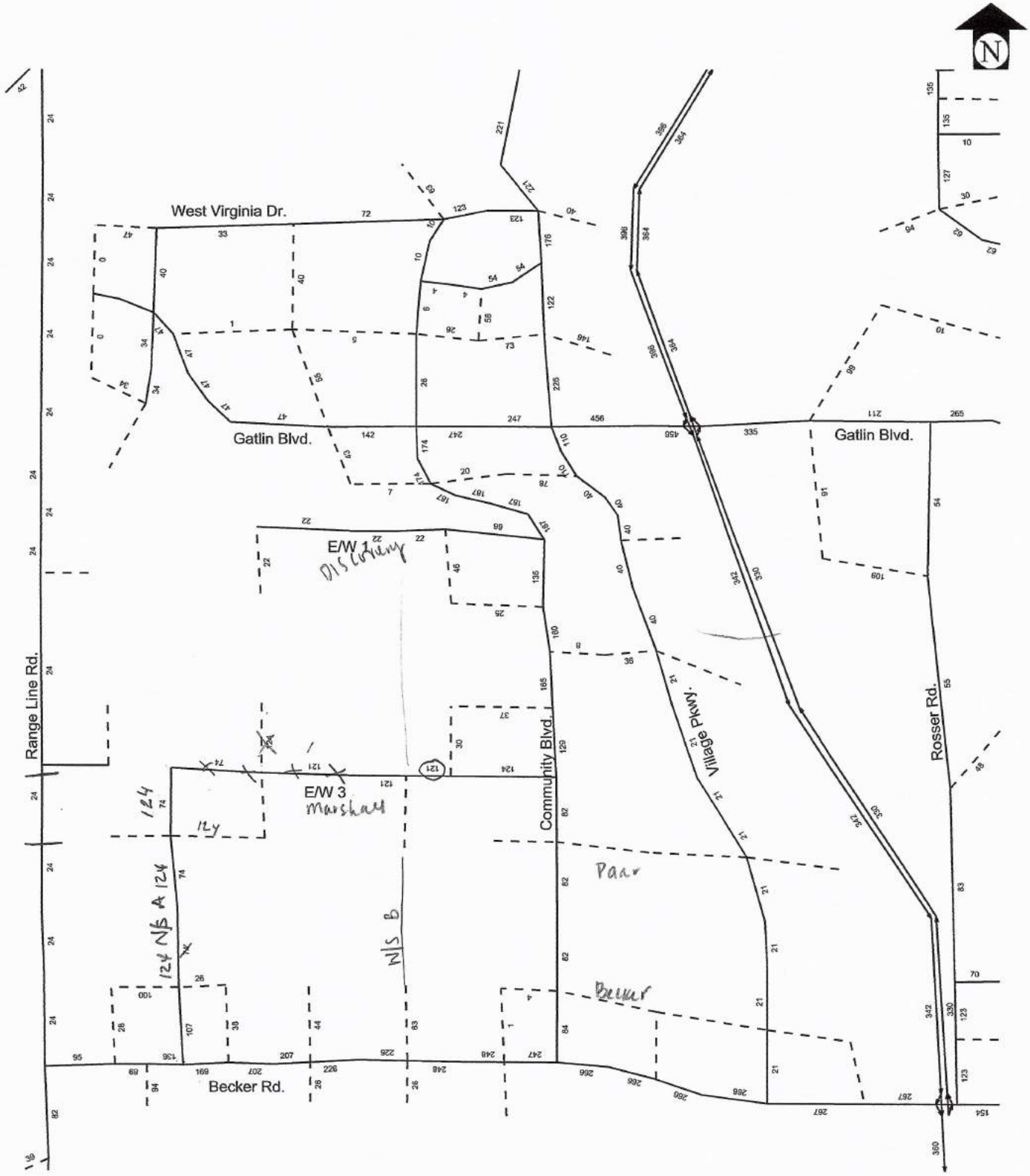
TCRPM 2010 TCRPM WESTERN ANNEXATION STUDY PHASE I
WILSON GROVES DRI TRIP DISTRIBUTION PERCENTAGES

28APR05 10:41:53

Legend:

XX **Percent Distribution /10**

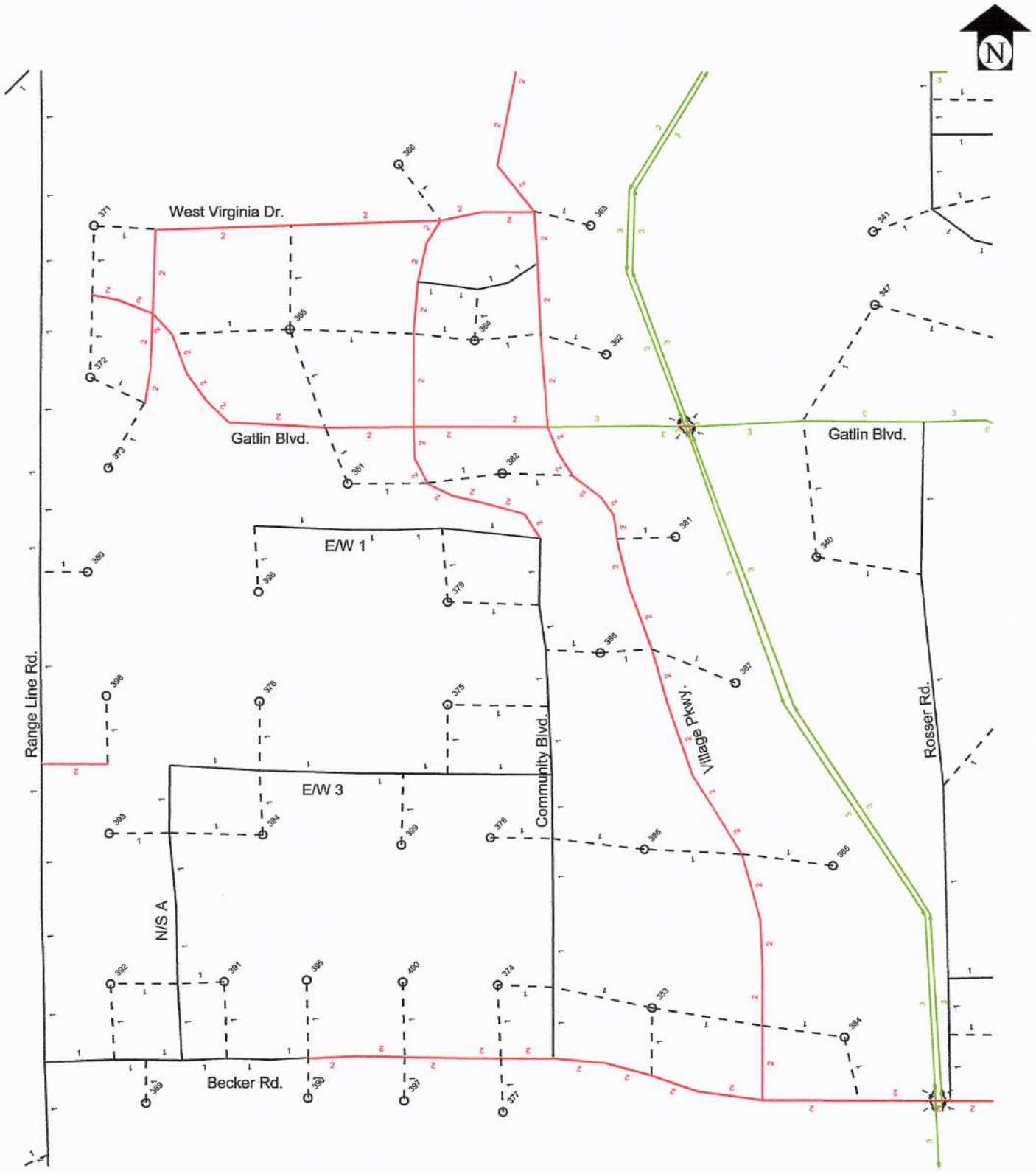
Figure 5a: 2010 Wilson Groves Distribution (Internal Roads)
Western Annexation Transportation Study
Phase I-Final 4-29-2005



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

27APR05 08:11:01

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



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

27APR05 07:38:17

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

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

TABLE 1
WESTERN ANNEXATION TRANSPORTATION STUDY
ITE AND TCRPM TRIPS COMPARISON

4/29/2005

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

35,562

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

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

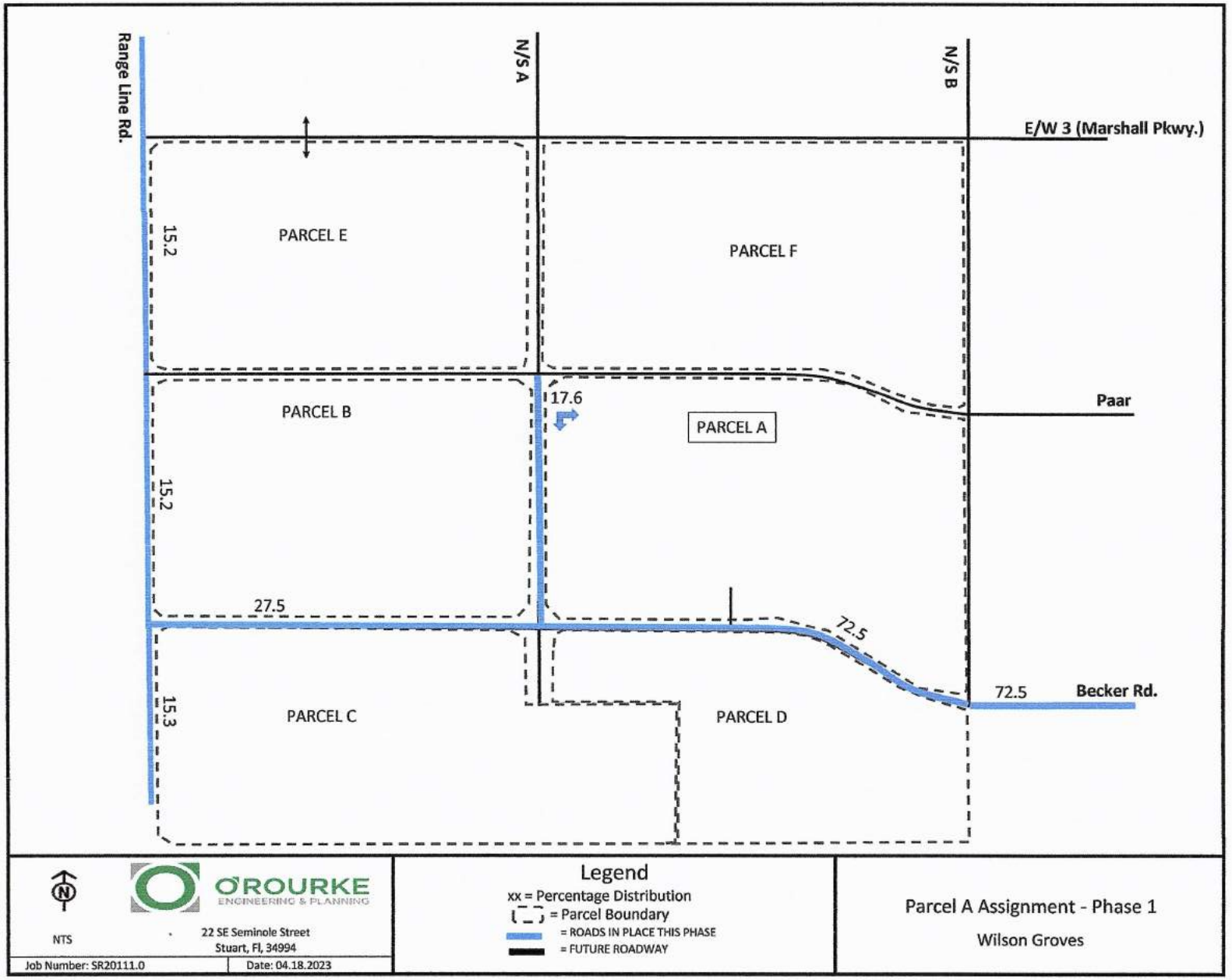
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%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

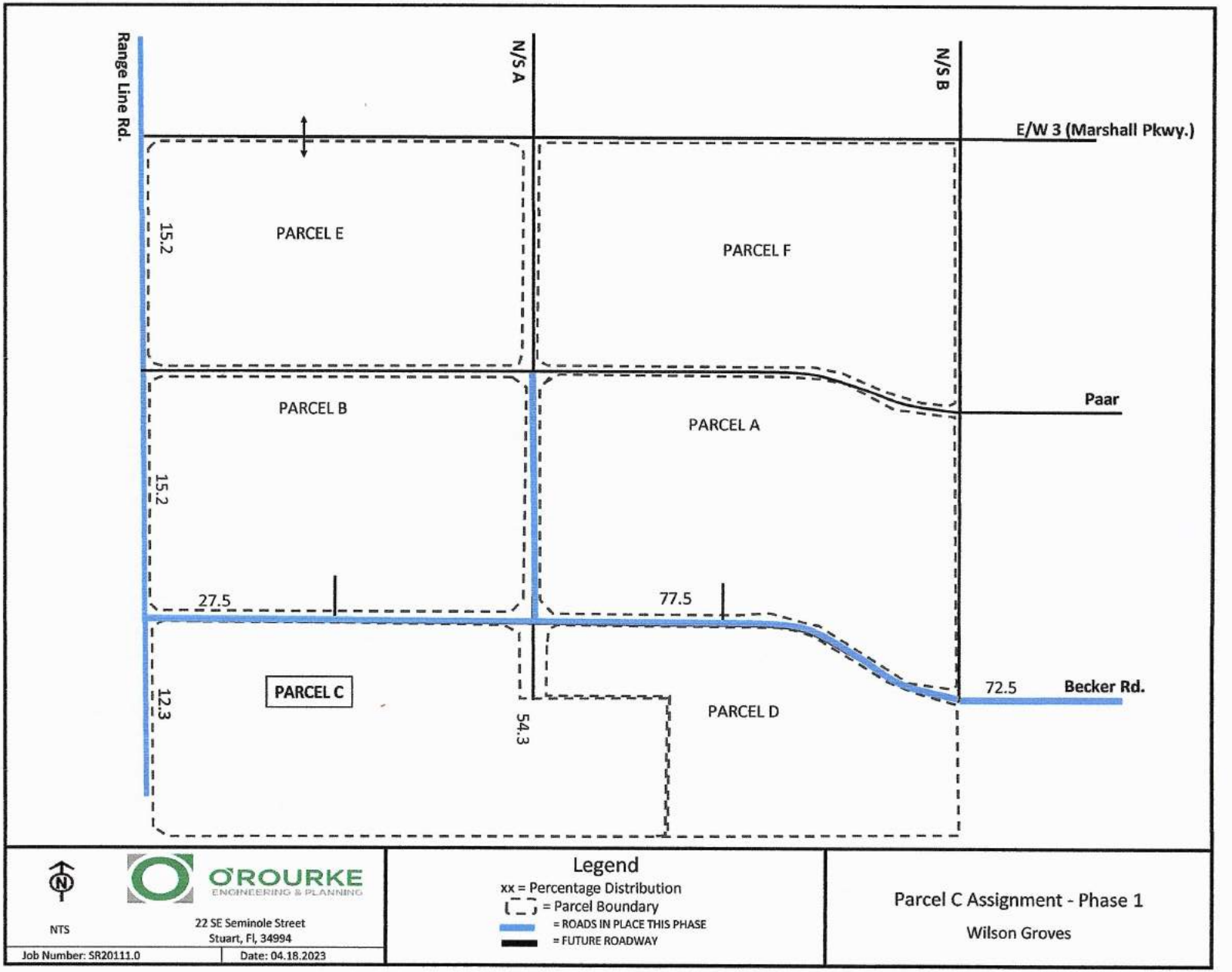
Source: Trip Generation Manual 11th Edition

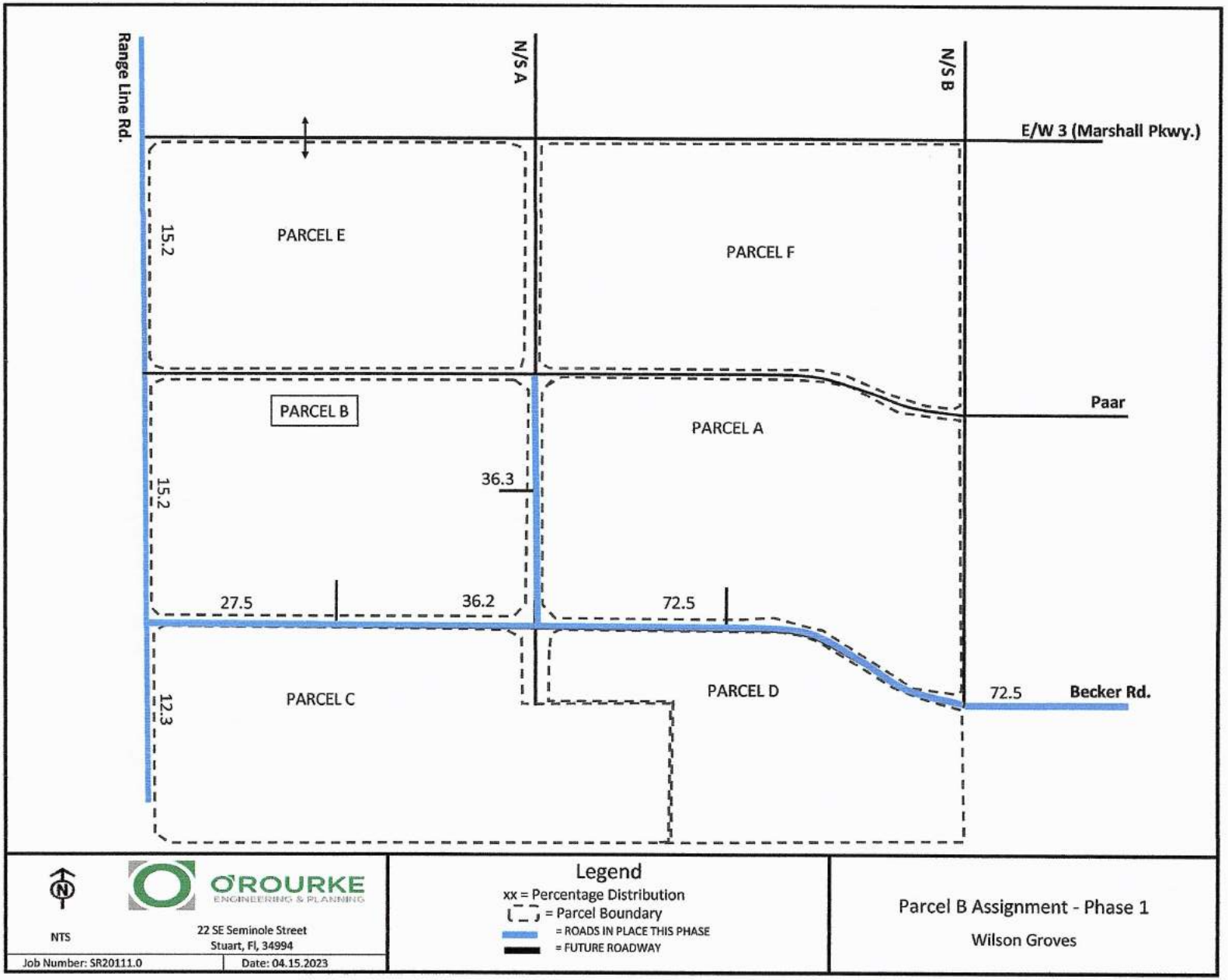
Table 2c - Trip Generation - Map H - PM Peak Hour

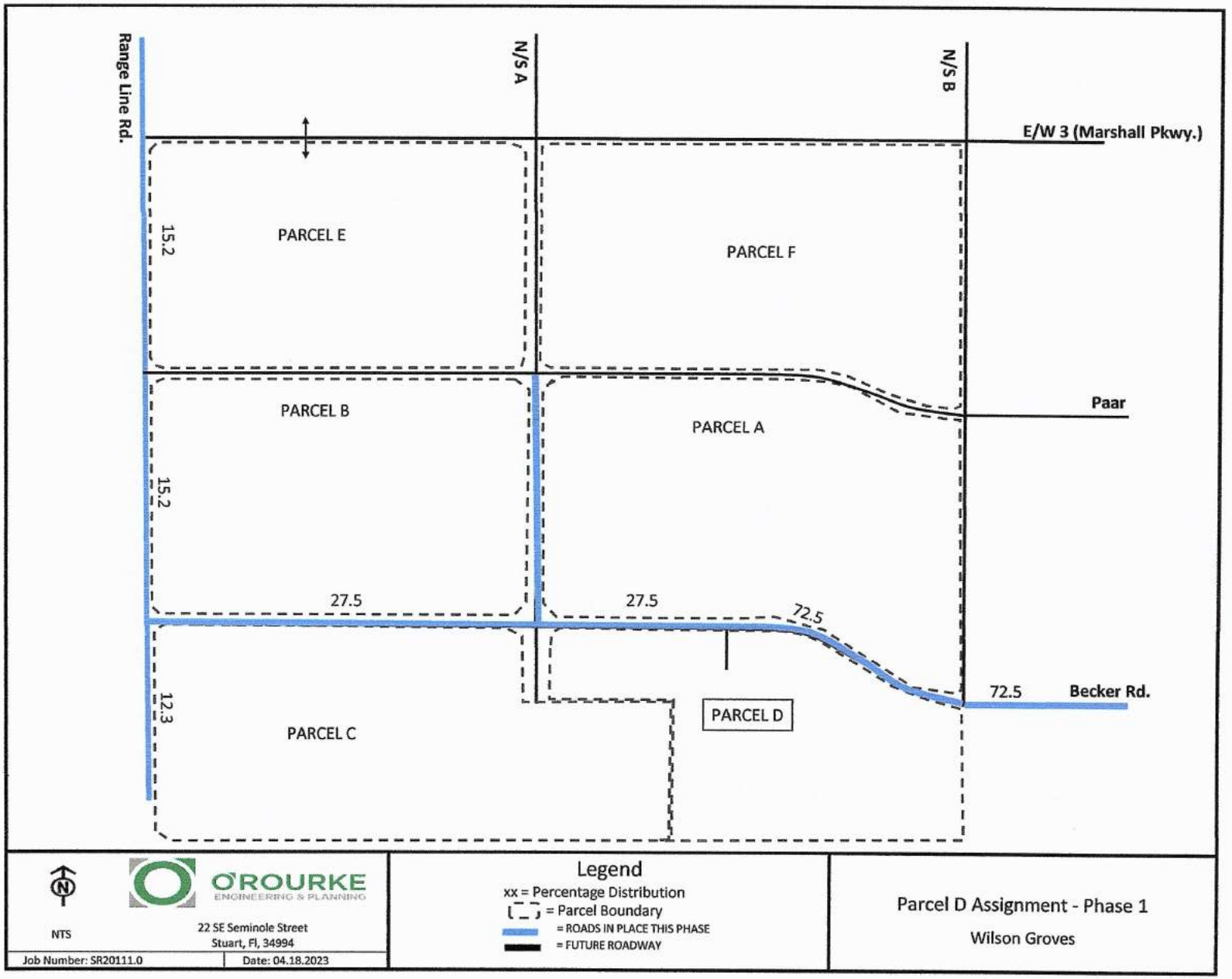
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%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

Source: Trip Generation Manual 11th Edition


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


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


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


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

PHASE 2

Table 4.2 - Link Analysis - Phase 2

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips																
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel E	TAZ 861 Parcel E	% Assignment Parcel F	TAZ 653 Parcel F	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
Discovery Way (E/W 1)	RANGE LINE RD	N/S A	2	EB	924	8573	347	IN	1.0	665	1.0	153	1.0	81	1.0	132	1.0	36	1.0	0	1.0	163	-100	8473	343	YES
				WB	924	8573	424	OUT	1.0	665	1.0	153	1.0	81	1.0	132	1.0	36	1.0	0	1.0	163	-100	8473	419	YES
	N/S A	N/S B	2	EB	924	11389	461	IN	1.6	1064	1.6	245	1.6	130	1.6	211	1.6	57	1.6	0	1.6	261	-160	11229	455	YES
				WB	924	11389	564	OUT	1.6	1064	1.6	245	1.6	130	1.6	211	1.6	57	1.6	0	1.6	261	-160	11229	556	YES
	N/S B	COMMUNITY BLVD (	2	EB	924	16927	686	OUT	8.2	5454	8.3	1273	8.2	668	8.2	1081	8.2	294	8.2	0	8.2	1337	-801	16126	653	YES
				WB	924	16927	838	IN	8.2	5454	8.3	1273	8.2	668	8.2	1081	8.2	294	8.2	0	8.2	1337	-801	16126	798	YES
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	12869	521	OUT	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	12589	510	YES
				SB	1080	12869	637	IN	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	12589	623	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	13369	541	IN	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	13089	530	YES
				SB	1080	13369	662	OUT	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	13089	648	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	924	12418	615	IN	40.5	26939	52.6	8065	52.6	4286	30.2	3980	28.8	1032	42.4	0	22.6	3684	-5892	6526	323	YES
				SB	924	12418	503	OUT	40.5	26939	52.6	8065	52.6	4286	30.2	3980	28.8	1032	42.4	0	22.6	3684	-5892	6526	264	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	924	12476	505	IN	28.0	18625	52.6	8065	22.6	1841	30.2	3980	28.8	1032	0.0	0	22.6	3684	-23	12453	504	YES
				SB	924	12476	618	OUT	28.0	18625	52.6	8065	22.6	1841	30.2	3980	28.8	1032	0.0	0	22.6	3684	-23	12453	616	YES
MARSHALL PKWY (E/W #3)	RANGE LINE RD	N/S A	2	EB	924	5773	234	IN	10.5	6984	10.0	1533	10.0	815	0.0	0	28.6	1025	15.0	0	10.0	1630	-1981	3792	154	YES
				WB	924	5773	286	OUT	10.5	6984	10.0	1533	10.0	815	0.0	0	28.6	1025	15.0	0	10.0	1630	-1981	3792	188	YES
	N/S A	N/S B	2	EB	924	12622	511	IN	30.6	20354	33.3	5106	33.3	2713	20.2	2662	33.3	1193	33.3	0	33.3	5428	-3252	9370	379	YES
				WB	924	12622	625	OUT	30.6	20354	33.3	5106	33.3	2713	20.2	2662	33.3	1193	33.3	0	33.3	5428	-3252	9370	464	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	19542	791	OUT	23.4	15565	24.2	3710	24.2	1972	20.2	2662	24.2	867	24.2	0	24.2	3945	-2409	17133	694	YES
				WB	2100	19542	967	IN	23.4	15565	24.2	3710	24.2	1972	20.2	2662	24.2	867	24.2	0	24.2	3945	-2409	17133	848	YES
BECKER RD	RANGE LINE RD	N/S A	2	EB	924	11428	463	IN	20.5	13636	18.6	2852	37.6	3064	23.2	3058	0	0	13.6	0	18.6	3032	-1630	9798	397	YES
				WB	924	11428	566	OUT	20.5	13636	18.6	2852	37.6	3064	23.2	3058	0	0	13.6	0	18.6	3032	-1630	9798	485	YES
	N/S A	N/S B	4	EB	2100	34795	1409	IN	33.7	22416	28.8	4416	28.8	2347	46.6	6142	28.8	1032	28.8	0	38.8	6324	-2155	32640	1322	YES
				WB	2100	34795	1722	OUT	33.7	22416	28.8	4416	28.8	2347	46.6	6142	28.8	1032	28.8	0	38.8	6324	-2155	32640	1616	YES
(1) From WATS 3.0, 2030 Daily volumes																										
(2) Calculated using 11th Edition					Adjustment Factor (K) =		0.090		In =	66517		15332		8148		13180		3583		0		16300				
Note: The AADT is shown for each direction but reflect the total in both directions.					Adjustment Factor (D) =		0.550		Out=	66517		15332		8148		13180		3583		0		16300				

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

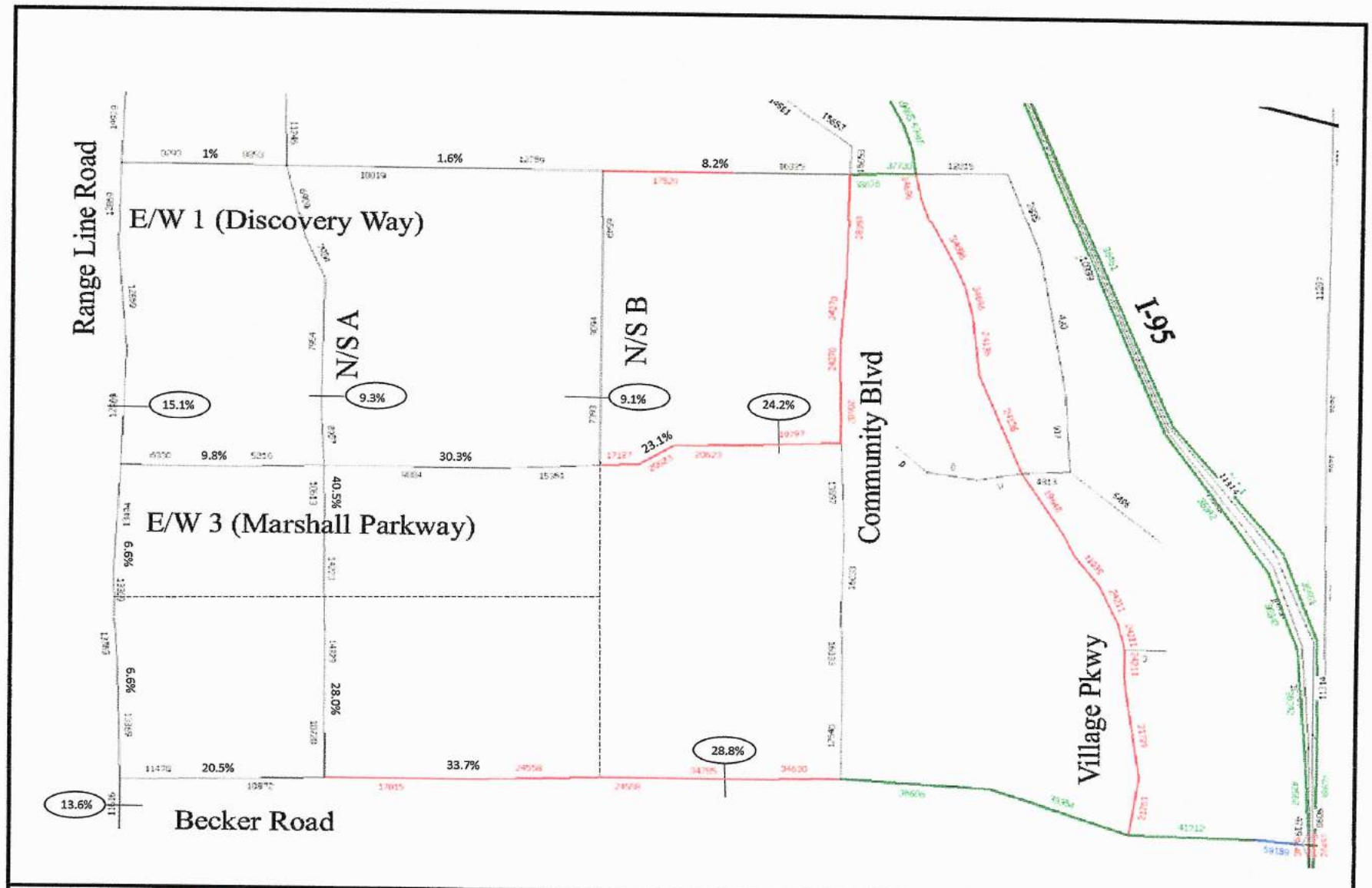
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

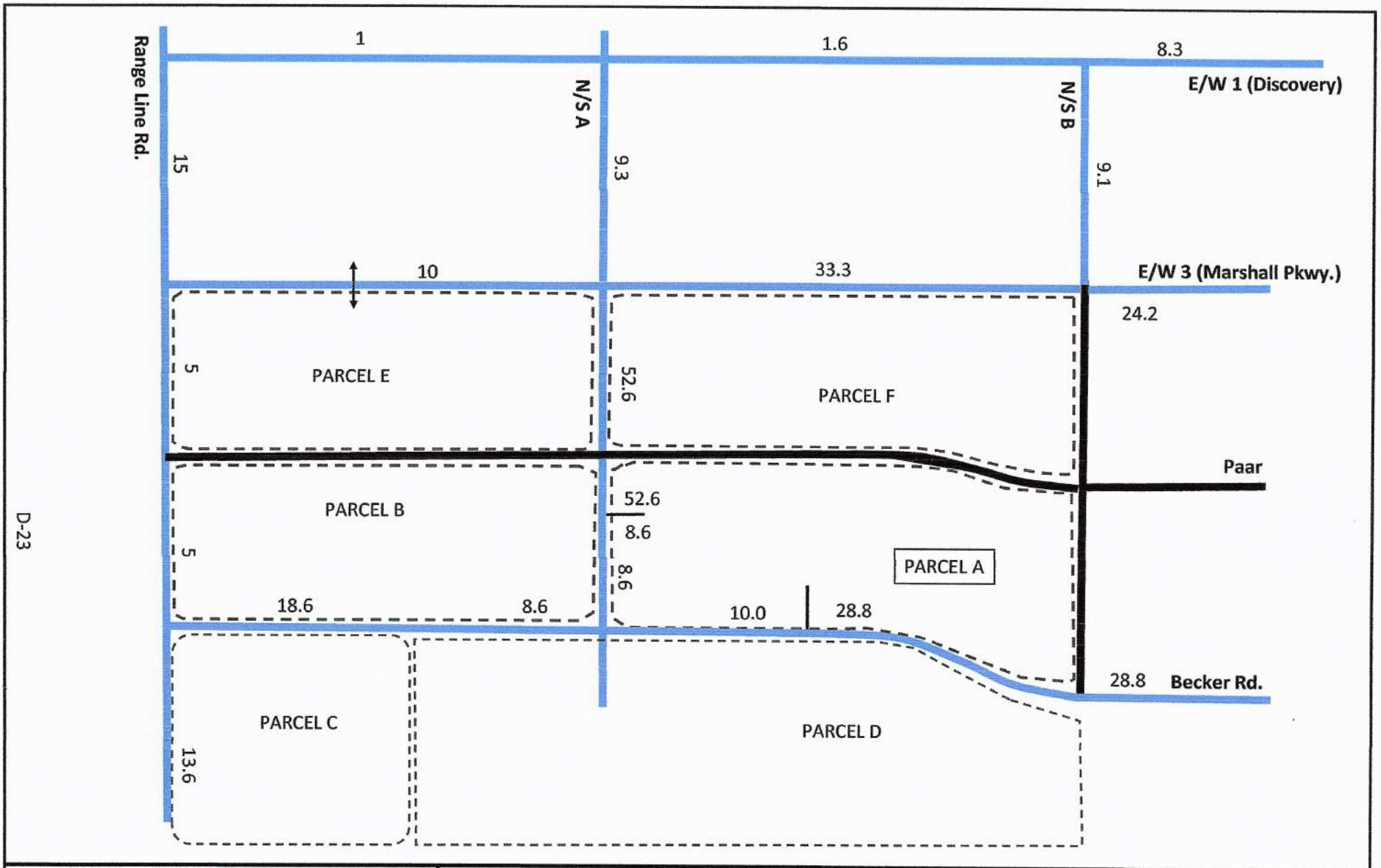


NTS Job Number:	O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Date:	Legend

Phase 2 Distribution & Assignment

Wilson Groves
Approved WATS 3.0

Assignment Figures - Wilson Grove 4.14.2023



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

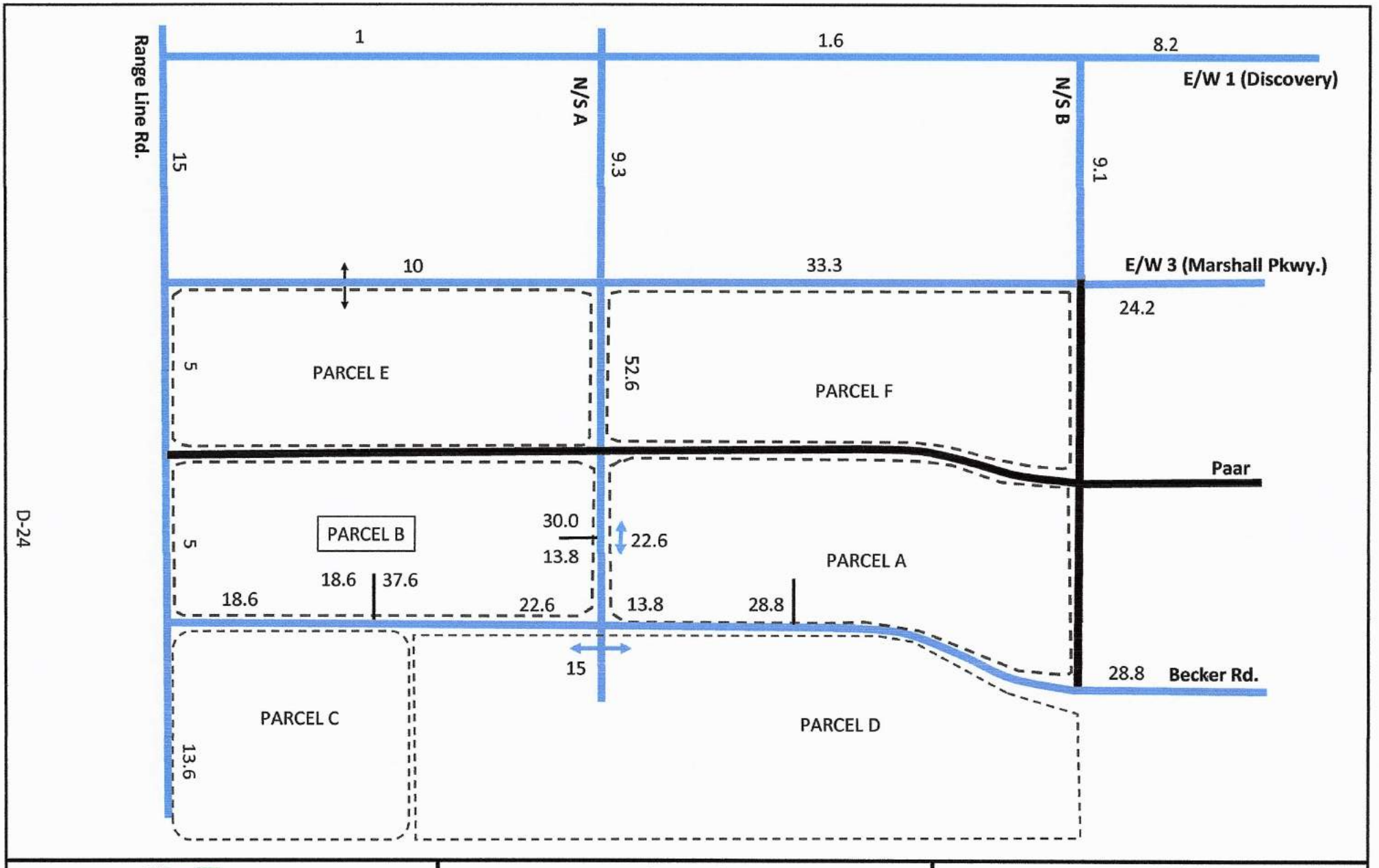
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

Parcel A - Assignment - Phase 2

Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

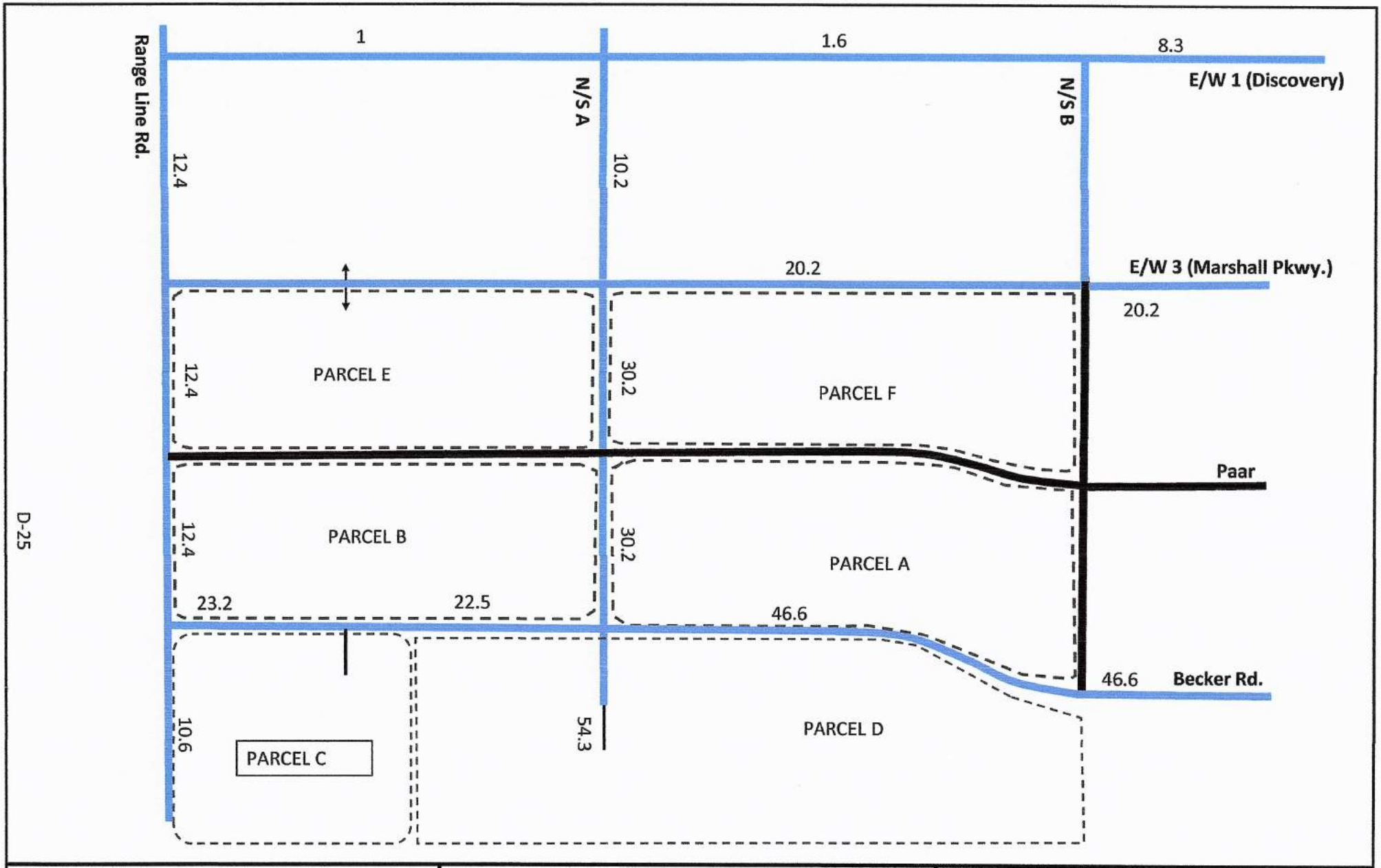
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

Parcel B - Assignment - Phase 2

Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

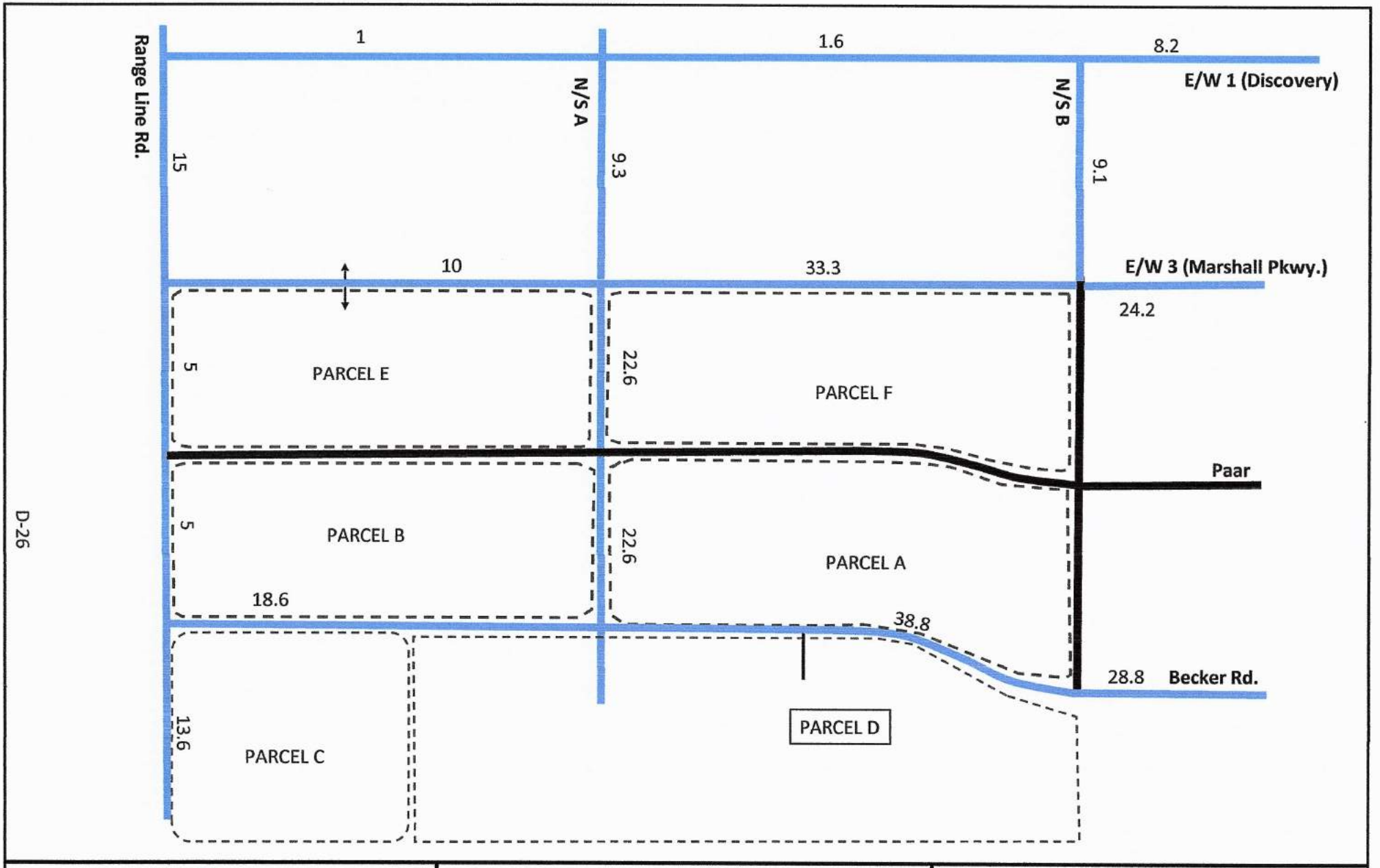
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

Parcel C - Assignment - Phase 2

Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

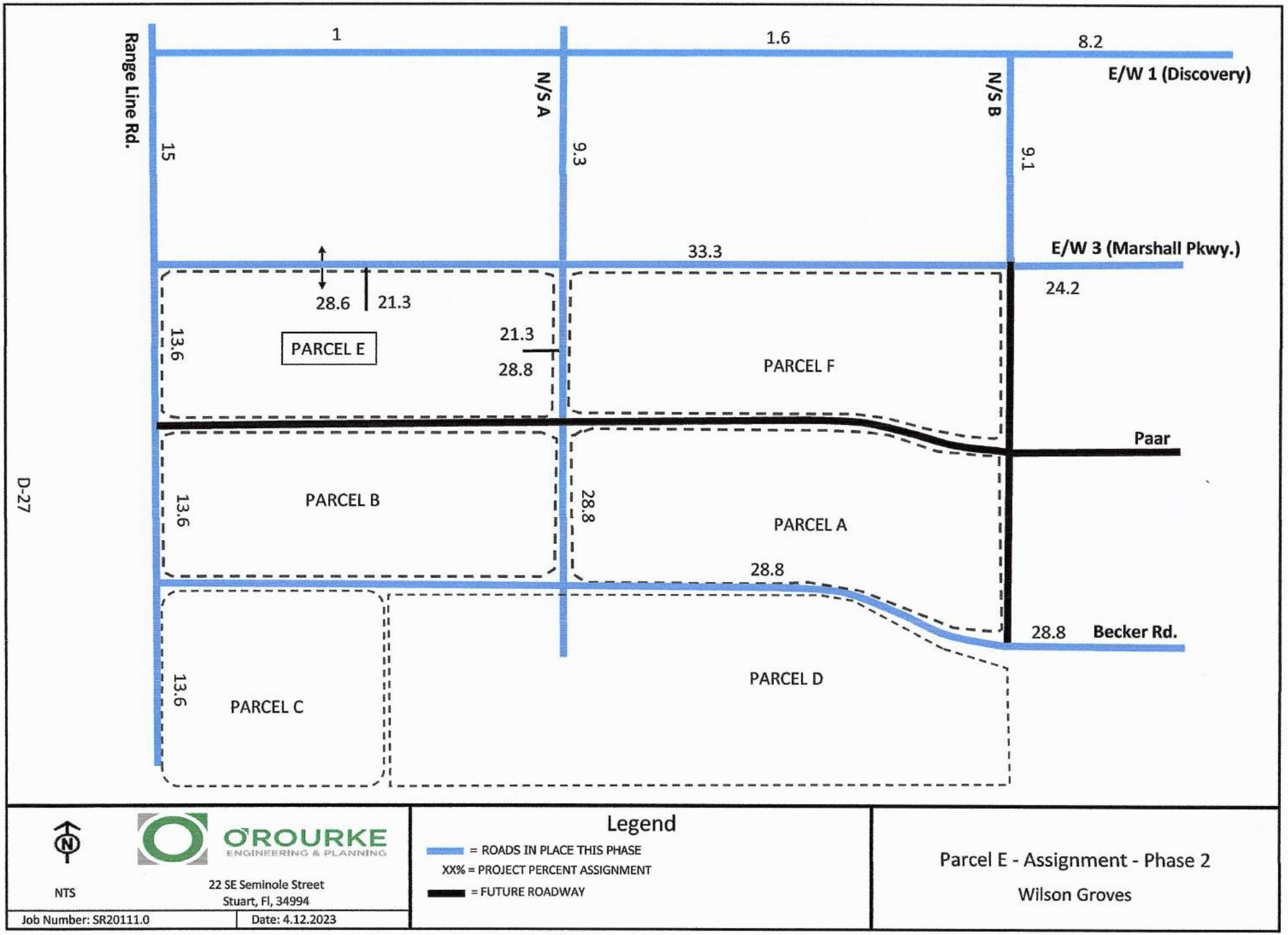
= ROADS IN PLACE THIS PHASE

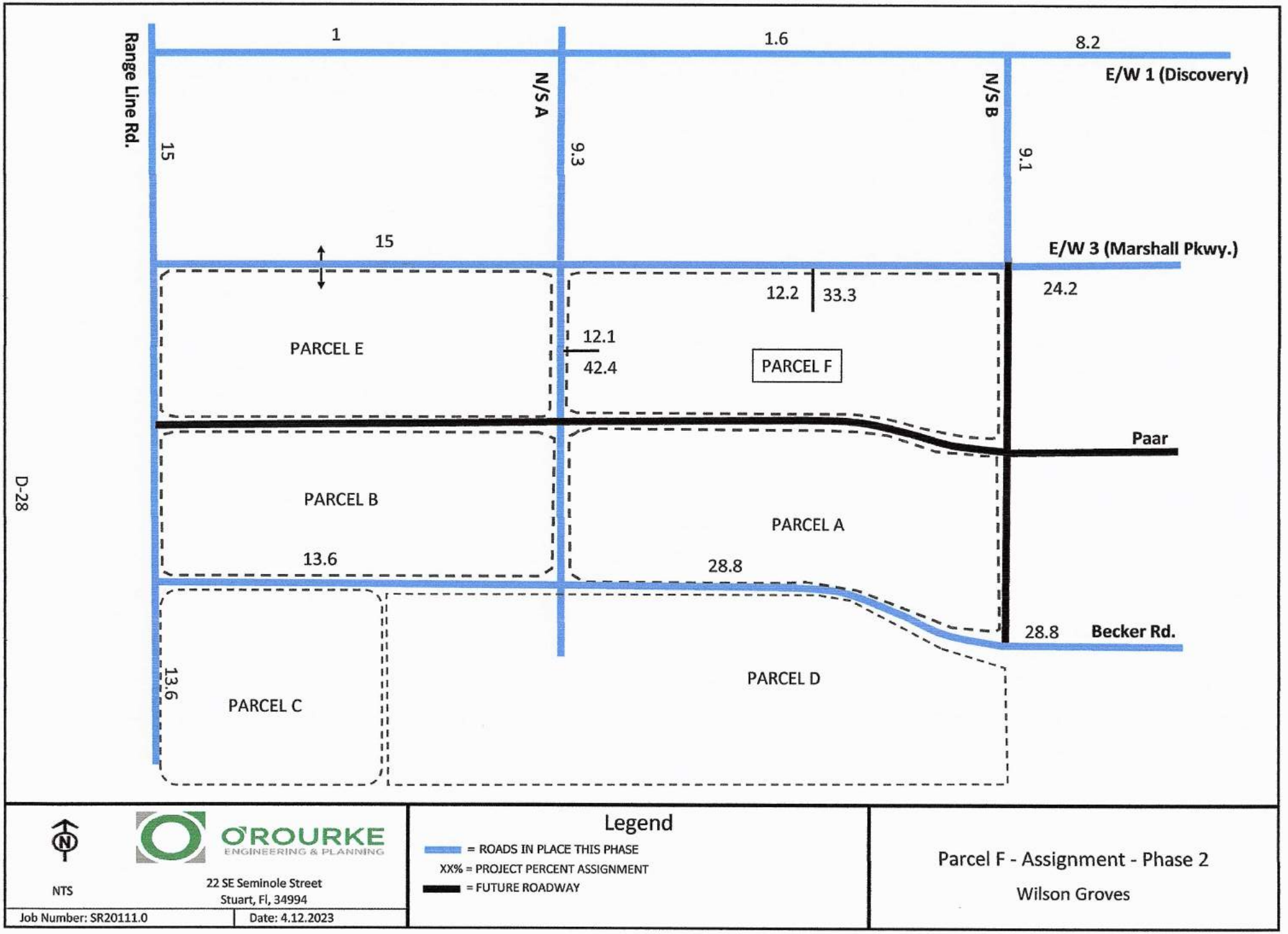
XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

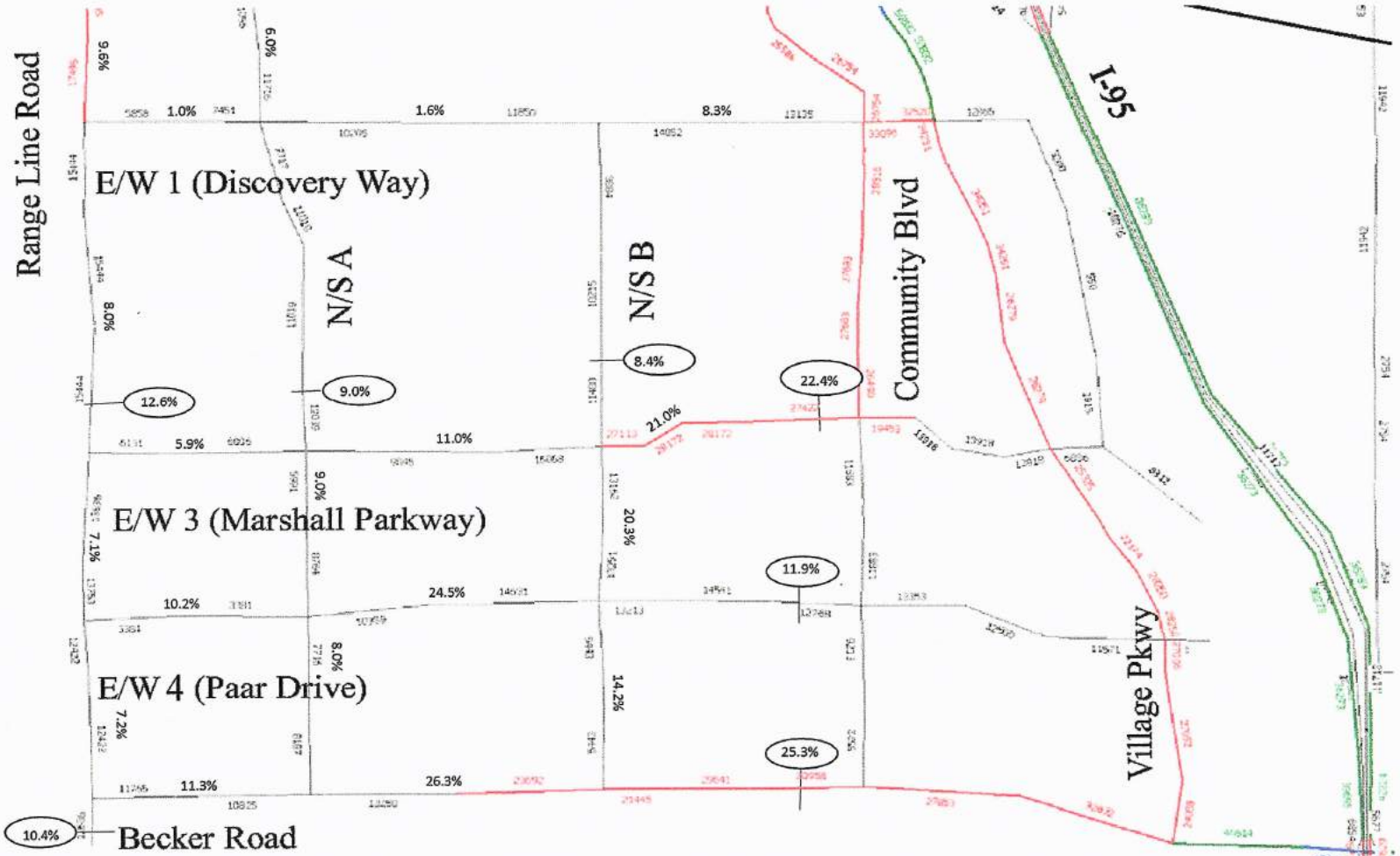
Parcel D - Assignment - Phase 2

Wilson Groves


Range Line Rd.
1
1.6
8.2
E/W 1 (Discovery)
N/S A
N/S B
15
9.3
9.1
33.3
E/W 3 (Marshall Pkwy.)
24.2
28.6
21.3
13.6
PARCEL E
21.3
28.8
PARCEL F
Paar
PARCEL B
13.6
28.8
PARCEL A
28.8
28.8
Becker Rd.
PARCEL C
13.6
PARCEL D
D-27
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
= FUTURE ROADWAY
Parcel E - Assignment - Phase 2
Wilson Groves


Range Line Rd.
1
1.6
8.2
E/W 1 (Discovery)
N/S A
N/S B
15
9.3
9.1
15
E/W 3 (Marshall Pkwy.)
12.2
33.3
24.2
12.1
42.4
PARCEL E
PARCEL F
Paar
PARCEL B
PARCEL A
13.6
28.8
28.8
Becker Rd.
13.6
PARCEL C
PARCEL D
D-28
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
= FUTURE ROADWAY
Parcel F - Assignment - Phase 2
Wilson Groves

PHASE 3



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

Table 4: Link Analysis Phase 3

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

(1) From WATS 3.0, 2035 volumes

(2) Calculated using 11th Edition

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

Adjustment Factor (K) = 0.090

Adjustment Factor (D) = 0.550

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

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

Source: Trip Generation Manual 11th Edition

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

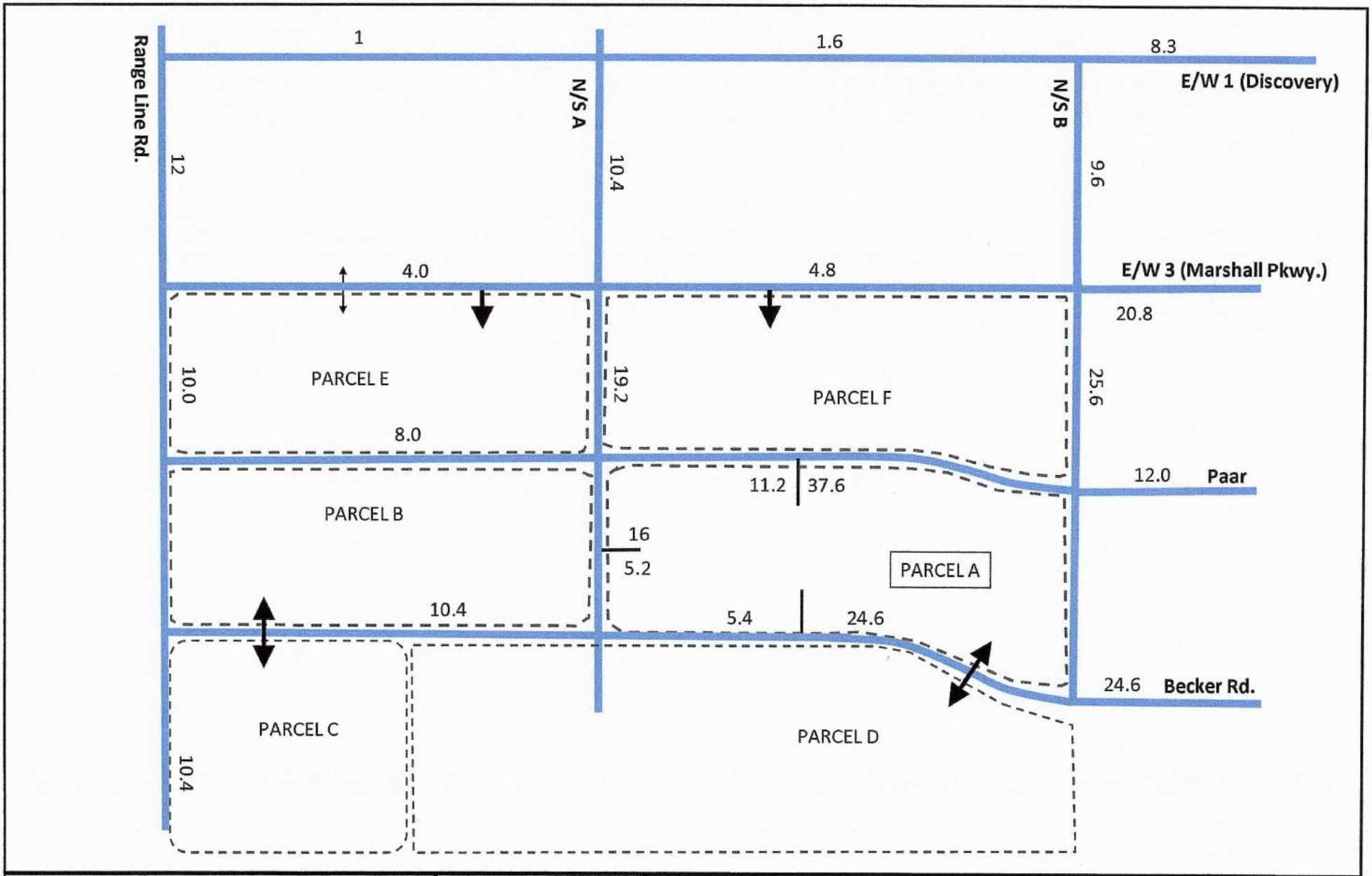
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%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

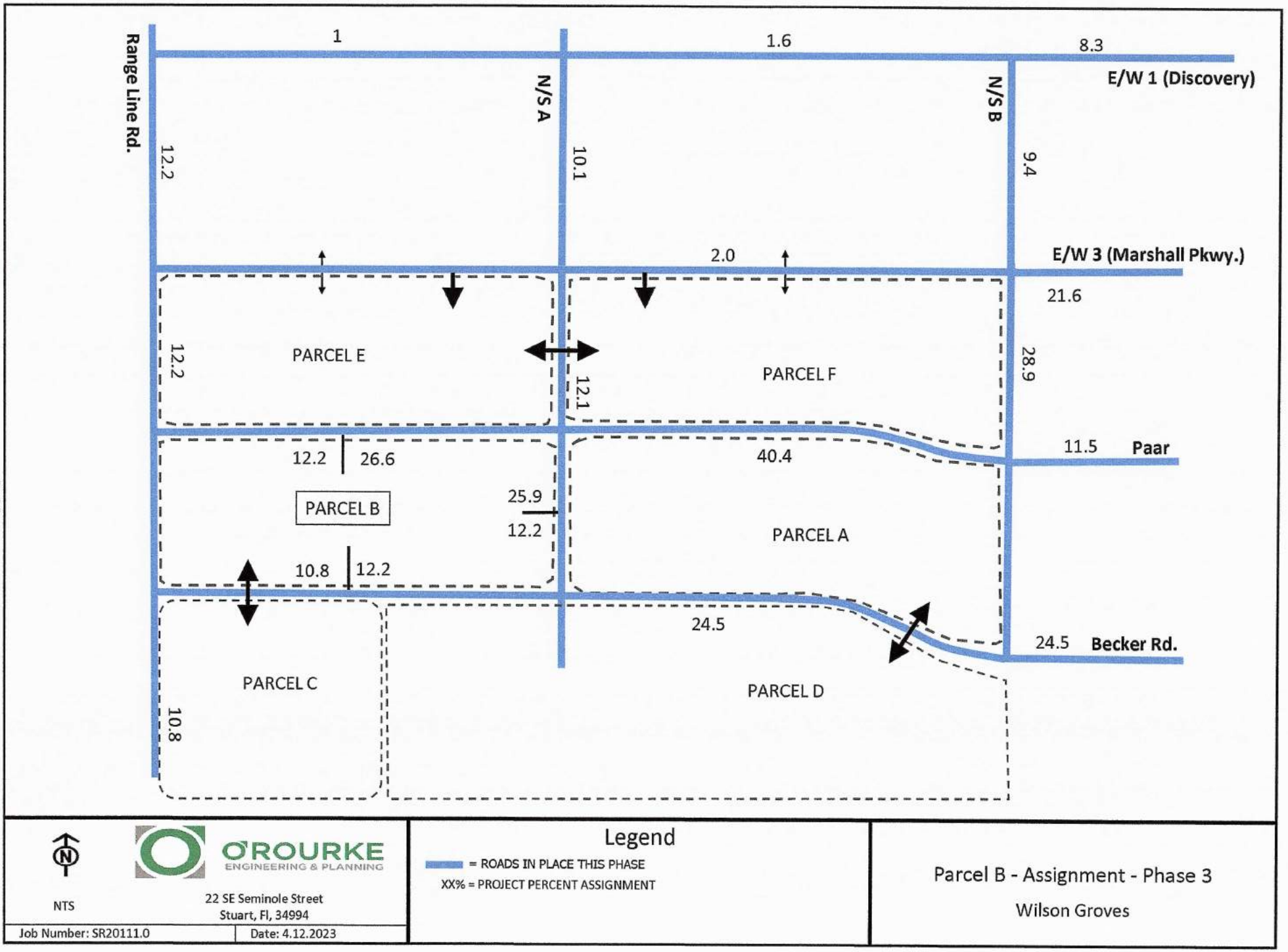
Source: Trip Generation Manual 11th Edition

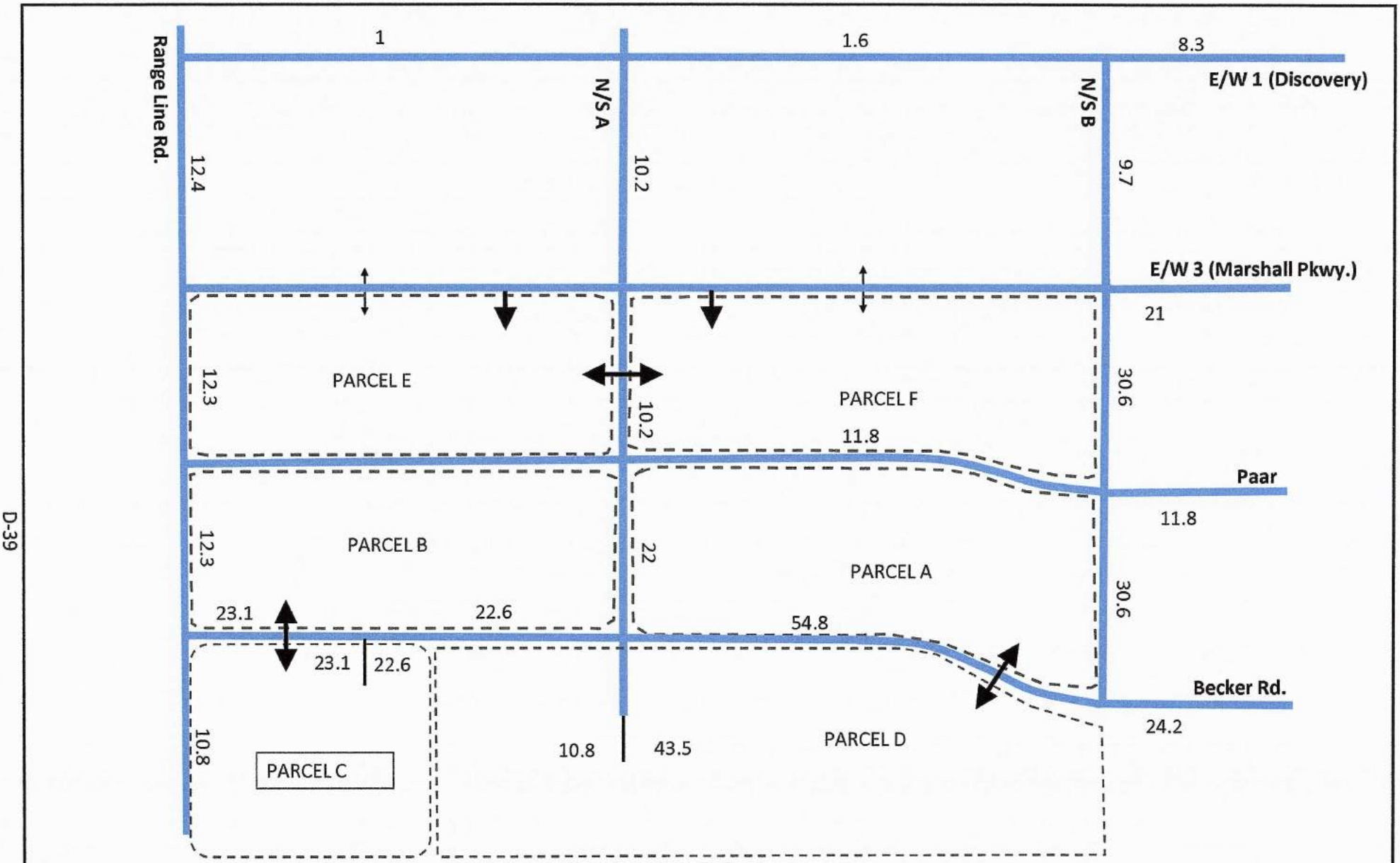
Table 2c - Trip Generation - Map H - PM Peak Hour

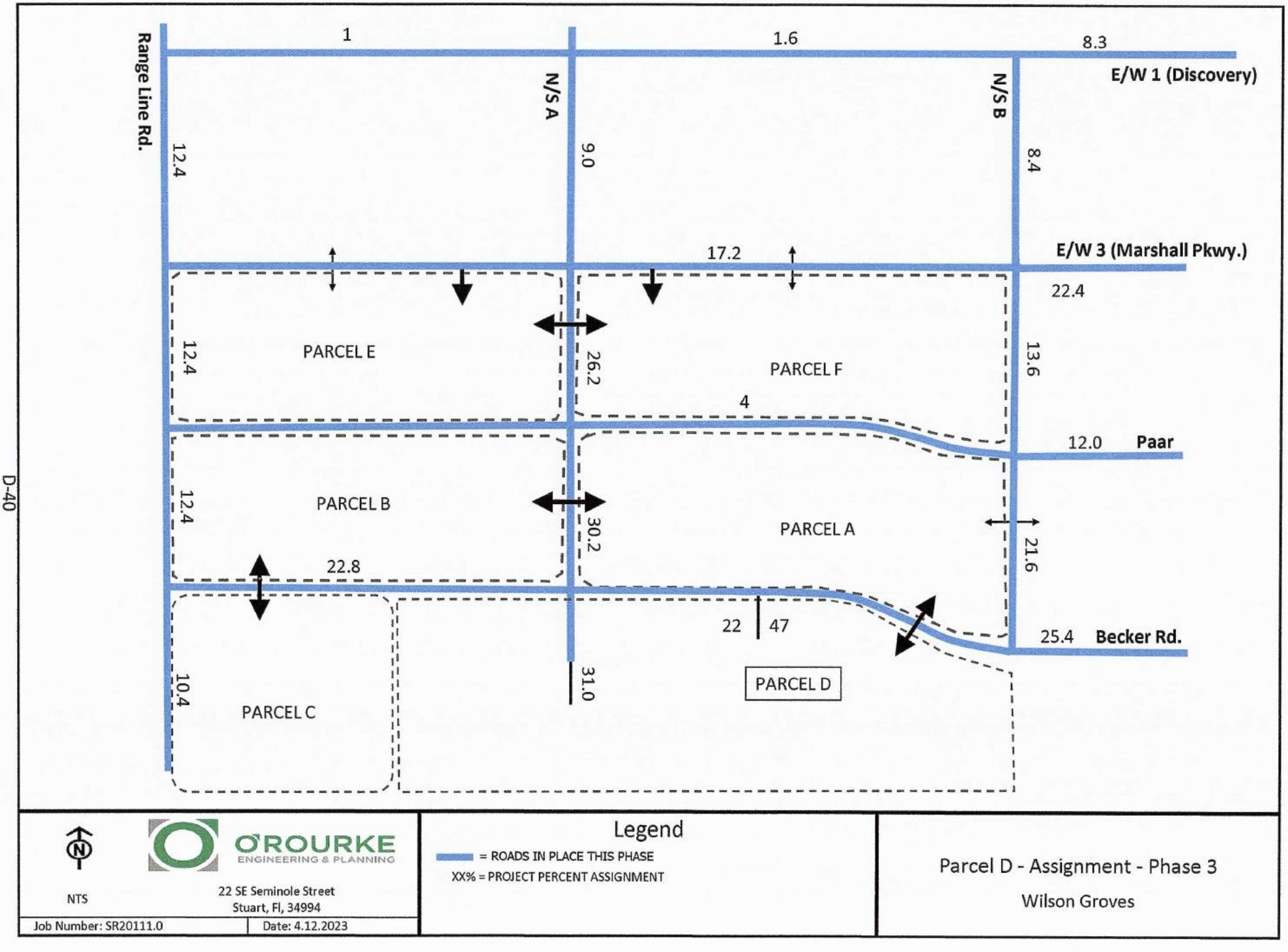
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
Approved Land Use																							
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-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

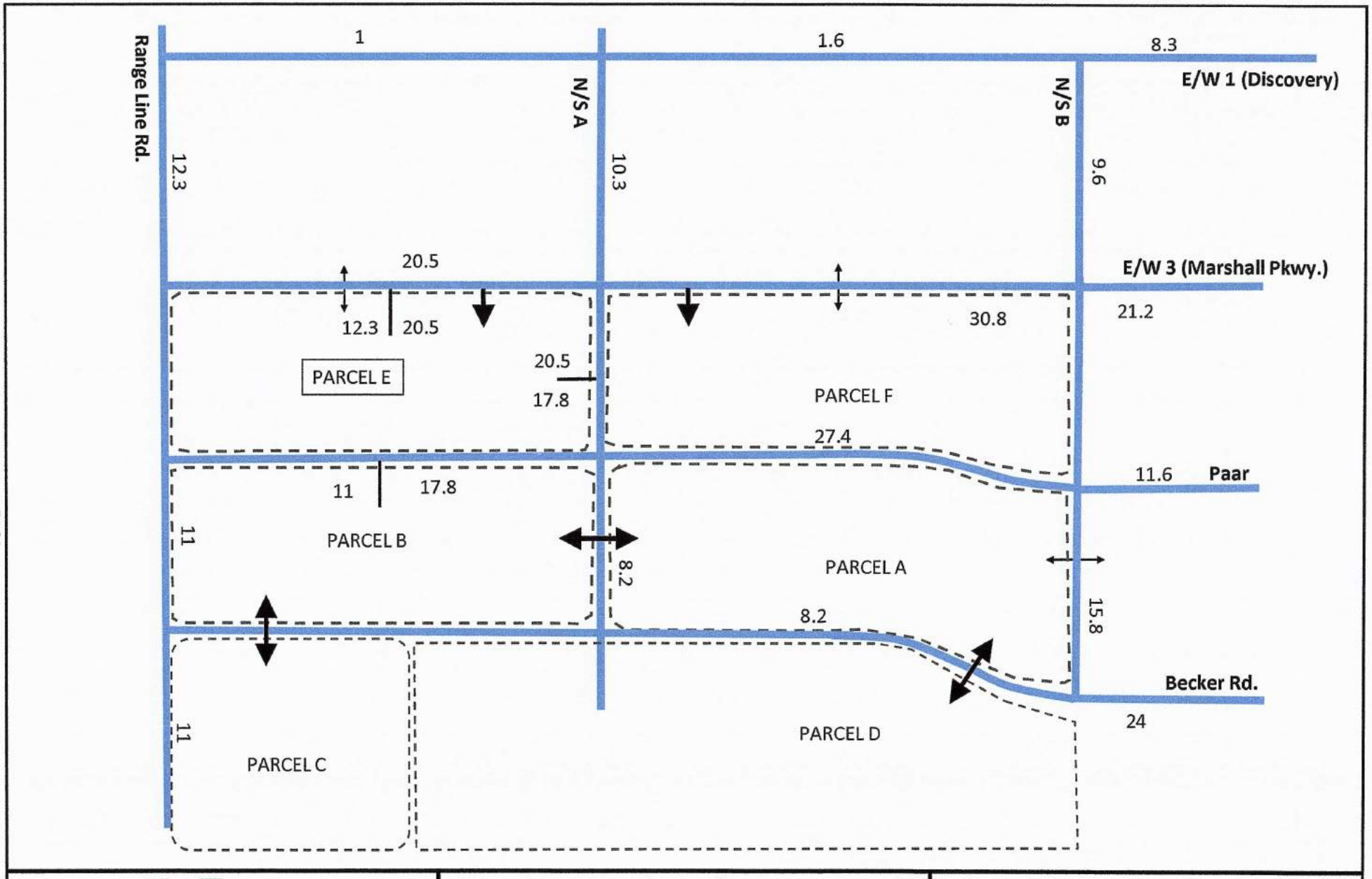
Source: Trip Generation Manual 11th Edition


Range Line Rd.
1
N/S A
1.6
N/S B
8.3
E/W 1 (Discovery)
12
10.4
9.6
4.0
4.8
E/W 3 (Marshall Pkwy.)
20.8
PARCEL E
10.0
8.0
PARCEL F
19.2
25.6
12.0
Paar
11.2
37.6
PARCEL B
16
5.2
PARCEL A
10.4
5.4
24.6
24.6
Becker Rd.
PARCEL C
10.4
PARCEL D
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel A - Assignment - Phase 3
Wilson Groves


Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.2
10.1
9.4
2.0
E/W 3 (Marshall Pkwy.)
21.6
PARCEL E
PARCEL F
12.2
12.1
28.9
12.2
26.6
40.4
11.5
Paar
PARCEL B
25.9
12.2
PARCEL A
10.8
12.2
24.5
24.5
Becker Rd.
PARCEL C
PARCEL D
10.8
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel B - Assignment - Phase 3
Wilson Groves

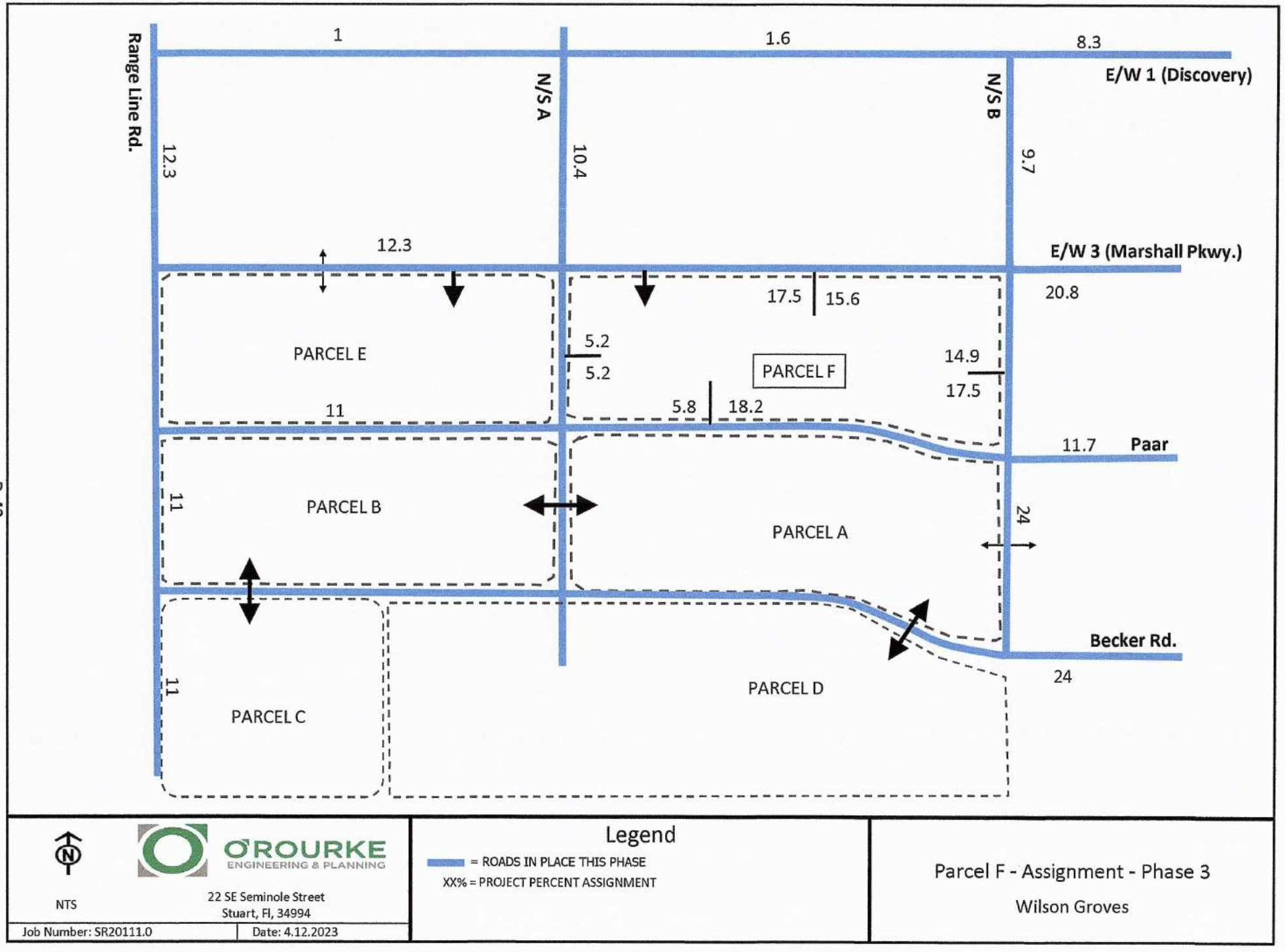

Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.4
10.2
9.7
E/W 3 (Marshall Pkwy.)
21
PARCEL E
12.3
10.2
PARCEL F
11.8
30.6
Paar
11.8
PARCEL B
12.3
22
PARCEL A
23.1
22.6
54.8
30.6
23.1
22.6
Becker Rd.
24.2
10.8
PARCEL C
10.8
43.5
PARCEL D
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street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


Range Line Rd.
1
N/S A
1.6
N/S B
8.3
E/W 1 (Discovery)
12.4
9.0
8.4
E/W 3 (Marshall Pkwy.)
17.2
22.4
PARCEL E
12.4
26.2
PARCEL F
13.6
4
12.0
Paar
PARCEL B
12.4
30.2
PARCEL A
21.6
22.8
22
47
25.4
Becker Rd.
31.0
PARCEL D
10.4
PARCEL C
D-40
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel D - Assignment - Phase 3
Wilson Groves



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

D-41



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel F - Assignment - Phase 3

Wilson Groves

Return to: (enclose self-addressed stamped envelope)
Name: Mitchell A. Sherman, P.A.
Address: 7593 Boynton Beach Blvd., Suite 220
Boynton Beach, Florida 33437

This Instrument Prepared by:

EDWIN M. FRY, Jr., CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3294604 12/30/2008 at 11:19 AM
OR BOOK 3046 PAGE 2761 - 2767 Doc Type: DEED
RECORDING: $61.00
D DOC STAMP COLLECTION: $15221.50

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

Parcel ID Number:

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made this 23rd day of December, 2008 between **ACR PROPERTIES, LLC, a Florida limited liability company,** hereinafter referred to as "Grantor", and **ACR ACQUISITION, LLC, a** Delaware **limited liability company**, whose address is **7593 Boynton Beach Blvd., Suite 220, Boynton Beach, Florida 33437**, hereinafter referred to as "Grantee".

WITNESSETH: that the Grantor, for and in consideration of the sum of Ten and No/100 ($10.00), and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said Grantee and Grantee's successors and assigns forever, the following described land, situate, lying and being in the County of St. Lucie, State of Florida, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

This conveyance is subject to the following:

1. Taxes and assessments for the year of this instrument and subsequent years;

2. Zoning and other governmental regulations;

3. All easements, covenants, restrictions, limitations, declarations, reservations, agreements and conditions of record, whether set forth on the subdivision plat, common to the subdivision or otherwise of record.

TOGETHER WITH all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND the Grantor hereby covenants with the said Grantee that the Grantor is lawfully seized of said Property in fee simple; that the Grantor has good right and lawful authority to sell and convey said Property, and hereby specially warrants the title to said Property and will defend the same against the lawful claims of all personal claiming by, through or under the said Grantor, but against none other.

NB This document is being re-recorded to correct a scrivener's error in the name of the Grantee

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal the day an year first above written.

Signed, sealed and delivered in our presence:

ACR PROPERTIES, LLC, a Florida limited liability company

Witness: Khristina Iwasz

Witness:

By: _____
Charles Scardina, Managing Member
7593 Boynton Beach Blvd., Suite 220
Boynton Beach, FL 33437

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 23 day of December, 2008 by Charles Scardina Managing Member of ACR Properties, LLC, a Florida limited liability company. He is personally known to me.

KHRISTINA N. IWASZ
MY COMMISSION # DD 632126
EXPIRES: February 1, 2011
Bonded Thru Notary Public Underwriters

Notary Public - State of Florida
My Commission Expires:

\\PARALEGAL1-PC\Company\CLIENTS\ANSCA\RESTRUCTURE\DEEDS\ACR WD.wpd

EXHIBIT A

Parcel 1: (O. R. Book 1852, page 821)

The West 1664.25 feet of Tract 11, THE ALAN WILSON GROVE, according to the plat thereof as recorded in Plat Book 12, Pages 50 and 50A, Public Records of St. Lucie County, Florida.

Parcel 2: (O. R. Book 1852, Page 821)

Tract 2, Block 6, THE ALAN WILSON GROVE, according to the plat thereof as recorded in Plat Book 12, Pages 50 and 50A, Public Records of St. Lucie County, Florida.

Parcel 3: (O. R. Book 1696, Page 2993)

The following described situate, lying and being in Saint Lucie County, Florida, to-wit:

The South 349 feet of Block 1 of ALAN WILSON GROVE PLAT, according to the Plat thereof recorded in the Office of the Clerk of the Circuit Court in and for St. Lucie County, Florida, in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida, less the West 5 feet thereof.

And

The North 660 feet of the South 2018 feet of Block 1 ALAN WILSON GROVE PLAT, according to the Plat thereof recorded in the Office of the Clerk of the Circuit Court of St. Lucie County, Florida, in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

Parcel 4: (O. R. Book 1658, Page 1628)

The following described land, situate, lying and being in ST. LUCIE County, Florida, to wit:

The North 660 feet of the South 1358 feet of Block 1, The Alan Wilson Grove Plat, according to the plat thereof recorded in Plat Book 12, Page 50, public records of St. Lucie County, Florida. LESS AND EXCEPT road rights of way of record.

Parcel 5: (O. R. Book 1637, Page 2206)

The following described land, situate, lying and being in ST. LUCIE County, Florida, to wit:

The North 349 feet of the South 698 feet of Block 1, The Alan Wilson Grove Plat, according to the plat thereof recorded in Plat Book 12, Page 50, public records of St. Lucie County, Florida. LESS AND EXCEPT however, any canal and road rights of way of record.

Parcel 6: (O. R. Book 1666, Page 2809)

The North 1980 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat) according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

The above described property may also be described as follows:

PARCEL 1:

The North 660 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat), according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

PARCEL 2:

The South 660 feet of the North 1320 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat), according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

PARCEL 3:

The South 660 feet of the North 1980 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat), according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

LESS & EXCEPTING there from the following described parcel:

The North 1/2 of the South 660 feet of the North 1320 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat), according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

Parcel 7: (O. R. Book 1685, Page 2153)

The following described land, situate, lying and being in St. Lucie County, Florida, to-wit:

The South 330 feet of the North 660 feet of the South 1320 feet to the North 3662 feet of Block 4 of ALAN WILSON GROVES, as per plat thereof on file in Plat Book 12 at Page 50 of the Public Records of St. Lucie County, Florida, (less 5 feet of said described land, heretofore conveyed to the State of Florida for the use and benefit of the State Road Department).

Parcel 8: (O. R. Book 1652, Page 855)

Being all of the following parcel numbers I through VII inclusive, located and being in St. Lucie County, to wit:

Parcel No. I:

All of Block One (1), except the South Three Thousand Nine Hundred Ninety-Eight (3998) feet thereof, of the Alan Wilson Groves, in the County of St. Lucie, State of Florida, as per plat recorded in Plat Book 12, Page 50, of the Public Records of St. Lucie County, Florida, and further except the Westerly Five (5) feet thereof.

Parcel No. II:

All of Block Four (4), except the South Three Hundred Thirty (330) feet of the North Three Thousand Two (3002) feet thereof, of the Alan Wilson Groves, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, of the Public Records of St. Lucie County, Florida, and also except the Westerly Five (5) feet thereof.

Parcel No. III:

Tract Four (4), Block Six (6) of the Alan Wilson Groves, in the County of St. Lucie, State of Florida, according to plat recorded in Plat Book 12, Page 50, of the Public Records of St. Lucie County, Florida.

Parcel No. IV:

All of Block Seven (7) of the Alan Wilson Groves, in the County of St. Lucie, State of Florida, as recorded in Plat Book 12, Page 50, of the Public Records of St. Lucie County, Florida.

Parcel No. V:

Tract 1, Block 6, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

Tract 3, Block 6, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

All of Block 8, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

All of Block 9, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

All of Block 10, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

All of Block 11, except the West 1664.25 feet thereof, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

Parcel No. VI:

The South one-half of Section 29, less the East 2,030 feet thereof, Township 37 South, Range 39 East, also described as all of Block 3, Plat of Alan Wilson Groves, according to the plat filed in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

Parcel No. VII:

The East ½ of Section 30 and the East ½ of Section 31, Township 37 South, Range 39 East, St. Lucie County, Florida, LESS AND EXCEPTING from said East ½ of Section 31 the right-of-way for South Florida Water Management District Canal C-23 conveyed by Special Warranty Deed from O.L. Peacock, et ux, dated May 21, 1951, recorded in Deed Book 166 at page 168 of the Public Records of St. Lucie County, Florida.

FURTHER LESS AND EXCEPTING that certain parcel conveyed to Florida Power & Light Co. by Warranty Deed dated October 24, 1991 and recorded in Official Records Book 760 at page 2258 of the Public Records of St. Lucie County, Florida, described as a portion of Sections 30 & 31, Township 37 South, Range 39 East, more particularly described as follows:
Begin at the northeast corner of said Section 30, having grid coordinate of X = 673,733.755, Y = 1,054,898.583 based on the NAD 27 Datum of the Florida State Plane Coordinate System, East Zone; then S 00° 16' 41" E, along the east boundary of said Section 30, a distance of 2678.51 feet to the East One-Quarter (E 1/4) corner of said Section; thence S 00° 25' 48" E, along said east boundary, 2728.31 feet to the southeast corner of said Section; thence S 00° 09' 38" E, along the east boundary of said Section 31, a distance of 2696.92 feet to the East One-Quarter (E1/4) corner of said Section; thence S 00° 06' 40" E, along said east boundary, 2255.08 feet to the north right-of-way line of Canal C-23 (per Deed Book 52, Page 119 and Deed Book 166, Page 168 of the Public Records of St. Lucie County, Florida); thence N 89° 54' 44" W, along said north right-of-way line, 200.00 feet to a point on a line 200.00 feet west of and parallel with said east boundary of Section 31; thence N 00° 06' 40" W, along said parallel line, 2254.30 feet; thence N 00° 09' 38" W, along said parallel line, 2696.36 feet; thence N 00° 25' 48" W, along a line 200.00 feet west of and parallel with said east boundary of section 30, a distance of 2727.84 feet; thence N 00° 16' 41" W, along said parallel line, 2679.78 feet; thence N 00° 08' 20" E, 0.66 feet to a point on the north boundary of said Section 30; thence S 89° 52' 45" E, along said north boundary, 200.00 feet to the POINT OF BEGINNING.

Together with:

A parcel of land lying in the Southeast 1/4 of Section 30, Township 37 South, Range 39 East of St. Lucie County, Florida.

Being more particularly described as follows:

Beginning at the Southwest corner of the Southeast 1/4 of said Section 30; thence run North 00° 06' 11" West along the West line of the Southeast 1/4 of said Section 30, 301.88 feet; thence run South 88° 41' 07" East, 279.85 feet; thence run South 00° 02' 01" West, 298.25 feet to the South line of the Southeast 1/4 of said Section 30; thence run North 89° 25' 40" West along the South line of the Southeast 1/4 of said Section 30, 279.07 feet to the Point of Beginning.

Parcel 9: (O. R. Book 2052, Page 2389)

The following described land, situate, lying and being in St. Lucie County, Florida, to-wit:

The N. ½ of the S. 660 feet of the N. 1320 feet of the S. 3998 feet of Block 1, Alan Wilson Grove Plat according to the Plat thereof recorded in Plat Book 12, Page 50 of the Public Records of St. Lucie County, Florida

Less and except from the above described parcels, the property conveyed to the city of Port St. Lucie, a Florida municipal corporation recorded in O. R. Book 2972, Page 774, Public Records of St. Lucie County, Florida.

RESOLUTION 11R-01

COUNCIL ITEM 11B
DATE 1/24/11

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FINDINGS OF FACT

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

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

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

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

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

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

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

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

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

CONCLUSIONS OF LAW

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLUTION 11R-01

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

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

JoAnn M. Faiella, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

Roger C. Orr, City Attorney

RESOLUTION 11R-01

COMPOSITE EXHIBIT "A"

LEGAL DESCRIPTION OF DRI PROPERTY

ACR Properties, LLC Property

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

Together with:

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

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

FPL Property

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

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

RESOLUTION 11R-01

EXHIBIT "B"

CONDITIONS OF APPROVAL

RESOLUTION 11-R

EXHIBIT "B"

CONDITIONS OF APPROVAL

Application for Development Approval

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

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

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

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

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

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

Commencement and Process of Development

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

RESOLUTION 11-R

EXHIBIT "B"

Phasing

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

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

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

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

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

RESOLUTION 11-R

EXHIBIT "B"

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

~~NOTES:~~

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

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

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

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

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

Buildout Date

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

Expiration and Termination Date

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

Biennial Report

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

General Provisions

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

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

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

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

RESOLUTION 11-R

EXHIBIT "B"

REGIONAL PLANNING

Master Development Plan

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

Greenway

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

RESOLUTION 11-R

EXHIBIT "B"

TRANSPORTATION

Rights of Way

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

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

Monitoring

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

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

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

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

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

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

Access Road Improvements

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

Table 1

Access Road Improvements

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

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

Internal Road Improvements

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

RESOLUTION 11-R

EXHIBIT "B"

Table 2

Internal Road Improvements

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

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

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

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

RESOLUTION 11-R

EXHIBIT "B"

Table 3

External Roadway Improvements – West of I-95

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

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

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

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

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

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

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

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

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

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

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

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

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

~~Road Segment~~	~~Trip Threshold~~	~~Year of Failure~~	~~Improvement~~
~~Tradition Parkway (Gatlin Boulevard) – Village Parkway to I-95~~	~~7,449~~	~~2010~~	~~6LD~~
~~Village Boulevard – Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY)~~	~~7,810~~	~~2020~~	~~6LD~~

RESOLUTION 11-R

EXHIBIT "B"

External Road Improvements – East of I-95

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

Table 4

External Road Improvements – East of I-95

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

RESOLUTION 11-R

EXHIBIT "B"

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

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

** Based on permitability

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

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

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

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

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

Road Improvements Outside the City of Port St. Lucie

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

Table 5

Roadway Improvements Outside the City of Port St.Lucie

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

2011	5,652	CR 714/Martin Hwy.	High Meadows Ave.	Berry Ave.	Widen to 4L D	

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

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

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

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

~~Road Segment~~	~~Trip * Threshold~~	~~Year of Failure~~	~~Improvement~~
~~Range Line Road – SR 714 to Becker Road~~	~~1,254~~	~~2022~~	~~4LD~~
~~Port St. Lucie Blvd – St. Lucie County Line to SR 714~~	~~2,403~~	~~2011~~	~~4 Lanes**~~
~~SR 714/Martin Hwy. - Port St. Lucie Blvd. to Florida's Turnpike~~	~~4,133~~	~~2013~~	~~4LD~~
~~CR 714/Martin Hwy. – Florida's Turnpike to High Meadows Av.~~	~~4,165~~	~~2010~~	~~4LD~~
~~CR 714/Martin Hwy. - High Meadows Av. to Berry Av.~~	~~5,652~~	~~2011~~	~~4LD~~

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

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

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

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

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

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

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

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

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

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

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

~~25. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2022 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~E/W 3 from N/S A to Community Boulevard: Widen to 4 Lane-divided~~
~~E/W 3 from Village Parkway to I-95: Widen to 6 Lane-divided~~
~~N/S AB from Becker Road to Paar Drive: Widen to 4 Lane-divided~~

~~N/S B from Paar Drive to E/W 1: Widen to 4 Lane-divided~~
~~N/S BC from Becker Road to Paar Drive: Widen to 4 Lane-divided~~
~~Village Parkway from Becker Road to E/W 1: Widen to 6 Lane-divided~~

~~26. Intersection lane geometry for all arterial roads between I-95 and Range Line Road included in Master Development Plan (Map H) attached to this Development Order as Exhibit "D" shall, for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections within rights-of way greater than 100 feet, include dual left-turn lanes and an exclusive right-turn lane in all approaches. For all other arterial road intersection types, the Developer shall submit to the City, for approval, an intersection analysis to designate the lane geometry for each intersection.~~

E/W 3 and I-95 Interchange

25~~27~~. A traffic study shall be prepared for development that generates more than 8,650 total net external p.m. peak hour trips or by ~~no later than~~ January 1, 2019, whichever comes last, to evaluate the need for an interchange along I-95 with E/W 3. The methodology for this traffic study shall be discussed with the Developer, and agreed upon by the City of Port St. Lucie and Florida Department of Transportation. The traffic study shall estimate traffic projections at buildout of all DRI developments that participated in the WATS.

26~~28~~. If the study required by Condition 25~~27~~ justifies an interchange along I-95 with E/W 3, then no building permits shall be issued for development that generates more than 8,650 total net external p.m. peak hour trips or after December 31, 2020, whichever comes last, until the development order has been amended to include provisions for such an interchange and such interchange has been authorized by the Federal Highway Administration and/or FDOT, as applicable. Such amendment to the Development Order shall not be subject to a substantial deviation determination, unless otherwise required by criteria in section 380.06(19)(b), F.S.

Other Issues

27. Intersection lane geometry for all arterial roads between I-95 and Range Line Road included in Master Development Plan (Map H) attached to this Development Order as Exhibit "D" shall, for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections within rights-of way greater than 100 feet, include dual left-turn lanes and an exclusive right-turn lane in all approaches. For all other arterial road intersection types, the Developer shall submit to the City, for approval, an intersection analysis to designate the lane geometry for each intersection.

28~~29~~. All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.

29~~30~~. Commencing in 2008 and continuing every other year thereafter, the Developer shall submit a Biennial Status Report indicating the status (schedule) of guaranteed

transportation network modifications. This Biennial Status Report shall be attached to and incorporated into the Biennial Development of Regional Impact Report required by Condition 6.

The Biennial Status Report shall list all roadway modifications needed to be constructed, the guaranteed date of completion for the construction of each needed modification, the party responsible for the guaranteed construction of each modification, and the form of binding commitment that guarantees construction of each modification. Except for improvements which are re-scheduled or determined to be not needed pursuant to monitoring under Condition 15, no further building permits for the Wilson Groves Development of Regional Impact shall be issued at the time the Biennial Status Report reveals that any needed transportation modification included in the Development Order is no longer scheduled or guaranteed, or has been delayed in schedule such that it is not guaranteed to be in place and operational or under actual construction for the entire modification consistent with the timing or trip threshold criteria established in this Development Order.

3031. In the event that a transportation improvement which the Developer is required to provide pursuant to this Development Order is instead provided by a dependent or independent special district, the improvement shall be deemed to have been provided by the Developer.

31. The Developer is responsible for the mitigation of all environmental impacts of all right-of-ways within the Wilson Groves project.

ENVIRONMENTAL AND NATURAL RESOURCES

Wetlands

32. The Developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers and South Florida Water Management District. Any wetland permit issued by the South Florida Water Management District and the US Army Corps of Engineers for all or any portions of the Wilson Groves DRI Property shall satisfy all City rules, regulations, codes, permitting and other requirements pertaining to wetlands and littoral plantings for the portion or portions of the Wilson Groves DRI Property subject to any such permits. ~~Any mitigation required for impacts to existing jurisdictional wetlands shall be completed on the project site. Details of any such required wetland maintenance and enhancement procedures and management schedule shall be provided in a specific Mitigation Management Plan.~~

33.[Deleted in its entirety.] ~~The Developer shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site where required by the Mitigation Management Plan above. The upland buffers shall be designed to be consistent with the buffer requirements of the South Florida Water Management District. Created upland buffers shall include canopy, understory, and~~

~~ground cover of native upland species. Details of the upland buffer maintenance and management schedule shall be provided in the Mitigation Management Plan.~~

34.[Deleted in its entirety.] ~~No Certificate of Occupancy shall be issued until the Developer, or a property association created by the Developer ("Association"), prepares the afore-stated Mitigation Management Plan for the area specified in the Mitigation Management Plan within the property identified on the Wilson Groves Master Development Plan (Map H) attached to this Development Order as Exhibit "D". The Mitigation Management Plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; and 3) include methods to remove nuisance and exotic vegetation as specified in this Development Order. The management plan shall be approved by the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission prior to commencement of site clearing activities on the project site. The Mitigation Management Plan required by this condition shall constitute the management plan required by Section 157.26 of the City's Land Development Regulations.~~

Listed Species

35. The Developer or an Association or community development district shall maintain Wood Stork foraging habitat on site by ensuring no additional net loss of wood stork prey ~~jurisdictional wetland function and value~~. Ten (10) acres of littoral shelves shall be created within ~~All~~ surface waters created on the site, where appropriate, shall include features specifically designed to provide preferred foraging habitat for this species. The features should include areas designed to concentrate prey during dry down periods. The Developer shall comply with all U.S. Fish and Wildlife Service recommendations regarding the design and creation of foraging habitat for this federally endangered species. ~~Details of the wetland creation design, procedures, and management schedule shall be provided in the Mitigation Management Plan.~~

36. In the event that it is determined that any additional representative of a state or federally listed plant or animal species is resident on, or otherwise significantly dependent upon a development parcel, the developer of such parcel shall cease all activities which will negatively affect that individual population and immediately notify the City of Port St. Lucie, and such developer shall provide proper protection to the satisfaction of the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission.

Exotic Species

37. Prior to obtaining a certificate of occupancy for any future structure located on a particular development parcel, the developer of such parcel shall remove from that parcel all Melaleuca, Brazilian pepper, Old World climbing fern, Australian pine, downy rose-myrtle, and any other plants classified as "Prohibited by Florida Department of Environmental Protection", "Noxious Weed listed by Florida

Department of Agriculture and Consumer Services", or "Noxious Weed by the US Department of Agriculture according to the 2005 publication: "List of Florida's Invasive Species" published by the Florida Exotic Pest Plant Council. This includes all such plants listed under Category I or Category II Invasive Exotics. Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be approved by the City of Port St. Lucie. The entire site, including jurisdictional wetlands and Conservation Areas, if any, shall be maintained free of these species in perpetuity in accordance with all applicable permits.

Stormwater Management

38. The developer of each development parcel shall design and construct a stormwater management system within such development parcel to retain the maximum volumes of water consistent with South Florida Water Management District criteria for flood control. The stormwater management system shall be designed and constructed to provide stormwater treatment and attenuation/storage, in accordance with South Florida Water Management District requirements, for the ultimate build-out of all public rights-of-way located within the DRI Property. All discharged water from the surface water management system shall meet the water quality standards of Florida Administrative Code Rule 17-3.

39. All elements of the stormwater management system shall be designed to prevent negative impacts to adjacent areas and to the receiving bodies of water. A water quality monitoring program shall be established if required by any applicable federal, state or local agency having jurisdiction.

40. The Developer shall work with the City of Port St. Lucie to minimize the amount of impervious surface constructed for automobile parking on the project site. The Developer and the City should consider the use of pervious parking lot materials where feasible.

41. The surface water management system shall utilize Best Management Practices to minimize the impact of chemical runoff associated with lawn and landscape maintenance. The Developer shall coordinate with the South Florida Water Management District to formulate and implement Best Management Practices to reduce the use of pesticides and fertilizers throughout the project.

42. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the Developer, a community development district, a special assessment district, or other entity acceptable to the City of Port St. Lucie. Any entities subsequently replacing the Developer shall be required to assume the responsibilities outlined above.

Water Supply

43. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity of treated potable water is available to serve the development parcel the Developer has provided or others have provided (or have provided surety in a form acceptable to the City) for the necessary water system extensions to serve the development parcel.

44. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. The Developer shall connect each development parcel to the City of Port St. Lucie's reclaimed water system when the system is within 300 feet of the subject development parcel. The project shall be equipped with an irrigation water distribution system to provide reclaimed water to all domestic residential lots when it becomes available. No individual home wells shall be constructed on the project site. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting South Florida Water Management District permitting criteria in effect at the time of permit application.

45. In order to reduce irrigation water demand, xeriscape landscaping shall be encouraged throughout the project. At a minimum, the xeriscape landscaping shall meet the requirements of the City of Port St. Lucie.

46. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, xeriscape landscape techniques, and other water conserving devices and/or methods specified in the Water Conservation Act, Section 553.14, Florida Statutes. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the South Florida Water Management District.

Wastewater Management

47. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has been provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity for wastewater treatment is available to serve such development parcel and the Developer or others have provided (or have provided surety in a form acceptable to the City) for the necessary wastewater system extension to serve such development parcel.

Solid Waste and Hazardous Materials

48. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from St. Lucie County or other provider acceptable to the City that adequate solid waste disposal services and facilities will be available when needed for that parcel.

Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities.

Air Quality

49. During land clearing and site preparation, soil treatment techniques appropriate for controlling unconfined particulate emissions shall be undertaken. If construction on a parcel will not begin within thirty days of clearing, the soil shall be stabilized until construction on the parcel begins. Cleared areas may be sodded, seeded, landscaped or mulched to stabilize the soil. Minimal clearing for access roads, survey lines, fence installation, or construction trailers and equipment staging areas is allowed without the need for soil stabilization. The purpose of this condition is to minimize dust production and soil erosion during land clearing and to prevent soil particulates from becoming airborne between the time of clearing and construction. Development within the DRI Property shall comply with all applicable National Pollutant Discharge Elimination System requirements.

HUMAN RESOURCE ISSUES

Housing

50. The Port St. Lucie Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer. However, the Developer offered to provide voluntary support for affordable housing by means of a local condition. The Developer shall pay a voluntary affordable housing assistance fee of $500, or a mutually agreed upon amount, for each residential unit constructed on the property, payable at the time of building permit application, into an affordable housing trust fund or other dedicated account established by the city. The city shall determine how to disburse the moneys in such trust fund to encourage affordable housing through such means as (a) acquisition of land; (b) a program of down payment assistance; (c) prepaying of points for qualified homebuyers; (d) rehabilitation of existing affordable housing; (e) construction of new affordable housing by private developers or not-for-profit entities; or (f) other appropriate affordable housing strategies.

As an alternative to the above condition, the developer may choose to participate in a program developed by the City of Port St. Lucie that will provide sufficient workforce housing in proportion to the population, based upon a program of the City of Port St. Lucie upon its adoption in the City of Port St. Lucie comprehensive plan.

Prior to the beginning of each phase subsequent to Phase 1, the supply of affordable housing shall be re-calculated using the East Central Florida Regional Planning Council Housing Methodology (revised June 1999) or, at the election of the Developer, an alternative methodology acceptable to the City and DCA. If the supply calculation for any subsequent phase shows that there is not an adequate supply of affordable housing reasonably accessible to the Wilson Groves DRI to meet the demand from non-residential development in that phase, the Development Order shall be amended to

include measures to mitigate the unmet housing need consistent with Rule 9J-2.048, F.A.C. The voluntary affordable housing mitigation assistance fee provided for in this Condition 50 shall be credited against any required mitigation.

Schools

51. No residential subdivision plat shall be recorded nor final residential site plan approved for any development parcel after July 1, 2007 until the Developer has secured a development agreement with the St. Lucie County School District that assures the following:

a. The dedication to the City of Port St. Lucie, pursuant to the Annexation Agreement, of two K-8 school site of not less than 25 acres, provided that drainage (after all required water quality pretreatment is provided on site at no cost to the Developer) for the K-8 school sites can be accommodated off-site. The net acreage must not include any required upland or wetland preservation areas. Alternatively, if collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres.

b. For the proposed total development program of 7,700 dwelling units, of which 900 are proposed to be age-restricted, and with current student generation rates for St. Lucie County, the Developer shall contribute a proportionate share of all costs necessary to construct, according to State of Florida and St. Lucie County School District standards, the school facilities for the sites identified in this condition, not to exceed the total amount of educational facilities impact fees for the DRI Property (based upon generally applicable St. Lucie County educational impact fees in effect from time to time), so that there will be adequate school facilities to accommodate the impacts of the development. Such facilities shall be operated and maintained by the St. Lucie County School District.

c. The development agreement with the St. Lucie County School District shall provide for a formula for the reimbursement of educational impact fees that would normally be assessed of dwelling units within the proposed development in exchange for the conveyance of the school sites described in subparagraph (a) above.

d. The City of Port St. Lucie will use good faith efforts to enter into an appropriate interlocal agreement with the St. Lucie County School District pursuant to which the City of Port St. Lucie will convey the school sites described in subparagraph (a) above to the St. Lucie County School District as and when needed by the St. Lucie County School District.

Police and Fire Protection

52. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has received a statement from the City of Port St. Lucie Police Department indicating that adequate facilities and police protection are in place to serve the development parcel. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate police protection shall be approved by the City of Port St. Lucie Police Department.

53. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel after July 1, 2007 until the Developer has entered into a mutually agreed upon Developers Agreement with the St. Lucie County Fire District for improvements necessary to provide Fire and Emergency Medical Services to the project. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate fire rescue services shall be approved by the St. Lucie County Fire District.

[This condition has been satisfied. See agreement in ORB 2912, Page 1491]

Hurricane Preparedness

54. The Developer shall construct one or more on-site buildings to provide a minimum 16,120 SF of hurricane evacuation shelter space for the residents of the Wilson Groves Development of Regional Impact. As an alternative, the Developer may elect to make an equivalent payment to the City for the hurricane shelter space required by this condition and, upon making such payment, the Developer shall have satisfied this condition and shall bear no further responsibility or liability under it. If the space is constructed by the Developer on site, construction will commence before the start of hurricane season during the year that each phase is scheduled to end. If the Developer is to construct same, then a minimum of 4,606 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 1; a minimum of 8,541 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 2; and a minimum of 2,944 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 3. Emergency shelter requirements may be accomplished through providing a combination of safe spaces within home(s) and/or constructing community hurricane shelter spaces or dual use of a facility (including schools) constructed or retrofitted to State of Florida hurricane code within the development. The hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and St. Lucie County Division of Emergency Management and be consistent with Chapter 9J-2.0256(5) (a), Florida Administrative Code and with Red Cross Standards 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately.

55. The Port St. Lucie Comprehensive Plan does not require hurricane preparedness mitigation or contribution by the Developer. However, the Developer has previously

made a voluntary contribution of $50,000.00 to the City to enhance hurricane preparedness. This contribution provided sufficient funds to finance space for the City's Emergency Operations Center and adequate special needs public hurricane evacuation shelter space for residents of the project.

Parks and Recreation

56. Prior to January 1, ~~2008~~ 2012, the Developer shall prepare a plan to be approved by the City of Port St. Lucie Parks and Recreation Department for the provision of neighborhood and community recreational sites and facilities to meet the demand created by residential development in the DRI Property. At a minimum, the plan shall 1) provide for the conveyance to the City, in accordance with the requirements of the Annexation Agreement, of 90 acres of net usable area of public park sites (including the 50 acres of regional park described below), with no individual park sites to be less than 10 acres; 2) show the locations of proposed park sites; 3) provide a schedule for conveyance of the public park sites, ~~with all such park sites to be conveyed by no later than December 31, 2016,~~ and 4) comply with a requirement of 5 acres of parks per 1,000 population, consistent with the level of service required for parks and recreational facilities in the City of Port St. Lucie Comprehensive Plan at the time of the adoption of the original development order. Neighborhood and community recreational facilities shall be available to serve projected demand in accordance with the plan approved by the City of Port St. Lucie Parks and Recreation Department. Nothing in this condition ~~59~~ 56 shall require the Developer to construct or pay for recreational facilities on public park sites provided by the Developer pursuant to this condition or the Annexation Agreement.

Prior to the issuance of the 6,001 building permit for the Wilson Groves DRI Property ~~On or before October 31, 2007~~, and subject to the Annexation Agreement, the Developer shall convey to the City 50 net usable acres for a regional park as required by the Annexation Agreement, in the general location shown on the Master Development Plan (Map H) attached to this Development Order as Exhibit "D".

Historic and Archaeological Sites

57. In the event of discovery of any archaeological artifacts during construction of the project, construction shall stop within a 30-foot radius/buffer and immediate notification shall be provided to the City of Port St. Lucie and the Division of Historical Resources, Florida Department of State. Construction may resume within the affected area after the City and the Division of Historical Resources have determined the appropriate mitigation pursuant to Rule 9J-2.043, F.A.C., if any are warranted, and such measures have been implemented by the Developer.

RESOLUTION 11-R

EXHIBIT "B"

Energy

58. The final site and building designs shall comply with Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. Where practical, the project shall also incorporate measures identified in Council's energy plan guide entitled, Energy Planning in the Twenty-First Century: A Guide for Florida Communities, updated January 2003.

RESOLUTION 11R-01

EXHIBIT "C"

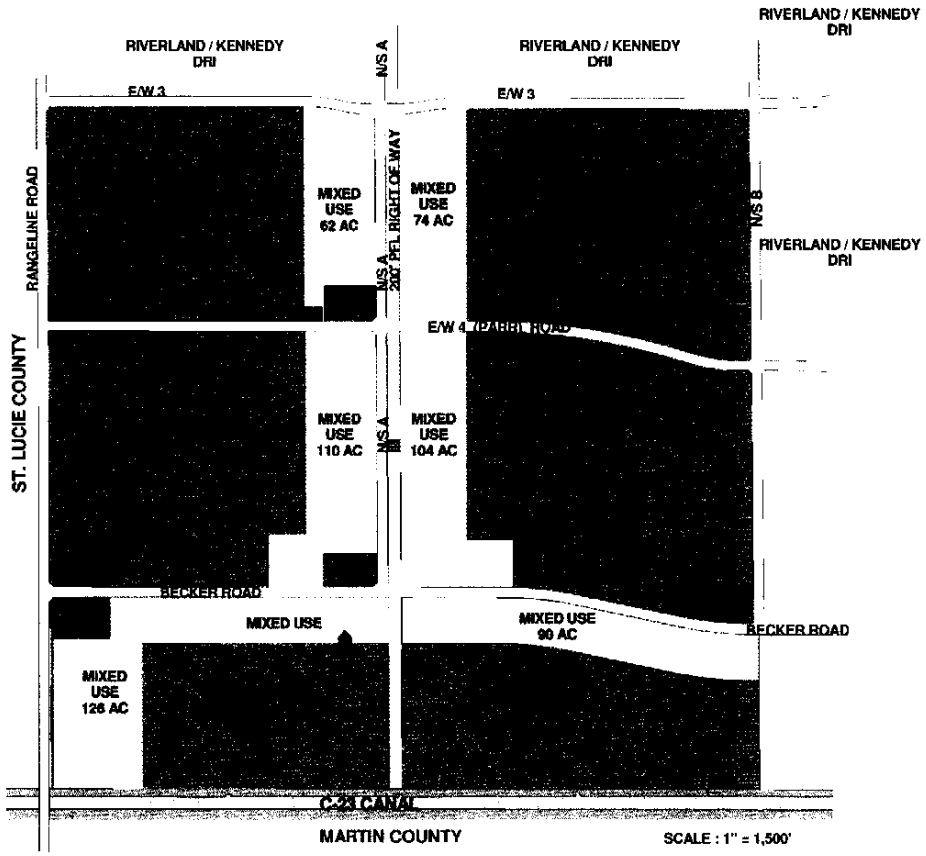
LAND USE EQUIVALENCY MATRIX

WILSON GROVES DRI

TRIP EQUIVALENCY MATRIX

TO	ITE Code		1 Resid. Single Family Unit	1 Resid. Multi-Family Unit	1 Hotel Unit	1000 SF Industrial	1000 SF Office	1000 SF Retail	1000 SF Civic	1 Middle School Student	1 Elem. School Student	1 University Student	1000 SF Institutional	1 Park Acre	1 Hospital Bed
		PM Total Trip Rate	0.83	0.35	0.7	0.98	1.49	3.88	5.45	0.15	0.14	0.21	3.05	0.06	1.3
FROM															
1 Resid. Single Family Unit	210	0.83	1	2.37	1.19	0.85	0.56	0.21	0.15	5.53	5.93	3.95	0.27	13.83	0.64
1 Resid Multi-Family Unit	230	0.35	0.42	1	0.5	0.36	0.23	0.09	0.06	2.33	2.5	1.67	0.11	5.83	0.27
1 Hotel Unit	310	0.7	0.84	2	1	0.71	0.47	0.18	0.13	4.67	5	3.33	0.23	11.67	0.54
1000 SF Industrial	110	0.98	1.18	2.8	1.4	1	0.66	0.25	0.18	6.53	7	4.67	0.32	16.33	0.75
1000 SF Office	710	1.49	1.8	4.26	2.13	1.52	1	0.38	0.27	9.94	10.65	7.1	0.49	24.85	1.15
1000 SF Retail	820	3.88	4.67	11.09	5.54	3.96	2.6	1	0.71	25.87	27.71	18.48	1.27	64.67	2.98
1000 SF Civic	WAS	5.45	6.57	15.57	7.79	5.56	3.66	1.4	1	36.33	38.93	25.95	1.79	90.83	4.19
1 Middle School Student	522	0.15	0.18	0.43	0.21	0.15	0.1	0.04	0.03	1	1.07	0.71	0.05	2.5	0.12
1 Elem. School Student	520	0.14	0.17	0.4	0.2	0.14	0.09	0.04	0.03	0.93	1	0.67	0.05	2.33	0.11
1 University Student	550	0.21	0.25	0.6	0.3	0.21	0.14	0.05	0.04	1.4	1.5	1	0.07	3.5	0.16
1000 SF Institutional	WAS	3.05	3.67	8.71	4.36	3.11	2.05	0.79	0.56	20.33	21.79	14.52	1	50.83	2.35
1 Park Acre	412	0.06	0.07	0.17	0.09	0.06	0.04	0.02	0.01	0.4	0.43	0.29	0.02	1	0.05
1 Hospital Bed	WAS	1.3	1.56	3.70	1.85	1.33	0.87	0.34	0.24	8.33	9.09	6.25	0.43	20.00	1

Wilson Groves DRI
Port St. Lucie, FL



Map H
Master Plan

LEGEND

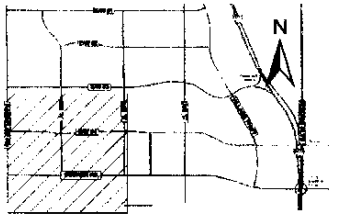
- Residential including Schools, Parks, Recreational, Institutional, and Civic uses.
- Mixed Use including Residential, Commercial, Office, Light Industrial, Schools, Parks, Recreational, Institutional, and Civic uses.
- Neighborhood / Village Commercial including Residential, Commercial, Office, Parks, Recreational, Institutional, and Civic uses.
- Roadways per Annexation Agreement
- Fire Station
- (P) Regional Park
- K - 8 School
- FPL Right of Way
- B Unit Designation

Proposed Land Uses

Mixed Use	668 Acres
Residential	1,876 Acres
Neighborhood Commercial (NC)	57 Acres
Total Area	2,499 Acres

"This map is an artist's illustration of the generalized concept which is one of many alternative solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which the scale of endeavor may have and to accommodate such impacts within the limits of the law and balanced design imperatives to provide economically viable and market sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the natural evolution of the specific engineered solutions are processed through the various design and jurisdictional authorities to final approval. Notwithstanding marginal variations in design as the detailed engineering become more refined, prior approvals shall entitle the applicant, without returning for revision review by prior authority, to continue subsequent more localized decisions as functional details become evident. The property owner and/or developers reserve all rights to make such adjustments as needed to accomplish these functional design accommodations."

Location Map



RESOLUTION 11R-01

EXHIBIT "D"

ACR Acquisition, LLC
Wilson Groves

Large Scale Comprehensive Plan Text Amendment Application
(P21-128)
Planning and Zoning Board Meeting
June 6, 2023
Bridget Kean, AICP
Senior Planner

Proposed Project

- An application to amend the text of the comprehensive plan by revising Figure 1-6 of the Future Land Use Element.
- Figure 1-6 is the conceptual land use plan for the Wilson Groves NCD land use district.
- Policy 1.2.1.3 requires a conceptual master plan to be developed to illustrate how the seven land use sub-categories (Residential, Neighborhood/Village Commercial Areas, Town Center, Resort, Employment Center, Regional Business Center and Mixed-Use) in an NCD District are allocated, where they are located, and how they would function in relation to each other.

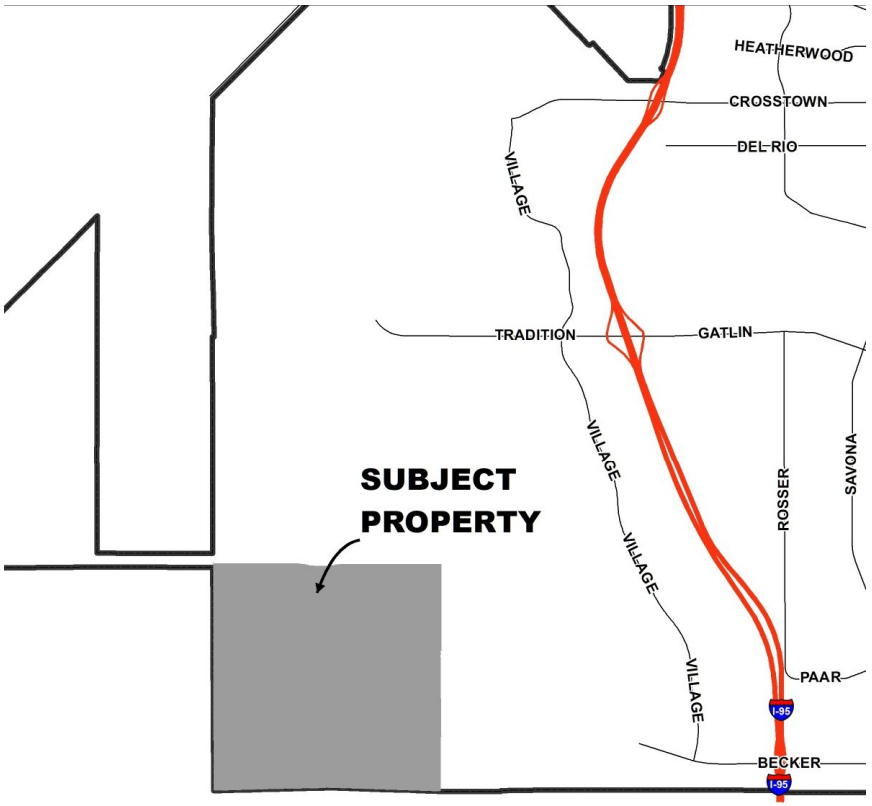
Applicant and Owners

Dan Sorrow, Cotleur and Hearing agent for the property owners

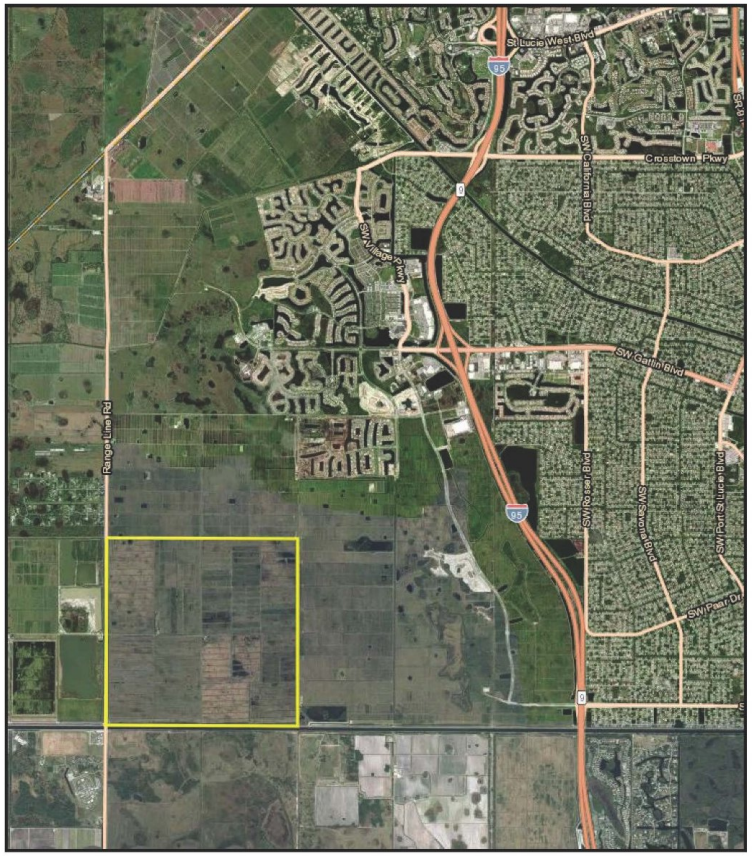
ACR Acquisition, LLC

Florida Power and Light Company

Location


HEATHERWOOD
CROSSTOWN
DEL RIO
VILLAGE
TRADITION
GATLIN
VILLAGE
SUBJECT
PROPERTY
ROSSER
SAVONA
VILLAGE
VILLAGE
PAAR
I-95
BECKER
I-95

Aerial



Legend

Subject Site

Wilson Grove

Location Map

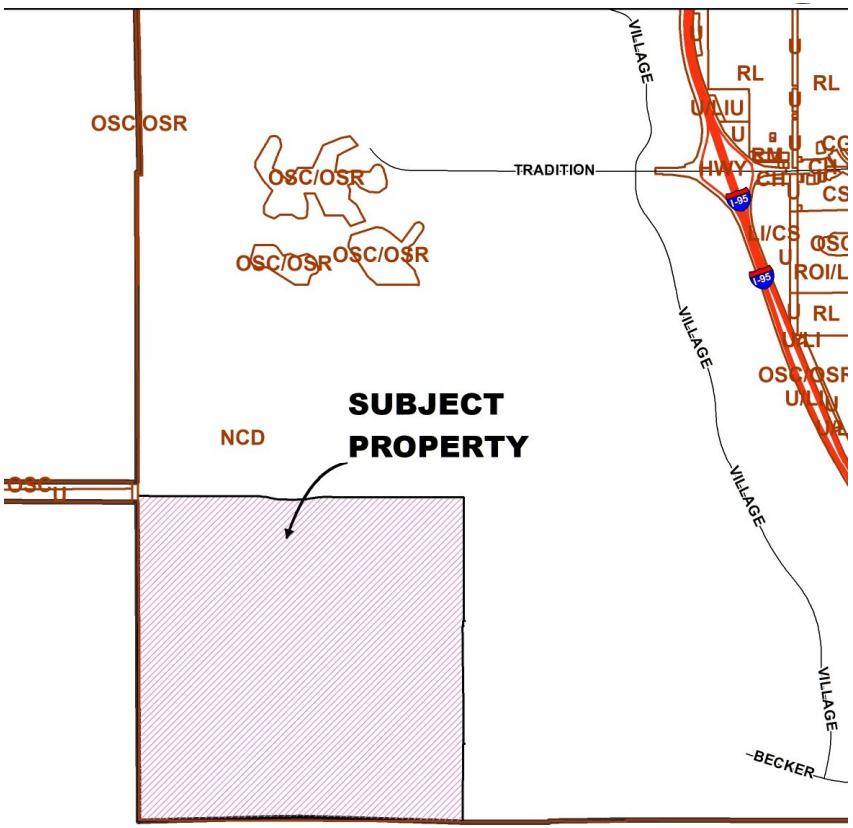
City of Port St. Lucie

Cotleur & Hearing

1934 Commerce Lane · Suite 1 · Jupiter, FL · 33458

561.747.6336 · 561.747.1377

Future Land Use



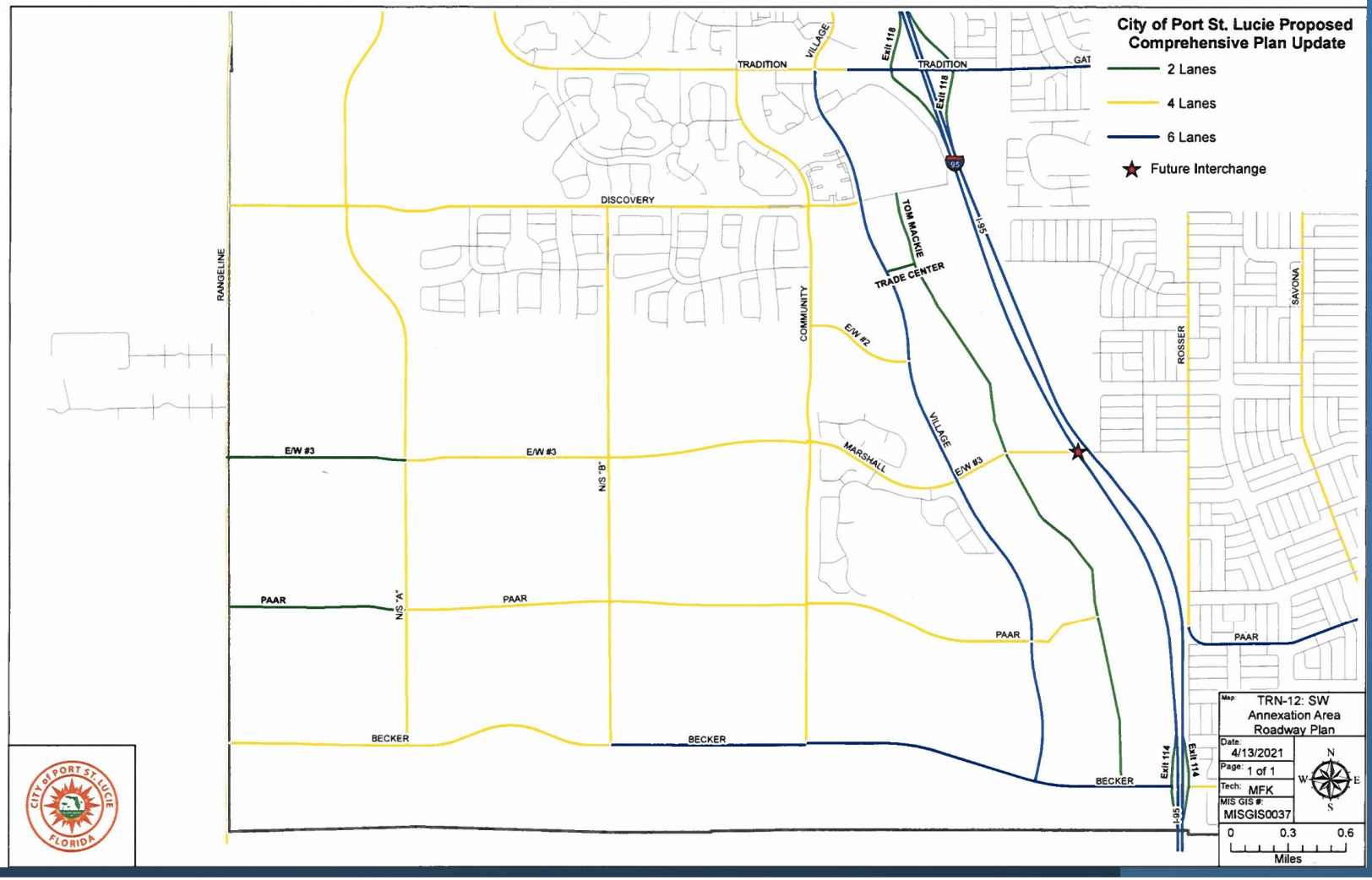
Project Background

- Wilson Groves is an approved Development of Regional Impact (DRI) and approximately 2,499 acres in size.
- Wilson Groves is approved for: 7,700 residential units: 765,000 sq ft of retail use; 1,583, 250 square feet of office use; 1,361,250 sq ft of light industrial use; 382,327 sq ft of institutional and civic; 2 K-8 school sites and 90 acres for parks.
- The Wilson Groves DRI is located in the City's southwest annexation area. The area includes the Wilson Groves DRI, Riverland Kennedy DRI, and the Southern Grove DRI.
- ACR Acquisition, LLC, is the developer of the Wilson Groves DRI. Mattamy Palm Beach, LLC, is the developer of the Southern Grove DRI and Riverland/Kennedy II, LLC, is the developer of the Riverland Kennedy DRI.

Project Background

- The three SW DRIs were included in one comprehensive traffic study for the City's western annexation area known as WATS (Western Annexation Area Traffic Study). WATS is based on the City's desire for a grid roadway network to provide capacity and connectivity to accommodate the buildout of the three DRIs.
- Each DRI is responsible for the construction and/or widening of portions of the roadway network as set forth in the development order conditions for each DRI.

Exhibit "C" SW Annexation Area Roadway Plan



Becker Road

- The City, ACR Acquisition, LLC, Mattamy Palm Beach, LLC, and Riverland/Kennedy II, LLC are parties to the Southwest Annexation Agreement which requires the developers to pay to the City the estimated cost of construction of certain two-lane roadway segments of Becker Road or, at the City's election, contract for the construction and design of such roadway.
- The City Council has approved construction agreements with the three developers and subdivision plat and constructions plans have been submitted for construction of Becker Road as a two lane roadway from its current terminus west of SW Village Parkway to Range Line Road.
- The construction of Becker Road will provide access to the Wilson Grove DRI.

Proposed Comprehensive Plan Amendment

- The proposed text amendment will amend Figure 1-6 to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts to accommodate a revised development plan for the Wilson Groves DRI.
- The proposed amendment also revises Figure 1-6 to label E/W 4 as consisting of a roadway and a Paseo.
- The Paseo is a proposed multi-use path to be constructed within the 150 feet wide City owned road right-of-way for E/W 4.

P21-127 – Wilson Groves DRI Map Amendment

- There is an associated application to amend the Wilson Groves DRI to amend Map H, the master development plan, to adjust the locations for for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts in accordance with the proposed changes to Figure 1-6.

Exhibit "A" Existing Figure 1-8

Figure 1-6

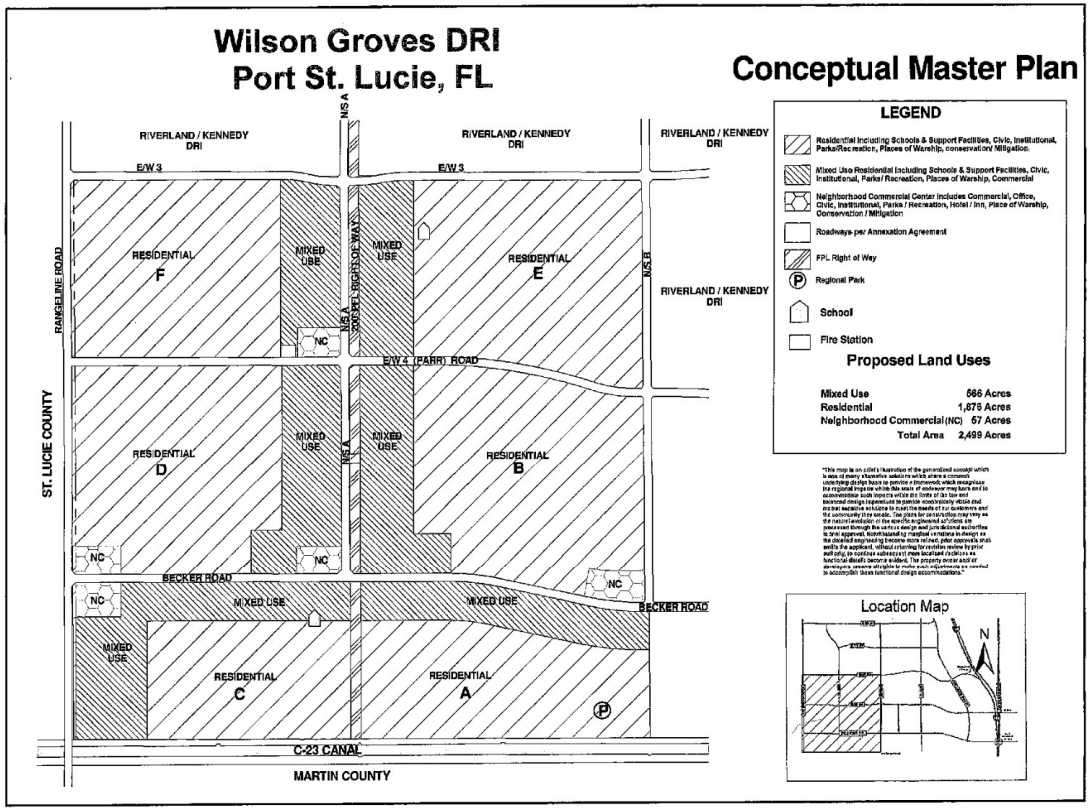
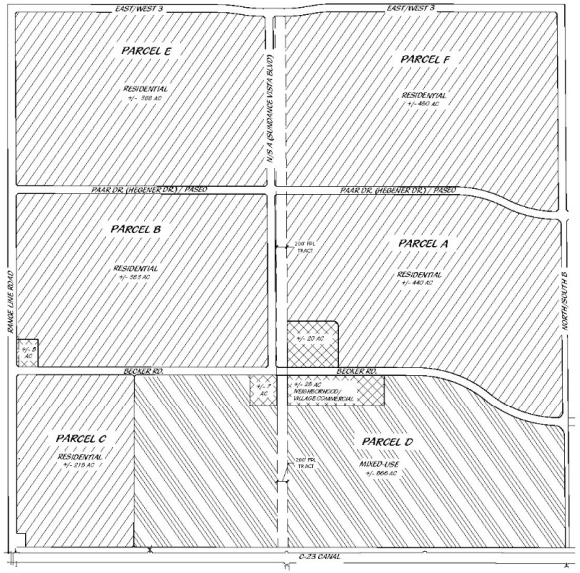


Exhibit "B" Proposed Figure 1-6

FIGURE 1-6

WILSON GROVE
Port St. Lucie, Florida



PROPOSED LAND USES

RESIDENTIAL	1076 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	30 AC
NEIGHBORHOOD / VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

*PROPOSED ACREAGES OF SUBDISTRICTS HAVE BEEN ROUNDED TO THE NEAREST +/- 1 ACRE.

*LOCATION AND CONFIGURATION OF ALL DEVELOPMENT PARCELS INCLUDING ACCESS LOCATIONS, LAKES, OPEN SPACE, RESIDENTIAL AND NON-RESIDENTIAL USES WILL BE FULLY DELINEATED DURING THE ZONING AND OR PLATTING PROCESS.

THIS MAP IS AN ARTISTS ILLUSTRATION OF THE GENERALIZED CONCEPT WHICH IS ONE OF MANY ALTERNATIVE SOLUTIONS WHICH SHARE A COMMON UNDERLYING DESIGN BASIS TO PROVIDE A FRAMEWORK WHICH RECOGNIZES THE REGIONAL IMPACTS WHICH THIS SCALE OF ENDEAVOR MAY HAVE AND TO ACCOMMODATE SUCH IMPACTS WITHIN THE LIMITS OF THE LAW AND BALANCED DESIGN IMPERATIVES TO PROVIDE ECONOMICALLY VIABLE AND MARKET SENSITIVE SOLUTIONS TO MEET THE NEEDS OF OUR CUSTOMERS AND THE COMMUNITY THEY CREATE. THE PLANS FOR CONSTRUCTION MAY VARY AS THE NATURAL EVOLUTION OF THE SPECIFIC ENGINEERED SOLUTIONS ARE PROCESSED THROUGH THE VARIOUS DESIGN AND JURISDICTIONAL AUTHORITIES TO FINAL APPROVAL NOTWITHSTANDING MARGINAL VARIATIONS IN DESIGN AS THE DETAILED ENGINEERING BECOME MORE REFINED, PRIOR APPROVALS SHALL ENTITLE THE APPLICANT WITHOUT RETURNING FOR REVISION REVIEW BY PRIOR AUTHORITY, TO CONTINUE SUBSEQUENT MORE LOCALIZED DESIGNS AS FUNCTIONAL DETAILS BECOME EVIDENT. THE PROPERTY OWNER AND/OR DEVELOPERS RESERVE ALL RIGHTS TO MAKE SUCH ADJUSTMENTS AS NEEDED TO ACCOMPLISH THESE FUNCTIONAL DESIGN ACCOMMODATIONS.

LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
INCLUDING COMMERCIAL AND OFFICE USES, PERSONAL AND HOUSEHOLD SERVICE ESTABLISHMENTS, INSTITUTIONAL USES, PUBLIC FACILITIES, PARKS, PLAYGROUNDS, AND OTHER SIMILAR SERVICES

MIXED USE
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

Cotleur & Hearing

COMPREHENSIVE LAND USE PLAN
WILSON GROVE

0' 1000' 2000' 4000'
Scale: 1" = 2000'
North

Staff Analysis

- Policy 1.2.11.2 identifies the three land uses for Wilson Groves as 57 acres of Neighborhood/Village Commercial, 566 acres of Mixed-Use, and 1,876 acres of Residential.
- This application maintains these three land uses and the acreage allocated for each land use.
- The proposed land use amendment is consistent with Policy 1.2.3.1 which requires a mix of land uses within close proximity to work and home.

Traffic Impact Analysis

- A traffic study was submitted in support of the proposed changes to Map H (O'Rourke Engineering Wilson Groves Map H Amendment, revised April 18, 2023)
- The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering.

Traffic Impact Analysis

- The City's 3rd Party consultant found that proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves DRI at the time of buildout and construction of all required transportation improvements.
- Prior to buildout and construction of all required transportation improvements, there were concerns about a decreased level of service on certain roadways which may result in a need for additional road widening.
- Table 2, Condition 19 of the Wilson Groves DRI development order lists the internal roadway improvements required by the DRI.
- No additional roadway improvements are required to be constructed in the Wilson Groves DRI until the development reaches 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last.

Condition 19, Wilson Groves DRI D.O.
Internal Roadway Improvements
Table 2

Road	From	To	Trip Threshold*	Residential Units	Required Improvements
		Phase I			
N/S A	Becker Rd	E/W 3	2,573	2,200	2 lanes
E/W 3	Range Line Rd	N/S A	2,573	2,200	2 lanes
E/W 3	N/S A	N/S B	2,573	2,200	2 lanes
		Phase II			
Paar Drive (E/W 4)	N/S A	N/S B	4,152	3,960	2 lanes
N/S B	Becker Road	E/W 3	4,397	4,233	2 lanes
		Phase III			
N/S A	Becker Road	E/W 3	6,708	6,564	Widened to 4 Lanes
Paar Drive (E/W 4)	N/S A	N/S B	7,148	6,821	Widened to 4 Lanes
Paar Drive (E/W 4)	Rangeline Rd	N/S A	7,449	6,997	2 lanes

* Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

Traffic Impact Concerns

- Until additional roads are constructed, the totality of the trips in Wilson Groves will be placed on Becker Road.
- Condition 15 of the Wilson Groves DRI development order does provide for the City to require the developer to undertake monitoring to ascertain the level of service on transportation facilities within the DRI.
- A required transportation improvement can be accelerated if the monitoring shows its needed.
- The methodology of the monitoring has to be agreed to by the City prior to undertaking the monitoring.
- The Public Works Department is recommending a condition that when the City deems monitoring is required, the City's 3rd Party consultant undertake the monitoring and the applicant reimburse the City for the cost.

Staff Analysis

- The Paseo is not a listed improvement in the Wilson Grove DRI development order.
- Until the Wilson Groves DRI development order is amended to include a Paseo in the City-owned E/W 4 (SW Hegener Drive) right-of-way, City staff recommends removal of the Paseo from Figure 1-6.
- Staff's recommended changes to Figure 1-4 are included in the submittal packets as revised Exhibit "B".

Revised Exhibit "B", Staff Recommended Changes to Proposed Figure 1-6

FIGURE 1-6

WILSON GROVE

Port St. Lucie, Florida



PROPOSED LAND USES

RESIDENTIAL	1876 AC	
*(INCLUDES ROW ACREAGE)	96 AC	
*(INCLUDES FPL ACREAGE)	30 AC	
NEIGHBORHOOD / VILLAGE COMMERCIAL	57 AC	
MIXED-USE	566 AC	
*(INCLUDES FPL ACREAGE)	15 AC	
TOTAL AREA	2,499 AC	

*PROPOSED ACREAGES OF SUBDISTRICTS HAVE BEEN ROUNDED TO THE NEAREST +/- 1 ACRE.

~~ALLOCATION AND LOCATION OF LAND DEVELOPMENT RIGHTS, INCLUDING MAXIMUM AND MINIMUM DENSITY AND INTENSITY, FOR RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER LAND USES IS CONTAINED IN THE FUTURE LAND USE ELEMENT.~~

~~THIS MAP IS AN ABSTRACT ILLUSTRATION OF THE GENERALIZED CONCEPT TO BE USED AS A GUIDE FOR DEVELOPMENT. THE EXACT LOCATION OF LAND USES AND ROADWAYS MAY BE ADJUSTED AT THE TIME OF SUBDIVISION OR SITE PLAN APPROVAL, PROVIDED THE ADJUSTMENTS ARE CONSISTENT WITH THE GOALS, OBJECTIVES AND POLICIES OF THE COMPREHENSIVE PLAN. ADJUSTMENTS MAY BE MADE WITHOUT AMENDMENT TO THE COMPREHENSIVE PLAN, BUT MAY REQUIRE AMENDMENT TO THE ZONING MAP. ADJUSTMENTS MAY INCLUDE, BUT ARE NOT LIMITED TO, MINOR VARIATIONS IN THE LOCATION OF ROADWAYS, LAND USES, AND OPEN SPACE AREAS. ADJUSTMENTS MAY ALSO INCLUDE MINOR VARIATIONS IN THE ACREAGE OF LAND USES, PROVIDED THE ADJUSTMENTS DO NOT RESULT IN AN INCREASE IN THE TOTAL NUMBER OF DWELLING UNITS OR AN INCREASE IN THE TOTAL NON-RESIDENTIAL FLOOR AREA ALLOWED WITHIN THE PROJECT AS A WHOLE. ADJUSTMENTS TO ACCOMMODATE SUCH VARIATIONS SHALL BE CONSISTENT WITH THE GOALS, OBJECTIVES AND POLICIES OF THE COMPREHENSIVE PLAN.~~

LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
INCLUDING COMMERCIAL AND OFFICE USES, PERSONAL AND HOUSEHOLD SERVICE ESTABLISHMENTS, INSTITUTIONAL USES, PUBLIC FACILITIES, PARKS, PLAYGROUNDS, AND OTHER SIMILAR SERVICES

MIXED USE
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
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Suite 1
Jupiter, Florida 33458
561.747.6336 FAX 561.747.1377
www.cotleurhearing.com
EB# LC-C000239

COMPREHENSIVE LAND USE PLAN

WILSON GROVE

0' 1000' 2000' 4000'

Scale: 1" = 2000'

North

Additions shown as underlined and deletions shown as ~~strikethrough~~

Recommendation

- The Planning and Zoning Department staff finds the petition to be consistent with the intent and direction of the City's comprehensive plan and recommends approval with the following conditions:
  1. The adoption of Revised Exhibit "B" depicting staff recommended changes.
  2. The developer shall reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways as recommended by the Public Works Department.

From: Sally Walsh
To: Jessica Heinz
Subject: FW: GL Ltr to Stokes re ACR Applications
Date: Friday, June 2, 2023 2:19:30 PM
Attachments: 2023.06.02 ACR GL Letter to Stokes w. Encl.pdf

Sally Walsh, CMC
City Clerk
City of Port St. Lucie
121 S.W. Port St. Lucie Blvd
Port St. Lucie, FL 34984
(772)871-7354
(772)344-4094 Fax

From: Azlina Goldstein <Azlina.Goldstein@glhomes.com>
Sent: Friday, June 2, 2023 1:58 PM
To: James Stokes <jstokes@cityofpsl.com>; Sally Walsh <SWalsh@cityofpsl.com>; Bryan Pankhurst <BPankhurst@cityofpsl.com>
Cc: Jesus Merejo <jmerejo@cityofpsl.com>; Teresa Lamar-Sarno <tsarno@cityofpsl.com>; Heath Stocton <HStocton@cityofpsl.com>; Colt Schwerdt <CSchwerdt@cityofpsl.com>; Diana Spriggs <DSpriggs@cityofpsl.com>; Bridget Kean <BKean@cityofpsl.com>; Mary Savage-Dunham <mdunham@cityofpsl.com>; MaryAnn Verillo <DeliaM@cityofpsl.com>; Brandon Dolan <BDolan@cityofpsl.com>; Christina Flores <CFlores@cityofpsl.com>; Azlina Goldstein <Azlina.Goldstein@glhomes.com>; Shannon Martin <Mayor@cityofpsl.com>; Jolien Caraballo <Jolien.Caraballo@cityofpsl.com>; Stephanie Morgan <Stephanie.Morgan@cityofpsl.com>; David Pickett <David.Pickett@cityofpsl.com>; Anthony Bonna <Anthony.Bonna@cityofpsl.com>; Heather Keith <Heather.Keith@glhomes.com>; Ryan Courson <Ryan.Courson@glhomes.com>; John Shubin <jshubin@shubinbass.com>; Denise Haire <dhaire@shubinbass.com>
Subject: GL Ltr to Stokes re ACR Applications

Dear Mr. Stokes and City Clerk,

Please see the attached Letter, which we would like forwarded to the members of the Planning & Zoning Board as we want this material included for review and consideration relating to items on the agenda for the upcoming June 6, 2023 Planning and Zoning Board Meeting. This letter and enclosures concern the following agenda items:

8.a. P21-128 Wilson Groves - Large Scale Comprehensive Plan

AND

9.a. P21-127 Wilson Groves DRI - Map Amendment

Thank you for your consideration. Please confirm your receipt and transmittal of the attached to the members of the Planning & Zoning Board and inclusion with the above-mentioned agenda backup materials.

Best regards,
Azlina

Azlina Goldstein, Esq.
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10735 SW Matisse Lane
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ShubinBass
PROFESSIONAL ASSOCIATION

Via Electronic Mail

June 2, 2023

Mr. James Stokes, City Attorney
City Attorney's Office
City of Port St. Lucie
121 S.W. Port St. Lucie Blvd.
Port St. Lucie, FL 34984

Re: Wilson Groves – Figure 1-6 and Map H Amendments

Dear Mr. Stokes,

This correspondence is transmitted on behalf of our client, Riverland/Kennedy II, LLC (referred to herein as "GL"). As you know, GL is a party to several agreements with the City of Port St. Lucie, including but not limited to the Annexation Agreement dated July 19, 2004, as amended, and the Riverland Becker Road Construction Agreement dated February 11, 2022. GL also holds development approvals pertaining to the Riverland/Kennedy Development of Regional Impact (DRI) property located within the Southwestern Annexation Area (the "Riverland Development").

ACR Acquisition, LLC ("ACR"), the developer of the Wilson Groves DRI property ("Wilson Groves"), which is located immediately adjacent to the Riverland Development, has submitted a large-scale comprehensive plan amendment (P&Z Project No. P21-128) and an associated amendment to the Wilson Groves DRI Development Order (P&Z Project No. P21-127) collectively referred to herein as the "ACR Applications." For the reasons set forth in this letter, GL objects to the ACR Applications which will significantly and negatively impact the health, safety and welfare of the City's residents and GL's existing and future development approvals. It is the City's right, duty and obligation to deny the ACR Applications as submitted as result of, among other things: (i) the failure of the ACR Applications to include requirements for the timely construction of the 2-lane road network around Wilson Groves, (ii) the failure of ACR's traffic study to address the impacts on the roads outside of Wilson Groves, and (iii) the detrimental impact on GL who will be inequitably and unjustifiably burdened with the obligation to expand roadways in and around the Riverland Development – obligations that would not be triggered but for the changes proposed in the ACR Applications.

ACR entered into the multi-party Annexation Agreement with the City, GL, and others to annex over 9,000 acres comprised of mostly undeveloped agricultural lands (the "Southwestern Annexation Area"). Those lands are now encompassed in three (3) DRIs – Wilson Groves, Riverland/Kennedy, and Southern Grove. The Annexation Agreement required the developers to plan for a variety of public improvements such as schools, utilities, parks, fire stations and, most importantly, roadway improvements that would support the anticipated developments. The

Annexation Agreement required the developers to use the DRI process, development approvals and separate agreements to fulfill their obligations and commitments. To facilitate the DRI process, the City analyzed the proposed land uses and development plans for each DRI to determine future traffic needs. The City's Southwestern Annexation Traffic Study (WATS) led to the City's establishment of a roadway network in the Southwestern Annexation Area and the application of a methodology to fairly and equitably divide amongst the developers their obligations to construct the necessary roadway network. The development orders for each developer set forth the specific roadway improvement obligations in order to complete the network, thereby providing the necessary capacity and connectivity to accommodate the buildout of all three (3) DRIs.

In compliance with the various agreements and development orders, and consistent with the direction and intent of the City's Comprehensive Plan, GL has advanced construction of its roadway improvements which the City and its residents rely upon for access and emergency services. GL has already commenced and/or completed the construction of significant portions of Discovery Way, Community Boulevard, Riverland Boulevard (f/k/a N/S B), Marshall Parkway and Becker Road, and GL has committed to advancing the construction of additional roadways to support anticipated developments within the Southwestern Annexation Area.

The City asserted its commitment to the completion of the 2-lane roadway network at the Council's Workshop on February 22, 2023. **The pending ACR Applications provide the City with the opportunity to achieve the Council's directive to assure the construction of the entire 2-lane roadway network. Unfortunately, the ACR Applications as submitted *do not assure that ACR will timely build or honor its prior commitments to construct* ACR's equitable share of the initial 2-lane roadway network. It is critical that the City takes steps on the pending ACR Applications to ensure that the necessary roadway connectivity is achieved in order to disperse traffic impacts and to support emergency services.** The City Council has already expressed its deep concern that the City may be left with an incomplete 2-lane roadway network after the full build out of the three (3) DRIs. City Council, City Staff, and the impacted developers of the area have all expressed concerns that the existing language in the current Comprehensive Plan and development orders for the DRIs does not adequately ensure the completion of the essential roadway network. In order to prevent deficiencies in the roadway network, Council directed City Staff at the February 22nd Workshop to explore all avenues the City could pursue when each developer submits its comprehensive plan and DRI amendments. GL is very concerned that the Council's directive is not being followed as **there are no substantive policy language or development conditions being added to the language of the ACR Applications to give surety that ACR will timely build or ever build its equivalent share of the 2-lane roadway network**.

Proposed Wilson Groves Comprehensive Plan Amendment P21-128

If the ACR Applications are approved as submitted, the roadway network of the Southwestern Annexation Area will not be completed and will not function as originally contemplated by the developers and the City. This is because ACR will not be required to timely construct its previously allocated portions of the 2-lane roadway network. Furthermore, ACR's proposed comprehensive plan amendment seeks to amend Figure 1-6 of the Future Land Use

Element to change the locations of Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts within Wilson Groves. This is a significant change that will drastically affect traffic on the planned roadway network. ACR's relocation of land uses will detrimentally impact the Riverland Development and the City's residents that live within and adjacent to the communities of the Riverland Development. **As noted in the City's Staff report, "The proposed map amendment results in a relocation of trip patterns. . . In the absence of additional connecting roadways, the totality of these trips will be placed on Becker Road causing it to fail."** Specifically, ACR's proposed relocation of land uses will shift traffic onto a portion of Becker Road that will prematurely trigger the need to widen Becker Road before construction of the entire 2-lane roadway network is complete, even assuming that ACR builds its road obligations under the schedule currently set forth in the Wilson Groves DRI Development Order.

While ACR's traffic study is deficient in numerous areas, it notably fails to appropriately account for traffic impacts beyond Wilson Groves based on ACR's proposed relocation of land uses. Attached to this letter is a traffic review prepared by Simmons & White, Inc. which finds that if any section of the 2-lane road network is not completed, several roadway sections will have substandard levels of service, and thus trigger the need for those sections to be widened. **ACR's proposed revisions to Figure 1-6 will impose inequitable burdens on neighboring developers like GL who have obligations to 4-lane and 6-lane certain roadway segments, obligations that would not be triggered but for ACR's proposed relocation of land uses within Wilson Groves**.

Objective 1.2.11 of the City's Comprehensive Plan provides that Wilson Groves shall be developed consistent with the Wilson Groves DRI Development Order and with the Annexation Agreement. It was correctly asserted by Public Works in their March 28, 2023 Memo on the pending development applications that ACR's proposed land use changes without any conditions to advance their road construction obligation will alter trip patterns, cause certain roadways to fail, and will affect the overall safety and welfare of the area's residents relative to having access for ingress/egress and emergency purposes. The City Council has made it clear to all the developers, City Staff and to the general public that the timely construction of the initial 2-lane roadway network is of critical importance.

The Public Works Department in their recent May 25, 2023, Memo on the ACR Applications (the "May 25th Memo") acknowledged that with respect to the City's Southwest Annexation Area, **"Staff was directed to prioritize construction of the 2-lane roadway network to ensure the roadways are in place to serve the proposed development."** However, "[*P*]*rior to buildout and construction of all required transportation improvements,"* as admitted in that May 25th Memo, "the [City's] 3rd Party Consultant's review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their Development of Regional Impact (DRI) roadway improvement triggers being met." **Unless conditions *beyond* those already set forth in the Wilson Groves DRI Development Order under Resolution 11-R01 are imposed to accomplish the City Council's essential and critical directive, the ACR Applications should be denied and the City is wholly within its legal right to do so.** *See Pinellas County v. Richman Group of*

Florida, Inc., 253 So.3d 662 (Fla. 2d DCA 2017) (finding that a local government may deny a proposed comprehensive plan amendment if it has a rational basis to deny it).

Pursuant to Section 163.3184, Florida Statutes, a comprehensive plan amendment must be "in compliance," as defined by Section 163.3184(1)(b). § 163.3184(5), Fla. Stat. "'In compliance' means *consistent with the requirements of ss. 163.3177*, 163.3178, 163.3180, 163.3191, 163.3245, and 163.3248, with the appropriate strategic regional policy plan, and with the principles for guiding development in designated areas of critical state concern and with part III of chapter 369, where applicable." § 163.3184(1)(b), Fla. Stat. (emphasis added).

Section 163.3177 requires all elements of a comprehensive plan amendment to be based upon relevant and appropriate data and analysis. § 163.3177(1)(f), Fla. Stat. "To be based on data means to react to it in an appropriate way and to the extent necessary indicated by the data available on that particular subject at the time of adoption of the plan or plan amendment at issue." *Id.* Section 163.3177(2) also requires all elements of the comprehensive plan to be consistent. § 163.3177(1)(f), Fla. Stat. Therefore, any amendment to Figure 1-6 must be based upon relevant and appropriate data, and it must be consistent with all existing elements of the City's Comprehensive Plan.

Notably, City Staff initially sought to accomplish City Council's recent directives by recommending the implementation of certain safeguards that would have provided the City with the necessary assurances that ACR will construct its allocated share of the roadway network. In their memoranda and reports that were provided with the agenda materials for the April 4, 2023, P&Z Board Meeting (enclosed herewith), City staff previously recommended that the City obligate ACR to timely construct roads that are affected by ACR's proposed changes by adding language to the Wilson Groves section of the City's Comprehensive Plan. **City Staff proposed the following language:**

> Policy 1.2.11.6: The Wilson Groves NCD District shall also provide the following transportation improvements:
>
> a. The first 2 lanes of N/S A from Becker Road to E/W 3 shall be constructed and open to the public prior to the construction of 2,200th* dwelling unit in the Wilson Groves DRI**;
>
> b. The first 2 lanes of E/W 3 from N/S A to N/S B shall be constructed and open to the public prior to the construction of 2,200th* dwelling unit in the Wilson Groves DRI**
>
> * or any combination of non-residential development equivalent to 2,200 dwelling units in the Wilson Groves DRI per the Wilson Grove DRI Trip Equivalency Matrix:

** The widening of the required roadways shall be in conformance with Wilson Groves DRI.

GL supported City Staff's proposed inclusion of text for Policy 1.2.11.6 because it was an appropriate step towards accomplishing the City Council's goals and would help mitigate against any attempts by ACR to evade its road improvement obligations. **City Staff's proposed language requiring Wilson Groves to provide transportation improvements is an appropriate and legally justifiable reaction to the traffic data (or lack thereof) and provides internal consistency within the City's Comprehensive Plan.**

A comprehensive plan amendment is a legislative action. *Martin County v. Yusem*, 690 So. 2d 1288, 1293 (Fla. 1997); *Coastal Dev. of N. Fla., Inc. v. City of Jacksonville Beach*, 788 So. 2d 204, 208 (Fla. 2001). Local governments have the authority to adopt comprehensive plans and zoning regulations pursuant to their police power, and such legislative judgments will be upheld if "fairly debatable." *Village of Euclid v. Ambler Realty Co.*, 272 U.S. 365, 387-88 (1926). "In deference to the policy-making function of a board when acting in a legislative capacity, its actions will be sustained as long as they are fairly debatable." *Board of County Commissioners of Brevard County v. Snyder*, 627 So. 2d 469, 474 (Fla. 1993). *See also Martin County v. Section 28 Partnership, Ltd.*, 772 So. 2d 616, 619 (Fla. 4th DCA 2000). "Fairly debatable" means that "it is fairly debatable whether the purpose of the law is legitimate and it is fairly debatable whether the methods adopted in the law serve that legitimate purpose." *Silvio Membreno and Florida Ass'n of Vendors, Inc. v. City of Hialeah*, 188 So. 3d 13, 25 (Fla. 3d DCA 2016). **The legitimacy of that initial recommendation by City Staff to add text to the City's Comprehensive Plan that governs the development of Wilson Groves is not only fairly debatable, but undeniable** as it ensures the provision of adequate public facilities that are fiscally neutral and, more importantly, promote the safety and welfare of the area's existing residents.

The City has broad discretion in approving or denying ACR's proposed comprehensive plan amendment –as well as broad discretion to adopt the previously proposed text for Policy 1.2.11.6, and add even more specific language regarding the roadway construction obligations of the Wilson Groves DRI to (i) ensure the initial 2-lane network is timely completed, and more importantly, (ii) protect the public health, safety, and welfare of the City's residents. **Legislation "is valid if it bears a rational relation to a legitimate legislative purpose in safeguarding the public health, safety, or general welfare and is not discriminatory, arbitrary, or oppressive."** *Haire v. Florida Dept. of Agriculture and Consumer Services*, 870 So. 2d 774, 782 (Fla. 2004), quoting *Chicago Title Ins. Co. v. Butler*, 770 So.2d 1210, 1215 (Fla.2000). "[A] court must remain cognizant of the legislature's broad range of discretion in its choice of means and methods by which it will enhance the public good and welfare." *Id.* The legislation "must be upheld if there is *any* reasonable relationship between the act and the furtherance of a valid governmental objective." *Id*.

The City would be acting wholly within its broad discretionary rights to include in its Comprehensive Plan specific requirements for transportation improvements that are reasonably related to its objectives of roadway connectivity, congestion management, and emergency access.

