

## **City of Port St. Lucie**

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



## **Meeting Agenda**

**Tuesday, January 20, 2026**

**6:00 PM**

**Council Chambers, City Hall**

### **Planning and Zoning Board**

*Jim Norton, Chair*

*Greg Pettibon, Vice Chair*

*Eric Reikenis, Chair Pro-Tem*

*Peter Previte, At-Large*

*Peter Louis Spatara, At-Large*

*Rose Mocerino, At-Large*

*Douglas Harvey, Alternate*

*Joe Rosen, Alternate*

*Please visit [www.cityofpsl.com/tv](http://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. Approval of Minutes**
- 6. Consent Agenda**
- 7. Public Hearing - Non Quasi-Judicial**

**7.a P25-157 Sandpiper Bay Resort - Small-Scale Comprehensive Plan Amendment to the Future Land Use Map** [2026-016](#)

Location: 3500 SE Morningside Boulevard, generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard

Legal Description: Portions of Section 23, Township 37 South, Range 40 East (full description attached in Special Warranty Deed)

This is a request to amend the Future Land Use Map to change the designation of approximately 28.6 acres from Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General / Institutional (CG/I).

- 8. Public Hearing - Quasi-Judicial**

**8.a P25-158 Sandpiper Bay Resort PUD Amendment No. 2** [2026-025](#)

Location: 3500 SE Morningside Boulevard, generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard

Legal Description: Portions of Section 23, Township 37 South, Range 40 East (full legal description attached in the PUD regulation book)

This is a request for the 2nd Amendment to the Sandpiper Bay Resort Planned Unit Development (PUD) to amend the PUD concept plan, update to the permitted uses, update property ownership, and other miscellaneous changes.

- 9. New Business**
- 10. Old Business**

**11. Public to be Heard****12. 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.



## Agenda Summary

2026-016

**Agenda Date:** 1/20/2026

**Agenda Item No.:** 7.a

Placement: Public Hearing - Non Quasi Judicial

Action Requested: Motion / Vote

### P25-157 Sandpiper Bay Resort - Small-Scale Comprehensive Plan Amendment to the Future Land Use Map

Location: 3500 SE Morningside Boulevard, generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard

Legal Description: Portions of Section 23, Township 37 South, Range 40 East (full description attached in Special Warranty Deed)

This is a request to amend the Future Land Use Map to change the designation of approximately 28.6 acres from Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General / Institutional (CG/I).

Submitted By: Bethany Grubbs, AICP, Senior Planner/Public Art Program

**Executive Summary:** The applicant is requesting an amendment to the City's Future Land Use Map to redesignate approximately 28.6 acres of property from Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General / Institutional (CG/I). The proposed amendment applies to three distinct portions of the property: western terminus of SE Morningside Boulevard - a previously abandoned right-of-way, the southern portion of the site - currently developed with resort buildings and associated uses, and the western open space area - currently used for sports fields affiliated with the on-site academy.

**Presentation Information:** Staff will provide a presentation.

**Staff Recommendation:** Move that the Board recommend approval of the future land use map amendment.

**Alternate Recommendation:**

1. Move that the Board recommend denial of the future land use map amendment.

**Background:** The city has received a request from Altitude Prop. Co. LLC, represented by KEITH and MPLD Consulting, for a small-scale amendment to the Future Land Use Map affecting approximately 28.6 acres within the Sandpiper Bay Planned Unit Development (PUD). The amendment applies to three areas on the southern parcel of the 219.87-acre PUD and seeks to consolidate the resort, academy, and marina under a single, appropriate future land use designation. Specifically, the proposal would reclassify land currently designated as Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General/Institutional (CG/I).

Historically, the resort had a Limited Commercial (CL) future land use which was established with the adoption of the city's first comprehensive plan in 1985 and a zoning designation of Commercial Resort (CR). The CR zoning designation was eliminated from the Zoning Code in 1999, and the property was assigned the General Commercial (CG) zoning district. This change created issues with compatibility between the future land use and zoning designation. In 2010 the property was rezoned to PUD, which included the resort and marina as permitted uses. The future land use and PUD were amended in January of 2025, to allow the educational academy on the northern portion of the site. The future land use was most recently amended in November of 2025 to change two small areas for the existing educational academy that encroached into the Open Space Recreation (OSR) land use area.

The RL designation applies to a previously abandoned right-of-way that was never updated on the Property Appraiser's map. The area designated as OSR is actively used for sports fields and does not contain preserved vegetative open space. The applicant proposes to expand recreational programming in this area, including the installation of additional sports fields. The driving range is no longer planned. All proposed sports fields will be located southwest of the residential peninsula known as the "bunny ears." The defunct golf course will remain largely unaffected, with the exception of perhaps one former hole.

Public outreach was conducted through two meetings with neighboring residents, both attended by City staff. The first meeting was held on September 16, 2024, at the Saints Golf Course in connection with the prior land use change. A second meeting was held on February 10, 2025, on-site at the property, where the applicant presented the proposed amendment and addressed resident questions. The applicant has continued outreach to the stakeholders and meeting with interested parties upon request. City staff have noticed the hearings via legal ads, mailings and posting signs, including sending out courtesy mailers.

**Issues/Analysis:** The purpose of this amendment is to consolidate the resort, academy, and marina area under a single, appropriate land use designation. The proposed change would reclassify three portions of the property, totally approximately 28.6 acres, currently designated as Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General / Institutional (CG/I).

This amendment is intended to consolidate the resort, academy, and marina areas under a single, appropriate land use designation. It is a cleanup item that corrects outdated and inconsistent land use assignments and ensures the Future Land Use Map reflects the actual and intended uses of the property.

**Special Consideration:** N/A

**Location of Project:** The subject property is located at 3500 SE Morningside Boulevard, generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard.

**Attachments:**

1. Staff Report
2. Cover Letter
3. Special Warranty Deed
4. Agent Authorization Letter

- 5. Public Works Traffic Memo
- 6. Staff Presentation
- 7. Applicant's Request to Table 1-6-26 P&Z Board Meeting
- 8. Public Comment
- 9. Traffic Analysis

# LETTER OF JUSTIFICATION

Club Med / Sandpiper Comprehensive Plan Amendment

October 7, 2025

## **REQUEST**

On behalf of the Applicant, Altitude Prop Co LLC, KEITH and MPLD Consulting are requesting approval of a small-scale Comprehensive Plan Amendment (the “Amendment”) for approximately 42 acres for a project known as Sandpiper Bay PUD (the “PUD”) to better integrate academic, resort, and recreational uses under one future land use. The subject property is identified as Parcel # 4423-210-0001-000-3 (the “Parcel”). The Applicant wishes to amend the City of Port St. Lucie’s Future Land Map to change the Parcel’s current Future Land Use designation of Commercial Limited (CL), Residential Low (RL), and a portion of Open Space Recreational (OSR) to Commercial General / Institutional (GC/I).

## **SITE CHARACTERISTICS / PROPERTY LOCATION**

The subject property is located at 3500 SE Morningside Boulevard in Port St. Lucie, Florida. The parcel consists of approximately 96.46 acres, of which 42 acres will be affected by the proposed Future Land Use Map amendment. The parcel is currently owned by Altitude Prop Co LLC. The subject parcel is comprised of five Future Land Use (FLU) designations: Commercial General / Institutional (CG/I), Commercial Limited (CL), Open Space Recreational (OSR), Open Space Preservation (OSP), and RL (Residential Low). It is important to note that the Residential Low designation traverses through the center of the parcel, splitting the resort’s future land uses. The subject property has a zoning designation of PUD. The subject property is also undergoing a City-initiated Future Land Use Map Amendment for portions of the academy area (See Exhibit H).

## **JUSTIFICATION**

The current future land use amalgamation that controls permitted uses in the PUD has complicated reasonable development and flexible use of the property for the resort and academy. The petitioner wishes to consolidate the entire resort portion of the parcel to Commercial General / Institutional (GC/I) to have all resort and academy uses in the PUD under one land use category. The Open Space Recreational (OSR) area north of the resort portion of the resort will still maintain its recreational-oriented future land use designation. Along with this request, the Applicant is also requesting a PUD amendment to reflect the change of Future Land Use designations, consolidate uses under CG/I, and further define what recreational uses are allowed in CG/I and OSR. This request is not anticipated to cause

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any major impacts on the surrounding parcels and is compatible with surrounding future land uses.

This request is consistent with Objective 1.1.4 in the Future Land Use Element of the City of Port St. Lucie's Comprehensive Plan:

**Objective 1.1.4** "Future growth, development and redevelopment should be directed to appropriate areas as depicted on the Future Land Use Map. The land use map should be consistent with sound planning principles including the prevention of sprawl; energy efficiency, natural limitations; the goals, objectives, and policies contained within this Comprehensive Plan; and the desired community character, and to ensure availability of land for future demand and utility facilities"

### **COMPREHENSIVE PLAN AMENDMENT REQUIREMENTS**

Section 151.05 of the Port St. Lucie Land Development Code identifies the requirements for the proposal to amend the comprehensive plan map.

**Environmental:** An environmental assessment is not required as a part of this application as it is not a large-scale future land use amendment. The OSP Future Land Use and PUD currently and perpetually preserves a four (4) acre wetland area abutting the North Fork of the St Lucie River. The last PUD amendment approved in 2024 labeled the wetland area, shown in Figure 1, as a Mangrove wetland that "will continue to exist indefinitely as an undisturbed mangrove preserve area." This request will not affect the Mangrove Zone and the PUD will continue to preserve the wetland indefinitely.

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Figure 1, Approximate Wetland Preserve

The property's heavily developed nature after decades of being a resort with recreational facilities and a golf course makes it unlikely that a similar environmentally sensitive area would be present elsewhere.

**Market Study:** A market study is not required as a part of this application as the parcel already contains commercial future land uses.

**Sewer / Water Service:** St Lucie Water Services District (SLWSD) is the sewer / water service provider for the subject site and currently uses services provided from such district.

**Parks / Open Space:** This amendment will not result in any residential development, therefore not causing any impacts to park / open space concurrency.

**Traffic:** This is an existing commercial development. A traffic statement is included as part of this application. As stated in this statement, there will be no significant increase in traffic impacts as part of this request.

**Stormwater:** The site is within the City of Port St. Lucie and the stormwater management system is permitted through South Florida Water Management District. The proposed comprehensive plan amendment is not expected to result in a significant increase in stormwater drainage. Refer to the drainage statement attached for this requirement.

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**Solid Waste:** FCC Environmental Services is the provider for solid waste removal for this area. The proposed comprehensive plan amendment is not expected to result in a significant increase in the demand for solid waste.

**Public School Concurrency:** This amendment will not result in any residential development, therefore not causing any impacts to public school concurrency.

#### **DESCRIPTION OF SUBJECT AREA**

The subject area (the “Land Use Area”) for the comprehensive plan amendment is the area currently zoned as “CL”, “RL” and a portion of “OSR” on the future land use map within Parcel # 4423-210-0001-000-3. The land use area encompasses approximately 42 acres of the Parcel, as shown in Figure 2.

	<b>Size in Square Feet</b>	<b>Size in Acres</b>
Parcel “A”	4,181,760	96.46
Land Use Area “B”	~ 1,785,960	~ 41
City-Initiated Land Use Area “C”	~ 135,907	~3.12

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Figure 2, Schematic of Proposed Land Use Amendment

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### **SURROUNDING PROPERTIES**

The following is a summary of the uses surrounding the Parcel, please review Exhibit C for a map version of this information.

	<b>FLU Designation</b>	<b>Zoning District</b>	<b>Existing Use</b>
<b>North</b>	Residential Low (RL)	Single-Family Residential Zoning District (RS-2)	Single-Family Residential
<b>South</b>	North Fork St. Lucie River	North Fork St. Lucie River	North Fork St. Lucie River
<b>East</b>	Residential Low (RL) & Medium Density Residential (RM)	Single-Family Residential Zoning District (RS-3), Multiple Family Residential (RM-11)	Single-Family Residential, Multi-family Residential
<b>West</b>	Residential Low (RL) & Medium Density Residential (RM)	Single-Family Residential Zoning District (RS-2), Multiple Family Residential (RM-11)	Single-Family Residential, Multi-Family Residential

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### FUTURE LAND USE COMPARISON CHART

Current Future Land Uses			
	Commercial Limited (CL)	Open Space Recreational (OSR)	Residential Low (RL)
<b>General Character &amp; Uses</b>	Commercial sites accessible to major thoroughfares near residential neighborhoods. Intended to provide essential household services with certain restrictions on more intensive uses such as gasoline stations, fast foods, automotive services, department stores, etc. as stipulated by the zoning code.	These areas are designated for existing or future parks.	A maximum density of 5.0 DUs per gross acre.
<b>Density</b>	N/A	N/A	1-5 du / acre
<b>Max Land Coverage</b>	40%	30%	50%
<b>Max Height</b>	35 ft	35 ft	N/A
<b>Max Impervious Area</b>	80%	80%	N/A
Proposed Future Land Use			
Commercial General / Institutional (CG/I)			
<b>General Character &amp; Uses</b>	Commercial General: Accommodate general retail sales and services with restrictions on heavy vehicular sales, services, wholesale, warehouse uses, outdoor storage, or other nuisance uses.  Commercial Institutional: Accommodate both public and private institutional sites such as schools, public buildings and libraries, government buildings and hospitals, childcare, various group home categories as well as other uses defined in the zoning code.		
<b>Density</b>	N/A		
<b>Max Land Coverage</b>	CG: 40% I: 30%		
<b>Max Height</b>	CG: 35/75* ft I: 35/75* ft		

\*Within a PUD, greater than five acres, the maximum height permitted is 75 feet. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

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**Sandpiper Bay Resort**  
**Small-Scale Comprehensive Plan Amendment**  
**P25-157**



**Project Location**

**SUMMARY**

<b>Applicant's Request:</b>	The request is for a small-scale Future Land Use Map amendment to modify the designation of three portions of the subject property, totaling approximately 28.6 acres, from Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General/Institutional (CG/I).
<b>Applicant/Agent(s):</b>	KEITH and MPLD Consulting
<b>Property Owner:</b>	Altitude Prop. Co., LLC
<b>Location:</b>	Generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard
<b>Address:</b>	3500 SE Morningside Boulevard
<b>Project Planner:</b>	Bethany Grubbs, AICP, Senior Planner/Public Art Program

## **Project Description**

The City has received a request for a small-scale future land use map amendment submitted by Altitude Prop. Co. LLC and represented by KEITH and MPLD Consulting for the property located at 3500 SE Morningside Boulevard, within the Sandpiper Bay Planned Unit Development (PUD). This PUD encompasses approximately 219.87 acres and is divided into two parcels. This application specifically addresses three areas located on the southern parcel.

The purpose of this amendment is to consolidate the resort, academy, and marina area under a single, appropriate land use designation. The proposed change would reclassify three portions of the property, totally approximately 28.6 acres, currently designated as Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General / Institutional (CG/I). It is a cleanup item that corrects outdated and inconsistent land use assignments and ensures the Future Land Use Map reflects the actual and intended uses of the property. There is a companion PUD amendment application (P25-158) to revise the PUD concept plan, update ownership and the permitted uses, and other miscellaneous changes.

## **Background**

Historically, the resort had a Limited Commercial (CL) future land use which was established with the adoption of the city's first comprehensive plan in 1985 and a zoning designation of Commercial Resort (CR). The CR zoning designation was eliminated from the Zoning Code in 1999, and the property was assigned the General Commercial (CG) zoning district. This change created issues with compatibility between the future land use and zoning designation. In 2010 the property was rezoned to PUD, which included the resort and marina as permitted uses. The future land use and PUD were amended in January of 2025, to allow the educational academy on the northern portion of the site. The future land use was most recently amended in November of 2025, to change two small areas for the existing educational academy that encroached into the Open Space Recreation (OSR) land use area. These changes are further described below.

The RL designation applies to a previously abandoned right-of-way. This designation was originally applied because RL is commonly assigned to roadway corridors adjacent to single-family residential land uses. Research confirms the right-of-way was abandoned years ago, but the Property Appraiser's map was never updated to reflect the lot line shift. A CPA is required to correct the Future Land Use Map, although the area is already zoned PUD and included within the Sandpiper Bay Resort PUD boundary. This area currently contains the resort's maintenance building, which will be removed and replaced with parking for the academy's athletic fields.

The area designated as OSR is actively used for sports courts and fields and does not contain preserved vegetative open space. The applicant proposes to expand recreational programming in this area, including additional sports courts and fields. The driving range is no longer planned. All proposed sports fields will be located southwest of the residential peninsula known as the "bunny ears." The defunct golf course will remain largely unaffected, with the exception of perhaps one former hole.

## **Recent Land Use Amendments**

Under new ownership, Sandpiper Bay has undergone several land use amendments to align the Future Land Use Map with existing operations and improvements.

The first amendment (P24-130) reclassified approximately 6.83 acres from Commercial Limited (CL) to Commercial General/Institutional (CG/I) to ensure compatibility with the school's ongoing sports training programs and associated soccer fields, thereby formalizing activities already occurring on-site.

The second amendment (P25-154), approved by Council on November 10, 2025, addressed regulatory inconsistencies by changing 3.12 acres from Open Space Recreation (OSR) to CG/I. This included a 0.94-acre area between existing fields and parking, and a 2.18-acre area at the southern end of SE Morningside Boulevard, where staff housing had been constructed.

### **Public Outreach**

The applicant held two public outreach meetings with neighboring residents, both attended by City staff. The first, tied to the prior land use change, took place on September 16, 2024, at the Saints Golf Course. As the project evolved, a second meeting was held on February 10, 2025, on-site at the property, where the applicant presented the proposed amendment and addressed resident questions. City staff provided the applicant with the adjacent property mailer list for residents within 750 feet.

### **Public Notice Requirements**

Public notice was sent to owners within 750 feet, and the file was included in the advertisement for the January 6, 2026, Planning & Zoning Board meeting.

### **Location and Site Information**

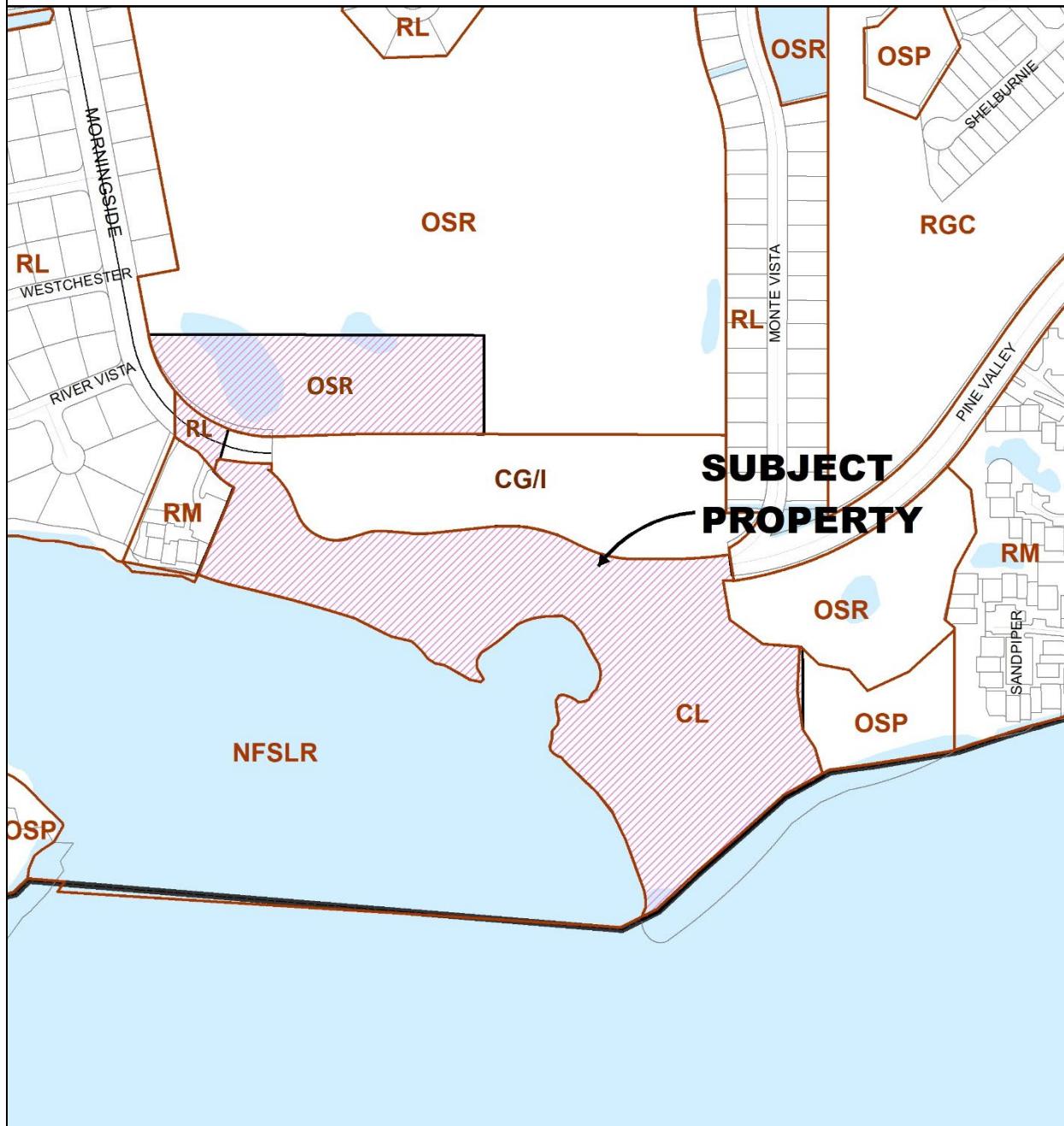
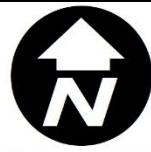
<b>Parcel Number:</b>	4423-210-0001-000-3
<b>Property Size:</b>	28.6-acres (area of amendment)
<b>Legal Description:</b>	Portions of Section 23, Township 37 South, Range 40 East
<b>Current Future Land Use:</b>	Open Space Recreation (OSR), Commercial Limited (CL), Residential Low (RL)
<b>Existing Zoning:</b>	Planned Unit Development (PUD)
<b>Existing Use:</b>	A resort, marina, and a school campus with programs focused on training in sports
<b>Requested Future Land Use:</b>	Commercial General/Institutional (CG/I)
<b>Proposed Use:</b>	Addition of sports fields

### **Surrounding Uses**

<b>Direction</b>	<b>Future Land Use</b>	<b>Zoning</b>	<b>Existing Use</b>
<b>North</b>	RL	RS-2, RS-3	Single-Family Residences
<b>South</b>	RM	RM-11	Multi-Family Residences & North Fork of the St. Lucie River
<b>East</b>	RL & RM	RS-1, RS-3, & RM-11	Single-Family Residences & Multi-Family Residences
<b>West</b>	RL & RM	RS-1, RS-2, RS-3, & RM-11	Single-Family Residences & Multi-Family Residences

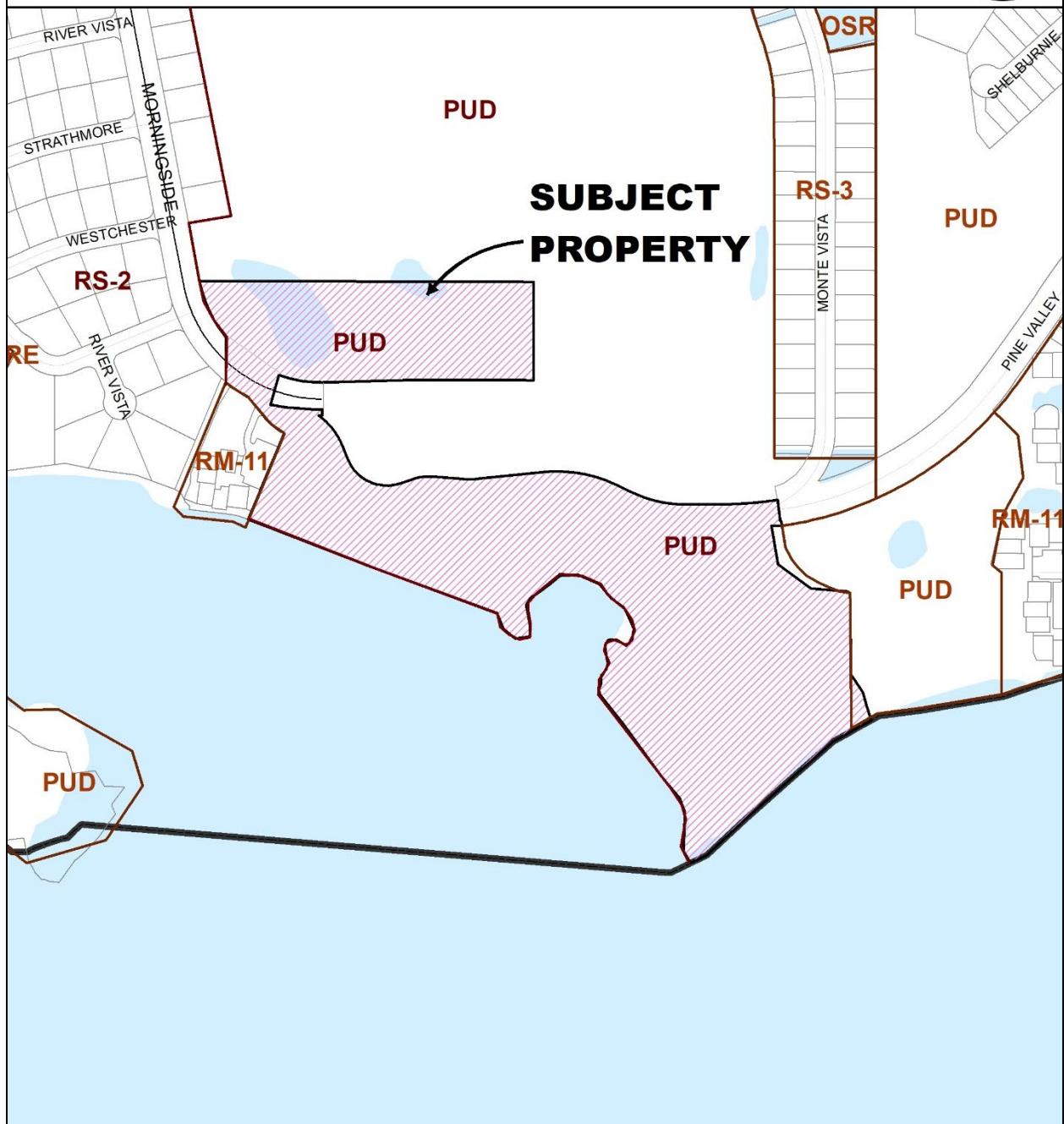
RL- Low Density Residential, RM- Medium Density Residential, RS-1, Single-Family Residential (1 du/ac), RS-2- Residential, Single-Family (2 du/ac), RS-3-Residential, Single-Family (3 du/ac)

## FUTURE LAND USE



Existing Land Use Map

## EXISTING ZONING



Existing Zoning Map

## COMPREHENSIVE PLAN REVIEW AND ANALYSIS

**Land Use Consistency (Policy 1.1.7.1):** Policy 1.1.7.1 of the Future Land Use Element states that the City shall review future land use map amendments based on the amount of land required to accommodate anticipated growth, the character of undeveloped land, the availability of water supplies, public facilities and services, the need for job creation, capital investment, and economic development as well as the need to satisfy a deficiency or mix of uses in the Future Land Use Map.

Criteria	Consistent with criteria (Y/N or N/A)
<b>Satisfy a deficiency or mix of uses in the Plan map</b>	Y
<b>Accommodate projected population or economic growth</b>	Y
<b>Diversify the housing choices</b>	N
<b>Enhance or impede provision of services at adopted LOS Standards</b>	N
<b>Compatibility with abutting and nearby land uses</b>	Y
<b>Enhance or degrade environmental resources</b>	N
<b>Job creation within the targeted industry list</b>	N

**Land Use Consistency (Policy 1.1.4.2):** Policy 1.1.4.2 of the Future Land Use Element states the City shall provide the Commercial General (CG) Future Land Use Designation to accommodate general retail sales and services with restrictions on heavy vehicular sales, services, wholesale, warehouse uses, outdoor storage, or other nuisance uses.

**Land Use Consistency (Policy 1.1.4.4):** Policy 1.1.4.4 of the Future Land Use Element states the City shall provide the Institutional (I) Future Land Use Designation to accommodate both public and private institutional sites such as schools, public buildings and libraries, government buildings and hospitals, childcare, various group home categories as well as other uses defined in the zoning code.

### **Staff Analysis**

The proposed amendment is consistent with the City of Port St. Lucie Comprehensive Plan by correcting outdated land use designations and consolidating the resort, academy, and marina areas under a single, appropriate category. This action ensures that land use assignments accurately reflect both existing and intended uses. By changing land use designations such as RL and CL that no longer represent current conditions, the amendment restores the resort to a conforming status. In addition, it supports recreational and institutional uses by facilitating the expansion of sports fields and academy programming through the consolidation of land use categories.

Beyond Comprehensive Plan consistency, the amendment advances Strategic Plan goals of building a Smart & Connected City and fostering a Diverse Economy & Employment Opportunities. While not directly tied to targeted industry job creation, the amendment strengthens the resort and academy's ability to operate effectively, contributing to tourism, hospitality, and educational programming that broaden and diversify the local economy.

### **Adequate Public Facilities Review (Objective 1.1.3):**

The project has been reviewed for consistency with the adopted level of service standards in the Comprehensive Plan and documented as follows:

**Potable Water/Sanitary Sewer:** With the change in the future land use designation from residential, open space, and commercial to commercial/institutional, potable water demand is anticipated to result in a net

increase in gallons per day (gpd), along with a corresponding increase in wastewater demand. This evaluation is based on the most intensive potential use scenarios, comparing both existing and proposed land use categories and considering the total building coverage permitted under each designation.

Water and Wastewater Calculations by Land Use					
Future Land Use	Acreage	Maximum Development	Level of Service	Projected Demand Potable Water (gpd)	Projected Demand Wastewater (gpd)
RL	0.4	2 Dwelling Units	115 gpcd	230	196
OSR	6.4	83,635 SF (30 % Coverage)	0 gpd*	0	0
CL (Existing)	21.8	379,843 SF (40% Coverage)	125 gpd	47,480	40,358
CG/I (Proposed)	28.6	498,326 SF (40% coverage)	125 gpd	<b>62,291</b>	<b>52,947</b>
<b>Net Difference (Increase)</b>				<b>(+) 14,581</b>	<b>(+) 12,393</b>

\* The City does not have a level of service calculation for the OSR land use since the OSR land use limits development to parks, playgrounds and other recreational uses. Per the Utility Systems Department, plans for open space use development are reviewed based on a case-by-case basis at the time of site plan review.

**Transportation:** A traffic impact statement was prepared by Simmons & White and reviewed by the City's third-party traffic consultant. The proposed future land use change is anticipated to generate approximately 6,682 net new daily trips, including 161 AM peak hour trips and 600 PM peak hour trips. Although ITE trip generation rates suggest a potential increase in trips, the operation of this site is not changing as it has been operating and therefore it is not anticipated to experience an increase as it is today.

Summary of Trip Generation Rates				
Existing Land Use	ITE Code	Intensity	Net Daily Trips	Net P.M. Peak Hour
OSR	430 (Golf Course)	185.9 AC	695	52
CL	820 (Shopping Center (>150k))	503,553 SF	14,842	1,330
			<b>15,537</b>	<b>1,382</b>
Proposed Land Use	ITE Code	Intensity	Daily Trips	P.M. Peak Hour
OSR	430 (Golf Course)	173.5 AC	649	49
CG/I	820 (Shopping Center (>150k))	731,808 SF	<b>21,570</b>	<b>1,933</b>
			<b>22,219</b>	<b>1,982</b>
<b>Net Difference (Increase)</b>				<b>(+) 6,682</b>
				<b>(+) 600</b>

Source: ITE Trip Generation 12th Edition

**Parks/Open Space:** The level of service for parks is measured and planned in conjunction with population growth on an annual basis. This application is not expected to have any impact on the level of service for parks since the application is for a non-residential land use.

**Solid Waste:** Solid waste impacts are measured and planned based on population projections on an annual basis. There is adequate capacity available.

**Public School Concurrency Analysis:** Not applicable to non-residential land uses.

**Environmental:** The site has previously been developed and there are no existing uplands on site. There is approximately three acres of wetlands with the Open Space Preservation (OSP) land use classification on the southeastern boundary of the site which is located on the North Fork of the St. Lucie River.

**Flood Zone:** The flood map for the selected area is number 12111C0406K and is located in Zone X and Zone X is determined to be located outside the 100-year and 500-year floodplains.

**Fire District:** St. Lucie County Fire District stated that Station 5 at 2288 SE Delano Rd. will be the responding fire station. The fire district does not list response times for each individual station because of the necessity of responding with another station.

**Police:** The department's response time is approximately seven (7) minutes for emergency calls. This proposed comprehensive plan is not expected to adversely impact that response time.

## **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.

**Planning and Zoning Board Action Options:**

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

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.

This instrument was prepared by:

Kelly G. Reynoldson, Esq.  
Kutak Rock LLP  
2001 16th Street, Suite 1800  
Denver, CO 80202

After recording return to:

First American Title Insurance Company  
Attn: Kristin Brown  
2555 East Camelback Road, Suite 350  
Phoenix, AZ 85016

TAX PARCEL ID: 3422-515-0001-000-3; 3422-515-0001-010-6;  
3422-515-0002-000-0; 3422-540-0010-100-8; 3422-550-0001-000-2;  
3422-550-0011-000-5; 3422-555-0001-000-7; 3422-565-0001-000-8;  
4414-133-0002-000-6; 4414-133-0002-010-9; and 4423-210-0001-000-3

### SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED (this "Deed"), made and executed as of February 13, 2025, by **STORE CAPITAL ACQUISITIONS, LLC**, a Delaware limited liability company (hereinafter referred to as the "Grantor") whose address is 8377 E. Hartford Dr., Suite 100, Scottsdale, AZ 85255, to **ALTITUDE PROP. CO. LLC**, a Delaware limited liability company (hereinafter referred to as the "Grantee"), whose address is 4500 SE Pine Valley Street, Port St. Lucie, Florida 34952;

### WITNESSETH:

That the Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) and other valuable considerations, the receipt and sufficiency of which are hereby acknowledged by these presents does grant, bargain, sell, alien, remise, release, convey, and confirm unto the Grantee that certain piece, parcel or tract of land situated in St. Lucie County, Florida, more particularly described on Exhibit A attached hereto and made a part hereof (hereinafter referred to as the "Property");

TOGETHER WITH all the tenements, hereditaments, easements and appurtenances, including riparian rights, if any, thereto belonging or in anywise appertaining;

TO HAVE AND TO HOLD the Property in fee simple forever.

AND the Grantor does hereby covenant and warrant to the Grantee that the Grantor is lawfully seized of the Property in fee simple; that the Grantor has good right and lawful authority to sell and convey the Property; and that the Grantor fully warrants the title to the Property and

1250829

4913-5064-01:51.1

STORE / Altitude Hospitality  
Special Warranty Deed  
Port St. Lucie, FL  
File No.: 10210/02-926.1

will defend the same against the lawful claims of all persons claiming by, through or under the Grantor, but none other.

THE conveyance made herein, however, is expressly made SUBJECT TO:

- (a) all matters of record as of the date hereof, and as listed on Exhibit B attached hereto and incorporated herein (the "Permitted Exceptions");
- (b) that certain Declaration and Covenant of Mangrove Regulation dated of even date herewith; and
- (c) that certain Consent Order entered into by and among The State of Florida Department of Environmental Protection, as complainant, and STORE Capital Acquisitions, LLC and Altitude Hospitality, LLC, as respondents, OGC File No 23-1762.

*[Remainder of page intentionally left blank. Signature page to follow]*

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed in manner and form sufficient to bind it as of the day and year first above written.

Signed, sealed and delivered  
in the presence of:

Sarah Hunt

Witness Name: Sarah Hunt  
Address: 8377 E Hartford Ste 100  
Scottsdale AZ 85255

GRANTOR:

**STORE CAPITAL ACQUISITIONS, LLC,**  
a Delaware limited liability company

By: Alex McElvea  
Name: Alex McElvea  
Title: Executive Vice President

Angela DeBellis  
Witness Name: Angela DeBellis  
Address: 8377 E Hartford  
Scottsdale, AZ 85255

Address:  
8377 E. Hartford Drive, Suite 100  
Scottsdale, AZ 85255

STATE OF ARIZONA

COUNTY OF MARICOPA

The foregoing instrument was acknowledged before me this 18 day of February, 2025,  
by Alex McElvea, as Executive Vice President of **STORE  
CAPITAL ACQUISITIONS, LLC**, a Delaware limited liability company, who is personally known  
to me or who has produced \_\_\_\_\_ as identification and who did (did not) take  
an oath.

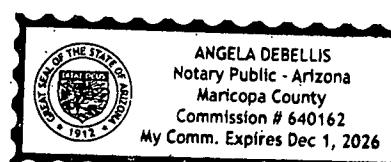
(Notarial Seal)

Notary Public  
**Angela DeBellis**

Printed Name

My Commission Number: 640162

My Commission Expires: 12/1/2026



**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

**Street Address:** 4500 SE Pine Valley Street, Port St. Lucie, Florida 34952

**PARCEL A:**

SINNERS GOLF COURSE AT PORT ST. LUCIE, FLORIDA. (HOTEL AND GOLF COURSE)

A PARCEL OF LAND LYING WITHIN SECTIONS 14 AND 23, TOWNSHIP 37 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 23, AS SHOWN ON SHEET 2 OF 2 OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT ONE, AS RECORDED IN PLAT BOOK 12, PAGE 1 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE NORTH  $79^{\circ}10'18''$  EAST ALONG THE CENTERLINE OF MITCHELL AVENUE FOR 339.91 FEET, TO A POINT INTERSECTING AND LOCATED ON THE CENTERLINE OF MORNINGSIDE BOULEVARD; THENCE SOUTH  $10^{\circ}49'42''$  EAST ALONG THE CENTERLINE OF MORNINGSIDE BOULEVARD FOR 10.01 FEET; THENCE NORTH  $79^{\circ}10'18''$  EAST TO THE SOUTHEAST PROPERTY CORNER OF LOT 52, BLOCK 6 OF SAID UNIT ONE ALSO BEING ON THE PLAT LIMITS OF SAID UNIT ONE AND THE PLAT LIMITS OF PLAT CALLED RIVER VISTA AS SHOWN ON SHEET 2 OF 2 OF THE PLAT OF RIVER VISTA, AS RECORDED IN PLAT BOOK 13, PAGE 18 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, A DISTANCE OF 175.00 FEET, SAID POINT BEING THE POINT OF BEGINNING; THENCE SOUTH  $10^{\circ}49'42''$  EAST, ALONG THE BACK LOT LINES OF BLOCK ONE OF SAID PLAT OF RIVER VISTA FOR A DISTANCE OF 1005.00 FEET TO THE SOUTHEAST PROPERTY CORNER OF LOT 10, BLOCK 1 OF THE PLAT OF RIVER VISTA; THENCE SOUTH  $79^{\circ}10'18''$  WEST, ALONG THE SOUTH PROPERTY LINE OF AFORESAID LOT 10, FOR A DISTANCE OF 125.00 FEET TO A POINT LOCATED ON THE EAST RIGHT OF WAY LINE OF MORNINGSIDE BOULEVARD; THENCE CONTINUING SOUTH  $10^{\circ}49'42''$  EAST ALONG AFORESAID RIGHT OF WAY A DISTANCE OF 176.28 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 380.00 FEET AND A CENTRAL ANGLE OF  $62^{\circ}35'10''$ , THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 415.09 FEET, SAID ARC SUBTENDED BY A CHORD WHICH BEARS SOUTH  $42^{\circ}07'17''$  EAST, A DISTANCE OF 394.76 FEET TO THE CURVE'S END; THENCE SOUTH  $33^{\circ}31'24''$  WEST, A DISTANCE OF 103.54 FEET; THENCE SOUTH  $14^{\circ}08'50''$  WEST, A DISTANCE OF 35.15 FEET; TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 200.00 FEET AND A CENTRAL ANGLE OF  $22^{\circ}15'58''$ , THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, FROM WHICH THE LOCAL TANGENT AT THE BEGINNING POINT BEARS SOUTH  $39^{\circ}28'59''$  EAST, A DISTANCE OF 77.72 FEET, SAID ARC SUBTENDED BY A CHORD WHICH BEARS SOUTH  $50^{\circ}36'58''$  EAST, A DISTANCE OF 77.24 FEET TO THE POINT OF INTERSECTION WITH A NON-TANGENT LINE; THENCE SOUTH  $22^{\circ}30'27''$  WEST, A DISTANCE OF 288.72 FEET, ALONG THE EAST PLAT LIMITS OF SAID PLAT OF THE VILLAS OF SANDPIPER BAY UNIT ONE TO A POINT LYING IN THE WATERS EDGE OF KITCHING COVE; THENCE SOUTH  $74^{\circ}35'24''$  EAST, A DISTANCE OF 31.65 FEET, TO A POINT ON THE SOUTHWEST CORNER OF AND PARALLEL WITH THE SOUTH FACE OF A CONCRETE SEAWALL; THENCE CONTINUE SOUTH  $74^{\circ}35'24''$  EAST PARALLEL WITH AND ALONG SAID SOUTH FACE OF CONCRETE SEAWALL FOR A DISTANCE OF 244.72 FEET TO A POINT

ON THE SOUTHEAST CORNER OF SAID SEAWALL; THENCE NORTH  $17^{\circ}37'59''$  EAST, A DISTANCE OF 12.30 FEET TO THE END OF SAID SEAWALL AND THE BEGINNING OF A TIE LINE; THENCE LANDWARD OF THE WATERS EDGE OF KITCHING COVE AND THE NORTH FORK OF ST. LUCIE RIVER CONTINUE ALONG THE TIE LINE SOUTH  $76^{\circ}25'42''$  EAST, A DISTANCE OF 50.83 FEET; THENCE SOUTH  $73^{\circ}51'41''$  EAST, A DISTANCE OF 115.04 FEET; THENCE SOUTH  $69^{\circ}22'15''$  EAST, A DISTANCE OF 107.15 FEET; THENCE SOUTH  $65^{\circ}26'15''$  EAST, A DISTANCE OF 82.89 FEET; THENCE SOUTH  $53^{\circ}35'53''$  EAST, A DISTANCE OF 224.80 FEET; THENCE NORTH  $34^{\circ}43'37''$  EAST, A DISTANCE OF 135.73 FEET; THENCE NORTH  $57^{\circ}43'37''$  EAST, A DISTANCE OF 141.73 FEET; THENCE SOUTH  $87^{\circ}16'23''$  EAST, A DISTANCE OF 119.35 FEET; THENCE SOUTH  $38^{\circ}16'23''$  EAST, A DISTANCE OF 146.96 FEET; THENCE SOUTH  $05^{\circ}27'19''$  EAST, A DISTANCE OF 120.73 FEET; THENCE SOUTH  $50^{\circ}32'41''$  WEST, A DISTANCE OF 102.70 FEET; THENCE SOUTH  $14^{\circ}32'41''$  WEST, A DISTANCE OF 120.77 FEET; THENCE SOUTH  $45^{\circ}27'19''$  EAST, A DISTANCE OF 188.35 FEET; THENCE SOUTH  $21^{\circ}54'46''$  EAST, A DISTANCE OF 341.21 FEET; THENCE NORTH  $46^{\circ}45'16''$  EAST, A DISTANCE OF 543.57 FEET; THENCE NORTH  $55^{\circ}23'47''$  EAST, A DISTANCE OF 145.60 FEET; THENCE NORTH  $04^{\circ}08'44''$  WEST, A DISTANCE OF 176.94 FEET; THENCE NORTH  $41^{\circ}51'16''$  EAST, A DISTANCE OF 85.00 FEET; THENCE NORTH  $57^{\circ}51'16''$  EAST, A DISTANCE OF 239.90 FEET; THENCE NORTH  $73^{\circ}37'37''$  EAST, A DISTANCE OF 144.43 FEET; TO A POINT LYING ON THE WEST PLAT LIMITS OF THE PLAT OF VILLAS OF SANDPIPER BAY UNIT TWO AS SHOWN ON SHEET 3 OF 4 OF SAID PLAT AS RECORDED IN PLAT BOOK 17, PAGES 14, 14A AND 14B OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, SAID POINT ALSO BEING THE END OF THE TIE LINE; THENCE CONTINUING ALONG SAID PLAT LIMITS NORTH  $11^{\circ}40'00''$  EAST, A DISTANCE OF 155.00 FEET; THENCE NORTH  $28^{\circ}40'00''$  EAST, A DISTANCE OF 130.00 FEET; THENCE NORTH  $07^{\circ}20'00''$  WEST, A DISTANCE OF 130.00 FEET; THENCE NORTH  $45^{\circ}20'00''$  WEST, A DISTANCE OF 99.61 FEET; TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1070.04 FEET AND A CENTRAL ANGLE OF  $39^{\circ}58'56''$ , AND WHICH LIES ON THE SOUTHERLY AND EASTERLY UNRECORDED RIGHT-OF-WAY LINE OF PINE VALLEY STREET AS SHOWN ON SAID PLAT OF VILLAS OF SANDPIPER BAY UNIT TWO; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, FROM WHICH THE LOCAL TANGENT AT THE BEGINNING POINT BEARS SOUTH  $41^{\circ}48'57''$  WEST, A DISTANCE OF 746.70 FEET, SAID ARC SUBTENDED BY A CHORD WHICH BEARS SOUTH  $61^{\circ}48'25''$  WEST, A DISTANCE OF 731.64 FEET TO THE POINT OF INTERSECTION WITH A NON-TANGENT LINE; THENCE NORTH  $08^{\circ}12'07''$  WEST, A DISTANCE OF 100.00 FEET; TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 215.00 FEET AND A CENTRAL ANGLE OF  $62^{\circ}39'42''$ , THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, FROM WHICH THE LOCAL TANGENT AT THE BEGINNING POINT BEARS NORTH  $62^{\circ}33'07''$  EAST, A DISTANCE OF 235.14 FEET SAID ARC SUBTENDED BY A CHORD WHICH BEARS NORTH  $31^{\circ}13'17''$  EAST, A DISTANCE OF 223.59 FEET TO A POINT OF TANGENCY LYING ON THE WEST RIGHT OF WAY LINE OF MONTE VISTA STREET AS SHOWN ON SHEET 1 OF 1 OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT THREE, AS RECORDED IN PLAT BOOK 12, PAGE 4 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, THENCE NORTH  $00^{\circ}06'34''$  WEST, A DISTANCE OF 107.67 FEET; THENCE SOUTH  $89^{\circ}53'26''$  WEST, A DISTANCE OF 125.00 FEET TO THE SOUTHWEST CORNER OF LOT 3, BLOCK 15 OF SAID UNIT THREE; THENCE NORTH  $00^{\circ}06'34''$  WEST, A DISTANCE OF 877.33 FEET ALONG THE WEST LINE OF SAID BLOCK 15 TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 566.79 FEET; THENCE NORtherly AND NORTHWESTERLY FOR 202.00 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF  $20^{\circ}25'12''$  TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 928.69 FEET, A RADIAL

LINE THROUGH SAID BEGINNING OF REVERSE CURVE BEARS NORTH 69°28'14" EAST; THENCE NORTHWESTERLY, NORTHERLY AND NORTHEASTERLY FOR 580.95 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°50'31" TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 175.00 FEET AND TO WHICH BEGINNING A RADIAL LINE BEARS SOUTH 19°58'53" WEST; THENCE NORTHWESTERLY, NORTHERLY AND NORTHEASTERLY FOR 489.22 FEET ALONG SAID CURVE THROUGH A CENTRAL OF 160°10'20", TO A RADIAL LINE OF SAID CURVE WHICH BEARS NORTH 00°09'13" EAST; THENCE ON THE PROLONGATION OF SAID RADIAL FOR 5.86 FEET; THENCE NORTH 00°01'48" WEST FOR 337.94 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 235.00 FEET; THENCE NORTHERLY AND NORTHEASTERLY FOR 369.14 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00" TO A LINE TANGENT WHICH BEARS NORTH 89°58'12" EAST; THENCE ON THE PROLONGATION OF SAID TANGENT FOR 20.00 FEET TO THE NORTHWESTERLY CORNER OF TRACT "A", BLOCK 181 OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT 13, AS RECORDED IN PLAT BOOK 16, PAGE 22 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE CONTINUE ALONG SAID PROLONGATION FOR 375.00 FEET; THENCE NORTH 00°01'48" EAST FOR 45.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 235.00 FEET; THENCE NORTHERLY AND NORTHEASTERLY FOR 100.37 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24°28'13" TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 158 OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT SEVEN AS RECORDED IN PLAT BOOK 14, PAGE 24, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE CONTINUE ALONG SAID CURVE 165.37 FEET, THROUGH A CENTRAL ANGLE 40°19'10" TO A LINE TANGENT WHICH BEARS NORTH 64°45'35" EAST, THENCE ON THE PROLONGATION OF SAID LINE TANGENT FOR 243.44 FEET ALONG THE BACK PROPERTY LINE OF BLOCK 158 OF UNIT SEVEN TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 345.00 FEET; THENCE NORTHEASTERLY FOR 361.59 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 60°03'00" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 2155.00 FEET, A RADIAL LINE THROUGH SAID BEGINNING OF REVERSE CURVE BEARS NORTH 85°17'25" WEST; THENCE NORTHERLY AND NORTHEASTERLY FOR 761.11 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 20°14'10" TO THE BEGINNING OF A COMPOUND CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 320.36 FEET; A RADIAL LINE THROUGH SAID BEGINNING OF COMPOUND CURVE BEARS NORTH 65°03'15" WEST; THENCE NORTHEASTERLY FOR 152.32 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°14'31" TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 1577.14 FEET AND TO WHICH BEGINNING A RADIAL LINE BEARS SOUTH 52°04'32" WEST; THENCE NORTHWESTERLY FOR 394.76 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°20'28" TO A RADIAL LINE OF SAID CURVE WHICH BEARS NORTH 37°44'04" EAST; THENCE ON THE PROLONGATION OF SAID RADIAL FOR 125.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 1702.14 FEET, AFORESAID COURSE ALSO BEING THE WESTERLY PROPERTY LINE OF LOT 21, BLOCK 158 OF SAID UNIT SEVEN AND LYING ON THE LIMITS OF SAID UNIT; AFORESAID COURSE ALSO LYING ON THE LIMITS OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT NINE AS SHOWN IN PLAT BOOK 14, PAGE 27A OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE NORTHWESTERLY FOR 324.40 FEET ALONG SAID CURVE AND THE SOUTH RIGHT-OF-WAY LINE OF WESTMORELAND BOULEVARD THROUGH A CENTRAL ANGLE OF 10°55'11" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 1787.03 FEET, A RADIAL LINE THROUGH SAID BEGINNING OF REVERSE CURVE BEARS SOUTH 26°48'53" WEST, THENCE

NORTHWESTERLY 135.06 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04°19'49" TO A NON-RADIAL LINE WHICH BEARS SOUTH 36°07'15" WEST; THENCE ALONG SAID NON-RADIAL LINE AND ALONG THE BACK PROPERTY LINES OF BLOCK 164 OF SAID UNIT NINE FOR 93.85 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 56.91 FEET; THENCE SOUTHWESTERLY FOR 18.93 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 19°03'29" TO THE BEGINNING OF A COMPOUND CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1334.14 FEET, A RADIAL LINE THROUGH SAID BEGINNING OF SAID COMPOUND CURVE BEARS NORTH 72°56'14" WEST, THENCE SOUTHWESTERLY AND SOUTHERLY FOR 287.85 FEET THROUGH A CENTRAL ANGLE OF 12°21'43" TO A LINE TANGENT WHICH BEARS SOUTH 04°42'03" WEST, THENCE ALONG SAID TANGENT FOR 638.13 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 235.00 FEET; THENCE SOUTHERLY AND SOUTHWESTERLY FOR 369.14 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00" TO A LINE TANGENT WHICH BEARS NORTH 85°17'57" WEST; THENCE ALONG SAID TANGENT FOR 444.99 FEET; THENCE NORTH 75°35'01" WEST FOR 83.29 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST, ALSO LYING ON THE LIMITS OF SOUTH PORT ST. LUCIE UNIT TWO AS SHOWN ON SHEET 1 OF 1 OF THE PLAT OF SAID UNIT AS RECORDED IN PLAT BOOK 12, PAGES 3 AND 45 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, HAVING A RADIUS OF 337.00 FEET; THENCE SOUTHWESTERLY ALONG SAID LIMITS AND THE EAST RIGHT-OF-WAY LINE OF TREASURE ISLAND ROAD OF SAID UNIT FOR 64.76 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11°00'38" TO A LINE TANGENT WHICH BEARS SOUTH 25°25'37" WEST; THENCE ALONG SAID TANGENT FOR 180.74 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 337.00 FEET; THENCE SOUTHERLY AND SOUTHWESTERLY FOR 366.46 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 62°18'15" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 107.30 FEET, A RADIAL LINE THROUGH SAID BEGINNING OF REVERSE CURVE BEARS SOUTH 02°16'08" EAST; THENCE SOUTHWESTERLY FOR 66.15 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°19'18" TO A RADIAL LINE OF SAID CURVE WHICH BEARS SOUTH 37°35'27" EAST, THENCE ALONG SAID RADIAL FOR 127.61 FEET THE NORTHEAST CORNER OF LOT 1, BLOCK 11 OF SAID UNIT TWO; THENCE SOUTH 23°02'22" WEST, ALONG THE BACK PROPERTY LINES OF BLOCK 11, FOR 472.28 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 319.15 FEET; THENCE SOUTHERLY AND SOUTHWESTERLY FOR 167.81 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 30°07'36" TO A NON-TANGENT LINE WHICH BEARS SOUTH 57°36'59" WEST; THENCE ALONG SAID NON-TANGENT LINE FOR 84.16 FEET; THENCE SOUTH 10°28'35" EAST FOR 163.86 FEET; THENCE SOUTH 00°57'34" WEST FOR 609.67 FEET; THENCE SOUTH 11°13'51" EAST FOR 63.05 FEET; THENCE SOUTH 14°07'45" EAST FOR 190.49 FEET; THENCE SOUTH 36°48'01" WEST FOR 190.49 FEET; THENCE SOUTH 87°43'47" WEST FOR 190.49 FEET TO THE SOUTHEAST CORNER OF LOT 36, BLOCK 10 OF SAID UNIT TWO; THENCE NORTH 41°20'27" WEST ALONG THE BACK PROPERTY LINES OF BLOCK 10 FOR 190.49 FEET; THENCE NORTH 09°35'19" EAST FOR 160.00 FEET; THENCE NORTH 20°09'23" EAST FOR 100.42 FEET; THENCE NORTH 00°57'34" EAST FOR 530.30 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 711.42 FEET; THENCE NORtherly AND NORTHWESTERLY FOR 163.50 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13°10'04" TO A LINE TANGENT WHICH BEARS NORTH 12°12'30" WEST; THENCE ALONG SAID TANGENT FOR 670.28 FEET; THENCE NORTH 16°05'41" WEST FOR 251.42 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 255.00 FEET; THENCE NORTHWESTERLY, NORtherly

NORtheasterly for 620.18 feet along said curve through a central angle of 139°20'54" to a line tangent which bears south 56°44'48" east, thence along said tangent for 473.16 feet; thence south 19°58'34" east for 50.97 feet to the beginning of a curve concave to the southeast having a radius of 167.30 feet, also lying on the northerly right-of-way of Treasure Island Road; thence easterly for 51.70 feet along said curve through a central angle of 17°42'25" to the beginning of a reverse curve concave to the northwest having a radius of 277.00 feet, a radial line through said beginning of reverse curve bears north 02°16'08" west, thence northeasterly and northerly for 301.21 feet along said curve through a central angle of 62°18'15" to a line tangent which bears north 25°25'37" east, thence along said tangent for 180.74 feet to the beginning of a curve concave to the northwest having a radius of 277.00 feet; thence northerly for 53.23 feet along said curve through a central angle of 11°00'38" to a radial line of said curve which bears north 75°35'01" west; said line being the south property line of lot 24, block 7 and the limits of plat of South Port St. Lucie Unit One as shown on sheet 2 of 2 of plat book 12, page 1 of the public records of St. Lucie County, Florida; thence along said radial for 125.00 feet to the beginning of a curve concave to the southwest having a radius of 152.00 feet; thence northerly and northwesterly along the back property lines of block 7 for 169.44 feet along said curve through a central angle of 63°52'12" to a point of reverse curvature of a curve concave to the northeast, thence northwesterly along the arc of said curve, having a radius of 1025.00 feet, a central angle of 29°33'11", an arc distance of 528.69 feet; thence north 19°54'02" west, for 418.24 feet; thence west for 85.47 feet, thence north 09°04'02" east for 403.71 feet; thence north 02°25'00" west for 55.92 feet; thence north 49°28'15" west for 65.67 feet; thence north 66°00'12" west for 121.40 feet; thence south 54°04'00" west for 50.00 feet; thence south 29°08'01" east for 30.03 feet to a point on the arc of a curve concave to the west whose radius bears south 38°34'30" west from the last described point; thence southeasterly along the arc of said curve, having a radius of 255.00 feet, a central angle of 83°10'17", an arc distance of 370.16 feet; thence south 32°09'53" west, for 94.05 feet; thence south 17°34'22" west for 52.33 feet; thence south 79°38'56" west for 186.10 feet; thence north 88°28'19" west for 131.28 feet; thence south 29°00'22" west for 80.50 feet to the point of curvature of a curve concave to the northwest; thence southwesterly along the arc of said curve, having a radius of 642.59 feet, a central angle of 21°20'57", an arc distance of 239.44 feet to a point of reverse curvature concave to the southeast; thence southeasterly along the arc of said curve, having a radius of 1087.94 feet, a central angle of 51°52'18", an arc distance of 984.95 feet; thence south 02°55'01" west for 181.57 feet; thence south 00°14'25" east for 1425.00 feet; thence south 02°54'55" east for 73.19 feet; thence south 10°49'42" east for 215.32 feet to the point of beginning.

SAID LAND SITUATE, LYING AND BEING IN THE CITY OF PORT ST. LUCIE, ST. LUCIE COUNTY, FLORIDA.

A) LESS AND EXCEPT A STRIP OF LAND OF LAND DESCRIBED IN ST. LUCIE COUNTY OFFICIAL RECORD BOOK 382, PAGE 333.

B) A ONE FOOT STRIP OF LAND LYING IMMEDIATELY ADJACENT TO THE SOUTH LINE OF LOT 14, BLOCK 164, SOUTH PORT ST. LUCIE UNIT NINE, AS RECORDED IN PLAT BOOK 14, PAGE 27A, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

SAID LAND SITUATE, LYING AND BEING IN THE CITY OF PORT ST. LUCIE, ST. LUCIE COUNTY.

C) LESS AND EXCEPT A STRIP OF LAND DESCRIBED IN ST. LUCIE COUNTY OFFICIAL RECORD BOOK 208, PAGE 1132.

PARCEL "B"

POINT OF BEGINNING BEING THE BEGINNING OF THE AFOREMENTIONED TIE LINE ALSO BEING THE NORTHEAST CORNER OF THE SEAWALL; THENCE LANDWARD OF THE WATERS EDGE OF KITCHING COVE AND THE NORTH PORT OF THE ST. LUCIE RIVER CONTINUE ALONG SAID TIE LINE SOUTH 76°25'42" EAST FOR A DISTANCE OF 50.83 FEET; THENCE CONTINUING SOUTH 73°51'41" EAST FOR A DISTANCE OF 115.04 FEET; THENCE SOUTH 69°22'15" EAST FOR A DISTANCE OF 107.15 FEET; THENCE SOUTH 65°26'15" EAST FOR A DISTANCE OF 82.89 FEET; THENCE SOUTH 53°35'53" EAST FOR A DISTANCE OF 224.80 FEET; THENCE NORTH 34°43'37" EAST FOR A DISTANCE OF 135.73 FEET; THENCE NORTH 57°43'37" EAST FOR A DISTANCE OF 141.73 FEET; THENCE SOUTH 87°16'23" EAST FOR A DISTANCE OF 119.35 FEET; THENCE SOUTH 38°16'23" EAST FOR A DISTANCE OF 146.96 FEET; THENCE SOUTH 05°27'19" EAST FOR A DISTANCE OF 120.73 FEET; THENCE SOUTH 50°32'41" WEST FOR A DISTANCE OF 102.70 FEET; THENCE SOUTH 14°32'41" WEST FOR A DISTANCE OF 120.77 FEET; THENCE SOUTH 45°27'19" EAST FOR A DISTANCE OF 188.35 FEET; THENCE SOUTH 21°54'46" EAST FOR A DISTANCE OF 341.21 FEET; THENCE NORTH 46°45'16" EAST FOR A DISTANCE OF 543.57 FEET; THENCE NORTH 55°23'47" EAST FOR A DISTANCE OF 145.60 FEET; THENCE NORTH 04°06'44" WEST FOR A DISTANCE OF 176.94 FEET; THENCE NORTH 41°51'16" EAST FOR A DISTANCE OF 85.00 FEET; THENCE NORTH 57°51'16" EAST FOR A DISTANCE OF 239.90 FEET; THENCE NORTH 73°37'37" EAST FOR A DISTANCE OF 144.43 FEET; TO A POINT LYING ON THE WEST PLAT LIMITS OF AFOREMENTIONED PLAT OF VILLAS OF SANDPIPER BAY UNIT TWO; THENCE CONTINUING ALONG SAID LIMITS SOUTH 51°21'25" EAST FOR A DISTANCE OF 36.01 FEET; THENCE SOUTH FOR DISTANCE OF 370.00 FEET; THENCE SOUTH 74°53'47" WEST ALONG A LINE LYING WATERWARD OF THE WATERS EDGE FOR A DISTANCE OF 517.19 FEET; THENCE CONTINUING ALONG SAID WATERWARD LINE SOUTH 46°45'16" WEST FOR A DISTANCE OF 661.78 FEET; THENCE NORTH 23°14'14" WEST FOR A DISTANCE OF 563.40 FEET; THENCE NORTH 53°15'17" WEST FOR A DISTANCE OF 640.91 FEET; THENCE NORTH 65°23'43" WEST FOR A DISTANCE OF 333.68 FEET; TO THE SOUTHEAST CORNER OF SAID SEAWALL; THENCE NORTH 17°37'59" EAST ALONG THE FACE OF THE SEAWALL FOR A DISTANCE OF 12.30 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

SAID PARCEL SITUATE, LYING AND BEING IN THE CITY OF PORT ST. LUCIE, ST. LUCIE COUNTY, FLORIDA.