Accordingly, **GL will fully support the City's inclusion of text to the Comprehensive Plan that requires the concurrent construction of a developer's respective initial 2-lane roadway obligations that surround each approved project.** In essence, when a developer builds a project, the City needs to require the developer to simultaneously build its adjacent 2-lane roadways. Proposed text to accomplish this goal with respect to the pending comprehensive plan amendment for the Wilson Groves DRI as an addition to existing Policy 1.2.11.5, is set forth below in italicized and bolded font:

> Policy 1.2.11.5: The Wilson Groves NCD District shall provide the following transportation and other public facilities, in the manner prescribed by the development order adopted pursuant to Section 380, F.S., and the Annexation Agreement dated July 19, 2004, as amended:
>
> a. Convey right-of-way to the City for Becker Road within the Wilson Groves NCD District portion of the property (completed);
>
> b. Pay for the construction of a 2-lane roadway section on Becker Road through the property;
>
> c. Fund the design, construction, property acquisition for storm water drainage (but no other property acquisition) and all associated expenses of a four-lane divided roadway section within a 100' right-of-way for Becker Road east of 1-95 to the Florida Turnpike (total funding not to exceed $12,500,000.00) (completed);
>
> d. Convey right-of-way within the property to the City consistent with Transportation Series Map 2, 2035 Needs Assessment Map of the Transportation Element, including all intersection connections to Range Line Road related thereto (completed);
>
> e. No later than July 19, 2007, contribute $10,000,000.00 toward the development of an interchange on 1-95 subject to a future determination of need by the City (completed per amended Annexation Agreement, dated November 16, 2009);
>
> f. Construct all intersection connections within the property to Range Line Road~~.~~;
>
> ***g. <u>Construct the initial 2-lane road improvements set forth in the development order which are adjacent to all proposed Master Planned Unit Development (MPUD) approvals within the Wilson Groves NCD District.</u>***

The addition of the above proposed subsection "g' involving MPUD approvals will serve as an additional triggering threshold for a developer to build the roadways identified in a development order. Tying the construction of ACR's initial 2-lane road obligations to a MPUD will provide the City , and its residents, with a guarantee that the public roadway improvements will not only be built, but will be built timely, minimize any of ACR's new development traffic adverse impacts to the proper functioning of an existing roadway network, **and reduce the City's exposure to litigation and conflict** over the current monitoring conditions in the Wilson Groves DRI Development Order (the "Wilson Groves DRI DO"). Such deficiencies associated with the current monitoring conditions set forth in Section 15.B of Wilson Groves DRI DO were also recognized in the Public Works May 25th Memo. Even though "the City has the ability to require the developer to provide a monitoring analysis of the existing conditions of a roadway portion within their DRI roadway obligations to ascertain the level of service on that roadway… The monitoring condition however does require the City to allow the developer 24 months for engineering, permitting and construction." Thus, **the current language of Wilson Groves DRI DO monitoring condition not only prevents the City from truly requiring the construction of critical road improvements when they are needed, but also makes it virtually impossible to properly ascertain the level of service on roadway portions <u>that are not built</u> and have created an incomplete and inadequate initial 2-lane roadway network in the Southwestern Annexation Area**.

"The legislature is vested with wide discretion to determine the public interest and the measures necessary for its achievement." *Silvio*, 188 So. 3d at 26, quoting *Fraternal Order of Police, Metro. Dade Cty., Lodge No. 6 v. Dep't of State,* 392 So.2d 1296, 1302 (Fla.1980). "Historically, local governments have exercised the zoning power pursuant to a broad delegation of state legislative power subject only to constitutional limitations. Both federal and state courts adopted a highly deferential standard of judicial review early in the history of local zoning." *Snyder*, 627 So. 2d at 472. "One who assails zoning legislation has an extraordinary burden of proving that the municipal enactment is invalid." *S.A. Healy Co. v. Town of Highland Beach*, 355 So. 2d 813, 815 (Fla. 4th DCA 1978).

Although we recognize the City Council's broad discretion in considering the proposed amendment, we maintain that the inclusion of the suggested text to Policy 1.2.11.5 is not only particularly compelling but is required based upon the Annexation Agreement (in which **the City contractually agreed to allocate road construction responsibilities equitably**), and also the City's responsibility to promote and support the safety and welfare of its residents. **In the absence of City Staff's previously proposed language in the Comprehensive Plan Amendment, ACR could seek to avoid its obligations and radically disrupt the expectations of the parties to the Annexation Agreement, the expectations and directives of City Council to Staff, and the expectations of any others who have detrimentally relied upon the representations made that the 2-lane roadway network that services the Southwestern Annexation Area is going to be timely completed.** In addition to the legal consequences of such a result, which might represent a breach of the City's contractual obligation of good faith to the contract parties, it would set a horrible precedent to allow a party to a contract with the City to disavow its obligations. *See Sepe*

v. City of Safety Harbor, 761 So. 2d 1182 (Fla. 2d DCA 2000) ("the implied covenant of good faith exists in virtually all contractual relationships").

Proposed Wilson Groves DRI Development Order Map H Amendment P21-127

ACR's proposed comprehensive plan amendment to change its Figure 1-6 Conceptual Master Plan for the Wilson Groves DRI necessitates an amendment to Map H of the Wilson Groves DRI DO because those two (2) documents must remain consistent. Correspondingly, any text amendment to the Comprehensive Plan will require an amendment to a development order to maintain said consistency. The City's Comprehensive Plan specifically states that Wilson Groves must be developed consistent with the development order adopted by the City and with the Annexation Agreement. (Comp. Plan, Objective 1.2.11, FLU Element). Additionally, Florida Statutes requires a development order to be consistent with a city's comprehensive plan. *See* § 163.3215(3), Fla. Stat. The proposed comprehensive plan amendment and the associated development order amendment must be considered together to ensure consistency with each other and with the City's Comprehensive Plan. Therefore, the City will need to impose conditions in the Wilson Groves DRI DO when the City includes policy language in the Comprehensive Plan that also governs ACR's development of the Wilson Groves DRI to maintain such consistency.

Pursuant to Objective 1.2.4 and the associated Policy 1.2.4.2. of the City's Comprehensive Plan, the Wilson Groves DRI DO was implemented to ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the Wilson Groves boundaries. City staff's previously proposed policy language in the Comprehensive Plan is appropriate given ACR's requested changes and the inevitable negative impacts on the roadway network that will be caused by those proposed changes. However, to be consistent and ensure that the entire 2-lane roadway network is completed and completed in a timely manner, the City must also add similar conditions under Section 15 of the Wilson Groves DRI DO that will require ACR in any future MPUD approvals to construct the 2-lane roadways adjacent to all proposed MPUDs. **Should the City decide not to take the actions previously recommended by City Staff, the City will have gaps in its roadway network because there is a high probability that many of the roadways that are the obligation of ACR will never be completed and will consequently negatively impact traffic on other roadways to the detriment of the City, GL, and the health, safety and welfare of its residents.**

Requiring Wilson Groves to construct portions of the 2-lane roadway network --while avoiding the need to prematurely widen other roads to 4 or 6 lanes -- ensures consistency with the City's Comprehensive Plan. Importantly, the Comprehensive Plan provides: "Generally, ***a connected system of two-lane streets are favored*** over four-lane and six-lane collectors and arterials that tend to require significant buffering that will then fragment rather than unify neighborhoods." (Comp. Plan, Policy 1.2.3.3, FLU Element). Other City policies within the Future Land Use Element also support such a requirement. For example:

- The "City may encourage all new roadways to be developed as complete streets." (Policy 1.1.11.2)

- Neighborhoods within a residential area of a new community "shall contain local and collector streets… that contribute to a system of fully connected routes." (Policy 1.2.2.3(e))

- Development orders and permits "shall be issued only after there is adequate staff review" in order "to ensure that adequate infrastructure is available concurrent with the impacts of development for… vehicular and pedestrian circulation, [and] public safety." (Policy 1.1.3.7; Policy 1.1.3.8)

The City's Transportation Element also contains provisions relevant to these amendments, including the following:

- The City requires "coordination of traffic circulation plans and improvements with land use, right-of-way and infrastructure plans, before development approval. Traffic circulation plans shall address the mitigation of all potential project impacts on the roadway system." (Policy 2.1.2.2)

- "New development and redevelopment must demonstrate that the adopted roadway level of service can be maintained in the buildout year of the development." (Policy 2.1.2.9)

- "Encourage proposed development in the Western Annexation areas to incorporate a local grid street network… The collector roads should provide public access to the area-wide network with multiple connections to the local and arterial roadways." (Policy 2.6.1.1)

- "Encourage proposed development in the Western Annexation areas to incorporate a local grid street network… The local roads should provide public access to the area-wide network with multiple connections to the collector and arterial roadways." (Policy 2.6.1.2)

The City may impose a condition in a development order if (1) an "essential nexus" exists between a legitimate government interest and the condition; and (2) there is "rough proportionality" between the condition and the projected impact of the proposed development. *Nollan v. California Coastal Com'n*, 483 U.S. 825 (1987); *Dolan v. City of Tigard*, 512 U.S. 374 (1994); *TR Investor, LLC v. Manatee County*, 355 So. 3d 1004 (Fla. 2d DCA 2023); *Highlands-In-The-Woods, LLC v. Polk County*, 217 So. 3d 1175 (Fla. 2d DCA 2017).

CONCLUSION

GL looks forward to continuing to work with the City to ensure that a complete initial 2-lane roadway network supporting the Southwestern Annexation Area comes to fruition based on the equitable distribution of the roadway improvement obligations amongst the developers of the three (3) DRIs. We are committed to working with the City to achieve that end for the benefit of our residents – the City's residents who depend on the City to do what is necessary to support their health, safety and welfare. The City has a responsibility to all who will be affected by the material changes being proposed by ACR's revisions to its development of the Wilson Groves DRI Property.

We implore City Staff to carefully review the findings in the attached Simmons and White letter. The mere reliance upon the existing monitoring conditions set forth in the Wilson Groves DRI DO are wholly insufficient to guarantee the 2-lane roadway network is completed, and our client does not understand why the City is reluctant to take the lawful steps available to guarantee the City's desired 2-lane road network becomes a reality. In response to the ACR Applications, it is a legally sound and justifiable position for the City to require ACR to timely build its initial 2-lane roadway obligations by including additional policy text in the City's Comprehensive Plan and adding similar language in the Wilson Groves DRI DO to maintain each document's necessary consistency with the other. Simply put, there is no downside if the City acts now to guarantee ACR will timely construct all of its 2-lane roadway obligations.

We welcome the opportunity to meet with City Staff and any members of Council who wish to discuss this matter in further detail. Please do not hesitate to contact us.

Best Regards,

s/John K. Shubin
For the Firm

Enclosures

- Traffic Review by Simmons & White, Inc.
- Agenda materials for the April 4, 2023 P&Z Board Meeting

May 19, 2023

Riverland/Kennedy II, LLC
1600 Sawgrass Corporate Parkway
Sunrise, Florida 33323

Attention: Ms. Azlina Goldstein, Esq.

Reference: Wilson Groves – Map H Amendment Traffic Review
Port St Lucie, Florida

Dear Ms. Goldstein:

At your request, our office has reviewed the Traffic Analysis for the Wilson Groves – Map H Amendment prepared by O'Rourke Engineering & Planning dated April 18, 2023 and the review comments issued by Marlin Engineering dated May 10, 2023. The purpose of this letter is to document our findings relative to the impact of Riverland/Kennedy DRI roadway obligations due to the proposed changes to Map H by Wilson Groves.

The traffic analysis methodology consisted of preparing a trip generation comparison between previous approvals and providing a manual trip distribution to the Wilson Groves roadway network. The traffic study prepared was not an update of the Western Annexation Traffic Study (WATS) and did not include modeling analysis for the reallocation of land uses. The analysis primarily consisted of roadways only within the Wilson Groves DRI boundary and did not include a comprehensive analysis of the overall DRI roadway network and in particular did not analyze the majority of Riverland/Kennedy DRI roadway obligations. Specifically, Riverland/Kennedy roadway obligation sections of N/S A, N/S B, Community Boulevard, and Becker Road were not included in the traffic study.

Table 4 "Link Analysis – Phase 4 Buildout" of the traffic study shows the proposed land use reallocation causes an increase of 9,781 daily trips on Becker Road between N/S A and N/S B. The total trips generated by Wilson Groves on Becker Road between N/S A and N/S B is 34,611 daily trips based on the traffic study projections. However, no analysis was provided for Becker Road between N/S B and Community Boulevard which is a Riverland/Kennedy roadway obligation. The final review comments prepared by Marlin Engineering (3rd party City traffic engineering consultant) included a detailed explanation of the Becker Road impacts of the project including the following:

- "While these impacts can be accommodated within the LOS requirement inside the Wilson Groves DRI, it is unclear what the design lane requirement for Becker Road east of N/S B should be."

- "The above discussion suggests Becker Road will have to be widened to 6 lanes in order to meet City LOS requirements".

The latest WATS traffic volumes for Becker Road between N/S B and Community Boulevard only required a four-lane section. Therefore, it is likely the proposed land use reallocation by Wilson Groves will require additional widening from four lanes to six lanes on Becker Road by Riverland/Kennedy that would not have been required previously without the proposed changes.

The results of the study indicate the critical importance of completing the two-lane roadway network in a timely manner. If any section of the two-lane network is not completed, several roadway sections that are Riverland/Kennedy's roadway obligation would need to be widened beyond what they would have based on the latest WATS traffic projections if the two-lane network was complete. These sections include the following roadways in addition to the Becker Road section discussed above:

1. Community Blvd between Discovery Way and E/W 3 would need to be widened from four lanes to six lanes if N/S B is not connected. Riverland/Kennedy is only obligated to construct four lanes.

2. Community Blvd between E/W 3 and Paar Dr would need to be widened from two lanes to four lanes if N/S B or N/S A were not connected.

3. Discovery Way from N/S B to Community Blvd would need to be widened from two to four lanes if E/W 3 was not connected.

4. Paar Dr from N/S B to Community Blvd from N/S B to Community Blvd would need to be widened from two to four lanes if E/W 3, N/S A, or N/S B was not connected.

A phasing analysis was completed in the most recent Wilson Groves traffic study revision. The Phase 1 analysis inexplicably removed the E/W 3 roadway from the network and corresponding analysis. The traffic calculations included for this phase had several technical issues as document in the attached Exhibit A and should not be relied upon for justification for changes to the roadway network. Among other issues, the analysis relied on older assumptions for both the roadway network and completed development that would be in place by the end of Phase 1 for Wilson Groves.

Based on the substantial increase in traffic on Becker Road caused by the proposed land use reallocation, it is of critical importance that the two lane network and specifically N/S A, N/S B, and E/W 3 be constructed in a timely manner by Wilson Groves. The expeditious completion of the two-lane network is consistent with the City's own recommendations including the traffic study completed by Marlin Engineering which concluded the two-lane network was needed for capacity, connectivity, and life/safety emergency services. Failure to complete the two-lane network will result in accelerated and new roadway widening obligations for Riverland/Kennedy.

Sincerely,

SIMMONS & WHITE, INC.



Bryan Kelley, P.E.

ENCLOSURES

BK: x:/docs/miscltrs/kelley/20032.Goldstein_WG

Exhibit A

Technical Issues in the Wilson Groves – Map H Amendment Traffic Analysis
dated April 18, 2023

1. The Phase 1 analysis cannot be relied upon to make a determination of roadway needs from the provided traffic study for several reasons including but not limited to:

    - The Phase 1 roadway network and land uses do not match the existing (and under construction) roadways or actual development built and pending.
    - No analysis of numerous impacted roadway sections if E/W 3 were to be removed from the roadway network. The elimination of E/W 3 would put additional trips on Becker Road east of N/S B, Community Boulevard between Becker Road and E/W 3, and on Discovery Way. However, no analysis was provided for these roadway sections in the Phase 1 analysis.
    - A modeling analysis should have been completed if a roadway was removed from the network and not a manual adjustment of trips.
    - The Phase 1 analysis did not use the same trip generation methodology as the rest of the traffic study. The analysis took a higher discount for the approved trips by not reducing for internal capture which it did for the new reallocation trips. This resulted in showing a significant reduction in impact.
    - The Phase 1 analysis utilized the original WATS as a baseline comparison which relies on outdated assumptions for numerous factors including that each of the DRI's would be built at a similar time frame and pace. Substantial changes have occurred since the completion of the original WATS and these changes would need to be considered in a comprehensive analysis including traffic modeling if the elimination of a roadway is being considered.

2. The roadway link analysis for each of the phases including the full buildout scenario has a fundamental flaw in the methodology. The roadway link volumes were determined by taking the latest WATS 3 roadway volumes for the evaluated roadway sections, then subtracting out the previously approved Wilson Groves trips, and finally adding the new Wilson Groves trips as part of the land use reallocation. However, numerous roadway segments show the previously approved Wilson Groves trips on a given roadway segment were higher than the overall volumes on the roadway link shown in the WATS 3 that included trips from Riverland/Kennedy and Southern Grove developments. In other words, the link analysis assumes removing the approved Wilson Groves trips from the

roadway network would result in the roadway segment to have negative trips. Below are a few examples of the buildout analysis in Table 4 where the roadway volumes were shown to be negative before adding back in the new Wilson Groves trips:

- Becker Road from N/S A to N/S B: -5,643 daily trips
- Paar Drive from N/S A to N/S B: -8,557 daily trips
- NS B from E/W 3 to Paar Rd: -9,435 daily trips
- NS A from Paar Rd to Becker Rd: -6,628 daily trips
- Discovery Way from N/S B to Community Blvd: -5,002 daily trips

In summary, the total traffic volumes in Table 4 were determined using the following methodology:

Total Traffic Volumes = A - B + C

A = Overall WATS 3 traffic volume projections
B = Approved Wilson Groves Trips
C = Proposed Wilson Groves Trips

In several circumstances, A-B resulted in negative trips which raises the question of the reliability of the results.

3. There are several inaccuracies in the trip assignment that do no match the supporting documentation. Specifically, pdf page 135 which details the Wilson Groves WATS 3 trip assignment does not match "Table 4: Link Analysis – Phase 4 Buildout".

4. The traffic study relies on the WATS 3 traffic volumes as the baseline for projections for Phases 2, 3, and 4. However, no support documentation is provided so the WATS 3 traffic volumes can be verified. The WATS 3 traffic volumes shown in Table 4 do not match the Southern Grove DRI Traffic Analysis prepared by MacKenzie Engineering & Planning, Inc. dated July, 2021 which is referred to as the WATS 3.

5. The proposed land use reallocation results in a substantial increase in traffic (additional 9,781 daily trips) on Becker Road between N/S A and N/S B. However, no traffic analysis was prepared for Becker Road east of N/S B or on numerous other roadway segments including Community Boulevard, N/S A between Discovery Way and E/W 3, and N/S B between Discovery Way and E/W 3. The proposed changes have a significant impact to the Riverland/Kennedy DRI roadway obligations and the impacts were not evaluated in the traffic study.

City of Port St. Lucie

PUBLIC WORKS DEPARTMENT

Accredited Agency - American Public Works Association

"A City for All Ages"

MEMORANDUM

TO: Bridget Kean, AICP – Senior Planner, Planning & Zoning

THRU: Colt Schwerdt, P.E. – Assistant Public Works Director

FROM: Diana Spriggs, P.E. – Regulatory Division Director, Public Works

DATE: March 28, 2023

SUBJECT: P21-128 Wilson Grove - Comprehensive Plan Amendment
Traffic Generation, Stacking & Circulation Approval

This application and Traffic Report prepared by Susan O'Rourke, P.E. dated March 9, 2023 has been reviewed by the Public Works Department and the transportation elements of the project were found to not be in compliance with the adopted level of service and requirements of Chapter 156 of City Code, and Public Works Policy 19-01pwd.

The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering. The City's 3rd Party Consultant's review found that proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the 3rd Party Consultant's review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their DRI roadway improvement triggers being met. As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until the development reaches 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last, Wilson Groves is required to construct the initial 2 lanes of N/S A from Becker Rd to E/W 3 (Marshall Parkway), and E/W 3 from Range Line Road to N/S B (Riverland Blvd), as outlined under Condition 19 of the Wilson Groves DRI (Table 2).

The Public Works Department is concerned that these triggers do not provide the City with sufficient roadways to disperse the proposed trips throughout the network prior to reducing the level of service (LOS) of Becker Road to "F" as a 2-lane and then 4-lane road. The proposed map amendment results in a relocation of trip patterns. Therefore, the original trip patterns used to determine the current roadway DRI requirements are inaccurate. The existing DRI does provide the ability for the City to advance roadway obligations to address level of service concerns based on the monitoring provision. However, the DRI also allows 24 months to complete design, permitting and construction, after the completion of the monitoring. This would place the roadway in failing LOS for up to 24 months while this work is underway.

The peak capacity of a 2-lane road is 1,080 trips and a 4-lane road is 2,100 peak hour trips as identified in the Developer's provided Traffic Analysis. Based on the current DRI traffic condition, they will be allowed 2,573 trips before a new roadway is required to be constructed. In absence of additional connecting roadways, the totality of these trips will be placed on Becker Road causing it to fail even at 4 lanes. Please note that per the ITE Trip Generation Manual 11th Edition; 2,200 single family houses result in 2,178 PM peak hour trips thereby exceeding the identified peak capacity of the road. To address the City's 3rd Party Consultant's concern regarding a decreased level of service at certain locations, as identified in their comment letter and subsequent email

correspondences resulting from the proposed land use revisions, City staff is recommending that Wilson Groves be required to construct the first two lanes of N/S A from Becker Road north to Marshall Parkway and the first two lanes of Marshall Parkway from N/S A to N/S B prior to the completion of 2,200 dwelling units. The condition removes the ability to utilize the trip generation option for triggering the construction of the first two lanes of these roadways for residential development. Residential development will be based on number of dwelling units for the first two lanes of roadway construction. The use of dwelling units will ensure the construction of new roads for additional connectivity that provides alternative routes for ingress/egress and emergency access. To formalize this requirement staff is proposing a new policy be added to the Future Land Use Element as described below and attached as Exhibit "D" of the staff report with additions shown as underlined and deletions shown as strikethrough.

Policy 1.2.11.6: The Wilson Groves NCD District shall also provide the following transportation improvements:

a. The first two lanes of N/S A from Becker Road to E/W 3 shall be constructed and open to the public prior to the construction of 2,200th* dwelling unit in the Wilson Groves DRI**;

b. The first two lanes of E/W 3 from N/S A to N/S B shall be constructed and open to the public prior to the construction of 2,200th* dwelling unit in the Wilson Groves DRI**

* or any combination of non-residential development equivalent to 2,200 dwelling units in the Wilson Groves DRI per the Wilson Grove DRI Trip Equivalency Matrix:

** The widening of the required roadways shall be in conformance with Wilson Groves DRI.

At the February 22, 2023 City Council Workshop, the City Council adopted new policies in support of construction of the full two lane roadway network in the City's Southwest Annexation Area as depicted on the SW Annexation Area Roadway map. Staff was directed to prioritize construction of the two lane roadway network to ensure the roadways are in place to serve the proposed development. The intent is to avoid the conditions that exist in other parts of the City where certain roadways such as St. Lucie West Boulevard and Port St. Lucie Boulevard end up funneling all traffic because there is limited north-south and east-west connectivity. The proposed policy aligns with City Council's goals.

Additionally, the inclusion of the Paseo Pathway within the E/W 4 (Hegener Road) right-of-way is of concern without City Council support for inclusion within City right-of-Way. Lastly, there is no approved typical section for the western section of Hegener Road to guarantee the design can be supported within the right-of-way available.

If the Board motions to approve this application, Public Works recommends the approval be conditioned such that the applicant must obligate the advancement of construction of the additional roadways outlined above within the Wilson Grove DRI to avoid the requirement of the widening of a segment of roadway (Becker Road) that is not the applicant's responsibility to widen; and to remove the Paseo Pathway until City Council can provide clear direction. If these conditions are not included, then Public Works recommend denial of this application based on the above concerns.

City of Port St. Lucie

PUBLIC WORKS DEPARTMENT

Accredited Agency - American Public Works Association

"A City for All Ages"

MEMORANDUM

TO: Bridget Kean, AICP – Senior Planner, Planning & Zoning

THRU: Colt Schwerdt, P.E. – Assistant Public Works Director & City Engineer

FROM: Diana Spriggs, P.E. – Regulatory Division Director, Public Works

DATE: May 25, 2023

SUBJECT: P21-127 Wilson Grove – Development of Regional Impact Amendment
P21-128 Wilson Grove – Comprehensive Plan Amendment
Traffic Generation, Stacking & Circulation Approval

This application and Traffic Report prepared by Susan O'Rourke, P.E. dated April 18, 2023 has been reviewed by the Public Works Department and the transportation elements of the project were found to be in compliance with the adopted level of service and requirements of Chapter 156 of City Code, and Public Works Policy 19-01pwd at this time.

The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering. The City's 3rd Party Consultant's review found that proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the 3rd Party Consultant's review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their Development of Regional Impact (DRI) roadway improvement triggers being met. As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At that trigger, Wilson Groves is required to construct the initial 2 lanes of N/S A from Becker Rd to E/W 3 (Marshall Parkway), and E/W 3 from Range Line Road to N/S B (Riverland Blvd), as outlined under Condition 19 of the Wilson Groves DRI (Table 2).

The peak capacity of a 2-lane road is 1,080 trips and a 4-lane road is 2,100 peak hour trips as identified in the Developer's provided Traffic Analysis. Based on the current DRI traffic condition, they will be allowed 2,573 p.m. peak hour trips before a new roadway is required to be constructed. In absence of additional connecting roadways, the totality of these trips will be placed on Becker Road. The Public Works Department and the City's 3rd Party Traffic Consultant has determined from the analysis that widening of Becker Road is likely to be required prior to the Wilson Grove DRI triggers.

The existing Wilson Grove DRI does include a monitoring condition under Section 15.B. Based on this existing condition in the DRI, the City has the ability to require the developer to provide a monitoring analysis of the existing conditions of a roadway portion within their DRI roadway obligations to ascertain the level of service on that roadway. This would allow the City to determine if a roadway segment(s) widening or initial 2-lane requirement should be accelerated. The monitoring condition however does require the City to allow the developer 24 months for engineering, permitting and construction.

The City's 3rd Party Consultant mentioned some concerns for the City to be aware of in their last review of the Wilson Grove DRI Traffic Analysis. They are recommending that the City require a Traffic Analysis of the

intersections with each future plat submittal/review to verify if any improvements are needed at that time for the intersections.

Another concern is the Wilson Grove DRI Traffic Analysis does not include any traffic impacts from the surrounding DRI's. Becker Road will include traffic trips from several areas as the communities that connect to it are built out. Currently the analysis provided by the various DRI's of the area only includes their specific projected trips from their individual DRI's for the roadways. The overall DRI study we had completed by our 3rd Party Traffic Consultant this year to combine the potential traffic for the Southwestern Annexation Area, only looked at 10 years out for the construction timing of the 2-lane network of the roadways. This is not the full buildout impact for the Southwestern Annexation Area traffic. It is recommended by Public Works and our 3rd Party Traffic Consultant that we have another Southwestern Annexation Area analysis done every 3 to 5 years to assess the impacts as they increase. With the earlier timeframe being associated with more significant land use changes or faster development time frames than the development schedule.

At the February 22, 2023 City Council Workshop, the City Council adopted new policies in support of construction of the full two lane roadway network in the City's Southwest Annexation Area as depicted on the SW Annexation Area Roadway map. Staff was directed to prioritize construction of the 2-lane roadway network to ensure the roadways are in place to serve the proposed development. The intent is to avoid the conditions that exist in other parts of the City where certain roadways such as St. Lucie West Boulevard and Port St. Lucie Boulevard end up funneling all traffic because there is limited north-south and east-west connectivity

City staff has discussed the proposal to include a Paseo within the 150 feet of city owned road right-of-way for E/W 4 with the applicant. The Paseo is not a listed improvement in the Wilson Grove DRI development order. Based on the transportation improvements currently required by the Wilson Grove DRI development order (Res. 11-R01), E/W 4 will be a four laned roadway at the time of buildout. With no conceptual drawings or sections, City staff cannot determine if the proposed Paseo and 4-lane roadway will fit within the right-of-way and does not recommend the inclusion of the Paseo on a map or land use plan at this time. If the developer of the Wilson Groves DRI wants to propose a Paseo in city owned right-of-way, the developer should be required to amend the DRI development order to identify the Paseo as a permitted improvement in the Wilson Groves DRI prior to the inclusion of the Paseo on Map H.

If the Board motions to approve this application, Public Works recommends the approval be conditioned such that the applicant must reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways. Additionally, if the Board motions to approve this application, we also recommend that it be conditioned to remove any references of the Paseo; and that should the applicant wish to include the Paseo they must provide a typical section for review and approval by Council to be included in a future DRI amendment.

Agenda Summary

2023-232

Agenda Date: 6/6/2023 **Agenda Item No.:** 8.b

Placement: Public Hearing - Non Quasi Judicial

Action Requested: Motion / Vote

P22-336 Lulfs Grove - Comprehensive Plan Amendment - Large Scale

Location: The property is generally located on the west side of Glades Cut Off Road, east of the C-24 Canal and south of Midway Road.
Legal Description: A portion of Sections 20 & 21, Township 36 South, Range 39 East.
This is a request to change the Future Land Use of 90 acres of Commercial Service/Light Industrial/Heavy Industrial (CS/LI/HI), 311.50 acres of Commercial Service/Light Industrial/Residential, Office and Institutional (CS/LI/ROI) and 63 acres of Commercial General/Residential, Office and Institutional (CG/ROI) to 389.24 acres of Low Density Residential (RL), 29.70 of Medium Density Residential (RM), and 11.56 acres of Recreation Open Space (OSR) for the Lulfs Groves property.

Submitted By: Bridget Kean, AICP, Senior Planner

Executive Summary: The City has received an application for a large-scale comprehensive plan amendment to amend the future land use map for Lulfs Groves and to amend Policies 1.1.4.18 and 1.1.4.19 of the Future Land Use Element. Lulfs Groves is approximately 464.5 acres in size. The Lulfs Groves property was annexed into the City in 2008 and is subject to an executed and recorded annexation agreement. A large scale comprehensive plan amendment was approved in 2009 that changed the land use from St. Lucie County Agriculture to the following City of Port St. Lucie future land uses: 90 acres of Commercial Service/Light Industrial/Heavy Industrial (CS/LI/HI), 311.50 acres of Commercial Service/Light Industrial/Residential, Office and Institutional (CS/LI/ROI) and 63 acres of Commercial General/Residential, Office and Institutional (CG/ROI). The amendment included the adoption of sub-area policies that identified Lulfs Groves as a mixed use business park with industrial, commercial, office, institutional, and limited residential entitlements. The purpose of this request is to convert the Lulfs Grove Business Park Area to property designated for residential development only.

The application was originally scheduled for the April 4, 2023 Planning and Zoning Board meeting. On March 27, 2023, the Planning and Zoning Department received an email from the applicant requesting the item be tabled to the June 6, 2023 Planning and Zoning Board meeting. The applicant is now we requesting the item be tabled to the July 5, 2023 Planning and Zoning Board meeting. The applicant's email is attached.

Presentation Information: N/A

Staff Recommendation: Move that the Board table the item to the July 5, 2023 Planning and Zoning Board meeting as requested by the applicant.

Background: The item was tabled at the March 7, 2023 Planning and Zoning Board meeting. The applicant is

requesting the item be tabled to the June 6, 2023 Planning and Zoning Board meeting.

Issues/Analysis: N/A

Special Consideration: N/A

Location of Project: The property is generally located on the west side of Glades Cut Off Road, east of the C-24 Canal and south of Midway Road

Attachments:

1. Applicant's request to table P22-336 CPA

From: Anne Cox
To: Bridget Kean
Subject: FW: Table Request P22-336 CPA
Date: Monday, March 27, 2023 11:36:48 AM
Attachments: image001.png

---

fyi

Anne Cox, AICP
Assistant Director of Planning and Zoning
City of Port St. Lucie
(772)871-5218
annec@cityofpsl.com

From: Derrick Phillips <dphillips@lucidodesign.com>
Sent: Monday, March 27, 2023 11:28 AM
To: Anne Cox <AnneC@cityofpsl.com>
Cc: Mary Savage-Dunham <mdunham@cityofpsl.com>; Alexis Holmes Ferrigno <AFerrigno@drhorton.com>; Johnny Lynch <JTLynch@drhorton.com>; Lee Dobbins <LDobbins@deanmead.com>; Logan Wellmeier <lwellmeier@deanmead.com>; Steve Garrett <sgarrett@lucidodesign.com>; Matt Yates <myates@lucidodesign.com>
Subject: Table Request P22-336 CPA

Anne,

I am sending this email to formally request project number, 22-336 Lulfs Groves (Astoria) Comprehensive Plan Amendment, to be **tabled** until the **June 6th** Planning and Zoning meeting. If there is any additional information needed or required, please let me know!

Derrick E Phillips Jr
Project Manager
Lucido & Associates

Celebrating 35 years
lucido&associates
701 S.E. Ocean Blvd. Stuart, FL 34994
tel: 772.220.2100 x 115
fax: 772.223.0220
web: www.lucidodesign.com
email: dphillips@lucidodesign.com

From: Derrick Phillips
To: Bridget Kean
Cc: Anne Cox
Subject: Re: P22-336 Lulfs Groves Comp Plan Amendment
Date: Wednesday, May 3, 2023 11:00:28 AM

Bridget,

Thanks for the follow up. As of right now the project team is still working on a few issues that need to be corrected. I would like to add an additional month and be tabled until the July 5th meeting if possible.

From: Bridget Kean <BKean@cityofpsl.com>
Sent: Tuesday, May 2, 2023 5:18 PM
To: Derrick Phillips <dphillips@lucidodesign.com>
Subject: P22-336 Lulfs Groves Comp Plan Amendment

Hi Derrick,
I'm following up on this. You requested the project be tabled to the June 6 P&Z Board meeting. Any update?

Bridget Kean, AICP
Senior Planner
City of Port St. Lucie Planning and Zoning
121 SW Port St Lucie Blvd
Port St. Lucie, FL 34984
772-873-6489
772-418-3987 (cell)

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Agenda Summary

2023-398

Agenda Date: 6/6/2023 **Agenda Item No.:** 8.c

Placement: Public Hearing - Non Quasi Judicial

Action Requested: Motion / Vote

P23-059 City of Port St. Lucie - Text Amendment to Chapter 155: Sign Code

A City initiated text amendment to Chapter 155, Sign Code to add public (City) electric message monument signs and updates for clarification of the existing code.

Submitted By: Daniel Robinson, Planner III/Code Compliance Liaison

Executive Summary: Proposed amendment to Code 155 Sign Code to add Public (City) Electric Message Monument Signs and updates for clarification on existing code.

Presentation Information: Staff will provide a presentation.

Staff Recommendation: Move that the Board recommend approval.

Alternate Recommendations:

1. Move that the Board amend the recommendation and recommend approval.
2. Move that the Board recommend denial and provide explanation.

Background: The City has several public sites and there has been a need for signs that can provide public messages for each site. The City has several message signs at specific corners around the city that are banners and must be ordered, made, and switched out for each message. The update will allow electronic signs that may be changed to provide several different public messages and information.

Issues/Analysis: N/A

Special Consideration: N/A

Location of Project: N/A

Attachments:

- Staff report
- Proposed Text Amendment
- Exhibit "A"
- Staff Presentation

Chapter 155 Sign Code
City of Port St. Lucie Text Amendment
P23-059

SUMMARY

Applicant's Request:	An update to Chapter 155 Sign Code
Applicant:	City of Port St. Lucie
Applicant Type:	Zoning Text Amendment to the City's Land Development Regulations
Project Planner:	Daniel Robinson, Planner III/Code Compliance Liaison

Project Description

Proposed amendment to Code 155 Sign Code to add Public (City) Electric Message Monument Signs and updates for clarification on existing code.

Background and Analysis

The City has several Public sites and there has been a need for signs that can provide public messages for each site. The City has several message signs at specific corners around the city that are banners and must be ordered, made, and switched out for each message. The update will allow electronic signs that may be changed to provide several different public messages and information.

STAFF RECOMMENDATION

The Planning and Zoning Department finds the proposed text amendment to be consistent with the intent and direction of the City's comprehensive plan and recommends approval.

CHAPTER 155. - SIGN CODE

Sec. 155.01. - Purpose; Intent.

(A) The City recognizes and affirms that persons and entities have an interest in communicating commercial and non-commercial speech through the use of signs. It is the intent of this chapter to provide uniform sign criteria which regulates the size, height, and placement of signs within the City and thereby promote and protect the public health, safety, general welfare, and aesthetics of the City.

(B) It is intended, among other things, to avoid excessive visual clutter, distractions or hazards for pedestrians and vehicles. Therefore, the display of signs should be appropriate to the land, building or use to which they are appurtenant and be adequate, but not excessive, for the intended purpose of identification.

(C) It is further intended to enhance and protect the physical appearance of the community, preserve the scenic and natural beauty of the City, and prevent interference with the intended use of public property and rights- of-way.

(D) Additionally, this chapter is intended to provide for the safety and general welfare of the traveling public by reducing distractions, interference with line of sight, and encroachment into clear zones.

Sec. 155.02. - Reserved.

Sec. 155.03. - Sign Regulation Procedures.

All signs erected, replaced, or relocated on any property shall conform with the provisions of this sign code and with all other applicable codes of the city. Any sign which could fall into more than one category of signs shall be classified within the most restrictive category possible. Anything not addressed in the code is prohibited, unless specifically addressed in a Master Sign Program. Anything not addressed in the code may be presented to the Planning and Zoning Director for review.

(A) *Administration of sign permit applications and fees.* The ~~b~~Building and/or the ~~p~~Planning and ~~z~~Zoning ~~d~~Departments are responsible for administering sign permit applications for permanent signs. An application and fee shall be submitted first to the ~~p~~Planning and ~~z~~Zoning ~~d~~Department. The format of the application shall be as provided by the ~~b~~Building ~~d~~Department. Additional fees will be required by the ~~b~~Building ~~d~~Department at the time of permitting.

(1) *Sign applications.* The application format for a sign permit shall fully describe the following information:

(a) Name, address, email address, and telephone number of the licensed sign contractor and the business owner.

(b) Written statement signed by the landowner, authorizing the placement of the proposed sign on the premises.

(c) Location of building (or structure) and lot to which or upon which the sign is to be placed and/or maintained.

(d) Position of the sign in relation to lot lines, nearby buildings or structures, sidewalks, streets and intersections. All freestanding monument signs must be shown on site plan.

(e) Type of sign and general description of design and materials to be used.

(f) Two prints of drawings of the plans which shall contain dimensions of sign structure, sign copy/letters (smallest and largest), and sign logo and/or pictorial designs. Façade signs will include height of sign, linear footage of business, and square footage of sign area. Monument signs will include linear frontage of property, address location and dimensions on sign, dimensions of sign panel/s, and will need to be shown on an approved site plan. Once sign area is approved, square footage and location cannot change without a new sign application.

(g) A statement indicating whether the sign is illuminated and whether the illumination is direct or indirect.

(h) A layout with sign colors shown or specified.

(i) Two prints of signed and sealed engineered drawings of sign specifications. The specifications concerning structural details of the methods of sign construction and installation shall show dimensions, elevations, means of support, method of illumination and any other significant engineering aspect of the proposed sign.

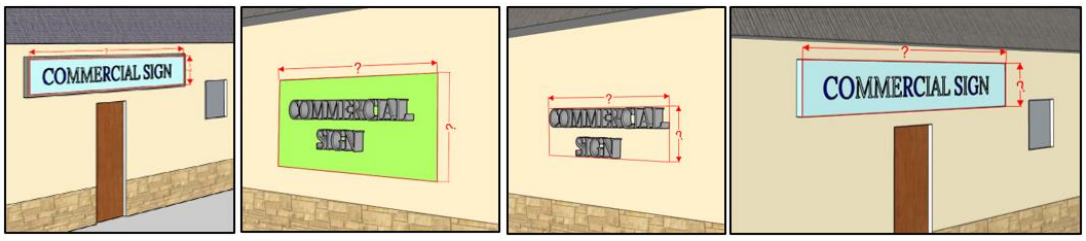
(j) NOTE: The structure of a monument sign is separate and distinct to the sign to which is attached to it. The structure must be approved and permitted by the building department prior to submitting an application for the monument sign. If the monument is not shown on the site plan a compliance form must be filed.

(1) *Review of application for completeness.* The ~~p~~Planning and ~~z~~Zoning ~~d~~Department and the ~~b~~Building ~~d~~Department shall review each application to assure that each application is complete. If the application is complete, it shall be submitted through the review process. If the application is not complete, the planning and zoning department and/or the building department shall return it to the applicant.

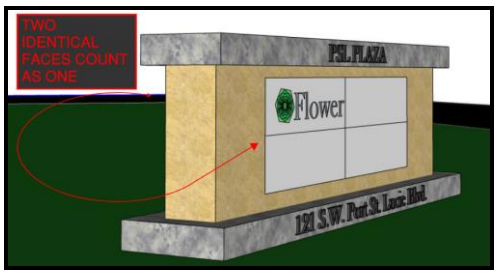
(B) *Sign plan review.* All permanent signs shall receive plan approval by the ~~p~~Planning and ~~z~~Zoning and ~~b~~Building ~~d~~Departments. The ~~p~~Planning and ~~z~~Zoning ~~d~~Department shall review each sign application for compliance with criteria established herein and the ~~b~~Building ~~d~~Department shall review application documents which illustrate construction, design, and electrical work for compliance with the current building codes.

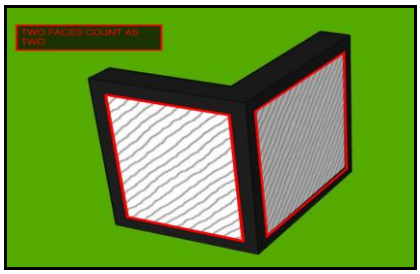
(C) *Permitting procedure.* No sign which requires a permit shall be erected, replaced, reconstructed, structurally altered, expanded, relocated, or used without securing a permit from the Building Department. No permit shall be required on a mere change of copy on a changeable copy sign. No permit shall be required for a change in a tenant panel on an existing permitted sign; however, the tenant panels shall conform to code and must be reviewed and approved by the planning and zoning department.

(1) *Determination of allowable sign area.* In determining the allowable sign area pursuant to this chapter, the area of a sign shall include the entire area within a circle, rectangle, or triangle enclosing the extreme limits of writing, representation, or character, together with any frame or other material or color forming an integral part of the display or used to differentiate the sign from the background or structure against which it is placed; excluding the necessary supports or uprights on which such sign is placed and the framing around any panels of a box sign or monument.

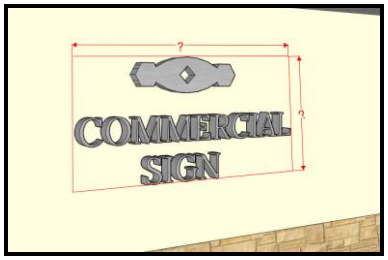


(a) Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign, except that where two such sign faces share identical dimensions, are placed back to back, and are parallel to one another, the area of the sign shall be taken as the area of one face.





(b) Where a sign consists solely of lettering or other sign elements printed or mounted on a wall, window, monument, or door of a building without any distinguishing border, panel or background, such lettering and sign elements shall be treated as a single sign for purposes of area computation.



~~(2) *Approval required prior to receipt of permit.* No sign permit requiring a plan review shall be issued until the sign application and plan have been reviewed and approved for building code compliance by the building department and sign code compliance by the planning and zoning department.~~

~~(3) Changes to the name of a building identification on an existing permitted monument sign shall be reviewed and considered for approval by the planning and zoning department.~~

(2) *Business frontage determination.* If a building fronts on two (2) or more streets, the property owner shall be given the option of selecting one (1) building frontage for the purpose of computing allowable sign area. Where a business does not parallel a street, the front foot shall be measured along the exterior of the building space occupied by a particular business. If a building has a larger frontage along the side and there is a customer entrance on that side the larger side may be use for the purpose of computing allowable sign area.

~~(D) *Reserved.*~~

~~(E) *Inspections.* The building department shall inspect each sign or advertising structure within the city's limits to determine the sign's compliance with this chapter as they deem necessary to protect the public health, safety, general welfare. An inspection fee to be determined by resolution of the city council will be paid by the owner or lessee for each sign inspected, excluding signs exempted from the permitting procedure and temporary signs.~~

~~(F) *Revocation of permits.* The building department may revoke a permit approval, issued under this section, if it is found that there has been any intentional or unintentional false statement, concealment or misrepresentation concerning any fact submitted in the application or plans on which the permit approval was based. A permit may also be revoked upon failure of the permit holder to comply with any provision of this section.~~

~~(G) *Reserved.*~~

(~~H~~D) *Master sign program.* The overall project developer of a project or development containing at least two (2) acres shall have the option of submitting a master sign program for the total project, or for specified phases within the total project in accordance with the following criteria.

(1) The master sign program, which includes a plan of all existing and proposed signs, must be submitted for review and approval by the ~~c~~City ~~c~~Council after consideration by the ~~s~~Site ~~p~~Plan ~~r~~Review ~~c~~Committee and the ~~p~~Planning and ~~z~~Zoning ~~b~~Board.

(2) Prior to consideration by the ~~s~~Site ~~p~~Plan ~~r~~Review ~~c~~Committee, applicants, for approval of master sign programs, must provide written approval from the owner of the proposed project.

(3) Anything not specifically addressed in a Master Sign Program regulations will revert to the ~~c~~City ~~s~~Sign ~~c~~Code.

(4) ~~As described in subsection (H)(5), the master sign program may include new sign regulations or modifications to standard sign regulations if:~~ The master sign program shall incorporate designs which promote visual beauty, including consideration of sign placement, size, shape, proportion, and overall design relation to the overall project and adjacent properties.

~~(a) The proposed modifications are consistent with the purpose and intent of this chapter;~~

~~(b) The master sign program incorporates designs which are consistent with accepted principles of street graphics, including consideration of sign placement, size, shape, proportion, lettering, color, and overall relation to the overall project and adjacent properties;~~

~~(c) The design concepts employed reflect unified design concepts harmonious with the overall project and adjacent properties; and~~

(~~d~~a) The proposed ~~variations are~~ regulations shall not be detrimental to public property or the health, safety, and welfare of the general public.

(5) Variations ~~to~~ of the ~~following~~ Sign Code ~~subsections~~ shall ~~supersede the standard sign regulations and may~~ be permitted within the master sign program and shall supersede the standard sign regulations ~~subject to the conditions noted in subsection (H)(4)~~.

~~(a) Subsection 155.05(V)—Prohibition of signs within road rights-of-Way. Signs within road rights-of-way may be permitted subject to compliance with Florida Department of Transportation standards and a written agreement with the affected property owner.~~

~~(b) Section 155.08—Regulations for permanent identification signs requiring permits.~~

(6) After verification, by the Planning and Zoning Department, that the sign permit application is consistent with the approved master sign program the building department shall issue all sign permits.

(7) Any proposed revisions to the master sign program must be approved by the planning and zoning board and city council.

~~(I) *Reserved.*~~

~~(J) *Reserved.*~~

Sec. 155.04. - Exemptions to Permitting Procedure.

(A) *Provisions regulating exempted signs.* The following types of signs do not require a permit provided the sign shall:

(1) Comply with section 155.05 - Prohibited Signs;

(2) Comply with applicable requirements in the zoning district where placed;

(3) Comply with other provisions in this section; and

(4) Be consistent with the spirit, intent, and purpose of this code.

(B) *Signs exempted from permitting procedure.*

(1) Any façade sign allowed by code, four (4) square feet and under.

(2) *Traffic regulatory and public directional signs.* Traffic regulatory and directional signs erected by authorized agents of the city, county, state, or federal governments for the public safety and welfare. Such signs must comply with all applicable standards of the Manual of Uniform Traffic Control Devices.

(3) *Permanent instructional signs.* One (1) sign shall be permitted at each point of ingress and egress to a parking area; however, the signs shall not exceed two (2) square feet for nonresidential uses and shall not exceed four (4) feet in height. Properties zoned WI (Warehouse Industrial) and IN (Industrial) are permitted two (2) two square foot instructional signs with a maximum height of six (6) feet. The signs may include the business logo and/or name, provided the sign area does not exceed the square footage described above. Signs shall be consistent with other site and building signs (color/material).

(4) *Temporary signs.*

~~(5) *Real estate for sale, lease, or rental signs.* Also applies to names of models within a subdivision.~~

~~(a) *Restrictions on copy.* Real estate for sale, lease, or rental signs shall contain the following information:~~

~~1. House, apartment, unit, business, or other short description of the property.~~

~~2. The words "For Sale", "For Lease", "For Rent", "For Exchange", "See Your Broker", or similar phrase.~~

~~3. The registered name of the broker and the term "Broker", "Realtor", or logo, as the case may be, if the offer is through an agent or the words "By Owner" if the offer is not through an agent.~~

~~4. Two (2) telephone numbers and/or "Inquire Within", or a similar phrase, and a room, apartment, or unit number, if needed.~~

~~(b) *General restriction.* It shall be unlawful for any person to place on any lot, parcel of land, building, or structure within the corporate limits of the city any sign or similar advertisement offering real estate or a business opportunity for sale, exchange, lease, rent, or inspection, without the consent of the owner of said lot or parcel of land, building or structure except as specifically authorized in this subsection of this chapter or billboards permitted pursuant to subsection 155.08. The provisions of this subsection shall not apply to signs at the principal office or branch office of any real estate business brokerage firm. However, such signs are subject to the sign restrictions applicable within the zoning district where the office is located.~~

(5) *Noncommercial Flags.* The flying of individual national, state or city flags ~~attached to freestanding poles mounted in the ground~~, limited to a total of two (2) in number per complex or project site. No one flag shall exceed a dimension of more than forty (40) square feet~~.~~. If the flag is attached to a flagpole, it is subject to the following limitations: The length of the flag shall not exceed one-fourth (¼) of the length of the flagpole, i.e., twenty-foot pole permits a flag three (3) feet wide by five (5) feet long; thirty-five-foot pole permits a flag five (5) feet wide by eight (8) feet long. No flagpole shall exceed thirty-five (35) feet in height. No flags shall be used in such a way as to attract the attention of the public for commercial purposes.

(6) *Non-commercial decorative art.* Decorative or architectural features which are an integral element of a building or works of art so long as such features do not contain letters, logos, trademarks, moving parts, exhibit merchandise for sale on premises~~, and do not contain any form of illumination~~.

(7) *Credit card signs.* Credit card signs, decals or emblems shall be allowed, but shall be limited to twenty-four (24) square inches each or an aggregate of ninety-six (96) square inches per business premises.

(8) *Vehicle tow-away signs.* Vehicle tow-away signs erected pursuant to Florida Statutes, provided they do not exceed four (4) square feet.

(9) *Corporate flags.* A single corporate flag may be permitted subject to the following conditions:

(a) For the purpose of this section, a corporate flag shall be defined as a flag, imprinted upon which is a nationally or internationally recognized trademark or logo for a specific corporate entity.

(b) A corporate flag shall be attached to a freestanding pole mounted in the ground. The pole height shall not exceed twenty-five (25) feet in height. It shall meet the setback of the zone it is in.

(c) A corporate flag shall be permitted only on a parcel of land where a structure is occupied by a single tenant.

(10) *Vehicle signs.* All vehicle signs shall be exempt from all provisions of this chapter except when said signs are utilized at a specific location or site for advertising purposes in addition to or in lieu of a permanent sign as permitted under this chapter.

(11) *Posted signs.* Signs prohibiting trespassing, littering, loitering, dumping and similar actions and parking lot signs such as pick up or no parking signs shall be permitted within property lines in all districts. These signs shall be limited to four (4) square feet in area and may be posted within property lines ~~at a minimum of twenty (20) foot intervals~~ with a height limit of ten (10) feet from the ground at its base.

(12) *Design award signs.* Temporary or permanent signs depicting architectural or other design awards or commemorating historic events or historical preservation status.

(13) Public signs, changes to changeable copy signs, and variable message boards shall be permitted under the authority of an authorized government official for the public health, safety, welfare and/or convenience of the public.

(14) Changes to tenant panels on an existing permitted monument sign.

(15) Gasoline pump apron and skirts ~~with company name or logo~~.

~~(16) Public, private, and parochial school signs.~~

~~(17) Model home feather flags.~~

(~~18~~16) *Window signs.* No more than 40 percent of any window or door surface shall be covered with such signs. ~~Window signage shall allow a clear and unobstructed view from outside the building and a normal line of sight inside the business establishment. Convenience stores are limited by state law to 20 percent window coverage.~~ Window plain covering or tinting shall not be counted toward the sign square footage. Tint with design that meets the definition of a sign shall be counted toward the permitted percentage.

(~~19~~17) *ATM machine's apron and skirt ~~with company name or logo~~.* Such sign must be under three (3) feet in height.

(~~20~~18) *Projecting Blade Signs.* Locate signs above exterior doors but below the roof to promote a pedestrian environment.

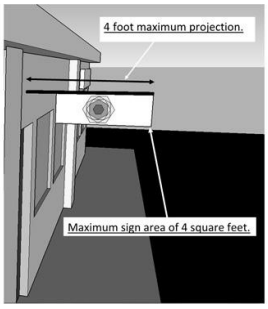
(a) Use no more than one (1) projecting sign per business.

(b) Signs shall project no more than four (4) feet from the building face and shall not project into the public right-of-way.

(c) At minimum, sign shall have a six-inch clearance from the building face. Design all projecting signs to be perpendicular from the building.

(d) A maximum sign area of four (4) square feet is permitted per business, in addition to permitted facade signage.

(e) The bottom of the projecting blade sign shall be located a minimum of nine (9) feet from the base of the building.



Sec. 155.05. - Prohibited Signs.

The following signs are prohibited on the effective date of this chapter. Such signs have been found to violate the purpose, intent, and specific provisions of this chapter.

(A) A sign which falsely simulates emergency vehicles, traffic control devices, or official public signs.

(B) Snipe sign~~, "stick-in" sign in landscaping, sandwich sign~~ and add-on sign unless specifically allowed under another subsection in this chapter.

(C) A sign found by the Building Department to be structurally unsafe or a hazard to public safety or welfare, including signs creating a fire hazard.

(D) A sign obstructing any motorist's view of a street or intersection.

(E) Any abandoned sign.

(F) A series of two (2) or more free standing signs which must be read together to obtain a single message.

(G) Flashing sign except for public signs, ~~changeable copy signs~~, City of Port St Lucie Public Information Electric Message Monument Signs, time and temperature signs, and variable message boards permitted in this chapter.

(H) Animated sign, to include any moveable attachments such as, but not limited to, balloons, discs, streamers, and any other similar action type eye catchers. This shall not include public signs, changeable copy signs, or variable message boards.

(I) A sign which obstructs any fire escape, any window, or door or other opening used as a means of ingress or egress ~~so as to~~ prevent~~ing~~ free passage of persons.

(J) Any sign which interferes with openings required for ventilation.

(K) Trailer sign

(L) Off-premises sign, except as provided for in subsection 155.07.

(M) Any temporary sign in violation of this chapter.

(N) Banners and flags that do not meet the ~~special~~ requirements of this chapter.

(O) Vehicle signs when used for advertising purposes at a given location or site in addition to or in lieu of a sign permitted under this chapter. Specifically, panels of any material added to any portion of a vehicle which extends from, attaches to, or adds to the original vehicle body. Painted and magnetic signs applied flush to commercial vehicles which identify the business owner or lessee are allowed and exempt.

(P) Roof Sign (excepting allowable mansard roof signs and religious symbols approved as an integral part of the site plan for a steeple or other similar structural component of a place of worship).

~~(Q) Projecting sign. (See subsection 155.08 for exceptions to this type sign).~~

(~~R~~Q) Any sign placed without a permit after the effective date of the ordinance from which this chapter is derived when a permit is required.

(~~S~~R) A sign in violation of subsection 155.06. ~~If a sign is prohibited and the sign is a type that can be brought into conformance with this chapter, the owner or lessee of the sign can elect to bring the sign into conformity rather than remove the sign.~~

(~~T~~S) Portable sign, except as specifically authorized in ~~this chapter~~ Section 155.07.

~~(U) Portable toilet or trash receptacle signs advertising any business other than the provider of the toilet or receptacle.~~

(~~V~~T) Any sign placed or erected on or over any city property road right-of-way or in or on the median, except as specifically authorized in this chapter.

(~~W~~U) A sign that displays any lewd, lascivious, obscene, indecent, or immoral written or graphic message.

(~~X~~V) Bench sign.

~~(Y) Tethered inflatable sign (Balloon) except in conjunction with a special event permit.~~

(~~Z~~W) Any sign placed on ~~in the required site landscaping areas~~ or attached to any tree, shrub, or plantings ~~advertising any business, product or service located on the site~~.

(~~AA~~X) Signs attached to or placed upon any utility pole, streetlight, sidewalk curb, fire hydrant, bridge, or any other public property, including the swale area, median or public right-of-way, unless specifically authorized herein.

~~(BB) Posters or other advertising signs placed on buildings, added to freestanding signs or placed on poles, dumpsters, gas pumps and islands or stacks of product stored outside buildings. (Not permitted by code.)~~

~~(CC) Permanent "come-on" sign (Sale Today!).~~

~~(DD) Billboards (except as shown in subsection 155.08 of the sign code).~~

Sec. 155.06. - General Sign Regulations.

(A) For new projects with ~~multiple~~ on premises signs, the applicant shall submit, with the site plan review application, architectural elevations showing that all facade sign locations meet height requirements. These will be reviewed for location only. After site plan approval, a sign plan application, with elevations, must be submitted separately for each sign, showing that all signs are compatible in color/material/design (including outparcel signs). Corporate logo and sign lettering with color variation is permitted.

(B) *Construction standards.*

(1) *Compliance with Florida Building Code.* All signs installed shall be constructed in accordance with the current edition of the Florida Building Code.

(2) *Compliance with Electrical Code.* All signs using electrical current shall comply with the current edition of the National Electrical Code, N.F.P.A. 70.

(3) *Screening of sign bracing.* All bracing shall be hidden or covered so that it shall not be visible from the public right-of-way. The covered portion of the ends of such signs shall not be used for advertising purposes.

(4) *Compliance with National Fire Protection Association Standards.* Signs required by NFPA Standards take precedence over this chapter.

(C) *Maintenance.* All signs within the city limits including all supports, braces, guys and anchors shall be kept in good repair. Such signs shall be maintained by the owner, as follows:

(1) The area surrounding said sign shall be kept free of all waste and debris.

~~(2) The sign must be legible.~~

(~~3~~2) The sign must be structurally sound and in good mechanical repair, free of holes, with no loose or missing parts.

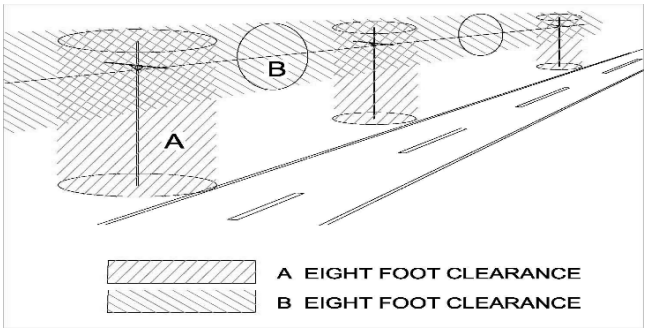
(~~4~~3) Lighting on internally lit signs must be kept in good working order.

(4) The city may order the removal by and at the expense of the owner or lessee of any sign that is not properly maintained.

(D) *Signs not to constitute a traffic hazard.* No sign shall be placed at any location in the city where it may interfere with or obstruct free and clear vision for pedestrians or vehicular movement, or be confused

with any authorized traffic sign, signal, or device. Any such sign shall be removed at the direction of the city and at the expense of the owner or lessee.

(E) *Signs not to encroach electric utility clear zone.* No signs shall be placed closer than eight (8) feet from the nearest part of any utility pole which supports electrical transmission or distribution lines (see "A" of diagram below). No signs shall be placed closer than eight feet from the nearest part of any electric transmission or distribution line (see "B" of diagram below). If the National Electric Safety Code is now or hereafter more restrictive than the provisions of this subsection, its more restrictive provisions shall supersede the provision(s) herein.



(F) *Illuminated signs.* Only signs permitted for non-residential land uses shall be allowed to be illuminated. Such signs may be self-illuminating or illuminated by ground level spot lights.

(1) Back-lit individually cut letters are encouraged in monument sign illumination.

(2) Use same-source lighting for signs and parking area lighting (i.e., do not combine metal halide with sodium vapor).

(~~3~~) Lighting and buffering shall be consistent with the ~~c~~City's ~~z~~Zoning and ~~l~~Landscape ~~c~~Code.

(4) Light sources shall be directed away from abutting properties and shall not impair the vision of persons using the road right-of-way.

(5) All ground level spot lights shall be shielded from view by landscaping.

(6) Ground-mounted up-lights shall not exceed one hundred fifty (150) watts per sign face and shall shield light from aiming toward motorists and neighboring properties. Fixtures shall be hidden from view by sign foundation landscaping.

(7) No flashing signs shall be permitted, except time and temperature signs and public signs.

(8) Model home signs on residential lots shall not be illuminated.

(G) *Distance separating signs.* Distance requirements in this ordinance shall be measured from the nearest part of any sign to the nearest point of the closest applicable setback line, property line, deck line, or other applicable restricting line or point of separation (including distance between signs) or height limitation.

(H) *Height.* No part of any sign affixed to a building shall exceed the height of the deck line to which the sign is affixed. No sign shall project above the deck line for mansard roofs. The portion of a mansard roof located below the deck line shall be eligible for placement of a facade sign.

Sec. 155.07. - Regulations for Temporary Signs.

It is the purpose of this section to promote the public health, safety, and general welfare through reasonable, uniform and content-neutral standards for temporary signs. It is the intent of the City that temporary sign regulations provide uniform criteria as to size, height, and placement of signs compatible with the zoning district.

(A) *Criteria required for temporary signs*. ~~The c~~Criteria for temporary signs is set forth in a Table entitled "Temporary Signs" in Section 155.11 below. A temporary sign is deemed unlawful if it does not meet the said criteria established for the zoning district in which the temporary signs is located.

(B) *Prohibition of temporary signs on public property*. Other than public signs, temporary signs are prohibited on public property, including rights-of-way.

(C) *Duration and removal. Duration and removal.* A temporary sign may not remain posted at a property for more than twelve (12) months after it was erected.

(D) *Display of temporary sign requires permission of the property owner.* A temporary sign can only be placed on a parcel with the express permission of the owner of the property.

(E) *Temporary signs may not display any lighting.* A temporary sign may not display any lighting or illumination and must remain static.

(F) *Setbacks.* ~~All temporary signs must be set back at least 10 feet from the property line in zoning districts: GU, OSR, OSC, I, P, CN, CG, CH, CS, WI, IN, U, PUD, MPUD, and LMD.~~ All temporary signs ~~over 9~~ five (5) feet tall and over must be set back at least ~~10~~ five(5) feet from the property line ~~in zoning districts: RE, RS-1, RS-2, RS-3, RM-5, RM-8, RM-11, RM-15, and RMH~~. All temporary signs under ~~9~~ five (5) feet tall must be set back at least 3 feet from the property line ~~in zoning districts: RE, RS-1, RS-2, RS-3, RM-5, RM-8, RM-11, RM-15, and RMH~~.

Sec. 155.08. - Regulations for Permanent Identification Signs Requiring Permits.

The schedule of regulations for permanent signs requiring permits is stipulated in Table I. The tabular schedule denoted in Table I identifies regulations governing the following sign characteristics: maximum square footage per single sign, maximum cumulative square footage, maximum height, minimum setback from property line, number of signs allowed, and ~~direct or indirect~~ lighting. The following subsections describe supplemental regulations for managing permanent signs requiring permits.

(A) *Identification signs for major residential development.*

(1) *Multiple-family residential developments of ten (10) or less units.* Signs shall be restricted to one facade sign indicating the name and/or address of the premises, provided the sign has a maximum area not exceeding sixteen (16) square feet.

(2) *Multiple family developments or single family subdivisions of more than ten (10) units/lots and three (3) acres and over in area.* Signs shall be restricted to a single sign per street frontage, indicating only the name and address of the premises. The sign may be a free standing or facade sign and shall have a maximum area not exceeding thirty-two (32) square feet. Where the project is shielded from the street by a fence or wall, lettering not exceeding twelve (12) inches in height may be permanently attached to the fence or wall at the entrance(s), and may be illuminated by ground level spot lights which are shielded from view by landscaping.

(3) *Subdivision entrance signs.* Such sign may be placed only on property consisting of land duly platted and comprised of three (3) acres or more including streets and rights-of-way within the platted boundaries of said property. The sign may be a free standing sign having a maximum area not exceeding thirty-two (32) square feet in area and shall not exceed ten (10) feet in height. Where the subdivision is shielded from the street by a fence or wall, lettering may be permanently attached to the fence or wall at the entrance(s), and may be illuminated by ground level spot lights which are shielded from view by landscaping. Two (2) sixteen (16) square foot signs, located one on each side of the subdivision entrance, may be permitted in lieu of the one (1) thirty-two (32) square foot sign.

(B) *Model home sign.* A model home as defined in Chapter 154 is permitted a sign not to exceed sixteen (16) square feet in face area and shall be at least ten (10) feet from the property lines. The sign shall not exceed five (5) feet in height measured from the crown of the road and shall not be illuminated. The sign must indicate in letters and numbers, at least two (2) inches in height, the name of model permit holder's registration or certification number; and if a qualified company, the name of the qualifying agent and the qualifying agent's registration or certificate number. No wall/facade signs

allowed. Only models with a valid model home permit shall be permitted to display a model home sign. A copy of the permit for the model home shall be submitted with the sign application.

(1) A model home is permitted a "feather" flag subject to the following requirements:

(a) A model home may display one "feather" flag on each multiple model home site starting with the second model constructed.

(b) The first model (or only model) will be permitted to have a monument sign, but will not be permitted to have a "feather flag".

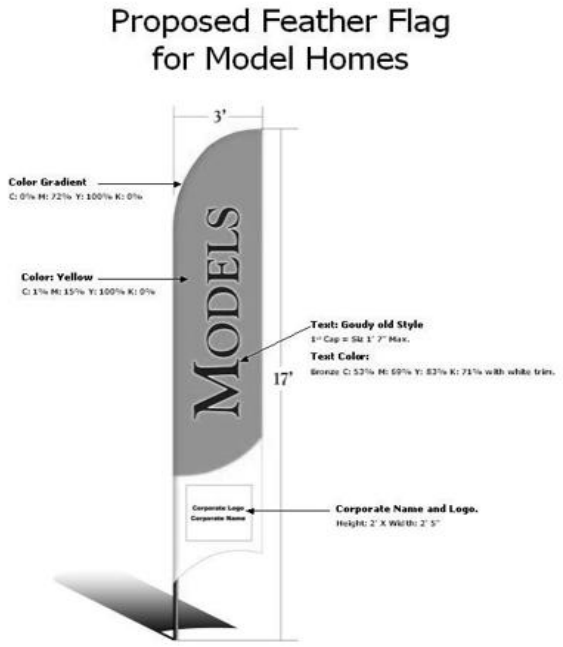
(c) Size shall not exceed 17′ height × 3′ width (maximum).

(d) Sign area shall not exceed forty-five (45) sq. ft. (maximum).

(e) The word "MODELS" must be shown vertically on the "feather" flag as shown in the diagram below. The background shall be yellow and the letters spelling the word "MODELS" must be bronze.

(f) Corporate logos are to be located on the white background on the bottom of the "feather" flag and may not exceed (4) square feet, as shown in the diagram below.

(g) Removal. A model home sign shall be removed within thirty (30) days after it no longer qualifies as a model home.



(C) *Changeable copy signs.* Changeable signs shall be permitted and included in the allowable sign area.

(D) *Freestanding (permanent monument) signs*

(1) In addition to other city codes, the following standards shall apply:

(a) Signs shall be compatible with the architecture of the building (colors, materials).

(b) See Table 1 for square footage, height, and setback requirements.

(c) Identify the business name/logo and type of business on tenant signs. Corporate logo and color are permitted on sign. Corporate logo must be included in sign calculation.

(d) Sign location must meet all setbacks requirements.

(e) Utilizing color of building on sign face, use no more than three colors on one sign face. This does not apply to individual tenant panels.

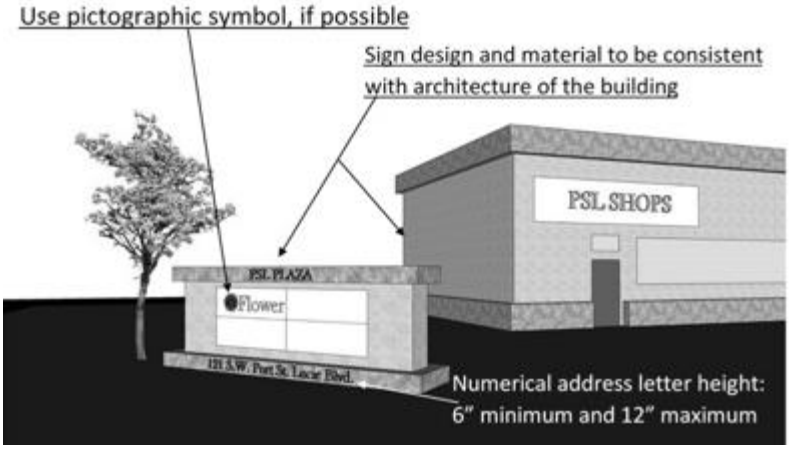
(f) For pole hung signs, design a decorative base/skirt under the sign consistent with the architecture of the building to create the appearance of a ground-mounted monument sign.

(g) Use a single pictographic symbol, if possible (e.g., a key on a locksmith's sign).

(h) For shopping centers/multi-tenant developments, the name of the complex must be shown. However, the name will not count toward the maximum sign area permitted.

(i) All freestanding signs must be a monument sign with the design and material to be consistent with the architecture and color of the building.

(j) All freestanding (monument) sign locations must be shown on the approved site plan.



(E) *Tenant signs attached to a building.*

(1) In addition to other City standards, the following standards apply:

(a) Signs shall be consistent with the architecture of the building (colors, materials).

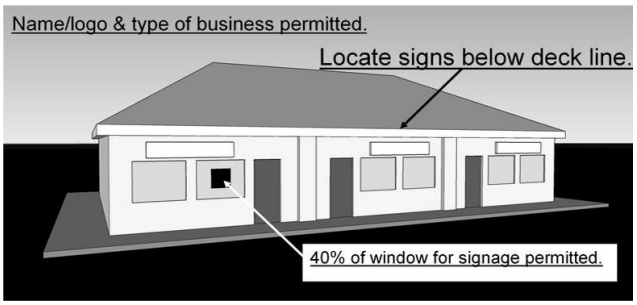
(b) Identify only the business name/logo and type of business on facade signs. Corporate logo and or pictographic symbols must be included in sign calculation.

(c) Use a pictographic symbol if possible (e.g., a key on a locksmith's sign).

(d) No sign shall be above the deck line and the placement of the sign must fit the design and architecture of the building.

(e) New strip mall signage is to be consistent, i.e.: all channel letters, all channel letters on a raceway, all box signs, etc.

(f) Once sign area is approved, square footage and location cannot change without a new sign application.



~~(2) *Allowable sign is as follows:*~~

~~(a) Less than 10,000 Square Foot Building:~~

~~1. Thirty two (32) square feet plus one and one half (1.5) square feet for each additional linear foot of business frontage over twenty (20) feet and not to exceed a maximum of two hundred (200) square feet.~~

~~(b) 10,000 Square Foot Building to 25,000 Square Foot Building:~~

~~1. Thirty two (32) square feet plus one and one half (1.5) square feet for each additional linear foot of business frontage over twenty (20) feet and not to exceed a maximum of four hundred (400) square feet.~~

~~(c) 25,000 Square Foot Building or Greater:~~

~~1. Thirty two (32) square feet plus one and one half (1.5) square feet for each additional linear foot of business frontage over twenty (20) feet and not to exceed a maximum of eight hundred (800) square feet.~~

(F) *Building identification signs.* ~~The applicant may choose to use a building identification sign for buildings with a main entry only (no outdoor entry to individual bays). If the applicant chooses to use this type of sign no individual facade signs will be permitted. Only the building name can be shown above the entrance. If the building has more than one entrance that coincides with an additional street frontage an additional sign may be incorporated, but must mimic the original identification sign. Design sign to be compatible with the architecture of the building (color, materials). Sign may not be plastic, and may not be backlit. Sign shall be placed below the roof line. The names of the tenants can be shown on the monument sign. See Chapter 155: Sign Code, Table 1, "Schedule of Regulations for Permanent Signs Requiring Permits" for allowable square footage.~~ A building identification sign may be utilized for building with multiple businesses. If the building is utilized only by a single busines then the sign is counted as the tenant sign attached to the building. If the building has multiple businesses, it shall be calculated separately as a building identification sign. The name of the building may not be the same as the businesses within. The sign may be calculated as follows: (2 square feet per 5 feet of building main street linear frontage with a maximum square footage of 100 square feet cumulative. One sign may be located on each façade with a street frontage.

(G) *Commercial, institutional, and industrial uses less than three (3) acres.* Freestanding signage for commercial, institutional, and industrial uses, including office uses, shall be restricted to one freestanding sign with a maximum signage of thirty-two (32) square feet per street frontage. One additional sign at thirty-two (32) square feet is permitted on the primary frontage street for commercial, institutional, and industrial uses with over two hundred forty (240) linear feet of primary street frontage. The two freestanding signs may be consolidated into one (1) sign not exceeding one (1) square foot per five (5) linear feet of frontage or sixty (60) square feet, whichever is less. In addition, sites having multiple street frontage may erect one (1) additional sign per street frontage.

(H) *Commercial institutional, and industrial complexes (three (3) acres and over).* Freestanding signage for commercial, institutional, and industrial complexes shall be restricted to one freestanding sign per street frontage. In addition, sites having multiple street frontages may erect one additional sign per street frontage. All such signs shall comply with regulations governing signage for commercial,

institutional, and industrial complexes which are contained in Table I: Schedule of Regulations for Permanent Signs Requiring Permits.

(I) On-site directory signs are allowed on properties with multiple buildings and shall be limited to the name of the center and/or the names of the occupants of the center. All directory signs on a premises shall be consistent in design, color, and materials, and the copy shall be identical except that different tenant names can be displayed in each directory sign. One sign per building is allowed with a maximum square footage of thirty-two (32) square feet of total signage. This sign area shall be in addition to the sign area allowed for freestanding (monument) sign.

(J) *Multi-story Buildings.* A sign prohibited above the second floor of a building with the exception of building identification signs.

(K) *ATM signs.* The signs may identify the individual business, logo and principal services offered at the ATM. ATM sign area may be an accumulative of sixteen (16) square feet and must be under sixteen (16) feet in height.

(L) *Gas service facility signs.* Gas service facilities shall be permitted additional signs not to exceed eight (8) square feet per service island in order to provide information required by State and Federal law, including price and type of fuel, octane rating safety information or to direct traffic. In addition, each gas service facility shall be permitted a maximum of twenty 20 square feet for a price sign if it is part of the site's free standing sign permitted under subsection 155.08(G). The price on the site's free standing price sign is permitted to be nonmoving adjustable digital LED (light emitting diode) lights. Facilities with two street frontages may have an additional sign with a maximum area of thirty-two (32) square feet.

(M) *Gas station canopy signs.* Height of canopy must be shown on the architectural elevations submitted with the site plan. Cumulative sign area for all sides of the canopy is limited to thirty-two (32) square feet. No lighting will be permitted on any side of the canopy that faces residential zoning.

(N) *Fuel pump valance signs.* Double faced valance signs are permitted above each fuel dispensing unit and any such signs are limited to six (6) square feet per side per island. Only one permit is needed for all said signs at each gas station.

(O) *Drive-through and drive-through canopy signage.* Up to four (4) drive-through instructional signs such as, but not limited to, "Drive-Thru", "Order Here", "Clearance", "Commercial", "ATM", "Pick-Up", etc. may be submitted on one (1) application with one (1) fee. The square footage for each sign may not exceed four (4) square feet and is in addition to all other allowed facade signage.

(P) *Menu boards and pre-sell boards.* Two (2) per ordering lane. Maximum height five (5) feet above finished floor elevation. Total size per ordering lane may not exceed fifty (50) square feet cumulatively and shall only have internal illumination. Location must be shown at time of site plan approval. One (1) square foot per ordering lane may be a digital order preview screen as long as it is screened from all rights-of-ways and any residential property.

(Q) *Menu or sandwich signs.* Must be in front of business and not obstruct the walkway and must not be placed in the landscaping.

(R) *Billboards.* Billboards shall be permitted subject to the requirements of section 158.136 and section 158.137 of the zoning code and the following regulations:

(1) Billboard special exceptions shall be for a period of ten (10) years at which point a new application subject to the then existing regulations shall be submitted. If the new application is not approved, the billboard and supporting structure shall be removed within sixty (60) days of the date of final city council action.

(2) Billboards shall be subject to annual inspection after receipt of the annual fee. If the fee is not received and/or the billboard does not pass inspection the billboard and supporting structure shall be removed within sixty (60) days of the date of annual renewal. The renewal fee for expired permits shall be doubled.

(3) All billboards shall be located within two hundred (200) feet of the Florida Turnpike or I-95 right-of-way; at least two hundred (200) feet from any land with any residential land use, at least 1500 feet from any other billboard on the same side of the Florida Turnpike or I-95 and shall meet the setback requirement of the zoning ordinance.

(4) Billboards shall be limited to six hundred seventy-two (672) sq. ft. in area with a maximum height of fifty (50) feet. The height shall be measured from the crown of the road which the sign faces.

(5) Billboards may not include flashing lights or animated signs but may include automatic changeable facing billboards if specifically approved as part of the special exception application.

(6) Lighting shall be shielded and shall not be directed at any area with residential, institutional, or commercial land use or zoning nor at any public or private road right-of-way.

(7) Billboards shall be single center mounted steel frame or equivalent and shall meet the city wind load requirements.

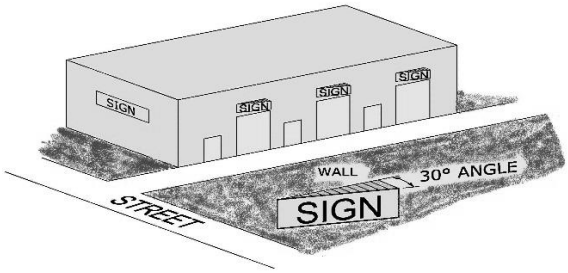
(S) *Projecting signs.* Projecting signs shall be permitted under the following conditions to allow businesses signage which is visible from the street.

(1) The building shall be oriented on the property perpendicular to the street entrance.

(2) The business frontages are located along this perpendicular wall and not readily visible from the street.

(3) The unit on the street end of the building is the only unit with an eligible signage area visible from the street.

(4) The interior businesses may locate a projecting sign on their business frontage that projects no more than a thirty (30) degree angle from the common wall. (See diagram below).



(5) The bottom of the projecting sign shall be located a minimum of nine (9) feet from the base of the building.

(6) The top of the sign shall not extend above the roof line.

(7) In some cases, the total allowable signage area cannot be accommodated on such a projecting sign because of the overall size. The remaining signage area may be located flush with the wall at that business frontage.

(8) Signage shall not interfere with the clearance for any overhead doors.

(9) Signage shall be adequately constructed and securely anchored in accordance with the latest Florida Building Code.

(10) The sign application shall include a drawing which clearly defines the angle and dimensions of the proposed sign.

(T) *Signs on a ~~C~~canopy or awning.* Signs shall be permitted on canopies and awnings subject to the following limitations:

(1) Such signs shall be counted in determining the total area of the wall/facade signs permitted on the wall from which the canopy or awning projects.

~~(2) Such signs shall indicate only the business name/logo and type of business.~~

~~(U) *Adult entertainment businesses.* Signage for Adult Entertainment Businesses shall be permitted under the following conditions and per Chapter 113, subsection 113-50(f), Adult Entertainment Code:~~

~~(1) *Wall signage.* Wall signage shall be restricted to one sign to be located on the street frontage wall. The maximum size shall be thirty-two (32) square feet. Neon lighting shall be prohibited. No animation on any part of the sign or building will be allowed.~~

~~(2) *Freestanding signs.* Separate project sites are permitted one freestanding sign limited to thirty-two (32) square feet of sign area to be located on the street frontage. The setback from all property lines shall be ten (10) feet. The height of the sign at the top shall not exceed ten (10) feet above the crown of the road. Neon lighting shall be prohibited. No animation on any part of the sign will be allowed. For multiple use sites, existing freestanding signs may not have available area for all businesses in the project.~~

(~~V~~U) *Neighborhood signage.* Neighborhood identification signs may be permitted within those areas which are defined as follows:

(1) Neighborhoods may be identified as separate subdivisions of a larger subdivision. It may also apply to areas which have distinct characteristics that tie them together.

(2) Freestanding identification signs shall be permitted as follows:

(a) Two sixteen (16) square foot signs, located one on each side of the neighborhood entrance or one thirty-two (32) square foot sign. Maximum height at the top shall be ten (10) feet.

(b) A logo may be included which represents the neighborhood.

(c) Setback from side property lines shall be ten (10) feet. Setback from the street front property line may be five (5) feet provided it is on common property under the jurisdiction of a homeowners association or some similar arrangement. If there is a median at the entrance to the neighborhood, the sign may be placed in the median so as not to obstruct traffic, or interfere with or create a traffic hazard.

(~~W~~V) *Address to be incorporated in the sign design.*

(1) Exhibit numerical address on the front facade of building (close to main building entrance) and on the freestanding sign (if provided). All new freestanding signs shall have an address incorporated in the sign design. Where applicable a range of numbers shall be shown: e.g., 2840—2910. Existing signs shall be required to include this numbering upon applying for any change. All other existing signs shall be replaced or changed to include this information as of January 1, 2004. Numbering will not be included as part of the allowed square footage. It shall be composed of numbers six (6) inches minimum~~ to twelve (12) inches maximum in height in the Helvetica Medium typeface. Notification of this requirement to all existing businesses shall be included upon renewal of business tax receipts~~.

(~~X~~W) *Rear building signs.* Buildings with rear parking may have identification signs on the rear building walls that are no more than four (4) square feet in area. Observe guidelines for "tenant signs attached to buildings" listed above. In the event that the rear of a building faces a public road, the total square footage allowance may be divided between the front and rear. In the case of multiple tenants, no more than a thirty-percent (30%) height variation between tenant signage will be permitted.

(X) City of Port St Lucie Public Information *Electric Message Monument Signs*. All permitted electric message signs must abide by the following regulations.

(1) The signs shall be placed under the authority of duly authorized government official of the City of Port St Lucie.

(2) Luminance (candela per square meter, or cd/m2):

(a) Maximum Luminance:

1. Daytime = 10,000 nits

2. Nighttime = 300 NITs (candela per square meter)

(b) Maximum luminance above ambient light = 3 nits

(c) The display must be equipped with automatic and manual dimming controls.

(d) All electric message signs shall be equipped with ambient light sensors.

(3) If any part of the sign malfunctions or there is a failure of any component of the message board disrupting the display, the sign will be required to be shut down completely by the owner until the issue is addressed.

(4) Animation is permitted. Animation or flashing may not create a strobing effect. It is permitted only as a smooth transition.

(5) Operational details on how the sign functions, such as dims and changes, shall be required.

(6) Façade signs may not be electric message signs.

(7) Portable signs may be utilized when necessary.

(8) Size, Height, and square footage will be based on location and the needs for each sign.

Sec. 155.09. - Nonconforming Signs.

(A) (1) *Continuance of Existing Nonconforming Signs.* Subject to section 155.11, signs, including billboards, in place and properly maintained, at the time this ordinance is enacted which do not comply with all the provisions of this ordinance, but which conform to sign regulations existing prior to enactment of this chapter or which were authorized by the City of Port St. Lucie prior to the effective date of this ordinance, may be continued subject to the termination provisions of subsection 155.09(C). No such nonconforming sign shall be changed in any manner.

(2) Subject to section 155.11, any sign which lawfully exists on property annexed into the city after the effective date of this ordinance may be continued although such sign does not conform to all the provisions contained herein. However, all such nonconforming signs shall be removed or brought into conformity with this ordinance not later than five (5) years from the date of annexation of the property where such sign is placed. No such nonconforming sign shall be changed in any manner.

(B) *Alterations to nonconforming signs.* No existing nonconforming sign shall be structurally altered, moved, or have the wording changed unless brought into conformity with the requirements of this section, provided, however that this restriction shall not apply to the change of copy on changeable copy signs. Alterations to nonconforming signs which do not bring the signs into compliance may be permitted as part of an approved master sign program.

(C) *Termination of nonconforming signs.* Nonconforming signs shall be terminated and removed in the following manner:

(1) *By abandonment.* Abandonment of a nonconforming sign shall require the real property owner immediately to remove such sign or bring it into conformity.

(2) *By violation.* Any violation of this chapter other than the existing nonconforming status of a sign at the time of enactment of this chapter shall require the owner immediately to remove such sign.

(3) *By destruction, damage, or deterioration.* The use of any nonconforming sign shall terminate whenever the sign is damaged or destroyed, or become substandard under any applicable city code, or becomes a hazard or danger, and upon termination shall be removed.

(4) The use of a nonconforming window sign shall terminate eighteen (18) months from the date on which such sign becomes or became nonconforming unless the said sign is brought into conformance with all provisions of this chapter.

(5) *Grandfather clause.* The use of a nonconforming sign shall terminate five (5) years from the date on which such sign becomes or became nonconforming unless the said sign is brought into conformance with all provisions of this chapter.

Sec. 155.10. - Removal of Prohibited Signs.

(A) *General policy regulating removal.* The code compliance division shall notify the owner or other persons having control or authority over a sign prohibited pursuant to section 155.05, in accordance with section 155.11 and specify a reasonable time for removal or other required action regarding the sign. Notwithstanding, this provision, hazardous signs or any sign placed upon public property or public right-of-way without specific authorization herein may be removed immediately by the code compliance division without prior notice. The code compliance division shall allow a prohibited sign to remain only for the minimum time reasonably necessary for its removal.

(B) *Unlawful signs.* Any sign installed prior to the effective date of this chapter, which required a permit or required other approval of the city, wherein no proper permit or permission was obtained, is an unlawful sign and shall be subject to removal in accordance with this chapter unless a permit is obtainable and is obtained under this section, according to the time frame outlined in a notice of the unlawfulness of such sign.

Sec. 155.11. - Enforcement of the Sign Ordinance.

(A) *Duty of enforcement.* The code compliance division shall have responsibility for enforcing the provisions of this chapter. The ~~b~~Building ~~d~~Department shall have the responsibility of enforcement of the applicable Florida ~~b~~Building ~~c~~Codes. When the building department performs sign or related permit inspections, they shall note and forward any non-building code violations to code compliance division.

(B) *Removal of prohibited unlawful and nonconforming signs.* At the termination of the time periods for which prohibited, unlawful or nonconforming signs are permitted to remain under this chapter, all such signs placed and maintained on public or private property in violation of this chapter shall be removed by the owner or lessee upon order of the code compliance division as required herein.

(C) V*iolations and enforcement procedures.* Violations of this code shall be cited by the code compliance division pursuant to procedures incorporated into §§ 37.05 through 37.09 of the City Code.

(D) *Penalties for violation.* Any owner or lessee failing to remove any such sign or structure within the ordered time period, or any person who violates, disobeys, omits, neglects, or refuses to comply with, or who resists, the enforcement of any of the provisions of this chapter shall, upon conviction thereof, be punished as provided in section 37.07 of the City Code. Forfeiture of bond(s) posted shall be automatic upon a conviction of this chapter.

(E) *Procedures for a variance request.* The procedure for seeking a variance to the terms of this code shall be as outlined in the Zoning Ordinance (sections 158.295 through 158.302). Variances may be considered for size, height, and location of signs. Applicants are required to submit elevation drawings and dimensions of proposed signs and changes. As a part of any such request, the applicant is required to propose additional beautification improvements to the project such as increased landscaping. A variance shall not be granted to subsections 155.06 (B), (C), (D) or (E).

(F) *Procedures for an Appeal.* The procedures for appeal shall be as outlined in the Zoning Ordinance (sections 158.335 through 158.341).

Free Standing Signs							
Use	Max. S.F. per single sign	Max. S.F. cumulative	Max. height	Min. setback from prop. line	Number of signs allowed	Lighting	
						Direct	Indirect
Multi family > 10 units	32	N/A	10'	10'	See 155.08 (A) (2)	no	yes
Subdivision entrance	32	N/A	10'	10'	See 155.08 (A) (3)	no	yes
Government directional sign	4	N/A	10'	10'	N/A	no	no
Commercial, Iinstitutional, and Industrial							
< 3 acres	32	32	10'	10'	See 155.08 (G)	yes	yes
Note: S.F. calculated = 1 s.f. per 5 lineal ft. of lot frontage							
3—4.9 acres	60	Note	10'	10'	See 155.08 (H)	yes	yes
5—9.9 acres	100	Note	10'	10'		yes	yes
10—19.9 acres	150	Note	15'	10'		yes	yes
> 20 acres	200	Note	20'	10'		yes	yes

Façade Signs							
Use	Max. S.F. per single sign	Max. S.F. cumulative	Max. height	Min. setback from prop. line	Number of signs allowed	Lighting	
						Direct	Indirect

Multi family > 10 units	16	N/A	20'	N/A	See 155.08 (A) (1)	no	yes
Commercial, Institutional, and Industrial							
< 10,000 Sq. Ft. building	32 Sq. Ft. + 1.5 Sq. Ft. for each lineal ft. of business frontage over 20'	Not to exceed 200 Sq. Ft.	See 155.08 (E) & (J)	N/A	1 per business façade/section of a façade	Yes, as long as the said sign is not facing residentially zoned property	
10,000—25,000 Sq. Ft. building		Not to exceed 400 Sq. Ft.					
> 25,000 Sq. Ft. building		Not to exceed 800 Sq. Ft.					

Window signs		
Use	Max. coverage of each window and/or door glass	Max. height
Commercial	40%	See 155.08 (E) & (J)
Convenience stores	20%	

Temporary Signs				
	Under 5 acres		Over 5 acres	
Zoning District	Aggregate Size	Max. Height	Aggregate Size	Max. Height
GU	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
RE, RS-1, 2, 3	16 sq. ft.	6 ft.	32 sq. ft.	10 ft.
RM-5, 8, 11, 15	16 sq. ft.	6 ft.	32 sq. ft.	10 ft.
RMH	16 sq. ft.	6 ft.	32 sq. ft.	10 ft.
OSR	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
OSC	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
I	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
P	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
CN	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
CG	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
CH	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
CS	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.

WI	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
IN	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
U	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
PUD	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
MPUD	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.
LMD	32 sq. ft.	10 ft.	60 sq. ft.	10 ft.

Exhibit A

Updates to Chapter 155 are listed below for clarification

- Spelling updates
- Clarifying language of existing code and pictural descriptions
- Removal of language to the Building code requirements so that the sign code does not conflict with any changes or requirements of the Building Code.
- Addition of Business frontage determination for clarity and allowing the best use of a building for signage opportunity.
- Master Sign Program language updated for simplification.
- Removal of content-based code.
- Update to the temporary sign regulations for setbacks. The update reduces the setback for signs over five feet in height from ten feet down to five feet. The update permits any sign less than five feet in height to be setback three feet. It also removes a separation of requirements between zoning districts.
- A change was made for Building Identification signs so that strip retail buildings may display the Building sign without loosing the right for tenants to have their business signage.
- Addition of Public Electronic message monument signs.

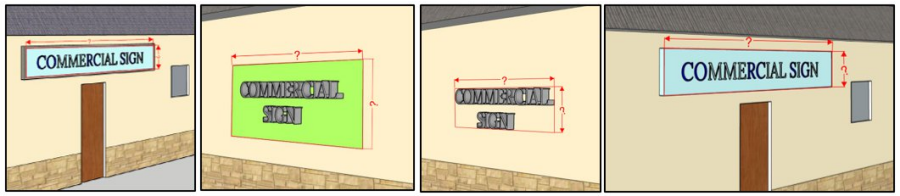
City of Port St. Lucie
Chapter 155 Sign Code

Summary:

The City has several Public sites and there has been a need for signs that can provide public messages for each site. The City has several message signs at specific corners around the city that are banners and must be ordered, made, and switched out for each message. The update will allow electronic signs that may be changed to provide several different public messages and information.

Update:

- Clean up application procedure and regulations.
- Some examples were added.



- The Master Sign Program Section was updated to provide design flexibility.
- Language was reviewed and updated for clarity.
- Public (City) Electronic Message sign regulations were added.

Added Digital Signage:

- Public Electric message signs will be defined as:

  A sign capable of displaying words, symbols, figures or images that can be electronically or mechanically changed by remote or automatic means.

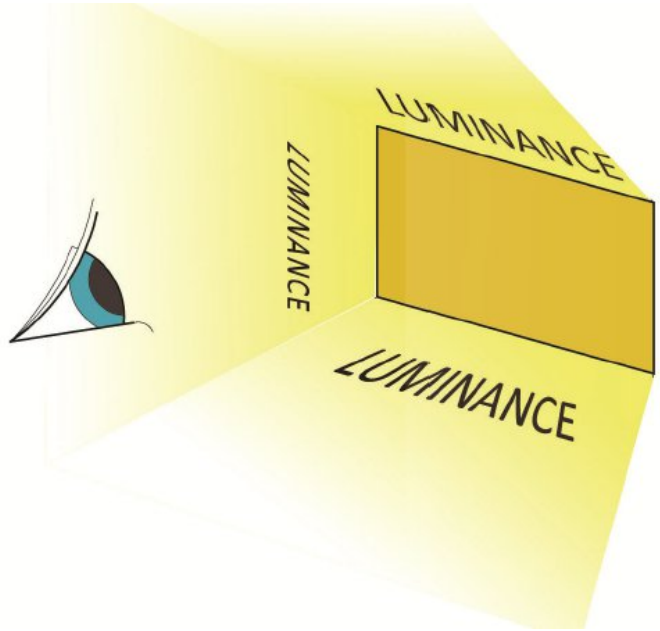
Definition Code Section to be updated in a Future Amendment.

Update to add Digital Signage:

- The signs must be equipped with automatic and manual dimming controls and sensors to be sure at no time the luminance will not be more then 3 nits above ambient light.

Maximum Luminance:

1. Daytime = 10,000 nits
2. Nighttime = 300 NITs (candela per square meter)



Recomendation:

The Planning and Zoning Department finds the proposed text amendment to be consistent with the intent and direction of the City's comprehensive plan and recommends approval.

"A City for All Ages"

Agenda Summary

2023-328

Agenda Date: 6/6/2023 **Agenda Item No.:** 9.a

Placement: Public Hearing - Quasi Judicial

Action Requested: Motion / Vote

P21-127 Wilson Groves DRI - Map Amendment

Location: The property is generally located north of the C-23 Canal and east of Range Line Road. It is bounded to the north and east by the Riverland Kennedy DRI.

Legal description: The property is legally described as a portion of the Alan Wilson Grove plat and portions of Sections 30 and 31 Township 37 South, Range 39 East. A full legal description is available in the Planning and Zoning Department.

This is a request to amend the Wilson Groves DRI development order by amending Map H, the DRI master development plan.

Submitted By: Bridget Kean, AICP, Senior Planner

Executive Summary: Wilson Groves is an approved Development of Regional Impact (DRI) that is approximately 2,499 acres in size. Wilson Groves is approved for: 7,700 residential units; 765,000 square feet of retail use; 1,583,250 square feet of office use; 1,361,250 square feet of light industrial use; 382,872 square feet of institutional and civic use; two K-8 school sites, and 90 acres for parks. Wilson Groves is also required to dedicate a fifty- acre civic site per the fourth amendment to the SW Annexation Agreement. Florida Power and Light owns approximately 47 acres, which consists of a 200-foot wide right-of-way that runs through the middle of the property. The proposed amendment will revise Map H, the master development plan for the Wilson Groves DRI, to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts to accommodate revised development plans for the Wilson Groves DRI.

Presentation Information: Staff will provide a presentation.

Staff Recommendation: Move that the Board recommend approval with the following conditions based on the analysis and findings in the staff report:

1. The applicant's proposed changes to Map H be updated to depict the location of the two school sites required by Condition 51 of the Wilson Groves DRI development order and the southwest annexation agreement prior to the application going before City Council.
2. Any references to the Paseo be removed from the proposed changes to Map H.
3. The miscellaneous notes and the note to allow low speed vehicles along pathways, sidewalks, multi-use trails, and roadway crossings within the city owned rights of way for Becker Road, N/S A, N/S B.

and E/W be removed from proposed changes to Map H.

4. The developer shall reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways as recommended by the Public Works Department.

Alternate Recommendations:

1. Move that the Board amend the recommendation and recommend approval with the conditions noted above.
2. Move that the Board not recommend approval and provide staff direction.

Background: The original Wilson Groves DRI Development Order (Resolution 06-R104) was approved by the City Council on October 23, 2006. The Wilson Grove DRI was last amended on January 24, 2011 through Resolution 11-R01.

Issues/Analysis: See attached staff report

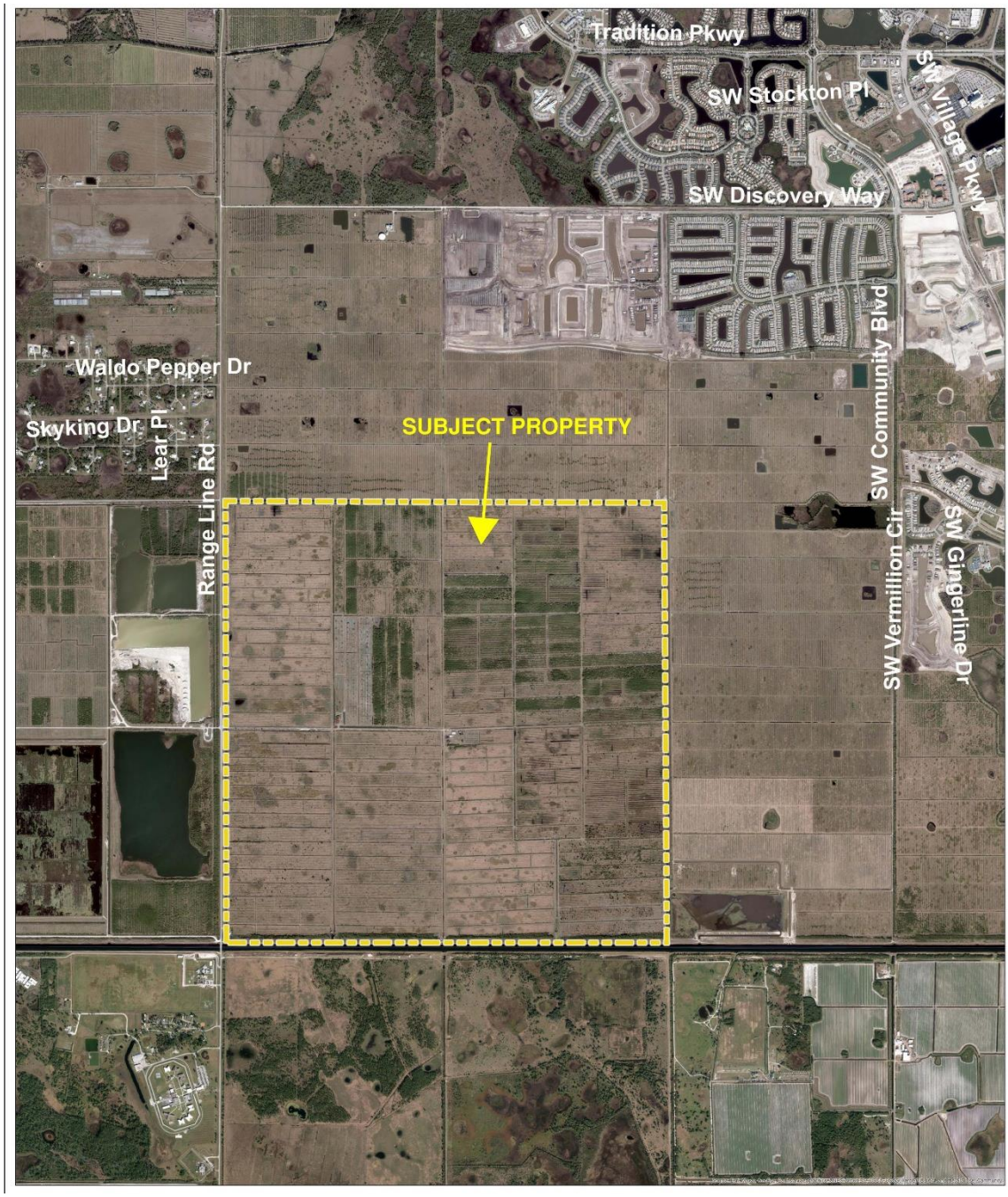
Special Consideration: There is an associated application to amend Figure 1-6 of the Future Land Use Element. Figure 1-6 is the conceptual land use plan for the Wilson Groves NCD District (P21-128). The application is scheduled for the May 2, 2023 Planning and Zoning Board meeting.

Location of Project: The property is generally located north of the C-23 Canal and east of Range Line Road. It is bounded to the north and east by the Riverland Kennedy DRI.

Attachments:

1. Staff Report
2. Attachment "A" Existing Map H
3. Attachment "B" Proposed Map H
4. Attachment "C" Map TRN 12 SW Annexation Roadway Plan
5. Attachment "D" Correspondence with School District
6. Application, Cover Letter, and Authorization
7. Public Works Traffic Memo
8. City's 3rd Party Traffic Consultant's Review
9. O'Rourke Engineering Traffic Analysis Wilson Groves Map H Amendment, revised April 18, 2023
10. Warranty Deed
11. Reference - Wilson Groves DRI Res. 11-R01
12. Staff Presentation

Wilson Grove Development of Regional Impact (DRI) Amendment Application
3rd Amendment to the DRI Development Order
Project No. P21-127



SUMMARY

Applicant's Request:	An application to amend the Wilson Groves DRI development order by amending Map H, the DRI master development plan.
Applicant:	Dan Sorrow, AICP, Cotleur and Hearing
Property Owner:	ACR Acquisitions, LLC, and Florida Power and Light Company (FPL)
Location:	The property is generally located north of the C-23 Canal and east of Range Line Road. It is bounded to the north and east by the Riverland Kennedy DRI.
Legal Description:	The property is legally described as a portion of the Alan Wilson Grove plat and portions of Sections 30 and 31 Township 37 South, Range 39 East. A full legal description is available in the Planning and Zoning Department.
Application Type:	DRI Amendment
Project Planner:	Bridget Kean, AICP, Senior Planner

Project Description and Background

ACR Acquisitions, LLC, as the developer of the Wilson Groves Development of Regional Impact (DRI), has submitted an application for an amendment to the Wilson Groves DRI Development Order. Wilson Groves is an approved DRI that is located west of Interstate 95, east of Range Line Road, north of the C-23 canal and immediately south and west of the Riverland Kennedy DRI. The Wilson Groves DRI is approximately 2,499 acres in size. The original Wilson Groves DRI Development Order (Resolution 06-R104) was approved by the City Council on October 23, 2006. The Wilson Grove DRI was last amended on January 24, 2011 through Resolution 11-R01. Wilson Groves is approved for: 7,700 residential units; 765,000 square feet of retail use; 1,583,250 square feet of office use; 1,361,250 square feet of light industrial use; 382,872 square feet of institutional and civic use; two K-8 school sites, and 90 acres for parks. Wilson Groves is also required to dedicate a 50- acre civic site per the fourth amendment to the SW Annexation Agreement. Florida Power and Light owns approximately 47 acres, which consists of a 200 foot wide right-of-way that runs through the middle of the property. No development will take place on the FPL property, other than roads. The proposed amendment will revise Map H, the master development plan for the Wilson Groves DRI, to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts to accommodate revised development plans for the Wilson Groves DRI.

The future land use classification is New Community Development District (NCD). NCD is a future land use classification for developments of regional impact to facilitate the development of mixed use communities. There is an associated application for a large scale comprehensive plan text amendment to amend Figure 1-6 of the Future Land Use Element. Figure 1-6 is the conceptual land use plan for Wilson Groves NCD District. Figure 1-6 is required by Policy 1.2.1.3 of the Comprehensive Plan to illustrate how the land use sub-categories in an NCD District are allocated, where they are located, and how they would function in relation to each other. The Wilson Groves NCD District is comprised of 57 acres of Neighborhood/Village Commercial, 566 acres of Mixed-Use, and 1,876 acres of Residential. The proposed text amendment to Figure 1-6 will change the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts. The comprehensive plan amendment (P21-128) is scheduled for the June 6, 2023 Planning and Zoning Board meeting.

On February 14, 2022, the City Council adopted Resolution 22-R27 approving Becker Road construction agreements with ACR Acquisition, LLC, Mattamy Palm Beach, LLC, and Riverland/Kennedy II, LLC. Mattamy Palm Beach, LLC, is the developer of the Southern Grove DRI and Riverland/Kennedy II, LLC, is the developer of the Riverland Kennedy DRI. The City, ACR Acquisition, LLC, Mattamy Palm Beach, LLC,

and Riverland/Kennedy II, LLC, are parties to the Southwest Annexation Agreement dated July 19, 2004, as amended. Pursuant to the annexation agreement, the developers were required to pay to the City the estimated cost of construction of certain two-lane roadway segments of Becker Road or, at the City's election, contract for the construction and design of such roadway. The construction agreements require the platting and construction of two lanes of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. The developers have applied and received City Council approval of preliminary plats for the construction of two lanes of Becker Road through their respective properties. The City has received applications for final plat approval from the three developers. These applications are currently under review. The construction of Becker Road will provide access to the Wilson Grove DRI.

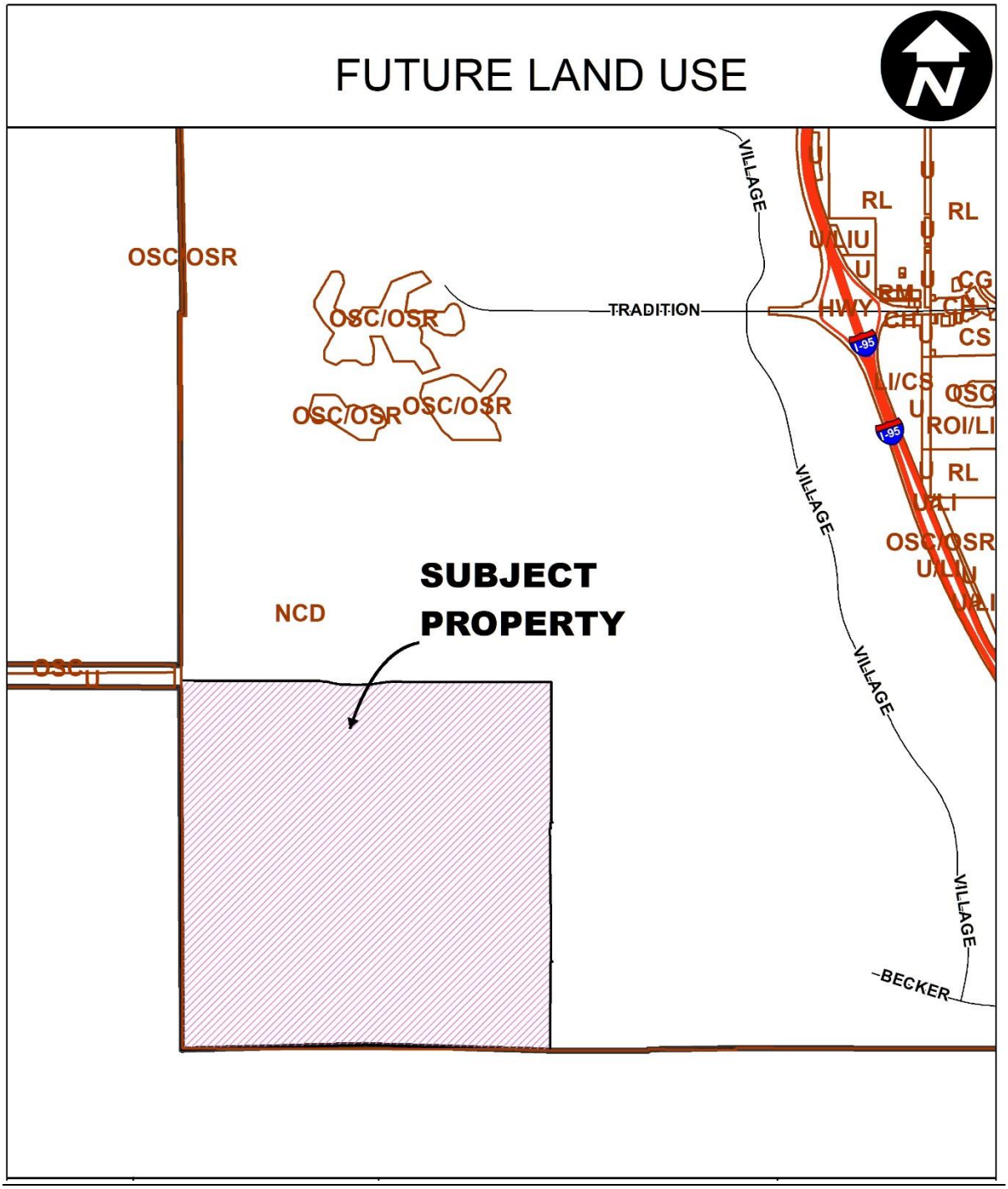
Proposed 3rd Amendment to the Wilson Groves DRI

The proposed 3rd amendment to the Wilson Groves DRI development order will amend Map H, the master development plan for the Wilson Groves DRI. The proposed changes to Map H adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts. On the currently approved Map H (Res. 11-R01), the Mixed Use land use is located on Parcels A through F and along the frontage of Becker Road, N/S A roadway, and Range Line Road. The residential use areas abut the Mixed Use on Parcels A and through F. The Neighborhood/Village Commercial land use is distributed throughout the project in 10 to 15 acre sites. Under the proposed amendment to Map H, the 566 acres of Mixed Use land use will be located along the south side of Becker Road, north of the C-23 Canal and east and west of the 200 foot wide FPL right of way in the area designated as Parcel D. Residential development will be located on Parcels A, B, C, E, and F. Neighborhood/Village Commercial land use will be primarily located at the intersection of Becker Road and N/S A. A five (5) acre Neighborhood/Village Commercial site is proposed for the northeast corner of the intersection of Becker Road and Range Line Road.

The southwest annexation agreement and Condition 51 of the Wilson Groves DRI require the developer of the Wilson Groves DRI to dedicate to the City of Port St. Lucie two K-8 school sites of not less than twenty-five (25) acres. The existing Map H (Res. 11-R01) depicts the locations for two required school sites. One of the school sites is located west of N/S A and south of E/W 3 (Marshall Parkway). A second school site is located south of Becker and west of the FPL easement. The proposed changes to Map H depict one school site south of Becker, east of the FPL easement and near N/S B. The map does not depict the location for a second school site.

In addition to revising the land use locations, the proposed amendment to Map H labels E/W 4 as consisting of a roadway and a Paseo. It is staff's understanding that the applicant intends to construct the Paseo within the 150 feet wide City owned road right-of-way for E/W 4 and the Paseo will include a 16-foot-wide low speed vehicle path and a 12-foot-wide multi-use path. E/W 4 was referred to as Paar Drive. The City Council has approved renaming E/W 4 as S.W. Hegener Drive. The proposed amendment to Map H also includes a note to allow low speed vehicles along pathways, sidewalks, multi-use trails, and roadway crossings within the following city owned rights of way: Becker Road, N/S A, N/S B, and E/W 3.

Map H is adopted as Exhibit "D" of Resolution 11-R01. The proposed 3rd amendment to the Wilson Groves DRI will replace the existing Exhibit "D" in its entirety with a revised Exhibit "D". No additional changes to the Wilson Grove DRI Development Order are proposed by the applicant. With the exception of the map change., the existing development order adopted under Resolution 11-R01 will remain in full force and effect. The existing Map H is included as Attachment "A" and the proposed revision to Map H is included as Attachment "B" of the staff report.


FUTURE LAND USE
N
OSC/OSR
OSC/OSR
OSC/OSR
OSC/OSR
TRADITION
VILLAGE
VILLAGE
VILLAGE
VILLAGE
BECKER
RL
RL
IU
U
HWY
CG
CN
CS
LI/CS
OSC
ROI/LI
RL
LI
OSC/OSR
LI
I-95
I-95
SUBJECT
PROPERTY
NCD
OSC
U

Analysis

Section 380.06(7)(a) of the Florida Statutes requires any proposed change to a previously approved DRI to be reviewed by the local government based on the standards and procedures in its adopted local comprehensive plan and adopted local land development regulations. The applicant has applied for a large scale comprehensive plan text amendment to amend Figure 1-6 of the Future Land Use Element (P21-128). The proposed changes to Map H are consistent with the proposed comprehensive plan amendment. No changes are proposed to the transportation conditions in the currently approved Wilson Grove DRI Development Order (Resolution 11-R01).

The Wilson Groves DRI is located in the City's southwest annexation area. The southwest annexation area includes the Wilson Groves DRI, Riverland Kennedy DRI, and the Southern Grove DRI. At the time of the approval of these three DRIs, they were all included in one comprehensive traffic study for the City's western annexation area. The traffic study known as WATS (Western Annexation Area Traffic Study) was based on the City's desire for a grid roadway network to provide capacity and connectivity to accommodate the buildout of the three DRIs. The SW Annexation Roadway Plan is adopted as Map TRN 12 of the City's Future Land Use Map series of the comprehensive plan. A map of the SW Annexation Roadway Plan is Attachment "C" of the staff report. Each DRI is responsible for the construction and/or widening of portions of the roadway network as set forth in the development order conditions for each DRI.

An updated traffic study was submitted with the proposed comprehensive plan amendment and the proposed 3rd Amendment to the Wilson Groves DRI (O'Rourke Engineering Wilson Groves Map H Amendment, revised April 18, 2023). The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering. The traffic study review was conducted to determine if the proposed relocation of the land uses as depicted on proposed Figure 1-6 of the comprehensive plan and proposed Map H of the Wilson Groves DRI could be accommodated with no changes to the transportation conditions in the Wilson Grove DRI development order (Resolution 11-R01). The attached traffic memo from the Public Works Department provides a detailed overview of the 3rd Party consultant's findings and recommendations. The City's 3rd Party consultant's review found that the proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the review indicated a decreased level of service at certain locations, which could result in a need for additional road widening prior to their Development of Regional Impact (DRI) roadway improvement triggers being met.

As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until the development reaches 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last, Wilson Groves is required to construct the following roadway improvements as outlined under Condition 19 of the Wilson Groves DRI (Table 2):

Roadway	Required Improvement
1. N/S A from Becker Road to E/W 3	Construct 2 Lanes
2. E/W 3 from Range Line Road to N/S A	Construct 2 Lanes
3. E/W 3 from N/S A to N/S B	Construct 2 Lanes

Until additional roadways are constructed, the totality of the trips in Wilson Groves will be placed on Becker Road. Condition 15 of the Wilson Groves DRI development order does provide for the City to require the developer to undertake monitoring to ascertain the level of service on transportation facilities within the DRI in order to determine whether the date or trip threshold by which a transportation improvement required by the DRI should be accelerated. Per Condition 15, the methodology of the monitoring has to be agreed to by the City prior to the monitoring. The Public Works Department is recommending a condition that when the City deems monitoring is required, the City's 3rd Party consultant undertake the monitoring and the applicant reimburse the City for the cost.

The 3rd Party Consultant does recommend that the City require intersection analyses with each application for subdivision plat approval to determine how the changes to the land use mix and location impact intersections within the DRI. This recommendation is consistent with an existing condition in the Wilson Groves DRI. Condition 27 of the Wilson Groves DRI development order specifies the design standards required for arterial intersections within rights-of-way greater than 100 feet. For all other arterial road intersection types, Condition 27 requires the developer to provide an intersection analysis.

The 3rd Party consultant also recommends that the City pursue a future independent traffic study of the three DRIs in the western annexation area (Wilson Groves, Riverland-Kennedy, and Southern Grove) to ascertain the traffic impacts of the continued development on the expected roadway network. This will assist the City in the review of the individual traffic studies that are submitted for proposed site plans, proposed subdivision plats, and/or proposed MPUD rezoning applications.

City staff has discussed the proposal to include a Paseo within the 150 feet of city owned road right-of-way for E/W 4 with the applicant. The Paseo is not a listed improvement in the Wilson Grove DRI development order. Based on the transportation improvements currently required by the Wilson Grove DRI development order (Res. 11-R01), E/W 4 will be a four laned roadway at the time of buildout. With no conceptual drawings or sections, City staff cannot determine if the proposed Paseo and the four laned roadway will fit within the right-of-way and does not recommend the inclusion of the Paseo on a map or land use plan at this time. If the developer of the Wilson Groves DRI wants to propose a Paseo in city owned right-of-way, the developer should be required to amend the DRI development order to identify the Paseo as a permitted improvement in the Wilson Groves DRI prior to the inclusion of the Paseo on Map H.

The City Council has never formally adopted a policy to allow low speed vehicles in city owned right-of-way. Until the Council does adopt a policy for this use, the note to allow low speed vehicles along pathways, sidewalks, multi-use trails, and roadway crossings within the city owned rights of way for Becker Road, N/S A, N/S B. and E/W 3 should be removed from Map H. In addition, staff recommends the removal of all notes from Map H. Two of the notes pertain to development and indicate that changes can be made to the location of development that may be different from what is currently depicted on Map H. These notes are unnecessary and somewhat misleading. All development including the locations of residential, non-residential and public roadways has to be consistent with the adopted Figure 1-6 the Comprehensive Plan and the adopted Map H of the Wilson Groves DRI. A comprehensive plan text amendment and a DRI amendment are required to make changes to these maps/concept plans. A third note states that the configuration of park sites can be determined at the time of MPUD zoning approval and required parks agreement consistent with Condition 56 in Resolution 11-R01. Condition 56 of Resolution 11-R01 requires the submittal of a plan for the conveyance of 90 acres of park land. The required parks and recreation plan will outline the timeline for the conveyance of park sites. Condition 56 of Resolution 11-R01 does not tie the conveyance of park sites to the rezoning of land in the DRI. A

fourth note states that a 50 acre park site will be provided adjacent to the C-23 Canal and east of the property line. The note pertains to development outside the boundaries of the DRI and should be removed from Map H.

Condition 51 of the Wilson Groves DRI development order (Res. 11-R01) requires the developer to dedicate two K-8 school sites of not less than 25 acres, provided that drainage (after all required water quality pretreatment is provided on site). If collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres. Condition 51 also requires a development agreement with the school district prior to the recording of the firs subdivision plat for residential development. There is an existing development agreement between the developer and the St. Lucie County School District that requires the dedication of two K-8 school sites. Although the developer has had discussions with the school district regarding the number school, no formal action has been taken (attached Exhibit "D"). The City has not been party to these discussions. The school sites are a required obligation of the DRI. Until the DRI is amended to revise this obligation, both school sites need to be depicted on Map H.

STAFF RECOMMENDATION

The Planning and Zoning Department staff finds the petition to be consistent with the intent and direction of the City's comprehensive plan and recommends approval with the following conditions based on the analysis and findings in the staff report:

1. The applicant's proposed changes to Map H be updated to depict the location of the two school sites required by Condition 51 of the Wilson Groves DRI development order and the southwest annexation agreement prior to the application going before City Council.
2. Any references to the Paseo be removed from the proposed changes to Map H.
3. The miscellaneous notes and the note to allow low speed vehicles along pathways, sidewalks, multi-use trails, and roadway crossings within the city owned rights of way for Becker Road, N/S A, N/S B. and E/W be removed from proposed changes to Map H.
4. The developer shall reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways as recommended by the Public Works Department.

<u>Planning and Zoning Board Action Options:</u>

- Motion to recommend approval to the City Council
- Motion to recommend denial to the City Council

Please note: Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to *table* or *continue* the hearing or review to a future meeting.

Wilson Groves DRI
Port St. Lucie, FL



Map H
Master Plan

LEGEND

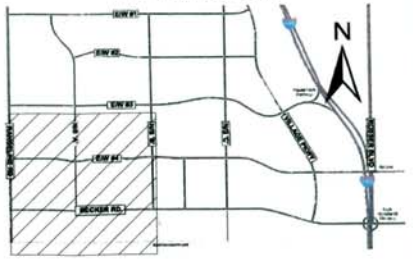
- Residential including Schools, Parks, Recreational, Institutional, and Civic uses.
- Mixed Use including Residential, Commercial, Office, Light Industrial, Schools, Parks, Recreational, Institutional, and Civic uses.
- Neighborhood / Village Commercial including Residential, Commercial, Office, Parks, Recreational, Institutional, and Civic uses.
- Roadways per Annexation Agreement
- Fire Station
- (P) Regional Park
- K - 8 School
- FPL Right of Way
- B Unit Designation

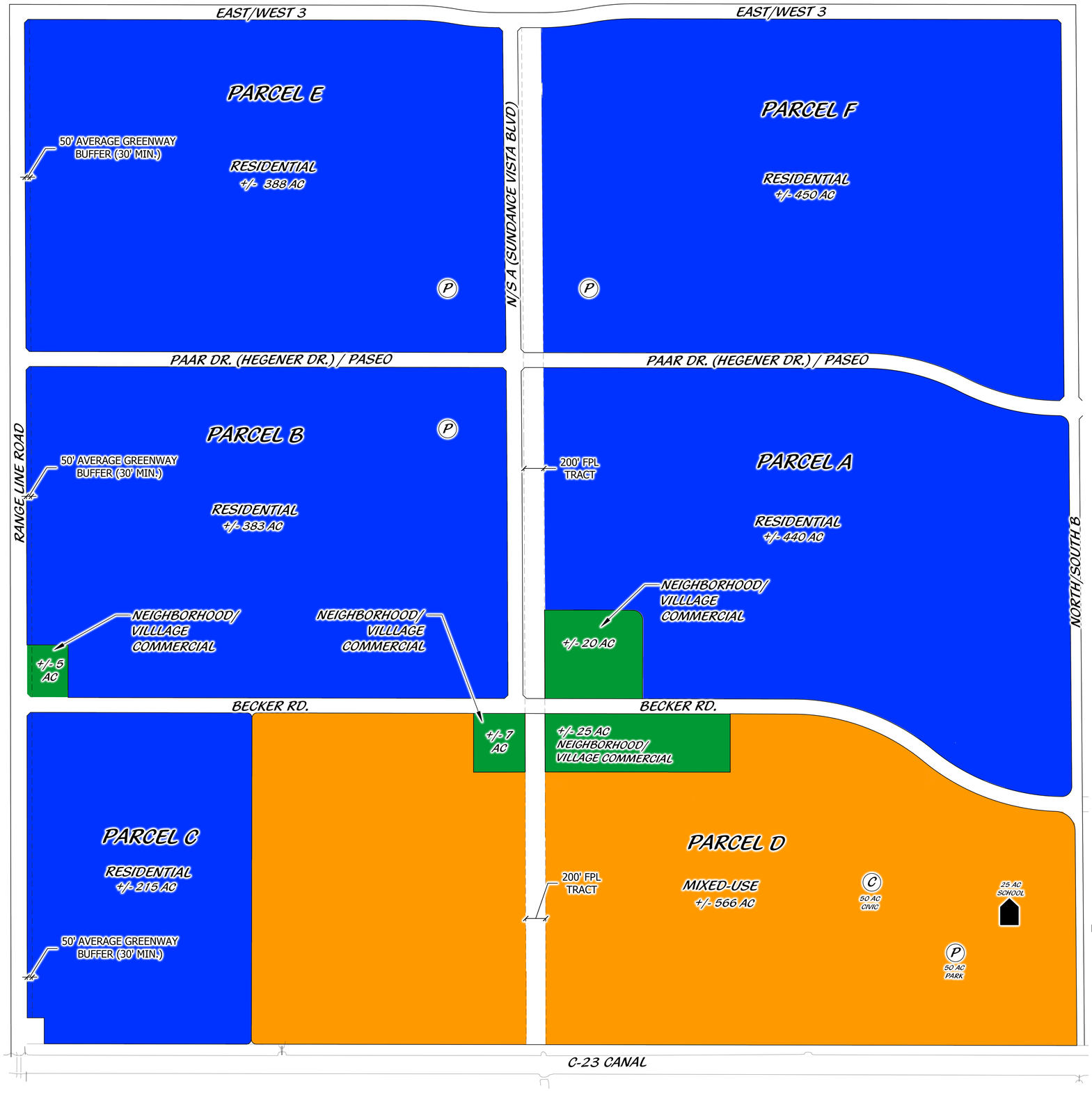
Proposed Land Uses

Mixed Use	566 Acres
Residential	1,876 Acres
Neighborhood Commercial (NC)	57 Acres
Total Area	2,499 Acres

"This map is an artist's illustration of the generalized concept which is one of many alternative solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which this scale of endeavor may have and to accommodate such impacts within the limits of the law and balanced design imperatives to provide economically viable and market sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the natural evolution of the specific engineered solutions are processed through the various design and jurisdictional authorities to final approval. Notwithstanding marginal variations in design as the detailed engineering become more refined, prior approvals shall entitle the applicant, without returning for revision review by prior authority, to continue subsequent more localized decisions as functional details become evident. The property owner and/ or developers reserve all rights to make such adjustments as needed to accomplish these functional design accommodations."

Location Map





LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
INCLUDING COMMERCIAL AND OFFICE USES, PERSONAL AND HOUSEHOLD SERVICE ESTABLISHMENTS, INSTITUTIONAL USES, PUBLIC FACILITIES, PARKS, PLAYGROUNDS, AND OTHER SIMILAR SERVICES

MIXED USE
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

P — PARK

K - 8 SCHOOL

C — 50 AC CIVIC SITE

PROPOSED LAND USES

RESIDENTIAL	1876 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	30 AC
NEIGHBORHOOD/ VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

*PROPOSED ACREAGES OF SUBDISTRICTS HAVE BEEN ROUNDED TO THE NEAREST +/- 1 ACRE.

NOTES

*LOCATION AND CONFIGURATION OF ALL DEVELOPMENT PARCELS INCLUDING ACCESS LOCATIONS, LAKES, OPEN SPACE, RESIDENTIAL AND NON-RESIDENTIAL USES WILL BE FULLY DELINEATED DURING THE ZONING AND OR PLATTING PROCESS.

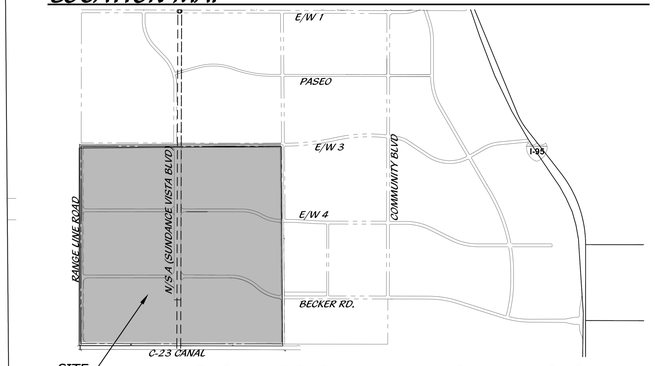
50-ACRE REGIONAL PARK SITE TO BE PROVIDED ADJACENT TO C-23 CANAL AND EAST PROPERTY LINE.

CONFIGURATION OF PARK SITE TO BE DETERMINED AT THE TIME OF MPUD PLAN APPROVAL AND REQUIRED PARKS AGREEMENT CONSISTENT WITH CONDITION 56 IN RESOLUTION 11-R01.

LOW SPEED VEHICLES AS DEFINED BY FLORIDA STATUTE (FS) 320.01(41) SHALL BE PERMITTED ALONG PATHWAYS, SIDEWALKS, MULTI-USE TRAILS, AND ROADWAY CROSSINGS WITHIN THE FOLLOWING CITY OWNED RIGHTS OF WAY: BECKER RD., N/S A, N/S B, AND E/W 3.

THIS MAP IS AN ARTISTS ILLUSTRATION OF THE GENERALIZED CONCEPT WHICH IS ONE OF MANY ALTERNATIVE SOLUTIONS WHICH SHARE A COMMON UNDERLYING DESIGN BASIS TO PROVIDE A FRAMEWORK WHICH RECOGNIZES THE REGIONAL IMPACTS WHICH THIS SCALE OF ENDEAVOR MAY HAVE AND TO ACCOMMODATE SUCH IMPACTS WITHIN THE LIMITS OF THE LAW AND BALANCED DESIGN IMPERATIVES TO PROVIDE ECONOMICALLY VIABLE AND MARKET SENSITIVE SOLUTIONS TO MEET THE NEEDS OF OUR COSTUMERS AND THE COMMUNITY THEY CREATE. THE PLANS FOR CONSTRUCTION MAY VARY AS THE NATURAL EVOLUTION OF THE SPECIFIC ENGINEERED SOLUTIONS ARE PROCESSED THROUGH THE VARIOUS DESIGN AND JURISDICTIONAL AUTHORITIES TO FINAL APPROVAL. NOTWITHSTANDING MARGINAL VARIATIONS IN DESIGN AS THE DETAILED ENGINEERING BECOME MORE REFINED, PRIOR APPROVALS SHALL ENTITLE THE APPLICANT WITHOUT RETURNING FOR REVISION REVIEW BY PRIOR AUTHORITY, TO CONTINUE SUBSEQUENT MORE LOCALIZED DECISIONS AS FUNCTIONAL DETAILS BECOME EVIDENT. THE PROPERTY OWNER AND/OR DEVELOPERS RESERVE ALL RIGHTS TO MAKE SUCH ADJUSTMENTS AS NEEDED TO ACCOMPLISH THESE FUNCTIONAL DESIGN ACCOMMODATIONS.

LOCATION MAP



PSLUSD# 11-681-00
PSL# P21-128
MAP H
MASTER PLAN

0' 250' 500' 1000' 1500' 2000'

Scale: 1" = 500'

North

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-C000239

WILSON GROVE
Port St. Lucie, Florida

DESIGNED	DTS
DRAWN	PRP/CTB
APPROVED	DTS
JOB NUMBER	20-0518
DATE	08-23-22
REVISIONS	11-09-22
	03-03-23

December 20, 2022
Drawing: 20-0518_PUD Masterplan_08-23-22.DWG

SHEET 1 OF 1

© COTLEUR & HEARING, INC.
These drawings are the property of the architect and are not to be used for extensions or on other projects except by agreement in writing with the architect. Immediately report any discrepancies to the architect.

Exhibit "C" SW Annexation Area Roadway Plan

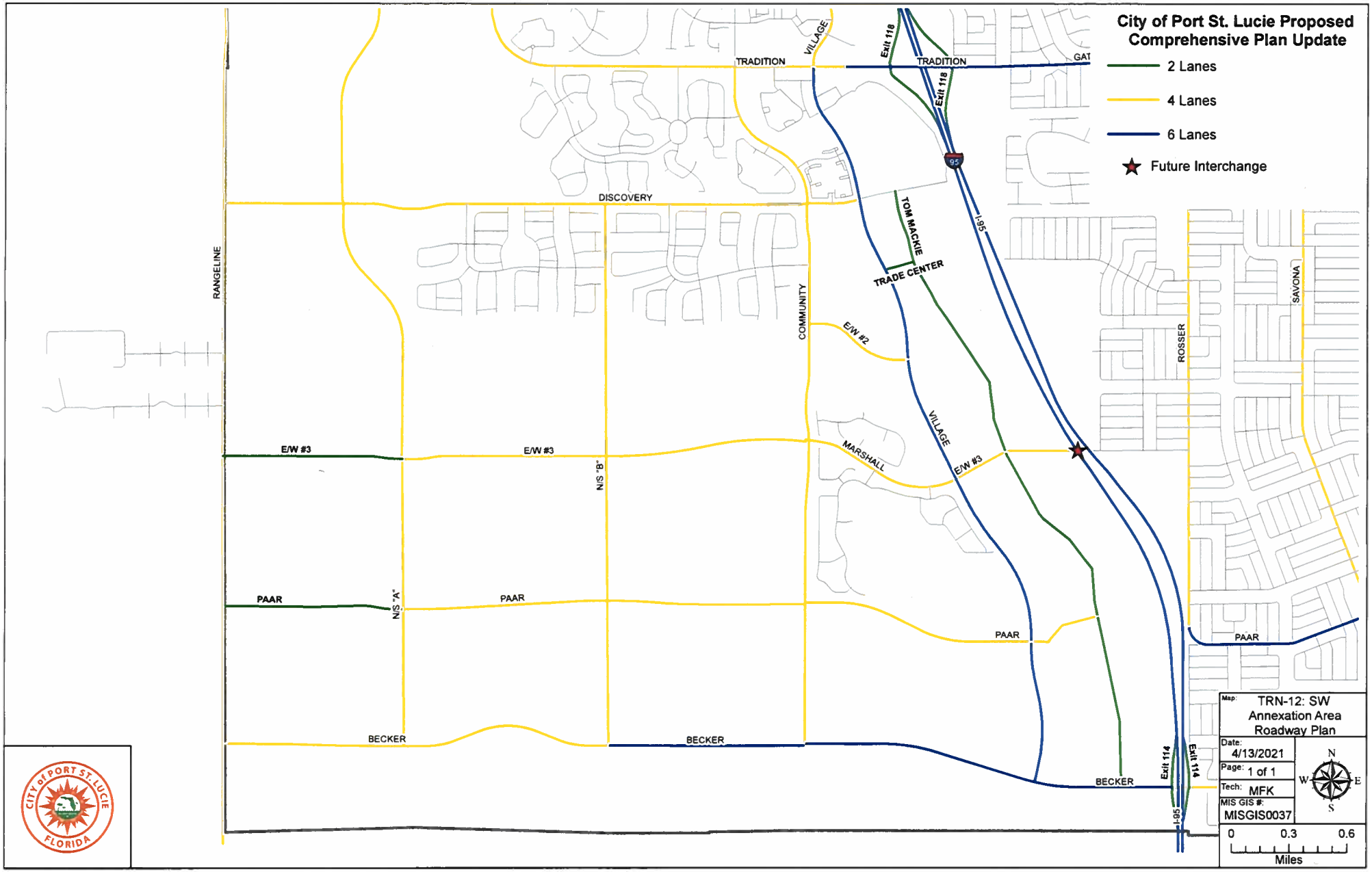


Exhibit "D"

From: Dan Sorrow
To: Bridget Kean; Anne Cox; Marty Sanders
Subject: FW: Wilson Groves DRI amendment and Comp Plan Amendment
Date: Wednesday, May 24, 2023 5:06:32 PM
Attachments: Outlook-eglq3qfr.png

Bridget/Anne,
Please read below. Since we are building almost all of the community as age-restricted, we are not going to need 2 school sites. The agreement we plan on entering into with the School District will limit non-age restricted housing to 1,856 and 1,925 multi-family.

Daniel T. Sorrow, PLA, AICP, LEED AP BD+C
Senior Partner
561.406.1012 | office
561.800.8426 | cell

Landscape Architects • Land Planners • Transportation
1934 Commerce Lane, Suite 1 | Jupiter, FL 33458 | www.cotleurhearing.com
CHanging the Way we live to preserve Where we live.

From: SANDERS, MARVIN E. <marvin.sanders@stlucieschools.org>
Sent: Wednesday, March 16, 2022 3:04 PM
To: Dan Sorrow <dsorrow@cotleur-hearing.com>; Bridget Kean <bkean@cityofpsl.com>
Cc: Elizabeth Hertz <ehertz@cityofpsl.com>; Brad Keen <bkeen@cityofpsl.com>; Michele Holler <MHoller@cityofpsl.com>; Diana Spriggs <DSpriggs@cityofpsl.com>; Clyde Cuffy <Ccuffy@cityofpsl.com>; Ramsey Akel <ramsey@akelhomes.com>; Alexander Akel <alex@akelhomes.com>; Susan O'Rourke <seorourke@comcast.net>
Subject: Re: Wilson Groves DRI amendment and Comp Plan Amendment

I'm okay with recommending to the School Board to modify the education impact fee agreement and concept as long as the amendment limits the non-age restricted housing to 1856 SF, and 1925 multi family.

Normally I would be more comfortable with a firm yes, but we have an agreement for 2 school sites that the Board will have to approve.

Marty E. Sanders, P.E.
Growth Management, Land Acquisition & Inter-Governmental Relations
School Board of St. Lucie County
9461 Brandywine Lane, Room 2-303
Port St. Lucie, FL 34986

We've moved
9461 Brandywine Ln
Port St Lucie, FL 34986

St. Lucie
PUBLIC SCHOOLS

office 772.429.7547
cell 772.216.5755

From: Dan Sorrow <dsorrow@cotleur-hearing.com>
Sent: Wednesday, March 16, 2022 2:40 PM
To: Bridget Kean <bkean@cityofpsl.com>
Cc: Elizabeth Hertz <ehertz@cityofpsl.com>; Bkeen@cityofpsl.com <BKeen@cityofpsl.com>; Michele Holler <MHoller@cityofpsl.com>; Diana Spriggs <DSpriggs@cityofpsl.com>; SANDERS, MARVIN E. <marvin.sanders@stlucieschools.org>; Clyde Cuffy <Ccuffy@cityofpsl.com>; Ramsey Akel <ramsey@akelhomes.com>; Alexander Akel <alex@akelhomes.com>; Susan O'Rourke <seorourke@comcast.net>
Subject: RE: Wilson Groves DRI amendment and Comp Plan Amendment

Bridget,
Please find the attached graphics to show only one school per Marty's confirmation.
We will also upload to fusion.
Thank you,

Daniel T. Sorrow, PLA, AICP, LEED AP BD+C
Project Manager / Partner
561.406.1012 | office
561.800.8426 | cell

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From: Dan Sorrow
Sent: Monday, March 14, 2022 3:47 PM
To: Bridget Kean <bkean@cityofpsl.com>
Cc: Elizabeth Hertz <ehertz@cityofpsl.com>; Brad Keen <bkeen@cityofpsl.com>; Michele Holler <MHoller@cityofpsl.com>; Diana Spriggs <DSpriggs@cityofpsl.com>; SANDERS, MARVIN E. <marvin.sanders@stlucieschools.org>; Clyde Cuffy <Ccuffy@cityofpsl.com>; Ramsey Akel <ramsey@akelhomes.com>; Alexander Akel <alex@akelhomes.com>; Susan O'Rourke <seorourke@comcast.net>
Subject: Wilson Groves DRI amendment and Comp Plan Amendment

Bridget,
I have uploaded a revised DRI Amendment and Comp Plan Amendment through Fusion.
Here's the list of information it contains:

- Revised Map H
- Revised Traffic Report based on CO's

- Updated Table 2 for consistency with traffic report
- New Phasing table
- Conversion of Paar Rd. to Paseo

Thank you,

Daniel T. Sorrow, PLA, AICP, LEED AP BD+C
Project Manager / Partner
561.406.1012 | office
561.800.8426 | cell

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Fusion Planning Public Works Bridget Kean

Planning / Applications / P#: P21-127

Legal Request

Application | Comments | Submittals | Meetings | Allowed Users | BlueBeam | History | Fees | Conditions | Files | Reports

Save

Project Name:
Wilson Grove-DRI Amendment

Management/Property Information | Reviewers

Management

Project Type: *
DRI AMENDMENT

Status:
P&Z MEETING SCHEDUL...

Approved Date:

Project Number: *
P21-127

Amended Number:

Utility File Number:
11-681-00

Building Type :
Select...

Primary Email Address:
dsorrow@cotleur-hearing.com

Describe Request:
We are requesting to revise the existing DRI Masterplan and Development Order

Check this if Exempt from Public Records Request:

Property Information

Address:

Project Site Location:

City Section:

Block:
WilsonGrove

Lot:

Legal Description:

+

Parcel Number
No data

Current Land Use: Select...

Current Zoning: Select...

Proposed Zoning: Select...

Utility Provider: Select...

Acreage: 2498.75

Administrative:

Architectural Elevations:

Agent/Applicant | Property Owners | Authorized Signatory of Corporation | Project Architect/Engineer

Agent First Name: Daniel

Agent Last Name: Sorrow

Agent Business Name:

Agent Phone: (561) 406-1012

Agent Address: 1934 Commerce Lane, Suite 1

Agent City: Jupiter

Agent State: FLORIDA

Agent Zip: 33458

Agent Email: dsorrow@cotleur-hearir

Save

© 2023 Port St. Lucie I.T.

Cotleur & Hearing

LC26000535

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1934 COMMERCE LANE • SUITE 1
JUPITER, FLORIDA • 33458
561.747.6336 561.747.1377

WILSON GROVE DRI AMENDMENT SUBMITTAL

Cover Letter

May 27th, 2021

Teresa Lamar-Sarno
Deputy City Manager
Planning & Zoning
City of Port St. Lucie
772-873-6379

Re: **Request to review the DRI Development Order submittal**
City of PSL P No: #P20-000

Existing Parcel ID Existing:	See attached
Acreage of Property:	2,498.745 AC
Existing Zoning District:	SLC AGRICULTURE
Existing Land Use:	NEW COMMUNITY DEVELOPMENT (NCD)
Proposed Land Use:	NEW COMMUNITY DEVELOPMENT (NCD)
Property Owner:	ACR Acquisition LLC

On Behalf of the property owner, ACR Acquisition LLC, we are pleased to present this cover letter and the associated material supporting our DRI Amendment application for Wilson Grove. Through this submittal, we are requesting to revise the existing DRI Masterplan and Development Order.

This application includes the complete application form and any supplementary documents and plans required for this DRI Amendment. The requested change is consistent with the goals and objectives of the Comprehensive Plan.

We look forward to working with the City on this project. Please contact me with any questions.

Sincerely yours,



Daniel T. Sorrow, AICP, PLA, LEED AP BD+C
Cotleur & Hearing
1934 Commerce Lane, Suite 1
Jupiter, FL 33458

Cotleur & Hearing

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561.747.6336 561.747.1377

WILSON GROVE PARCEL IDs		
4329-501-0012-0010-0	4329-501-0012-000-7	4329-501-0011-000-0
4331-100-0001-000-3	4331-100-0001-000-3	4329-501-0007-000-9
4329-501-0005-010-8	4329-501-0005-000-5	4329-501-0004-000-8
4330-433-0001-000-3	4330-100-0001-000-0	4330-100-0001-000-0
4329-501-0003-000-1	4329-501-0002-300-7	4329-501-0002-400-8
4329-501-0002-200-6	4329-501-0002-100-5	4329-501-0002-000-4
4329-501-0018-000-9	4239-501-0016-000-5	4329-501-0017-000-2
4329-501-0020-000-6	4329-501-0020-000-6	4329-501-0020-000-6
4329-501-0017-000-2	4329-501-0016-000-5	4329-501-0015-000-8
4329-501-0006-000-2	4329-501-0021-000-3	4329-501-0021-000-3
4329-501-0021-000-3	4329-501-0006-000-2	4329-501-0024-000-4
4329-501-0023-000-7	4329-501-0022-000-0	

May 12th, 2021

City of Port St. Lucie
Planning and Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Re: LETTER OF AUTHORIZATION

To Whom It May Concern:

Please allow this letter to serve as authorization for Cotleur and Hearing and its staff to act as agents for the area owned by ACR Acquisition, LLC in the Wilson Grove project, located at the intersection of North East Becker Road and Range Line Road in the Western Annexation Area of the City of Port St. Lucie, Florida, for the purposes of obtaining approvals and permits from state and local government agencies regarding Development Order Amendment, MPUD, Comprehensive Plan, and other similarly related applications.

AUTHORIZED SIGNATORY FOR ACR ACQUISITION LLC

Ramzi Akel
PRINTED NAME

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☑ online notarization this 21 day of MAY, 21 21 by RAMZI AKEL who is personally known to me or has produced _____ as identification.

[NOTARIAL SEAL]

TERESA HUGO TIGERT
Commission # GG 160795
Expires March 8, 2022
Bonded Thru Budget Notary Services

Teresa Hugo Tigert
NOTARY PUBLIC, State of Florida

STATEMENT OF AUTHORITY

September 2, 2022

City of Port St. Lucie
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Re: **47.566 acre property legally described as THE EAST 200.00 FEET OF SECTIONS 30 AND 31, TOWNSHIP 37 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA -** (w/in "Wilson Groves project")

To Whom It May Concern:

I/We, Florida Power & Light Company as the property owner for the above referenced project, consent to allow **Cotleur & Hearing and ACR Acquisitions, LLC** to pursue all planning related items including but not limited to a Development of Regional Impact, Map H, and MUPD Zoning for the property described in the attached legal description.

Sincerely,

Gregg Hall **Gregg A. Hall**, FPL Siting & Permitting Manager

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 6th day of September 2022, by Gregg Hall. He/she who is personally known to me, or has produced _____ as identification and did/did not take an oath (circle correct response.

(NOTARY'S SEAL OR STAMP)

Notary Public State of Florida
Marjorie Fortin
My Commission HH 065069
Expires 11/18/2024

Marjorie Fortin
(Signature)

Marjorie Fortin
(Name – type, stamp or print clearly)

City of Port St. Lucie

PUBLIC WORKS DEPARTMENT

Accredited Agency - American Public Works Association

"A City for All Ages"

MEMORANDUM

TO: Bridget Kean, AICP – Senior Planner, Planning & Zoning

THRU: Colt Schwerdt, P.E. – Assistant Public Works Director & City Engineer CS

FROM: Diana Spriggs, P.E. – Regulatory Division Director, Public Works

DATE: May 25, 2023

SUBJECT: P21-127 Wilson Grove – Development of Regional Impact Amendment
P21-128 Wilson Grove – Comprehensive Plan Amendment
Traffic Generation, Stacking & Circulation Approval

This application and Traffic Report prepared by Susan O'Rourke, P.E. dated April 18, 2023 has been reviewed by the Public Works Department and the transportation elements of the project were found to be in compliance with the adopted level of service and requirements of Chapter 156 of City Code, and Public Works Policy 19-01pwd at this time.

The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering. The City's 3rd Party Consultant's review found that proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the 3rd Party Consultant's review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their Development of Regional Impact (DRI) roadway improvement triggers being met. As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At that trigger, Wilson Groves is required to construct the initial 2 lanes of N/S A from Becker Rd to E/W 3 (Marshall Parkway), and E/W 3 from Range Line Road to N/S B (Riverland Blvd), as outlined under Condition 19 of the Wilson Groves DRI (Table 2).

The peak capacity of a 2-lane road is 1,080 trips and a 4-lane road is 2,100 peak hour trips as identified in the Developer's provided Traffic Analysis. Based on the current DRI traffic condition, they will be allowed 2,573 p.m. peak hour trips before a new roadway is required to be constructed. In absence of additional connecting roadways, the totality of these trips will be placed on Becker Road. The Public Works Department and the City's 3rd Party Traffic Consultant has determined from the analysis that widening of Becker Road is likely to be required prior to the Wilson Grove DRI triggers.

The existing Wilson Grove DRI does include a monitoring condition under Section 15.B. Based on this existing condition in the DRI, the City has the ability to require the developer to provide a monitoring analysis of the existing conditions of a roadway portion within their DRI roadway obligations to ascertain the level of service on that roadway. This would allow the City to determine if a roadway segment(s) widening or initial 2-lane requirement should be accelerated. The monitoring condition however does require the City to allow the developer 24 months for engineering, permitting and construction.

The City's 3rd Party Consultant mentioned some concerns for the City to be aware of in their last review of the Wilson Grove DRI Traffic Analysis. They are recommending that the City require a Traffic Analysis of the

intersections with each future plat submittal/review to verify if any improvements are needed at that time for the intersections.

Another concern is the Wilson Grove DRI Traffic Analysis does not include any traffic impacts from the surrounding DRI's. Becker Road will include traffic trips from several areas as the communities that connect to it are built out. Currently the analysis provided by the various DRI's of the area only includes their specific projected trips from their individual DRI's for the roadways. The overall DRI study we had completed by our 3rd Party Traffic Consultant this year to combine the potential traffic for the Southwestern Annexation Area, only looked at 10 years out for the construction timing of the 2-lane network of the roadways. This is not the full buildout impact for the Southwestern Annexation Area traffic. It is recommended by Public Works and our 3rd Party Traffic Consultant that we have another Southwestern Annexation Area analysis done every 3 to 5 years to assess the impacts as they increase. With the earlier timeframe being associated with more significant land use changes or faster development time frames than the development schedule.

At the February 22, 2023 City Council Workshop, the City Council adopted new policies in support of construction of the full two lane roadway network in the City's Southwest Annexation Area as depicted on the SW Annexation Area Roadway map. Staff was directed to prioritize construction of the 2-lane roadway network to ensure the roadways are in place to serve the proposed development. The intent is to avoid the conditions that exist in other parts of the City where certain roadways such as St. Lucie West Boulevard and Port St. Lucie Boulevard end up funneling all traffic because there is limited north-south and east-west connectivity

City staff has discussed the proposal to include a Paseo within the 150 feet of city owned road right-of-way for E/W 4 with the applicant. The Paseo is not a listed improvement in the Wilson Grove DRI development order. Based on the transportation improvements currently required by the Wilson Grove DRI development order (Res. 11-R01), E/W 4 will be a four laned roadway at the time of buildout. With no conceptual drawings or sections, City staff cannot determine if the proposed Paseo and 4-lane roadway will fit within the right-of-way and does not recommend the inclusion of the Paseo on a map or land use plan at this time. If the developer of the Wilson Groves DRI wants to propose a Paseo in city owned right-of-way, the developer should be required to amend the DRI development order to identify the Paseo as a permitted improvement in the Wilson Groves DRI prior to the inclusion of the Paseo on Map H.

If the Board motions to approve this application, Public Works recommends the approval be conditioned such that the applicant must reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways. Additionally, if the Board motions to approve this application, we also recommend that it be conditioned to remove any references of the Paseo; and that should the applicant wish to include the Paseo they must provide a typical section for review and approval by Council to be included in a future DRI amendment.

To: Diana Spriggs, P.E., Regulatory Division Director, City of Port St. Lucie

From: Myra E. Patino, P.E., PMP, Marlin Engineering, Inc.

Cc: Walter Keller, P.E., AICP, Marlin Engineering, Inc.

Ashok Sampath, M.S., Marlin Engineering, Inc.

Date: May 10, 2023

Subject: Wilson Groves – Map H Amendment Traffic Analysis (6th Review Comments)

MARLIN Engineering, Inc. has conducted a peer review of the new Wilson Grove DRI Traffic Analysis prepared by O'Rourke Engineering & Planning, originally dated September 2021, with subsequent revisions on June 8, 2022, August 26, 2022, January 11, 2023 and April 17, 2023. Wilson Groves DRI is located near Becker Road east of Rangeline Road in the City of Port St. Lucie, Florida. The following comments were made for the 6th round of review for the latest report revised April 18, 2023:

1) **Approved Land Use Table 1a:**

   a. Please advise on the 40 additional acres of Regional Park since this is not provided in WATS 3.0.

   Applicant's Response*: The original WATS study did not include the 40 acres of Regional Park as required in Resolution 11-R01 in error. It was an oversight and has been corrected in the revised Traffic Study. The traffic analysis provided herein references the 40-acre regional park and references 50 additional acres as part of the approved DO for Wilson Groves.*

   City's Response: Please include Resolution 11-R01 in the report appendix.

   OREP's Response (4/17): 11-RO1 is included in Appendix A with original page numbering pages.

   City's Response: Agreed.

2) Roadway Phasing:

a. The study needs to identify the phasing of the entire Wilson Grove.

Applicant's Response: *The phasing plan is not applicable to this revision. The applicant is changing the location of land use. The ultimate buildout analysis is the appropriate and agreed upon approach for evaluating this change.*

City's Response: The phasing plan is required to track the improvements since Map H has been amended and the land uses were moved in between TAZs.

OREP's Response (4/17): Phase 1 through 3 are now included as Appendix D of the report.

City's Response: The phasing plan has been reviewed and the trips were distributed reasonably to the segments based on the planned developments.

3) Link Analysis:

a. Discovery way was included in the previous analyses. Please provide details on the removal of Discovery way from the current traffic study analysis.

Applicant's Response: *Only the roadways that are the responsibility of the applicant were included in the analysis.*

City's Response: Community Blvd. is included in the analysis, which is outside the Wilson Grove boundaries and trips were assigned to it. Please explain why Discovery way is treated differently.

OREP's Response (4/17): Discovery Way has been added to the analyses.

City's Response: Approved.

b. The trip assignment assumptions are not applicable based on the WATS 3.0. The trip assignment to each roadway in the study was taken from the WATS 3.0 which was created using the approved conceptual master plan, however, the proposed master plan has changed the parcel labels/locations. For Example, On Range line Road from Marshall Pkwy to Paar Road, WATS 3.0 recommends to use 8.6% for Parcel A because the location of Parcel A is adjacent to the Range line Road when the WATS 3.0 was developed. The Parcel A has been proposed to be relocated in between N/S A and N/S B (closer to Becker Road) but the majority of the trips

(12.7%) was assigned to Range line road in this study. The study should revisit the trips assignments throughout the network.

Applicant's Response: *The assignments were revised based on the individual pod's access and relationship to the roadway. Attachment 4.b provides the assignments for each parcel.*

City's Response: The trip assignments were not updated in Table 4 from the previous submittal; however, some of the trips were revised for Parcels E and F. The updated trips are not balanced with AADTs provided in the table.

OREP's Response (4/17): All trips have been verified for each parcel and entered into the appropriate link tables.

City's Response: The trips have been distributed reasonably throughout the network.

c. A significant adjustment to the intensity of land uses is being proposed in Traffic Zone 648 (aka, Parcel D): Approved trip generation 15,836 (Table 1b) versus the Proposed trip generation of 36,116 (Table 2b). Table 4 Link Analysis for a 4-lane Becker Road indicates 52,694 trips on Becker Road east of N/S "A" with a peak hour volume of 2,317. Becker Road total trips of 52,694 may require 6 lanes and the peak hour volume of 2,317 is only 4.5% of the daily traffic loading. Additionally, the discounting of pass-by trips may not be appropriate in this regional traffic analysis. Please provide additional information to support the acceptability of Becker Road at 4 lanes and the 4.5% peak hour volume.

Applicant's Response: *The tables are set up in a manner that the AADT (two directions) is entered twice since the formulas are set up to apply the K and D factors to arrive at the peak hour directional values. This approach is consistent with other DRIs. So, the two AADTs do not get added together. The Total AADT is half of what the reviewer has indicated. So, the peak hour factor is 9%. We apologize if the formatting has led to confusion.*

City's Response: The Applicant has increased the land use intensity for Parcel D, further increasing the trip generation by approximately 10,243 daily trips per

Table 2a, page B-26. The Applicant's response regarding the lower daily traffic volumes is accepted. Please add a clarifying note to Table 4 indicating the daily traffic volume is equal to one direction only.

The reduction in the daily traffic volumes on the roadway segments are within the capacity thresholds. Please correct Parcel D traffic zone number to 648 in Table 2a and add the percent assignment percentage to the external links surrounding the Wilson Grove DRI on the figure on page C-2.

OREP's Response (4/17): The figures and tables have been updated accordingly.

City's Response: Approved.

d. The 4-lane segment of Marshall Parkway between N/S "B" and Community Boulevard has a daily volume of 59,878 and a peak hour volume of 2,695. Table 4 indicates the 4-lane segment meets capacity requirements? Please provide additional information to support the acceptability of Marshall Parkway at 4 lanes and the 4.5% peak hour volume.

Applicant's Response: *The tables are set up in a manner that the AADT (two directions) is entered twice since the formulas are set up to apply the K and D factors to arrive at the peak hour directional values. This approach is consistent with other DRIs. So, the two AADTs do not get added together. The Total AADT is half of what the reviewer has indicated. So, the peak hour factor is 9%. We apologize if the formatting has led to confusion.*

City's Response: This comment has been addressed. See City Comment for 4c.

OREP's Response (4/17): Agreed.

City's Response: Comment Closed.

e. Please provide a map for the trip assignment for each Parcel and also for the entire Wilson Grove DRI.

Applicant's Response: *See response 4b above and attachment 4.b.*

City's Response: The trip assignment in Table 4 does not match the trip assignments on the map. For Example: in Appendix C, Figure 6.2 – A (Parcel A assignments), trip assignment for E-W 4/Paar Dr. = 42.4% which is distributed as 30.4% for N-S B from Paar to E-W 3/Marshall Pkwy, while the remaining 12% were not assigned to the Wilson Grove network; instead, these trips were completely omitted from Table 4 in the main report. If the omitted trips were assigned to the adjacent roadway, please include them in Table 4; otherwise, please re-assign the trips within the Wilson Grove DRI.

OREP's Response (4/17): The assignments have been verified and modified if appropriate.

City's Response: Comment Closed.

4) Conclusion:

a. Although the roadway link analysis did not indicate a worsening of LOS or trigger certain improvements before needed, intersection analyses will be required for review in order to determine how changes to the Land Use mix and location impact intersections within the DRI, as subdivisions for the developments are submitted for approval through the platting process.

Applicant's Response: *We believe when the reviewer understands the tables' formatting, the concerns regarding the LOS will be allayed.*

City's Response: Yes, the tables regarding the link analysis do have a relation with certain improvements; however, an intersection LOS analysis will still be required for each development when it goes to platting.

OREP's Response (4/17): No Response.

ADDITIONAL TRAFFIC COMMENTS:

1) They need to provide supporting documentation if they are not going to revise their trip assignment any further in order to accept the proposed laneage on the roads.

   Applicant's Response: *The traffic report and associated tables show the reallocation of land uses does not affect the proposed laneage of roads.*

   City's Response: Please refer to 4b and 4e.

   OREP's Response (4/17): No Response.

2) Pass-by trips are not recommended for a regional study such as this.

   Applicant's Response: *The pass by rates is appropriate for this traffic study as they are only used for retail and have been used for all studies by each DRI (Southern Grove, Riverland).*

   This comment has been deferred to City staff.

   OREP's Response (4/17): No Response.

3) The Applicant's traffic analysis 6th version indicates additional traffic volume is added to Becker Road. While these impacts can be accommodated within LOS requirements inside the Wilson Groves DRI, it is unclear what the design lane requirement for Becker Road east of N/S "B" should be. For example, Table 4 Phase 4 Buildout on page 9 projects 29,000 (rounded) vehicles on Becker Road between N/S "A" and N/S "B". The Phase 3 distribution and assignment figure on D-29 projects 96% of the Becker Road assignment between N/S "A" land N/S "B" occurs on Becker Road east of N/S "B" (27,800 rounded).

FINAL RECOMMENDATIONS

1) The Marlin Engineering West Annexation Area DRI Traffic Study projected traffic conditions for 2031 considering the 3 DRIs. The 2031 projected traffic volumes for Becker Road between N/S "A" and N/S "B" were 10,100 vehicles and between N/S "B" and SW Community Boulevard they were 14,600 vehicles. Subtracting the 10,100 vehicles from 29,000 vehicles and taking 96% of the total would equal 18,100 vehicles from Wilson Grove on Becker Road between N/S "B" and SW Community Boulevard. Adding the adjusted volume to the Marlin Engineering 2031 project volume of 14,600 vehicles would total 32,700 vehicles on Becker Road between N/S "B" and SW Community Boulevard.

   The maximum LOS "D" volume for a Class 1 non-state roadway with a 40 MPH posted speed for a 4-lane divided roadway is 35,800 vehicles per day. The volume to capacity ratio for the projected traffic volume considering the traffic from Wilson Grove versus the maximum LOS "D" capacity is 0.91. The GL Homes/Riverland DRI development phasing included in the Marlin Engineering DRI Traffic Study was not at buildout. Residential phasing was approximately 43% of buildout, with 6,700 dwelling units outstanding. Non-residential development phasing was only 15% of buildout with over 3.37 million square feet remaining.

   The above discussion suggests Becker Road will have to be widened to 6 lanes in order to meet City LOS requirements.

2) Becker Road traffic volumes could be reduced to alleviate over capacity conditions. Two roadway connections would assist in diverting traffic from Becker Road: N/S "A" and Marshall Parkway. Extending N/S "A" beyond Discovery Way and Tradition Parkway connecting to the Crosstown Parkway would provide a more direct way and lower drive time than using a congested Becker Road. Marshall Parkway would have a more significant diversion impact with an interchange at I-95. However, it takes a significant number of studies and time to approve and fund an interstate interchange. Since phasing projections for GL Homes/Riverland DRI and the Wilson Grove DRI reach into the 2040's,

the interchange justification would cause important reductions in the traffic loadings on the Becker Road and Tradition Parkway Interchanges.

3) It is also recommended the City pursue a future independent 3 DRI traffic study to ascertain the traffic impacts of the continued development in the Western Annexation Area of the 3 DRIs. The study should be based on consistent phasing of all 3 DRIs with updates to the land development uses both existing and projected, the expected roadway network and existing traffic counts on constructed roadways. This study will facilitate reviews of individual traffic studies submitted on various site plans.

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Wilson Groves – Map H Amendment

Prepared for:

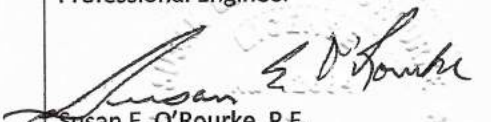
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SR21082.0

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O'ROURKE
ENGINEERING & PLANNING

September 20, 2021

Mr. Ramsey Akel
Akel Homes
5300 W. Atlantic Ave Suite 505
Delray Beach, FL 33446

Re: Wilson Groves

Dear Mr. Akel:

O'Rourke Engineering has completed the traffic impact analysis associated with the amendments to Map H of the Wilson Groves DRI. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

O'Rourke Engineering & Planning

Susan E. O'Rourke, P.E.
Registered Civil Engineer

Wilson Groves Traffic Report Map H 4.18.2023

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APPENDIX D: Phasing Analysis / Trip Generation / Link Analysis – Phases 1, 2, & 3

INTRODUCTION

O'Rourke Engineering & Planning has completed the analysis to address the traffic impacts associated with the amendments to Map H for Wilson Groves. There are no changes to the intensity or type of development, nor the roadway network. The land use has been relocated slightly.

BUILDOUT ANALYSIS

To assess the impact of moving land uses within Map H, a comparative trip generation for the approved and proposed uses was prepared. After a calculation of the trip generation, the parcels were assigned to the network to ensure the new location was still supported by the proposed network. The steps in the analysis and ensuing results are presented herein.

Approved Map H

Map H includes a set of approved land uses; 5,775 single family dwelling units; 1,925 multi-family dwelling units; 765,000 square feet of retail; 1,583,250 sf of office; 1,361,250 square feet of light industrial; and 382,872 square feet of institutional uses. The allocation of the uses was placed within 566 acres of mixed use, 57 acres of neighborhood commercial, and 1,876 acres of residential use. In addition, there are park sites.

The roadway network for Map H included three east/west streets and three north/south streets.

Proposed Project

The proposed Map Amendment includes: a) retaining the same number of units of land use.

The roadway network will remain the same. **Appendix A** includes the approved Map H and proposed Map H, illustrating the land use and roadway network. Resolution 11-R-01 is also included for reference in Appendix A.

Approved Trip Generation

The traffic study performed for the DRI in 2006 originally was referred to as WATS. The original approval includes a total 141,795 gross daily trips and 14,711 gross pm peak hour trips. The net trips were 96,188 net daily trips and 10,182 net PM peak hour trips. The net trips reflect a reduction within each zone, which varies by zone, and an internal reduction of 22.6% within the Wilson Groves DRI.

For the WATS, the land uses were divided into Traffic Analysis Zones. The traffic analysis zones fell along Parcel Lines. The Parcel Identifiers have changed with the proposed Map H. **Table 1a** summarizes the land use by Parcel and TAZ.

The total trip generation associated with the Approved Map H is summarized in **Table 1b and 1c** for the daily and pm peak hours, respectively. The trips were generated using the latest trip generation from ITE 11th edition with the exception of the civic and institutional uses. The trip generation for the Civic and institutional uses was developed using the rates in the WATS 3.0.

Table 1a : Approved Land Use

LAND USE	TOTAL INTENSITY	UNITS	LAND USE INTENSITY (OLD PARCEL ID)					
			A TAZ 648	B TAZ 652	C TAZ 647	D TAZ 654	E TAZ 653	F TAZ 861
Age Restricted	0	DU						
Single Family Detached Housing	5,775	DU		1,272	1,294	977	1,200	1,032
Multi Family Housing	1,925	DU		975	550		200	200
General Office	1,583,250	SF	1,361,250	142,000	80,000			
Civic Use*	80,687	SF		40,347				40,340
Institution Use*	302,177	SF		30,000	116,450	101,277	54,450	
Industrial Park	1,361,250	SF	1,361,250					
General Commercial	765,000	SF		195,000	105,000	155,000	155,000	155,000
Regional Park	50	Acres		50				
Elementary Schools (2)*	2,420	Students		2,420				
Junior High School	0	Students		0				

Table 1b : Daily Trip Generation - Approved

Land Use	(OLD PARCEL ID)						Total Trips
	A TAZ 648	B TAZ 652	C TAZ 647	D TAZ 654	E TAZ 653	F TAZ 861	
Gross Trips Before Pass-by and Intrazonal	15836	33513	22302	17040	16803	17746	123240
	Net Trips Leaving the Zone After Pass-by and intrazonal						
Age Restricted	0	0	0	0	0	0	0
Single Family Detached Housing	0	9,883	10,359	7,964	9,671	8,411	46,288
Multi Family Housing (Low-Rise)	0	3,023	1,789		697	697	6,206
Multi Family Housing (Mid-Rise)	0	2,086	1,216	0	442	442	4,186
General Office	11,249	1,275	791	0	0	0	13,315
Civic Use	0	1,781	0	0	0	2,199	3,980
Institution Use	0	742	2,936	3,088	1,660	0	8,426
Industrial Park	4,587	0	0	0	0	0	4,587
General Commercial	0	3,964	1,901	3,325	2,325	3,404	14,919
Regional Park	0	229	183	0	0	0	412
Elementary School	0	4,772	0	0	0	0	4,772
Junior High School	0	0	0	0	0	0	0
TOTAL	15,836	27,755	19,175	14,377	14,795	15,153	107,091
Net Total Trips after 22.6% Internal Capture							82888

Table 1c : PM Peak Hour Trip Generation - Approved

Land Use	A TAZ 648			B TAZ 652			C TAZ 647			D TAZ 654			E TAZ 653			F TAZ 861			Total Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Gross Trips Before Pass-by and Intrazonal	435	1988	2423	1749	1585	3334	1296	1119	2415	1030	900	1930	1149	921	2070	1107	881	1988	6766	7394	14160
	Gross Trips After Pass-by and Intrazonal																				
Age Restricted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Detached Housing	0	0	0	589	345	934	625	370	995	425	263	688	550	332	882	465	284	749	2,654	1,594	4,248
Multi Family Housing (Low-Rise)	0	0	0	125	73	198	79	46	125				34	21	55	33	21	54	271	161	432
Multi Family Housing (Mid-Rise)	0	0	0	99	64	163	59	38	97	0	0	0	20	13	33	20	13	33	198	128	326
General Office	333	1,627	1,960	24	152	176	14	88	102	0	0	0	0	0	0	0	0	0	371	1,867	2,238
Civic Use	0	0	0	98	92	190	0	0	0	0	0	0	0	0	0	110	110	220	208	202	410
Institution Use	0	0	0	32	48	80	124	192	316	124	185	309	66	100	166	0	0	0	346	525	871
Industrial Park	102	361	463	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	361	463
General Commercial	0	0	0	237	201	438	155	141	296	205	187	392	213	186	399	211	186	397	1,021	901	1,922
Regional Park	0	0	0	4	5	9	3	4	7	0	0	0	0	0	0	0	0	0	7	9	16
Elementary School	0	0	0	140	200	340	0	0	0	0	0	0	0	0	0	0	0	0	140	200	340
Junior High School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	435	1,988	2,423	1,348	1,180	2,528	1,059	879	1,938	754	635	1,389	883	652	1,535	839	614	1,453	5,318	5,948	11,266
Net Total Trips after 22.6% Internal Capture																			4116	4604	8720

As shown, the total gross daily trips are 121,240 and the total gross PM peak hour trips are 14,160. The net trips were 82,888 net daily trips and 8,720 net PM peak hour trips. The difference in the WATS 2006 and the current calculations using ITE 11th Edition is primarily related to changes in the ITE trip generation rates.