PARCEL C:

GOLF COURSE MAINTENANCE COMPOUND

DESCRIPTION OF A PORTION OF TRACT "J" SITUATE IN SECTION 13, TOWNSHIP 37 SOUTH, RANGE 40 EAST, OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT EIGHT, PLAT BOOK 14, PAGE 26C OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID PORTION ALSO LYING IN THE CITY OF PORT ST. LUCIE, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF SUNSHINE AVENUE AND THE EAST SECTION LINE OF SECTION 14, TOWNSHIP 37 SOUTH, REFLECTED ON THE FIRST RE-PLAT OF SOUTH PORT ST. LUCIE UNIT TEN, PLAT BOOK 16, PAGE 38 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S 89°38' 56" EAST FOR A DISTANCE OF 203.50 FEET, THENCE N 00°21'04" EAST FOR A DISTANCE OF 19.00 FEET TO THE POINT OF BEGINNING.

THENCE CONTINUING N 00°21'04" EAST FOR A DISTANCE OF 201.15 FEET; THENCE S 89°41'55" EAST FOR A DISTANCE OF 302.08 FEET THROUGH SAID TRACT "J" AND THE BACK LOT LINES OF BLOCK 137 OF SAID UNIT EIGHT; THENCE S 00°21'04" WEST FOR A DISTANCE OF 201.41 FEET. THENCE N 89°38'56" WEST FOR A DISTANCE OF 302.03 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

PARCEL E:

TRACT "A" OF BLOCK 181, SOUTH PORT ST. LUCIE UNIT 13, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 16, AT PAGE 22, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL F:

TRACT "A" OF BLOCK 169, SOUTH PORT ST. LUCIE UNIT 11, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 15, AT PAGE 15, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL G:

TRACT "A" OF BLOCK 165, SOUTH PORT ST. LUCIE UNIT 10, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 15, AT PAGE 2, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL H:

LOT 4 OF BLOCK 166, SOUTH PORT ST. LUCIE UNIT 10, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 15, AT PAGE 2, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA

**EXHIBIT "B"**

**PERMITTED EXCEPTIONS**

1. Taxes and assessments for the year 2024, a lien payable, and subsequent years which are not yet due and payable.
2. Matters shown on the Plat of South Port St. Lucie Unit Three, recorded in Plat Book 12, Page 4. (Affects Parcel A)
3. Matters shown on the Plat of South Port St. Lucie Unit Eight, recorded in Plat Book 14, Page 26.
4. Matters shown on the Plat of South Port St. Lucie Unit Ten, recorded in Plat Book 15, Page 2. (Affects Parcels G and H)
5. Matters shown on the Plat of South Port St. Lucie Unit Eleven, recorded in Plat Book 15, Page 15. (Affects Parcel F)
6. Matters shown on the Plat of South Port St. Lucie Unit Thirteen, recorded in Plat Book 16, Page 22. (Affects Parcel E)
7. Declaration of Covenants, Conditions and Restrictions recorded in Book 178, Page 1100 of Official Records, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). (Affects Parcel G)
8. Declaration of Covenants, Conditions and Restrictions recorded in Deed Book 263, Page 334; as affected by Amendment to Declaration of Restrictions affecting South Port St. Lucie Unit Three recorded in Book 208, Page 1403 of Official Records, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). (Affects part of Parcel A)
9. Easement, granted from General Development Corporation to General Development Utilities, Inc., recorded in Book 32, Page 129 of Official Records. (Affects Parcel A)
10. Easement, granted from General Development Corporation to General Development Utilities, Inc., recorded in Book 32, Page 130 of Official Records. (Affects Parcel A)
11. The terms, provisions, and conditions contained in that certain Drainage Right of Way Dedication, recorded in Book 168, Page 1161 of Official Records. (Affects Parcel A)
12. Terms and conditions of the Easement Agreement between General Development Corporation, a Delaware corporation and Southern Bell Telephone and Telegraph Company recorded in Book 187, Page 1520 of Official Records. (Affects Parcel A)
13. The terms, provisions, and conditions contained in that certain Resolution No. 72-2, recorded in Book 201, Page 1676 of Official Records.

14. Easement granted to Florida Power & Light Company by instrument recorded in Book 298, Page 1003 of Official Records. (Affects Parcel A)
15. Terms and conditions of the Utility and Irrigation Agreement between Tollman-Hundley SPB Company, a Florida general partnership, General Development Corporation, a Delaware corporation and General Development Utilities, Inc., a Florida corporation recorded in Book 389, Page 1888 of Official Records.
16. Terms and conditions of the Reciprocal Drainage Agreement from General Development Agreement between General Development Corporation, a Delaware corporation and Tollman-Hundley SPB Company, a Florida general partnership recorded in Book 389, Page 1931 of Official Records. (Affects Parcel J)
17. Terms and conditions of the Master Utility Easement Agreement between Tollman-Hundley SPB Company, a Florida general partnership and General Development Utilities, a Florida corporation recorded in Book 389, Page 1987 of Official Records; as affected by Assignment and Assumption Agreement recorded in Book 1141, Page 2395 of Official Records; as affected by Declaration of Easement for Utility Facilities recorded in Book 2575, Page 172 of Official Records.
18. Terms and conditions of the Maintenance Area (Number Two) Ingress and Egress, Utility and Drainage Easement Agreement between General Development Corporation, a Delaware corporation and Tollman-Hundley SPB Company, a Florida general partnership recorded in Book 389, Page 2016 of Official Records. (Affects Parcel C)
19. Terms and conditions of the Assignment Agreement between General Development Corporation, a Delaware corporation and Florida Power and Light Company, a Florida corporation recorded in Book 473, Page 1177 of Official Records; as affected by Subordination of Utility Interests Department of Transportation recorded in Book 804, Page 2796 of Official Records; as affected by Agreed Order of Taking and Final Judgment as to Defendant Florida Power & Light Company's Easement Interest recorded in Book 2820, Page 1535 of Official Records, Book 3040, Page 415 of Official Records, Book 3040, Page 790 of Official Records, Book 3040, Page 798 of Official Records, Book 3040, Page 806 of Official Records, Book 3040, Page 814 of Official Records, Book 3040, Page 823 of Official Records, Book 3040, Page 831 of Official Records; as affected by Subordination of Utility Interests Public Body recorded in Book 3297, Page 2829 of Official Records.
20. Easement granted to Florida Power & Light Company by instrument recorded in Book 869, Page 2542 of Official Records. (Affects Parcel A)
21. That certain unrecorded lease, by and between Board of Trustees of the Internal Improvement Trust Fund of the State of Florida, Lessor, and Tollman-Hundley SPB Company, a Florida general partnership, Lessee, as evidenced by that certain Sovereignty Submerged Land Lease Renewal, recorded in Book 680, Page 1700 of Official Records; as affected by Assignment of Sovereignty Submerged Lands Lease recorded in Book 753, Page 1353 of Official Records; as affected by Assumption of Sovereignty Submerged Lands Lease recorded in Book 753, Page 1361 of Official Records, Book 884, Page 2923 of Official Records, Book 884, Page 2931 of Official Records; as affected by Sovereignty Submerged Land Lease Renewal recorded in

Book 930, Page 2912 of Official Records; as affected by Sovereignty Submerged Land Lease Renewal and Modification to Add Co-Lessee recorded in Book 1349, Page 2769 of Official Records; as affected by Sovereignty Lands Lease Modification to Correct Legal Description recorded in Book 1690, Page 1924 of Official Records; as affected by Sovereign Submerged Lands Easement recorded in Book 2619, Page 1360 of Official Records; as affected by Sovereign Submerged Land Easement Modification to Reflect Structures as Built recorded in Book 2887, Page 1597 of Official Records; as affected by Sovereignty Submerged Lands Lease Modification to Reflect Structures and increase Square Footage recorded in Book 2818, Page 1299 of Official Records.

22. Easement, granted from General Development Corporation, a Delaware corporation to City of Port St. Lucie, Florida and Tollman-Hundley SPB Company, a Florida general partnership, recorded in Book 689, Page 527 of Official Records. (Affects Parcel A)
23. Terms and conditions of the Developer Water and Sewer Construction and Service Agreement between Village Properties of Sandpiper, Inc, a Florida corporation and St. Lucie County, a political subdivision of the state of Florida recorded in Book 755, Page 2564 of Official Records.
24. Easement, granted from Village Properties of Sandpiper Co., a Florida corporation to St. Lucie County, recorded in Book 869, Page 2530 of Official Records. (Affects Parcel A)
25. Easement, granted from Village Properties of Sandpiper Co., a Florida corporation to St. Lucie County, recorded in Book 869, Page 2533 of Official Records. (Affects Parcel A)
26. Easement, granted from Village Properties of Sandpiper Co., a Florida corporation to St. Lucie County, recorded in Book 869, Page 2535 of Official Records. (Affects Parcel A)
27. Easement, granted from Village Properties of Sandpiper Co to Southern Bell Telephone and Telegraph Company, recorded in Book 869, Page 2538 of Official Records. (Affects Parcel A)
28. Easement, granted from Village Properties of Sandpiper Co., a Florida corporation to St. Lucie County, recorded in Book 869, Page 2545 of Official Records. (Affects Parcel A)
29. Easement granted to Florida Power & Light Company by instrument recorded in Book 869, Page 2547 of Official Records. (Affects Parcel A)
30. Covenant Running With The Land recorded in Book 759, Page 2616 of Official Records; as affected by Procedures and Guidelines for Fences recorded in Book 891, Page 2346 of Official Records, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). (Affects Parcels A, E, F, G, and H)

31. Easement, granted from Sandpiper Resort Properties, Inc. to Comcast of Florida/Georgia LLC., recorded in Book 3199, Page 432 of Official Records.
32. Easement, granted from Sandpiper Resort Properties, Inc. to City of Port Saint Lucie, a Florida municipal corporation, recorded in Book 3368, Page 995 of Official Records. (Affects Parcels A and B)
33. Riparian rights are not guaranteed or insured. Title to no portion of the herein described land lying below ordinary high water mark is hereby insured.
34. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 392 of Official Records.
35. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 393 of Official Records.
36. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 394 of Official Records.
37. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 395 of Official Records.
38. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 396 of Official Records.
39. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 397 of Official Records.
40. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 398 of Official Records.
41. "Notice of Lis Pendens" recorded in September 09, 2024 in Book 5203, Page 2276 of Official Records, Case No. 562024CA001610AXXXHC, in the Circuit Court of the 19th Judicial Circuit, styled Phase 3 Restoration LLC d/b/a Servpro of North Palm Beach, a Florida limited liability Company v. Sandpiper Bay Resort Holdings, LLC, a Florida limited liability company, Altitude Hospital LLC, a Florida limited liability company, and Michael Garofalo, individually.
42. Code violation upon which that certain lien, recorded in September 30, 2024 of Book 5213, Page 494 of Official Records.
43. Code violation upon which that certain lien, recorded in September 30, 2024 of Book 5213, Page 495 of Official Records.
44. Code violation upon which that certain lien, recorded in September 30, 2024 of Book 5213, Page 496 of Official Records.
45. Any facts, rights, interests or claims that may exist or arise by reason of the following matters disclosed by an ALTA/NSPS survey made by Micahel T. Town/ EDC Engineers and Surveyors on 4/12/2022, designated 21-392:

- (a) Mangroves (Southeasterly property line).
- (b) Chain link fence (Easterly property line).
- (c) Wood Deck (Southwesterly property line).
- (d) Volleyball court over access and flowage easement.
- (e) Wood bridge (Easterly property line).
- (f) Guard house curbing (Easterly property line).
- (g) Building, metal fence & pool area over FPL easement.
- (h) Gazebo & golf cart storage building corner over utility easement.
- (i) Concrete walk along south property line.
- (j) Wood dock along south property line.
- (k) Concrete ramp south property line.
- (l) Concrete wall along west property line.
- (m) Overhead wire along west property line.
- (n) Patio over property line towards west of over Brook Drive.
- (o) Landscape area along west property line.
- (p) Overhead wire along west property line.
- (q) Landscape area along northeasterly property line, north of Lot 1 and Block 10.
- (r) Chain link fence along easterly line west of Lot 18 Block 7.
- (s) 4 foot chain link fence along easterly property line west of Lot 10 Block 7.
- (t) Landscape area along northeast property line North of Lot 21 Block 164.
- (u) 4' iron rod fence along east property line of Lot 4, Block 166.
- (v) Landscape area along north property line.
- (w) Landscape area and 8' asphalt walk along west property line.
- (x) 6' chain link fence along southwest corner of property of Tract "A" Block 169.



## Owner Affidavit / Letter of Authorization

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

St. Lucie County  
Planning & Development Services  
2300 Virginia Avenue  
Fort Pierce, FL 34982

RE: Altitude Prop. Co. LLC  
4500 SE Pine Valley Street  
Port St Lucie, FL 34952  
Folio: 4423-21C-0001-000-3, 4414-133-0002-000-6

To Whom It May Concern;

State of Florida  
County of St. Lucie

I, Deependra Talla, am the authorized agent of **Altitude Prop. Co. LLC**, the owner of property located at 3500 SE MORNINGSIDE BOULEVARD and SE WESTMORELAND BLVD, PORT ST. LUCIE, FL 34952, and described in the legal description.

### Site Address: 3500 SE MORNINGSIDE BLVD

23 37 40 (S PART SINNERS GOLF COURSE AND COUNTRY CLUB) GOVT LOT 2 LYD S OF PINE VALLEY ST AND W OF SANDPIPER BAY-UNIT 2- AND GOVT LOTS 3 AND 4-LESS SPSL-UNITS 2 AND 3- AND LESS PART OF GOVT LOT 4 MPDAF: FROM NW CCR SEC RUN S 1293.19 FT FOR POB, TH N 83 DEG 32 MIN 53 SEC E 13.77 FT TO INT OF CIR CURVE CONCAVE NELY, R 105 FT AND CA 19 DEG 09 MIN 01 SEC, TH SELY ON ARC OF CURVE 35.09 FT, THS 28 DEG 02 MIN 00 SEC W 70.25 FT, TH S // TO AND 8 FT E OF W SEC LI 318 FT MIL TO ST LUCIE RIVER, TH W 8 FT MIL TO W SEC LI, TH N 409 FT TO FOB AND LESS RIVER VISTA SID AND LESS RIVER VISTA REPLAT AND LESS VILLAS OF SANDPIPER BAY-UNIT I- AND LESS AS IN OR 389-1962 AND LESS AS IN OR 869-2553- (96.49 AC)

### Site Address: SE WESTMORELAND BLVD

14 37 40 (NORTH PART SINNERS GOLF COURSE) THAT PART OF SEC LYD SLY AND ELY OF MORNINGSIDE BV AND SLY OF WESTMORELAND BV AND WLY OF SANTA ANITA AND MONTE VISTA STSAND NLY OF SUNSHINE AV-LESS SPSL UNITS 1, 2, 3, 7 AND 9 AND LESS REPLT SPSL 2 AND LESS RIVER VISTA S/D AND LESS AS IN OR 268-1333 (SHOPPINGCENTER) AND LESS TO CITY OF PSL FOR DR R/W AS IN OR 168-1161 AND LESS AS IN OR 382-333 AND LESS AS IN OR 208-1132 AND LESS S PSL UNIT13- (127.26 AC)

Said land is situated in the City of Port St. Lucie, St. Lucie County, Florida.

We hereby authorize **KEITH** and **MPLD Consulting** to act on our behalf to submit all necessary applications for entitlement and development related issues.

Signature of owner/agent

Deepu Talla

Print Name

Deependra Talla

Sworn and subscribed before me this 11 day of June, 2025

He/She is personally known to me or  
 Has presented identification  
 Online notarization

Signature of Notary Public:

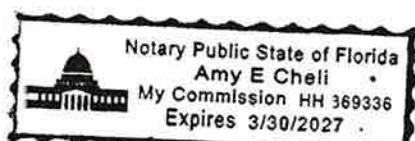
Amy E. Cheli

Print Name:

Amy E. Cheli

Date:

06/11/25



Witness:

Anna Baerlund

Date:

6/11/2025

Address: 1103 SE Westchester Dr., 34952 PSL, FL

Witness:

Denice Ralo

Date:

6/11/2025

Address: 4500 SE Pine Valley St., 34952 PSL, FL

<b>Title</b>	Signature & Notarization Needed – Owner Affidavit for Site...
<b>Filename</b>	Sandpiper-RPS Aca...Authorization.pdf
<b>Document ID</b>	be0ca94da7d51721fb19e3ae219ce2466dae1f2a
<b>Audit trail date format</b>	MM / DD / YYYY
<b>Status</b>	 Signed

### Document History

 <b>SENT</b>	<b>06 / 11 / 2025</b> 14:06:10 UTC-4	Sent for signature to Deepu Talla (deependra@yahoo.com) from zack@mpldconsulting.com IP: 76.153.247.57
 <b>VIEWED</b>	<b>06 / 11 / 2025</b> 14:07:05 UTC-4	Viewed by Deepu Talla (deependra@yahoo.com) IP: 12.75.216.38
 <b>SIGNED</b>	<b>06 / 11 / 2025</b> 14:07:59 UTC-4	Signed by Deepu Talla (deependra@yahoo.com) IP: 12.75.216.38
 <b>COMPLETED</b>	<b>06 / 11 / 2025</b> 14:07:59 UTC-4	The document has been completed.



## MEMORANDUM

TO: Bethany Grubbs, Senior Planner, Planning & Zoning

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

DATE: January 13, 2026

SUBJECT: P25-157 Sandpiper Bay – Comprehensive Plan Amend - Small Scale Traffic Generation & Circulation Approval

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This application and Traffic Report prepared by Simmons & White dated January 6, 2026 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.

The proposed Small Scale Comprehensive Plan change is not anticipated to generate any additional traffic based on the existing resort, marina and school that are already approved.



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# **SANDPIPER BAY RESORT & RPS ACADEMY**

**City of Port St. Lucie, FL**

## **FUTURE LAND USE AMENDMENT TRAFFIC ANALYSIS**

**PREPARED FOR:**

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

**JOB NO. 25-103A**

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

Anna Lai, Professional Engineer, State of Florida, License No. 78138

This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 01/06/26.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Digitally signed by  
Anna Lai  
Date: 2026.01.06  
13:45:00-05'00'  
A blue rectangular digital signature seal. It features a stylized 'SW' monogram in the center, with a globe icon above it. The text 'Digitally signed by Anna Lai Date: 2026.01.06 13:45:00-05'00'' is printed in white within the seal.

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7.0 CONCLUSION

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FUTURE LAND USE MAPS

## APPENDIX B

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ITE TRIP GENERATION RATES

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2045 LONG RANGE TRANSPORTATION PLAN ROADWAY IMPROVEMENTS

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TCRPM 5.1 2045 DATA

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COMMITTED PROJECT TRIPS

## APPENDIX F

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TRAFFIC COUNT DATA

## 1.0 SITE DATA

The subject parcel is located on west of US 1 and south of SE Port St. Lucie Boulevard in the City of Port St. Lucie, Florida and contains approximately 216 acres. The Parcel ID numbers for the subject site are as follows:

4423-210-0001-000-3  
4414-133-0002-000-6

The property is currently designated as Open Space Recreational (OSR), Commercial General/Institutional (CG/I), and Commercial Limited (CL) in the City of Port St. Lucie Comprehensive Plan. The property owner is requesting a change from the parcel's existing designation to Open Space Recreational (OSR) and Commercial General/Institutional (CG/I) on the City of Port St. Lucie Comprehensive Plan. The purpose of this study is to determine the traffic impact on each roadway with the site radius of influence, to determine if the roadway segments will exceed the adopted Level of Service volumes for the impacted roadway segments, and to compare the potential worst case scenario with regards to the existing and proposed future land uses.

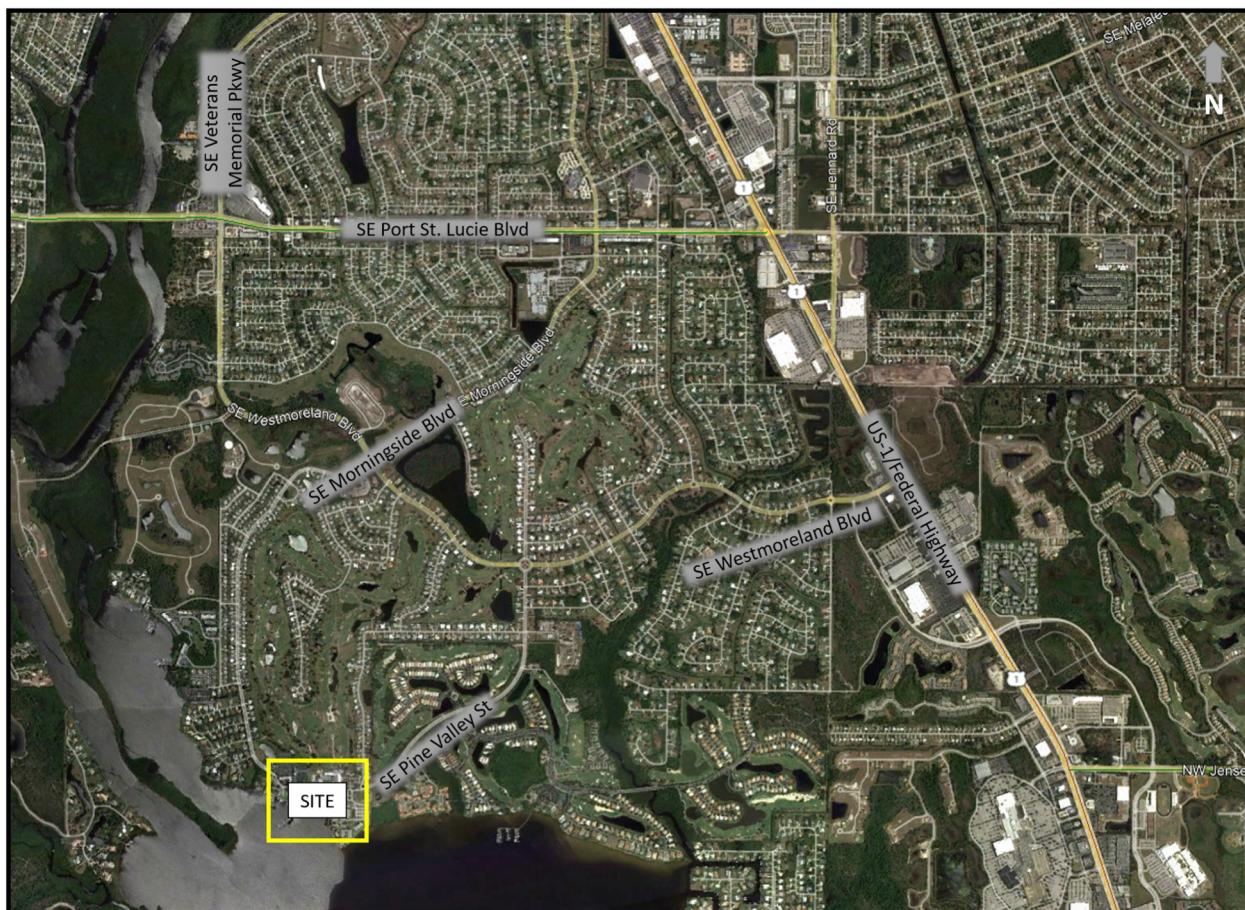


Figure 1 – Site Location Map

## 2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the parcel's land use designations may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing OSR, CG/I, and CL future land use designation and the proposed OSR and CG/I future land use designation:

### Existing Future Land Use

The most intensive land use under the existing Open Space Recreational (OSR), Commercial General/Institutional (CG/I), and Commercial Limited (CL) land use designation are "Golf Course" and "Shopping Center". Based on a maximum floor area ratio (FAR) of 30 percent and the site area consisting of 8,101,154 SF, the maximum allowable building square footage for the designated area under the existing OSR land use designation is 2,428,801 SF. Based on a maximum FAR of 40 percent and the site areas consisting of 297,735 SF and 962,676 SF, the maximum allowable building square footage for the designated area under the existing CG/I and CL land use designations is 503,553 SF. The existing future land use map is included in Appendix A.

Table 1 calculates the daily, AM peak hour, and PM peak hour traffic generation for the property under the existing OSR and CG/I land use designations. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 12th Edition for ITE Land Use Codes #430 (golf course) and #820 (shopping center) (in Appendix B) and are summarized as follows:

### Existing Future Land Use

Daily Traffic Generation	= 15,537 tpd
AM Peak Hour Traffic Generation (In/Out)	= 394 pht (249 In/145 Out)
PM Peak Hour Traffic Generation (In/Out)	= 1,382 pht (670 In/712 Out)

### Proposed Future Land Use

The most intensive land use under the proposed Open Space Recreational (OSR) and Commercial General/Institutional (CG/I) land use designation are "Golf Course" and "Shopping Center". Based on a maximum floor area ratio (FAR) of 30 percent and the site area consisting of 7,558,044 SF, the maximum allowable building square footage for the designated area under the proposed OSR land use designation is 2,267,413 SF. Based on a maximum FAR of 40 percent and the site area consisting of 1,833,869 SF, the maximum allowable building square footage for the designated area under the proposed CG/I land use designations is 731,808 SF. The proposed future land use map is included in Appendix A.

Table 2 calculates the daily, AM peak hour, and PM peak hour traffic generation for the property under the proposed OSR and CG/I land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 12th Edition for ITE Land Use Codes #430 (golf course) and #820 (shopping center) and are summarized as follows:

### Proposed Future Land Use

Daily Traffic Generation	= 22,219 tpd
AM Peak Hour Traffic Generation (In/Out)	= 555 pht (347 In/208 Out)
PM Peak Hour Traffic Generation (In/Out)	= 1,982 pht (964 In/1,018 Out)

The change in traffic generation due to the requested change in the parcels' land use designations may be calculated as follows (as shown in Table 3):

### Net New Trips

Daily Traffic Generation	= 6,682 tpd
AM Peak Hour Traffic Generation (In/Out)	= 161 pht (98 In/63 Out)
PM Peak Hour Traffic Generation (In/Out)	= 600 pht (294 In/306 Out)

## 3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on the County Land Development Code Section 11.02.09.4.b and Appendix B of the St. Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures publication, the study area shall include all major roadways within three (3) miles of the site. The 3-mile study area is shown below.

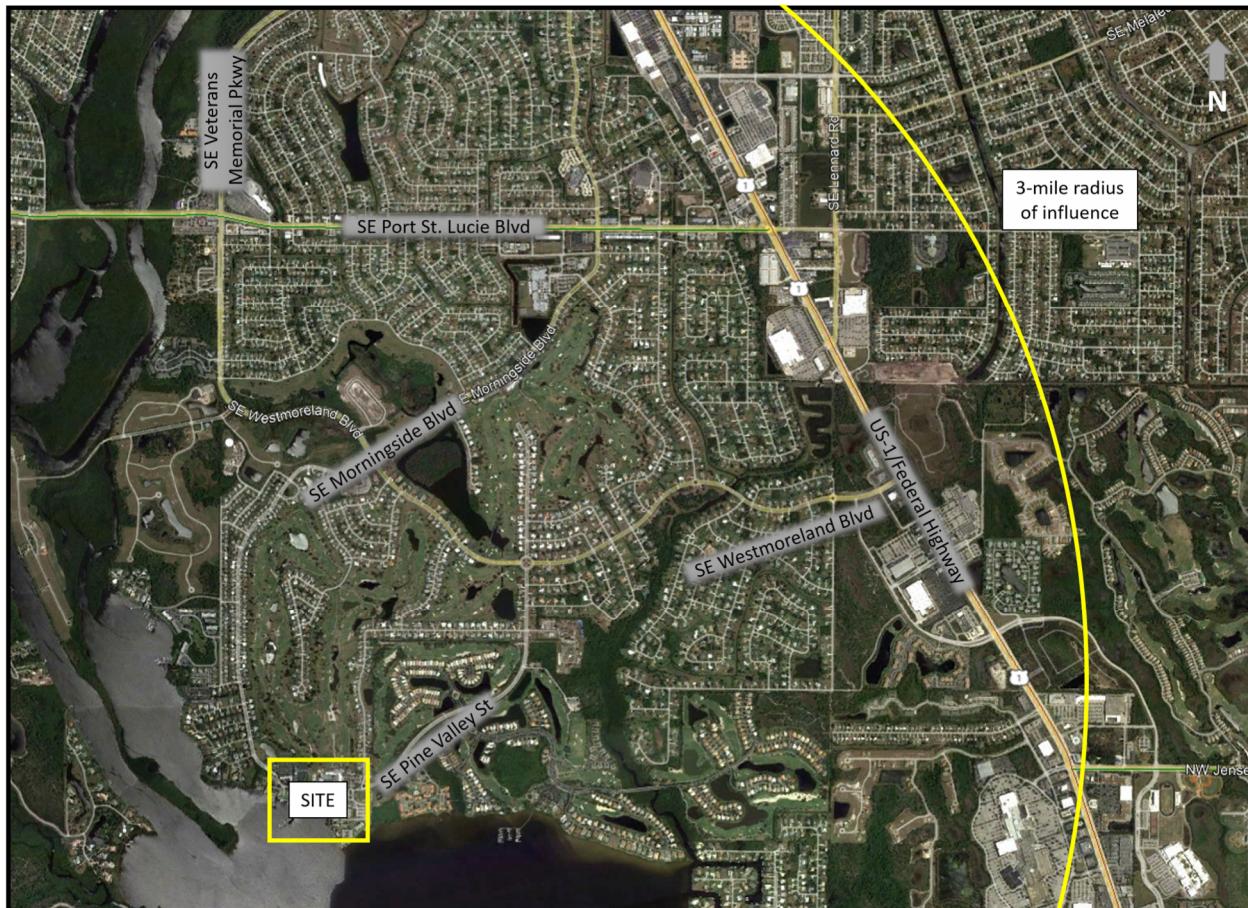


Figure 2 – Study Area (3 Miles)

## 4.0 PROGRAMMED IMPROVEMENTS

The St. Lucie TPO 2045 Long Range Transportation Plan identifies several improvements within the area including developer funded roadway projects. The programmed improvements are shown below in Figure 3 and listed below.