Proposed MAP H Trip Generation

As discussed, the location of the uses in Map H was incorporated into the development.

Table 2a summarizes the land use by Parcel and TAZ.

The total trip generation associated with the Proposed Map H using ITE 11th edition rates is summarized in **Table 2b and 2c** for the daily and pm peak hours, respectively. The trips were generated using the latest trip generation from ITE 11th edition with the exception of the civic and institutional uses. The trip generation for the Civic and institutional uses was developed using the rates in the WATS 3.0. Again, multifamily was split between low-rise and mid-rise.

As shown, the total gross daily trips are 123,430 and the total gross PM peak hour trips are 13,714. The net trips were 82,399 net daily trips and 8,677 net PM peak hour trips. The difference between the approved and proposed trip generation using ITE 11th Edition is primarily associated with the internal capture within each zone based on the mix of uses.

The proposed land use generates a reduction in trips on all levels as shown in **Table 3.**

The details of the trip generation are provided in **Appendix B**. The TAZ map identifying the location of the parcels is included first followed by the detailed calculation by TAZ for the Approved land use, the Proposed Land use and the WATS 3.0 calculations as well. The internal capture calculations for the Approved and Proposed scenarios are also included following the trip generation calculations.

Please note that the trip generation follows the methodology used in the most recent WATS relative to trip generation, internal capture, and pass-by. These assumptions are consistent with other DRI submittals.

Table 2a : Proposed Land Use

LAND USE	TOTAL INTENSITY	UNITS	LAND USE INTENSITY					
			A TAZ 652	B TAZ 654	C TAZ 647	D TAZ 648	E TAZ 861	F TAZ 653
Age Restricted	0	DU						
Single Family Detached Housing	5,775	DU	1,242	850	1,827		879	977
Multi Family Housing	1,925	DU				1,925		
General Office	1,583,250	SF			0	1,583,250		
Civic Use*	80,695	SF				80,695		
Institution Use*	302,177	SF		67,628	90,692	0	67,042	76,815
Industrial Park	1,361,250	SF				1,361,250		
General Commercial	765,000	SF	306,000	76,500		306,000	76,500	
Regional Park	50	Acres				50		
Elementary School*	2,420	Students				2,420		
Junior High School	0	Students						

* Civic/Instituitional, max 382,872 sf, School shown as students

Table 2b : Daily Trip Generation - Proposed

Land Use	A TAZ 652	B TAZ 654	C TAZ 647	D TAZ 648	E TAZ 861	F TAZ 653	Total Trips
Gross Trips Before Pass-by and Intrazonal	**21570**	**12120**	**17377**	**49477**	**12329**	**10557**	**123430**
	Net Trips leaving the zone after Pass-by and Intrazonal						
Age Restricted	0	0	0	0	0	0	0
Single Family Detached Housing	9,989	7,016	14,570	0	7,237	8,180	46,992
Multi Family Housing (Low-Rise)	0	0	0	6,029	0	0	6,029
Multi Family Housing (Mid-Rise)	0	0	0	4,214	0	0	4,214
General Office	0	0	0	11,263	0	0	11,263
Civic Use	0	0	0	3,862	0	0	3,862
Institution Use	0	2,011	2,751	0	1,993	2,330	9,085
Industrial Park	0	0	0	3,885	0	0	3,885
General Commercial	7,306	1,532	0	5,769	1,529	0	16,136
Regional Park	0	0	0	229	0	0	229
Elementary School	0	0	0	4,764	0	0	4,764
Junior High School	0	0	0	0	0	0	0
TOTAL	17,295	10,559	17,321	40,015	10,759	10,510	106,459
Net Total Trips after 22.6% Internal Capture							82399

Table 2c : PM Peak Hour Trip Generation - Proposed

Land Use	A TAZ 652			B TAZ 654			C TAZ 647			D TAZ 648			E TAZ 861			F TAZ 653			Total Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Gross Trips Before Pass-by and Intrazonal	**1274**	**1050**	**2324**	**773**	**641**	**1414**	**1072**	**730**	**1802**	**2003**	**3654**	**5657**	**788**	**648**	**1436**	**628**	**453**	**1081**	**6538**	**7176**	**13714**
	Gross Trips After Pass-by and Intrazonal																				
Age Restricted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Detached Housing	497	332	829	403	242	645	958	541	1,499	0	0	0	418	251	669	531	300	831	2,807	1,666	4,473
Multi Family Housing (Low-Rise)	0	0	0	0	0	0	0	0	0	212	123	335	0	0	0	0	0	0	212	123	335
Multi Family Housing (Mid-Rise)	0	0	0	0	0	0	0	0	0	176	114	290	0	0	0	0	0	0	176	114	290
General Office	0	0	0	0	0	0	0	0	0	374	1,851	2,225	0	0	0	0	0	0	374	1,851	2,225
Civic Use	0	0	0	0	0	0	0	0	0	217	212	429	0	0	0	0	0	0	217	212	429
Institution Use	0	0	0	66	124	190	88	166	254	0	0	0	66	122	188	81	140	221	301	552	853
Industrial Park	0	0	0	0	0	0	0	0	0	99	351	450	0	0	0	0	0	0	99	351	450
General Commercial	370	310	680	123	113	236	0	0	0	316	338	654	123	113	236	0	0	0	932	874	1,806
Regional Park	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	0	4	5	9
Elementary School	0	0	0	0	0	0	0	0	0	144	197	341	0	0	0	0	0	0	144	197	341
Junior High School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	867	642	1,509	592	479	1,071	1,046	707	1,753	1,542	3,191	4,733	607	486	1,093	612	440	1,052	5,266	5,945	11,211
Net Total Trips after 22.6% Internal Capture																			4076	4601	8677

Table 3: Trip Generation Change

	Daily		PM Peak Hour	
	GROSS	NET	GROSS	NET
WATS	141,795	96,188	14,711	10,182
Approved (ITE)	123,240	82,888	14,160	8,720
Proposed (ITE)	123,430	82,399	11,211	8,677
WATS - Proposed	**-18,365**	**-13,789**	**-3,500**	**-1,505**
Approved (ITE) - Proposed (ITE)	***190**	**-489**	**-2,949**	**-43**

* Difference related to logarithmic equation and the split of uses resulting in .15% difference.

Link Analysis – Phase 4 Buildout

The WATS study has been revised over time with the latest version being WATS 3.0 prepared by MacKenzie Engineering and Planning. That study reflects the latest in model assumptions controlled for the originally approved assumptions. The model and resultant link volumes were used to assess the impact on the internal Wilson Groves links based on the change in location and trip generation. The assumptions of trip generation by TAZ were included in Appendix B.

A cordon calculation was used to establish a distribution and assignment for Wilson Groves WATS 3.0. Using this assignment, the project trips calculated in WATS 3.0 were removed from the link and the new traffic volumes were assigned to the link. The results are shown in **Table 4** for Buildout Phase 4. **Appendix C** includes the WATS 3.0 assignment and the individual parcel assignments for Phase 4.

As shown, the links will not exceed the original assumptions for the roadways. The analysis was provided as a new base line analysis and to support the overall Map H revisions in the Land Use location.

PHASES 1, 2, AND 3

The phasing of the DRI considers an estimated level of development to be constructed in five-year increments. The phasing is an estimate with no limit to crossing a phasing threshold. The roadways are triggered by trips. The roadways shown for each phase are the roads that were estimated to be in place prior to the conclusion of that phase. The timing could vary depending upon the timing and area of development. The trip triggers will determine the specific timing. **Table 5** summarizes the land use by phase with totals consistent with the approved DRI phasing. Table 6 summarizes the trip generation by phase. The tables for each phase are less than the originally approved trip generation by phase.

It is important to note that the DRI refers to Phase 1, 2, and 3 for the roadway network. Basically, those improvements were determined to be needed after the phase referenced in the WATS analysis; Phase 1 land use was run on a network less than the Phase 1 network; Phase 2 land use was run on the Phase 1 network; Phase 3 land was run on the Phase 2 network; and Phase 4 land was run on the Phase 3 network.

A brief discussion of Phases 1 through 3 is provided below. The assumptions applicable to each phase, the trip generation of the land use, the percent assignment and the resultant link tables are provided for each phase in **Appendix D**.

Phase 1

WATS 3.0 did not include a Phase 1 analysis since much of Phase 1 was complete for Southern Grove. Therefore, the Phase 1 from the original WATS was used. The land use allocated for Phase 1 was assigned to the various TAZs. The network assumed for Phase 1 in the original study included Becker Road from Range Line to its existing terminus and N/S A from Becker to E/W 3 plus E/W 3 from N/S A to Community.

The volumes and assignment were adjusted to remove E/W 3 consistent with the network that will be in place to support land use in Phase 1. With the complete Phase 1 network in place for the Phase 2 analysis. The link analysis shows that the proposed roadway network will accommodate the Phase 1 land use.

Phase 2

The WATS 3.0 analysis was used as the baseline for the assignment, network, and volumes. The Wilson Groves trips were removed as they were included in the approved study and replaced with the reassigned Wilson Groves

Table 4: Link Analysis - Phase 4 Buildout

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips														
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel E	TAZ 861 Parcel E	% Assignment Parcel F	TAZ 653 Parcel F	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
Discovery Way (E/W 1)	RANGE LINE RD	N/S A	2	EB	924	6203	251	IN	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	4879	198	YES
				WB	924	6203	307	OUT	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	4879	242	YES
	N/S A	N/S B	4	EB	2100	9543	386	IN	6.8	6544	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1974	7569	307	YES
				WB	2100	9543	472	OUT	6.8	6544	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1974	7569	375	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	15209	616	OUT	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	14962	606	YES
				WB	2100	15209	753	IN	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	14962	741	YES
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	14144	573	OUT	10.4	10009	12	1872	12.2	1143	12.4	1905	12.3	1174	0.0	0	12.8	4620	705	14849	601	YES
				SB	1080	14144	700	IN	10.4	10009	12	1872	12.0	1124	12.4	1905	12.3	1174	0.0	0	12.8	4620	686	14830	734	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	13614	551	IN	7.4	7122	0	0	0.0	0	12.4	1905	11	1050	11	1025	12.8	4620	1478	15092	611	YES
				SB	1080	13614	674	OUT	7.4	7122	0	0	0.0	0	12.4	1905	11	1050	11	1025	12.8	4620	1478	15092	747	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	4	NB	2100	4457	221	IN	11.0	10587	10.4	1622	10.1	946	10.2	1567	20.5	1956	5.2	485	10.4	3754	-257	4200	208	YES
				SB	2100	4457	181	OUT	11.0	10587	10.4	1622	10.1	946	10.2	1567	20.5	1956	5.2	485	10.4	3754	-257	4200	170	YES
	PAAR RD (E/W #4)	BECKER RD	4	NB	2100	5595	227	IN	12.7	12223	11.2	1747	25.9	2426	22.0	3380	8.2	783	0.0	0	10.4	3754	-133	5462	221	YES
				SB	2100	5595	277	OUT	12.7	12223	11.2	1747	25.9	2426	22.0	3380	8.2	783	0.0	0	10.4	3754	-133	5462	270	YES
N/S B	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	4	NB	2100	14144	700	OUT	24.5	23579	30.4	4742	30.9	2894	30.6	4701	0	0	17.5	1631	30.4	10973	1362	15506	768	YES
				SB	2100	14144	573	IN	24.5	23579	30.4	4742	30.9	2894	30.6	4701	0	0	17.5	1631	30.4	10973	1362	15506	628	YES
	PAAR RD (E/W #4)	BECKER RD	4	NB	2100	6796	336	IN	18.1	17420	0.0	0	0.0	0	30.6	4701	15.8	1508	24.0	2237	42.4	15304	6330	13126	650	YES
				SB	2100	6796	275	OUT	18.1	17420	0.0	0	0.0	0	30.6	4701	15.8	1508	24.0	2237	42.4	15304	6330	13126	532	YES
MARSHALL PKWY (E/W #3)	RANGE LINE RD	N/S A	2	EB	924	7668	311	IN	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	6344	257	YES
				WB	924	7668	380	OUT	4.6	4427	0.0	0	0.0	0	0.0	0	20.5	1956	12.3	1147	0.0	0	-1324	6344	314	YES
	N/S A	N/S B	4	EB	2100	14976	607	IN	6.7	6448	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-1878	13098	530	YES
				WB	2100	14976	741	OUT	5.7	5486	0.0	0	0.0	0	0.0	0	30.8	2939	17.5	1631	0.0	0	-916	14060	696	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	24689	1000	OUT	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	24442	990	YES
				WB	2100	24689	1222	IN	21.0	20211	20.8	3245	21.6	2023	21.0	3226	21.2	2023	20.8	1939	20.8	7508	-247	24442	1210	YES
E/W 4 Paar Dr	RANGE LINE RD	N/S A	4	EB	2100	9137	370	IN	10.7	10298	12	1872	26.6	2491	0	0	17.8	1699	11.0	1025	0.0	0	-3211	5926	240	YES
				WB	2100	9137	452	OUT	10.7	10298	12	1872	26.6	2491	0	0	17.8	1699	11.0	1025	0.0	0	-3211	5926	293	YES
	N/S A	N/S B	4	EB	2100	14830	601	IN	24.3	23387	42.4	6614	42.4	3971	11.8	1813	27.4	2615	18.2	1697	0.0	0	-6677	8153	330	YES
				WB	2100	14830	734	OUT	24.3	23387	42.4	6614	42.4	3971	11.8	1813	27.4	2615	18.2	1697	0.0	0	-6677	8153	404	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	11337	459	OUT	7.2	6929	0	0	11.5	1077	11.8	1813	11.6	1107		0	12.0	4331	1399	12736	516	YES
				WB	2100	11337	561	IN	7.2	6929	0	0	11.5	1077	11.8	1813	11.6	1107		0	12.0	4331	1399	12736	630	YES
BECKER RD	RANGE LINE RD	N/S A	4	EB	2100	13776	558	IN	10.7	10298	5.2	811	12.2	1143	23.1	3549	0	0	0	0	23.2	8374	3579	17355	703	YES
				WB	2100	13776	682	OUT	10.7	10298	5.2	811	12.2	1143	23.1	3549	0	0	0	0	23.2	8374	3579	17355	859	YES
	N/S A	N/S B	4	EB	2100	19187	777	IN	25.8	24830	24.4	3806	24.5	2295	22.6	3472	8.2	783	0.0	0	67.2	24255	9781	28968	1173	YES
				WB	2100	19187	950	OUT	25.8	24830	24.4	3806	24.5	2295	22.6	3472	8.2	783	0.0	0	67.2	24255	9781	28968	1434	YES
												15600		9366		15364		9543		9322		36094				
												15600		9366		15364		9543		9322		36094				

(1) From WATS 3.0, 2040 Volumes

(2) Project Trips Calculated using ITE Trip Generation, 11th Edition

Note: The AADT is shown for each direction but reflect the total in both directions.

Adjustment Factor (K) = 0.090 In = 96242

Adjustment Factor (D) = 0.550 Out= 96242

Table 5: Cumulative Land Use by Phase

Land Use	Phase 1						
	A	B	C	D	E	F	Totals
Residential	1,242	850	108				2,200
Retail	210,000						210,000
Office				136,125			136,125
Industrial				136,125			136,125
Institutional/Civic							0
School / Park				50			50

Land Use	Phase 2						
	A	B	C	D	E	F	Totals
Residential	1,242	850	1,827	1,925	452		6,296
Retail	306,000	24,000					330,000
Office				606,500			606,500
Industrial				544,500			544,500
Institutional/Civic		50,638					50,638
School / Park							0

Land Use	Phase 3						
	A	B	C	D	E	F	Totals
Residential	1,242	850	1,827	1,925	879	977	7,700
Retail	306,000	76,500		207,500			590,000
Office				1,094,875			1,094,875
Industrial				952,875			952,875
Institutional/Civic		67,628	90,692	67,754			226,074
School / Park							0

Land Use	Phase 4						
	A	B	C	D	E	F	Totals
Residential	1,242	850	1,827	1,925	879	977	7,700
Retail	306,000	76,500		306,000	76,500		765,000
Office				1,583,250			1,583,250
Industrial				1,361,250			1,361,250
Institutional/Civic		67,628	90,692	80,695	67,042	76,818	382,875
School / Park			50 / 2,420				0

Table 6: Net New External Trips

	Phase 1		Phase 2		Phase 3		Phase 4	
	Daily	PM	Daily	PM	Daily	PM	Daily	PM
A	11,706	1,099	13,910	1,214	13,369	1,166	13,386	1,168
B	5,659	582	7,263	753	8,162	828	8,173	829
C	848	84	11,748	1,226	13,389	1,355	13,406	1,357
D	1,727	200	14,529	1,487	21,301	2,469	30,972	3,663
E	0	0	3,124	317	5,762	593	8,327	846
F	0	0	0	0	6,350	655	8,135	814
Totals	19,940	1,965	50,574	4,997	68,333	7,066	82,399	8,677

trips. The network identified in the DRI for Phase 1 is the basis for the Phase 2 analysis. The network included: Becker Road as a two-lane roadway from Rangeline to N/S A, and four lanes from N/S A to the east; and E/W 3 and N/S A as two-lane roadways. The analysis shows Becker will function at acceptable levels of service through Phase 2 as a two-lane roadway, despite the model using four lanes on Becker east of N/S A.

Phase 3

WATS 3.0 assumed all roads were in place as two-lane roadways. Becker Road was assumed four lanes from N/S A to Community. All phase 3 land use can be accommodated on this network.

CONCLUSION

The relocation of the approved land uses within the DRI results in no significant change to the impact of traffic. The trip generation reflects a net reduction. The roadway network continues to support the project with the relocated land use as demonstrated with the link analysis.

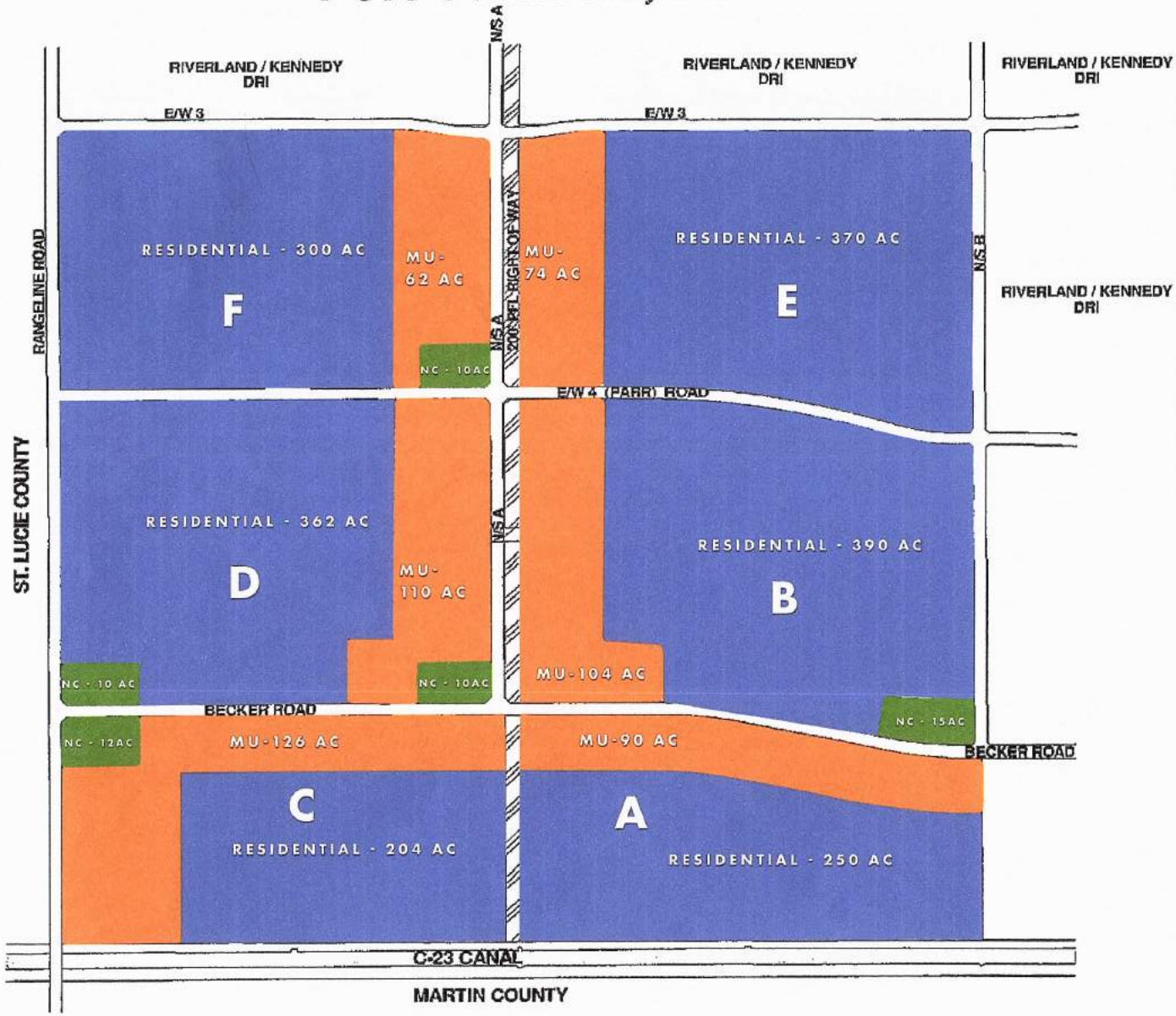
The proposed program is consistent with the original approvals.

Appendix A

Approved Map H
Proposed Map H
Resolution 11-R-01, Page A-4

Wilson Groves DRI
Port St. Lucie, FL

Conceptual Master Plan



LEGEND

- Residential including Schools & Support Facilities, Civic, Institutional, Parks/Recreation, Places of Worship, conservation/ Mitigation.
- Mixed Use Residential including Schools & Support Facilities, Civic, Institutional, Parks/ Recreation, Places of Worship, Commercial
- Neighborhood Commercial Center includes Commercial, Office, Civic, Institutional, Parks / Recreation, Hotel / Inn, Place of Worship, Conservation / Mitigation

Proposed Land Uses

Mixed Use	566 Acres
Residential	1,876 Acres
Neighborhood Commercial (NC)	57 Acres
Total Area	2,499 Acres

"This map is an artist's illustration of the generalized concept which is one of many extensive solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which this scale of endeavor may have and to accommodate such impacts within the limits of the law and balanced design incentives to provide economically viable and market sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the natural evolution of the specific engineered solutions are processed through the various design and jurisdictional authorities to final approval. Notwithstanding marginal variations in design as the detailed engineering become more refined, prior approvals shall entitle the applicant, without returning for revision review by prior authority, to continue subsequent more localized revisions as functional deficits become evident. The property owner and/or developers reserve all rights to make such adjustments as needed to accomplish these functional design accommodations."

Location Map



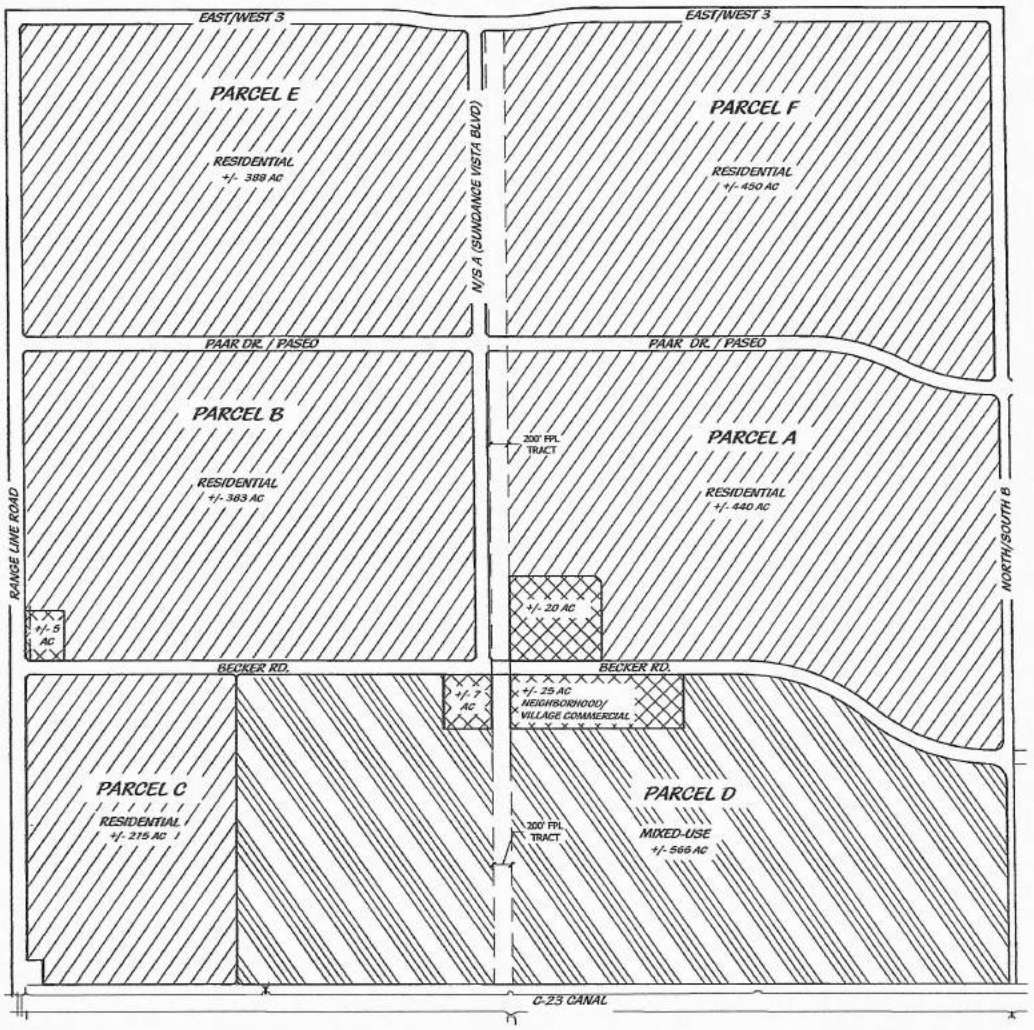
APPROVED

A-1

Proposed

FIGURE 1-6

WILSON GROVE
Port St. Lucie, Florida



PROPOSED LAND USES

RESIDENTIAL	1876 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	30 AC
NEIGHBORHOOD/ VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

*PROPOSED ACREAGES OF SUBDISTRICTS HAVE BEEN ROUNDED TO THE NEAREST +/- 1 ACRE.

LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
INCLUDING COMMERCIAL AND OFFICE USES, PERSONAL AND HOUSEHOLD SERVICE ESTABLISHMENTS, INSTITUTIONAL USES, PUBLIC FACILITIES, PARKS, PLAYGROUNDS, AND OTHER SIMILAR SERVICES

MIXED USE
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

*LOCATION AND CONFIGURATION OF ALL DEVELOPMENT PARCELS INCLUDING ACCESS LOCATIONS, LAKES, OPEN SPACE, RESIDENTIAL AND NON-RESIDENTIAL USES WILL BE FULLY DELINEATED DURING THE ZONING AND OR PLATTING PROCESS.

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COMPREHENSIVE LAND USE PLAN
WILSON GROVE

0' 1000' 2000' 4000'
Scale: 1" = 2000'
North

Proposed



LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
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MIXED USE
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

P PARK

K - 8 SCHOOL

C 50 AC CIVIC SITE

PROPOSED LAND USES

RESIDENTIAL	1876 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	98 AC
NEIGHBORHOOD/ VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

*PROPOSED ACREAGES OF SUBDISTRICTS HAVE BEEN ROUNDED TO THE NEAREST +/- 1 ACRE.

NOTES

*LOCATION AND CONFIGURATION OF ALL DEVELOPMENT PARCELS INCLUDING ACCESS LOCATIONS, LAKES, OPEN SPACE, RESIDENTIAL AND NON-RESIDENTIAL USES WILL BE FULLY DELIMINATED DURING THE ZONING AND OR PLATTING PROCESS.

50-ACRE REGIONAL PARK SITE TO BE PROVIDED ADJACENT TO C-23 CANAL AND EAST PROPERTY LINE.

CONFIGURATION OF PARK SITE TO BE DETERMINED AT THE TIME OF MPUD PLAN APPROVAL.

LOW SPEED VEHICLES AS DEFINED BY FLORIDA STATUTE (FS) 320.01(41) SHALL BE PERMITTED ALONG PATHWAYS, SIDEWALKS, MULTI-USE TRAILS, AND ROADWAY CROSSINGS WITHIN THE FOLLOWING CITY OWNED RIGHTS OF WAY: BECKER RD., N/S A, N/S B, AND E/W 3.

THE PASEO MAY CONSIST OF A 16-FOOT-WIDE LOW SPEED VEHICLE PATH AND A 12-FOOT-WIDE MULTI-USE PATH.

THIS MAP IS AN ARTISTS ILLUSTRATION OF THE GENERALIZED CONCEPT WHICH IS ONE OF MANY ALTERNATIVE SOLUTIONS WHICH SHARE A COMMON UNDERLYING DESIGN BASIS TO PROVIDE A FRAMEWORK WHICH RECOGNIZES THE REGIONAL IMPACTS WHICH THIS SCALE OF ENDEAVOR MAY HAVE AND TO ACCOMMODATE SUCH IMPACTS WITHIN THE LIMITS OF THE LAW AND BALANCED DESIGN IMPERATIVES TO PROVIDE ECONOMICALLY VIABLE AND MARKET SENSITIVE SOLUTIONS TO MEET THE NEEDS OF OUR CUSTUMERS AND THE COMMUNITY THEY CREATE. THE PLANS FOR CONSTRUCTION MAY VARY AS THE NATURAL EVOLUTION OF THE SPECIFIC ENGINEERED SOLUTIONS ARE PROCESSED THROUGH THE VARIOUS DESIGN AND JURISDICTIONAL AUTHORITIES TO FINAL APPROVAL. NOTWITHSTANDING MARGINAL VARIATIONS IN DESIGN AS THE DETAILED ENGINEERING BECOME MORE REFINED, PRIOR APPROVALS SHALL ENTITLE THE APPLICANT WITHOUT RETURNING FOR REVISION REVIEW BY PRIOR AUTHORITY, TO CONTINUE SUBSEQUENT MORE LOCALIZED DECISIONS AS FUNCTIONAL DETAILS BECOME EVIDENT. THE PROPERTY OWNER AND/OR DEVELOPERS RESERVE ALL RIGHTS TO MAKE SUCH ADJUSTMENTS AS NEEDED TO ACCOMPLISH THESE FUNCTIONAL DESIGN ACCOMMODATIONS.

LOCATION MAP



PSLUSD# 11-681-00
PSL# P21-128

MAP H
MASTER PLAN

0' 250' 500' 1000' 1500' 2000'

Scale: 1" = 500'

North

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WILSON GROVE
Port St. Lucie, Florida
A-3

DESIGNED DTR
DRAWN PRP/CTR
APPROVED DTR
JOB NUMBER 20-0515
DATE 06-23-22
REVISIONS 11-09-22
12-21-22

December 20, 2022

SHEET 1 OF 1

©COTLEUR & HEARING INC.

Resolution 11-R-01 is included hereafter
in its entirety and original state.

RESOLUTION 11R-01

COUNCIL ITEM 11B
DATE 1/24/11

A RESOLUTION OF THE CITY OF PORT ST. LUCIE, FLORIDA, MAKING FINDINGS OF FACT AND DETERMINING CONCLUSIONS OF LAW PERTAINING TO THE WILSON GROVES APPLICATION FOR DEVELOPMENT APPROVAL, A DEVELOPMENT OF REGIONAL IMPACT, AND CONSTITUTING THIS RESOLUTION AS AN AMENDED AND RESTATED DEVELOPMENT ORDER BY THE CITY OF PORT ST. LUCIE IN COMPLIANCE WITH LAW; AND PROVIDING FOR AN EFFECTIVE DATE AND A TERMINATION DATE.

WHEREAS, on July 19, 2004, the City of Port St. Lucie, Florida ("City"), entered into that certain Annexation Agreement to establish the terms and conditions upon which approximately 9,451 acres of agricultural land in unincorporated St. Lucie County, Florida ("Western Annexation Area"), would be annexed into the City for the purpose of urban development; and

WHEREAS, the signatories to the Annexation Agreement included ACR ~~Properties~~ Acquisition, LLC, owner of 2,451.179 acres, more or less, known as Wilson Groves, located in the Western Annexation Area; and

WHEREAS, ACR ~~Properties~~ Acquisition, LLC, ("Developer") is a ~~Florida~~ Delaware limited liability company with its principal place of business in Boynton Beach, Florida; and

WHEREAS, Florida Power & Light Company ("FPL") is a Florida company is the owner of 47.566 acres, more or less, located contiguous to the property of ACR ~~Properties~~ Acquisition, LLC. and with whom together comprise the entirety of the properties which are the subject of that certain development known as the Wilson Groves Development of Regional Impact ("Wilson Groves DRI"); and

WHEREAS, FPL has authorized the Developer and Land Design South of Florida, Inc. a Florida corporation, ("LDS"), to pursue the Wilson Groves DRI and has further authorized LDS to act as FPL's agent in all matters including but not limited to agreeing on FPL's behalf to any conditions which result from such Wilson Groves DRI approval process, such authorization being evidenced in the subject Application for Development Approval ("ADA"); and

WHEREAS, the Wilson Groves DRI ("Project") is a proposed mixed-use development of regional impact to be located on approximately 2,498.745 acres, more or less, located in the Western Annexation Area, as more particularly described in Composite Exhibit "A" ("DRI Property"); and

WHEREAS, on August 31, 2004, the Treasure Coast Regional Planning Council ("TCRPC") convened a pre-application conference at which the Developer, LDS and various agencies addressed methodology issues and other preliminary matters concerning the Project; and

WHEREAS, on September 13, 2005, pursuant to section 380.06, F.S., the Developer filed an Application for Development Approval ("ADA") for the Project, to be located on the DRI Property, and supplemented it with two sufficiency responses (dated March 3, and July 14, 2006, along with compendium documents on August 2, 2006) and,

WHEREAS, complete copies of these submissions and other review materials were provided to the City of Port St. Lucie ("City"); the Florida Department of Community Affairs ("DCA); TCRPC, and other review agencies; and

WHEREAS, under contract to the City, the TCRPC prepared the Western Annexation Traffic Study (dated January, 2006) ("WATS") for the Project and other proposed developments within the Western Annexation Area, and

WHEREAS, on August 2, 2006 the application and supporting materials were determined to be sufficient for purposes of review; and

WHEREAS, notice regarding public hearings for the Application for Development Approval was provided by publication in the Port St. Lucie News on August 18, 2006; and

WHEREAS, on September 15, 2006, the TCRPC recommended approval of the Application for Development Approval with conditions; and

WHEREAS, on October 3, 2006, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on the Application for Development Approval and recommended approval with conditions; and

WHEREAS, on October 23, 2006, the City Council of the City of Port St. Lucie ("City Council") held a public hearing to consider the Project, the TCRPC regional report, and comments upon the record made at said public hearing, afforded all interested persons an opportunity to be heard and present evidence, and adopted Resolution No. 06-R104, approving the Project subject to conditions; and

WHEREAS, on July 23, 2008, the Developer submitted Notification of Proposed Change No. 1 ("NOPC No. 1") to TCRPC to amend certain conditions of approval for the Project regarding transportation, affordable housing, and dates for phases, buildout and termination, with complete copies to the City, DCA and other review agencies; and

WHEREAS, the Legislature has enacted and the Governor has signed into law Chapter 2007-204, Laws of Florida, which provides that "all phase, buildout, and expiration dates for project that are developments of regional impact and

under active construction on July 1, 2007, are extended for 3 years regardless of any prior extensions and such extensions are not a substantial deviation and may not be considered when determining whether a subsequent extension is a substantial deviation; and

WHEREAS, on October 7, 2008, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on NOPC No. 1 and recommended approval; and

WHEREAS, on October 27, 2008, the City Council held a public hearing to consider NOPC No. 1, the TCRPC regional report, and comments upon the record made at said public hearing, and afforded all interested persons an opportunity to be heard and present evidence, and adopted Resolution No. 08-R136, approving NOPC No. 1 subject to conditions; and

WHEREAS, on July 9, 2010, the Developer submitted Notification of Proposed Change No. 2 ("NOPC No. 2") to TCRPC to amend certain conditions of approval for the Project regarding the greenway, transportation, wetlands, listed species, and parks and recreation, and Map H with complete copies to the City, DCA and other review agencies; and

WHEREAS, on January 4, 2011, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on NOPC No. 2 and recommended approval; and

WHEREAS, on January 24, 2011 the City Council held a public hearing to consider NOPC No. 2, the TCRPC comments, and comments upon the record made at said public hearing, and afforded all interested persons an opportunity to be heard and present evidence.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA:

FINDINGS OF FACT

The City Council, having considered all the documents, comments, testimony and evidence presented to it, finds as follows:

1. The above recitals are true and correct, and are incorporated into this Development Order by this reference.

2. The Project as modified is consistent with the State Comprehensive Plan.

3. The Project as modified is consistent with the Port St. Lucie Comprehensive Plan and the Port St. Lucie Land Development Regulations.

4. The Project as modified is consistent with the TCRPC's Wilson Groves Development of Regional Impact Assessment Report dated September 2006.

5. The Project is not located in an area of critical state concern designated pursuant to section 380.05, F.S.

6. This Development Order includes adequate provisions for the public facilities needed to accommodate the impacts of the proposed development pursuant to the requirements of Section 380.06, F.S.

7. NOPC No. ~~1~~ 2 and its supporting documentation were reviewed as required by Chapter 380 F.S., and the local land development regulations and are incorporated into this Development Order by this reference.

8. NOPC No. ~~1~~ 2 does not constitute a substantial deviation from the Development Order adopted by the City Council on October 27, 2008 and is otherwise approved, subject to the conditions set forth in this Development Order.

CONCLUSIONS OF LAW

The City Council, having made the findings of fact set forth above, makes the following conclusions of law:

9. The City Council is the governing body with legal jurisdiction over the DRI Property and is authorized and empowered by Chapter 380, F.S., to issue this Development Order.

10. The Project as modified is approved for development pursuant to section 380.06, F.S., on the DRI Property attached as Composite Exhibit "A", subject to the conditions of approval set forth in Exhibit "B" of this Development Order and the Equivalency Matrix attached as Exhibit "C", all of which are incorporated into this Development Order by this reference.

11. Development shall be located substantially as depicted on the Master Development Plan (Map H) attached as Exhibit "D", which is incorporated into this Development Order by reference.

12. Development shall be consistent with the Port St. Lucie Comprehensive Plan, the Port St. Lucie Land Development Regulations and this Development Order.

13. Within 10 days after adoption of this Development Order, the City Clerk shall render copies of this Development Order with all attachments, certified as complete and accurate, by certified mail (return receipt

requested) to the Developer, LDS, DCA and TCRPC as required by Rule 9J-2.025(5), F.A.C.

14. This Development Order shall take effect, following rendition, as provided by law.

15. Notice of the adoption of this Development Order or any amendment shall be recorded by the Developer, within 30 days after its effective date, in accordance with sections 28.222 and 380.06(15)(f), F.S., with the Clerk of the Circuit Court of St. Lucie County, Florida. The notice shall specify that this Development Order runs with the land and is binding on the Developer, its agents, lessees, successors or assigns. A copy of such notice shall be forwarded to the Port St. Lucie Planning and Zoning Department within seven days after recordation.

16. The Project as modified shall not be subject to down-zoning, unit density reduction or intensity reduction or other reduction of approved land uses before the expiration date of this Development Order, unless either (a) the Developer consents to such a change, or (b) the City demonstrates that a substantial change in the conditions underlying the approval of the Development Order has occurred, or that the Development Order was based on substantially inaccurate information provided by the Developer, or that the change is clearly established by the City as essential to the public health, safety or welfare.

17. This Development Order shall not preclude the City from requiring the payment of impact fees and/or other fees for development or construction within the Project, provided such fees are assessed in accordance with a duly adopted ordinance and are charged to all other similarly situated developers for the same activities within all other areas of the City.

18. In the event that the Developer violates any condition of this Development Order, or otherwise fails to act in substantial compliance with this Development Order, the City may stay the effectiveness of this Development Order on the identifiable tract or parcel, or portion of the tract or parcel owned by the person or entity violating the condition, and within the DRI Property described in Exhibit "A", after a stated compliance date. The Developer shall be given a written notice of violation by the City and a reasonable period of time to cure the violation. The Developer may petition the City Council for review of the notice of violation, prior to the stated compliance date, and said review shall be conducted at a public hearing. Filing of a petition for review shall delay the effectiveness of the notice of violation until the review has been conducted. If the violation has not been cured or corrected by the stated compliance date, all further development permits, approvals and services for the development said tract or parcel, or portion of tract or parcel, shall be withheld until the

violation is corrected. For purposes of this condition, the terms "tract" and "parcel" shall mean "any quantity of land capable of being described with such definiteness that its boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit, located within the DRI Property legally described in Exhibit 'A' attached hereto and the Master Development Plan (Map H) in the ADA."

19. Upon request, and in accordance with the City's adopted certificate of concurrency fee, in the development review fee schedule, the City shall provide to the Developer a letter stating whether the portion of the Project at issue is in compliance with applicable conditions of this Development Order.

20. Pursuant to Section 380.06(5)(c), F.S., the Project shall be bound by the rules adopted pursuant to Chapters 373 and 403, F.S., in effect at the time of issuance of this Development Order.

21. Compliance with this Development Order shall be monitored through normal City permitting procedures, the procedures listed in the specific conditions of approval, and review of the biennial report. The local official responsible for assuring compliance with this Development Order is the Director of Planning and Zoning.

22. This Development Order shall be binding upon the Developer, FPL and its assigns or successors in interest. Any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created and designated as successor in interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this Development Order.

23. It is declared to be the City's intent that, if any section, subsection, sentence, clause, condition or provision of this Development Order is held to be invalid by a court of competent jurisdiction, the remainder of this Development Order shall be construed as not having contained said section, subsection, sentence, clause, condition or provision and shall not be affected by such holding.

RESOLUTION 11R-01

PASSED AND ADOPTED on this 24th day of January, 2011.

CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA

JoAnn M. Faiella, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

Roger G. Orr, City Attorney

RESOLUTION 11R-01

COMPOSITE EXHIBIT "A"

LEGAL DESCRIPTION OF DRI PROPERTY

ACR Properties, LLC Property

The Alan Wilson Grove plat, according to the plat thereof, as recorded in plat book 12, page 50, of the public records of St. Lucie County, Florida, less the west 5.00 feet thereof.

Together with:

The East one-half Sections 30 and 31, Township 37 South, Range 39 East, less the East 200.00 feet thereof.

Said lands situate in St. Lucie County, Florida. Containing 106,773,334 square feet or 2451.179 acres, more or less, subject to easements, restrictions, reservations, covenants and rights-of-way of record.

FPL Property

The East 200.00 feet of sections 30 and 31, Township 37 South, Range 39 East, St. Lucie County, Florida.

Said lands situate in St. Lucie County, Florida. containing 2,071,967 square feet/47.566 acres, more or less, subject to easements, restrictions, reservations, covenants and rights-of-way of record.

RESOLUTION 11R-01

EXHIBIT "B"

CONDITIONS OF APPROVAL

RESOLUTION 11-R

EXHIBIT "B"

CONDITIONS OF APPROVAL

Application for Development Approval

1. The Wilson Groves Development of Regional Impact Application for Development Approval is incorporated herein by reference. It is relied upon, but not to the exclusion of other available information, by the parties in discharging their statutory duties under Chapter 380, Florida Statutes. Substantial compliance with the representations contained in the Application for Development Approval, as modified by Development Order conditions, is a condition for approval.

   For purposes of this Development Order, the Application for Development Approval ("ADA") shall include the following items:

   a. Application for Development Approval dated September 13, 2005;

   b. Supplemental information dated March 3, 2006; July 14, 2006; and August 2, 2006;

   c. Western Annexation Traffic Study ("WATS") Final Report dated January 2006; and

   d. Annexation Agreement dated July 19, 2004, and revised May 16, 2005, ~~and~~ July 11, 2005, and November 16, 2009, except to the extent that any term of the Annexation Agreement is subsequently amended by the parties thereto ("Annexation Agreement").

Commencement and Process of Development

2. In the event the Developer fails to commence significant physical development within three years from the effective date of the Development Order, development approval shall terminate and the development shall be subject to further Development of Regional Impact review by the Treasure Coast Regional Planning Council, Florida Department of Community Affairs, and City of Port St. Lucie pursuant to Section 380.06, Florida Statutes. However, this time period shall be tolled during the pendency of any appeal pursuant to Section 380.07, F.S. For the purpose of this paragraph, construction shall be deemed to have initiated after placement of permanent evidence of a structure (other than a mobile home) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation or land clearing, such as the construction of roadways or other utility infrastructure.

RESOLUTION 11-R

EXHIBIT "B"

Phasing

3. A) The phasing of the Wilson Groves Development of Regional Impact is approved and the Developer is authorized to develop the DRI Property as follows:

Phase	Years	Residential[1] (DU)	Retail (SF)	Office (SF)	~~Research & Office (SF)~~	Light Industrial (SF)	Institutional & Civic (SF)
1	2006-2013	2,200	210,000	~~0~~136,125	~~136,125~~	136,125	0
2	2014-2018	4,096	120,000	~~62,000~~470,375	~~408,375~~	408,375	50,638
3	2019-2023	1,404	260,000	~~80,000~~488,375	~~408,375~~	408,375	175,436
4	2024-2028	0	175,000	~~80,000~~488,375	~~408,375~~	408,375	156,798
Total	2006-2028	7,700	765,000	~~222,000~~1,583,250	~~1,361,250~~	1,361,250	382,872

1. Residential units consist of 5,775 single family units and 1,925 multi-family units.

~~A) The Developer is authorized to develop the DRI Property as follows:~~

~~LAND USE~~	~~DENSITY / INTENSITY~~	~~ACRES~~
~~Residential (DUs)~~ ~~Single-family~~ ~~Multi-family~~	 ~~5,775 DU~~ ~~1,925 DU~~	~~1,989~~
~~Retail (GSF)~~	~~765,000 GSF~~	~~87~~
~~Office (GSF)~~	~~222,000 GSF~~	~~26~~
~~Research & Office[1] (GSF)~~ ~~Light Industrial[1] (GSF)~~	~~1,361,250 GSF~~ ~~1,361,250 GSF~~	~~125~~
~~Institutional and Civic (GSF)~~	~~382,327 GSF~~	~~44~~
~~Schools[2]~~	~~--~~	~~50~~
~~Recreation/Open Space~~ ~~Regional Park~~	 ~~--~~	~~50~~

RESOLUTION 11-R

EXHIBIT "B"

~~LAND USE~~	~~DENSITY / INTENSITY~~	~~ACRES~~
~~Other~~	~~--~~	~~90~~
~~TOTAL~~	~~--~~	~~2,451~~

~~NOTES:~~

~~1. Research & Office and Light Industrial both located in 125 acre Employment Center.~~

~~2. Schools include two K-8 schools which acreage may vary by collocation with parks per Condition 52 (a).~~

~~Provided, however, that~~ The development of a use in any phase may commence prior to completion of development in the preceding phase so long as all specific conditions for mitigation of transportation impacts are implemented according to the schedule in this Development Order, as it may be modified from time to time, and all other conditions of this Development Order are satisfied.

In addition to those uses described above, the Developer is authorized to develop ancillary and support uses including but not limited to adult congregate living facilities, wireless communication and cable television towers, digital network facilities, civic buildings, community centers, irrigation treatment plant and pumping facilities, libraries, places of worship, public service facilities, recreational facilities and schools as permitted within the New Community Development District.

B) In order to accommodate changing market demands, at the Developer's request in an application for a specific development permit, and without the Developer filing a notification of proposed change pursuant to section 380.06(19), F.S., the City may increase or decrease the amount of an approved land use by applying the Equivalency Matrix attached to this Developer Order as Exhibit "C", which is incorporated into this Development Order by this reference. The use of the Equivalency Matrix shall not allow impacts to water, wastewater, solid waste, transportation or affordable housing to exceed the aggregate impacts projected in the ADA. In addition, to ensure the basic character of the project is not altered, no land use be increased by an amount which exceeds the numeric criteria in section 380.06(19)(b), F.S., and the aggregate amount of non-residential uses within the DRI Property may not be reduced below the minimum established for the DRI Property by the Annexation Agreement. The mix of land uses shall be consistent with that allowed in the Port St. Lucie Comprehensive Plan. The Developer shall report, in each biennial report required by this Development Order, use of the Equivalency Matrix in Exhibit "C" to increase the amount of one approved land use with a concurrent reduction in one or more other approved land uses.

Buildout Date

4. The Wilson Groves Development of Regional Impact shall have a buildout date of December 31, 2028, unless otherwise amended pursuant to the conditions of this Development Order and Section 380.06, Florida Statutes.

Expiration and Termination Date

5. This Development Order shall expire and terminate on December 31, 2035, unless extended as provided in Section 380.06(19)(c), Florida Statutes.

Biennial Report

6. The biennial report required by subsection 380.06(18), Florida Statutes, shall be submitted every two years until the expiration of this Development Order on the anniversary date of the adoption of the Development Order to the City of Port St. Lucie, Treasure Coast Regional Planning Council, Florida Department Community Affairs, and such additional parties as may be appropriate or required by law. The contents of the report shall include those items required by this Development Order and Rule 9J-2.025(7), Florida Administrative Code. The City of Port St. Lucie Planning and Zoning Director shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the Development Order. Notice of transfer of all or portions of the DRI Property shall be filed with the City of Port St. Lucie and included in the biennial report.

General Provisions

7. Any modifications or deviation from the approved plans or requirements of this Development Order shall be made according to and processed in compliance with the requirements of Section 380.06(19), Florida Statutes and Rule 9J-2, Florida Administrative Code.

8. The definitions found in Chapter 380, Florida Statutes shall apply to this Development Order.

9. Reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as a successor in interest to, or which otherwise possesses the powers and duties of, any referenced governmental agency in existence on the effective date of this Development Order.

10. This Development Order shall be binding upon the Developer and its assignees or successors in interest.

RESOLUTION 11-R

EXHIBIT "B"

REGIONAL PLANNING

Master Development Plan

11. Prior to final approval of any zoning application in the Wilson Groves Development of Regional Impact, the City will require the Developer to prepare a conceptual master plan to provide long-term guidance and direction for the project by showing the general location of all residential and non-residential land uses, arterial and collector roads, arterial and collector potable water, wastewater and reclaimed water infrastructure, stormwater facilities, school sites, civic and institutional sites, other major facilities, major access points and multi-use trails and greenways. The conceptual master plan shall demonstrate consistency with the NCD (New Community Development) land use category. The conceptual master plan shall be consistent with the Master Development Plan (Map H) attached to this Development Order as Exhibit "D" but shall not be adopted as an amendment to this Development Order. The conceptual master plan shall be presented to the City's Planning and Zoning Board and the City Council for consideration and approval; provided, however, that notwithstanding the foregoing, the conceptual master plan shall only be a generalized reference tool which is not regulatory but rather a planning reference to provide long range guidance related to those lands being considered for development approval. The conceptual master plan shall be revised by the Developer from time to time as needed to show approved and proposed development, and the City and the Developer shall agree on the mutually acceptable process for doing so.

Greenway

12. Consistent with the City's local comprehensive plan and the Annexation Agreement, the project shall include a continuous, multi-purpose greenway along Range Line Road with an average width of 50 feet and a minimum width of 30 feet, from Range Line Road's eastern right-of-way boundary. The greenway shall be provided in each development parcel within the DRI Property which is adjacent to Range Line Road as a condition of the recording of a residential subdivision plat or final site plan approval for each such development parcel. An appropriate easement shall be placed upon this greenway in perpetuity. The easement shall allow (a) road crossings and pedestrian access; (b) sites for receiving and disposing of irrigation-quality effluent; and (c) landscaping and irrigation. In addition, within the greenway and adjacent to Range Line Road, the Developer shall grant the City a 30-foot perpetual non-exclusive utility easement; provided, however, such utility easement shall allow for (a) landscaping and irrigation, including with reclaimed water; (b) road crossings and pedestrian access; and (c) similar surface uses, with the City's written authorization, which will not interfere with efficient operation of the City's utilities or unduly hinder maintenance. Any landscaping or irrigation system within the utility easement shall be approved by the City's Utilities Systems Department prior to planting or constructing same.

RESOLUTION 11-R

EXHIBIT "B"

TRANSPORTATION

Rights of Way

13. Wilson Groves has dedicated the following road rights-of-way within the project to the City: Becker Road (150 feet), Paar Drive (150 feet), E/W 3 (150 feet), N/S A (150 feet), N/S AB (100 feet) and N/S B (30 feet). As part of this development order, N/S AB will be eliminated and N/S B will be widened to a 150-foot corridor. The adjacent DRI, Riverland Kennedy, has dedicated 30 feet of the N/S B road right-of-way to the City. In order to provide the total corridor width, Wilson Groves shall dedicate an additional 90 feet along the western limits of N/S B. No building permits for Wilson Groves Development of Regional Impact shall be issued ~~after July 1, 2007~~ until ~~right-of-way within the project along Becker Road, E/W 3 (Road B), E/W 4 (Paar Drive), N/S A, N/S B, N/S AB,~~ the dedication of the 90 foot road right-of-way along the existing right-of-way for N/S B and all intersections thereof, has been dedicated free and clear of all liens and material encumbrances to the City of Port St. Lucie with a reservation unto the developer or community development district, for purpose of constructing and thereafter maintaining roads and other improvements, until acceptance by the City of Port St. Lucie, subject to the requirements of the Annexation Agreement. After Wilson Groves dedicates the needed right-of-way for the widening of N/S B, the City will return the previously dedicated 100-foot right-of-way for N/S AB to Wilson Groves. Should the adjacent DRI to the east, Riverland/Kennedy, submit a request to revise their DRI to the City prior to the construction of N/S B between Becker Road and Paar Drive, the City will negotiate to obtain 45 feet of right-of-way for N/S B from Riverland/Kennedy, and if successful, the City will return 45 feet of the right-of-way for N/S B to Wilson Groves.

14. In addition to the aforementioned roadway networks, the Developer shall further enhance the transportation network by providing a system which shall include but not be limited to public collector roads. The roads identified herein shall not include internal networks for gated communities.

Monitoring

15. A) At any time, the Developer may undertake monitoring to ascertain the level of service on facilities where Wilson Groves Development of Regional Impact has significant impact (project is estimated to contribute an amount of traffic equal to or greater than 5% of the maximum service volume under the adopted level of service standard) in order to determine whether the date or trip threshold by which a transportation improvement required by this Development Order may be extended. If the monitoring demonstrates that the facility or facilities will operate at the adopted level of service standard without the improvement at the date or trip threshold by which this Development Order would otherwise require such improvement, then notwithstanding any other provision of this Development Order the date by which such improvement is required shall be extended on terms

approved pursuant to the procedure in Condition ~~17~~16. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the roadway network shall be required on account of such monitoring.

B) The City of Port St. Lucie may require the Developer to undertake monitoring to ascertain the level of service on transportation facilities within the DRI as specified in Table 1 and/or Table 2~~properties that participated in the WATS ("WATS Area")~~ in order to determine whether the date or trip threshold by which a transportation improvement ~~within the WATS Area~~ required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date by which such improvement is required shall be accelerated on terms approved pursuant to the procedure in Condition ~~17~~16. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date or trip threshold for such improvement shall be accelerated based on the results of such monitoring, provided that the accelerated schedule for the improvement shall allow 24 months for engineering, permitting and construction of the improvement. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the road network ~~within the WATS Area~~ identified in Tables 1 and 2 shall be required on account of such monitoring.

16. In accordance with Section 380.06(15)(c)5, Florida Statutes, changes to roadway improvement conditions which are subject to the monitoring program outlined in Condition 15 shall not be subject to the substantial deviation determination/notice of proposed change process, unless otherwise required by the criteria listed in Section 380.06(b), Florida Statutes. Changes to roadway improvements conditions shall be transmitted for approval to the Florida Department of Transportation, Florida Department of Community Affairs, and Treasure Coast Regional Planning Council. The agencies should complete the review within 90 days after submittal by the Developer.

17. A trip generation analysis shall be prepared by the applicant and approved by the City of Port St. Lucie prior to each site plan or residential subdivision plat approval. The trip generation analysis shall present calculations for the p.m. peak hour and shall be performed using trip generation rates included in the latest available Institute of Transportation Engineers Trip Generation Report as well as land uses included in the application for development approval. The trip generation analysis shall include

internal capture and passer-by, if appropriate, to determine net trips generated by the development. The trip generation shall be cumulative and include all previous site plan and residential subdivision plat approvals. Development order conditions shall be evaluated using the trip generation analysis to determine triggering of any transportation conditions.

Access Road Improvements

18. No building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold or residential units identified in Table 1, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 1 under "Required Improvement"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program of FDOT's adopted work program.

Table 1

Access Road Improvements

Road	From	To	Trip Threshold*	Residential Units	Required Improvement
Phase 1					
Becker Rd	Village Pkwy	N/S B	0	0	2L
Secondary Emergency Access Road between Becker Rd at N/S B and Rangeline Road			0	0	Emergency Access Road
Becker Rd	N/S B	Range Line Rd	2,573	2,200	2L
Phase 2					
Becker Rd	N/S B	Range Line Rd	4,148	3,955	Widen to 4L D

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

Internal Road Improvements

19. No building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold or residential units identified in Table 2, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 2 under "Required Improvement"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

RESOLUTION 11-R

EXHIBIT "B"

Table 2

Internal Road Improvements

Road	From	To	Trip Threshold*	Residential Units	Required Improvement
Phase 1					
N/S A	Becker Rd	E/W 3	2,573	2,200	2L
E/W 3	Rangeline Rd	N/S A	2,573	2,200	2L
E/W 3	N/S A	N/S B	2,573	2,200	2L
Phase 2					
Paar Dr	N/S A	N/S B	4,152	3,960	2L
N/S B	Becker Rd	E/W 3	4,397	4,233	2L
Phase 3					
N/S A	Becker Rd	E/W 3	6,708	6,564	Widen to 4L D
Paar	N/S A	N/S B	7,148	6,821	Widen to 4L D
Paar	Rangeline Rd	N/S A	7,449	6,997	2L

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

External Road~~ways~~ Improvements – West of I-95

~~17~~20. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trips indicated in Table 3 or after December 31 of the indicated year in Table 3, ~~2010~~ whichever comes last, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways as shown in Table 3:

RESOLUTION 11-R

EXHIBIT "B"

Table 3

External Roadway Improvements – West of I-95

Year	*Trip Threshold	Road	From	To	Required Improvement	Status
2010	7,449	Tradition Pkwy	Village Pkwy	I-95	6L D	Satisfied
2010	8,650	Village Pkwy	Tradition Pkwy)	Crosstown Pkwy	4 L D	Satisfied
2010	8,650	Tradition Pkwy	Community Blvd.	Village Pkwy	4L D	Satisfied
2010	8,650	Community Blvd.	Tradition Pkwy	Westcliffe Lane	2L	Satisfied
2010	8,650	Westcliffe Lane	N/S A	Village Pkwy	2L	
2014	8,650	Crosstown Pkwy	N/S A	Village Pkwy	4L D	
2014	8,650	Crosstown Pkwy	Village Pkwy	Commerce Center Dr	Widen to 6L D	
2014	8,650	Tradition Pkwy	N/S A	Village Pkwy	4L D	
2014	8,650	N/S A	Crosstown Pkwy	Glades Cut-Off Rd	2L	
2018	8,650	Crosstown Pkwy	Range Line Road	N/S A	2L D	
2020	7,810	Village Pkwy	Tradition Pkwy	SW Meeting Street	6L D	Satisfied
2020	8,650	Village Pkwy	SW Meeting St	Westcliffe Lane	Widen to 6 L D	

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

~~a) Village Parkway from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane divided~~

~~b) Tradition Parkway (Gatlin Boulevard) from Community Boulevard to Village Parkway: 4 Lane divided~~

~~c) Community Boulevard from Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY): 2 Lanes~~

~~d) Westcliffe Lane (E/W XY) from N/S A to Village Parkway: 2 Lanes~~

~~18. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2014, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways:~~

~~a) Crosstown Parkway from N/S A to Village Parkway: 4 Lane divided~~

~~b) Crosstown Parkway from Village Parkway to I-95: 6 Lane-divided~~
~~c) Tradition Parkway (Gatlin Boulevard) from N/S A to Village Parkway: 4 Lane-divided~~
~~d) N/S A from Crosstown Parkway to Glades Cut-Off Road: 2 Lanes~~

~~19. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2018, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways:~~

~~a) Crosstown Parkway from Range Line Road to N/S A: 2 Lane-divided~~

~~20. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the net external p.m. peak hour trip threshold identified in Table 1 or after December 31 of the year of failure identified in Table 1, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 1 under "Improvements"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the roadway widening or construction projects included in Table 1.~~

~~Table 1~~
~~Wilson Groves DRI~~
~~Roadway Improvements~~

~~Road Segment~~	~~Trip Threshold~~	~~Year of Failure~~	~~Improvement~~
~~Tradition Parkway (Gatlin Boulevard) – Village Parkway to I-95~~	~~7,449~~	~~2019~~	~~6LD~~
~~Village Boulevard – Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY)~~	~~7,810~~	~~2020~~	~~6LD~~

RESOLUTION 11-R

EXHIBIT "B"

External Road Improvements – East of I-95

21.~~A)~~ Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold identified in Table ~~2~~ 4 or after December 31 of the year of failure identified in Table ~~2~~ 4, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table ~~2~~ 4 under "Required Improvements"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the roadway widening or construction projects included in Table ~~2~~ 4. The City of Port St. Lucie will use its best efforts to undertake the road improvements in Table ~~2~~ 4 by the dates and trip thresholds indicated.

Table 4

External Road Improvements – East of I-95

Year	*Trip Threshold	Road	From	To	Required Improvement	Status
2015	1,271	Becker Road	I-95	Rosser Blvd	6 L D	Satisfied
2016	8,650	Paar Dr	Rosser Blvd	Savona Blvd	Widen to 4 L D	
2016	8,650	Paar Dr	Savona Blvd	Port St. Lucie Blvd	Widen to 4 L D	
2010	1,878	Becker Road	Florida's Turnpike	Southbend Blvd	4L D	Satisfied
2013	8,650	Rosser Blvd	E/W 3	Gatlin Blvd	Widen to 4 L D	
2021	8,650	Port St. Lucie Blvd	Paar Dr	Darwin Blvd	Widen to 4 L D	
2011	8,650	Port St. Lucie Blvd	Becker Road	St. Lucie County Line	Widen to 4 L D	
2018	8,650	Rosser Blvd	Paar Dr	E/W 3	Widen to 4 L D	
2022	8,650	Port St. Lucie Blvd	Darwin Blvd	Gatlin Blvd	Widen to 6 L D	
2014	8,650	E/W 3	I-95	Rosser Rd	2L	
2014	8,650	Paar Dr	I-95	Rosser Rd	4L D	
2018	8,650	E/W 3	I-95	Rosser Rd***	Widen to 4L D	
2018	8,650	Paar Dr	I-95	Rosser Rd***	Widen to 6L D	

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2022	8,650	E/W 3	I-95	Rosser Rd***	Widen to 6L D	
2020	NA	Crosstown Pkwy	I-95	Bayshore Blvd	6L D	Satisfied
2020	8,650	Crosstown Pkwy	Bayshore Blvd	U.S. 1**	6L D	
2010	NA	Becker Road	I-95	Florida's Turnpike	4 L D	Satisfied

*Wilson Groves DRI Total Net External p.m Peak Hour Trips

** Based on permitability

***These segments include a bridge over I-95, provided, however, that the bridge over I-95 shall be subject to monitoring every three years, commencing for development that generates more than 8,650 total net external p.m. peak hour trips or in 2019, whichever comes later, to evaluate the need for the improvements.

~~Table 2~~
~~Wilson Groves DRI~~
~~External Roadway Improvements~~

~~Road Segment~~	~~Trip * Threshold~~	~~Year of Failure~~	~~Improvement~~
-	-	-	-
~~Becker Road - I-95 to Rosser Blvd.~~	~~1,271~~	~~2015~~	~~6LD~~
~~Paar Drive - Rosser Blvd. to Savona Blvd.~~	~~1,240~~	~~2016~~	~~4LD~~
~~Paar Drive - Savona Blvd. to Port St. Lucie Blvd.~~	~~1,278~~	~~2016~~	~~4LD~~
~~Becker Road – Florida's Turnpike to Southbend Blvd.~~	~~1,878~~	~~2010~~	~~4LD~~
~~Rosser Boulevard - E/W 3 to Gatlin Blvd.~~	~~3,043~~	~~2013~~	~~4LD~~
~~Port St. Lucie Boulevard - Paar Dr. to Darwin Blvd.~~	~~1,660~~	~~2021~~	~~4LD~~
~~Rosser Boulevard - Becker Rd. to Paar Dr.~~	~~3,573~~	~~2015~~	~~4LD~~
~~Port St. Lucie Boulevard - Becker Rd. to St. Lucie County Line~~	~~2,403~~	~~2011~~	~~4 Lanes~~
~~Rosser Boulevard - Paar Dr. to E/W 3~~	~~7,826~~	~~2018~~	~~4LD~~
~~Port St. Lucie Boulevard - Darwin Blvd. to Gatlin Blvd.~~	~~5,203~~	~~2022~~	~~6LD~~
~~E/W 3 – I-95 to Rosser Road *** (Asterisks to be deleted)~~	~~NA~~	~~2014~~	~~2 Lanes~~
~~Paar Drive – I-95 to Rosser Road *** (Asterisks to be deleted)~~	~~NA~~	~~2014~~	~~4LD~~
~~E/W 3 – I-95 to Rosser Road ***~~	~~NA~~	~~2018~~	~~Widen to 4LD~~
~~Paar Drive – I-95 to Rosser Road ***~~	~~NA~~	~~2018~~	~~Widen to 6LD~~
~~E/W 3 – I-95 to Rosser Road ***~~	~~NA~~	~~2022~~	~~Widen to 6LD~~
~~Crosstown Parkway – I-95 to Bayshore Blvd.~~	~~NA~~	~~20132020~~	~~6LD~~
~~Crosstown Parkway – Bayshore Boulevard to U.S. 1**~~	~~NA~~	~~2020~~	~~6LD~~
~~Becker Road – I-95 to Florida's Turnpike~~	~~NA~~	~~2010~~	~~4LD~~

~~* Wilson Groves DRI Net External PM Peak Hour Trips~~
~~** Based on permitability~~
~~***These segments include a bridge over I-95, provided, however, that the bridge over I-95 shall be subject to monitoring every three years, commencing at the start of Phase 3 in 2019 to evaluate the need for the improvement.~~

22. A traffic re-analysis shall be undertaken by the Developer and submitted to the City, DCA, TCRPC and FDOT for any development that generates more than 8,650 total net external p.m. peak hour trips or ~~if~~ by December 31, 2020, whichever comes last, if the six laning of the Crosstown Parkway – Bayshore Boulevard to U.S. 1 segment is: 1) not under contract; 2) not included in a local government development agreement consistent with sections 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Condition 15, if applicable; or 4) not scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. The traffic re-analysis shall be prepared in a manner consistent with the methodology utilized in the WATS, or at the election of the Developer, utilizing an alternative methodology acceptable to the City, DCA and FDOT. If the traffic re-analysis shows that the incomplete segment will result in additional or increased significant impacts to state or regionally significant roads external to the WATS area as identified in the WATS, no building permits shall be issued for any development that generates more than 8,650 total net external p.m. peak hour trips or after December 31, 2020, whichever comes last, until the Development Order has been amended to include mitigation to address such additional or increased significant impacts consistent with Rule 9J-2.045 F.A.C.

Road Improvements Outside the City of Port St. Lucie

23. ~~B)~~ Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold identified in Table ~~3~~ 5or after December 31 of the year of failure identified in Table ~~3~~ 5, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 3 under "Required Improvements"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

Table 5

Roadway Improvements Outside the City of Port St.Lucie

Year	*Trip Threshold	Road	From	To	Required Improvement	Status
2022	1,254	SW Allapattah Rd	CR 714	Martin County Line	4 L D	
2022	1,254	Range Line Rd	Martin County Line	Becker Rd	Widen to 4L D***	
2011	2,403	SW Citrus Blvd	St. Lucie County Line	SR 714	Widen to 4L **	
2013	4,133	SR 714/Martin Hwy	Port St. Lucie Blvd	Florida's Turnpike	Widen to 4L D	
2010	4,165	CR 714/Martin Hwy	Florida's Turnpike	High Meadows Ave.	Widen to 4L D	

2011	5.652	CR 714/Martin Hwy.	High Meadows Ave.	Berry Ave.	Widen to 4L D	

*Wilson Groves DRI Total Net External p.m. Peak Hour Trips

**Provided sufficient right-of-way exists for the improvement.

*** This condition may be satisfied by a payment to St. Lucie County based on the *Settlement Agreement Including Impact Fee Credit Agreement* between the Developer and St. Lucie County.

~~Table 3~~
~~Wilson Groves DRI~~
~~Roadway Improvements Outside the City of Port St. Lucie~~

~~Road Segment~~	~~Trip * Threshold~~	~~Year of Failure~~	~~Improvement~~
~~Range Line Road – SR 714 to Becker Road~~	~~1,254~~	~~2022~~	~~4LD~~
~~Port St. Lucie Blvd – St. Lucie County Line to SR 714~~	~~2,403~~	~~2011~~	~~4 Lanes**~~
~~SR 714/Martin Hwy. - Port St. Lucie Blvd. to Florida's Turnpike~~	~~4,133~~	~~2013~~	~~4LD~~
~~CR 714/Martin Hwy. – Florida's Turnpike to High Meadows Av.~~	~~4,165~~	~~2010~~	~~4LD~~
~~CR 714/Martin Hwy. - High Meadows Av. to Berry Av.~~	~~5.652~~	~~2011~~	~~4LD~~

~~* Total Wilson Groves DRI Net External PM Peak Hour Trips~~
~~** Provided sufficient right-of-way exists for the improvement~~

24~~C~~) A traffic re-analysis shall be undertaken by the Developer and submitted to the City, TCRPC, DCA, and FDOT by the date that development within the Wilson Groves DRI generates more than 2,403 total net external p.m. peak hour trips or by December 31, 2011, whichever comes last, if the four-laning of the Port St. Lucie Boulevard – St. Lucie County Line to SR 714 segment is: 1) not under contract to construct the roadway; 2) not included in a local government development agreement consistent with section 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Condition 15, if applicable; or 4) not scheduled in the first three years of an adopted Capital Improvements Program or FDOT's adopted work program. The traffic re-analysis shall be prepared in a manner consistent with the methodology utilized in the WATS, or at the election of the Developer, utilizing an alternative methodology acceptable to the City, DCA, FDOT and TCRPC, and shall be limited to a determination of the effect, if any , of the delay in four laning the segment of Port St. Lucie Boulevard – St. Lucie County Line to SR 714 on road external to the WATS area. If the traffic re-analysis shows that the delay will result in additional or increased significant impacts to state or regionally significant roads as identified in the WATS, no building permits shall be issued after development within the Wilson Groves DRI generates more than 2,403 total net external p.m. peak hour trips or December 31, 2011, whichever comes last, until the Development Order has

been amended to include mitigation to address such additional or increased significant impacts consistent with Rule 9J-2.045, F.A.C.

~~**Roadways within Western Annexation Area**~~

~~22. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2010, until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Becker Road from Range Line Road to N/S A: 2 Lanes~~
~~Becker Road from N/S A to I-95: 4 Lane divided~~
~~E/W 3 from N/S A to Community Boulevard: 2 Lanes~~
~~N/S A from Becker Road to E/W 3: 2 Lanes~~
~~Community Boulevard from Becker Road to E/W 1: 2 Lanes~~
~~Community Boulevard from E/W 1 to Gatlin Boulevard: 4 Lane divided~~
~~Village Parkway from Becker Road to Gatlin Boulevard: 4 Lane divided~~

~~23. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2014 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Becker Road from Range Line Road to N/S A: Widen to 4 Lane divided~~
~~Becker Road from N/S AB to I-95: Widen to 6 Lane divided~~
~~Paar Drive from Range Line Road to N/S BC: 2 Lanes~~
~~Paar Drive from N/S BC to I-95 western right-of-way: 4 Lane divided~~
~~E/W 3 from Range Line Road to N/S A: 2 Lanes~~
~~E/W 3 from Community Boulevard to I-95 western right-of-way: 2 Lanes~~
~~E/W 1 from Range Line Road to Community Boulevard: 2 Lanes~~
~~E/W 1 from Community Boulevard to Village Parkway: 4 Lane divided~~
~~N/S A from E/W 3 to E/W 1: 2 Lanes~~
~~N/S A from E/W 1 to Tradition Parkway (Gatlin Boulevard): 4 Lane divided~~

~~N/S A from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane-divided (May be constructed concurrently, but no later than, with the construction of Crosstown Parkway from N/S A to Village Parkway.)~~
~~N/S AB from Becker Road to Paar Drive: 2 Lanes~~
~~N/S B from Becker Road to E/W 1: 2 Lanes~~
~~N/S BC from Becker Road to Paar Drive: 2 Lanes~~
~~Village Parkway from E/W 1 to Gatlin Boulevard: Widen to 6 Lane-divided~~
~~Tradition Parkway (Gatlin Boulevard) from N/S A to Range Line Road: 4 Lane-divided~~

~~24. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2018 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Paar Drive from N/S A to N/S BC: Widen to 4 Lane-divided~~
~~Paar Drive from Village Parkway to I-95 western right-of-way: Widen to 6 Lane divided~~
~~E/W 3 from Community Boulevard to I-95 western right-of-way: Widen to 4 Lane-divided~~
~~E/W 1 from N/S B to Community Boulevard: Widen to 4 Lane-divided~~
~~N/S A from Becker Road to E/W 1: Widen to 4 Lane-divided~~
~~Community Boulevard from Becker Road to E/W 1: Widen to 4 Lane-divided~~
~~Village Parkway from E/W 1 to Gatlin Boulevard: Widen to 8 Lane-divided*~~
~~*If required by the City.~~

~~25. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2022 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~E/W 3 from N/S A to Community Boulevard: Widen to 4 Lane-divided~~
~~E/W 3 from Village Parkway to I-95: Widen to 6 Lane-divided~~
~~N/S AB from Becker Road to Paar Drive: Widen to 4 Lane-divided~~

~~N/S B from Paar Drive to E/W 1: Widen to 4 Lane divided~~
~~N/S BC from Becker Road to Paar Drive: Widen to 4 Lane divided~~
~~Village Parkway from Becker Road to E/W 1: Widen to 6 Lane divided~~

~~26. Intersection lane geometry for all arterial roads between I-95 and Range Line Road included in Master Development Plan (Map H) attached to this Development Order as Exhibit "D" shall, for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections within rights-of way greater than 100 feet, include dual left-turn lanes and an exclusive right-turn lane in all approaches. For all other arterial road intersection types, the Developer shall submit to the City, for approval, an intersection analysis to designate the lane geometry for each intersection.~~

E/W 3 and I-95 Interchange

25~~27~~. A traffic study shall be prepared for development that generates more than 8,650 total net external p.m. peak hour trips or by ~~no later than~~ January 1, 2019, whichever comes last, to evaluate the need for an interchange along I-95 with E/W 3. The methodology for this traffic study shall be discussed with the Developer, and agreed upon by the City of Port St. Lucie and Florida Department of Transportation. The traffic study shall estimate traffic projections at buildout of all DRI developments that participated in the WATS.

26~~28~~. If the study required by Condition 25~~27~~ justifies an interchange along I-95 with E/W 3, then no building permits shall be issued for development that generates more than 8,650 total net external p.m. peak hour trips or after December 31, 2020, whichever comes last, until the development order has been amended to include provisions for such an interchange and such interchange has been authorized by the Federal Highway Administration and/or FDOT, as applicable. Such amendment to the Development Order shall not be subject to a substantial deviation determination, unless otherwise required by criteria in section 380.06(19)(b), F.S.

Other Issues

27. Intersection lane geometry for all arterial roads between I-95 and Range Line Road included in Master Development Plan (Map H) attached to this Development Order as Exhibit "D" shall, for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections within rights-of way greater than 100 feet, include dual left-turn lanes and an exclusive right-turn lane in all approaches. For all other arterial road intersection types, the Developer shall submit to the City, for approval, an intersection analysis to designate the lane geometry for each intersection.

28~~29~~. All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.

29~~30~~. Commencing in 2008 and continuing every other year thereafter, the Developer shall submit a Biennial Status Report indicating the status (schedule) of guaranteed

transportation network modifications. This Biennial Status Report shall be attached to and incorporated into the Biennial Development of Regional Impact Report required by Condition 6.

The Biennial Status Report shall list all roadway modifications needed to be constructed, the guaranteed date of completion for the construction of each needed modification, the party responsible for the guaranteed construction of each modification, and the form of binding commitment that guarantees construction of each modification. Except for improvements which are re-scheduled or determined to be not needed pursuant to monitoring under Condition 15, no further building permits for the Wilson Groves Development of Regional Impact shall be issued at the time the Biennial Status Report reveals that any needed transportation modification included in the Development Order is no longer scheduled or guaranteed, or has been delayed in schedule such that it is not guaranteed to be in place and operational or under actual construction for the entire modification consistent with the timing or trip threshold criteria established in this Development Order.

30~~31~~. In the event that a transportation improvement which the Developer is required to provide pursuant to this Development Order is instead provided by a dependent or independent special district, the improvement shall be deemed to have been provided by the Developer.

31. The Developer is responsible for the mitigation of all environmental impacts of all right-of-ways within the Wilson Groves project.

ENVIRONMENTAL AND NATURAL RESOURCES

Wetlands

32. The Developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers and South Florida Water Management District. Any wetland permit issued by the South Florida Water Management District and the US Army Corps of Engineers for all or any portions of the Wilson Groves DRI Property shall satisfy all City rules, regulations, codes, permitting and other requirements pertaining to wetlands and littoral plantings for the portion or portions of the Wilson Groves DRI Property subject to any such permits. ~~Any mitigation required for impacts to existing jurisdictional wetlands shall be completed on the project site. Details of any such required wetland maintenance and enhancement procedures and management schedule shall be provided in a specific Mitigation Management Plan.~~

33.[Deleted in its entirety.] ~~The Developer shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site where required by the Mitigation Management Plan above. The upland buffers shall be designed to be consistent with the buffer requirements of the South Florida Water Management District. Created upland buffers shall include canopy, understory, and~~

~~ground cover of native upland species. Details of the upland buffer maintenance and management schedule shall be provided in the Mitigation Management Plan.~~

34.[Deleted in its entirety.] ~~No Certificate of Occupancy shall be issued until the Developer, or a property association created by the Developer ("Association"), prepares the afore-stated Mitigation Management Plan for the area specified in the Mitigation Management Plan within the property identified on the Wilson Groves Master Development Plan (Map H) attached to this Development Order as Exhibit "D". The Mitigation Management Plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; and 3) include methods to remove nuisance and exotic vegetation as specified in this Development Order. The management plan shall be approved by the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission prior to commencement of site clearing activities on the project site. The Mitigation Management Plan required by this condition shall constitute the management plan required by Section 157.26 of the City's Land Development Regulations.~~

Listed Species

35. The Developer or an Association or community development district shall maintain Wood Stork foraging habitat on site by ensuring no additional net loss of wood stork prey ~~jurisdictional wetland function and value~~. Ten (10) acres of littoral shelves shall be created within ~~All~~ surface waters created on the site, where appropriate, shall include features specifically designed to provide preferred foraging habitat for this species. The features should include areas designed to concentrate prey during dry down periods. The Developer shall comply with all U.S. Fish and Wildlife Service recommendations regarding the design and creation of foraging habitat for this federally endangered species. ~~Details of the wetland creation design, procedures, and management schedule shall be provided in the Mitigation Management Plan.~~

36. In the event that it is determined that any additional representative of a state or federally listed plant or animal species is resident on, or otherwise significantly dependent upon a development parcel, the developer of such parcel shall cease all activities which will negatively affect that individual population and immediately notify the City of Port St. Lucie, and such developer shall provide proper protection to the satisfaction of the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission.

Exotic Species

37. Prior to obtaining a certificate of occupancy for any future structure located on a particular development parcel, the developer of such parcel shall remove from that parcel all Melaleuca, Brazilian pepper, Old World climbing fern, Australian pine, downy rose-myrtle, and any other plants classified as "Prohibited by Florida Department of Environmental Protection", "Noxious Weed listed by Florida

Department of Agriculture and Consumer Services", or "Noxious Weed by the US Department of Agriculture according to the 2005 publication: "List of Florida's Invasive Species" published by the Florida Exotic Pest Plant Council. This includes all such plants listed under Category I or Category II Invasive Exotics. Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be approved by the City of Port St. Lucie. The entire site, including jurisdictional wetlands and Conservation Areas, if any, shall be maintained free of these species in perpetuity in accordance with all applicable permits.

Stormwater Management

38. The developer of each development parcel shall design and construct a stormwater management system within such development parcel to retain the maximum volumes of water consistent with South Florida Water Management District criteria for flood control. The stormwater management system shall be designed and constructed to provide stormwater treatment and attenuation/storage, in accordance with South Florida Water Management District requirements, for the ultimate build-out of all public rights-of-way located within the DRI Property. All discharged water from the surface water management system shall meet the water quality standards of Florida Administrative Code Rule 17-3.

39. All elements of the stormwater management system shall be designed to prevent negative impacts to adjacent areas and to the receiving bodies of water. A water quality monitoring program shall be established if required by any applicable federal, state or local agency having jurisdiction.

40. The Developer shall work with the City of Port St. Lucie to minimize the amount of impervious surface constructed for automobile parking on the project site. The Developer and the City should consider the use of pervious parking lot materials where feasible.

41. The surface water management system shall utilize Best Management Practices to minimize the impact of chemical runoff associated with lawn and landscape maintenance. The Developer shall coordinate with the South Florida Water Management District to formulate and implement Best Management Practices to reduce the use of pesticides and fertilizers throughout the project.

42. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the Developer, a community development district, a special assessment district, or other entity acceptable to the City of Port St. Lucie. Any entities subsequently replacing the Developer shall be required to assume the responsibilities outlined above.

Water Supply

43. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity of treated potable water is available to serve the development parcel the Developer has provided or others have provided (or have provided surety in a form acceptable to the City) for the necessary water system extensions to serve the development parcel.

44. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. The Developer shall connect each development parcel to the City of Port St. Lucie's reclaimed water system when the system is within 300 feet of the subject development parcel. The project shall be equipped with an irrigation water distribution system to provide reclaimed water to all domestic residential lots when it becomes available. No individual home wells shall be constructed on the project site. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting South Florida Water Management District permitting criteria in effect at the time of permit application.

45. In order to reduce irrigation water demand, xeriscape landscaping shall be encouraged throughout the project. At a minimum, the xeriscape landscaping shall meet the requirements of the City of Port St. Lucie.

46. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, xeriscape landscape techniques, and other water conserving devices and/or methods specified in the Water Conservation Act, Section 553.14, Florida Statutes. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the South Florida Water Management District.

Wastewater Management

47. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has been provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity for wastewater treatment is available to serve such development parcel and the Developer or others have provided (or have provided surety in a form acceptable to the City) for the necessary wastewater system extension to serve such development parcel.

Solid Waste and Hazardous Materials

48. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from St. Lucie County or other provider acceptable to the City that adequate solid waste disposal services and facilities will be available when needed for that parcel.

Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities.

Air Quality

49. During land clearing and site preparation, soil treatment techniques appropriate for controlling unconfined particulate emissions shall be undertaken. If construction on a parcel will not begin within thirty days of clearing, the soil shall be stabilized until construction on the parcel begins. Cleared areas may be sodded, seeded, landscaped or mulched to stabilize the soil. Minimal clearing for access roads, survey lines, fence installation, or construction trailers and equipment staging areas is allowed without the need for soil stabilization. The purpose of this condition is to minimize dust production and soil erosion during land clearing and to prevent soil particulates from becoming airborne between the time of clearing and construction. Development within the DRI Property shall comply with all applicable National Pollutant Discharge Elimination System requirements.

HUMAN RESOURCE ISSUES

Housing

50. The Port St. Lucie Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer. However, the Developer offered to provide voluntary support for affordable housing by means of a local condition. The Developer shall pay a voluntary affordable housing assistance fee of $500, or a mutually agreed upon amount, for each residential unit constructed on the property, payable at the time of building permit application, into an affordable housing trust fund or other dedicated account established by the city. The city shall determine how to disburse the moneys in such trust fund to encourage affordable housing through such means as (a) acquisition of land; (b) a program of down payment assistance; (c) prepaying of points for qualified homebuyers; (d) rehabilitation of existing affordable housing; (e) construction of new affordable housing by private developers or not-for-profit entities; or (f) other appropriate affordable housing strategies.

As an alternative to the above condition, the developer may choose to participate in a program developed by the City of Port St. Lucie that will provide sufficient workforce housing in proportion to the population, based upon a program of the City of Port St. Lucie upon its adoption in the City of Port St. Lucie comprehensive plan.

Prior to the beginning of each phase subsequent to Phase 1, the supply of affordable housing shall be re-calculated using the East Central Florida Regional Planning Council Housing Methodology (revised June 1999) or, at the election of the Developer, an alternative methodology acceptable to the City and DCA. If the supply calculation for any subsequent phase shows that there is not an adequate supply of affordable housing reasonably accessible to the Wilson Groves DRI to meet the demand from non-residential development in that phase, the Development Order shall be amended to

include measures to mitigate the unmet housing need consistent with Rule 9J-2.048, F.A.C. The voluntary affordable housing mitigation assistance fee provided for in this Condition 50 shall be credited against any required mitigation.

Schools

51. No residential subdivision plat shall be recorded nor final residential site plan approved for any development parcel after July 1, 2007 until the Developer has secured a development agreement with the St. Lucie County School District that assures the following:

a. The dedication to the City of Port St. Lucie, pursuant to the Annexation Agreement, of two K-8 school site of not less than 25 acres, provided that drainage (after all required water quality pretreatment is provided on site at no cost to the Developer) for the K-8 school sites can be accommodated off-site. The net acreage must not include any required upland or wetland preservation areas. Alternatively, if collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres.

b. For the proposed total development program of 7,700 dwelling units, of which 900 are proposed to be age-restricted, and with current student generation rates for St. Lucie County, the Developer shall contribute a proportionate share of all costs necessary to construct, according to State of Florida and St. Lucie County School District standards, the school facilities for the sites identified in this condition, not to exceed the total amount of educational facilities impact fees for the DRI Property (based upon generally applicable St. Lucie County educational impact fees in effect from time to time), so that there will be adequate school facilities to accommodate the impacts of the development. Such facilities shall be operated and maintained by the St. Lucie County School District.

c. The development agreement with the St. Lucie County School District shall provide for a formula for the reimbursement of educational impact fees that would normally be assessed of dwelling units within the proposed development in exchange for the conveyance of the school sites described in subparagraph (a) above.

d. The City of Port St. Lucie will use good faith efforts to enter into an appropriate interlocal agreement with the St. Lucie County School District pursuant to which the City of Port St. Lucie will convey the school sites described in subparagraph (a) above to the St. Lucie County School District as and when needed by the St. Lucie County School District.

Police and Fire Protection

52. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has received a statement from the City of Port St. Lucie Police Department indicating that adequate facilities and police protection are in place to serve the development parcel. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate police protection shall be approved by the City of Port St. Lucie Police Department.

53. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel after July 1, 2007 until the Developer has entered into a mutually agreed upon Developers Agreement with the St. Lucie County Fire District for improvements necessary to provide Fire and Emergency Medical Services to the project. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate fire rescue services shall be approved by the St. Lucie County Fire District.

[This condition has been satisfied. See agreement in ORB 2912, Page 1491]

Hurricane Preparedness

54. The Developer shall construct one or more on-site buildings to provide a minimum 16,120 SF of hurricane evacuation shelter space for the residents of the Wilson Groves Development of Regional Impact. As an alternative, the Developer may elect to make an equivalent payment to the City for the hurricane shelter space required by this condition and, upon making such payment, the Developer shall have satisfied this condition and shall bear no further responsibility or liability under it. If the space is constructed by the Developer on site, construction will commence before the start of hurricane season during the year that each phase is scheduled to end. If the Developer is to construct same, then a minimum of 4,606 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 1; a minimum of 8,541 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 2; and a minimum of 2,944 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 3. Emergency shelter requirements may be accomplished through providing a combination of safe spaces within home(s) and/or constructing community hurricane shelter spaces or dual use of a facility (including schools) constructed or retrofitted to State of Florida hurricane code within the development. The hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and St. Lucie County Division of Emergency Management and be consistent with Chapter 9J-2.0256(5) (a), Florida Administrative Code and with Red Cross Standards 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately.

55. The Port St. Lucie Comprehensive Plan does not require hurricane preparedness mitigation or contribution by the Developer. However, the Developer has previously

made a voluntary contribution of $50,000.00 to the City to enhance hurricane preparedness. This contribution provided sufficient funds to finance space for the City's Emergency Operations Center and adequate special needs public hurricane evacuation shelter space for residents of the project.

Parks and Recreation

56. Prior to January 1, ~~2008~~ 2012, the Developer shall prepare a plan to be approved by the City of Port St. Lucie Parks and Recreation Department for the provision of neighborhood and community recreational sites and facilities to meet the demand created by residential development in the DRI Property. At a minimum, the plan shall 1) provide for the conveyance to the City, in accordance with the requirements of the Annexation Agreement, of 90 acres of net usable area of public park sites (including the 50 acres of regional park described below), with no individual park sites to be less than 10 acres; 2) show the locations of proposed park sites; 3) provide a schedule for conveyance of the public park sites, ~~with all such park sites to be conveyed by no later than December 31, 2016,~~ and 4) comply with a requirement of 5 acres of parks per 1,000 population, consistent with the level of service required for parks and recreational facilities in the City of Port St. Lucie Comprehensive Plan at the time of the adoption of the original development order. Neighborhood and community recreational facilities shall be available to serve projected demand in accordance with the plan approved by the City of Port St. Lucie Parks and Recreation Department. Nothing in this condition ~~59~~ 56 shall require the Developer to construct or pay for recreational facilities on public park sites provided by the Developer pursuant to this condition or the Annexation Agreement.

Prior to the issuance of the 6,001 building permit for the Wilson Groves DRI Property ~~On or before October 31, 2007~~, and subject to the Annexation Agreement, the Developer shall convey to the City 50 net usable acres for a regional park as required by the Annexation Agreement, in the general location shown on the Master Development Plan (Map H) attached to this Development Order as Exhibit "D".

Historic and Archaeological Sites

57. In the event of discovery of any archaeological artifacts during construction of the project, construction shall stop within a 30-foot radius/buffer and immediate notification shall be provided to the City of Port St. Lucie and the Division of Historical Resources, Florida Department of State. Construction may resume within the affected area after the City and the Division of Historical Resources have determined the appropriate mitigation pursuant to Rule 9J-2.043, F.A.C., if any are warranted, and such measures have been implemented by the Developer.

Energy

58. The final site and building designs shall comply with Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. Where practical, the project shall also incorporate measures identified in Council's energy plan guide entitled, Energy Planning in the Twenty-First Century: A Guide for Florida Communities, updated January 2003.

RESOLUTION 11R-01

EXHIBIT "C"

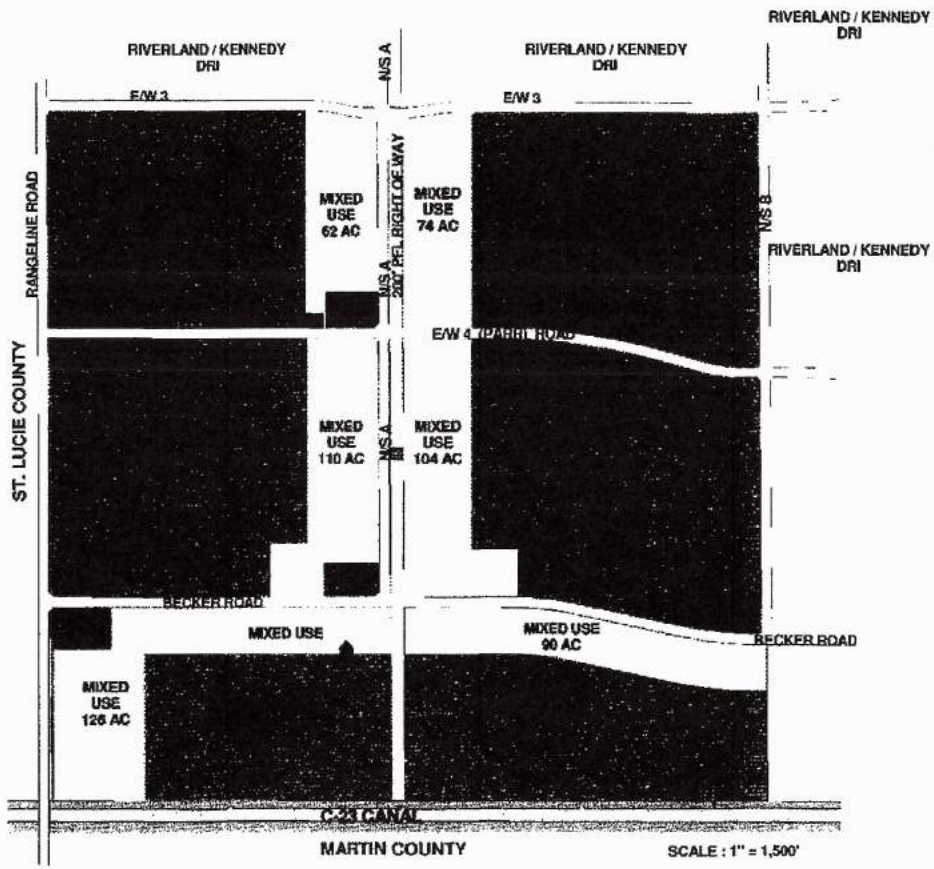
LAND USE EQUIVALENCY MATRIX

WILSON GROVES DRI

TRIP EQUIVALENCY MATRIX

TO	ITE Code		1 Resid. Single Family Unit	1 Resid. Multi-Family Unit	1 Hotel Unit	1000 SF Industrial	1000 SF Office	1000 SF Retail	1000 SF Civic	1 Middle School Student	1 Elem. School Student	1 University Student	1000 SF Institutional	1 Park Acre	1 Hospital Bed
		PM Total Trip Rate	0.83	0.35	0.7	0.98	1.49	3.88	5.45	0.15	0.14	0.21	3.05	0.06	1.3
FROM															
1 Resid. Single Family Unit	210	0.83	1	2.37	1.19	0.85	0.56	0.21	0.15	5.53	5.93	3.95	0.27	13.83	0.64
1 Resid Multi-Family Unit	230	0.35	0.42	1	0.5	0.36	0.23	0.09	0.06	2.33	2.5	1.67	0.11	5.83	0.27
1 Hotel Unit	310	0.7	0.84	2	1	0.71	0.47	0.18	0.13	4.67	5	3.33	0.23	11.67	0.54
1000 SF Industrial	110	0.98	1.18	2.8	1.4	1	0.66	0.25	0.18	6.53	7	4.67	0.32	16.33	0.75
1000 SF Office	710	1.49	1.8	4.26	2.13	1.52	1	0.38	0.27	9.94	10.65	7.1	0.49	24.85	1.15
1000 SF Retail	820	3.88	4.67	11.09	5.54	3.96	2.6	1	0.71	25.87	27.71	18.48	1.27	64.67	2.98
1000 SF Civic	WAS	5.45	6.57	15.57	7.79	5.56	3.66	1.4	1	36.33	38.93	25.95	1.79	90.83	4.19
1 Middle School Student	522	0.15	0.18	0.43	0.21	0.15	0.1	0.04	0.03	1	1.07	0.71	0.05	2.5	0.12
1 Elem. School Student	520	0.14	0.17	0.4	0.2	0.14	0.09	0.04	0.03	0.93	1	0.67	0.05	2.33	0.11
1 University Student	550	0.21	0.25	0.6	0.3	0.21	0.14	0.05	0.04	1.4	1.5	1	0.07	3.5	0.16
1000 SF Institutional	WAS	3.05	3.67	8.71	4.36	3.11	2.05	0.79	0.56	20.33	21.79	14.52	1	50.83	2.35
1 Park Acre	412	0.06	0.07	0.17	0.09	0.06	0.04	0.02	0.01	0.4	0.43	0.29	0.02	1	0.05
1 Hospital Bed	WAS	1.3	1.56	3.70	1.85	1.33	0.87	0.34	0.24	8.33	9.09	6.25	0.43	20.00	1

Wilson Groves DRI
Port St. Lucie, FL



Map H
Master Plan

LEGEND

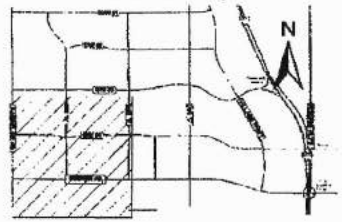
- Residential including Schools, Parks, Recreational, Institutional, and Civic uses.
- Mixed Use including, Residential, Commercial, Office, Light Industrial, Schools, Parks, Recreational, Institutional, and Civic uses.
- Neighborhood / Village Commercial including Residential, Commercial, Office, Parks, Recreational, Institutional, and Civic uses.
- Roadways per Annexation Agreement
- Fire Station
- Ⓟ Regional Park
- K - 8 School
- PPL Right of Way
- B Unit Designation

Proposed Land Uses

Mixed Use	555 Acres
Residential	1,876 Acres
Neighborhood Commercial (NC)	57 Acres
Total Area	2,499 Acres

"The map is an artist's illustration of the generalized concept which is one of many alternative solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which this scale of endeavor may have and to accommodate such impacts within the limits of the law and balanced design imperatives to provide economically viable and market sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the natural evolution of the specific engineered solutions are processed through the various design and jurisdictional approvals in final approval. Notwithstanding marginal variations in design as the detailed engineering become more refined, prior approvals shall entitle the applicant, without returning for revision review by final authority, to continue subsequent more localized decisions as functional details become evident. The property owner and/or developers reserve all rights to make such adjustments as needed to accomplish these functional design accommodations."

Location Map



RESOLUTION 11R-01

EXHIBIT "D"

PORT ST. LUCIE CITY COUNCIL

AGENDA ITEM REQUEST

MEETING: REGULAR X SPECIAL ___

DATE: 1-24-11

ORDINANCE _ RESOLUTION X MOTION

PUBLIC HEARING 1-24-11 LEGAL AD PUBLISH DATE 1-9-11 (copy attached)

NAME OF NEWSPAPER St. Lucie News Tribune

ITEM: P10-076. Wilson Groves Development of Regional Impact (DRI) Notice of Proposed Change – 2nd Amendment

---

RECOMMENDED ACTION: The Planning & Zoning Board on January 4, 2011 unanimously recommended approval of the proposed amendment to the Wilson Groves DRI development order.

==========

EXHIBITS: A. Staff Analysis & Recommendation
B. Resolution

SUMMARY EXPLANATION/BACKGROUND INFORMATION: The proposed amendment is to change conditions of approval for the project regarding the development plan, transportation, greenway, wetlands, listed species, park and recreation, and Map "H", the Master Plan.

IF PRESENTATION IS TO BE MADE, HOW MUCH TIME WILL BE REQUIRED?

SUBMITTING DEPARTMENT: Planning Department DATE: 1/5/11

34984 - NO less than ¼ page ad Headline: 18 point LOCAL SECTION Submit: Jan 6

NOTICE OF PUBLIC HEARINGS
WILSON GROVES – DEVELOPMENT OF REGIONAL IMPACT
NOTICE OF PROPOSED CHANGE

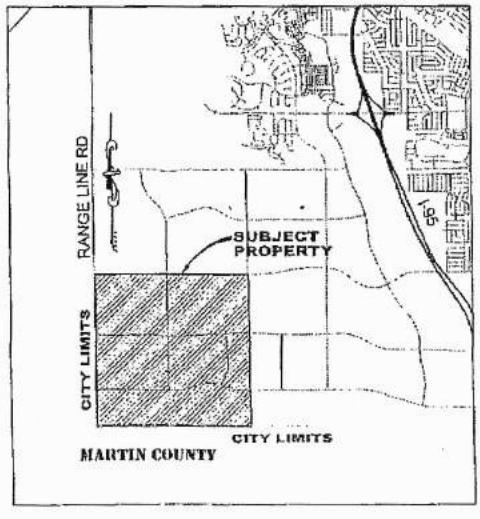
Public notice is hereby given by the CITY OF PORT ST. LUCIE of a PUBLIC HEARING for the proposed change to the Wilson Groves – Development of Regional Impact file number P10-076. This amendment provides for changes to the approved Development Order. The request is to amend certain conditions of approval for the project regarding transportation, greenway, wetlands, listed species, parks and recreation, and Map "H", the Master Plan. The property is located north of the C-23 Canal and east of Range Line Road. Legal Description: The Alan Wilson Grove Plat, and portions of Sections 30 & 31, Township 37 South, Range 39 East.

The public hearing will be held at the January 24th, meeting of the City Council at **7:00 PM** in the City Hall Council Chambers, Building "A", 121 SW Port St. Lucie Blvd., Port St. Lucie, The proposed Resolution 11-R01, information on the report and the development of regional impact application may be reviewed between the hours of 8:00 AM and 5:00 PM at the City's Planning & Zoning Department, City Hall, Building "A", 121 SW Port St. Lucie Blvd., Port St. Lucie, Florida.

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the City Clerk's office at 772-871-5157 for assistance.

Members of the public are welcome to attend the Public Hearing and provide oral or written comments on the matter. Written comments may be submitted to: 121 SW Port St. Lucie Blvd., Port St. Lucie, Florida, Attn.: Planning and Zoning Department.

General Location Map: The project as shown below is generally located



NOTICE: No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, any person who may seek to appeal any decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at said meeting upon which any appeal is to be based. Items listed in this public notice may not appear in the same order on the Board's final agenda. Please contact the Planning & Zoning Department at 871-5212 to obtain a copy of the final agenda.

Planning & Zoning Dept PUBLISH – Jan 9th

City of Port St. Lucie
Planning and Zoning Department
A City for All Ages

TO: **CITY COUNCIL - MEETING OF JANUARY 24, 2011**

FROM: **ANNE COX, ASSISTANT DIRECTOR OF PLANNING AND ZONING**

RE: **WILSON GROVES DEVELOPMENT OF REGIONAL IMPACT (DRI) NOTICE OF PROPOSED CHANGE (PROJECT NO. P10-076) – 2ND AMENDMENT TO THE DEVELOPMENT ORDER**

DATE: **JANUARY 5, 2011**

APPLICANT: Erin McCormick Larrinaga of Shelley of Fowler White Boggs Banker, P.A., agent for ACR Acquisition, LLC

OWNERS: ACR Acquisition, LLC and Florida Power and Light

LOCATION: The property is located north of the C-23 Canal and east of Range Line Road. It is bounded to the east and north by the Riverland/Kennedy DRI.

LEGAL DESCRIPTION: The property is legally described as the Alan Wilson Grove Plat and portions of Sections 30 and 31, Township 37 South, Range 39 East. (A full legal description is attached.)

SIZE: 2,499 acres

EXISTING ZONING: St. Lucie County Agricultural, one unit per five acres (AG-5)

EXISTING USE: The subject property is currently an active citrus grove with associated accessory uses.

SURROUNDING USES: North = AG-5 zoning, citrus groves; South = C-23 Canal; East = AG-5 zoning, citrus groves; West = IX (Industrial, Extraction) zoning, sand mining.

EXISTING LAND USE DESIGNATION: NCD (New Community Development District)

PROJECT BACKGROUND: The original Wilson Groves DRI Development Order (Resolution 06-R104) was approved by the City Council on October 23, 2006. The first amendment to the DRI Development Order (Resolution 08-R136) was approved by the City Council on October 27, 2008 to address concerns raised by the Department of Community Affairs (DCA) regarding traffic conditions and the availability of an affordable housing supply. The approved development plan for the property includes 7,700 residential units; 765,000 square feet of retail; 222,000 square feet of office; 1,361,250 square feet of research and office; 1,361,250 square feet of light industrial; 382,327 square feet of institutional and civic; two school sites and 140 acres for parks. Florida Power and Light owns 47 acres, which consists of a 200 foot wide right-of-way that runs through the middle of the property. No development will take place on the FPL property, other than roads.

PROPOSED CHANGES: The changes to the Development Order proposed by the applicant are attached as "Attachment 1". They include amending conditions of approval for the project regarding the development plan, transportation, greenway, wetlands, listed species, parks and recreation, and Map "H", the Master plan as follows:

Condition 3(Phasing) – Combine the phasing schedule and development plan into one table. The research and office category is proposed to be eliminated and the 1,361,250 square feet of research and office are proposed to be combined with the 222,000 square feet of office for a total of 1,583,250 square feet of office. The research and office square footage was originally intended for the 125 acre industrial/research park that was to be dedicated to the City. Per the fourth amendment to the annexation agreement, dated November 16, 2009, a 50 acre civic site will now be dedicated in lieu of the industrial/research park.

Condition 12 (Greenway) - Change the utility easement required to be granted to the City in the greenway along Range Line Road from an exclusive easement to a non-exclusive easement.

Conditions 13 – 31 (Transportation) – Modify the transportation conditions for the project to separate from the common transportation conditions shared among the three DRIs in the Southwest Annexation area. The conditions were formulated based on the assumption that all three DRI's would complete required transportation improvements within specified time periods, which has now become uncertain. The applicant has proposed conditions which identify a "proportionate-share" mitigation dollar amount for the traffic impacts of the project and proposes to build certain roadway improvements instead of giving the City money to construct the improvements. The road right-of-way for the proposed roads has already been deeded to the City.

Conditions 32 - 34 (Wetlands) – Amend Condition 32 to be consistent with the fourth amendment to the annexation agreement which states wetland permits issued by the South Florida Water Management District and US Army Corps of Engineers shall satisfy the wetland mitigation requirements of the City. Conditions 33 and 34 are proposed to be deleted since the 0.8 acre of wetlands existing on site are proposed to be filled in and mitigated for.

Condition 35 (Listed Species) – Specify the amount of littoral shelves (wetland plantings) that will be created on site to ensure no additional net loss of wood stork prey.

Condition 51 (Schools) – Indicate that parts c and d of this condition have been satisfied since a developers agreement between the developer and the St. Lucie County School District has been executed.

Condition 52 (Fire Protection) - Indicate that this condition has been satisfied since a developers agreement between the developer and the St. Lucie County Fire District has been executed.

Condition 56 (Parks and Recreation) – Extend the date for the submittal of a park plan until January 1, 2012. Amend the requirements of the dedication of park land to be consistent with the fourth amendment to the annexation agreement.

Map "H" Master Plan – Map "H" is proposed to be amended to eliminate the previously designated "Employment Center" since land for a research/industrial park will no longer be dedicated to the City. The map shows that the office square footage assigned to that area would be redistributed to the proposed Mixed Use area. The map is consistent with the revised Figure 19 of the City's Comprehensive Plan, which was adopted by the City Council on September 27, 2010.

ANALYSIS:

The proposed changes to the transportation and park and recreation conditions are presumed to be Substantial Deviations per Chapter 380.06(19), Florida Statutes, requiring further DRI review. However, the applicant maintains that they have rebutted these presumptions by clear and convincing evidence and the changes therefore are not considered substantial deviations.

A public hearing was held by the Planning and Zoning Board on December 7, 2010. At the request of the applicant this item was tabled by the Board. Due to concerns about the proposed roadway conditions, the City staff held a meeting on December 13, 2010 with representatives of all of the DRI projects within the Southwest Annexation Area.

The City's Engineering Department proposed a method of dividing up the roadway improvements within the Southwest Annexation Area proportionally by trips generated and the equivalent lane miles per project. The City Staff requested that any comments on the proposal be submitted in writing by Friday, December 17th. The City has not received any written comments from the representatives of the Riverland/Kennedy or Southern Grove/Western Grove DRI's.

The proposed conditions which are attached reflect the roadway improvements that would be required based on equally distributing or allocating the improvements within the DRI's based on trips generated and the equivalent lane miles. The attached map shows the roadway assignments. The new Tables 1 and 2 show the roadway improvements that would be required through the end of Phase 3 (the project has four phases). The roadway improvements required by the existing Conditions 17 through 21 are not proposed to be deleted and are shown in the new Tables 3 and 4. These are the external roadway requirements west and east of I-95. The new Table 5 shows the required roadway improvements outside of the City, which are not proposed to be changed.

The City has received letters from the Treasure Coast Regional Planning Council (TCRPC) and the Florida Department of Transportation (FDOT) regarding the proposed changes to the development order. The TCRPC has determined that the proposed changes will not create additional impacts on regional resources and facilities and do not constitute a Substantial Deviation under Chapter 380.06(19), Florida States if all of the issues outlined in their letter are included in the Development Order (see attached letter). The amended Development Order as proposed by City staff addresses the TCRPC issues. The applicant has provided a response to FDOT's comments which is included in the file.

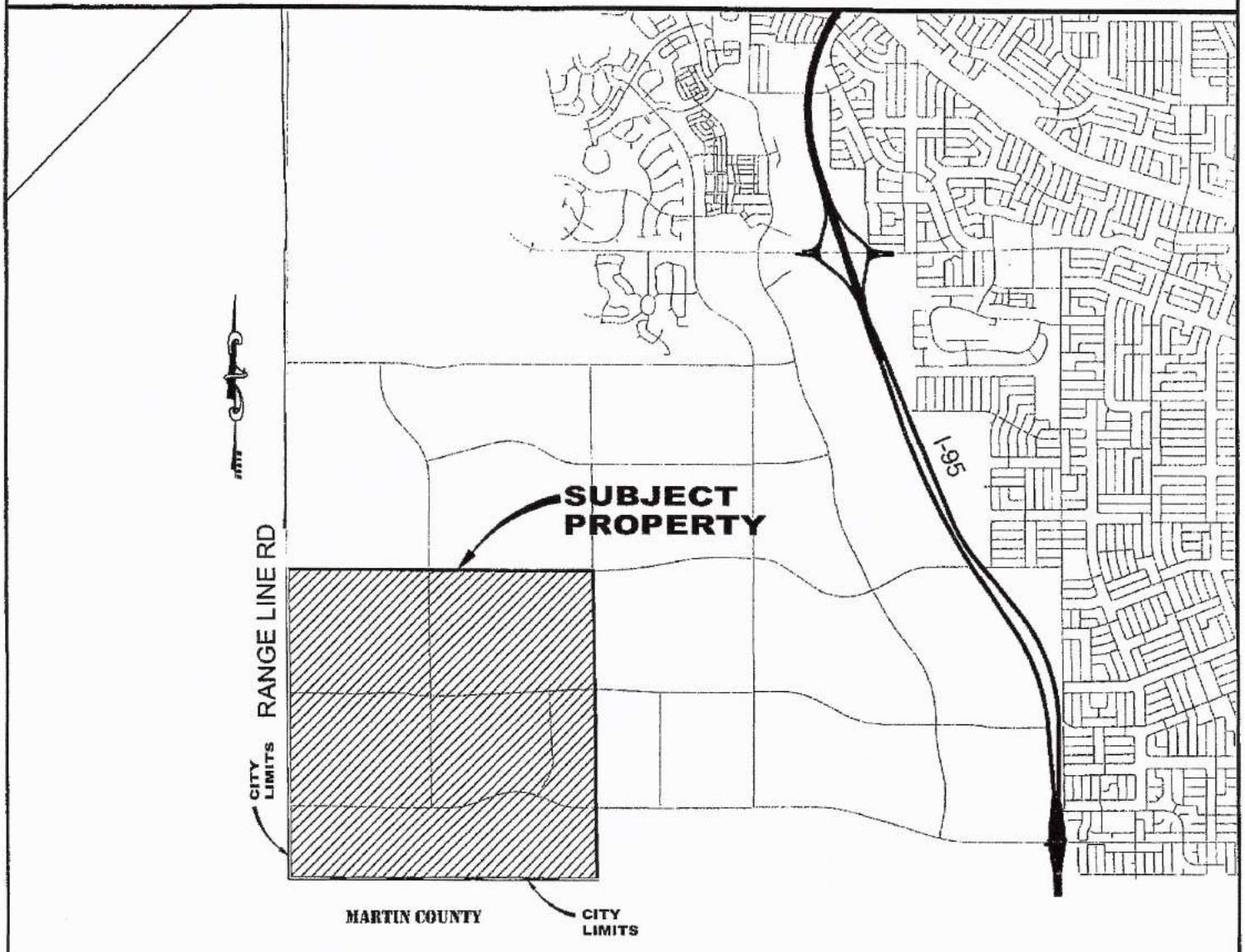
STAFF RECOMMENDATION:

Staff finds that the proposed Development Order, as shown in the attached resolution, will not create additional significant impacts on the regional resources and facilities in the area and recommends approval.

PLANNING AND ZONING BOARD ACTION:

At their meeting of January 4, 2011, the Planning and Zoning Board unanimously recommended approval of the proposed Development Order.

SITE LOCATION



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

PREPARED BY: GIS/DATA MANAGEMENT PZ2004.DWG

DRI

WILSON GROVES

DATE: 11/18/10

APPLICATION NUMBER: P10-076

CADD FILE NAME: P10-076L

SCALE:1"=1 M

P10-076
$6,995.00
10548

FORM RPM-BSP-PROPCHANGE-1

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF COMMUNITY PLANNING
BUREAU OF LOCAL PLANNING
2555 Shumard Oak Blvd.
Tallahassee, Florida 32399
850/488-4925

RECEIVED
JUL 09 2010

NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT (DRI) SUBSECTION 380.06(19), FLORIDA STATUTES

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency, and the state land planning agency according to this form.

1. I, Erin McCormick Larrinaga, the Authorized Agent for ACR Acquisition LLC, hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning the Wilson Groves Development of Regional Impact, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to the City of Port St. Lucie, to the Treasure Coast Regional Planning Council and to the Bureau of Local Planning, Department of Community Affairs.

7-9-2010
Date

Signature

2. Applicant (name, address, phone).

The Developer is:

ACR Acquisition, LLC
7593 Boynton Beach Blvd., Suite 220
Boynton Beach, Florida 33427

3. Authorized Agent (name, address, phone).

Linda Loomis Shelley/Erin McCormick Larrinaga
Fowler White Boggs P.A.
501 E. Kennedy Boulevard
Suite 1700
Tampa, Florida 33602
Telephone: (813) 222-1180
Facsimile: (813) 229-8313
Email: elarrinaga@fowlerwhite.com

4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.

The approved Wilson Groves DRI is located in Sections 29-32, Township 37 South, Range 39 East, St. Lucie County, Florida.

5. Provide a complete description of the proposed change. Include any proposed changes to the plan of development, phasing, additional lands, commencement date, build-out date, development order conditions and requirements, or to the representations contained in either the development order or the Application for Development Approval.

A. Amend the Phasing and Land Use Schedule set forth as Condition 3(A) of the Wilson Groves DRI Development Order Conditions of Approval (Exhibit "B" to Resolution 08-R136). The Applicant proposes to amend the Schedule as set forth below.

Anne Cox

From: Pol Africano [pola@cmseng.net]
Sent: Thursday, October 21, 2010 12:28 PM
To: Anne Cox
Subject: FW: NOPC - Florida Power and Light (FPL Ownership)

Anne,

Here is the email from our attorney related to FPL. Please call me if you have any questions.

Thanks - Pol

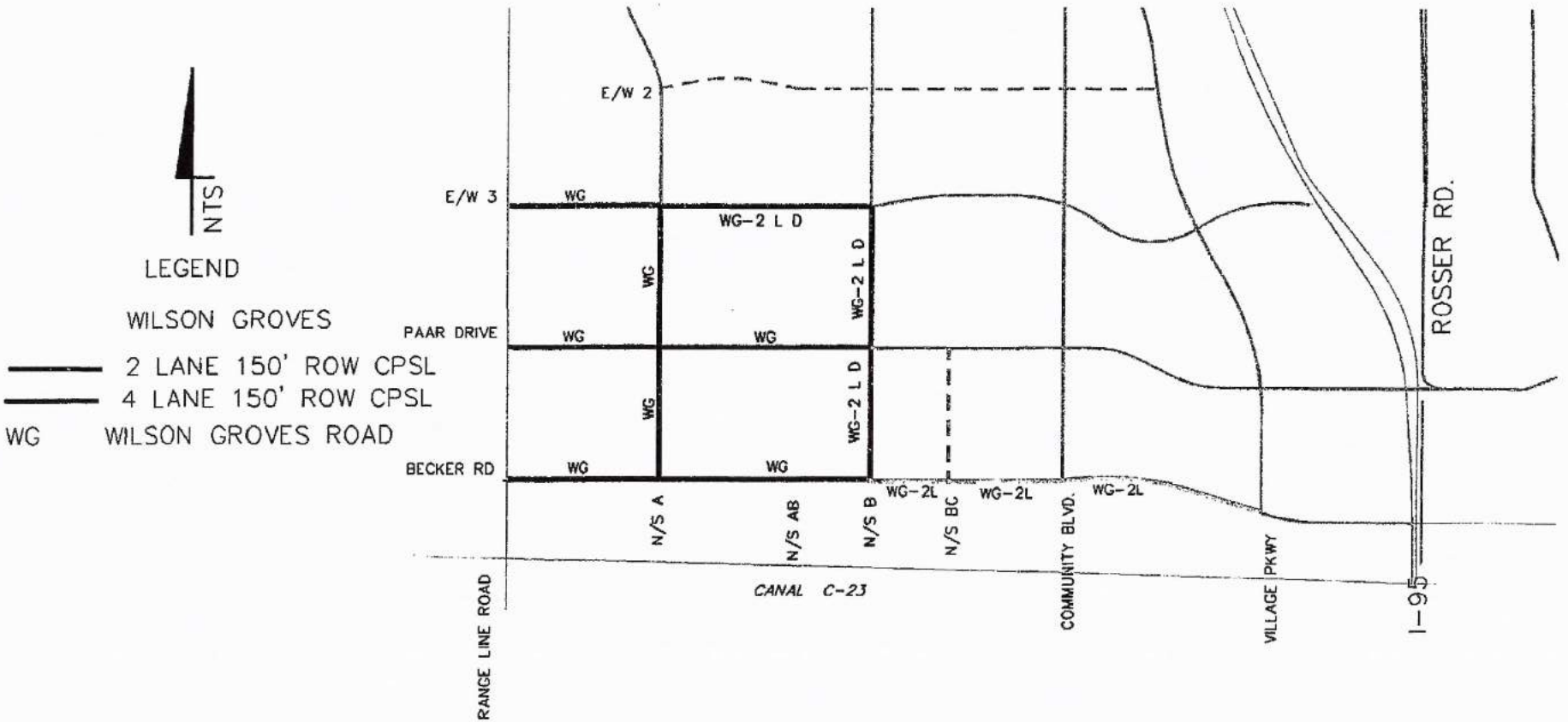
From: McCormick, Erin [mailto:erin.mccormick@fowlerwhite.com]
Sent: Tuesday, October 19, 2010 2:40 PM
To: Pol Africano
Subject: NOPC - Florida Power and Light (FPL Ownership)

The Developer of record and Applicant for the Wilson Groves DRI Notice of Proposed Change is ACR Acquisition LLC. As set forth in the NOPC, the proposed changes do not constitute a Substantial Deviation. Moreover, the primary purpose of the NOPC application is to allow the Applicant to modify the transportation mitigation for the project by providing its proportionate share contribution to mitigate for transportation impacts. The Applicant also seeks to combine the Land Use/Phasing schedules of the DO into a single schedule, amend the DO condition addressing on-site littoral shelves for Wood Stork prey, and amend the DO conditions relating to parks and to wetland mitigation, so that they are consistent with the most recent amendment to the Annexation Agreement with the City. None of these changes will impact the property owned by Florida Power and Light (FPL), therefore FPL was not included as a signatory to the NOPC. However, in accordance with the Florida Statutes and with the City's Ordinance, notice of the public hearing to consider the NOPC application will be provided to FPL.

FOWLER WHITE BOGGS

Erin McCormick
Fowler White Boggs P.A.
501 E. Kennedy Blvd, Suite 1700
Tampa, Florida 33602
Direct: 813 222 1180
Fax: 813 384 2832
erin.mccormick@fowlerwhite.com
www.fowlerwhite.com

Disclaimer under IRS Circular 230: Unless expressly stated otherwise in this transmission, nothing contained in this message is intended or written to be used, nor may it be relied upon or used, (1) by any taxpayer for the purpose of avoiding penalties that may be imposed on the taxpayer under the Internal Revenue Code of 1986, as amended and/or (2) by any person to support the promotion or marketing of or to recommend any Federal tax transaction(s) or matter(s) addressed



WILSON GROVES
INTERNAL ROADWAY ASSIGNMENTS PER RESOLUTION R11-

TREASURE COAST REGIONAL PLANNING COUNCIL

INDIAN RIVER – ST. LUCIE – MARTIN – PALM BEACH

November 24, 2010

Mr. Daniel Holbrook, AICP
Director of Planning & Zoning
City of Port St. Lucie Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Subject: Wilson Groves Development of Regional Impact Notice of Proposed Change #2
Response to Agency Comments

Dear Mr. Holbrook:

In accordance with the requirements of Section 380.06(19), Florida Statutes, Council has reviewed the "Notification of Proposed Change (NOPC) to a Previously Approved Development of Regional Impact (DRI)" for the Wilson Groves DRI Development Order (DO) dated July 9, 2010 as well as additional information provided by the applicant on October 28, 2010.

The NOPC proposes the following changes:

- Amendment to Condition 3 regarding phasing to: a) combine research and office land uses into office, and; b) delete a table showing acres allowed for each of the proposed land uses;
- Amendment to Transportation Conditions 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, and 30 regarding roadway improvements and phasing;
- Amendment to Condition 32 regarding wetland mitigation;
- Deletion of Conditions 33 and 34 regarding the preparation of a Mitigation Management Plan;
- Amendment to Condition 35 regarding Wood Stork and the Mitigation Management Plan;
- Amendment to Condition 56 regarding Parks and Recreation.

Council offers the following comments and recommendations:

Transportation

Wilson Groves was one of four DRIs included within the Western Annexation Traffic Study (WATS). The study assumed the roadway network necessary to support the proposed developments (Southern Grove, Western Grove, Wilson Groves and Kennedy/Riverland) would be built when needed. Therefore, all four developments shared date specific conditions to provide the necessary roadway network within the WATS Area. Not all developments have been proceeding as expected under the WATS. Wilson Groves is proposing to amend the Development Order to disconnect from the other developments so that it may proceed individually and according to its own schedule.

Based on this request and the information provided, Council suggests an approach where each DRI can develop individually. The approach requires that the necessary portions of the western annexation transportation network be built according to the phasing and extent illustrated in the attached Exhibits, coupled with the City's ability to require traffic monitoring to ensure all roadways in the WATS area are built when needed. Council recommends the DO be amended as follows:

1. Condition 14 – Do not amend.

2. Condition 15B) – Amend as follows:

   The City of Port St. Lucie may require the developer to undertake monitoring to ascertain the level of service on transportation facilities within the properties that participated in the WATS ("WATS Area") in order to determine whether the date <u>or trip threshold</u> by which a transportation improvement within the WATS area required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date <u>or trip threshold</u> by which this Development Order would otherwise require such improvement, then the date <u>or trip threshold</u> by which such improvement is required shall be accelerated on terms approved pursuant to the procedure in Condition ~~17~~ <u>16</u>. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date <u>or trip threshold</u> by which this Development Order would otherwise require such improvement, then the date <u>or trip threshold</u> for such improvements shall be accelerated based on the results of such monitoring, provided that the accelerated schedule for the improvements shall allow 24 months for engineering,

permitting and construction of the improvement. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. ~~No n~~New mitigation measures and/or modifications to the road network ~~within the WATS Area shall be required on account of such monitoring~~ as a result of monitoring allowed under this condition shall be limited to roads within the WATS Area.

3. Condition 21. B) Proposed Table 5 which deals with the multijurisdictional roadway improvements. Leave as proposed with the following revisions:

   a. Change ~~Range Line Road~~ to S.W. Allapattah Road - CR 714 to Martin County Line;
   b. Change ~~Port St. Lucie Blvd.~~ to S.W. Citrus Boulevard - St. Lucie County Line to SR 714;
   c. The first note under the table should be revised as follows:
      ~~Total~~ Wilson Groves DRI Total Net External PM Peak Hour Trips

4. Insert the following condition between Conditions 28 and 29:

   A trip generation analysis shall be prepared by the applicant and approved by the City of Port St. Lucie prior to each site plan approval. The trip generation analysis shall present calculations for the p.m. peak hour and shall be performed using trip generation rates included in the latest available Institute of Transportation Engineers Trip Generation Report as well as land uses included in the application for development approval. The trip generation analysis shall include internal capture and passer-by, if appropriate, to determine net trips generated by the development. The trip generation shall be cumulative and include all previous site plan approvals. Development order conditions shall be evaluated using the trip generation analysis to determine triggering of any transportation conditions.

Proportionate Share

The intent of many of the transportation condition amendments is to satisfy roadway improvements by means of "proportionate share." The proposed Development Order uses the term "proportionate share" to justify roads the developer is proposing to build to provide access

to Wilson Groves. The cost of these improvements is expected to offset other roadway improvements until the end of Phase 3. In summary, the developer is proposing to build roads as presented in the attached Exhibits and extend other development order conditions until the end of Phase 3.

The use of the term "proportionate share" is not appropriate as the proposed Development Order does not include conditions for payment of proportionate share. This issue needs to be addressed by the local government.

Wetlands

The developer is proposing to amend Condition 32 by deleting the requirement for onsite mitigation of wetlands, and delete Conditions 33 and 34 requiring wetland upland buffers and a mitigation management plan. Council does not object to the proposed changes to Conditions 32-34 dealing with wetlands, because these conditions apply to only 0.8 acres of highly impacted wetlands. The modifications to Condition 32 requiring compliance with all wetland mitigation requirements of the U. S. Army Corps of Engineers and the South Florida Water Management District are adequate to address regional concerns.

Listed Species

The developer is proposing to amend Condition 35 to require 10 acres of littoral shelves be created on the project site to provide Wood Storks habitat. Council does not object to this change provided the littoral shelves are designed to concentrate prey and provide preferred foraging habitat for the Wood Stork.

Parks and Recreation

The developer is proposing the following modifications to Condition 56: 1) extend the date from 2008 to 2012 for preparation of a plan for the provision of neighborhood and community recreational sites and facilities on the project site; 2) add language clarifying that the provision of 90 acres of public park sites includes a 50 acre regional park; 3) delete the requirement that all park sites be conveyed to the City by December 31, 2016; 4) add language clarifying that 5 acres of parks per 1,000 population is the level of service for compliance with the City's Comprehensive Plan; and 5) delete the date October 31, 2007 for when the developer is to convey 50 acres to the City for a regional park, and replace this with language requiring the conveyance to occur prior to the issuance of the 6,001 building permit for the Wilson Groves DRI property. Regarding the last modification, Council notes that the development may never achieve 6,001 building permits. Therefore, the City may want to accelerate dedication of the 50 acre regional park to an earlier date certain.

Conclusion

Council has reviewed the NOPC request and information provided by the applicant and has determined the proposed changes to the Wilson Groves DRI-DO will not create additional impacts on regional resources and facilities in the area and do not constitute a Substantial Deviation under Chapter 380.06(19), if all issues presented above have been included in the DO. In addition, please address comments from the Florida Department of Transportation.

Please transmit a certified copy of any development order amendment adopted pursuant to this notice of change. If you have any questions, please do not hesitate to call.

Sincerely,

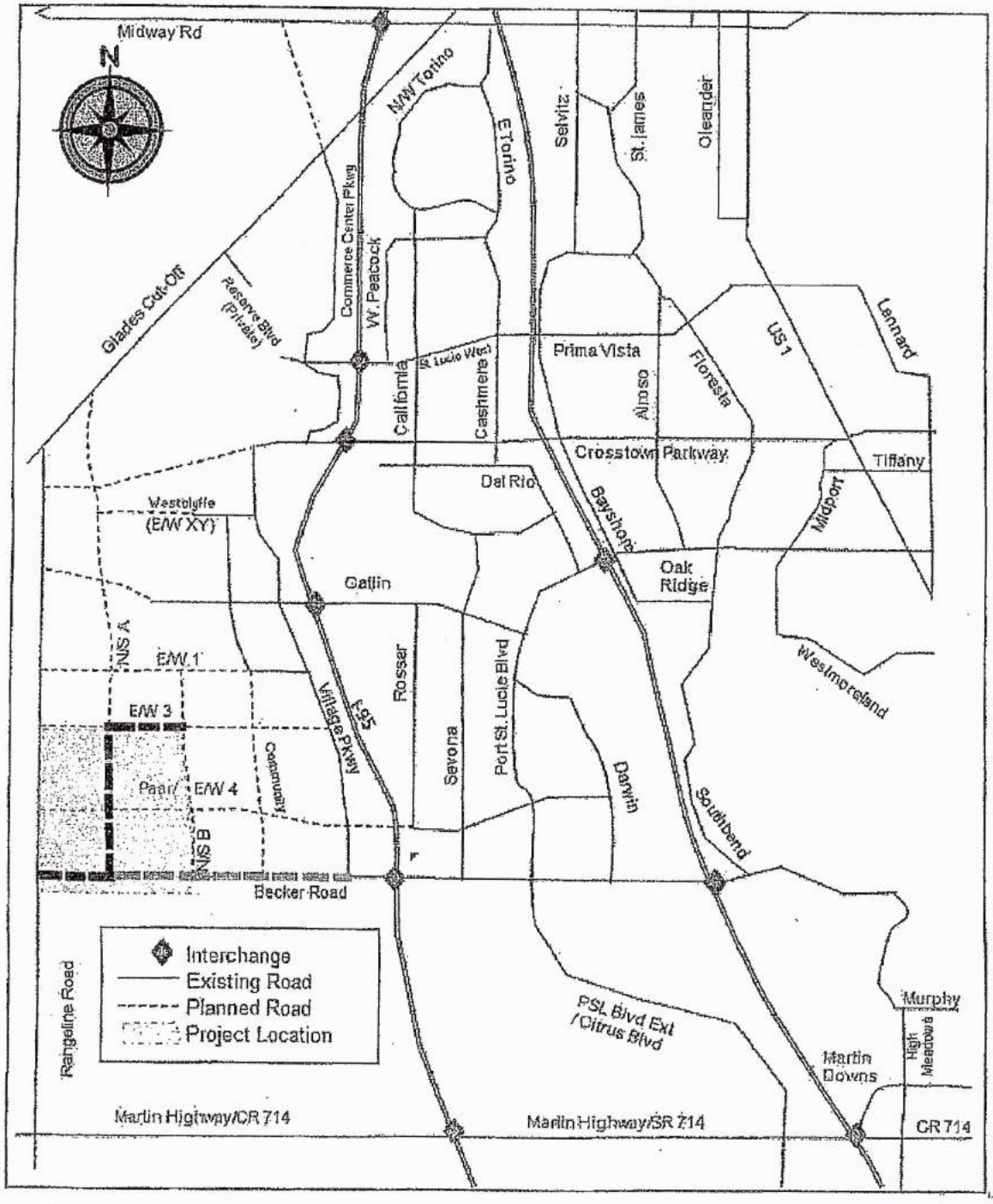
Michael J. Busha, AICP
Executive Director

MJB:lg

Attachments

cc: Bob Dennis, Florida Department of Community Affairs
Anne Cox, City of Port St. Lucie
Roxanne Chesser, City of Port St. Lucie
Kara Wood, St. Lucie County
Nicki van Vonno, Martin County
Gustavo Schmidt, Florida Department of Transportation
Chon Wong, Florida Department of Transportation
Maria Tejera, MTP Group, Inc.
Shaun MacKenzie, MacKenzie Engineering & Planning, Inc.
Erin Rae McCormick, Fowler, White, Boggs, P.A.
Pol Africano, CMS Engineering, LLC

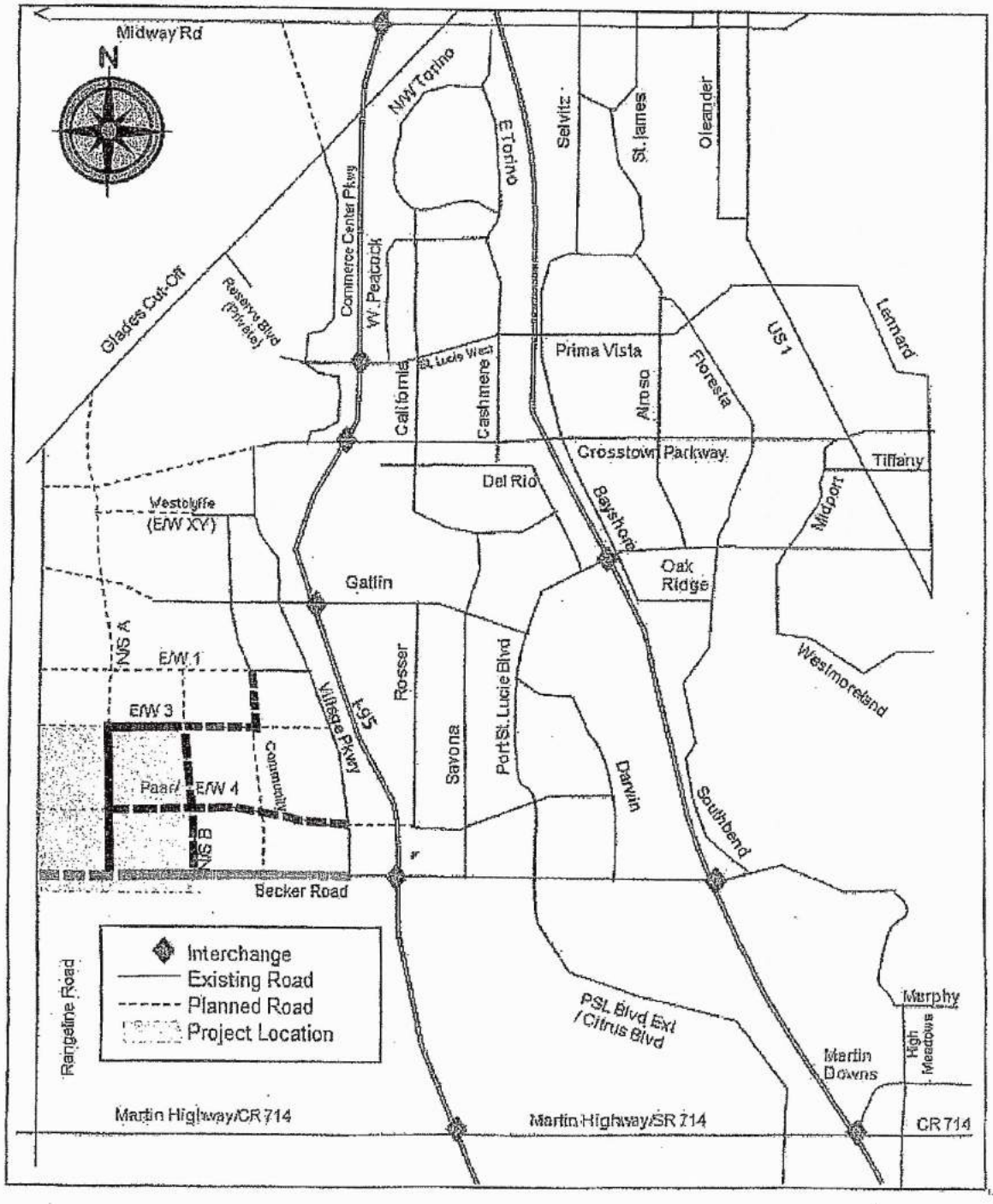
Phase 1
Roadway Improvements
Wilson Groves



2 Lanes
4 Lanes

Dashed lines indicate roadways to be built during this phase.

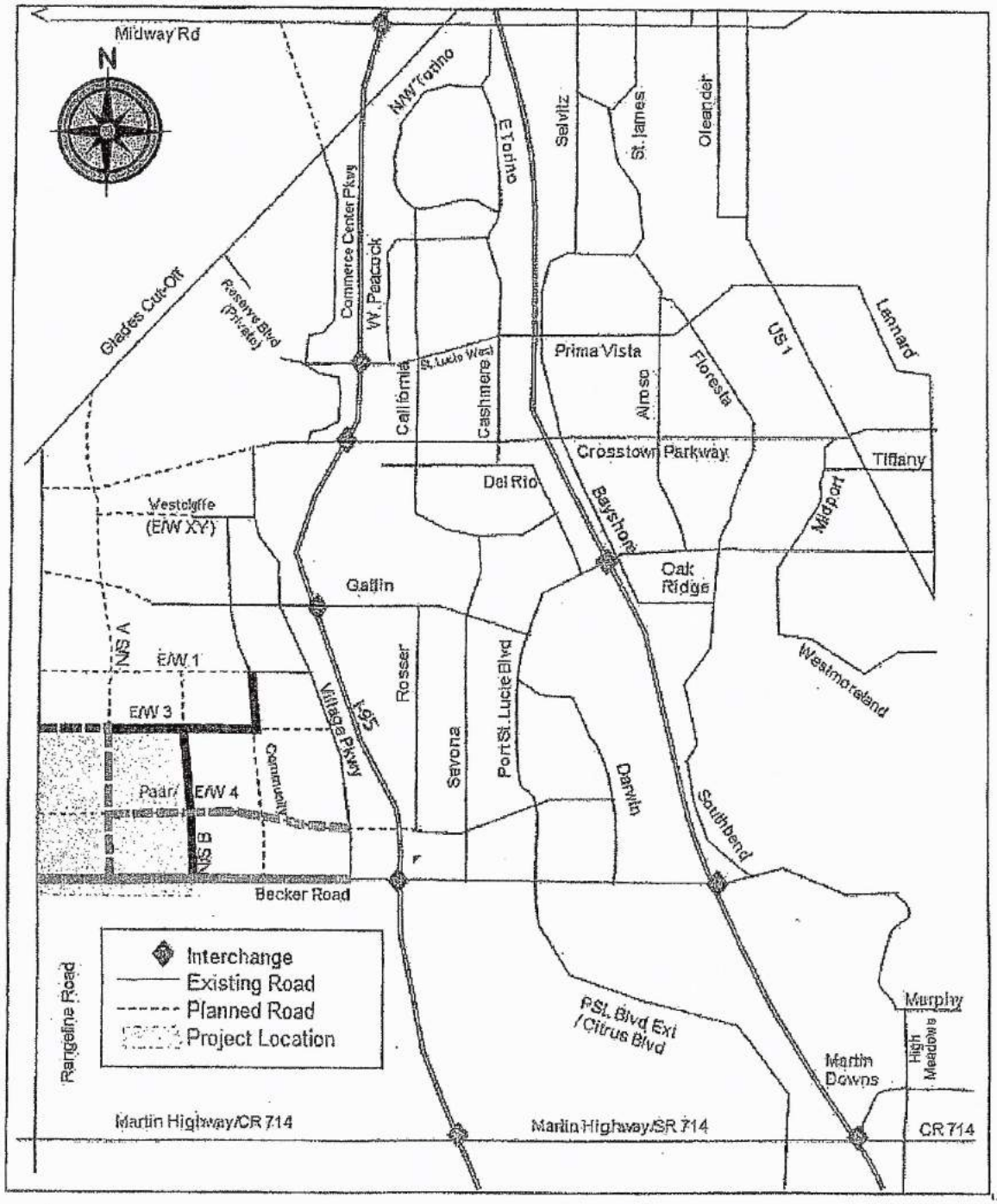
Phase 2
Roadway Improvements
Wilson Groves



2 Lanes — Dashed lines indicate roadways to be built during this phase.

4 Lanes — Solid lines indicate roadways built in a previous phase.

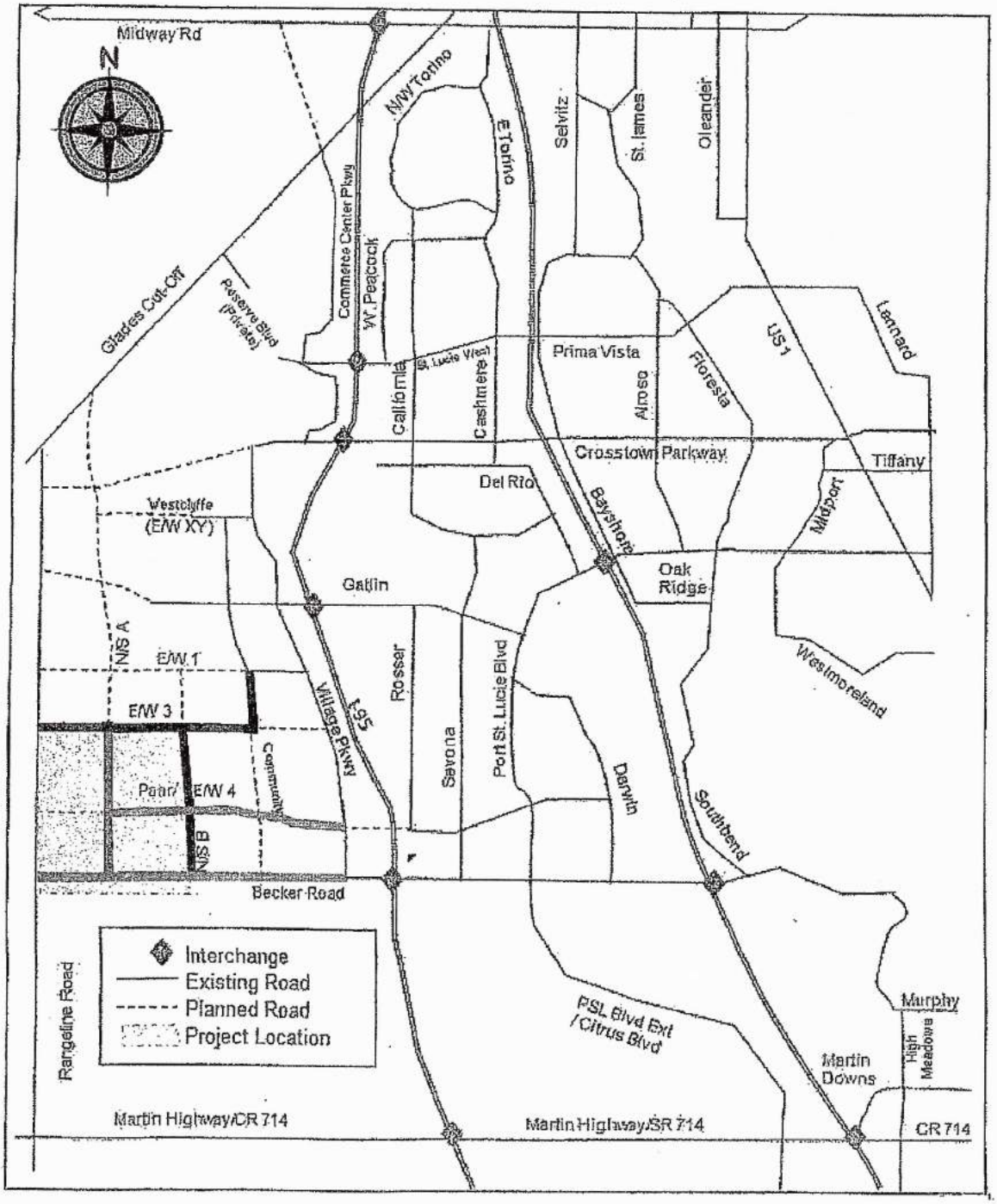
Phase 3
Roadway Improvements
Wilson Groves



2 Lanes — Dashed lines indicate roadways to be built during this phase.

4 Lanes — Solid lines indicate roadways built in a previous phase.

Roadway Improvements
at the end Phase 3
Wilson Groves



ODITIONAL INFORMATIO

COUNCIL ITEM 11B
DATE 1/24/11
Resolution 11-R01

MELVILLE & SOWERBY, P.L.
ATTORNEYS AT LAW
LAUREL PROFESSIONAL PARK
2940 SOUTH 25TH STREET
FORT PIERCE, FLORIDA 34981-5605

HAROLD G. MELVILLE*
DAVID N. SOWERBY**

*BOARD CERTIFIED CIVIL TRIAL LAWYER AND
BOARD CERTIFIED BUSINESS LITIGATION LAWYER
**BOARD CERTIFIED REAL ESTATE LAWYER

TELEPHONE (772) 464-7900
FAX (772) 464-8220

January 24, 2011

Via Email and Hand-Delivery

Jerry A. Bentrott, City Manager
City of Port St. Lucie
121 S.W. Port St. Lucie Boulevard
Port St. Lucie, FL 34984-5042

Re: **Wilson Groves Development of Regional Impact – NOPC**

Dear Mr. Bentrott:

Our office represents Riverland/Kennedy, LLP ("Riverland") which is the current title holder of an approximate 3,844 acre parcel located in the western portion of the City of Port St. Lucie. The Riverland property is subject to both the Annexation Agreement, as amended, with the City of Port St. Lucie and the Development Order for the Riverland/Kennedy Development of Regional Impact. The Riverland property is immediately adjacent to an approximate 2,451 acre parcel owned by ACR Acquisition, LLC ("Wilson Groves") which parcel is subject to the Development Order for the Wilson Groves Development of Regional Impact and the Annexation Agreement, as amended.

We understand that there is a NOPC for the Wilson Groves DRI which will be coming before the City Council of the City of Port St. Lucie for approval on Monday evening, January 24, 2011. On behalf of Riverland, we are writing to advise you that Riverland is formally objecting to approval of the NOPC for the Wilson Groves DRI, because (i) such approval would have a material adverse impact on Riverland, which effect may have been unforeseen or not anticipated by the City to date in its consideration of the Wilson Groves NOPC and (ii) such approval would constitute an improper amendment of the Annexation Agreement.

RECEIVED
JAN 24 2011
City Manager's Office
JAN 24 '11 PM 2:37
Rec'd by Clerk

The Annexation Agreement, as amended, provides that Becker Road will be constructed from I-95 to Rangeline Road and that each of the three developers with parcels along that route (currently, Wilson Groves, Riverland/Kennedy and Southern Groves) will pay for that portion of the construction through their respective parcels. This was the contractual arrangement, because it gave all three parcels access to both Rangeline Road and I-95 with each developer paying their share for the roadway segment through their respective properties. The Annexation Agreement further provides that should a developer not pay for that share of the roadway system being constructed through its property (the "Defaulting Developer"), that one of the other two developers who had paid for that roadway construction could demand full reimbursement from the Defaulting Developer together with interest at 18% per annum, attorneys' fees, etc. Thus, each developer was required to pay for its share of the roadway construction and also had the right to obtain reimbursement if it paid for the construction through another developer's property.

The Wilson Groves NOPC, however, materially changes the underlying concept of the Annexation Agreement and what had been agreed to by the parties, because it now allows Becker Road to stop at the eastern boundary of Wilson Groves and not continue to Rangeline Road until more than 2,200 residential units have been constructed in Wilson Groves. Thus, instead of going all the way through from I-95 to Rangeline Road, Becker Road will dead end two miles east of Rangeline Road, at the eastern boundary of the Wilson Groves property for many years to come. Furthermore, since the roadway construction obligations in the Annexation Agreement are not being addressed by the NOPC, Wilson Groves would potentially have the ability to demand reimbursement from Riverland for that approximate one mile section of Becker Road which would go through the Riverland parcel. Thus, potentially, Riverland could wind up paying to build the road which would give access to the Wilson Groves property. This would be counter to the Annexation Agreement and adversely impact Riverland, because Wilson Groves would then have the benefit of having someone else pay to build a roadway from I-95 to its front door without having the obligation to build Becker Road through its own property.

In a similar manner, the roadway network system described in the Wilson Groves NOPC is being presented as its fair share of the roadway network system for the overall area. As part of that fair share contribution, Wilson Groves, at its own cost, is proposing to extend Becker Road from its current terminus at Village Parkway to its eastern property line. While Riverland has no objection to this methodology, if the Annexation Agreement terms are not modified and if Wilson Groves is then allowed to seek reimbursement from Riverland for this roadway construction, then Wilson Groves will not be paying for its fair share of the roadway network system as required by the Annexation Agreement and the

proposed NOPC coming before the City Council tonight.

From a fundamental standpoint, given the subject matter of the Wilson Groves NOPC, the City should look at both the Development Orders for the DRI's and the Annexation Agreement together since the Annexation Agreement and Development Orders were all considered together as part of an overall development plan for the southwest portion of the City. The Wilson Groves Development Order should not be modified without considering how such modifications would be contrary to the other agreements or impact the various parties through the other agreements. In effect, should the City approve the Wilson Groves NOPC, as presented, Riverland would consider this to be a unilateral modification by the City of the Annexation Agreement, which modification would have a substantial adverse impact to Riverland.

In the Fourth Amendment to the Annexation Agreement dated November 16, 2009, Wilson Groves also obtained the right to seek reimbursement for the construction of Becker Road from a developer annexing into the City west of Rangeline Road. Again, since the construction of Becker Road is being presented as a portion of the Wilson Groves fair share contribution to the roadway network system, should Wilson Groves be able to obtain reimbursement from a third party, then Wilson Groves will not be paying its fair share. In addition, if a party, such as the potential inland port, lying west of Rangeline Road is required to reimburse other developers for a substantial portion of the construction of Becker Road, then it would become extremely difficult for the City to keep the truck traffic from such development off of Becker Road and could prevent the City from forcing that heavy truck traffic onto the desired roadway network of Rangeline Road and Crosstown Parkway and to have those links improved to handle said traffic. No builder should be reimbursed for paying for its fair share of the roadway network.

Finally, Riverland believes that the fair share methodology apparent in the Wilson Groves NOPC has over looked the cost of the various intersections which must be constructed within the roadway network system. The cost of the intersections can be extremely high and the intersection costs should be considered as well as the lane miles when determining the fair share contribution from each of the developers involved. Simply put, if the intersection costs are not included in the analysis, the shares allocated among the developers will not have been determined on a fair or equitable basis.

Please understand that Riverland does not object to the concept of Wilson Groves constructing Becker Road from its present terminus to the eastern edge of the Wilson Groves property as part of the fair share contribution by Wilson Groves. To the contrary, it is the ability of Wilson Groves to seek reimbursement for what should be their fair share from either Riverland or from a subsequent developer lying west of Rangeline which creates the inherent inequity. Furthermore, the fair share methodology should also include an analysis of the intersection costs, as well as the road lane miles involved. For these reasons, Riverland is not suggesting that the NOPC be denied, but simply be deferred or tabled until such time as these issues can be adequately addressed and amendments made, as necessary, to the Annexation Agreement and the fair share methodology analysis.

Thank you very much.

Sincerely,

Harold G. Melville

HMG/sv
cc: Roger G. Orr, Esq. (via email & hand-delivery)
Pam E. Hakim, Esq. (via email & hand-delivery)
Daniel Holbrook (via email & hand-delivery)

MaryAnn Verillo

From: Shelly Valente [shvalente@bellsouth.net]
Sent: Monday, January 24, 2011 2:07 PM
To: MaryAnn Verillo; Roger Orr; Pam Hakim; Daniel Holbrook
Subject: Tonight's Council Meeting
Importance: High
Attachments: 20110124135329829.pdf

Please find attached correspondence from Attorney Harold G. Melville regarding tonight's 7:00 p.m. City Council meeting.

Thank you,

Shelly Valente
Legal Assistant to Harold G. Melville, Esq.
Melville & Sowerby, P.L.
2940 South 25th Street
Fort Pierce, FL 34981
Tel: (772) 464-7900
Fax: (772) 464-8220
shvalente@bellsouth.net

Appendix B

- Approved WATS 2006 Trip Generation, B-1
- Trip Generation for Approved Uses – Buildout Phase 4 by TAZ – ITE 11th Edition, B-5
- Trip Generation for Proposed Uses – Buildout Phase 4 by TAZ – ITE 11th Edition, B-23

Transportation Methodology
Wilson Groves DRI

Wilson Groves DRI is a proposed mixed-use development to be located within the western portion of the City of Port St. Lucie. The property is located east of and adjacent to Range Line Road north of the C-23 canal, immediately southwest of and contiguous to the Riverland/Kennedy DRI property. The project is to be built in four phases with buildout in the year 2025. The following table summarizes cumulative development for each phase:

Land Use	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Single-Family – d.u.	2,000	5,075	5,775	5,775
Multi-Family – d.u.	200	1,219	1,925	1,925
Industrial – s.f.	136,125	544,500	952,875	1,361,249
Commercial – s.f.	210,000	330,000	590,000	765,000
Office/Service – s.f.	136,125	606,500	1,094,875	1,583,249
Civic – s.f.	0	0	40,347	80,695
Institutional – s.f.	0	50,638	185,727	302,177
Schools - students	0	820	2,220	2,220
Parks - acres	50	58	93	130*

d.u. – dwelling units
s.f. – square feet

* adjusted to 50 acres

Traffic Study

The Wilson Groves DRI traffic impact was evaluated as part of the Western Annexation Traffic Study (WATS). The *WATS Final Report* for this study is included as Appendix I. Information included here is specific to the Wilson Groves DRI and is not described in any detail in the *WATS Final Report*.

In order to perform the traffic study, the project was divided into Traffic Analysis Zones (TAZs). Figure TR-1 includes all TAZs within the Western Annexation Area. TAZs 389 through 395 correspond to Wilson Groves. Land uses associated with each TAZ are presented in detail in Exhibit TR-1. It is imperative that the project develops consistent with the land uses allocated within the TAZs as presented in the exhibit.

Trip Generation, distribution and Assignment

Trip generation characteristics of the proposed development were determined using rates and equations included in the *Institute of Transportation Engineers (ITE) Trip Generation Report, 7th Edition*. The following table summarizes the daily and p.m. peak hour gross trip generation for each development phase:

Gross Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Daily				
Total	37,619	86,186	124,233	141,794
In	18,809	43,093	62,116	70,897
Out	18,810	43,093	62,117	70,897
PM Peak Hour				
Total	3,704	8,651	12,613	14,711
In	1,946	4,464	6,142	6,802
Out	1,758	4,187	6,471	7,909

Given the mixed use nature of the development, a portion of the identified gross trips generated have the potential to be satisfied on site, and will have no impact to the external roadway network. These trips are referred to as internal capture. Internal capture was estimated within each TAZ and among all TAZs. In addition, reductions for pass-by were applied to the retail portion of the development based on methodology developed for the WATS. The following table presents the daily and p.m. peak hour net trip generation for each development phase:

Net Trip Generation	Phase 1 (2010)	Phase 2 (2015)	Phase 3 (2020)	Phase 4 (2025)
Daily				
Total	25,833	61,492	83,762	96,188
In	12,941	30,746	41,881	48,094
Out	12,942	30,746	41,881	48,094
PM Peak Hour				
Total	2,573	6,247	8,650	10,182
In	1,380	3,261	4,166	4,543
Out	1,193	2,986	4,484	5,639

The Florida Standard Urban Transportation Model Structure (FSUTMS) was used for the WATS. This model was used to evaluate future traffic along roadways west of I-95 as well as to determine traffic distribution and assignment for each of the developments.

Significant Impact

Roadway improvements were determined based on the Department of Community Affair's Transportation Standard Rule for DRI's (Rule 9J-2.045, F.A.C.). Based on the rule, roadway improvements are recommended for roadway sections significantly impacted by project traffic which meet the following two criteria:

- Project traffic is five percent (5%) or more of the adopted peak-hour/peak direction level of service, and
- Total traffic exceeds the adopted level of service.

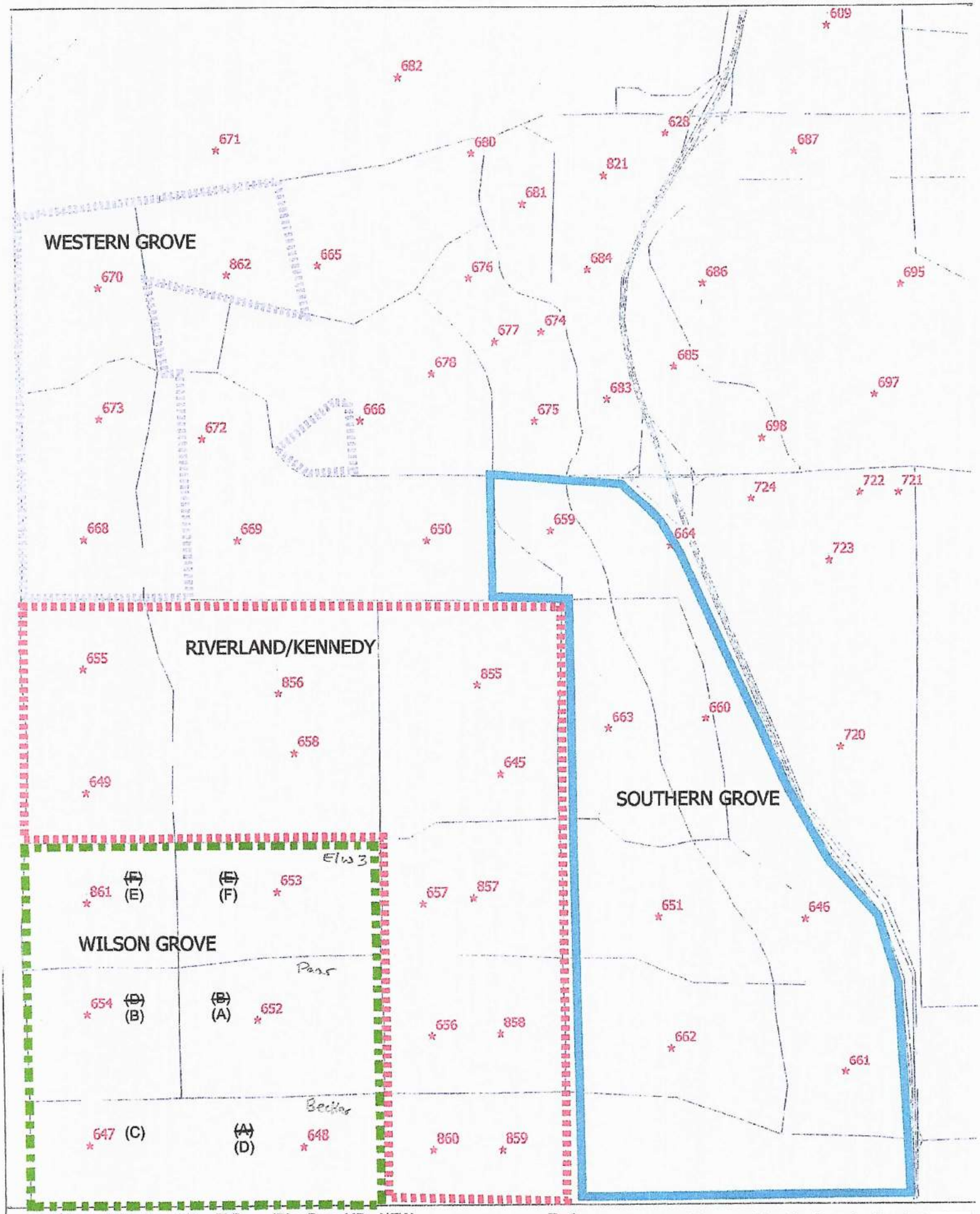
Tables TR-1 through TR-4 present project traffic assignment as well as the determination of significant impact for each development phase.

Western Annexation Study
Daily Trip Generation Summary - By Project
Phase 4

Project	TAZ	Gross Trips (Trip Generation)	External Trips (Internal Capture)	Net External Trips (Pass-By)	% Internal Among Proj. TAZ	Total Net External Trips (Internal Among TAZs)	Trips External to WASA	External/Gross
Western Grove	371 372 373	62,378	53,076	50,729	7.4%	46,975	-	-
Southern Grove	381 382 383 384 385 386 387 388	214,401	188,782	181,245	10.0%	163,121	113,800	53%
Riverland	380 396 379 398 378 375 399 376 400 374 397 377	182,479	167,762	162,509	13.8%	140,083	66,900	37%
Wilson Groves	393 394 392 391 395 389 390	141,794	128,090	124,274	22.6%	96,188	45,500	32%

Trip Generation for Approved Uses
by TAZ – ITE 11th Edition

2040 TAZ MAP



cube (A) = Parcel ID - OLD (D) = Parcel ID - NEW

B-4

(Licensed to Mackenzie Engineering)

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 648

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	1,361,250	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	5,625	5,624	11,249	-	-	-	0.0%	5,625	5,624	11,249	-	-	-	0.0%	5,625	5,624	11,249
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	1,361,250	Sft	T=3.37(X)	50%	50%	2,294	2,293	4,587	-	-	-	0.0%	2,294	2,293	4,587	-	-	-	0.0%	2,294	2,293	4,587
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**7,919**	**7,917**	**15,836**	-	-	-	**0.0%**	**7,919**	**7,917**	**15,836**	-	-	-	**0.0%**	**7,919**	**7,917**	**15,836**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	1,361,250	Sft	T = 1.44(X)	17%	83%	333	1,627	1,960	-	-	-	0.0%	333	1,627	1,960	-	-	-	0.0%	333	1,627	1,960
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	1,361,250	Sft	T=0.34(X)	22%	78%	102	361	463	-	-	-	0.0%	102	361	463	-	-	-	0.0%	102	361	463
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**435**	**1,988**	**2,423**	-	-	-	**0.0%**	**435**	**1,988**	**2,423**	-	-	-	**0.0%**	**435**	**1,988**	**2,423**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 652

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,272	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,236	5,236	10,472	240	349	589	5.6%	4,996	4,887	9,883	-	-	-	0.0%	4,996	4,887	9,883
Multi- Family Housing (Low-Rise)	220	488	DU	T = 6.41(X) + 75.31	50%	50%	1,602	1,601	3,203	73	107	180	5.6%	1,529	1,494	3,023	-	-	-	0.0%	1,529	1,494	3,023
Multi- Family Housing (Mid-Rise)	221	487	DU	T = 4.54(X)	50%	50%	1,106	1,105	2,211	51	74	125	5.7%	1,055	1,031	2,086	-	-	-	0.0%	1,055	1,031	2,086
General Office	710	142,000	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	787	787	1,574	63	236	299	19.0%	724	551	1,275	-	-	-	0.0%	724	551	1,275
Civic Use		40,347	Sft	T=54.51(X)	50%	50%	1,100	1,099	2,199	88	330	418	19.0%	1,012	769	1,781	-	-	-	0.0%	1,012	769	1,781
Institutional Use		30,000	Sft	T=30.49(X)	50%	50%	458	457	915	36	137	173	18.9%	422	320	742	-	-	-	0.0%	422	320	742
Industrial Park	130	-	Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	195,000	Sft	T = 37.01(X)	50%	50%	3,609	3,608	7,217	990	221	1,211	16.8%	2,619	3,387	6,006	1,021	1,021	2,042	34.0%	1,598	2,366	3,964
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	2,420	Students	T=2.27(X)	50%	50%	2,747	2,746	5,493	317	404	721	13.1%	2,430	2,342	4,772	-	-	-	0.0%	2,430	2,342	4,772
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							16,760	16,753	33,513	1,858	1,858	3,716	11.1%	14,902	14,895	29,797	1,021	1,021	2,042	6.9%	13,881	13,874	27,755

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,272	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	684	401	1,085	95	56	151	13.9%	589	345	934	-	-	-	0.0%	589	345	934
Multi- Family Housing (Low-Rise)	220	488	DU	T = 0.43(X) + 20.55	63%	37%	145	85	230	20	12	32	13.9%	125	73	198	-	-	-	0.0%	125	73	198
Multi- Family Housing (Mid-Rise)	221	487	DU	T = 0.39(X) + 0.34	61%	39%	116	74	190	17	10	27	14.2%	99	64	163	-	-	-	0.0%	99	64	163
General Office	710	142,000	Sft	T = 1.44(X)	17%	83%	35	169	204	11	17	28	13.7%	24	152	176	-	-	-	0.0%	24	152	176
Civic Use	-	40,347	Sft	T=5.45(X)	50%	50%	110	110	220	12	18	30	13.6%	98	92	190				0.0%	98	92	190
Institutional Use	-	30,000	Sft	T=3.05(X)	40%	60%	37	55	92	5	7	12	13.0%	32	48	80				0.0%	32	48	80
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	195,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	438	475	913	89	160	249	27.3%	349	315	664	112	114	226	34.0%	237	201	438
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	2	2	4	30.8%	4	5	9	-	-	-	0.0%	4	5	9
Elementary School	520	2,420	Students	T=0.16(X)	46%	54%	178	209	387	38	9	47	12.1%	140	200	340	-	-	-	0.0%	140	200	340
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							1,749	1,585	3,334	289	291	580	17.4%	1,460	1,294	2,754	112	114	226	8.2%	1,348	1,180	2,528

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 647

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X)+2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,294	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,320	5,319	10,639	127	153	280	2.6%	5,193	5,166	10,359	-	-	-	0.0%	5,193	5,166	10,359
Multi- Family Housing (Low-Rise)	220	275	DU	T = 6.41(X) + 75.31	50%	50%	919	919	1,838	22	27	49	2.7%	897	892	1,789	-	-	-	0.0%	897	892	1,789
Multi- Family Housing (Mid-Rise)	221	275	DU	T = 4.54(X)	50%	50%	625	624	1,249	15	18	33	2.6%	610	606	1,216	-	-	-	0.0%	610	606	1,216
General Office	710	80,000	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	478	478	956	24	141	165	17.3%	454	337	791	-	-	-	0.0%	454	337	791
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		116,450	Sft	T=30.49(X)	50%	50%	1,776	1,775	3,551	89	526	615	17.3%	1,687	1,249	2,936	-	-	-	0.0%	1,687	1,249	2,936
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	105,000	Sft	T = 37.01	50%	50%	1,943	1,943	3,886	797	209	1,006	25.9%	1,146	1,734	2,880	490	489	979	34.0%	656	1,245	1,901
Regional Park	417	40	Acres	T=1.57(X)	50%	50%	92	91	183	-	-	-	0.0%	92	91	183	-	-	-	0.0%	92	91	183
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							11,153	11,149	22,302	1,074	1,074	2,148	9.6%	10,079	10,075	20,154	490	489	979	4.9%	9,589	9,586	19,175

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,294	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	695	408	1,103	70	38	108	9.8%	625	370	995	-	-	-	0.0%	625	370	995
Multi- Family Housing (Low-Rise)	220	275	DU	T = 0.43(X) + 20.55	63%	37%	88	51	139	9	5	14	10.1%	79	46	125	-	-	-	0.0%	79	46	125
Multi- Family Housing (Mid-Rise)	221	275	DU	T = 0.39(X) + 0.34	61%	39%	66	42	108	7	4	11	10.2%	59	38	97	-	-	-	0.0%	59	38	97
General Office	710	80,000	Sft	T = 1.44(X)	17%	83%	20	95	115	6	7	13	11.3%	14	88	102	-	-	-	0.0%	14	88	102
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	116,450	Sft	T=3.05(X)	40%	60%	142	213	355	18	21	39	11.0%	124	192	316				0.0%	124	192	316
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	105,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	281	304	585	51	86	137	23.4%	230	218	448	73	77	152	34.0%	155	141	296
Regional Park	417	40	Acres	T=0.26(X)	44%	56%	4	6	10	1	2	3	30.0%	3	4	7	-	-	-	0.0%	3	4	7
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							1,296	1,119	2,415	162	163	325	13.5%	1,134	956	2,090	75	77	152	7.3%	1,059	879	1,938

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 654

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,108	4,107	8,215	113	138	251	3.1%	3,995	3,969	7,964	-	-	-	0.0%	3,995	3,969	7,964
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		101,277	Sft	T=30.49(X)	50%	50%	1,544	1,544	3,088	-	-	-	0.0%	1,544	1,544	3,088	-	-	-	0.0%	1,544	1,544	3,088
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155,000	Sft	T = 37.01(X)	50%	50%	2,869	2,868	5,737	555	144	699	12.2%	2,314	2,724	5,038	857	856	1,713	34.0%	1,457	1,868	3,325
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**8,521**	**8,519**	**17,040**	**668**	**282**	**950**	**5.6%**	**7,853**	**8,237**	**16,090**	**857**	**856**	**1,713**	**10.6%**	**6,996**	**7,381**	**14,377**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	534	313	847	109	50	159	18.8%	425	263	688	-	-	-	0.0%	425	263	688
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	101,277	Sft	T=3.05(X)	40%	60%	124	185	309	-	-	-	0.0%	124	185	309				0.0%	124	185	309
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	372	402	774	67	113	180	23.3%	305	289	594	100	102	202	34.0%	205	187	392
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,030**	**900**	**1,930**	**176**	**163**	**339**	**17.6%**	**854**	**737**	**1,591**	**100**	**102**	**202**	**12.7%**	**754**	**635**	**1,389**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 653

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,200	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,963	4,963	9,926	108	147	255	2.6%	4,855	4,816	9,671	-	-	-	0.0%	4,855	4,816	9,671
Multi- Family Housing (Low-Rise)	220	100	DU	T = 6.41(X) + 75.31	50%	50%	358	358	716	8	11	19	2.7%	350	347	697	-	-	-	0.0%	350	347	697
Multi- Family Housing (Mid-Rise)	221	100	DU	T = 4.54(X)	50%	50%	227	227	454	5	7	12	2.6%	222	220	442	-	-	-	0.0%	222	220	442
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		54,450	Sft	T=30.49(X)	50%	50%	830	830	1,660	-	-	-	0.0%	830	830	1,660	-	-	-	0.0%	830	830	1,660
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155,000	Sft	T = 37.01(X)	50%	50%	2,024	2,023	4,047	388	137	525	13.0%	1,636	1,886	3,522	599	598	1,197	34.0%	1,037	1,288	2,325
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							8,402	8,401	16,803	509	302	811	4.8%	7,893	8,099	15,992	599	598	1,197	7.5%	7,294	7,501	14,795

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,200	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	647	380	1,027	97	48	145	14.1%	550	332	882	-	-	-	0.0%	550	332	882
Multi- Family Housing (Low-Rise)	220	100	DU	T = 0.43(X) + 20.55	63%	37%	40	24	64	6	3	9	14.1%	34	21	55	-	-	-	0.0%	34	21	55
Multi- Family Housing (Mid-Rise)	221	100	DU	T = 0.39(X) + 0.34	61%	39%	24	15	39	4	2	6	15.4%	20	13	33	-	-	-	0.0%	20	13	33
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	54,450	Sft	T=3.05(X)	40%	60%	66	100	166	-	-	-	0.0%	66	100	166				0.0%	66	100	166
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	372	402	774	57	113	170	22.0%	315	289	604	102	103	205	34.0%	213	186	399
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							1,149	921	2,070	164	166	330	15.9%	985	755	1,740	102	103	205	11.8%	883	652	1,535

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Approved - Phase 4 Buildout - TAZ 861

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,032	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,320	4,320	8,640	100	129	229	2.7%	4,220	4,191	8,411	-	-	-	0.0%	4,220	4,191	8,411
Multi- Family Housing (Low-Rise)	220	100	DU	T = 6.41(X) + 75.31	50%	50%	358	358	716	8	11	19	2.7%	350	347	697	-	-	-	0.0%	350	347	697
Multi- Family Housing (Mid-Rise)	221	100	DU	T = 4.54(X)	50%	50%	227	227	454	5	7	12	2.6%	222	220	442	-	-	-	0.0%	222	220	442
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use		40.340	Sft	T=54.51(X)	50%	50%	1,100	1,099	2,199	-	-	-	0.0%	1,100	1,099	2,199	-	-	-	0.0%	1,100	1,099	2,199
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155.000	Sft	T = 37.01(X)	50%	50%	2,869	2,868	5,737	444	135	579	10.1%	2,425	2,733	5,158	877	877	1,754	34.0%	1,548	1,856	3,404
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							8,874	8,872	17,746	557	282	839	4.7%	8,317	8,590	16,907	877	877	1,754	10.4%	7,440	7,713	15,153

Source: Trip Generation Manual 11th Edition

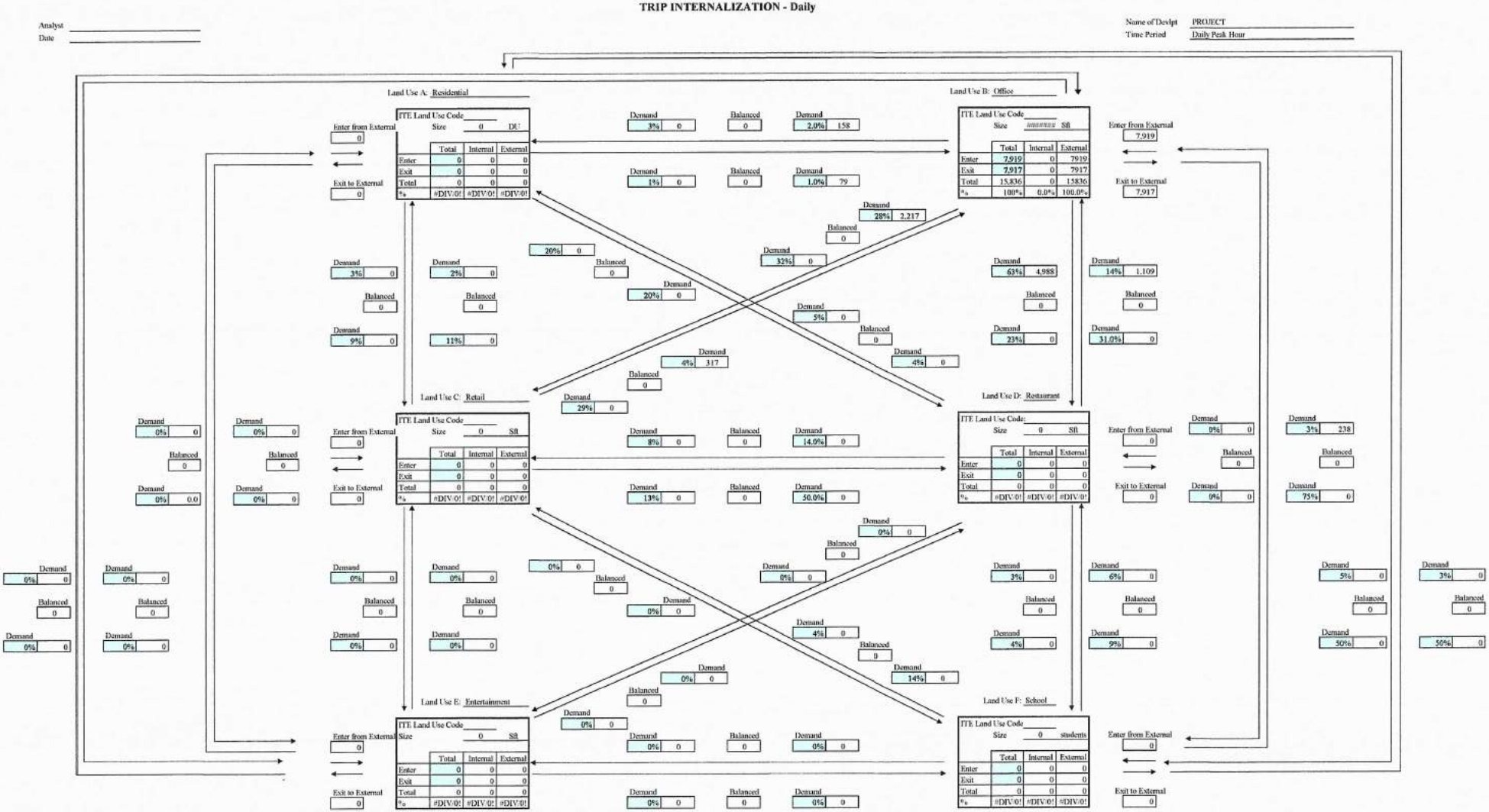
Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,032	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	561	330	891	96	46	142	15.9%	465	284	749	-	-	-	0.0%	465	284	749
Multi- Family Housing (Low-Rise)	220	100	DU	T = 0.43(X) + 20.55	63%	37%	40	24	64	7	3	10	15.6%	33	21	54	-	-	-	0.0%	33	21	54
Multi- Family Housing (Mid-Rise)	221	100	DU	T = 0.39(X) + 0.34	61%	39%	24	15	39	4	2	6	15.4%	20	13	33	-	-	-	0.0%	20	13	33
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	40.340	Sft	T=5.45(X)	50%	50%	110	110	220	-	-	-	0.0%	110	110	220				0.0%	110	110	220
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	155.000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	372	402	774	59	113	172	22.2%	313	289	602	102	103	205	34.0%	211	186	397
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							1,107	881	1,988	166	164	330	16.6%	941	717	1,659	102	103	205	12.4%	839	614	1,453

Source: Trip Generation Manual 11th Edition

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 648

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	0	7919	0	0	0	0	7919	
Exit	0	7917	0	0	0	0	7917	Internal
Total	0	15836	0	0	0	0	15836	Capture
Single-Use Trip Gen Estimate	0	15836	0	0	0	0	15836	0.0%

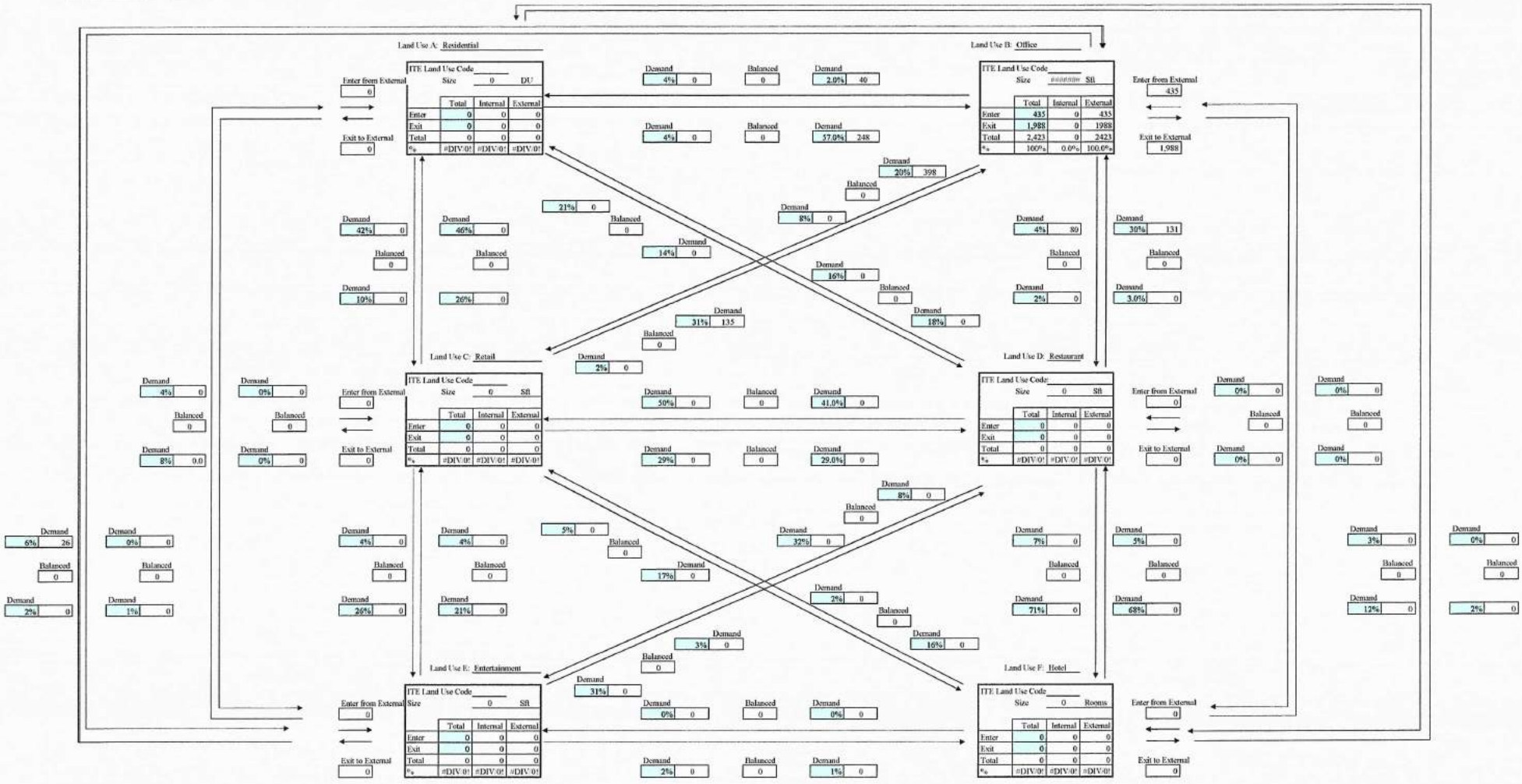
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 648

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	0	435	0	0	0	0	435	
Exit	0	1988	0	0	0	0	1988	Internal
Total	0	2423	0	0	0	0	2423	Capture
Single-Use Trip Gen Estimate	0	2423	0	0	0	0	2423	0.0%

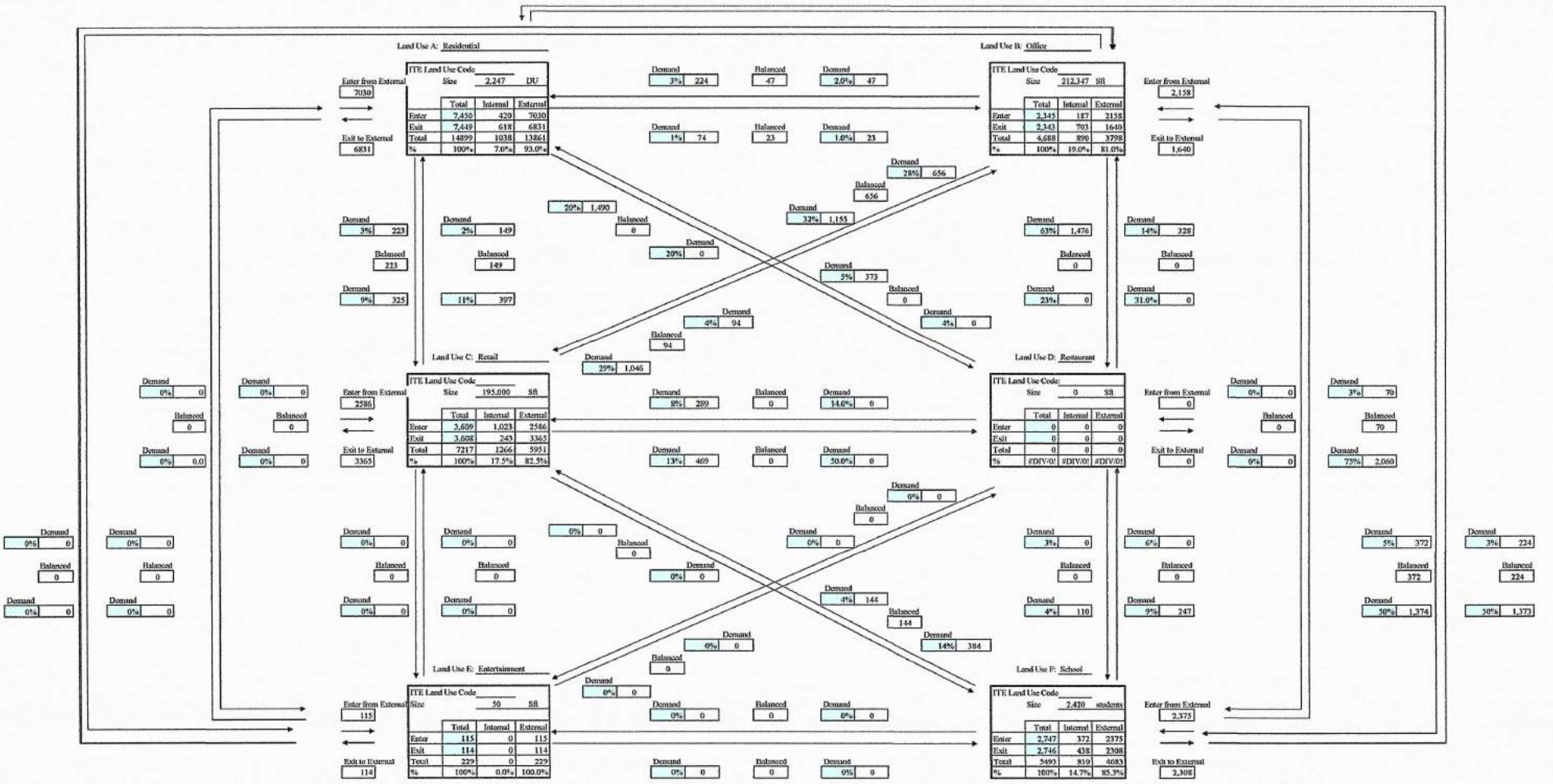
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 652

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	7030	2158	2586	0	115	2,375	14264	
Exit	6831	1640	3365	0	114	2,308	14258	
Total	13861	3798	5951	0	229	4683	28522	Internal
Single-Use Trip Gen Estimate	14899	4688	7217	0	229	5493	32526	Capture
								12.3%

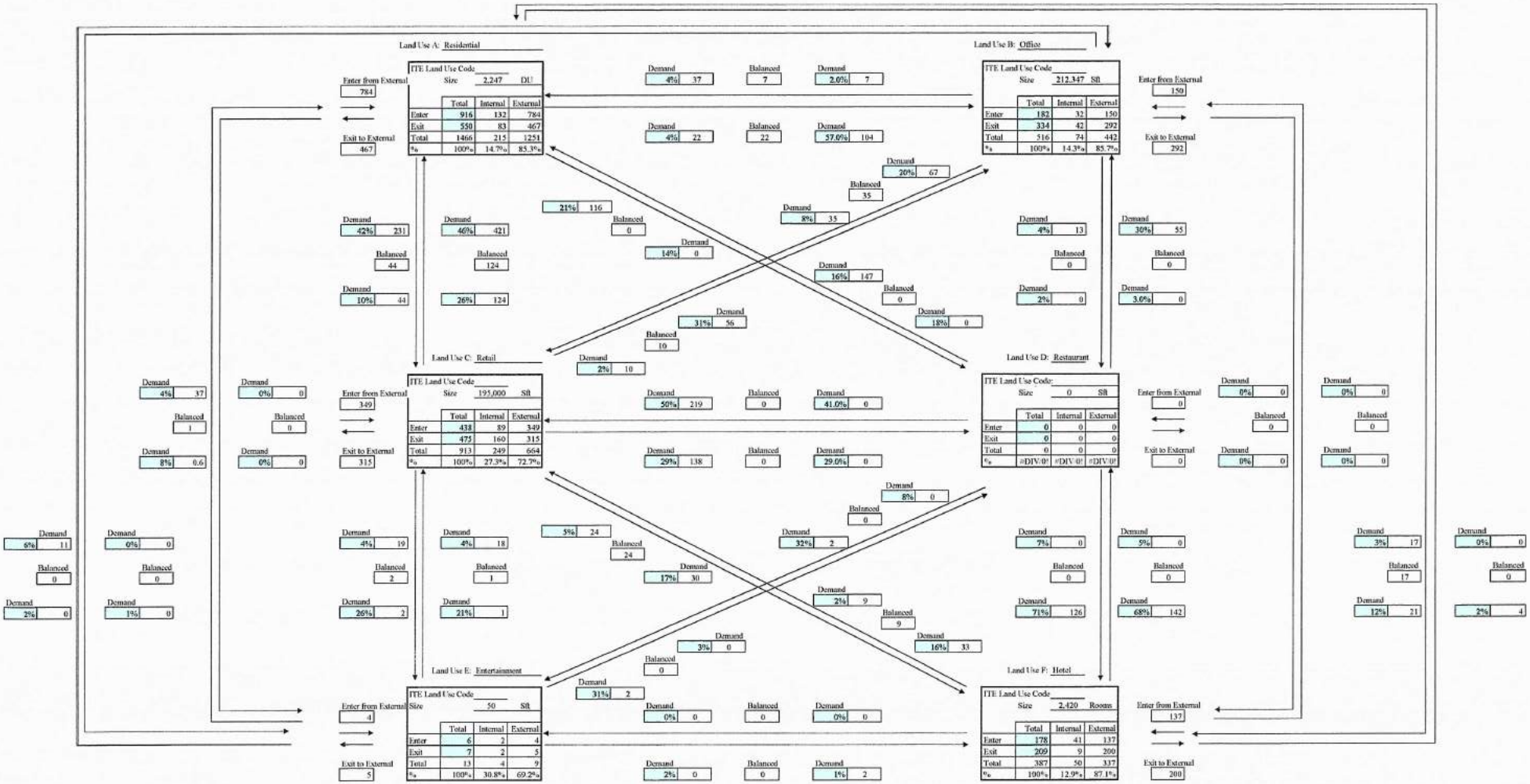
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 652

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	784	150	349	0	4	137	1424	
Exit	467	292	315	0	5	200	1279	Internal
Total	1251	442	664	0	9	337	2703	Capture
Single-Use Trip Gen Estimate	1466	516	913	0	13	387	3295	18.0%

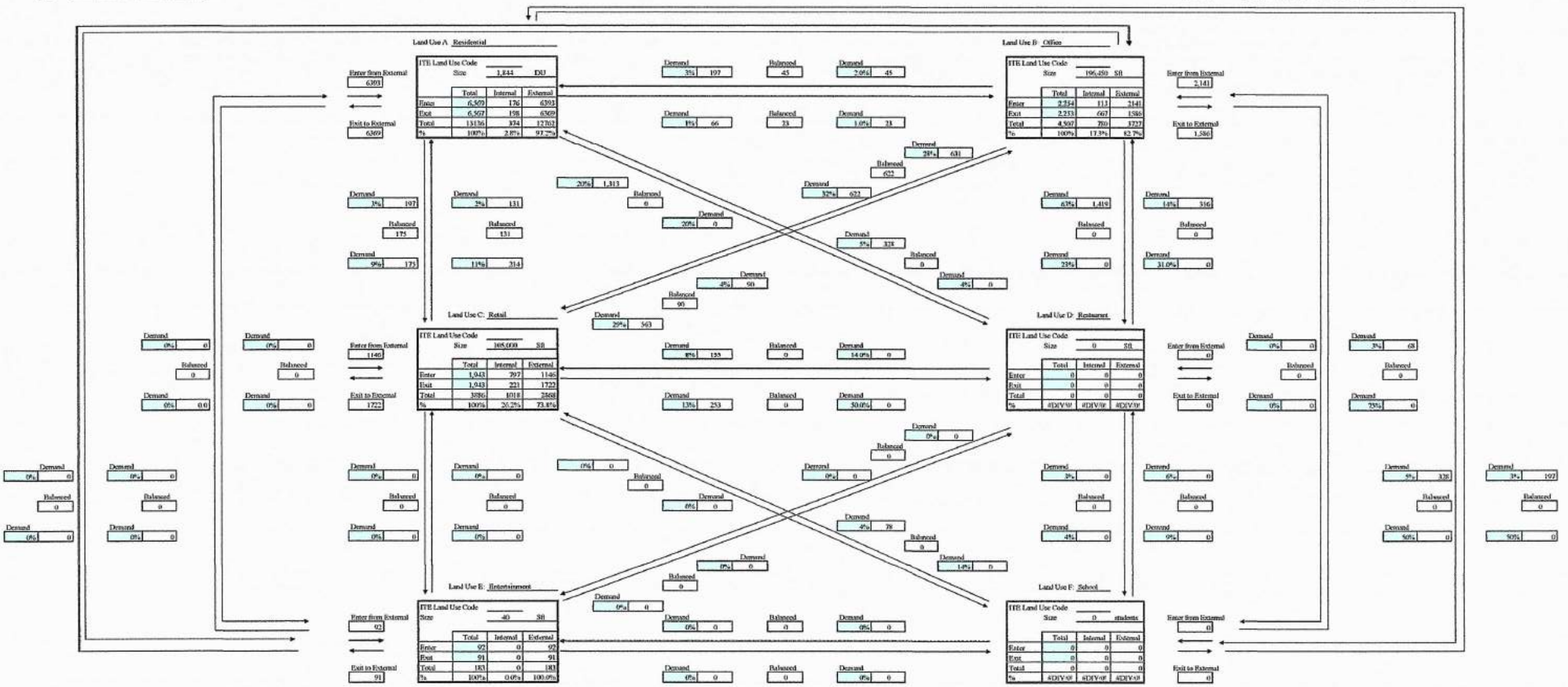
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 647

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt: PROJECT
Time Period: Daily Peak Hour



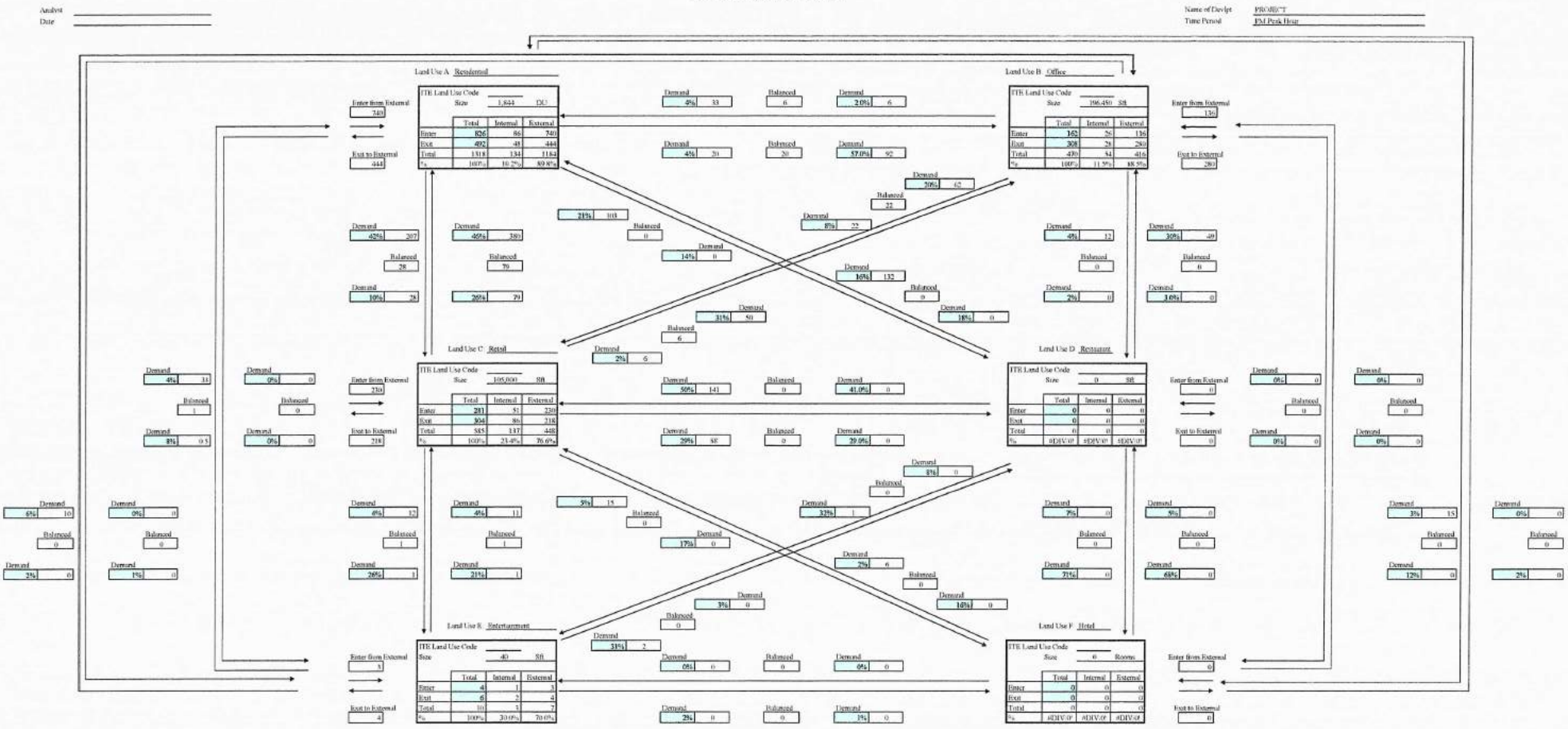
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	6393	2141	1146	0	92	0	9772	
Exit	6369	1586	1722	0	91	0	9768	
Total	12762	3727	2868	0	183	0	19540	Internal Capture
Single-Use Trip Gen Estimate	13136	4507	3086	0	183	0	21712	10.0%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 647

PROJECT
TRIP INTERNALIZATION - PM



Net External Trips for Multi-Use Development

	Land Use A		Land Use B		Land Use C		Land Use D		Land Use E		Land Use F		Total	
Enter	740		136		230		0		3		0		1109	
Exit	444		280		218		0		4		0		946	Internal
Total	1184		416		448		0		7		0		2055	Capture
Single-Use Trip Gen Estimate	1318		470		585		0		10		0		2383	13.8%

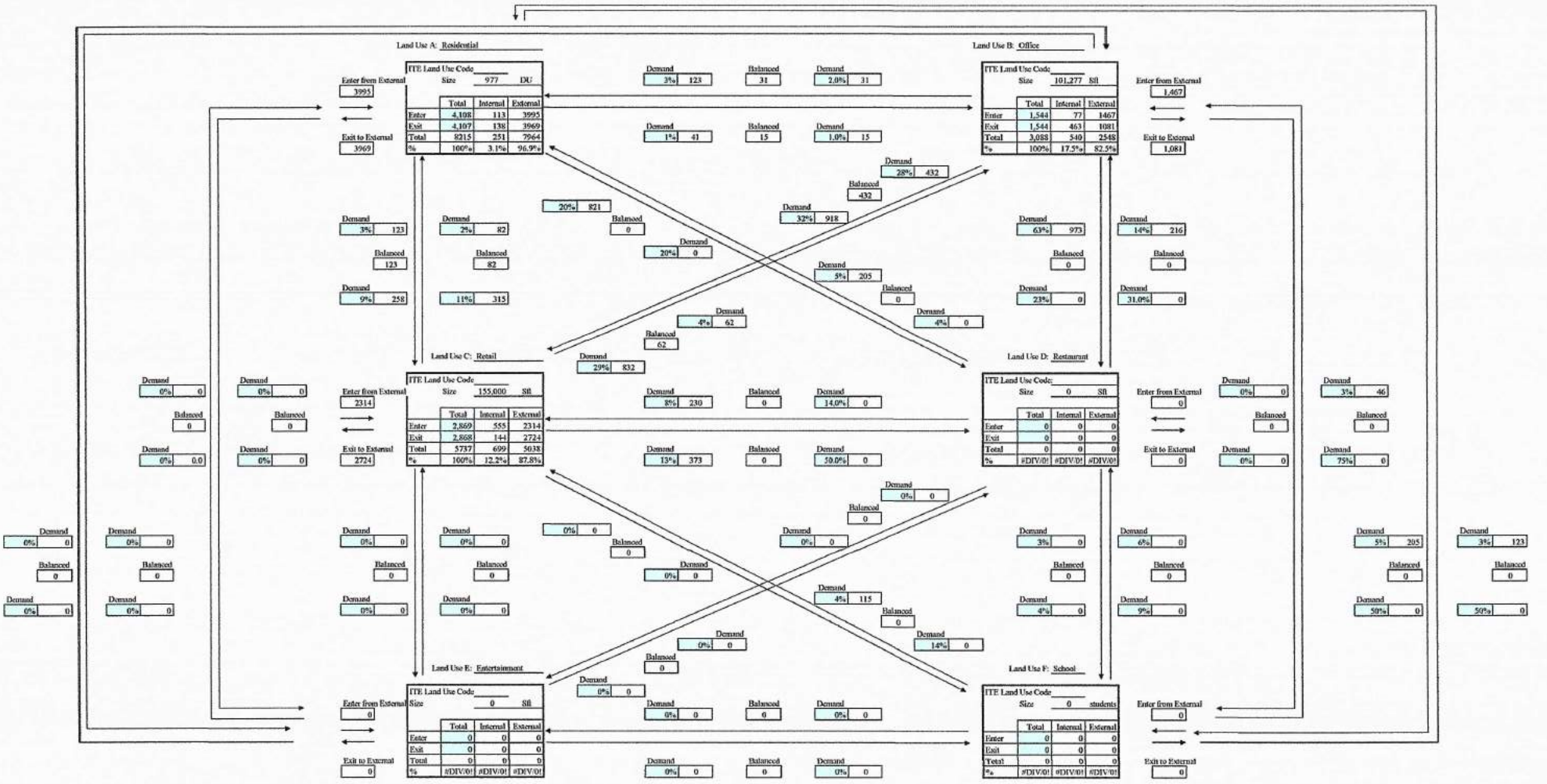
Source: Internal trip procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 654

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	3995	1467	2314	0	0	0	7776	
Exit	3969	1081	2724	0	0	0	7774	Internal
Total	7964	2548	5038	0	0	0	15550	Capture
Single-Use Trip Gen Estimate	8215	3088	5737	0	0	0	17040	8.7%

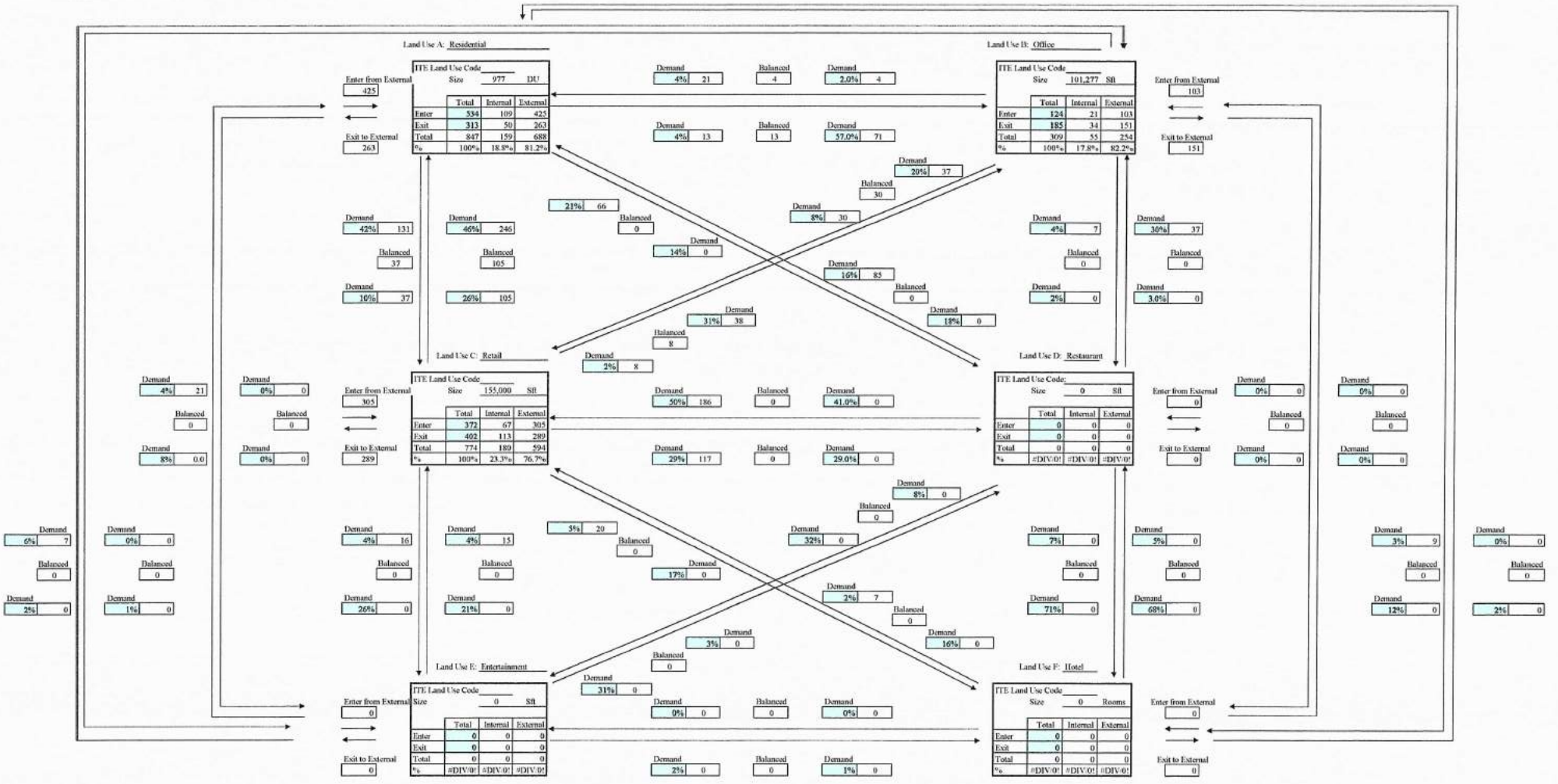
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 654

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



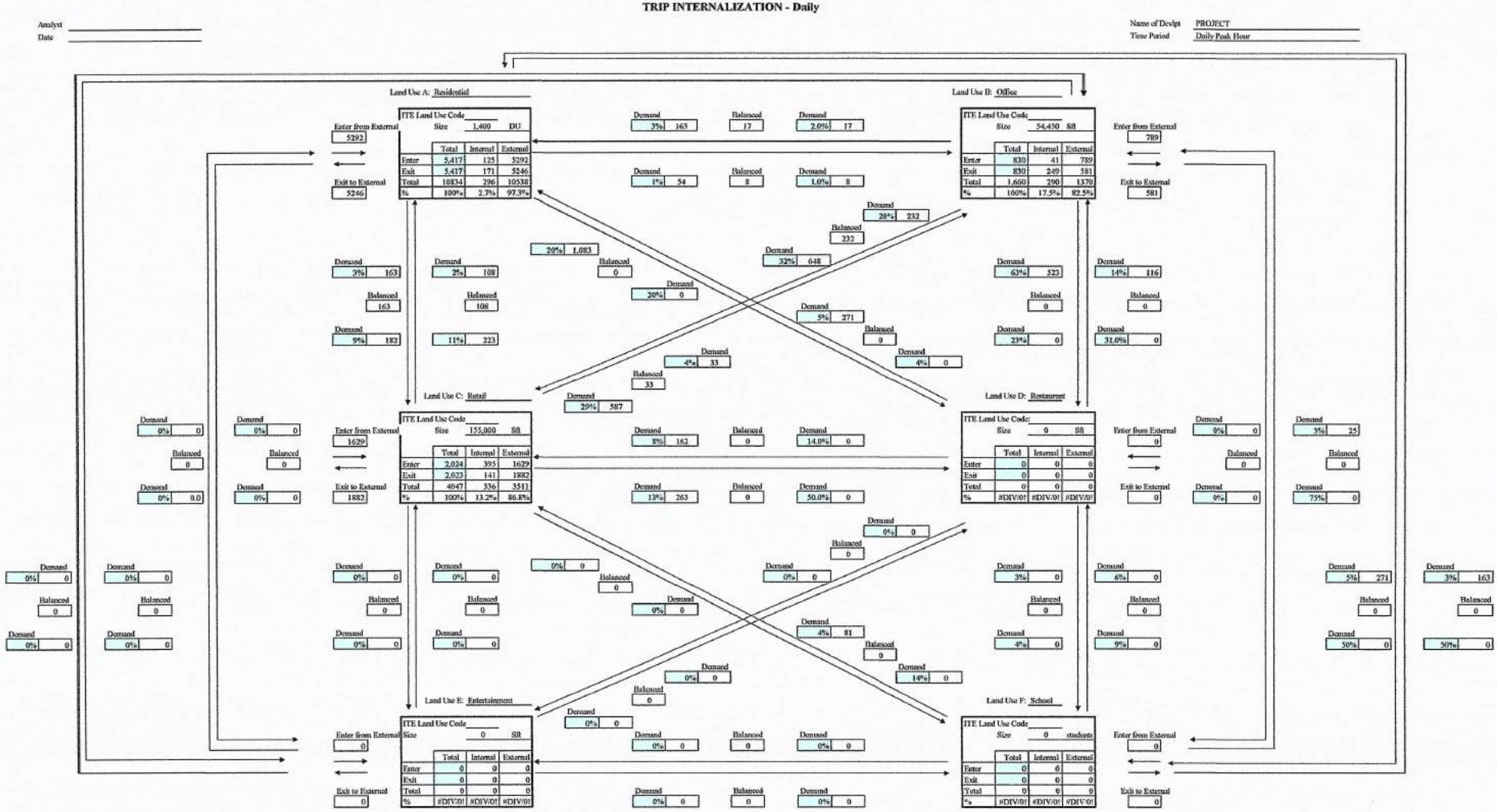
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	425	103	305	0	0	0	833	
Exit	263	151	289	0	0	0	703	Internal
Total	688	254	594	0	0	0	1536	Capture
Single-Use Trip Gen Estimate	847	309	774	0	0	0	1930	20.4%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	5292	789	1629	0	0	0	7710	
Exit	5246	581	1882	0	0	0	7709	Internal
Total	10538	1370	3511	0	0	0	15419	Capture
Single-Use Trip Gen Estimate	10834	1660	4047	0	0	0	16541	6.8%

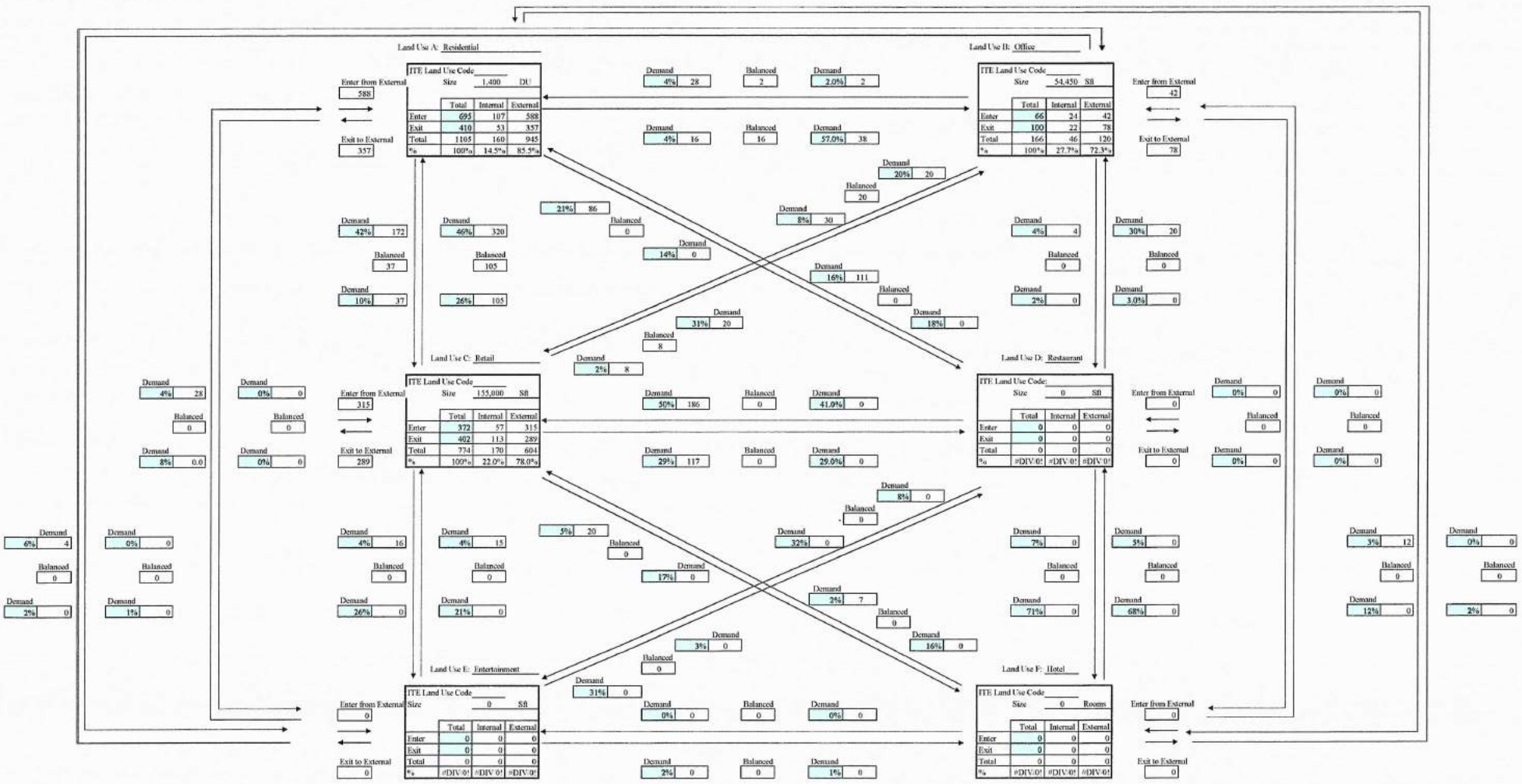
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	588	42	315	0	0	0	945	
Exit	357	78	289	0	0	0	724	Internal
Total	945	120	604	0	0	0	1669	Capture
Single-Use Trip Gen Estimate	1105	166	774	0	0	0	2045	18.4%

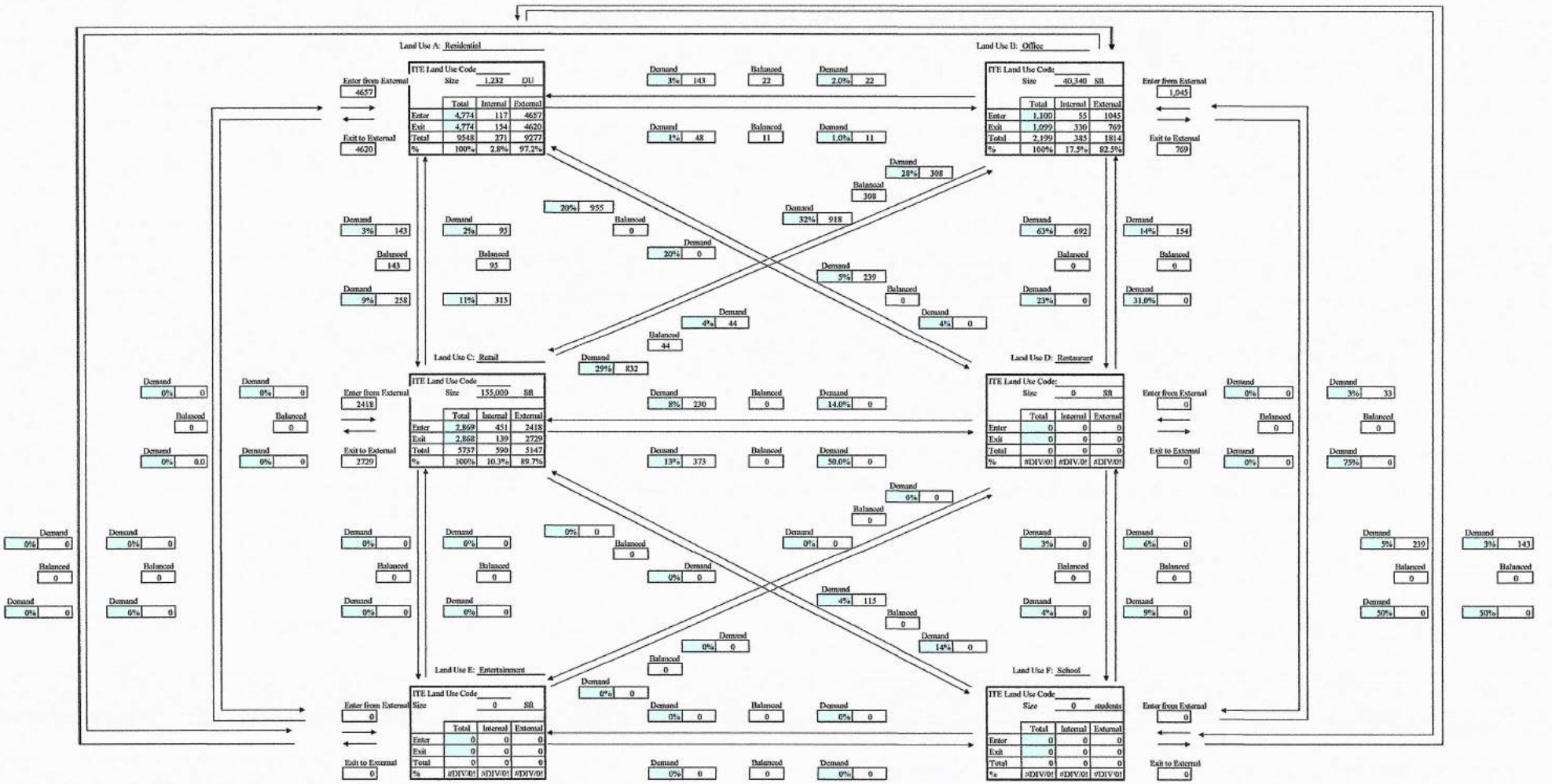
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Approved - Phase 4 Buildout - TAZ 861

PROJECT
TRIP INTERNALIZATION - Daily

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	4657	1045	2418	0	0	0	8120	
Exit	4620	769	2729	0	0	0	8118	Internal
Total	9277	1814	5147	0	0	0	16238	Capture
Single-Use Trip Gen Estimate	9548	2199	5737	0	0	0	17484	7.1%

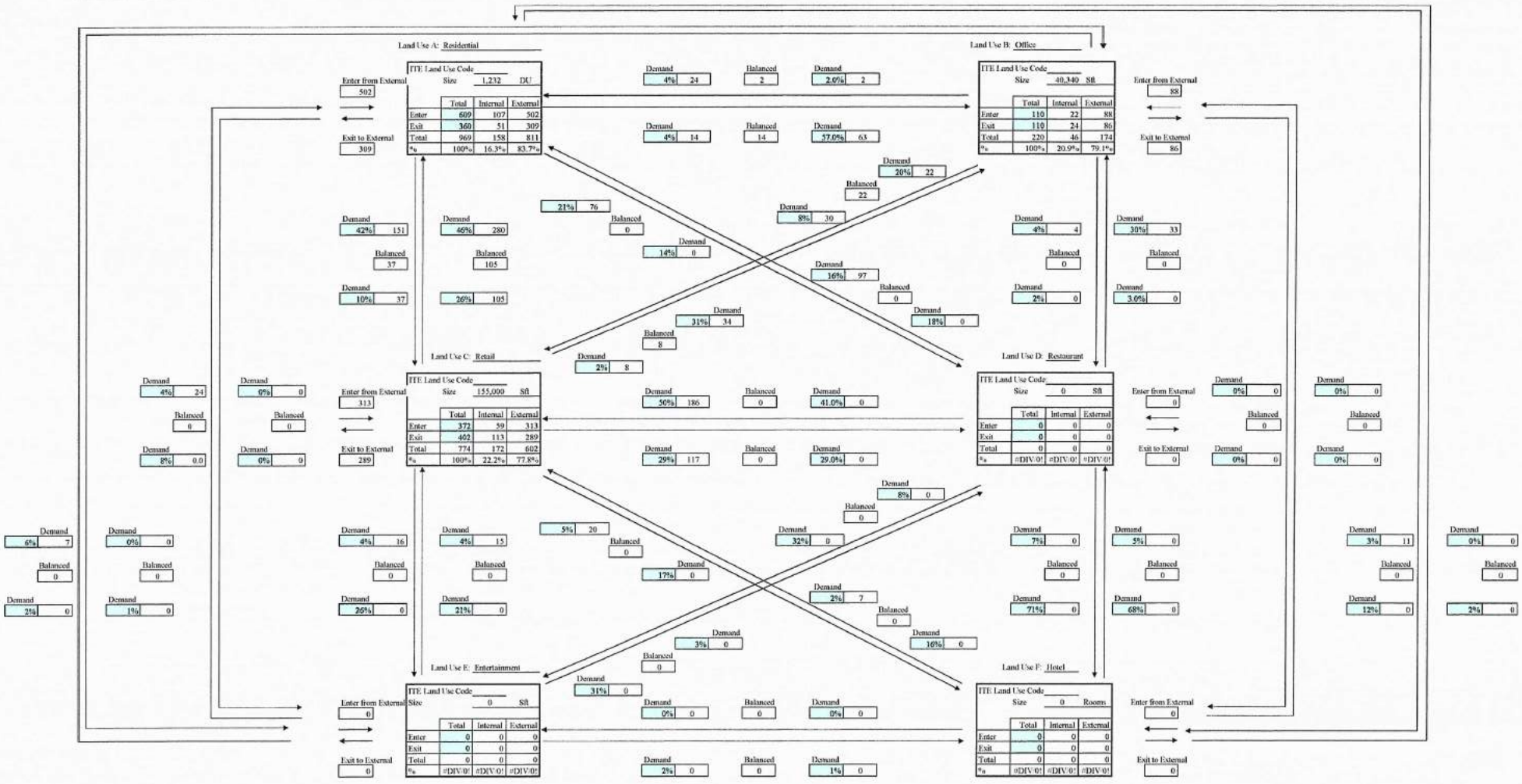
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Approved - Phase 4 Buildout - TAZ 861

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	502	88	313	0	0	0	903	
Exit	309	86	289	0	0	0	684	Internal
Total	811	174	602	0	0	0	1587	Capture
Single-Use Trip Gen Estimate	969	220	774	0	0	0	1963	19.2%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

Trip Generation for Proposed Uses
by TAZ – ITE 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 - TAZ 652 Parcel A

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,123	5,122	10,245	102	154	256	2.5%	5,021	4,968	9,989	-	-	-	0.0%	5,021	4,968	9,989
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	T = 37.01(X)	50%	50%	5,663	5,662	11,325	154	102	256	2.3%	5,509	5,560	11,069	1,882	1,881	3,763	34.0%	3,627	3,679	7,306
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**10,786**	**10,784**	**21,570**	**256**	**256**	**512**	**2.4%**	**10,530**	**10,528**	**21,058**	**1,882**	**1,881**	**3,763**	**17.9%**	**8,648**	**8,647**	**17,295**
Interzonal Capture																					**6,694**	**6,693**	**13,386**
1/2 Interzonal Capture																					**7,671**	**7,670**	**15,341**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	668	393	1,061	171	61	232	21.9%	497	332	829	-	-	-	0.0%	497	332	829
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	606	657	1,263	61	171	232	18.4%	545	486	1,031	175	176	351	34.0%	370	310	680
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,274**	**1,050**	**2,324**	**232**	**232**	**464**	**20.0%**	**1,042**	**818**	**1,860**	**175**	**176**	**351**	**18.9%**	**867**	**642**	**1,509**
Interzonal Capture																					**671**	**497**	**1,168**
1/2 Interzonal Capture																					**769**	**569**	**1,338**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 654 Parcel B

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,614	3,613	7,227	93	118	211	2.9%	3,521	3,495	7,016	-	-	-	0.0%	3,521	3,495	7,016
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		67,628	Sft	T=30.49(X)	50%	50%	1,031	1,031	2,062	51	-	51	2.5%	980	1,031	2,011	-	-	-	0.0%	980	1,031	2,011
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	T = 37.01(X)	50%	50%	1,416	1,415	2,831	397	113	510	18.0%	1,019	1,302	2,321	395	394	789	34.0%	624	908	1,532
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**6,061**	**6,059**	**12,120**	**541**	**231**	**772**	**6.4%**	**5,520**	**5,828**	**11,348**	**395**	**394**	**789**	**7.0%**	**5,125**	**5,434**	**10,559**
Interzonal Capture																					**3,967**	**4,206**	**8,173**
1/2 Interzonal Capture																					**4,546**	**4,820**	**9,366**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	468	275	743	65	33	98	13.2%	403	242	645	-	-	-	0.0%	403	242	645
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	67,628	Sft	T=3.05(X)	40%	60%	82	124	206	16	-	16	7.8%	66	124	190				0.0%	66	124	190
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	223	242	465	40	68	108	23.2%	183	174	357	60	61	121	34.0%	123	113	236
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**773**	**641**	**1,414**	**121**	**101**	**222**	**15.7%**	**652**	**540**	**1,192**	**60**	**61**	**121**	**10.2%**	**592**	**479**	**1,071**
Interzonal Capture																					**458**	**371**	**829**
1/2 Interzonal Capture																					**525**	**425**	**950**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 647 Parcel C

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	7,306	7,306	14,612	28	14	42	0.3%	7,278	7,292	14,570	-	-	-	0.0%	7,278	7,292	14,570
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		90,692	Sft	T=30.49(X)	50%	50%	1,383	1,382	2,765	14	-	14	0.5%	1,369	1,382	2,751	-	-	-	0.0%	1,369	1,382	2,751
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**8,689**	**8,688**	**17,377**	**42**	**14**	**56**	**0.3%**	**8,647**	**8,674**	**17,321**	**-**	**-**	**-**	**0.0%**	**8,647**	**8,674**	**17,321**
Interzonal Capture																					**6,693**	**6,714**	**13,406**
1/2 Interzonal Capture																					**7,670**	**7,694**	**15,364**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	961	564	1,525	3	23	26	1.7%	958	541	1,499	-	-	-	0.0%	958	541	1,499
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	90,692	Sft	T=3.05(X)	40%	60%	111	166	277	23	-	23	8.3%	88	166	254				0.0%	88	166	254
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,072**	**730**	**1,802**	**26**	**23**	**49**	**2.7%**	**1,046**	**707**	**1,753**	**-**	**-**	**-**	**0.0%**	**1,046**	**707**	**1,753**
Interzonal Capture																					**810**	**547**	**1,357**
1/2 Interzonal Capture																					**928**	**627**	**1,555**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 648 Parcel D

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	963	DU	T = 6.41(X) + 75.31	50%	50%	3,124	3,124	6,248	104	115	219	3.5%	3,020	3,009	6,029	-	-	-	0.0%	3,020	3,009	6,029
Multi- Family Housing (Mid-Rise)	221	962	DU	T = 4.54(X)	50%	50%	2,184	2,183	4,367	72	81	153	3.5%	2,112	2,102	4,214	-	-	-	0.0%	2,112	2,102	4,214
General Office	710	1,583,250	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	6,415	6,414	12,829	462	1,104	1,566	12.2%	5,953	5,310	11,263	-	-	-	0.0%	5,953	5,310	11,263
Civic Use		80,695	Sft	T=54.51(X)	50%	50%	2,200	2,199	4,399	158	379	537	12.2%	2,042	1,820	3,862	-	-	-	0.0%	2,042	1,820	3,862
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	1,361,250	Sft	T=3.37(X)	50%	50%	2,294	2,293	4,587	207	495	702	15.3%	2,087	1,798	3,885	-	-	-	0.0%	2,087	1,798	3,885
General Commercial	820	306,000	Sft	T = 37.01(X)	50%	50%	5,663	5,662	11,325	2,104	480	2,584	22.8%	3,559	5,182	8,741	1,486	1,486	2,972	34.0%	2,073	3,696	5,769
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	2,420	Students	T=2.27(X)	50%	50%	2,747	2,746	5,493	109	620	729	13.3%	2,638	2,126	4,764	-	-	-	0.0%	2,638	2,126	4,764
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**24,742**	**24,735**	**49,477**	**3,216**	**3,274**	**6,490**	**13.1%**	**21,526**	**21,461**	**42,987**	**1,486**	**1,486**	**2,972**	**6.9%**	**20,040**	**19,975**	**40,015**
Interzonal Capture																					**15,511**	**15,461**	**30,972**
1/2 Interzonal Capture																					**17,775**	**17,718**	**35,493**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	963	DU	T = 0.43(X) + 20.55	63%	37%	274	161	435	62	38	100	23.0%	212	123	335	-	-	-	0.0%	212	123	335
Multi- Family Housing (Mid-Rise)	221	962	DU	T = 0.39(X) + 0.34	61%	39%	229	147	376	53	33	86	22.9%	176	114	290	-	-	-	0.0%	176	114	290
General Office	710	1,583,250	Sft	T = 1.44(X)	17%	83%	388	1,892	2,280	14	41	55	2.4%	374	1,851	2,225	-	-	-	0.0%	374	1,851	2,225
Civic Use	-	80,695	Sft	T=5.45(X)	50%	50%	220	220	440	3	8	11	2.5%	217	212	429				0.0%	217	212	429
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	1,361,250	Sft	T=0.34(X)	22%	78%	102	361	463	3	10	13	2.8%	99	351	450	-	-	-	0.0%	99	351	450
General Commercial	820	306,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	606	657	1,263	122	150	272	21.5%	484	507	991	168	169	337	34.0%	316	338	654
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	2	2	4	30.8%	4	5	9	-	-	-	0.0%	4	5	9
Elementary School	520	2,420	Students	T=0.16(X)	46%	54%	178	209	387	34	12	46	11.9%	144	197	341	-	-	-	0.0%	144	197	341
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**2,003**	**3,654**	**5,657**	**293**	**294**	**587**	**10.4%**	**1,710**	**3,360**	**5,070**	**168**	**169**	**337**	**6.6%**	**1,542**	**3,191**	**4,733**
Interzonal Capture																					**1,194**	**2,470**	**3,663**
1/2 Interzonal Capture																					**1,368**	**2,830**	**4,198**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 861 Parcel E

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	879	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,727	3,727	7,454	95	122	217	2.9%	3,632	3,605	7,237	-	-	-	0.0%	3,632	3,605	7,237
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		67,042	Sft	T=30.49(X)	50%	50%	1,022	1,022	2,044	51	-	51	2.5%	971	1,022	1,993	-	-	-	0.0%	971	1,022	1,993
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	T = 37.01(X)	50%	50%	1,416	1,415	2,831	398	116	514	18.2%	1,018	1,299	2,317	394	394	788	34.0%	624	905	1,529
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**6,165**	**6,164**	**12,329**	**544**	**238**	**782**	**6.3%**	**5,621**	**5,926**	**11,547**	**394**	**394**	**788**	**6.8%**	**5,227**	**5,532**	**10,759**
Interzonal Capture																					**4,046**	**4,282**	**8,327**
1/2 Interzonal Capture																					**4,636**	**4,907**	**9,543**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	879	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	483	284	767	65	33	98	12.8%	418	251	669	-	-	-	0.0%	418	251	669
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	67,042	Sft	T=3.05(X)	40%	60%	82	122	204	16	-	16	7.8%	66	122	188				0.0%	66	122	188
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	223	242	465	40	68	108	23.2%	183	174	357	60	61	121	34.0%	123	113	236
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**788**	**648**	**1,436**	**121**	**101**	**222**	**15.5%**	**667**	**547**	**1,214**	**60**	**61**	**121**	**10.0%**	**607**	**486**	**1,093**
Interzonal Capture																					**470**	**376**	**846**
1/2 Interzonal Capture																					**538**	**431**	**969**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 4 Buildout - TAZ 653 Parcel F

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,108	4,107	8,215	23	12	35	0.4%	4,085	4,095	8,180	-	-	-	0.0%	4,085	4,095	8,180
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		76,815	Sft	T=30.49(X)	50%	50%	1,171	1,171	2,342	12	-	12	0.5%	1,159	1,171	2,330	-	-	-	0.0%	1,159	1,171	2,330
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**5,279**	**5,278**	**10,557**	**35**	**12**	**47**	**0.4%**	**5,244**	**5,266**	**10,510**	**-**	**-**	**-**	**0.0%**	**5,244**	**5,266**	**10,510**
Interzonal Capture																					**4,059**	**4,076**	**8,135**
1/2 Interzonal Capture																					**4,651**	**4,671**	**9,322**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	534	313	847	3	13	16	1.9%	531	300	831	-	-	-	0.0%	531	300	831
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	76,815	Sft	T=3.05(X)	40%	60%	94	140	234	13	-	13	5.6%	81	140	221				0.0%	81	140	221
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**628**	**453**	**1,081**	**16**	**13**	**29**	**2.7%**	**612**	**440**	**1,052**	**-**	**-**	**-**	**0.0%**	**612**	**440**	**1,052**
Interzonal Capture																					**474**	**341**	**814**
1/2 Interzonal Capture																					**543**	**390**	**933**

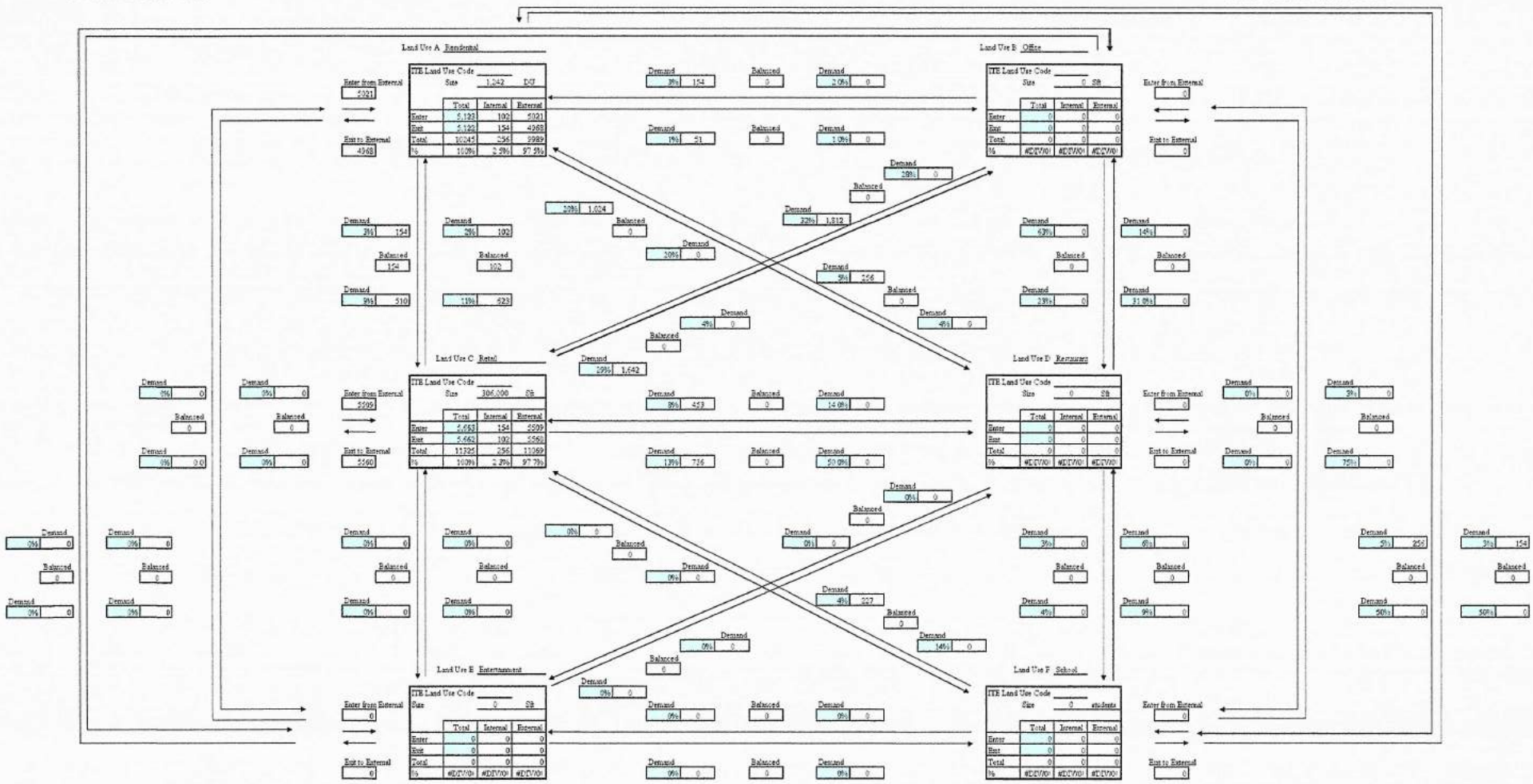
Source: Trip Generation Manual 11th Edition

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 652

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Design: PROJECT
Time Period: Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	5021	0	5509	0	0	0	10530	
Exit	4968	0	5560	0	0	0	10528	Internal
Total	9989	0	11069	0	0	0	21058	Capture
Single-Use Trip Gen Estimate	10245	0	11325	0	0	0	21570	2.4%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Proposed - Phase 4 Buildout - TAZ 652

PROJECT
TRIP INTERNALIZATION - PM

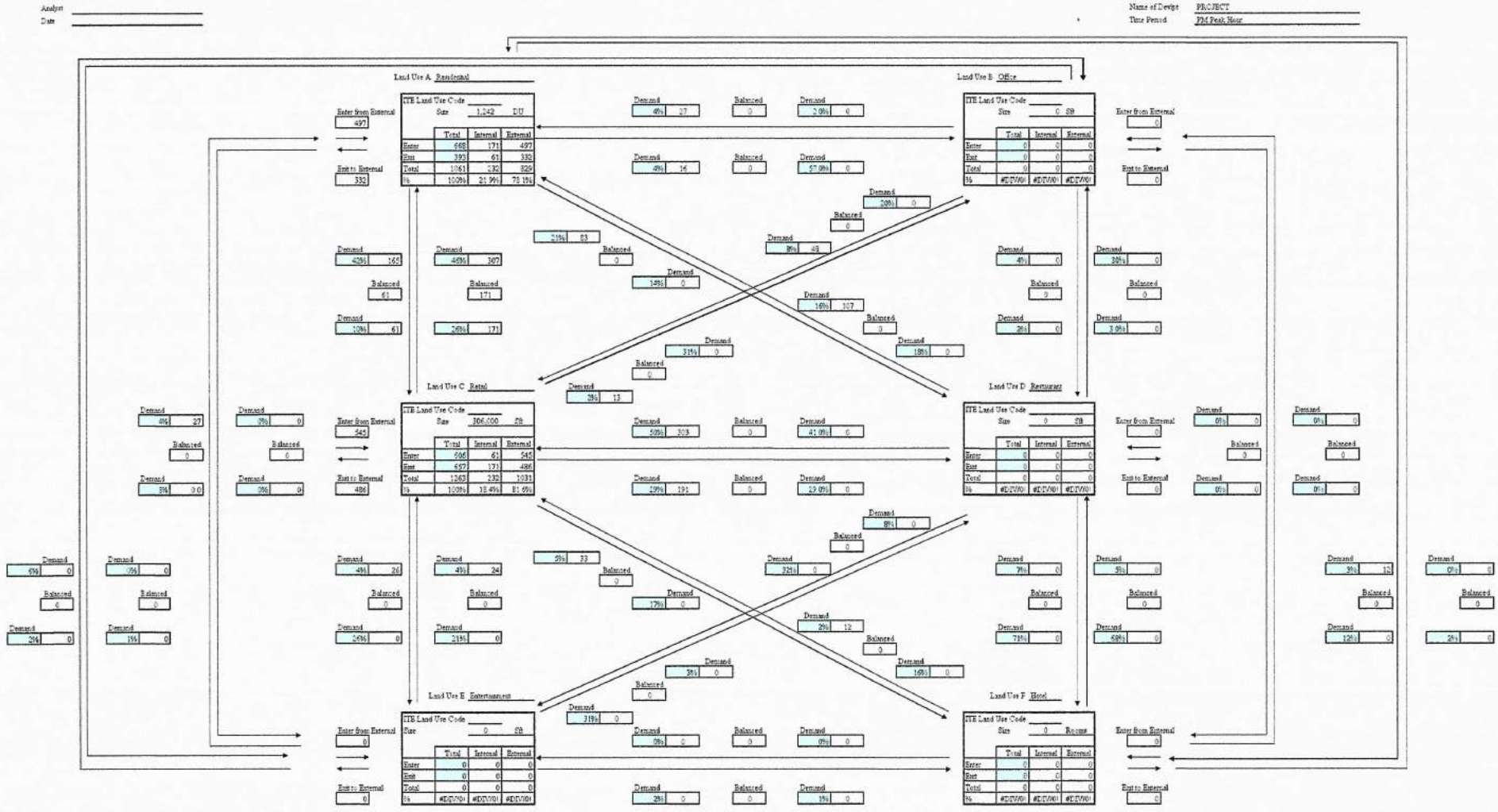
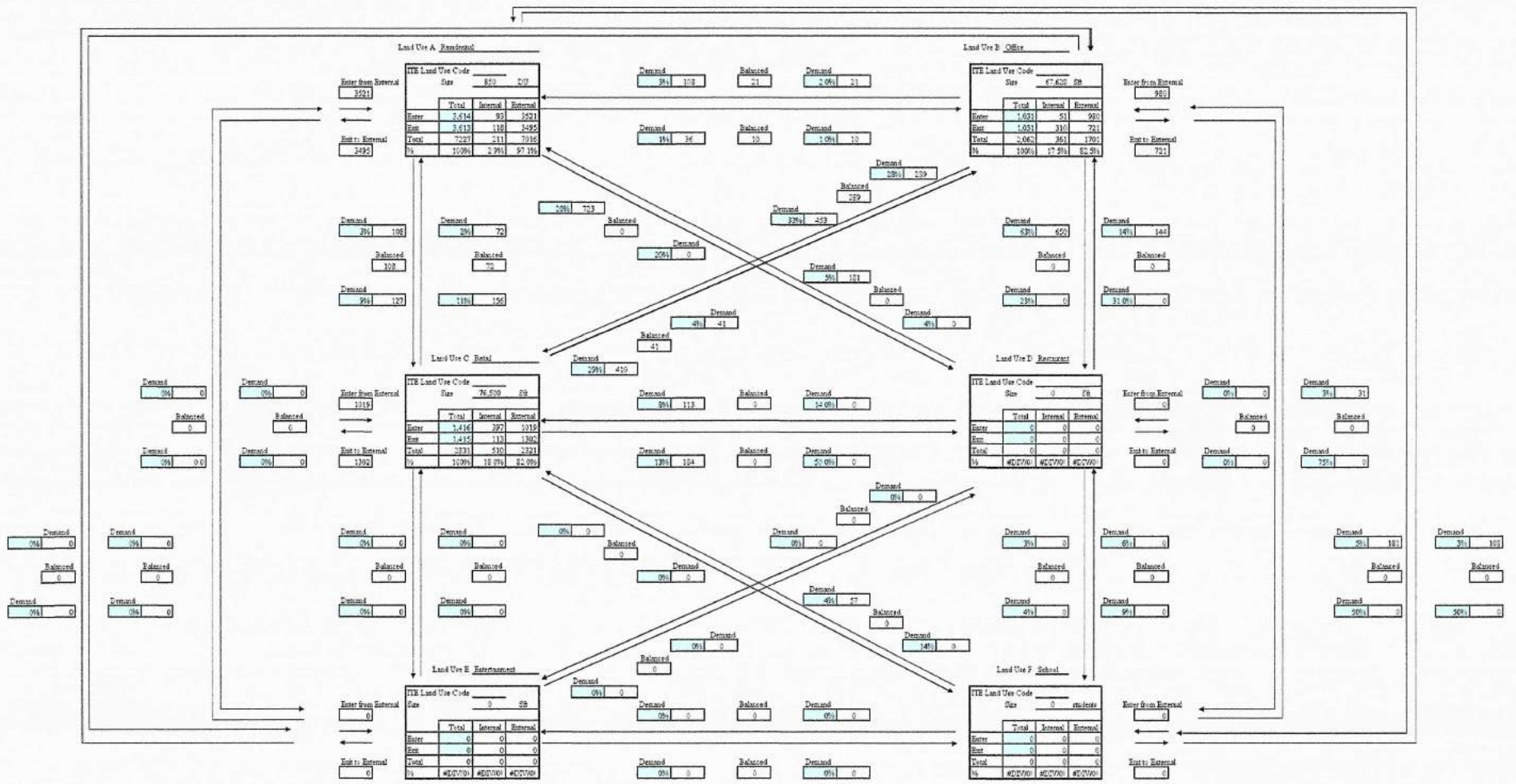

Analyst
Date
Name of Devlpt PROJECT
Time Period PM Peak Hour
Land Use A Residential
Land Use B Office
Land Use C Retail
Land Use D Restaurant
Land Use E Entertainment
Land Use F Hotel
ITE Land Use Code
Size 1,242 DU
Size 0 SF
Size 306,000 SF
Size 0 SF
Size 0 SF
Size 0 Rooms
Enter from External 497
Exit to External 332
Enter from External 0
Exit to External 0
Enter from External 545
Exit to External 486
Enter from External 0
Exit to External 0
Enter from External 0
Exit to External 0
Enter from External 0
Exit to External 0
Total Internal External
Enter 668 171 497
Exit 393 61 332
Total 1061 232 829
% 100% 21.9% 78.1%
Enter 0 0 0
Exit 0 0 0
Total 0 0 0
% #DIV/0! #DIV/0! #DIV/0!
Enter 606 61 545
Exit 657 171 486
Total 1263 232 1031
% 100% 18.4% 81.6%
Enter 0 0 0
Exit 0 0 0
Total 0 0 0
% #DIV/0! #DIV/0! #DIV/0!
Enter 0 0 0
Exit 0 0 0
Total 0 0 0
% #DIV/0! #DIV/0! #DIV/0!
Enter 0 0 0
Exit 0 0 0
Total 0 0 0
% #DIV/0! #DIV/0! #DIV/0!
Demand
Balanced
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0
2.0% 0
4% 16
0
57.9% 0
20% 0
0
21% 83
0
8% 48
42% 165
46% 307
14% 0
4% 0
38% 0
0
61
171
0
9
0
16% 107
0
10% 61
26% 171
2% 0
3.0% 0
0
31% 0
0
18% 0
0
29% 13
4% 27
3% 0
0
0

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 654

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



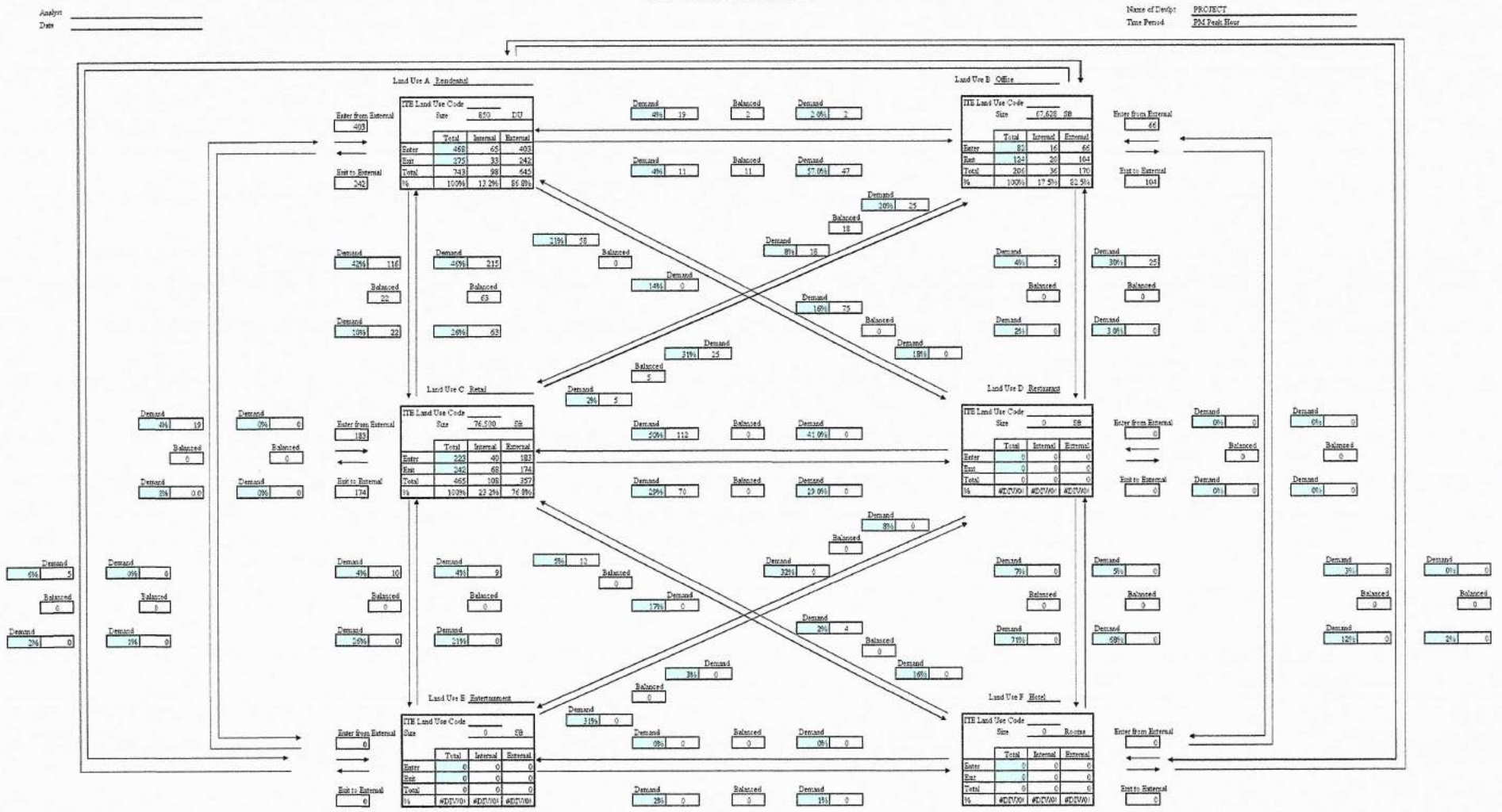
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	3521	980	1019	0	0	0	5520	
Exit	3495	721	1302	0	0	0	5518	Internal
Total	7016	1701	2321	0	0	0	11035	Capture
Single-Use Trip Gen Estimate	7227	2062	2831	0	0	0	12120	8.9%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Proposed 4 Buildout - TAZ 654

PROJECT
TRIP INTERNALIZATION - PM



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	403	66	183	0	0	0	652	
Exit	242	104	174	0	0	0	520	Internal
Total	645	170	357	0	0	0	1172	Capture
Single-Use Trip Gen Estimate	743	206	465	0	0	0	1414	17.1%

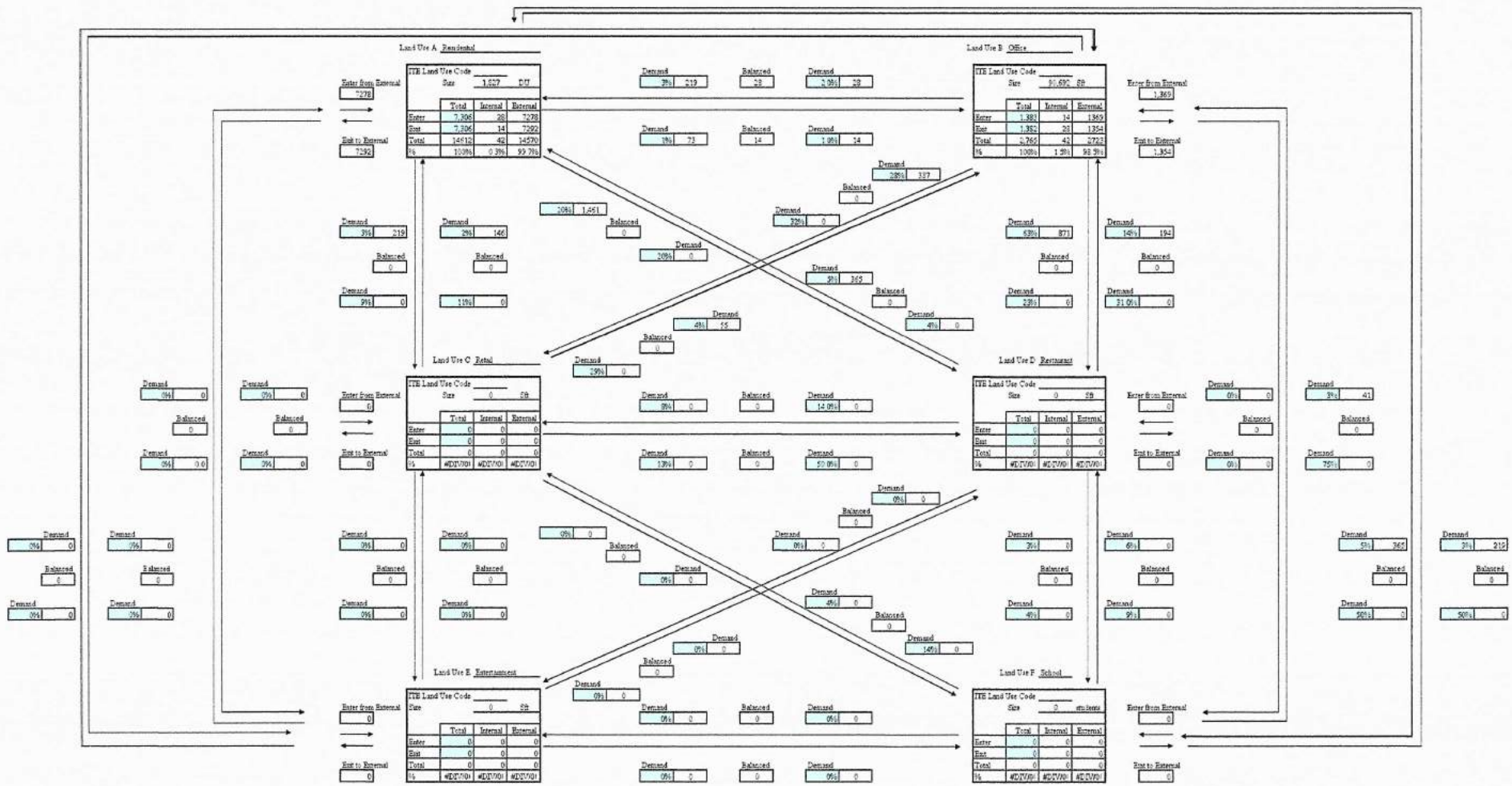
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 647

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Design: PROJECT
Time Period: Daily Peak Hour



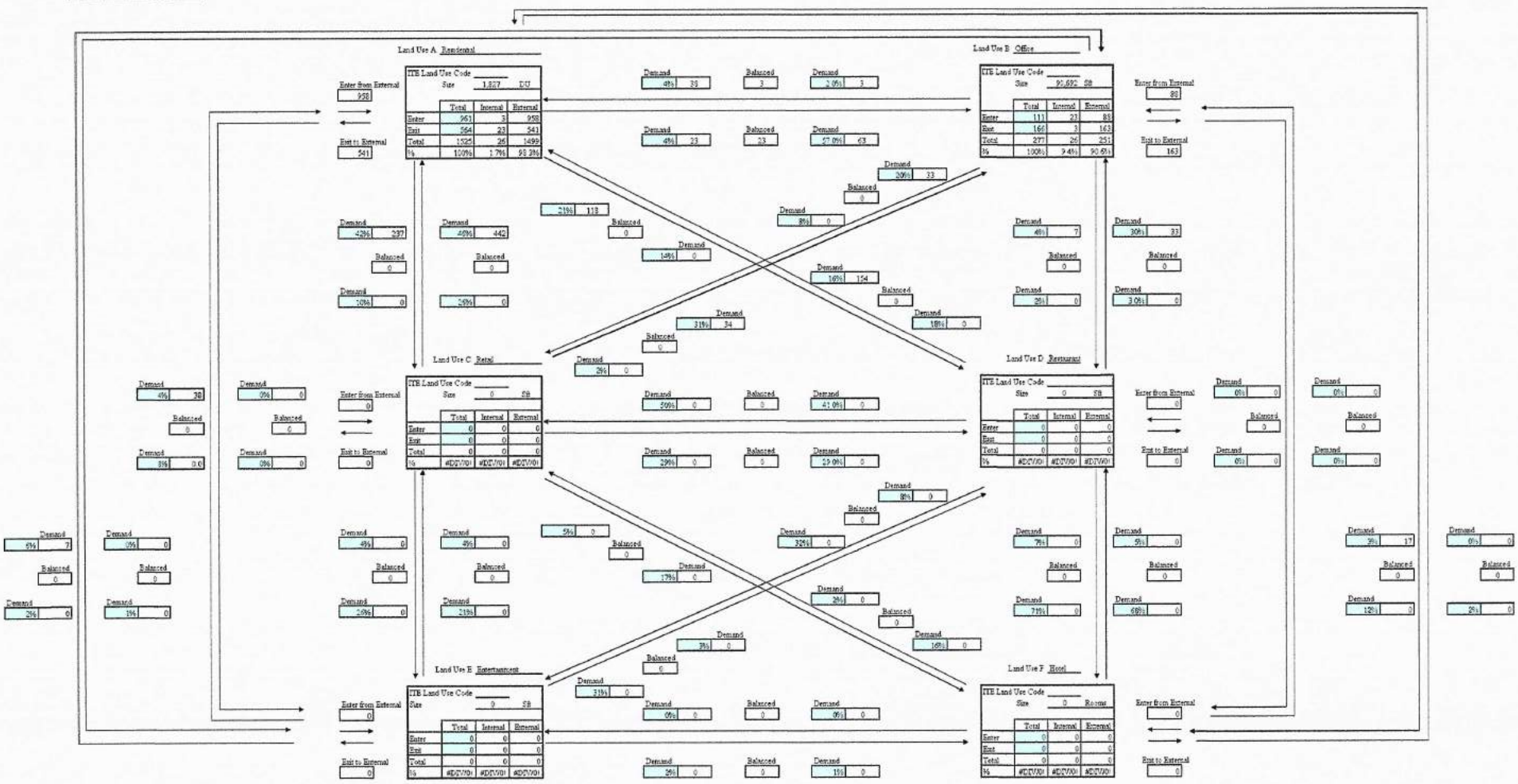
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	7278	1369	0	0	0	0	8647	
Exit	7292	1354	0	0	0	0	8646	Internal
Total	14570	2723	0	0	0	0	17293	Capture
Single-Use Trip Gen Estimate	14512	2765	0	0	0	0	17277	0.2%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Proposed - Phase 4 Buildout - TAZ 647

PROJECT
TRIP INTERNALIZATION - PM



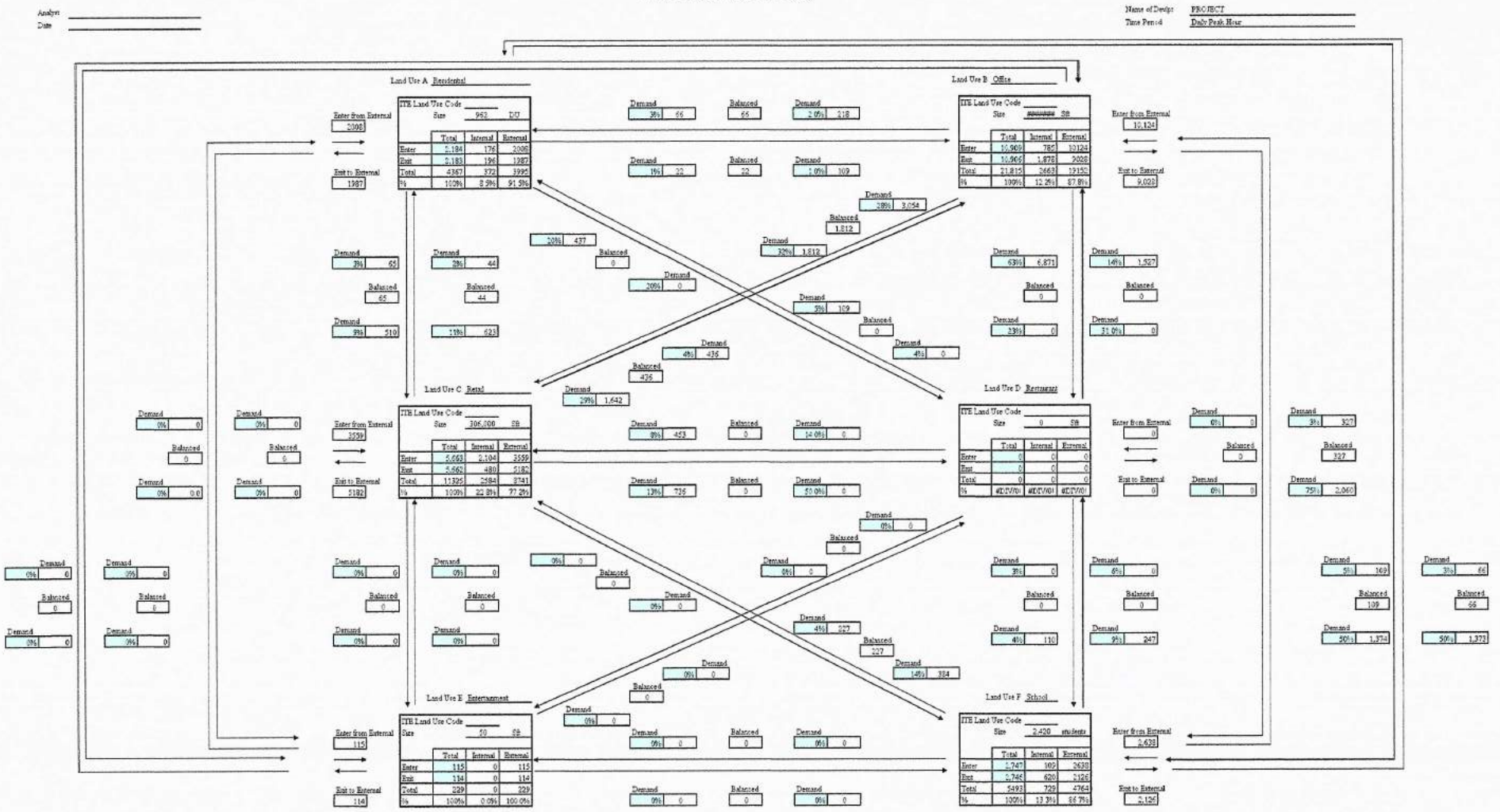
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	958	88	0	0	0	0	1046	
Exit	541	163	0	0	0	0	704	Internal
Total	1499	251	0	0	0	0	1750	Capture
Single-Use Trip Gen Estimate	1525	277	0	0	0	0	1802	2.9%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 648

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	2008	10124	3559	0	115	2,638	18444	
Exit	1987	9028	5182	0	114	2,126	18437	Internal
Total	3995	19152	8741	0	229	4764	36881	Capture
Single-Use Trip Gen Estimate	4367	21815	11325	0	229	5493	43229	14.7%

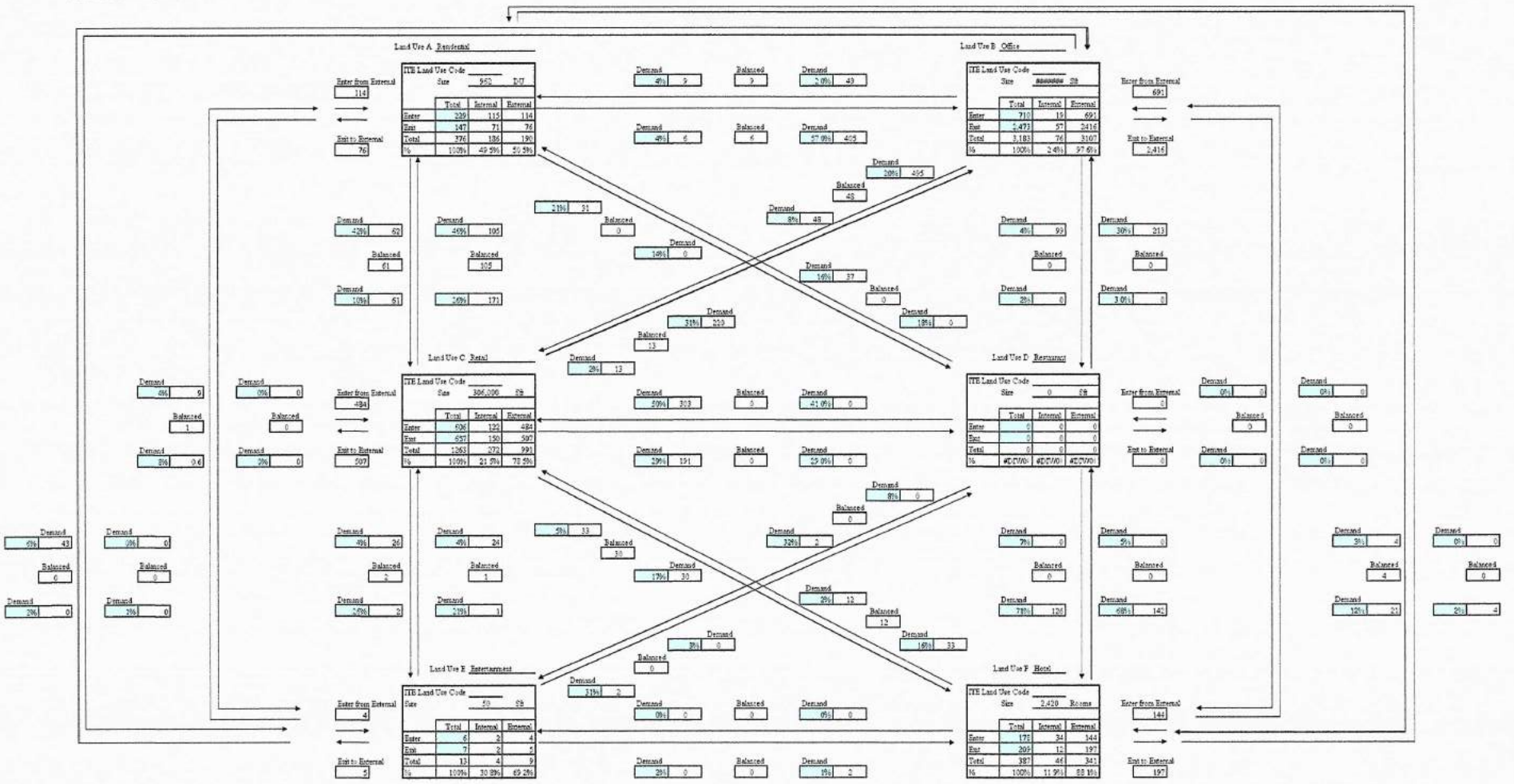
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Proposed - Phase 4 Buildout - TAZ 648

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt: PROJECT
Time Period: PM Peak Hour



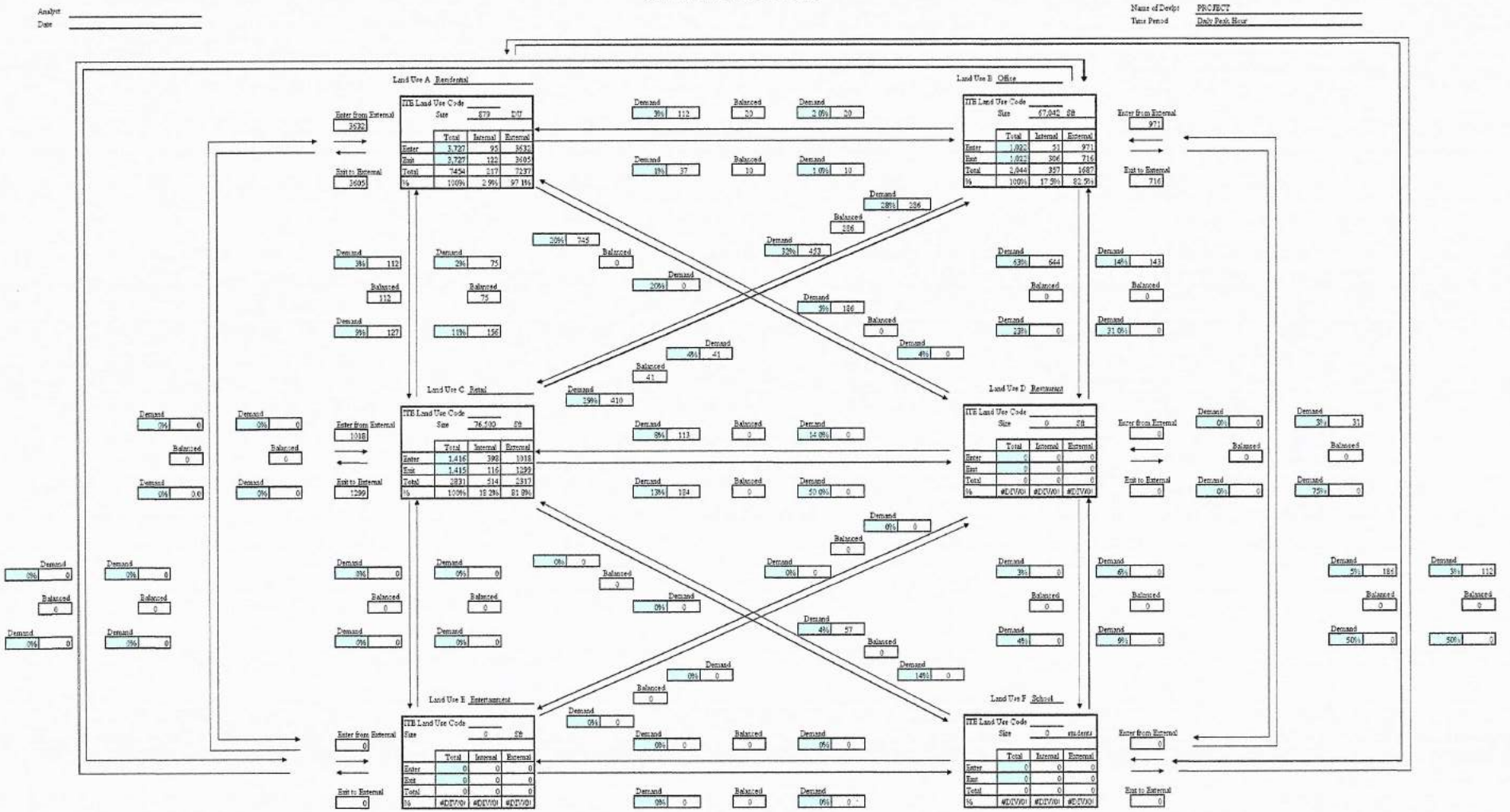
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	114	691	484	0	4	144	1437	
Exit	76	2416	507	0	5	197	3201	Internal
Total	190	3107	991	0	9	341	4638	Capture
Single-Use Trip Gen Estimate	376	3183	1263	0	13	387	5222	11.2%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 861

PROJECT
TRIP INTERNALIZATION - Daily



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	3532	971	1015	0	0	0	5521	
Exit	3605	716	1299	0	0	0	5620	Internal
Total	7237	1687	2317	0	0	0	11241	Capture
Single-Use Trip Gen. Estimate	7454	2044	2831	0	0	0	12329	8.8%

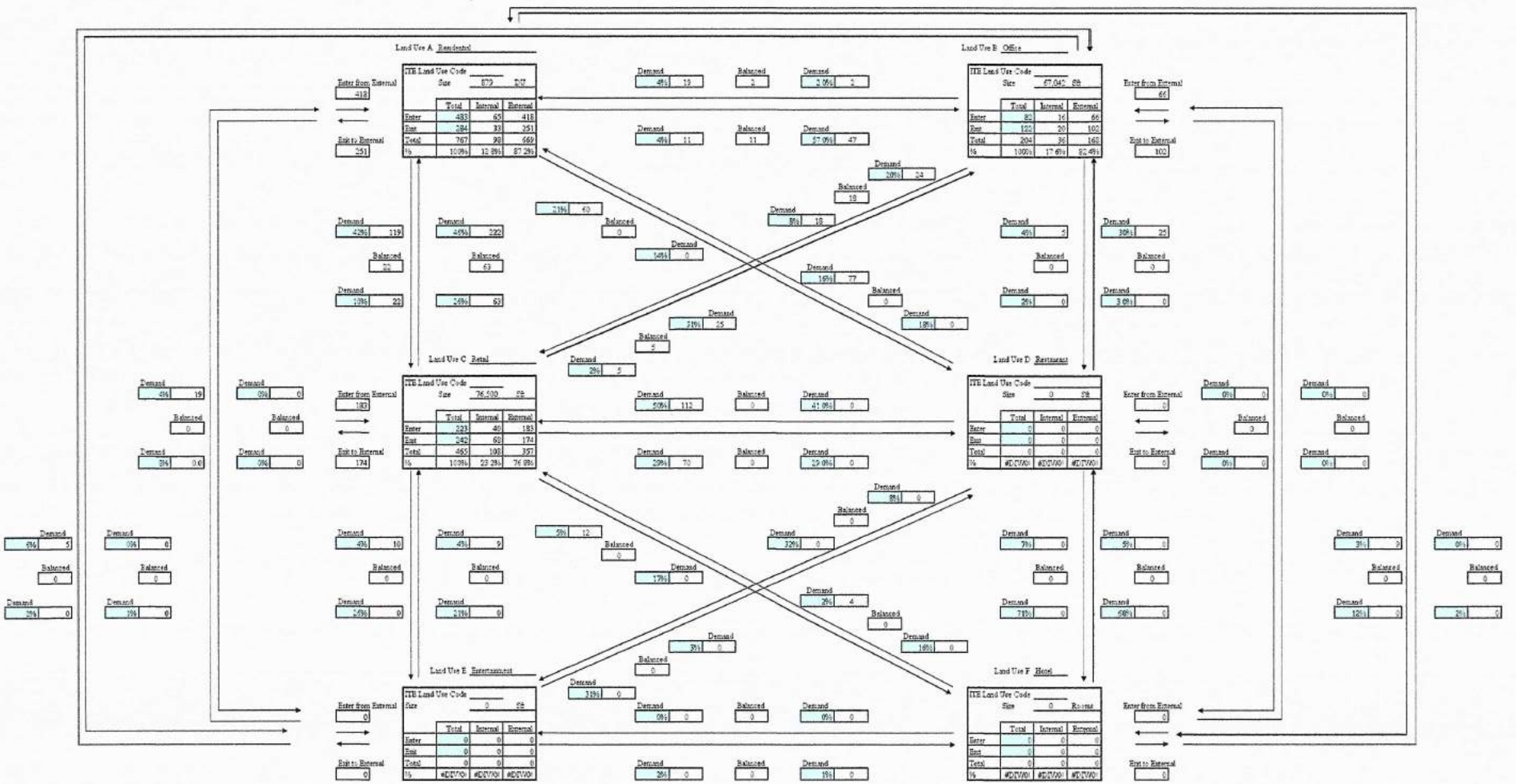
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Proposed - Phase 4 Buildout - TAZ 861

PROJECT
TRIP INTERNALIZATION - PM

Analyst
Date

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	418	66	183	0	0	0	667	
Exit	251	102	174	0	0	0	527	Internal
Total	669	168	357	0	0	0	1194	Capture
Single-Use Trip Gen Estimate	767	204	462	0	0	0	1436	16.9%

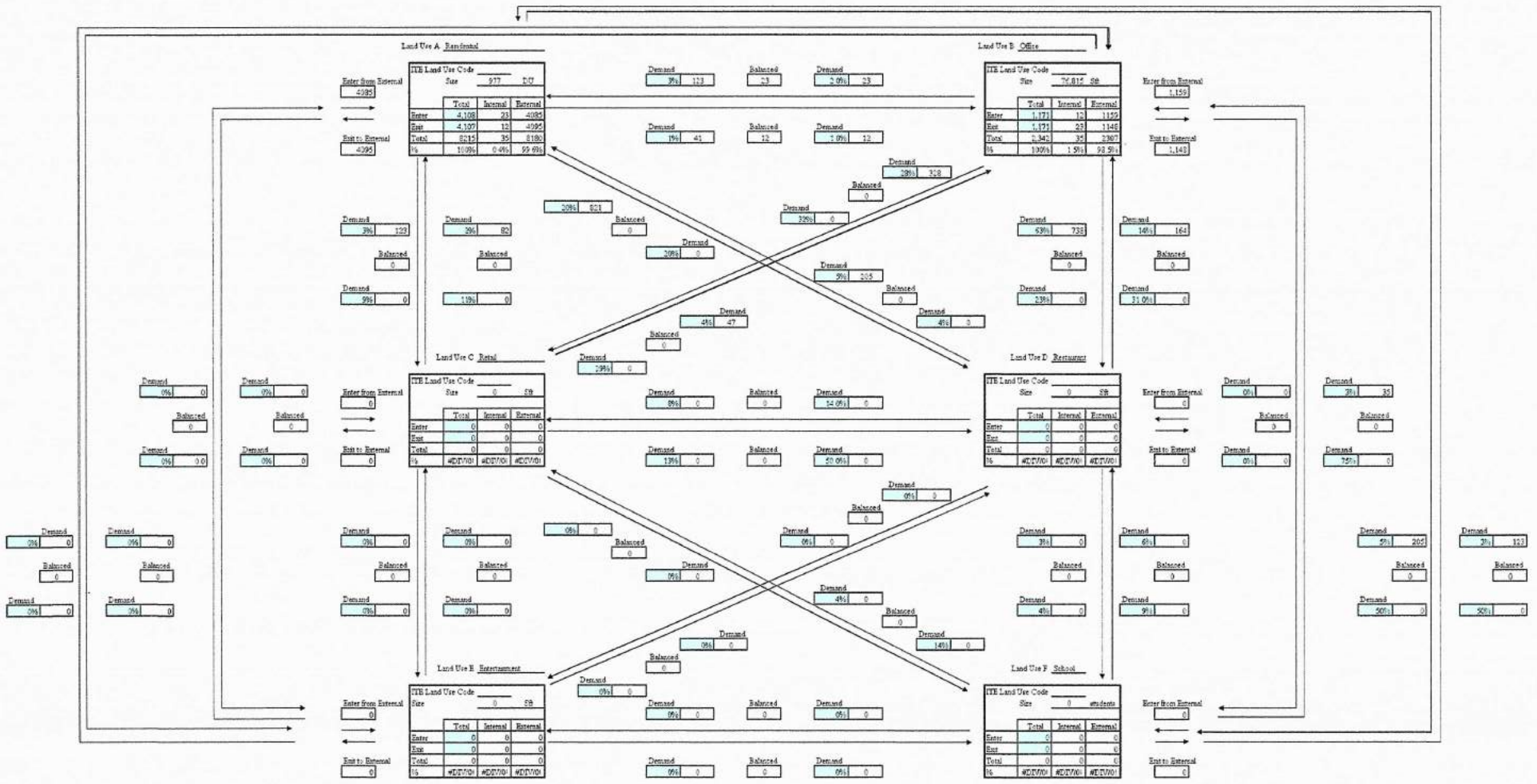
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: Daily Internal Traffic - Proposed - Phase 4 Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - Daily

Analyst
Date

Name of Devlpt PROJECT
Time Period Daily Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	4085	1159	0	0	0	0	5244	
Exit	4095	1148	0	0	0	0	5243	Internal
Total	8180	2307	0	0	0	0	10487	Capture
Single-Use Trip Gen Estimate	8215	2342	0	0	0	0	10557	0.7%

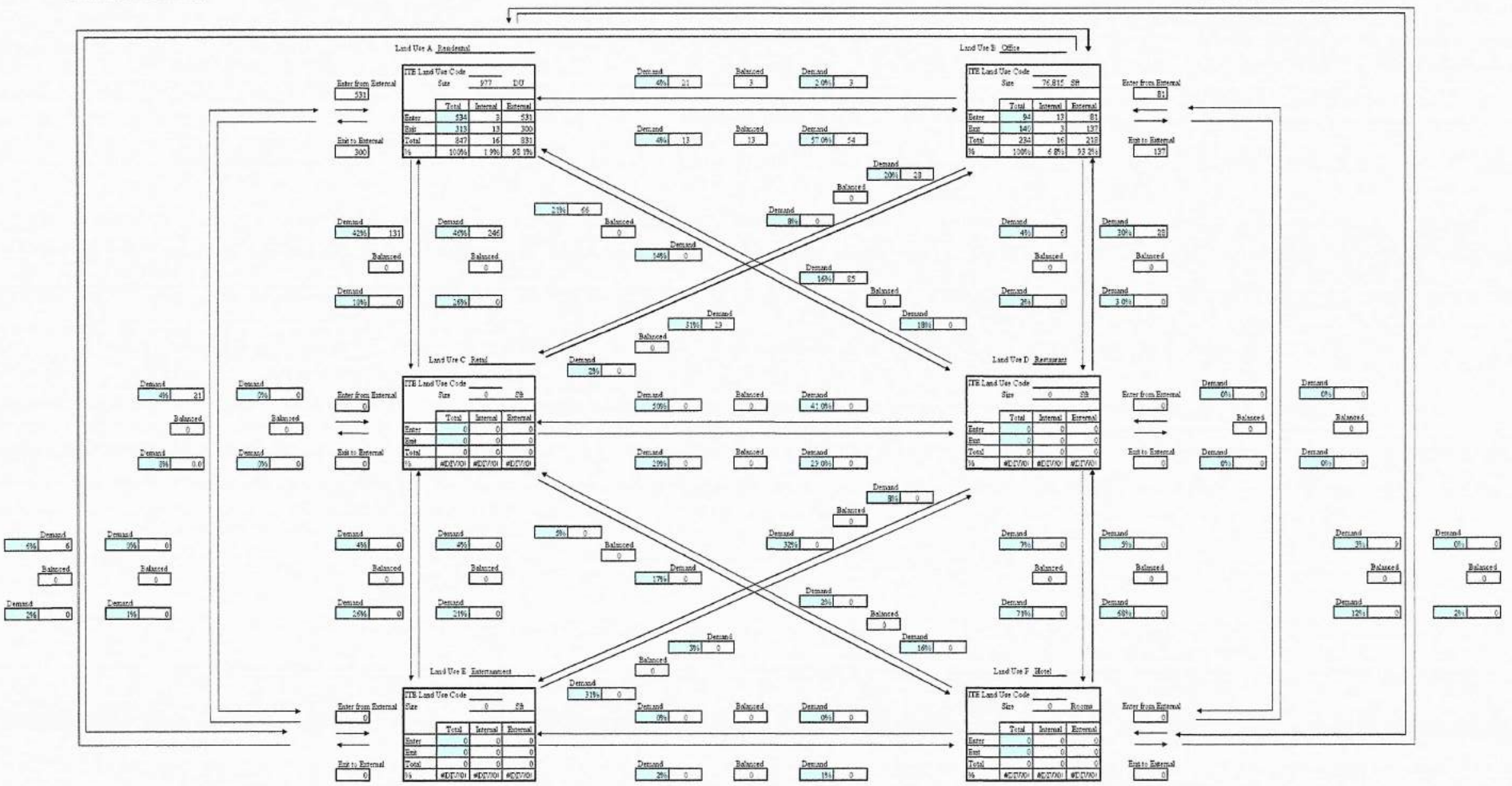
Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 1: PM Internal Traffic - Proposed - Phase 4 - Buildout - TAZ 653

PROJECT
TRIP INTERNALIZATION - PM

Analyst _____
Date _____

Name of Devlpt PROJECT
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Land Use D	Land Use E	Land Use F	Total	
Enter	531	81	0	0	0	0	612	
Exit	300	137	0	0	0	0	437	
Total	831	218	0	0	0	0	1049	Internal
Single-Use Trip Gen Estimate	847	234	0	0	0	0	1081	Capture
								3.0%

Source: based on procedures from the ITE Trip Generation Handbook, Chapter 7, March 2001

Table 3a : WATS 3.0 - Trip Gen: 2040

LAND USE	TOTAL INTENSITY	UNITS	LAND USE INTENSITY (OLD PARCEL ID)					
			A TAZ 648	B TAZ 652	C TAZ 647	D TAZ 654	E TAZ 653	F TAZ 861
Age Restricted	0	DU						
Single Family Detached Housing	5,775	DU		1,272	1,294	977	1,200	1,032
Multi Family Housing (Mid-Rise)	1,925	DU		975	550		200	200
General Office	1,503,250	SF	1,361,250	142,000				
Civic Use	40.347	SF		40.347				
Institution Use	185,727	SF		30,000		101,277	54,450	
Industrial Park	1,361,250	SF	1,361,250					
General Commercial	590,000	SF		150,000	80,000	120,000	120,000	120,000
Regional Park	135	Acres	50	50	35			
Elementary School	820	Students		820				
Junior High School	1,600	Students		1,600				

Table 3b : WATS 3.0 - Daily Trip Gen

Land Use	(OLD PARCEL ID)						Total Trips
	A TAZ 648	B TAZ 652	C TAZ 647	D TAZ 654	E TAZ 653	F TAZ 861	
Age Restricted	0	0	0	0	0	0	0
Single Family Detached Housing	0	10,791	10,963	8,465	10,228	8,903	49,350
Multi Family Housing (Mid-Rise)	0	4,664	2,835	0	1,176	1,176	9,851
General Office	9,961	1,748	0	0	0	0	11,709
Civic Use	0	2,199	0	0	0	0	2,199
Institution Use	0	915	0	3,088	1,660	0	5,663
Industrial Park	9,474	0	0	0	0	0	9,474
General Commercial	0	8,839	5,874	7,645	7,645	7,645	37,648
Regional Park	114	114	80	0	0	0	308
Elementary School	0	1,058	0	0	0	0	1,058
Junior High School	0	2,592	0	0	0	0	2,592
TOTAL	19,549	32,920	19,752	19,198	20,709	17,724	129,852
ADJUSTED TOTAL	19,157	25,766	17,129	15,308	16,703	14,439	108,502

Table 3c : WATS 3.0 - PM Peak Hour Trip Gen

Land Use	A TAZ 648			B TAZ 652			C TAZ 647			D TAZ 654			E TAZ 653			F TAZ 861			Total Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Age Restricted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Detached Housing	0	0	0	653	383	1,036	663	390	1,053	515	302	817	619	364	983	541	318	859	2,991	1,757	4,748
Multi Family Housing (Mid-Rise)	0	0	0	261	128	389	163	80	243	0	0	0	71	35	106	71	35	106	566	278	844
General Office	273	1,330	1,603	36	176	212	0	0	0	0	0	0	0	0	0	0	0	0	309	1,506	1,815
Civic Use	0	0	0	110	110	220	0	0	0	0	0	0	0	0	0	0	0	0	110	110	220
Institution Use	0	0	0	37	55	92	0	0	0	124	185	309	66	100	166	0	0	0	227	340	567
Industrial Park	246	925	1,171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246	925	1,171
General Commercial	0	0	0	409	426	835	269	279	548	352	367	719	352	367	719	352	367	719	1,734	1,806	3,540
Regional Park	1	2	3	1	2	3	1	1	2	0	0	0	0	0	0	0	0	0	3	5	8
Elementary School	0	0	0	60	63	123	0	0	0	0	0	0	0	0	0	0	0	0	60	63	123
Junior High School	0	0	0	125	131	256	0	0	0	0	0	0	0	0	0	0	0	0	125	131	256
TOTAL	520	2,257	2,777	1,692	1,474	3,166	1,096	750	1,846	991	854	1,845	1,108	866	1,974	964	720	1,684	6,371	6,921	13,292
ADJUSTED TOTAL	510	2247	2757	1371	1152	2523	976	630	1606	808	671	1479	919	677	1596	810	565	1375	5394	5942	11336

WATS TAZ	TCRPM TAZ
390	648

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	0	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	
Multi-Family Residential	0	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	1,361,250	s.f.	[130]	T = 6.96*(X/1000)	9,474
Commercial Retail	0	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	
Service & Office	1,361,250	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	9,961
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	0	s.f.	-	T = 54.51*(X/1000)	
Institutional Use	0	s.f.	-	T = 30.49*(X/1000)	
Park	50	acres	[412]	T = 2.28*(X)	114
Elementary School	0	students	[520]	T = 1.29*(X)	
K-8 School	0	students	[522]	T = 1.62*(X)	
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.86	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	

Total Gross Trips =	19,549
Total Gross Residential Trips =	0
Total Gross Non-Residential Trips =	19,549
Internal Capture % among TAZ =	2.01%
Internal Capture trips among TAZ =	392

(1) Equation is used for Research andDevelopment up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	0	s.f.
External Trips from Matrix =	0	trips
Pass-By Percent =	34%	
Pass-By Reduction =	0	trips

NET NEW EXTERNAL DAILY TRIPS =	19,157

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	0	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)			
Multi-Family Residential	0	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)			
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.11*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	1,361,250	s.f.	[130]	T = 0.86*(X/1000); (21% in)	1,171	246	925
Commercial Retail	0	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)			
Service & Office[2]	1,361,250	s.f.	[710]	T = 1.12*(X/1000)+78.81; (17% in)	1,603	273	1,330
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	0	s.f.	-	T = 5.45*(X/1000); (50% in)			
Institutional Use	0	s.f.	-	T = 3.05*(X/1000); (40% in)			
Park	50	acres	[412]	T = 0.06*(X); (41% in)	3	1	2
Elementary School	0	students	[520]	T = 0.15*(X); (49% in)			
K-8 School	0	students	[522]	T = 0.16*(X); (49% in)			
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			

Total Gross Trips =	2,777	520	2,257
Total Gross Residential Trips =	0	0	0
Total Gross Non-Residential Trips =	2,777	520	2,257
Internal Capture % among TAZ =	0.72%	-	-
Internal Capture trips among TAZ =	20	10	10

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF
(2) Equation is used for Service & Office greater than 500,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	0	s.f.
External Trips from Matrix =	0	trips
Pass-By Percent =	34%	
Pass-By Reduction =	0	trips

	Total	Inbound	Outbound
NET NEW EXTERNAL PM PEAK HOUR TRIPS =	2,757	510	2,247

84

WATS TAZ 395 TCRPM TAZ 652

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	1,272	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	10,791
Multi-Family Residential	975	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	4,664
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	0	s.f.	[130]	T = 6.96*(X/1000)	
Commercial Retail	150,000	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	8,839
Service & Office	142,000	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	1,748
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	40,347	s.f.	-	T = 54.51*(X/1000)	2,199
Institutional Use	30,000	s.f.	-	T = 30.49*(X/1000)	915
Park	50	acres	[412]	T = 2.28*(X)	114
Elementary School	820	students	[520]	T = 1.29*(X)	1,058
K-8 School	1,600	students	[522]	T = 1.62*(X)	2,592
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.85	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	
				Total Gross Trips =	32,920
				Total Gross Residential Trips =	15,455
				Total Gross Non-Residential Trips =	17,465
				Internal Capture % among TAZ =	16.09%
				Internal Capture trips among TAZ =	5,298

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	150,000	s.f.
External Trips from Matrix =	7,278	trips
Pass-By Percent =	34%	
Pass-By Reduction =	1,856	trips

NET NEW EXTERNAL DAILY TRIPS =	25,766

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	1,272	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)	1,036	653	383
Multi-Family Residential	975	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)	389	261	128
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.11*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% in)			
Commercial Retail	150,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)	835	409	426
Service & Office[2]	142,000	s.f.	[710]	T = 1.49*(X/1000); (17% in)	212	36	176
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	40347	s.f.	-	T = 5.45*(X/1000); (50% in)	220	110	110
Institutional Use	30000	s.f.	-	T = 3.05*(X/1000); (40% in)	92	37	55
Park	50	acres	[412]	T = 0.06*(X); (41% in)	3	1	2
Elementary School	820	students	[520]	T = 0.15*(X); (48% in)	123	60	63
K-8 School	1600	students	[522]	T = 0.16*(X); (49% in)	256	125	131
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			
				Total Gross Trips =	3,166	1,692	1,474
				Total Gross Residential Trips =	1,425	914	511
				Total Gross Non-Residential Trips =	1,741	778	963
				Internal Capture % among TAZ =	14.72%	-	-
				Internal Capture trips among TAZ =	466	233	233

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF
(2) Equation is used for Service & Officegreater than 500,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	150,000	s.f.
External Trips from Matrix =	696	trips
Pass-By Percent =	34%	
Pass-By Reduction =	177	trips

	Total	Inbound	Outbound
NET NEW EXTERNAL PM PEAK HOUR TRIPS =	2,523	1,371	1,152

WATS TAZ	TCRPM TAZ
389	647

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	1,294	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	10,963
Multi-Family Residential	550	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	2,835
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	0	s.f.	[130]	T = 6.96*(X/1000)	
Commercial Retail	80,000	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	5,874
Service & Office	0	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	0	s.f.	-	T = 94.51*(X/1000)	
Institutional Use	0	s.f.	-	T = 30.49*(X/1000)	
Park	35	acres	[412]	T = 2.28*(X)	80
Elementary School	0	students	[520]	T = 1.29*(X)	
K-8 School	0	students	[522]	T = 1.62*(X)	
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.86	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	

Total Gross Trips =	19,752
Total Gross Residential Trips =	13,798
Total Gross Non-Residential Trips =	5,954
Internal Capture % among TAZ =	6.47%
Internal Capture trips among TAZ =	1,278

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	80,000	s.f.
External Trips from Matrix =	5,275	trips
Pass-By Percent =	34%	
Pass-By Reduction =	1,345	trips

NET NEW EXTERNAL DAILY TRIPS =	17,129

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	1,294	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)	1,053	663	390
Multi-Family Residential	550	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)	243	163	80
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.11*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% in)			
Commercial Retail	80,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)	548	269	279
Service & Office[2]	0	s.f.	[710]	T = 1.49*(X/1000); (17% in)			
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	0	s.f.	-	T = 5.45*(X/1000); (50% in)			
Institutional Use	0	s.f.	-	T = 3.05*(X/1000); (40% in)			
Park	35	acres	[412]	T = 0.06*(X); (41% in)	2	1	1
Elementary School	0	students	[520]	T = 0.15*(X); (49% in)			
K-8 School	0	students	[522]	T = 0.16*(X); (49% in)			
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			
				Total Gross Trips =	1,846	1,096	750
				Total Gross Residential Trips =	1,296	826	470
				Total Gross Non-Residential Trips =	550	270	280
				Internal Capture % among TAZ =	6.18%	-	-
				Internal Capture trips among TAZ =	114	57	57

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF
(2) Equation is used for Service & Officegreater than 500,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	80,000	s.f.
External Trips from Matrix =	493	trips
Pass-By Percent =	34%	
Pass-By Reduction =	126	trips

	Total	Inbound	Outbound
NET NEW EXTERNAL PM PEAK HOUR TRIPS =	1,606	976	630

WATS TAZ	TCRPM TAZ
392	654

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	977	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	8,465
Multi-Family Residential	0	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	0	s.f.	[130]	T = 6.96*(X/1000)	
Commercial Retail	120,000	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	7,645
Service & Office	0	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	0	s.f.	-	T = 54.51*(X/1000)	
Institutional Use	101,277	s.f.	-	T = 30.49*(X/1000)	3,088
Park	0	acres	[412]	T = 2.28*(X)	
Elementary School	0	students	[520]	T = 1.29*(X)	
K-8 School	0	students	[522]	T = 1.62*(X)	
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.86	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	

Total Gross Trips =	19,198
Total Gross Residential Trips =	8,465
Total Gross Non-Residential Trips =	10,733
Internal Capture % among TAZ =	11.32%
Internal Capture trips among TAZ =	2,174

(1) Equation is used for Research and Development up to 1,600,000 SF
Linear rate is used for Research and Development beyond 1,600,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	120,000	s.f.
External Trips from Matrix =	6,729	trips
Pass-By Percent =	34%	
Pass-By Reduction =	1,716	trips

NET NEW EXTERNAL DAILY TRIPS =	15,308

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	977	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)	817	515	302
Multi-Family Residential	0	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)			
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.11*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% in)			
Commercial Retail	120,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)	719	352	367
Service & Office[2]	0	s.f.	[710]	T = 1.49*(X/1000); (17% in)			
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	0	s.f.	-	T = 5.45*(X/1000); (50% in)			
Institutional Use	101277	s.f.	-	T = 3.05*(X/1000); (40% in)	309	124	185
Park	0	acres	[412]	T = 0.06*(X); (41% in)			
Elementary School	0	students	[520]	T = 0.15*(X); (49% in)			
K-8 School	0	students	[522]	T = 0.16*(X); (49% in)			
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			

Total Gross Trips =	1,845	991	854
Total Gross Residential Trips =	817	515	302
Total Gross Non-Residential Trips =	1,028	476	552
Internal Capture % among TAZ =	11.06%	-	-
Internal Capture trips among TAZ =	204	102	102

(1) Equation is used for Research and Development up to 1,600,000 SF
Linear rate is used for Research and Development beyond 1,600,000 SF
(2) Equation is used for Service & Office greater than 500,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	120,000	s.f.
External Trips from Matrix =	633	trips
Pass-By Percent =	34%	
Pass-By Reduction =	162	trips

	Total	Inbound	Outbound
NET NEW EXTERNAL PM PEAK HOUR TRIPS =	1,479	808	671

WATS TAZ	TCRPM TAZ
394	653

DAILY TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation (8th Ed)	Daily Trips
Single-Family Residential	1,200	d.u.	[210]	Ln(T) = 0.92*Ln(X) + 2.71	10,228
Multi-Family Residential	200	d.u.	[230]	Ln(T) = 0.87*Ln(X) + 2.46	1,176
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.85*Ln(X) + 2.38	
Age-Restricted Multi-Family	0	d.u.	[252]	T = 3.48*(X)	
Hotel	0	rooms	[310]	T = 8.92*(X)	
Industrial Park	0	s.f.	[130]	T = 6.96*(X/1000)	
Commercial Retail	120,000	s.f.	[820]	Ln(T) = 0.65*Ln(X/1000) + 5.83	7,645
Service & Office	0	s.f.	[710]	Ln(T) = 0.77*Ln(X/1000) + 3.65	
Research & Development(1)	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 3.14	
Hospital	0	beds	[610]	T = 11.81*(X)	
Civic Use	0	s.f.	-	T = 54.51*(X/1000)	
Institutional Use	54,450	s.f.	-	T = 30.49*(X/1000)	1,660
Park	0	acres	[412]	T = 2.28*(X)	
Elementary School	0	students	[520]	T = 1.29*(X)	
K-8 School	0	students	[522]	T = 1.62*(X)	
High School	0	students	[530]	Ln(T) = 0.81*Ln(X) + 1.86	
Congregate Care Facility	0	d.u.	[253]	T = 2.02*(X)	
Assisted Living Facility	0	beds	[254]	T = 2.60*(X)	

Total Gross Trips =	20,709
Total Gross Residential Trips =	11,404
Total Gross Non-Residential Trips =	9,305
Internal Capture % among TAZ =	11.06%
Internal Capture trips among TAZ =	2,290

(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF

Commercial Retail Pass-By Calculation:		
Intensity =	120,000	s.f.
External Trips from Matrix =	6,729	trips
Pass-By Percent =	34%	
Pass-By Reduction =	1,716	trips

NET NEW EXTERNAL DAILY TRIPS =	**16,703**

PM PEAK HOUR TRIP GENERATION:

Land Use	Intensity	Unit	ITE Code	Trip Generation Rate/Equation	Total Trips	Inbound	Outbound
Single-Family Residential	1,200	d.u.	[210]	Ln(T) = 0.90*Ln(X) + 0.51; (63% in)	983	619	364
Multi-Family Residential	200	d.u.	[230]	Ln(T) = 0.82*Ln(X) + 0.32; (67% in)	106	71	35
Age-Restricted Single-Family	0	d.u.	[251]	Ln(T) = 0.72*Ln(X) + 0.58; (61% in)			
Age-Restricted Multi-Family	0	d.u.	[252]	T = 0.31*(X); (61% in)			
Hotel	0	rooms	[310]	T = 0.70*(X); (49% in)			
Industrial Park	0	s.f.	[130]	T = 0.86*(X/1000); (21% in)			
Commercial Retail	120,000	s.f.	[820]	Ln(T) = 0.67*Ln(X/1000) + 3.37; (49% in)	719	352	367
Service & Office[2]	0	s.f.	[710]	T = 1.49*(X/1000); (17% in)			
Research & Development[1]	0	s.f.	[760]	Ln(T) = 0.82*Ln(X/1000) + 1.09; (15% in)			
Hospital	0	beds	[610]	T = 1.31*(X); (36% in)			
Civic Use	0	s.f.	-	T = 5.45*(X/1000); (50% in)			
Institutional Use	54450	s.f.	-	T = 3.05*(X/1000); (40% in)	166	66	100
Park	0	acres	[412]	T = 0.06*(X); (41% in)			
Elementary School	0	students	[520]	T = 0.15*(X); (49% in)			
K-8 School	0	students	[522]	T = 0.16*(X); (49% in)			
High School	0	students	[530]	T = 0.13*(X); (47% in)			
Congregate Care Facility	0	d.u.	[253]	T = 0.05*(X) + 2.13; (60% in)			
Assisted Living Facility	0	beds	[254]	T = 0.19*(X); (63% in)			

Total Gross Trips =	1,974	1,108	866
Total Gross Residential Trips =	1,089	690	399
Total Gross Non-Residential Trips =	885	418	467
Internal Capture % among TAZ =	10.94%	-	-
Internal Capture trips among TAZ =	216	108	108

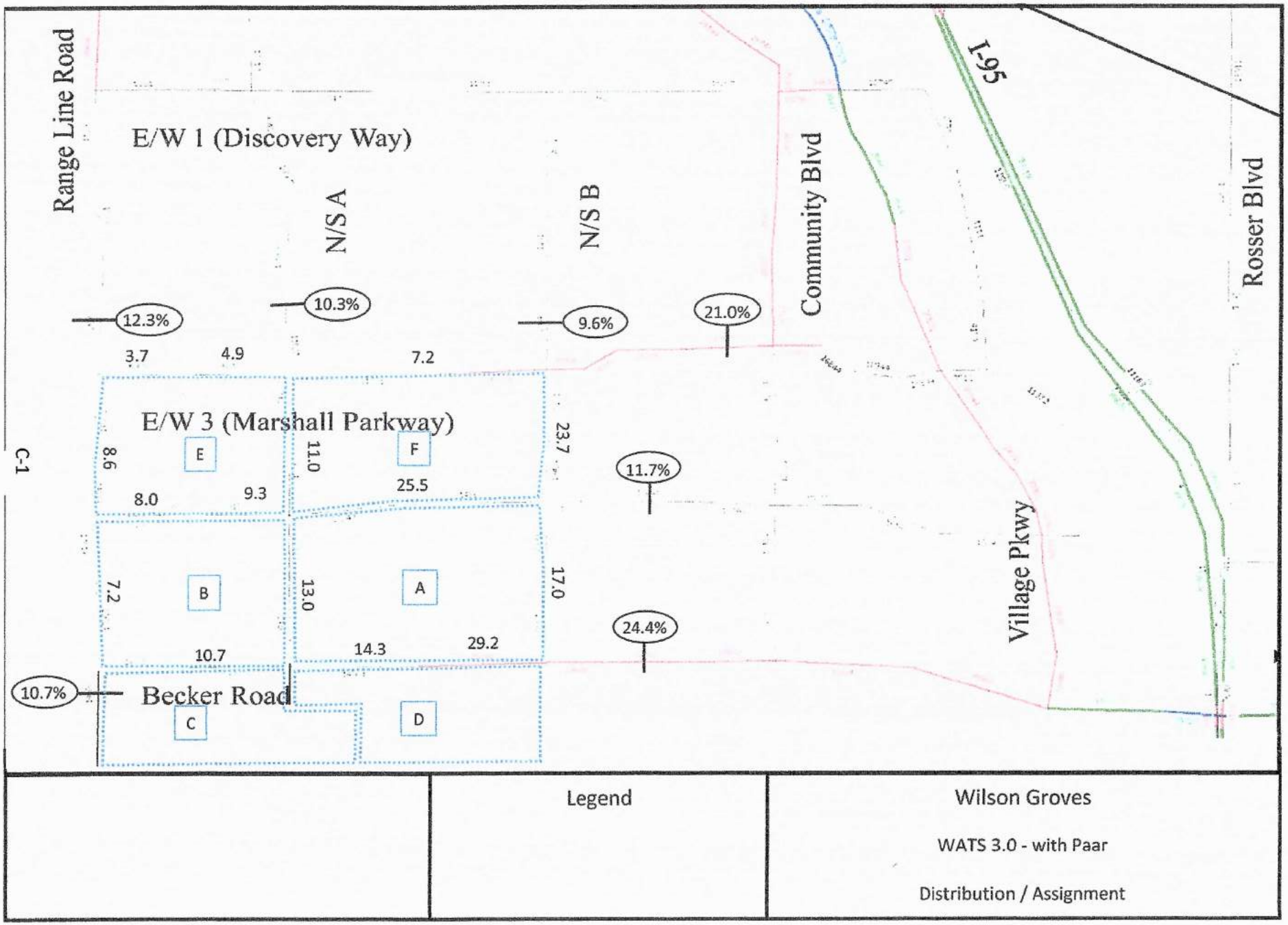
(1) Equation is used for Research and Development up to 1,800,000 SF
Linear rate is used for Research and Development beyond 1,800,000 SF
(2) Equation is used for Service & Officegreater than 500,000 SF

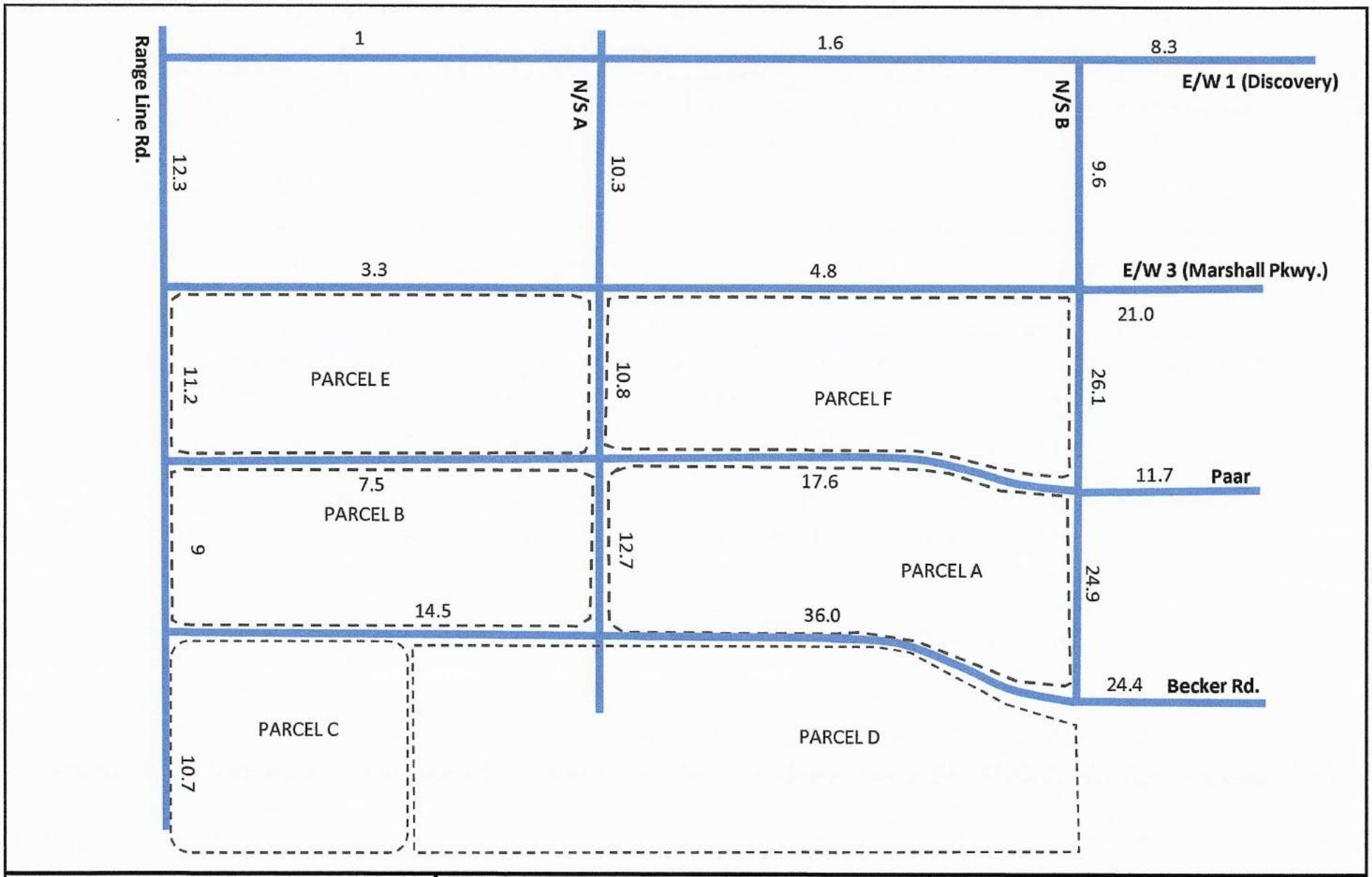
Commercial Retail Pass-By Calculation:		
Intensity =	120,000	s.f.
External Trips from Matrix =	633	trips
Pass-By Percent =	34%	
Pass-By Reduction =	162	trips

	Total	Inbound	Outbound
NET NEW EXTERNAL PM PEAK HOUR TRIPS =	**1,595**	**919**	**677**

Appendix C

- WATS 3.0 Assignment – Buildout
- Parcel by Parcel Assignment - Buildout


Range Line Road
E/W 1 (Discovery Way)
N/S A
N/S B
Community Blvd
I-95
Rosser Blvd
12.3%
10.3%
9.6%
21.0%
3.7
4.9
7.2
E/W 3 (Marshall Parkway)
23.7
E
F
8.6
11.0
11.7%
8.0
9.3
25.5
B
A
7.2
13.0
17.0
Village Pkwy
24.4%
10.7
14.3
29.2
10.7%
Becker Road
C
D
C-1
Legend
Wilson Groves
WATS 3.0 - with Paar
Distribution / Assignment



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

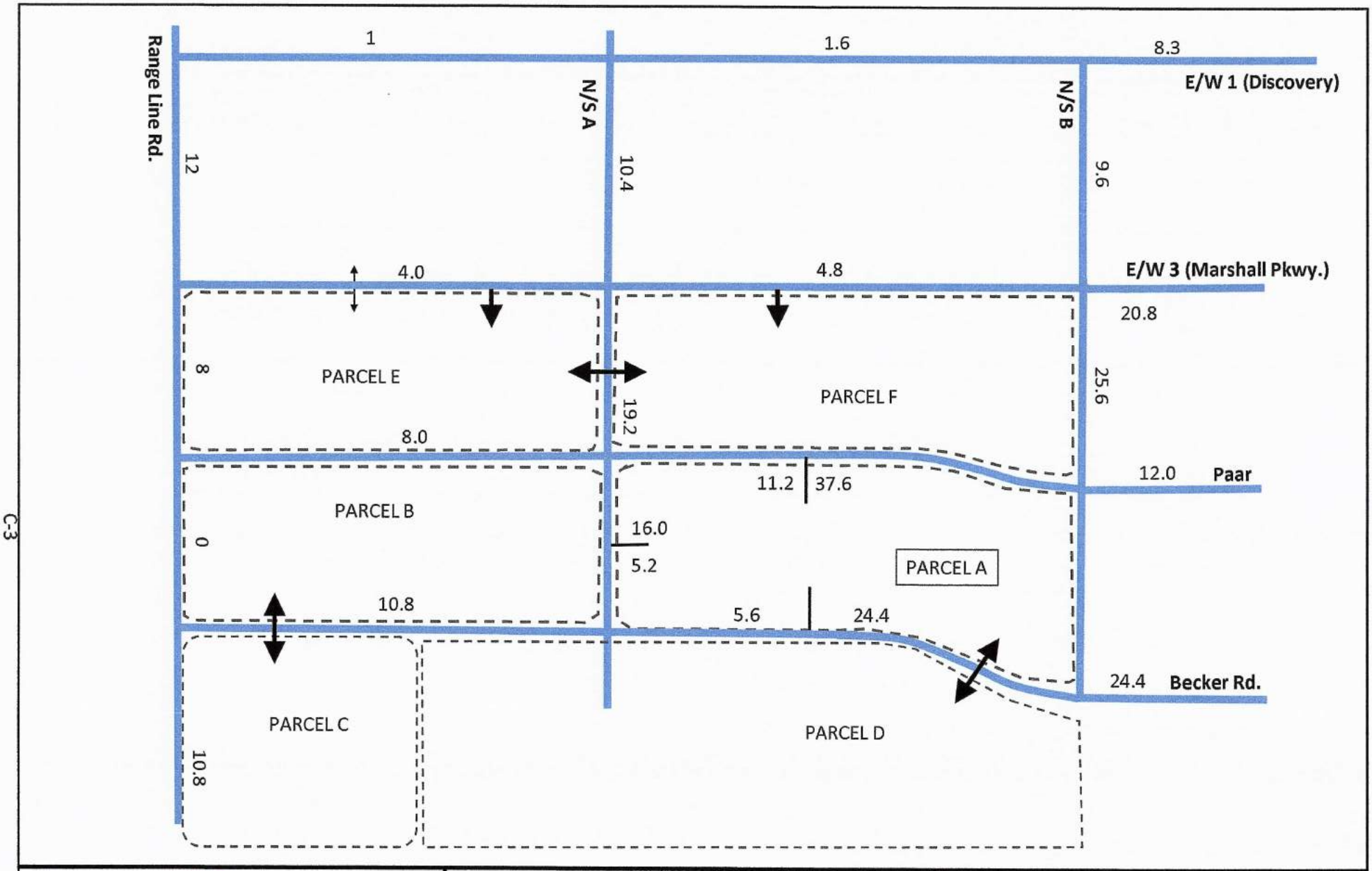
Wilson Groves Percent Assignment

Phase 4

Wilson Groves

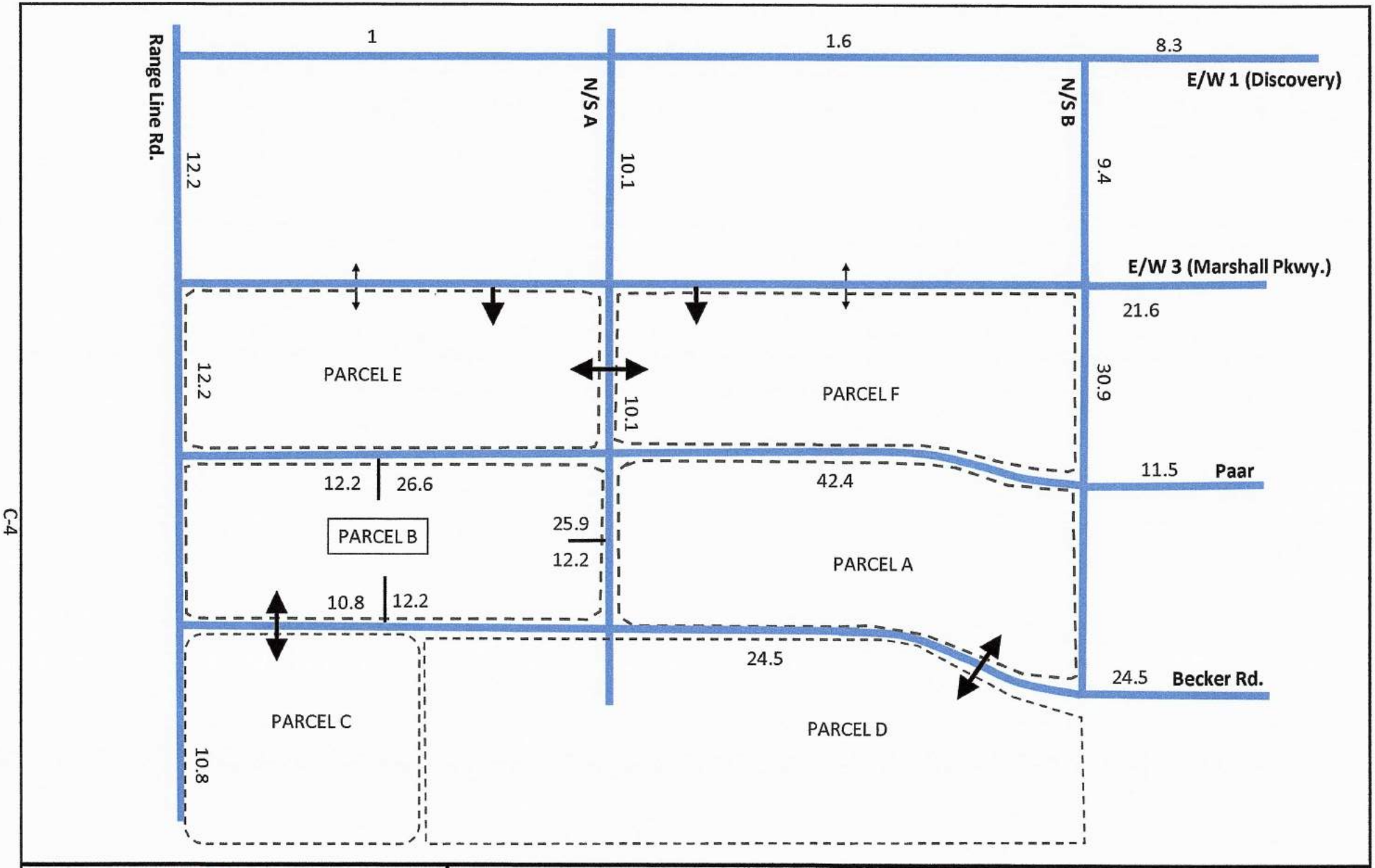
C-2

WilsonGroves.TAZ Assignment - Roadway Phase 6.2 A weighted percentage 4.13.2023



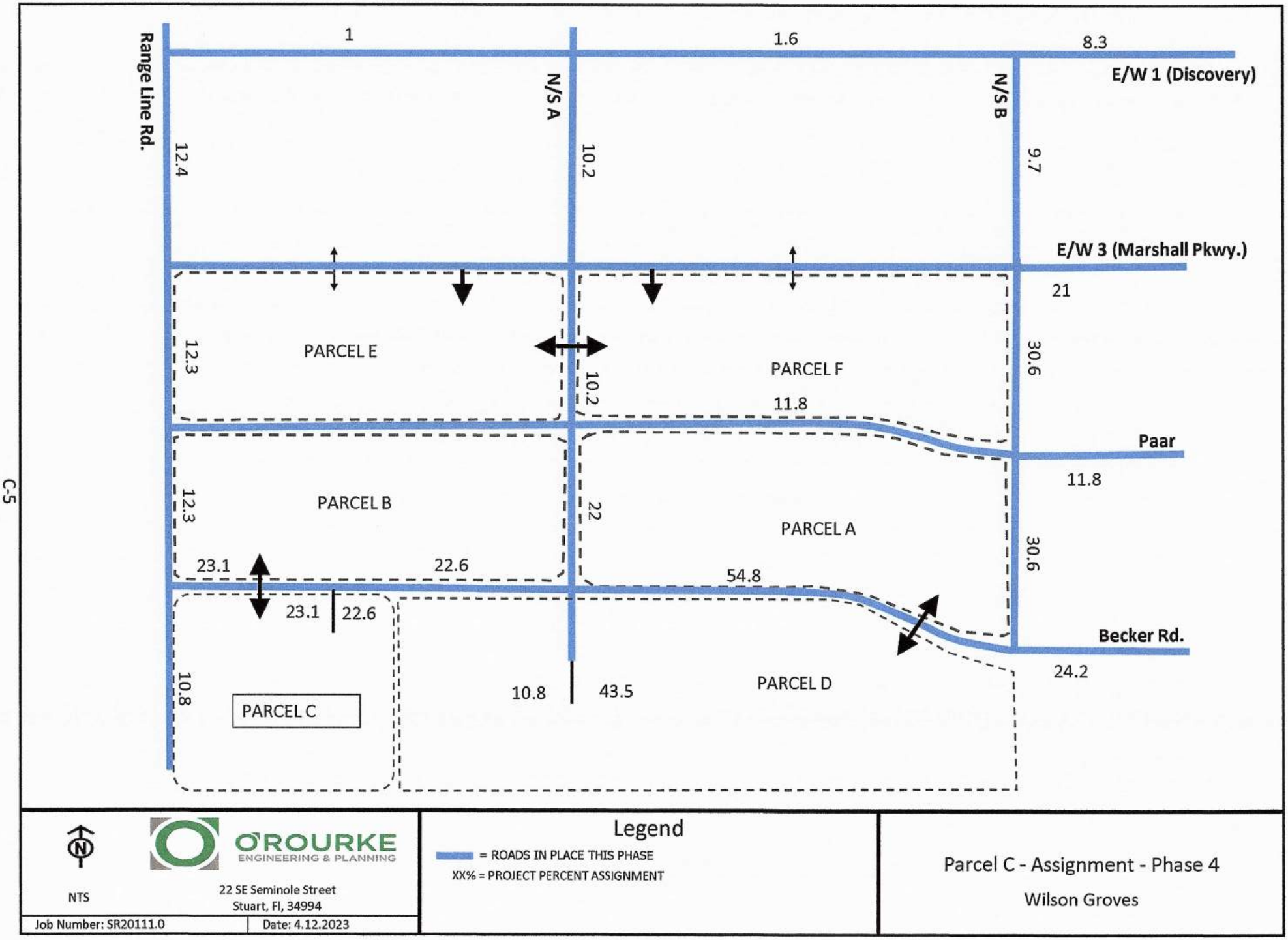
NTS O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20111.0 | Date: 4.12.2023	Legend = ROADS IN PLACE THIS PHASE XX% = PROJECT PERCENT ASSIGNMENT	Parcel A - Assignment - Phase 4 Wilson Groves

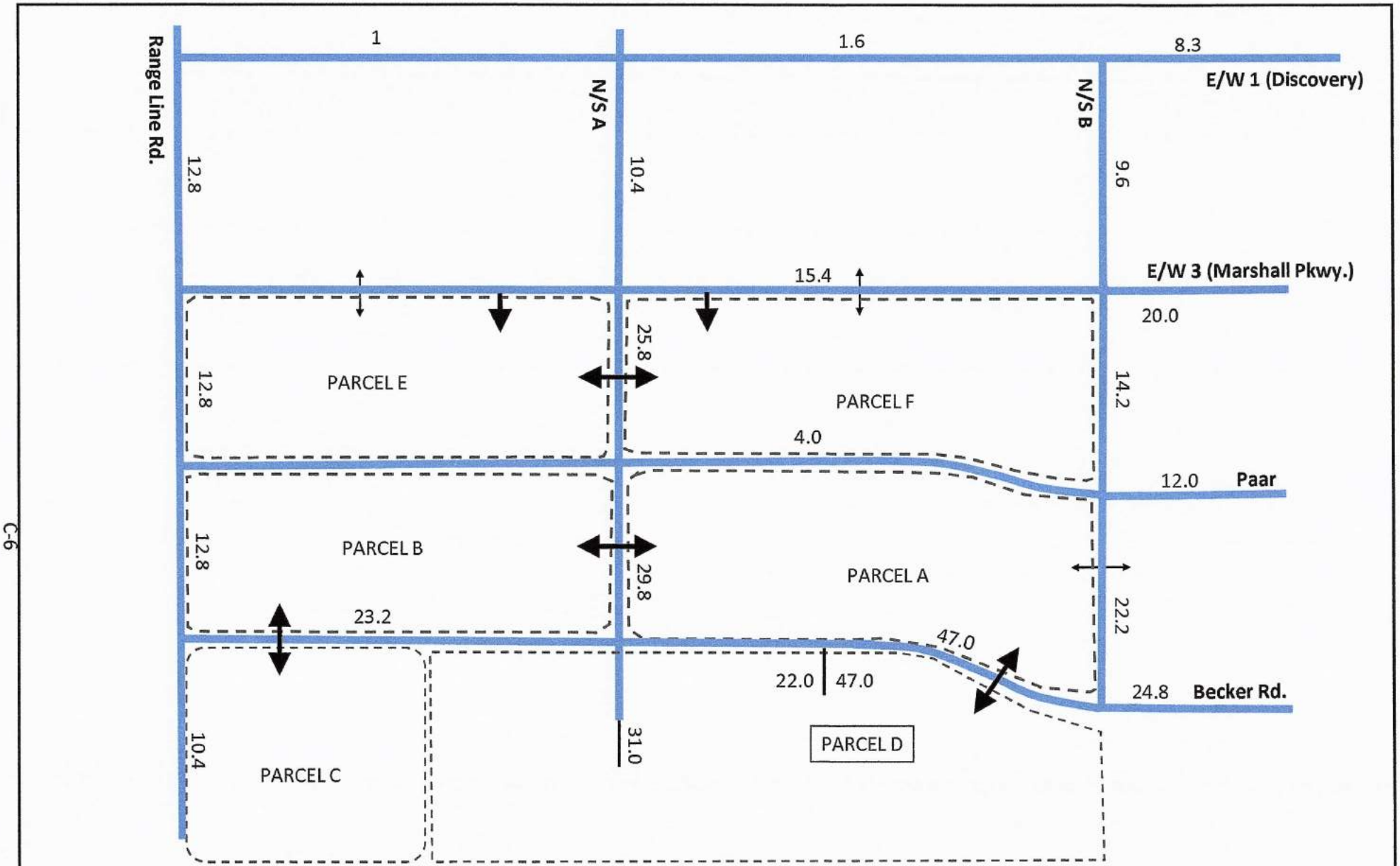
WilsonGroves.TAZ Assignment - Roadway Phase 6.2 A weighted percentage 4.15.2023



C-4

NTS O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20111.0 | Date: 4.12.2023	Legend = ROADS IN PLACE THIS PHASE XX% = PROJECT PERCENT ASSIGNMENT	Parcel B - Assignment - Phase 4 Wilson Groves


Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.4
10.2
9.7
E/W 3 (Marshall Pkwy.)
21
PARCEL E
12.3
10.2
PARCEL F
11.8
30.6
Paar
11.8
PARCEL B
12.3
22
PARCEL A
23.1
22.6
54.8
30.6
23.1
22.6
Becker Rd.
24.2
10.8
PARCEL C
10.8
43.5
PARCEL D
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel C - Assignment - Phase 4
Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

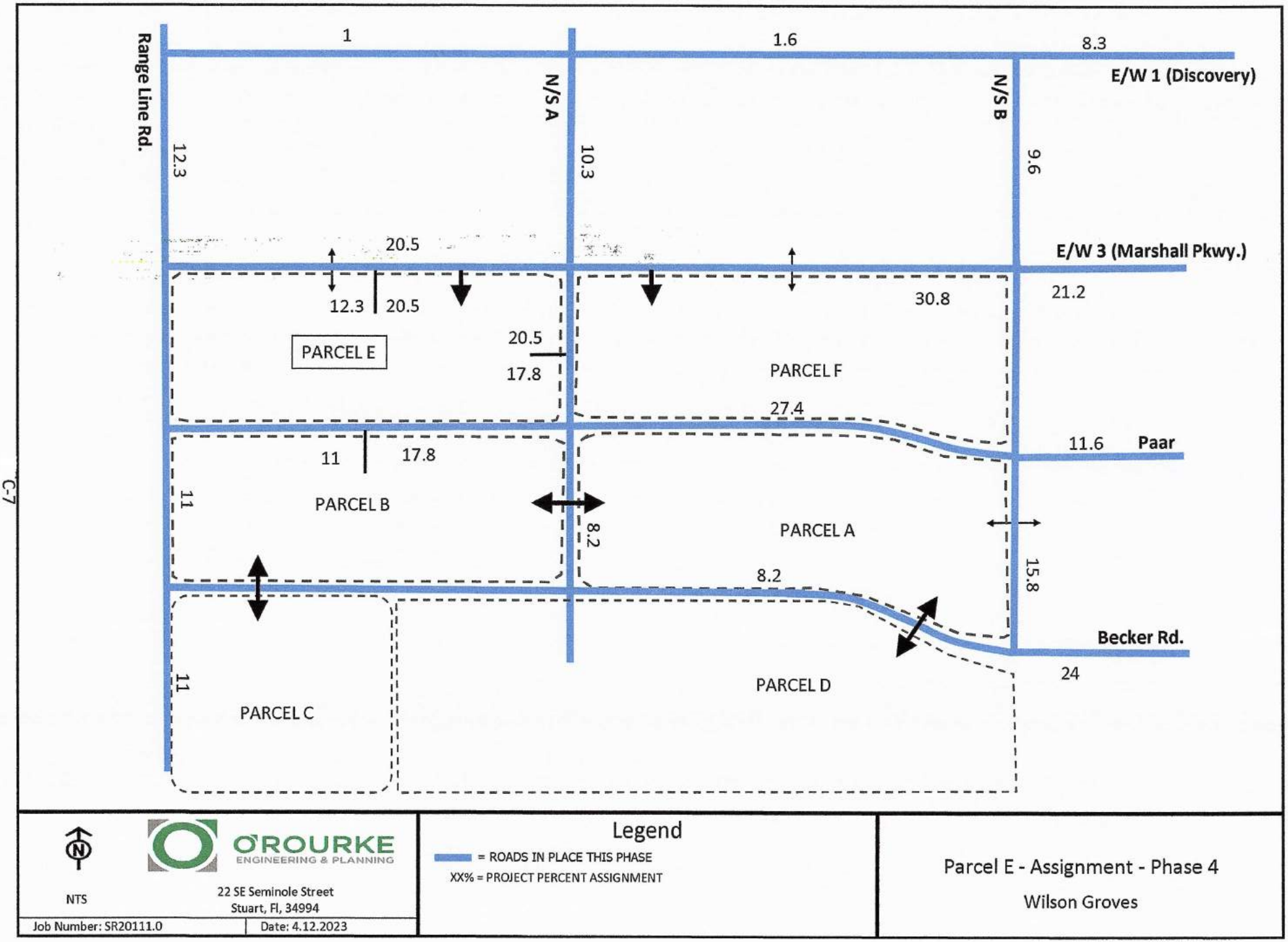
Legend

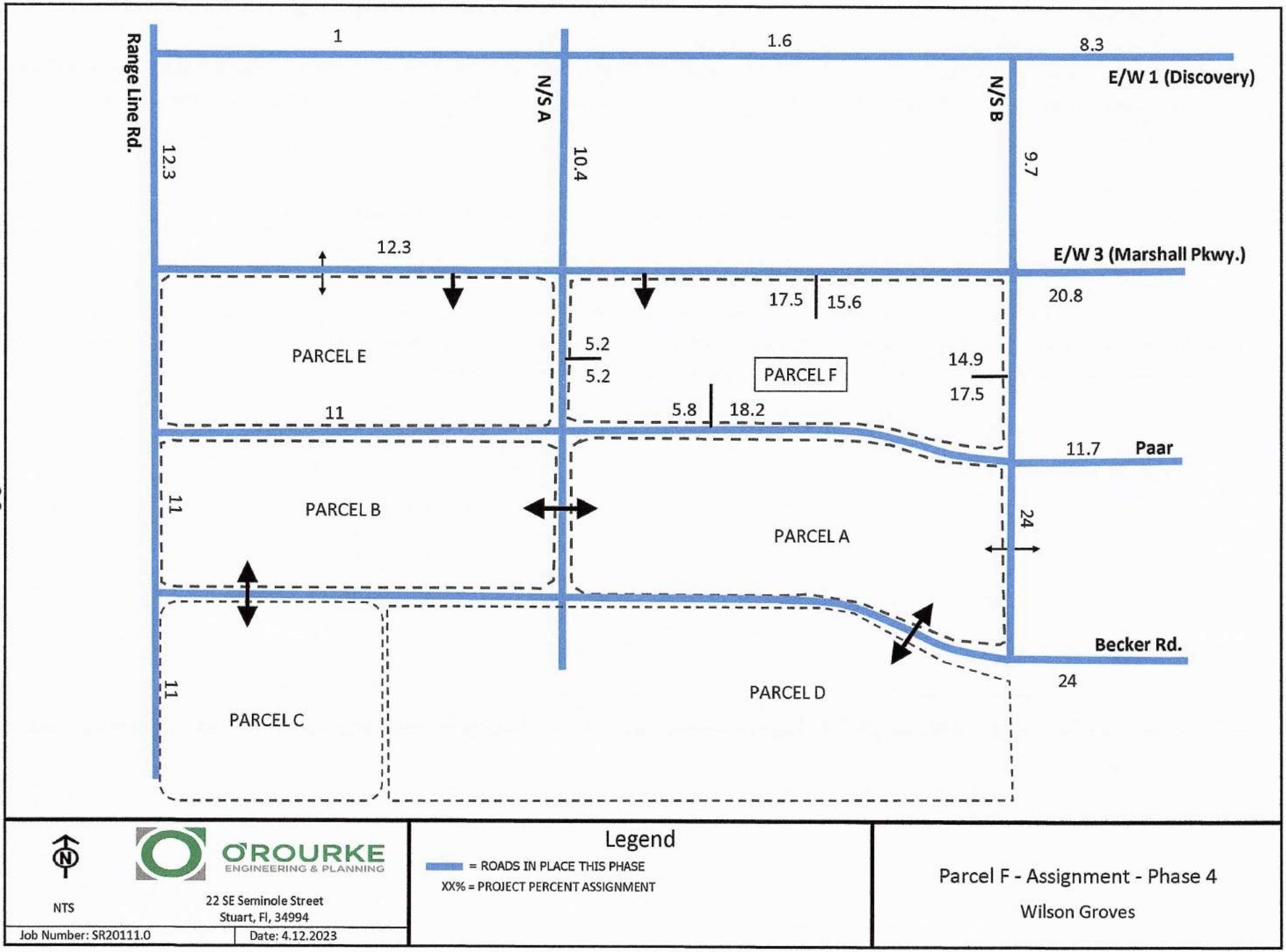
= ROADS IN PLACE THIS PHASE

XX% = PROJECT PERCENT ASSIGNMENT

Parcel D - Assignment - Phase 4

Wilson Groves


Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.3
10.3
9.6
20.5
E/W 3 (Marshall Pkwy.)
12.3
20.5
30.8
21.2
PARCEL E
20.5
17.8
PARCEL F
27.4
11
17.8
11.6
Paar
11
PARCEL B
8.2
PARCEL A
15.8
8.2
Becker Rd.
11
PARCEL C
PARCEL D
24
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel E - Assignment - Phase 4
Wilson Groves


Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.3
10.4
9.7
12.3
E/W 3 (Marshall Pkwy.)
20.8
17.5
15.6
PARCEL E
5.2
5.2
PARCEL F
14.9
17.5
11
5.8
18.2
11.7
Paar
11
PARCEL B
PARCEL A
24
11
PARCEL C
PARCEL D
Becker Rd.
24
N
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel F - Assignment - Phase 4
Wilson Groves

Appendix D

PHASING ANALYSIS
Phase 1: D-3 through D-15
Phase 2: D-16 though D-28
Phase 3: D-29 through D-42

WATS 3.0 - Wilson Groves Daily Trip Generation
Net External to Zone Trips

TAZ	2030	2035	2040
861	7134	14439	14439
653	12046	16703	16703
654	13764	15308	15308
652	16880	24799	25766
647	15363	17129	17129
648	8557	13937	19157
Total:	73744	102315	108502
Adjusted for internal to W.G.:	59290	79089	83981
Internal trips:	7227	11613	12261
With 1/2 Internal Trips Assigned:	66517	90702	96242

← Trips to be removed from Model.