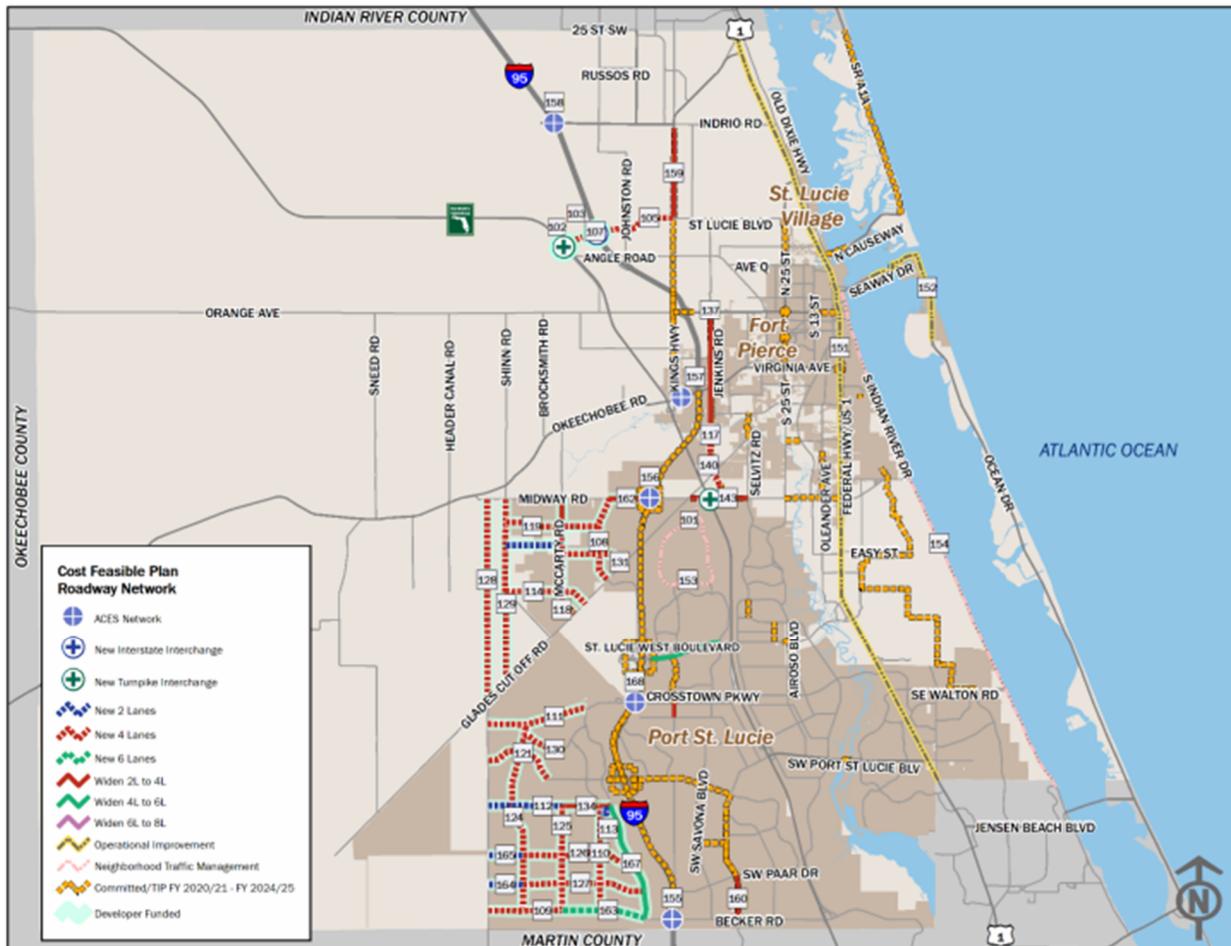


Figure 3 – 2045 Cost Feasible Roadway Map  
From Figure 8.1 of the St. Lucie TPO 2045 LRTP

### Programmed Improvements

- US 1/Federal Highway – Operational improvement (see Appendix C)

## 4.0 LONG TERM (2045) TRAFFIC ANALYSIS

### Background Traffic Analysis

The Long Term (2045) Traffic Analysis is based on the TCRPM 5.1 model that includes other major development sites. The daily volumes from the model are included in Appendix D. The roadway service capacity volumes were based on the 2023 FDOT Multimodal Quality/Level of Service Handbook.

A model output correction factor (MOCF) was applied to the daily traffic volumes from the TCRPM. A peak to daily ratio (K Factor) of 0.09 was utilized to convert the directional daily model volumes to peak hour volumes. The background traffic volumes from the 2045 model are provided in Table 4. Table 4 also compares the background peak hour volumes to the roadway service capacity thresholds based on the planned 2045 roadway network. As shown in Table 4, one roadway segment on SE Port St. Lucie Boulevard and two roadway segments on US 1 are expected to operate below the Level of Service threshold requirements, based on background traffic volumes.

### Total Traffic Analysis

The roadway network utilized in the total traffic analysis is the same as what was utilized for the background traffic analysis. The trip distribution for the proposed project was based on existing and future traffic patterns along with engineering judgement. The trip assignment is shown in Figure 4.

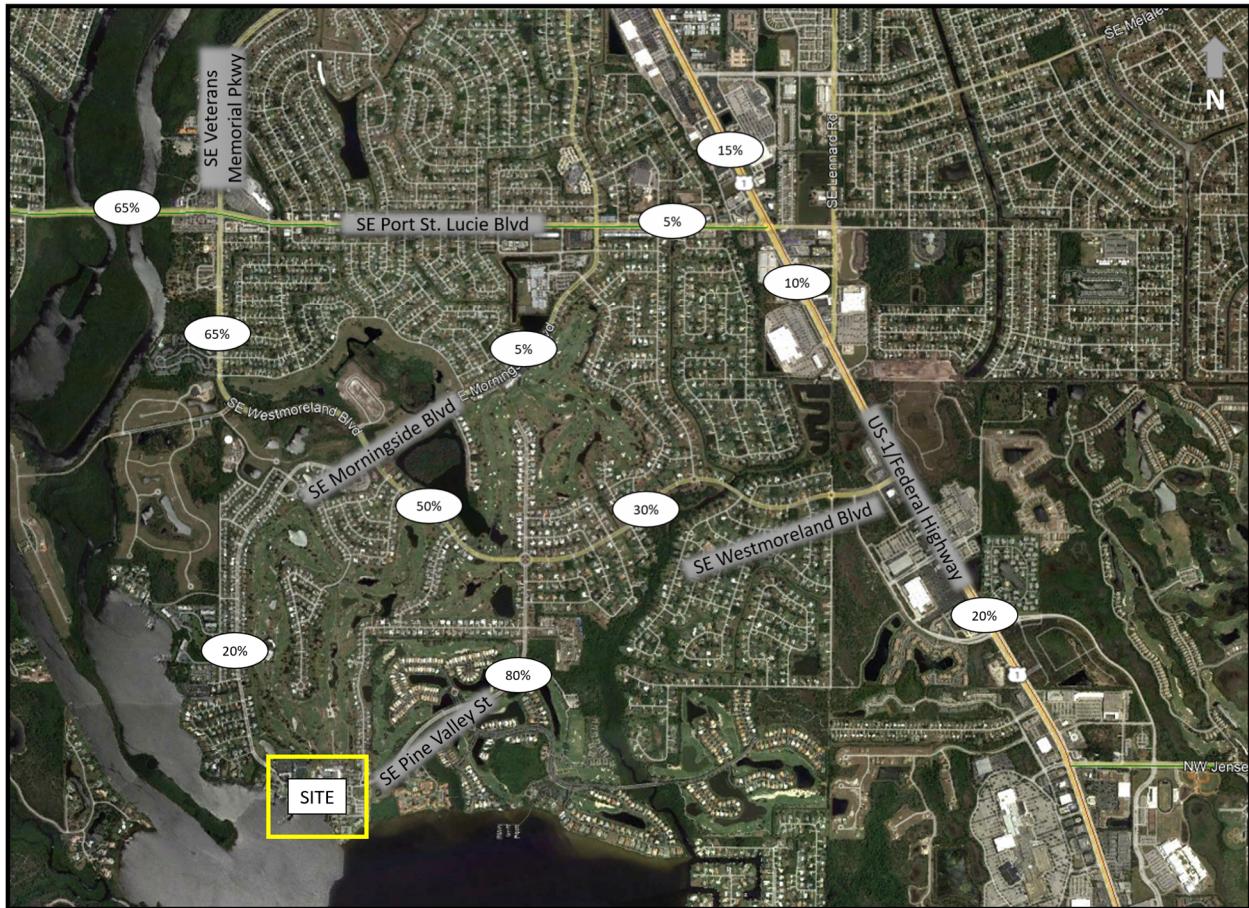


Figure 4 – Trip Assignment

The project trips associated with the proposed development was added to the 2045 background traffic volumes. The 2045 total traffic volumes are documented in Table 5. Table 5 also compares the total traffic peak hour volumes to the roadway service capacity thresholds based on the planned 2045 roadway network. As shown in Table 5, one roadway segment on SE Port St. Lucie Boulevard and two roadway segments on US 1 are expected to operate below the Level of Service threshold requirements. Note no new roadway deficiencies are a result of the proposed future land use change.

## 5.0 SHORT TERM (2030) TRAFFIC ANALYSIS

As previously stated, a short term (2030) traffic analysis was performed as part of this study. This analysis includes all roadways anticipated to be completed within the next five years within the 3-mile study area.

The existing traffic counts were taken from the St. Lucie TPO Traffic Counts and Level of Service Report 2024 and FDOT Florida Traffic Online. The background growth rate of 2.5% per year was determined based on historical population growth in St. Lucie County. This 2.5% growth rate is consistent with the minimum growth rate as outlined in the St. Lucie TIS guidelines and that historic trends of FDOT stations in the area are less than 2.5%.

Table 6 shows the background traffic analysis and that all roadways will operate at an acceptable Level of Service, with the exception of one roadway segment on Port St. Lucie Boulevard, three segments on US 1, and Westmoreland Boulevard, based on background traffic volumes.

Table 7 compares the total traffic peak hour volumes to the roadway service capacity thresholds for the short term (2030) traffic analysis. As shown in Table 7, all roadways meet the Level of Service threshold requirements except for roadway segments based on background deficiencies: one section of SE Port St. Lucie Boulevard, three sections of US 1, and three sections of Westmoreland Boulevard.

## 6.0 CONCLUSION

The proposed future land use plan designation modification from OSR, CG/I, and CL to OSR and CG/I will result in an increase of 6,682 daily trips, 161 AM peak hour trips, and 600 PM peak hour trips. The 2045 long term traffic analysis indicates the following roadway segments are expected to operate below the Level of Service threshold requirements:

- SE Port St. Lucie Boulevard between Floresta Drive and Veterans Memorial Parkway
- US 1 between SE Port St. Lucie Boulevard and Lennard Road
- US 1 between Lennard Road and Jennings Road

Note no new roadway deficiencies are a result of the proposed future land use change. The 2030 short term traffic analysis indicates that the following roadway segments are expected to operate below the Level of Service threshold requirements based on background deficiencies:

- SE Port St. Lucie Boulevard between Floresta Drive and Veterans Memorial Parkway
- US 1 between Jennings Road and SE Port St. Lucie Boulevard
- US 1 between SE Port St. Lucie Boulevard and Lennard Road
- US 1 between Lennard Road and Martin County Line
- SE Westmoreland Boulevard between SE Port St. Lucie Boulevard and SE Morningside Boulevard
- SE Westmoreland Boulevard between SE Morningside Boulevard and SE Pine Valley Street
- SE Westmoreland Boulevard between SE Pine Valley Street and US 1

This Future Land Use Amendment Traffic Study was prepared using industry standard methodologies for future land use changes. The actual traffic impacts proposed as part of the Site Plan modifications are minimal and substantially less than the analysis shown as part of this study. Please refer to the Traffic Impact Statement for a more detailed assessment of actual traffic impacts.

**TABLE 1**  
**EXISTING OSR, CG/I, & CL FUTURE LAND USE DESIGNATION**

**Daily Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split	Gross Trips			Internalization			External Trips			Pass-by		Net Trips	
		Intensity	Rate/Equation		In	Out	In	Out	Total	%	In	Out	Total	In	Out	Trips	%	Trips
Golf Course	430	185.9	Acres	3.74			695		0	0%			695			0%	0	695
Shop Center (>150ksf)	820	503,553	S.F.	36.39			18,324		0	0%			18,324			19%	3,482	14,842
Grand Totals:							19,019		0.0%				19,019			18%	3,482	15,537

**AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split	Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
		Intensity	Rate/Equation		In	Out	In	Out	Total	%	In	Out	Total	In	Out	Trips	%	Trips	
Golf Course	430	185.9	Acres	0.19	0.74	0.26	26	9	35	0.0%	0	0	0	26	9	35	0%	0	26 9 35
Shop Center (>150ksf)	820	503,553	S.F.	0.88	0.62	0.38	275	168	443	0.0%	0	0	0	275	168	443	19%	84	223 136 359
Grand Totals:							301	177	478	0.0%	0	0	0	301	177	478	18%	84	249 145 394

**PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split	Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
		Intensity	Rate/Equation		In	Out	In	Out	Total	%	In	Out	Total	In	Out	Trips	%	Trips	
Golf Course	430	185.9	Acres	0.28	0.34	0.66	18	34	52	0.0%	0	0	0	18	34	52	0%	0	18 34 52
Shop Center (>150ksf)	820	503,553	S.F.	3.26	0.49	0.51	805	837	1,642	0.0%	0	0	0	805	837	1,642	19%	312	652 678 1330
Grand Totals:							823	871	1,694	0.0%	0	0	0	823	871	1,694	18%	312	670 712 1,382

**Notes:**

Based on the ITE Trip Generation Manual (12th edition).

**TABLE 2**  
**PROPOSED OSR & CG/I FUTURE LAND USE DESIGNATION**

**Daily Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Out	Gross Trips			Internalization			External Trips			Pass-by		Net Trips	
		173.5	Acres				In	Out	Total	%	In	Out	Total	In	Out	Trips	%	Trips	
Golf Course	430	173.5	Acres	3.74			649		649	0%	0		649			0%	0	649	
Shop Center (>150ksf)	820	731,808	S.F.	36.39			26,630		26,630	0.0%	0		26,630			19%	5,060	21,570	
Grand Totals:							27,279		27,279	0.0%	0		27,279			19%	5,060	22,219	

**AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Out	Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
		173.5	Acres				In	Out	Total	%	In	Out	Total	In	Out	Trips	%	In	Out	Total	
Golf Course	430	173.5	Acres	0.19	0.74	0.26	24	9	33	0.0%	0	0	0	24	9	33	0%	0	24	9	33
Shop Center (>150ksf)	820	731,808	S.F.	0.88	0.62	0.38	399	245	644	0.0%	0	0	0	399	245	644	19%	122	323	199	522
Grand Totals:							423	254	677	0.0%	0	0	0	423	254	677	18%	122	347	208	555

**PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Out	Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
		173.5	Acres				In	Out	Total	%	In	Out	Total	In	Out	Trips	%	In	Out	Total	
Golf Course	430	173.5	Acres	0.28	0.34	0.66	17	32	49	0.0%	0	0	0	17	32	49	0%	0	17	32	49
Shop Center (>150ksf)	820	731,808	S.F.	3.26	0.49	0.51	1,169	1,217	2,386	0.0%	0	0	0	1,169	1,217	2,386	19%	453	947	986	1,933
Grand Totals:							1,186	1,249	2,435	0.0%	0	0	0	1,186	1,249	2,435	19%	453	964	1,018	1,982

**Notes:**

Based on the ITE Trip Generation Manual (12th edition).

**TABLE 3**  
**TRAFFIC GENERATION INCREASE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
<b>EXISTING FUTURE LAND USE DESIGNATION =</b>	15,537	394	249	145	1,382	670	712
<b>PROPOSED FUTURE LAND USE DESIGNATION =</b>	22,219	555	347	208	1,982	964	1,018
<b>INCREASE =</b>	<b>6,682</b>	<b>161</b>	<b>98</b>	<b>63</b>	<b>600</b>	<b>294</b>	<b>306</b>

**TABLE 4**  
**2045 BACKGROUND VOLUMES**

ROADWAY	FROM	TO	TCRPM VOLUMES					RAVELLO DEVELOPMENT TRAFFIC <sup>2</sup>	WESTMORELAND RIVERWALK TRAFFIC <sup>2</sup>	TOTAL	PROG. LANES	LOS D CAPACITY	V/C	MEET LOS?
			BACKGROUND AADT PEAK DIR.	MOCF FACTOR	ADJUSTED AADT PEAK DIR.	PEAK HOUR <sup>1</sup> PEAK DIR.								
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL P	36,307	0.95	34,492	3,104	3	20	3,127	6D	2,810	1.11	NO	
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL	MORNINGSIDE BLVD	26,000	0.95	24,700	2,223	4	0	2,227	6D	2,730	0.82	YES	
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US 1	27,536	0.95	26,159	2,354	6	0	2,360	6D	2,730	0.86	YES	
US 1	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	27,566	0.95	26,188	2,357	0	0	2,357	6D	2,680	0.88	YES	
US 1	SE PORT ST. LUCIE BLV	LENNARD ROAD	43,117	0.95	40,961	3,687	0	0	3,687	6D	2,680	1.38	NO	
US 1	LENNARD ROAD	MARTIN COUNTY LINE	45,007	0.95	42,757	3,848	0	0	3,848	6D	2,680	1.44	NO	
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	2,133	0.95	2,026	182	2	3	187	2	1,110	0.17	YES	
MORNINGSIDE BOULEVARD	WESTMORELAND BOUL	SE PORT ST. LUCIE BLVD	2,692	0.95	2,557	230	5	3	238	2	1,110	0.21	YES	
WESTMORELAND BOULEVARD	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	6,175	0.95	5,866	528	3	51	582	2	1,110	0.52	YES	
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEV	SE PINE VALLEY STREET	7,013	0.95	6,662	600	3	26	629	2	1,110	0.57	YES	
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US 1	7,339	0.95	6,972	627	3	26	656	2	1,110	0.59	YES	

**Notes:**

1. Peak hour volumes based on a K Factor of 9.0%.

2. Vested trips from studies provided by St. Lucie County

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS
 11/06/25  
 REVISED 11/25/25  
 REVISED 12/30/25

**TABLE 5**  
**2045 TOTAL TRAFFIC VOLUMES**

 TOTAL PM PEAK HOUR PROJECT TRIPS (IN) = 294  
 TOTAL PM PEAK HOUR PROJECT TRIPS (OUT) = 306

ROADWAY	FROM	TO	BACKGROUND		PROJECT TRIPS PEAK DIR.	TOTAL		PROG. LANES	CLASS	LOS D CAPACITY	V/C	MEET LOS?
			PEAK HOUR PEAK DIR.	PROJECT DISTRIBUTION		TRAFFIC PEAK DIR.	LANES					
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	3,127	65%	199	3,326	6D	C4	2,810	1.18	NO	
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	2,227	0%	0	2,227	6D	C3R	2,730	0.82	YES	
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US 1	2,360	5%	15	2,375	6D	C3R	2,730	0.87	YES	
US 1	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	2,357	15%	46	2,403	6D	C3C	2,680	0.90	YES	
US 1	SE PORT ST. LUCIE BLVD	LENNARD ROAD	3,687	10%	31	3,718	6D	C3C	2,680	1.39	NO	
US 1	LENNARD ROAD	MARTIN COUNTY LINE	3,848	20%	61	3,909	6D	C3C	2,680	1.46	NO	
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	187	20%	61	248	2	C3R	1,110	0.22	YES	
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	238	5%	15	253	2	C3R	1,110	0.23	YES	
WESTMORELAND BOULEVARD	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	582	65%	199	781	2	C3R	1,110	0.70	YES	
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	629	50%	153	782	2	C3R	1,110	0.70	YES	
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US 1	656	30%	92	748	2	C3R	1,110	0.67	YES	

TABLE 6  
SHORT TERM (2030) BACKGROUND TRAFFIC

ROADWAY	FROM	TO	LANES	SERVICE CAPACITY	COUNT YEAR	PEAK DIR. EXISTING TRAFFIC		GROWTH RATE	RAVELLO DEVELOPMENT TRAFFIC <sup>3</sup>	WESTMORELAND RIVERWALK TRAFFIC <sup>3</sup>	2030 BACKGROUND PEAK HR/PEAK DIR.	
						AM	PM				AM	PM
SE PORT ST. LUCIE BLVD <sup>2</sup>	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	6D	2,810	2024	2,787	2,310	2.5%	3	20	3,255	2,702
SE PORT ST. LUCIE BLVD <sup>2</sup>	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	6D	2,730	2024	2,080	1,660	2.5%	4	0	2,416	1,929
SE PORT ST. LUCIE BLVD <sup>2</sup>	MORNINGSIDE BLVD	US 1	6D	2,730	2024	1,786	1,716	2.5%	6	0	2,077	1,996
US 1 <sup>2</sup>	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	6D	2,680	2024	2,608	2,963	2.5%	0	0	3,024	3,436
US 1 <sup>2</sup>	SE PORT ST. LUCIE BLVD	LENNARD ROAD	6D	2,680	2024	2,608	2,963	2.5%	0	0	3,024	3,436
US 1 <sup>2</sup>	LENNARD ROAD	MARTIN COUNTY LINE	6D	2,680	2024	3,260	3,047	2.5%	0	0	3,781	3,534
MORNINGSIDE BOULEVARD <sup>1</sup>	SITE	WESTMORELAND BOULEVARD	2	920	2022	109	109	2.5%	2	3	138	138
MORNINGSIDE BOULEVARD <sup>1</sup>	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	2	920	2022	109	109	2.5%	5	3	141	141
WESTMORELAND BOULEVARD <sup>1</sup>	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	2	920	2023	798	900	2.5%	3	51	1,003	1,124
WESTMORELAND BOULEVARD <sup>1</sup>	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	2	920	2023	798	900	2.5%	3	26	978	1,099
WESTMORELAND BOULEVARD <sup>1</sup>	SE PINE VALLEY STREET	US 1	2	920	2023	798	900	2.5%	3	26	978	1,099

Notes:

1. Existing traffic counts and service capacity from St. Lucie TPO Traffic Counts and Level of Service Report 2025.
2. Existing traffic counts from FDOT Florida Traffic Online and service capacity from FDOT 2023 Multimodal Quality/Level of Service Handbook.
3. Vested trips from studies provided by St. Lucie County.

**SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS**

11/06/25  
REVISED 11/25/25  
REVISED 12/30/25

**TABLE 7**  
SHORT TERM (2030) TOTAL TRAFFIC

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 98  
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 306

ROADWAY	FROM	TO	LANES	SERVICE CAPACITY	PEAK DIR. BACKGROUND TRAFFIC		TRIP ASSIGN.	PROJECT TRIPS		2030 TOTAL TRAFFIC		MEET CAPACITY?	
					AM	PM		AM	PM	AM	PM	AM	PM
SE PORT ST. LUCIE BLVD <sup>2</sup>	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	6D	2,810	3,255	2,702	65%	64	199	3,319	2,901	NO	NO
SE PORT ST. LUCIE BLVD <sup>2</sup>	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	6D	2,730	2,416	1,929	0%	0	0	2,416	1,929	YES	YES
SE PORT ST. LUCIE BLVD <sup>2</sup>	MORNINGSIDE BLVD	US 1	6D	2,730	2,077	1,996	5%	5	15	2,082	2,011	YES	YES
US 1 <sup>2</sup>	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	6D	2,680	3,024	3,436	15%	15	46	3,039	3,482	NO	NO
US 1 <sup>2</sup>	SE PORT ST. LUCIE BLVD	LENNARD ROAD	6D	2,680	3,024	3,436	10%	10	31	3,034	3,467	NO	NO
US 1 <sup>2</sup>	LENNARD ROAD	MARTIN COUNTY LINE	6D	2,680	3,781	3,534	20%	20	61	3,801	3,595	NO	NO
MORNINGSIDE BOULEVARD <sup>1</sup>	SITE	WESTMORELAND BOULEVARD	2	920	138	138	20%	20	61	158	199	YES	YES
MORNINGSIDE BOULEVARD <sup>1</sup>	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	2	920	141	141	5%	5	15	146	156	YES	YES
WESTMORELAND BOULEVARD <sup>1</sup>	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	2	920	1,003	1,124	65%	64	199	1,067	1,323	NO	NO
WESTMORELAND BOULEVARD <sup>1</sup>	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	2	920	978	1,099	50%	49	153	1,027	1,252	NO	NO
WESTMORELAND BOULEVARD <sup>1</sup>	SE PINE VALLEY STREET	US 1	2	920	978	1,099	30%	29	92	1,007	1,191	NO	NO

**Notes:**

1. Existing traffic counts and service capacity from St. Lucie TPO Traffic Counts and Level of Service Report 2025.
2. Existing traffic counts from FDOT Florida Traffic Online and service capacity from FDOT 2023 Multimodal Quality/Level of Service Handbook.



# APPENDIX A

## FUTURE LAND USE MAPS

b. Non-residential.

1. Require 25 percent of site remain as open space (10 percent open space shall be required for non-residential areas within the NCD land use as defined under Policy 1.2.5.1);
2. Require wildlife corridors between preserved areas; and
3. In situations where preserved areas would be ten acres or less, and could not be interconnected with other preserved areas which would result in an area of ten acres or more, the City Council shall consider accepting a monetary donation to its Conservation Trust Fund to be used towards purchase of habitats of ten acres or more.

Policy 1.1.4.8: The City shall provide the following land use designation for mixed use development. The intent of the category is to provide for a mixture of uses on single parcels in order to develop sites which are sensitive to the surrounding uses, desired character of the community, and the capacity of public facilities to service existing and proposed developments. This future land use category is also intended to foster infill and redevelopment efforts, to deter urban sprawl and to encourage new affordable housing opportunities, as well as lessen the need for additional vehicular trips through the internalization of trips within a neighborhood or project.

a. Mixed Use (MU).

1. This category allows for vertical mixed use where commercial/retail uses are located on the ground floor with residential uses on the upper floor(s).
2. A minimum of two (2) uses are required within the development and a minimum percentage of 10% for any one use. Residential development is a required use.
3. The City shall amend the zoning code to create mixed use zoning district regulations.

Policy 1.1.4.9: Upon completion of any update of the Treasure Coast Regional Planning Council's Hurricane Evacuation Plan, or during any update of the City's Comprehensive Plan, the City will review, and revise as necessary, its coastal area densities to ensure that they do not result in an increase in hurricane evacuation times or shelter capacity deficiencies as contained in the Region's Plan.

Policy 1.1.4.10: The following densities and intensities shall apply to the future land use designations:

Office/Com <sup>2</sup>	N/A	40%	35/75*feet	80%
NCD-New Community District <sup>3</sup>	1-35du/acre***	60%/80%	35/50/100/150 feet***	80%/90%
O (Office)	N/A	40%	35/75* feet	80%
CL (Limited Commercial)	N/A	40%	35 feet	80%
CG (General Commercial) <sup>4</sup>	N/A	40%	35/75*/120** feet	80%
CS (Service Commercial)	N/A	40%	35 /75* feet	80%
CH (Highway Commercial)	N/A	40%	50 feet	80%
I (Institutional)	N/A	30%	35/75*feet	80%
U (Utility)	N/A	30%	50 feet	80%
OSR (Open Space Recreation)	N/A	30%	35 feet	80%
OSC (Open Space Conservation)	N/A	10%	35 feet	20%
OSP (Open Space Preservation)	N/A	10%	35 feet	20%
LI (Light Industrial)	N/A	50%	35/75* feet	80%
HI (Heavy Industrial)	N/A	50%	35/75* feet	80%
MU (Mixed Use)	1-11du/acre	60%	35/75*feet	80%
PIP (Planned Industrial Park)	NA	50%	35/75*feet	80%
N/A - Not Applicable				

<sup>1</sup>Impervious coverage is subject to upland preservation as required by land development regulations. 80% coverage may not always be possible if 25% of the site consists of native upland vegetation.

<sup>2</sup>Office/Com. Per LMD zoning allows up to 50% retail personal service related, or a maximum of 5,000 sf, in conjunction with other office uses.

<sup>3</sup>See the Objectives and Policies contained under Goal 1.2 for provisions related to the NCD – New Community Development District.

<sup>4</sup>Commercial districts allow for one dwelling unit for owner/manager through special exception public hearing process.

\*Within a PUD, greater than five acres, the maximum height permitted is 75 feet. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

\*\*The maximum height for commercial, uses within a PUD located in the Port St. Lucie Community Redevelopment Area may be 120 feet or 10 stories, whichever is less. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

\*\*\*The 35 dwelling units per acre maximum density allowance and 150 foot maximum height limit are only permitted in the Regional Business Centers. The 150 foot maximum height shall also be permitted for hospital uses in Employment Centers.

**Policy 1.1.4.11:** The City Council may limit the densities or intensities to less than the maximums allowed by Policy 1.1.4.10. These limitations shall be illustrated on the Future Land Use Map and included in the adopting ordinance. If the property owner desires to increase the density or intensity limitation imposed by an ordinance amending the Future Land Use Map, a new comprehensive plan future land use amendment application shall be submitted and reviewed pursuant to the amendment procedures outlined in Chapter 163, F.S. Or 94-54 10/94.



## OSR

- 8,101,154 SF / 185.9 Acres

- MAX FAR: 2,428,801.2 SF

## OSP

- 130,886 SF / 3.0 Acres

## CG/I

-297,735 SF / 6.8 Acres

-MAX FAR: 118,483 SF

## CL-

-962,676 SF / 22.1 Acres

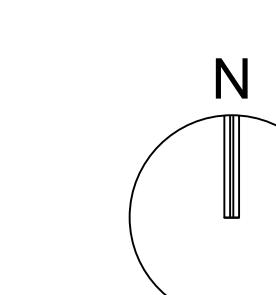
-MAX FAR : 385,070

## STAFF INITIATED OSR - CG/I :

- 136,525 SF

- 3.12 Acres

## EXISTING LAND USE MAP



GRAPHIC SCALE

0 200 400

SCALE: 1" = 200'

NOTE: PRINTED DRAWING SIZE  
MAY HAVE CHANGED FROM  
ORIGINAL. VERIFY SCALE USING  
BAR SCALE ABOVE.



## **OSR**

-7,558,044 SF / 173.5 Acres

- MAX FAR: 2,267,413 SF

## **OSP**

-130,886 SF / 3.0 Acres

- MAX FAR

## **CG/I**

-1,833,869 SF / 42 Acres

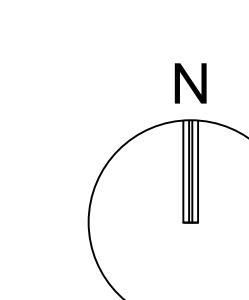
- MAX FAR: 731,808 SF

## **STAFF INITIATED OSR - CG/I :**

- 136,525 SF

- 3.12 Acres

### **PROPOSED LAND USE MAP**



#### **GRAPHIC SCALE**

0 200 400

SCALE: 1" = 200'

NOTE: PRINTED DRAWING SIZE  
MAY HAVE CHANGED FROM  
ORIGINAL. VERIFY SCALE USING  
BAR SCALE ABOVE.



# APPENDIX B

## ITE TRIP GENERATION RATES

# Land Use: 430

## Golf Course

---

### Description

A golf course is an expansive landscaped area that includes a series of golf holes, each consisting of a tee, fairway, and putting green. The site may have a driving range, clubhouse with a pro shop, restaurant, lounge, or banquet facility.

### Additional Data

The golf courses in this land use are 9-, 18-, and 36-hole municipal courses.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, New Jersey, New York, Oregon, Pennsylvania, and Vermont.