Source: Approved WATS 3.0

Phase 1: Provided trips from the TAZ at total 35,562 (see Phase 1 analysis.)

PERCENT INTERNAL BY PHASE - WILSON GROVES

% Internal	Phase	% External
21.70%	1	78.30%
19.60%	2	80.40%
22.70%	3	77.30%
22.60%	4	77.40%

Source: WATS, 2005/2006

PHASE 1

Link Analysis - Phase 1

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips										
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	2400	97	OUT	4.2	1494	15.2	2026	15.2	979	15.2	147	15.2	299	1957	4357	176	YES
				SB	1080	2400	119	IN	4.2	1494	15.2	2026	15.2	979	15.2	147	15.2	299	1957	4357	216	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	2400	97	IN	4.2	1494	15.2	2026	15.2	979	15.2	147	15.2	299	1957	4357	176	YES
				SB	1080	2400	119	OUT	4.2	1494	15.2	2026	15.2	979	15.2	147	15.2	299	1957	4357	216	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	924	12400	614	IN	23.2	8250	0.0	0	0.0	0	0.0	0	0.0	0	-8250	4150	205	YES
				SB	924	12400	502	OUT	23.2	8250	0.0	0	0.0	0	0.0	0	0.0	0	-8250	4150	168	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	924	12400	502	IN	26.1	9282	17.6	2346	36.3	2339	36.3	350	0.0	0	-4247	8153	330	YES
				SB	924	12400	614	OUT	26.1	9282	17.6	2346	36.3	2339	36.3	350	0.0	0	-4247	8153	404	YES
BECKER RD	RANGE LINE RD	N/S A	2	EB	924	9500	385	IN	16.5	5868	27.5	3665	36.2	2332	36.2	349	27.5	541	1019	10519	426	YES
				WB	924	9500	470	OUT	16.5	5868	27.5	3665	36.2	2332	36.2	349	27.5	541	1019	10519	521	YES
	N/S A	N/S B	2	EB	924	20700	838	IN	53.6	19061	72.5	9663	72.5	4671	72.5	700	72.5	1425	-2602	18098	733	YES
				WB	924	20700	1025	OUT	53.6	19061	72.5	9663	72.5	4671	72.5	700	72.5	1425	-2602	18098	896	YES

(1) From WATS Origianl Phase 1 volumes and network

(2) Calculated using 11th Edition

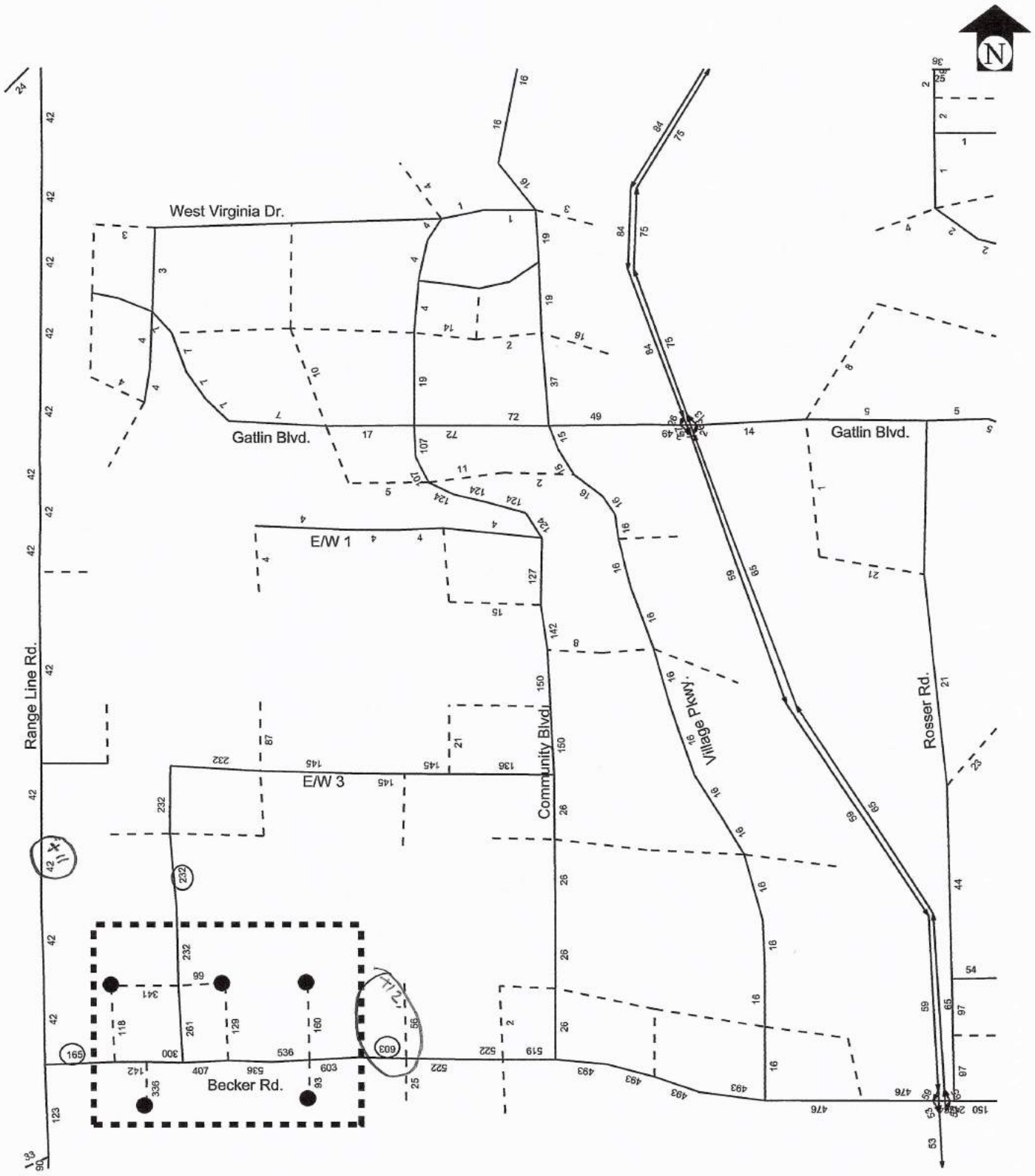
Note: The AADT is shown for each direction but reflect the total in both directions.

Adjustment Factor (K) = 0.090 In = 35562 13328 6443 965 1966

Adjustment Factor (D) = 0.550 Out= 35562 13328 6443 965 1966

Approved Trips =

Proposed Trips =



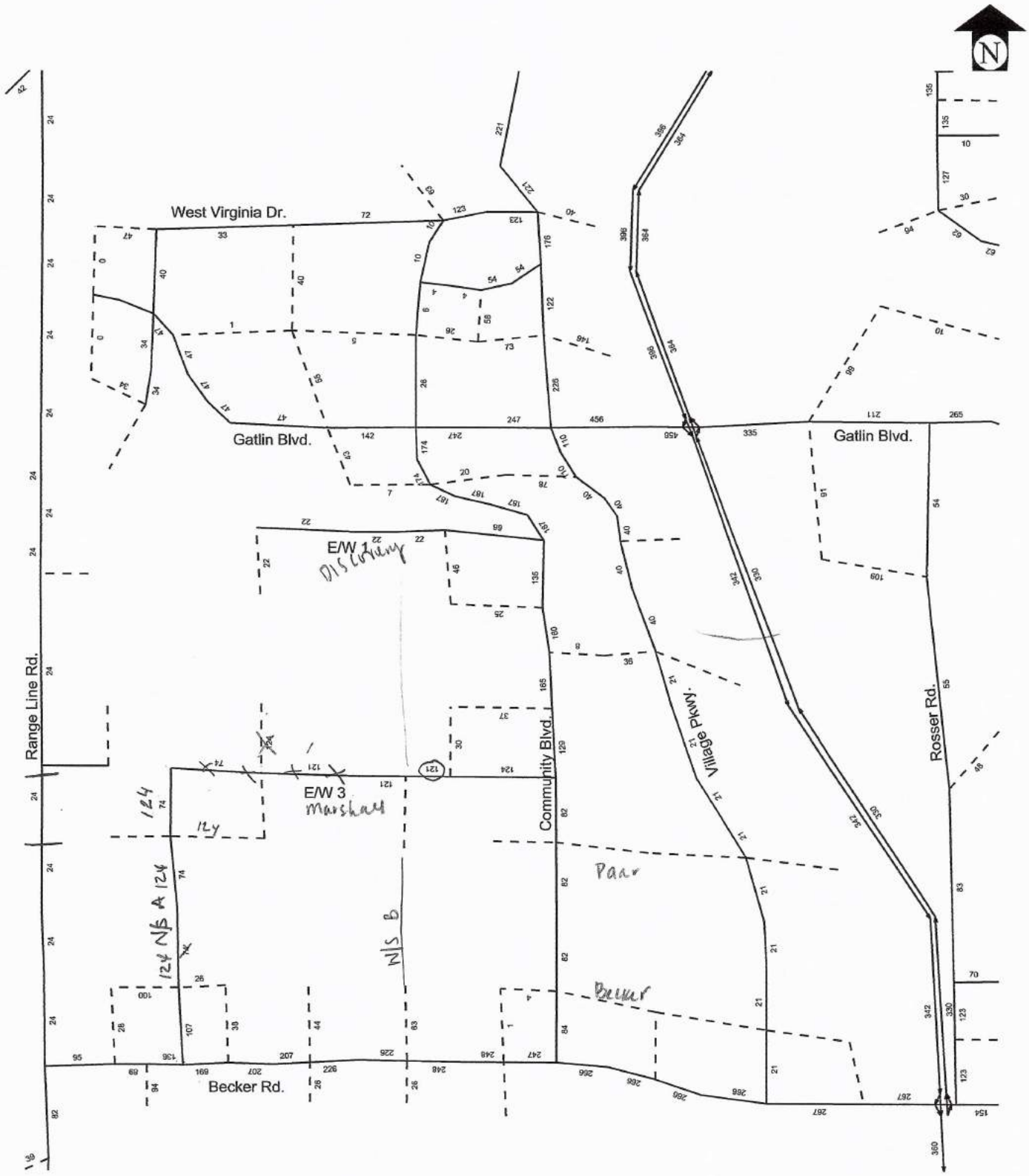
TCRPM 2010 TCRPM WESTERN ANNEXATION STUDY PHASE I
WILSON GROVES DRI TRIP DISTRIBUTION PERCENTAGES

28APR05 10:41:53

Legend:

XX **Percent Distribution /10**

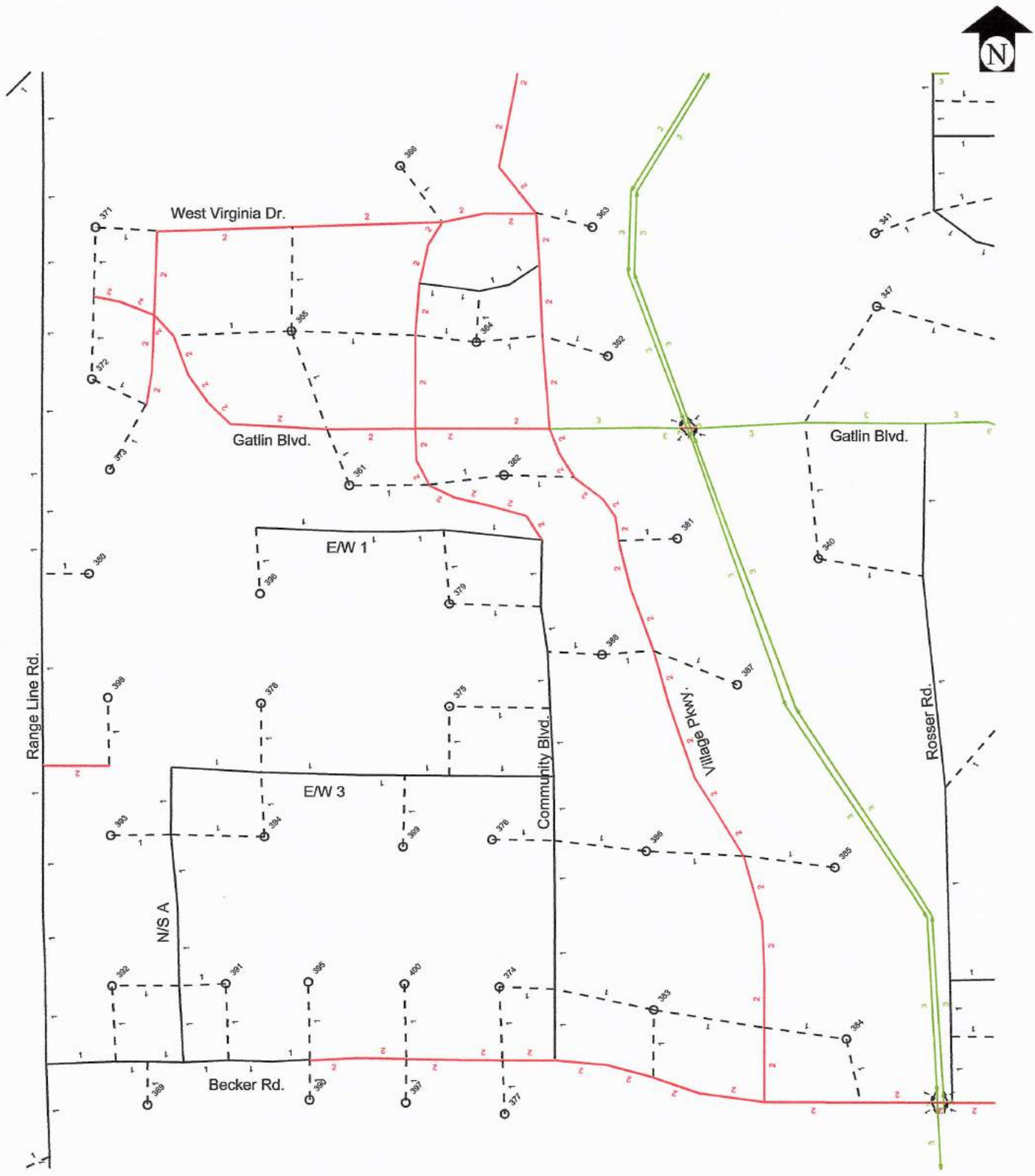
Figure 5a: 2010 Wilson Groves Distribution (Internal Roads)
Western Annexation Transportation Study
Phase I-Final 4-29-2005



TCRPM 2010 TCRPM WESTERN ANNEXATION STUDY PHASE I
TWO-WAY LINK VOLUMES (x100)

27APR05 08:11:01

Figure 2a: 2010 Total Volume Internal Roadways
Western Annexation Transportation Study
Phase I-Final 4-29-2005



TCRPM 2010 TCRPM WESTERN ANNEXATION STUDY PHASE I
TREASURE COAST TCRPM MODEL – NUMBER OF LANES (COLOR)

27APR05 07:38:17

Legend:
- 2-lanes
- 4-lanes
- 6-lanes
- 8-lanes

Figure 1a: 2010 Internal Roadway Network
Western Annexation Transportation Study
Phase I-Final 4-29-2005

TABLE 1
WESTERN ANNEXATION TRANSPORTATION STUDY
ITE AND TCRPM TRIPS COMPARISON

4/29/2005

DEVELOPMENTS	TAZ Reg	TAZ SLC	ITE DAILY TRIPS	TCRPM CALIBRATED DAILY TRIPS	%DIFF
PROJECTS					
Western Grove DRI	371	221	4,688	4,714	0.6%
	372	222	3,364	3,404	1.2%
	373	223	0	0	0.0%
Riverland	374	224	550	546	-0.7%
	375	225	6,645	6,686	0.6%
	376	226	0	0	0.0%
	377	227	0	0	0.0%
	378	228	12,230	12,378	1.2%
	379	229	6,960	7,044	1.2%
	380	230	0	0	0.0%
Southern Grove DRI	381	231	0	0	0.0%
	382	232	9,698	9,796	1.0%
	383	233	0	0	0.0%
	384	234	0	0	0.0%
	385	235	0	0	0.0%
	386	236	0	0	0.0%
	387	237	0	0	0.0%
	388	238	4,370	4,422	1.2%
Wilson Groves DRI	389	239	9,326	9,372	0.5%
CITY-->>	390	240	2,602	2,598	-0.2%
	391	241	6,320	6,360	0.6%
	392	242	12,616	12,784	1.3%
	393	243	0	0	0.0%
	394	244	0	0	0.0%
	395	245	4,406	4,448	0.9%
Riverland	396	246	2,192	2,196	0.2%
CITY-->>	397	247	2,602	2,606	0.2%
	398	248	0	0	0.0%
	399	249	0	0	0.0%
	400	250	6,282	6,334	0.8%
Overall			94,851	95,688	0.9%
COMMITTED DEVELOPMENTS					
St. Lucie West DRI	335	185	8,919	9,028	1.2%
	336	186	33,915	35,308	3.9%
	337	187	48,752	50,040	2.6%
	338	188	18,813	19,028	1.1%
	339	189	10,847	11,068	2.0%
	352	202	20,968	21,624	3.0%
The Reserve DRI	368	218	2,512	2,598	3.3%
	370	220	34,223	34,488	0.8%
PGA Village DRI	367	217	12,486	12,342	-1.2%
Traditions DRI	361	211	5,025	5,016	-0.2%
	362	212	14,648	14,560	-0.6%
	363	213	4,052	4,048	-0.1%
	364	214	15,852	15,646	-1.3%
	365	215	10,058	10,180	1.2%
	366	216	6,217	6,284	1.1%
LTC Ranch DRI	333	183	1,727	1,718	-0.5%
	369	219	12,843	12,858	0.1%
Tesoro	360	210	8,648	8,690	0.5%
St. Lucie Land, LTD.	357	207	24,236	24,472	1.0%
Glassman Tract	340	190	19,572	20,034	2.3%

35,562

Notes:
ITE daily trips obtained from MTP Group, Inc.

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 1 Buildout - TAZ 652 Parcel A

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,123	5,122	10,245	102	154	256	2.5%	5,021	4,968	9,989	-	-	-	0.0%	5,021	4,968	9,989
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	210,000	Sft	T = 37.01(X)	50%	50%	3,886	3,886	7,772	154	102	256	3.3%	3,732	3,784	7,516	1,278	1,277	2,555	34.0%	2,454	2,507	4,961
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**9,009**	**9,008**	**18,017**	**256**	**256**	**512**	**2.8%**	**8,753**	**8,752**	**17,505**	**1,278**	**1,277**	**2,555**	**14.6%**	**7,475**	**7,475**	**14,950**
Total Adjusted for Internal Capture																					**5,853**	**5,853**	**11,706**
Total Adjusted for 1/2 Internal Capture																					**6,664**	**6,664**	**13,328**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	668	393	1,061	130	46	176	16.6%	538	347	885	-	-	-	0.0%	538	347	885
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	210,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	462	501	963	46	130	176	18.3%	416	371	787	133	135	268	34.0%	283	236	519
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,130**	**894**	**2,024**	**176**	**176**	**352**	**17.4%**	**954**	**718**	**1,672**	**133**	**135**	**268**	**16.0%**	**821**	**583**	**1,404**
Total Adjusted for Internal Capture																					**643**	**456**	**1,099**
Total Adjusted for 1/2 Internal Capture																					**732**	**520**	**1,252**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 1 - TAZ 654 Parcel B

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,614	3,613	7,227	-	-	-	0.0%	3,614	3,613	7,227	-	-	-	0.0%	3,614	3,613	7,227
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**3,614**	**3,613**	**7,227**	**-**	**-**	**-**	**0.0%**	**3,614**	**3,613**	**7,227**	**-**	**-**	**-**	**0.0%**	**3,614**	**3,613**	**7,227**
Total Adjusted for Internal Capture																					**2,830**	**2,829**	**5,659**
Total Adjusted for 1/2 Internal Capture																					**3,222**	**3,221**	**6,443**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	468	275	743	-	-	-	0.0%	468	275	743	-	-	-	0.0%	468	275	743
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**468**	**275**	**743**	**-**	**-**	**-**	**0.0%**	**468**	**275**	**743**	**-**	**-**	**-**	**0.0%**	**468**	**275**	**743**
Total Adjusted for Internal Capture																					**366**	**215**	**582**
Total Adjusted for 1/2 Internal Capture																					**417**	**245**	**662**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 1 - TAZ 647 - Parcel C

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	108	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	542	541	1,083	-	-	-	0.0%	542	541	1,083	-	-	-	0.0%	542	541	1,083
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**542**	**541**	**1,083**	**-**	**-**	**-**	**0.0%**	**542**	**541**	**1,083**	**-**	**-**	**-**	**0.0%**	**542**	**541**	**1,083**
Total Adjusted for Internal Capture																					**424**	**424**	**848**
Total Adjusted for 1/2 Internal Capture																					**483**	**482**	**965**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	108	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	67	40	107	-	-	-	0.0%	67	40	107	-	-	-	0.0%	67	40	107
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**67**	**40**	**107**	**-**	**-**	**-**	**0.0%**	**67**	**40**	**107**	**-**	**-**	**-**	**0.0%**	**67**	**40**	**107**
Total Adjusted for Internal Capture																					**52**	**31**	**84**
Total Adjusted for 1/2 Internal Capture																					**60**	**36**	**95**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - TAZ 648- Phase 1 Parcel D

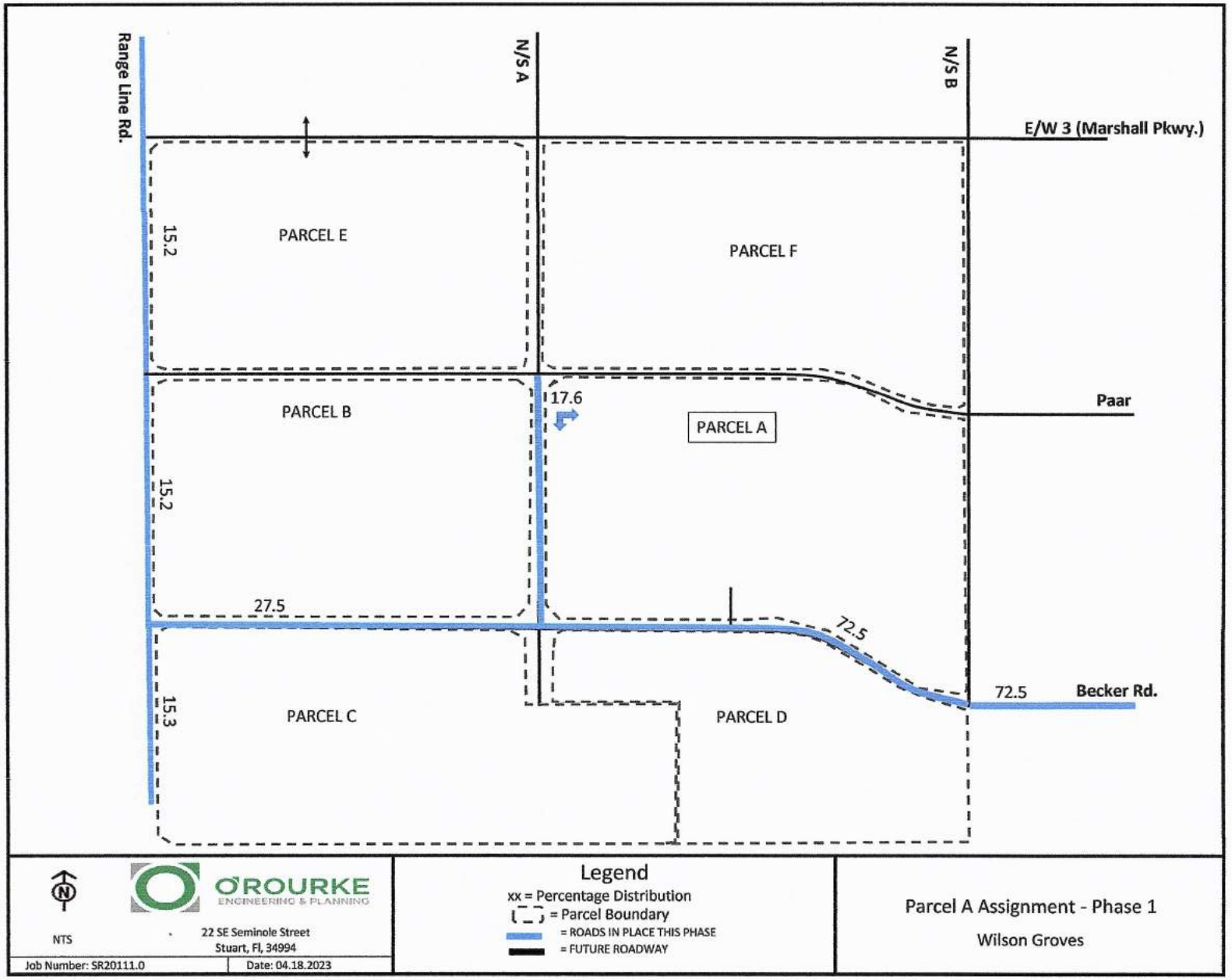
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	-	DU	T = 6.41(X) + 75.31	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	136,125	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	759	758	1,517	-	-	-	0.0%	759	758	1,517	-	-	-	0.0%	759	758	1,517
Civic Use		-	Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	136,125	Sft	T=3.37(X)	50%	50%	230	229	459	-	-	-	0.0%	230	229	459	-	-	-	0.0%	230	229	459
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	-	Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,104**	**1,101**	**2,205**	**-**	**-**	**-**	**0.0%**	**1,104**	**1,101**	**2,205**	**-**	**-**	**-**	**0.0%**	**1,104**	**1,101**	**2,205**
Total Adjusted for Internal Capture																					**864**	**862**	**1,727**
Total Adjusted for 1/2 Internal Capture																					**984**	**982**	**1,966**

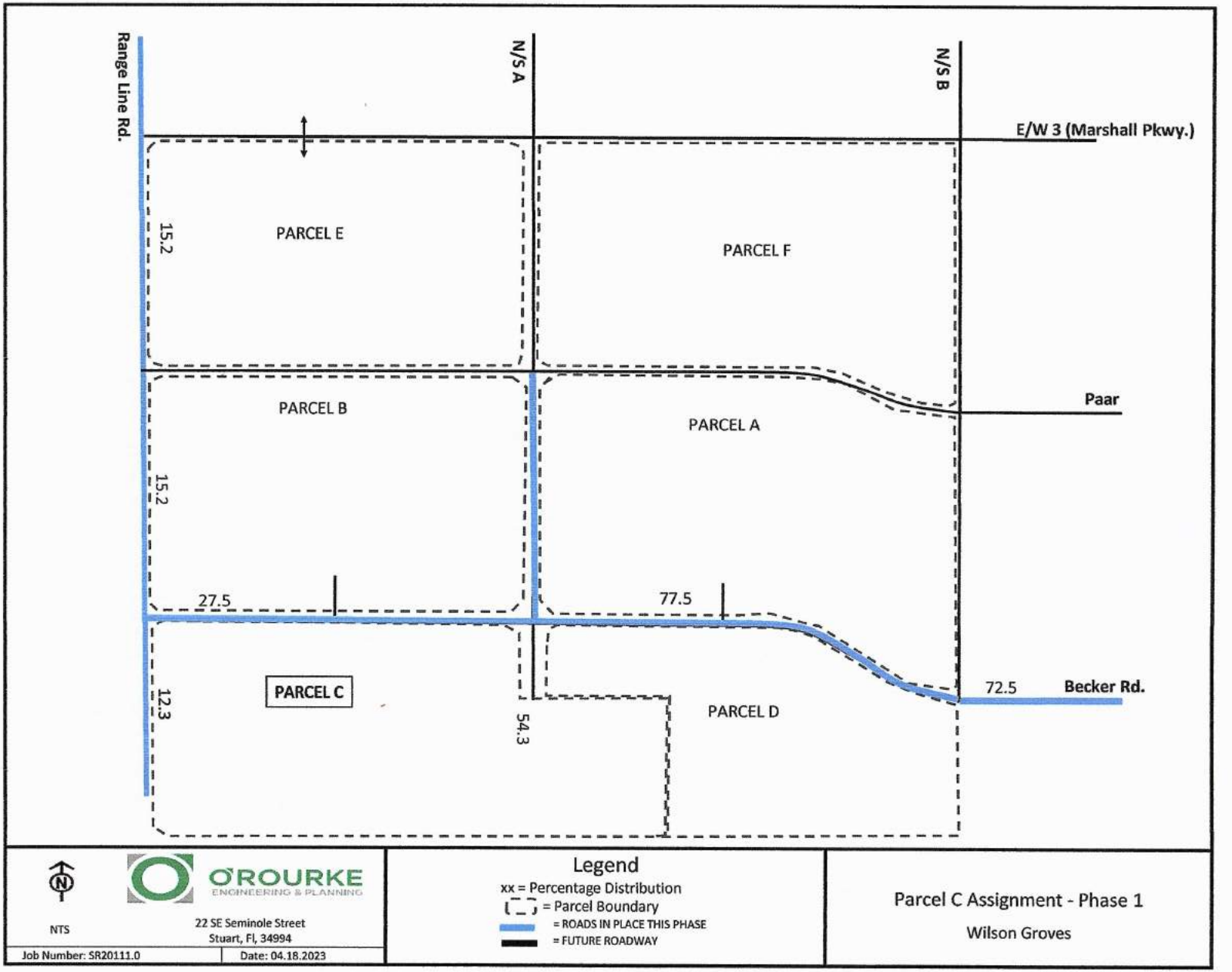
Source: Trip Generation Manual 11th Edition

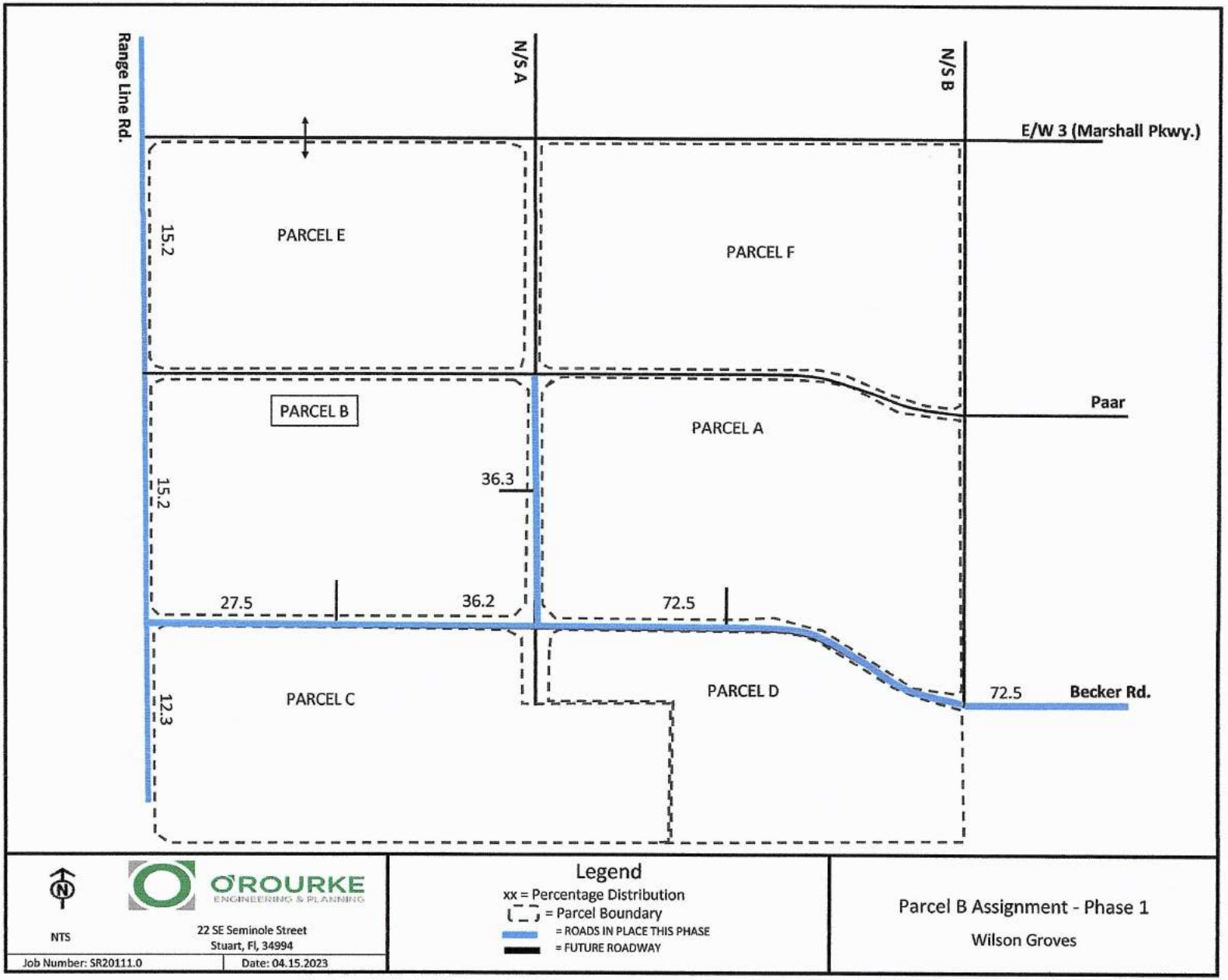
Table 2c - Trip Generation - Map H - PM Peak Hour

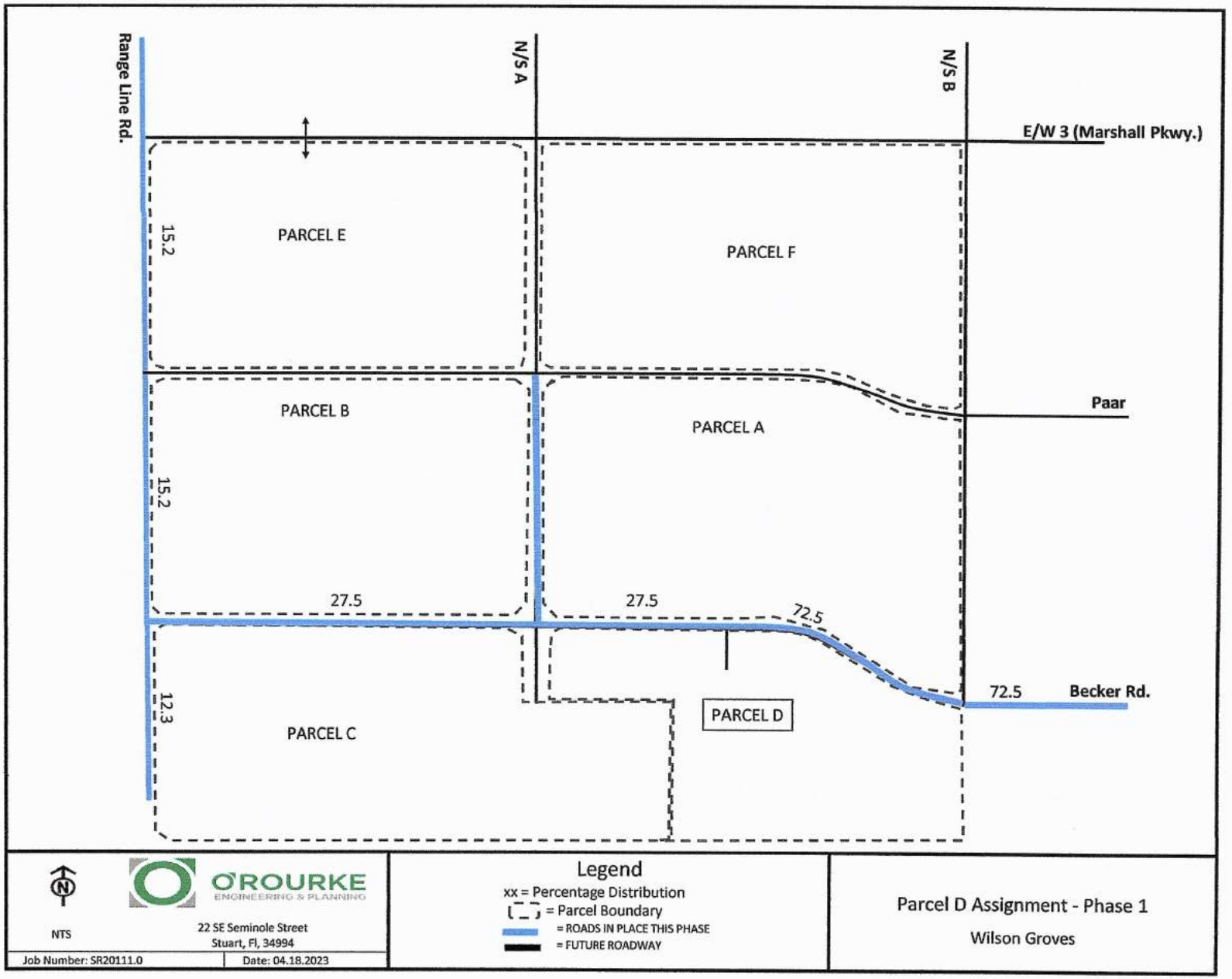
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	-	DU	T = 0.43(X) + 20.55	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	136,125	Sft	T = 1.44(X)	17%	83%	33	163	196	-	-	-	0.0%	33	163	196	-	-	-	0.0%	33	163	196
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	136,125	Sft	T=0.34(X)	22%	78%	10	36	46	-	-	-	0.0%	10	36	46	-	-	-	0.0%	10	36	46
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	-	-	-	0.0%	6	7	13	-	-	-	0.0%	6	7	13
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**49**	**206**	**255**	**-**	**-**	**-**	**0.0%**	**49**	**206**	**255**	**-**	**-**	**-**	**0.0%**	**49**	**206**	**255**
Total Adjusted for Internal Capture																					**38**	**161**	**200**
Total Adjusted for 1/2 Internal Capture																					**44**	**184**	**227**

Source: Trip Generation Manual 11th Edition


Range Line Rd.
N/S A
N/S B
E/W 3 (Marshall Pkwy.)
PARCEL E
PARCEL F
PARCEL B
PARCEL A
PARCEL C
PARCEL D
15.2
15.2
15.3
17.6
27.5
72.5
72.5
Paar
Becker Rd.
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 04.18.2023
Legend
xx = Percentage Distribution
= Parcel Boundary
= ROADS IN PLACE THIS PHASE
= FUTURE ROADWAY
Parcel A Assignment - Phase 1
Wilson Groves


Range Line Rd.
N/S A
N/S B
E/W 3 (Marshall Pkwy.)
PARCEL E
PARCEL F
PARCEL B
PARCEL A
Paar
PARCEL C
PARCEL D
Becker Rd.
15.2
15.2
27.5
77.5
72.5
12.3
54.3
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 04.18.2023
Legend
xx = Percentage Distribution
= Parcel Boundary
= ROADS IN PLACE THIS PHASE
= FUTURE ROADWAY
Parcel C Assignment - Phase 1
Wilson Groves


Range Line Rd.
N/S A
N/S B
E/W 3 (Marshall Pkwy.)
PARCEL E
PARCEL F
PARCEL B
PARCEL A
Paar
15.2
15.2
36.3
27.5
36.2
72.5
PARCEL C
PARCEL D
12.3
72.5
Becker Rd.
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 04.15.2023
Legend
xx = Percentage Distribution
= Parcel Boundary
= ROADS IN PLACE THIS PHASE
= FUTURE ROADWAY
Parcel B Assignment - Phase 1
Wilson Groves


Range Line Rd.
N/S A
N/S B
E/W 3 (Marshall Pkwy.)
PARCEL E
PARCEL F
PARCEL B
PARCEL A
Paar
PARCEL C
PARCEL D
Becker Rd.
15.2
15.2
12.3
27.5
27.5
72.5
72.5
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 04.18.2023
Legend
xx = Percentage Distribution
= Parcel Boundary
= ROADS IN PLACE THIS PHASE
= FUTURE ROADWAY
Parcel D Assignment - Phase 1
Wilson Groves

PHASE 2

Table 4.2 - Link Analysis - Phase 2

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips																
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel E	TAZ 861 Parcel E	% Assignment Parcel F	TAZ 653 Parcel F	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
Discovery Way (E/W 1)	RANGE LINE RD	N/S A	2	EB	924	8573	347	IN	1.0	665	1.0	153	1.0	81	1.0	132	1.0	36	1.0	0	1.0	163	-100	8473	343	YES
				WB	924	8573	424	OUT	1.0	665	1.0	153	1.0	81	1.0	132	1.0	36	1.0	0	1.0	163	-100	8473	419	YES
	N/S A	N/S B	2	EB	924	11389	461	IN	1.6	1064	1.6	245	1.6	130	1.6	211	1.6	57	1.6	0	1.6	261	-160	11229	455	YES
				WB	924	11389	564	OUT	1.6	1064	1.6	245	1.6	130	1.6	211	1.6	57	1.6	0	1.6	261	-160	11229	556	YES
	N/S B	COMMUNITY BLVD (	2	EB	924	16927	686	OUT	8.2	5454	8.3	1273	8.2	668	8.2	1081	8.2	294	8.2	0	8.2	1337	-801	16126	653	YES
				WB	924	16927	838	IN	8.2	5454	8.3	1273	8.2	668	8.2	1081	8.2	294	8.2	0	8.2	1337	-801	16126	798	YES
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	12869	521	OUT	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	12589	510	YES
				SB	1080	12869	637	IN	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	12589	623	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	13369	541	IN	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	13089	530	YES
				SB	1080	13369	662	OUT	6.6	4390	5	767	5	407	12.4	1634	13.6	487	0.0	0	5.0	815	-280	13089	648	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	924	12418	615	IN	40.5	26939	52.6	8065	52.6	4286	30.2	3980	28.8	1032	42.4	0	22.6	3684	-5892	6526	323	YES
				SB	924	12418	503	OUT	40.5	26939	52.6	8065	52.6	4286	30.2	3980	28.8	1032	42.4	0	22.6	3684	-5892	6526	264	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	924	12476	505	IN	28.0	18625	52.6	8065	22.6	1841	30.2	3980	28.8	1032	0.0	0	22.6	3684	-23	12453	504	YES
				SB	924	12476	618	OUT	28.0	18625	52.6	8065	22.6	1841	30.2	3980	28.8	1032	0.0	0	22.6	3684	-23	12453	616	YES
MARSHALL PKWY (E/W #3)	RANGE LINE RD	N/S A	2	EB	924	5773	234	IN	10.5	6984	10.0	1533	10.0	815	0.0	0	28.6	1025	15.0	0	10.0	1630	-1981	3792	154	YES
				WB	924	5773	286	OUT	10.5	6984	10.0	1533	10.0	815	0.0	0	28.6	1025	15.0	0	10.0	1630	-1981	3792	188	YES
	N/S A	N/S B	2	EB	924	12622	511	IN	30.6	20354	33.3	5106	33.3	2713	20.2	2662	33.3	1193	33.3	0	33.3	5428	-3252	9370	379	YES
				WB	924	12622	625	OUT	30.6	20354	33.3	5106	33.3	2713	20.2	2662	33.3	1193	33.3	0	33.3	5428	-3252	9370	464	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	19542	791	OUT	23.4	15565	24.2	3710	24.2	1972	20.2	2662	24.2	867	24.2	0	24.2	3945	-2409	17133	694	YES
				WB	2100	19542	967	IN	23.4	15565	24.2	3710	24.2	1972	20.2	2662	24.2	867	24.2	0	24.2	3945	-2409	17133	848	YES
BECKER RD	RANGE LINE RD	N/S A	2	EB	924	11428	463	IN	20.5	13636	18.6	2852	37.6	3064	23.2	3058	0	0	13.6	0	18.6	3032	-1630	9798	397	YES
				WB	924	11428	566	OUT	20.5	13636	18.6	2852	37.6	3064	23.2	3058	0	0	13.6	0	18.6	3032	-1630	9798	485	YES
	N/S A	N/S B	4	EB	2100	34795	1409	IN	33.7	22416	28.8	4416	28.8	2347	46.6	6142	28.8	1032	28.8	0	38.8	6324	-2155	32640	1322	YES
				WB	2100	34795	1722	OUT	33.7	22416	28.8	4416	28.8	2347	46.6	6142	28.8	1032	28.8	0	38.8	6324	-2155	32640	1616	YES
(1) From WATS 3.0, 2030 Daily volumes																										
(2) Calculated using 11th Edition					Adjustment Factor (K) =		0.090		In =	66517		15332		8148		13180		3583		0		16300				
Note: The AADT is shown for each direction but reflect the total in both directions.					Adjustment Factor (D) =		0.550		Out=	66517		15332		8148		13180		3583		0		16300				

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2,3,4 - TAZ 652Parcel A

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,123	5,122	10,245	102	154	256	2.5%	5,021	4,968	9,989	-	-	-	0.0%	5,021	4,968	9,989
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	T = 37.01(X)	50%	50%	5,663	5,662	11,325	154	102	256	2.3%	5,509	5,560	11,069	1,882	1,881	3,763	34.0%	3,627	3,679	7,306
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**10,786**	**10,784**	**21,570**	**256**	**256**	**512**	**2.4%**	**10,530**	**10,528**	**21,058**	**1,882**	**1,881**	**3,763**	**17.9%**	**8,648**	**8,647**	**17,295**
Interzonal Capture																					**6,956**	**6,955**	**13,910**
Total Less 1/2 Interzonal Capture																					**7,666**	**7,666**	**15,332**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	668	393	1,061	171	61	232	21.9%	497	332	829	-	-	-	0.0%	497	332	829
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	606	657	1,263	61	171	232	18.4%	545	486	1,031	175	176	351	34.0%	370	310	680
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,274**	**1,050**	**2,324**	**232**	**232**	**464**	**20.0%**	**1,042**	**818**	**1,860**	**175**	**176**	**351**	**18.9%**	**867**	**642**	**1,509**
Interzonal Capture																					**697**	**516**	**1,214**
Total Less 1/2 Interzonal Capture																					**769**	**569**	**1,338**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2 - TAZ 654 Parcel B

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,614	3,613	7,227	64	48	112	1.5%	3,550	3,565	7,115	-	-	-	0.0%	3,550	3,565	7,115
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		50,638	Sft	T=30.49(X)	50%	50%	772	772	1,544	39	-	39	2.5%	733	772	1,505	-	-	-	0.0%	733	772	1,505
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	24,000	Sft	T = 37.01(X)	50%	50%	444	444	888	182	80	262	29.5%	262	364	626	107	106	213	34.0%	155	258	413
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**4,830**	**4,829**	**9,659**	**285**	**128**	**413**	**4.3%**	**4,545**	**4,701**	**9,246**	**107**	**106**	**213**	**2.3%**	**4,438**	**4,595**	**9,033**
Interzonal Capture																					**3,568**	**3,694**	**7,263**
1/2 Interzonal Capture																					**4,003**	**4,145**	**8,148**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	468	275	743	29	21	50	6.7%	439	254	693	-	-	-	0.0%	439	254	693
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	50,638	Sft	T=3.05(X)	40%	60%	62	92	154	13	-	13	8.4%	49	92	141				0.0%	49	92	141
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	24,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	97	105	202	18	29	47	23.3%	79	76	155	26	27	53	34.0%	53	49	102
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**627**	**472**	**1,099**	**60**	**50**	**110**	**10.0%**	**567**	**422**	**989**	**26**	**27**	**53**	**5.4%**	**541**	**395**	**936**
Interzonal Capture																					**435**	**318**	**753**
1/2 Interzonal Capture																					**488**	**356**	**844**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2 - TAZ 647 - Parcel C

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	7,306	7,306	14,612	-	-	-	0.0%	7,306	7,306	14,612	-	-	-	0.0%	7,306	7,306	14,612
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**7,306**	**7,306**	**14,612**	**-**	**-**	**-**	**0.0%**	**7,306**	**7,306**	**14,612**	**-**	**-**	**-**	**0.0%**	**7,306**	**7,306**	**14,612**
Total less interzonal																					**5,874**	**5,874**	**11,748**
Total less 1/2 interzonal																					**6,590**	**6,590**	**13,180**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	961	564	1,525	-	-	-	0.0%	961	564	1,525	-	-	-	0.0%	961	564	1,525
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**961**	**564**	**1,525**	**-**	**-**	**-**	**0.0%**	**961**	**564**	**1,525**	**-**	**-**	**-**	**0.0%**	**961**	**564**	**1,525**
Total less interzonal																					**773**	**453**	**1,226**
Total less 1/2 interzonal																					**867**	**509**	**1,376**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - TAZ 648- Phase 2 Parcel D

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	963	DU	T = 6.41(X) + 75.31	50%	50%	3,124	3,124	6,248	39	13	52	0.8%	3,085	3,111	6,196	-	-	-	0.0%	3,085	3,111	6,196
Multi- Family Housing (Mid-Rise)	221	962	DU	T = 4.54(X)	50%	50%	2,184	2,183	4,367	27	9	36	0.8%	2,157	2,174	4,331	-	-	-	0.0%	2,157	2,174	4,331
General Office	710	606,500	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	2,784	2,784	5,568	17	50	67	1.2%	2,767	2,734	5,501	-	-	-	0.0%	2,767	2,734	5,501
Civic Use		-	Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	544,500	Sft	T=3.37(X)	50%	50%	918	917	1,835	5	16	21	1.1%	913	901	1,814	-	-	-	0.0%	913	901	1,814
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	-	Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**9,125**	**9,122**	**18,247**	**88**	**88**	**176**	**1.0%**	**9,037**	**9,034**	**18,071**	**-**	**-**	**-**	**0.0%**	**9,037**	**9,034**	**18,071**
Interzonal Capture																					**7,266**	**7,263**	**14,529**
1/2 Interzonal Capture																					**8,151**	**8,149**	**16,300**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Approved Land Use																							
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	963	DU	T = 0.43(X) + 20.55	63%	37%	274	161	435	5	3	8	1.8%	269	158	427	-	-	-	0.0%	269	158	427
Multi- Family Housing (Mid-Rise)	221	962	DU	T = 0.39(X) + 0.34	61%	39%	229	147	376	5	3	8	2.1%	224	144	368	-	-	-	0.0%	224	144	368
General Office	710	606,500	Sft	T = 1.44(X)	17%	83%	148	725	873	5	7	12	1.4%	143	718	861	-	-	-	0.0%	143	718	861
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	544,500	Sft	T=0.34(X)	22%	78%	41	144	185	1	2	3	1.6%	40	142	182	-	-	-	0.0%	40	142	182
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	-	1	1	7.7%	6	6	12	-	-	-	0.0%	6	6	12
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**698**	**1,184**	**1,882**	**16**	**16**	**32**	**1.7%**	**682**	**1,168**	**1,850**	**-**	**-**	**-**	**0.0%**	**682**	**1,168**	**1,850**
Interzonal Capture																					**548**	**939**	**1,487**
1/2 Interzonal Capture																					**615**	**1,054**	**1,669**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2 - TAZ 861 Parcel E

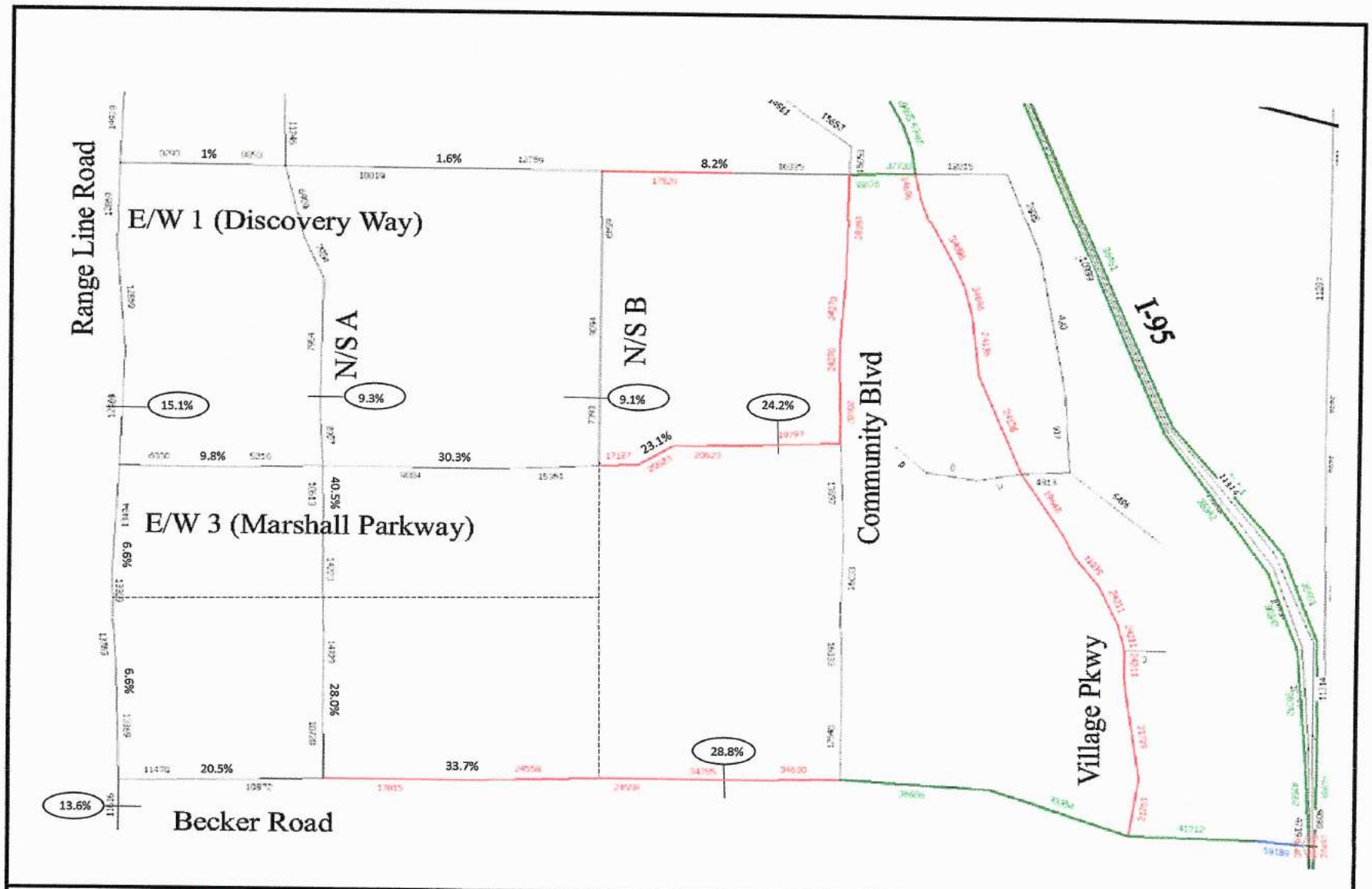
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	452	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	2,021	2,021	4,042	-	-	-	0.0%	2,021	2,021	4,042	-	-	-	0.0%	2,021	2,021	4,042
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**2,021**	**2,021**	**4,042**	**-**	**-**	**-**	**0.0%**	**2,021**	**2,021**	**4,042**	**-**	**-**	**-**	**0.0%**	**2,021**	**2,021**	**4,042**
Interzonal Capture																					**1,562**	**1,562**	**3,124**
Total Less 1/2 Interzonal Capture																					**1,792**	**1,792**	**3,583**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	452	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	258	152	410	-	-	-	0.0%	258	152	410	-	-	-	0.0%	258	152	410
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**258**	**152**	**410**	**-**	**-**	**-**	**0.0%**	**258**	**152**	**410**	**-**	**-**	**-**	**0.0%**	**258**	**152**	**410**
Interzonal Capture																					**199**	**117**	**317**
Total Less 1/2 Interzonal Capture																					**229**	**135**	**363**

Source: Trip Generation Manual 11th Edition



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number:

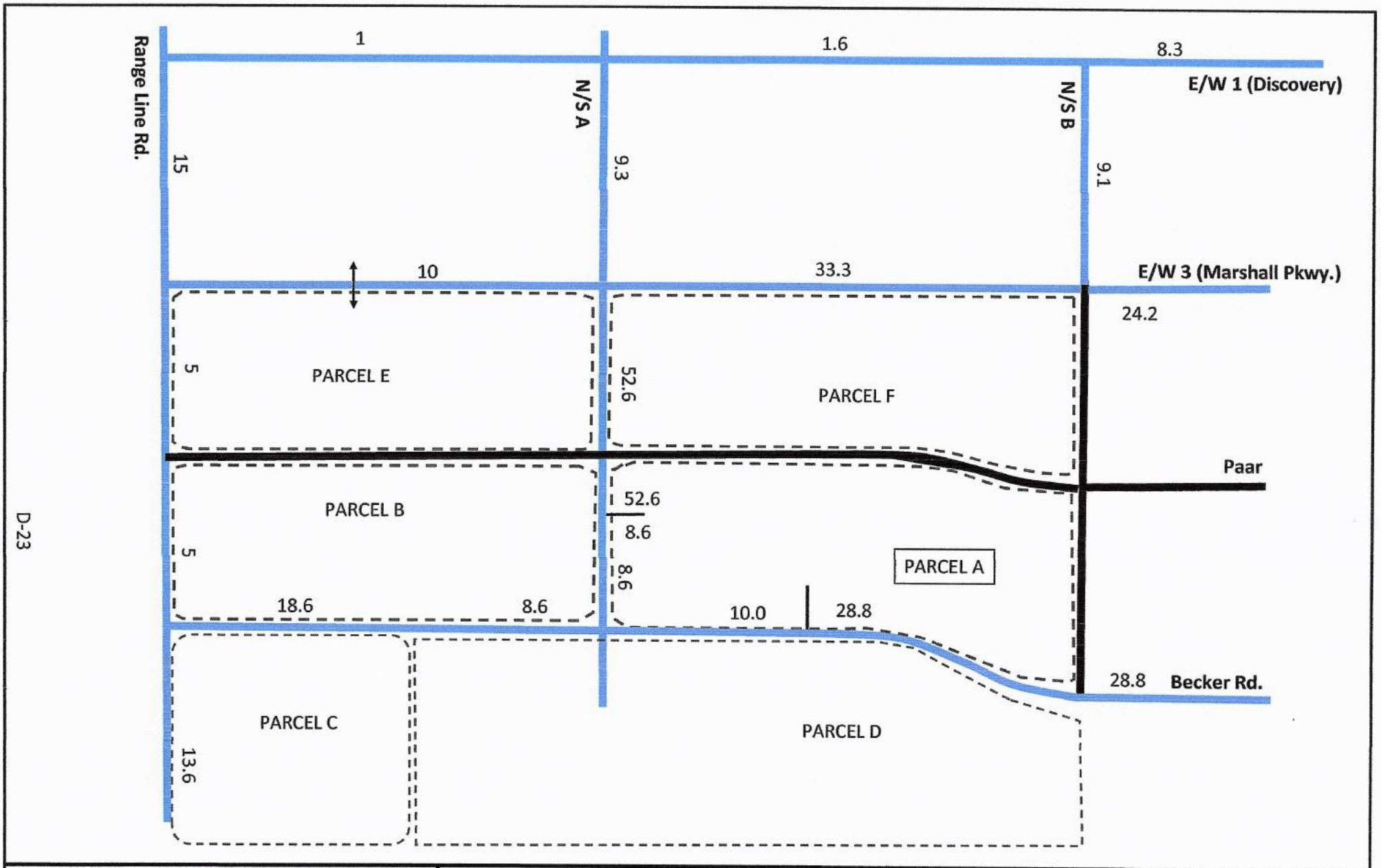
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Legend

Phase 2 Distribution & Assignment

Wilson Groves
Approved WATS 3.0

Assignment Figures - Wilson Grove 4.14.2023



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

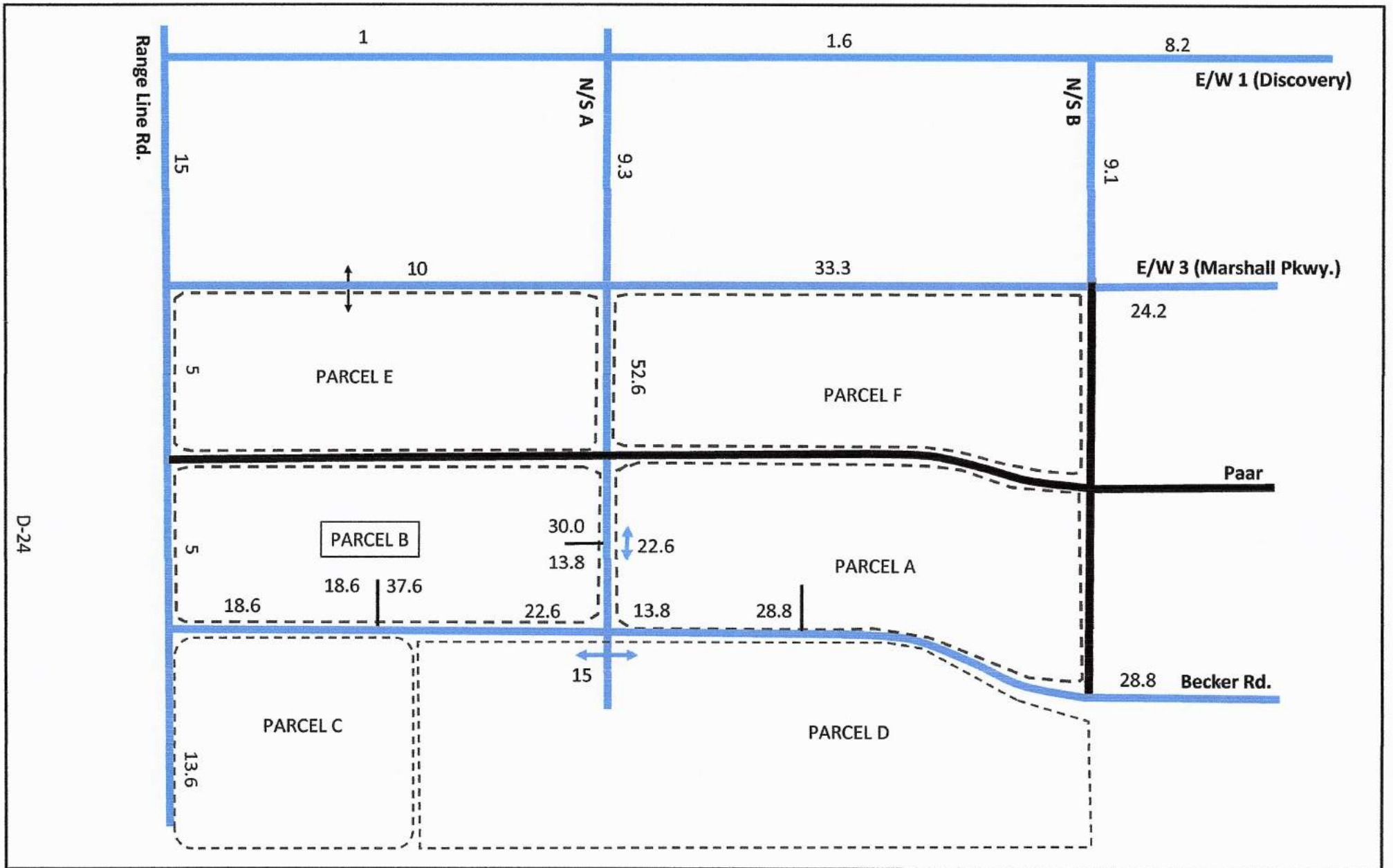
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XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

Parcel A - Assignment - Phase 2

Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

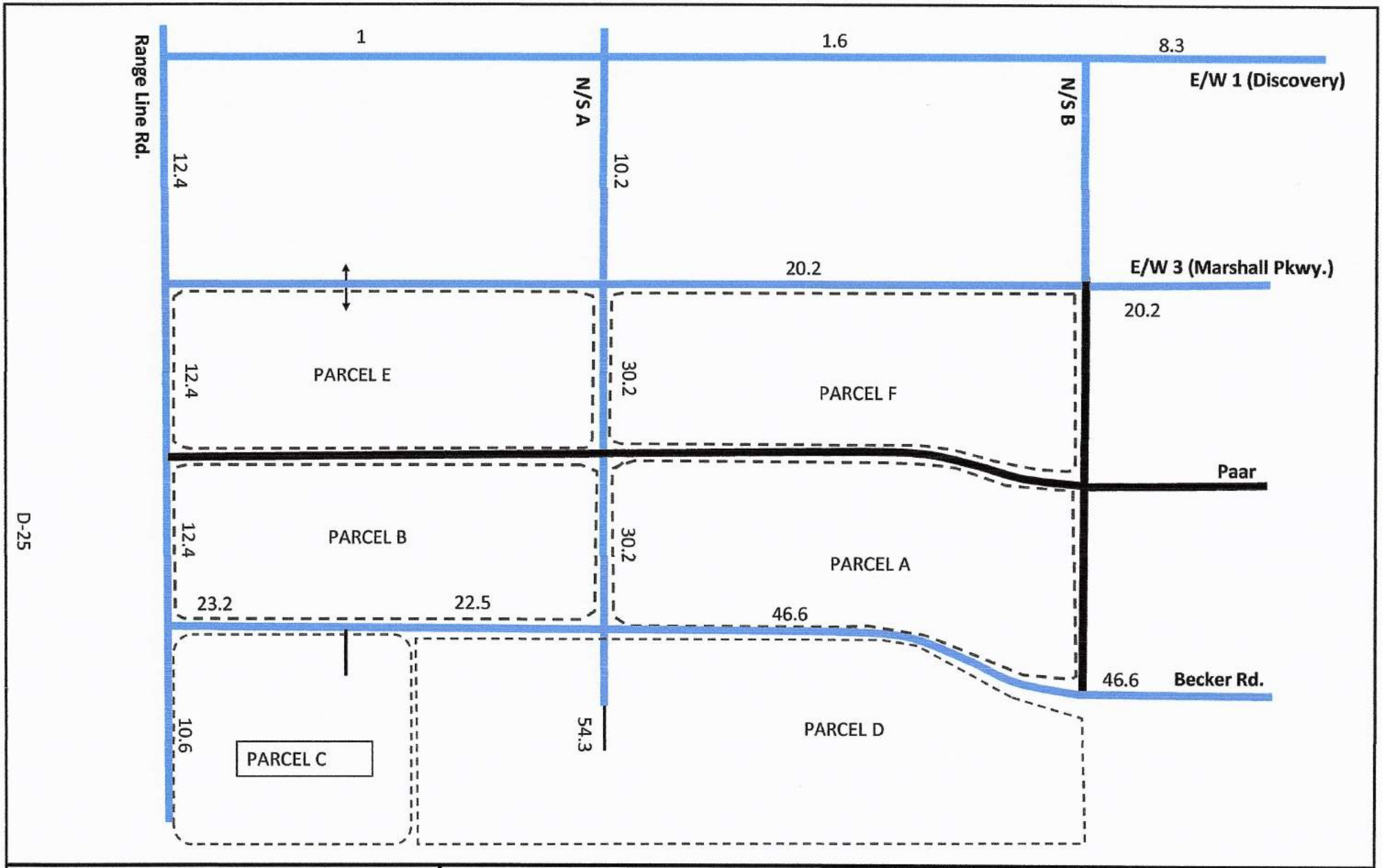
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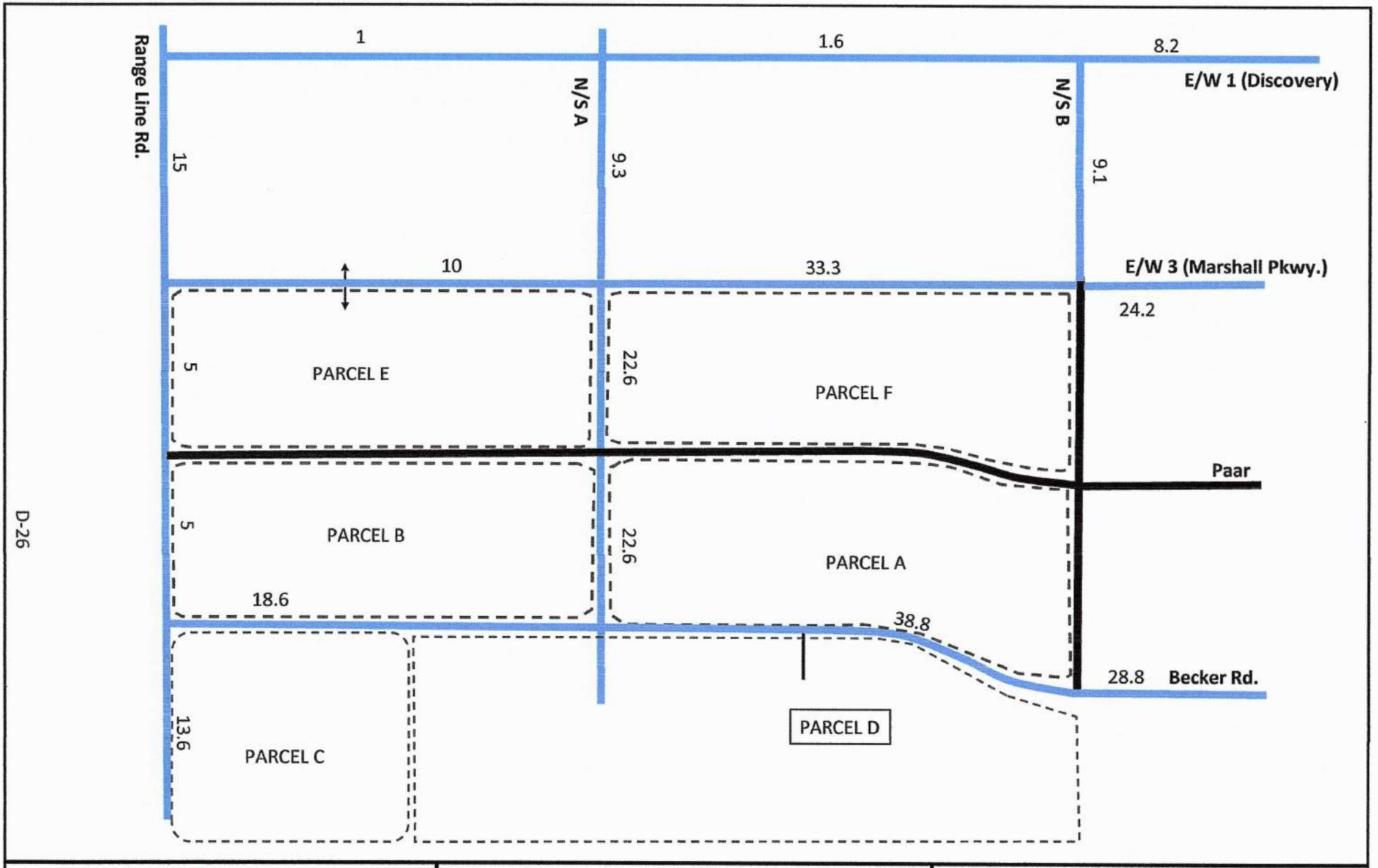
= FUTURE ROADWAY

Parcel B - Assignment - Phase 2

Wilson Groves



NTS O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20111.0 | Date: 4.12.2023	Legend = ROADS IN PLACE THIS PHASE XX% = PROJECT PERCENT ASSIGNMENT = FUTURE ROADWAY	Parcel C - Assignment - Phase 2 Wilson Groves



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20111.0 | Date: 4.12.2023

Legend

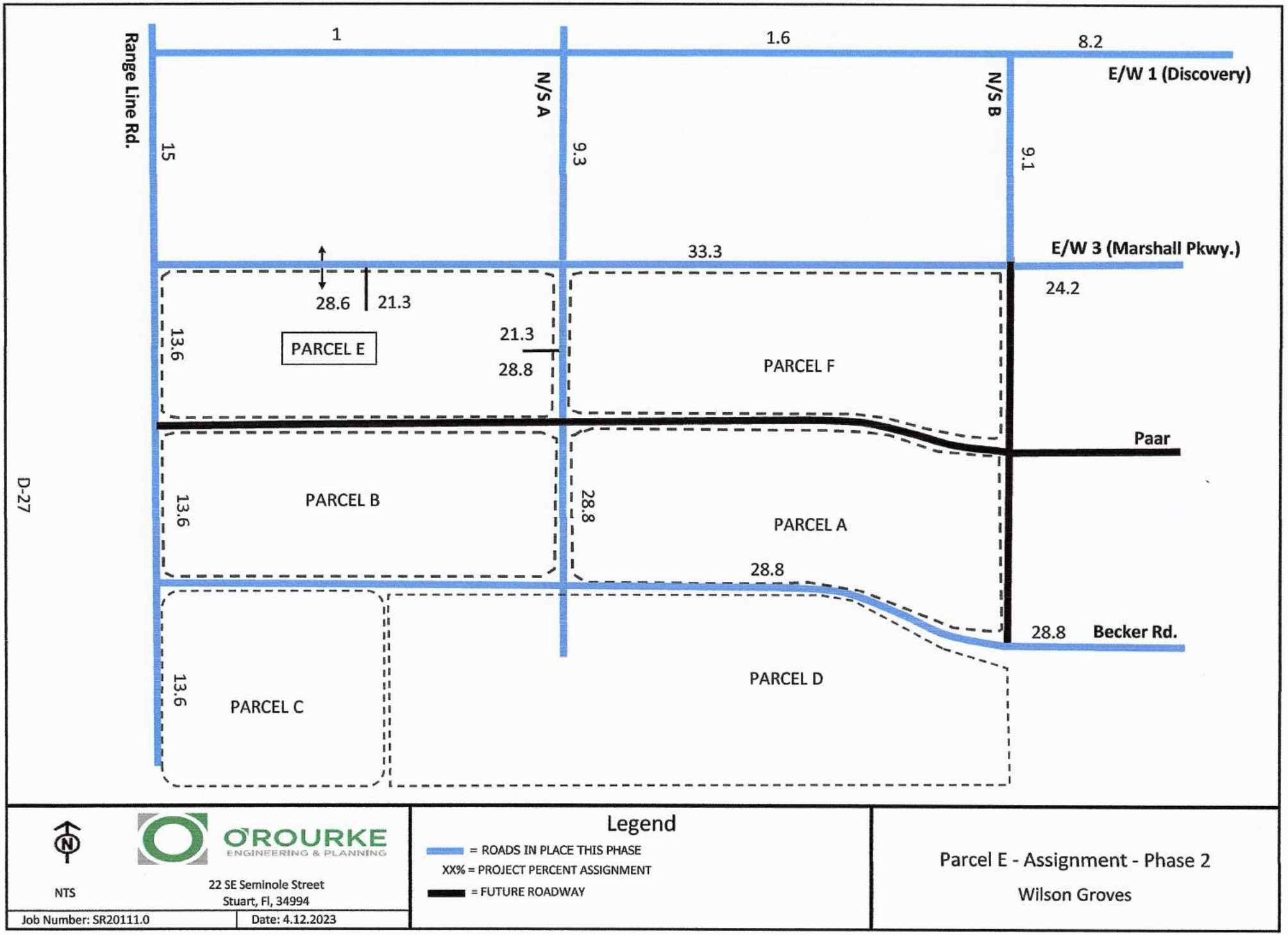
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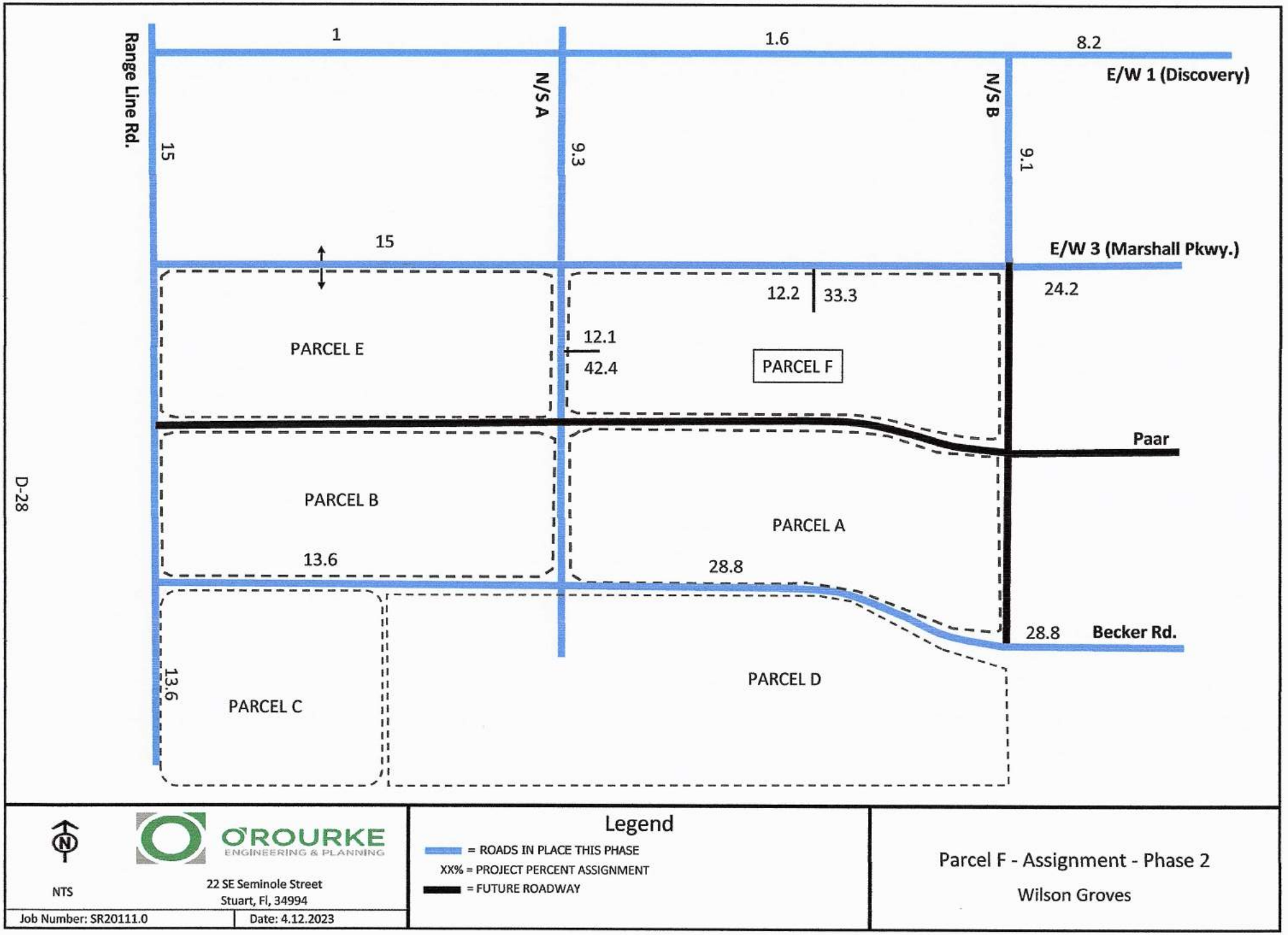
XX% = PROJECT PERCENT ASSIGNMENT

= FUTURE ROADWAY

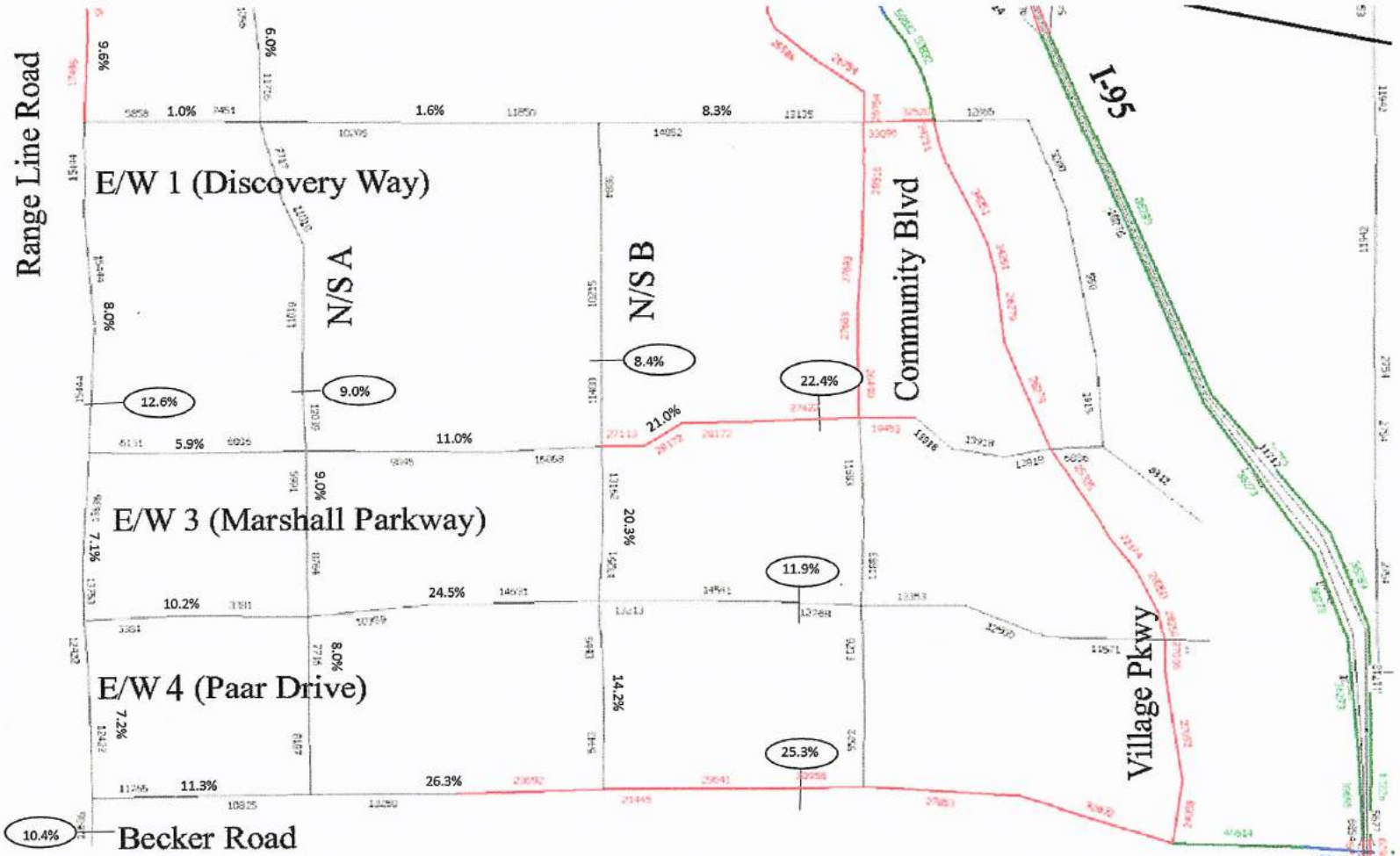
Parcel D - Assignment - Phase 2

Wilson Groves


Range Line Rd.
1
1.6
8.2
E/W 1 (Discovery)
N/S A
N/S B
15
9.3
9.1
33.3
E/W 3 (Marshall Pkwy.)
24.2
28.6
21.3
13.6
PARCEL E
21.3
28.8
PARCEL F
Paar
PARCEL B
13.6
28.8
PARCEL A
28.8
28.8
Becker Rd.
PARCEL C
13.6
PARCEL D
D-27
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
= FUTURE ROADWAY
Parcel E - Assignment - Phase 2
Wilson Groves


Range Line Rd.
1
1.6
8.2
E/W 1 (Discovery)
N/S A
N/S B
15
9.3
9.1
15
E/W 3 (Marshall Pkwy.)
12.2
33.3
24.2
12.1
42.4
PARCEL E
PARCEL F
Paar
PARCEL B
PARCEL A
13.6
28.8
28.8
Becker Rd.
13.6
PARCEL C
PARCEL D
D-28
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
= FUTURE ROADWAY
Parcel F - Assignment - Phase 2
Wilson Groves

PHASE 3



NTS	O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994	Legend	Phase 3 Distribution & Assignment Wilson Groves
Job Number:	Date:		

Table 4: Link Analysis Phase 3

						Approved WATS 3.0				Approved (1)	Proposed (2) Wilson Groves Daily Trips															
Segment	From	To	Number of Lanes	Direction	Capacity	*Daily Volume	Peak Volume (Adj)	IN / OUT	Approved % Assignment	Daily Trips	% Assignment Parcel A	TAZ 652 Parcel A	% Assignment Parcel B	TAZ 654 Parcel B	% Assignment Parcel C	TAZ 647 Parcel C	% Assignment Parcel E	TAZ 861 Parcel E	% Assignment Parcel F	TAZ 653 Parcel F	% Assignment Parcel D	TAZ 648 Parcel D	Change in Daily Traffic (Proposed - Approved)	Resultant AADT Link Volumes	Resultant Peak hour	Meets Capacity
Discovery Way (E/W 1)	RANGE LINE RD	N/S A	2	EB	924	6655	270	IN	1.0	907	1.0	156	1.0	94	1.0	154	1.0	67	1.0	74	1.0	225	-137	6518	264	YES
				WB	924	6655	329	OUT	1.0	907	1.0	156	1.0	94	1.0	154	1.0	67	1.0	74	1.0	225	-137	6518	323	YES
	N/S A	N/S B	2	EB	924	11027	447	IN	1.6	1451	1.6	250	1.6	150	1.6	246	1.6	108	1.6	119	1.6	361	-217	10810	438	YES
				WB	924	11027	546	OUT	1.6	1451	1.6	250	1.6	150	1.6	246	1.6	108	1.6	119	1.6	361	-217	10810	535	YES
	N/S B	COMMUNITY BLVD (	2	EB	924	13593	551	OUT	8.3	7528	8.3	1295	8.3	777	8.3	1274	8.3	558	8.3	615	8.3	1871	-1138	12455	504	YES
				WB	924	13593	673	IN	8.3	7528	8.3	1295	8.3	777	8.3	1274	8.3	558	8.3	615	8.3	1871	-1138	12455	617	YES
RANGE LINE RD	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	1080	13636	552	OUT	8.0	7256	10	1560	12.2	1142	12.3	1889	0.0	0	0.0	0	12.4	2795	130	13766	558	YES
				SB	1080	13636	675	IN	8.0	7256	10	1560	12.2	1142	12.3	1889	0.0	0	0.0	0	12.4	2795	130	13766	681	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	1080	12422	503	IN	7.1	6440	0	0	0.0	0	12.3	1889	11	740	11	815	12.4	2795	-201	12221	495	YES
				SB	1080	12422	615	OUT	7.1	6440	0	0	0.0	0	12.3	1889	11	740	11	815	12.4	2795	-201	12221	605	YES
N/S A	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	924	7377	365	IN	15.5	14059	19.2	2995	12.1	1133	10.2	1566	20.5	1378	5.2	385	26.2	5905	-697	6680	331	YES
				SB	924	7377	299	OUT	15.5	14059	19.2	2995	12.1	1133	10.2	1566	20.5	1378	5.2	385	26.2	5905	-697	6680	271	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	924	7952	322	IN	16.7	15147	16.0	2496	25.9	2424	22.0	3378	8.2	551	0.0	0	30.2	6807	509	8461	343	YES
				SB	924	7952	394	OUT	16.7	15147	16.0	2496	25.9	2424	22.0	3378	8.2	551	0.0	0	30.2	6807	509	8461	419	YES
N/S B	MARSHALL PKWY (E/W #3)	PAAR RD (E/W #4)	2	NB	924	11833	586	OUT	20.3	18413	25.6	3994	28.9	2705	30.6	4699	0	0	17.5	1297	13.6	3065	-2653	9180	454	YES
				SB	924	11833	479	IN	20.3	18413	25.6	3994	28.9	2705	30.6	4699	0	0	17.5	1297	13.6	3065	-2653	9180	372	YES
	PAAR RD (E/W #4)	BECKER RD	2	NB	924	7367	365	IN	14.2	12880	0.0	0	0.0	0	30.6	4699	15.8	1062	24.0	1778	21.6	4868	-473	6894	341	YES
				SB	924	7367	298	OUT	14.2	12880	0.0	0	0.0	0	30.6	4699	15.8	1062	24.0	1778	21.6	4868	-473	6894	279	YES
MARSHALL PKWY (E/W #3)	RANGE LINE RD	N/S A	2	EB	924	6069	246	IN	5.9	5351	4.0	624	0.0	0	0.0	0	20.5	1378	12.3	911	0.0	0	-2438	3631	147	YES
				WB	924	6069	300	OUT	5.9	5351	4.0	624	0.0	0	0.0	0	20.5	1378	12.3	911	0.0	0	-2438	3631	180	YES
	N/S A	N/S B	2	EB	924	12957	525	IN	11.0	9977	4.8	749	2.0	187	0.0	0	30.8	2071	17.5	1297	17.2	3877	-1796	11161	452	YES
				WB	924	12957	641	OUT	11.0	9977	4.8	749	2.0	187	0.0	0	30.8	2071	17.5	1297	17.2	3877	-1796	11161	552	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	24689	1000	OUT	21.0	19047	20.8	3245	21.6	2022	21.0	3225	21.2	1425	20.8	1541	22.4	5049	-2540	22149	897	YES
				WB	2100	24689	1222	IN	21.0	19047	20.8	3245	21.6	2022	21.0	3225	21.2	1425	20.8	1541	22.4	5049	-2540	22149	1096	YES
E/W 4 Paar Dr	RANGE LINE RD	N/S A	2	EB	924	3381	137	IN	10.2	9252	8	1248	26.6	2490	0	0	17.8	1197	11.0	815	0.0	0	-3502	5750	233	YES
				WB	924	3381	167	OUT	10.2	9252	8	1248	26.6	2490	0	0	17.8	1197	11.0	815	0.0	0	-3502	5750	285	YES
	N/S A	N/S B	2	EB	924	12495	506	IN	24.5	22222	37.6	5866	40.4	3782	11.8	1812	27.4	1842	18.2	1349	4.0	902	-6669	5826	236	YES
				WB	924	12495	619	OUT	24.5	22222	37.6	5866	40.4	3782	11.8	1812	27.4	1842	18.2	1349	4.0	902	-6669	5826	288	YES
	N/S B	COMMUNITY BLVD (	4	EB	2100	13507	547	OUT	11.8	10703	12	1872	11.5	1077	11.8	1812	11.6	780	11.7	867	12.0	2705	-1590	11917	483	YES
				WB	2100	13507	669	IN	11.8	10703	12	1872	11.5	1077	11.8	1812	11.6	780	11.7	867	12.0	2705	-1590	11917	590	YES
BECKER RD	RANGE LINE RD	N/S A	2	EB	924	11295	457	IN	11.3	10249	10.4	1622	12.2	1142	23.1	3547	0	0	0	0	22.8	5139	1201	12496	506	YES
				WB	924	11295	559	OUT	11.3	10249	10.4	1622	12.2	1142	23.1	3547	0	0	0	0	22.8	5139	1201	12496	619	YES
	N/S A	N/S B	4	EB	2100	18475	748	IN	26.3	23855	24.6	3838	24.5	2293	54.8	8415	8.2	551	0.0	0	47.0	10593	1835	20310	823	YES
				WB	2100	18475	915	OUT	26.3	23855	24.6	3838	24.5	2293	54.8	8415	8.2	551	0.0	0	47.0	10593	1835	20310	1005	YES
										In =	90702	15600		9361		15355		6724		7410		22539				
										Out=	90702	15600		9361		15355		6724		7410		22539				

(1) From WATS 3.0, 2035 volumes

(2) Calculated using 11th Edition

Note: The AADT is shown for each direction but reflect the total in both directions.

Adjustment Factor (K) = 0.090

Adjustment Factor (D) = 0.550

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 2,3,4 - TAZ 652Parcel A

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	5,123	5,122	10,245	102	154	256	2.5%	5,021	4,968	9,989	-	-	-	0.0%	5,021	4,968	9,989
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use			Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	T = 37.01(X)	50%	50%	5,663	5,662	11,325	154	102	256	2.3%	5,509	5,560	11,069	1,882	1,881	3,763	34.0%	3,627	3,679	7,306
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**10,786**	**10,784**	**21,570**	**256**	**256**	**512**	**2.4%**	**10,530**	**10,528**	**21,058**	**1,882**	**1,881**	**3,763**	**17.9%**	**8,648**	**8,647**	**17,295**
Interzonal Capture																					**6,685**	**6,684**	**13,369**
Total Less 1/2 Interzonal Capture																					**7,666**	**7,666**	**15,332**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,242	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	668	393	1,061	171	61	232	21.9%	497	332	829	-	-	-	0.0%	497	332	829
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	306,000	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	606	657	1,263	61	171	232	18.4%	545	486	1,031	175	176	351	34.0%	370	310	680
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,274**	**1,050**	**2,324**	**232**	**232**	**464**	**20.0%**	**1,042**	**818**	**1,860**	**175**	**176**	**351**	**18.9%**	**867**	**642**	**1,509**
Interzonal Capture																					**670**	**496**	**1,166**
Total Less 1/2 Interzonal Capture																					**769**	**569**	**1,338**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 3 - TAZ 654 Parcel B

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,614	3,613	7,227	93	118	211	2.9%	3,521	3,495	7,016	-	-	-	0.0%	3,521	3,495	7,016
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		67,628	Sft	T=30.49(X)	50%	50%	1,031	1,031	2,062	51	-	51	2.5%	980	1,031	2,011	-	-	-	0.0%	980	1,031	2,011
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	T = 37.01(X)	50%	50%	1,416	1,415	2,831	397	113	510	18.0%	1,019	1,302	2,321	395	394	789	34.0%	624	908	1,532
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**6,061**	**6,059**	**12,120**	**541**	**231**	**772**	**6.4%**	**5,520**	**5,828**	**11,348**	**395**	**394**	**789**	**7.0%**	**5,125**	**5,434**	**10,559**
Total less Interzonal Capture																					**3,962**	**4,200**	**8,162**
Total Less 1/2 Interzonal Capture																					**4,543**	**4,817**	**9,361**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	850	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	468	275	743	65	33	98	13.2%	403	242	645	-	-	-	0.0%	403	242	645
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	67,628	Sft	T=3.05(X)	40%	60%	82	124	206	16	-	16	7.8%	66	124	190				0.0%	66	124	190
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	76,500	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	223	242	465	40	68	108	23.2%	183	174	357	60	61	121	34.0%	123	113	236
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**773**	**641**	**1,414**	**121**	**101**	**222**	**15.7%**	**652**	**540**	**1,192**	**60**	**61**	**121**	**10.2%**	**592**	**479**	**1,071**
Total less Interzonal Capture																					**458**	**370**	**828**
Total Less 1/2 Interzonal Capture																					**525**	**425**	**949**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 3 - TAZ 647 - Parcel C

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	7,306	7,306	14,612	28	14	42	0.3%	7,278	7,292	14,570	-	-	-	0.0%	7,278	7,292	14,570
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		90,692	Sft	T=30.49(X)	50%	50%	1,383	1,382	2,765	14	-	14	0.5%	1,369	1,382	2,751	-	-	-	0.0%	1,369	1,382	2,751
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**8,689**	**8,688**	**17,377**	**42**	**14**	**56**	**0.3%**	**8,647**	**8,674**	**17,321**	**-**	**-**	**-**	**0.0%**	**8,647**	**8,674**	**17,321**
Total less interzonal																					**6,684**	**6,705**	**13,389**
Total Less 1/2 Internal Capture																					**7,666**	**7,690**	**15,355**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) +0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	1,827	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	961	564	1,525	3	23	26	1.7%	958	541	1,499	-	-	-	0.0%	958	541	1,499
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	90,692	Sft	T=3.05(X)	40%	60%	111	166	277	23	-	23	8.3%	88	166	254				0.0%	88	166	254
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,072**	**730**	**1,802**	**26**	**23**	**49**	**2.7%**	**1,046**	**707**	**1,753**	**-**	**-**	**-**	**0.0%**	**1,046**	**707**	**1,753**
Total less interzonal																					**809**	**547**	**1,355**
Total Less 1/2 Internal Capture																					**927**	**627**	**1,554**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - TAZ 648- Phase 3 Parcel D

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210		DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	962	DU	T = 6.41(X) + 75.31	50%	50%	3,121	3,121	6,242	65	52	117	1.9%	3,056	3,069	6,125	-	-	-	0.0%	3,056	3,069	6,125
Multi- Family Housing (Mid-Rise)	221	963	DU	T = 4.54(X)	50%	50%	2,186	2,186	4,372	45	36	81	1.9%	2,141	2,150	4,291	-	-	-	0.0%	2,141	2,150	4,291
General Office	710	1,094,875	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	4,654	4,654	9,308	200	826	1,026	11.0%	4,454	3,828	8,282	-	-	-	0.0%	4,454	3,828	8,282
Civic Use		-	Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		67,754	Sft	T=30.49(X)	50%	50%	1,033	1,033	2,066	44	183	227	11.0%	989	850	1,839	-	-	-	0.0%	989	850	1,839
Industrial Park	130	952,875	Sft	T=3.37(X)	50%	50%	1,606	1,605	3,211	81	332	413	12.9%	1,525	1,273	2,798	-	-	-	0.0%	1,525	1,273	2,798
General Commercial	820	207,500	Sft	T = 37.01(X)	50%	50%	3,840	3,840	7,680	1,295	336	1,631	21.2%	2,545	3,504	6,049	1,029	1,028	2,057	34.0%	1,516	2,476	3,992
Regional Park	417	50	Acres	T=4.57(X)	50%	50%	115	114	229	-	-	-	0.0%	115	114	229	-	-	-	0.0%	115	114	229
Elementary School	520	-	Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**16,555**	**16,553**	**33,108**	**1,730**	**1,765**	**3,495**	**10.6%**	**14,825**	**14,788**	**29,613**	**1,029**	**1,028**	**2,057**	**6.9%**	**13,796**	**13,760**	**27,556**
Interzonal Capture																					**10,664**	**10,636**	**21,301**
Total Less 1/2 Interzonal Capture																					**12,230**	**12,198**	**24,428**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
Approved Land Use																							
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	-	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multi- Family Housing (Low-Rise)	220	962	DU	T = 0.43(X) + 20.55	63%	37%	273	161	434	62	28	90	20.7%	211	133	344	-	-	-	0.0%	211	133	344
Multi- Family Housing (Mid-Rise)	221	963	DU	T = 0.39(X) + 0.34	61%	39%	229	147	376	53	24	77	20.5%	176	123	299	-	-	-	0.0%	176	123	299
General Office	710	1,094,875	Sft	T = 1.44(X)	17%	83%	268	1,309	1,577	12	34	46	2.9%	256	1,275	1,531	-	-	-	0.0%	256	1,275	1,531
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	67,754	Sft	T=3.05(X)	40%	60%	83	124	207	2	5	7	3.4%	81	119	200				0.0%	81	119	200
Industrial Park	130	952,875	Sft	T=0.34(X)	22%	78%	71	253	324	3	8	11	3.4%	68	245	313	-	-	-	0.0%	68	245	313
General Commercial	820	207,500	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	458	497	955	84	117	201	21.0%	374	380	754	127	129	256	34.0%	247	251	498
Regional Park	417	50	Acres	T=0.26(X)	44%	56%	6	7	13	2	2	4	30.8%	4	5	9	-	-	-	0.0%	4	5	9
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**1,388**	**2,498**	**3,886**	**218**	**218**	**436**	**11.2%**	**1,170**	**2,280**	**3,450**	**127**	**129**	**256**	**7.4%**	**1,043**	**2,151**	**3,194**
Interzonal Capture																					**806**	**1,663**	**2,469**
Total Less 1/2 Interzonal Capture																					**925**	**1,907**	**2,831**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 3 - TAZ 861 Parcel E

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-		-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	879	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	3,727	3,727	7,454	-	-	-	0.0%	3,727	3,727	7,454	-	-	-	0.0%	3,727	3,727	7,454
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**3,727**	**3,727**	**7,454**	-	-	-	**0.0%**	**3,727**	**3,727**	**7,454**	-	-	-	**0.0%**	**3,727**	**3,727**	**7,454**
Interzonal Capture																					**2,881**	**2,881**	**5,762**
Total Less 1/2 Interzonal Capture																					**3,304**	**3,304**	**6,608**

Source: Trip Generation Manual 11th Edition

Table 2c - Trip Generation - Map H - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	879	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	483	284	767	-	-	-	0.0%	483	284	767	-	-	-	0.0%	483	284	767
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Institutional Use	-	-	Sft	T=3.05(X)	40%	60%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**483**	**284**	**767**	-	-	-	**0.0%**	**483**	**284**	**767**	-	-	-	**0.0%**	**483**	**284**	**767**
Interzonal Capture																					**373**	**220**	**593**
Total Less 1/2 Interzonal Capture																					**428**	**252**	**680**

Source: Trip Generation Manual 11th Edition

Table 2a - Trip Generation - Map H - Daily- Proposed - Phase 3 - TAZ 653 Parcel F

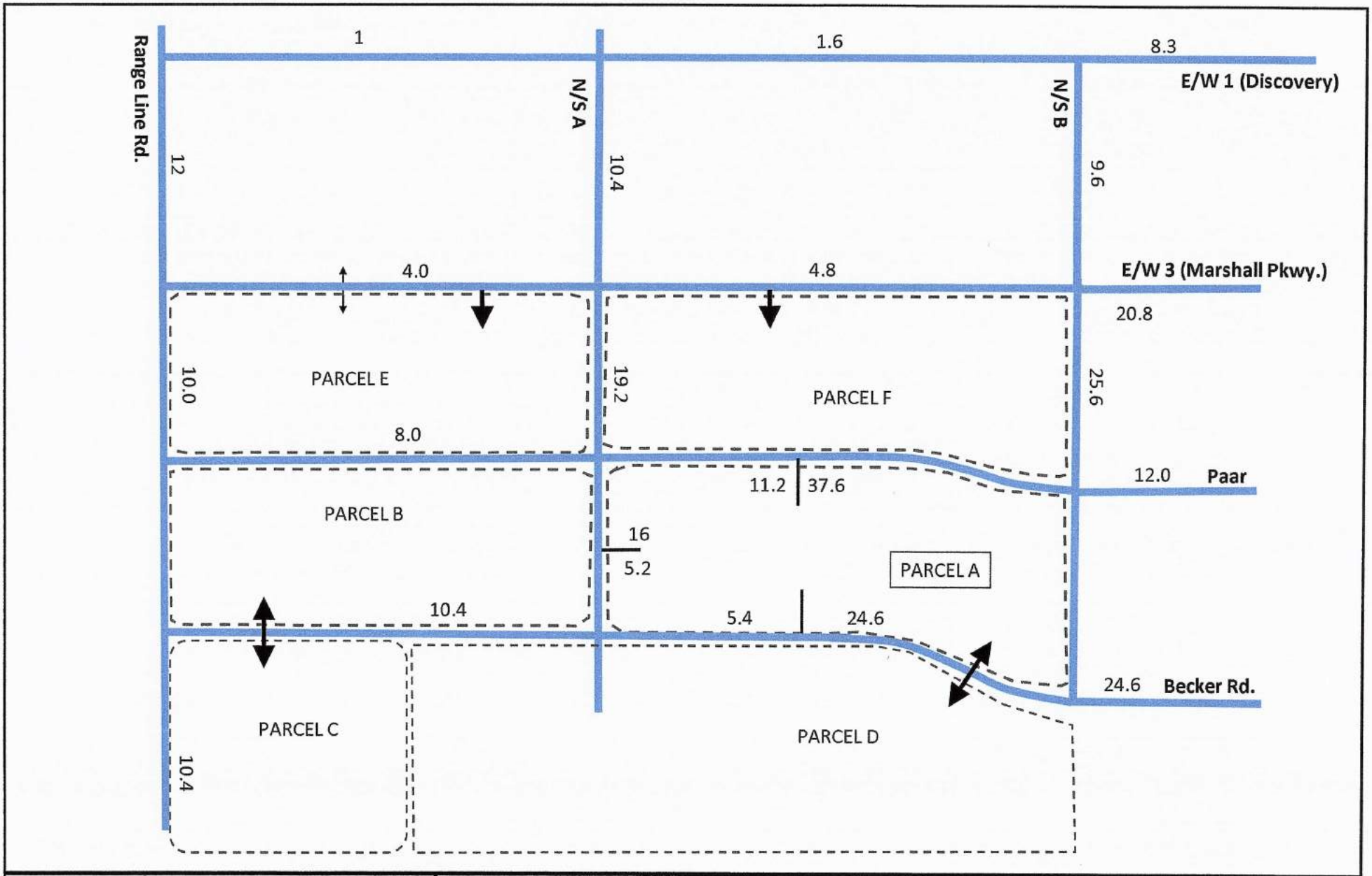
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Age Restricted	251		DU	Ln(T) = 0.85Ln(X) +2.47	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.92Ln(X)+2.68	50%	50%	4,108	4,107	8,215	-	-	-	0.0%	4,108	4,107	8,215	-	-	-	0.0%	4,108	4,107	8,215
Multi- Family Housing (Mid-Rise)	221		DU	T = 4.54(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710		Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use			Sft	T=54.51(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Institutional Use		-	Sft	T=30.49(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130		Sft	T=3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820		Sft	T = 37.01(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417		Acres	T=4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520		Students	T=2.27(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=2.10(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**4,108**	**4,107**	**8,215**	**-**	**-**	**-**	**0.0%**	**4,108**	**4,107**	**8,215**	**-**	**-**	**-**	**0.0%**	**4,108**	**4,107**	**8,215**
Interzonal Capture																					**3,175**	**3,175**	**6,350**
Total Less 1/2 Interzonal Capture																					**3,642**	**3,641**	**7,283**

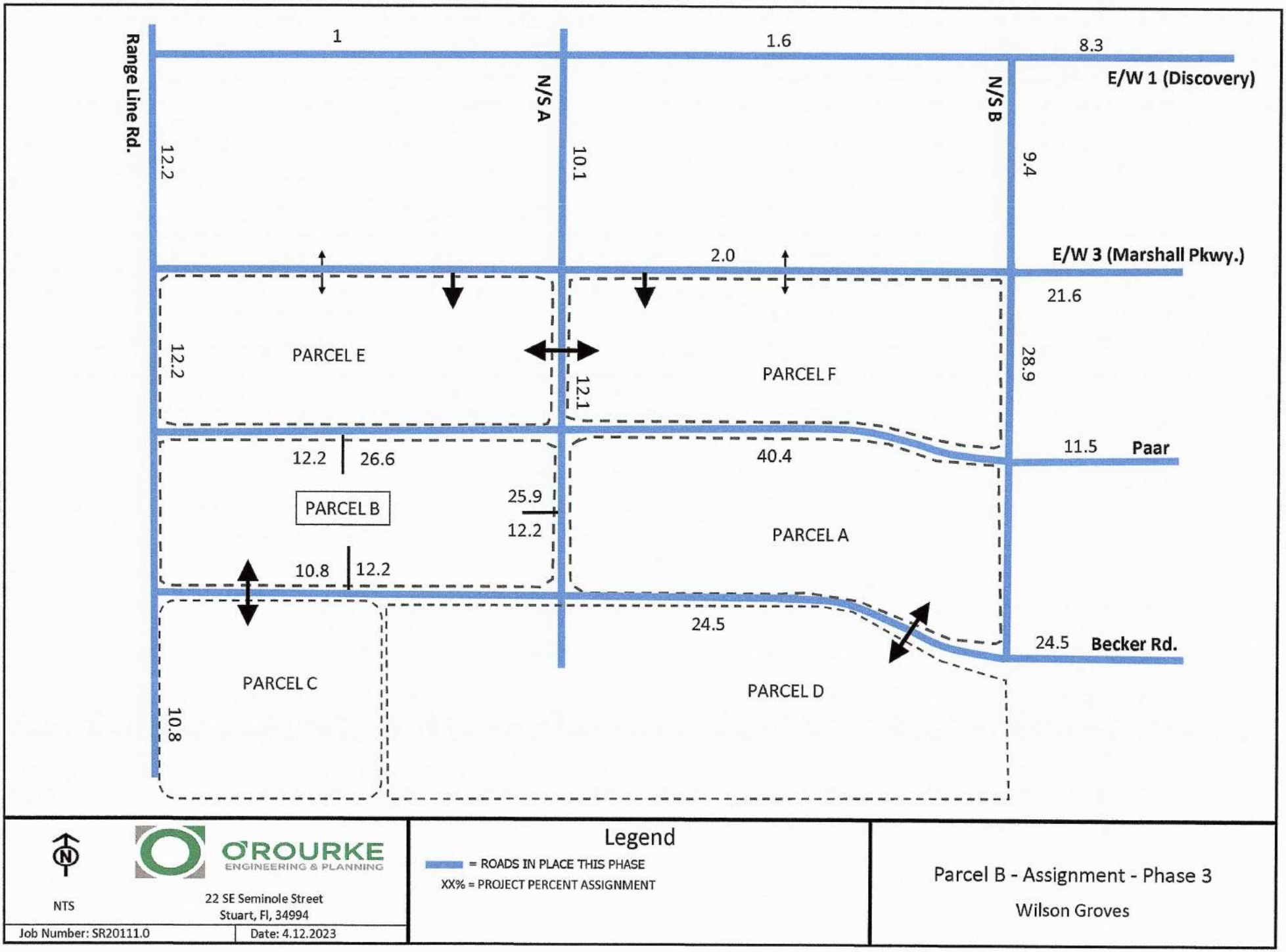
Source: Trip Generation Manual 11th Edition

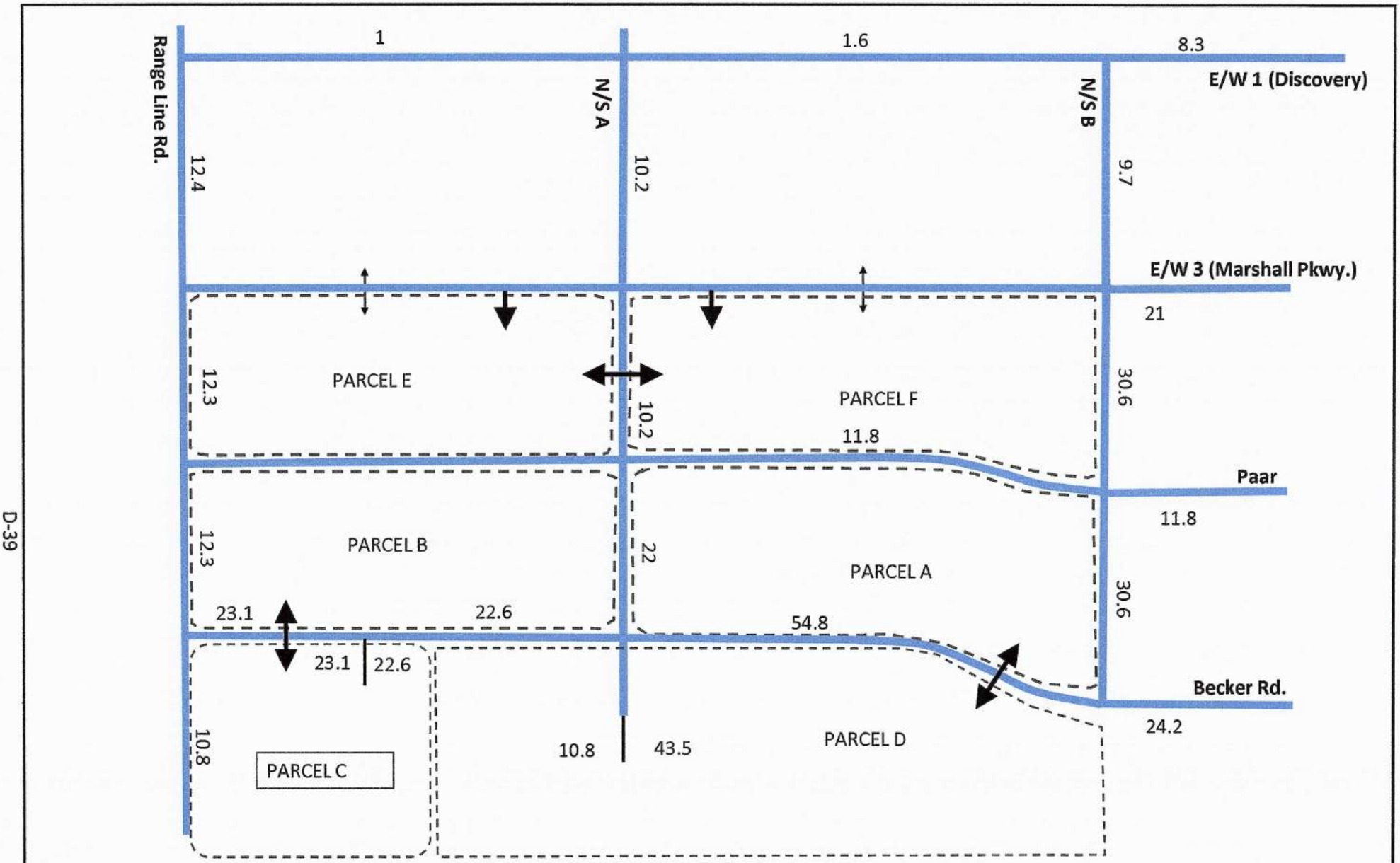
Table 2c - Trip Generation - Map H - PM Peak Hour

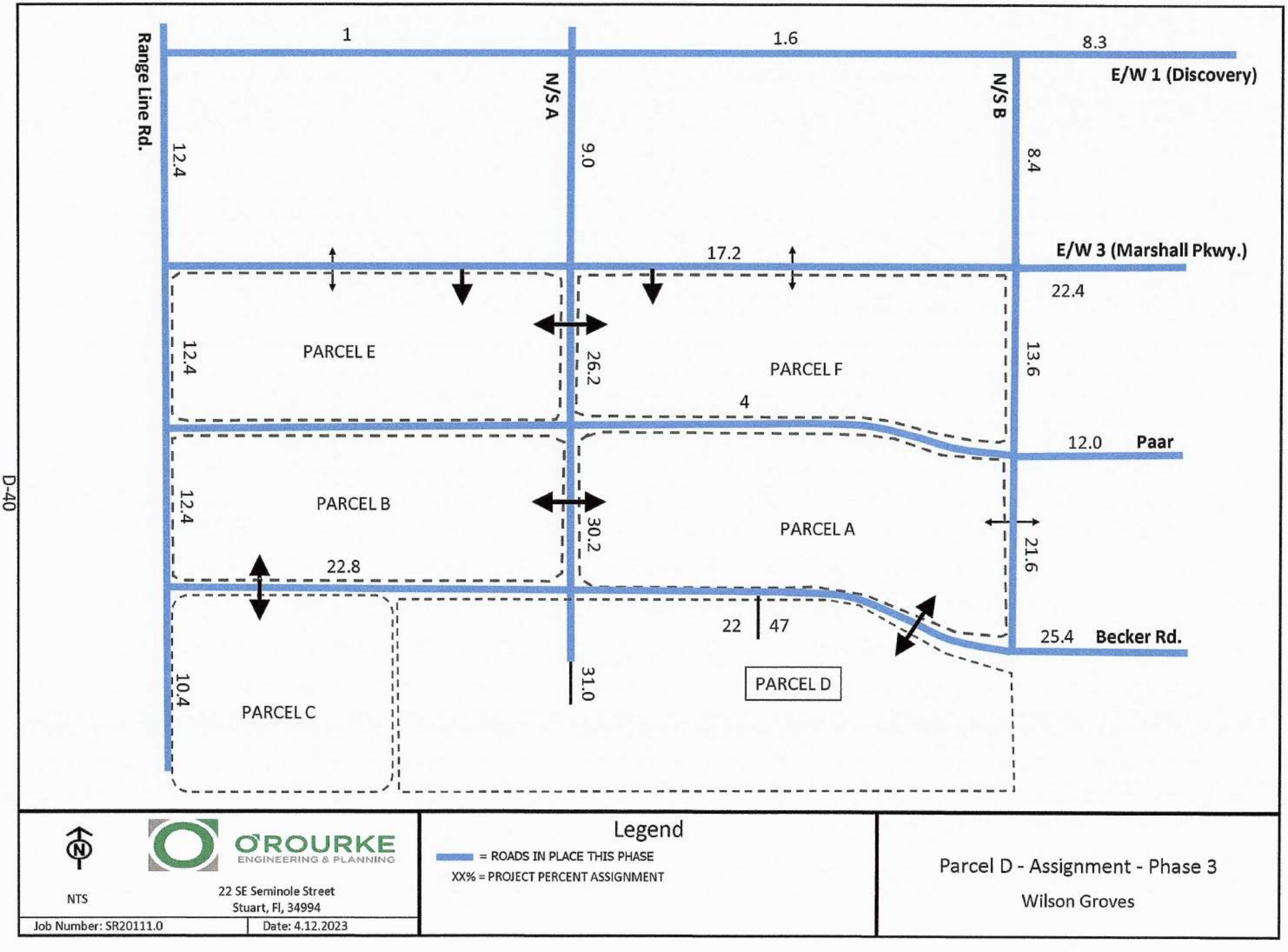
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
Approved Land Use																							
Age Restricted	251	-	DU	Ln(T)= 0.78 Ln(X) + 0.20	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Single- Family Detached Housing	210	977	DU	Ln(T)=0.94Ln(X)+0.27	63%	37%	534	313	847	-	-	-	0.0%	534	313	847	-	-	-	0.0%	534	313	847
Multi- Family Housing (Mid-Rise)	221	-	DU	T = 0.39(X) + 0.34	61%	39%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 1.44(X)	17%	83%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Civic Use	-	-	Sft	T=5.45(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-				0.0%	-	-	-
Medical Office	720	-	Sft	T=3.39(X)+2.02	28%	72%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	-	Sft	T=0.34(X)	22%	78%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Commercial	820	-	Sft	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	34.0%	-	-	-
Regional Park	417	-	Acres	T=0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Elementary School	520	-	Students	T=0.16(X)	46%	54%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Junior High School	522	-	Students	T=0.15(X)	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Total							**534**	**313**	**847**	**-**	**-**	**-**	**0.0%**	**534**	**313**	**847**	**-**	**-**	**-**	**0.0%**	**534**	**313**	**847**
Interzonal Capture																					**413**	**242**	**655**
Total Less 1/2 Interzonal Capture																					**473**	**277**	**751**

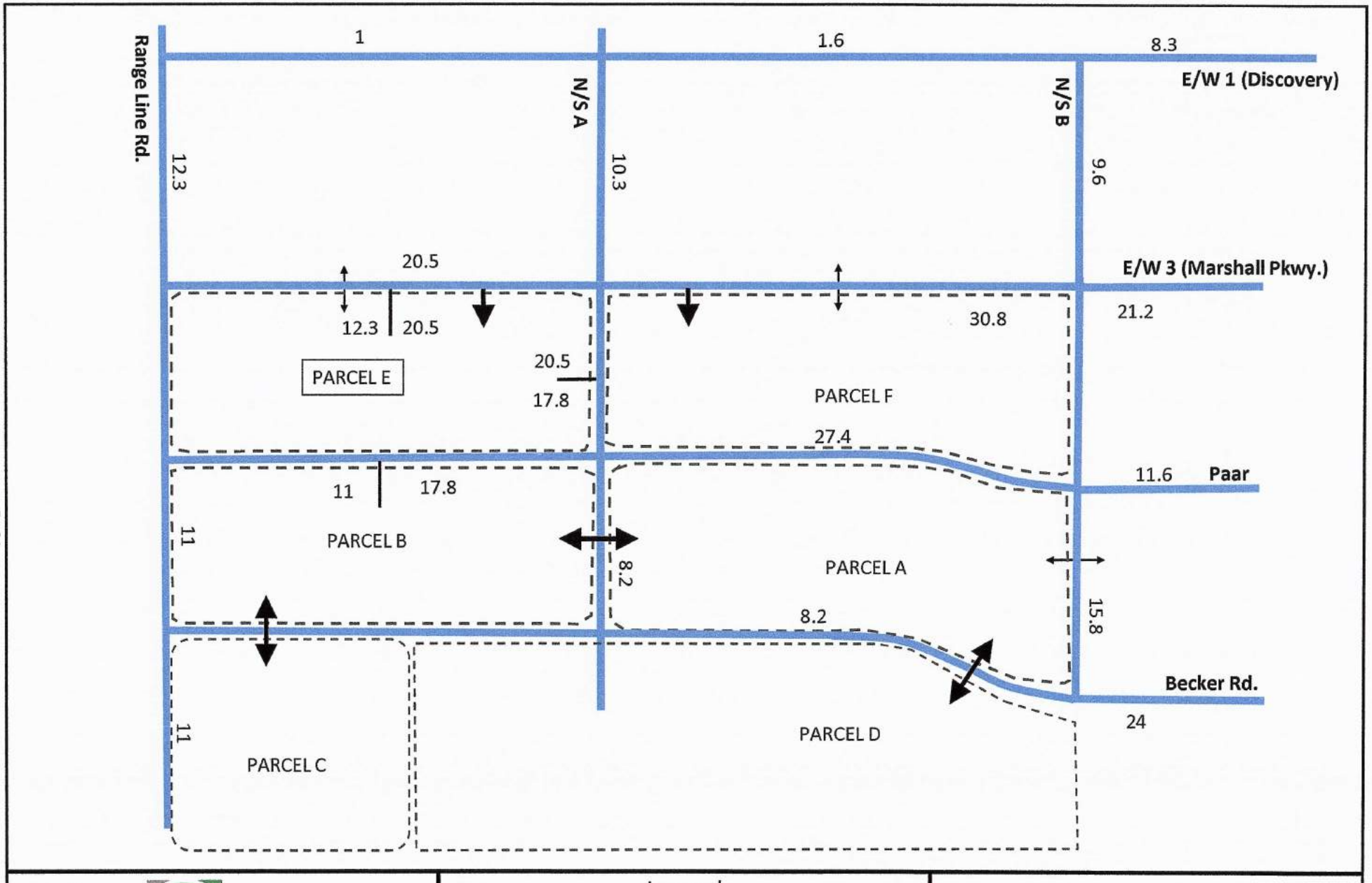
Source: Trip Generation Manual 11th Edition


Range Line Rd.
1
N/S A
1.6
N/S B
8.3
E/W 1 (Discovery)
12
10.4
9.6
4.0
4.8
E/W 3 (Marshall Pkwy.)
20.8
PARCEL E
10.0
8.0
PARCEL F
19.2
25.6
12.0
Paar
11.2
37.6
PARCEL B
16
5.2
PARCEL A
10.4
5.4
24.6
24.6
Becker Rd.
PARCEL C
10.4
PARCEL D
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel A - Assignment - Phase 3
Wilson Groves


Range Line Rd.
N/S A
N/S B
E/W 1 (Discovery)
E/W 3 (Marshall Pkwy.)
Paar
Becker Rd.
1
1.6
8.3
12.2
10.1
9.4
2.0
21.6
PARCEL E
PARCEL F
28.9
12.1
11.5
40.4
12.2
26.6
PARCEL B
25.9
12.2
PARCEL A
10.8
12.2
24.5
24.5
PARCEL C
PARCEL D
10.8
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel B - Assignment - Phase 3
Wilson Groves

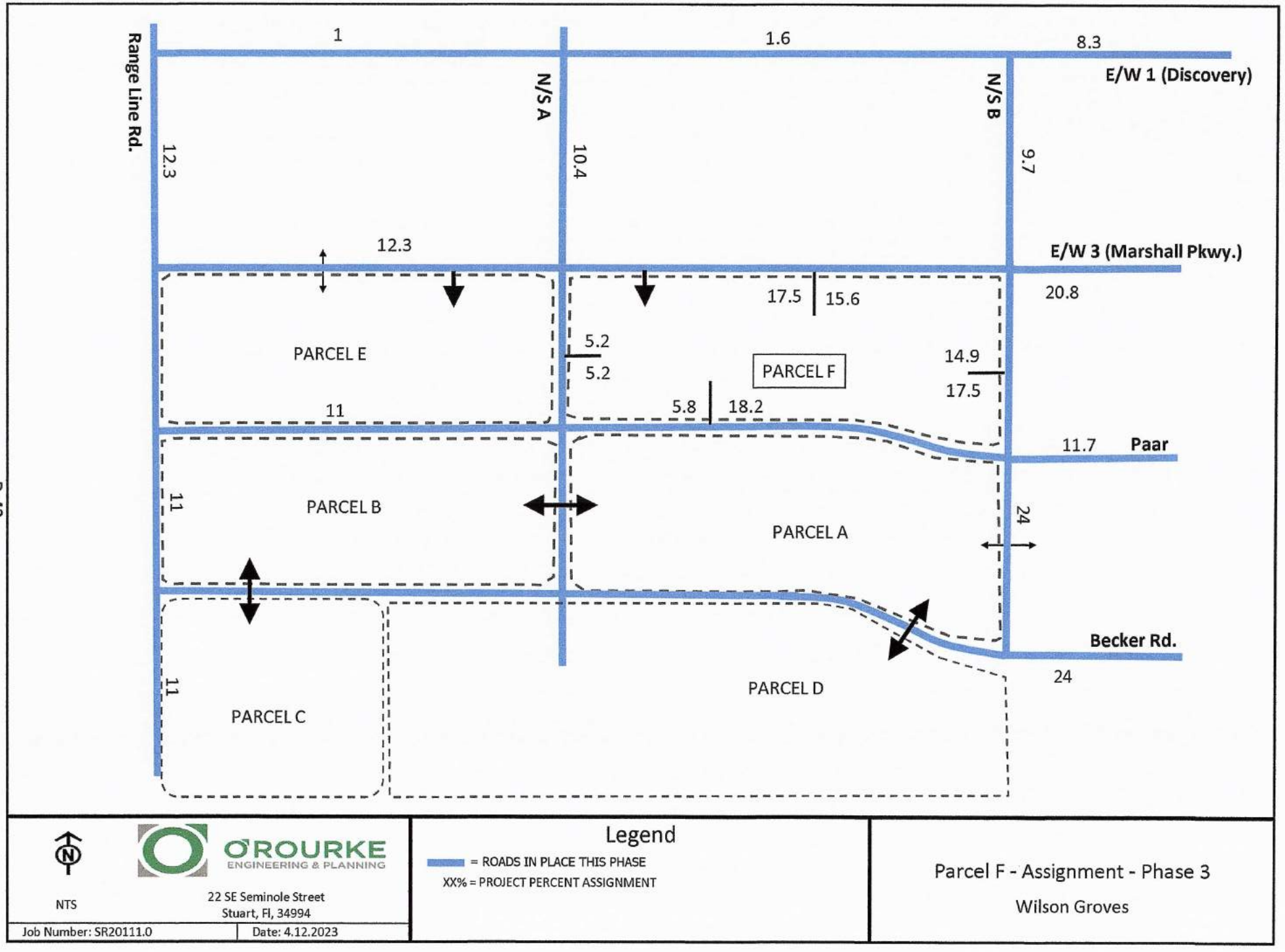

Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.4
10.2
9.7
E/W 3 (Marshall Pkwy.)
21
PARCEL E
12.3
10.2
PARCEL F
11.8
30.6
Paar
11.8
PARCEL B
12.3
22
PARCEL A
23.1
22.6
54.8
30.6
23.1
22.6
Becker Rd.
24.2
10.8
PARCEL C
10.8
43.5
PARCEL D
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel C - Assignment - Phase 3
Wilson Groves


Range Line Rd.
1
1.6
8.3
E/W 1 (Discovery)
N/S A
N/S B
12.4
9.0
8.4
17.2
E/W 3 (Marshall Pkwy.)
22.4
PARCEL E
PARCEL F
26.2
13.6
4
12.0
Paar
PARCEL B
PARCEL A
30.2
21.6
22.8
22
47
25.4
Becker Rd.
PARCEL D
10.4
PARCEL C
31.0
D-40
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel D - Assignment - Phase 3
Wilson Groves



NTS O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20111.0 | Date: 4.12.2023	Legend = ROADS IN PLACE THIS PHASE XX% = PROJECT PERCENT ASSIGNMENT	Parcel E - Assignment - Phase 3 Wilson Groves

D-41


Range Line Rd.
N/S A
N/S B
E/W 1 (Discovery)
E/W 3 (Marshall Pkwy.)
Paar
Becker Rd.
1
1.6
8.3
12.3
10.4
9.7
12.3
20.8
17.5
15.6
5.2
5.2
14.9
17.5
5.8
18.2
11
11.7
11
24
11
24
PARCEL E
PARCEL F
PARCEL B
PARCEL A
PARCEL C
PARCEL D
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR20111.0
Date: 4.12.2023
Legend
= ROADS IN PLACE THIS PHASE
XX% = PROJECT PERCENT ASSIGNMENT
Parcel F - Assignment - Phase 3
Wilson Groves

Return to: (enclose self-addressed stamped envelope)
Name: Mitchell A. Sherman, P.A.
Address: 7593 Boynton Beach Blvd., Suite 220
Boynton Beach, Florida 33437

This Instrument Prepared by:

EDWIN M. FRY, Jr., CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3294604 12/30/2008 at 11:19 AM
OR BOOK 3046 PAGE 2761 - 2767 Doc Type: DEED
RECORDING: $61.00
D DOC STAMP COLLECTION: $15221.50

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

Parcel ID Number:

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made this 23rd day of December, 2008 between **ACR PROPERTIES, LLC, a Florida limited liability company,** hereinafter referred to as "Grantor", and **ACR ACQUISITION, LLC, a** Delaware **limited liability company**, whose address is **7593 Boynton Beach Blvd., Suite 220, Boynton Beach, Florida 33437**, hereinafter referred to as "Grantee".

WITNESSETH: that the Grantor, for and in consideration of the sum of Ten and No/100 ($10.00), and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said Grantee and Grantee's successors and assigns forever, the following described land, situate, lying and being in the County of St. Lucie, State of Florida, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

This conveyance is subject to the following:

1. Taxes and assessments for the year of this instrument and subsequent years;

2. Zoning and other governmental regulations;

3. All easements, covenants, restrictions, limitations, declarations, reservations, agreements and conditions of record, whether set forth on the subdivision plat, common to the subdivision or otherwise of record.

TOGETHER WITH all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND the Grantor hereby covenants with the said Grantee that the Grantor is lawfully seized of said Property in fee simple; that the Grantor has good right and lawful authority to sell and convey said Property, and hereby specially warrants the title to said Property and will defend the same against the lawful claims of all personal claiming by, through or under the said Grantor, but against none other.

NB This document is being re-recorded to correct a scrivener's error in the name of the Grantee

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal the day an year first above written.

Signed, sealed and delivered in our presence:

ACR PROPERTIES, LLC, a Florida limited liability company

Witness: Khristina Iwasz

Witness:

By: _____
Charles Scardina, Managing Member
7593 Boynton Beach Blvd., Suite 220
Boynton Beach, FL 33437

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 23 day of December, 2008 by Charles Scardina Managing Member of ACR Properties, LLC, a Florida limited liability company. He is personally known to me.

KHRISTINA N. IWASZ
MY COMMISSION # DD 632126
EXPIRES: February 1, 2011
Bonded Thru Notary Public Underwriters

Notary Public - State of Florida
My Commission Expires:

\\PARALEGAL1-PC\Company\CLIENTS\ANSCA\RESTRUCTURE\DEEDS\ACR WD.wpd

EXHIBIT A

Parcel 1: (O. R. Book 1852, page 821)

The West 1664.25 feet of Tract 11, THE ALAN WILSON GROVE, according to the plat thereof as recorded in Plat Book 12, Pages 50 and 50A, Public Records of St. Lucie County, Florida.

Parcel 2: (O. R. Book 1852, Page 821)

Tract 2, Block 6, THE ALAN WILSON GROVE, according to the plat thereof as recorded in Plat Book 12, Pages 50 and 50A, Public Records of St. Lucie County, Florida.

Parcel 3: (O. R. Book 1696, Page 2993)

The following described situate, lying and being in Saint Lucie County, Florida, to-wit:

The South 349 feet of Block 1 of ALAN WILSON GROVE PLAT, according to the Plat thereof recorded in the Office of the Clerk of the Circuit Court in and for St. Lucie County, Florida, in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida, less the West 5 feet thereof.

And

The North 660 feet of the South 2018 feet of Block 1 ALAN WILSON GROVE PLAT, according to the Plat thereof recorded in the Office of the Clerk of the Circuit Court of St. Lucie County, Florida, in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

Parcel 4: (O. R. Book 1658, Page 1628)

The following described land, situate, lying and being in ST. LUCIE County, Florida, to wit:

The North 660 feet of the South 1358 feet of Block 1, The Alan Wilson Grove Plat, according to the plat thereof recorded in Plat Book 12, Page 50, public records of St. Lucie County, Florida. LESS AND EXCEPT road rights of way of record.

Parcel 5: (O. R. Book 1637, Page 2206)

The following described land, situate, lying and being in ST. LUCIE County, Florida, to wit:

The North 349 feet of the South 698 feet of Block 1, The Alan Wilson Grove Plat, according to the plat thereof recorded in Plat Book 12, Page 50, public records of St. Lucie County, Florida. LESS AND EXCEPT however, any canal and road rights of way of record.

Parcel 6: (O. R. Book 1666, Page 2809)

The North 1980 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat) according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

The above described property may also be described as follows:

PARCEL 1:

The North 660 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat), according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

PARCEL 2:

The South 660 feet of the North 1320 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat), according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

PARCEL 3:

The South 660 feet of the North 1980 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat), according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

LESS & EXCEPTING there from the following described parcel:

The North 1/2 of the South 660 feet of the North 1320 feet of the South 3998 feet of Block 1, ALAN WILSON GROVE PLAT (sometimes and commonly referred to as Allen Wilson Grove Plat), according to the plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida; LESS the West five feet thereof.

Parcel 7: (O. R. Book 1685, Page 2153)

The following described land, situate, lying and being in St. Lucie County, Florida, to-wit:

The South 330 feet of the North 660 feet of the South 1320 feet to the North 3662 feet of Block 4 of ALAN WILSON GROVES, as per plat thereof on file in Plat Book 12 at Page 50 of the Public Records of St. Lucie County, Florida, (less 5 feet of said described land, heretofore conveyed to the State of Florida for the use and benefit of the State Road Department).

Parcel 8: (O. R. Book 1652, Page 855)

Being all of the following parcel numbers I through VII inclusive, located and being in St. Lucie County, to wit:

Parcel No. I:

All of Block One (1), except the South Three Thousand Nine Hundred Ninety-Eight (3998) feet thereof, of the Alan Wilson Groves, in the County of St. Lucie, State of Florida, as per plat recorded in Plat Book 12, Page 50, of the Public Records of St. Lucie County, Florida, and further except the Westerly Five (5) feet thereof.

Parcel No. II:

All of Block Four (4), except the South Three Hundred Thirty (330) feet of the North Three Thousand Two (3002) feet thereof, of the Alan Wilson Groves, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, of the Public Records of St. Lucie County, Florida, and also except the Westerly Five (5) feet thereof.

Parcel No. III:

Tract Four (4), Block Six (6) of the Alan Wilson Groves, in the County of St. Lucie, State of Florida, according to plat recorded in Plat Book 12, Page 50, of the Public Records of St. Lucie County, Florida.

Parcel No. IV:

All of Block Seven (7) of the Alan Wilson Groves, in the County of St. Lucie, State of Florida, as recorded in Plat Book 12, Page 50, of the Public Records of St. Lucie County, Florida.

Parcel No. V:

Tract 1, Block 6, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

Tract 3, Block 6, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

All of Block 8, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

All of Block 9, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

All of Block 10, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

All of Block 11, except the West 1664.25 feet thereof, of the Alan Wilson Grove, in the County of St. Lucie, State of Florida, as per plat thereof recorded in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

Parcel No. VI:

The South one-half of Section 29, less the East 2,030 feet thereof, Township 37 South, Range 39 East, also described as all of Block 3, Plat of Alan Wilson Groves, according to the plat filed in Plat Book 12, Page 50, Public Records of St. Lucie County, Florida.

Parcel No. VII:

The East ½ of Section 30 and the East ½ of Section 31, Township 37 South, Range 39 East, St. Lucie County, Florida, LESS AND EXCEPTING from said East ½ of Section 31 the right-of-way for South Florida Water Management District Canal C-23 conveyed by Special Warranty Deed from O.L. Peacock, et ux, dated May 21, 1951, recorded in Deed Book 166 at page 168 of the Public Records of St. Lucie County, Florida.

FURTHER LESS AND EXCEPTING that certain parcel conveyed to Florida Power & Light Co. by Warranty Deed dated October 24, 1991 and recorded in Official Records Book 760 at page 2258 of the Public Records of St. Lucie County, Florida, described as a portion of Sections 30 & 31, Township 37 South, Range 39 East, more particularly described as follows:
Begin at the northeast corner of said Section 30, having grid coordinate of X = 673,733.755, Y = 1,054,898.583 based on the NAD 27 Datum of the Florida State Plane Coordinate System, East Zone; then S 00° 16' 41" E, along the east boundary of said Section 30, a distance of 2678.51 feet to the East One-Quarter (E 1/4) corner of said Section; thence S 00° 25' 48" E, along said east boundary, 2728.31 feet to the southeast corner of said Section; thence S 00° 09' 38" E, along the east boundary of said Section 31, a distance of 2696.92 feet to the East One-Quarter (E1/4) corner of said Section; thence S 00° 06' 40" E, along said east boundary, 2255.08 feet to the north right-of-way line of Canal C-23 (per Deed Book 52, Page 119 and Deed Book 166, Page 168 of the Public Records of St. Lucie County, Florida); thence N 89° 54' 44" W, along said north right-of-way line, 200.00 feet to a point on a line 200.00 feet west of and parallel with said east boundary of Section 31; thence N 00° 06' 40" W, along said parallel line, 2254.30 feet; thence N 00° 09' 38" W, along said parallel line, 2696.36 feet; thence N 00° 25' 48" W, along a line 200.00 feet west of and parallel with said east boundary of section 30, a distance of 2727.84 feet; thence N 00° 16' 41" W, along said parallel line, 2679.78 feet; thence N 00° 08' 20" E, 0.66 feet to a point on the north boundary of said Section 30; thence S 89° 52' 45" E, along said north boundary, 200.00 feet to the POINT OF BEGINNING.

Together with:

A parcel of land lying in the Southeast 1/4 of Section 30, Township 37 South, Range 39 East of St. Lucie County, Florida.

Being more particularly described as follows:

Beginning at the Southwest corner of the Southeast 1/4 of said Section 30; thence run North 00° 06' 11" West along the West line of the Southeast 1/4 of said Section 30, 301.88 feet; thence run South 88° 41' 07" East, 279.85 feet; thence run South 00° 02' 01" West, 298.25 feet to the South line of the Southeast 1/4 of said Section 30; thence run North 89° 25' 40" West along the South line of the Southeast 1/4 of said Section 30, 279.07 feet to the Point of Beginning.

Parcel 9: (O. R. Book 2052, Page 2389)

The following described land, situate, lying and being in St. Lucie County, Florida, to-wit:

The N. ½ of the S. 660 feet of the N. 1320 feet of the S. 3998 feet of Block 1, Alan Wilson Grove Plat according to the Plat thereof recorded in Plat Book 12, Page 50 of the Public Records of St. Lucie County, Florida

Less and except from the above described parcels, the property conveyed to the city of Port St. Lucie, a Florida municipal corporation recorded in O. R. Book 2972, Page 774, Public Records of St. Lucie County, Florida.

RESOLUTION 11R-01

COUNCIL ITEM 11B
DATE 1/24/11

A RESOLUTION OF THE CITY OF PORT ST. LUCIE, FLORIDA, MAKING FINDINGS OF FACT AND DETERMINING CONCLUSIONS OF LAW PERTAINING TO THE WILSON GROVES APPLICATION FOR DEVELOPMENT APPROVAL, A DEVELOPMENT OF REGIONAL IMPACT, AND CONSTITUTING THIS RESOLUTION AS AN AMENDED AND RESTATED DEVELOPMENT ORDER BY THE CITY OF PORT ST. LUCIE IN COMPLIANCE WITH LAW; AND PROVIDING FOR AN EFFECTIVE DATE AND A TERMINATION DATE.

WHEREAS, on July 19, 2004, the City of Port St. Lucie, Florida ("City"), entered into that certain Annexation Agreement to establish the terms and conditions upon which approximately 9,451 acres of agricultural land in unincorporated St. Lucie County, Florida ("Western Annexation Area"), would be annexed into the City for the purpose of urban development; and

WHEREAS, the signatories to the Annexation Agreement included ACR ~~Properties~~ Acquisition, LLC, owner of 2,451.179 acres, more or less, known as Wilson Groves, located in the Western Annexation Area; and

WHEREAS, ACR ~~Properties~~ Acquisition, LLC, ("Developer") is a ~~Florida~~ Delaware limited liability company with its principal place of business in Boynton Beach, Florida; and

WHEREAS, Florida Power & Light Company ("FPL") is a Florida company is the owner of 47.566 acres, more or less, located contiguous to the property of ACR ~~Properties~~ Acquisition, LLC. and with whom together comprise the entirety of the properties which are the subject of that certain development known as the Wilson Groves Development of Regional Impact ("Wilson Groves DRI"); and

WHEREAS, FPL has authorized the Developer and Land Design South of Florida, Inc. a Florida corporation, ("LDS"), to pursue the Wilson Groves DRI and has further authorized LDS to act as FPL's agent in all matters including but not limited to agreeing on FPL's behalf to any conditions which result from such Wilson Groves DRI approval process, such authorization being evidenced in the subject Application for Development Approval ("ADA"); and

WHEREAS, the Wilson Groves DRI ("Project") is a proposed mixed-use development of regional impact to be located on approximately 2,498.745 acres, more or less, located in the Western Annexation Area, as more particularly described in Composite Exhibit "A" ("DRI Property"); and

WHEREAS, on August 31, 2004, the Treasure Coast Regional Planning Council ("TCRPC") convened a pre-application conference at which the Developer, LDS and various agencies addressed methodology issues and other preliminary matters concerning the Project; and

WHEREAS, on September 13, 2005, pursuant to section 380.06, F.S., the Developer filed an Application for Development Approval ("ADA") for the Project, to be located on the DRI Property, and supplemented it with two sufficiency responses (dated March 3, and July 14, 2006, along with compendium documents on August 2, 2006) and,

WHEREAS, complete copies of these submissions and other review materials were provided to the City of Port St. Lucie ("City"); the Florida Department of Community Affairs ("DCA); TCRPC, and other review agencies; and

WHEREAS, under contract to the City, the TCRPC prepared the Western Annexation Traffic Study (dated January, 2006) ("WATS") for the Project and other proposed developments within the Western Annexation Area, and

WHEREAS, on August 2, 2006 the application and supporting materials were determined to be sufficient for purposes of review; and

WHEREAS, notice regarding public hearings for the Application for Development Approval was provided by publication in the Port St. Lucie News on August 18, 2006; and

WHEREAS, on September 15, 2006, the TCRPC recommended approval of the Application for Development Approval with conditions; and

WHEREAS, on October 3, 2006, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on the Application for Development Approval and recommended approval with conditions; and

WHEREAS, on October 23, 2006, the City Council of the City of Port St. Lucie ("City Council") held a public hearing to consider the Project, the TCRPC regional report, and comments upon the record made at said public hearing, afforded all interested persons an opportunity to be heard and present evidence, and adopted Resolution No. 06-R104, approving the Project subject to conditions; and

WHEREAS, on July 23, 2008, the Developer submitted Notification of Proposed Change No. 1 ("NOPC No. 1") to TCRPC to amend certain conditions of approval for the Project regarding transportation, affordable housing, and dates for phases, buildout and termination, with complete copies to the City, DCA and other review agencies; and

WHEREAS, the Legislature has enacted and the Governor has signed into law Chapter 2007-204, Laws of Florida, which provides that "all phase, buildout, and expiration dates for project that are developments of regional impact and

under active construction on July 1, 2007, are extended for 3 years regardless of any prior extensions and such extensions are not a substantial deviation and may not be considered when determining whether a subsequent extension is a substantial deviation; and

WHEREAS, on October 7, 2008, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on NOPC No. 1 and recommended approval; and

WHEREAS, on October 27, 2008, the City Council held a public hearing to consider NOPC No. 1, the TCRPC regional report, and comments upon the record made at said public hearing, and afforded all interested persons an opportunity to be heard and present evidence, and adopted Resolution No. 08-R136, approving NOPC No. 1 subject to conditions; and

WHEREAS, on July 9, 2010, the Developer submitted Notification of Proposed Change No. 2 ("NOPC No. 2") to TCRPC to amend certain conditions of approval for the Project regarding the greenway, transportation, wetlands, listed species, and parks and recreation, and Map H with complete copies to the City, DCA and other review agencies; and

WHEREAS, on January 4, 2011, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on NOPC No. 2 and recommended approval; and

WHEREAS, on January 24, 2011 the City Council held a public hearing to consider NOPC No. 2, the TCRPC comments, and comments upon the record made at said public hearing, and afforded all interested persons an opportunity to be heard and present evidence.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA:

FINDINGS OF FACT

The City Council, having considered all the documents, comments, testimony and evidence presented to it, finds as follows:

1. The above recitals are true and correct, and are incorporated into this Development Order by this reference.

2. The Project as modified is consistent with the State Comprehensive Plan.

3. The Project as modified is consistent with the Port St. Lucie Comprehensive Plan and the Port St. Lucie Land Development Regulations.

4. The Project as modified is consistent with the TCRPC's Wilson Groves Development of Regional Impact Assessment Report dated September 2006.

5. The Project is not located in an area of critical state concern designated pursuant to section 380.05, F.S.

6. This Development Order includes adequate provisions for the public facilities needed to accommodate the impacts of the proposed development pursuant to the requirements of Section 380.06, F.S.

7. NOPC No. ~~1~~ 2 and its supporting documentation were reviewed as required by Chapter 380 F.S., and the local land development regulations and are incorporated into this Development Order by this reference.

8. NOPC No. ~~1~~ 2 does not constitute a substantial deviation from the Development Order adopted by the City Council on October 27, 2008 and is otherwise approved, subject to the conditions set forth in this Development Order.

CONCLUSIONS OF LAW

The City Council, having made the findings of fact set forth above, makes the following conclusions of law:

9. The City Council is the governing body with legal jurisdiction over the DRI Property and is authorized and empowered by Chapter 380, F.S., to issue this Development Order.

10. The Project as modified is approved for development pursuant to section 380.06, F.S., on the DRI Property attached as Composite Exhibit "A", subject to the conditions of approval set forth in Exhibit "B" of this Development Order and the Equivalency Matrix attached as Exhibit "C", all of which are incorporated into this Development Order by this reference.

11. Development shall be located substantially as depicted on the Master Development Plan (Map H) attached as Exhibit "D", which is incorporated into this Development Order by reference.

12. Development shall be consistent with the Port St. Lucie Comprehensive Plan, the Port St. Lucie Land Development Regulations and this Development Order.

13. Within 10 days after adoption of this Development Order, the City Clerk shall render copies of this Development Order with all attachments, certified as complete and accurate, by certified mail (return receipt

requested) to the Developer, LDS, DCA and TCRPC as required by Rule 9J-2.025(5), F.A.C.

14. This Development Order shall take effect, following rendition, as provided by law.

15. Notice of the adoption of this Development Order or any amendment shall be recorded by the Developer, within 30 days after its effective date, in accordance with sections 28.222 and 380.06(15)(f), F.S., with the Clerk of the Circuit Court of St. Lucie County, Florida. The notice shall specify that this Development Order runs with the land and is binding on the Developer, its agents, lessees, successors or assigns. A copy of such notice shall be forwarded to the Port St. Lucie Planning and Zoning Department within seven days after recordation.

16. The Project as modified shall not be subject to down-zoning, unit density reduction or intensity reduction or other reduction of approved land uses before the expiration date of this Development Order, unless either (a) the Developer consents to such a change, or (b) the City demonstrates that a substantial change in the conditions underlying the approval of the Development Order has occurred, or that the Development Order was based on substantially inaccurate information provided by the Developer, or that the change is clearly established by the City as essential to the public health, safety or welfare.

17. This Development Order shall not preclude the City from requiring the payment of impact fees and/or other fees for development or construction within the Project, provided such fees are assessed in accordance with a duly adopted ordinance and are charged to all other similarly situated developers for the same activities within all other areas of the City.

18. In the event that the Developer violates any condition of this Development Order, or otherwise fails to act in substantial compliance with this Development Order, the City may stay the effectiveness of this Development Order on the identifiable tract or parcel, or portion of the tract or parcel owned by the person or entity violating the condition, and within the DRI Property described in Exhibit "A", after a stated compliance date. The Developer shall be given a written notice of violation by the City and a reasonable period of time to cure the violation. The Developer may petition the City Council for review of the notice of violation, prior to the stated compliance date, and said review shall be conducted at a public hearing. Filing of a petition for review shall delay the effectiveness of the notice of violation until the review has been conducted. If the violation has not been cured or corrected by the stated compliance date, all further development permits, approvals and services for the development said tract or parcel, or portion of tract or parcel, shall be withheld until the

violation is corrected. For purposes of this condition, the terms "tract" and "parcel" shall mean "any quantity of land capable of being described with such definiteness that its boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit, located within the DRI Property legally described in Exhibit 'A' attached hereto and the Master Development Plan (Map H) in the ADA."

19. Upon request, and in accordance with the City's adopted certificate of concurrency fee, in the development review fee schedule, the City shall provide to the Developer a letter stating whether the portion of the Project at issue is in compliance with applicable conditions of this Development Order.

20. Pursuant to Section 380.06(5)(c), F.S., the Project shall be bound by the rules adopted pursuant to Chapters 373 and 403, F.S., in effect at the time of issuance of this Development Order.

21. Compliance with this Development Order shall be monitored through normal City permitting procedures, the procedures listed in the specific conditions of approval, and review of the biennial report. The local official responsible for assuring compliance with this Development Order is the Director of Planning and Zoning.

22. This Development Order shall be binding upon the Developer, FPL and its assigns or successors in interest. Any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created and designated as successor in interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this Development Order.

23. It is declared to be the City's intent that, if any section, subsection, sentence, clause, condition or provision of this Development Order is held to be invalid by a court of competent jurisdiction, the remainder of this Development Order shall be construed as not having contained said section, subsection, sentence, clause, condition or provision and shall not be affected by such holding.

RESOLUTION 11R-01

PASSED AND ADOPTED on this 24th day of January, 2011.

CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA

JoAnn M. Faiella, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

Roger C. Orr, City Attorney

RESOLUTION 11R-01

COMPOSITE EXHIBIT "A"

LEGAL DESCRIPTION OF DRI PROPERTY

ACR Properties, LLC Property

The Alan Wilson Grove plat, according to the plat thereof, as recorded in plat book 12, page 50, of the public records of St. Lucie County, Florida, less the west 5.00 feet thereof.

Together with:

The East one-half Sections 30 and 31, Township 37 South, Range 39 East, less the East 200.00 feet thereof.

Said lands situate in St. Lucie County, Florida. Containing 106,773,334 square feet or 2451.179 acres, more or less, subject to easements, restrictions, reservations, covenants and rights-of-way of record.

FPL Property

The East 200.00 feet of sections 30 and 31, Township 37 South, Range 39 East, St. Lucie County, Florida.

Said lands situate in St. Lucie County, Florida. containing 2,071,967 square feet/47.566 acres, more or less, subject to easements, restrictions, reservations, covenants and rights-of-way of record.

RESOLUTION 11R-01

EXHIBIT "B"

CONDITIONS OF APPROVAL

RESOLUTION 11-R

EXHIBIT "B"

CONDITIONS OF APPROVAL

Application for Development Approval

1. The Wilson Groves Development of Regional Impact Application for Development Approval is incorporated herein by reference. It is relied upon, but not to the exclusion of other available information, by the parties in discharging their statutory duties under Chapter 380, Florida Statutes. Substantial compliance with the representations contained in the Application for Development Approval, as modified by Development Order conditions, is a condition for approval.

   For purposes of this Development Order, the Application for Development Approval ("ADA") shall include the following items:

   a. Application for Development Approval dated September 13, 2005;

   b. Supplemental information dated March 3, 2006; July 14, 2006; and August 2, 2006;

   c. Western Annexation Traffic Study ("WATS") Final Report dated January 2006; and

   d. Annexation Agreement dated July 19, 2004, and revised May 16, 2005, ~~and~~ July 11, 2005, and November 16, 2009, except to the extent that any term of the Annexation Agreement is subsequently amended by the parties thereto ("Annexation Agreement").

Commencement and Process of Development

2. In the event the Developer fails to commence significant physical development within three years from the effective date of the Development Order, development approval shall terminate and the development shall be subject to further Development of Regional Impact review by the Treasure Coast Regional Planning Council, Florida Department of Community Affairs, and City of Port St. Lucie pursuant to Section 380.06, Florida Statutes. However, this time period shall be tolled during the pendency of any appeal pursuant to Section 380.07, F.S. For the purpose of this paragraph, construction shall be deemed to have initiated after placement of permanent evidence of a structure (other than a mobile home) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation or land clearing, such as the construction of roadways or other utility infrastructure.

RESOLUTION 11-R

EXHIBIT "B"

Phasing

3. A) The phasing of the Wilson Groves Development of Regional Impact is approved and the Developer is authorized to develop the DRI Property as follows:

Phase	Years	Residential[1] (DU)	Retail (SF)	Office (SF)	~~Research & Office (SF)~~	Light Industrial (SF)	Institutional & Civic (SF)
1	2006-2013	2,200	210,000	~~0~~136,125	~~136,125~~	136,125	0
2	2014-2018	4,096	120,000	~~62,000~~470,375	~~408,375~~	408,375	50,638
3	2019-2023	1,404	260,000	~~80,000~~488,375	~~408,375~~	408,375	175,436
4	2024-2028	0	175,000	~~80,000~~488,375	~~408,375~~	408,375	156,798
Total	2006-2028	7,700	765,000	~~222,000~~1,583,250	~~1,361,250~~	1,361,250	382,872

1. Residential units consist of 5,775 single family units and 1,925 multi-family units.

~~A) The Developer is authorized to develop the DRI Property as follows:~~

~~LAND USE~~	~~DENSITY / INTENSITY~~	~~ACRES~~
~~Residential (DUs)~~ ~~Single-family~~ ~~Multi-family~~	 ~~5,775 DU~~ ~~1,925 DU~~	~~1,989~~
~~Retail (GSF)~~	~~765,000 GSF~~	~~87~~
~~Office (GSF)~~	~~222,000 GSF~~	~~26~~
~~Research & Office[1] (GSF)~~ ~~Light Industrial[1] (GSF)~~	~~1,361,250 GSF~~ ~~1,361,250 GSF~~	~~125~~
~~Institutional and Civic (GSF)~~	~~382,327 GSF~~	~~44~~
~~Schools[2]~~	~~–~~	~~50~~
~~Recreation/Open Space~~ ~~Regional Park~~	 ~~–~~	 ~~50~~

RESOLUTION 11-R

EXHIBIT "B"

~~LAND USE~~	~~DENSITY / INTENSITY~~	~~ACRES~~
~~Other~~	–	~~90~~
~~TOTAL~~	–	~~2,451~~

~~NOTES:~~

~~1. Research & Office and Light Industrial both located in 125 acre Employment Center.~~

~~2. Schools include two K-8 schools which acreage may vary by collocation with parks per Condition 52 (a).~~

~~Provided, however, that~~ The development of a use in any phase may commence prior to completion of development in the preceding phase so long as all specific conditions for mitigation of transportation impacts are implemented according to the schedule in this Development Order, as it may be modified from time to time, and all other conditions of this Development Order are satisfied.

In addition to those uses described above, the Developer is authorized to develop ancillary and support uses including but not limited to adult congregate living facilities, wireless communication and cable television towers, digital network facilities, civic buildings, community centers, irrigation treatment plant and pumping facilities, libraries, places of worship, public service facilities, recreational facilities and schools as permitted within the New Community Development District.

B) In order to accommodate changing market demands, at the Developer's request in an application for a specific development permit, and without the Developer filing a notification of proposed change pursuant to section 380.06(19), F.S., the City may increase or decrease the amount of an approved land use by applying the Equivalency Matrix attached to this Developer Order as Exhibit "C", which is incorporated into this Development Order by this reference. The use of the Equivalency Matrix shall not allow impacts to water, wastewater, solid waste, transportation or affordable housing to exceed the aggregate impacts projected in the ADA. In addition, to ensure the basic character of the project is not altered, no land use be increased by an amount which exceeds the numeric criteria in section 380.06(19)(b), F.S., and the aggregate amount of non-residential uses within the DRI Property may not be reduced below the minimum established for the DRI Property by the Annexation Agreement. The mix of land uses shall be consistent with that allowed in the Port St. Lucie Comprehensive Plan. The Developer shall report, in each biennial report required by this Development Order, use of the Equivalency Matrix in Exhibit "C" to increase the amount of one approved land use with a concurrent reduction in one or more other approved land uses.

Buildout Date

4. The Wilson Groves Development of Regional Impact shall have a buildout date of December 31, 2028, unless otherwise amended pursuant to the conditions of this Development Order and Section 380.06, Florida Statutes.

Expiration and Termination Date

5. This Development Order shall expire and terminate on December 31, 2035, unless extended as provided in Section 380.06(19)(c), Florida Statutes.

Biennial Report

6. The biennial report required by subsection 380.06(18), Florida Statutes, shall be submitted every two years until the expiration of this Development Order on the anniversary date of the adoption of the Development Order to the City of Port St. Lucie, Treasure Coast Regional Planning Council, Florida Department Community Affairs, and such additional parties as may be appropriate or required by law. The contents of the report shall include those items required by this Development Order and Rule 9J-2.025(7), Florida Administrative Code. The City of Port St. Lucie Planning and Zoning Director shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the Development Order. Notice of transfer of all or portions of the DRI Property shall be filed with the City of Port St. Lucie and included in the biennial report.

General Provisions

7. Any modifications or deviation from the approved plans or requirements of this Development Order shall be made according to and processed in compliance with the requirements of Section 380.06(19), Florida Statutes and Rule 9J-2, Florida Administrative Code.

8. The definitions found in Chapter 380, Florida Statutes shall apply to this Development Order.

9. Reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as a successor in interest to, or which otherwise possesses the powers and duties of, any referenced governmental agency in existence on the effective date of this Development Order.

10. This Development Order shall be binding upon the Developer and its assignees or successors in interest.

RESOLUTION 11-R

EXHIBIT "B"

REGIONAL PLANNING

Master Development Plan

11. Prior to final approval of any zoning application in the Wilson Groves Development of Regional Impact, the City will require the Developer to prepare a conceptual master plan to provide long-term guidance and direction for the project by showing the general location of all residential and non-residential land uses, arterial and collector roads, arterial and collector potable water, wastewater and reclaimed water infrastructure, stormwater facilities, school sites, civic and institutional sites, other major facilities, major access points and multi-use trails and greenways. The conceptual master plan shall demonstrate consistency with the NCD (New Community Development) land use category. The conceptual master plan shall be consistent with the Master Development Plan (Map H) attached to this Development Order as Exhibit "D" but shall not be adopted as an amendment to this Development Order. The conceptual master plan shall be presented to the City's Planning and Zoning Board and the City Council for consideration and approval; provided, however, that notwithstanding the foregoing, the conceptual master plan shall only be a generalized reference tool which is not regulatory but rather a planning reference to provide long range guidance related to those lands being considered for development approval. The conceptual master plan shall be revised by the Developer from time to time as needed to show approved and proposed development, and the City and the Developer shall agree on the mutually acceptable process for doing so.

Greenway

12. Consistent with the City's local comprehensive plan and the Annexation Agreement, the project shall include a continuous, multi-purpose greenway along Range Line Road with an average width of 50 feet and a minimum width of 30 feet, from Range Line Road's eastern right-of-way boundary. The greenway shall be provided in each development parcel within the DRI Property which is adjacent to Range Line Road as a condition of the recording of a residential subdivision plat or final site plan approval for each such development parcel. An appropriate easement shall be placed upon this greenway in perpetuity. The easement shall allow (a) road crossings and pedestrian access; (b) sites for receiving and disposing of irrigation-quality effluent; and (c) landscaping and irrigation. In addition, within the greenway and adjacent to Range Line Road, the Developer shall grant the City a 30-foot perpetual non-exclusive utility easement; provided, however, such utility easement shall allow for (a) landscaping and irrigation, including with reclaimed water; (b) road crossings and pedestrian access; and (c) similar surface uses, with the City's written authorization, which will not interfere with efficient operation of the City's utilities or unduly hinder maintenance. Any landscaping or irrigation system within the utility easement shall be approved by the City's Utilities Systems Department prior to planting or constructing same.

RESOLUTION 11-R

EXHIBIT "B"

TRANSPORTATION

Rights of Way

13. Wilson Groves has dedicated the following road rights-of-way within the project to the City: Becker Road (150 feet), Paar Drive (150 feet), E/W 3 (150 feet), N/S A (150 feet), N/S AB (100 feet) and N/S B (30 feet). As part of this development order, N/S AB will be eliminated and N/S B will be widened to a 150-foot corridor. The adjacent DRI, Riverland Kennedy, has dedicated 30 feet of the N/S B road right-of-way to the City. In order to provide the total corridor width, Wilson Groves shall dedicate an additional 90 feet along the western limits of N/S B. No building permits for Wilson Groves Development of Regional Impact shall be issued ~~after July 1, 2007~~ until ~~right-of-way within the project along Becker Road, E/W 3 (Road B), E/W 4 (Paar Drive), N/S A, N/S B, N/S AB,~~ the dedication of the 90 foot road right-of-way along the existing right-of-way for N/S B and all intersections thereof, has been dedicated free and clear of all liens and material encumbrances to the City of Port St. Lucie with a reservation unto the developer or community development district, for purpose of constructing and thereafter maintaining roads and other improvements, until acceptance by the City of Port St. Lucie, subject to the requirements of the Annexation Agreement. After Wilson Groves dedicates the needed right-of-way for the widening of N/S B, the City will return the previously dedicated 100-foot right-of-way for N/S AB to Wilson Groves. Should the adjacent DRI to the east, Riverland/Kennedy, submit a request to revise their DRI to the City prior to the construction of N/S B between Becker Road and Paar Drive, the City will negotiate to obtain 45 feet of right-of-way for N/S B from Riverland/Kennedy, and if successful, the City will return 45 feet of the right-of-way for N/S B to Wilson Groves.

14. In addition to the aforementioned roadway networks, the Developer shall further enhance the transportation network by providing a system which shall include but not be limited to public collector roads. The roads identified herein shall not include internal networks for gated communities.

Monitoring

15. A) At any time, the Developer may undertake monitoring to ascertain the level of service on facilities where Wilson Groves Development of Regional Impact has significant impact (project is estimated to contribute an amount of traffic equal to or greater than 5% of the maximum service volume under the adopted level of service standard) in order to determine whether the date or trip threshold by which a transportation improvement required by this Development Order may be extended. If the monitoring demonstrates that the facility or facilities will operate at the adopted level of service standard without the improvement at the date or trip threshold by which this Development Order would otherwise require such improvement, then notwithstanding any other provision of this Development Order the date by which such improvement is required shall be extended on terms

approved pursuant to the procedure in Condition ~~17~~16. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the roadway network shall be required on account of such monitoring.

B) The City of Port St. Lucie may require the Developer to undertake monitoring to ascertain the level of service on transportation facilities within the DRI as specified in Table 1 and/or Table 2~~properties that participated in the WATS ("WATS Area")~~ in order to determine whether the date or trip threshold by which a transportation improvement ~~within the WATS Area~~ required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date by which such improvement is required shall be accelerated on terms approved pursuant to the procedure in Condition ~~17~~16. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date or trip threshold by which this Development Order would otherwise require such improvement, then the date or trip threshold for such improvement shall be accelerated based on the results of such monitoring, provided that the accelerated schedule for the improvement shall allow 24 months for engineering, permitting and construction of the improvement. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among all parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the road network ~~within the WATS Area~~ identified in Tables 1 and 2 shall be required on account of such monitoring.

16. In accordance with Section 380.06(15)(c)5, Florida Statutes, changes to roadway improvement conditions which are subject to the monitoring program outlined in Condition 15 shall not be subject to the substantial deviation determination/notice of proposed change process, unless otherwise required by the criteria listed in Section 380.06(b), Florida Statutes. Changes to roadway improvements conditions shall be transmitted for approval to the Florida Department of Transportation, Florida Department of Community Affairs, and Treasure Coast Regional Planning Council. The agencies should complete the review within 90 days after submittal by the Developer.

17. A trip generation analysis shall be prepared by the applicant and approved by the City of Port St. Lucie prior to each site plan or residential subdivision plat approval. The trip generation analysis shall present calculations for the p.m. peak hour and shall be performed using trip generation rates included in the latest available Institute of Transportation Engineers Trip Generation Report as well as land uses included in the application for development approval. The trip generation analysis shall include

internal capture and passer-by, if appropriate, to determine net trips generated by the development. The trip generation shall be cumulative and include all previous site plan and residential subdivision plat approvals. Development order conditions shall be evaluated using the trip generation analysis to determine triggering of any transportation conditions.

Access Road Improvements

18. No building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold or residential units identified in Table 1, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 1 under "Required Improvement"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program of FDOT's adopted work program.

Table 1

Access Road Improvements

Road	From	To	Trip Threshold*	Residential Units	Required Improvement
Phase 1					
Becker Rd	Village Pkwy	N/S B	0	0	2L
Secondary Emergency Access Road between Becker Rd at N/S B and Rangeline Road			0	0	Emergency Access Road
Becker Rd	N/S B	Range Line Rd	2,573	2,200	2L
Phase 2					
Becker Rd	N/S B	Range Line Rd	4,148	3,955	Widen to 4L D

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

Internal Road Improvements

19. No building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold or residential units identified in Table 2, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 2 under "Required Improvement"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

RESOLUTION 11-R

EXHIBIT "B"

Table 2

Internal Road Improvements

Road	From	To	Trip Threshold*	Residential Units	Required Improvement
Phase 1					
N/S A	Becker Rd	E/W 3	2,573	2,200	2L
E/W 3	Rangeline Rd	N/S A	2,573	2,200	2L
E/W 3	N/S A	N/S B	2,573	2,200	2L
Phase 2					
Paar Dr	N/S A	N/S B	4,152	3,960	2L
N/S B	Becker Rd	E/W 3	4,397	4,233	2L
Phase 3					
N/S A	Becker Rd	E/W 3	6,708	6,564	Widen to 4L D
Paar	N/S A	N/S B	7,148	6,821	Widen to 4L D
Paar	Rangeline Rd	N/S A	7,449	6,997	2L

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

External Road~~ways~~ Improvements – West of I-95

~~17~~20. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trips indicated in Table 3 or after December 31 of the indicated year in Table 3, ~~2010~~ whichever comes last, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways as shown in Table 3:

RESOLUTION 11-R

EXHIBIT "B"

Table 3

External Roadway Improvements – West of I-95

Year	*Trip Threshold	Road	From	To	Required Improvement	Status
2010	7,449	Tradition Pkwy	Village Pkwy	I-95	6L D	Satisfied
2010	8,650	Village Pkwy	Tradition Pkwy)	Crosstown Pkwy	4 L D	Satisfied
2010	8,650	Tradition Pkwy	Community Blvd.	Village Pkwy	4L D	Satisfied
2010	8,650	Community Blvd.	Tradition Pkwy	Westcliffe Lane	2L	Satisfied
2010	8,650	Westcliffe Lane	N/S A	Village Pkwy	2L	
2014	8,650	Crosstown Pkwy	N/S A	Village Pkwy	4L D	
2014	8,650	Crosstown Pkwy	Village Pkwy	Commerce Center Dr	Widen to 6L D	
2014	8,650	Tradition Pkwy	N/S A	Village Pkwy	4L D	
2014	8,650	N/S A	Crosstown Pkwy	Glades Cut-Off Rd	2L	
2018	8,650	Crosstown Pkwy	Range Line Road	N/S A	2L D	
2020	7,810	Village Pkwy	Tradition Pkwy	SW Meeting Street	6L D	Satisfied
2020	8,650	Village Pkwy	SW Meeting St	Westcliffe Lane	Widen to 6 L D	

*Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

~~a) Village Parkway from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane divided~~

~~b) Tradition Parkway (Gatlin Boulevard) from Community Boulevard to Village Parkway: 4 Lane divided~~

~~c) Community Boulevard from Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY): 2 Lanes~~

~~d) Westcliffe Lane (E/W XY) from N/S A to Village Parkway: 2 Lanes~~

~~18. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2014, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways:~~

~~a) Crosstown Parkway from N/S A to Village Parkway: 4 Lane divided~~

~~b) Crosstown Parkway from Village Parkway to I-95: 6 Lane divided~~
~~c) Tradition Parkway (Gatlin Boulevard) from N/S A to Village Parkway: 4 Lane divided~~
~~d) N/S A from Crosstown Parkway to Glades Cut-Off Road: 2 Lanes~~

~~19. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2018, until: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways:~~

~~a) Crosstown Parkway from Range Line Road to N/S A: 2 Lane divided~~

~~20. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the net external p.m. peak hour trip threshold identified in Table 1 or after December 31 of the year of failure identified in Table 1, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 1 under "Improvements"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the roadway widening or construction projects included in Table 1.~~

~~Table 1~~
~~Wilson Groves DRI~~
~~Roadway Improvements~~

~~Road Segment~~	~~Trip Threshold~~	~~Year of Failure~~	~~Improvement~~
~~Tradition Parkway (Gatlin Boulevard) – Village Parkway to I-95~~	~~7,449~~	~~2010~~	~~6LD~~
~~Village Boulevard – Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY)~~	~~7,810~~	~~2020~~	~~6LD~~

RESOLUTION 11-R

EXHIBIT "B"

External Road Improvements – East of I-95

21.~~A)~~ Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold identified in Table ~~2~~ 4 or after December 31 of the year of failure identified in Table ~~2~~ 4, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table ~~2~~ 4 under "Required Improvements"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the roadway widening or construction projects included in Table ~~2~~ 4. The City of Port St. Lucie will use its best efforts to undertake the road improvements in Table ~~2~~ 4 by the dates and trip thresholds indicated.

Table 4

External Road Improvements – East of I-95

Year	*Trip Threshold	Road	From	To	Required Improvement	Status
2015	1,271	Becker Road	I-95	Rosser Blvd	6 L D	Satisfied
2016	8,650	Paar Dr	Rosser Blvd	Savona Blvd	Widen to 4 L D	
2016	8,650	Paar Dr	Savona Blvd	Port St. Lucie Blvd	Widen to 4 L D	
2010	1,878	Becker Road	Florida's Turnpike	Southbend Blvd	4L D	Satisfied
2013	8,650	Rosser Blvd	E/W 3	Gatlin Blvd	Widen to 4 L D	
2021	8,650	Port St. Lucie Blvd	Paar Dr	Darwin Blvd	Widen to 4 L D	
2011	8,650	Port St. Lucie Blvd	Becker Road	St. Lucie County Line	Widen to 4 L D	
2018	8,650	Rosser Blvd	Paar Dr	E/W 3	Widen to 4 L D	
2022	8,650	Port St. Lucie Blvd	Darwin Blvd	Gatlin Blvd	Widen to 6 L D	
2014	8,650	E/W 3	I-95	Rosser Rd	2L	
2014	8,650	Paar Dr	I-95	Rosser Rd	4L D	
2018	8,650	E/W 3	I-95	Rosser Rd***	Widen to 4L D	
2018	8,650	Paar Dr	I-95	Rosser Rd***	Widen to 6L D	

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2022	8,650	E/W 3	I-95	Rosser Rd***	Widen to 6L D	
2020	NA	Crosstown Pkwy	I-95	Bayshore Blvd	6L D	Satisfied
2020	8,650	Crosstown Pkwy	Bayshore Blvd	U.S. 1**	6L D	
2010	NA	Becker Road	I-95	Florida's Turnpike	4 L D	Satisfied

*Wilson Groves DRI Total Net External p.m Peak Hour Trips

** Based on permitability

***These segments include a bridge over I-95, provided, however, that the bridge over I-95 shall be subject to monitoring every three years, commencing for development that generates more than 8,650 total net external p.m. peak hour trips or in 2019, whichever comes later, to evaluate the need for the improvements.

~~Table 2~~
~~Wilson Groves DRI~~
~~External Roadway Improvements~~

~~Road Segment~~	~~Trip * Threshold~~	~~Year of Failure~~	~~Improvement~~
~~Becker Road - I-95 to Rosser Blvd.~~	~~1,271~~	~~2015~~	~~6LD~~
~~Paar Drive - Rosser Blvd. to Savona Blvd.~~	~~1,240~~	~~2016~~	~~4LD~~
~~Paar Drive - Savona Blvd. to Port St. Lucie Blvd.~~	~~1,278~~	~~2016~~	~~4LD~~
~~Becker Road – Florida's Turnpike to Southbend Blvd.~~	~~1,878~~	~~2010~~	~~4LD~~
~~Rosser Boulevard - E/W 3 to Gatlin Blvd.~~	~~3,043~~	~~2013~~	~~4LD~~
~~Port St. Lucie Boulevard - Paar Dr. to Darwin Blvd.~~	~~1,660~~	~~2021~~	~~4LD~~
~~Rosser Boulevard - Becker Rd. to Paar Dr.~~	~~3,573~~	~~2015~~	~~4LD~~
~~Port St. Lucie Boulevard - Becker Rd. to St. Lucie County Line~~	~~2,403~~	~~2011~~	~~4 Lanes~~
~~Rosser Boulevard - Paar Dr. to E/W 3~~	~~7,826~~	~~2018~~	~~4LD~~
~~Port St. Lucie Boulevard - Darwin Blvd. to Gatlin Blvd.~~	~~5,203~~	~~2022~~	~~6LD~~
~~E/W 3 – I-95 to Rosser Road *** (Asterisks to be deleted)~~	~~NA~~	~~2014~~	~~2 Lanes~~
~~Paar Drive – I-95 to Rosser Road *** (Asterisks to be deleted)~~	~~NA~~	~~2014~~	~~4LD~~
~~E/W 3 – I-95 to Rosser Road ***~~	~~NA~~	~~2018~~	~~Widen to 4LD~~
~~Paar Drive – I-95 to Rosser Road ***~~	~~NA~~	~~2018~~	~~Widen to 6LD~~
~~E/W 3 – I-95 to Rosser Road ***~~	~~NA~~	~~2022~~	~~Widen to 6LD~~
~~Crosstown Parkway – I-95 to Bayshore Blvd.~~	~~NA~~	~~20132020~~	~~6LD~~
~~Crosstown Parkway – Bayshore Boulevard to U.S. 1**~~	~~NA~~	~~2020~~	~~6LD~~
~~Becker Road – I-95 to Florida's Turnpike~~	~~NA~~	~~2010~~	~~4LD~~

~~* Wilson Groves DRI Net External PM Peak Hour Trips~~
~~** Based on permitability~~
~~***These segments include a bridge over I-95, provided, however, that the bridge over I-95 shall be subject to monitoring every three years, commencing at the start of Phase 3 in 2019 to evaluate the need for the improvement.~~

22. A traffic re-analysis shall be undertaken by the Developer and submitted to the City, DCA, TCRPC and FDOT for any development that generates more than 8,650 total net external p.m. peak hour trips or ~~if~~ by December 31, 2020, whichever comes last, if the six laning of the Crosstown Parkway – Bayshore Boulevard to U.S. 1 segment is: 1) not under contract; 2) not included in a local government development agreement consistent with sections 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Condition 15, if applicable; or 4) not scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. The traffic re-analysis shall be prepared in a manner consistent with the methodology utilized in the WATS, or at the election of the Developer, utilizing an alternative methodology acceptable to the City, DCA and FDOT. If the traffic re-analysis shows that the incomplete segment will result in additional or increased significant impacts to state or regionally significant roads external to the WATS area as identified in the WATS, no building permits shall be issued for any development that generates more than 8,650 total net external p.m. peak hour trips or after December 31, 2020, whichever comes last, until the Development Order has been amended to include mitigation to address such additional or increased significant impacts consistent with Rule 9J-2.045 F.A.C.

Road Improvements Outside the City of Port St. Lucie

23. ~~B)~~ Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the total net external p.m. peak hour trip threshold identified in Table ~~3~~ 5or after December 31 of the year of failure identified in Table ~~3~~ 5, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 3 under "Required Improvements"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

Table 5

Roadway Improvements Outside the City of Port St.Lucie

Year	*Trip Threshold	Road	From	To	Required Improvement	Status
2022	1,254	SW Allapattah Rd	CR 714	Martin County Line	4 L D	
2022	1,254	Range Line Rd	Martin County Line	Becker Rd	Widen to 4L D***	
2011	2,403	SW Citrus Blvd	St. Lucie County Line	SR 714	Widen to 4L **	
2013	4,133	SR 714/Martin Hwy	Port St. Lucie Blvd	Florida's Turnpike	Widen to 4L D	
2010	4,165	CR 714/Martin Hwy	Florida's Turnpike	High Meadows Ave.	Widen to 4L D	

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2011	5,652	CR 714/Martin Hwy.	High Meadows Ave.	Berry Ave.	Widen to 4L D	

*Wilson Groves DRI Total Net External p.m. Peak Hour Trips

**Provided sufficient right-of-way exists for the improvement.

*** This condition may be satisfied by a payment to St. Lucie County based on the *Settlement Agreement Including Impact Fee Credit Agreement* between the Developer and St. Lucie County.

~~**Table 3**~~
~~**Wilson Groves DRI**~~
~~**Roadway Improvements Outside the City of Port St. Lucie**~~

~~Road Segment~~	~~Trip * Threshold~~	~~Year of Failure~~	~~Improvement~~
~~Range Line Road – SR 714 to Becker Road~~	~~1,254~~	~~2022~~	~~4LD~~
~~Port St. Lucie Blvd – St. Lucie County Line to SR 714~~	~~2,403~~	~~2011~~	~~4 Lanes**~~
~~SR 714/Martin Hwy. - Port St. Lucie Blvd. to Florida's Turnpike~~	~~4,133~~	~~2013~~	~~4LD~~
~~CR 714/Martin Hwy. – Florida's Turnpike to High Meadows Av.~~	~~4,165~~	~~2010~~	~~4LD~~
~~CR 714/Martin Hwy. - High Meadows Av. to Berry Av.~~	~~5,652~~	~~2011~~	~~4LD~~

~~* Total Wilson Groves DRI Net External PM Peak Hour Trips~~
~~** Provided sufficient right-of-way exists for the improvement~~

24~~C~~) A traffic re-analysis shall be undertaken by the Developer and submitted to the City, TCRPC, DCA, and FDOT by the date that development within the Wilson Groves DRI generates more than 2,403 total net external p.m. peak hour trips or by December 31, 2011, whichever comes last, if the four-laning of the Port St. Lucie Boulevard – St. Lucie County Line to SR 714 segment is: 1) not under contract to construct the roadway; 2) not included in a local government development agreement consistent with section 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Condition 15, if applicable; or 4) not scheduled in the first three years of an adopted Capital Improvements Program or FDOT's adopted work program. The traffic re-analysis shall be prepared in a manner consistent with the methodology utilized in the WATS, or at the election of the Developer, utilizing an alternative methodology acceptable to the City, DCA, FDOT and TCRPC, and shall be limited to a determination of the effect, if any , of the delay in four laning the segment of Port St. Lucie Boulevard – St. Lucie County Line to SR 714 on road external to the WATS area. If the traffic re-analysis shows that the delay will result in additional or increased significant impacts to state or regionally significant roads as identified in the WATS, no building permits shall be issued after development within the Wilson Groves DRI generates more than 2,403 total net external p.m. peak hour trips or December 31, 2011, whichever comes last, until the Development Order has

been amended to include mitigation to address such additional or increased significant impacts consistent with Rule 9J-2.045, F.A.C.

~~**Roadways within Western Annexation Area**~~

~~22. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2010, until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Becker Road from Range Line Road to N/S A: 2 Lanes~~
~~Becker Road from N/S A to I-95: 4 Lane-divided~~
~~E/W 3 from N/S A to Community Boulevard: 2 Lanes~~
~~N/S A from Becker Road to E/W 3: 2 Lanes~~
~~Community Boulevard from Becker Road to E/W 1: 2 Lanes~~
~~Community Boulevard from E/W 1 to Gatlin Boulevard: 4 Lane-divided~~
~~Village Parkway from Becker Road to Gatlin Boulevard: 4 Lane-divided~~

~~23. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2014 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Becker Road from Range Line Road to N/S A: Widen to 4 Lane-divided~~
~~Becker Road from N/S AB to I-95: Widen to 6 Lane-divided~~
~~Paar Drive from Range Line Road to N/S BC: 2 Lanes~~
~~Paar Drive from N/S BC to I-95 western right-of-way: 4 Lane-divided~~
~~E/W 3 from Range Line Road to N/S A: 2 Lanes~~
~~E/W 3 from Community Boulevard to I-95 western right-of-way: 2 Lanes~~
~~E/W 1 from Range Line Road to Community Boulevard: 2 Lanes~~
~~E/W 1 from Community Boulevard to Village Parkway: 4 Lane-divided~~
~~N/S A from E/W 3 to E/W 1: 2 Lanes~~
~~N/S A from E/W 1 to Tradition Parkway (Gatlin Boulevard): 4 Lane-divided~~

~~N/S A from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane-divided (May be constructed concurrently, but no later than, with the construction of Crosstown Parkway from N/S A to Village Parkway.)~~
~~N/S AB from Becker Road to Paar Drive: 2 Lanes~~
~~N/S B from Becker Road to E/W 1: 2 Lanes~~
~~N/S BC from Becker Road to Paar Drive: 2 Lanes~~
~~Village Parkway from E/W 1 to Gatlin Boulevard: Widen to 6 Lane-divided~~
~~Tradition Parkway (Gatlin Boulevard) from N/S A to Range Line Road: 4 Lane-divided~~

~~24. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2018 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~Paar Drive from N/S A to N/S BC: Widen to 4 Lane-divided~~
~~Paar Drive from Village Parkway to I-95 western right-of-way: Widen to 6 Lane divided~~
~~E/W 3 from Community Boulevard to I-95 western right-of-way: Widen to 4 Lane-divided~~
~~E/W 1 from N/S B to Community Boulevard: Widen to 4 Lane-divided~~
~~N/S A from Becker Road to E/W 1: Widen to 4 Lane-divided~~
~~Community Boulevard from Becker Road to E/W 1: Widen to 4 Lane-divided~~
~~Village Parkway from E/W 1 to Gatlin Boulevard: Widen to 8 Lane-divided*~~
~~*If required by the City.~~

~~25. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued after December 31, 2022 until: 1) contracts have been let to build the following roads with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S., has been executed; 3) the monitoring program included in Condition 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the City's satisfaction that sufficient funds will be available to complete the following improvements:~~

~~E/W 3 from N/S A to Community Boulevard: Widen to 4 Lane-divided~~
~~E/W 3 from Village Parkway to I-95: Widen to 6 Lane-divided~~
~~N/S AB from Becker Road to Paar Drive: Widen to 4 Lane-divided~~

~~N/S B from Paar Drive to E/W 1: Widen to 4 Lane-divided~~
~~N/S BC from Becker Road to Paar Drive: Widen to 4 Lane-divided~~
~~Village Parkway from Becker Road to E/W 1: Widen to 6 Lane-divided~~

~~26. Intersection lane geometry for all arterial roads between I-95 and Range Line Road included in Master Development Plan (Map H) attached to this Development Order as Exhibit "D" shall, for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections within rights-of way greater than 100 feet, include dual left-turn lanes and an exclusive right-turn lane in all approaches. For all other arterial road intersection types, the Developer shall submit to the City, for approval, an intersection analysis to designate the lane geometry for each intersection.~~

E/W 3 and I-95 Interchange

25~~27~~. A traffic study shall be prepared for development that generates more than 8,650 total net external p.m. peak hour trips or by ~~no later than~~ January 1, 2019, whichever comes last, to evaluate the need for an interchange along I-95 with E/W 3. The methodology for this traffic study shall be discussed with the Developer, and agreed upon by the City of Port St. Lucie and Florida Department of Transportation. The traffic study shall estimate traffic projections at buildout of all DRI developments that participated in the WATS.

26~~28~~. If the study required by Condition 25~~27~~ justifies an interchange along I-95 with E/W 3, then no building permits shall be issued for development that generates more than 8,650 total net external p.m. peak hour trips or after December 31, 2020, whichever comes last, until the development order has been amended to include provisions for such an interchange and such interchange has been authorized by the Federal Highway Administration and/or FDOT, as applicable. Such amendment to the Development Order shall not be subject to a substantial deviation determination, unless otherwise required by criteria in section 380.06(19)(b), F.S.

Other Issues

27. Intersection lane geometry for all arterial roads between I-95 and Range Line Road included in Master Development Plan (Map H) attached to this Development Order as Exhibit "D" shall, for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections within rights-of way greater than 100 feet, include dual left-turn lanes and an exclusive right-turn lane in all approaches. For all other arterial road intersection types, the Developer shall submit to the City, for approval, an intersection analysis to designate the lane geometry for each intersection.

28~~29~~. All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.

29~~30~~. Commencing in 2008 and continuing every other year thereafter, the Developer shall submit a Biennial Status Report indicating the status (schedule) of guaranteed

transportation network modifications. This Biennial Status Report shall be attached to and incorporated into the Biennial Development of Regional Impact Report required by Condition 6.

The Biennial Status Report shall list all roadway modifications needed to be constructed, the guaranteed date of completion for the construction of each needed modification, the party responsible for the guaranteed construction of each modification, and the form of binding commitment that guarantees construction of each modification. Except for improvements which are re-scheduled or determined to be not needed pursuant to monitoring under Condition 15, no further building permits for the Wilson Groves Development of Regional Impact shall be issued at the time the Biennial Status Report reveals that any needed transportation modification included in the Development Order is no longer scheduled or guaranteed, or has been delayed in schedule such that it is not guaranteed to be in place and operational or under actual construction for the entire modification consistent with the timing or trip threshold criteria established in this Development Order.

3031. In the event that a transportation improvement which the Developer is required to provide pursuant to this Development Order is instead provided by a dependent or independent special district, the improvement shall be deemed to have been provided by the Developer.

31. The Developer is responsible for the mitigation of all environmental impacts of all right-of-ways within the Wilson Groves project.

ENVIRONMENTAL AND NATURAL RESOURCES

Wetlands

32. The Developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers and South Florida Water Management District. Any wetland permit issued by the South Florida Water Management District and the US Army Corps of Engineers for all or any portions of the Wilson Groves DRI Property shall satisfy all City rules, regulations, codes, permitting and other requirements pertaining to wetlands and littoral plantings for the portion or portions of the Wilson Groves DRI Property subject to any such permits. ~~Any mitigation required for impacts to existing jurisdictional wetlands shall be completed on the project site. Details of any such required wetland maintenance and enhancement procedures and management schedule shall be provided in a specific Mitigation Management Plan.~~

33.[Deleted in its entirety.] ~~The Developer shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site where required by the Mitigation Management Plan above. The upland buffers shall be designed to be consistent with the buffer requirements of the South Florida Water Management District. Created upland buffers shall include canopy, understory, and~~

~~ground cover of native upland species. Details of the upland buffer maintenance and management schedule shall be provided in the Mitigation Management Plan.~~

34.[Deleted in its entirety.] ~~No Certificate of Occupancy shall be issued until the Developer, or a property association created by the Developer ("Association"), prepares the afore-stated Mitigation Management Plan for the area specified in the Mitigation Management Plan within the property identified on the Wilson Groves Master Development Plan (Map H) attached to this Development Order as Exhibit "D". The Mitigation Management Plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; and 3) include methods to remove nuisance and exotic vegetation as specified in this Development Order. The management plan shall be approved by the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission prior to commencement of site clearing activities on the project site. The Mitigation Management Plan required by this condition shall constitute the management plan required by Section 157.26 of the City's Land Development Regulations.~~

Listed Species

35. The Developer or an Association or community development district shall maintain Wood Stork foraging habitat on site by ensuring no additional net loss of wood stork prey ~~jurisdictional wetland function and value~~. Ten (10) acres of littoral shelves shall be created within ~~All~~ surface waters created on the site, where appropriate, shall include features specifically designed to provide preferred foraging habitat for this species. The features should include areas designed to concentrate prey during dry down periods. The Developer shall comply with all U.S. Fish and Wildlife Service recommendations regarding the design and creation of foraging habitat for this federally endangered species. ~~Details of the wetland creation design, procedures, and management schedule shall be provided in the Mitigation Management Plan.~~

36. In the event that it is determined that any additional representative of a state or federally listed plant or animal species is resident on, or otherwise significantly dependent upon a development parcel, the developer of such parcel shall cease all activities which will negatively affect that individual population and immediately notify the City of Port St. Lucie, and such developer shall provide proper protection to the satisfaction of the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission.

Exotic Species

37. Prior to obtaining a certificate of occupancy for any future structure located on a particular development parcel, the developer of such parcel shall remove from that parcel all Melaleuca, Brazilian pepper, Old World climbing fern, Australian pine, downy rose-myrtle, and any other plants classified as "Prohibited by Florida Department of Environmental Protection", "Noxious Weed listed by Florida

Department of Agriculture and Consumer Services", or "Noxious Weed by the US Department of Agriculture according to the 2005 publication: "List of Florida's Invasive Species" published by the Florida Exotic Pest Plant Council. This includes all such plants listed under Category I or Category II Invasive Exotics. Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be approved by the City of Port St. Lucie. The entire site, including jurisdictional wetlands and Conservation Areas, if any, shall be maintained free of these species in perpetuity in accordance with all applicable permits.

Stormwater Management

38. The developer of each development parcel shall design and construct a stormwater management system within such development parcel to retain the maximum volumes of water consistent with South Florida Water Management District criteria for flood control. The stormwater management system shall be designed and constructed to provide stormwater treatment and attenuation/storage, in accordance with South Florida Water Management District requirements, for the ultimate build-out of all public rights-of-way located within the DRI Property. All discharged water from the surface water management system shall meet the water quality standards of Florida Administrative Code Rule 17-3.

39. All elements of the stormwater management system shall be designed to prevent negative impacts to adjacent areas and to the receiving bodies of water. A water quality monitoring program shall be established if required by any applicable federal, state or local agency having jurisdiction.

40. The Developer shall work with the City of Port St. Lucie to minimize the amount of impervious surface constructed for automobile parking on the project site. The Developer and the City should consider the use of pervious parking lot materials where feasible.

41. The surface water management system shall utilize Best Management Practices to minimize the impact of chemical runoff associated with lawn and landscape maintenance. The Developer shall coordinate with the South Florida Water Management District to formulate and implement Best Management Practices to reduce the use of pesticides and fertilizers throughout the project.

42. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the Developer, a community development district, a special assessment district, or other entity acceptable to the City of Port St. Lucie. Any entities subsequently replacing the Developer shall be required to assume the responsibilities outlined above.

Water Supply

43. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity of treated potable water is available to serve the development parcel the Developer has provided or others have provided (or have provided surety in a form acceptable to the City) for the necessary water system extensions to serve the development parcel.

44. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. The Developer shall connect each development parcel to the City of Port St. Lucie's reclaimed water system when the system is within 300 feet of the subject development parcel. The project shall be equipped with an irrigation water distribution system to provide reclaimed water to all domestic residential lots when it becomes available. No individual home wells shall be constructed on the project site. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting South Florida Water Management District permitting criteria in effect at the time of permit application.

45. In order to reduce irrigation water demand, xeriscape landscaping shall be encouraged throughout the project. At a minimum, the xeriscape landscaping shall meet the requirements of the City of Port St. Lucie.

46. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, xeriscape landscape techniques, and other water conserving devices and/or methods specified in the Water Conservation Act, Section 553.14, Florida Statutes. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the South Florida Water Management District.

Wastewater Management

47. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has been provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity for wastewater treatment is available to serve such development parcel and the Developer or others have provided (or have provided surety in a form acceptable to the City) for the necessary wastewater system extension to serve such development parcel.

Solid Waste and Hazardous Materials

48. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from St. Lucie County or other provider acceptable to the City that adequate solid waste disposal services and facilities will be available when needed for that parcel.

Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities.

Air Quality

49. During land clearing and site preparation, soil treatment techniques appropriate for controlling unconfined particulate emissions shall be undertaken. If construction on a parcel will not begin within thirty days of clearing, the soil shall be stabilized until construction on the parcel begins. Cleared areas may be sodded, seeded, landscaped or mulched to stabilize the soil. Minimal clearing for access roads, survey lines, fence installation, or construction trailers and equipment staging areas is allowed without the need for soil stabilization. The purpose of this condition is to minimize dust production and soil erosion during land clearing and to prevent soil particulates from becoming airborne between the time of clearing and construction. Development within the DRI Property shall comply with all applicable National Pollutant Discharge Elimination System requirements.

HUMAN RESOURCE ISSUES

Housing

50. The Port St. Lucie Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer. However, the Developer offered to provide voluntary support for affordable housing by means of a local condition. The Developer shall pay a voluntary affordable housing assistance fee of $500, or a mutually agreed upon amount, for each residential unit constructed on the property, payable at the time of building permit application, into an affordable housing trust fund or other dedicated account established by the city. The city shall determine how to disburse the moneys in such trust fund to encourage affordable housing through such means as (a) acquisition of land; (b) a program of down payment assistance; (c) prepaying of points for qualified homebuyers; (d) rehabilitation of existing affordable housing; (e) construction of new affordable housing by private developers or not-for-profit entities; or (f) other appropriate affordable housing strategies.

As an alternative to the above condition, the developer may choose to participate in a program developed by the City of Port St. Lucie that will provide sufficient workforce housing in proportion to the population, based upon a program of the City of Port St. Lucie upon its adoption in the City of Port St. Lucie comprehensive plan.

Prior to the beginning of each phase subsequent to Phase 1, the supply of affordable housing shall be re-calculated using the East Central Florida Regional Planning Council Housing Methodology (revised June 1999) or, at the election of the Developer, an alternative methodology acceptable to the City and DCA. If the supply calculation for any subsequent phase shows that there is not an adequate supply of affordable housing reasonably accessible to the Wilson Groves DRI to meet the demand from non-residential development in that phase, the Development Order shall be amended to

include measures to mitigate the unmet housing need consistent with Rule 9J-2.048, F.A.C. The voluntary affordable housing mitigation assistance fee provided for in this Condition 50 shall be credited against any required mitigation.

Schools

51. No residential subdivision plat shall be recorded nor final residential site plan approved for any development parcel after July 1, 2007 until the Developer has secured a development agreement with the St. Lucie County School District that assures the following:

a. The dedication to the City of Port St. Lucie, pursuant to the Annexation Agreement, of two K-8 school site of not less than 25 acres, provided that drainage (after all required water quality pretreatment is provided on site at no cost to the Developer) for the K-8 school sites can be accommodated off-site. The net acreage must not include any required upland or wetland preservation areas. Alternatively, if collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres.

b. For the proposed total development program of 7,700 dwelling units, of which 900 are proposed to be age-restricted, and with current student generation rates for St. Lucie County, the Developer shall contribute a proportionate share of all costs necessary to construct, according to State of Florida and St. Lucie County School District standards, the school facilities for the sites identified in this condition, not to exceed the total amount of educational facilities impact fees for the DRI Property (based upon generally applicable St. Lucie County educational impact fees in effect from time to time), so that there will be adequate school facilities to accommodate the impacts of the development. Such facilities shall be operated and maintained by the St. Lucie County School District.

c. The development agreement with the St. Lucie County School District shall provide for a formula for the reimbursement of educational impact fees that would normally be assessed of dwelling units within the proposed development in exchange for the conveyance of the school sites described in subparagraph (a) above.

d. The City of Port St. Lucie will use good faith efforts to enter into an appropriate interlocal agreement with the St. Lucie County School District pursuant to which the City of Port St. Lucie will convey the school sites described in subparagraph (a) above to the St. Lucie County School District as and when needed by the St. Lucie County School District.

Police and Fire Protection

52. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has received a statement from the City of Port St. Lucie Police Department indicating that adequate facilities and police protection are in place to serve the development parcel. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate police protection shall be approved by the City of Port St. Lucie Police Department.

53. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel after July 1, 2007 until the Developer has entered into a mutually agreed upon Developers Agreement with the St. Lucie County Fire District for improvements necessary to provide Fire and Emergency Medical Services to the project. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate fire rescue services shall be approved by the St. Lucie County Fire District.

[This condition has been satisfied. See agreement in ORB 2912, Page 1491]

Hurricane Preparedness

54. The Developer shall construct one or more on-site buildings to provide a minimum 16,120 SF of hurricane evacuation shelter space for the residents of the Wilson Groves Development of Regional Impact. As an alternative, the Developer may elect to make an equivalent payment to the City for the hurricane shelter space required by this condition and, upon making such payment, the Developer shall have satisfied this condition and shall bear no further responsibility or liability under it. If the space is constructed by the Developer on site, construction will commence before the start of hurricane season during the year that each phase is scheduled to end. If the Developer is to construct same, then a minimum of 4,606 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 1; a minimum of 8,541 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 2; and a minimum of 2,944 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 3. Emergency shelter requirements may be accomplished through providing a combination of safe spaces within home(s) and/or constructing community hurricane shelter spaces or dual use of a facility (including schools) constructed or retrofitted to State of Florida hurricane code within the development. The hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and St. Lucie County Division of Emergency Management and be consistent with Chapter 9J-2.0256(5) (a), Florida Administrative Code and with Red Cross Standards 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately.

55. The Port St. Lucie Comprehensive Plan does not require hurricane preparedness mitigation or contribution by the Developer. However, the Developer has previously

made a voluntary contribution of $50,000.00 to the City to enhance hurricane preparedness. This contribution provided sufficient funds to finance space for the City's Emergency Operations Center and adequate special needs public hurricane evacuation shelter space for residents of the project.

Parks and Recreation

56. Prior to January 1, ~~2008~~ 2012, the Developer shall prepare a plan to be approved by the City of Port St. Lucie Parks and Recreation Department for the provision of neighborhood and community recreational sites and facilities to meet the demand created by residential development in the DRI Property. At a minimum, the plan shall 1) provide for the conveyance to the City, in accordance with the requirements of the Annexation Agreement, of 90 acres of net usable area of public park sites (including the 50 acres of regional park described below), with no individual park sites to be less than 10 acres; 2) show the locations of proposed park sites; 3) provide a schedule for conveyance of the public park sites, ~~with all such park sites to be conveyed by no later than December 31, 2016,~~ and 4) comply with a requirement of 5 acres of parks per 1,000 population, consistent with the level of service required for parks and recreational facilities in the City of Port St. Lucie Comprehensive Plan at the time of the adoption of the original development order. Neighborhood and community recreational facilities shall be available to serve projected demand in accordance with the plan approved by the City of Port St. Lucie Parks and Recreation Department. Nothing in this condition ~~59~~ 56 shall require the Developer to construct or pay for recreational facilities on public park sites provided by the Developer pursuant to this condition or the Annexation Agreement.

Prior to the issuance of the 6,001 building permit for the Wilson Groves DRI Property ~~On or before October 31, 2007~~, and subject to the Annexation Agreement, the Developer shall convey to the City 50 net usable acres for a regional park as required by the Annexation Agreement, in the general location shown on the Master Development Plan (Map H) attached to this Development Order as Exhibit "D".

Historic and Archaeological Sites

57. In the event of discovery of any archaeological artifacts during construction of the project, construction shall stop within a 30-foot radius/buffer and immediate notification shall be provided to the City of Port St. Lucie and the Division of Historical Resources, Florida Department of State. Construction may resume within the affected area after the City and the Division of Historical Resources have determined the appropriate mitigation pursuant to Rule 9J-2.043, F.A.C., if any are warranted, and such measures have been implemented by the Developer.

RESOLUTION 11-R

EXHIBIT "B"

Energy

58. The final site and building designs shall comply with Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. Where practical, the project shall also incorporate measures identified in Council's energy plan guide entitled, Energy Planning in the Twenty-First Century: A Guide for Florida Communities, updated January 2003.

RESOLUTION 11R-01

EXHIBIT "C"

LAND USE EQUIVALENCY MATRIX

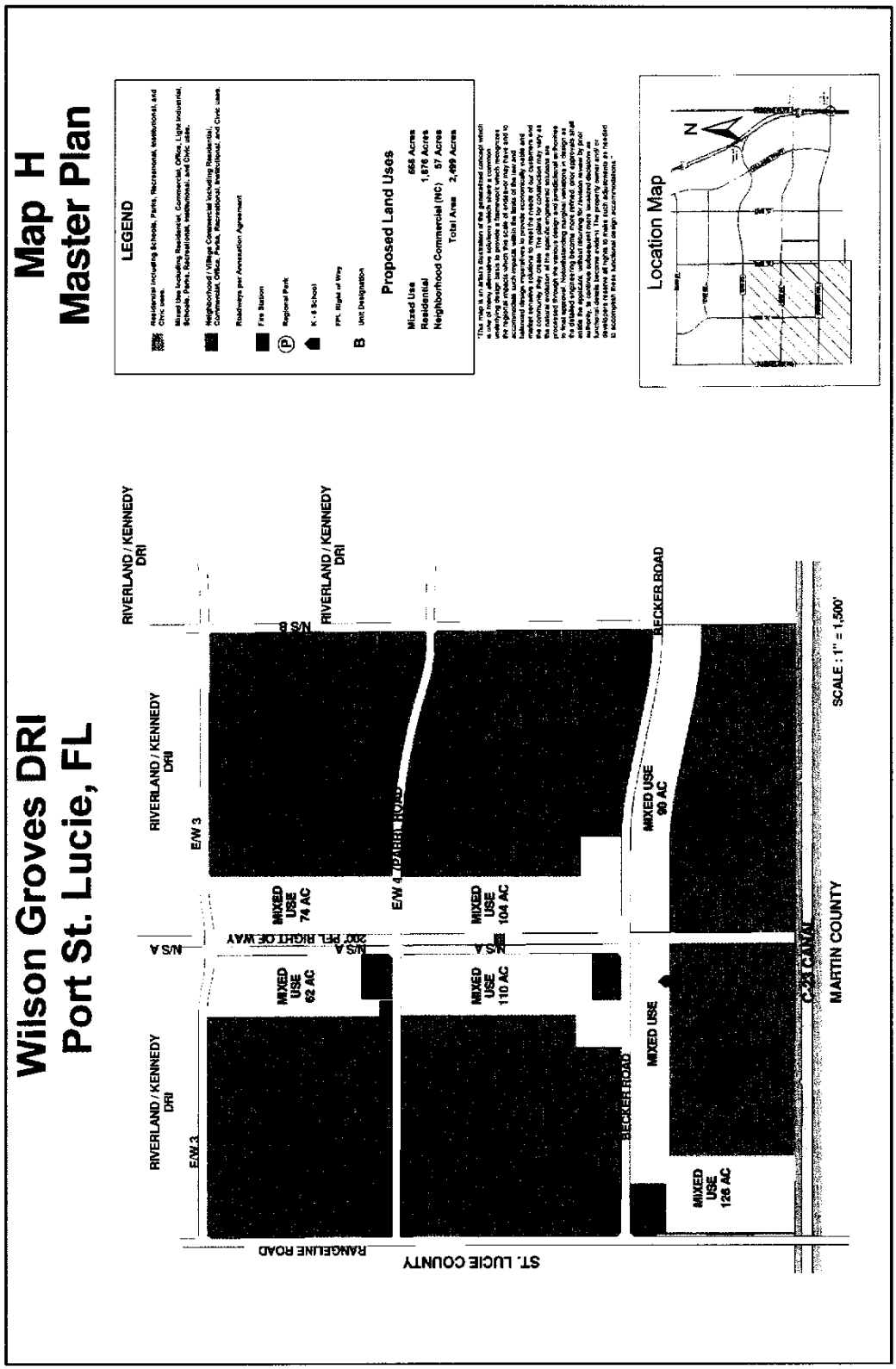
WILSON GROVES DRI

TRIP EQUIVALENCY MATRIX

TO	ITE Code		1 Resid. Single Family Unit	1 Resid. Multi-Family Unit	1 Hotel Unit	1000 SF Industrial	1000 SF Office	1000 SF Retail	1000 SF Civic	1 Middle School Student	1 Elem. School Student	1 University Student	1000 SF Institutional	1 Park Acre	1 Hospital Bed
		PM Total Trip Rate	0.83	0.35	0.7	0.98	1.49	3.88	5.45	0.15	0.14	0.21	3.05	0.06	1.3
FROM															
1 Resid. Single Family Unit	210	0.83	1	2.37	1.19	0.85	0.56	0.21	0.15	5.53	5.93	3.95	0.27	13.83	0.64
1 Resid Multi-Family Unit	230	0.35	0.42	1	0.5	0.36	0.23	0.09	0.06	2.33	2.5	1.67	0.11	5.83	0.27
1 Hotel Unit	310	0.7	0.84	2	1	0.71	0.47	0.18	0.13	4.67	5	3.33	0.23	11.67	0.54
1000 SF Industrial	110	0.98	1.18	2.8	1.4	1	0.66	0.25	0.18	6.53	7	4.67	0.32	16.33	0.75
1000 SF Office	710	1.49	1.8	4.26	2.13	1.52	1	0.38	0.27	9.94	10.65	7.1	0.49	24.85	1.15
1000 SF Retail	820	3.88	4.67	11.09	5.54	3.96	2.6	1	0.71	25.87	27.71	18.48	1.27	64.67	2.98
1000 SF Civic	WAS	5.45	6.57	15.57	7.79	5.56	3.66	1.4	1	36.33	38.93	25.95	1.79	90.83	4.19
1 Middle School Student	522	0.15	0.18	0.43	0.21	0.15	0.1	0.04	0.03	1	1.07	0.71	0.05	2.5	0.12
1 Elem. School Student	520	0.14	0.17	0.4	0.2	0.14	0.09	0.04	0.03	0.93	1	0.67	0.05	2.33	0.11
1 University Student	550	0.21	0.25	0.6	0.3	0.21	0.14	0.05	0.04	1.4	1.5	1	0.07	3.5	0.16
1000 SF Institutional	WAS	3.05	3.67	8.71	4.36	3.11	2.05	0.79	0.56	20.33	21.79	14.52	1	50.83	2.35
1 Park Acre	412	0.06	0.07	0.17	0.09	0.06	0.04	0.02	0.01	0.4	0.43	0.29	0.02	1	0.05
1 Hospital Bed	WAS	1.3	1.56	3.70	1.85	1.33	0.87	0.34	0.24	8.33	9.09	6.25	0.43	20.00	1

RESOLUTION 11R-01

EXHIBIT "D"



3rd Amendment to the Wilson Groves DRI Development Order

(P21-127)
Planning and Zoning Board Meeting
June 6, 2023
Bridget Kean, AICP
Senior Planner

Proposed Project

- An application to amend the Wilson Groves DRI development order by amending Map H, the DRI master development plan.
- The Wilson Groves DRI was last amended on January 24, 2011 through Resolution 11-R01.
- The applicant is not proposing any additional changes to the DRI Development Order.

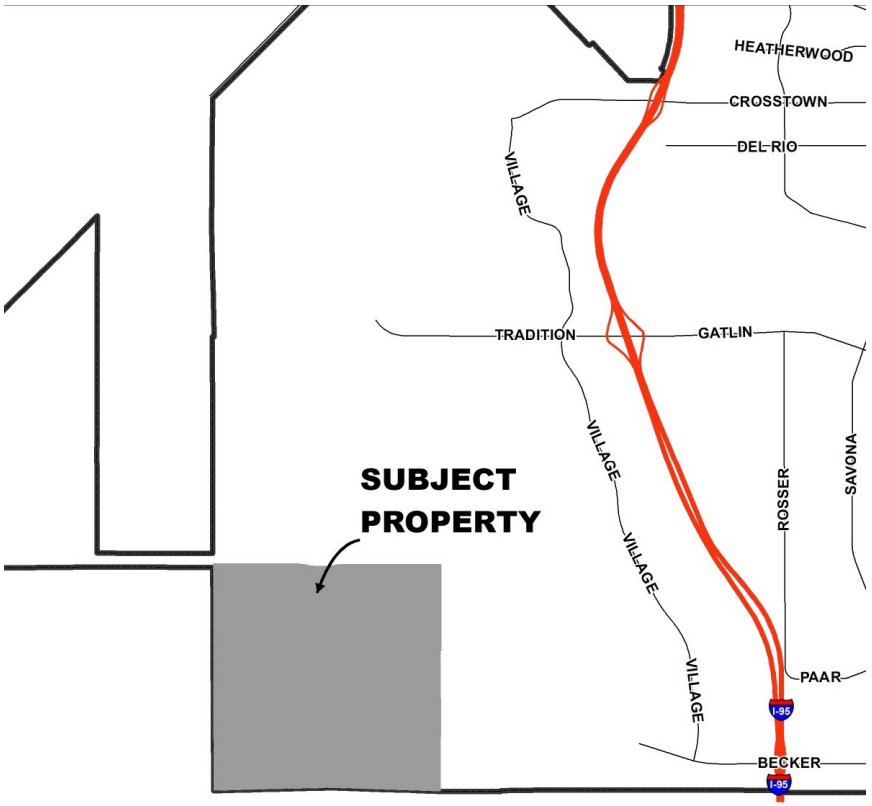
Applicant and Owners

Dan Sorrow, Cotleur and Hearing agent for the property owners

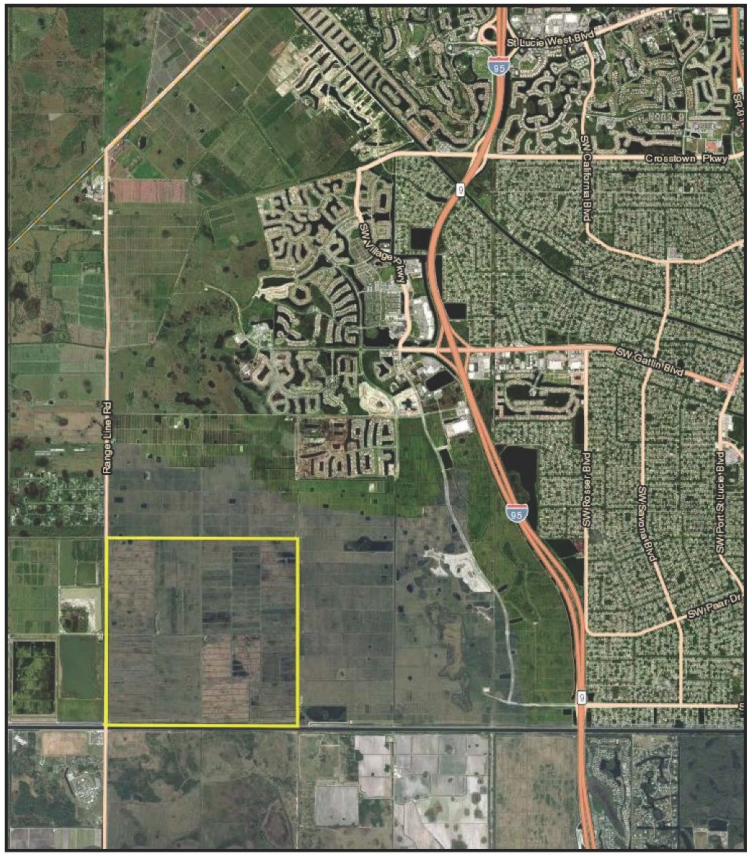
ACR Acquisition, LLC

Florida Power and Light Company

Location


HEATHERWOOD
CROSSTOWN
DEL RIO
VILLAGE
TRADITION
GATLIN
VILLAGE
SUBJECT
PROPERTY
ROSSER
SAVONA
VILLAGE
VILLAGE
PAAR
I-95
BECKER
I-95

Aerial



Legend

Subject Site

Wilson Grove

Location Map

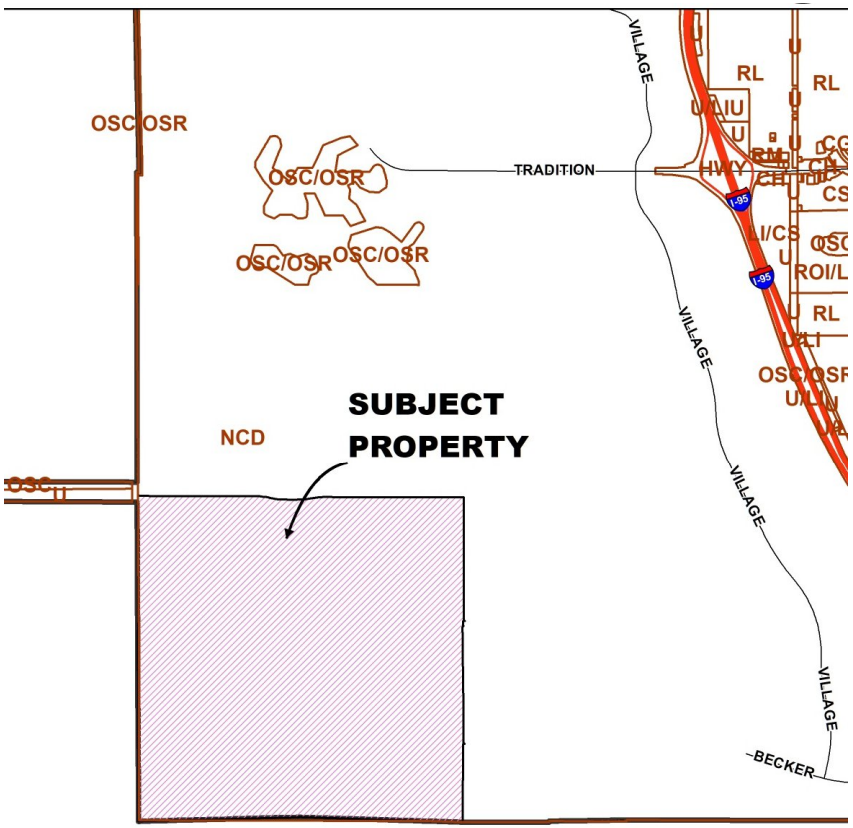
City of Port St. Lucie

Cotleur & Hearing

1934 Commerce Lane · Suite 1 · Jupiter, FL · 33458

561.747.6336 · 561.747.1377

Future Land Use



Project Background

- Wilson Groves is an approved Development of Regional Impact (DRI) and approximately 2,499 acres in size.
- The Wilson Groves DRI is located in the City's southwest annexation area. The area includes the Wilson Groves DRI, Riverland Kennedy DRI, and the Southern Grove DRI.
- ACR Acquisition, LLC, is the developer of the Wilson Groves DRI. Mattamy Palm Beach, LLC, is the developer of the Southern Grove DRI and Riverland/Kennedy II, LLC, is the developer of the Riverland Kennedy DRI.

Project Background

- The three SW DRIs were included in one comprehensive traffic study for the City's western annexation area known as WATS (Western Annexation Area Traffic Study). WATS is based on the City's desire for a grid roadway network to provide capacity and connectivity to accommodate the buildout of the three DRIs.
- Each DRI is responsible for the construction and/or widening of portions of the roadway network as set forth in the development order conditions for each DRI.

Becker Road

- The City, ACR Acquisition, LLC, Mattamy Palm Beach, LLC, and Riverland/Kennedy II, LLC are parties to the Southwest Annexation Agreement which requires the developers to pay to the City the estimated cost of construction of certain two-lane roadway segments of Becker Road or, at the City's election, contract for the construction and design of such roadway.
- The City Council has approved construction agreements with the three developers and subdivision plat and constructions plans have been submitted for construction of Becker Road as a two-lane roadway from its current terminus west of SW Village Parkway to Range Line Road.
- The construction of Becker Road will provide access to the Wilson Grove DRI.

P21-128 – Wilson Groves CPA

- There is an associated application for a large scale comprehensive plan text amendment amend Figure 1-6 of the Future Land Use Element.
- Figure 1-6 is the conceptual land use plan for the Wilson Groves NCD land use district.
- The proposed amendment is to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts to accommodate a revised development plan for the Wilson Groves DRI.

Wilson Groves DRI

- Wilson Groves is approved for: 7,700 residential units: 765,000 sq ft of retail use; 1,583,250 sq ft of office use; 1,361,250 sq ft of light industrial use; 382,327 sq ft of institutional and civic; 2 K-8 school sites and 90 acres for parks.
- Wilson Groves is also required to dedicate a fifty acre civic site per the fourth amendment to the SW Annexation Agreement.
- Florida Power and Light owns 47 acres, which consists of a 200 foot wide right-of-way that runs through the middle of the property. No development will take place on the FPL property, other than roads.

Wilson Groves DRI

- The development order conditions in the Wilson Groves DRI list the transportation improvements required to serve the development.
- The improvements are broken down by roadway segments and identify the number of lanes to be constructed and the thresholds that trigger the construction of the roadways.
- The thresholds are based on a certain number of dwelling units or p.m. peak hour trip generation rates, whichever comes last.

Proposed DRI Amendment

- The proposed amendment will amend Map H, the master development plan, to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts.
- The proposed amendment to Map H removes one of the K-8 school sites required by the SW annexation agreement and the DRI.
- The proposed amendment to Map H labels E/W 4 (SW Hegener Drive) as consisting of a roadway and a Paseo.
- The Paseo is a proposed multi-use path to be constructed within the 150-foot-wide City owned road right-of-way for E/W 4 (SW Hegener Drive).
- The proposed amendment includes a note to allow low speed vehicles along pathways, sidewalks, multi-use trails, and roadway crossings within the following city owned rights of way: Becker Road, N/S A, N/S B. and E/W 3.

Attachment "A" Existing Map H
Exhibit "D" of Wilson Grove DRI Development Order (Resolution 11-R01)

Wilson Groves DRI
Port St. Lucie, FL



Map H
Master Plan

LEGEND

- Residential including Schools, Parks, Recreational, Institutional, and Civic uses.
- Mixed Use including Residential, Commercial, Office, Light Industrial, Schools, Parks, Recreational, Institutional, and Civic uses.
- Neighborhood / Village Commercial including Residential, Commercial, Office, Parks, Recreational, Institutional, and Civic uses.
- Roadways per Annexation Agreement
- Fire Station
- (P) Regional Park
- K - 8 School
- FPL Right of Way
- B Unit Designation

Proposed Land Uses

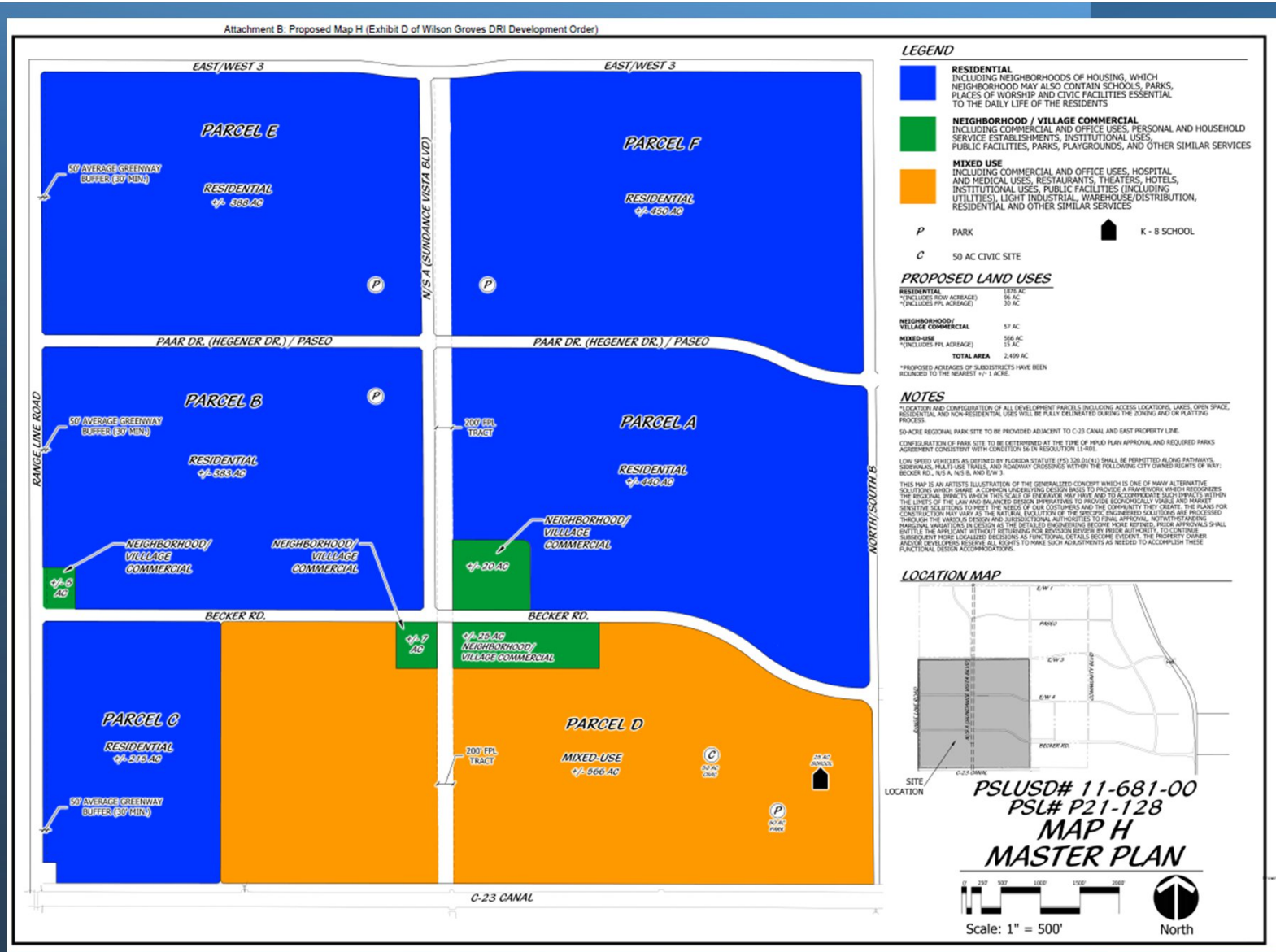
Mixed Use	566 Acres
Residential	1,876 Acres
Neighborhood Commercial (NC)	57 Acres
Total Area	2,499 Acres

"This map is an artist's illustration of the generalized concept which is one of many alternative solutions which share a common underlying design basis to provide a framework which recognizes the regional impacts which this scale of endeavor may have and to accommodate such impacts within the limits of the law and balanced design imperatives to provide economically viable and market sensitive solutions to meet the needs of our customers and the community they create. The plans for construction may vary as the natural evolution of the specific engineered solutions are processed through the various design and jurisdictional authorities to final approval. Notwithstanding marginal variations in design as the detailed engineering become more refined, prior approvals shall entitle the applicant, without returning for revision review by prior authority, to continue subsequent more localized decisions as functional details become evident. The property owner and/or developers reserve all rights to make such adjustments as needed to accomplish these functional design accommodations."

Location Map



Attachment B: Proposed Map H (Exhibit D of Wilson Groves DRI Development Order)



LEGEND

RESIDENTIAL
INCLUDING NEIGHBORHOODS OF HOUSING, WHICH NEIGHBORHOOD MAY ALSO CONTAIN SCHOOLS, PARKS, PLACES OF WORSHIP AND CIVIC FACILITIES ESSENTIAL TO THE DAILY LIFE OF THE RESIDENTS

NEIGHBORHOOD / VILLAGE COMMERCIAL
INCLUDING COMMERCIAL AND OFFICE USES, PERSONAL AND HOUSEHOLD SERVICE ESTABLISHMENTS, INSTITUTIONAL USES, PUBLIC FACILITIES, PARKS, PLAYGROUNDS, AND OTHER SIMILAR SERVICES

MIXED USE
INCLUDING COMMERCIAL AND OFFICE USES, HOSPITAL AND MEDICAL USES, RESTAURANTS, THEATERS, HOTELS, INSTITUTIONAL USES, PUBLIC FACILITIES (INCLUDING UTILITIES), LIGHT INDUSTRIAL, WAREHOUSE/DISTRIBUTION, RESIDENTIAL AND OTHER SIMILAR SERVICES

P PARK

K - 8 SCHOOL

C 50 AC CIVIC SITE

PROPOSED LAND USES

RESIDENTIAL	1,876 AC
*(INCLUDES ROW ACREAGE)	96 AC
*(INCLUDES FPL ACREAGE)	30 AC
NEIGHBORHOOD/ VILLAGE COMMERCIAL	57 AC
MIXED-USE	566 AC
*(INCLUDES FPL ACREAGE)	15 AC
TOTAL AREA	2,499 AC

*PROPOSED ACREAGES OF SUBDISTRICTS HAVE BEEN ROUNDED TO THE NEAREST +/- 1 ACRE.

NOTES

*LOCATION AND CONFIGURATION OF ALL DEVELOPMENT PARCELS INCLUDING ACCESS LOCATIONS, LAKES, OPEN SPACE, RESIDENTIAL AND NON-RESIDENTIAL USES WILL BE FULLY DELINEATED DURING THE ZONING AND OR PLATTING PROCESS.

50-ACRE REGIONAL PARK SITE TO BE PROVIDED ADJACENT TO C-23 CANAL AND EAST PROPERTY LINE.

CONFIGURATION OF PARK SITE TO BE DETERMINED AT THE TIME OF MPUD PLAN APPROVAL AND REQUIRED PARKS AGREEMENT CONSISTENT WITH CONDITION 56 IN RESOLUTION 11-401.

LOW SPEED VEHICLES AS DEFINED BY FLORIDA STATUTE (FS) 320.01(41) SHALL BE PERMITTED ALONG PATHWAYS, SIDEWALKS, MULTI-USE TRAILS, AND ROADWAY CROSSINGS WITHIN THE FOLLOWING CITY OWNED RIGHTS OF WAY: BECKER RD., N/S A, N/S B, AND E/W 3.

THIS MAP IS AN ARTISTS ILLUSTRATION OF THE GENERALIZED CONCEPT WHICH IS ONE OF MANY ALTERNATIVE SOLUTIONS WHICH SHARE A COMMON UNDERLYING DESIGN BASIS TO PROVIDE A FRAMEWORK WHICH RECOGNIZES THE REGIONAL IMPACTS WHICH THIS SCALE OF ENDEAVOR MAY HAVE AND TO ACCOMMODATE SUCH IMPACTS WITHIN THE LIMITS OF THE LAW AND BALANCED DESIGN IMPERATIVES TO PROVIDE ECONOMICALLY VIABLE AND MARKET SENSITIVE SOLUTIONS TO MEET THE NEEDS OF OUR CUSTOMERS AND THE COMMUNITY THEY CREATE. THE PLANS FOR CONSTRUCTION MAY VARY AS THE NATURAL EVOLUTION OF THE SPECIFIC ENGINEERED SOLUTIONS ARE PROCESSED THROUGH THE VARIOUS DESIGN AND JURISDICTIONAL AUTHORITIES TO FINAL APPROVAL. NOTWITHSTANDING MARGINAL VARIATIONS IN DESIGN AS THE DETAILED ENGINEERING BECOME MORE REFINED, PRIOR APPROVALS SHALL ENTITLE THE APPLICANT WITHOUT RETURNING FOR REVISION REVIEW BY PRIOR AUTHORITY, TO CONTINUE SUBSEQUENT MORE LOCALIZED DECISIONS AS FUNCTIONAL DETAILS BECOME EVIDENT. THE PROPERTY OWNER AND/OR DEVELOPERS RESERVE ALL RIGHTS TO MAKE SUCH ADJUSTMENTS AS NEEDED TO ACCOMPLISH THESE FUNCTIONAL DESIGN ACCOMMODATIONS.

LOCATION MAP

PSLUSD# 11-681-00
PSL# P21-128

MAP H MASTER PLAN

Scale: 1" = 500'

North

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 Fax 747.1377
www.cotleurhearing.com
Lic# LC-C000239

WILSON GROVE
Port St. Lucie, Florida

DESIGNED	DTS
DRAWN	PRINCETE
APPROVED	DTS
JOB NUMBER	20-0918
DATE	08-23-22
REVISIONS	11-09-22
	03-03-23

December 20, 2023

SHEET 1 OF 1

© COTLEUR & HEARING INC.

Staff Analysis

- Section 380.06(7)(a) of the Florida Statutes requires any proposed change to a previously approved DRI to be reviewed by the local government based on the standards and procedures in its adopted local comprehensive plan and adopted local land development regulations.
- The applicant has applied for a large-scale comprehensive plan text amendment to amend Figure 1-6 of the Future Land Use Element (P21-128) to adjust the locations for the Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts.
- The applicant is only proposing to amend Map H with no changes to the DRI development order conditions adopted under Resolution 11-R01.

Staff Analysis

- The southwest annexation agreement and Condition 51 of the Wilson Groves DRI require the developer to dedicate to the City of Port St. Lucie two K-8 school sites of not less than twenty-five (25) acres.
- There is an existing development agreement with SLC schools that requires two K-8 school sites.
- The school sites are a required obligation of the DRI and need to be depicted on Map H.

Traffic Analysis

- A traffic study was submitted in support of the proposed changes to Map H (O'Rourke Engineering Wilson Groves Map H Amendment, revised April 18, 2023)
- The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering.
- The applicant is not proposing any changes to the transportation conditions in the listed under Table 2, Condition 19, of the Wilson Groves DRI development order (Exhibit B of Resolution 11-R01).

Traffic Impact Analysis

- The City's 3rd Party consultant found that proposed changes to Map H could be accommodated within the planned roadway network for Wilson Groves at the time of buildout and construction of all required transportation improvements.
- Prior to buildout and construction of all required transportation improvements, there were concerns about a decreased level of service on certain roadways which may result in a need for additional road widening.
- As shown in Table 2, Condition 19, no additional roadway improvements are required to be constructed in the Wilson Groves DRI until the development reaches 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last.

Table 2 of Condition 19 Wilson Groves DRI D.O. Internal Roadway Improvements

Road	From	To	Trip Threshold*	Residential Units	Required Improvements
		Phase I			
N/S A	Becker Rd	E/W 3	2,573	2,200	2 lanes
E/W 3	Range Line Rd	N/S A	2,573	2,200	2 lanes
E/W 3	N/S A	N/S B	2,573	2,200	2 lanes
		Phase II			
Paar Drive (E/W 4)	N/S A	N/S B	4,152	3,960	2 lanes
N/S B	Becker Road	E/W 3	4,397	4,233	2 lanes
		Phase III			
N/S A	Becker Road	E/W 3	6,708	6,564	Widened to 4 Lanes
Paar Drive (E/W 4)	N/S A	N/S B	7,148	6,821	Widened to 4 Lanes
Paar Drive (E/W 4)	Rangeline Rd	N/S A	7,449	6,997	2 lanes

* Wilson Groves Cumulative Total Net External DRI p.m. Peak Hour Trips

Traffic Impact Concerns

- Until additional roads are constructed, the totality of the trips in Wilson Groves will be placed on Becker Road.
- Condition 15 of the Wilson Groves DRI development order does provide for the City to require the developer to undertake monitoring to ascertain the level of service on transportation facilities within the DRI.
- A required transportation improvement can be accelerated if the monitoring shows its needed.
- The methodology of the monitoring has to be agreed to by the City prior to undertaking the monitoring.
- The Public Works Department is recommending a condition that when the City deems monitoring is required, the City's 3rd Party consultant undertake the monitoring and the applicant reimburse the City for the cost.

Traffic Impact Concerns

- 3rd Party Consultant recommends the City require intersection analyses with each application for subdivision plat approval to determine how the changes to the land use mix and location impact intersections within the DRI.
- Recommendation consistent with Condition 27 of the Wilson Groves DRI development order.
- Condition 27 specifies the design standards required for arterial intersections within rights-of-way greater than 100 feet. For all other arterial road intersection types, the developer is required to provide an intersection analysis.

Staff Analysis

- The proposed Paseo is not a listed improvement in the Wilson Grove DRI development order.
- Until the DRI development order is amended to include a Paseo in the City-owned E/W 4 (SW Hegener Drive) right-of-way, City staff recommends the removal of the Paseo from proposed Map H.
- City staff recommends removal of the note to allow low speed vehicles along pathways, sidewalks, multi-use trails, and roadway crossings within the city owned rights of way for Becker Road, N/S A, N/S B. and E/W 3.
- The City Council has never formally adopted a policy to allow low speed vehicles in city owned right-of-way.

Recommendation

The Planning and Zoning Department staff finds the petition to be consistent with the intent and direction of the City's comprehensive plan and recommends approval with the following conditions:

1. The applicant's proposed changes to Map H be updated to depict the location of the two school sites required by Condition 51 of the Wilson Groves DRI development order and the southwest annexation agreement prior to the application going before City Council.
2. Any references to the Paseo be removed from the proposed changes to Map H.
3. The miscellaneous notes and the note to allow low speed vehicles along pathways, sidewalks, multi-use trails, and roadway crossings within the city owned rights of way for Becker Road, N/S A, N/S B. and E/W be removed from proposed changes to Map H.
4. The developer shall reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways as recommended by the Public Works Department.

From: Sally Walsh
To: Jessica Heinz
Subject: FW: GL Ltr to Stokes re ACR Applications
Date: Friday, June 2, 2023 2:19:30 PM
Attachments: 2023.06.02 ACR GL Letter to Stokes w. Encl.pdf

Sally Walsh, CMC
City Clerk
City of Port St. Lucie
121 S.W. Port St. Lucie Blvd
Port St. Lucie, FL 34984
(772)871-7354
(772)344-4094 Fax

From: Azlina Goldstein <Azlina.Goldstein@glhomes.com>
Sent: Friday, June 2, 2023 1:58 PM
To: James Stokes <jstokes@cityofpsl.com>; Sally Walsh <SWalsh@cityofpsl.com>; Bryan Pankhurst <BPankhurst@cityofpsl.com>
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Subject: GL Ltr to Stokes re ACR Applications

Dear Mr. Stokes and City Clerk,

Please see the attached Letter, which we would like forwarded to the members of the Planning & Zoning Board as we want this material included for review and consideration relating to items on the agenda for the upcoming June 6, 2023 Planning and Zoning Board Meeting. This letter and enclosures concern the following agenda items:

8.a. P21-128 Wilson Groves - Large Scale Comprehensive Plan

AND

9.a. P21-127 Wilson Groves DRI - Map Amendment

Thank you for your consideration. Please confirm your receipt and transmittal of the attached to the members of the Planning & Zoning Board and inclusion with the above-mentioned agenda backup materials.

Best regards,
Azlina

Azlina Goldstein, Esq.
RIVERLAND ~ VP, ENTITLEMENTS, ST. LUCIE
10735 SW Matisse Lane
Port St. Lucie, FL 34987
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ShubinBass
PROFESSIONAL ASSOCIATION

Via Electronic Mail

June 2, 2023

Mr. James Stokes, City Attorney
City Attorney's Office
City of Port St. Lucie
121 S.W. Port St. Lucie Blvd.
Port St. Lucie, FL 34984

Re: Wilson Groves – Figure 1-6 and Map H Amendments

Dear Mr. Stokes,

This correspondence is transmitted on behalf of our client, Riverland/Kennedy II, LLC (referred to herein as "GL"). As you know, GL is a party to several agreements with the City of Port St. Lucie, including but not limited to the Annexation Agreement dated July 19, 2004, as amended, and the Riverland Becker Road Construction Agreement dated February 11, 2022. GL also holds development approvals pertaining to the Riverland/Kennedy Development of Regional Impact (DRI) property located within the Southwestern Annexation Area (the "Riverland Development").

ACR Acquisition, LLC ("ACR"), the developer of the Wilson Groves DRI property ("Wilson Groves"), which is located immediately adjacent to the Riverland Development, has submitted a large-scale comprehensive plan amendment (P&Z Project No. P21-128) and an associated amendment to the Wilson Groves DRI Development Order (P&Z Project No. P21-127) collectively referred to herein as the "ACR Applications." For the reasons set forth in this letter, GL objects to the ACR Applications which will significantly and negatively impact the health, safety and welfare of the City's residents and GL's existing and future development approvals. It is the City's right, duty and obligation to deny the ACR Applications as submitted as result of, among other things: (i) the failure of the ACR Applications to include requirements for the timely construction of the 2-lane road network around Wilson Groves, (ii) the failure of ACR's traffic study to address the impacts on the roads outside of Wilson Groves, and (iii) the detrimental impact on GL who will be inequitably and unjustifiably burdened with the obligation to expand roadways in and around the Riverland Development – obligations that would not be triggered but for the changes proposed in the ACR Applications.

ACR entered into the multi-party Annexation Agreement with the City, GL, and others to annex over 9,000 acres comprised of mostly undeveloped agricultural lands (the "Southwestern Annexation Area"). Those lands are now encompassed in three (3) DRIs – Wilson Groves, Riverland/Kennedy, and Southern Grove. The Annexation Agreement required the developers to plan for a variety of public improvements such as schools, utilities, parks, fire stations and, most importantly, roadway improvements that would support the anticipated developments. The

Annexation Agreement required the developers to use the DRI process, development approvals and separate agreements to fulfill their obligations and commitments. To facilitate the DRI process, the City analyzed the proposed land uses and development plans for each DRI to determine future traffic needs. The City's Southwestern Annexation Traffic Study (WATS) led to the City's establishment of a roadway network in the Southwestern Annexation Area and the application of a methodology to fairly and equitably divide amongst the developers their obligations to construct the necessary roadway network. The development orders for each developer set forth the specific roadway improvement obligations in order to complete the network, thereby providing the necessary capacity and connectivity to accommodate the buildout of all three (3) DRIs.

In compliance with the various agreements and development orders, and consistent with the direction and intent of the City's Comprehensive Plan, GL has advanced construction of its roadway improvements which the City and its residents rely upon for access and emergency services. GL has already commenced and/or completed the construction of significant portions of Discovery Way, Community Boulevard, Riverland Boulevard (f/k/a N/S B), Marshall Parkway and Becker Road, and GL has committed to advancing the construction of additional roadways to support anticipated developments within the Southwestern Annexation Area.

The City asserted its commitment to the completion of the 2-lane roadway network at the Council's Workshop on February 22, 2023. **The pending ACR Applications provide the City with the opportunity to achieve the Council's directive to assure the construction of the entire 2-lane roadway network. Unfortunately, the ACR Applications as submitted *do not assure that ACR will timely build or honor its prior commitments to construct* ACR's equitable share of the initial 2-lane roadway network. It is critical that the City takes steps on the pending ACR Applications to ensure that the necessary roadway connectivity is achieved in order to disperse traffic impacts and to support emergency services.** The City Council has already expressed its deep concern that the City may be left with an incomplete 2-lane roadway network after the full build out of the three (3) DRIs. City Council, City Staff, and the impacted developers of the area have all expressed concerns that the existing language in the current Comprehensive Plan and development orders for the DRIs does not adequately ensure the completion of the essential roadway network. In order to prevent deficiencies in the roadway network, Council directed City Staff at the February 22nd Workshop to explore all avenues the City could pursue when each developer submits its comprehensive plan and DRI amendments. GL is very concerned that the Council's directive is not being followed as **there are no substantive policy language or development conditions being added to the language of the ACR Applications to give surety that ACR will timely build or ever build its equivalent share of the 2-lane roadway network**.

Proposed Wilson Groves Comprehensive Plan Amendment P21-128

If the ACR Applications are approved as submitted, the roadway network of the Southwestern Annexation Area will not be completed and will not function as originally contemplated by the developers and the City. This is because ACR will not be required to timely construct its previously allocated portions of the 2-lane roadway network. Furthermore, ACR's proposed comprehensive plan amendment seeks to amend Figure 1-6 of the Future Land Use

Element to change the locations of Residential, Mixed Use, and Neighborhood/Village Commercial sub-districts within Wilson Groves. This is a significant change that will drastically affect traffic on the planned roadway network. ACR's relocation of land uses will detrimentally impact the Riverland Development and the City's residents that live within and adjacent to the communities of the Riverland Development. **As noted in the City's Staff report, "The proposed map amendment results in a relocation of trip patterns. . . In the absence of additional connecting roadways, the totality of these trips will be placed on Becker Road causing it to fail."** Specifically, ACR's proposed relocation of land uses will shift traffic onto a portion of Becker Road that will prematurely trigger the need to widen Becker Road before construction of the entire 2-lane roadway network is complete, even assuming that ACR builds its road obligations under the schedule currently set forth in the Wilson Groves DRI Development Order.

While ACR's traffic study is deficient in numerous areas, it notably fails to appropriately account for traffic impacts beyond Wilson Groves based on ACR's proposed relocation of land uses. Attached to this letter is a traffic review prepared by Simmons & White, Inc. which finds that if any section of the 2-lane road network is not completed, several roadway sections will have substandard levels of service, and thus trigger the need for those sections to be widened. **ACR's proposed revisions to Figure 1-6 will impose inequitable burdens on neighboring developers like GL who have obligations to 4-lane and 6-lane certain roadway segments, obligations that would not be triggered but for ACR's proposed relocation of land uses within Wilson Groves**.

Objective 1.2.11 of the City's Comprehensive Plan provides that Wilson Groves shall be developed consistent with the Wilson Groves DRI Development Order and with the Annexation Agreement. It was correctly asserted by Public Works in their March 28, 2023 Memo on the pending development applications that ACR's proposed land use changes without any conditions to advance their road construction obligation will alter trip patterns, cause certain roadways to fail, and will affect the overall safety and welfare of the area's residents relative to having access for ingress/egress and emergency purposes. The City Council has made it clear to all the developers, City Staff and to the general public that the timely construction of the initial 2-lane roadway network is of critical importance.

The Public Works Department in their recent May 25, 2023, Memo on the ACR Applications (the "May 25th Memo") acknowledged that with respect to the City's Southwest Annexation Area, **"Staff was directed to prioritize construction of the 2-lane roadway network to ensure the roadways are in place to serve the proposed development."** However, "[*P*]*rior to buildout and construction of all required transportation improvements,"* as admitted in that May 25th Memo, "the [City's] 3rd Party Consultant's review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their Development of Regional Impact (DRI) roadway improvement triggers being met." **Unless conditions *beyond* those already set forth in the Wilson Groves DRI Development Order under Resolution 11-R01 are imposed to accomplish the City Council's essential and critical directive, the ACR Applications should be denied and the City is wholly within its legal right to do so.** *See Pinellas County v. Richman Group of*

Florida, Inc., 253 So.3d 662 (Fla. 2d DCA 2017) (finding that a local government may deny a proposed comprehensive plan amendment if it has a rational basis to deny it).

Pursuant to Section 163.3184, Florida Statutes, a comprehensive plan amendment must be "in compliance," as defined by Section 163.3184(1)(b). § 163.3184(5), Fla. Stat. "'In compliance' means *consistent with the requirements of ss. 163.3177*, 163.3178, 163.3180, 163.3191, 163.3245, and 163.3248, with the appropriate strategic regional policy plan, and with the principles for guiding development in designated areas of critical state concern and with part III of chapter 369, where applicable." § 163.3184(1)(b), Fla. Stat. (emphasis added).

Section 163.3177 requires all elements of a comprehensive plan amendment to be based upon relevant and appropriate data and analysis. § 163.3177(1)(f), Fla. Stat. "To be based on data means to react to it in an appropriate way and to the extent necessary indicated by the data available on that particular subject at the time of adoption of the plan or plan amendment at issue." *Id.* Section 163.3177(2) also requires all elements of the comprehensive plan to be consistent. § 163.3177(1)(f), Fla. Stat. Therefore, any amendment to Figure 1-6 must be based upon relevant and appropriate data, and it must be consistent with all existing elements of the City's Comprehensive Plan.

Notably, City Staff initially sought to accomplish City Council's recent directives by recommending the implementation of certain safeguards that would have provided the City with the necessary assurances that ACR will construct its allocated share of the roadway network. In their memoranda and reports that were provided with the agenda materials for the April 4, 2023, P&Z Board Meeting (enclosed herewith), City staff previously recommended that the City obligate ACR to timely construct roads that are affected by ACR's proposed changes by adding language to the Wilson Groves section of the City's Comprehensive Plan. **City Staff proposed the following language:**

> Policy 1.2.11.6: The Wilson Groves NCD District shall also provide the following transportation improvements:
>
> a. The first 2 lanes of N/S A from Becker Road to E/W 3 shall be constructed and open to the public prior to the construction of 2,200th* dwelling unit in the Wilson Groves DRI**;
>
> b. The first 2 lanes of E/W 3 from N/S A to N/S B shall be constructed and open to the public prior to the construction of 2,200th* dwelling unit in the Wilson Groves DRI**
>
> * or any combination of non-residential development equivalent to 2,200 dwelling units in the Wilson Groves DRI per the Wilson Grove DRI Trip Equivalency Matrix:

** The widening of the required roadways shall be in conformance with Wilson Groves DRI.

GL supported City Staff's proposed inclusion of text for Policy 1.2.11.6 because it was an appropriate step towards accomplishing the City Council's goals and would help mitigate against any attempts by ACR to evade its road improvement obligations. **City Staff's proposed language requiring Wilson Groves to provide transportation improvements is an appropriate and legally justifiable reaction to the traffic data (or lack thereof) and provides internal consistency within the City's Comprehensive Plan.**

A comprehensive plan amendment is a legislative action. *Martin County v. Yusem*, 690 So. 2d 1288, 1293 (Fla. 1997); *Coastal Dev. of N. Fla., Inc. v. City of Jacksonville Beach*, 788 So. 2d 204, 208 (Fla. 2001). Local governments have the authority to adopt comprehensive plans and zoning regulations pursuant to their police power, and such legislative judgments will be upheld if "fairly debatable." *Village of Euclid v. Ambler Realty Co.*, 272 U.S. 365, 387-88 (1926). "In deference to the policy-making function of a board when acting in a legislative capacity, its actions will be sustained as long as they are fairly debatable." *Board of County Commissioners of Brevard County v. Snyder*, 627 So. 2d 469, 474 (Fla. 1993). *See also Martin County v. Section 28 Partnership, Ltd.*, 772 So. 2d 616, 619 (Fla. 4th DCA 2000). "Fairly debatable" means that "it is fairly debatable whether the purpose of the law is legitimate and it is fairly debatable whether the methods adopted in the law serve that legitimate purpose." *Silvio Membreno and Florida Ass'n of Vendors, Inc. v. City of Hialeah*, 188 So. 3d 13, 25 (Fla. 3d DCA 2016). **The legitimacy of that initial recommendation by City Staff to add text to the City's Comprehensive Plan that governs the development of Wilson Groves is not only fairly debatable, but undeniable** as it ensures the provision of adequate public facilities that are fiscally neutral and, more importantly, promote the safety and welfare of the area's existing residents.

The City has broad discretion in approving or denying ACR's proposed comprehensive plan amendment –as well as broad discretion to adopt the previously proposed text for Policy 1.2.11.6, and add even more specific language regarding the roadway construction obligations of the Wilson Groves DRI to (i) ensure the initial 2-lane network is timely completed, and more importantly, (ii) protect the public health, safety, and welfare of the City's residents. **Legislation "is valid if it bears a rational relation to a legitimate legislative purpose in safeguarding the public health, safety, or general welfare and is not discriminatory, arbitrary, or oppressive."** *Haire v. Florida Dept. of Agriculture and Consumer Services*, 870 So. 2d 774, 782 (Fla. 2004), quoting *Chicago Title Ins. Co. v. Butler*, 770 So.2d 1210, 1215 (Fla.2000). "[A] court must remain cognizant of the legislature's broad range of discretion in its choice of means and methods by which it will enhance the public good and welfare." *Id.* The legislation "must be upheld if there is *any* reasonable relationship between the act and the furtherance of a valid governmental objective." *Id*.

The City would be acting wholly within its broad discretionary rights to include in its Comprehensive Plan specific requirements for transportation improvements that are reasonably related to its objectives of roadway connectivity, congestion management, and emergency access.

Accordingly, **GL will fully support the City's inclusion of text to the Comprehensive Plan that requires the concurrent construction of a developer's respective initial 2-lane roadway obligations that surround each approved project.** In essence, when a developer builds a project, the City needs to require the developer to simultaneously build its adjacent 2-lane roadways. Proposed text to accomplish this goal with respect to the pending comprehensive plan amendment for the Wilson Groves DRI as an addition to existing Policy 1.2.11.5, is set forth below in italicized and bolded font:

> Policy 1.2.11.5: The Wilson Groves NCD District shall provide the following transportation and other public facilities, in the manner prescribed by the development order adopted pursuant to Section 380, F.S., and the Annexation Agreement dated July 19, 2004, as amended:
>
> a. Convey right-of-way to the City for Becker Road within the Wilson Groves NCD District portion of the property (completed);
>
> b. Pay for the construction of a 2-lane roadway section on Becker Road through the property;
>
> c. Fund the design, construction, property acquisition for storm water drainage (but no other property acquisition) and all associated expenses of a four-lane divided roadway section within a 100' right-of-way for Becker Road east of 1-95 to the Florida Turnpike (total funding not to exceed $12,500,000.00) (completed);
>
> d. Convey right-of-way within the property to the City consistent with Transportation Series Map 2, 2035 Needs Assessment Map of the Transportation Element, including all intersection connections to Range Line Road related thereto (completed);
>
> e. No later than July 19, 2007, contribute $10,000,000.00 toward the development of an interchange on 1-95 subject to a future determination of need by the City (completed per amended Annexation Agreement, dated November 16, 2009);
>
> f. Construct all intersection connections within the property to Range Line Road~~.~~;
>
> ***g. <u>Construct the initial 2-lane road improvements set forth in the development order which are adjacent to all proposed Master Planned Unit Development (MPUD) approvals within the Wilson Groves NCD District.</u>***

The addition of the above proposed subsection "g' involving MPUD approvals will serve as an additional triggering threshold for a developer to build the roadways identified in a development order. Tying the construction of ACR's initial 2-lane road obligations to a MPUD will provide the City , and its residents, with a guarantee that the public roadway improvements will not only be built, but will be built timely, minimize any of ACR's new development traffic adverse impacts to the proper functioning of an existing roadway network, **and reduce the City's exposure to litigation and conflict** over the current monitoring conditions in the Wilson Groves DRI Development Order (the "Wilson Groves DRI DO"). Such deficiencies associated with the current monitoring conditions set forth in Section 15.B of Wilson Groves DRI DO were also recognized in the Public Works May 25th Memo. Even though "the City has the ability to require the developer to provide a monitoring analysis of the existing conditions of a roadway portion within their DRI roadway obligations to ascertain the level of service on that roadway… The monitoring condition however does require the City to allow the developer 24 months for engineering, permitting and construction." Thus, **the current language of Wilson Groves DRI DO monitoring condition not only prevents the City from truly requiring the construction of critical road improvements when they are needed, but also makes it virtually impossible to properly ascertain the level of service on roadway portions <u>that are not built</u> and have created an incomplete and inadequate initial 2-lane roadway network in the Southwestern Annexation Area**.

"The legislature is vested with wide discretion to determine the public interest and the measures necessary for its achievement." *Silvio*, 188 So. 3d at 26, quoting *Fraternal Order of Police, Metro. Dade Cty., Lodge No. 6 v. Dep't of State,* 392 So.2d 1296, 1302 (Fla.1980). "Historically, local governments have exercised the zoning power pursuant to a broad delegation of state legislative power subject only to constitutional limitations. Both federal and state courts adopted a highly deferential standard of judicial review early in the history of local zoning." *Snyder*, 627 So. 2d at 472. "One who assails zoning legislation has an extraordinary burden of proving that the municipal enactment is invalid." *S.A. Healy Co. v. Town of Highland Beach*, 355 So. 2d 813, 815 (Fla. 4th DCA 1978).

Although we recognize the City Council's broad discretion in considering the proposed amendment, we maintain that the inclusion of the suggested text to Policy 1.2.11.5 is not only particularly compelling but is required based upon the Annexation Agreement (in which **the City contractually agreed to allocate road construction responsibilities equitably**), and also the City's responsibility to promote and support the safety and welfare of its residents. **In the absence of City Staff's previously proposed language in the Comprehensive Plan Amendment, ACR could seek to avoid its obligations and radically disrupt the expectations of the parties to the Annexation Agreement, the expectations and directives of City Council to Staff, and the expectations of any others who have detrimentally relied upon the representations made that the 2-lane roadway network that services the Southwestern Annexation Area is going to be timely completed.** In addition to the legal consequences of such a result, which might represent a breach of the City's contractual obligation of good faith to the contract parties, it would set a horrible precedent to allow a party to a contract with the City to disavow its obligations. *See Sepe*

v. City of Safety Harbor, 761 So. 2d 1182 (Fla. 2d DCA 2000) ("the implied covenant of good faith exists in virtually all contractual relationships").

Proposed Wilson Groves DRI Development Order Map H Amendment P21-127

ACR's proposed comprehensive plan amendment to change its Figure 1-6 Conceptual Master Plan for the Wilson Groves DRI necessitates an amendment to Map H of the Wilson Groves DRI DO because those two (2) documents must remain consistent. Correspondingly, any text amendment to the Comprehensive Plan will require an amendment to a development order to maintain said consistency. The City's Comprehensive Plan specifically states that Wilson Groves must be developed consistent with the development order adopted by the City and with the Annexation Agreement. (Comp. Plan, Objective 1.2.11, FLU Element). Additionally, Florida Statutes requires a development order to be consistent with a city's comprehensive plan. *See* § 163.3215(3), Fla. Stat. The proposed comprehensive plan amendment and the associated development order amendment must be considered together to ensure consistency with each other and with the City's Comprehensive Plan. Therefore, the City will need to impose conditions in the Wilson Groves DRI DO when the City includes policy language in the Comprehensive Plan that also governs ACR's development of the Wilson Groves DRI to maintain such consistency.

Pursuant to Objective 1.2.4 and the associated Policy 1.2.4.2. of the City's Comprehensive Plan, the Wilson Groves DRI DO was implemented to ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside of the Wilson Groves boundaries. City staff's previously proposed policy language in the Comprehensive Plan is appropriate given ACR's requested changes and the inevitable negative impacts on the roadway network that will be caused by those proposed changes. However, to be consistent and ensure that the entire 2-lane roadway network is completed and completed in a timely manner, the City must also add similar conditions under Section 15 of the Wilson Groves DRI DO that will require ACR in any future MPUD approvals to construct the 2-lane roadways adjacent to all proposed MPUDs. **Should the City decide not to take the actions previously recommended by City Staff, the City will have gaps in its roadway network because there is a high probability that many of the roadways that are the obligation of ACR will never be completed and will consequently negatively impact traffic on other roadways to the detriment of the City, GL, and the health, safety and welfare of its residents.**

Requiring Wilson Groves to construct portions of the 2-lane roadway network --while avoiding the need to prematurely widen other roads to 4 or 6 lanes -- ensures consistency with the City's Comprehensive Plan. Importantly, the Comprehensive Plan provides: "Generally, ***a connected system of two-lane streets are favored*** over four-lane and six-lane collectors and arterials that tend to require significant buffering that will then fragment rather than unify neighborhoods." (Comp. Plan, Policy 1.2.3.3, FLU Element). Other City policies within the Future Land Use Element also support such a requirement. For example:

- The "City may encourage all new roadways to be developed as complete streets." (Policy 1.1.11.2)

- Neighborhoods within a residential area of a new community "shall contain local and collector streets… that contribute to a system of fully connected routes." (Policy 1.2.2.3(e))

- Development orders and permits "shall be issued only after there is adequate staff review" in order "to ensure that adequate infrastructure is available concurrent with the impacts of development for… vehicular and pedestrian circulation, [and] public safety." (Policy 1.1.3.7; Policy 1.1.3.8)

The City's Transportation Element also contains provisions relevant to these amendments, including the following:

- The City requires "coordination of traffic circulation plans and improvements with land use, right-of-way and infrastructure plans, before development approval. Traffic circulation plans shall address the mitigation of all potential project impacts on the roadway system." (Policy 2.1.2.2)

- "New development and redevelopment must demonstrate that the adopted roadway level of service can be maintained in the buildout year of the development." (Policy 2.1.2.9)

- "Encourage proposed development in the Western Annexation areas to incorporate a local grid street network… The collector roads should provide public access to the area-wide network with multiple connections to the local and arterial roadways." (Policy 2.6.1.1)

- "Encourage proposed development in the Western Annexation areas to incorporate a local grid street network… The local roads should provide public access to the area-wide network with multiple connections to the collector and arterial roadways." (Policy 2.6.1.2)

The City may impose a condition in a development order if (1) an "essential nexus" exists between a legitimate government interest and the condition; and (2) there is "rough proportionality" between the condition and the projected impact of the proposed development. *Nollan v. California Coastal Com'n*, 483 U.S. 825 (1987); *Dolan v. City of Tigard*, 512 U.S. 374 (1994); *TR Investor, LLC v. Manatee County*, 355 So. 3d 1004 (Fla. 2d DCA 2023); *Highlands-In-The-Woods, LLC v. Polk County*, 217 So. 3d 1175 (Fla. 2d DCA 2017).

CONCLUSION

GL looks forward to continuing to work with the City to ensure that a complete initial 2-lane roadway network supporting the Southwestern Annexation Area comes to fruition based on the equitable distribution of the roadway improvement obligations amongst the developers of the three (3) DRIs. We are committed to working with the City to achieve that end for the benefit of our residents – the City's residents who depend on the City to do what is necessary to support their health, safety and welfare. The City has a responsibility to all who will be affected by the material changes being proposed by ACR's revisions to its development of the Wilson Groves DRI Property.

We implore City Staff to carefully review the findings in the attached Simmons and White letter. The mere reliance upon the existing monitoring conditions set forth in the Wilson Groves DRI DO are wholly insufficient to guarantee the 2-lane roadway network is completed, and our client does not understand why the City is reluctant to take the lawful steps available to guarantee the City's desired 2-lane road network becomes a reality. In response to the ACR Applications, it is a legally sound and justifiable position for the City to require ACR to timely build its initial 2-lane roadway obligations by including additional policy text in the City's Comprehensive Plan and adding similar language in the Wilson Groves DRI DO to maintain each document's necessary consistency with the other. Simply put, there is no downside if the City acts now to guarantee ACR will timely construct all of its 2-lane roadway obligations.

We welcome the opportunity to meet with City Staff and any members of Council who wish to discuss this matter in further detail. Please do not hesitate to contact us.

Best Regards,

s/John K. Shubin
For the Firm

Enclosures

- Traffic Review by Simmons & White, Inc.
- Agenda materials for the April 4, 2023 P&Z Board Meeting

May 19, 2023

Riverland/Kennedy II, LLC
1600 Sawgrass Corporate Parkway
Sunrise, Florida 33323

Attention: Ms. Azlina Goldstein, Esq.

Reference: Wilson Groves – Map H Amendment Traffic Review
Port St Lucie, Florida

Dear Ms. Goldstein:

At your request, our office has reviewed the Traffic Analysis for the Wilson Groves – Map H Amendment prepared by O'Rourke Engineering & Planning dated April 18, 2023 and the review comments issued by Marlin Engineering dated May 10, 2023. The purpose of this letter is to document our findings relative to the impact of Riverland/Kennedy DRI roadway obligations due to the proposed changes to Map H by Wilson Groves.

The traffic analysis methodology consisted of preparing a trip generation comparison between previous approvals and providing a manual trip distribution to the Wilson Groves roadway network. The traffic study prepared was not an update of the Western Annexation Traffic Study (WATS) and did not include modeling analysis for the reallocation of land uses. The analysis primarily consisted of roadways only within the Wilson Groves DRI boundary and did not include a comprehensive analysis of the overall DRI roadway network and in particular did not analyze the majority of Riverland/Kennedy DRI roadway obligations. Specifically, Riverland/Kennedy roadway obligation sections of N/S A, N/S B, Community Boulevard, and Becker Road were not included in the traffic study.

Table 4 "Link Analysis – Phase 4 Buildout" of the traffic study shows the proposed land use reallocation causes an increase of 9,781 daily trips on Becker Road between N/S A and N/S B. The total trips generated by Wilson Groves on Becker Road between N/S A and N/S B is 34,611 daily trips based on the traffic study projections. However, no analysis was provided for Becker Road between N/S B and Community Boulevard which is a Riverland/Kennedy roadway obligation. The final review comments prepared by Marlin Engineering (3rd party City traffic engineering consultant) included a detailed explanation of the Becker Road impacts of the project including the following:

- "While these impacts can be accommodated within the LOS requirement inside the Wilson Groves DRI, it is unclear what the design lane requirement for Becker Road east of N/S B should be."

- "The above discussion suggests Becker Road will have to be widened to 6 lanes in order to meet City LOS requirements".

The latest WATS traffic volumes for Becker Road between N/S B and Community Boulevard only required a four-lane section. Therefore, it is likely the proposed land use reallocation by Wilson Groves will require additional widening from four lanes to six lanes on Becker Road by Riverland/Kennedy that would not have been required previously without the proposed changes.

The results of the study indicate the critical importance of completing the two-lane roadway network in a timely manner. If any section of the two-lane network is not completed, several roadway sections that are Riverland/Kennedy's roadway obligation would need to be widened beyond what they would have based on the latest WATS traffic projections if the two-lane network was complete. These sections include the following roadways in addition to the Becker Road section discussed above:

1. Community Blvd between Discovery Way and E/W 3 would need to be widened from four lanes to six lanes if N/S B is not connected. Riverland/Kennedy is only obligated to construct four lanes.

2. Community Blvd between E/W 3 and Paar Dr would need to be widened from two lanes to four lanes if N/S B or N/S A were not connected.

3. Discovery Way from N/S B to Community Blvd would need to be widened from two to four lanes if E/W 3 was not connected.

4. Paar Dr from N/S B to Community Blvd from N/S B to Community Blvd would need to be widened from two to four lanes if E/W 3, N/S A, or N/S B was not connected.

A phasing analysis was completed in the most recent Wilson Groves traffic study revision. The Phase 1 analysis inexplicably removed the E/W 3 roadway from the network and corresponding analysis. The traffic calculations included for this phase had several technical issues as document in the attached Exhibit A and should not be relied upon for justification for changes to the roadway network. Among other issues, the analysis relied on older assumptions for both the roadway network and completed development that would be in place by the end of Phase 1 for Wilson Groves.

Based on the substantial increase in traffic on Becker Road caused by the proposed land use reallocation, it is of critical importance that the two lane network and specifically N/S A, N/S B, and E/W 3 be constructed in a timely manner by Wilson Groves. The expeditious completion of the two-lane network is consistent with the City's own recommendations including the traffic study completed by Marlin Engineering which concluded the two-lane network was needed for capacity, connectivity, and life/safety emergency services. Failure to complete the two-lane network will result in accelerated and new roadway widening obligations for Riverland/Kennedy.

Sincerely,

SIMMONS & WHITE, INC.



Bryan Kelley, P.E.

ENCLOSURES

BK: x:/docs/miscltrs/kelley/20032.Goldstein_WG

Exhibit A

Technical Issues in the Wilson Groves – Map H Amendment Traffic Analysis
dated April 18, 2023

1. The Phase 1 analysis cannot be relied upon to make a determination of roadway needs from the provided traffic study for several reasons including but not limited to:

    - The Phase 1 roadway network and land uses do not match the existing (and under construction) roadways or actual development built and pending.
    - No analysis of numerous impacted roadway sections if E/W 3 were to be removed from the roadway network. The elimination of E/W 3 would put additional trips on Becker Road east of N/S B, Community Boulevard between Becker Road and E/W 3, and on Discovery Way. However, no analysis was provided for these roadway sections in the Phase 1 analysis.
    - A modeling analysis should have been completed if a roadway was removed from the network and not a manual adjustment of trips.
    - The Phase 1 analysis did not use the same trip generation methodology as the rest of the traffic study. The analysis took a higher discount for the approved trips by not reducing for internal capture which it did for the new reallocation trips. This resulted in showing a significant reduction in impact.
    - The Phase 1 analysis utilized the original WATS as a baseline comparison which relies on outdated assumptions for numerous factors including that each of the DRI's would be built at a similar time frame and pace. Substantial changes have occurred since the completion of the original WATS and these changes would need to be considered in a comprehensive analysis including traffic modeling if the elimination of a roadway is being considered.

2. The roadway link analysis for each of the phases including the full buildout scenario has a fundamental flaw in the methodology. The roadway link volumes were determined by taking the latest WATS 3 roadway volumes for the evaluated roadway sections, then subtracting out the previously approved Wilson Groves trips, and finally adding the new Wilson Groves trips as part of the land use reallocation. However, numerous roadway segments show the previously approved Wilson Groves trips on a given roadway segment were higher than the overall volumes on the roadway link shown in the WATS 3 that included trips from Riverland/Kennedy and Southern Grove developments. In other words, the link analysis assumes removing the approved Wilson Groves trips from the

roadway network would result in the roadway segment to have negative trips. Below are a few examples of the buildout analysis in Table 4 where the roadway volumes were shown to be negative before adding back in the new Wilson Groves trips:

- Becker Road from N/S A to N/S B: -5,643 daily trips
- Paar Drive from N/S A to N/S B: -8,557 daily trips
- NS B from E/W 3 to Paar Rd: -9,435 daily trips
- NS A from Paar Rd to Becker Rd: -6,628 daily trips
- Discovery Way from N/S B to Community Blvd: -5,002 daily trips

In summary, the total traffic volumes in Table 4 were determined using the following methodology:

Total Traffic Volumes = A - B + C

A = Overall WATS 3 traffic volume projections
B = Approved Wilson Groves Trips
C = Proposed Wilson Groves Trips

In several circumstances, A-B resulted in negative trips which raises the question of the reliability of the results.

3. There are several inaccuracies in the trip assignment that do no match the supporting documentation. Specifically, pdf page 135 which details the Wilson Groves WATS 3 trip assignment does not match "Table 4: Link Analysis – Phase 4 Buildout".

4. The traffic study relies on the WATS 3 traffic volumes as the baseline for projections for Phases 2, 3, and 4. However, no support documentation is provided so the WATS 3 traffic volumes can be verified. The WATS 3 traffic volumes shown in Table 4 do not match the Southern Grove DRI Traffic Analysis prepared by MacKenzie Engineering & Planning, Inc. dated July, 2021 which is referred to as the WATS 3.

5. The proposed land use reallocation results in a substantial increase in traffic (additional 9,781 daily trips) on Becker Road between N/S A and N/S B. However, no traffic analysis was prepared for Becker Road east of N/S B or on numerous other roadway segments including Community Boulevard, N/S A between Discovery Way and E/W 3, and N/S B between Discovery Way and E/W 3. The proposed changes have a significant impact to the Riverland/Kennedy DRI roadway obligations and the impacts were not evaluated in the traffic study.

City of Port St. Lucie

PUBLIC WORKS DEPARTMENT

Accredited Agency - American Public Works Association

"A City for All Ages"

MEMORANDUM

TO: Bridget Kean, AICP – Senior Planner, Planning & Zoning

THRU: Colt Schwerdt, P.E. – Assistant Public Works Director

FROM: Diana Spriggs, P.E. – Regulatory Division Director, Public Works

DATE: March 28, 2023

SUBJECT: P21-128 Wilson Grove - Comprehensive Plan Amendment
Traffic Generation, Stacking & Circulation Approval

This application and Traffic Report prepared by Susan O'Rourke, P.E. dated March 9, 2023 has been reviewed by the Public Works Department and the transportation elements of the project were found to not be in compliance with the adopted level of service and requirements of Chapter 156 of City Code, and Public Works Policy 19-01pwd.

The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering. The City's 3rd Party Consultant's review found that proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the 3rd Party Consultant's review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their DRI roadway improvement triggers being met. As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until the development reaches 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last, Wilson Groves is required to construct the initial 2 lanes of N/S A from Becker Rd to E/W 3 (Marshall Parkway), and E/W 3 from Range Line Road to N/S B (Riverland Blvd), as outlined under Condition 19 of the Wilson Groves DRI (Table 2).

The Public Works Department is concerned that these triggers do not provide the City with sufficient roadways to disperse the proposed trips throughout the network prior to reducing the level of service (LOS) of Becker Road to "F" as a 2-lane and then 4-lane road. The proposed map amendment results in a relocation of trip patterns. Therefore, the original trip patterns used to determine the current roadway DRI requirements are inaccurate. The existing DRI does provide the ability for the City to advance roadway obligations to address level of service concerns based on the monitoring provision. However, the DRI also allows 24 months to complete design, permitting and construction, after the completion of the monitoring. This would place the roadway in failing LOS for up to 24 months while this work is underway.

The peak capacity of a 2-lane road is 1,080 trips and a 4-lane road is 2,100 peak hour trips as identified in the Developer's provided Traffic Analysis. Based on the current DRI traffic condition, they will be allowed 2,573 trips before a new roadway is required to be constructed. In absence of additional connecting roadways, the totality of these trips will be placed on Becker Road causing it to fail even at 4 lanes. Please note that per the ITE Trip Generation Manual 11th Edition; 2,200 single family houses result in 2,178 PM peak hour trips thereby exceeding the identified peak capacity of the road. To address the City's 3rd Party Consultant's concern regarding a decreased level of service at certain locations, as identified in their comment letter and subsequent email

correspondences resulting from the proposed land use revisions, City staff is recommending that Wilson Groves be required to construct the first two lanes of N/S A from Becker Road north to Marshall Parkway and the first two lanes of Marshall Parkway from N/S A to N/S B prior to the completion of 2,200 dwelling units. The condition removes the ability to utilize the trip generation option for triggering the construction of the first two lanes of these roadways for residential development. Residential development will be based on number of dwelling units for the first two lanes of roadway construction. The use of dwelling units will ensure the construction of new roads for additional connectivity that provides alternative routes for ingress/egress and emergency access. To formalize this requirement staff is proposing a new policy be added to the Future Land Use Element as described below and attached as Exhibit "D" of the staff report with additions shown as underlined and deletions shown as strikethrough.

Policy 1.2.11.6: The Wilson Groves NCD District shall also provide the following transportation improvements:

a. The first two lanes of N/S A from Becker Road to E/W 3 shall be constructed and open to the public prior to the construction of 2,200th* dwelling unit in the Wilson Groves DRI**;

b. The first two lanes of E/W 3 from N/S A to N/S B shall be constructed and open to the public prior to the construction of 2,200th* dwelling unit in the Wilson Groves DRI**

* or any combination of non-residential development equivalent to 2,200 dwelling units in the Wilson Groves DRI per the Wilson Grove DRI Trip Equivalency Matrix:

** The widening of the required roadways shall be in conformance with Wilson Groves DRI.

At the February 22, 2023 City Council Workshop, the City Council adopted new policies in support of construction of the full two lane roadway network in the City's Southwest Annexation Area as depicted on the SW Annexation Area Roadway map. Staff was directed to prioritize construction of the two lane roadway network to ensure the roadways are in place to serve the proposed development. The intent is to avoid the conditions that exist in other parts of the City where certain roadways such as St. Lucie West Boulevard and Port St. Lucie Boulevard end up funneling all traffic because there is limited north-south and east-west connectivity. The proposed policy aligns with City Council's goals.

Additionally, the inclusion of the Paseo Pathway within the E/W 4 (Hegener Road) right-of-way is of concern without City Council support for inclusion within City right-of-Way. Lastly, there is no approved typical section for the western section of Hegener Road to guarantee the design can be supported within the right-of-way available.

If the Board motions to approve this application, Public Works recommends the approval be conditioned such that the applicant must obligate the advancement of construction of the additional roadways outlined above within the Wilson Grove DRI to avoid the requirement of the widening of a segment of roadway (Becker Road) that is not the applicant's responsibility to widen; and to remove the Paseo Pathway until City Council can provide clear direction. If these conditions are not included, then Public Works recommend denial of this application based on the above concerns.

City of Port St. Lucie

PUBLIC WORKS DEPARTMENT

Accredited Agency - American Public Works Association

"A City for All Ages"

MEMORANDUM

TO: Bridget Kean, AICP – Senior Planner, Planning & Zoning

THRU: Colt Schwerdt, P.E. – Assistant Public Works Director & City Engineer

FROM: Diana Spriggs, P.E. – Regulatory Division Director, Public Works

DATE: May 25, 2023

SUBJECT: P21-127 Wilson Grove – Development of Regional Impact Amendment
P21-128 Wilson Grove – Comprehensive Plan Amendment
Traffic Generation, Stacking & Circulation Approval

This application and Traffic Report prepared by Susan O'Rourke, P.E. dated April 18, 2023 has been reviewed by the Public Works Department and the transportation elements of the project were found to be in compliance with the adopted level of service and requirements of Chapter 156 of City Code, and Public Works Policy 19-01pwd at this time.

The traffic study was reviewed by the Public Works Department and the City's 3rd Party Traffic Consultant, Marlin Engineering. The City's 3rd Party Consultant's review found that proposed changes to Figure 1-6 could be accommodated within the planned roadway network for Wilson Groves at time of buildout and construction of all required transportation improvements. Prior to buildout and construction of all required transportation improvements, the 3rd Party Consultant's review indicated a decreased level of service at select locations based on the proposed land use revisions, which could result in a need for additional road widening, prior to their Development of Regional Impact (DRI) roadway improvement triggers being met. As previously noted in the staff report, the City has approved construction agreements with the three developers for construction of Becker Road from its current terminus west of SW Village Parkway to Range Line Road. No additional roadway improvements are required to be constructed in the Wilson Groves DRI until 2,200 dwelling units or 2,573 p.m. peak hour trips, whichever comes last. At that trigger, Wilson Groves is required to construct the initial 2 lanes of N/S A from Becker Rd to E/W 3 (Marshall Parkway), and E/W 3 from Range Line Road to N/S B (Riverland Blvd), as outlined under Condition 19 of the Wilson Groves DRI (Table 2).

The peak capacity of a 2-lane road is 1,080 trips and a 4-lane road is 2,100 peak hour trips as identified in the Developer's provided Traffic Analysis. Based on the current DRI traffic condition, they will be allowed 2,573 p.m. peak hour trips before a new roadway is required to be constructed. In absence of additional connecting roadways, the totality of these trips will be placed on Becker Road. The Public Works Department and the City's 3rd Party Traffic Consultant has determined from the analysis that widening of Becker Road is likely to be required prior to the Wilson Grove DRI triggers.

The existing Wilson Grove DRI does include a monitoring condition under Section 15.B. Based on this existing condition in the DRI, the City has the ability to require the developer to provide a monitoring analysis of the existing conditions of a roadway portion within their DRI roadway obligations to ascertain the level of service on that roadway. This would allow the City to determine if a roadway segment(s) widening or initial 2-lane requirement should be accelerated. The monitoring condition however does require the City to allow the developer 24 months for engineering, permitting and construction.

The City's 3rd Party Consultant mentioned some concerns for the City to be aware of in their last review of the Wilson Grove DRI Traffic Analysis. They are recommending that the City require a Traffic Analysis of the

intersections with each future plat submittal/review to verify if any improvements are needed at that time for the intersections.

Another concern is the Wilson Grove DRI Traffic Analysis does not include any traffic impacts from the surrounding DRI's. Becker Road will include traffic trips from several areas as the communities that connect to it are built out. Currently the analysis provided by the various DRI's of the area only includes their specific projected trips from their individual DRI's for the roadways. The overall DRI study we had completed by our 3rd Party Traffic Consultant this year to combine the potential traffic for the Southwestern Annexation Area, only looked at 10 years out for the construction timing of the 2-lane network of the roadways. This is not the full buildout impact for the Southwestern Annexation Area traffic. It is recommended by Public Works and our 3rd Party Traffic Consultant that we have another Southwestern Annexation Area analysis done every 3 to 5 years to assess the impacts as they increase. With the earlier timeframe being associated with more significant land use changes or faster development time frames than the development schedule.

At the February 22, 2023 City Council Workshop, the City Council adopted new policies in support of construction of the full two lane roadway network in the City's Southwest Annexation Area as depicted on the SW Annexation Area Roadway map. Staff was directed to prioritize construction of the 2-lane roadway network to ensure the roadways are in place to serve the proposed development. The intent is to avoid the conditions that exist in other parts of the City where certain roadways such as St. Lucie West Boulevard and Port St. Lucie Boulevard end up funneling all traffic because there is limited north-south and east-west connectivity

City staff has discussed the proposal to include a Paseo within the 150 feet of city owned road right-of-way for E/W 4 with the applicant. The Paseo is not a listed improvement in the Wilson Grove DRI development order. Based on the transportation improvements currently required by the Wilson Grove DRI development order (Res. 11-R01), E/W 4 will be a four laned roadway at the time of buildout. With no conceptual drawings or sections, City staff cannot determine if the proposed Paseo and 4-lane roadway will fit within the right-of-way and does not recommend the inclusion of the Paseo on a map or land use plan at this time. If the developer of the Wilson Groves DRI wants to propose a Paseo in city owned right-of-way, the developer should be required to amend the DRI development order to identify the Paseo as a permitted improvement in the Wilson Groves DRI prior to the inclusion of the Paseo on Map H.

If the Board motions to approve this application, Public Works recommends the approval be conditioned such that the applicant must reimburse the City for the City's consultant to conduct a monitoring analysis when deemed necessary for the developer's obligated roadways. Additionally, if the Board motions to approve this application, we also recommend that it be conditioned to remove any references of the Paseo; and that should the applicant wish to include the Paseo they must provide a typical section for review and approval by Council to be included in a future DRI amendment.

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Agenda Summary

2023-241

Agenda Date: 6/6/2023 **Agenda Item No.:** 9.b

Placement: Public Hearing - Quasi Judicial

Action Requested: Motion / Vote

P22-155 Gatlin Boulevard Car Wash - Special Exception Use

Location: 1837 SW Gatlin Boulevard, at the northwest corner of Gatlin Boulevard and SW Import Drive.
Legal Description: Lot 9, Lot 10 and Tract P of Block 1702, Port St. Lucie Section 31
The request is for approval of a Special Exception Use (SEU) to allow a car wash in the General Commercial (CG) zoning district per Section 158.124(C)(4) of the Code of Ordinances.
Submitted By: Bethany Grubbs, Planner III

Executive Summary: This is a request for a Special Exception Use (SEU) to allow a car wash in the General Commercial (CG) Zoning District per Section 158.124(C)(4) of the Code of Ordinances. According to the conceptual plan, the proposed self-service car wash consists of a 4,326-square-foot building housing a drive-thru automatic car wash tunnel, a parking area with fourteen (14) vacuum stations, and related site improvements.

Presentation Information: Staff will provide a presentation.

Board Action Options:

1. Motion to recommend approval to the City Council.

2. Motion to recommend approval to the City Council with the following conditions as recommended by staff:

   a. Prior to receiving a Certificate of Occupancy (CO) the applicant shall have a licensed sound engineer perform a noise study while the car wash is in operation to determine the actual level of sound emitted from all sides of the building near the property lines. This sound study should be submitted to the Planning and Building Departments for review in conjunction with the existing noise ordinance outlined in Section 94.04 of the Code of Ordinances. If the sound levels exceed the allowable limits specified in the noise ordinance, additional sound mitigation may be required. Mitigation may include alterations to the site or to the hours of operation. If mitigation is necessary, the mitigation shall be completed within 180 days.
   b. If the noise study or additional mitigation (if warranted) is not completed by the timeframes established herein the SEU shall expire.

3. Motion to recommend denial to the City Council.

Background:

- On April 4, 2023, the application was tabled to a date uncertain to allow adequate time to complete the traffic review.
- On March 7, 2023, the application was tabled to a date certain of April 4, 2023 to allow adequate time to complete the traffic review.
- On January 3, 2023, the Planning and Zoning Board approved a variance from Section 3.0.8. of the City of Port St. Lucie City Wide Design Standards Manual for the orientation of a garage door for a car wash. The garage door was approved to face SW Import Drive.
- On October 12, 2022, the City of Port St. Lucie Site Plan Review Committee (SPRC) reviewed and recommended approval of the conceptual site plan.

Issues/Analysis: See the attached staff report.

Special Consideration: Section 94.04 of the Code of Ordinances defines the maximum permissible sound levels for commercial land uses as 65 dBA from 7 am to 11 pm and 60 dBA from 11 pm to 7 am.

Location of Project: 1837 SW Gatlin Boulevard, at the northwest corner of Gatlin Boulevard and SW Import Drive.

Attachments:

1. Staff Report
2. Application, SEU Criteria, Deed
3. Agent Authorization
4. Conceptual Site Plan
5. Conceptual Landscape Plan
6. Elevations
7. Noise Study
8. Public Works Traffic Memorandum
9. Staff Presentation

Gatlin Boulevard Car Wash
Special Exception Use
P22-155



Project Location Map

SUMMARY

Applicant's Request:	The request is for approval of a Special Exception Use (SEU) to allow a car wash in the General Commercial (CG) zoning district per Section 158.124(C)(4) of the Code of Ordinances.
Agent:	Brandy Zackery, ACES Arnold Consulting Engineering Services, Inc.
Applicant/Property Owner:	PS Lucie SR CGP, LLC
Location:	Northwest corner of Gatlin Boulevard and SW Import Drive
Address:	1837 SW Gatlin Boulevard
Project Planner:	Bethany L. Grubbs, Planner III

Project Description

The City of Port St. Lucie has received a request from PS Lucie SR CGP, LLC, the property owner, for a Special Exception Use (SEU) to allow a car wash in the General Commercial (CG) Zoning District per Section 158.124(C)(4) of the Code of Ordinances. According to the conceptual plan, the proposed self-service car wash consists of a 4,326-square-foot building housing a drive-thru automatic car wash tunnel, a parking area with fourteen (14) vacuum stations, and related site improvements. The 1.73-acre property is located at the northwest intersection of SW Gatlin Boulevard and SW Import Drive. The property's address is 1837 SW Gatlin Boulevard and is legally described as Port St. Lucie Section 31, Block 1702, Tract P and Lots 9 and 10.

Previous Actions and Prior Reviews

April 4, 2023 — The application was tabled to a date uncertain to allow adequate time to complete the traffic review.

March 7, 2023 — The application was tabled to a date certain of April 4, 2023 to allow adequate time to complete the traffic review.

January 3, 2023 — The Planning and Zoning Board approved a variance from Section 3.0.8. of the City of Port St. Lucie City Wide Design Standards Manual for the orientation of a garage door for a car wash. The garage door was approved to face SW Import Drive.

October 12, 2022 — The City of Port St. Lucie Site Plan Review Committee (SPRC) reviewed and recommended approval of the conceptual site plan.

Public Notice Requirements

Notice of this request for a Special Exception Use was mailed on May 25, 2023, to owners of property within a 750-foot radius of the subject property.

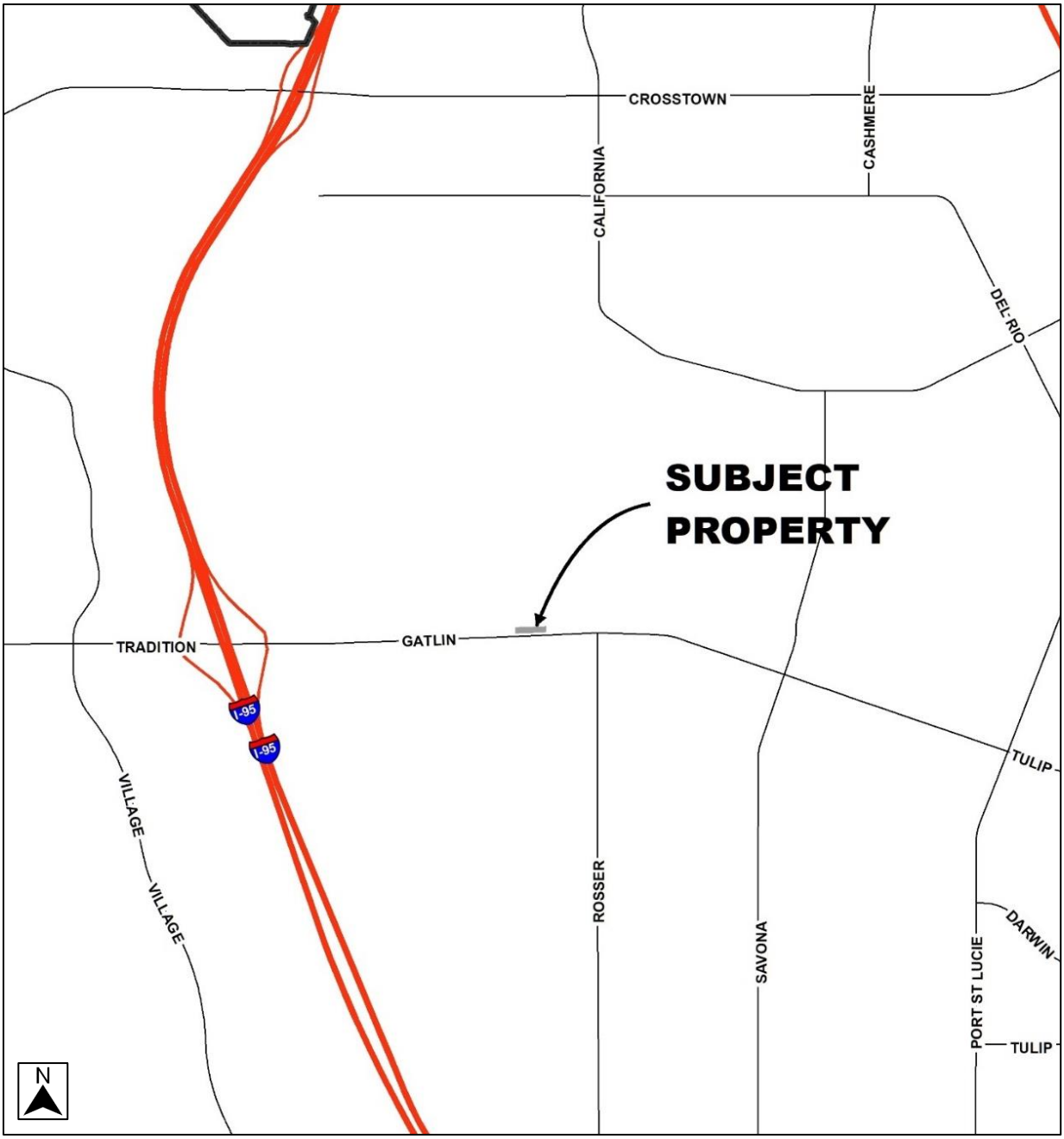
Location and Site Information

Parcel Number:	3420-650-0936-000-6
Property Size:	1.73 acres
Legal Description:	Lot 9, Lot 10 and Tract P of Block 1702, Port St. Lucie Section 31
Future Land Use:	CG (General Commercial)
Existing Zoning:	CG (General Commercial)
Existing Use:	Vacant

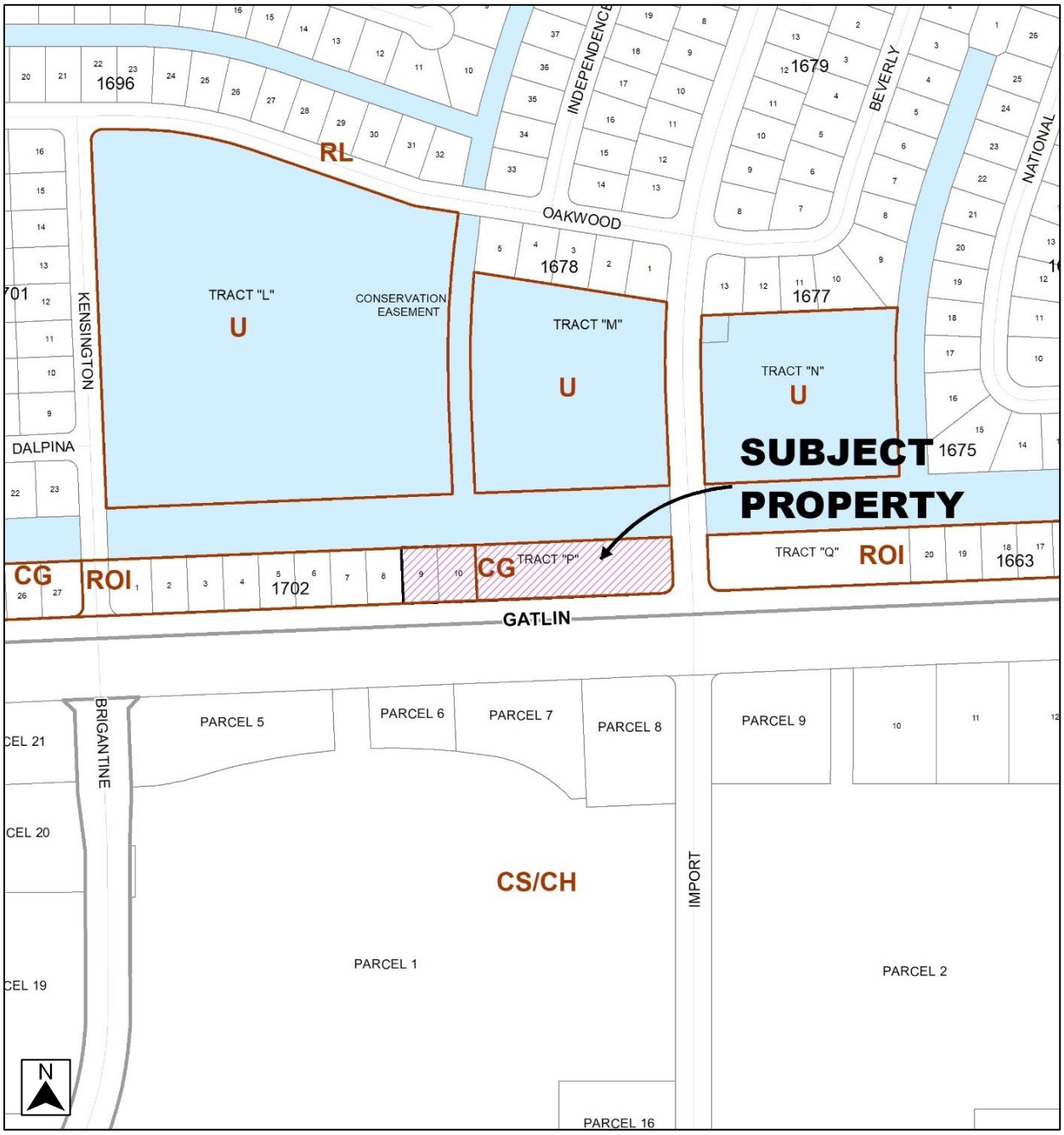
Surrounding Uses

Direction	Future Land Use	Zoning	Existing Use
North	U	OSC	Stormwater management tract, Park
South	CS/CH	PUD	Commercial shopping center, fast food restaurant, and bank
East	ROI	P	Commercial office building
West	ROI	RS-2	Vacant

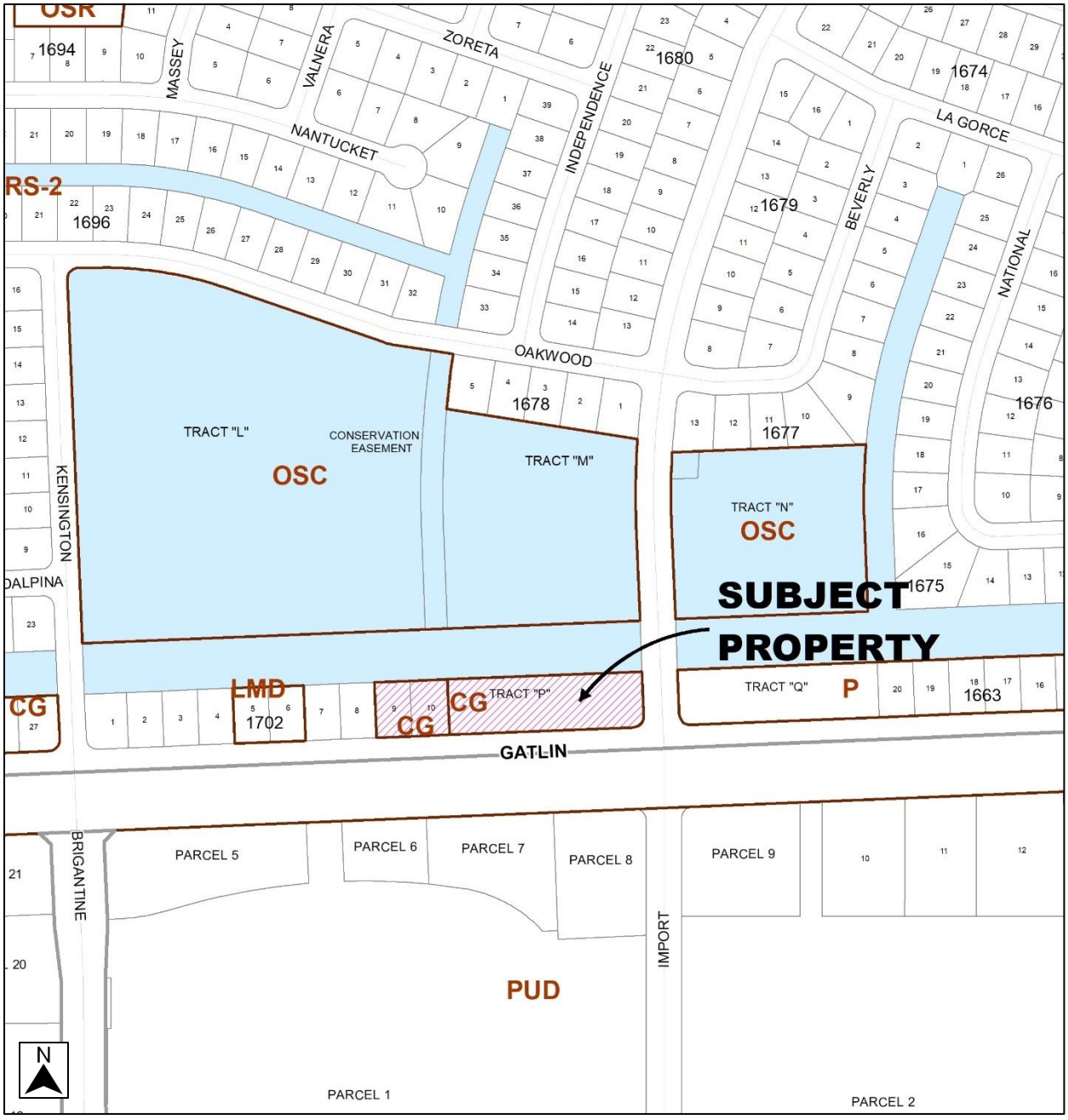
U – Utility, OSC - Conservation Open Space, CS/CH – Commercial Service, PUD - Planned Unit Development, ROI – Residential, Office, Institutional, P – Professional, RS-2 – Single-Family Residential



Location Map


RL
OAKWOOD
INDEPENDENCE
BEVERLY
NATIONAL
KENSINGTON
DALPINA
TRACT "L"
U
CONSERVATION EASEMENT
TRACT "M"
U
TRACT "N"
U
SUBJECT PROPERTY
TRACT "Q"
ROI
TRACT "P"
CG
CG
ROI
GATLIN
BRIGANTINE
IMPORT
PARCEL 5
PARCEL 6
PARCEL 7
PARCEL 8
PARCEL 9
CS/CH
PARCEL 1
PARCEL 2
PARCEL 16
1696
1679
1678
1677
1675
1663
1702
N

Land Use Map


OSR
RS-2
MASSEY
VALNERA
ZORETA
INDEPENDENCE
NANTUCKET
LA GORCE
BEVERLY
NATIONAL
OAKWOOD
KENSINGTON
1694
1696
1680
1674
1679
1678
1677
1676
1675
1663
1702
TRACT "L"
CONSERVATION EASEMENT
OSC
TRACT "M"
TRACT "N"
OSC
SUBJECT PROPERTY
TRACT "Q"
P
TRACT "P"
CG
CG
LMD
CG
GATLIN
BRIGANTINE
PARCEL 5
PARCEL 6
PARCEL 7
PARCEL 8
PARCEL 9
IMPORT
PUD
PARCEL 1
PARCEL 2
N

Zoning Map

PROJECT ANALYSIS

Special exceptions are uses that would only be allowed under certain conditions and are reviewed to be compatible with the existing neighborhood. Approval of a special exception application shall only be granted by the City Council if it meets the criteria established under Section 158.260 (A) through (L) as noted below. The applicant's response to the criteria is attached. Staff's review is provided below.

Evaluation of Special Exception Criteria (Section 158.260)

(A) Adequate ingress and egress may be obtained to and from the property, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or other emergency.

- Staff findings: Adequate ingress and egress shall exist with regard to automotive and pedestrian safety by means of two compliant driveways, associated crosswalks, and traffic control devices as required at both entrances to the facility.

(B) Adequate off-street parking and loading areas may be provided, without creating undue noise, glare, odor, or other detrimental effects upon adjoining properties.

- Staff findings: Adequate off-street parking and loading areas are provided without creating undue noise, glare, odor, or other detrimental effects upon adjoining properties. Off-street parking is calculated based on the provisions identified within Section 158.221(C) of the Zoning Code. The most comparable land use defined should be considered vehicle service and repair, with three (3) spaces per service area. The one tunnel car wash facility is required to have three (3) parking spaces. The conceptual site plan provides for an overall of twenty-one (21) parking spaces: seven (7) standard spaces, one (1) ADA vacuum space, and thirteen (13) standard vacuum spaces. Therefore, the applicant has provided adequate parking within the proposed conceptual site plan.

  Section 158.221(I) of the Code of Ordinances requires a stacking analysis for the proposed use to ensure adequate stacking is available onsite. The applicant has submitted a stacking analysis allowing for three (3) lanes and 250 feet of queuing area. This equates to adequate capacity for the anticipated 48 trips (Saturday peak hour inbound trips) at 5 minutes queue per vehicle. The on-site circulation analysis confirms that queuing for the pay stations and car wash tunnel will not extend onto Gatlin Boulevard was prepared as part of the project review. The SEU Conceptual Plan shows sufficient stacking for thirty-nine (39) vehicles within the site without causing any circulation concerns on the site or impacting the surrounding roadways. A memo from Public Works approving the stacking analysis is attached.

(C) Adequate and properly located utilities are available or may be reasonably provided to serve the proposed development.

- Staff findings: Adequate utilities are available to service the proposed development. The Port St. Lucie Utility Systems Department (PSLUSD) currently provides utility services to the site.

(D) Adequate screening or buffering. Additional buffering beyond that which is required by the code may be required in order to protect and provide compatibility with adjoining properties.

- Staff findings: The car wash facility is bordered by commercial uses to the east and west. To the south is SW Gatlin Boulevard, an arterial roadway. To the north of the site is a stormwater pond with a passive park containing a walking trail. Residential properties are further north, with the nearest residence approximately 575 feet from the subject property. Given that the property does

not directly abut residential zoning, the proposed 8-foot in height masonry wall is not required by the code. Staff requested that the applicant install the wall as an extra layer of noise protection for the residential neighborhood to the north.

(E) Signs, if any, and proposed exterior lighting will be so designed and arranged so as to promote traffic safety and to eliminate or minimize any undue glare, incompatibility, or disharmony with adjoining properties. Light shields or other screening devices may be required.

- Staff findings: All signage shall be required to conform to the City's Sign Code and all outdoor lighting shall be shielded from adjacent properties and roadways.

(F) Yards and open spaces will be adequate to properly serve the proposed development and to ensure compatibility with adjoining properties.

- Staff findings: On the conceptual plan, front, side, and rear yard building setbacks, along with lot coverage requirements, that conform with the General Commercial (CG) Zoning District have been met.

(G) The use as proposed will be in conformance with all stated provisions and requirements of this chapter.

- Staff findings: The proposed Special Exception Use is permitted as defined by Section 158.124(C)(7) - General Commercial (CG) Zoning District and shall conform to all provisions of the Zoning Code.

(H) Establishment and operation of the proposed use upon the particular property involved will not impair the health, safety, welfare, or convenience of residents and workers in the City.

- Staff findings: By adhering to City Code and regulations, the establishment and operation of the proposed uses are not anticipated to impair the health, safety, or convenience of residents and workers in the City.

(I) The proposed use will not constitute a nuisance or hazard because of the number of persons who will attend or use the facility, or because of the hours of operation, or because of vehicular movement, noise, fume generation, or type of physical activity.

Staff findings: The site was designed in a manner that limits exposure of noise or nuisances to adjacent properties. Mechanical equipment such as vacuum turbine units and other mechanical equipment that has the potential to create noise, effluence, nuisance, or hazard to the general public is enclosed within the proposed structure. Turbine fan noise to the north will be significantly mitigated by the walls of the car wash building and an eight-foot in height masonry wall.

The applicant has submitted a noise study performed by Keane Acoustics, Inc. The noise study included data from a comparable size operation, which analyzed the noise impacts of the proposed car wash including a vacuum area. The study evaluated noise exposure from all property lines, see page 4 of the study. Section 94.04 of the Code of Ordinances defines the maximum permissible sound levels for commercial land uses as 65 dBA from 7 am to 11 pm and 60 dBA from 11 pm to 7 am. The study states that the dBA is expected to be 62.9 at the east property line. For that reason, the car wash may not be able to operate from 11 pm to 7 am since they are projecting the sound to exceed 60 dBA. The noise study is attached.

1. Staff proposes a condition of approval that states, prior to receiving a Certificate of Occupancy (CO) the applicant shall have a licensed sound engineer perform a noise study while the car wash

is in operation to determine the actual level of sound emitted from all sides of the building near the property lines. This sound study should be submitted to the Planning and Building Departments for review in conjunction with the existing noise ordinance outlined in Section 94.04 of the Code of Ordinances. If the sound levels exceed the allowable limits specified in the noise ordinance, additional sound mitigation may be required. Mitigation may include alterations to the site or to the hours of operation.

(J) The use as proposed for development will be compatible with the existing or permitted uses of adjacent property. The proximity or separation and potential impact of the proposed use (including size and height of buildings, access location, light and noise) on nearby property will be considered in the submittal and analysis of the request. The City may request project design changes or changes to the proposed use to mitigate the impacts upon adjacent properties and the neighborhood.

- Staff findings: The property is flanked by other commercial uses. There is a vast separation of approximately 575 feet to the nearest residential unit. The project's access is opposite the residential neighborhood. Additionally, the project entails the construction of an 8-foot-high masonry wall.

(K) As an alternative to reducing the scale and/or magnitude of the project as stipulated in criteria (J) above, the City may deny the request for the proposed use if the use is considered incompatible, too intensive or intrusive upon the nearby area and would result in excessive disturbance or nuisance from the use altering the character of the neighborhood.

- Staff findings: Acknowledged.

(L) Development and operation of the proposed use will be in full compliance with any additional conditions and safeguards which the City Council may prescribe, including but not limited to reasonable time limit within which the action for which special approval is requested shall be begun or completed or both.

- Staff findings: Acknowledged.

PLANNING AND ZONING BOARD ACTION OPTIONS

Section 158.260 (A) through (L) of the City code, then the Board may:

- Motion to recommend approval to the City Council
- Motion to recommend approval to the City Council with conditions as recommended by staff

Conditions of Approval Recommended by staff:

a. Prior to receiving a Certificate of Occupancy (CO) the applicant shall have a licensed sound engineer perform a noise study while the car wash is in operation to determine the actual level of sound emitted from all sides of the building near the property lines. This sound study should be submitted to the Planning and Building Departments for review in conjunction with the existing noise ordinance outlined in Section 94.04 of the Code of Ordinances. If the sound levels exceed the allowable limits specified in the noise ordinance, additional sound mitigation may be required. Mitigation may include alterations to the site or to the hours of operation. If mitigation is necessary, the mitigation shall be completed within 180 days.
b. If the noise study or additional mitigation (if warranted) is not completed by the timeframes established herein the SEU shall expire.

If the board finds that the special exception use application is inconsistent with the criteria as listed in Section 158.260 (A) through (L) of the City code, then the Board may:

- Motion to recommend denial to the City Council

Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to table or continue the hearing or review to a future meeting.

P22-155 Gatlin Boulevard Car Wash

TYPE	STATUS	BUILDING TYPE
SEUV	CUSTOMER RESPONSED	

ASSIGNED TO

Melissa Perry; Public Works Engineering; Ivan Betancourt; Bethany Grubbs

ADDRESS

1801 Gatlin Blvd.

SECTION	BLOCK	LOT
31	1702	9,10 & Tr "P"

LEGAL DESCRIPTION

Lot 9, Lot 10 and Tract P of Block 1702

SITE LOCATION

northwest corner of Gatlin Blvd and SW Import Dr

PARCEL #

3420-650-0936-000-6

CURRENT LANDUSE	PROPOSED LANDUSE	CURRENT ZONING	PROPOSED ZONING
CG		CG	

ACREAGE	NON-RESIDENTIAL SQ. FOOTAGE	NO. OF RESIDENTIAL UNITS

NO. OF LOTS OR TRACTS	NO. OF SHEETS IN PLAT
0	0

UTILITY PROVIDER

CITY OF PORT ST. LUCIE

DESCRIBE REQUEST

We are requesting a Special Use to allow for a drive-thru carwash to be constructed Lots 9, 10 and Tract P of Block 1702

Primary Contact Email

bzackery@a-ces.com

AGENT/APPLICANT

FIRST NAME	LAST NAME
Brandy	Zackery

Business Name

ACES Arnold Consulting Engineering Services, Inc.

ADDRESS

P.O. Box 1338

CITY	STATE	ZIP
Bowling Green	KY	42102

EMAIL	PHONE
BZACKERY@A-CES.COM	2707809445

AUTHORIZED SIGNATORY OF CORPORATION

FIRST NAME	LAST NAME

ADDRESS

CITY	STATE	ZIP

EMAIL	PHONE

PROJECT ARCHITECT/ENGINEER

FIRST NAME	LAST NAME

Business Name

HSQ Group, Inc

ADDRESS

2255 GLADES RD SUITE 305E

CITY	STATE	ZIP
BOCA RATON	FL	33431

EMAIL	PHONE
GBALABAN@BOHLERENG.COM	

PROPERTY OWNER

Business Name

PS Lucie SR CGP, LLC

ADDRESS

361 Summit Blvd., Suite 110

CITY	STATE	ZIP
Birmingham	AL	35243

EMAIL	PHONE
Lauren.McNeil@DrivenBrands.com	(832) 477-3995

FINAL PERMIT INSPECTION REQUIRED BY:

Arnold Consulting Engineering Services, Inc.
P.O. Box 1338, Bowling Green, KY 42102
1136 South Park Drive, Suite 201, Bowling Green, KY 42103
Phone (270)780-9445
Fax (270)780-9873

City of Port St. Lucie, FL
Planning and Zoning
121 S.W. Port St. Lucie Blvd.
Port St. Lucie, FL 34984

RE: Special Use Application

To Whom it May Concern:

The intent of this letter is to address the SEU criteria listed under Section 158.260 of the Zoning Code.

SEU Criteria

Special exceptions are uses that would only be allowed under certain conditions and are reviewed to be compatible with the existing neighborhood. It is expected that any such approval be implemented in a timely manner to ensure the use is established under the physical conditions of the area in place when approved. Therefore, Special Exception Uses shall expire after one (1) year on the date of approval unless the applicant has received final site plan approval, or if a site plan is not required, the appropriate permits to allow development of the use to continue as approved.

Approval of a special exception application shall be granted by the City Council only upon a finding that:

(A) Adequate ingress and egress may be obtained to and from the property, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or other emergency. Access spacing has been met according to the city's spacing requirements and joint access/connection is provided to the property west of the subject property

(B) Adequate off-street parking, loading areas, and adequate stacking may be provided, without creating undue noise, glare, odor, or other detrimental effects upon adjoining properties. We provide more stacking than the city's requirements. All site lighting, which is minimal, will be directed inward toward the property. Site lighting is minimal due to the operation of such a facility being primarily only in the daylight hours.

(C) Adequate and properly located utilities are available or may be reasonably provided to serve the proposed development. According to a pre-application meeting with the city, utilities are currently available.

(D) Adequate screening or buffering. Additional buffering beyond that which is required by the code may be required in order to protect and provide compatibility with adjoining properties. Please see attached landscape plan, screening requirements have been met.

(E) Signs, if any, and proposed exterior lighting will be so designed and arranged so as to promote traffic safety and to eliminate or minimize any undue glare, incompatibility, or disharmony with adjoining properties. Light shields or other screening devices may be required. Understood and signage will comply

(F) Yards and open spaces will be adequate to properly serve the proposed development and to ensure compatibility with adjoining properties. These requirements have been met and ample green space is provided. See Landscape Plan and Conceptual Site Plan.

(G) The use as proposed will be in conformance with all stated provisions and requirements of this chapter. This use is in conformance with this chapter.

(H) Establishment and operation of the proposed use upon the particular property involved will not impair the health, safety, welfare, or convenience of residents and workers in the City. All access and other requirements will be met for the development therefore this project will not impair the health, safety, welfare or convenience of residents of workers in the City.

(I) The proposed use will not constitute a nuisance or hazard because of the number of persons who will attend or use the facility, or because of the hours of operation, or because of vehicular movement, noise, fume generation, or type of physical activity. The City may require certain uses such as car washes, gas stations, and other potential noise generating uses submit a noise impact analysis prepared by a qualified professional. A noise impact study for a development identical to this project has been included in the submittals. Hours of operation are also primarily limited to the daytime hours and therefore should not be a nuisance to the area.

(J) The use as proposed for development will be compatible with the existing or permitted uses of adjacent property. The proximity or separation and potential impact of the proposed use (including size and height of buildings, access location, light and noise) on nearby property will be considered in the submittal and analysis of the request. The City may request project design changes, changes to the proposed use to mitigate the impacts upon adjacent properties and the neighborhood. To minimize exposure to excessive noise, the City may require noise control features, limit hours of operation, and other mitigation methods. This use does meet the surrounding area of commercial developments. The development is located at an intersection and access requirements have been met.

(K) As an alternative to reducing the scale and/or magnitude of the project as stipulated in criteria (J) above, the City may deny the request for the proposed use if the use is considered incompatible, too intensive or intrusive upon the nearby area and would result in excessive disturbance or nuisance from the use altering the character of neighborhood. Noted and Understood

(L) Development and operation of the proposed use will be in full compliance with any additional conditions and safeguards which the City Council may prescribe, including but not limited to reasonable time limit within which the action for which special approval is requested shall be begun or completed or both. Yes and understood

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4982482 OR BOOK 4759 PAGE 847, Recorded 01/21/2022 12:44:49 PM Doc Tax: $9100.00

This Instrument Prepared By:
Scott Frederick
Baker Donelson Bearman Caldwell & Berkowitz, PC
420 20th Street North, Suite 1400
Birmingham, Alabama 35203

After recording, send deed and tax notices to:
PS Lucie SR CGP, LLC
361 Summit Blvd., Suite 110
Birmingham, AL 35243

Parcel ID No. 3420-650-0936-000-6

SPECIAL WARRANTY DEED

THIS IS A SPECIAL WARRANTY DEED executed and delivered to be effective as of the 16 day of December, 2021, by **SHILLELAGH GROUP, LLC**, a Delaware limited liability company, whose address is 114 Hammon Avenue, Palm Beach, Florida 33480 ("Grantor"), to **PS LUCIE SR CGP, LLC**, a Delaware limited liability company, whose address is 361 Summit Blvd., Suite 110, Birmingham, Alabama 35243 (hereinafter referred to as the "Grantee").

KNOW ALL PERSONS BY THESE PRESENTS, That in consideration of the sum of Ten and 00/100 Dollars and ($10.00) in hand paid by Grantee to Grantor and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by Grantor, Grantor does by these presents grant, bargain, sell and convey unto Grantee that certain real property situated in St. Lucie County, Florida, as more particularly described on Exhibit A attached hereto and incorporated herein (the "Property");

TOGETHER WITH all appurtenances thereto belonging or in anywise appertaining;

TO HAVE AND TO HOLD unto Grantee forever in FEE SIMPLE, subject to real estate taxes for the year 2022 and all subsequent years not yet due and payable and those matters more particularly set forth on the attached Exhibit B (collectively, the "Permitted Exceptions");

AND THE SAID Grantor shall warrant and forever defend the right, title and interest to the Property unto Grantee against the claims of all persons claiming by, through or under Grantor, but not otherwise.

[Remainder page intentionally left blank]

IN WITNESS WHEREOF, the undersigned Grantor has duly executed this instrument under seal to be effective as of the date first set forth above.

Signed, sealed, and delivered in the presence of:

Maria C Miller
Print name: Maria C Miller

Anne Osborne
Print name: ANNE OSBORNE

GRANTOR:

SHILLELAGH GROUP, LLC,
a Delaware limited liability company

By: _____
Name: Michael J. Flynn
Title: Member

STATE OF CONNECTICUT)
)ss:
COUNTY OF Fairfield)

The foregoing instrument was acknowledged before me by means of physical presence, this 16 day of December, 2021, by **Michael J. Flynn, Member of SHILLELAGH GROUP, LLC,** a Delaware limited liability company. He/She is personally known to me or has produced Driver License + Passport as identification.

Maria C Miller
NOTARY PUBLIC Maria C Miller

My Commission Expires: 8/31/2025

MARIA C MILLER
Notary Public
Connecticut
My Commission Expires Aug 31, 2025

Exhibit A
Legal Description

Lots 9 and 10, and Tract P, Block 1702, Port St. Lucie Section Thirty One, according to the plat thereof, as recorded in Plat Book 14, Page 22, 22A through 22G, inclusive, of the Public Records of St. Lucie County, Florida.

Exhibit B
Permitted Exceptions

1. Restrictions, covenants, conditions, easements and other matters as contained on the Plat of Port St. Lucie Section Thirty One, recorded in Plat Book 14, Page 22, 22A - 22G, inclusive, of the Public Records of St. Lucie County, Florida.
2. Restrictions, covenants, and conditions as set forth in the Declaration of Restrictions recorded in Official Records Book 165, Page 2155.
3. Assignment Agreement recorded August 13, 1985 in Official Records Book 473, Page 1177.
4. Stipulated Order of Taking recorded in Official Records Book 817, Page 2091, as affected by Property Interest Assignment and Assumption Agreement and Deed of Transfer in Official Records Book 922, Page 1179, and as affected by Amended Order of Taking recorded in official Records Book 1013, page 2229, and as affected by Assignment and Assumption Agreement recorded in Official Records Book 1141, Page 2395.
5. Ordinance No. 95-039 recorded in Official Records Book 981, Page 1615.
6. Ordinance No. 95-039 recorded in Official Records Book 992, Page 2862.
7. Resolution No. 98-R49 recorded in Official Records Book 1157, Page 2701.
8. Ordinance No. 99-001 recorded in Official Records Book 1203, Page 1026.
9. Ordinance No. 00-002 recorded in Official Records Book 1301, Page 2302.
10. Revocable Encroachment Permit recorded September 23, 2002, in Official Records Book 1584, Page 1398.
11. Access and Utility Easement granted to the City of Port St. Lucie recorded July 19, 2006, in Official Records Book 2614, Page 2874.
12. Resolution No. 13-121 recorded in Official Records Book 3541, Page 731.
13. Unity of Title recorded May 1,2015 in Official Records Book 3742, Page 12 and amended in Official Records Book 3778, Page 1786.
14. Utility Service Agreement with the City of Port St. Lucie recorded December 18, 2015, in Official Records Book 3818, Page 2473.

DocuSign Envelope ID: 31999C68-A38F-48F1-959E-E904EF7D1618

May 23, 2023

City of Port St. Lucie, FL
Planning and Zoning
121 S.W. Pott St. Lucie Blvd.
Port St. Lucie, FL 34984

RE: Agent Authorization Letter
Lots 9, 10 and Tract P, Block 1702, Port St. Lucie Section Thirty One
Parcel ID 3420-650-0936-000-6

To Whom it May Concern:

I, Chad J. Post, as Authorized Agent, of PS Lucie SR CGP, LLC and owner of Lots 9, 10 and Tract P hereby authorize and designate Driven Brands to act as my agent for any matters relating to the proposed carwash development on aforementioned property. This authorization includes, but is not limited to, submitting and providing documentation (permit applications, engineered drawings, site plans, etc.) as needed for the approvals of the proposed development. Representatives shall include, but is not limited to, engineering firm, architectural firm, contractors, etc.

By signing this document, I hereby acknowledge that I am authorized and possess the authority to execute this agent authorization document.

PS Lucie SR CGP, LLC

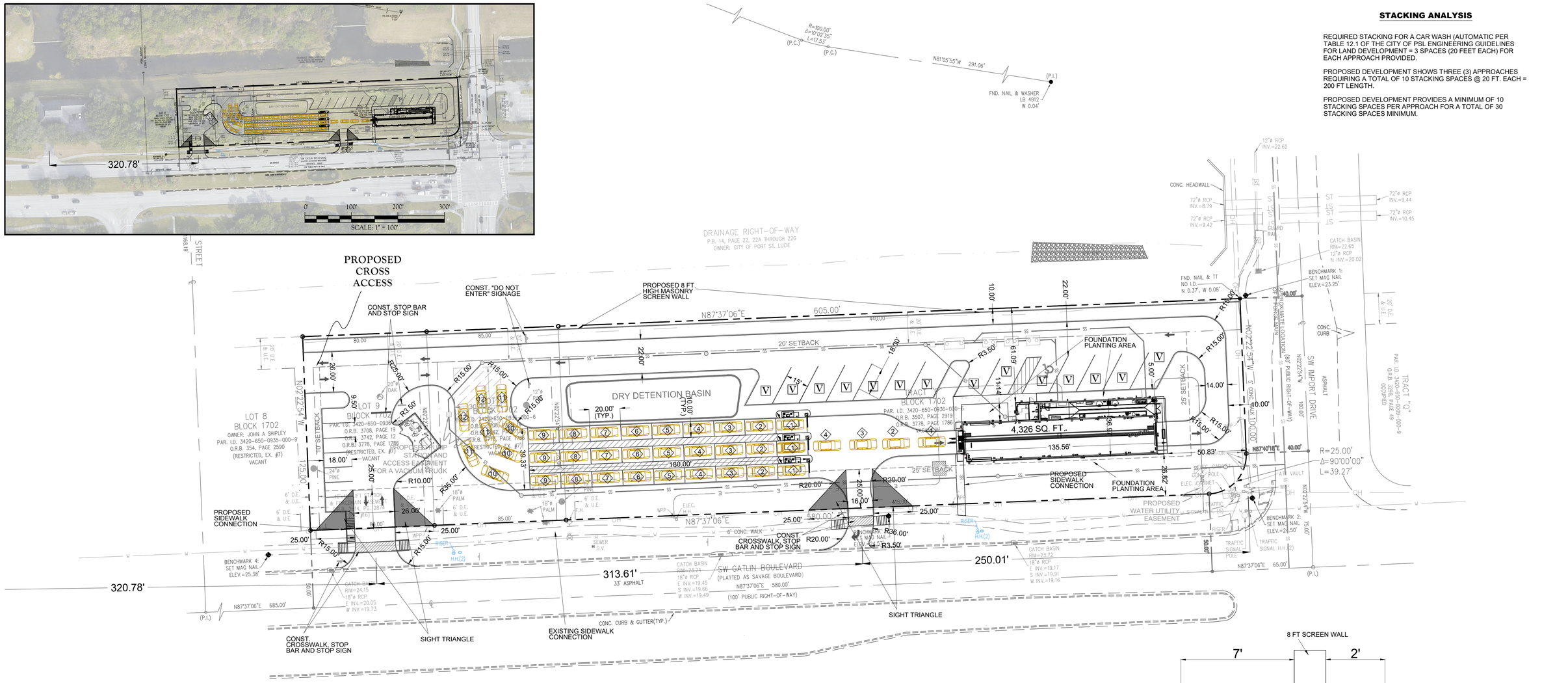
DocuSigned by:
By:_____
Chad J. Post, Authorized Agent

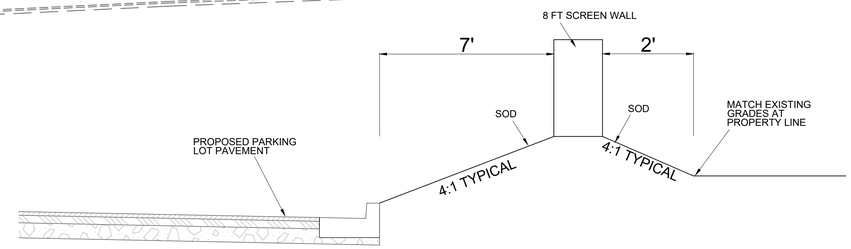
STACKING ANALYSIS

REQUIRED STACKING FOR A CAR WASH (AUTOMATIC PER TABLE 12.1 OF THE CITY OF PSL ENGINEERING GUIDELINES FOR LAND DEVELOPMENT = 3 SPACES (20 FEET EACH) FOR EACH APPROACH PROVIDED.

PROPOSED DEVELOPMENT SHOWS THREE (3) APPROACHES REQUIRING A TOTAL OF 10 STACKING SPACES @ 20 FT. EACH = 200 FT LENGTH.

PROPOSED DEVELOPMENT PROVIDES A MINIMUM OF 10 STACKING SPACES PER APPROACH FOR A TOTAL OF 30 STACKING SPACES MINIMUM.





BUFFER WALL TYPICAL SECTION

ARNOLD CONSULTING ENGINEERING SERVICES, INC.
P.O. BOX 1338
BOWLING GREEN, KY 42101
PHONE (270) 780-9445

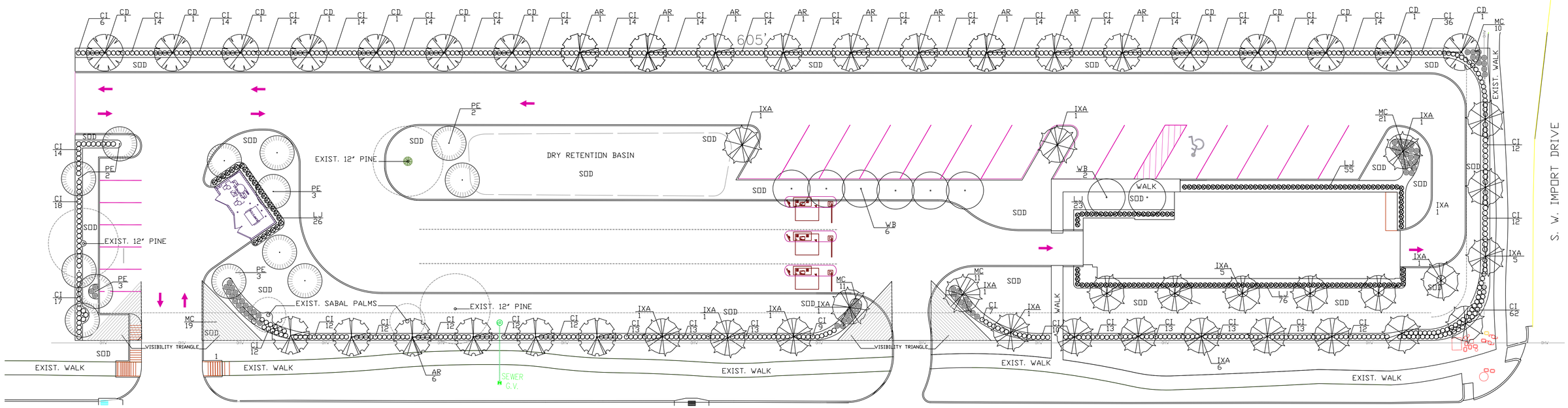
DATE: 3/10/2023
SCALE: 1" = 30'
DRAWN BY: B. ZACKERY
CHECKED BY: B. ZACKERY
FILE PATH: Z:\SITEDEVELOPMENT\2022\TAKE 5 PORT ST LUCIE,FL...

CAR WASH
SW GATLIN BLVD
PORT ST. LUCIE, FL

JEFFREY ARNOLD
No. 80205
STATE OF FLORIDA
PROFESSIONAL ENGINEER
4-20-23

CONCEPT SITE PLAN

PSLUSD FILE NO. 5220 P22-155



TREE DATA BLOCK

REQUIRED BUFFER PLANTING	PROPOSED BUFFER PLANTING
1460 l. ft. of required perimeter buffer minus 70 ft. access way = 1390 l. ft. of buffer. one tree for every 30' of required buffer = 46.33 = 47 required trees.	48
one shrub for every 2' of required buffer = 1460 l. ft. minus 70 ft. access way 1390 l. ft. divided by 2 = 695 required shrubs	696 shrubs
REQUIRED PARKING LOT ISLAND TREES	PARKING LOT ISLAND TREES
one tree required for each parking lot islands = 7 parking lot islands required	7 trees
REQUIRED BUILDING FACADE PLANTING	PROPOSED FOUNDATION PLANTING
163 l. ft. of required building foundation planting one tree for every 30' of required buffer = 163 l. ft. divided by 30 = 5 required trees.	6
one shrub per 2' of foundation = l. ft. 163 divided bt 2 = 67.75 = 81 required shrubs	154 shrubs

ADDTIONAL REQUIREMENTS

50% of trees shall be native varieties — 100% of trees are native varieties
20% of trees shall be flowering trees — 20% of buffer trees are flowering trees
5 varieties of trees if over 41 trees required — 5 variieties are proposed
* identifies native varieties on plant list
DT identifies drought tolerant plants
0% of required buffer trees are palms

LANDSCAPE CONTRACTOR NOTES

ALL PLANT MATERIAL SHALL BE FLORIDA #1 OR BETTER. PLANTS WILL BE INSPECTED BY THE LANDSCAPE ARCHITECT. THOSE PLANTS THAT DO NOT MEET THE SPECIFICATIONS IN SIZE OR GRADE WILL BE REJECTED.

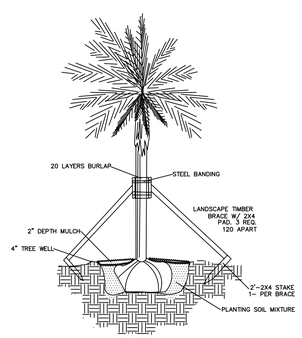
THE LANDSCAPE CONTRACTOR SHALL HAVE A COMPETENT FOREMAN IDENTIFIED AT THE BEGINNING OF THE JOB WHO WILL BE ON THE JOB THROUGHOUT THE INSTALLATION OF PLANTING. THIS PERSON SHALL BE RESPONSIBLE FOR DIRECTING THE CREW AND ANY SUBCONTRACTORS WORKING FOR THE LANDSCAPE CONTRACTOR AND SHALL ACT AS THE LANDSCAPE CONTRACTOR'S REPRESENTATIVE TO THE OWNER AND LANDSCAPE ARCHITECT.

THE LANDSCAPE CONTRACTOR SHALL LAY OUT AREAS TO BE PLANTED AND ARRANGE A MEETING WITH THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREPARATION OF ALL AREAS TO RECEIVE PLANTS. ALL PLANTS, GRASSES AND WEEDS SHALL BE REMOVED BY HAND, ROTOTILLING OR BY SCRAPING. GROUND IS TO BE LEVELED AND WATERED IF DRY. FILL TREE AND PALM HOLES WITH WATER PRIOR TO PLANTING. IF WATER DOES NOT COMPLETELY DRAIN FROM HOLE WITHIN FOUR HOURS, CONTACT THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING. PLANT HOLES ARE TO BE BACKFILLED WITH A HOMOGENEOUS SOIL MIX CONSISTING OF 2 PARTS SANDY TOPSOIL, 2 PARTS PEAT MOSS AND 1 PART COW MANURE OR MILORGANITE. AGRIFORM 20-10-15 PLANTING TABLETS SHALL BE ADDED TO EACH PLANT HOLE ACCORDING TO THE MANUFACTURERS RECOMMENDED APPLICATION RATES. BACKFILL HALFWAY UP THE ROOTBALL, PLACE THE TABLETS BESIDE THE ROOTBALL ABOUT 1 INCH FROM THE ROOT TIPS. DO NOT PLACE TABLETS() IN BOTTOM OF HOLE.