### Source Numbers

378, 407, 440, 629, 728, 925, 940, 970

# Golf Course (430)

Vehicle Trip Ends vs: Acres  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 3

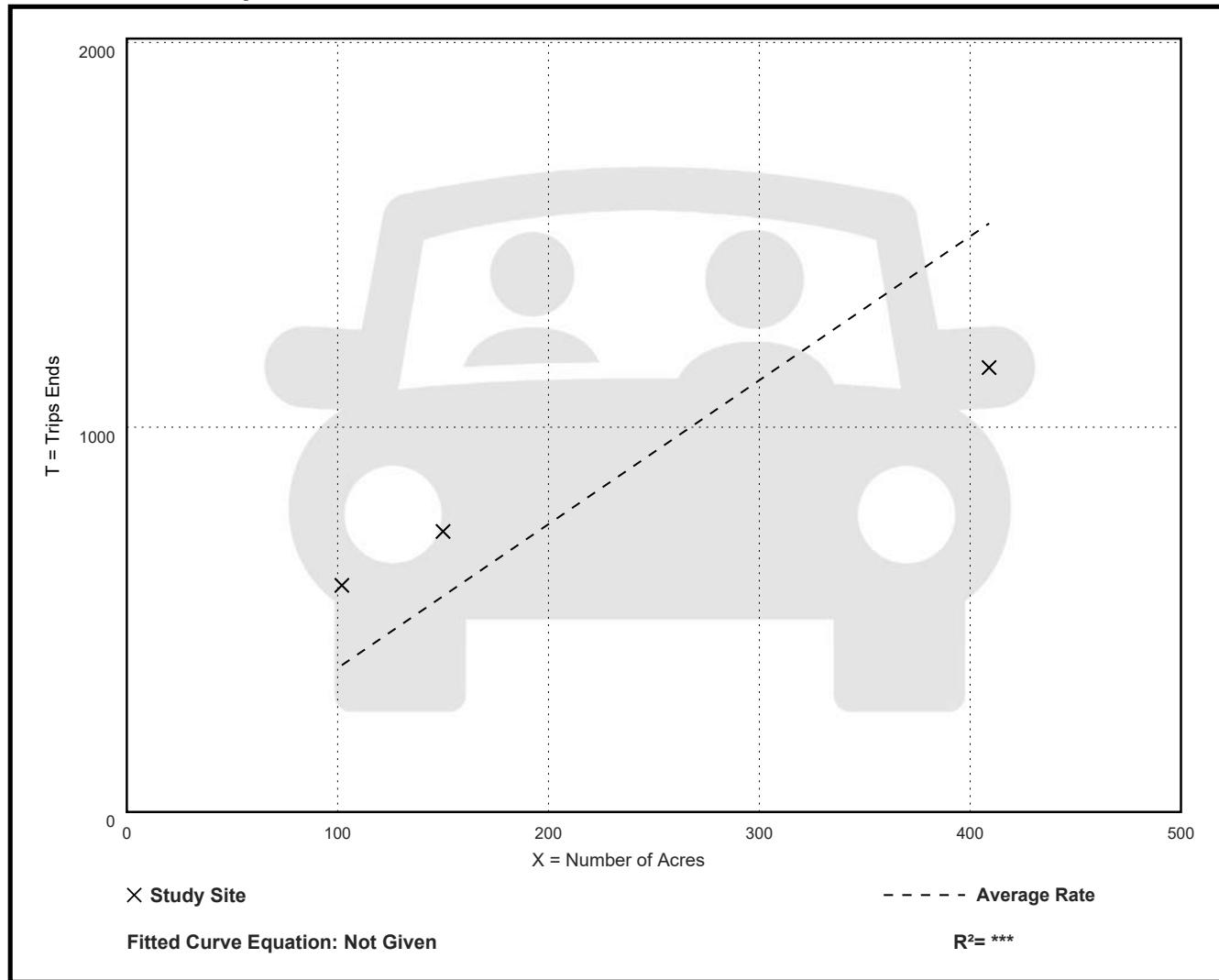
Avg. Num. of Acres: 220

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
3.74	2.82 - 5.77	1.47

## Data Plot and Equation



# Golf Course (430)

Vehicle Trip Ends vs: Acres

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

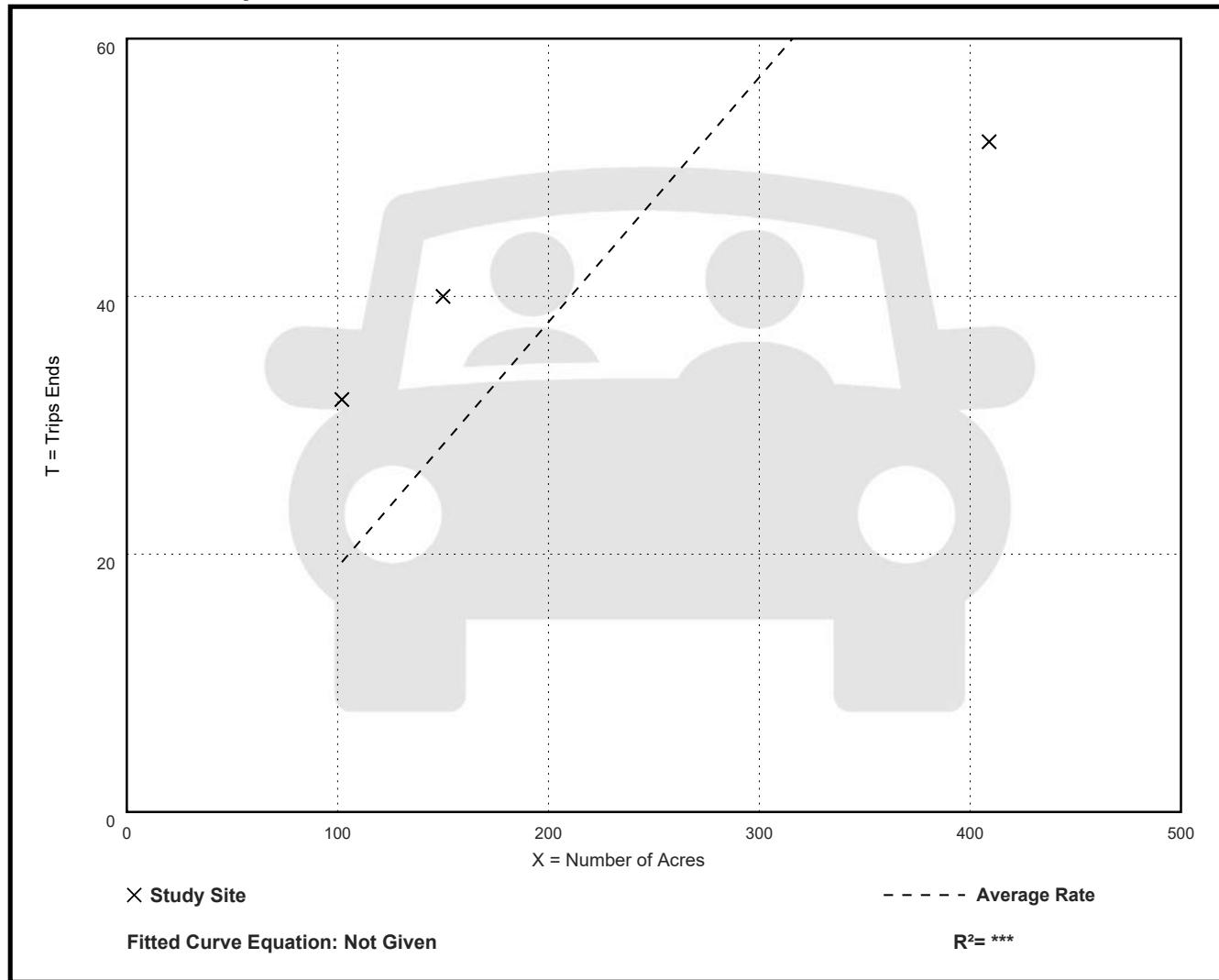
Avg. Num. of Acres: 220

Directional Distribution: 74% entering, 26% exiting

## Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.19	0.13 - 0.31	0.10

## Data Plot and Equation



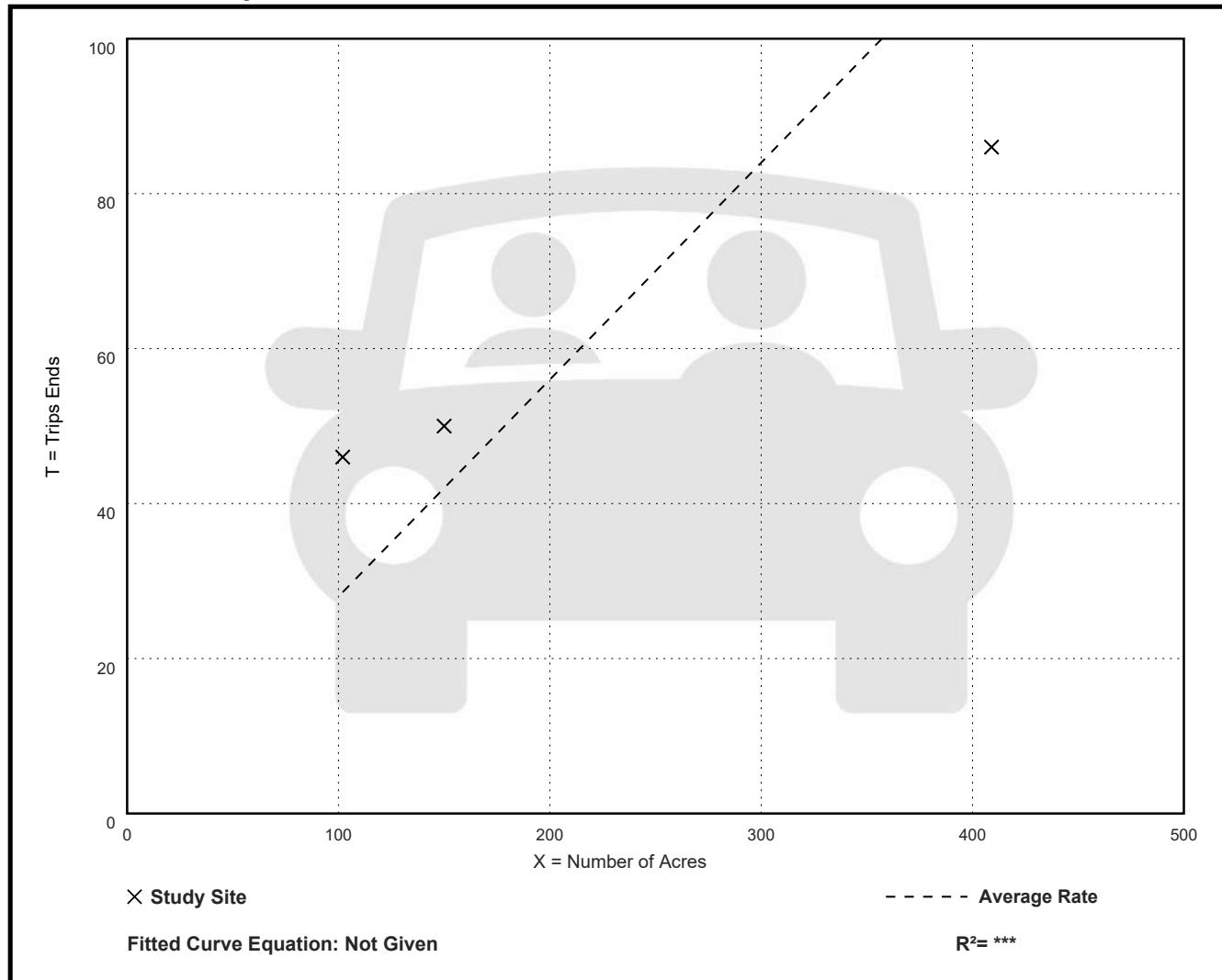
# Golf Course (430)

**Vehicle Trip Ends vs: Acres**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
**Number of Studies: 3**  
**Avg. Num. of Acres: 220**  
**Directional Distribution: 34% entering, 66% exiting**

## Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.28	0.21 - 0.45	0.11

## Data Plot and Equation



# Land Use: 820

## Shopping Center (>150k)

---

### Description

A shopping center is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Depending on its specific size and tenants, various names can be assigned to a shopping center within this size range, including community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities, with common tenants including office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000-square-foot GLA threshold value between a community/regional shopping center and a shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

### Additional Data

The sites were surveyed in the 1990s, the 2000s, 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Florida, Georgia, Illinois, Kentucky, Maryland, Massachusetts, Minnesota, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

*Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels—peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points. These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.*

### Source Numbers

365, 385, 404, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 974, 978, 1034, 1040, 1067, 1236, 1250, 1283

# Shopping Center (>150k) (820)

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

Setting/Location: General Urban/Suburban

Number of Studies: 32

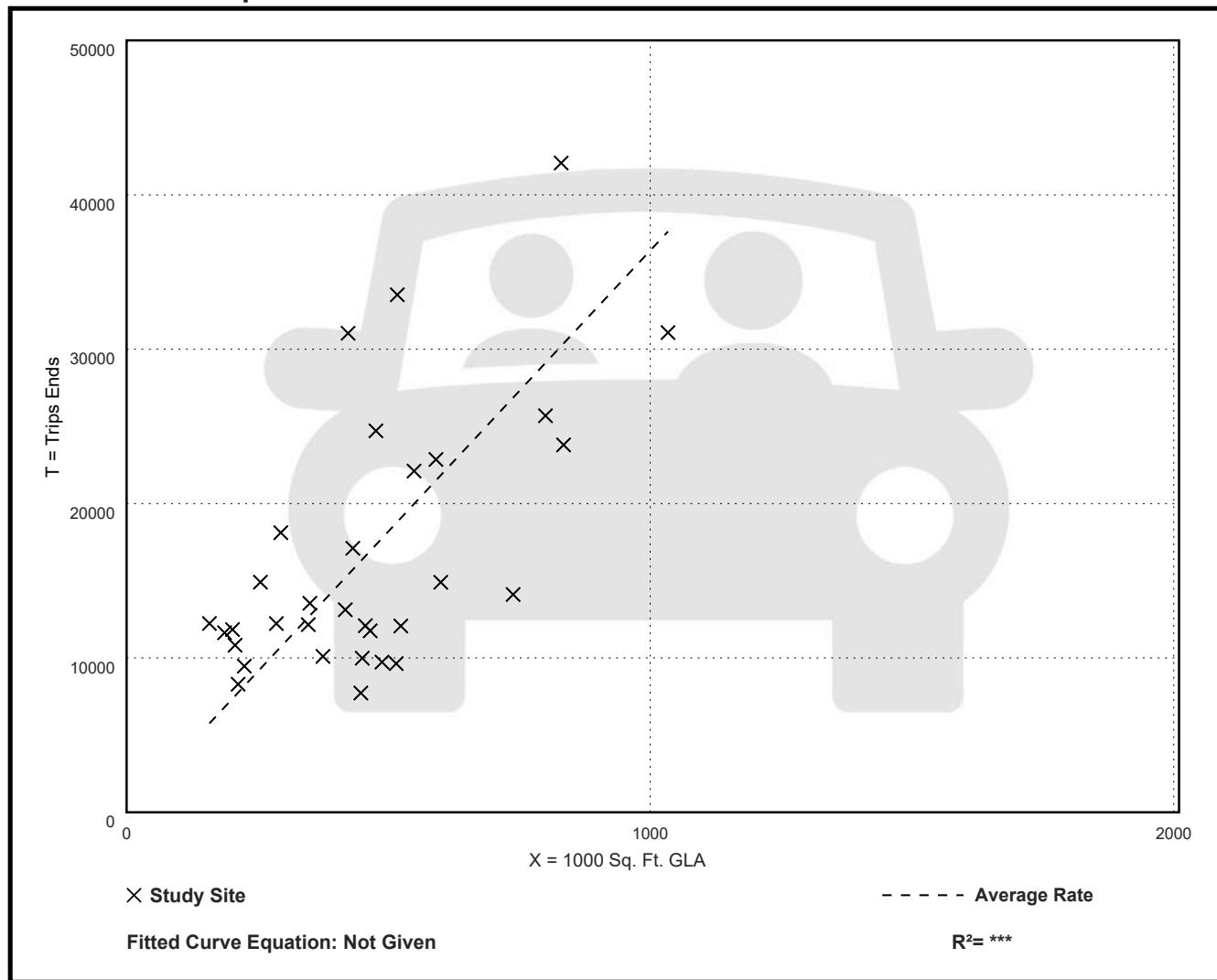
Avg. 1000 Sq. Ft. GLA: 459

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
36.39	17.27 - 77.31	15.38

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

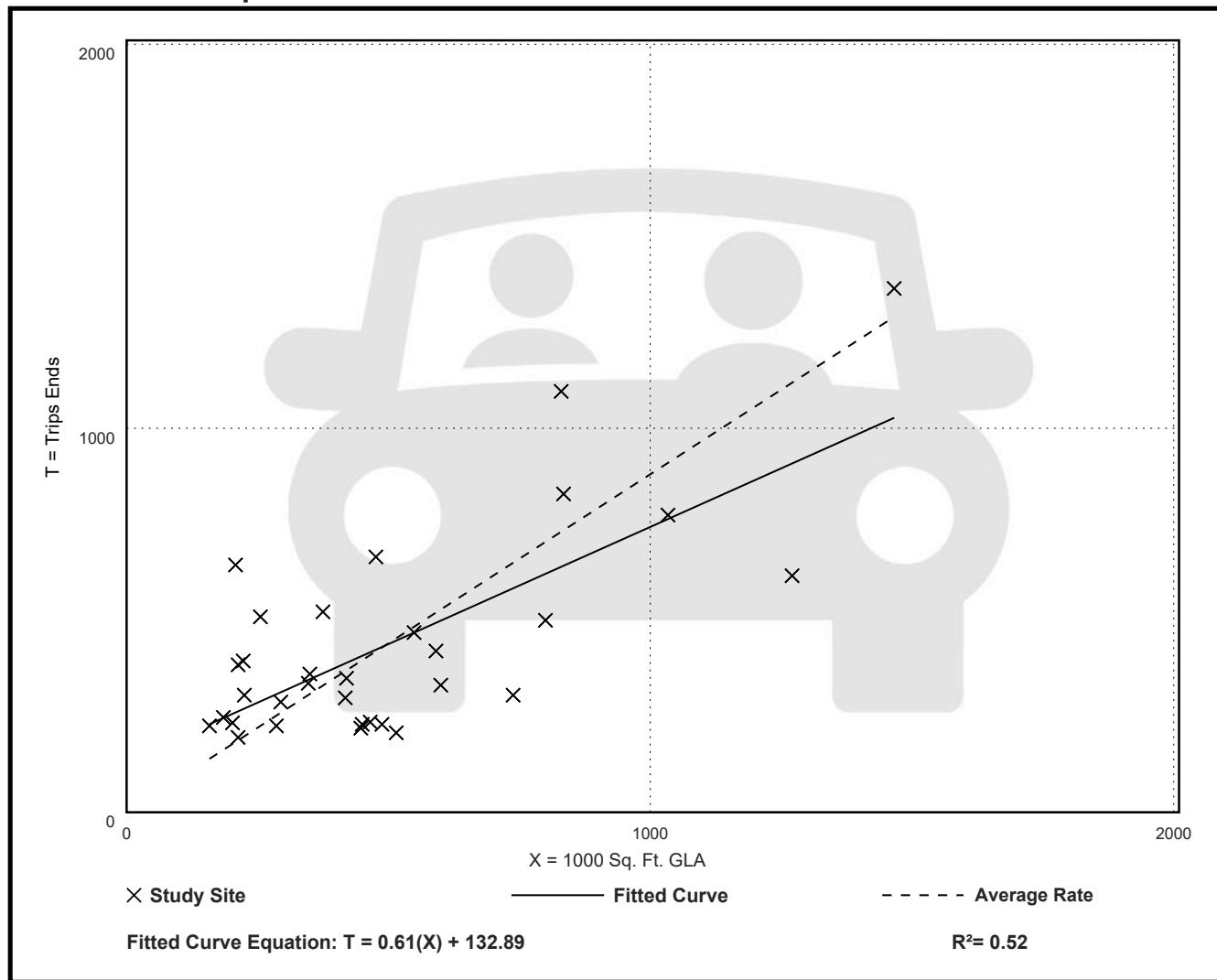
Avg. 1000 Sq. Ft. GLA: 498

Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.88	0.40 - 3.10	0.45

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 55

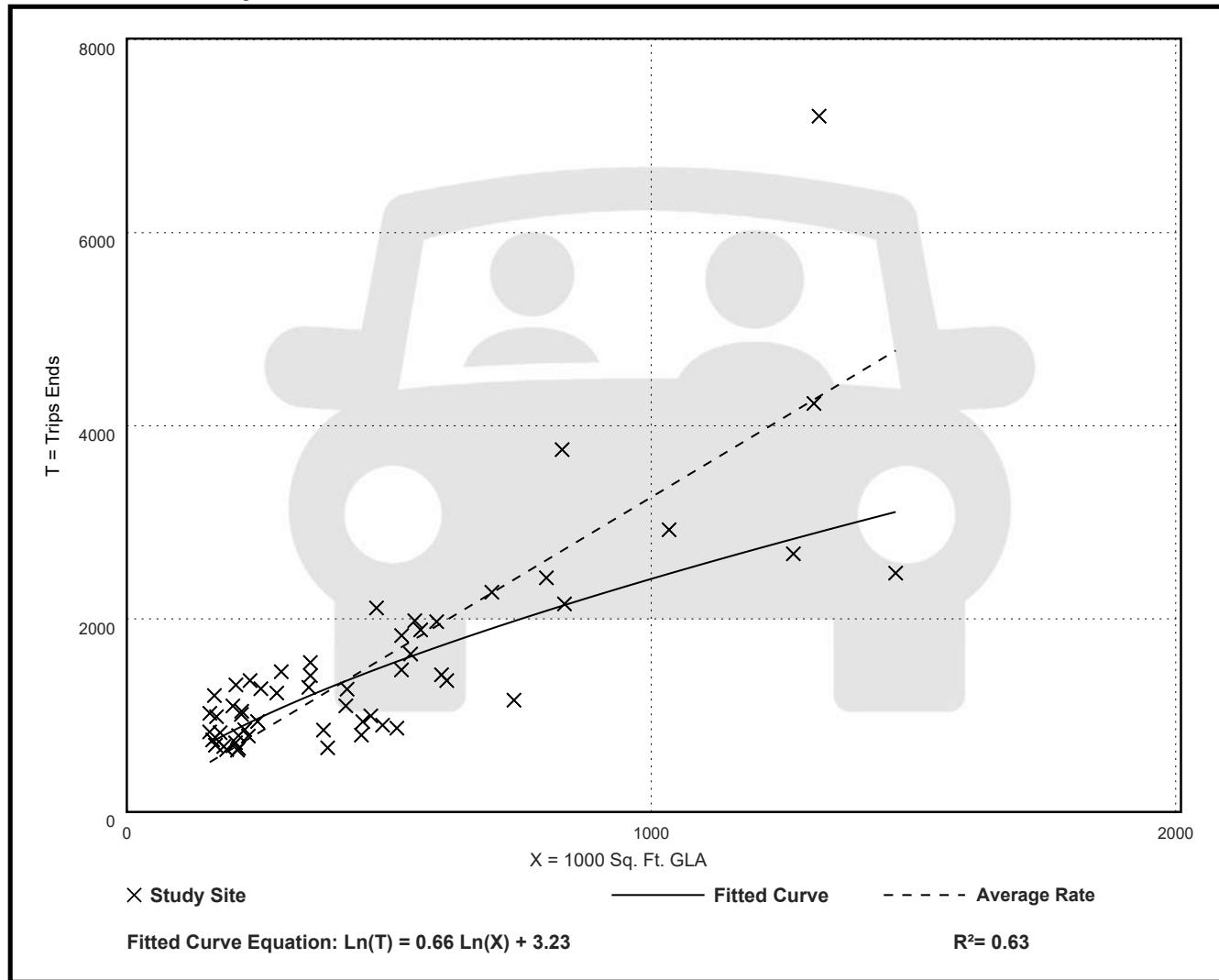
Avg. 1000 Sq. Ft. GLA: 460

Directional Distribution: 49% entering, 51% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.26	1.57 - 7.22	1.25

## Data Plot and Equation



### Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k		16 Sites with GLA between 300 and 900k						
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k		19% for Sites with GLA between 300 and 900k						
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24



## APPENDIX C

# 2045 LONG RANGE TRANSPORTATION PLAN ROADWAY IMPROVEMENTS

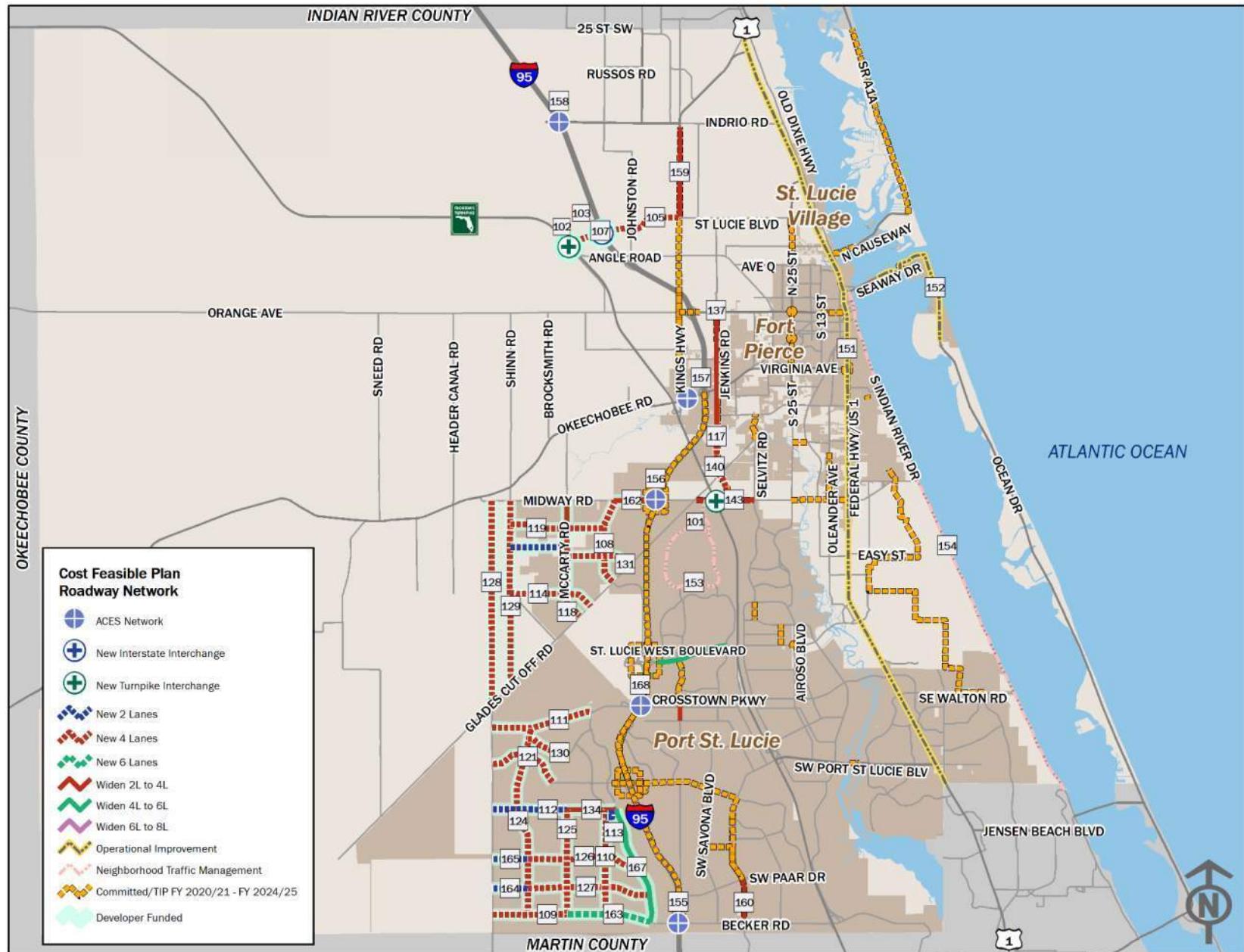


**Adopted February 3, 2021**



# SMART MOVES 2045

St. Lucie TPO Long Range Transportation Plan



**Figure 8-1.** Cost Feasible Plan – Roadway Network

## OTHER FEDERALLY-FUNDED INITIATIVES (2031-2035)

Project ID	Rank	Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
		TPO Planning			Planning	Federal (TMA) Funds		\$ 2.0 M			\$ 2.0 M		
		St. Lucie Advanced Transportation Management System			Congestion Management Process	Federal (TMA) Funds		\$ 2.0 M			\$ 2.0 M		
154	17	Indian River Drive	Martin/St. Lucie County Line	Seaway Drive	Neighborhood Traffic Management	Federal (TMA) Funds	\$.18 M		\$4.88 M			\$5.06 M	

## OTHER STATE-FUNDED INITIATIVES (2031-2035)

Project ID	Rank	Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
151	1	US-1	Martin County Line	Indian River County Line	Operational Improvement	State Other Roads, Construction & ROW	\$7.90 M		\$35.89 M	\$5.38 M		\$49.17 M	
155	73	I-95 at Becker Road			ACES Network	State Other Roads, Construction & ROW	\$1.19 M	\$4.81 M	\$5.41 M	\$.81 M		\$12.23 M	

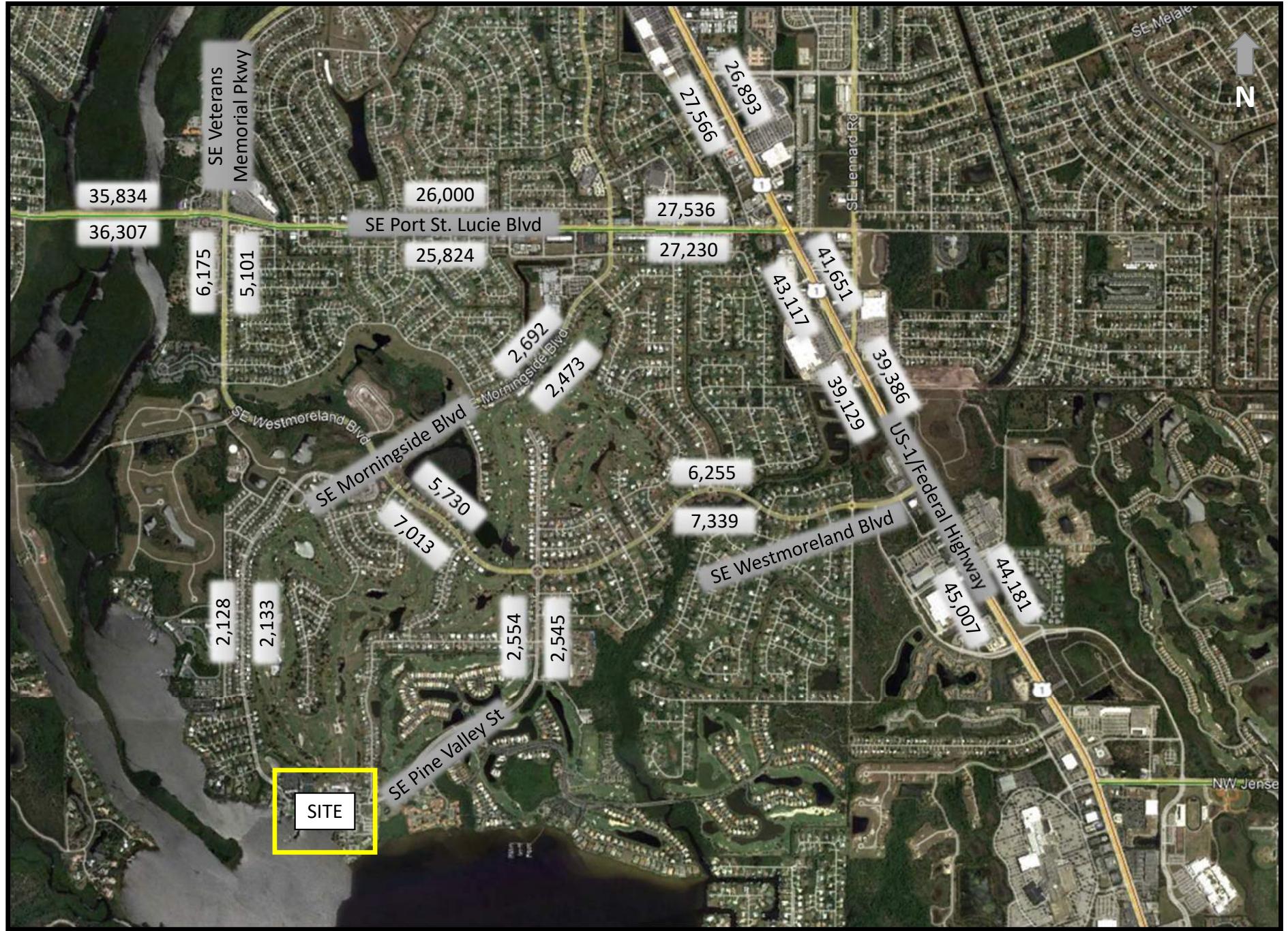
## BICYCLE-PEDESTRIAN PROJECTS (2031-2035)

Project ID	Rank	Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
		Bicycle and Pedestrian Facilities				Federal (TALU+TALT) Funds, Federal (TMA) Funds, and 10% State OA		\$20.70 M				\$20.70 M	
235	2	US-1	Seaway Drive	Old US Highway 1	Bicycle Facilities	State Other Roads, Construction & ROW	\$.34 M		\$1.57 M	\$.24 M		\$2.15 M	
202	28	25th Street	Orange Avenue	Avenue F	Bicycle Facilities	State Other Roads, Construction & ROW	\$.20 M		\$.91 M	\$.14 M		\$1.24 M	



# APPENDIX D

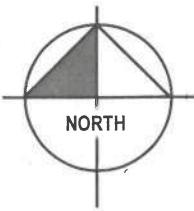
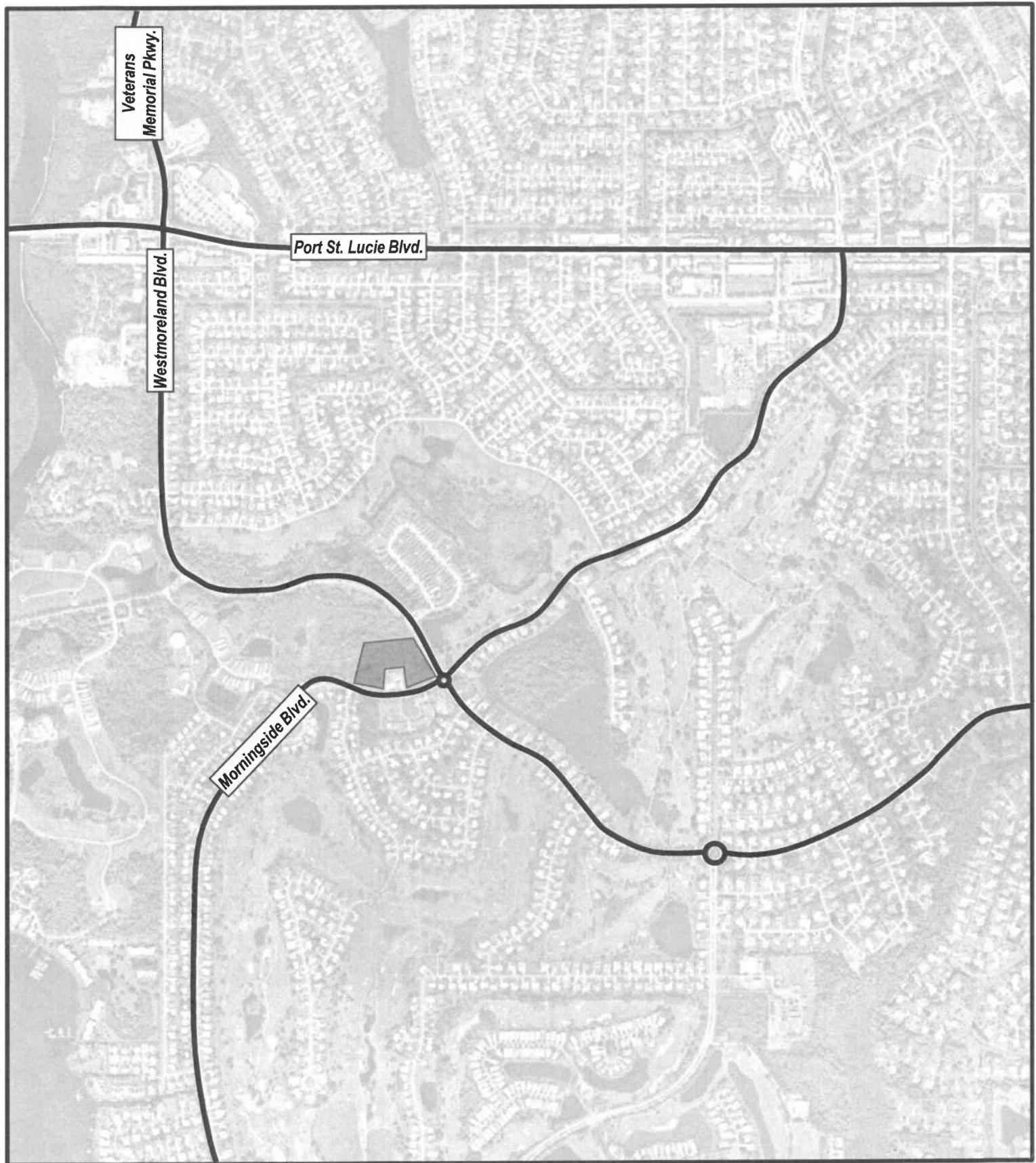
## TREASURE COAST REGIONAL PLANNING MODEL (TCRPM) 5.1 2045 DATA





# APPENDIX E

## COMMITTED PROJECT TRIPS

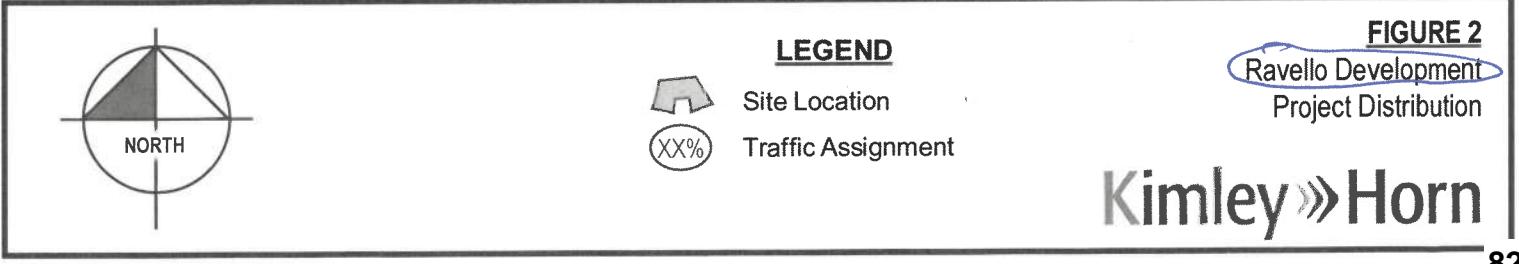
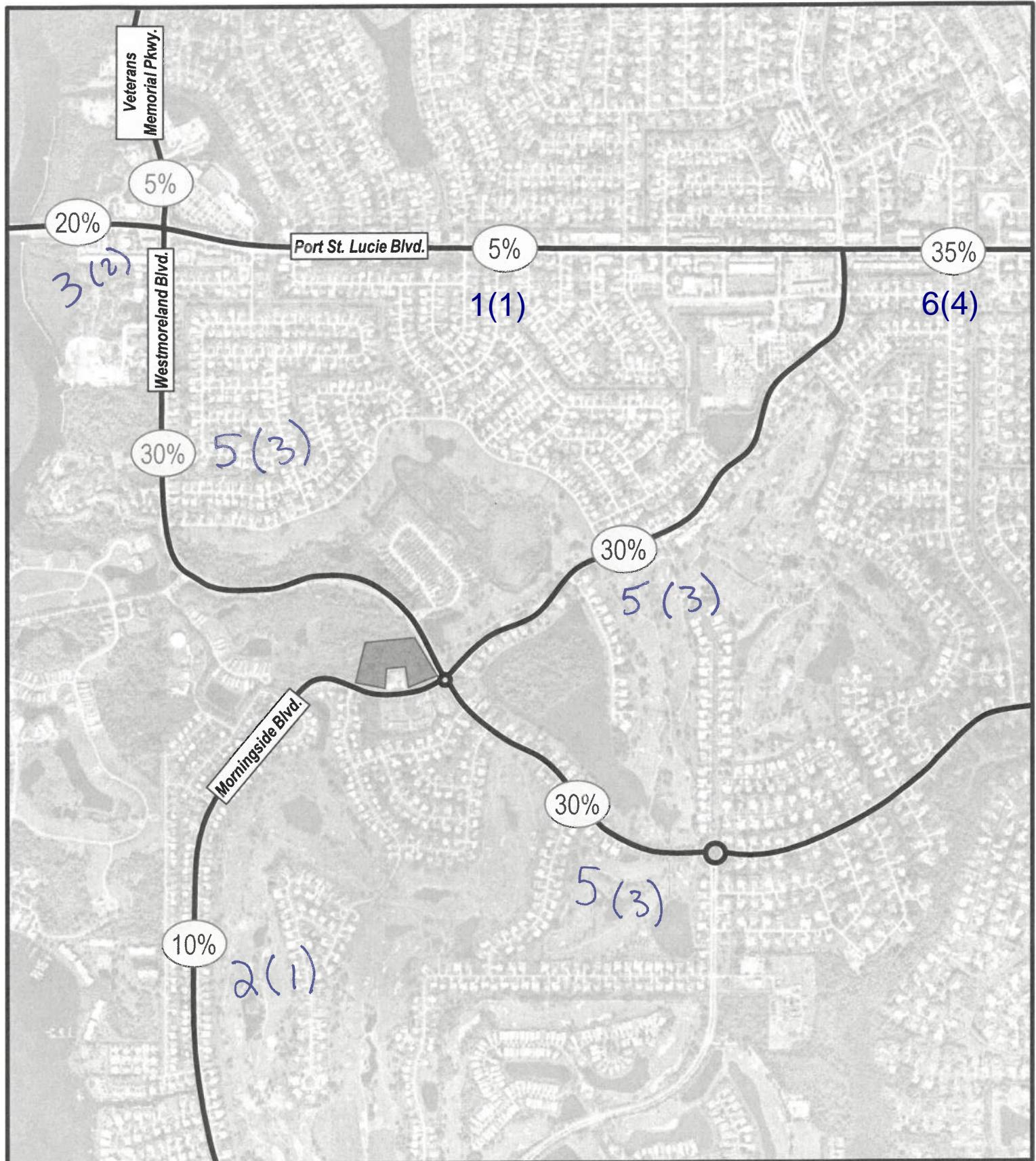


**FIGURE 1**  
Ravello Development  
Site Location

**Kimley » Horn**

Table 2: Trip Generation Table

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Existing Scenario &gt;5 Years</b>								
Assisted Living Facility	150 Beds	390	27	16	11	36	14	22
	<i>Subtotal</i>	<i>390</i>	<i>27</i>	<i>16</i>	<i>11</i>	<i>36</i>	<i>14</i>	<i>22</i>
<b>Pass-By Capture</b>								
Assisted Living Facility	0.0%	0	0	0	0	0	0	0
	<i>Subtotal</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<b>Driveway Volumes</b>		<b>390</b>	<b>27</b>	<b>16</b>	<b>11</b>	<b>36</b>	<b>14</b>	<b>22</b>
<b>Net New External Trips</b>		<b>390</b>	<b>27</b>	<b>16</b>	<b>11</b>	<b>36</b>	<b>14</b>	<b>22</b>
<b>Proposed Scenario</b>								
Assisted Living Facility	75 Beds	195	14	8	6	18	7	11
Multifamily Mid-Rise	75 DU	341	28	6	22	29	18	11
	<i>Subtotal</i>	<i>536</i>	<i>42</i>	<i>14</i>	<i>28</i>	<i>47</i>	<i>25</i>	<i>22</i>
<b>Pass-By Capture</b>								
Assisted Living Facility	0.0%	0	0	0	0	0	0	0
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0
	<i>Subtotal</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<b>Driveway Volumes</b>		<b>536</b>	<b>42</b>	<b>14</b>	<b>28</b>	<b>47</b>	<b>25</b>	<b>22</b>
<b>Net New External Trips</b>		<b>536</b>	<b>42</b>	<b>14</b>	<b>28</b>	<b>47</b>	<b>25</b>	<b>22</b>
<b>Proposed Net External Trips-Existing Net New External Trips</b>		<b>146</b>	<b>15</b>	<b>-2</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>
<b>Radius of Development Influence:</b>								
<b>Directly Accessed Links</b>								
<u>Land Use</u>	<u>Daily</u>		<u>AM Peak Hour</u>		<u>PM Peak Hour</u>		<u>Pass By</u>	
Assisted Living Facility	2.6 trips/Beds		0.18 trips/Beds (60% in, 40% out)		0.24 trips/Beds (39% in, 61% out)		0.0%	
Multifamily Mid-Rise	4.54 trips/DU		0.37 trips/DU (23% in, 77% out)		0.39 trips/DU (51% in, 39% out)		0.0%	







# APPENDIX F

## TRAFFIC COUNT DATA

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.05
2	01/07/2024 - 01/13/2024	0.99	1.04
3	01/14/2024 - 01/20/2024	0.97	1.02
* 4	01/21/2024 - 01/27/2024	0.96	1.01
* 5	01/28/2024 - 02/03/2024	0.95	1.00
* 6	02/04/2024 - 02/10/2024	0.94	0.99
* 7	02/11/2024 - 02/17/2024	0.93	0.98
* 8	02/18/2024 - 02/24/2024	0.93	0.98
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.96	1.01
17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	1.00	1.05
19	05/05/2024 - 05/11/2024	1.01	1.06
20	05/12/2024 - 05/18/2024	1.03	1.08
21	05/19/2024 - 05/25/2024	1.04	1.09
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.05	1.11
25	06/16/2024 - 06/22/2024	1.06	1.12
26	06/23/2024 - 06/29/2024	1.06	1.12
27	06/30/2024 - 07/06/2024	1.07	1.13
28	07/07/2024 - 07/13/2024	1.07	1.13
29	07/14/2024 - 07/20/2024	1.08	1.14
30	07/21/2024 - 07/27/2024	1.07	1.13
31	07/28/2024 - 08/03/2024	1.07	1.13
32	08/04/2024 - 08/10/2024	1.06	1.12
33	08/11/2024 - 08/17/2024	1.05	1.11
34	08/18/2024 - 08/24/2024	1.05	1.11
35	08/25/2024 - 08/31/2024	1.05	1.11
36	09/01/2024 - 09/07/2024	1.05	1.11
37	09/08/2024 - 09/14/2024	1.05	1.11
38	09/15/2024 - 09/21/2024	1.05	1.11
39	09/22/2024 - 09/28/2024	1.04	1.09
40	09/29/2024 - 10/05/2024	1.03	1.08
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.00	1.05
43	10/20/2024 - 10/26/2024	1.00	1.05
44	10/27/2024 - 11/02/2024	1.00	1.05
45	11/03/2024 - 11/09/2024	1.00	1.05
46	11/10/2024 - 11/16/2024	1.00	1.05
47	11/17/2024 - 11/23/2024	1.00	1.05
48	11/24/2024 - 11/30/2024	1.00	1.05
49	12/01/2024 - 12/07/2024	1.00	1.05
50	12/08/2024 - 12/14/2024	1.00	1.05
51	12/15/2024 - 12/21/2024	1.00	1.05
52	12/22/2024 - 12/28/2024	0.99	1.04
53	12/29/2024 - 12/31/2024	0.97	1.02

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4\_9401\_PKSEASON.TXT

## Our Changing Population: St. Lucie County, Florida

The ages, races, and population density of St. Lucie County, Florida tell a story. Understand the shifts in demographic trends with these charts visualizing decades of population data.

2010 Population  
278,290

2022 Population  
358,704

Population Change  
+ 28.9 %

Latest update on July 2022

[Home](#) / ... / Our Changing Population

USA /  /   TO

### How has the population changed in St. Lucie County?

The population of **St. Lucie County, Florida** in 2022 was **358,704**, **28.9% up** from the **278,290** who lived there in **2010**. For comparison, the US population grew **7.7%** and Florida's population grew **18%** during that period.



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

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables

### Peak Hour Directional



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

### Peak Hour Two-Way

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

### AADT

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



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

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

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

### Adjustment Factors

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

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

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

\* Cannot be achieved using table input value defaults.

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

# C2T, C4, C5, & C6

## Motor Vehicle Arterial Generalized Service Volume Tables



### Peak Hour Directional

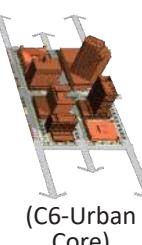
	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**



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



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



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

### Adjustment Factors

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

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

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

\*Cannot be achieved using table input value defaults. \*\*Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.  
 \*\*\*LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

### Peak Hour Two-Way

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

### AADT

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

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

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

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

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

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

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

**Traffic Counts and Level of Service Report  
2025**

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,026	2022	920	109	C	0.12	109	C	0.12
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGLADE DR	331	3,416	2024	880	279	C	0.32	275	C	0.31
NEBRASKA AVE	25TH ST to 13TH ST	684	3,389	2022	1,710	225	C	0.13	173	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,548	2024	700	327	C	0.47	310	C	0.44
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,655	2022	540	193	C	0.36	214	C	0.40
OHIO AVE	COLONIAL RD to US 1	686	3,655	2022	750	193	C	0.26	214	C	0.29
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	11,285	2024	1,580	611	B	0.39	618	B	0.39
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	11,285	2024	2,000	611	B	0.31	618	B	0.31
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	10,058	2024							
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	10,058	2024							
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	10,058	2024							
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	10,058	2024							
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	10,058	2024							
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	7,458	2024							
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	10,829	2024							
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	10,829	2024							
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	24,802	2024							
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,584	2024							
OKEECHOBEE RD	I-95 to JENKINS RD	940029	34,664	2024							
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	34,664	2024							
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	33,563	2024							
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	13,254	2023	2,100	685	C	0.33	676	C	0.32
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	13,254	2023	1,630	685	C	0.42	676	C	0.41
OKEECHOBEE RD	35TH ST to 33RD ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	33RD ST to 25TH ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	11,662	2023	1,630	675	C	0.41	599	C	0.37
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	11,662	2023	1,710	675	C	0.39	599	C	0.35
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	42	2022	790	6	C	0.01	6	C	0.01
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	768	9,800	2025	750	559	D	0.75	613	D	0.82
OLD DIXIE HWY	ST LUCIE BLVD to INDRIOS RD	227	1,752	2022	790	142	C	0.18	104	C	0.13
OLD DIXIE HWY	INDRIOS RD to INDIAN RIVER C.L.	769	2,000	2025	870	144	C	0.17	150	C	0.17
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	3,024	2021	540	175	C	0.32	198	C	0.37

\* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.

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

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

\* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

**Traffic Counts and Level of Service Report  
2025**

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
ST LUCIE BLVD	SENECA AVE to US 1	940270	4,451	2024							
ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	152	17,000	2025	1,500	915	C	0.61	815	C	0.54
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	318	36,000	2025	2,100	1,471	C	0.70	1,504	C	0.72
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	748	40,000	2025	2,100	1,718	C	0.82	1,705	C	0.81
ST LUCIE WEST BLVD	COUNTRY CLUB DR to CASHMERE BLVD	748	40,000	2025	2,100	1,718	C	0.82	1,705	C	0.81
ST LUCIE WEST BLVD	CASHMERE BLVD to BAYSHORE BLVD	316	51,800	2024	3,170	2,575	C	0.81	2,637	C	0.83
SUNRISE BLVD	MIDWAY RD to BELL AVE	155	3,647	2021	540	220	C	0.41	233	C	0.43
SUNRISE BLVD	BELL AVE to EDWARDS RD	153	3,823	2022	750	252	C	0.34	255	C	0.34
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	511	6,794	2023	600	523	D	0.87	457	D	0.76
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	511	6,794	2023	750	523	D	0.70	457	D	0.61
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	509	5,585	2023	750	349	C	0.47	347	C	0.46
SUNRISE BLVD	OLEANDER AVE to 7TH ST	708	4,834	2022	1,540	278	C	0.18	341	C	0.22
SUNRISE BLVD	7TH ST to US 1	708	4,834	2022	1,710	278	C	0.16	341	C	0.20
TIFFANY AVE	US 1 to HILLMOOR DR	322	13,000	2025	2,100	738	C	0.35	660	C	0.31
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	322	13,000	2025	2,100	738	C	0.35	660	C	0.31
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	320	4,064	2021	2,100	197	C	0.09	191	C	0.09
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	709	6,113	2024	630	342	C	0.54	319	C	0.51
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	238	5,304	2021	630	350	C	0.56	286	C	0.45
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	711	8,010	2021	1,710	838	D	0.49	812	D	0.47
TRADITION PKWY	VILLAGE PKWY to W OF I-95	712	50,000	2025	3,170	2,277	C	0.72	2,320	C	0.73
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	713	3,500	2025	790	284	C	0.36	335	C	0.42
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	714	10,453	2024	790	668	D	0.85	608	D	0.77
TULIP BLVD	PAAR DR to DARWIN BLVD	714	10,453	2024	790	668	D	0.85	608	D	0.77
TURNPIKE FEEDER RD	TURNPIKE FEEDER RD SB RAMP to US 1	940078	4,886	2015							
TURNPIKE FEEDER RD	INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R...	940269	12,049	2024							
TURNPIKE FEEDER RD	INDRIO RD to INDIAN PINES BLVD	940745	13,617	2024							
US 1	MARTIN C.L. to LENNARD RD	945071	48,630	2024							
US 1	LENNARD RD to PORT ST LUCIE BLVD	945071	48,630	2024							
US 1	PORT ST LUCIE BLVD to JENNINGS RD	945070	33,856	2024							
US 1	JENNINGS RD to TIFFANY AVE	945070	33,856	2024							
US 1	TIFFANY AVE to WALTON RD	945070	33,856	2024							
US 1	WALTON RD to VILLAGE GREEN DR	945150	46,953	2024							

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\* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

**Traffic Counts and Level of Service Report  
2025**

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
VETERANS MEMORIAL PKWY	PORt ST LUCIE BLVD to LYNGATE DR	329	12,500	2025	2,100	683	C	0.33	607	C	0.29
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	11,549	2024	2,100	658	C	0.31	623	C	0.30
VILLAGE GREEN DR	US 1 to WALTON RD	716	17,648	2024	2,100	1,100	C	0.52	1,190	C	0.57
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,664	2022	920	305	C	0.33	258	C	0.28
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	29,000	2025	2,650	1,400	D	0.53	1,386	D	0.52
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	734	8,800	2024	1,710	590	C	0.35	609	C	0.36
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	27,668	2024	1,710	1,491	D	0.87	1,471	D	0.86
VILLAGE PKWY	WESTCLIFFE LN to CROSSTOWN PKWY	720	18,528	2023	1,710	982	D	0.57	1,038	D	0.61
VIRGINIA AVE	35TH ST to 25TH ST	940032	23,774	2024							
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,983	2024							
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,983	2024							
VIRGINIA AVE	25TH ST to 13TH ST	940033	22,068	2024							
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,718	2024							
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,718	2024							
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,071	2024							
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,681	2024							
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,681	2024							
WALTON RD	US 1 to VILLAGE GREEN DR	330	12,775	2024	1,710	743	C	0.43	753	C	0.44
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	17,000	2025	1,710	964	D	0.56	1,014	D	0.59
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	11,285	2024	880	703	C	0.80	712	C	0.81
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,039	2022	630	388	C	0.62	368	C	0.58
WEATHERBEE RD	OLEANDER AVE to US 1	721	3,229	2023	750	202	C	0.27	184	C	0.25
WEATHERBEE RD	US 1 to MIDWAY RD	158	6,028	2023	750	382	D	0.51	382	D	0.51
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	722	6,604	2023	1,470	485	C	0.33	445	C	0.30
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,905	2023	920	798	C	0.87	900	D	0.98
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	245	8,300	2025	920	475	C	0.52	584	C	0.63

**Countywide Performance**

Weighted V/C = **21.49**

% VMT below Standard = **33.92%**

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\* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

COUNTY: 94  
 STATION: 0778  
 DESCRIPTION: PORT ST LUCIE BLVD - E OF FLORESTA DR (COUNTY 778)  
 START DATE: 05/14/2024  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	36	24	36	28	124	66	58	49	50	223	347	
0100	21	17	31	13	82	32	30	33	26	121	203	
0200	25	15	15	11	66	28	25	21	24	98	164	
0300	17	19	28	28	92	14	15	11	9	49	141	
0400	25	32	60	78	195	19	16	26	38	99	294	
0500	79	100	159	167	505	44	46	68	83	241	746	
0600	183	265	379	428	1255	117	165	206	224	712	1967	
0700	475	580	669	703	2427	238	299	304	358	1199	3626	
0800	663	716	634	630	2643	332	337	337	312	1318	3961	
0900	489	556	505	556	2106	339	316	338	305	1298	3404	
1000	429	552	481	499	1961	291	324	298	347	1260	3221	
1100	493	464	439	469	1865	367	353	385	364	1469	3334	
1200	430	444	466	427	1767	417	412	412	404	1645	3412	
1300	511	479	415	439	1844	403	418	452	413	1686	3530	
1400	436	499	476	501	1912	455	479	476	429	1839	3751	
1500	450	468	451	527	1896	519	556	515	513	2103	3999	
1600	454	485	498	506	1943	551	599	542	511	2203	4146	
1700	543	540	470	452	2005	555	616	565	538	2274	4279	
1800	439	426	406	363	1634	410	389	424	395	1618	3252	
1900	321	326	245	233	1125	385	384	310	314	1393	2518	
2000	233	224	198	163	818	334	358	357	253	1302	2120	
2100	161	185	147	120	613	280	270	207	183	940	1553	
2200	114	98	99	75	386	183	153	152	120	608	994	
2300	67	55	40	49	211	120	115	96	55	386	597	

24-HOUR TOTALS: 29475 26084 55559

PEAK VOLUME INFORMATION											
DIRECTION: E				DIRECTION: W				COMBINED DIRECTIONS			
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	
	730	2751		745		1364		730		4082	
P.M.	1630	2087	1700	2274	1630	4311					
DAILY	730	2751	1700	2274	1630	4311					

COUNTY: 94  
 STATION: 0778  
 DESCRIPTION: PORT ST LUCIE BLVD - E OF FLORESTA DR (COUNTY 778)  
 START DATE: 05/15/2024  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	32	32	30	22	116	47	51	49	42	189	305
0100	24	18	24	14	80	39	25	36	21	121	201
0200	10	12	20	13	55	24	24	26	17	91	146
0300	10	21	28	39	98	19	23	19	20	81	179
0400	29	39	74	90	232	15	30	31	33	109	341
0500	60	111	163	165	499	40	53	69	107	269	768
0600	169	266	398	406	1239	133	157	210	249	749	1988
0700	534	597	708	715	2554	215	317	303	357	1192	3746
0800	698	666	636	598	2598	341	313	377	318	1349	3947
0900	513	526	541	525	2105	286	299	322	296	1203	3308
1000	454	460	450	439	1803	317	343	304	365	1329	3132
1100	445	458	453	482	1838	357	337	393	419	1506	3344
1200	368	484	468	446	1766	399	410	379	417	1605	3371
1300	468	430	420	468	1786	454	379	440	354	1627	3413
1400	445	548	524	469	1986	353	386	385	345	1469	3455
1500	466	455	480	518	1919	450	433	404	389	1676	3595
1600	454	524	464	597	2039	456	479	553	510	1998	4037
1700	531	546	531	487	2095	559	591	571	589	2310	4405
1800	407	426	408	316	1557	455	362	410	354	1581	3138
1900	298	338	280	290	1206	356	386	325	367	1434	2640
2000	250	202	250	210	912	381	350	322	335	1388	2300
2100	185	166	170	146	667	346	316	223	235	1120	1787
2200	84	121	106	92	403	179	183	151	129	642	1045
2300	80	53	44	33	210	157	135	90	65	447	657

24-HOUR TOTALS: 29763 25485 55248

A.M.	PEAK VOLUME INFORMATION						DAILY	
	DIRECTION: E			DIRECTION: W				
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME		
730	2787	745	1388	745	4103			
1645	2205	1700	2310	1645	4436			
	2787	1700	2310	1645	4436			

COUNTY: 94  
 STATION: 0776  
 DESCRIPTION: SR 716/PORT ST LUCIE BLVD - W OF MIDPORT RD (COUNT  
 START DATE: 04/09/2024  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	30	23	11	12	76	35	35	25	21	116	192
0100	13	13	12	11	49	21	14	15	15	65	114
0200	12	6	13	10	41	26	11	14	5	56	97
0300	11	15	19	23	68	12	9	8	16	45	113
0400	31	31	57	63	182	10	19	23	17	69	251
0500	55	83	108	123	369	27	42	40	61	170	539
0600	159	192	216	258	825	89	104	122	139	454	1279
0700	324	418	502	546	1790	178	202	231	260	871	2661
0800	511	521	464	473	1969	264	316	266	256	1102	3071
0900	376	331	389	403	1499	223	233	229	264	949	2448
1000	295	367	341	326	1329	273	232	245	226	976	2305
1100	335	331	334	342	1342	288	236	288	295	1107	2449
1200	302	327	309	355	1293	319	293	320	293	1225	2518
1300	353	308	345	335	1341	323	311	316	318	1268	2609
1400	289	340	359	373	1361	319	324	321	334	1298	2659
1500	347	324	315	373	1359	421	406	406	370	1603	2962
1600	372	306	337	367	1382	434	405	392	387	1618	3000
1700	329	366	366	290	1351	363	392	390	322	1467	2818
1800	283	309	252	249	1093	362	301	261	326	1250	2343
1900	202	242	181	202	827	269	287	258	233	1047	1874
2000	196	160	158	155	669	295	307	255	236	1093	1762
2100	136	101	102	108	447	202	210	171	133	716	1163
2200	94	78	74	68	314	145	131	96	97	469	783
2300	46	40	35	35	156	98	105	70	51	324	480

24-HOUR TOTALS: 21132 19358 40490

PEAK VOLUME INFORMATION											
DIRECTION: E				DIRECTION: W				COMBINED DIRECTIONS			
HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2080	745	1106	730	3151					
P.M.	1645	1428	1600	1618	1515	3000					
DAILY	730	2080	1600	1618	730	3151					