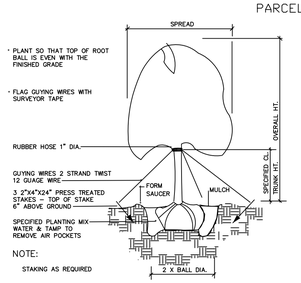
THE CONTRACTOR SHALL PROVIDE THE SPECIFIED MULCH. INSTALL 3" DEPTH OF SPECIFIED MULCH TO ALL AREAS INDICATED ON THE PLAN. THE MULCH SHALL BE INSTALLED AS SHOWN ON THE DETAILS TO ENSURE THAT IT IS NOT INSTALLED TOO CLOSE TO THE PLANT TRUNK OR STEM.

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE THAT ALL PLANT MATERIAL SHALL BE ALIVE AND THRIVING FOR A PERIOD OF ONE YEAR FOLLOWING PLANTING. THE LANDSCAPE CONTRACTOR SHALL REPLACE DEAD OR SICK PLANTS AT NO ADDITIONAL COST TO THE OWNER.



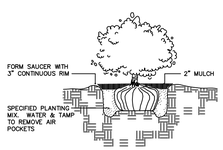
PALM PLANTING

SCALE: NOT TO SCALE



TREE PLANTING - GUY WIRES

SCALE: NOT TO SCALE



SHRUB PLANTING

PLANT MATERIAL LIST

TREES & PALMS (* indicates native tree)

	Code Name	Quantity	Scientific Name	Common Name	Planting Size
*	AR	15	ACER RUBRUM	RED MAPLE	12' X 6', 4"CT 2 1/2"DBH
*	CD	12	COCCOLOBA DIVERSIFOLIA	PIGEON PLUM	12' X 6', 4"CT 2 1/2"DBH
*	IXA	24	ILEX X ATTENUATA	EAST PATLATKA HOLLY	12' X 6', 4"CT 2 1/2"DBH
*	PE	13	PINUS ELLIOTI	PINE	12' X 6', 4"CT 2 1/2"DBH
	WB	8	WODYETIA BIFURCATA	FOXTAIL PALM	15' OA, 12" DBH

SHRUBS & GROUNDCOVERS (* indicates native shrub or ground cover)

	Code Name	Quantity	Scientific Name	Common Name	Planting Size
*	CI	635	CHRYSOBALANUS ICACO	RED TIP COCOPLUM	20" X 20" #3, 2' OC
	LJ	128	LIGUSTRUM JAPONICUM	WAX LEAF LIGISTRUM	20" X 20" #3, 2' OC
*	MC	61	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	18" X 18" #3, 2' OC

OTHER MATERIALS

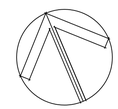
MULCH	17	CU. YDS. ENVIRO MULCH (EST.)
SOD	10,000	SQ. FT. BAHIA SOD (EST.)

ALL PLANT MATERIAL TO BE INSTALLED ARE TO CONFORM TO THE STANDARDS OF FLORIDA NO. 1 OR BETTER
ALL LANDSCAPING TO BE IRRIGATED BY AUTOMATIC MEANS
PARCEL SHALL BE MAINTAINED FREE OF ALL FEPPC CATEGORY 1 SPECIES

P122-155

NOTES:

1. NO LANDSCAPING SHALL BE PLANTED IN A MANNER THAT WOULD ADVERSELY AFFECT UTILITY EASEMENTS. LANDSCAPING SHALL BE IN COMPLIANCE WITH CHAPTER 154 OF THE CITY OF PORT ST. LUCIE CODE OF ORDINANCES, PSLUSD TECHNICAL SPECIFICATIONS AND POLICIES.
2. ALL LANDSCAPING WITHIN CITY UTILITY EASEMENTS SHALL COMPLY WITH PSLUSD TECHNICAL SPECIFICATIONS AND CODES.
3. ALL LANDSCAPING SHALL MEET THE LATEST PSLUSD LANDSCAPING POLICY AND SHALL NOT BE PLACED IN A MANNER THAT WOULD CREATE CONFLICTS WITH THE INTENDED OPERATION AND MAINTENANCE OF ANY EXISTING UTILITY.
4. TREES SHALL NOT BE PLANTED WITHIN 10 FEET OF ANY PSLUSD UNDERGROUND INFRASTRUCTURE.
5. NO LANDSCAPING OTHER THAN SOD GRASSES SHALL BE LOCATED WITHIN 5' OF A PSLUSD APPURTENANCE SUCH AS WATER METER ASSEMBLY, BACK FLOW DEVICE, FIRE HYDRANT OR SEWER CLEANOUT, ETC.



Daniel Johnson Sugg, PLA — Digitally signed by Daniel Johnson Sugg, PLA — Date: 2023.05.23 08:07:24 -04'00'

DANIEL J. SUGG LANDSCAPE ARCHITECT LA 6666744 STATE OF FLORIDA

REV.	5/23/23
REV.	4/27/23
REV.	3/28/23
REV.	1/28/23
REV.	9/16/22
DATE :	4/30/22
SCALE	1" = 20'

LANDSCAPE PLAN

CAR WASH

PORT ST. LUCIE, FLORIDA

DANIEL J. SUGG, LANDSCAPE ARCHITECT, FL. LIC, #766
POST OFFICE BOX 335, JENSEN BEACH, FLORIDA 34958
TEL. 772-485-1776 danlandarch@gmail.com



1 NORTH ELEVATION 3/16" = 1'-0"



2 EAST 3/16" = 1'-0"



3 WEST 3/16" = 1'-0"



4 SOUTH ELEVATION 3/16" = 1'-0"

EXTERIOR FINISH & COLOR PERCENTAGE OF EAST ELEV.			
NO.	AREA	COLOR	%
	GLAZING		13%
1	TOWER	BY MANUF. MATCH SW 6169 SEDATE GRAY	13%
2	STUCCO	MATCH SW COLOR #7018 DOVETAIL	30%
3	DARK CMU	MATCH SW COLOR #7020, BLACK FOX	2%
4	SPLIT FACE CMU	MATCH SW COLOR # 7016, MINDFUL GRAY	40.4%
	METAL ROOF	SLATE GRAY	
	ALUM. COPING	DARK BRONZE	
	STOTEFRONT	CLEAR ANODIZED	

EXTERIOR FINISH & COLOR PERCENTAGE OF NORTH ELEV.			
NO.	AREA	COLOR	%
	GLAZING		4%
2	STUCCO	MATCH SW COLOR #7018 DOVETAIL	31%
3	DARK CMU	MATCH SW COLOR #7020, BLACK FOX	2.2%
4	SPLIT FACE CMU	MATCH SW COLOR # 7016, MINDFUL GRAY	58%

EXTERIOR FINISH & COLOR PERCENTAGE OF EAST ELEV.			
NO.	AREA	COLOR	%
	GLAZING		12%
1	TOWER	BY MANUF. MATCH SW 6169 SEDATE GRAY	17.3%
2	STUCCO	MATCH SW COLOR #7018 DOVETAIL	36%
3	DARK CMU	MATCH SW COLOR #7020, BLACK FOX	1.6%
4	SPLIT FACE CMU	MATCH SW COLOR # 7016, MINDFUL GRAY	27%

EXTERIOR FINISH & COLOR PERCENTAGE OF WEST ELEV.			
NO.	AREA	COLOR	%
	GLAZING		16%
2	STUCCO	MATCH SW COLOR #7018 DOVETAIL	50%
3	DARK CMU	MATCH SW COLOR #7020, BLACK FOX	2%
4	SPLIT FACE CMU	MATCH SW COLOR # 7016, MINDFUL GRAY	27%

EXTERIOR FINISH & COLOR PERCENTAGE OF SOUTH ELEV.			
NO.	AREA	COLOR	%
	GLAZING		21%
1	TOWER	BY MANUF. MATCH SW 6169 SEDATE GRAY	21%
2	STUCCO	MATCH SW COLOR #7018 DOVETAIL	21%
3	DARK CMU	MATCH SW COLOR #7020, BLACK FOX	1.3%
4	SPLIT FACE CMU	MATCH SW COLOR # 7016, MINDFUL GRAY	33.1%

ARCHITECT OF RECORD:
RALPH M. COLEMAN
FLORIDA REGISTERED
ARCHITECT
201 RIVERPLACE, SUITE 401
GREENVILLE, SC 29601
PHONE: 864.451.5288

COR3 DESIGN, LLC
ARCHITECTURE

COR3 Design, LLC
Commercial, Office, Retail, Restaurant, Real Estate Development
201 RiverPlace
Suite 401
Greenville, SC 29601
Phone: 864.451.5288
Fax: 864.990.3085
www.cor3design.com

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Greenville, SC 29607
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Michael S. Dennis P.E.
870 Cleveland St, STE 1D
Greenville, SC 29601
864.271.6535
MECHANICAL
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Greenville, SC 29601
864.271.6535
ELECTRICAL
Hugh P. Bunn, PE
912 S. Pine Street
Spartanburg, SC 29302
864.583.2795

Project Title :
TAKE 5 CW PORT ST. LUCIE, FL
1801 SW GATLIN BLVD. PORT ST. LUCIE, FL 34953

Client Logo:

Seals :

Revisions :
10.12.2022 Issue for Permit

Project Number :
22022
Phase :
CD
Date :
10.12.2022
Drawn By :
-
Checked By :
-

Sheet Number:
A200

Sheet Title :
ELEVATIONS

THIS DRAWING IS THE PROPERTY OF COR3 DESIGN, LLC. AND IS COPY RIGHT PROTECTED. IT IS NOT TO BE REPRODUCED OR COPIED IN WHOLE OR IN PART. IT IS ONLY TO BE USED FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN AND IS NOT TO BE USED FOR ANY OTHER PROJECT. IT IS TO BE RETURNED UPON REQUEST.

July 28, 2022

Brandy Zackery, P.E.
Arnold Consulting Engineering Services, Inc.
P.O. Box 1338
Bowling Green, KY 42102

Dear Ms. Zackery,

The following are the results of a site noise study which analyzes potential noise emissions from the operation of proposed a car wash in Port St. Lucie, Florida.

Background

The study is based on the following:

1) review of the provided Site Plan
2) documents containing acoustical measurements conducted at various similar commercial car wash locations (by other acoustical consultants)
3) estimated receiving property ambient sound levels based on traffic data and sound level measurements taken in similar traffic conditions.
4) acoustical analysis conducted in office

Noise Sources

The primary car wash noise sources include the following proposed equipment:

- Ten (10) Tech 21 15HP Drying/Blower Fans – located toward the exit (east) side of the car wash building
- Fifteen (15) Vacutech individual vacuum stations located to the north of the car wash building
- Two (2) Vacutech T-4 vacuum system turbines located behind an 8' tall enclosure toward the Western Portion of the property

Surrounding Uses

Per the SPRC Document, the following are uses for the adjacent parcels in each direction.

Direction	Future Land Use	Zoning	Existing Use	Distance from Car Wash Building Exit (feet)
North	U	OSC	Drainage right-of-way and passive park	80 ft. to property line 660 ft. to nearest building.
South	CS/CH	PUD	Bank and Medical Office	250 ft. to property line 340 ft. to nearest building.
East	ROI	P	Office Building	140 ft. to property line 260 ft. to nearest building.
West	ROI	CG	Vacant	560 ft. to property line (no building on property)

CG – General Commercial, U- Utility, OSC- Open Space Conservation, CS/CH- Commercial Service, ROI- Residential/Office/Institutional, P- Professional

The distance from the Car Wash Building Exit (the anticipated loudest location of the proposed business) to the nearest building is shown for purposes of discussion later in this report.

The distance from each of the primary Car Wash noise sources to the neighboring property lines will be used to calculate the anticipated operational sound levels at the adjacent receiving property lines, for comparison to the ordinance decibel limits.

Exhibit A shows the location of the subject and receiving property lines.

Noise Ordinance

The Code of City Ordinances Sec. 94.04 defines the maximum permissible sound levels for commercial land uses as 65 dBA from 7am to 11pm and 60 dBA from 11pm to7am.

"No person shall operate or cause to be operated any source of sound from any location in such a manner as to create a sound level which exceeds the limits set forth … for property in the receiving land use category when measured at or beyond the approximate real property line of the receiving property."

Ambient Sound Levels at Adjacent Properties

Primary Noise sources

The primary sources of ambient noise at the nearest property lines are as follows:

- Heavy vehicular traffic on SW Gatlin Boulevard (45 speed limit, AADT 46000 vehicles, 2208 trucks).

Other noise sources include (but are not limited to)

- Moderate vehicular traffic on adjacent local roads (SW Import Drive AADT 1750 vehicles, 217 trucks).
- Aircraft flyovers
- Bus stop immediately South of subject parcel

Ambient Sound Level Estimates by Receiver Location

North Receiver Location

The parcel north of the property line contains a ditch leading to a water retention pond further north, which is flanked by a small empty grassy area that abuts SW Import Drive. This grassy does not appear large enough to construct a building, and therefore this area is not likely to be regularly inhabited, save people walking along the sidewalk. Residential properties are further north (nearest property is about 575 ft. from subject property).

Based on the distance to SW Gatlin Boulevard and SW Import Drive, the anticipated ambient noise at the north property line is in the 47-65 dBA range, based on FDOT traffic counts (using HUD noise assessment methodology).

Heavy Trucks on Gatlin will typically measure between 62-81 dBA

Other Receiver Locations

The other parcels sit immediately adjacent to SW Gatlin Boulevard and SW Import Drive.

Based on the distance to SW Gatlin Boulevard and SW Import Drive, the anticipated ambient noise at the south and east property line is in the 52-70 dBA range, based on FDOT traffic counts (using HUD noise assessment methodology).

Heavy Trucks on Gatlin will typically measure between 65-85 dBA

Despite the west Receiver Location being further from SW Import Drive, the anticipated ambient noise should be fall within the same range as the south and east receiver locations.

Project Site Analysis

Project Site Noise Sources

Exhibit B shows the location of the primary car wash noise sources.

Sound level data of the primary car wash noise sources are based on the following documents (See Exhibit C for document excerpts showing data).

- Noise Study for Omaha Take 5 CarWash (Fan Noise contours with distance) - conducted by Thornton
- Noise Study for Barrie, Canada CarWash – conducted by Trow Associates
- Noise Assessment of 10 and 15 HP Fans – conducted by Trow Associates
- Vacutech Sound Study of 30 individual vacuum stations
- Vacutech Measurements of vacuum system turbine noise

Calculations are based on the following source sound level measurements:

Sound Source	**Sound Measurement Distance (feet)**	**Sound Level (dBA)**	**Measurement Quantity**
(10) Drying/Blowing Fans	9.8 (3m)	88.0	1
(15) Vacutech Vacuum Stations	45	57.3	30
(2) Vacuum System Turbines	10	69.0	1

The sound level contributions from each of these sound sources were calculated individually and summed together to arrive at the anticipated noise emissions at each of the four receiving property lines and compared to the decibel limits contained in the PSL Noise Ordinance described on page 2 of this report.

The following chart shows the anticipated noise emissions from each of the primary sound sources at each of the four receiving property lines.

Receiver	**Vacuum Distance (feet)**	**Vacuum Sound (dBA)**	**Fan Distance (feet)**	**Fan Sound (dBA)**	**Turbine Distance (feet)**	**Turbine Sound (dBA)****	**Total Sound (dBA)**
North	45	54.3	80	51.5*	50	48.5	56.8
East	260	42.9	140	62.9	625	32.1	62.9
South	270	42.6	250	44.1*	260	37.8	47.0
West	400	40.1	560	53.8	60	47.3	54.9

*** Note – fan noise to north and south will be significantly mitigated by walls of the car wash building**
**** Note – turbines will be shielded via 8ft high masonry wall**

Discussion

Based on the results of the calculations, the decibel limits of The Code of City Ordinances Sec. 94.04 will not be exceeded. Furthermore, the anticipated traffic noise events (especially larger trucks) at each of the receiving properties will exceed the anticipated operational sound levels from the proposed car wash.

Conclusion

In conclusion, the results of this study reveal that there are no anticipated noise impacts associated with the activities from the operation of the proposed car wash. The loudest of noise events anticipated on the adjacent properties are lower in intensity than the frequent traffic of automobiles and heavy trucks traveling on the adjacent roadways (specifically SW Gatlin Boulevard).

Please contact me if you have any comments/questions.

Best regards,



Michael Keane, P.E.
President, Keane Acoustics, Inc.
FL License # 64563

TABLE OF EXHIBITS

EXHIBIT A **Subject and Receiving Properties**

EXHIBIT B **Site Plan**

EXHIBIT C **Noise Source Sound Levels Used for Calculation**

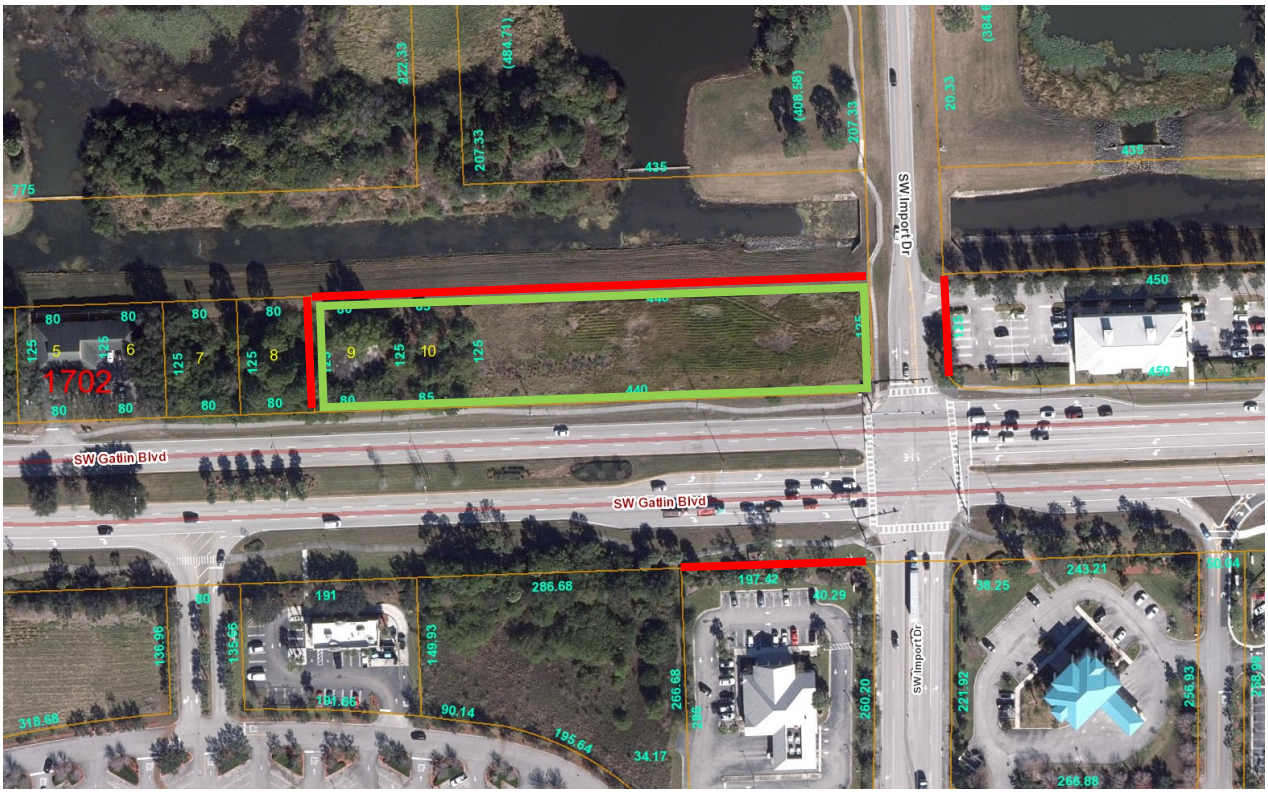
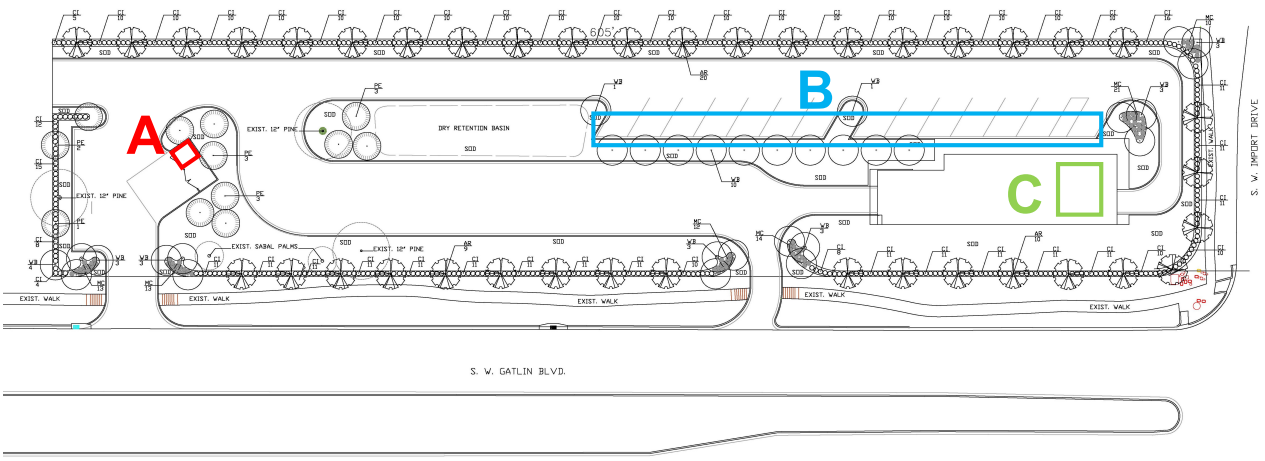


EXHIBIT A Subject Property (in green) and Receiving Property Lines (in red)



PLANT MATERIAL LIST

TREES & PALMS (* indicates native tree)

Code	Name	Quantity	Scientific Name	Common Name	Planting Size
*	AR	39	ACER RUBRUM	FLORIDA RED MAPLE	12' X 6', 4"CT @ 1/2"DBH
*	PE	12	PINUS ELLIOTI	PINE	15' OA, 12" DBH
	WB	30	WODYETIA BIFURCATA	FOXTAIL PALM	15' OA, 12" DBH

SHRUBS & GROUNDCOVERS (* indicates native shrub or ground cover)

Code	Name	Quantity	Scientific Name	Common Name	Planting Size
*	CI	455	CHRYSOBALANUS ICACO	RED TIP COCOPLUM	24" X 24" #3, 2.5' OC
*	MC	83	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	18" X 18" #3, 2.5' OC

OTHER MATERIALS

MULCH	17	CU. YDS. ENVIRO MULCH (EST.)
SOD	10,000	SQ. FT. ST. AUGUSTINE FLORITAM SOD (EST.)

ALL PLANT MATERIAL TO BE INSTALLED ARE TO CONFORM TO THE STANDARDS OF FLORIDA NO. 1 OR BETTER
ALL LANDSCAPING TO BE IRRIGATED BY AUTOMATIC MEANS
PARCEL SHALL BE MAINTAINED FREE OF ALL FEPPC CATEGORY 1 SPECIES

LANDSCAPE CONTRACTOR NOTES

ALL PLANT MATERIAL SHALL BE FLORIDA #1 OR BETTER PLANTS WILL BE INSPECTED BY THE LANDSCAPE ARCHITECT, THOSE PLANTS THAT DO NOT MEET THE SPECIFICATIONS IN SIZE OR GRADE WILL BE REJECTED.

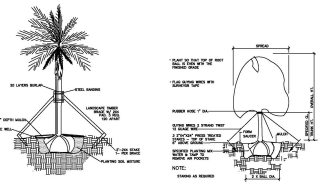
THE LANDSCAPE CONTRACTOR SHALL HAVE A COMPETENT FOREMAN IDENTIFIED AT THE BEGINNING OF THE JOB AND WILL BE ON THE JOB THROUGHOUT THE INSTALLATION OF PLANTING. THIS PERSON SHALL BE CAPABLE OF READING THE PLANS AND SHALL BE IN CHARGE OF ALL WORKING FOR THE LANDSCAPE CONTRACTOR AND SHALL ACT AS THE LANDSCAPE CONTRACTOR'S REPRESENTATIVE TO THE OWNER AND LANDSCAPE ARCHITECT.

THE LANDSCAPE CONTRACTOR SHALL LAY OUT AREAS TO BE PLANTED AND ARRANGE A MEETING WITH THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREPARATION OF ALL AREAS TO RECEIVE PLANTS. ALL PLANTS, GRASSES AND GROUND COVERS SHALL BE PLANTED IN ACCORDANCE WITH THE DETAILS. AREAS TO BE LEVELED AND WATERED IF 12" FILL TREE AND PALM HOLES WITH WATER PRIOR TO PLANTING IF WATER DOES NOT COMPLETELY DRAIN FROM HOLE WITHIN FOUR HOURS, CONTACT THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING. PLANT HOLES ARE TO BE BACKFILLED WITH A MIXTURE OF 50% TOPSOIL AND 50% PEAT MOSS OR MULCH. ADD TWO PARTS PEAT MOSS AND 1 PART COW MANURE OR MILORGANITE. ADDITION OF 8-10-10 PLANTING TABLETS SHALL BE ADDED TO EACH PLANT HOLE. PLACE TABLETS EVENLY AROUND THE ROOTBALL AT A DEPTH OF 1" BELOW BACKFILL HALFWAY UP THE ROOTBALL, PLACE THE TABLETS BELOW THE ROOTBALL ABOUT 1 INCH FROM THE ROOT TIPS. DO NOT PLACE TABLETED IN BOTTOM OF HOLE.

THE CONTRACTOR SHALL PROVIDE THE SPECIFIED MULCH. INSTALL 3" DEPTH OF SPECIFIED MULCH TO ALL AREAS INDICATED ON THE PLAN. THE MULCH SHALL BE INSTALLED AS SHOWN ON THE DETAILS TO ENSURE THAT IT IS NOT INSTALLED TOO CLOSE TO THE PLANT TRUNK OR STEM.

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE THAT ALL PLANT MATERIAL SHALL BE IN A HEALTHY GROWING CONDITION FOR ONE YEAR FOLLOWING PLANTING. THE LANDSCAPE CONTRACTOR SHALL REPLACE DEAD OR SICK PLANTS AT NO ADDITIONAL COST TO THE OWNER.



DATE: 4/30/22
SCALE 1" = 20'

LANDSCAPE PLAN
CAR WASH
PORT ST. LUCIE, FLORIDA

DANIEL J. SUGG, LANDSCAPE ARCHITECT, FL. LIC, #766
POST OFFICE BOX 335, JENSEN BEACH, FLORIDA 34958
TEL. 772-485-1776 danlandarch@gmail.com

EXHIBIT B Site Plan

Key

A – Vacuum System Turbines Location

B – Vacuum System Turbines Location

C – Drying/Blower Fans Location

wash operates with the doors closed, the sound levels will be significantly reduced, but as no manufacturer sound data with the doors closed was available, the exact reduction cannot be accurately predicted. A reduction of 6-10 dBA is a reasonable estimate.

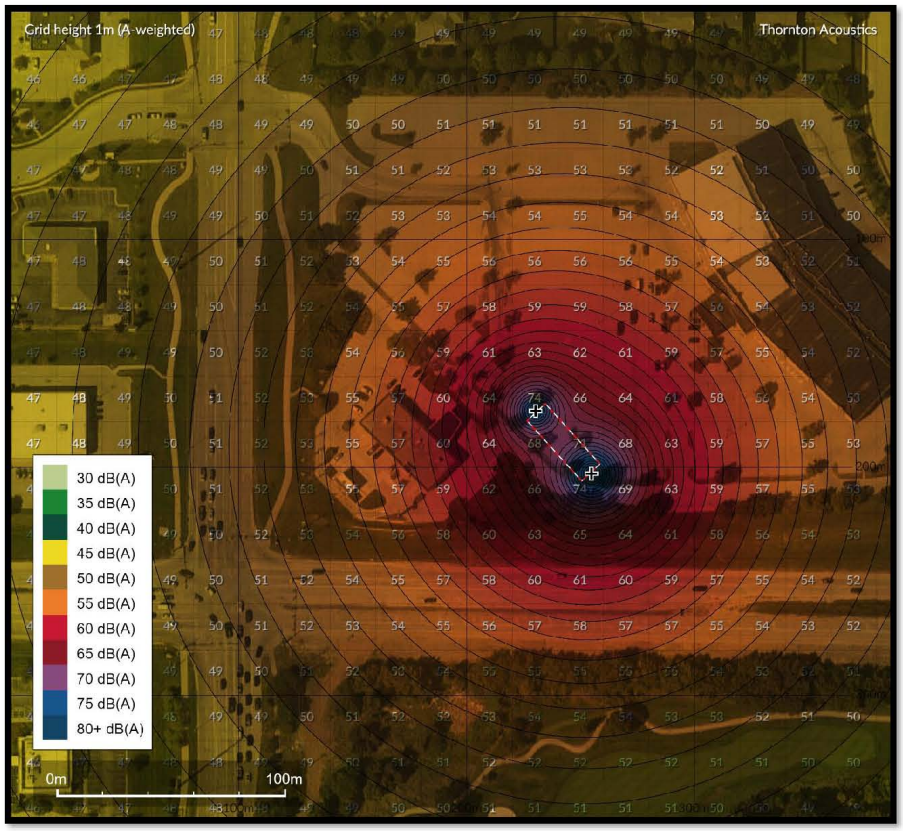


Figure 3 Car Wash predicted sound level emissions contours. The Car Wash building is indicated by the red/white dashed box.

TAKE 5 EXPRESS CAR WASH OMAHA NE SITE SOUND STUDY

EXHIBIT C Noise Source Sound Levels Used for Calculation

Noise Study for Omaha Take 5 CarWash (Fan Noise contours with distance) - conducted by Thornton

Data used to check distance attenuation and overall decibel level at distance

Table 3: Noise Monitoring Results

Time	Location	Conditions	Leq (dBA)	Peak (dBC)
11:24 – 11:44	2	Background, Dryer off	63.0	98.4
11:45 – 12:05	3	Background, Dryer off	62.2	101.2
12:06 – 12:26	4	Background, Dryer off	68.1	104.6
12:32 – 12:52	2	Dryer and conveyor on, heat saver doors open	80.8	102.0
12:55 – 13:15	3	Dryer and conveyor on, heat saver doors open	73.2	101.7
13:17 – 13:37	4	Dryer and conveyor on, heat saver doors open	68.4	101.8
13:38 – 13:43	1	Dryer and conveyor on, heat saver doors open	92.1	109.8
13:44 – 13:49	5	Dryer and conveyor on, heat saver doors open	87.8	106.5
13:50 – 13:55	6	Dryer and conveyor on, heat saver doors open	58.5	91.7
13:58 – 14:04	6	Dryer on, heat saver & overhead doors closed	55.7	91.5
14:05 – 14:09	6	Background, Dryer off	56.9	91.7

5. Predicted Impact of Noise Arising from Car Wash

The theoretical impact of sound at a receptor arising from a distant source can be calculated following procedures detailed in CSA Z107.55 Recommended Practice for the Prediction of Sound Levels Received at a Distance from an Industrial Plant. The standard recommends that sound levels be predicted using the following equation:

$L_p = L_w + DI - DIS - A - \Delta$

Where: L_p = Sound pressure level at receiving location

L_w = Source sound power level

DI = Directivity Index

DIS = Effect of geometric spreading

A = Atmospheric absorption

Δ = Barrier effect

There are presently no barriers between the exit of the car wash and Yonge Street and the distance is small (<100 m); the impact of atmospheric absorption and the barrier effect are therefore considered negligible. Taking the sound pressure level reading of 92.1 dBA at the entrance to the car wash as equivalent to the source sound power level (L_w) and the sound to have a quarter sphere radiation pattern due to the surface configuration of car wash exit intersecting with the ground gives the following calculation of predicted sound level at Monitoring Locations 2 – 4:

Table 4: Predicted Sound Levels

Receptor Location	L_w	DI	DIS	L_p	Leq
2	92.1	6	21.2	76.9	80.8
3	92.1	6	27.2	70.9	73.2
4	92.1	6	39.3	58.8	68.4

EXHIBIT C Noise Source Sound Levels Used for Calculation

Noise Study for Barrie, Canada CarWash – conducted by Trow Associates

Data used to check distance and building attenuation

Table 9. – Noise Produced by 15 HP Fan with Baffle and Foam Insulation at Maximum Air Flow

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	92.2	58.7	69.7	77.8	82.3	86.5	93.1	90.7	84.3	86.5	74.5	71.7
2	91.5	60.6	73.4	79.5	83.5	86.7	90.5	89.1	84.4	85.4	75	70.6
3	91.6	61.8	71.8	78.6	84.6	86.9	89.5	88.5	84.7	81.8	76	71.9
4	92.1	62.2	71.9	78.2	83.3	86.8	92.3	84.4	84	86.2	79.1	75.1
5	92.3	61.5	72.2	79.6	84.8	87.1	90.9	88.2	84.3	82.6	75	73
6	92.3	59.7	71.6	79.3	83.6	86.6	91.4	89.3	84	85.6	74	68.7
7	88.1	54.4	65.9	74.3	79.3	83.3	88.2	83.6	81.7	82.1	70	64.6
8	87.2	55.5	67.6	74.8	79.8	83.1	86.3	82.7	81.9	81.9	71.7	70.8
9	88.2	55.6	66.9	74.4	80	83.6	87.5	81.6	79.6	79	72.4	72.5
10	88.5	56	67.6	75	80.2	84	88.3	81.1	80	78.6	73.2	73.5
11	87.6	55.3	67.4	75.1	80	82.7	86.1	82	82.3	81.6	70.5	63.5

EXHIBIT C Noise Source Sound Levels Used for Calculation

Noise Assessment of 10 and 15 HP Fans – conducted by Trow Associates

Data determined as average of the above values measured at 3m (9.8 ft)

VACUTECH

August 25, 2020

Re: Vacutech Sound Study Projections

To: Darin Kapanjie

Re: Chester Heights, PA Car Wash

The chart below shows a cumulative average of that data taken from express car washes of this type and size. It is presented in an incremental form based on the worst case scenario of the vacuum hoses being off the hook, so to speak. Based on the collective average of the 45' reading to the 85' reading and is presented in the chart below:

Vacutech Noise Study Projections	
Average of all 30 hoses off and in use	
Average @ 45'	57.3 db
Average @ 55'	54.6 db
Average @ 65'	52.1 db
Average @ 75'	49.5 db
Average @ 85'	48.8 db

SOUND LEVEL METER USED: SIMPSON MODEL #40003 – MSHA APPROVED. MEETS OSHA AND WALSH-HEALY REQUIREMENTS FOR NOISE CONTROL. CONFORMS TO ANSI S1.4 1983, IEC 651 SPECS FOR METER TYPE.

NOTE: Typical outside vacuum system with 1.5" x 15' vacuum crevice tools (1" wide by ¾" opening) in use with customer vacuuming.

EXHIBIT A-5

EXHIBIT C Noise Source Sound Levels Used for Calculation
Vacutech Sound Study of 30 individual vacuum stations

Given there are 15 stations in the subject project – the equivalent decibel level for the reduction is 3 dB for a total of 54.3 measured at 45'.

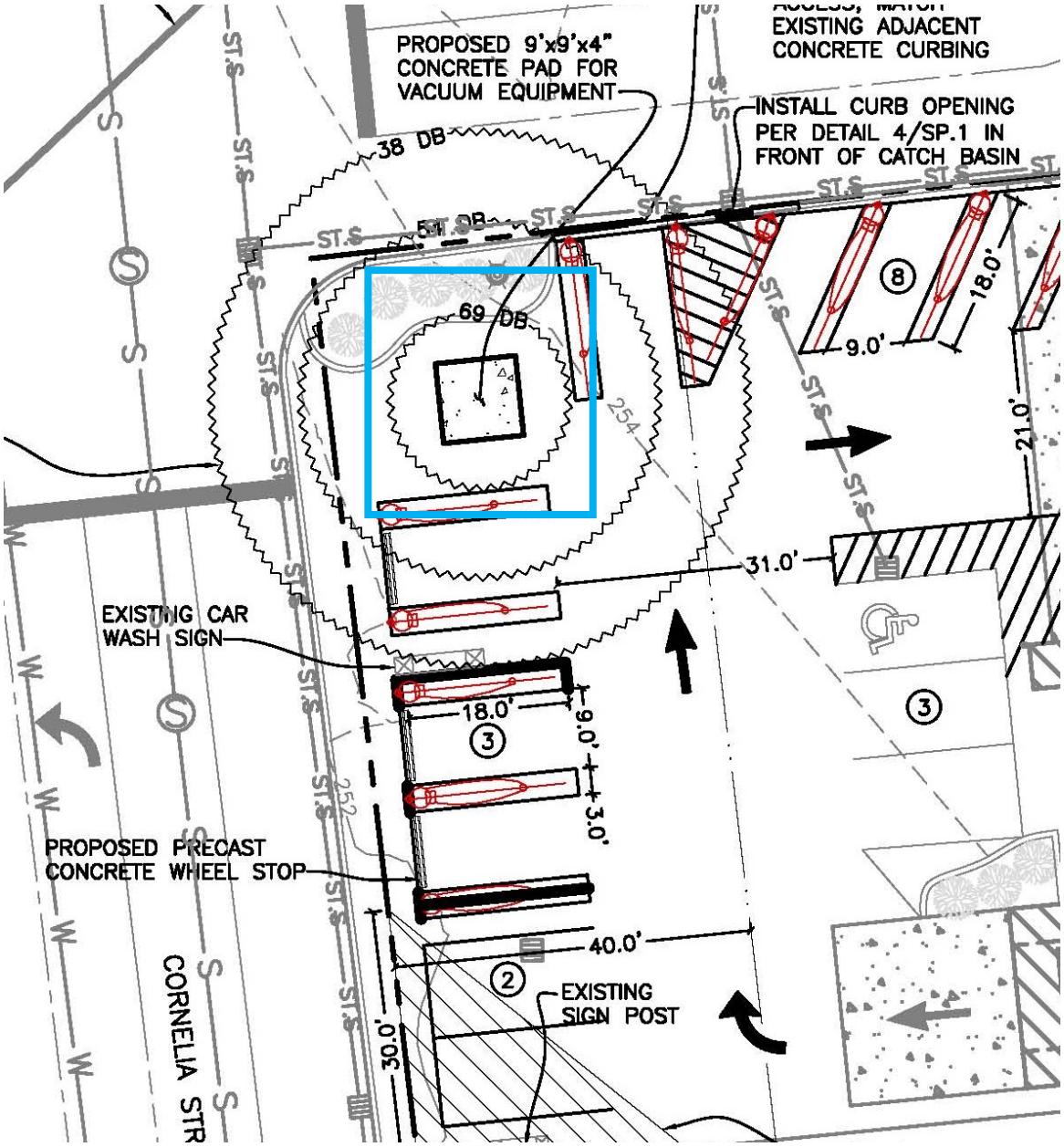


EXHIBIT C Noise Source Sound Levels Used for Calculation
Vacutech Measurements of vacuum system turbine noise

(Taken from Plattsburgh, NY project)

City of Port St. Lucie

PUBLIC WORKS DEPARTMENT

Accredited Agency - American Public Works Association

"A City for All Ages"

MEMORANDUM

TO: Bethany Grubbs -Planner III, Planning & Zoning

THRU: Diana Spriggs, P.E. – Regulatory Division Director, Public Works *D.S.*

FROM: Melissa Perry – Project Coordinator, Public Works *MP*

DATE: May 16, 2023

SUBJECT: P22-155 Gatlin Blvd Car Wash
Traffic Generation, Stacking & Circulation Approval

This application and Traffic Report prepared by Arnold Consulting Engineering Services, Inc. dated April 20, 2023 has been reviewed by the Public Works Department and the transportation elements of the project were found to be in compliance with the adopted level of service and requirements of Chapter 156 of City Code, and Public Works Policy 19-01pwd.

Based on the analysis provided, the Engineer used the Institute of Transportation Engineers (ITE) Trip Generation manual to estimate 38.75 Peak Hour trips accessing the site. The SEU Conceptual Plan shows sufficient stacking for 39 vehicles within the site without causing any circulation concerns of the site or impacting the surrounding roadways.

Gatlin Boulevard Car Wash

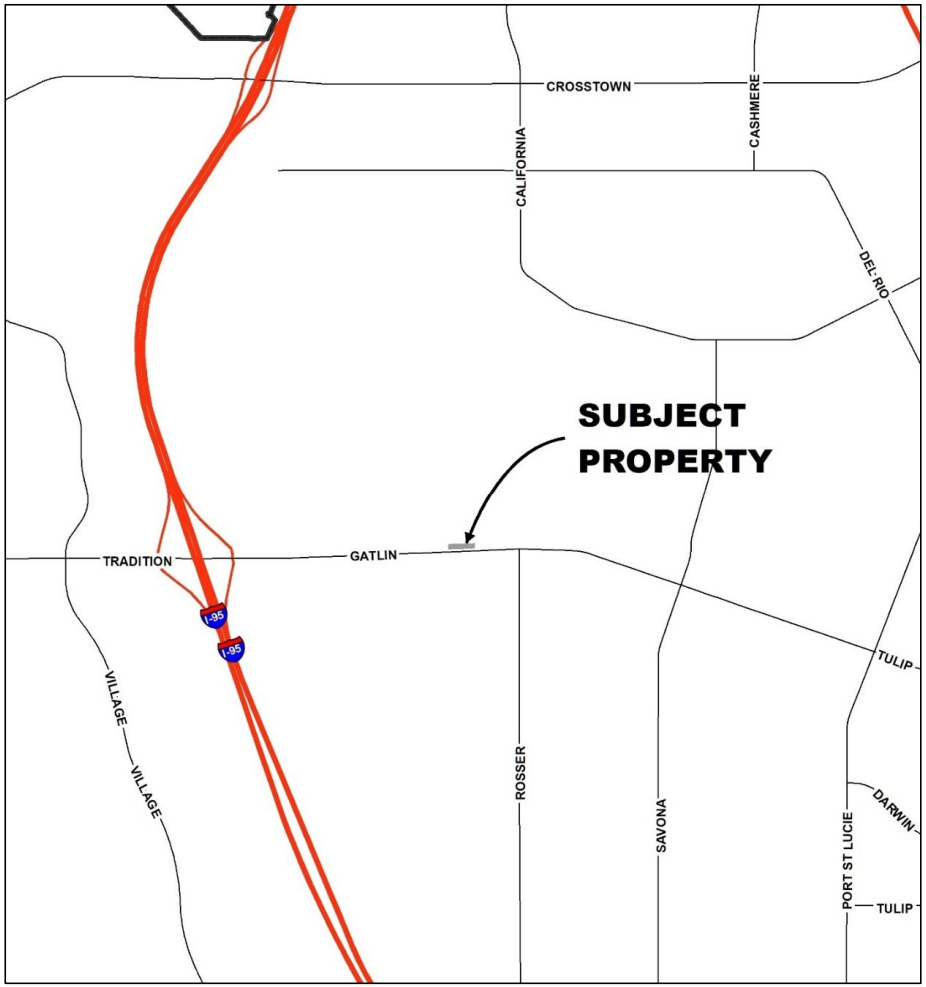
Special Exception Use Application
Project No. P22-155

Planning and Zoning Board
June 6, 2023
Bethany Grubbs, Planner III

Request Summary

- Applicant / Property Owner: PS Lucie SR CGP, LLC
- Agent: Brandy Zackery, ACES Arnold Consulting Engineering Services, Inc.
- Request: A Special Exception Use (SEU)) to allow a car wash in the General Commercial (CG) zoning district per Section 158.124(C)(4) of the Code of Ordinances.

Location


CROSSTOWN
CALIFORNIA
CASHMERE
DEL RIO
SUBJECT
PROPERTY
TRADITION
GATLIN
I-95
I-95
TULIP
VILLAGE
VILLAGE
ROSSER
SAVONA
PORT ST LUCIE
DARWIN
TULIP

Aerial

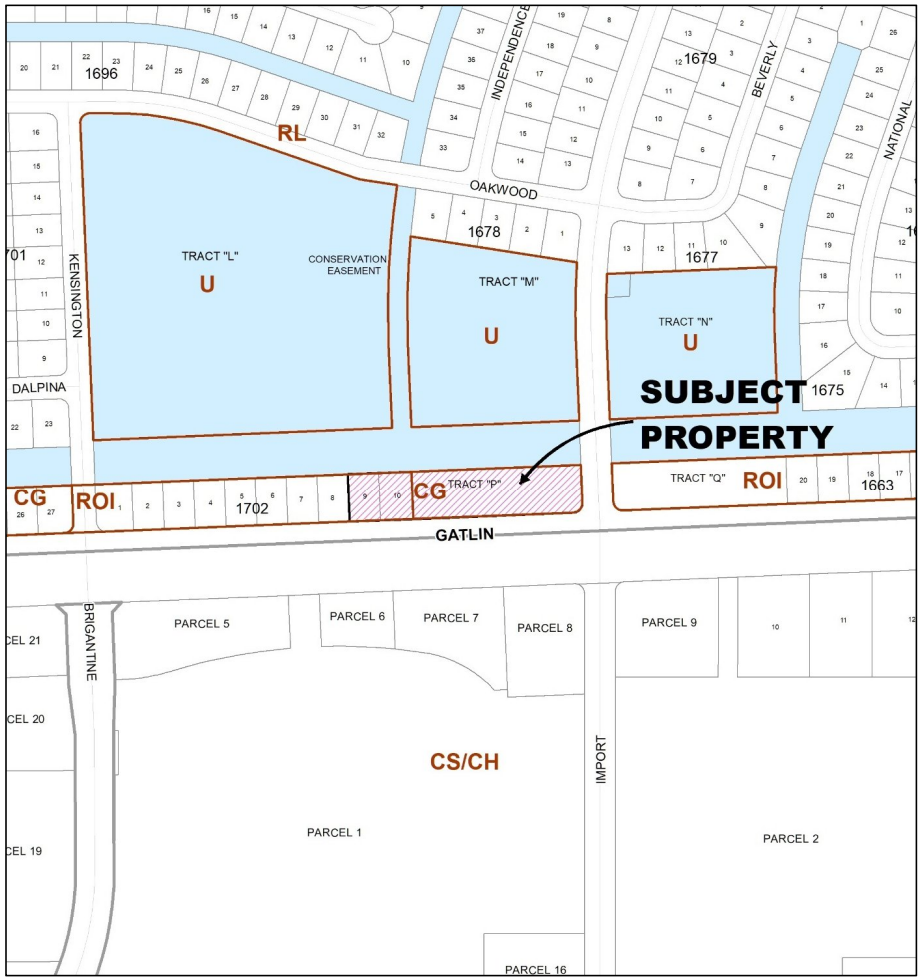
Surrounding uses

Direction	Future Land Use	Zoning	Existing Use
North	U	OSC	Stormwater management tract, Park
South	CS/CH	PUD	Commercial shopping center, fast food restaurant, and bank
East	ROI	P	Commercial office building
West	ROI	RS-2	Vacant

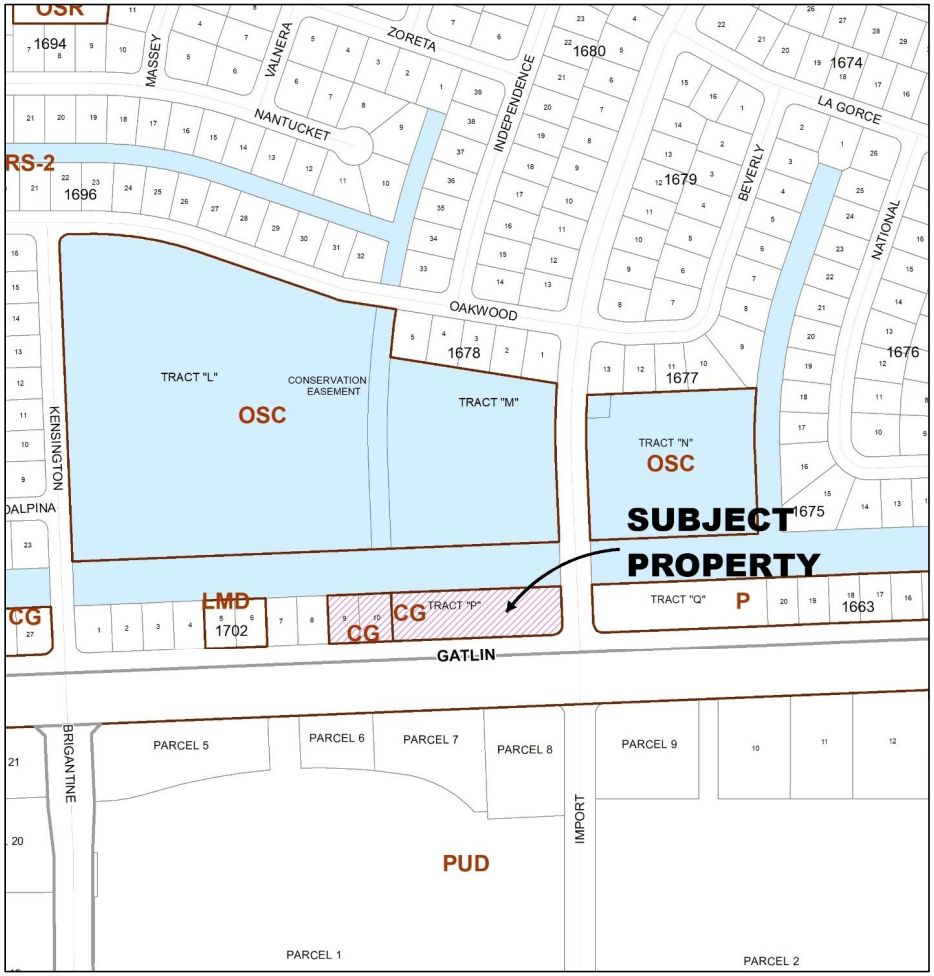


Land Use

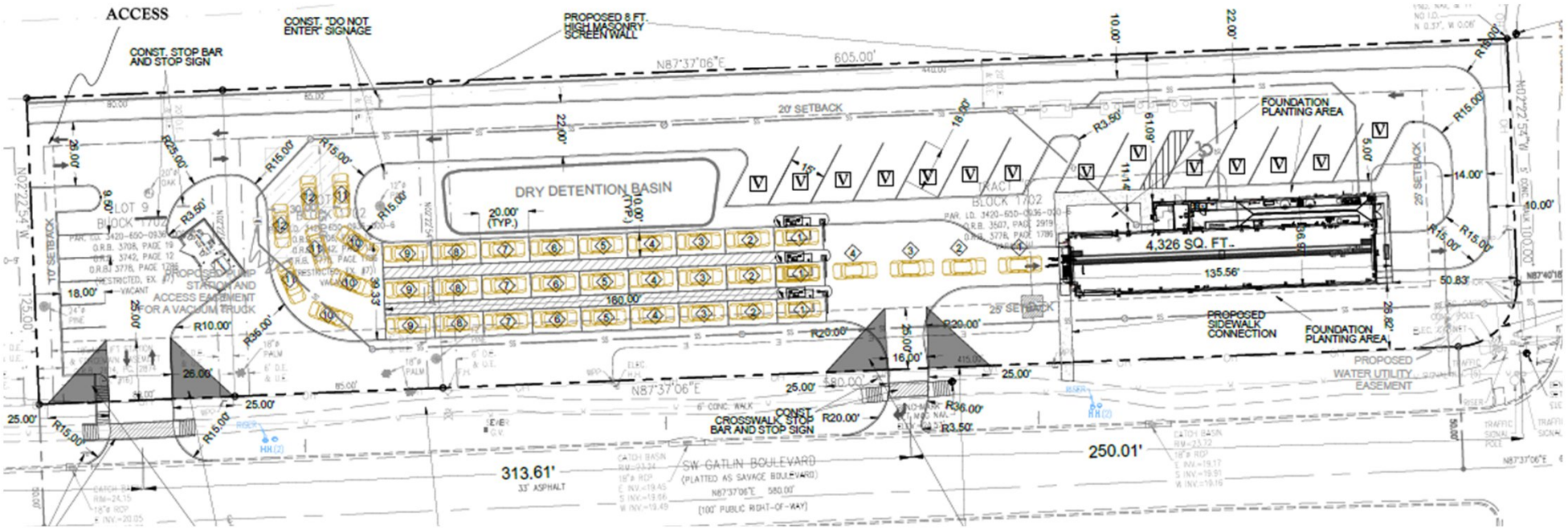
CG (General Commercial)



Zoning
CG (General Commercial)



Conceptual Plan



Elevations



Traffic Impact Statement

- The Traffic Impact Statement received in April 2023 was reviewed by City Staff and found to be in compliance with Public Works Policy #19-01

- Per ITE Trip Generation Manual, 11th Edition, this site would estimate producing a total of 78 Peak Hour trips with 39 of them arriving to the site and the other 39 leaving.

- Per the SEU Conceptual plan provided, the site will provide 39 queuing spaces to handle the peak stacking without hindering the circulation of the site or surrounding roadways.

Evaluation of SEU CRITERIA (Section 158.260)	FINDINGS
ADEQUATE INGRESS AND EGRESS (§ 158.260 (A))	Adequate ingress and egress shall exist with regard to automotive and pedestrian safety by means of two compliant driveways, associated crosswalks, and traffic control devices which allow for adequate internal circulation and traffic flow.
ADEQUATE OFF-STREET PARKING AND LOADING AREAS (§ 158.260 (B))	The one tunnel car wash facility is required to have three (3) parking spaces. The conceptual site plan provides for an overall of twenty-one (21) parking spaces: seven (7) standard spaces, one (1) ADA space, and thirteen (13) standard vacuum spaces. Therefore, the applicant has provided adequate parking within the proposed conceptual site plan.
ADEQUATE AND PROPERLY LOCATED UTILITIES (§ 158.260 (C))	Adequate utilities are available to service the proposed development. The Port St. Lucie Utility Systems Department (PSLUSD) currently provides utility services to the site.
ADEQUATE SCREENING OR BUFFERING (§§ 158.260 (D) (F))	An 8' high masonry wall and landscaping will be installed along the northern property line.
SIGNAGE AND EXTERIOR LIGHTING (§158.260 (E))	At the time of site plan approval, outdoor lighting shall comply with the requirements of City Zoning Code Section 158.221. Outdoor signage shall comply with Chapter 155 Sign Code.
COMPATIBILITY WITH SURROUNDING USES (§§ 158.260 (H) (I) (J))	The site is in an area designated for commercial development. The site was designed in a manner that limits exposure of noise or nuisances to adjacent properties. A sound study should be required prior to issuance

SPRC Recommendation

- On October 12, 2023, the City of Port St. Lucie Site Plan Review Committee (SPRC) reviewed and recommended approval of the Conceptual Site Plan.

Planning & Zoning Board Action Options:

- Move that the Board review the SEU request and vote to recommend approval, approval with conditions, or denial to the City Council.

Staff's Recommended Condition of Approval

a. Prior to receiving a Certificate of Occupancy (CO) the applicant shall have a licensed sound engineer perform a noise study while the car wash is in operation to determine the actual level of sound emitted from all sides of the building near the property lines. This sound study should be submitted to the Planning and Building Departments for review in conjunction with the existing noise ordinance outlined in Section 94.04 of the Code of Ordinances. If the sound levels exceed the allowable limits specified in the noise ordinance, additional sound mitigation may be required. Mitigation may include alterations to the site or to the hours of operation. If mitigation is necessary, the mitigation shall be completed within 180 days.
b. If the noise study or additional mitigation (if warranted) is not completed by the timeframes established herein the SEU shall expire.

"A City for All Ages"

Agenda Summary

2023-488

Agenda Date: 6/6/2023 **Agenda Item No.:** 9.c

Placement: Public Hearing - Quasi Judicial

Action Requested: Motion / Vote

P22-197 Freese, James - Variance

Location: 2732 SW Casella Street

Legal Description: Port St. Lucie Section 31, Block 1706, Lot 12

This is a request to grant a variance to the requirements of Appendix B, Land Use Conversion Manual of the City's Zoning Code to isolate one (1) lot.

Submitted By: Bethany Grubbs, Planner III

Executive Summary: This is a request to grant a variance to the requirements of Appendix B, Land Use Conversion Manual of the City's Zoning Code to isolate one (1) lot for the purpose of requesting a rezoning to the Service Commercial (CS) Zoning District.

Presentation Information: Staff will provide a presentation.

Board Action Options:

- Motion to recommend approval to City Council
- Motion to recommend approval with conditions to City Council
- Motion to recommend denial to City Council

Background: Policy 1.1.4.12 of the Comprehensive Plan requires variances to the Conversion Manual be reviewed by the Planning and Zoning Board and a recommendation be forwarded to the City Council for final approval or denial. This manual is intended to explain the land use conversion process, available conversion options, and implementation policies. The manual addresses requirements for land assembly, rezoning requirements, and related site plan and design considerations.

Issues/Analysis: See the attached staff report.

Special Consideration: N/A

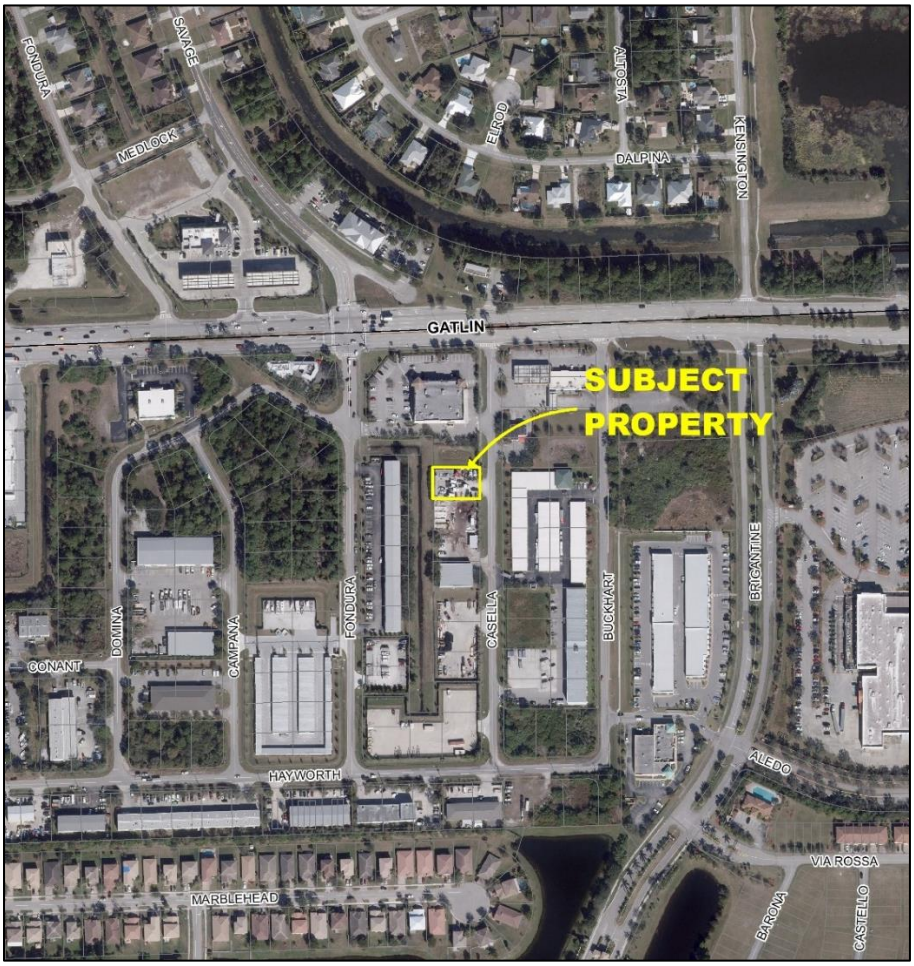
Location of Project: 2732 SW Casella Street

Attachments:

1. Staff Report
2. Cover Letter
3. Variance Criteria Responses

4. Proof of Ownership
5. Conceptual Site Plan
6. Applicant's Improvement Plan
7. Conversion Area 24
8. Staff Presentation

Freese, James
Variance
P22-197



Project Location Map

SUMMARY

Applicant's Request:	This is a request to grant a variance to the requirements of Appendix B, Land Use Conversion Manual of the City's Zoning Code to isolate one (1) lot for the purpose of requesting a rezoning to the Service Commercial (CS) Zoning District.
Agent:	N/A
Applicant / Property Owner:	James Freese
Location:	2732 SW Casella Street
Application Type:	Variance, Quasi-Judicial
Project Planner:	Bethany L. Grubbs, Planner III

Project Description

The City of Port St. Lucie has received a request from James Freese, the property owner, to grant a variance to the requirements of Appendix B, Land Use Conversion Manual of the City's Zoning Code to isolate one (1) lot for the purpose of requesting a rezoning to the Service Commercial (CS) Zoning District.

The subject property is located within Conversion Area 24, which requires a minimum road frontage of 160 feet, which is two, eighty (80) foot lots.

Policy 1.1.4.12 of the Comprehensive Plan requires variances to the Conversion Manual be reviewed by the Planning and Zoning Board and a recommendation be forwarded to the City Council for final approval or denial.

This manual is intended to explain the land use conversion process, available conversion options, and implementation policies. The manual addresses requirements for land assembly, rezoning requirements, and related site plan and design considerations.

Review Criteria

An application for a variance is reviewed for consistency with Article XV of the Zoning Code, Sections 158.295 through 158.299. the Planning and Zoning Board and a recommendation be forwarded to the City Council for final approval or denial.

Public Notice Requirements (Section 158.298 (B))

Notice was mailed to property owners within a maximum of 750 feet of the subject property on May 25, 2023.

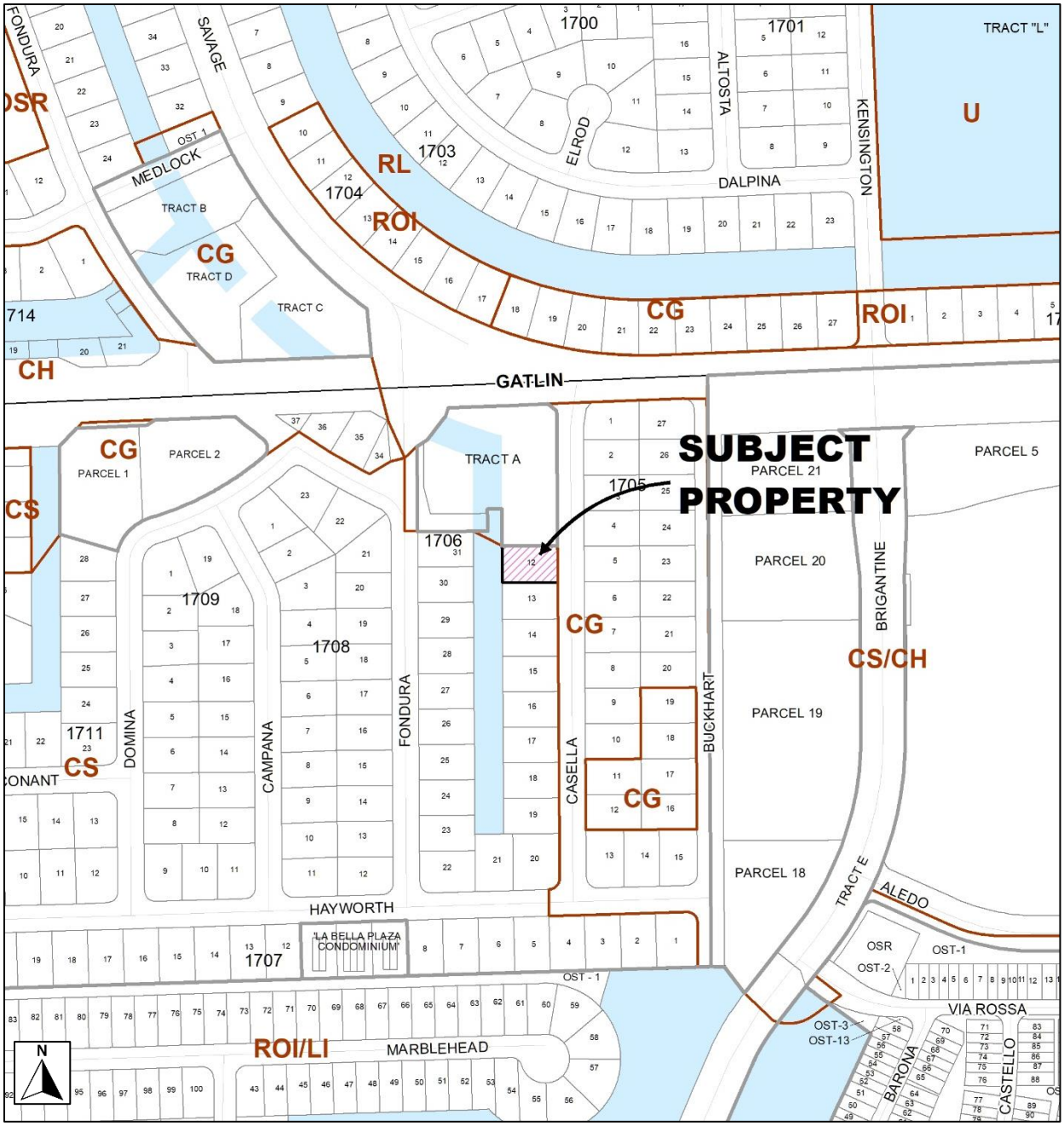
Location and Site Information

Parcel Number:	3420-650-1026-000-1
Property Size:	0.24 acres
Legal Description:	Port St. Lucie Section 31, Block 1706, Lot 12
Existing Future Land Use:	CS (Service Commercial)
Existing Zoning:	RS-2 (Single Family Residential)
Existing Use:	Vacant
Requested Zoning:	CS (Service Commercial)
Proposed Use:	Outside storage lot

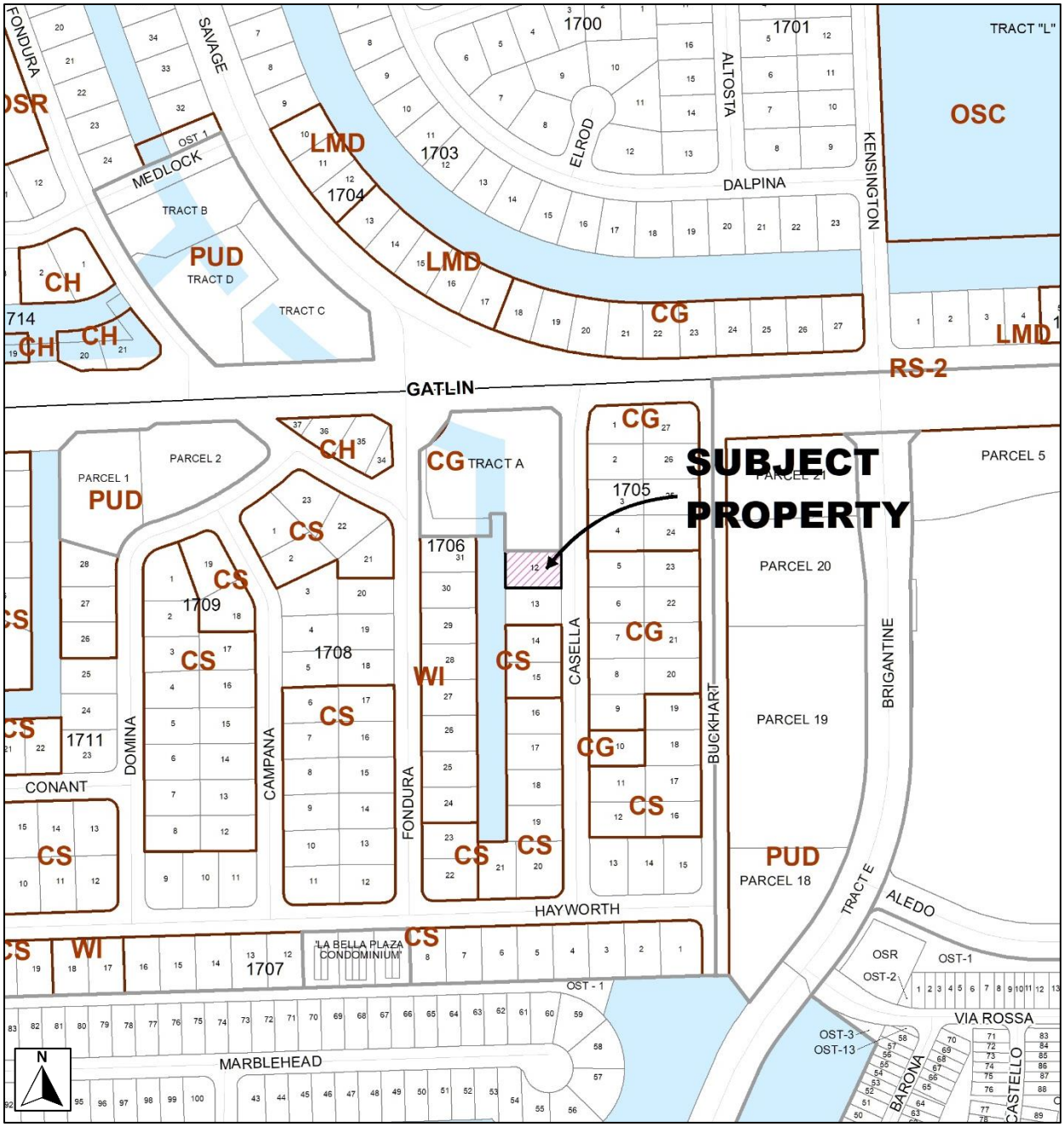
Surrounding Uses

Direction	Future Land Use	Zoning	Existing Use
North	CG	CG	Walgreens
South	CS	RS-2	Vacant
East	CG	CG	Self-Storage Facility
West	CS	WI	Industrial Warehouses

CS – Service Commercial, CG – General Commercial, RS-2 – Single Family Residential, WI – Warehouse Industrial


SUBJECT PROPERTY
PARCEL 21
GATLIN
FONDURA
SAVAGE
MEDLOCK
OST 1
TRACT B
TRACT C
TRACT D
TRACT A
TRACT "L"
ELROD
ALTOSTA
KENSINGTON
DALPINA
BRIGANTINE
BUCKHART
CASELLA
FONDURA
DOMINA
CAMPANA
HAYWORTH
"LA BELLA PLAZA CONDOMINIUM"
MARBLEHEAD
TRACT E
ALEDO
VIA ROSSA
BARONA
CASTELLO
PARCEL 1
PARCEL 2
PARCEL 5
PARCEL 18
PARCEL 19
PARCEL 20
1700
1701
1703
1704
1705
1706
1707
1708
1709
1711
1714
RL
ROI
CG
CH
CS
CS/CH
ROI/LI
U
OSR
OST-1
OST-2
OST-3
OST-13
OST - 1
N

Land Use Map


SUBJECT PROPERTY
GATLIN
MEDLOCK
DALPINA
ELROD
ALTOSTA
KENSINGTON
SAVAGE
FONDURA
TRACT A
TRACT B
TRACT C
TRACT D
TRACT "L"
PARCEL 1
PARCEL 2
PARCEL 5
PARCEL 18
PARCEL 19
PARCEL 20
CASELLA
BUCKHART
BRIGANTINE
DOMINA
CAMPANA
CONANT
HAYWORTH
MARBLEHEAD
ALEDO
VIA ROSSA
BARONA
CASTELLO
"LA BELLA PLAZA CONDOMINIUM"
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LMD
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OSC
OSR
OST-1
OST-2
OST-3
OST-13
WI
N

Zoning Map

IMPACTS AND FINDINGS

Policy 1.1.4.12 of the Future Land Use Element states "A manual shall be established to implement conversion areas of the Future Land Use Map. It shall include development of performance standards to allow conversions and include variance procedures for exceptions to such standards only in appropriate locations. The Planning and Zoning Board shall review these variance requests and forward a recommendation to the City Council for final approval or denial authority regarding such requests. Appendix B. – City of Port St. Lucie Land Use Conversion Manual, Section establishes the criteria for variance approval within the conversion areas. In order to meet the intent of the approved policy, the following performance standards are to be applied.

1) Any application which would result in adjacent lots becoming non-conforming to the conversion standards may be required to submit a conceptual site plan as a part of the variance.

   Staff Findings: The applicant has submitted a conceptual site plan.

2) The plan shall designate adequate buffers surrounding the site and remaining properties.

3) *Staff Findings: The conceptual plan does not designate adequate buffers. Proposals for development within land use* conversion *areas shall demonstrate compliance with landscape and screening requirements of the City Code of Ordinances. The proposed use is an open storage lot which has additional landscape and buffering requirements than required by the landscape requirements of the conversion manual. Open lot storage areas shall be completely enclosed by an opaque fence or a wall having a minimum height of 8 feet and* landscaped *on all sides by a landscape strip at least ten feet in depth, exclusive of curbing, except for necessary access ways for ingress and egress from the open lot storage areas and where the storage area is screened from view from surrounding property. Along areas facing a street right-of-way, the required* landscaping *shall be located in front of the wall or fence.*

4) Where appropriate, the plan shall be designed as one project and must provide for shared access and parking of any remaining, or adjacent lots or parcels which would not conform to the conversion standards as a result of the variance. It shall not result in isolation or landlocked lots without providing access.

   Staff Findings: The conceptual plan does not provide vehicle connections or shared access between the adjacent parcel, Lot 13, which would be isolated.

5) The plan shall not allow for access onto residential streets or non-conversion area streets.

   Staff Findings: A proposed driveway located on Casella Street, meets this requirement.

6) The plan shall require the recording of Unity of Title for the project to prohibit further division and sale of separate lots which were a part of the overall approved site plan. Also, recording of access easements for future use of the remaining adjacent lots is required. Verification of this is required prior to the issuance of building permits for the project.

   Staff Findings: The variance is for a single lot; therefore, this requirement is not applicable.

The Planning and Zoning Board should consider the criteria listed under Section 158.295 (B) (1) through (7). The applicant's response to this criterion is attached to the application. Staff's review is provided below. Variances to the Conversion Manual shall be reviewed by the Planning and Zoning Board and a recommendation be forwarded to the City Council for final approval or denial.

Compatibility with variance criteria Section 158:295 (B).

7) That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district.

    - *Staff Findings: There are no special conditions or circumstances existing which are peculiar to the land that would not be applicable to other lands in the same zoning district. The applicant is the owner of Lot 12. The applicant would like to rezone Lot 12. The variance will isolate lot 13 not allowing the property to meet Section III, Land Assembly Requirements of the City Land Use Conversion Manual. Conversion Area 24 has a CS (Service Commercial) future land use designation. For properties to be rezoned in Conversion Area 24 to a zoning district that is compatible with the future land use designation, a minimum frontage of 160 feet and a minimum area of 20,000 square feet is required. Lot 12 and Lot 13 are each individually insufficient to meet the standards to rezone to a zoning designation that is consistent with the property's CS future land use.*

8) That the special conditions and circumstances do not result from any action of the applicant.

    - *Staff Findings: There a no special conditions or circumstances that pertain to this property. Lot 13, adjoining the property to the south, is undeveloped and would be left isolated. Therefore, a special condition or circumstance does not exist, and this request would be the result of the applicant's desire to develop their one lot for commercial use, isolating lot 13 and the circumstances surrounding a private real estate transaction. Neither property owner wants to sell their respective lot to create a conforming lot package.*

9) That granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district.

    - *Staff Findings: Granting of this variance will allow the development of the applicant's land and will restrict the owner of lot 13 from rezoning their lot unless they file for a variance application to Section III, Land Assembly Requirements of the Conversion Manual and to Section 158.126 (F) of the Zoning Code, demonstrating that the lot can function independently.*

10) That literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant.

    - *Staff Findings: The provisions of the chapter would not deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and will not work an unnecessary undue hardship on the applicant. This application is the result of a private business decision between two property owners that do not want to sell their property. The property is currently zoned RS-2 (Single Family Residential) and can accommodate one single-family residence by right.*

11) That the variance granted is the minimum variance that will make possible the reasonable use

of the land, building, or structure.

- *<u>Staff Findings</u>: The granting of this variance will allow the applicant to rezone the one lot, lot 12, for future commercial development while isolating lot 13. The rezoning of property in a conversion area must be consistent with the City of Port St. Lucie Land Use Conversion Manual. As stated under Section III, rezoning petitions for the conversion of residentially zoned lots should avoid the isolation of lots which are insufficient in size to meet the performance standards established for a particular conversion area.*

12) That the granting of the variance will be in harmony with the general intent and purpose of the chapter and that the variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

- *<u>Staff Findings</u>: The granting of the variance would be in direct conflict with Section III, Land Assembly Requirements (Avoiding Isolated Lots) on the City of Port St. Lucie Land Use Conversion Manual and the Zoning Code. The concept plan/survey submitted does not meet the Zoning Code requirements and would require the cooperation of the owner of lot 13 to create a conforming lot package.*

13) That there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

- *<u>Staff Findings:</u> If the variance is granted, the applicant should be required to meet the conditions of Section VI of the conversion manual which requires a conceptual plan be submitted with an application for rezoning. The conceptual plan should provide for shared access and parking for the adjacent isolated lot.*

PLANNING AND ZONING BOARD ACTION OPTIONS

The Board may choose to approve, deny or table the proposed variance. If the Board finds that the variance application is consistent with the criteria as listed in Section 158.295 (B) (1) through (7) of the City code (listed above), then the Board may:

- Motion to recommend approval to City Council

If the Board finds that the variance application is inconsistent with the criteria as listed in Section 158.295 (B) (1) through (7) of the City code, then the Board may:

- Motion to recommend approval with conditions to City Council
- Motion to recommend denial to City Council

Should the Board need further clarification or information from either the applicant and/or staff, the Board may:

- Motion to table or continue the hearing or review to a future meeting

(NOTE TO APPLICANTS: Any request for a variance that is denied by the Planning and Zoning Board may be appealed to the Board of Zoning Appeals. Appeal applications are made through the City Clerk's office and must be submitted within 15 days after the Planning and Zoning Board hearing).

JAMES FREESE

710 Pennsylvania Avenue, Bronson, Florida 32621-6717
Phone (352) 486-1515 Mobile (772) 600-7772

23 June 2022

City of Port St. Lucie
Planning & Zoning Department
121 SW Port St. Lucie Blvd.
Port St. Lucie, Florida 34984

Re: Variance Application for 2732 SW Casella Street, PSL (Lot 12)

Dear Planning & Zoning Board and Administrator,

I own Lot 12, Block 1706, PSL Sec. 31. Although the surrounding area is zoned commercial, my Lot 12 is zoned residential, RS-2. Special Magistrate Keith W. Davis, Esquire, declared this an anomaly after hearing evidence on 11 May 2022 in Case No. 21-07329.

I would like to correct the anomaly by having the zoning changed to commercial services, CS, and to continue using my lot for commercial purposes, including but not limited to the parking of commercial vehicles and open storage of equipment and materials. Such commercial uses started in 1996, when the adjoining property owner, Melvin Bush Construction, cleared, filled, fenced and installed a culvert on Lot 12. I continued using the vacant lot for such purposes after acquiring it in 2008 up through last year when I received a Notice of Code Violation.

Lot 12 is within Land Use Conversion Area 24 but has been denied a zoning change because it doesn't have "unity of title" with Lot 13. Originally, Lot 12 and Lot 13 were owned by the same persons, but their common ownership was destroyed by court orders. The minimum lot size requirement causes an unfair hardship and serves no reasonable purpose in these circumstances.

Very truly yours,

James Freese

James Freese

Attachments

VARIANCES

CRITERIA 1 – 7 OF §158.295

Duties of the Zoning Administrator and Planning and Zoning Board in authorizing a variance. The Planning and Zoning Board and Zoning Administrator may authorize the variance from the provisions of this chapter as will not be contrary to the public interest when, owing to special conditions, a literal enforcement of the provisions will result in unnecessary and undue hardship. In order to authorize any variance from the terms of this chapter, the Planning and Zoning Board or Zoning Administrator should consider:

(1)

That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district.

The surrounding zoning district is entirely zoned for commercial uses. *See* Aerial.pdf. Adjacent to the north is a Walgreens Drug Store with a drive through. Across Casella Street to the east are mini storage units. To the south is Bush Construction including a temporary storage yard. Across a major drainage ditch to the west are industrial automobile repair units.

The property, herein Lot 12, is located inside Land Use Conversion Area 24. *See* LandUseConversionAreas.pdf and LandUseConversionArea24.pdf. The conversion from residential to commercial zoning has been denied because Lot 12 does not meet the minimum size or area requirements. Lot 12 and adjacent Lot 13 (owned by Bush Construction) were originally owned in common. *See* DeedLot12.pdf and DeedLot13.pdf. The "unity of title" between Lot 12 and Lot 13 was destroyed by Order of the St. Lucie Circuit Court. Bush was awarded Lot 13 and I purchased Lot 12 at a court ordered execution sale. *See* ProofOfOwnership.pdf.

Lot 12 (and Lot 13) were cleared, filled and fenced by Bush Construction in 1996. They were continuously used for commercial purposes and storage from 1996 up to the current code violation cases 21-07328 and 21-07329. The City was aware of such use

and issued a Notice of Violation on 05/16/2012, Case 12-04188. *See* NoticeOfViolation.pdf. I responded and denied the City's allegation that "open storage" was not permitted. *See* ResponseToNoticeOfViolation.pdf. The City acquiesced and commercial uses were allowed without objection for almost 10 years.

(2)

That the special conditions and circumstances do not result from any action of the applicant.

At present, the surrounding zoning district, Land Use Conversion Area 24, facilitates the change from residential to commercial resulting in an almost completely commercial Casella Street. The conversion of Lot 14 and Lot 15 occurred in 1992 when Bush Construction contracted to purchase the Lots subject to the contingency they be rezoned from residential to commercial. My former clients, the owners of Lot 12 and Lot 13, responded to the proposed rezoning and objected to "SPOT ZONING". They were also concerned how their property would be protected from trespass. *See* ResponseToRezoningLots14And15.pdf.

I did not cause the surrounding zoning district to become commercial. I did not cause the ownership of Lots 12 and 13 into separate owners thus destroying the "unity of title". I did not clear, fill or fence Lot 12. When I acquired Lot 12 by Sheriff's Deed in 2008, I continued to use it for commercial and storage purposes that Bush Construction had started in 1996.

(3)

That granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district.

No special privilege to permit commercial activities on Lot 12 when surrounding properties are all commercial. The minimum size requirements existed in 1996 when adjacent Lots 14 and 15 were rezoned. The adjacent Lots 12 and 13 should be vested with the same developmental rights at that time. The "unity of title" was destroyed by court order, not by any voluntary act of the owners.

(4)

That literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant.

> The surrounding zoning district facilitates the conversion of property from residential to commercial, but denies such use because Lot 12 is a single lot and does not have "unity of title" with Lot 13. The minimum size requirements are arbitrary and do not have a rational relationship to a permissible governmental objective. I have suffered an unnecessary and undue hardship by being denied the continued commercial use of my property which started in 1996.

(5)

That the variance granted is the minimum variance that will make possible the reasonable use of the land, building, or structure.

> The most reasonable use of the land is to permit the same commercial uses that the surrounding properties enjoy. For example, Bush Construction was granted permission for a Temporary Storage Yard. *See* SitePlan.pdf. It would be unreasonable to deny similar zoning to the adjacent property.

(6)

That the granting of the variance will be in harmony with the general intent and purpose of the chapter and that the variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

> The location of Lot 12 inside Land Use Conversion Area 24 indicates that the City has already determined that it is in the best interests to convert this area from residential to commercial. The minimum size requirements are arbitrary and do not have a rational relationship to a permissible governmental objective.

(7)

That there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator

may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

> I cannot agree to any conditions or safeguards until I receive notice of what they are. I have already complied with the reasonable requests of the code enforcement officer and special magistrate.

(Ord. No. 98-84, § 1, 3-22-99; Ord. No. 00-104, § 1, 11-27-00; Ord. No. 05-100, § 1, 7-25-05; Ord. No. 15-85, § 1, 12-7-15)

SHERIFF'S DEED

THIS INDENTURE, *Made this 16th day of December, in the year of our Lord two thousand eight, between Ken J. Mascara, Sheriff of St. Lucie County, State of Florida, of the first part, and James A. Freese of the second part, whose permanent address is Post Office Box 2795, Stuart, County of Martin, State of Florida, 34995.*

WHEREAS, *By virtue of a certain execution issued out of and under the seal of the Circuit Court for St. Lucie County aforesaid, tested the 22nd day of October, A. D. 2008, at the suit of Melvin Bush, Plaintiff, against Robert M. Ayer and Audree Ayer, Defendants, directed and delivered to the said Sheriff, commanding him, that of the goods and chattels, lands and tenements of said defendant, he cause to be made certain moneys in said execution specified, the said Sheriff did levy on and seize all the estate, right, title and interest which the said defendant, Robert M. Ayer and Audree Ayer, had of, in and to the property hereinafter described; and on the third Tuesday in December, A. D. 2008, being the16th day of the month, and a legal sale day, sold the said property at public auction held on premises at the Saint Lucie County Courthouse Addition, 218 South Second Street, in the City of Fort Pierce in said State and County, having first given public notice of the time and place of such sale, by advertising said property for sale, in manner and form as required by the statute in such case made and provided, in The Tribune, an official newspaper published in said City of Fort Pierce, in said County, for thirty days next preceding said day of sale; and that at such sale the said property was struck off to the said party of the second part, for the sum of Thirty Four Thousand Dollars ($34,000.00) they being the highest bidder therefore, and that being the highest sum bid for the same.*

NOW THIS INDENTURE WITNESSETH, *That the said party of the first part, as Sheriff as aforesaid, by virtue of the said execution, and in pursuance of the statute in such case made and provided, and in consideration of the sum of money so bid as aforesaid, and in hand paid to the said party of the first part by the said party of the second part, at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, hath granted, bargained, sold and conveyed, and by these presents doth grant, bargain , sell and convey unto the said, James A. Freese, the said party of the second part, all the estate, right, title and interest, which the said defendant Robert M. Ayer and Audree Ayer had on the 16th day of December, A.D. 2008, or at any time afterwards, of, in and to all that certain Real Property in the County of St. Lucie, Florida, known and described as follows:*

Lot 12, Block 1706, Port St. Lucie Section Thirty-One, according to the Plat thereof, as recorded in Plat Book 14, Page 22, of the Public Records of St. Lucie County, Florida; and any improvements located thereon; Parcel ID# 3420-650-1026-000/1. Property is physically located at 2732 S. W. Casella Street, Port St. Lucie, Florida, 34953

EDWIN M. FRY, Jr., CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3295963 01/02/2009 at 02:00 PM
OR BOOK 3048 PAGE 357 - 358 Doc Type DEED
RECORDING $18.50
D DOC STAMP COLLECTION $238.00

TO HAVE AND TO HOLD *said described property unto said party of the second part, his heirs and assigns forever, as fully and absolutely as the said party of the first part, as Sheriff as aforesaid, can or should convey by virtue of said execution and the laws relating thereto.*

IN WITNESS WHEREOF, *The said party of the first part, as Sheriff as aforesaid, has hereunto set his hand and affixed his seal this* ***16th day of December, A. D. 2008.***

KEN J. MASCARA
SHERIFF OF ST. LUCIE COUNTY

By Richard Debevec 1574
Richard Debevec
Deputy Sheriff

Signed, sealed and delivered in presence of:

Nancy E. Gluto

Grace Yusciuitz

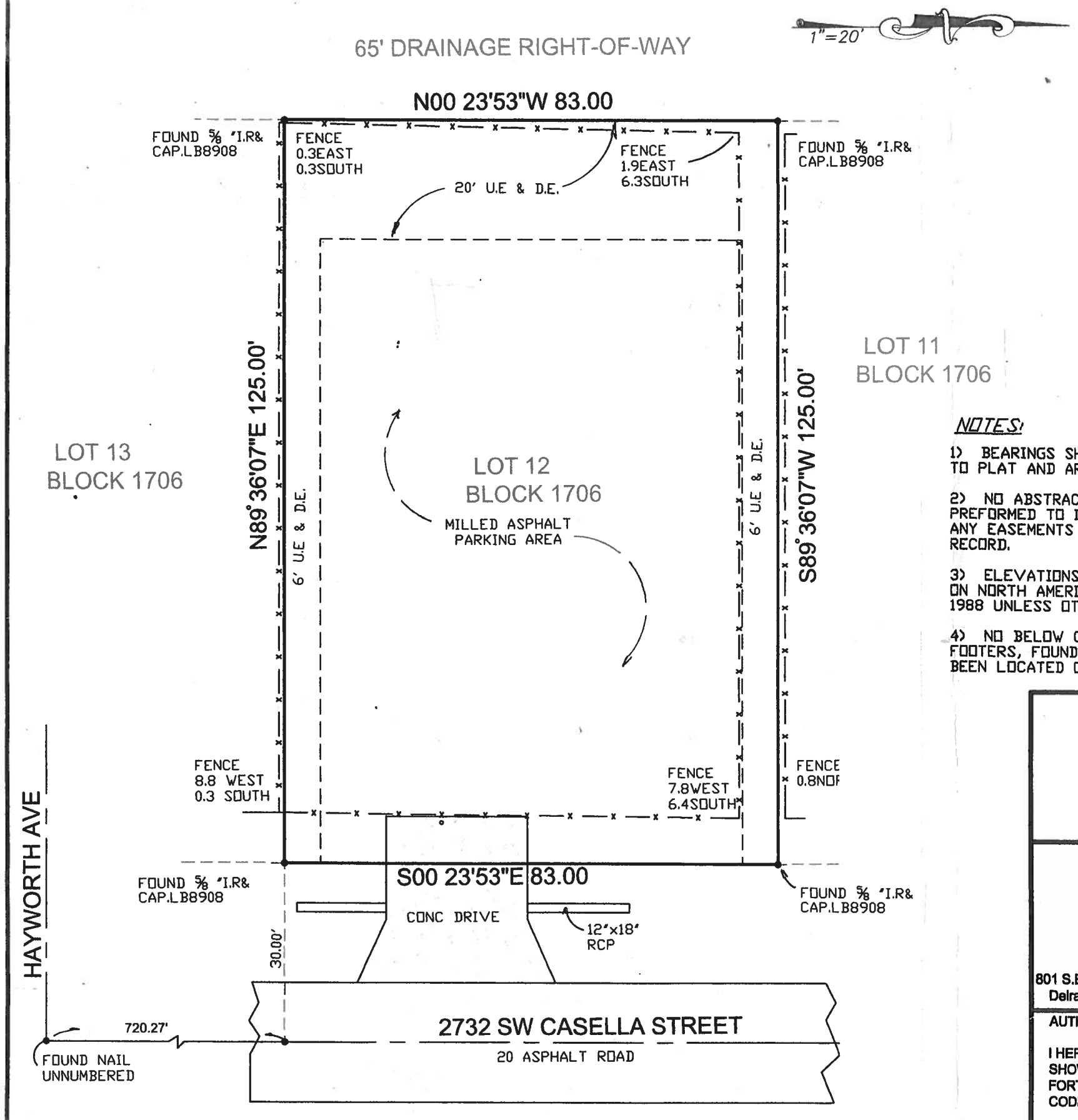
STATE OF FLORIDA
ST. LUCIE COUNTY

Personally *appeared before me Richard Debevec, to me well known, and acknowledged the execution of the within Sheriff's Deed for the purpose therein expressed.*

WITNESS *my hand and seal the 16th day of December,* ***A.D. 2008.***

Paula A. Mascara
Notary Public

PAULA A. MASCARA
Commission DD 682942
Expires August 31, 2011
Bonded Thru Troy Fain Insurance 800-385-7019



LOT 12, BLOCK 1706

PORT SAINT LUCIE SECTION 31

According To The Plat Recorded In Plat Book 14, Page 22 Recorded In The Public Record Of Saint Lucie County, Florida Said Land Situate, Lying, And Being In Saint Lucie County, Florida .

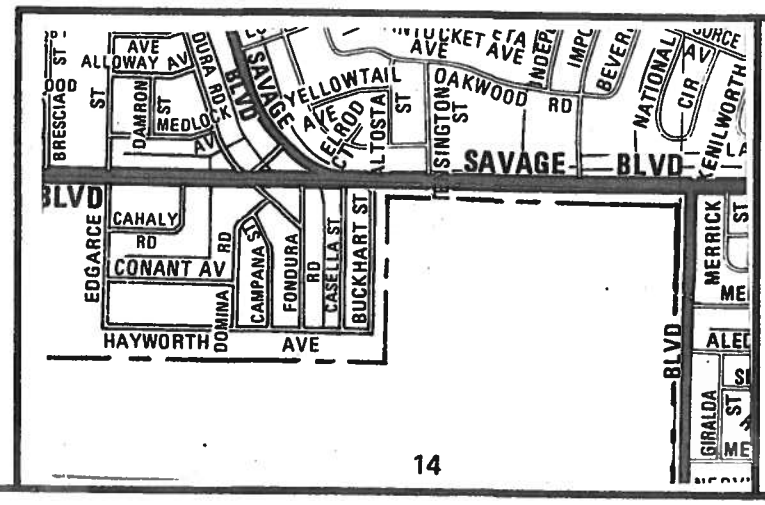
NOTES:

1) BEARINGS SHOWN HEREON ARE RELITAVE TO PLAT AND ARE ASSUMED.

2) NO ABSTRACT OR TITLE SEARCH WAS PREFORMED TO DISCOVER THE EXISTENCE OF ANY EASEMENTS OR RESTRICTIONS OF RECORD.

3) ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 UNLESS OTHERWISE NOTED.

4) NO BELOW GROUND IMPROVEMENTS, FOOTERS, FOUNDATIONS OR UTILITIES HAVE BEEN LOCATED OR SHOWN ON THIS SURVEY.



14

D.R.B. = official record book
C.B.S. = concrete block structure
P.C.C. = point of compound curve
P.C.P. = permanent control point
P.O.C. = point of commencement
P.O.B. = point of beginning
D/E = drainage easement
C.M.P. = corrugated metal pipe
R.L.S. = registered land surveyor
L.B. = licensed business

TRAN. = transformer pad
F.P.&L. = Florida power and light
CM = concrete monument
P.R.C. = point of reverse
P.I. = point of intersection
P.T. = point of tangency
M = not field measured
WPF = wood privacy fence
CHATT = chattahoochee
ELEV = elevation

P.B. = plat book
TYP. = typical
R/W = right-of-way
△ = central angle
(B) = bearing basis line
ASPH = asphalt
M.H. = manhole
U/E = utility easement
CLF = chain link fence
P.R.M. = permanent reference monument

P = plat
Ø = power pole
M = MEASURED
I.P. = IRON PIPE
RP = radius point
L = ARC LENGTH
CL = centerline
ALUM. = aluminum
P.C. = point of curvature

P.G. = page
I.R. = iron rod
R = radius
D = deed
O/S = offset
CONC. = concrete
ESMT. = easement
CALC. = calculated

Renner Burgess, Inc. LAND SURVEYING
801 S.E. 6th Ave., Suite 203
Delray Beach, Fl 33483
Phone 561-243-4624
Fax 243-4869

CERTIFIED TO:

AUTHORIZATION NUMBER LB6504

I HEREBY CERTIFY THAT THE SKETCH OF BOUNDARY SURVEY SHOWN HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH IN CHAPTER SJ-17-050-052, FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

HARRY A BURGESS PLS 5089

FLOOD ZONE: X
MAP NO.: 12111C 0275 J
MAP DATE: 2-16-12
DATE: 4-7-2023
JOB NO. 4-23-033
REVISED:

NOT VALID UNLESS SEALED WITH EMBOSSED SURVEYOR'S SEAL

JAMES FREESE

710 Pennsylvania Avenue, Bronson, Florida 32621-6717
Phone (352) 486-1515 Mobile (772) 600-7772

31 August 2022

Ms. Bethany Grubbs, Planner II
City of Port St. Lucie
Planning & Zoning Department
121 SW Port St. Lucie Blvd., Building B – 2d Floor
Port St. Lucie, Florida 34984-5099

Re: Revised Site Plan for 2732 SW Casella Street, PSL (Lot 12)

Dear Ms. Grubbs,

Thank you for responding to my conceptual site plan. I would like to have the zoning of my vacant Lot 12 changed from residential to commercial so I can resume parking commercial vehicles and storing equipment and materials. I do not intend to build any structure on Lot 12 at this time.

I reviewed the sample conceptual site plan submitted by Premier Management and have tried to convey similar information for my vacant lot. It became too confusing to try to show everything on one site plan so I prepared a series of documents as follows:

Maps from Google Maps showing commercial surrounding lots
Buffer and Set Backs Plan showing no changes to existing
Impervious Area Calculation:
    7% concrete driveway
    93% vacant lot
Parking Plan entire area inside fence
Storage Plan entire area inside fence
Drainage Plan no change to existing drainage which is primarily on site with excess storm water westerly into 85' drainage ditch or easterly into swale alongside Casella St. into storm grate
Landscape Plan maintain existing palm trees
Utilities Plan no utilities at this time

As mentioned previously, the 7 foot tall chain link fence erected by Bush Construction on the northern side of Lot 12 is over 6 feet away from the northerly boundary line. I would like to move the northern chain link fence to the northern boundary line. Walgreen's already has a 5 foot chain link fence on my northern boundary line and I would like my 7 foot chain link fence to be as close as possible to my northern boundary line.

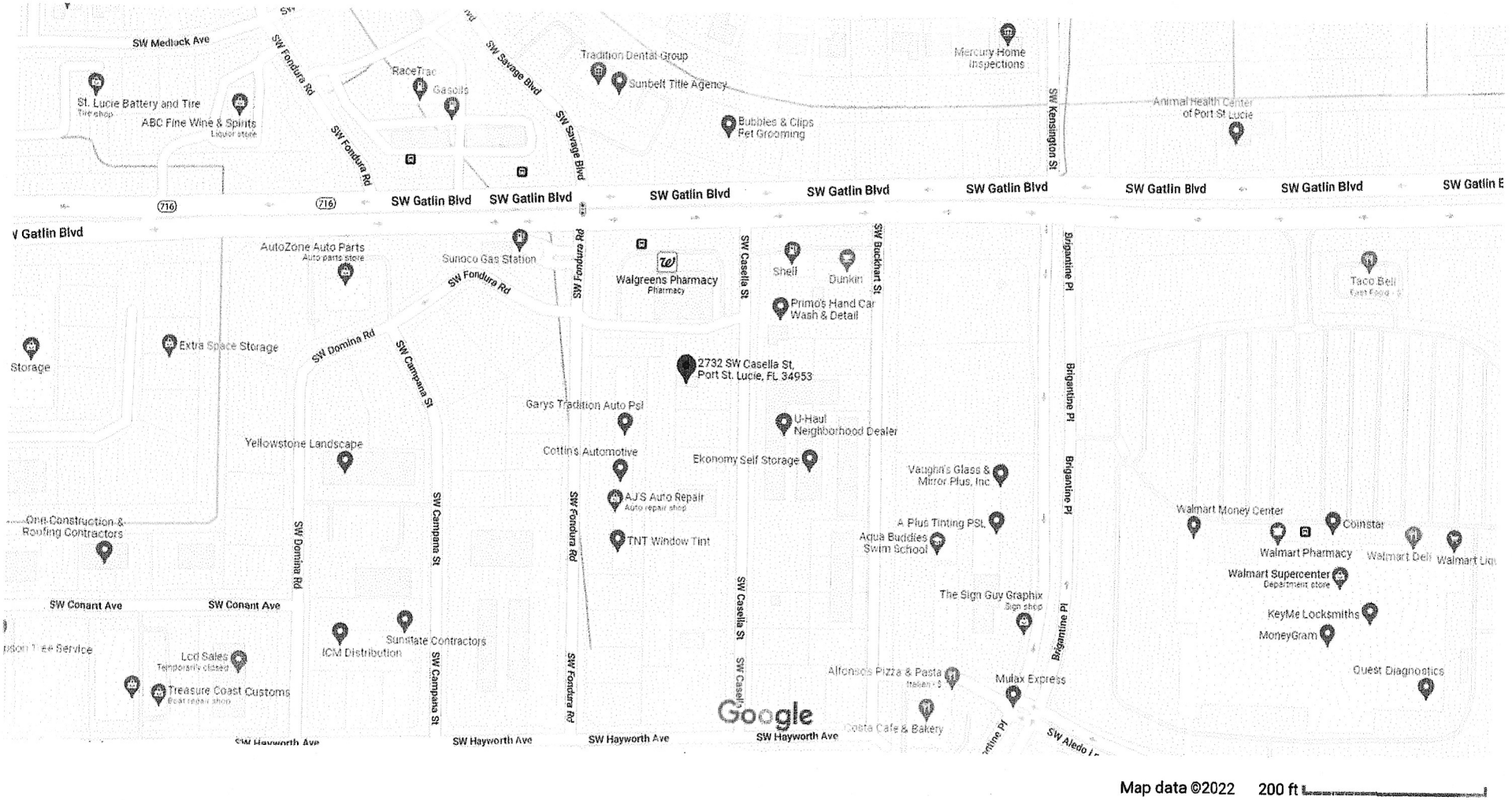
Also, there is a 7 foot tall chain link fence on the south boundary erected by Bush Construction. If they decided to remove this fence, then I would like to erect my own 7 foot tall chain link fence on my southern boundary line. Looking forward to your reply.

Very truly yours,

James Freese

Attachments

Google Maps



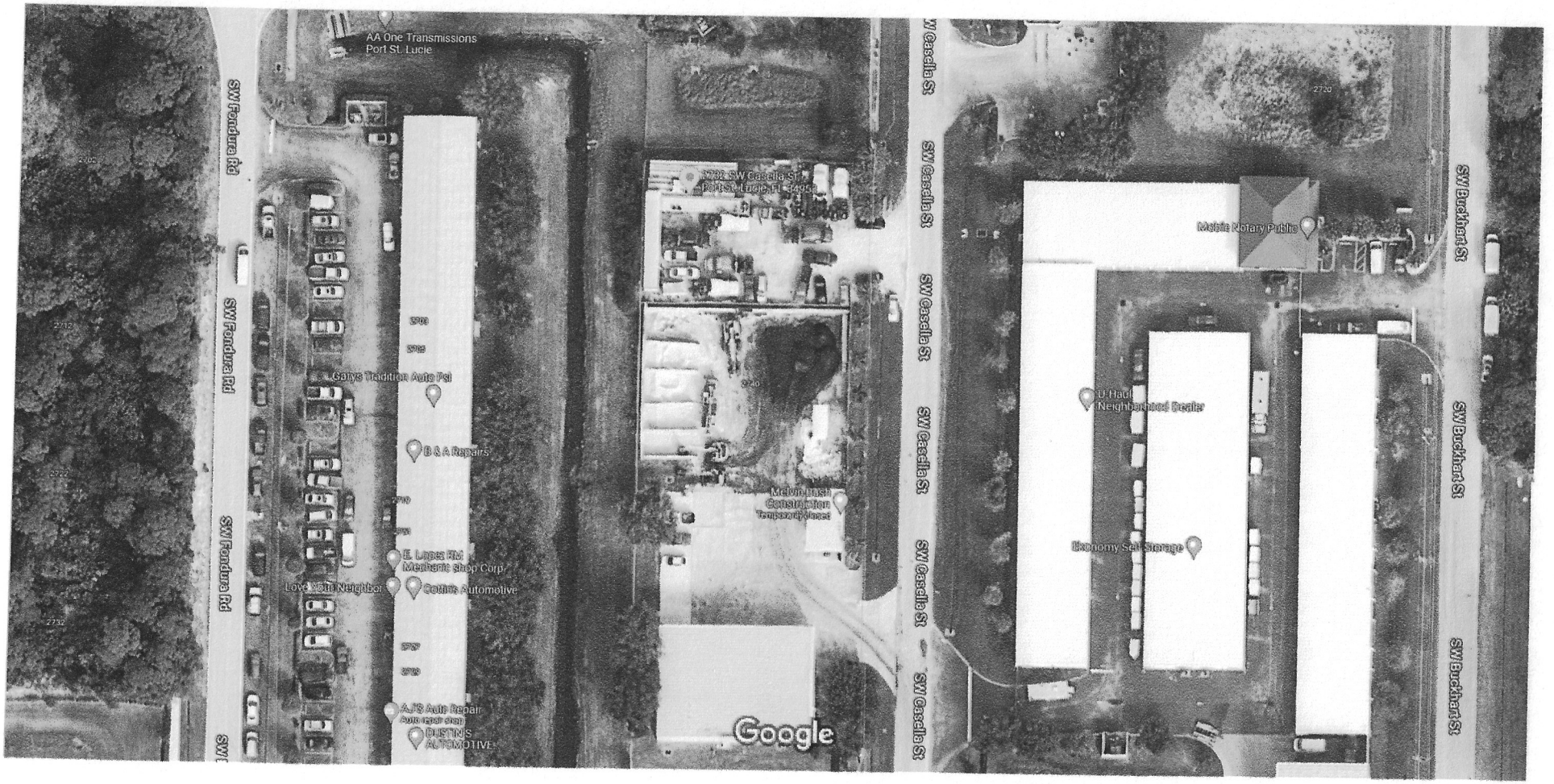
https://www.google.com/maps/place/2732+SW+Casella+St/@27.2634983,-80.4086957,18z/data=!4m6!3m5!1s0x88deea55992aed87:0x9c9741660b737aea!4b1!8m2!3d27.2634935!4d-80.4091892

Google Maps



Map data ©2022 , Map data ©2022 20 ft

Google Maps



Map data ©2022 , Map data ©2022 50 ft

https://www.google.com/maps/place/2732+SW+Casella+St/@27.2632002,-80.409031,124m/data=!3m1!1e3!4m6!3m5!1s0x88deea55992aed87:0x9c9741660b737aea!4b1!8m2!3d27.2634935!4d-80.40...

Walgreens Pharmacy
Walgreens Photo
Walgreens
Shell - ATM
Dunkin'
Primos Hand Car Wash & Detail
AA One Transmissions Port St. Lucie
2732 SW Casella St Port St. Lucie, FL 34953
Mobile Notary Public
Garys Tradition Auto Psl
B & A Repairs
Melvin Bush Construction
Permanently closed
U-Haul Neighborhood Dealer
Collins Automotive
Ekonomy Self Storage
AJ'S Auto Repair
Auto repair shop
TINT Window Tint
SW Fondura Rd
SW Casella St

SW Fondura Rd
SW Gatlin Blvd
SW Campana St
SW Domino Rd
SW Castella St
SW Buckham St
SW Haywortth Ave
SW Brigantine Pl
SW Aledo Ln
SW Kensington St
SW Savage Blvd
AA One Transmissions
Port St. Lucie
Models Heavy Rides
Brigantine Pl

85 FOOT WIDE DRAINAGE DITCH

TOP OF BANK

TOP OF BANK

FENCE ON PROPERTY LINE

7' CHAIN LINK FENCE

26' PUBLIC UTILITIES & DRAINAGE EASEMENT

6' PUBLIC UTILITIES & DRAINAGE EASEMENT

7' CHAIN LINK FENCE

LOT 12

LOT 13

LOT 11

WALGREEN'S RETENTION AREA

BUFFERS - NO CHANGE

SET BACKS - NO CHANGE

BUSH CONSTRUCTION

GATE

7' CHAIN LINK FENCE

WALK

30.00'

CASELLA STREET

(60.00' PUBLIC RIGHT-OF-WAY)

(30' WIDE ASPHALT)

& WASHER

& WASHER

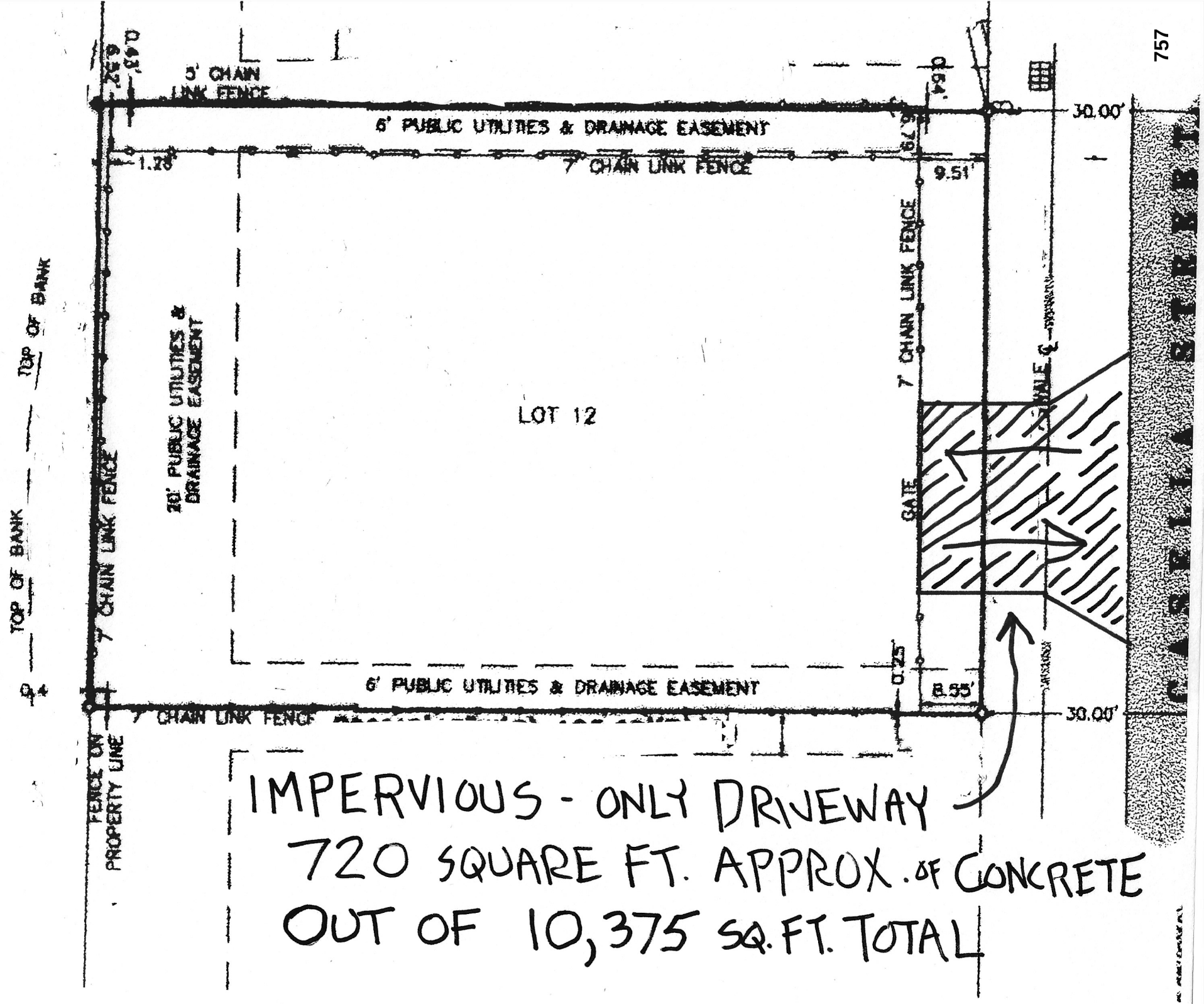
LOT 6

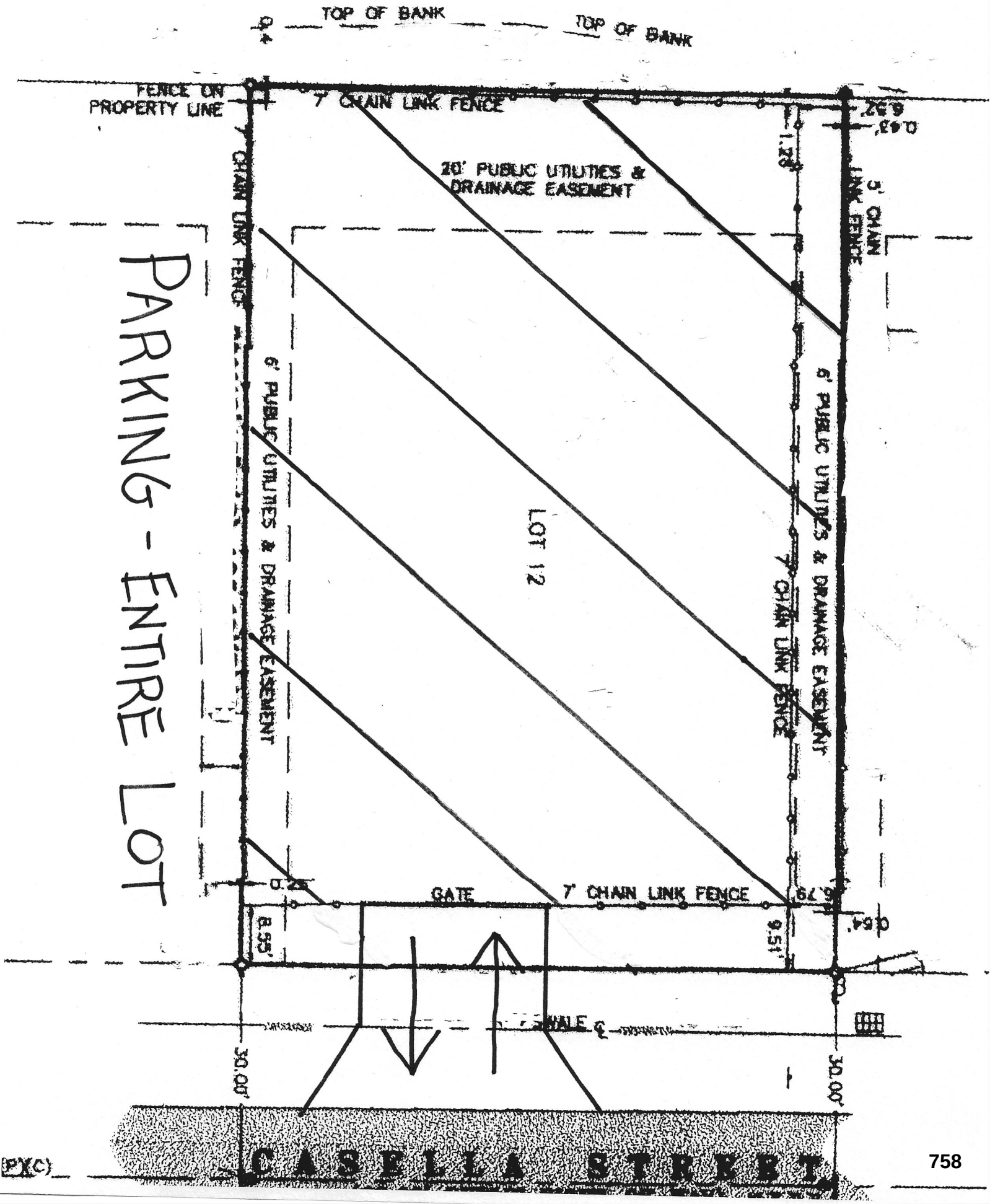
LOT 5

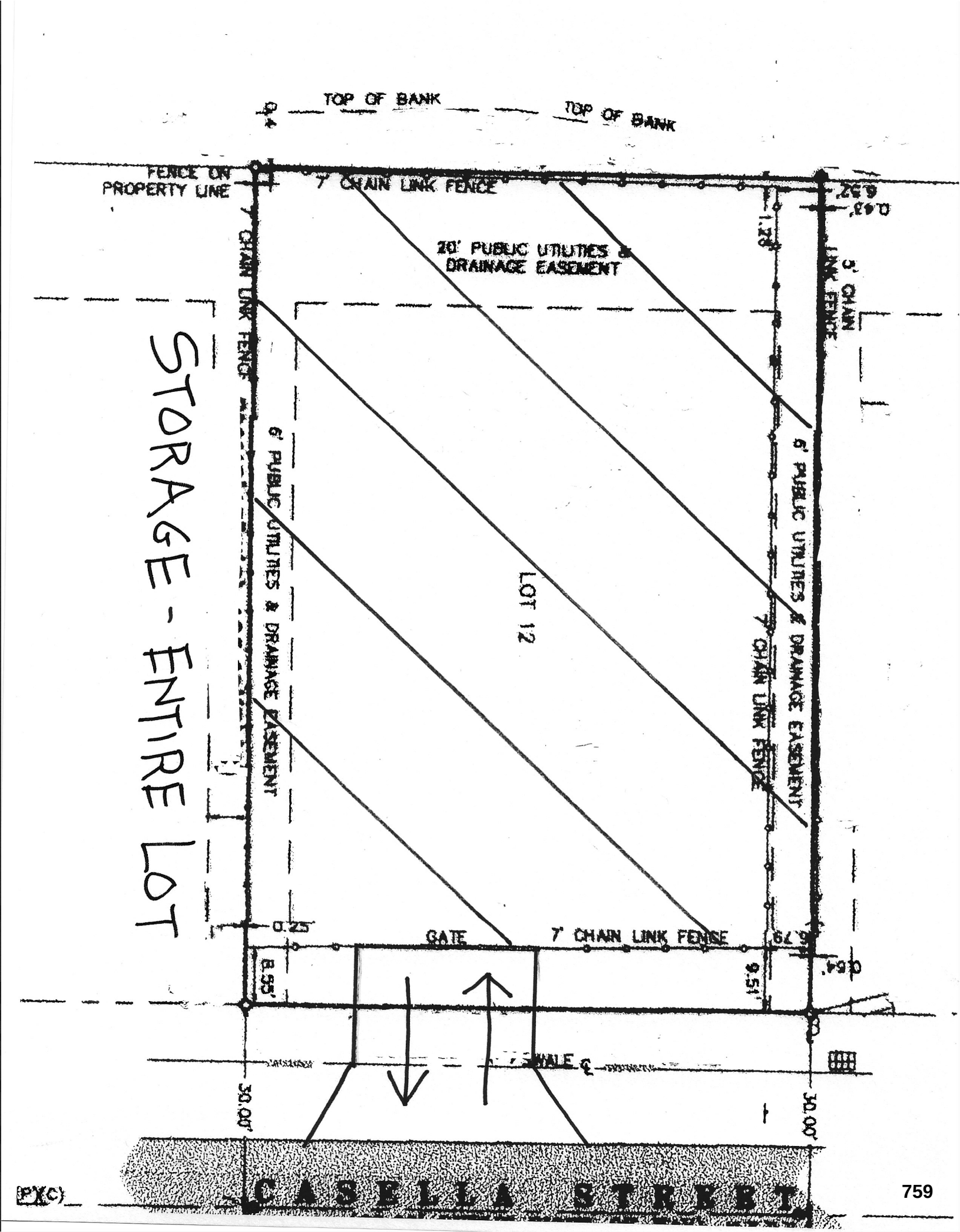
LOT 4

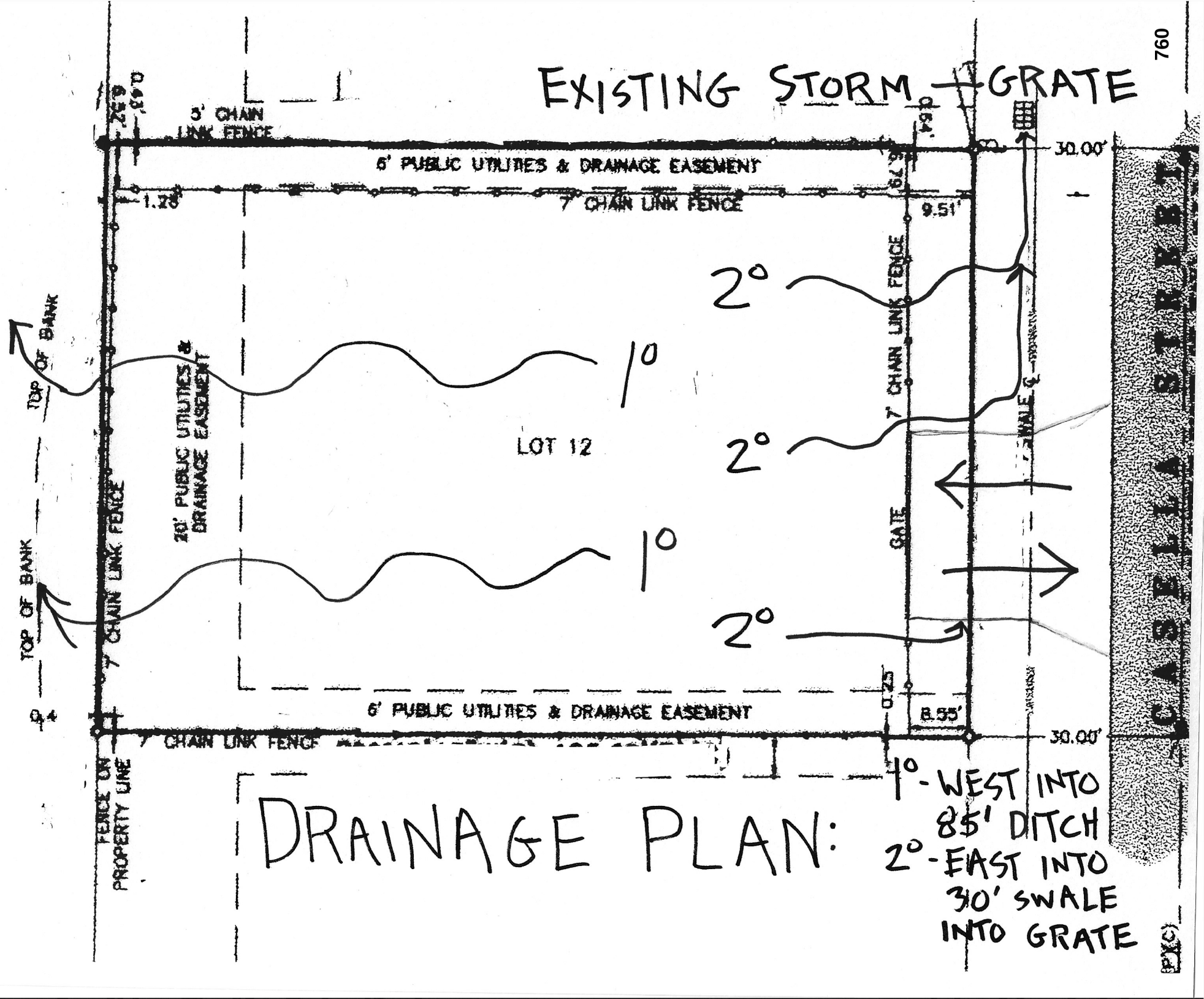
ECONOMY SELF STORAGE

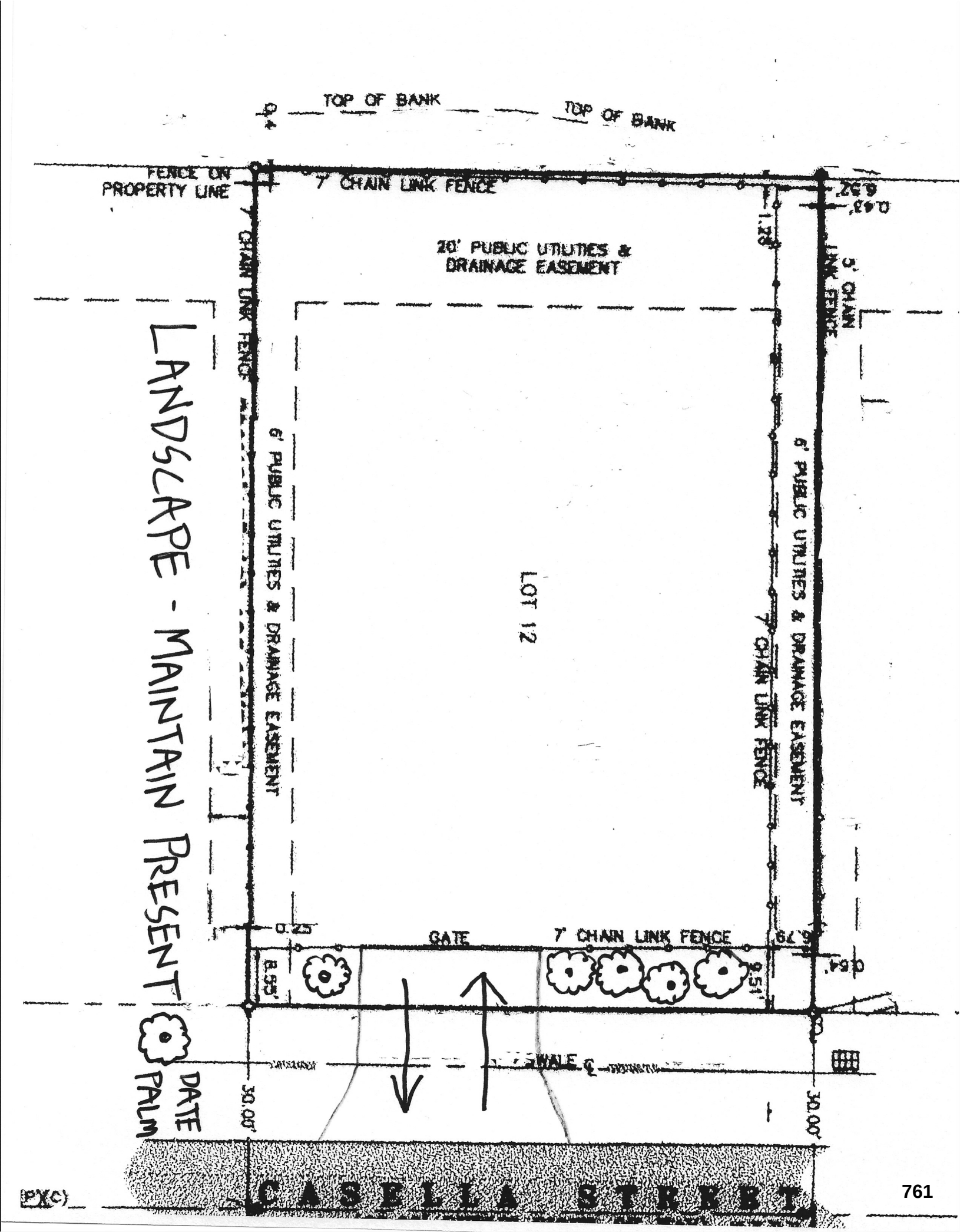
EXISTING BUFFERS & SET BACKS
Walgreens Pharmacy
Walgreens Photo
Walgreens
Shell - ATM
Dunkin'
Primos Hand Car Wash & Detail
AA One Transmissions Port St. Lucie
2732 SW Casella St Port St. Lucie FL 34953
Mobile Notary Public
Gary's Tradition Auto Psl
B & A Repairs
Melvin Bush Construction
Temporarily closed
U-Haul Neighborhood Dealer
Collins Automotive
Ekonomy Self Storage
AJ's Auto Rush
Auto repair shop
TNT Window Tint
SW Fondura Rd
SW Casella St
2720
2730
2750
2760
2764

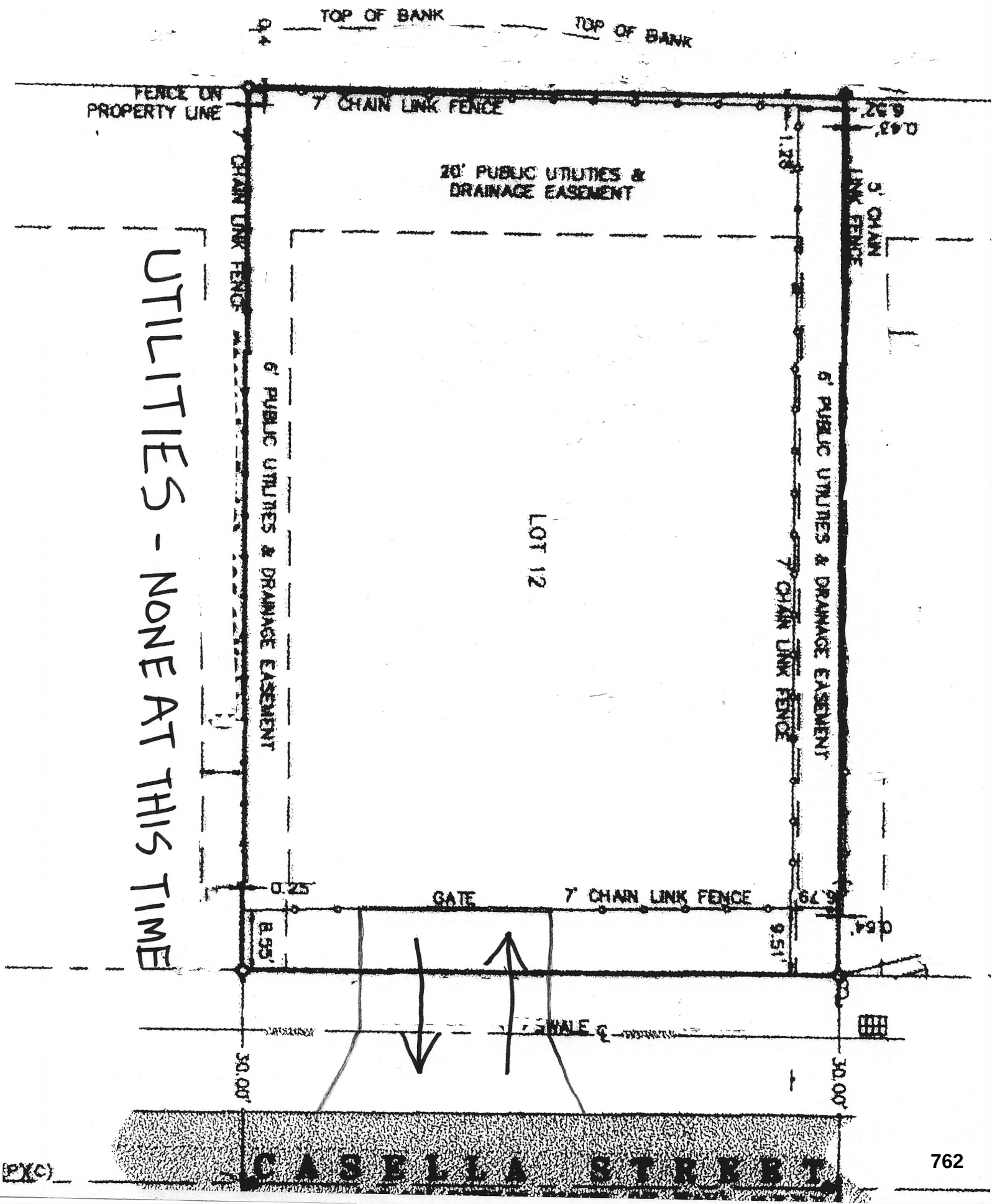

5' CHAIN LINK FENCE
6' PUBLIC UTILITIES & DRAINAGE EASEMENT
7' CHAIN LINK FENCE
1.28'
9.51'
30.00'
7' CHAIN LINK FENCE
20' PUBLIC UTILITIES & DRAINAGE EASEMENT
LOT 12
GATE
TOP OF BANK
TOP OF BANK
7' CHAIN LINK FENCE
6' PUBLIC UTILITIES & DRAINAGE EASEMENT
0.25'
8.55'
30.00'
7' CHAIN LINK FENCE
FENCE ON PROPERTY LINE
CAPELLA STREET
IMPERVIOUS - ONLY DRIVEWAY
720 SQUARE FT. APPROX. OF CONCRETE
OUT OF 10,375 SQ. FT. TOTAL


TOP OF BANK
TOP OF BANK
FENCE ON PROPERTY LINE
7' CHAIN LINK FENCE
20' PUBLIC UTILITIES & DRAINAGE EASEMENT
6' CHAIN LINK FENCE
6' PUBLIC UTILITIES & DRAINAGE EASEMENT
7' CHAIN LINK FENCE
LOT 12
PARKING - ENTIRE LOT
GATE
7' CHAIN LINK FENCE
WALK
30.00'
30.00'
CASELLA STREET


TOP OF BANK
TOP OF BANK
FENCE ON PROPERTY LINE
7' CHAIN LINK FENCE
20' PUBLIC UTILITIES & DRAINAGE EASEMENT
6' PUBLIC UTILITIES & DRAINAGE EASEMENT
7' CHAIN LINK FENCE
LOT 12
STORAGE - ENTIRE LOT
GATE
7' CHAIN LINK FENCE
SWALE
30.00'
30.00'
CASELLA STREET


EXISTING STORM GRATE
760
3' CHAIN LINK FENCE
6' PUBLIC UTILITIES & DRAINAGE EASEMENT
7' CHAIN LINK FENCE
30.00'
1.28'
9.51'
2°
1°
2°
2°
1°
TOP OF BANK
TOP OF BANK
20' PUBLIC UTILITIES & DRAINAGE EASEMENT
LOT 12
7' CHAIN LINK FENCE
7' CHAIN LINK FENCE
GATE
6' PUBLIC UTILITIES & DRAINAGE EASEMENT
0.25'
8.55'
30.00'
7' CHAIN LINK FENCE
FENCE ON PROPERTY LINE
CASTLE ROCK
DRAINAGE PLAN:
1°- WEST INTO 85' DITCH
2°- EAST INTO 30' SWALE INTO GRATE


TOP OF BANK
TOP OF BANK
FENCE ON PROPERTY LINE
7' CHAIN LINK FENCE
20' PUBLIC UTILITIES & DRAINAGE EASEMENT
5' CHAIN LINK FENCE
6' PUBLIC UTILITIES & DRAINAGE EASEMENT
7' CHAIN LINK FENCE
LOT 12
LANDSCAPE - MAINTAIN PRESENT
DATE PALM
GATE
7' CHAIN LINK FENCE
8.55'
8.51'
0.25
1.28
6.79
0.64
WALK
30.00'
30.00'
CASELLA STREET

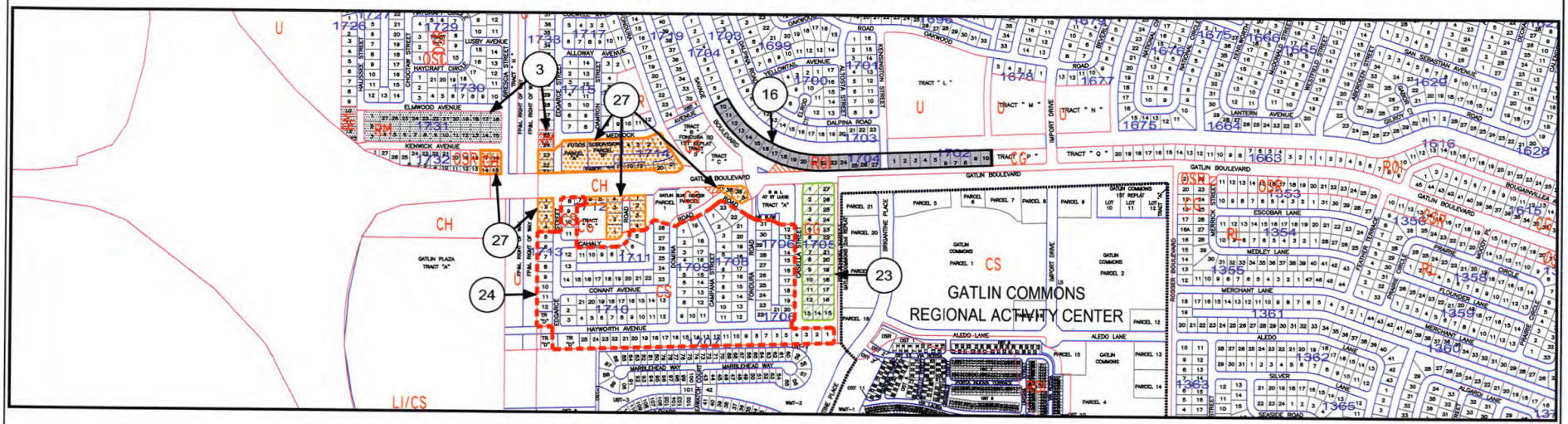

TOP OF BANK
TOP OF BANK
FENCE ON PROPERTY LINE
7' CHAIN LINK FENCE
20' PUBLIC UTILITIES & DRAINAGE EASEMENT
5' CHAIN LINK FENCE
6' PUBLIC UTILITIES & DRAINAGE EASEMENT
7' CHAIN LINK FENCE
LOT 12
UTILITIES - NONE AT THIS TIME
0.25
GATE
7' CHAIN LINK FENCE
8.55'
9.51'
6.64'
SWALE
30.00'
30.00'
CASELLA STREET
(PUBLIC)

https://mccilibrary.blob.core.usgovcloudapi.net/codecontent/13414/421282/1586.png

5/23/23, 4:11 PM

1586.png (1577×2457)

LAND USE CONVERSION OPTIONS AND APPLICABLE REGULATIONS
CONVERSION AREAS 3, 16, 23, 24 AND 27



CONVERSION AREA NUMBER	TYPE OF CONVERSION AREA	MINIMUM FRONTAGE (FT)	DEPTH (FT)	EXCEPTIONS TO[1]		CURB CUT SEPARATION (FT.)[2]		HT. LIMITS	ADD'L REAR YARD RQMT. FOR TWO STY BLDG. (FT)
				FRONTAGE REQUIREMENTS	DEPTH REQUIREMENTS	FROM ADJ. CURB CUT	FROM ADJ. STR. INTERSECTION		
3	RM	160	ENTIRE CONVERSION AREA PERPENDICULAR TO THE STREET.	PROPERTIES HAVING CONVENIENT ACCESS TO A SIDE STREET FRONTAGE AND HAVING NO CURB CUT ON THE MAJOR STREET.	N/A	150	180	TWO STORY INCL. UNDER BLDG. PRKG.	50
16	ROI[3]	160	SAME AS ABOVE	SAME AS ABOVE	N/A	150	180	SAME AS ABOVE	50
23	CG	160	125	N/A	N/A	150	180	35	N/A
24	CS	160	240	N/A	SINGLE LOT DEPTH MAY BE USED IF THE ENTIRE REAR LOT LINE IS BOUNDED BY A MAJOR DRAINAGE R/W OR CANAL OR NON-RESIDENTIAL USE AND SUFFICIENT FRONTAGE EXISTS FOR DEVELOPMENT.	150	180	35	N/A
27	CH	160	240	PROPERTIES WITHOUT FRONTAGE ON GATLIN BLVD INTERCHANGE	SAME AS CONVERSION AREA 24	150	180	35	N/A

NOTES:

1. SITES QUALIFYING FOR AN EXCEPTION TO THE FRONTAGE OR DEPTH REQUIREMENTS MUST HAVE A TOTAL 20,000 SQ. FT. AND MUST MEET ALL OTHER LOCAL REGULATIONS AND PERFORMANCE REQUIREMENTS.
2. DISTANCE OF SEPARATION SHALL BE MEASURED ALONG MAJOR STREET FRONTAGE UNLESS THE CURB CUT ADJACENT TO AN ALLOWABLE SIDE STREET ACCESS POINT. IN SUCH CASE, THE CURB CUT SEPARATION REQUIREMENT SHALL BE APPLIED TO THE SIDE STREET FRONTAGE.
3. MAX. RESIDENTIAL DENSITY SHALL BE 11 UNITS PER ACRE WITHIN THE ROI CONVERSION AREA.
4. SEE SECTION VI (PAGE 6) OF MANUAL FOR VARIANCE PROCEDURES.

LEGEND:

- RESIDENTAL/OFFICE/INST'L (ROI)
- MEDIUM DENSITY RESIDENTAL (RM)
- GENERAL COMMERCIAL (CG)
- SERVICE COMMERCIAL (CS)
- HIGHWAY COMMERCIAL (CH)
- CONVERSION AREA NUMBER

N

MAY 1, 2013
Prepared By:
MIS Department
City of Port St. Lucie
CONVER13.DWG

13

Freese, James
Variance Application
P22-197

Planning and Zoning Board

June 6, 2023

Bethany Grubbs, Planner III

Request Summary

Applicant / Property Owner: James Freese

Address: 2732 SW Casella Street

Request: This is a request to grant a variance to the requirements of Appendix B, Land Use Conversion Manual of the City's Zoning Code to isolate one (1) lot for the purpose of requesting a rezoning to the Service Commercial (CS) Zoning District.

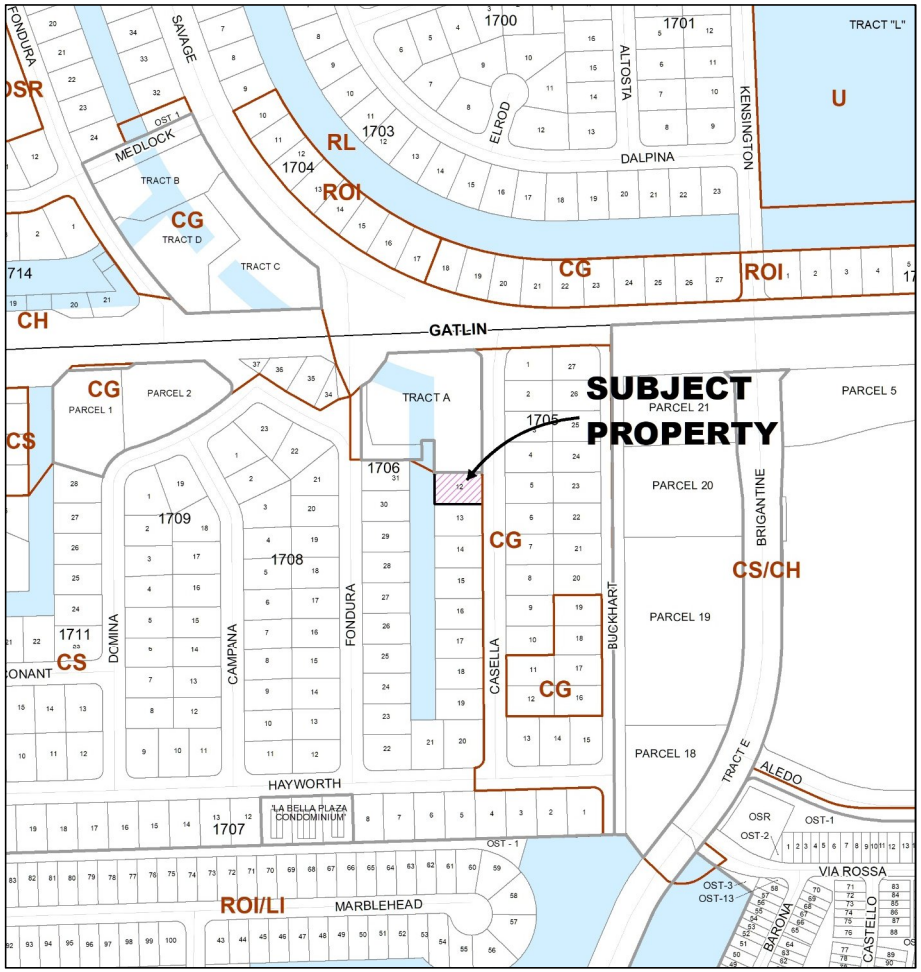
Aerial

Direction	Future Land Use	Zoning	Existing Use
North	CG	CG	Walgreens
South	CS	RS-2	Vacant
East	CG	CG	Self-Storage Facility
West	CS	WI	Industrial Warehouses



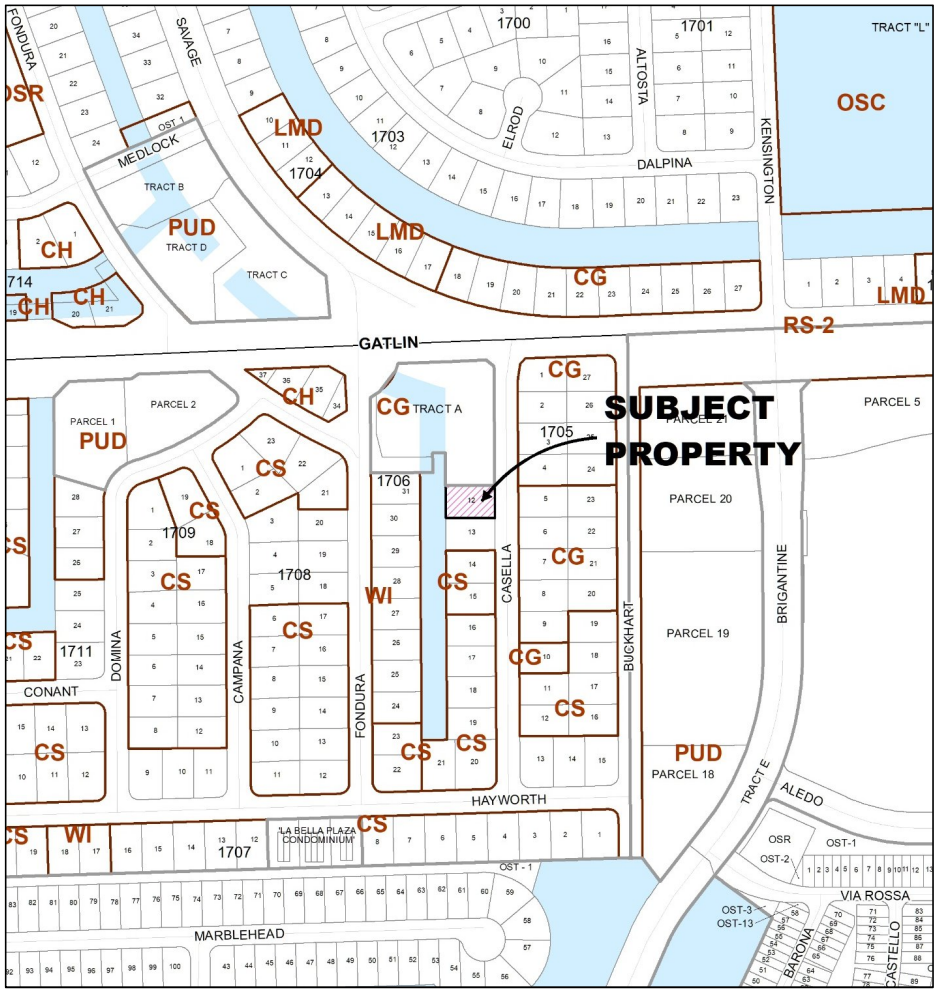
Land Use

CS (Service Commercial)



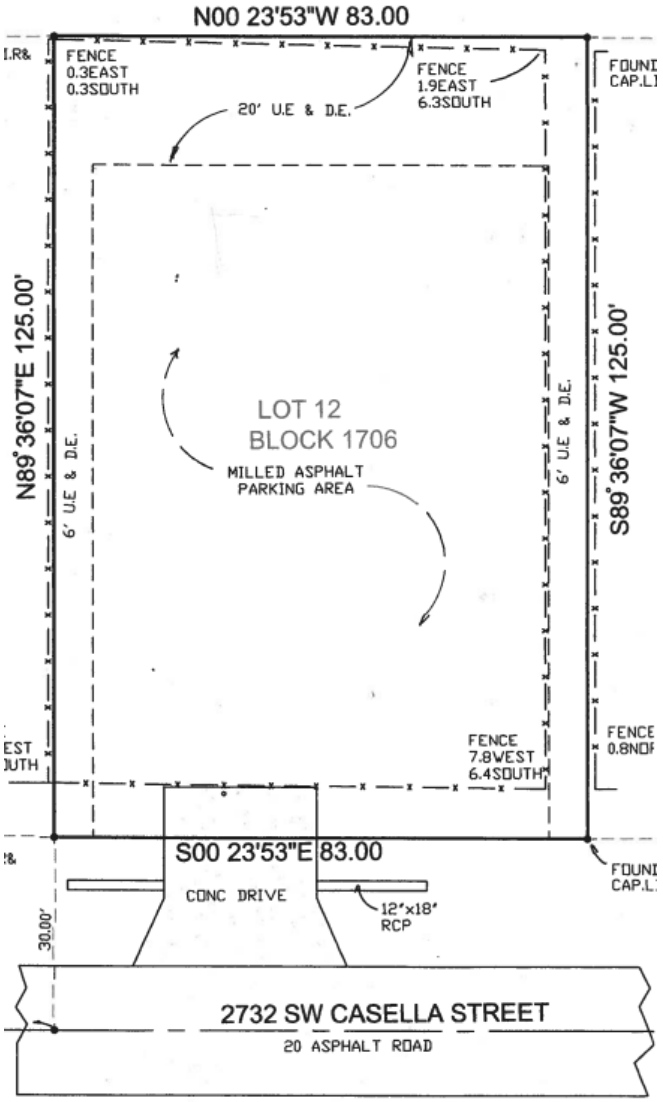
Zoning

RS-2 (Single Family Residential)



Conceptual Layout Plan





Questions or Comments?

Planning and Zoning Board Action Options:

- Make a motion to recommend approve to City Council
- Motion to recommend approval with conditions to City Council
- Make a motion to recommend denial to City Council
- Make a motion to table

Agenda Summary

2023-492

Agenda Date: 6/6/2023 **Agenda Item No.:** 9.d

Placement: Public Hearing - Quasi Judicial

Action Requested: Motion / Vote

P22-349 Prima Vista Shops - Planned Unit Development (PUD) Amendment No. 2

Location: The property is located on the north side of NW Prima Vista Boulevard, east of NW Friar Street

Legal Description: Plat of Prima Vista Commercial Center Plat No. 2, Lot 3

This is a request to amend the PUD (Planned Unit Development) document and conceptual plan for the Prima Vista Shops PUD.

Submitted By: Bethany Grubbs, Planner III

Executive Summary: This is the second amendment to the Prima Vista Shops PUD document and conceptual plan. This amendment proposed to add a right-in-only driveway off Prima Vista Boulevard for access to the property, Lot 3.

Presentation Information: Staff will provide a presentation.

Board Action Options:

- Motion to recommend approval to the City Council
- Motion to recommend approval to the City Council with conditions
- Motion to recommend denial to the City Council

Background: The Site Plan Review Committee (SPRC) recommended approval of this PUD amendment on March 8, 2023.

Issues/Analysis: See the attached staff report.

Special Consideration: See attached staff report.

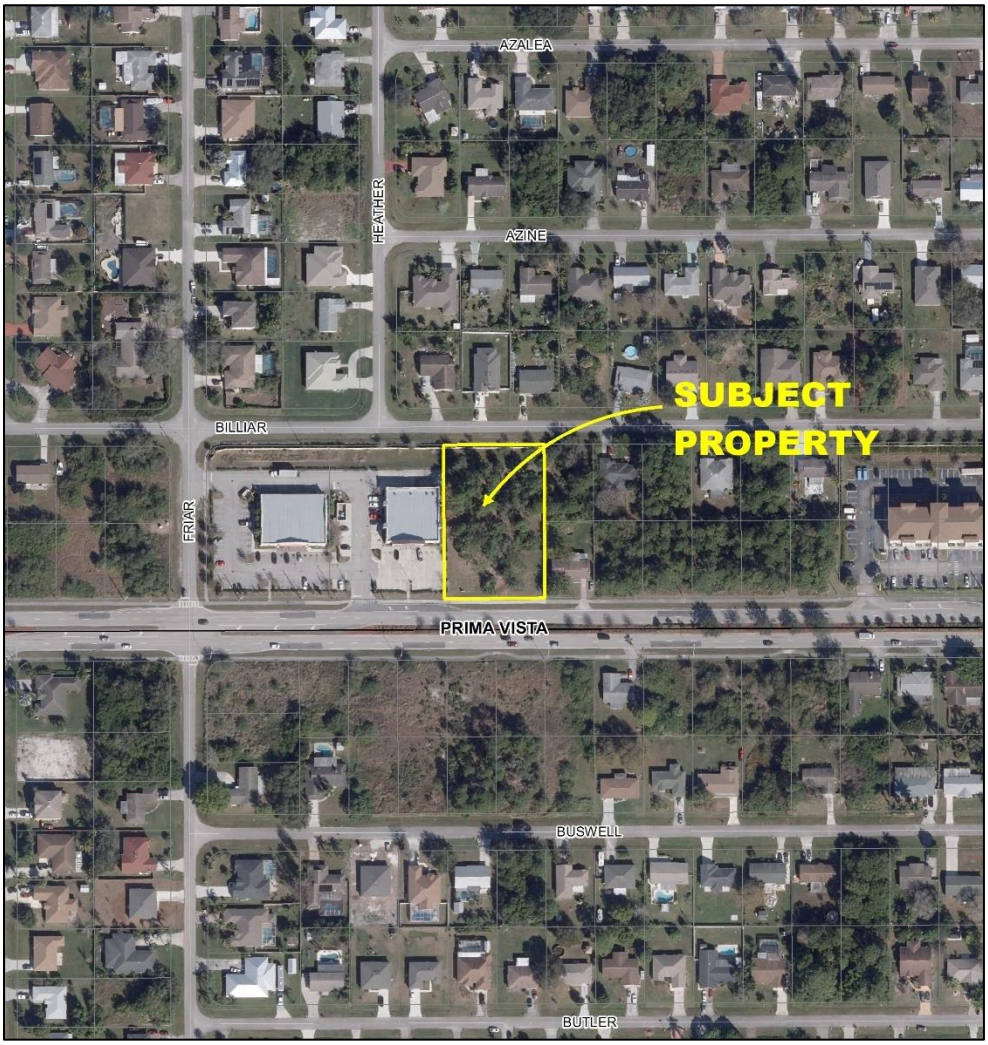
Location of Project: The property is located on the north side of NW Prima Vista Boulevard, east of NW Friar Street.

Attachments:

1. Staff Report
2. PUD Document
3. Application
4. Agent Authorization
5. Deed

6. Adjacent Property Owner Letter
7. Letter Receipts
8. USPS Tracking
9. Staff Presentation

Prima Vista Shops
Planned Unit Development Amendment No. 2
P22-349



Project Location Map

SUMMARY

Applicant's Request:	Amend the PUD (Planned Unit Development) document and conceptual plan for the Prima Vista Shops PUD.
Agent:	Jason Bellows, Retail Development Properties, LLC
Property Owner:	CSC Properties, LLC
Location:	The property is located on the north side of NW Prima Vista Boulevard, east of NW Friar Street
Project Planner:	Bethany Grubbs, Planner III

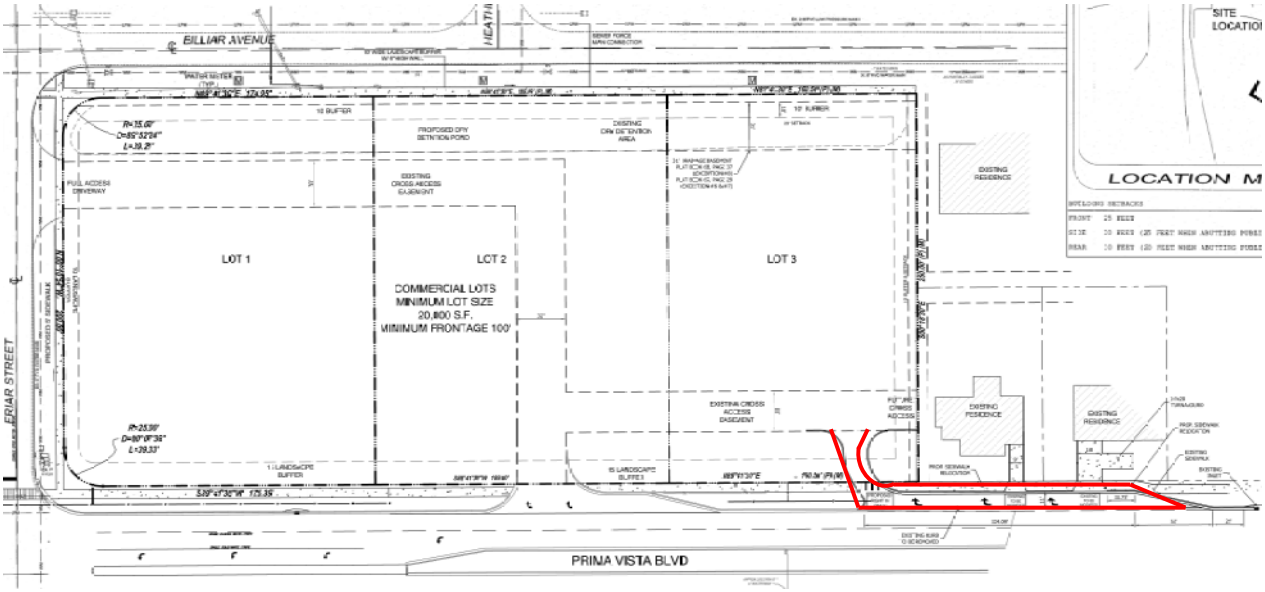
Project Description

This is the second amendment to the Prima Vista Shops PUD document and conceptual plan. This amendment proposes to add a right-in-only driveway off Prima Vista Boulevard for access to the property, Lot 3.

Lots 1 and 2 of the PUD are developed with existing access points. The main entry for this PUD is off Prima Visa Boulevard, with a secondary access point off Friar Street. A cross-access easement was formalized during the subdivision plat application.

Special Consideration

Two existing single-family residences are located east of the site. The residences' driveways will be located within the proposed turn lane. Section 158.222 of the Zoning Code was updated in 2022 to require that single-family residential dwelling units on designated arterial or collector streets which are two lanes or greater shall be required to construct a circular drive or a ten-foot by 20-foot paved turn-around area adjacent to the drive is required. Staff requested that the applicant notify the adjacent property owner of the residence located at 533 NW Prima Vista Boulevard, that as part of this project, they are willing to provide a hammerhead driveway to allow a turnaround versus backing into Prima Vista Boulevard. The applicant mailed a letter offering to construct the hammerhead to the adjacent property owner and it was delivered on May 4, 2023. The single-family residence located at 549 NW Prima Vista Boulevard was constructed in 2022 with a hammerhead as required by code.



Proposed PUD Master Concept Plan

Previous Actions and Prior Reviews

- The Site Plan Review Committee (SPRC) recommended approval of this PUD amendment on March 8, 2023.
- The City Council approved the 1st amendment to this PUD on July 9, 2012 (P12-046).
- The City Council approved the PUD rezoning and conceptual plan on August 23, 2004 (P04-093).

Public Notice Requirements

Public notice was mailed to owners within 750 feet on May 25, 2023, and the file was included in the published notification for the Planning & Zoning Board's agenda.

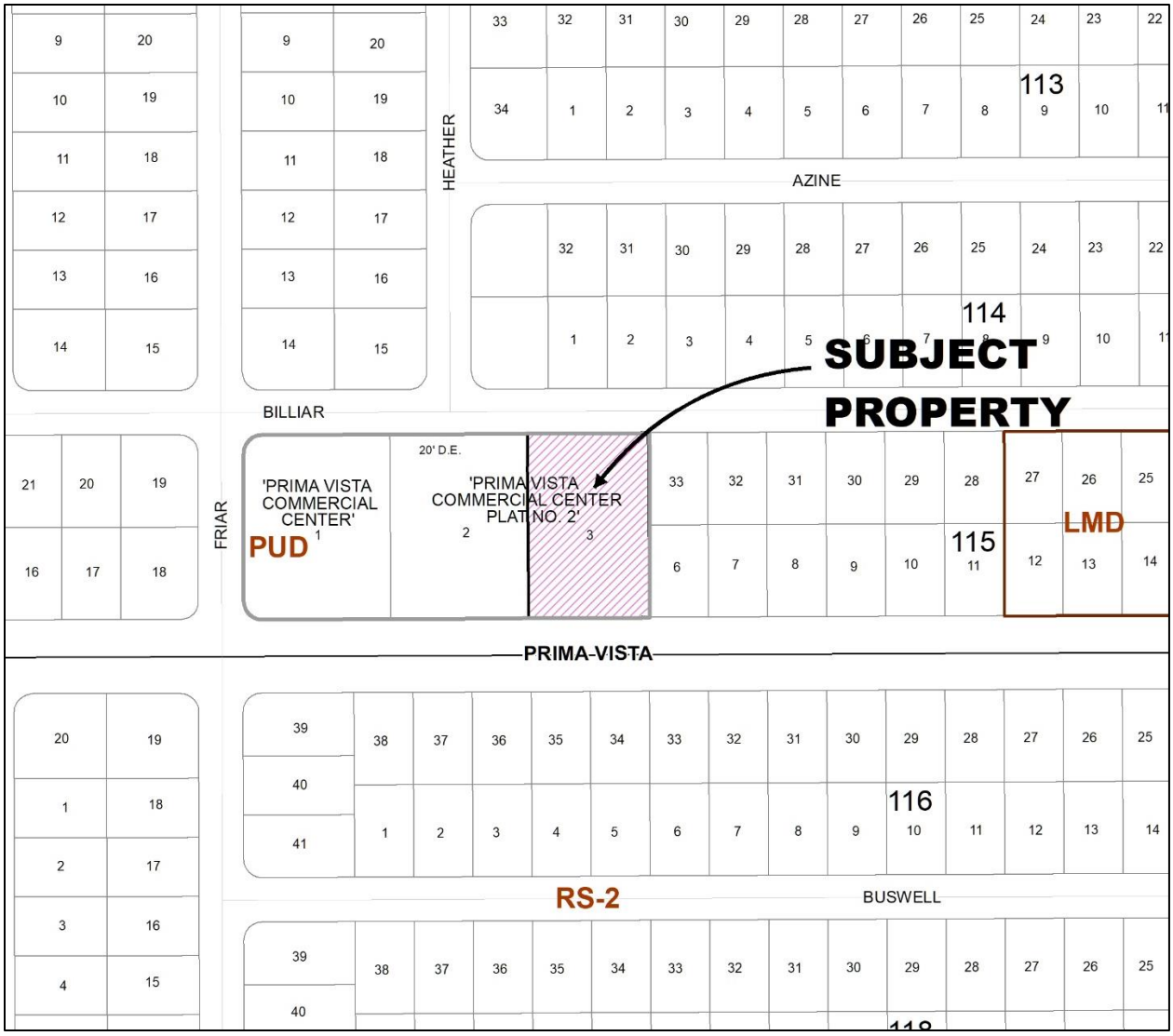
Location and Site Information

Property Size:	0.92 acres
Legal Description:	Plat of Prima Vista Commercial Center Plat No. 2 Lot 3
Future Land Use:	CG (General Commercial)
Existing Zoning:	Planned Unit Development (PUD)
Existing Use:	Vacant land
Proposed Use:	Commercial development

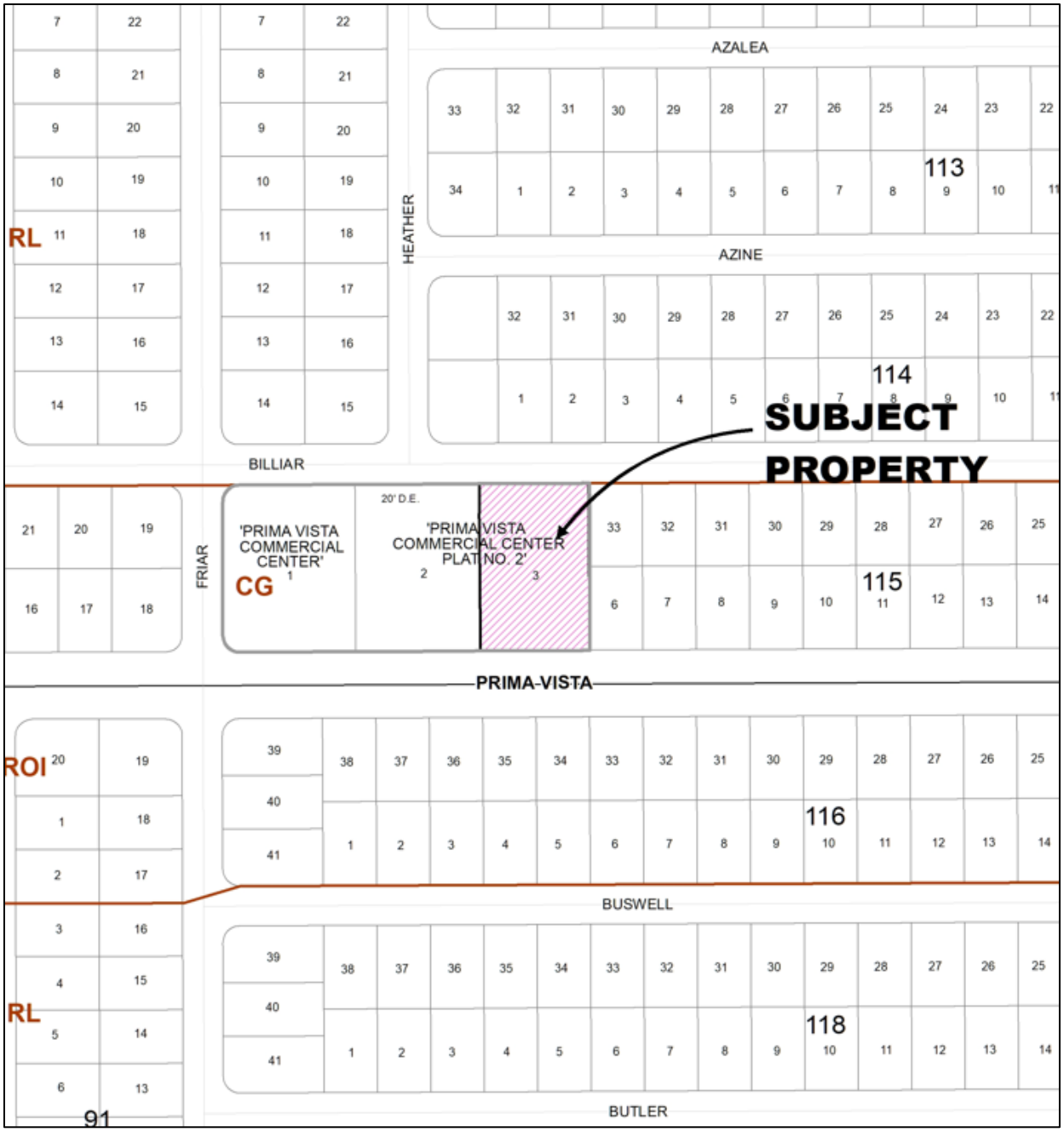
Surrounding Uses

Direction	Future Land Use	Zoning	Existing Use
North	RL	RS-2	Single-Family residences
South	ROI	RS-2	Vacant
East	ROI	RS-2	Single-family residence
West	CG	PUD	Automobile parts store

RL=Low-Density Residential, RS-2=Single Family Residential PUD=Planned Unit Development, ROI=Residential, Office, Institutional


HEATHER
AZINE
BILLIAR
FRIAR
PRIMA-VISTA
BUSWELL
SUBJECT PROPERTY
'PRIMA VISTA COMMERCIAL CENTER'
PUD
'PRIMA VISTA COMMERCIAL CENTER PLAT NO. 2'
20' D.E.
LMD
RS-2
113
114
115
116

Zoning Map


AZALEA
HEATHER
AZINE
BILLIAR
SUBJECT PROPERTY
FRIAR
'PRIMA VISTA COMMERCIAL CENTER'
CG
20' D.E.
'PRIMA VISTA COMMERCIAL CENTER PLAT NO. 2'
PRIMA VISTA
BUSWELL
BUTLER
RL
ROI
RL
91
113
114
115
116
118

Land Use Map

IMPACTS AND FINDINGS

COMPREHENSIVE PLAN REVIEW

Land Use Consistency

This PUD amendment is consistent with the direction and policies of the Comprehensive Plan and furthers Policy 1.1.4.10 and Policy 2.1.2.3.