COUNTY: 94  
 STATION: 0776  
 DESCRIPTION: SR 716/PORT ST LUCIE BLVD - W OF MIDPORT RD (COUNT  
 START DATE: 04/10/2024  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	30	29	17	23	99	39	35	33	22	129	228
0100	19	15	16	12	62	25	14	8	15	62	124
0200	8	7	10	9	34	23	17	15	11	66	100
0300	12	16	27	27	82	12	16	8	6	42	124
0400	21	25	63	57	166	17	28	19	26	90	256
0500	71	79	104	126	380	23	36	49	62	170	550
0600	131	173	221	245	770	89	112	121	146	468	1238
0700	334	396	506	497	1733	179	190	201	249	819	2552
0800	526	514	461	458	1959	241	285	293	232	1051	3010
0900	371	333	366	385	1455	256	213	232	190	891	2346
1000	349	346	310	367	1372	238	203	292	257	990	2362
1100	337	315	334	338	1324	249	252	281	323	1105	2429
1200	297	328	365	327	1317	338	271	318	267	1194	2511
1300	336	327	316	318	1297	322	305	290	371	1288	2585
1400	319	381	332	353	1385	345	326	320	395	1386	2771
1500	383	319	304	350	1356	414	406	414	426	1660	3016
1600	351	374	354	329	1408	361	375	430	400	1566	2974
1700	303	370	310	301	1284	404	372	395	318	1489	2773
1800	242	294	295	225	1056	365	295	290	228	1178	2234
1900	210	231	186	165	792	323	279	252	274	1128	1920
2000	178	151	143	159	631	294	265	232	188	979	1610
2100	113	119	91	93	416	193	189	170	155	707	1123
2200	115	68	78	70	331	79	1	81	97	258	589
2300	46	37	32	26	141	73	91	66	44	274	415
24-HOUR TOTALS:		20850					18990				

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2043	745	1068	745	3066
P.M.	1415	1449	1500	1660	1545	3021
DAILY	730	2043	1500	1660	745	3066

COUNTY: 94  
 STATION: 5072  
 DESCRIPTION: SR 716/PORT ST LUCIE BLVD - W OF SR 5/US 1 (COUNTY  
 START DATE: 04/09/2024  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	24	23	11	10	68	35	31	30	25	121	189	
0100	14	14	9	11	48	22	22	12	13	69	117	
0200	19	10	10	11	50	21	17	8	6	52	102	
0300	13	17	22	24	76	8	14	8	13	43	119	
0400	31	47	64	67	209	13	17	20	21	71	280	
0500	64	91	132	150	437	24	36	33	48	141	578	
0600	182	227	228	269	906	82	85	110	125	402	1308	
0700	291	400	453	436	1580	158	175	231	214	778	2358	
0800	434	463	410	427	1734	268	311	278	271	1128	2862	
0900	306	363	369	378	1416	242	246	228	300	1016	2432	
1000	332	332	327	368	1359	276	255	277	258	1066	2425	
1100	305	333	323	320	1281	294	255	284	318	1151	2432	
1200	352	309	290	328	1279	326	321	358	336	1341	2620	
1300	329	314	332	311	1286	329	321	379	339	1368	2654	
1400	299	319	319	349	1286	362	377	347	350	1436	2722	
1500	304	297	298	331	1230	403	464	391	434	1692	2922	
1600	394	367	313	351	1425	427	410	393	401	1631	3056	
1700	366	348	342	293	1349	442	374	398	349	1563	2912	
1800	286	250	235	243	1014	355	323	275	300	1253	2267	
1900	200	217	183	187	787	290	282	286	265	1123	1910	
2000	148	158	153	122	581	267	282	258	231	1038	1619	
2100	117	101	90	94	402	179	219	159	133	690	1092	
2200	71	69	65	55	260	144	137	106	97	484	744	
2300	47	28	29	27	131	111	98	65	46	320	451	

24-HOUR TOTALS: 20194 19977 40171

PEAK VOLUME INFORMATION												
DIRECTION: E				DIRECTION: W				COMBINED DIRECTIONS				
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME						
	730	1786		800		1128		800		2862		
P.M.	1600	1425		1515		1716		1545		3069		
DAILY	730	1786		1515		1716		1545		3069		

COUNTY: 94  
 STATION: 5072  
 DESCRIPTION: SR 716/PORT ST LUCIE BLVD - W OF SR 5/US 1 (COUNTY  
 START DATE: 04/10/2024  
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	37	24	22	23	106	37	42	28	25	132	238
0100	12	14	13	13	52	23	15	15	17	70	122
0200	10	7	11	7	35	24	17	11	9	61	96
0300	15	11	34	27	87	11	12	8	7	38	125
0400	30	33	65	65	193	14	26	19	24	83	276
0500	75	91	122	151	439	23	32	33	44	132	571
0600	138	191	230	266	825	72	94	122	129	417	1242
0700	326	351	481	406	1564	134	167	197	248	746	2310
0800	421	419	397	442	1679	263	272	283	231	1049	2728
0900	304	337	352	306	1299	258	232	238	204	932	2231
1000	362	340	326	376	1404	231	205	270	270	976	2380
1100	343	327	335	346	1351	294	271	293	354	1212	2563
1200	347	289	318	330	1284	334	298	296	278	1206	2490
1300	294	334	294	304	1226	323	360	350	364	1397	2623
1400	316	342	325	348	1331	368	387	370	390	1515	2846
1500	362	311	288	296	1257	378	411	406	410	1605	2862
1600	340	323	343	317	1323	377	395	374	404	1550	2873
1700	319	361	307	270	1257	418	350	443	348	1559	2816
1800	247	233	279	228	987	340	302	321	286	1249	2236
1900	208	190	186	159	743	259	248	275	285	1067	1810
2000	140	156	113	130	539	297	245	246	195	983	1522
2100	114	79	102	67	362	174	180	170	147	671	1033
2200	65	74	71	61	271	131	122	87	88	428	699
2300	50	34	24	20	128	88	72	70	44	274	402

24-HOUR TOTALS: 19742 19352 39094

PEAK VOLUME INFORMATION											
DIRECTION: E				DIRECTION: W				COMBINED DIRECTIONS			
HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1727	745	1066	800	2728					
P.M.	1415	1377	1645	1615	1645	2919					
DAILY	730	1727	1645	1615	1645	2919					

COUNTY: 94  
 STATION: 5071  
 DESCRIPTION: SR 5/US 1 - S OF PORT SL LUCIE BLVD (COUNTY 5071)  
 START DATE: 04/09/2024  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	90	69	29	54	242	22	32	27	15	96	338	
0100	57	48	39	39	183	18	21	12	14	65	248	
0200	36	30	20	26	112	10	16	31	22	79	191	
0300	12	29	18	27	86	22	26	43	54	145	231	
0400	29	35	35	59	158	45	80	136	138	399	557	
0500	71	72	69	84	296	129	209	264	269	871	1167	
0600	147	185	191	249	772	293	339	546	496	1674	2446	
0700	254	288	371	333	1246	585	623	709	672	2589	3835	
0800	365	374	359	410	1508	554	621	588	570	2333	3841	
0900	399	363	420	420	1602	490	557	498	514	2059	3661	
1000	492	536	512	507	2047	479	559	538	562	2138	4185	
1100	567	560	624	591	2342	526	543	550	523	2142	4484	
1200	636	654	615	704	2609	560	501	532	511	2104	4713	
1300	669	702	645	641	2657	494	513	490	475	1972	4629	
1400	557	528	612	509	2206	478	541	521	442	1982	4188	
1500	587	497	593	602	2279	474	454	510	441	1879	4158	
1600	401	384	398	359	1542	427	450	452	453	1782	3324	
1700	381	315	398	353	1447	457	448	434	420	1759	3206	
1800	314	294	330	263	1201	382	364	409	320	1475	2676	
1900	257	275	264	330	1126	292	285	263	203	1043	2169	
2000	302	320	279	243	1144	210	198	179	178	765	1909	
2100	258	207	210	194	869	142	130	134	119	525	1394	
2200	185	137	119	110	551	82	91	92	76	341	892	
2300	116	102	74	50	342	54	40	43	36	173	515	
24-HOUR TOTALS:		28567					30390					

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	1592	700	2589	730	3999
P.M.	1245	2720	1200	2104	1230	4740
DAILY	1245	2720	700	2589	1230	4740

COUNTY: 94  
 STATION: 5071  
 DESCRIPTION: SR 5/US 1 - S OF PORT SL LUCIE BLVD (COUNTY 5071)  
 START DATE: 04/10/2024  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	47	27	39	29	142	28	27	24	19	98	240
0100	22	33	12	16	83	28	17	15	16	76	159
0200	22	9	8	13	52	14	17	14	20	65	117
0300	5	8	5	17	35	23	27	38	35	123	158
0400	7	7	25	21	60	53	83	124	129	389	449
0500	38	38	36	59	171	136	189	265	252	842	1013
0600	117	129	134	117	497	333	399	505	472	1709	2206
0700	152	150	187	185	674	588	633	737	650	2608	3282
0800	199	251	266	279	995	572	622	590	523	2307	3302
0900	282	281	295	339	1197	466	476	400	436	1778	2975
1000	329	330	355	365	1379	466	409	414	392	1681	3060
1100	473	516	510	530	2029	517	510	526	560	2113	4142
1200	569	558	529	607	2263	542	511	489	491	2033	4296
1300	571	588	564	567	2290	480	475	470	477	1902	4192
1400	555	584	634	556	2329	413	443	489	464	1809	4138
1500	662	562	677	637	2538	414	412	457	455	1738	4276
1600	651	794	686	663	2794	465	423	454	411	1753	4547
1700	798	718	753	694	2963	421	425	419	399	1664	4627
1800	572	559	473	455	2059	351	378	371	325	1425	3484
1900	504	451	407	398	1760	286	278	247	207	1018	2778
2000	423	420	351	328	1522	214	198	176	177	765	2287
2100	304	352	230	178	1064	139	122	142	142	545	1609
2200	237	216	155	131	739	73	109	67	89	338	1077
2300	163	134	130	81	508	42	44	40	34	160	668

24-HOUR TOTALS: 30143 28939 59082

PEAK VOLUME INFORMATION											
DIRECTION: N				DIRECTION: S				COMBINED DIRECTIONS			
HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME				
A.M.	845	1137	700	2608	730	3403					
P.M.	1700	2963	1200	2033	1615	4650					
DAILY	1700	2963	700	2608	1615	4650					

COUNTY: 89  
 STATION: 0100  
 DESCRIPTION: SR 5/US 1 - N OF CR 732/JENSEN BCH BLVD(COUNTY LIN  
 START DATE: 03/27/2024  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	76	54	50	42	222	22	31	25	25	103	325	
0100	46	26	41	20	133	20	10	18	20	68	201	
0200	20	25	20	29	94	13	17	17	12	59	153	
0300	14	23	14	10	61	17	24	38	36	115	176	
0400	19	12	32	23	86	40	81	137	129	387	473	
0500	43	47	61	80	231	138	198	309	331	976	1207	
0600	113	106	144	197	560	324	409	605	635	1973	2533	
0700	188	277	287	252	1004	719	821	910	810	3260	4264	
0800	233	308	281	286	1108	703	797	769	874	3143	4251	
0900	305	304	343	348	1300	523	500	605	575	2203	3503	
1000	296	410	414	396	1516	574	576	590	580	2320	3836	
1100	412	486	473	472	1843	545	568	565	557	2235	4078	
1200	434	546	508	560	2048	481	490	567	496	2034	4082	
1300	532	533	545	472	2082	538	518	499	443	1998	4080	
1400	562	635	612	607	2416	481	496	523	576	2076	4492	
1500	650	673	673	595	2591	500	508	501	500	2009	4600	
1600	673	712	690	684	2759	375	461	528	450	1814	4573	
1700	719	734	641	648	2742	447	523	474	413	1857	4599	
1800	619	529	510	556	2214	440	394	408	378	1620	3834	
1900	492	487	427	350	1756	312	262	261	221	1056	2812	
2000	415	400	365	364	1544	216	185	182	187	770	2314	
2100	362	314	268	199	1143	136	124	107	99	466	1609	
2200	192	224	139	133	688	100	105	76	92	373	1061	
2300	158	131	94	83	466	67	55	51	45	218	684	
24-HOUR TOTALS:		30607					33133					

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	1238	700	3260	730	4300
P.M.	1630	2827	1230	2119	1630	4775
DAILY	1630	2827	700	3260	1630	4775

COUNTY: 89  
 STATION: 0100  
 DESCRIPTION: SR 5/US 1 - N OF CR 732/JENSEN BCH BLVD(COUNTY LIN  
 START DATE: 03/28/2024  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	76	67	58	34	235	31	43	14	20	108	343
0100	31	38	23	41	133	17	20	29	23	89	222
0200	35	25	23	23	106	17	14	20	31	82	188
0300	17	11	20	17	65	22	24	35	47	128	193
0400	13	14	31	30	88	40	94	138	143	415	503
0500	36	56	62	71	225	139	209	312	330	990	1215
0600	109	110	170	188	577	348	438	580	681	2047	2624
0700	187	260	263	257	967	728	770	851	788	3137	4104
0800	241	323	251	287	1102	752	696	689	704	2841	3943
0900	299	312	365	325	1301	520	558	555	596	2229	3530
1000	294	377	394	414	1479	521	591	570	564	2246	3725
1100	467	373	396	535	1771	528	542	595	528	2193	3964
1200	511	517	520	541	2089	504	542	538	620	2204	4293
1300	541	582	562	512	2197	485	521	549	552	2107	4304
1400	553	619	575	646	2393	507	478	526	542	2053	4446
1500	690	722	760	702	2874	452	542	508	466	1968	4842
1600	764	821	685	677	2947	424	413	541	444	1822	4769
1700	702	721	574	646	2643	470	516	461	434	1881	4524
1800	650	580	466	496	2192	416	438	352	362	1568	3760
1900	521	472	440	402	1835	324	294	238	248	1104	2939
2000	425	421	377	301	1524	187	189	201	152	729	2253
2100	314	312	242	216	1084	160	131	137	123	551	1635
2200	204	182	164	167	717	84	94	100	75	353	1070
2300	144	173	103	107	527	74	43	46	35	198	725

24-HOUR TOTALS: 31071 33043 64114

PEAK VOLUME INFORMATION						
DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS		
HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	
A.M.	845	1263	715	3161	715	4182
P.M.	1530	3047	1200	2204	1515	4888
DAILY	1530	3047	715	3161	1515	4888



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Sandpiper Bay Resort  
Small-Scale Comprehensive Plan  
Future Land Use Map Amendment

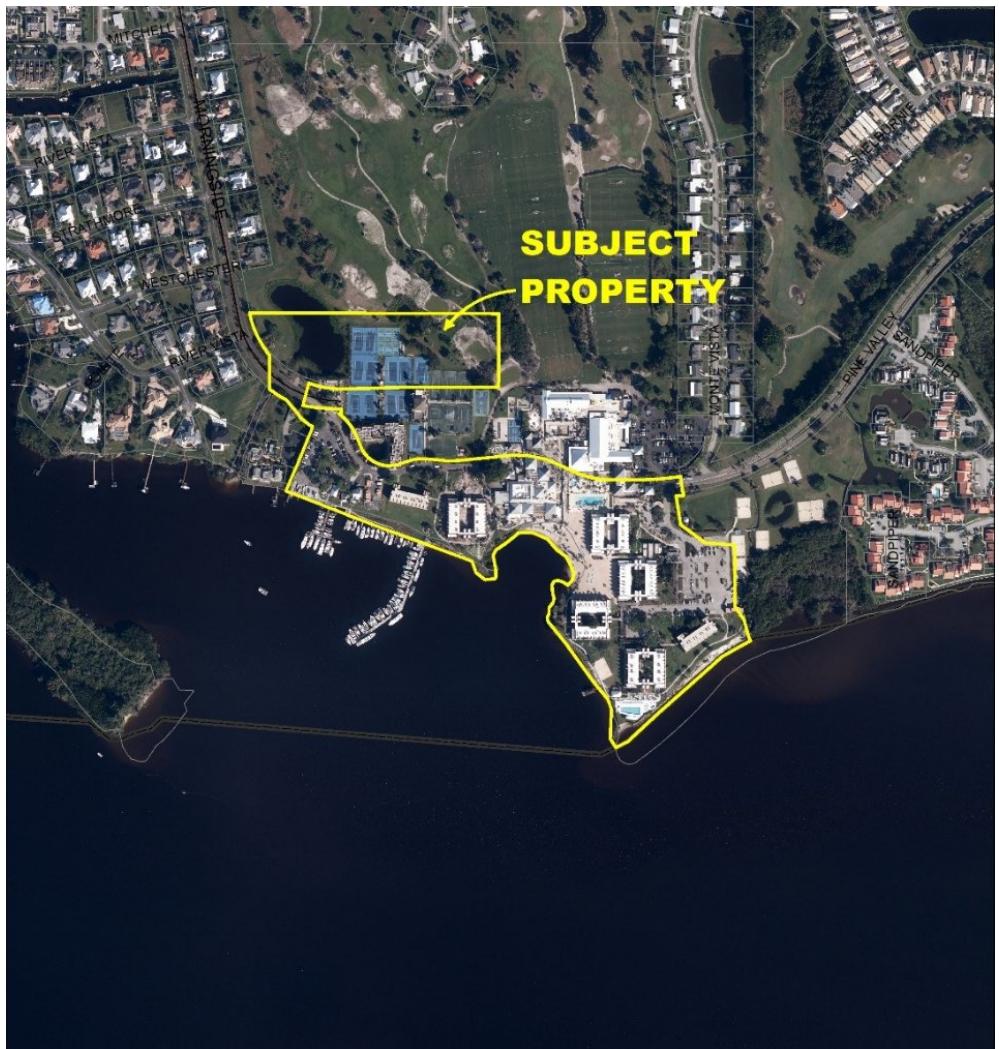
Planning and Zoning Board  
January 6, 2026  
Bethany Grubbs, AICP, Senior Planner/Public Art Program

# Request Summary

Applicant's Request:	The request is for a small-scale Future Land Use Map amendment to modify the designation of three portions of the subject property, totaling approximately 28.6 acres, from Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General/Institutional (CG/I).
Applicant(s):	KEITH and MPLD Consulting
Property Owner:	Altitude Prop Co, LLC
Address:	3500 SE Morningside Boulevard
Location:	Generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard

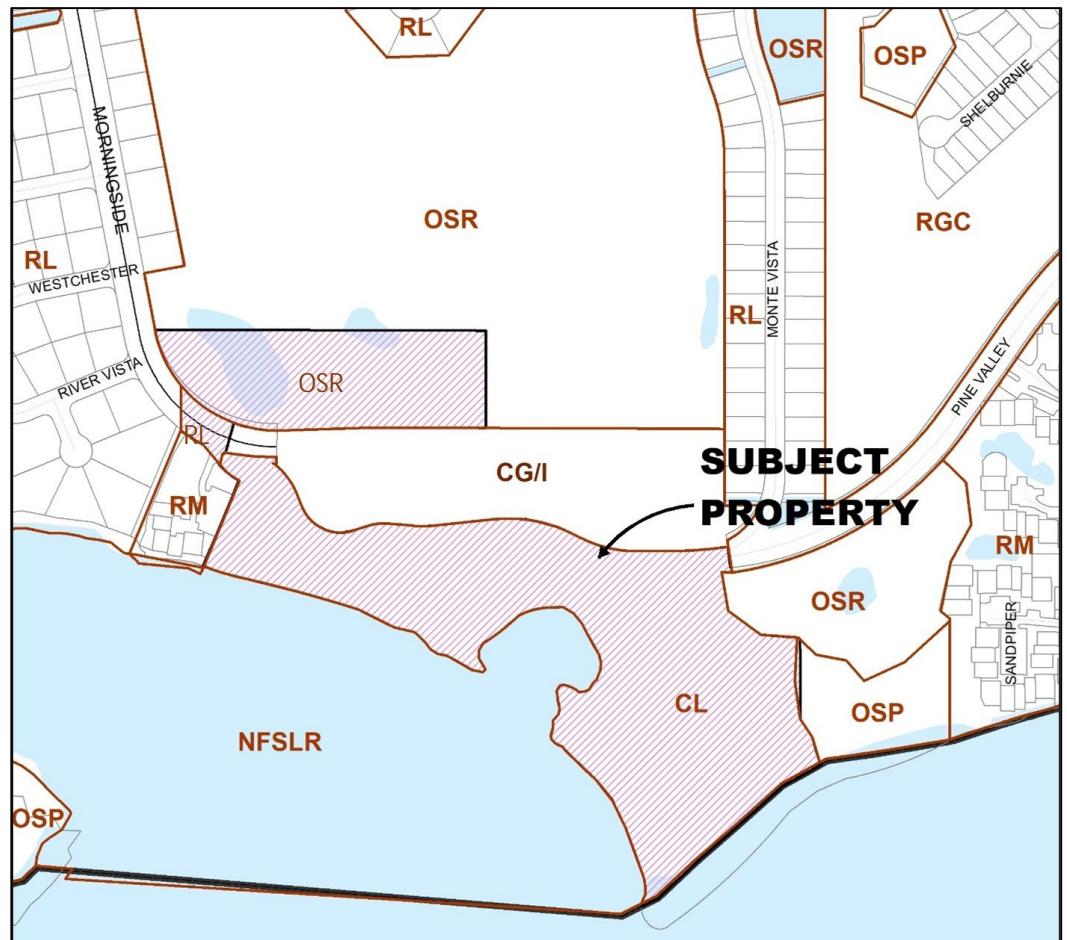
# Surrounding Uses

Direction	Future Land Use	Zoning	Existing Use
North	RL	RS-2, RS-3	Single-Family Residences
South	RM	RM-11	Multi-Family Residences & North Fork of the St. Lucie River
East	RL & RM	RS-1, RS-3 & RM-11	Single-Family Residences & Multi-Family Residences
West	RL & RM	RS-1, RS-2, RS-3 & RM-11	Single-Family Residences & Multi-Family Residences



# Proposed Land Use Change

## RL, OSR,& CL to CG/I



# Background

- The applicant is requesting an amendment to the City's Future Land Use Map to redesignate approximately 28.6 acres of property from Commercial Limited (CL), Residential Low (RL), and Open Space Recreational (OSR) to Commercial General / Institutional (CG/I).
- The proposed amendment applies to three distinct portions of the property: western terminus of SE Morningside Boulevard - a previously abandoned right-of-way, the southern portion of the site - currently developed with resort buildings and associated uses, and the western open space area - currently used for sports fields affiliated with the on-site academy.
- The amendment seeks to consolidate the resort, academy, and marina under a single, appropriate designation.

# Justification

The proposed future land use amendment is supported by goals, objectives and policies of the Comprehensive Plan.

- Per Policy 1.1.4.2, the General Commercial (CG) land use accommodates hotels and resort uses.
- Per Policy 1.1.4.4, the Institutional (I) land use is designed to accommodate both public and private institutional sites such as schools and their accessory uses.
- Beyond Comprehensive Plan consistency, the amendment advances Strategic Plan goals of Building a Smart & Connected City and Fostering a Diverse Economy & Employment Opportunities.
  - The amendment strengthens the resort and academy's ability to operate effectively, contributing to tourism, hospitality, and educational programming that broaden and diversify the local economy.

# Findings

- Land Use Consistency (Policy 1.1.7.1): Policy 1.1.7.1 of the Future Land Use Element states that the City shall review future land use map amendments based on the amount of land required to accommodate anticipated growth, the character of undeveloped land, the availability of water supplies, public facilities and services, the need for job creation, capital investment, and economic development as well as the need to satisfy a deficiency or mix of uses in the Future Land Use Map.

# Adequate Public Facilities Analysis

- The proposed future land use amendment is expected to have a net increase in the demand for potable water by 14,581 gallons per day and wastewater by 12,393 gallons per day based on the maximum amount of development allowed per the comprehensive plan. There is adequate capacity to accommodate the proposed land use amendment.
- The subject property is located in Zone X, the area of minimal flood risk on the Florida Insurance Rate Map.
- There are no anticipated impacts to parks or public schools, as the amendment does not involve residential development.
- The subject property contains approximately 40 acres of upland habitat and an estimated 1.23-acre wetland that is under preservation.

# Traffic Impact Analysis

- Change in Future Land Use designation results in an Increase of Daily and PM Peak hour trips.

Summary of Trip Generation Rates				
Existing Land Use	ITE Code	Intensity	Daily Trips	P.M. Peak Hour
RL OSR CL	210 (Single-Family Detached)	2 DU 83,635 SF	19 2,541	2 308
	430 (Golf Course)	379,843 SF	14,058	1,554
	820 (Shopping Center (>150k))		16,618	1,864
Proposed Land Use	ITE Code	Intensity	Daily Trips	P.M. Peak Hour
CG/I	820 (Shopping Center (>150k))	498,326 SF	18,443	2,038
Net Difference (Increase)			(+) 1,825	(+) 174

# Staff Recommendation

The Planning & Zoning (P&Z) Department staff finds the petition to be consistent with the intent and direction of the City's Comprehensive Plan and recommends approval.

## Planning and Zoning Board - Action Options

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

Please note: If the Board requires additional clarification or information from the applicant or staff, it may choose to table or continue the hearing or review to a future meeting.



MPLD Consulting  
528 Northwood Road  
West Palm Beach, FL 33407

January 5, 2026

City of Port St. Lucie  
Planning & Zoning Department  
121 SW Port St. Lucie Blvd.  
Port St. Lucie, FL 34984

Dear Ms. Savage-Dunham,

This letter is to request that our applications associated with the Sandpiper PUD be tabled on January 6<sup>th</sup> and moved to the P/Z Board Special Meeting on January 20th, and to table the city council first readings on the CPA and PUD from January 12th to January 26<sup>th</sup>. Our second reading would then be scheduled for February 9<sup>th</sup>.

This will allow us to format our resubmittal per the recent comments.

Sincerely,

Rebecca Miller, President

Developing Relationships Today, Building Tomorrow.

[www.MPLDConsulting.com](http://www.MPLDConsulting.com)

MPLD South Office | 528 Northwood Road. | West Palm Beach, FL 33407 | O: 561-425-6753

MPLD Tradition Office | 10489 SW Meeting St. | Port St. Lucie, FL 34987 | O: 772-343-0336

MPLD North Office | 1011 Boston Avenue | Fort Pierce, FL 34950 | O: 772-343-0336

Jan. 5, 2026

Re: Sandpiper Bay P25-157 and Sandpiper Resort PUO P25-158 proposals

My wife and I would like to voice our opposition to the proposed change in zoning of the properties involved. Change to commercial and institutional general would allow building of new commercial properties that would be detrimental to the current residential neighborhoods. Particularly the potential for increased traffic and noise (especially if amplified sound or music is allowed) that would impinge on the quiet and peace of the communities. We and our neighbors have invested our time, monies and effort in making a home in a peaceful community. There is already excessive noise from the resort and athletic activities from this area and further development has the potential for negative encroachment on these communities and their values. The recently elected representative talked of preserving the existing communities and limiting future development as they campaigned for our vote. Let's hope they can "preserve paradise instead of putting up a new parking lot" for a change. Thank you for listening to our comments.

Regards,

Dr. Ernest and Deborah Kiel

1635 SE Ballantrae Blvd.

Port St Lucie, FL 34952

[erniekiel@gmail.com](mailto:erniekiel@gmail.com)

**From:** [Patricia Taylor](#)  
**To:** [Sally Walsh](#); [Jessica Heinz](#)  
**Cc:** [Mary Savage-Dunham](#); [Brandon Dolan](#); [Melanie Lorenzo](#)  
**Subject:** Jan. 6th - Planning & Zoning Meeting  
**Date:** Monday, December 29, 2025 3:40:45 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

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For the record.

**Caller:** James Lend | **Address:** 3065 SE Treasure Island Rd | **Phone:** 772-337-3879

Mr. Lend called regarding a notice received in the mail on 12/27 for a 1/6 meeting concerning proposed roads, hotel development, and the expansion of West Marlon near his residence. He stated the notice was insufficient and requested the meeting be canceled to allow residents more time. He was advised he may attend the 1/6 meeting to express his concerns. Mr. Lend also reported attempting to visit City Hall to speak with VM Caraballo and the City Attorney and was advised that appointments are required.

Kind regards,



**Patricia "Trish" L. Taylor**  
**Executive Assistant**  
**Office of the Mayor & City Council**  
**Supporting:**  
*David Pickett, Councilman, District 2*  
*Anthony Bonna, Councilman, District 3*  
o. 772-873-6472

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**City of Port St. Lucie | Heart of the Treasure Coast**

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





# City of Port St. Lucie

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

## Agenda Summary

2026-025

**Agenda Date:** 1/20/2026

**Agenda Item No.:** 8.a

Placement: Public Hearing - Quasi Judicial

Action Requested: Motion / Vote

### P25-158 Sandpiper Bay Resort PUD Amendment No. 2

Location: 3500 SE Morningside Boulevard, generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard

Legal Description: Portions of Section 23, Township 37 South, Range 40 East (full legal description attached in the PUD regulation book)

This is a request for the 2<sup>nd</sup> Amendment to the Sandpiper Bay Resort Planned Unit Development (PUD) to amend the PUD concept plan, update to the permitted uses, update property ownership, and other miscellaneous changes.

Submitted By: Bethany Grubbs, AICP, Senior Planner/Public Art Program

Executive Summary: The city has received a request for the second amendment to the Sandpiper Bay Resort Planned Unit Development (PUD), submitted by Altitude Prop. Co., LLC, the property owner, and represented by KEITH and MPLD Consulting. The subject property is located at 3500 SE Morningside Boulevard and consists of approximately 219.87 acres. The property currently includes five Future Land Use designations: Commercial General / Institutional (CG/I), Commercial Limited (CL), Residential Low (RL), Open Space Recreation (OSR), and Open Space Preservation (OSP). The site maintains a single zoning designation of Planned Unit Development (PUD). As part of this request, the applicant has submitted a concurrent Future Land Use Amendment to change the CL designation (21.8 acres), the RL designation (0.4 acres), and a portion of the OSR designation (6.4 acres) to CG/I, resulting in a total of 28.6 acres under the Commercial General / Institutional category.

Presentation Information: Staff will provide a presentation.

Staff Recommendation: Move that the Board recommend approval to the City Council with the following conditions as recommended by staff.

1. The applicant will enter into a Revocable Encroachment Agreement prior to site plan approval.

Alternate Recommendations:

1. Move that the Board recommend approval to the City Council.
2. Move that the Board recommend denial to the City Council.

Background: This application underwent expedited review with the Planning and Zoning, Building, Public Works, and Utility Systems Departments prior to scheduling for the Planning and Zoning Board. The Sandpiper

Bay PUD was first approved in 2010 (P09-047) at which time the hotel and golf course were rezoned under the master PUD from CG and OSR to PUD. In 2024, the city approved the 1<sup>st</sup> amendment to the PUD (P24-111) to ensure compatibility with the existing operational use of the property.

The property is developed as a resort with extensive recreational amenities, including a golf course (now inactive), sports courts and fields, watersport facilities, fitness center, spa, marina, conference space, and other accessory structures. The northern parcel remains as privately owned open space following the cessation of golf course operations.