Policy 1.1.4.10: The following densities and intensities shall apply to the future land use designations:

- CG (General Commercial) – Lot Coverage: 40%, Height: 35 feet, Impervious Surface Area: 80%

Policy 2.1.2.3: Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity as a condition of development approval based on the City's existing access standards, which are equal to or greater than those of FDOT. New development shall attempt to accommodate more than one access point.

ZONING REVIEW (ARTICLE X)

Standards for District Establishment

Area Requirement	The overall PUD totals 3.149 acres, which exceeds the 2-acre minimum requirement for the establishment of a PUD required by section 158.172 (A) of the City's Zoning Code.
Relation to Major Transportation Facilities	The PUD amendment provides for three (3) vehicular access points.
Consistency with City's Comprehensive Plan	This PUD amendment is consistent with the direction and policies of the Comprehensive.
Relation to Utilities, Public Facilities, and Services	Adequate utilities are in place to service the development. Additional review will be provided at the site plan and detail plan submittal.
Evidence of Unified Control of Area	Unified Control of Area has been provided.

PUD Conceptual Master Plan and Regulation Book Requirements

PUD Concept Plan and Regulation Book	A PUD concept plan and the regulation book have been provided.
Residential Density and non-residential intensity	The intensity shall be consistent with the comprehensive plan provisions identified in policy 1.1.4.10.
Provision for Pedestrian Circulation	Pedestrian circulation and connectivity within the PUD, as well as connections to adjacent commercial services and businesses, have been provided with the development of Lots 1 and 2. Lot 3 will be evaluated at the time of the site plan review.
Off Street Parking and Loading Requirements	Off-street parking and loading for Lots 1 and 2 are in compliance with the Zoning Code. Lot 3 will be evaluated at the time of the site plan review.
Underground Utilities	All utility lines will be installed underground.
Protection of Natural Features	The site was previously cleared, and the applicant paid into the Tree Conservation Fund to satisfy the mitigation requirements. No wetlands are present on site.

Stormwater	A site plan and construction plans for Lot 3 will be submitted for review and approval. Onsite stormwater will be collected onsite and will meet the requirements of the City and SFWMD.
Landscaping and Buffering Requirements	All landscaping shall conform to the City of Port St. Lucie Land Development Regulations Chapter 154.

Related Projects

P22-036 CSC Properties, LLC – Lot 3 @ Prima Vista – On July 22, 2022, City Council approved a Special Exception Use for a 3-bay quick service oil change per Resolution 22-R73.

P16-067 Prima Vista Commercial Plat No. 1 – On September 24, 2012, the City Council approved the Preliminary & Final Plat to subdivide a property into two lots per Resolution 12-R100.

P14-068 O'Reilly Auto Parts – On August 4, 2014, a Minor Site Plan was approved for a 7,130-square-foot automotive retail store.

P13-113 Prima Vista Commercial Plat No. 2 - On February 10, 2014, the City Council approved the Preliminary & Final Plat to subdivide Lot 2 into two lots per Resolution 14-R04.

P12-100 Prima Vista Commercial Center, Lot 1 – On September 26, 2012, a Minor Site Plan was approved for an 8,320 square-foot retail building (Family Dollar).

STAFF RECOMMENDATION

The Site Plan Review Committee recommended approval of this PUD amendment on March 8, 2023.

Planning and Zoning Board Action Options:

- Motion to recommend approval to the City Council
- Motion to recommend approval to the City Council with conditions
- Motion to recommend denial to the City Council

Please note: Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to *table* or *continue* the hearing or review to a future meeting.

Exhibit A

Prima Vista Shops PUD
3rd Amendment
Project No. P22-349

Exhibit A

May 9, 2023

	Approval Date	Project No.	Ordinance No.
Base Approval	August 23, 2004	P04-093	04-101
Amendment #1	July 9, 2012	P12-046	12-31
Amendment #2	TBD	P22-349	TBD

Underline is for addition
~~Strike through~~ is for deletion
Base document is approved
PUD Amendment #1

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~~B~~C Warranty Deed~~s~~

~~C Unity of Title~~

D Letter of Authorization

E Binding PUD Agreement

F Statement of Unified Control

G Conceptual Development Plan

SECTION A

Summary of PUD Amendment No. 1 and No. 2 Revisions from Original PUD

Prima Vista Shops

Summary of PUD Amendment No. 1 Revisions from Original PUD

A. **Permitted Principal Uses and Structures**

Both the original PUD and the PUD Amendments allow all permitted uses as specified in the CG Zoning District.

B. **Special Exception Uses**

The original PUD allowed all of the uses listed in the CG Zoning District as special exception uses following the review and specific approval thereof by the City Council except as follows:

1. Car wash
2. Automotive, boat, farm equipment or truck sales or repairs.
3. Automotive gasoline services or repairs, including oil lubrication business.
4. Restaurants with drive-through services.

The PUD amendments allow all of the uses listed in the CG Zoning District as special exception uses following the review and specific approval thereof by the City Council except as follows:

1. Car wash
2. Kennel, enclosed
3. Bars, lounges, and night clubs
4. Automotive, boat, fan-n equipment or truck sales
5. Automotive fuel services
6. Any use set forth in Subsection B: "Permitted Principal Uses and Structures" that include drive-through service.

C. **Accessory Uses.** No change

D. **Minimum Lot Requirements.** Eliminates the Conversion Area Manual requirement. Specifies that the property may be subdivided into a maximum of three (3) lots.

E. **Maximum Building Coverage.** No change.

F. **Maximum Building Height.** No change.

G. **Minimum Building Size and Minimum Living Area.** No change.

H. **Setback Requirements and Buffering.** No change.

I **Off-Street Parking and Service Requirements.** No change.

J. **Site Plan Review.** No change.

K. **Vehicular and Pedestrian Access and Circulation.** Provides specific criteria for these items.

L. **Signage.** No change except it is specified that there will not be a master sign program.

M. **Native Habitat Preservation/Mitigation.** Specifies that trees will be preserved and mitigated in accordance with Landscape Code Section 153.16 Tree Protection and Mitigation and that no trees will be preserved on site.

N. **Landscaping.** No change except that:

1. Where a loading space (or area) is located in the rear of a building and the rear property line is buffered by a landscape wall from abutting right-of-way, no landscape strip is required between the loading space (or area) and the building.
2. Following platting, perimeter landscape strips are not required between interior lot lines.

O. **Stormwater Management.** No change. A statement is made that the operation and maintenance of the common elements of stormwater system will be the responsibility of the property owners association.

P. **Citywide Design Standard.** No change except that "Horizontal and vertical building articulation will be achieved by varying wall offsets or other architectural features. Articulation is required to meet the intent of the City Design objections and must be approved by the Director of Planning and Zoning."

Q. **Unity of Title.** Specified that subdivision of the property shall be permitted and that the Unity of Title will terminate by City Council after the recording of a plat.

Summary of PUD Amendment No. 2 Revisions from Original PUD

K. **Vehicular and Pedestrian Access and Circulation.** Adding a right-in-only driveway off Prima Vista Boulevard for access into the property.

SECTION ~~A~~B

Proposed Zoning District Regulations

Proposed Zoning District Regulations

Prima Vista Shops

The provisions of the General Commercial (CG) Zoning District as set forth in the City Code for the City of Port St. Lucie shall apply to this PUD, except as specifically provided otherwise hereinbelow. In the event of a conflict between the provisions of the General Commercial Zoning District set forth in the City Code for the City of Port St. Lucie and the regulations set forth in this PUD Application, then and in that event, the provision of this PUD Application shall supersede any such conflict with the provisions of the General Commercial Zoning District.

A. **Permitted Principal Uses and Structures.** The following principal uses and structures are permitted:

(1) 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;
(2) Horticultural nursery, garden supply sales;
(3) Office for administrative, business, or professional use;
(4) Public facility or use;
(5) Restaurants;
(6) Retail sales of alcoholic beverages for incidental on and off premises consumption in accordance with Chapter 110;
(7) Park or playground or other public recreation;
(8) Motel, hotel, or motor lodge.

B. **Special Exception Uses.** The following uses may be permitted only following the review and specific approval thereof by the City Council:

(1) Apartment-type living quarters for the owner or manager of a business, and his immediate family, when such use is incidental to and designed as an integral part of the principal structure; provided, however, that only one (l) such residence may be approved for each business and required land area;
(2) Enclosed assembly area;
(3) Public utility facility, including water pumping plant, reservoir, and electrical substation, and sewage treatment plant:
(4) Semi-public facility or use;
(5) Catalog showrooms with more than twenty (20%) percent of gross floor

area devoted to storage;
(6) Schools (private or parochial), meeting the requirements of the State
(7) Board of Education, or technical or vocational schools;
(8) Automobile, boat, fam equipment or truck sales-and repairs with repairs conducted entirely within an enclosed building;
(9) Automobile services or repairs, including oil lubrication businesses;
(10) Retail convenience stores;
(11) Hospitals, nursing, or convalescent homes;
(12) Pain management clinic.
(13) Recreational amusement facility.

C. **Accessory Uses.** As set forth within section 158.217

D. **Minimum Lot Requirements.** Twenty thousand (20,000) square feet and a minimum width of one hundred (100) feet. More than one (1) permitted, or special exception use may be located upon the lot as part of a totally-designed development. The property may be subdivided into a maximum of three (3) lots.

E. **Maximum Building Coverage.** Forty (40%) percent, provided that the combined area coverage of all impervious surfaces shall not exceed eighty (80%) percent.

F. **Maximum Building Height.** Thirty-five (35) feet, (See subsection 158.1 74(E) for height variations allowed through PUD zoning.)

G. **Minimum Building Size and Minimum Living Area.** Commercial and office buildings shall have a minimum total gross floor area of one thousand two hundred (1,200) square feet. For automobile service stations: nine hundred (900) square feet. Apartment-type unit: Six hundred (600) square feet.

H. **Setback Requirements and Buffering.**

(1) Front Setback. Each lot shall have a front yard with a building setback line of twenty-five (25) feet.
(2) Side Setback. Each lot shall have two (2) side yards. each of which shall have a building setback line often (10) feet. A building setback line of twenty-five (25) feet shall be required when the yard adjoins a residential use or a public right-of-way.
(3) Rear Setback Each lot shall have a rear yard with a building setback line often (10) feet. A building rear setback line of twenty (20) feet shall be required when it abuts a residential use, public right-of-way or drainageway.
(4) Buffering. All mechanical equipment shall be screened from property zoned residential. This screening shall be designed as both a visual barrier and a

noise barrier. Buffering shall be provided in accordance with the landscaping requirements of subsection 153.04(G). Additional buffering may also be required if called for in the appropriate neighborhood plan.

I. **Off-Street Parking and Service Requirements.** As set forth in section 158.221.

J. **Site Plan Review.** All permitted and special exception uses shall be subject to the provisions of section 158.235 through 158.245.

K. **Vehicular and Pedestrian Access and Circulation.**

(1) Cross-access easements will provide access to Prima Vista Boulevard, Friar Street, and the abutting property to the east. Access shall be limited to Prima Vista Boulevard and Friar Street. There shall be no access from Billiar Avenue. ~~One~~ Two driveways ~~only each is~~ are permitted on Prima Vista Boulevard. The driveways on Prima Vista shall be a minimum of 250 feet from the nearest intersection measured from the property line abutting Friar to the centerline of the driveway. The driveway on Friar shall be as located on the PUD conceptual plan.

(2) A 5-foot wide concrete sidewalk shall be installed on the Friar Street and Billiar Avenue rights-of-way from the existing sidewalk on Prima Vista Boulevard. Pedestrian access shall be linked throughout the lots and to the Prima Vista Boulevard sidewalk. There will be no direct connection to the Billiar Avenue sidewalk from the site.

L. **Signage.** Signage will be in accordance with the Sign Code Section 155. Each lot will have its own signage. There will not be a master sign program.

M. **Native Habitat Preservation/Mitigation.** Trees will be preserved and mitigated in accordance with Landscape Code Section 153.16 Tree Protection and Mitigation. Prior to clearing, a contribution will be made to the Tree Preservation Fund for all trees requiring mitigation. No trees will be preserved on site.

N. **Landscaping.** The City of Port St. Lucie Landscaping Code Section 153 shall apply to the PUD except:

Where a loading space (or area) is located in the rear of a building and the rear property line is buffered by a landscape wall from the abutting right-of-way. no landscape strip is required between the loading space (or area) and the building.

Following platting, perimeter landscape strips are not required between interior lot lines.

O. **Stormwater Management.** The stormwater system will meet all of the requirements of the City of Port St. Lucie and the South Florida Water Management District (SFWVID). A SFWMD General Permit will be required. The operation and maintenance of the common elements of stormwater system will be the responsibility of the property owner's association.

P. **City wide Design Standard.** The City of Port St. Lucie Citywide Design Standards Manual shall be applicable in the PUD except as follows: Horizontal and vertical building articulation will be achieved by varying wall offsets or other architectural features. Articulation is required to meet the intent of the City Design objectives and must be approved by the Director of Planning and Zoning.

Q. **Unity of Title.** Subdivision of the property shall be permitted provided the lots meet the minimum lot requirements of the CG zoning district of the City Code. The Unity of Title (recorded in OR Book 2867, Page 2277) will be terminated by City Council after the recording of a plat.

SECTION ~~B~~C

Warranty Deed~~s~~

JOANNE HOLMAN, CLERK OF THE CIRCUIT - SAINT LUCIE COUNTY
File Number: 2470660 OR BOOK 2057 PG 226
Recorded:09/14/04 15:28

This Document Prepared By and Return to:
Stephen Navaretta, Esq.
Navaretta & Navaretta, P.A.
1100 SW St. Lucie West Blvd., Ste. 203
Port St. Lucie, FL 34986

Parcel ID Number: 3420-630-1105-000/7

Warranty Deed

COPY

This Indenture, Made this 27th day of August, 2004 A.D., Between
Larry W. Hice also known as Larry Hice and Helen G. Hice, husband and wife
of the County of Alachua, State of Florida, grantors, and
The Shoppes at Prima Vista, LLC, a Florida limited liability company
whose address is: 7485 Bondsberry Court, Boca Raton, FL, Boca Raton, FL 33434
of the County of Palm Beach, State of Florida, grantee.

Witnesseth that the GRANTORS, for and in consideration of the sum of
----------TEN DOLLARS ($10)---------- DOLLARS,
and other good and valuable consideration to GRANTORS in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, have granted, bargained and sold to the said GRANTEE and GRANTEE'S heirs, successors and assigns forever, the following described land, situate, lying and being in the County of ST LUCIE State of Florida to wit:

LOTS 1,2,3,4,5,36,37,38,39,40 AND 41, Block 115, Port St. Lucie Section Twenty Seven, according to the Plat thereof, recorded in Plat Book 14, page 5, Public Records of St. Lucie County, Florida.

Subject to restrictions, reservations and easements of record, if any, and taxes subsequent to December 31, 2003.

COPY

* Doc Assumption $ 0.00
* Doc Tax : $ 6,034.00
* Int Tax : $ 0.00

and the grantors do hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantors have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered in our presence:

COPY

Printed Name: JACK KRIEGER
Witness

Printed Name: S NAVARETTA
Witness

Larry W. Hice (Seal)
Larry W. Hice also known as Larry Hice
P.O. Address: 7910 SW 103 Avenue, Gainesville, FL 32608

Helen G. Hice (Seal)
Helen G. Hice
P.O. Address: 7910 SW 103 Avenue, Gainesville, FL 32608

STATE OF Florida
COUNTY OF Alachua

The foregoing instrument was acknowledged before me this 27th day of August, 2004 by Larry W. Hice also known as Larry Hice and Helen G. Hice, husband and wife
who are personally known to me or who have produced their Florida driver's license as identification.

S. Navaretta
My Commission DD224076
Expires July 21, 2007

Printed Name:
Notary Public
My Commission Expires:

HICE

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JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2470661 OR BOOK 2057 PAGE 2227
Recorded:09/14/04 15:28

This Document Prepared By and Return to:
Stephen Navaretta, Esq.
Navaretta & Navaretta, P.A.
1100 SW St. Lucie West Blvd., Ste. 203
Port St. Lucie, FL 34986

Parcel ID Number:

Warranty Deed

This Indenture, Made this 27th day of August, 2004 A.D. Between
Prima Vista Properties, LLC, a Connecticut limited liability company
of the County of New Haven, State of Connecticut, grantor, and
The Shoppes at Prima Vista, LLC, a Florida limited liability company
whose address is: 7485 Bondsberry Court, Boca Raton, FL 33434
of the County of Palm Beach, State of Florida, grantee.

Witnesseth that the GRANTOR, for and in consideration of the sum of
----------TEN DOLLARS ($10)---------- DOLLARS,
and other good and valuable consideration to GRANTOR in hand paid by GRANTEE, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said GRANTEE and GRANTEES heirs, successors and assigns forever, the following described land, situate, lying and being in the County of State of Florida to wit:

Lots 34 and 35, Block 115, Port St. Lucie Section Twenty-Seven according to the Plat thereof, recorded in Plat Book 14, page 05 of the Public Records of St. Lucie County, Florida.

Subject to restrictions, reservations and easements of record, if any, and taxes subsequent to December 31, 2003.

* Doc Assump:	$	0.00
* Doc Tax :	$	764.40
* Int Tax :	$	0.00

and the grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

In Witness Whereof, the grantor has hereunto set its hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Printed Name: S NAVARETTA
Witness

Printed Name: Maria A. Casabona
Witness

Prima Vista Properties, LLC, a Connecticut limited liability company

By: _____ (Seal)
Mark Engengro, Sr.
Member Manager
P.O. Address: 3874 Whitney Avenue, Bldg 1, Ste. 1
Hamden, CT 06518

STATE OF Connecticut
COUNTY OF New Haven

The foregoing instrument was acknowledged before me this 27th day of August, 2004 by Mark Engengro, Sr., Member Manager of Prima Vista Properties, LLC, a Connecticut limited liability company
he is personally known to me or he has produced his Florida driver's license as identification.

Printed Name: Maria A. Casabona
Notary Public
My Commission Expires:

OFFICIAL NOTARY SEAL
MARIA A CASABONA
NOTARY PUBLIC STATE OF FLORIDA
COMMISSION NO. DD107517
MY COMMISSION EXP. APR. 9 2006

PVSHOP

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COPY

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 3816087 OR BOOK 3499 PAGE 2633, Recorded 03/28/2013 at 09:1
Doc Tax: $5600.00

3 of 5

Prepared by and return to:
James Schwartz
Attorney at Law
Sure Title
235 N. Garden Ave
Clearwater, FL 33755
727-443-5300
File Number: **12-10003**

Parcel Identification No. **3420-630-1105-000-7**; **3420-630-1106-000-4**; **3420-630-1107-000-1**; **3420-630-1138-000-7**; **3420-630-1139-000-4**; **3420-630-1140-000-4**; **3420-630-1141-000-1**; **3420-630-1142-000-8**; **3420-630-1143-000-5**; and **3420-630-1145-000-9**

$800,000.00

[Space Above This Line For Recording Data]

Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this **19th** day of **March, 2013** between **The Shoppes at Prima Vista, LLC, a Florida limited liability company** whose post office address is **7485 Bondsberry Ct., Boca Raton, FL 33434** of the County of **Palm Beach**, State of **Florida**, grantor*, and **CSC Properties, LLC, a Florida limited liability company** whose post office address is **4592 Ulmerton Road, Suite 102, Clearwater, FL 33762** of the County of **Pinellas**, State of **Florida**, grantee*,

Witnesseth that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Saint Lucie County, Florida**, to-wit:

Lots 1, 2, 3, 4, 5, 34, 35, 36, 37, 38, 39, 40 and 41, Block 115, Port St. Lucie Section Twenty-Seven, according to the map or plat thereof as recorded in Plat Book 14, Page 5, 5A through 5I, Public Records of St. Lucie County, Florida.

Also known as the Plat of Prima Vista Commercial Center, according to the map or plat thereof as recorded in Plat Book 67, Page(s) 29, Public Records of St. Lucie County, Florida.

This is not the homestead property of said Grantor(s).

and said grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

* "Grantor" and "Grantee" are used for singular or plural, as context requires.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: Diane Marton

Witness Name: MARIA E. MEYER

The Shoppes at Prima Vista, LLC, a Florida limited liability company

By: Leonard Meyers
Leonard Meyers, MGRM

DoubleTimes

State of Florida
County of Palm Beach

The foregoing instrument was acknowledged before me this 15th day of March, 2013 by Leonard Meyers, MGRM of The Shoppes at Prima Vista, LLC, a Florida limited liability company, on behalf of said firm. He/she [✓] is personally known or [ ] has produced a driver's license as identification.

[Notary Seal]

KRISTIN ROSE WIELAND
MY COMMISSION # EE223170
EXPIRES October 27, 2016
(407) 398-0153 FloridaNotaryService.com

Notary Public

Printed Name: Kristin Rose Wieland

My Commission Expires: Oct. 27, 2016

~~SECTION C~~

~~UNITY OF TITLE~~

This instrument was prepared by:
Pam Hakim, Assistant City Attorney
City of Port St. Lucie
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984
3420-630-1105-000/7; 3420-630-1106-000/4; 3420-630-1107-000/1;
3420-630-1138-000/7; 3420-630-1139-000/4; 3420-630-1140-000/4;
3420-630-1141-000/1; 3420-630-1142-000/8; 3420-630-1143-000/5 and 3420-630-1145-000/9
P07-018

COPY

UNITY OF TITLE

In consideration of the issuance of a Permit to **THE SHOPPES AT PRIMA VISTA, LLC, a Florida limited liability company,** as "Owner" in Port St. Lucie, Florida, and for other good and valuable considerations, the undersigned hereby agrees to restrict the use of lands described as follows, to-wit:

Lots 1 through 5 and 34 through 41, Block 115, Port St. Lucie Section Twenty-Seven, according to the plat thereof, as recorded in Plat Book 14, pages 5, 5A through 5I, of the Public Records of St. Lucie County, Florida.

in the following manner:

1. That said property shall be considered as one plot and parcel of land and that no portion of said plot and parcel of land shall be sold, transferred, devised, or assigned separately except in its entirety as one plot or parcel of land.

2. The undersigned further agrees that this condition, restriction and limitation shall be deemed a covenant running with the land, and shall remain in full force and effect, and be binding upon the undersigned, their heirs, successors and/or assigns until such time as the same may be released in writing by the City Council.

3. The undersigned further agrees that this instrument shall be recorded in the Public Records of St. Lucie County.

Signed, sealed, and acknowledged on the 3rd day of August, 2007, in ~~St. Lucie County, Florida.~~ New Haven County, Connecticut.

THE SHOPPES AT PRIMA VISTA, LLC
a Florida limited liability company

By: _____
Manager

Witness
(Print Name): Cheryl DeVoe

Witness
(Print Name): Nancy M Thatcher

STATE OF Connecticut
COUNTY OF New Haven

The foregoing instrument was acknowledged before me this 3rd day of August, 2007, by Kenneth S Ginsberg, as manager for THE SHOPPES AT PRIMA VISTA, LLC, a Florida limited liability company, who ☒ is personally known to me, or ☐ produced _____ as identification.

_____
Notary Public
Nancy M. Thatcher
Notary Public
New Haven County, CT.
My Commission Expires

This instrument was prepared by:
Pam Booker, Senior Assistant City Attorney
City of Port St. Lucie
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3756150 10/10/2012 at 11:07 AM
OR BOOK 3440 PAGE 2939 - 2940 Doc Type: REL
RECORDING: $18.50

RELEASE OF UNITY OF TITLE

This Release of Unity of Title, is made this 27 day of September 2012, by the **CITY OF PORT ST. LUCIE, FLORIDA, a Florida municipal corporation** and **THE SHOPPES AT PRIMAVISTA, LLC, a Florida limited liability company** as owner of Lots 1, 2, 3, 4, 5, 34, 35, 36, 37, 38, 39, 40 and 41, Block 115, Port St. Lucie Section 27, according to the plat thereof, as recorded in Plat Book 14, Pages 5, 5A through 5I of the Public Records of St. Lucie County, Florida.

WHEREAS, on or about August 20, 2007, The Shoppes at Primavista, LLC, as Owner of Lots 1, 2, 3, 4, 5, 34, 35, 36, 37, 38, 39, 40 and 41, Block 115, Port St. Lucie Section 27, according to the Plat thereof, as recorded in Plat Book 13, Page 7, of the Public Records of St. Lucie County, Florida, caused a Unity of Title to be recorded for the aforementioned lots, and;

WHEREAS, the Unity of Title requires the development of 1, 2, 3, 4, 5, 34, 35, 36, 37, 38, 39, 40 and 41, Block 115, Port St. Lucie Section 27, as one parcel of land and it binds the heirs and assigns of the property until released in writing by the City Council, and;

WHEREAS, on or about August 1, 2012, the property Owner applied for a Subdivision Plat Application for the creation of a Family Dollar Store, and;

WHEREAS, on or about September 24, 2012, the City Council via Resolution 12-R___, approved the Re-plat of Lots 1 through 5 and Lots 34 through 41, Block 115, Port St. Lucie Section 27, and;

WHEREAS, the Re-plat of the entire project subsequent to the Unity of Title supersedes the Unity of Title, thus the Unity of Title should be released, and;

WHEREAS, the Owner is requesting that the City Council release the Unity of Title on the property so that the Lots may be developed and sold independently of each other.

NOW, THEREFORE, the City of Port St. Lucie hereby releases the above mentioned Unity of Title for Lots 1, 2, 3, 4, 5, 6, 7, 22, 23, 24, 25, 26, 27 and 28, Block 1497, Port St. Lucie Section 16, as follows:

1. The Unity of Title for Lots 1, 2, 3, 4, 5, 34, 35, 36, 37, 38, 39, 40 and 41, Block 115, Port St. Lucie Section 27, is hereby released, the tracts as replatted may be developed independently in accordance with the rules and regulations of the City of Port St. Lucie.

2. This Release of Unity of Title shall become effective upon its recordation in the Public Records of St. Lucie County, Florida.

CITY OF PORT ST. LUCIE
a Florida municipal corporation

WITNESS:

By: _____
JoAnn M. Faiella, Mayor

(Print Name) Yvette Cruz

WITNESS:

(Print Name) Bonnie R. Cruz

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument as acknowledged before me this 27 day of Sept., 2012, by JOANN M. FAIELLA as Mayor of the City of Port St. Lucie, on behalf of the City, who is personally known to me.

BONNIE R. CRUZ
MY COMMISSION # DD 936160
EXPIRES: October 27, 2013
Bonded Thru Budget Notary Services

Notary Public

BONNIE R. CRUZ
MY COMMISSION # DD 936160
EXPIRES: October 27, 2013
Bonded Thru Budget Notary Services

H:\Limb\SAFETY OF TITLE\[illegible] property\Jc - release of U.T.doc

SECTION D

Letter of Authorization

LETTER OF AUTHORIZATION

To Whom It May Concern:

This letter does hereby authorize RDP 17 LLC to act as our agent for and with all regulatory agencies, departments, and their personnel for the City of Port St. Lucie, St. Lucie County, Florida Department of Economic Opportunity, Florida Department of Transportation, South Florida Water Management District, Florida Department of Environmental Protection, US Army Corps of Engineers, and any other regulatory agencies or utility providers in an effort to receive all approvals necessary for permitting and developing the proposed commercial project on an approximately .92 acres, m.o.l. tract that is generally located on the north side of Prima Vista Blvd approximately 420' east of Friar Street, lot 3 of the Prima Vista Commercial Center Plat in the City of Port St. Lucie, St. Lucie County, Florida. In addition, I authorize the above-listed agent to bind me, or my corporation, to perform any requirements which may be necessary to procure these permits or authorizations.

Parcel ID Number(s):	Site Acreage	Street Address (if assigned):
3429-603-0002-000-1	0.92	NW Prima Vista Blvd

Property Owner:

Signature: _____
Name: ROGERS HAYDON
Title: ITS MANAGER
CSC Properties, LLC
5795 Ulmerton Road Ste 200
Clearwater, FL 33760

STATE OF FLORIDA
COUNTY OF PINELLAS
On this the 5th day of DEC 20 22 before me, the undersigned Notary Public of the State of FLORIDA, personally appeared ROGERS HAYDON and whose name(s) is/are subscribed to the within instrument, and acknowledge that he/she/they executed it. The individual(s) are X personally known to me, or ___ presented the following identification:
_____.

WITNESS MY HAND AND SEAL:

Annette Jacoby
NOTARY SIGNATURE

NOTARY SEAL &
COMMISSION EXPIRATION: OCTOBER 24, 2023

ANNETTE JACOBY
MY COMMISSION # GG 914405
EXPIRES: October 24, 2023
Bonded Thru Notary Public Underwriters

SECTION E

Binding PUD Agreement

BINDING PUD AGREEMENT

The property, as described on Exhibit A hereto, is under the unified control of the undersigned petitioner who agrees to (1) proceed with the proposed development of the property according to the provisions of the Port St. Lucie PUD Zoning Regulations and (2) provide for such agreements, contracts, deed restrictions and sureties as are appropriate and acceptable to the City of Port St. Lucie for the completion of the development of the property in accordance with the PUD plan approved by the City. In addition, the petitioner shall be responsible for the continuing operations and maintenance of the property and improvements until such time as the property is subdivided. When subdivided an appropriate declaration shall be recorded in the public records of St Lucie County, Florida. The declaration shall provide for operations and maintenance, neither of which shall be provided or maintained at public expense. The petitioner further agrees to bind its successors in title to this Agreement.

IN WITNESS WHEREOF, the undersigned has hereunto set his hand and seal this 17 day of May, 2012.

PETITIONER:
SHOPPES AT PRIMA VISTA, LLC

By: Leonard A Meyers
Leonard Meyers
Manager

WITNESS:

Name: MARIA E MUNOZ

Name: MARTHA SCHIERMAN

EXHIBIT 'A'

PRIMA VISTA SHOPS

LEGAL DESCRIPTION

LOTS 1, 2, 3, 4, 5, 34, 35, 36, 37, 38, 39, 40, & 41, BLOCK 115, PORT ST. LUCIE SECTION TWENTY-SEVEN, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 14, PAGES 5, 5A-5I, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

SECTION 29, TOWNSHIP 36 SOUTH, RANGE 40 EAST

PARCEL CONTROL NUMBERS:

LOT 1	342063011050007
LOT 2	342063011060004
LOTS 3, 4, & 5	342063011070001
LOT 34	342063011380007
LOT 35	342063011390004
LOT 36	342063011400004
LOT 37	342063011410001
LOT 38	342063011420008
LOTS 39 & 40	342063011430005
LOT 41	342063011450009

FILE: 12-1293 ld.DOC

CITY OF PORT ST. LUCIE

BINDING PLANNED UNIT DEVELOPMENT (PUD) AGREEMENT

Project Name: Prima Vista Commercial Center

Legal Description: All of the Property within Prima Vista Commercial Center Plat No. 2, according to the Plat thereof, recorded in Plat Book 68, Page 37, of the Public Records of St. Lucie County, Florida

I HEREBY DECLARE THAT, the Property legally described above and being a part of Prima Vista Commercial Center is under unified control and I hereby agree to proceed with the proposed PUD development according to the provisions of the City of Port St. Lucie zoning regulations and conditions as may be attached to the zoning of the land to PUD, including, but not limited to, the original Binding PUD Agreement dated May 17, 2012, which remains in effect. In addition, I will provide agreements, contracts, deed restrictions and such relevant securities as may be required by the City for completion of the development according to the design parameters approved, and also agree to provide continuing operation and maintenance of such areas, functions, and facilities as are not to be provided, operated or maintained at public expense. In addition, I agree to bind all successors in title to any commitments made hereunder in this paragraph.

Sworn to and subscribed before me this 3rd day of May, 2023.

Prima Vista Commercial Center Property Owner's Association, Inc, a Florida Not-For-Profit corporation

By: _____

Rogers K. Haydon, Jr., President

STATE OF FLORIDA

COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] on-line notarization, this 3RD day of May, 2023, by Rogers K. Haydon, Jr., as President of Prima Vista Commercial Center property Owners Association, Inc., a Florida Not-For-Profit corporation.

WITNESS my hand and official seal in the County and State last aforesaid this 3RD day of May 2023.

Annette Jacoby

Notary Public – signature

ANNETTE JACOBY

Public - printed name

My Commission expires: OCTOBER 24, 2023

ANNETTE JACOBY
MY COMMISSION # GG 914406
EXPIRES: October 24, 2023
Bonded Thru Notary Public Underwriters

**********FOR STAFF USE ONLY**********

Planning Dept No: _____

Ordinance Number: _____

Date Received: _____

Date Checked: _____

SECTION F

Statement of Unified Control

Prima Vista Commercial Center
Property Owners Association, Inc.
Corporate Office
5795 Ulmerton Road
Clearwater, FL 33760
Tel: 727-446-3444
Fax: 727-346-1253

Statement of Unified Control

April 5, 2023

Ms. Patricia Tobin, Director of Planning and Zoning City
of Port St. Lucie
121 S.W. Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Re: Prima Vista Commercial Center Property Owners Association, Inc. Statement of Unified Control

Ms. Tobin:

Please consider this letter to be the Statement of Unified Control in compliance with the City of Port St. Lucie zoning requirement. Prima Vista Commercial Center Property Owners Association, Inc., a Florida Not-For-Profit corporation, has unified control according to the Amended and Restated Declaration Of Covenants, Conditions, Restrictions and Easements for Prima Vista Commercial Center dated August 23, 2013 and recorded in Official Records Book 3568, at Page 2707, of the Public Records of St. Lucie County, Florida on October 10, 2013 with regard to the following properties located in the City of Port St. Lucie, St. Lucie County, Florida, which are legally described as follows:

All of the Property within Prima Vista Commercial Center Plat No. 2, according to the Plat thereof, recorded in Plat Book 68, Page 37, of the Public Records of St. Lucie County, Florida

If you should need anything further regarding this Statement of Unified Control, please do not hesitate to contact me at 727-446-3444.

Very truly yours,

PRIMA VISTA COMMERCIAL CENTER PARK PROPERTY OWNER'S ASSOCIATION, INC.

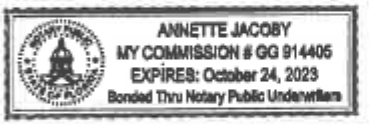
By: _____
Roger K. Haydon, Jr., President

State of Florida
County of Pinellas

Subscribed and sworn to before me this 6TH day of April, 2023.

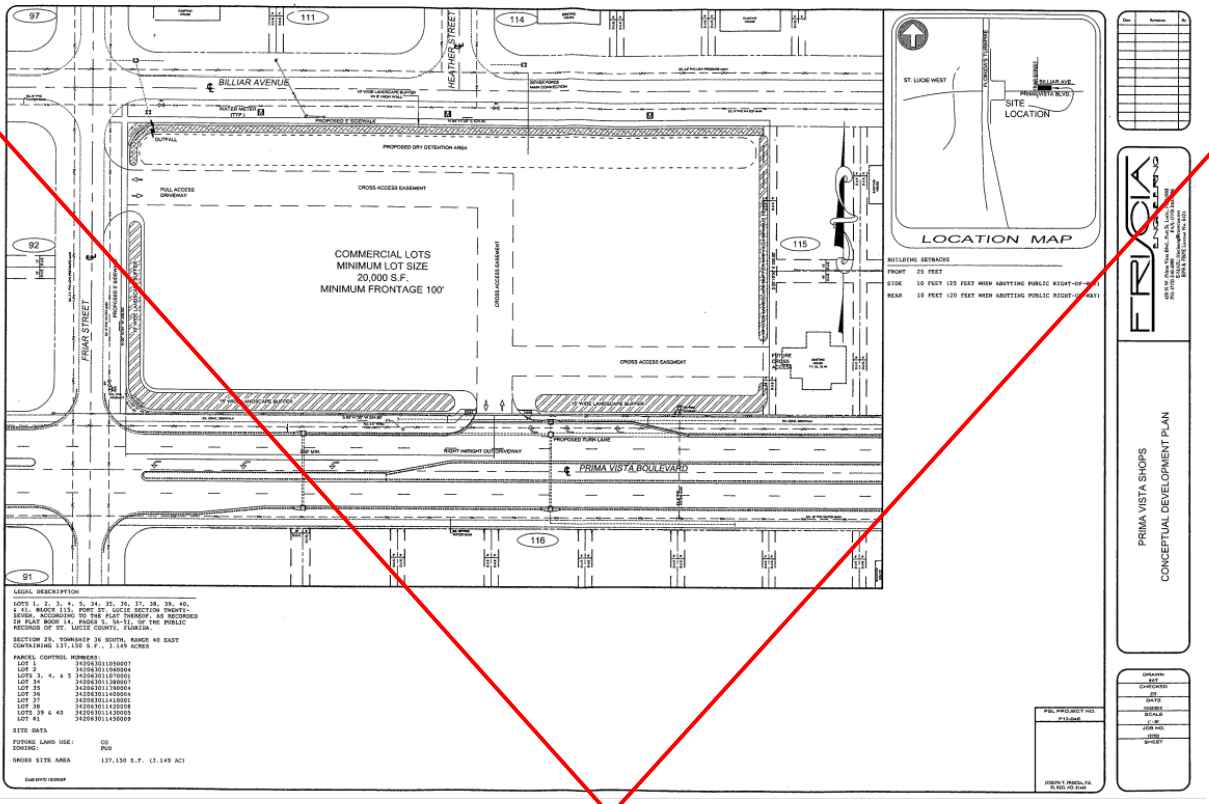
Annette Jacoby

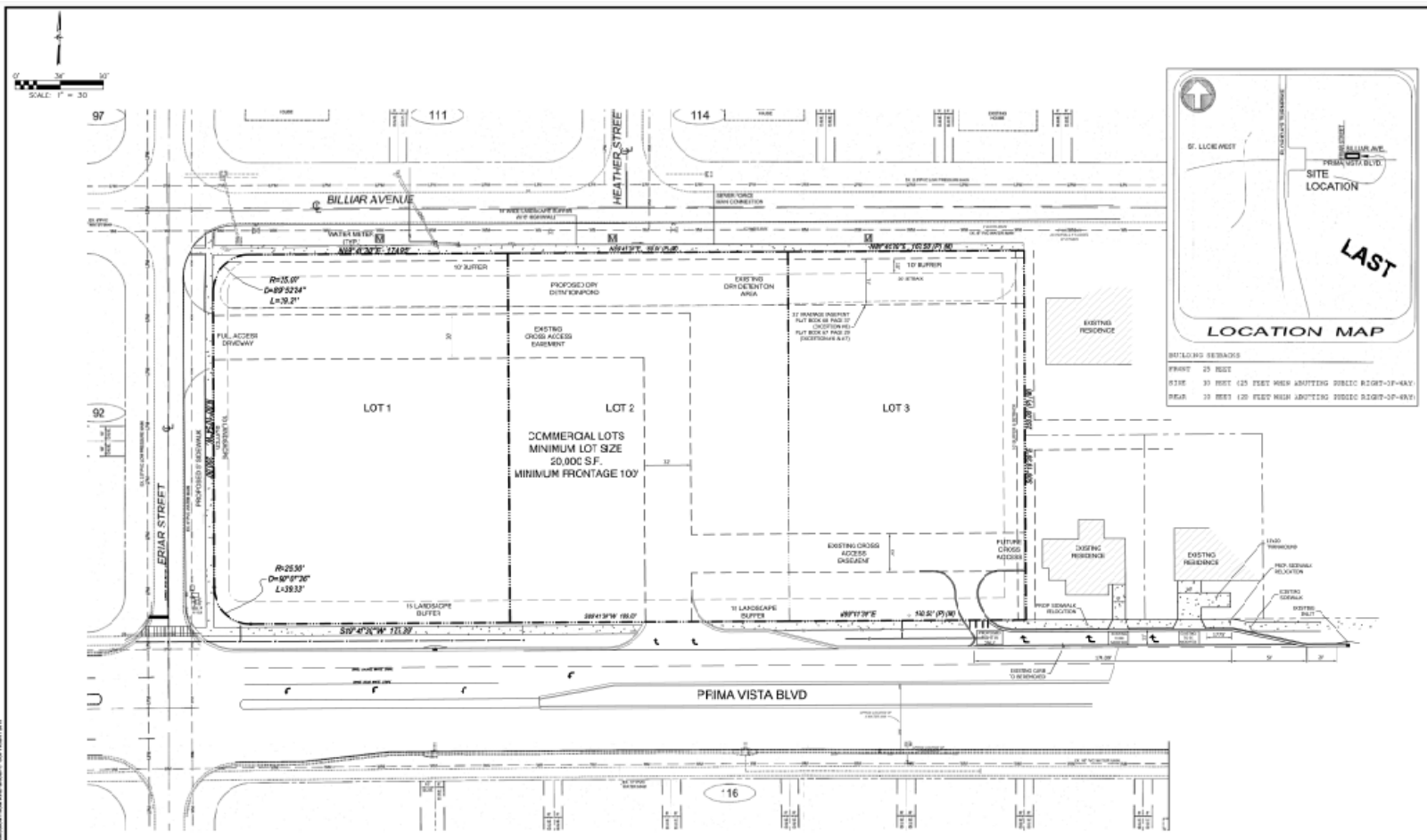
Signature of Notary Public
Commissioned State of Florida



SECTION G

Conceptual Development Plan


BILLIAR AVENUE
HEATHER STREET
FRIAR STREET
PRIMA VISTA BOULEVARD
PROPOSED DRY DETENTION AREA
CROSS ACCESS EASEMENT
FULL ACCESS DRIVEWAY
RIGHT IN/RIGHT OUT DRIVEWAY
PROPOSED TURN LANE
COMMERCIAL LOTS
MINIMUM LOT SIZE
20,000 S.F.
MINIMUM FRONTAGE 100'
97
111
114
115
116
92
91
ST. LUCIE WEST
SITE LOCATION
LOCATION MAP
BUILDING SETBACKS
FRONT 25 FEET
SIDE 10 FEET (25 FEET WHEN ABUTTING PUBLIC RIGHT-OF-WAY)
REAR 10 FEET (20 FEET WHEN ABUTTING PUBLIC RIGHT-OF-WAY)
LEGAL DESCRIPTION
LOTS 1, 2, 3, 4, 5, 34, 35, 36, 37, 38, 39, 40, & 41, BLOCK 115, PORT ST. LUCIE SECTION TWENTY-SEVEN, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 14, PAGES 9, 58-71, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
SECTION 29, TOWNSHIP 36 SOUTH, RANGE 40 EAST
CONTAINING 137,150 S.F., 3.149 ACRES
PARCEL CONTROL NUMBERS:
LOT 1 3420630110500007
LOT 2 3420630110600004
LOTS 3, 4, & 5 3420630110700001
LOT 34 3420630113800007
LOT 35 3420630113900004
LOT 36 3420630114000004
LOT 37 3420630114100001
LOT 38 3420630114200008
LOTS 39 & 40 3420630114300005
LOT 41 3420630114500009
SITE DATA
FUTURE LAND USE: CG
ZONING: PUD
GROSS SITE AREA 137,150 S.F. (3.149 AC)
PRIMA VISTA SHOPS
CONCEPTUAL DEVELOPMENT PLAN



LEGAL DESCRIPTION

LOT 1, PRIMA VISTA COMMERCIAL CENTER, ACCORDING TO THE MAP OF PLAT THEREOF, AS RECORDED IN PLAT BOOK 67, PAGES 29 AND 30, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH

LOTS 2 & 3, PLAT OF PRIMA VISTA COMMERCIAL CENTER PLAT NO. 1, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 68, PAGES 37 AND 38, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

SECTION 25, TOWNSHIP 36 SOUTH, RANGE 40 EAST CONTAINING 157,150 S.F., 3.149 ACRES

PARCEL CONTROL NUMBERS:

LOT 1	3-29-652-0001-400-1
LOT 2	3-29-653-0001-400-4
LOT 3	3-29-653-0002-900-1

SITE DATA

FUTURE LAND USE:	CG
ZONING:	PUD
GROSS SITE AREA	157,150 S.F. (3.145 AC)

THIS PUD CONCEPTUAL DEVELOPMENT PLAN (PUD P22-349) HAS BEEN REVISED BY AVID GROUP, LLC BASED UPON THE PLAN ORIGINALLY PREPARED BY FISCHER ENGINEERING, DATED 10/03/2022 (DID DWG 12120SR) FOR PUD P21-346.

CITY OF ST. LUCIE PROJECT NO. (**P22-349**)

THESE PLANS MAY NOT BE COPIED AND OR MODIFIED WITHOUT WRITTEN PERMISSION FROM AVID GROUP© COPYRIGHT 2021

NO.	DESCRIPTION	BY
1	PER CITY COMMENTS	

NOT VALID WITHOUT SIGNATURE & ORIGINAL SEAL OF A FLORIDA LICENSED PROFESSIONAL ENGINEER

P. PERSA
PE# 73911
STATE OF FLORIDA
05/24/2023

RETAIL DEVELOPMENT PROPERTIES, LLC

CIVIL ENGINEERING 2300 CLEW ROAD STE 201
LAND PLANNING HARBOR, FLORIDA 34683
TRAFFIC
TRANSPORTATION PHONE (772) 766-8938
SURVEYING
GIS AVIDGROUP.COM

AVID GROUP®

SHOPPES @ PRIMA VISTA

Port St. Lucie, FL

PUD CONCEPTUAL DEVELOPMENT PLAN

1

P22-349 Shoppes @ Prima Vista PUD Amendment No. 2

TYPE	STATUS	BUILDING TYPE
PA	CUSTOMER RESPONSED	

ASSIGNED TO

Melissa Perry; Michele Holler; Public Works Engineering; Stephen Mayer; Bethany Grubbs

ADDRESS

NW Prima Vista Blvd

SECTION	BLOCK	LOT
27	115	3

LEGAL DESCRIPTION

Legal Description
PLAT OF PRIMA VISTA COMMERCIAL CENTER PLAT NO. 2 (PB 38-37) LOT 3 (0.92 AC - 40,075 SF)

SITE LOCATION

NW Prima Vista Blvd

PARCEL #

3429-603-0002-000-1

CURRENT LANDUSE	PROPOSED LANDUSE	CURRENT ZONING	PROPOSED ZONING
CG		PUD	PUD

ACREAGE	NON-RESIDENTIAL SQ. FOOTAGE	NO. OF RESIDENTIAL UNITS
3.15		

NO. OF LOTS OR TRACTS	NO. OF SHEETS IN PLAT
0	0

UTILITY PROVIDER

CITY OF PORT ST. LUCIE

DESCRIBE REQUEST

The submittal is request to rezone to amend the current PD to allow an additonal RI access point off of Prima Vista Blvd as discussed with various city staff members:)

Primary Contact Email

jbellows@retaildevelopmentproperties.com

AGENT/APPLICANT

FIRST NAME	LAST NAME
Jason	Bellows

Business Name

Retail Development Properties, LLC

ADDRESS

140 E Morse Blvd, Unit J

CITY	STATE	ZIP
Winter Park	FL	32789

EMAIL	PHONE
jbellows@retaildevelopmentproperties.com	9015817712

AUTHORIZED SIGNATORY OF CORPORATION

FIRST NAME	LAST NAME

ADDRESS

140 E Morse Blvd, Unit J			
CITY	**STATE**		**ZIP**
Winter Park	FL		32789
EMAIL		**PHONE**	
jbellows@retaildevelopmentproperties.com		9015817712	
PROJECT ARCHITECT/ENGINEER			
FIRST NAME		**LAST NAME**	
Business Name			
ADDRESS			
CITY	**STATE**		**ZIP**
EMAIL		**PHONE**	
PROPERTY OWNER			
Business Name			
CSC Properties LLC			
ADDRESS			
5795 Ulmerton Rd STE 200, Clearwater FL 33760			
CITY	**STATE**		**ZIP**
Clearwater	FL		33760
EMAIL		**PHONE**	
rodgers@cscproperties.com		(727) 446-3444	
FINAL PERMIT INSPECTION REQUIRED BY:			

LETTER OF AUTHORIZATION

To Whom It May Concern:

This letter does hereby authorize Retail Development Properties, LLC and RDP 17, LLC to act as our agent for and with all regulatory agencies, departments, and their personnel for the City of Port St. Lucie, St. Lucie County, Florida Department of Economic Opportunity, Florida Department of Transportation, South Florida Water Management District, Florida Department of Environmental Protection, US Army Corps of Engineers, and any other regulatory agencies or utility providers in an effort to receive all approvals necessary for permitting and developing the proposed commercial project on an approximately .92 acres, m.o.l. tract that is generally located on the north side of Prima Vista Blvd approximately 420' east of Friar Street, lot 3 of the Prima Vista Commercial Center Plat in the City of Port St. Lucie, St. Lucie County, Florida. In addition, I authorize the above-listed agent to bind me, or my corporation, to perform any requirements which may be necessary to procure these permits or authorizations.

Parcel ID Number(s):	Site Acreage	Street Address (if assigned):
3429-603-0002-000-1	0.92	NW Prima Vista Blvd

Property Owner:

Signature: _____
Name: ROGERS HAYDON
Title: ITS MANAGER
CSC Properties, LLC
5795 Ulmerton Road Ste 200
Clearwater, FL 33760

STATE OF FLORIDA
COUNTY OF PINELLAS
On this the 5th day of DEC 20 22 before me, the undersigned Notary Public of the State of FLORIDA, personally appeared ROGERS HAYDON and whose name(s) is/are subscribed to the within instrument, and acknowledge that he/she/they executed it. The individual(s) are X personally known to me, or ___ presented the following identification:

_____.

WITNESS MY HAND AND SEAL:

Annette Jacoby
NOTARY SIGNATURE

NOTARY SEAL &
COMMISSION EXPIRATION: OCTOBER 24, 2023

ANNETTE JACOBY
MY COMMISSION # GG 914405
EXPIRES: October 24, 2023
Bonded Thru Notary Public Underwriters

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 3816087 OR BOOK 3499 PAGE 2633, Recorded 03/28/2013 at 09:16
Doc Tax: $5600.00

3 of 5

Prepared by and return to:
James Schwartz
Attorney at Law
Sure Title
235 N. Garden Ave
Clearwater, FL 33755
727-443-5300
File Number: **12-10003**

Parcel Identification No. **3420-630-1105-000-7; 3420-630-1106-000-4; 3420-630-1107-000-1; 3420-630-1138-000-7; 3420-630-1139-000-4; 3420-630-1140-000-4; 3420-630-1141-000-1; 3420-630-1142-000-8; 3420-630-1143-000-5;** and **3420-630-1145-000-9**

$800,000.00

[Space Above This Line For Recording Data]

Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this **19th** day of **March, 2013** between **The Shoppes at Prima Vista, LLC, a Florida limited liability company** whose post office address is **7485 Bondsberry Ct., Boca Raton, FL 33434** of the County of **Palm Beach**, State of **Florida**, grantor*, and **CSC Properties, LLC, a Florida limited liability company** whose post office address is **4592 Ulmerton Road, Suite 102, Clearwater, FL 33762** of the County of **Pinellas**, State of **Florida**, grantee*,

Witnesseth that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Saint Lucie County, Florida**, to-wit:

Lots 1, 2, 3, 4, 5, 34, 35, 36, 37, 38, 39, 40 and 41, Block 115, Port St. Lucie Section Twenty-Seven, according to the map or plat thereof as recorded in Plat Book 14, Page 5, 5A through 5I, Public Records of St. Lucie County, Florida.

Also known as the Plat of Prima Vista Commercial Center, according to the map or plat thereof as recorded in Plat Book 67, Page(s) 29, Public Records of St. Lucie County, Florida.

This is not the homestead property of said Grantor(s).

and said grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

* "Grantor" and "Grantee" are used for singular or plural, as context requires.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: Tatiana Marron

Witness Name: MARIA E. MUÑOZ

The Shoppes at Prima Vista, LLC, a Florida limited liability company

By: Leonard M Meyers
Leonard Meyers, MGRM

DoubleTime®

State of Florida
County of Palm Beach

The foregoing instrument was acknowledged before me this 15th day of March, 2013 by Leonard Meyers, MGRM of The Shoppes at Prima Vista, LLC, a Florida limited liability company, on behalf of said firm. He/she [✓] is personally known or [ ] has produced a driver's license as identification.

[Notary Seal]

KRISTIN ROSE WIELAND
MY COMMISSION # EE223170
EXPIRES October 27, 2016
(407) 398-0153 FloridaNotaryService.com

Notary Public

Printed Name: Kristin Rose Wieland

My Commission Expires: Oct. 27, 2016

RETAIL
DEVELOPMENT
PROPERTIES
PERFORMANCE MATTERS

Dear Property Owner,

My name is Jason Bellows with Retail Development Properties. The purpose of this letter is to inform you of the project that will be taking place adjacent to your property at 533 NW Prima Vista Blvd, Port St Lucie FL 34983.

We plan to develop a Quick-Lube Oil Change, “Strickland Brothers 10 Minute Oil Change”. Attached is the most recent conceptual plan. Our team would be willing to provide you with a hammerhead driveway to allow a turnaround versus backing out onto Prima Vista. Please contact our development team to discuss the project in further detail and how we can accommodate you as much as possible. I look forward to speaking with you.

Best,

Jason Bellows

(901) 581-7712

POSTAL SERVICE.

WEST TAMPA
1802 N HOWARD AVE
TAMPA, FL 33607-9998
(800)275-8777

04/13/2023 02:49 PM

Product	Qty	Unit Price	Price
Priority Mail®	1		$9.65
Window FR Env			
Port Saint Lucie, FL 34983			
Flat Rate			
Expected Delivery Date			
Sat 04/15/2023			
Tracking #:			
9505 5161 4856 3103 0098 09			
Insurance			$0.00
Up to $100.00 included			
Total			$9.65

Grand Total: $9.65

Debit Card Remitted $9.65
Card Name: VISA
Account #: XXXXXXXXXXXX3515
Approval #: 046053
Transaction #: 617
Receipt #: 052500
Debit Card Purchase: $9.65
AID: A0000000980840 Contactless
AL: US DEBIT

Text your tracking number to 28777 (2USPS) to get the latest status. Standard Message and Data rates may apply. You may also visit www.usps.com USPS Tracking or call 1-800-222-1811.

Save this receipt as evidence of insurance. For information on filing an insurance claim go to https://www.usps.com/help/claims.htm or call 1-800-222-1811

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Refunds for guaranteed services only.
Thank you for your business.

Tell us about your experience.
Go to: https://postalexperience.com/Pos
or scan this code with your mobile device,

or call 1-800-410-7420.

UFN: 118945-0607
Receipt #: 840-53350040-1-7403935-2
Clerk: 15

7022 3330 0001 2936 5714

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Return Receipt (electronic)
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Adult Signature Required
Adult Signature Restricted Delivery
Postage
Total Postage and Fees
Sent To Fl Florida Group LLC
Street and Apt. No., or PO Box No. 125 SW Hillcrest St.
City, State, ZIP+4® Port St. Lucie, FL 34983
APR 24 2023
Postmark Here
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

USPS Tracking®

FAQs >

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9505516148563103009809

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Latest Update

Your item was delivered in or at the mailbox at 3:10 pm on May 4, 2023 in PORT SAINT LUCIE, FL 34983.

Get More Out of USPS Tracking:

USPS Tracking Plus®

Delivered

Delivered, In/At Mailbox

PORT SAINT LUCIE, FL 34983
May 4, 2023, 3:10 pm

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Text & Email Updates ⌄

USPS Tracking Plus® ⌄

Product Information ⌄

See Less ^

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Enter tracking or barcode numbers

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Contact USPS Tracking support for further assistance.

FAQs

Prima Vista Shops
Planned Unit Development (PUD)
Amendment No. 2
P22-349

Planning & Zoning Board Hearing

June 6, 2023

Bethany Grubbs, Planner III

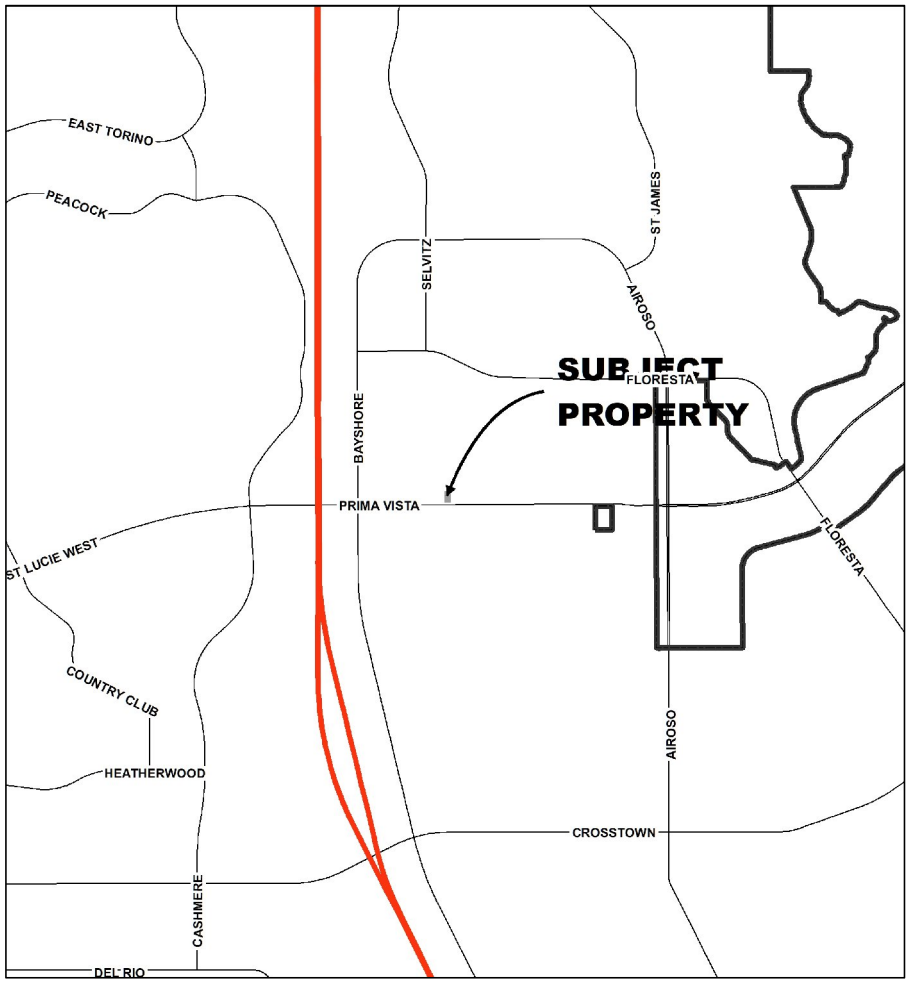
Request

This is the second amendment to the Prima Vista Shops PUD document and conceptual plan. This amendment proposed to add a right-in-only driveway off Prima Vista Boulevard for access to the property, Lot 3.

General Information

Applicant / Property Owner – CSC Properties, LLC
Agent – Jason Bellows, Retail Development Properties, LLC
Location – The property is located on the north side of NW Prima Vista Boulevard, east of NW Friar Street

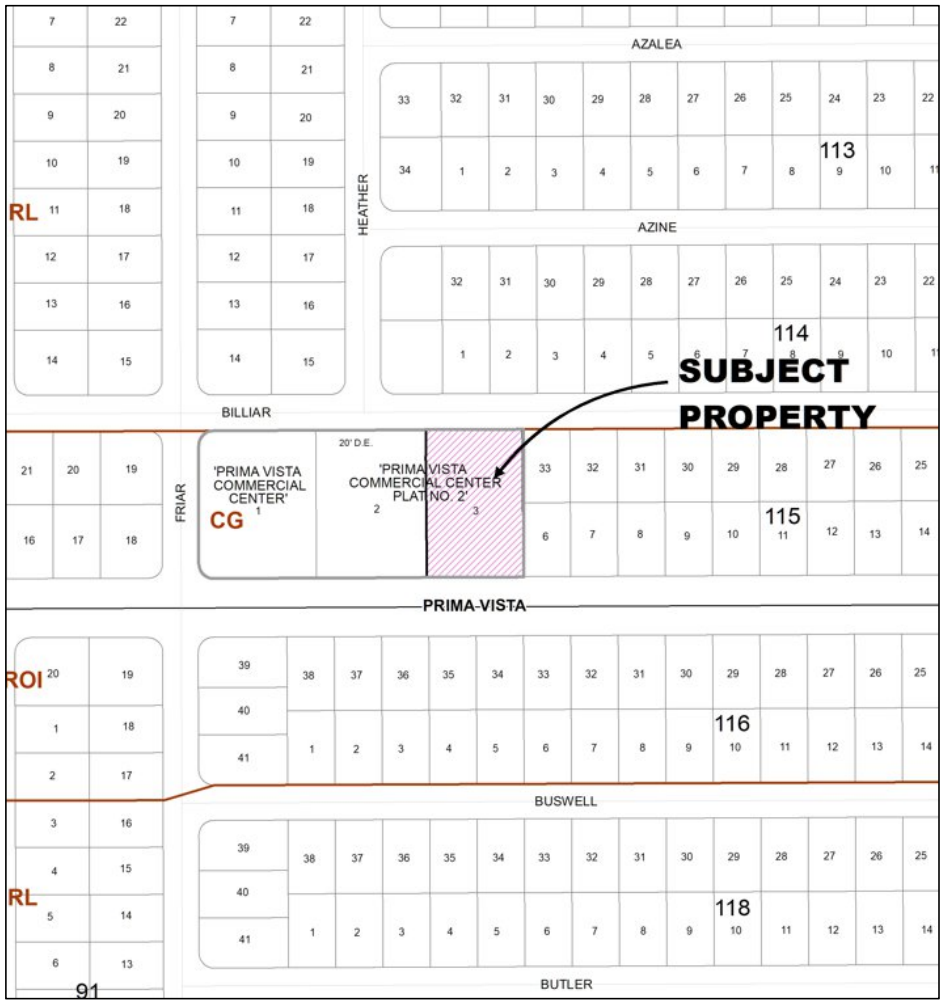
Location Map



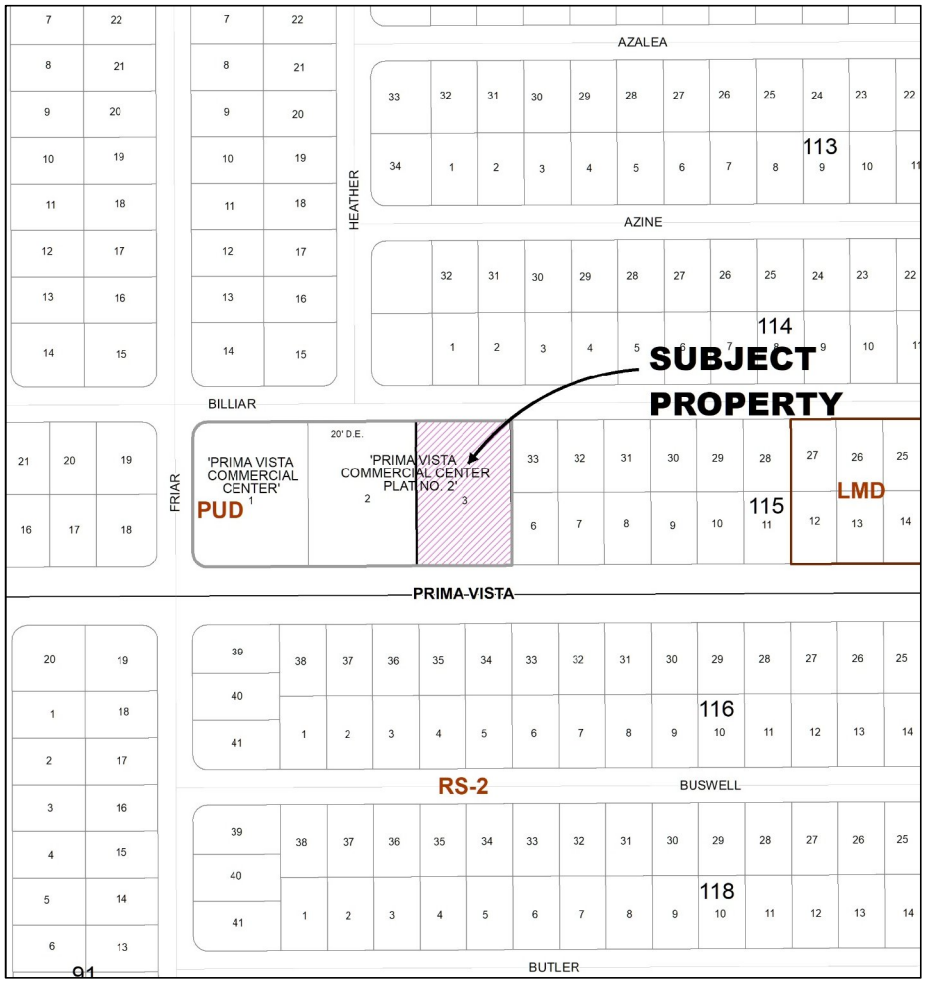
Aerial


AZALEA
HEATHER
AZINE
SUBJECT PROPERTY
BILLIAR
FRIAR
PRIMA VISTA
BUSWELL
BUTLER

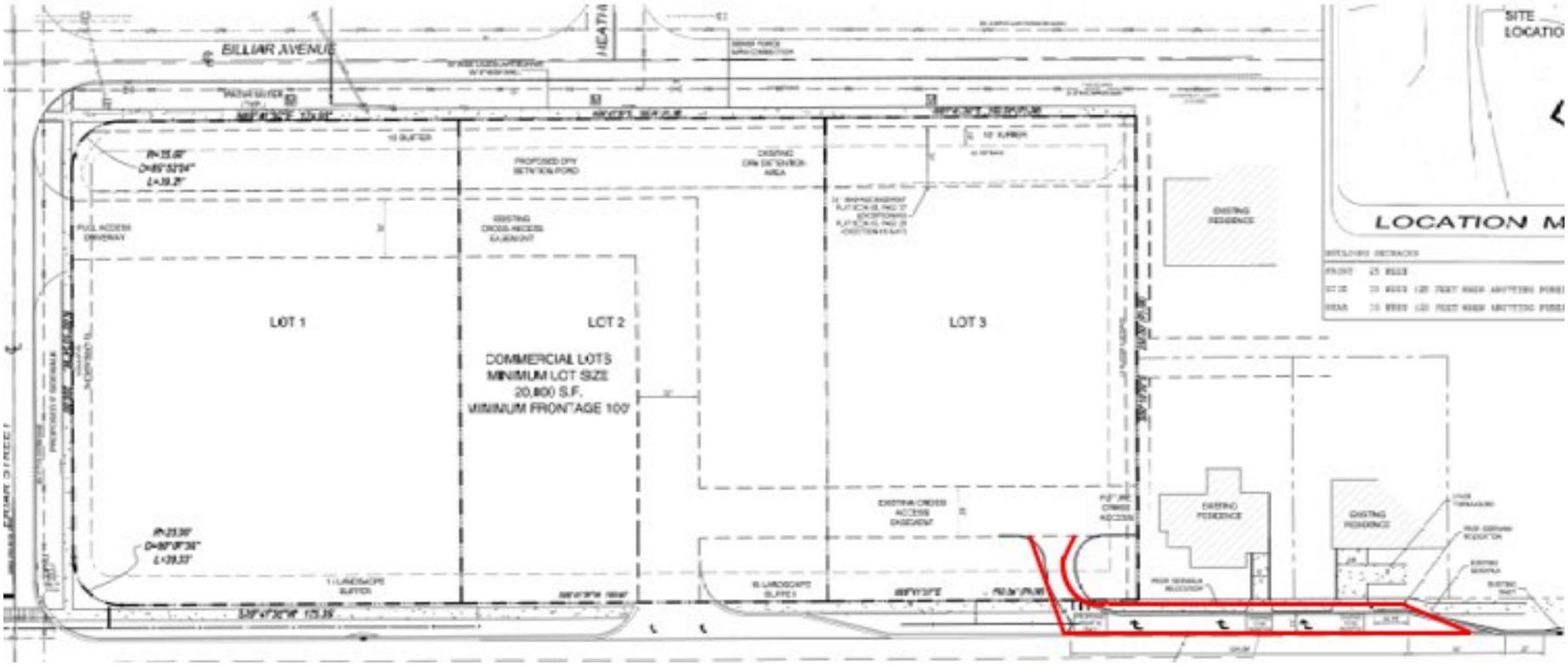
Future Land Use



Zoning


AZALEA
HEATHER
AZINE
BILLIAR
FRIAR
PRIMA-VISTA
BUSWELL
BUTLER
SUBJECT PROPERTY
'PRIMA VISTA COMMERCIAL CENTER'
PUD
'PRIMA VISTA COMMERCIAL CENTER PLAT NO. 2'
20' D.E.
LMD
RS-2
113
114
115
116
118

Conceptual Plan



Special Consideration

- Staff requested that the applicant notify the adjacent property, that as part of this project, they are willing to offer to provide a hammerhead driveway to allow a turnaround versus backing into Prima Vista Boulevard.



Compatibility Analysis

This PUD is consistent with the direction and policies of the Comprehensive Plan.

Policy 1.1.4.10: The following densities and intensities shall apply to the future land use designations:

- CG (General Commercial) – Lot Coverage: 40%, Height: 35 feet, Impervious Surface Area: 80%

Policy 2.1.2.3: Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity as a condition of development approval based on the City's existing access standards, which are equal to or greater than those of FDOT. New development shall attempt to accommodate more than one access point.

Staff Recommendation

The Site Plan Review Committee recommended approval of this PUD amendment on March 8, 2023.

Planning and Zoning Board Action

- Motion to recommend approval to the City Council
- Motion to recommend approval to the City Council with conditions
- Motion to recommend denial to the City Council

"A City for All Ages"

Agenda Summary

2023-324

Agenda Date: 6/6/2023 **Agenda Item No.:** 9.e

Placement: Public Hearing - Quasi Judicial

Action Requested: Motion / Vote

P23-038 Tommy C. Creel - Custom Welding Diversified, Inc. - Variance

Location: 1983 SW Biltmore St.
Legal Description: Port St Lucie Section 13, Block 628 S, ½ Lot 14 and all lots 15 and 16.
This is a request for a variance of 4 feet to allow a 6-foot setback from the side property line for a proposed concrete slab used for open storage.

Submitted By: Bianca Lee, Planner II, Department of Planning & Zoning

Executive Summary: The applicant is requesting a variance of 4 feet to allow a 6-foot setback from the side property line for a proposed concrete slab used for open storage. Section 158.126(J) Setback and Landscaping Requirements, a side setback of ten (10) feet is required as a ten (10) foot wide landscape buffer strip.

Presentation Information: A presentation will be provided.

The Board may choose to approve, deny or table the proposed variance. If the Board finds that the variance application is consistent with the criteria as listed in Section 158.295 (B) (1) through (7) of the City code (listed above), then the Board may:

- Motion to approve with conditions

1. Amend the site plan to include the proposed concrete slab and outdoor storage area.
2. Install the missing hedges along the south and west property lines to comply with landscaping requirements.
3. Construct a dumpster enclosure with gates adjacent to the northwest property line between the existing buildings as per Section 158.232(B).

- Motion to approve

If the Board finds that the variance application is inconsistent with the criteria as listed in Section 158.295 (B) (1) through (7) of the City code, then the Board may:

- Motion to deny

Should the Board need further clarification or information from either the applicant and/or staff, the Board may:

- Motion to table or continue the hearing or review to a future meeting

Background: The variance application was tabled at the April 4, 2023, Planning & Zoning Board meeting due to the applicant not being present.

Issues/Analysis: See attached staff report.

Special Consideration: N/A

Location of Project: 1983 SW Biltmore St.

Attachments: 1. Staff report, 2. Application 3. Applicant response to variance criteria 4. Survey, 5. Deed, 6. Staff presentation

Tommy C. Creel
Variance
Project Number: P23-038



Project Aerial Map

SUMMARY

Applicant's Request:	To grant a variance of 4 feet to allow a 6-foot setback from the side property line for a proposed concrete slab used for open storage.
Applicant:	Tommy C. Creel
Property Owner:	Tommy C. Creel
Location:	1983 SW Biltmore St.
Application Type: (Identify if quasi-judicial)	Variance, Quasi-Judicial
Project Planner:	Bianca Lee

Project Description

The applicant is requesting a variance of 4 feet to allow a 6-foot setback from the side property line for a proposed concrete slab used for open storage. Section 158.126(J) Setback and Landscaping Requirements, a side setback of ten (10) feet is required as a ten (10) foot wide landscape buffer strip.

Review Criteria

An application for a variance is reviewed for consistency with Article XV of the Zoning Code, Sections 158.295 through 158.299. Final action on the application (approval or denial) is in the form of an Order of the Planning and Zoning Board following a quasi-judicial public hearing. A vote of approval by five (5) members of the Planning and Zoning Board is required to grant a variance.

Public Notice Requirements (Section 158.298 (B))

Public notice was mailed to owners within 750 feet and the file was included in the ad for the Planning & Zoning Board's agenda.

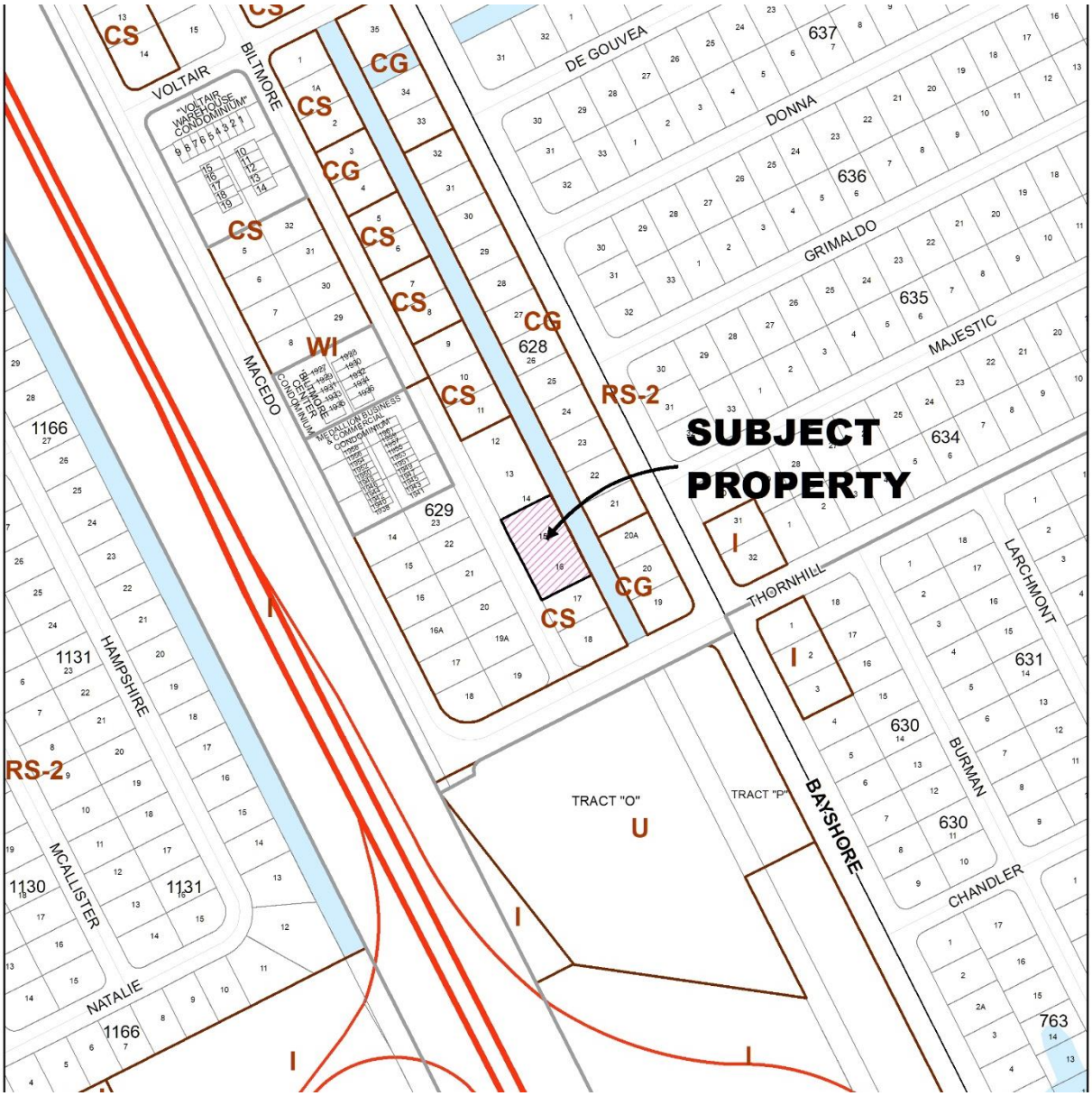
Location and Site Information

Parcel Number:	3420-560-2425-000-9
Property Size:	0.57 AC/ 25,000 SF
Legal Description:	Port St. Lucie Section 13, Block 628 S ½ Lot 14 & All Lots 15 & 16
Address:	1983 SW Biltmore St.
Future Land Use:	Light Industrial (LI) & Service Commercial (CS)
Existing Zoning:	Service Commercial (CS)
Existing Use:	Welding shop

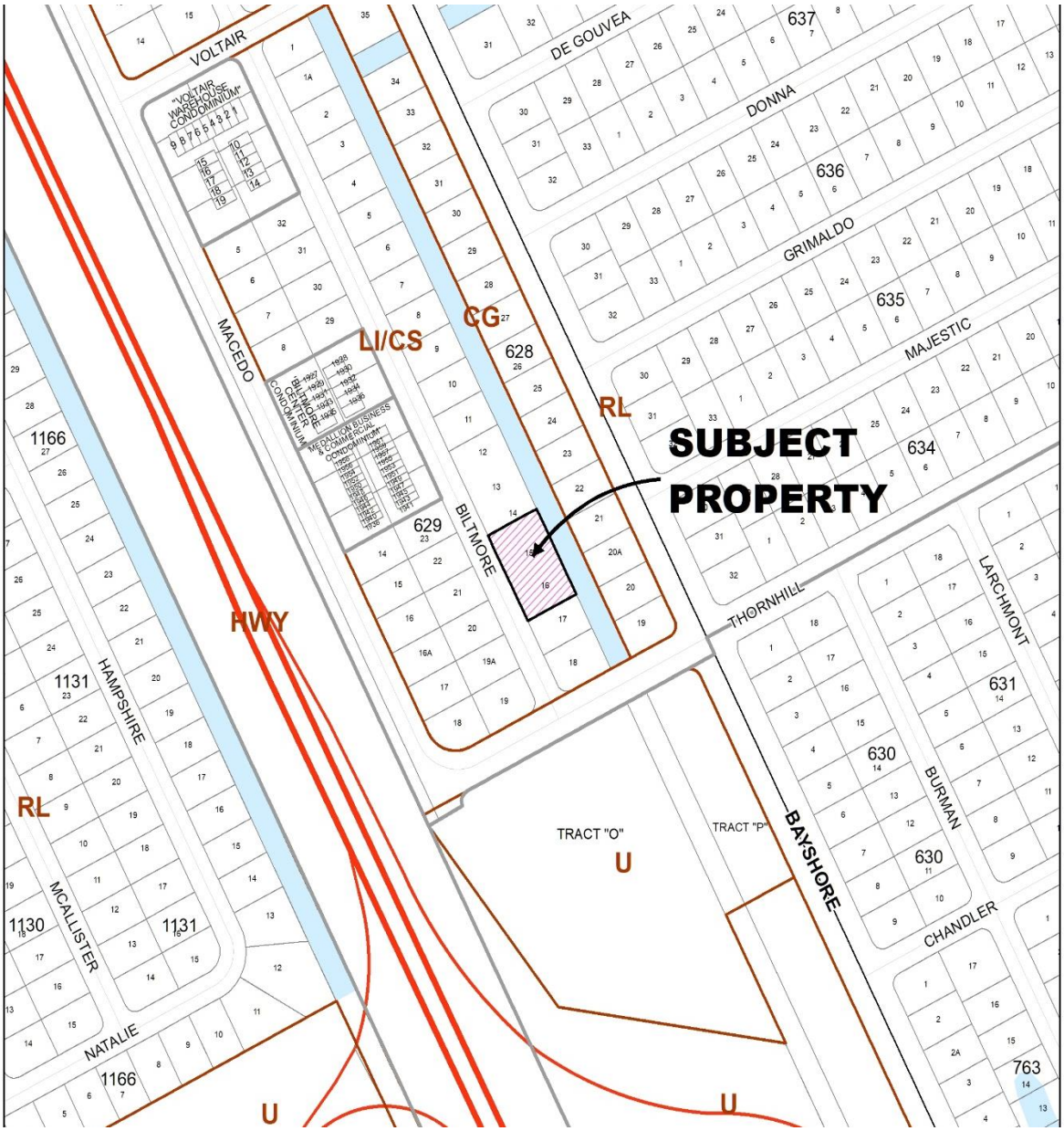
Surrounding Uses

Direction	Future Land Use	Zoning	Existing Use
North	LI/CS	CS	Service
South	LI/CS	CS	Service
East	CG	CG	Retail
West	LI/CS	CS	Repair shop

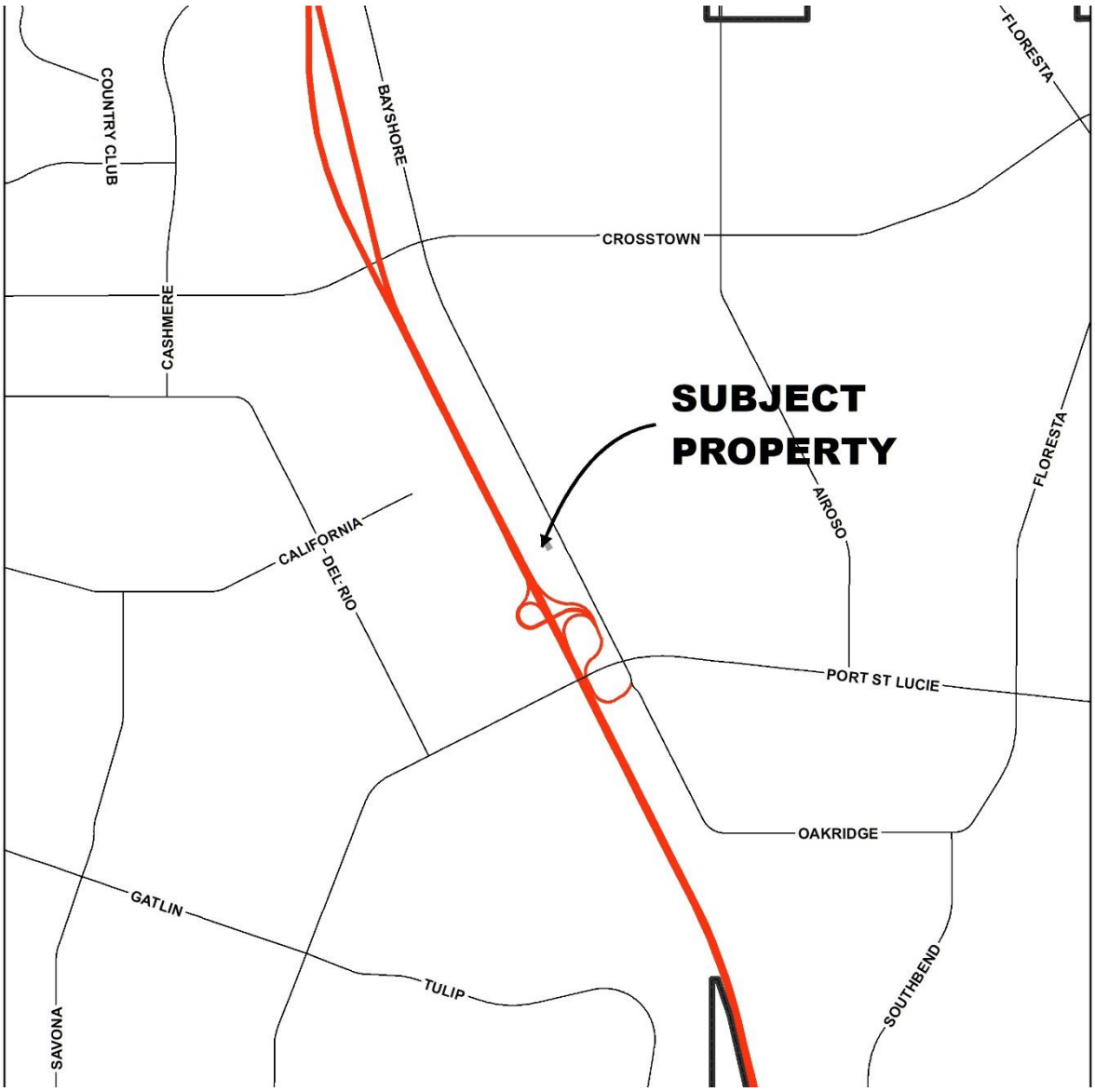
RL-Low Density Residential, and RS-2- Single-Family Residential


SUBJECT PROPERTY
CS
CG
WI
RS-2
I
U
VOLTAIR
BILTMORE
MACEDO
HAMPSHIRE
MCALLISTER
NATALIE
DE GOUVEA
DONNA
GRIMALDO
MAJESTIC
THORNHILL
LARCHMONT
BURMAN
BAYSHORE
CHANDLER
TRACT "O"
TRACT "P"
637
636
635
634
631
630
629
628
1166
1131
1130
763

Zoning Map



Project Land Use Map



Location Map

IMPACTS AND FINDINGS

Section 158.295 (B) of the Zoning Code establishes the duties of the Planning and Zoning Board in authorizing a variance. The Planning and Zoning Board may authorize a variance from the provisions of the Zoning Code as will not be contrary to the public interest when, owing to special conditions, a literal enforcement of the provisions will result in unnecessary and undue hardship. Pursuant to Section 158.296, a variance is authorized only for height, area, and size of structure, yard size, building setback, lot size requirements, and other applicable development regulations, excluding use. To authorize a variance, the Planning and Zoning Board should consider the criteria listed under Section 158.295 (B) (1) through (7) of the Zoning Code. The applicant's response to this criterion is attached to the application. Staff's review is provided below:

Compatibility with variance criteria Section 158:295 (B).

1) That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district.

    - *Staff Findings: Special conditions and circumstances do not exist, which are peculiar to the land, structure, or building involved.*

2) That the special conditions and circumstances do not result from any action of the applicant.

    - *Staff Findings: See No. 1 above.*

3) That granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district.

    - *Staff Findings: Special privileges would be conferred upon the applicant, a 10 ft. side landscape buffer strip is a regulatory standard applied to other lands, buildings, and structures in the Service Commercial Zoning District.*

4) That literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant.

    - *Staff Findings: Literal interpretation of the provisions of the chapter would not deprive the applicant of rights commonly enjoyed by other properties in the same zoning district or introduce unnecessary and undue hardships on the applicant.*

5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, building, or structure.

    - *Staff Findings: The proposed concrete slab for open storage should comply with the 10 ft. side setback as per CS-Service Commercial Zoning Section 158.126(J) Setback and Landscaping Requirements, a side setback of ten (10) feet is required as a ten (10) foot wide landscape buffer strip. The proposed concrete slab should not interfere with any utilities or drainage. A dumpster enclosure was originally intended to be located adjacent to this area on the site. The dumpster enclosure area was moved to the area between this building and the building to the north, however the enclosure is only partially constructed and does not comply with Zoning Code Section 158.232. In addition, the shrubs along the south and east sides are missing.*

6) That the granting of the variance will be in harmony with the general intent and purpose of

the chapter and that the variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

- *Staff Findings: Granting of the variance will not be in harmony with the general intent and purpose of the chapter, however, the variance is not thought to be injurious to the area involved or otherwise detrimental to the public welfare.*

7) That there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

- *Staff Findings: The applicant has acknowledged this.*

PLANNING AND ZONING BOARD ACTION OPTIONS

The Board may choose to approve, deny or table the proposed variance. If the Board finds that the variance application is consistent with the criteria as listed in Section 158.295 (B) (1) through (7) of the City code (listed above), then the Board may:

- Motion to approve with conditions

1. Amend the site plan to include the proposed concrete slab and outdoor storage area.
2. Install the missing hedges along the south and west property lines to comply with landscaping requirements.
3. Construct a dumpster enclosure with gates adjacent to the northwest property line between the existing buildings as per Section 158.232(B).

- Motion to approve

If the Board finds that the variance application is inconsistent with the criteria as listed in Section 158.295 (B) (1) through (7) of the City code, then the Board may:

- Motion to deny

Should the Board need further clarification or information from either the applicant and/or staff, the Board may:

- Motion to table or continue the hearing or review to a future meeting

(NOTE TO APPLICANTS: Any request for a variance that is denied by the Planning and Zoning Board may be appealed to the Board of Zoning Appeals. Appeal applications are made through the City Clerk's office and must be submitted within 15 days after the Planning and Zoning Board hearing).

VARIANCE APPLICATION

CITY OF PORT ST. LUCIE
Planning & Zoning Department
121 SW Port ST. Lucie Blvd.
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 check payable to the "City of Port St. Lucie. Fee is nonrefundable unless application is withdrawn prior to advertising for the Planning and Zoning Board meeting. **Attach two copies of proof of ownership (e.g.: warranty deed, affidavit), a copy of recent survey and a statement addressing each of the attached criteria.**

PRIMARY CONTACT EMAIL ADDRESS: customweldingdiv@gmail.com

PROPERTY OWNER: (1) fabrication69@gmail.com

Name: Tommy Creel

Address: 1983 SW Biltmore St, PSL 34984

Telephone No. 772-879-6928

APPLICANT (IF OTHER THAN OWNER, ATTACH AUTHORIZATION TO ACT AS AGENT):

Name: _____

Address: _____

Telephone No. _____ Email _____

SUBJECT PROPERTY:

Legal Description: Port St. Lucie Section 13 - Blk 628 S ½ Lot 14 and all lots 15 & 16

Parcel I.D. Number: 3420-560-2425-000-9

Address: 1983 SW Biltmore St. PSL 34984

Current Zoning Classification CS Service commercial

Description of requested variance and applicable conditions/circumstances justifying request (continue on separate sheet, if necessary): Provide documentation that the attached variance criteria have been met.

To make use of property 6' from property line. Addition of a concrete pad 6" thick by 40' x 17'8" wide, to provide outdoor ~~Storage~~ Security Storage behind ~~&~~ fence, for Machine & equipment Storage. (Please see ~~attached~~ submitted letter)

Signature of Applicant

Tommy Creel
Hand Print Name

3/9/2023
Date

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.

03/02/20

§ 158.295 PLANNING AND ZONING BOARD OR ZONING ADMINISTRATOR (DIRECTOR OF PLANNING AND ZONING) TO HEAR VARIANCES; POWERS AND DUTIES OF BOARD AND ZONING ADMINISTRATOR

(C) Duties of the Zoning Administrator and Planning and Zoning Board in authorizing a variance. The Planning and Zoning Board and Zoning Administrator may authorize the variance from the provisions of this chapter as will not be contrary to the public interest when, owing to special conditions, a literal enforcement of the provisions will result in unnecessary and undue hardship. In order to authorize any variance from the terms of this chapter, the Planning and Zoning Board or Zoning Administrator should consider:

(1) That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

(2) That the special conditions and circumstances do not result from any action of the applicant;

(3) That granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district;

(4) That literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant;

(5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, building, or structure;

(6) That the granting of the variance will be in harmony with the general intent and purpose of the chapter and that the variance will not be injurious to the area involved or otherwise detrimental to the public welfare;

(7) That there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

VARIANCES

The Planning and Zoning Board and Zoning Administrator may authorize the variance from the provisions of this chapter as will not be contrary to the public interest when, owing to special conditions, a literal enforcement of the provisions will result in unnecessary and undue hardship. In order to authorize any variance from the terms of this chapter, the Planning and Zoning Board or Zoning Administrator will consider the variance criteria in **§ 158.295 (C) 1-7 and consider your responses to the following when making a determination.**

(1) Please explain special conditions and circumstances that exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

Please see submitted Variance Responses.pdf

(2) Please explain if these conditions and circumstances result from actions by the applicant;

(3) Please explain how granting the variance requested will not confer on the applicant special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district;

(4) Please explain how a literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant;

(5) Please illustrate and explain if the variance requested is the minimum variance that will make possible the reasonable use of the land, building, or structure;

(6) Please indicate how granting variance will be in harmony with the general intent and purpose of the chapter and that granting the variance will not be injurious to the area involved or otherwise detrimental to the public welfare;

(7) Please indicate that there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

Signature of Applicant	Hand Print Name	Date
	Tommy Creel	3/9/2023

Custom Welding Diversified, Inc
1983 SW Biltmore Street
Port St Lucie, FL 34984
Phone# 772-879-6928 Fax# 772-879-6390
Email: Customweldingdiv@gmail.com

Parcel # 3420-560-2425-000-9

Responses to variance criteria listed under Section 158.295 (B) of Zoning Code

1) Special conditions and circumstances that exist are to make available the valuable and smart use of land behind an opaque fence to seclude construction machines and store inventory from thieving eyes. The extra width would allow the storage of machines that would not fit before, furthermore beautifying the front of the building as well.

2) Our request centers on the desire to better store machines and inventory as well as hide items from thieves.

3) That granting the variance requested will not confer any special privileges as other businesses in the area have concrete pads behind opaque fences for storage and security.

4) An unnecessary hardship would be the continuation of time and monies lost, plus the potential for injury, for employees to unload and load the shop. This requires moving vehicles and the use of a forklift to move machines. The requested variance of the extra 4' width would provide a permanent home for most of the machines, thereby saving time and money as well as reducing risk for injury.

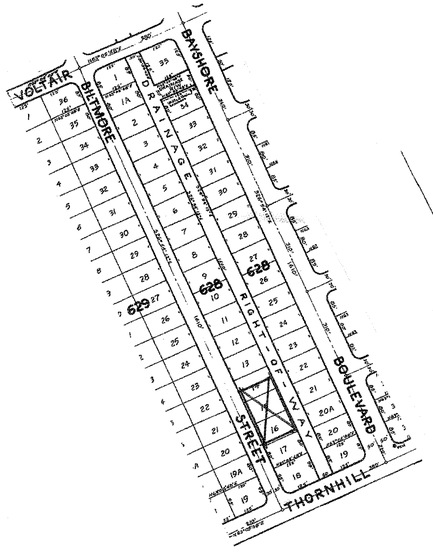
5) The variance requested would make reasonable and smart use of the land for outdoor storage and security. Moreover, provide valuable width and an additional 160 square feet.

6) The requested variance would not be injurious to the area nor detrimental to the public welfare. The other side of the fence is mostly grassy open air with some storage by the pest control business.

7) There will be full compliance with safeguards and additional conditions including time limits you may deem necessary to grant this request.



Custom Welding Diversified, Inc
1983 SW Biltmore Street
Port St Lucie, FL 34984
Phone# 772-879-6928 Fax# 772-879-6390
Email: Customweldingdiv@gmail.com

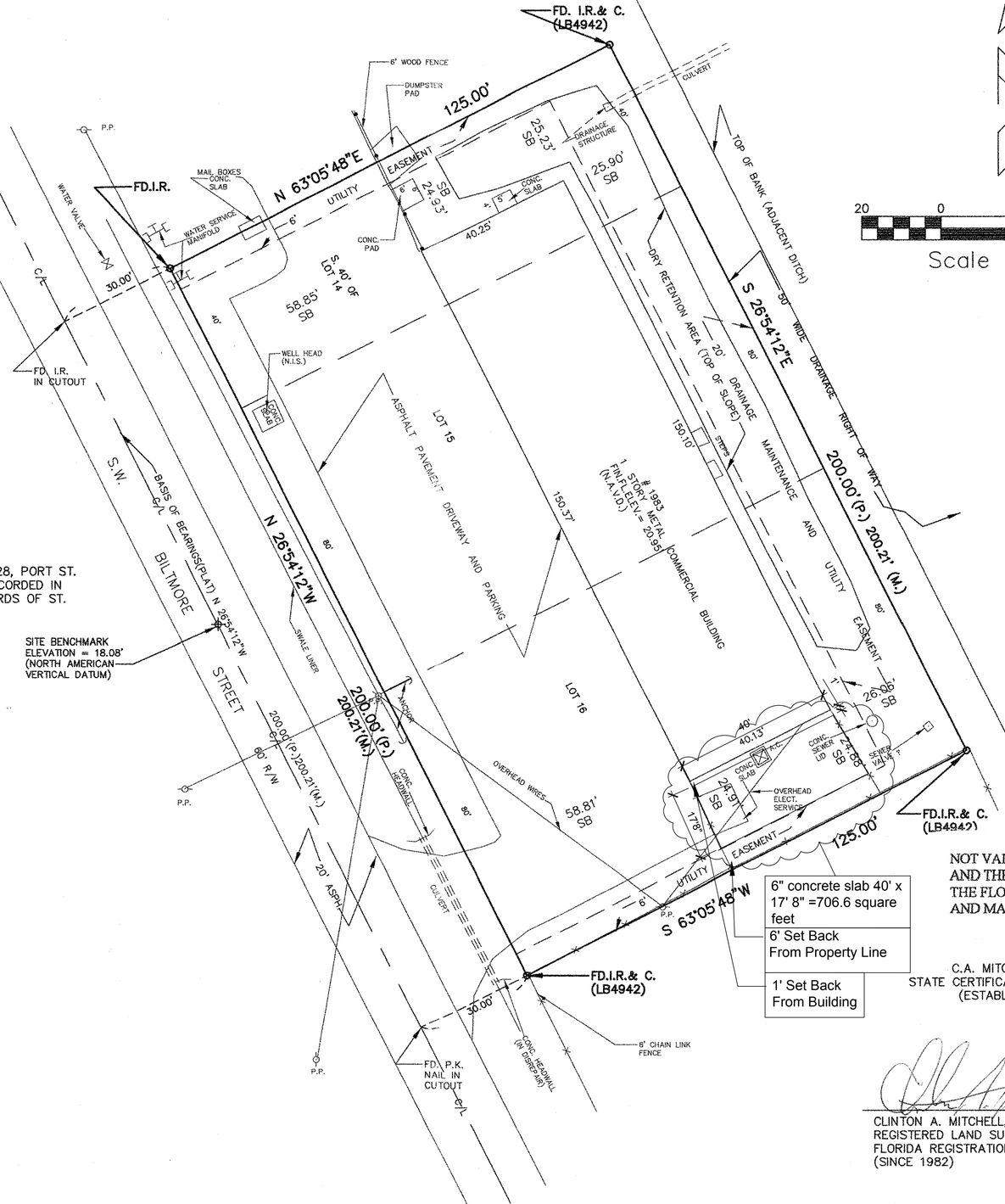


DESCRIPTION: (SUPPLIED BY CLIENT)
THE SOUTH 1/2 OF LOT 14 AND ALL OF LOTS 15 AND 16, BLOCK 628, PORT ST. LUCIE SECTION THIRTEEN, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 13, PAGES 4, 4-A THROUGH 4-M OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
SAID LANDS SITUATE IN THE CITY OF PORT ST. LUCIE, FLORIDA.

ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE SIGNING PARTY. (F.A.C. 5J-17).



THIS DOCUMENT PREPARED IN THE OFFICE OF:
C.A. MITCHELL AND ASSOCIATES, INC.
LAND SURVEYOR'S AND MAPPERS
759 S.W. SOUTH MACEDO BOULEVARD
PORT ST. LUCIE, FLORIDA. 34983
(PH) 772-878-7547



LEGEND:
P. = PLAT
M. = MEASURED
C. = CALCULATED
D. = DESCRIPTION
I.R.& C. = IRON ROD AND CAP
W.C. = WITNESS CORNER
C.M. = CONCRETE MONUMENT
I.P. = IRON PIPE
N. & D. = NAIL AND DISK
P.P. = POWER POLE
L.P. = LIGHT POLE
O.H.W. = OVERHEAD WIRES
ASPH. = ASPHALT PAVEMENT
F.P.L. = FLORIDA POWER & LIGHT
FD. = FOUND
P.C. = POINT OF CURVE
P.T. = POINT OF TANGENCY
P.C.C. = POINT OF COMPOUND CURVE
P.R.C. = POINT OF REVERSE CURVE
P.O.B. = POINT OF BEGINNING
P.O.C. = POINT OF COMMENCEMENT
C/L = CENTERLINE
R/W = RIGHT OF WAY
P.R.M. = PERMANENT REFERENCE MONUMENT
P.C.P. = PERMANENT CONTROL POINT
C.A. = CENTRAL ANGLE (DELTA ANGLE)
TYP. = TYPICAL
CONC. = CONCRETE
SB = SETBACK
R = RADIUS

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF THE FLORIDA LICENSED SURVEYOR AND MAPPER. (F.A.C. 5J-17)

C.A. MITCHELL AND ASSOCIATES, INC.
STATE CERTIFICATE OF AUTHORIZATION NO. LB4276
(ESTABLISHED 1985)

SEPTEMBER 14, 2022
CLINTON A. MITCHELL, R.L.S.
REGISTERED LAND SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. LS3541
(SINCE 1982)

DRAWN BY: C.A.M. APPROVED BY: M.E. DATE: SEPTEMBER 2022 PROJ. NO. 5143 DWG. NO.: 5143 DWG. File name: C:\EPSA\5143	REVISIONS	PROJECT S. 1/2 LOT 14, ALL OF LOTS 15 & 16, BLOCK 628 PORT ST. LUCIE SECTION 13 – 1983 S.W. BILTMORE STREET, PORT ST. LUCIE, FLORIDA. 34984	SHT. NAME BOUNDARY SURVEY WITH IMPROVEMENT LOCATIONS	SHT. NO. ONE OF ONE	5143

* Doc Assump: $ 0.00
* Doc Tax : $ 1365.00
* Int Tax : $ 0.00

Return to:(enclosed self-addressed stamped envelope)
Name: DIANA GOLDMAN, P. A.
Address: 1858 SE Port St. Lucie Blvd.
Port St. Lucie, FL 34952
This instrument prepared by: DIANA GOLDMAN, P.A.
Address: 1858 SE Port S. Lucie Blvd.
Port St. Lucie, FL 34952
Property Appraisers Parcel Identification (Folio Number(s)):

3420-560-2425-000/9

JoAnne Holman, Clerk of the Circuit Court - St. Lucie County
File Number: 1577373 OR BOOK 1097 PAGE 1488
Recorded: 09-08-97 09:03 A.M.

THIS WARRANTY DEED made the 27 day of August, A.D. 1997, by GUY P. McNESKY and DAWNA M. McNESKY, his wife hereinafter called the grantor, to TOMMY C. CREEL and KENNEY L. BURKE, whose post office address is: 1983 SW Biltmore St., Port St. Lucie, FL 34984, hereinafter called the grantee:

(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

WITNESSETH: That the grantor, for and in consideration of the sum of $10.00 and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee all that certain land situate in St. Lucie County, State of Florida, viz:

The South ½ of Lot 14 and all of Lots 15 and 16, Block 628, PORT ST. LUCIE SECTION THIRTEEN, according to the Plat thereof, as recorded in Plat Book 13, at Pages 4 and 4A through 4M, of the Public Records of St. Lucie County, Florida.

Subject to conditions, restrictions, reservations, limitations and easements of record; zoning and other regulatory ordinances.

Together, with all the tenements, hereditaments and appurtenances thereto belonging to or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple, that the grantor has good right and lawful authority to sell and convey said land, and hereby warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 1996.

In Witness Whereof, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Alice L Schmitter
Signature
Alice L Schmitter
Printed Signature

Brenda Mausolf
Signature
Brenda Mausolf
Printed Signature

Alice L Schmitter
Signature
Alice L Schmitter
Printed Signature

Brenda Mausolf
Signature
Brenda Mausolf
Printed Signature

Guy P. McNesky
Signature
GUY P. McNESKY
Printed Signature

12676 West Ten Mile, South Lyon, MI 48178
Post Office Address

Dawna M. McNesky
Signature
DAWNA M. McNESKY
Printed Signature

12676 West Ten Mile, South Lyon, MI 48178
Post Office Address

STATE OF MICHIGAN
COUNTY OF OAKLAND

I hereby Certify that on this day, before me, an officer duly authorized to administer oaths and take acknowledgments, personally appeared GUY P. McNESKY and DAWNA M. McNESKY, his wife, known to me to be the person described in and who executed the foregoing instrument, who acknowledged before me that she executed the same, and that I relied upon the following forms of identification of the above-named person(s): drivers license.

Witness my hand and official seal in the County and State last aforesaid this 27 day of August, 1997.

BRENDA MAUSOLF NOTARY PUBLIC

(SEAL)

Brenda Mausolf
Notary Signature
Brenda Mausolf
Printed Notary Signature

BRENDA MAUSOLF
NOTARY PUBLIC - OAKLAND COUNTY, MI
MY COMMISSION EXP. 10/24/2000

Tommy C. Creel
1983 SW Biltmore Street
VARIANCE
Project: P23-038

Planning and Zoning Board Meeting

Bianca Lee, Planner II

June 6, 2023, Meeting

CityofPSL.com

PROJECT SUMMARY

- A variance to the setback requirements of Service Commercial (CS) Zoning.



CityofPSL.com

APPLICANT AND OWNER

- Tommy C. Creel, property owner and applicant.

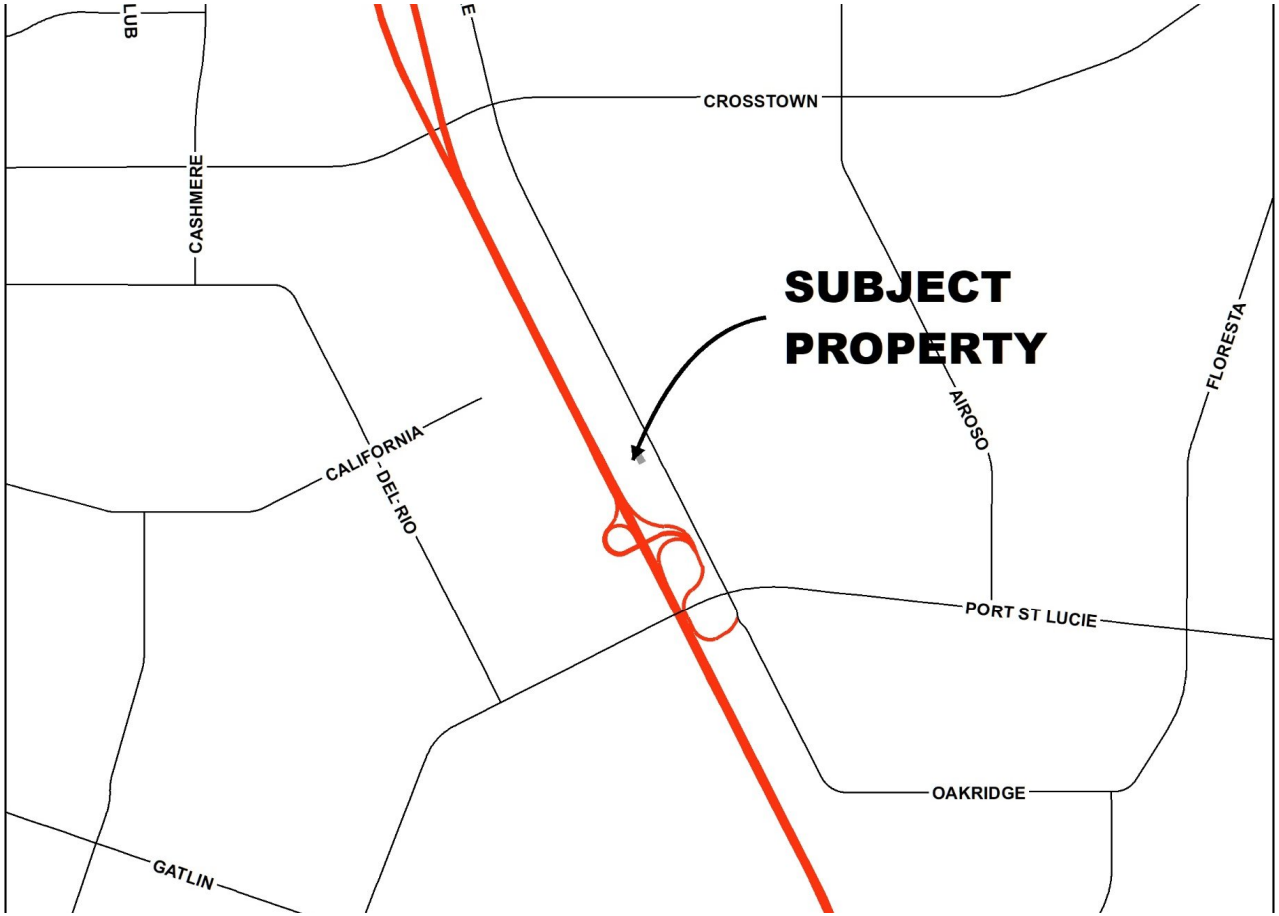
CityofPSL.com

VARIANCE REQUEST

- A variance of 4 feet to allow a 6-foot setback from the side property line for a proposed concrete slab used for open storage.
- Section 158.126(J) Setback and Landscaping Requirements, a side setback of ten (10) feet is required as a ten (10) foot wide landscape buffer strip.

CityofPSL.com

LOCATION



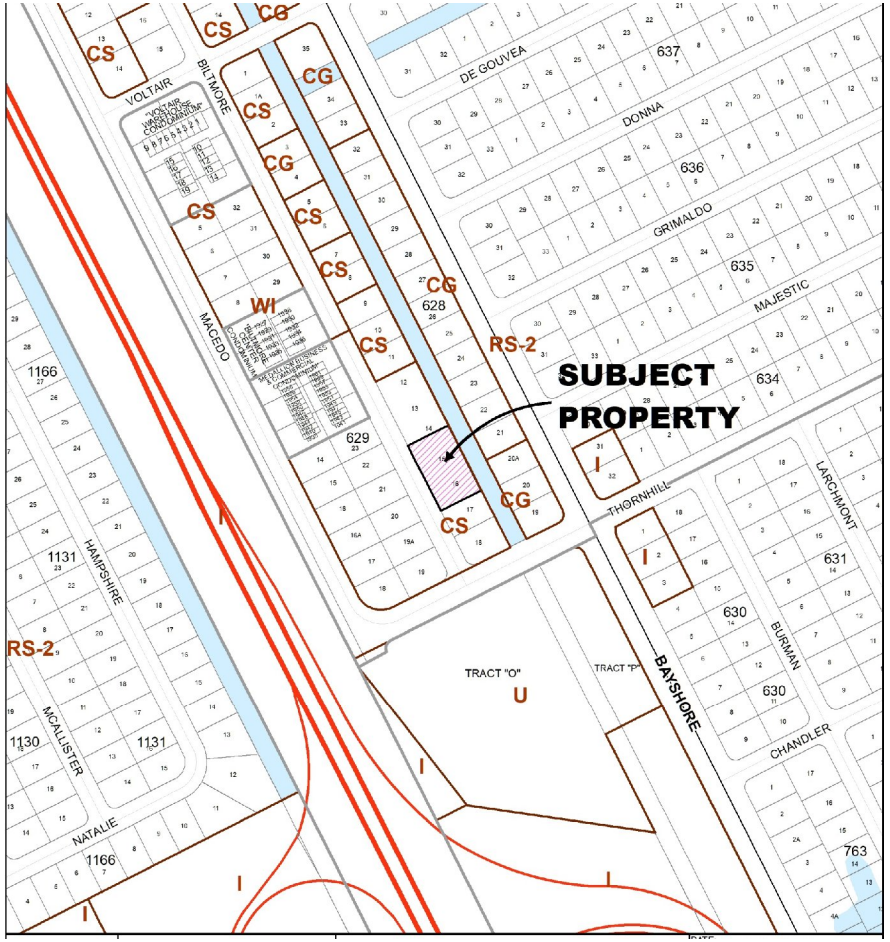
CityofPSL.com

AERIAL MAP

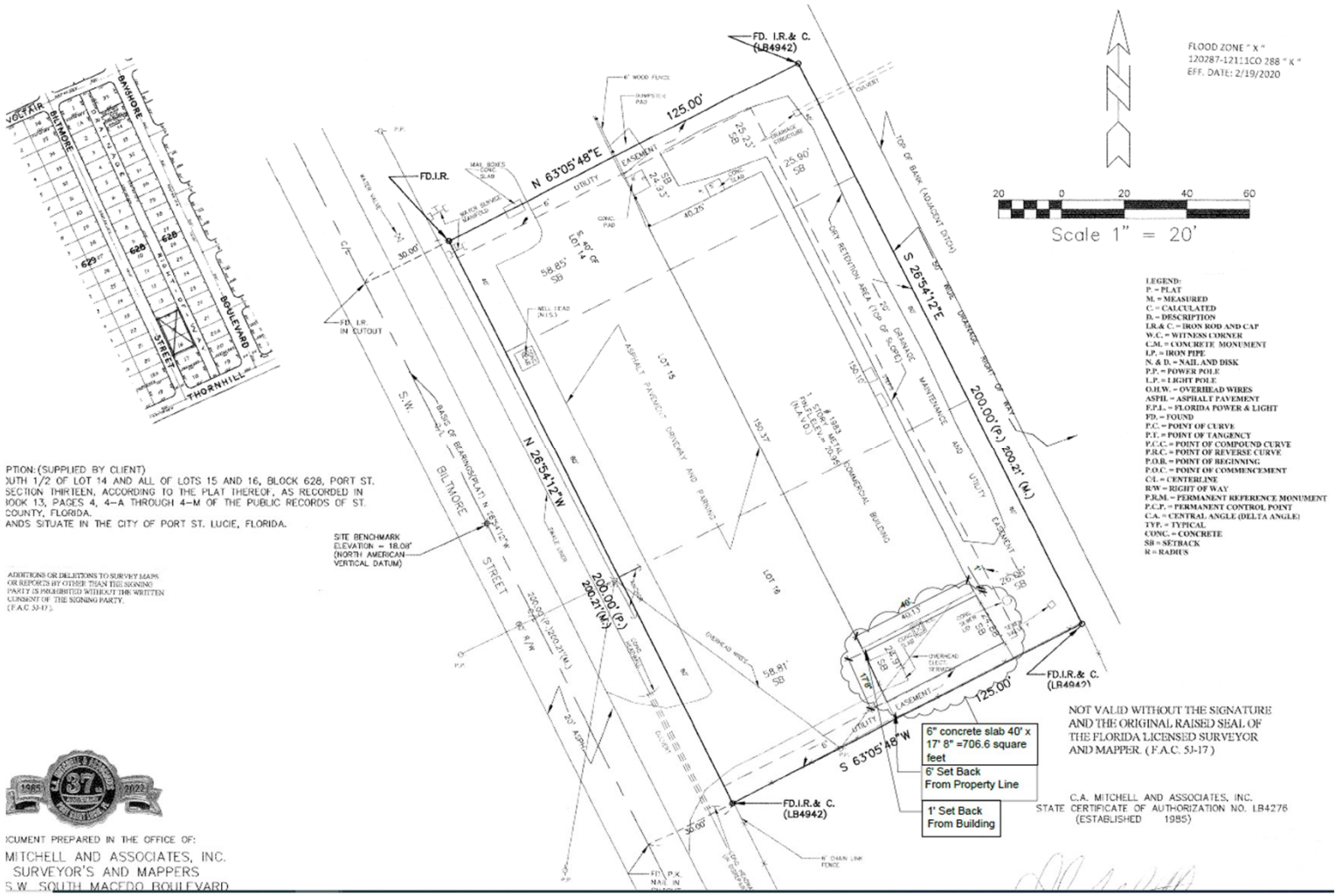


CityofPSL.com

Zoning Map



CityofPSL.com



Boundary Survey

QUESTIONS OR COMMENTS?

PLANNING AND ZONING BOARD ACTION OPTIONS:

- Make a motion to approve with conditions

1. Amend the site plan to include the proposed concrete slab and outdoor storage area.
2. Install the missing hedges along the south and west property lines to comply with landscaping requirements.
3. Construct a dumpster enclosure with gates adjacent to the northwest property line between the existing buildings as per Section 158.232(B).

- Make a motion to approve
- Make a motion to deny
- Make a motion to table

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Agenda Summary

2023-465

Agenda Date: 6/6/2023 **Agenda Item No.:** 9.f

Placement: Public Hearing - Quasi Judicial

Action Requested: Motion / Vote

P23-081 SLW Total Wine & More (Town Center) - Variance

Location: The Property is located on the northeast corner of St. Lucie West and Peacock Boulevards.
Legal Description: Lot 1-3, Block 3, Parcel 28, St. Lucie West Plat Number 1, Prima Vista Boulevard, Plat Book 26, Page 8
A request to grant a variance to Section 110.02 - Alcoholic Beverage Code that states no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within one thousand five hundred (1,500) feet of a school or religious institution. This application is for a variance of four hundred and fifty-eight point thirteen (458.13) feet to allow a separation distance of one thousand forty-one point eighty-seven (1,041.87) feet from a school or religious institution. This variance will allow a Total Wine and More retail store acquire the proper state license for the sale of packaged liquor

Submitted By: Daniel Robinson, Planner III/Code Compliance Liaison

Executive Summary: The request is for a proposed business located in the development know as Town Center in St. Lucie West to be granted a variance of 458.13 feet to Section 110.02 of the City Code Of Ordinances. This will allow the business to sell packaged retail liquor. Section 110.02 requires that no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within 1,500 feet of a school or religious institution. This distance is to be measured from property line to property line. There is a religious institution within 1,041.87 feet of the subject property

Presentation Information: Staff may provide a presentation.

Staff Recommendation: Move that the Board recommend approval with the following condition: The variance is granted to be limited to a 3APS Quota Beverage License allowing the package sales of beer, wine, and liquor only in sealed containers with no sales by drink or consumption on premises.

Alternate Recommendations:

1. Move that the Board amend the recommendation and provide an updated recommendation of approval.
2. Move that the Board recommend not to approve the variance and provide explanation.

Background: The request is for a proposed business located in the development know as Town Center in St. Lucie West to be granted a variance of 458.13 feet to Section 110.02 of the City Code Of Ordinances. This will allow the business to sell packaged retail liquor. Section 110.02 requires that no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within 1,500 feet of a school or religious

institution. This distance is to be measured from property line to property line. There is a religious institution within 1,041.87 feet of the subject property. The business is proposed in a building on the north side of the subject property. Where the business is in the building is approximately 1,563 feet from the religious institution's property line. The Planning and Zoning Board approved a variance to this section of the code for the property located just east of Town Center. (Walmart) The Walmart is located 444 feet from the same religious institution's property line to the northeast. The variance was grated at the regular meeting of April 5, 2016.

Issues/Analysis: N/A

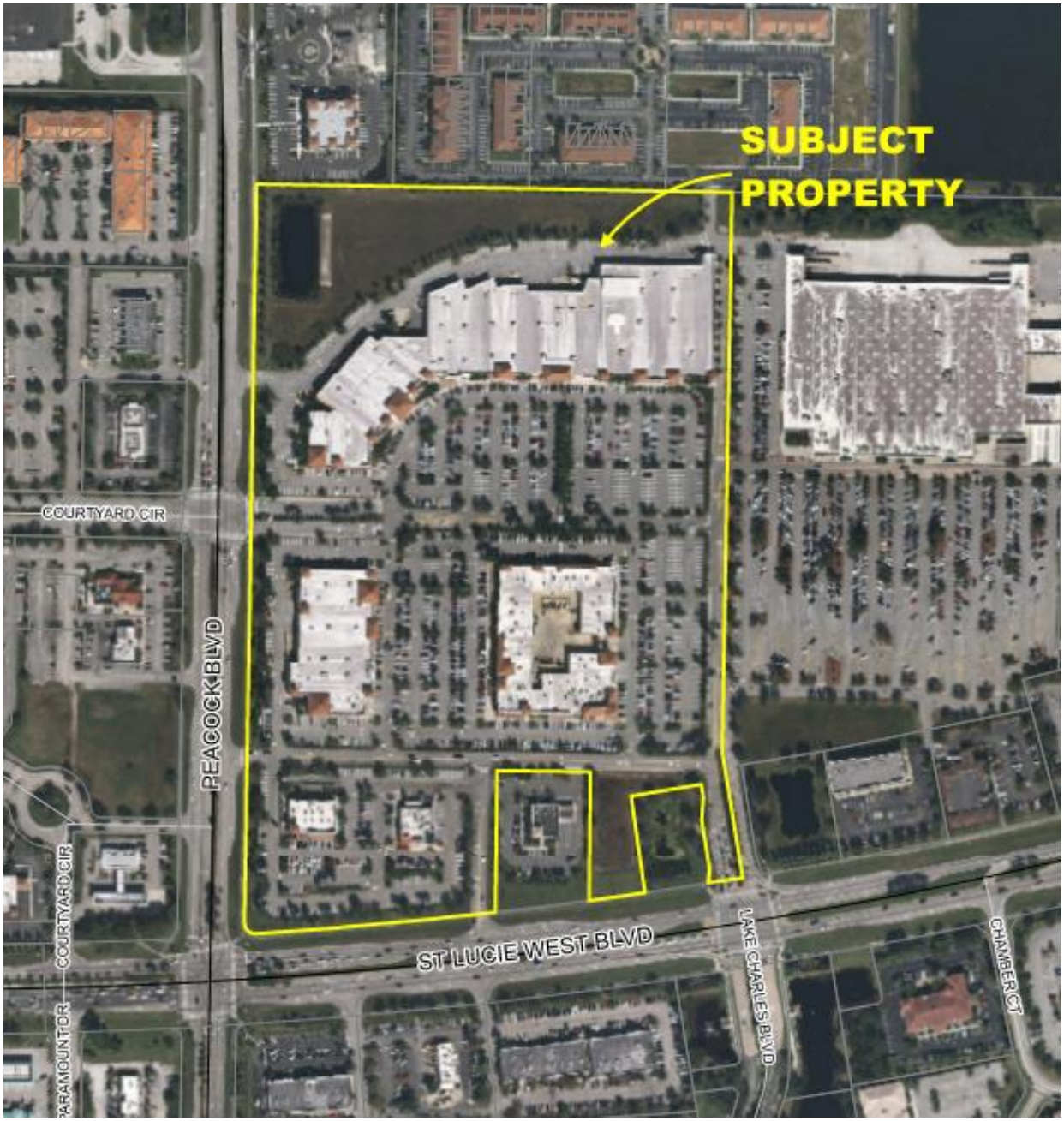
Special Consideration: N/A

Location of Project: Northeast corner of St. Lucie West and Peacock Boulevards

Attachments:

- Staff report
- Application
- Map A - Separation Distance
- Map B - Business distance from property line
- Map C - Locations of properties
- Staff presentation

SLW – Total Wine and More (Town Center)
Variance
P23-081



Aerial Map

SUMMARY

Applicant's Request:	A request to grant a variance to Section 110.02 – Alcoholic Beverage Code that states no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within one thousand five hundred (1,500) feet of a school or religious institution. This application is for a variance of four hundred and fifty-eight point thirteen (458.13) feet to allow a separation distance of one thousand forty-one point eighty-seven (1,041.87) feet from a school or religious institution. This variance will allow a Total Wine and More retail store acquire the proper state license for the sale of packaged liquor.
Application Type:	Variance, Quasi-Judicial
Applicant:	Cynthia Angelos of Bartlett, Loeb, Hinds, Thompson, & Angelos PLLC
Property Owner:	Benderson Development Co Inc.
Address:	1781 NW St, Lucie West Boulevard
Location:	Northeast corner of St. Lucie West and Peacock Boulevards
Project Planner:	Daniel Robinson, Planner III/Code Compliance Liaison

Project Description

The request is for a proposed business located in the development know as Town Center in St. Lucie West to be granted a variance of 458.13 feet to Section 110.02 of the City Code Of Ordinances. This will allow the business to sell packaged retail liquor. Section 110.02 requires that no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within 1,500 feet of a school or religious institution. This distance is to be measured from property line to property line. There is a religious institution within 1,041.87 feet of the subject property.

The business is proposed in a building on the north side of the subject property. Where the business is in the building is approximately 1,563 feet from the religious institution's property line.

The Planning and Zoning Board approved a variance to this section of the code for the property located just east of Town Center. (Walmart) The Walmart is located 444 feet from the same religious institution's property line to the northeast. The variance was grated at the regular meeting of April 5, 2016.

Review Criteria

An application for a variance is reviewed for consistency with Article XV of the Zoning Code, Sections 158.295 through 158.299. Final action on the application (approval or denial) is in the form of an Order of the Planning and Zoning Board following a quasi-judicial public hearing. A vote of approval by five (5) members of the Planning and Zoning Board is required to grant a variance.

Public Notice Requirements

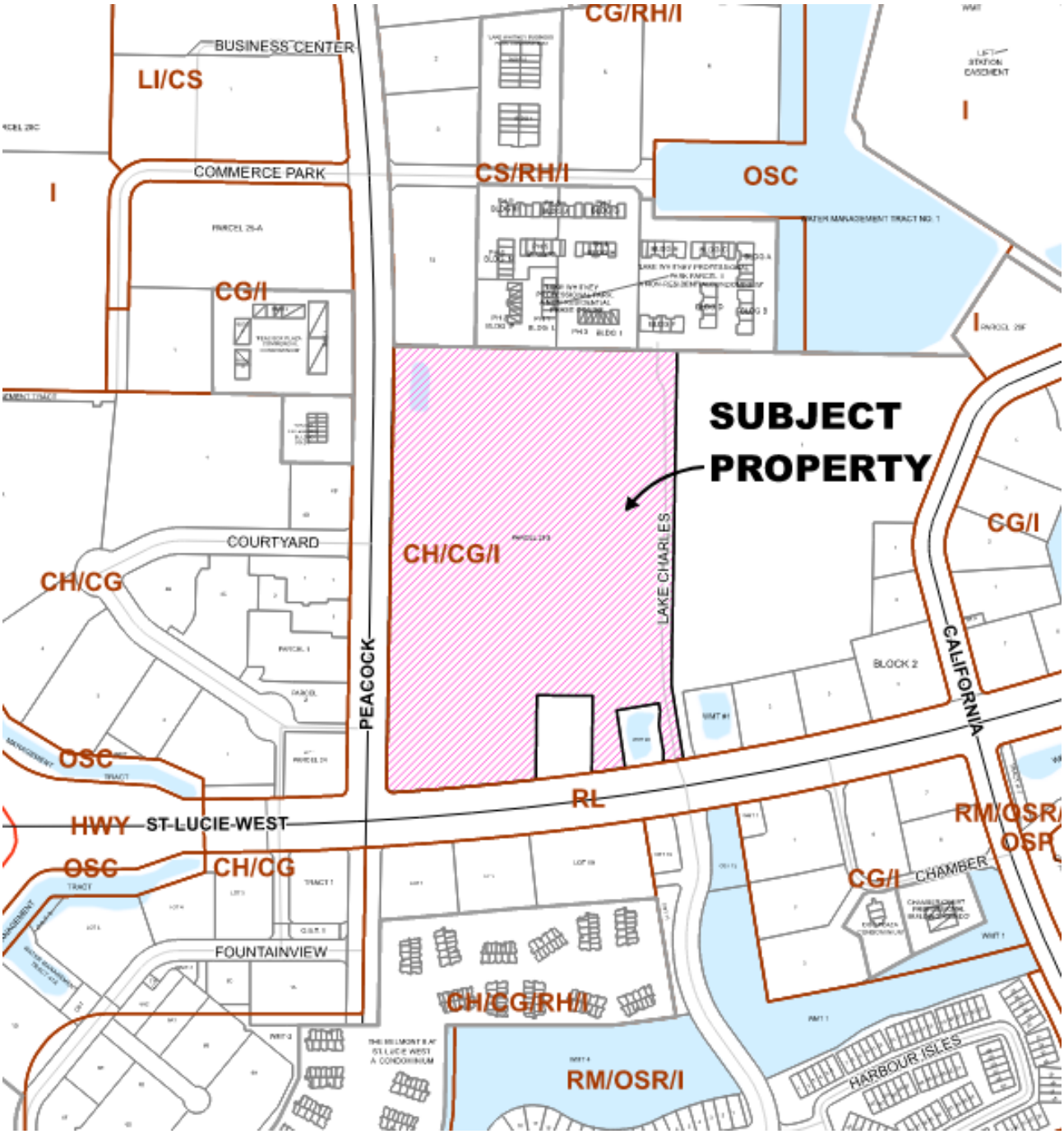
Public notice was mailed to owners within 750 feet and the file was included in the ad for the Planning & Zoning Board's agenda.

Location and Site Information

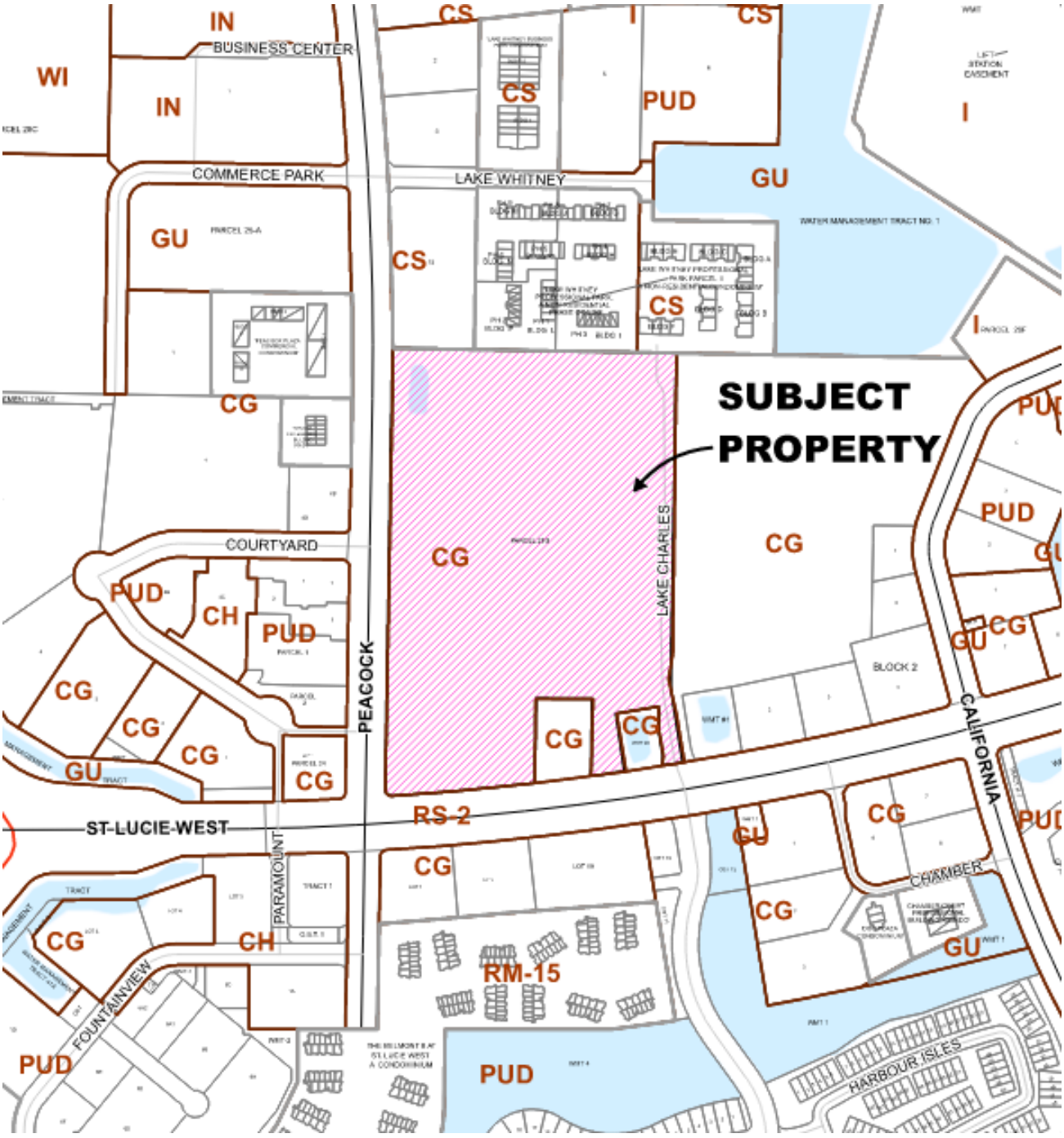
Parcel Number:	332650100010005
Property Size:	3.12-acres
Legal Description:	Lot 1-3, Block 3, Parcel 28, St. Lucie West Plat Number 1, Prima Vista Boulevard, Plat Book 26, Page 8.
Future Land Use:	Highway Commercial, General Commercial, Institutional (CH/CG/I)
Existing Zoning:	General Commercial (CG)
Existing Use:	Shopping Center (SLW Town Center)

Surrounding Uses

Direction	Future Land Use	Zoning	Existing Use
North	Service Commercial/High Density Residential/ Institutional (CS/RH/I)	Service Commercial (CS)	Office
South	Highway Commercial/General Commercial/High Density Residential/Institutional (CH/CG/RH/I)	General Commercial (CG)	Commercial Center
East	Highway Commercial/General Commercial/Institutional (CH/CG/I)	General Commercial (CG)	Commercial Center
West	Highway Commercial/General Commercial (CH/CG)	General Commercial (CG)	Commercial Center


BUSINESS CENTER
LI/CS
COMMERCE PARK
I
CG/I
CG/RH/I
CS/RH/I
OSC
SUBJECT
PROPERTY
CH/CG/I
LAKE CHARLES
COURTYARD
CH/CG
PEACOCK
CALIFORNIA
BLOCK 2
CG/I
OSC
HWY
ST-LUCIE-WEST
RL
RM/OSR/I
OSC
CH/CG
CG/I
CHAMBER
FOUNTAINVIEW
CH/CG/RH/I
RM/OSR/I
HARBOUR ISLES

Land Use Map


SUBJECT PROPERTY
IN
BUSINESS CENTER
WI
IN
COMMERCE PARK
GU
CS
LAKE WHITNEY
CS
CS
PUD
GU
I
CS
CS
I
CG
COURTYARD
PUD
CH
PUD
CG
CG
CG
GU
CG
PEACOCK
CG
CG
LAKE CHARLES
CG
PUD
CG
PUD
GU
CG
BLOCK 2
CALIFORNIA
ST-LUCIE-WEST
RS-2
CG
GU
CG
CHAMBER
CG
GU
PARAMOUNT
CG
CH
RM-15
FOUNTAINVIEW
PUD
PUD
HARBOUR ISLES

Zoning Map

IMPACTS AND FINDINGS

Section 158.295 (B) of the Zoning Code establishes the duties of the Planning and Zoning Board in authorizing a variance. The Planning and Zoning Board may authorize the variance from the provisions of the Zoning Code as will not be contrary to the public interest when, owing to special conditions, a literal enforcement of the provisions will result in unnecessary and undue hardship. Pursuant to Section 158.296, a variance is authorized only for height, area, and size of the structure, yard size, building setback, lot size requirements, and other applicable development regulations, excluding use. To authorize a variance, the Planning and Zoning Board should consider the criteria listed under Section 158.295 (B) (1) through (7). The applicant's response to this criterion is attached to the application. Staff's review is provided below.

See the applicant's responses that are included in the Variance application.

Compatibility with variance criteria Section 158:295 (B).

1) That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district.

    - *Staff Findings: There are no special conditions or circumstances existing which are peculiar to the land, structure, or building involved that would not be applicable to other lands, structures, or buildings in the same zoning district*

2) That the special conditions and circumstances do not result from any action of the applicant.

    - *Staff Findings: See #1.*

3) That granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district.

    - *Staff Findings: Granting this request will allow Total Wine & More to sell packaged liquor at their proposed store located within Town Center Development. Unless the variance is specified to be only for this store at their proposed location the variance will also allow any other current and future businesses to do the same.*
    - *Other Related Variances: The Planning and Zoning Board approved a variance to this section of the code for the property located just east of Town Center. (Walmart) The Walmart is located 444 feet from the same religious institution's property line to the northeast. The variance was grated at the regular meeting of April 5, 2016.*

4) That literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant.

    - *Staff Findings: The literal interpretation of the provisions of the chapter would **not** deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter. The neighboring property submitted a request for the same leniency of the code section.*

5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, building, or structure.

- *<u>Staff Findings:</u> If the variance is granted, it will allow the applicant to acquire the proper state license for the packaged sale of liquor.*

6) That the granting of the variance will be in harmony with the general intent and purpose of the chapter and that the variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

    - *<u>Staff Findings:</u> The packaged sale of liquor in this location will not be detrimental to the public welfare. This property is also further away from the religious institute then the Walmart that was approved previously.*

7) That there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

    - *<u>Staff Findings:</u> Staff recommends that the variance, if granted, be limited to a 3APS Quota Beverage License allowing the package sales of beer, wine, and liquor only in sealed containers with no sales by drink or consumption on premises. The purpose of this is so that a bar or lounge would have to come back through the process to be approved for the distance of a different use.*

PLANNING AND ZONING BOARD ACTION OPTIONS

The Board may choose to approve, deny or table the proposed variance. If the Board finds that the variance application is consistent with the criteria as listed in Section 158.295 (B) (1) through (7) of the City code (listed above), then the Board may:

- Motion to approve
- Motion to approve with the condition that the applicant shall maintain the height of the viburnum hedges at the height of the AC units.

If the Board finds that the variance application is inconsistent with the criteria as listed in Section 158.295 (B) (1) through (7) of the City code, then the Board may:

- Motion to deny

Should the Board need further clarification or information from either the applicant and/or staff, the Board may:

- Motion to table or continue the hearing or review to a future meeting

(NOTE TO APPLICANTS: Any request for a variance that is denied by the Planning and Zoning Board may be appealed to the Board of Zoning Appeals. Appeal applications are made through the City Clerk's office and must be submitted within 15 days after the Planning and Zoning Board hearing).

Variance Standards Responses

This variance request is made pursuant to Section 110.08 of the City of Port St. Lucie Code of Ordinances. The Applicant seeks to operate a retail package store engaging in the sale of alcoholic beverages (beer, wine, and distilled spirits) for off-premises consumption, with on-premises alcohol tastings, as permitted by Florida law, and a classroom to conduct alcohol educational seminars to customers and patrons. The retail store will operate under the name Total Wine & More.

Section 110.02 of the City of Port St. Lucie Code of Ordinances requires vendors of alcoholic beverages to be at least 1500 feet from any school or religious institution. The Total Wine & More store is located in a multi-use building within a large commercial plaza in St. Lucie West. Although the Total Wine & More store is not within 1500 feet of any school or religious institution, the perimeter property line of the parcel that Total Wine & More will be located upon is within 1500 feet of the property line of an existing religious institution. City staff has interpreted Code Section 110.02(c) in a manner that necessitates a variance for compliance with the "proximity" requirement. While the Applicant disagrees with staff's interpretation of Section 110.02, the most efficient course of action is to apply for a variance under the appropriate procedure defined by the City Code.

For the reasons stated below, this variance should be granted by the Planning & Zoning Board. The submittal of this application is not intended as (and should not be considered) a waiver of the Applicant's right to raise the issue of interpretation of the "proximity" ordinance on appeal.

As discussed with the Planning Director and the City Attorney's office, the applicant has retained attorney Cynthia G. Angelos as the application agent. A notarized authorization will be submitted to the City subsequent to the filing of this application. This application was filed within the published schedule in order to be placed on the June 6, 2023 Planning & Zoning meeting agenda.

(1) Please explain special conditions and circumstances that exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district:

As stated above, the Total Wine & More retail unit is located within a large commercial plaza. Attached to this application is a distance map showing that the Total Wine & More unit is not within 1500 feet of the closest school or religious institution. A plain reading of the City Code shows that the intent of the "proximity" ordinance is to prevent the sale of alcoholic beverages within 1500 feet of a school or religious institution. The specificities of the parcel that the Total Wine & More will operate upon make it so that the perimeter property line of the commercial plaza is within 1500 feet of the property line of an existing church, but the Total Wine & More unit is not.

(2) Please explain if these conditions and circumstances result from actions by the applicant:

The conditions necessitating this variance do not result from any actions by the Applicant. This unique situation arose from the nature and scope of a multi-use commercial plaza and the

ambiguity in the City's "proximity" ordinance. The fact that the Total Wine & More unit is more than 1500 feet from the closest religious institution complies with the intent of the ordinance. The complicated language of the ordinance has led to a result that frustrates its purpose. Nonetheless, the issue can be resolved by the granting of a variance that will create an equitable result for all parties.

(3) Please explain how granting the variance requested will not confer on the applicant special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district:

This variance request seeks no special privilege. In contrast, the request is seeking to allow Total Wine & More the same rights that every other vendor of alcoholic beverages enjoys within the City. Under the City staff's current interpretation of the "proximity" ordinance, a different retail store selling alcoholic beverages could actually operate *closer* to the existing church than the proposed Total Wine & More unit as long as it is not located in a commercial plaza situated similar to the Applicant's. This result is irrational and is in contradiction of the stated purpose of the "proximity" ordinance.

(4) Please explain how a literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant:

The Applicant believes that it is in compliance with a literal interpretation of the "proximity" ordinance. Notwithstanding this fact, the ambiguous language of the "proximity" ordinance has led to an unreasonable result where Total Wine & More cannot operate even though it is not within 1500 feet of a school or religious institution. As stated above, a competitor store can hypothetically operate *closer* to the existing church than the proposed Total Wine & More unit.

(5) Please illustrate and explain if the variance requested is the minimum variance that will make possible the reasonable use of the land, building, or structure:

This variance request is not related to the size or location of the existing building in relation to a setback, height, or square footage restriction of the City Code, therefore this standard is inapplicable to the instant application.

(6) Please indicate how granting the variance will be in harmony with the general intent and purpose of the chapter and that granting the variance will not be injurious to the area involved or otherwise detrimental to the public welfare:

The Florida Supreme Court has stated that the intended purpose of proximity regulations, such as the one contained in the City Code, "is to remove the atmosphere of an establishment wherein intoxicating beverages are sold a reasonable distance from a church… because the milieu of such a place is considered inimical to the best interests and welfare of those who attend church." *State ex el Yung Sing v. Parmeter*, 59 So.2d 773 (Fla. 1952). Read in context with its obvious intent, it is clear that the objective of the City's "proximity" ordinance is met by the proposed location of the Total Wine & More unit. The unit itself is outside of 1500 feet of any religious

establishments and will be located in a commercial plaza that is standard for this type of retail store.

(7) Please indicate that there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both:

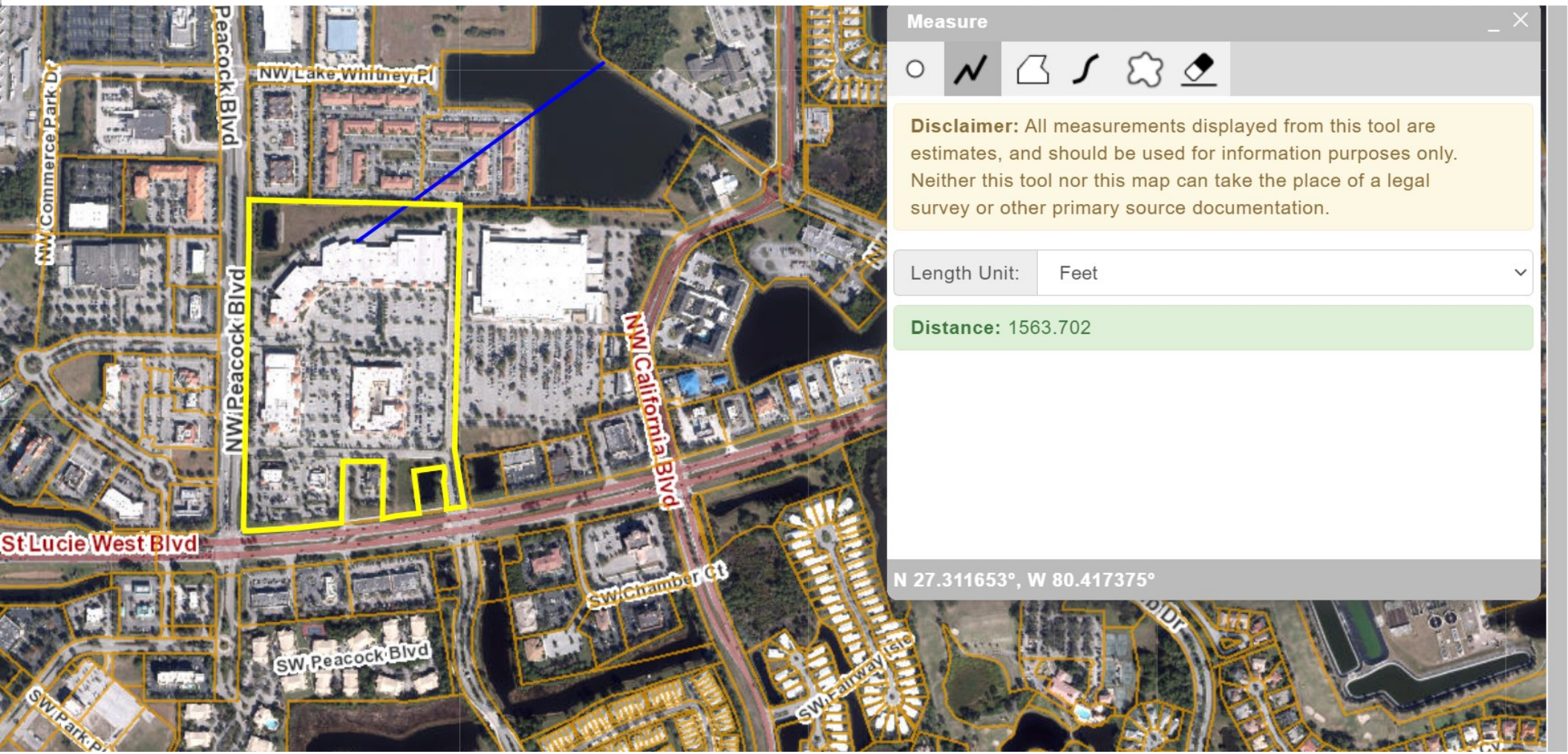
Total Wine & More is anxious to begin operating and serving customers and will comply with any and all requirements under the City Code.

MAP "A"
SEPERATION DISTANCE

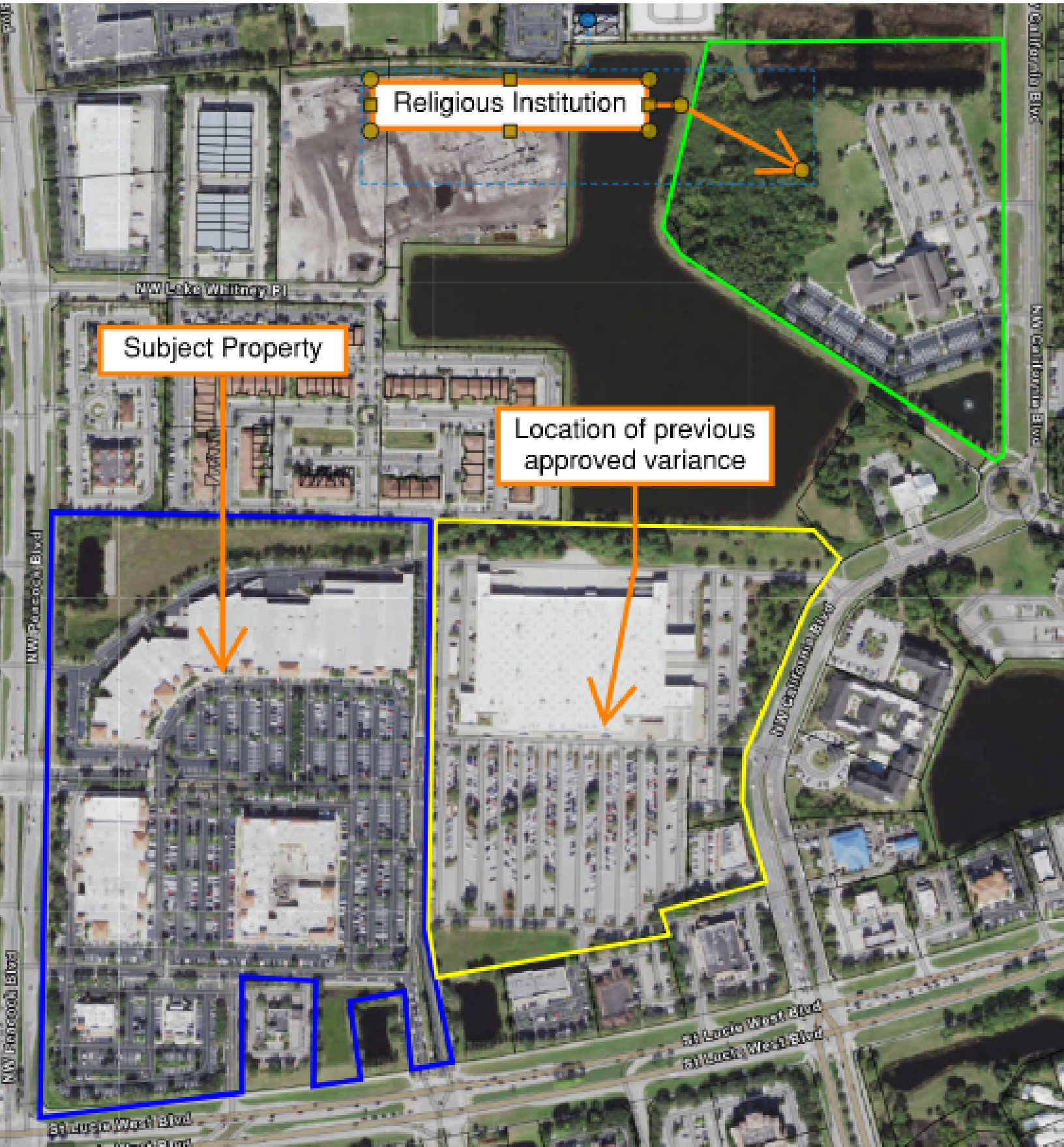


MAP "B"

BUSINESS DISTANCE FROM PROPERTY LINE



MAP "C"
LOCATION OF PROPERTIES



SLW – Total Wine & More

Benderson Development Co Inc.

Project No. P23-081

CityofPSL.com

Request Summary

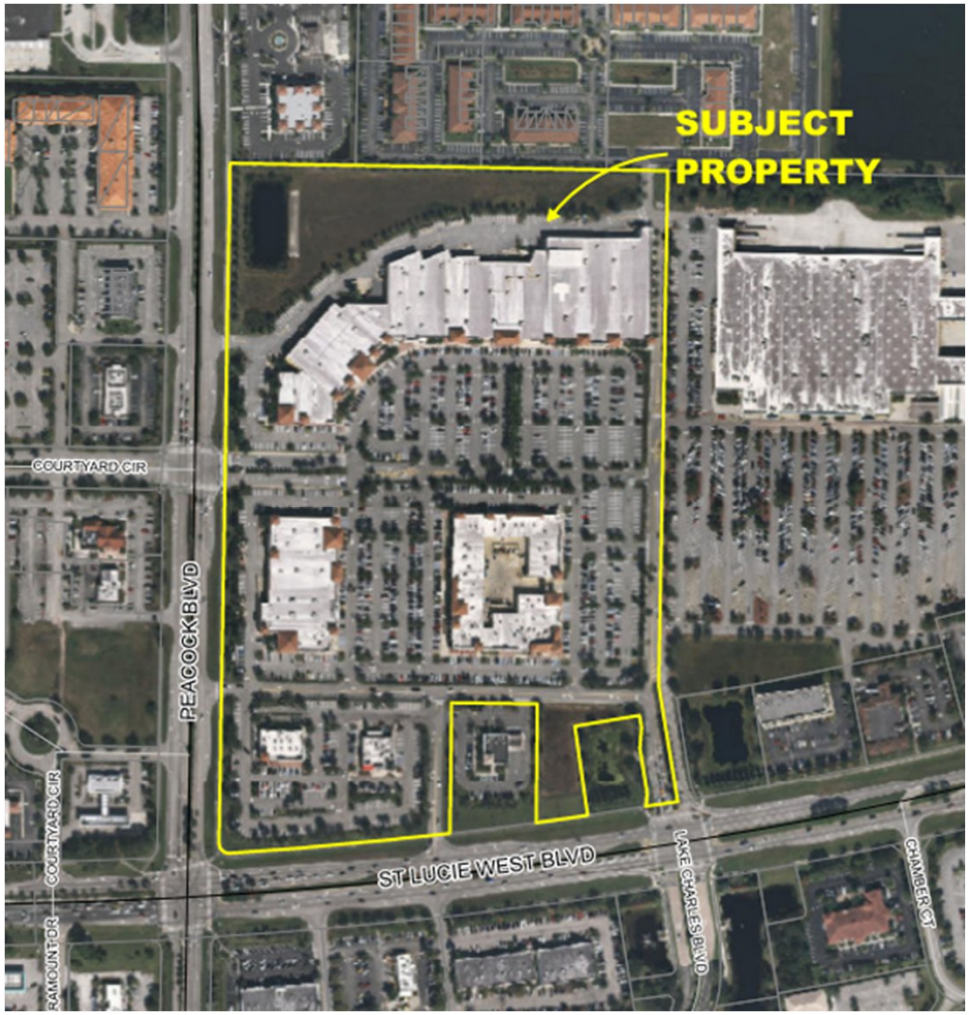
Applicant: Cynthia Angelos

Request: A request to grant a variance to Section 110.02 – Alcoholic Beverage Code that states no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within one thousand five hundred (1,500) feet of a school or religious institution. This application is for a variance of four hundred and fifty-eight point thirteen (458.13) feet to allow a separation distance of one thousand forty-one point eighty-seven (1,041.87) feet from a school or religious institution. This variance will allow a Total Wine and More retail store acquire the proper state license for the sale of packaged liquor.

Aerial

128 SW Port St. Lucie Boulevard

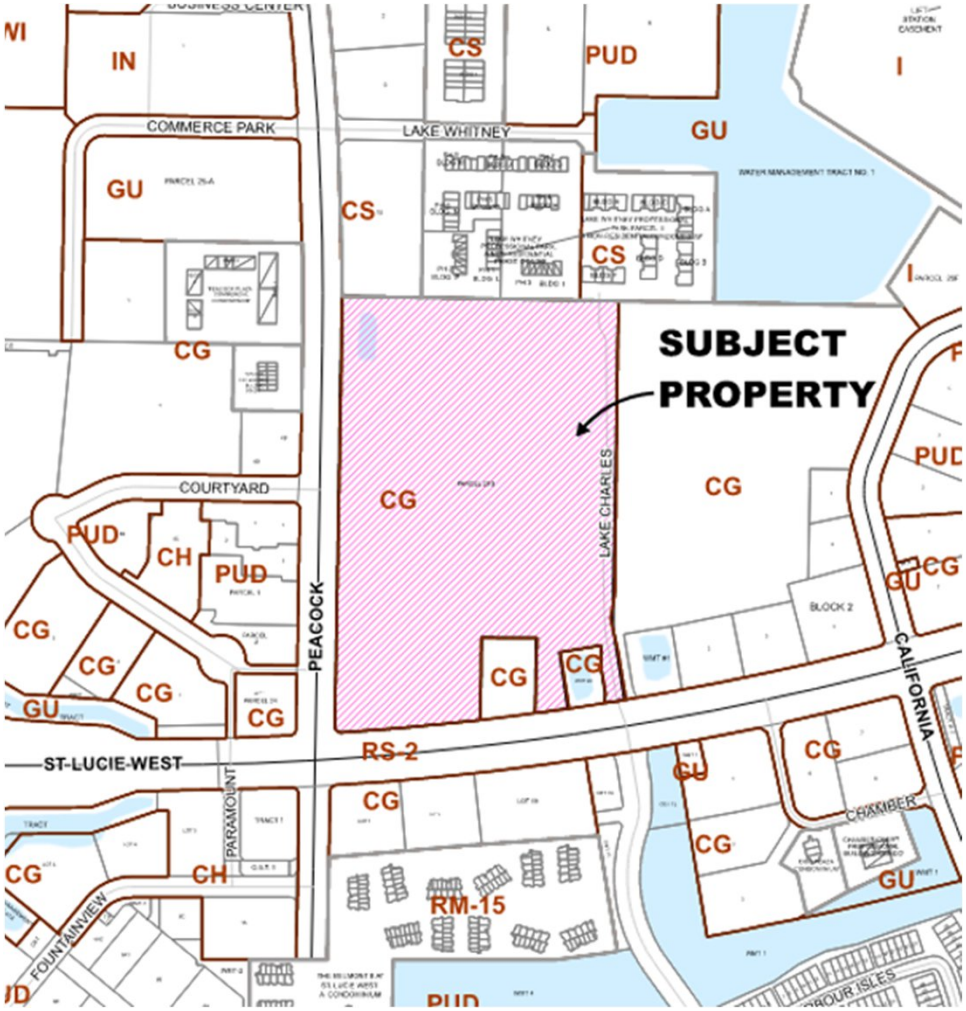
Direction	Existing Use
North	Office
South	Commercial Center
East	Commercial Center
West	Commercial Center



Zoning

General Commercial (CG)

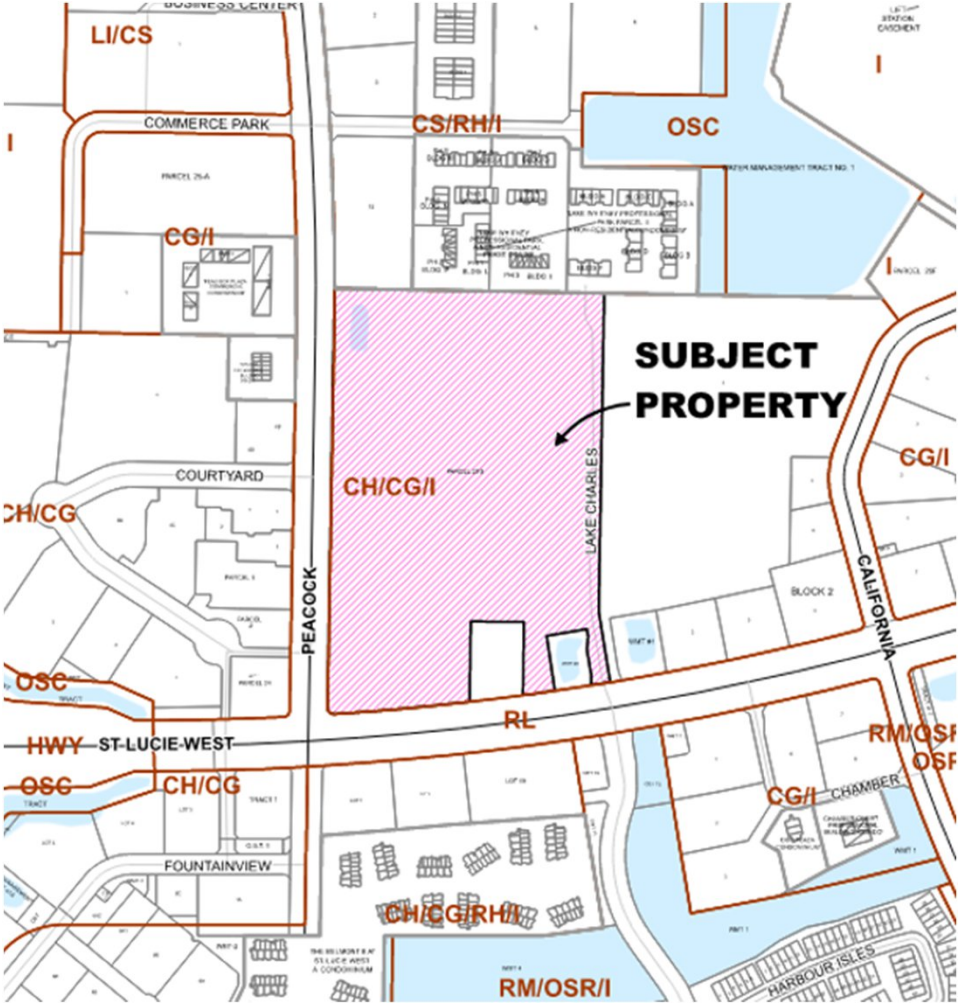
Direction	Zoning
North	CS
South	CG
East	CG
West	CG



Land Use

General Commercial (CG)

Direction	Future Land Use
North	Cs/RH/I
South	CH/CG/RH/I
East	CH/CG/I
West	CG

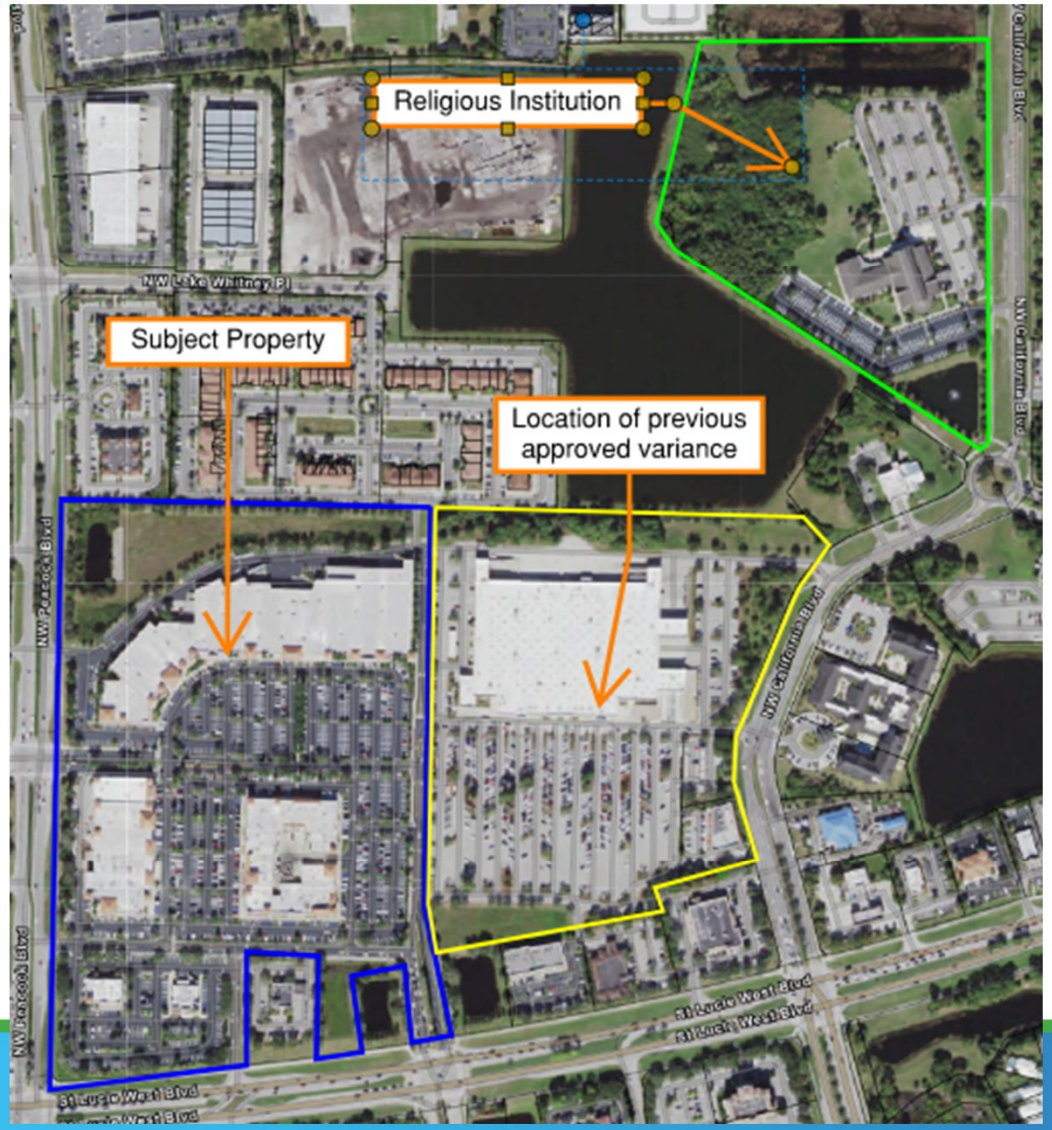


Project Description

The request is for a proposed business located in the development know as Town Center in St. Lucie West to be granted a variance of 458.13 feet to Section 110.02 of the City Code Of Ordinances. This will allow the business to sell packaged retail liquor. Section 110.02 requires that no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within 1,500 feet of a school or religious institution. This distance is to be measured from property line to property line. There is a religious institution within 1,041.87 feet of the subject property.

The business is proposed in a building on the north side of the subject property. The business is located approximately 1,563 feet from the religious institution's property line. The business itself is outside of the distance limits even though the property in not.

The Planning and Zoning Board approved a variance to this section of the code for the property located just east of Town Center. (Walmart) The Walmart is located 444 feet from the same religious institution's property line to the northeast. The variance was grated at the regular meeting of April 5, 2016



Location Map of Properties



Planning and Zoning Board Action Options:

- Make a motion to approve
- Make a motion to approve with conditions
- Make a motion to deny
- Make a motion to table