**Issues/Analysis:** The primary objective of this amendment is to support the school's expansion, allowing for enhanced sports offerings, and ensure land use compatibility with the resort's operational need while facilitating the resort's revitalization under a new operator.

The proposed PUD amendment represents the second modification to the Sandpiper Bay Resort PUD (formerly Club Med Sandpiper) and includes the following key changes:

1. Revising the Concept Plan to reflect expanded sports courts and fields
2. Updating ownership information and regulatory documents
3. Amending permitted uses consistent with the removal of the Commercial Limited Future Land Use designation
4. Adding additional buffering requirements to ensure compatibility with surrounding uses
5. Miscellaneous clean-up revisions for clarity and consistency

The proposed PUD amendment aligns with the associated Future Land Use Amendment for 28.6 acres identified on the PUD Concept Plan. This amendment changes the existing Commercial Limited (CL), Residential Low (RL), and a portion of Open Space Recreation (OSR) designations to Commercial General/Institutional (CG/I). This change is consistent with the City's Comprehensive Plan policies. Policy 1.1.4.2 states that the Commercial General (CG) land use accommodates hotels and resort uses, while Policy 1.1.4.4 provides that the Institutional (I) land use is intended for public and private institutional sites, including schools and their accessory uses. These policies support the proposed amendment.

A traffic impact statement was prepared by Simmons & White and is attached as Exhibit B. It was reviewed by the staff as well as the City's third-party traffic consultant. The Public Works Traffic Memo is attached.

**Special Consideration:** As part of this request, the applicant has submitted a concurrent Future Land Use Amendment to change the CL designation (21.8 acres), the RL designation (0.4 acres), and a portion of the OSR designation (6.4 acres) to CG/I, resulting in a total of 28.6 acres under the Commercial General / Institutional category.

**Location of Project:** 3500 SE Morningside Boulevard, generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard

**Attachments:**

1. Staff Report
2. Exhibit "A" PUD Amendment No. 2

3. Exhibit "B" RPS Academy Concurrency Traffic Impact Statement
4. Cover Letter
5. Special Warranty Deed
6. Agent Authorization Letter
7. Public Works Traffic Memo
8. Staff Presentation
9. Applicant's Request to Table 1-6-26 P&Z Board Meeting
10. Public Comment



PLANNING AND ZONING BOARD STAFF REPORT  
January 6, 2026, Meeting

**Sandpiper Bay Resort PUD Amendment No. 2  
Planned Unit Development Amendment  
P25-158**



## Project Location Map

## SUMMARY

Applicant's Request:	An application for the 2 <sup>nd</sup> Amendment to the Sandpiper Bay Resort Planned Unit Development (PUD) to amend the PUD concept plan, update to the permitted uses, update property ownership, and other miscellaneous changes.
Agent(s):	KEITH and MPLD Consulting
Applicant/ Property Owner:	Altitude Prop. Co., LLC
Location:	3500 SE Morningside Boulevard, generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard
Project Planner:	Bethany Grubbs, AICP, Senior Planner/Public Art Program

### **Project Description**

The city has received a request for the second amendment to the Sandpiper Bay Resort Planned Unit Development (PUD), submitted by Altitude Prop. Co., LLC, the property owner, and represented by KEITH and MPLD Consulting. The subject property is located at 3500 SE Morningside Boulevard and consists of approximately 219.87 acres. The property currently includes five Future Land Use designations: Commercial General / Institutional (CG/I), Commercial Limited (CL), Residential Low (RL), Open Space Recreation (OSR), and Open Space Preservation (OSP). The site maintains a single zoning designation of Planned Unit Development (PUD). As part of this request, the applicant has submitted a concurrent Future Land Use Amendment to change the CL designation (21.8 acres), the RL designation (0.4 acres), and a portion of the OSR designation (6.4 acres) to CG/I, resulting in a total of 28.6 acres under the Commercial General / Institutional category.

The Sandpiper Bay PUD was first approved in 2010 (P09-047) at which time the hotel and golf course were rezoned under the master PUD from CG and OSR to PUD. In 2024, the city approved the 1<sup>st</sup> amendment to the PUD (P24-111) to ensure compatibility with the existing operational use of the property.

The property is developed as a resort with extensive recreational amenities, including a golf course (now inactive), sports courts and fields, watersport facilities, fitness center, spa, marina, conference space, and other accessory structures. The northern parcel remains as privately owned open space following the cessation of golf course operations.

The primary objective of this amendment is to support the school's expansion, allowing for enhanced sports offerings, and ensure land use compatibility with the resort's operational need while facilitating the resort's revitalization under a new operator.

The proposed PUD amendment represents the second modification to the Sandpiper Bay Resort PUD (formerly Club Med Sandpiper) and includes the following key changes:

1. Revising the Concept Plan to reflect expanded sports courts and fields
2. Updating ownership information and regulatory documents
3. Amending permitted uses consistent with the removal of the Commercial Limited Future Land Use designation
4. Adding additional buffering requirements to ensure compatibility with surrounding uses
5. Miscellaneous clean-up revisions for clarity and consistency

A list of the proposed changes is included in the attached PUD document (Exhibit "A") and the changes are shown as ~~strike through~~ and underlined.

### **Public Outreach**

The applicant held two public outreach meetings with neighboring residents, both attended by City staff. The first, tied to the prior land use change, took place on September 16, 2024, at the Saints Golf Course. As the project evolved, a second meeting was held on February 10, 2025, on-site at the property, where the applicant presented the proposed amendment and addressed resident questions. City staff provided the applicant with the adjacent property mailer list for residents within 750 feet.

### **Public Notice Requirements**

Public notice was sent to owners within 750 feet, and the file was included in the advertisement for the January 6, 2026, Planning & Zoning Board meeting.

### **Location and Site Information**

Parcel ID No(s).	4423-210-0001-000-3, 4414-133-0002-000-6
Property Size:	219.87 acres
Legal Description:	A complete legal description is attached in the PUD regulation book
Existing Future Land Use:	Commercial Limited (CL), Residential Low (RL), Commercial General/Institutional (CG/I) - <i>pending for 28.6 acres</i> , Open Space Recreation (OSR), and Open Space Preservation (OSP)
Existing Zoning:	Planned Unit Development (PUD)
Existing Use:	Resort with amenities and a school campus with programs focused on training in sports

### **Surrounding Uses**

Direction	Future Land Use	Zoning	Existing Use
North	RL	RS-2, RS-3	Single-Family Residences
South	RM & N/A	RM-11 & N/A	Multi-Family Residences & North Fork of the St. Lucie River
East	RL & RM	RS-1, RS-3 & RM-11	Single-Family Residences & Multi-Family Residences
West	RL & RM	RS-1, RS-2, RS-3 & RM-11	Single-Family Residences & Multi-Family Residences

RL- Low Density Residential, RM- Medium Density Residential, RS-1, Single-Family Residential, RS-2- Residential, Single-Family, RS-3-Residential, Single-Family



**Zoning Map**

## IMPACTS AND FINDINGS

### **COMPREHENSIVE PLAN REVIEW AND STAFF ANALYSIS**

The proposed PUD amendment aligns with the associated Future Land Use Amendment for 28.6 acres identified on the PUD Concept Plan. This amendment changes the existing Commercial Limited (CL), Residential Low (RL), and a portion of Open Space Recreation (OSR) designations to Commercial General/Institutional (CG/I). This change is consistent with the City's Comprehensive Plan policies. Policy 1.1.4.2 states that the Commercial General (CG) land use accommodates hotels and resort uses, while Policy 1.1.4.4 provides that the Institutional (I) land use is intended for public and private institutional sites, including schools and their accessory uses. These policies support the proposed amendment.

#### Transportation

A traffic impact statement was prepared by Simmons & White and is attached as Exhibit "B. It was reviewed by staff as well as the City's third-party traffic consultant. The Public Works traffic memo is attached.

#### Environmental

The site has previously been developed and there are no existing uplands on site. There is approximately three acres of wetlands with the Open Space Preservation (OSP) land use classification on the southeastern boundary of the site which is located on the North Fork of the St. Lucie River.

## STAFF RECOMMENDATION

This application underwent expedited review with the Planning and Zoning, Building, Public Works, and Utility Systems Departments prior to scheduling for the Planning and Zoning Board. The Planning and Zoning Department finds the request to be consistent with the direction and intent of the future land use map and policies of the City's Comprehensive Plan and recommends approval with the following condition of approval:

1. The applicant will enter into a Revocable Encroachment Agreement prior to site plan approval.

#### Planning and Zoning Board Action Options:

- Motion to recommend approval to the City Council with the conditions as recommended by staff
- 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.

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

# P.U.D APPLICATION

## Amendment No. 42



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

October 2024 February 2026

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

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

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

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# PROJECT PROFESSIONALS

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

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

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

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

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

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

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

# INTRODUCTION

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

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

# P.U.D. APPLICATION

## PUD AMENDMENT APPLICATION

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

### FOR OFFICE USE ONLY

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

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

**PRIMARY CONTACT EMAIL ADDRESS:** aharper@keithteam.com

**PROPERTY OWNER:** Store Capital Acquisitions, LLC

Name: Mary Fedewa / Chad Freed

Address: 8377 E. Hartford Drive, Suite 100, Scottsdale, AZ 85255

Telephone No. 480-256-1100 Email \_\_\_\_\_

**AGENT OF OWNER (if any)**

Name: Andrea Harper / KEITH

Address: 301 E. Atlantic Blvd, Pompano Beach, FL 33060

Telephone No. 561-867-1652 Email aharper@keithteam.com

**PROPERTY INFORMATION**

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

Parcel I.D. Number: 4423-210-0001-000-3 / 4414-133-002-000-6

Current Zoning: PUD

Proposed Zoning: N/A

Future Land Use Designation: CL / OSR / OSP

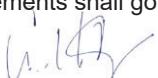
Acreage of Property: 219.87

Reason for amendment request: See attached letter of justification

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

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

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

  
Signature of Owner \_\_\_\_\_

Andrea Harper (Agent)

Hand Print Name \_\_\_\_\_

Date \_\_\_\_\_

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

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

Revised 02/26/20

# P.U.D. APPLICATION

## PUD AMENDMENT APPLICATION

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

### FOR OFFICE USE ONLY

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

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

**PRIMARY CONTACT EMAIL ADDRESS:** \_\_\_\_\_

**PROPERTY OWNER:** \_\_\_\_\_

Name: Altitude Prop Co, LLC

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

Telephone No. \_\_\_\_\_ Email \_\_\_\_\_

**AGENT OF OWNER (if any)**

Name: MPLD Consulting

Address: \_\_\_\_\_ 528 Northwood Rd, West Palm Beach, FL 33407

Telephone No. 561-597-7613 Email \_\_\_\_\_

**PROPERTY INFORMATION**

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

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

Current Zoning: PUD Proposed Zoning: PUD

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

Reason for amendment request: See attached Justification Letter.

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

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

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

 Rebecca Miller (Agent)

12/8/25

Signature of Owner \_\_\_\_\_

Hand Print Name \_\_\_\_\_

Date \_\_\_\_\_

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

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

Revised 02/26/20

## PROPOSED CHANGES

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

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

# P.U.D APPLICATION CHECKLIST



## CONCEPT PLAN SUFFICIENCY CHECKLIST

*Revised September, 2011*

Project Name: Sandpiper Bay Resort - Revitalization

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

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

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

Applicant Checklist	Description of Item Provided	Sufficient	P&Z	Eng.	Utility
	<b>Sufficiency Checklist:</b> One original completed and signed by applicant.	✓			
	<b>Cover Letter:</b> Sixteen copies of a typed letter explaining the purpose and history of the application.	✓			
	<b>Written Response to Comments:</b> Sixteen copies. For 1 submittals only.	N/A			
	<b>Completed Application:</b> Sixteen copies. Use black ink or type to fill out completely and legibly.	✓			
	<b>Owner's Authorization:</b> Sixteen copies of authorization on owner's letterhead.	✓			
	<b>Application Fees:</b> Refer to each department's fee schedule.	✓			
	<b>Proof of Ownership:</b>				
	Three copies of the recorded deed(s) for each parcel with the exact same name for each parcel or... ...Unity of Title	✓			
	<b>PUD/MPUD Document and Concept Plan</b> (Sections 158.170 – 158.173 of the Zoning Code):				
	Sixteen sets of 11" x 17" concept plans	✓			
	Show traffic access points	✓			
	Show drainage discharge locations	✓			
	Show proposed water and sewer connection points	✓			
	Evidence of unified control and binding PUD agreement	✓			
	Density statement	✓			
	Proposed zoning district regulations	✓			
	<b>LMD Rezoning and Concept Plan</b> (Section 158.155(M) of the Zoning Code):				
	Sixteen sets of 11" x 17" concept plans	N/A			
	Show traffic access points	N/A			
	Show drainage discharge locations	✓			
	Show proposed water and sewer connection points	✓			
	Evidence of unified control and development agreement	N/A			
	Preliminary building elevations	N/A			
	Landscape Plan	N/A			
	<b>SEU Concept Plan:</b>				
	Sixteen sets of 11" x 17" plans – either approved site plan or proposed concept plan	N/A			



# CONCEPT PLA SUFFICIENCY CHECKLIST

*Revised September, 2011*

Project Name: Sandpiper Bay Resort - Revitalization

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

*Applicant Certification*

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

### *(SiP.nature of Avylicant)*

10/31/2024

(Date)

## *Plan11i11g and Zoll11i11g Department Representative*

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

*(Signature of Planning and Zoning Department Representative)*

(Date)

### *Engineering Department Representative*

(Signature of Engr. in charge of the Project)

(Date)

## *Utilities System Department*

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

*(Signature of Utility System Department Representative)*

(Date)

# LETTER OF UNIFIED CONTROL

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

## LETTER OF UNIFIED CONTROL

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

October 31, 2024

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

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

Dear Assigned Planner:

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

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

Sincerely,

**STORE CAPITAL ACQUISITIONS, LLC**

DocuSigned by:  
  
C82CB603EC29474...

**Chad Freed** Keith Lee  
**Manager** Authorized Signatory

Club Med Sandpiper Bay PUD Amend.

P24-111

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

September 17, 2025

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

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

Dear Assigned Planner:

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

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

Sincerely,

Altitude Prop Co LLC

*Deepu Talla*

Deependra Talla  
Title Manager

## LEGAL DESCRIPTION

### Parcel "A"

A parcel of/and lying within Sections 14 and 23, Township 37 South, Range 40 East, St. Lucie County, Florida, more particularly described as follows: Commence at the Northwest corner of said Section 23, as shown on sheet 2 of 2 of the Plat of South Port St. Lucie Unit One, as recorded in Plat Book 12, Page 1 of the Public Records of St. Lucie County, Florida; thence North 79°10'18" East along the centerline of Mitchell Avenue for 339.91 feet, to a point intersecting and located on the centerline of Morningside Boulevard; thence South 10°49'42" East along the centerline of Morningside Boulevard for 10.01 feet; thence North 79°10'18" East to the Southeast property corner of Lot 52, Block 6 of said Unit one also being on the plat limits of said unit one and the plat limits of plat called River Vista as shown on sheet 2 of 2 of the plat of River Vista, as recorded in Plat Book 13, Page 18 of the public records of St. Lucie County, Florida, a distance of 175. 00 feet, said point being the Point of Beginning; thence South 10°49'42" East, along the back lot lines of block one of said plat of River Vista for a distance of 1005. 00 feet to the Southeast property corner of Lot 10, Block 1 of the plat of River Vista; thence South 79°10'18" West, along the South property line of aforesaid Lot 10, for a distance of 125. 00 feet to a point located on the East right of way line of Morningside Boulevard; thence continuing South 10° 49'42" East along aforesaid right of way a distance of 176. 28 feet; to a point of curvature of a curve concave to the Northeast, having a radius of 380.00 feet and a central angle of 62°35'10", thence Southerly along the arc of said curve to the left, a distance of 415. 09 feet, said arc subtended by a chord which bears South 42°07'17" East, a distance of 394. 76 feet to the curve's end; thence South 33°31 '24" West, a distance of 103. 54 feet; thence South 14 °08'50" West, a distance of 35. 15 feet; to a point of intersection with a non-tangent curve, concave Northeasterly, having a radius of 200. 00 feet and a central angle of 22°15'58", thence Southeasterly along the arc of said curve to the left, from which the local tangent at the beginning point bears South 39°28'59" East, a distance of 77. 72 feet, said arc subtended by a chord which bears South 50°36'58" East, a distance of 77.24 feet to the point of intersection with a non-tangent line; thence South 22°30'27" West, a distance of 288. 72 feet, along the East plat limits of said plat of The Villas of Sandpiper Bay Unit One to a point lying in the water's edge of Kitching Cove; thence South 74°35'24" East, a distance of 31. 65 feet, to a point on the Southwest corner of and parallel with the South face of a concrete seawall; thence continue South 74°35'24" East parallel with and along said South face of concrete seawall for a distance of 244. 72 feet to a point on the Southeast corner of said seawall; thence North 17°37'59" East, a distance of 12. 30 feet to the end of said seawall and the beginning of a tie line; thence landward of the waters edge of Kitching Cove and the North fork of St. Lucie River continue along the tie line South 76°25'42" East, a distance of 50. 83 feet; thence South 73°51 '41" East, a distance of 115. 04 feet; thence South 69°22'15" East, a distance of 107. 15 feet; thence South 65°26'15" East, a distance of 82. 89 feet; thence South 53°35'53" East, a distance of 224.80 feet; thence North 34°43'37" East, a distance of 135. 73 feet; thence North 57°43'37" East, a distance of 141. 73 feet; thence

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

feet along said curve through a central angle of  $90^{\circ}00'00''$  to a line tangent which bears North  $89^{\circ}58'12''$  East; thence on the prolongation of said tangent for 20. 00 feet to the Northwesterly corner of Tract "A", Block 181 of the Plat of South Port St. Lucie Unit 13, as recorded in Plat Book 16, Page 22 of the Public Records of St. Lucie County, Florida; thence continue along said prolongation for 375. 00 feet; thence North  $00^{\circ}01'48''$  East for 45. 00 feet to the beginning of a curve concave to the Southeast having a radius of 235. 00 feet; thence Northerly and Northeasterly for 100.37 feet along said curve through a central angle of  $24^{\circ}28'13''$  to the Southwest corner of Lot 1, Block 158 of the plat of South Port St. Lucie Unit Seven as recorded in Plat Book 14, Page 24, of the Public Records of St. Lucie County, Florida; thence continue along said curve 165.37 feet, through a central angle  $40^{\circ}19'10''$  to a line tangent which bears North  $64^{\circ}45'35''$  East, thence on the prolongation of said line tangent for 243. 44 feet along the back property line of Block 158 of Unit Seven to the beginning of a curve concave to the Northwest having a radius of 345.00 feet; thence Northeasterly for 361.59 feet along said curve through a central angle of  $60^{\circ}03'00''$  to the beginning of a reverse curve concave to the Southeast having a radius of 2155. 00 feet, a radial line through said beginning of reverse curve bears North  $85^{\circ}17'25''$  West; thence Northerly and Northeasterly for 761. 11 feet along said curve through a central angle of  $20^{\circ}14'10''$  to the beginning of a compound curve concave to the Southeast having a radius of 320.36 feet; a radial line through said beginning of compound curve bears North  $65^{\circ}03'15''$  West; thence northeasterly for 152.32 feet along said curve through a central angle of  $27^{\circ}14'31''$  to the beginning of a non-tangent curve concave to the Southwest having a radius of 1577. 14 feet and to which beginning a radial line bears South  $52^{\circ}04'32''$  West; thence Northwesterly for 394. 76 feet along said curve through a central angle of  $14^{\circ}20'28''$  to a radial line of said curve which bears North  $37^{\circ}44'04''$  East; thence on the prolongation of said radial for 125. 00 feet to the beginning of a curve concave to the Southwest having a radius of 1702. 14 feet, aforesaid course also being the Westerly property line of Lot 21, Block 158 of said Unit Seven and lying on the limits of said Unit; aforesaid course also lying on the limits of the plat of South Port St. Lucie Unit Nine as shown in Plat Book 14, Page 27 A of the Public Records of St. Lucie County, Florida; thence Northwesterly for 324.40 feet along said curve and the South Right-of-Way line of Westmoreland Boulevard through a central angle of  $10^{\circ}55'11''$  to the beginning of a reverse curve concave to the Northeast having a radius of 1787. 03 feet, a radial line through said beginning of reverse curve bears South  $26^{\circ}48'53''$  West, thence Northwesterly 135.06 feet along said curve through a central angle of  $04^{\circ}19'49''$  to a non-radial line which bears South  $36^{\circ}07'15''$  West; thence along said non-radial line and along the back property lines of Block 164 of said Unit Nine for 93. 85 feet to the beginning of a curve concave to the Southeast having a radius of 56. 91 feet; thence Southwesterly for 18.93 feet along said curve through a central angle of  $19^{\circ}03'29''$  to the beginning of a compound curve concave to the Southeast having a radius of 1334.14 feet, a radial line through. Said beginning of said compound curve bears North  $72^{\circ}56'14''$  West, thence Southwesterly and Southerly for 287.85 feet through a central angle of  $12^{\circ}21'43''$  to a line tangent which bears South  $04^{\circ}42'03''$  West, thence along said tangent for 638. 13 feet to the beginning of a curve concave to the Northwest having a radius of 235. 00 feet; thence Southerly and Southwesterly for 369. 14 feet along said curve through a central angle of  $90^{\circ}00'00''$  to a line tangent which bears North  $85^{\circ}17'57''$  West; thence along said tangent for 444.99 feet; thence North  $75^{\circ}35'01''$  West for 83.29

feet to a point of curvature of a curve concave to the Northwest, also lying on the limits of South Port St. Lucie Unit Two as shown on sheet 1 of 1 of the plat of said unit as recorded in Plat Book 12, Pages 3 and 45 of the Public Records of St. Lucie County, Florida, having a radius of 337.00 feet; thence Southwesterly along said limits and the East Right-of-Way line of Treasure Island Road of said Unit for 64. 76 feet along said curve through a central angle of 11 °00'38" to a line tangent which bears South 25°25'37" West; thence along said tangent for 180. 74 feet to the beginning of a curve concave to the Northwest having a radius of 337.00 feet; thence Southerly and Southwesterly for 366.46 feet along said curve through a central angle of 62°18'15" to the beginning of a reverse curve concave to the Southeast having a radius of 107.30 feet, a radial line through said beginning of reverse curve bears South 02°16'08" East; thence Southwesterly for 66.15 feet along said curve through a central angle of 35°19'18" to a radial line of said curve which bears South 37°35'27" East, thence along said radial for 127. 61 feet the Northeast corner of Lot 1, Block 11 of said Unit Two; thence south 23°02'22" West, along the back property lines of Block 11, for 472.28 feet to the beginning of a curve concave to the Northwest having a radius of 319. 15 feet; thence Southerly and Southwesterly for 167. 81 feet along said curve through a central angle of 30°07'36" to a nontangent line which bears South 57°36'59" West; thence along said non-tangent line for 84.16 feet; thence South 10°28'35" East for 163. 86 feet; thence South 00°57'34" West for 609. 67 feet; thence South 11 °13'51" East for 63.05 feet; thence South 14°07'45" East for 190.49 feet; thence South 36°48'01" West for 190.49 feet; thence South 87° 43'47" West for 190. 49 feet to the Southeast corner of Lot 36; Block 10 of said Unit Two; thence North 41°20'27" West along the back property lines of Block 10 for 190.49 feet; thence North 09°35'19" East for 160.00 feet; thence North 20°09'23" East for 100.42 feet; thence North 00°57'34" East for 530.30 feet to the beginning of a curve concave to the Southwest having a radius of 711. 42 feet; thence Northerly and Northwesterly for 163.50 feet along said curve through a central angle of 13°10'04" to a line tangent which bears North 12°12'30" West; thence along said tangent for 670.28 feet; thence North 16°05'41" West for 251.42 feet to the beginning of a curve concave to the Southeast having a radius of 255. 00 feet; thence Northwesterly, Northerly Northeasterly for 620.18 feet along said curve through a central angle of 139°20'54" to a line tangent which bears South 56°44'48" East, thence along said tangent for 473.16 feet; thence South 19°58'34" East for 50.97 feet to the beginning of a curve concave to the Southeast having a radius of 167.30 feet, also lying on the Northerly Right-of-Way of Treasure Island Road; thence Easterly for 51. 70 feet along said curve through a central angle of 17°42'25" to the beginning of a reverse curve concave to the Northwest having a radius of 277.00 feet, a radial line through said beginning of reverse curve bears North 02°16'08" West, thence Northeasterly and Northerly for 301. 21 feet along said curve through a central angle of 62°18'15" to a line tangent which bears North 25°25'37" East, thence along said tangent for 180. 74 feet to the beginning of a curve concave to the Northwest having a radius of 277.00 feet; thence Northerly for 53.23 feet along said curve through a central angle of 11 °00'38" to a radial line of said curve which bears North 75°35'01" West; said line being the South property line of Lot 24, Block 7 and the limits of plat of South Port St. Lucie Unit One as shown on sheet 2 of 2 of Plat Book 12, Page 1 of the Public Records of St. Lucie County, Florida; thence along said radial for 125. 00 feet to the beginning of a curve concave to the Southwest having a radius of 152. 00 feet; thence Northerly and Northwesterly along the

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

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

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

Parcel "B"

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

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

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

# BINDING PUD AGREEMENT

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

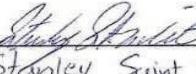
## BINDING PUD AGREEMENT

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

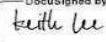
IN WITNESS WHEREOF, we have hereunto set our hands and seals this 30 day of Oct, 2024.

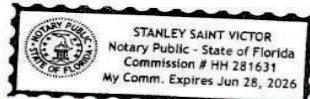
WITNESS:

BY:   
Zachary Davis

BY:   
Stanley Saint Victor

Store Capital Acquisitions, LLC

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



Club-Med Sandpiper Bay PUD Amend.

P24-111

## **BINDING P.U.D AGREEMENT**

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

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

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

Dear Assigned Planner:

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

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

Witness:

BY: T. SESHIREDDY

BY: CHARVI TALLA

Altitude Prop Co LLC

BY: D. TALLA

Deependra Talla  
Title Manager

## GENERAL STANDARDS FOR DISTRICT ESTABLISHMENT

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

# SITE INFORMATION

I	TOTAL SANDPIPER BAY P.U.D. ACREAGE:	219.87 AC
	- Core Resort	37.31 AC
	- Recreational Acreage	178.54 AC
II	WETLANDS	4.02 AC
III	EXISTING DEVELOPMENT AREA	215.85 AC
IV	ENVIRONMENTAL ASSESSMENT	

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

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

## V ALLOWABLE INTENSITY LOT COVERAGE

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

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

## VI PROPOSED DENSITY INTENSITY

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

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

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

## VII MAXIMUM BUILDING HEIGHT

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

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

## VIII MINIMUM BUILDING SETBACKS

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

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

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

General Setback Requirements for New Construction:

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

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

Setback Exceptions for Existing Buildings:

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

Site Amenities:

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

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

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

A fifty-foot (50') building setback shall be established along the southeast property line adjacent to residential properties on Pine Valley Street, within which a thirty-foot (30') landscaped buffer shall be provided immediately adjacent to the property line. The remaining twenty feet (20') of the setback may include paved areas but shall not contain structures. The required enhanced landscaped buffer shall be installed concurrently with any site construction within the area designated on the conceptual plan as "Future Special Event Parking", including paving or building construction, and shall provide a continuous opaque buffer including but not limited to the landscaped berm in order to mitigate light and noise impacts to the abutters (see Exhibit 6).

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

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

C. D. Building to Building Setback (Separation)

Any two buildings shall be separated by a minimum distance equal to three

fourths of the sum of the combined heights of said buildings, provided that in no case shall said distance be less than (20) twenty feet. The separation between structures shall comply with the applicable building and/or fire code, whichever imposes the more stringent requirement.

E. Additions to Existing Buildings

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

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

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

G. Site Amenities Along Resort Waterways

Site Amenities such as decks, walkways, gazebos, pools and ancillary structures may have a (0) zero foot setback from the Mean High Water Line. In the event that the amenity abuts an adjacent wetland, the wetland setbacks outlined in Section (F) shall apply (pedestrian walkways are exempt from this setback and may have a 0' setback). The (0) zero foot setbacks for site amenities do not apply to the PUD Boundary.

E. Guard House and Gate Setback Requirements:

Guard gates shall be set back a minimum of nine (9) feet from the edge of the road right-of-way and shall be designed to provide adequate vehicular turnaround space to prevent queuing or obstruction within the public right-of-way. If any existing guard houses are removed or reconstructed, they shall be required to comply with the current zoning code, including the minimum 100-foot setback requirement as applicable at the time of redevelopment.

F. H. Special Setback Standards:

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

## IX ¶4 PARKING REQUIREMENTS

A. General Notes

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

Parking shall be provided in accordance with the Traffic Management Plan outlined in the Traffic Impact Statement (Exhibit 7). Any future modifications to the parking layout, configuration, or capacity shall be subject to review and approval by the city prior to implementation.

Event Parking - Resort

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

Special Event Parking – School

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

Sports Courts and Fields

The sports courts and fields shall be considered accessory to the principal use and shall not operate as a standalone commercial use unless separately permitted. Permitted accessory use includes academy programming or instructional activities such as scheduled lessons or training sessions that are non-spectator in nature.

Traffic Management Deficiencies

In the event that on-site parking is insufficient during event days and results in

spillover onto adjacent rights-of-way, the applicant must:

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

## B. Parking Guidelines

### **Guest Suites**

Guest Rooms:

1 space per Suite

### **Public Accessory Facilities**

Restaurant Dining/Snack Bar:

1 space per 75 sf

Conference Room:

25 spaces per 1,000 sf

Bar/Lounge:

1 space per 75 sf

Marina:

1 space per 5 slips

### **Institutional**

Private School

8 spaces per classroom

### **Golf Facilities**

Pro Shop:

1 space per 200 sf

Golf Grill:

1 space per 75 sf

### **Spa Facilities**

Spa & Fitness Center:

1 space per 200 sf

### **Sales Center**

Office:

1 space per 200 sf

### **Institutional**

Private School

8 spaces per classroom

Sports Courts & Fields

10 spaces per court/field

# PROPOSED DEVELOPMENT USES / STANDARDS

## PURPOSE

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

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

#### A. Permitted Principal Uses

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

#### B. Special Exception Uses

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

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

#### C. Accessory Uses

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

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

#### A. Permitted Principal Uses

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

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

B. Accessory Uses

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

**II. OPEN SPACE RECREATIONAL (OSR) LAND USE CLASSIFICATION**

**A. Permitted Principal Uses**

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

B. Special Exception Uses

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

- d. Marina (public or private)

B.C. Accessory Uses

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

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

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

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

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

**A. Logic of Design-Design Standards**

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

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

**B. Compatibility with Surrounding Structures**

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

**C. Circulation and Parking (Vehicular & Pedestrian)**

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

**D. Accepted Architectural Principles**

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

**E. Environmental Impact Minimization**

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

**F. Walkability, Livability and Multi-modal Transportation Design**

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

#### F. G. Conservation Protection of Natural Features

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

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

### XI – VI. LANDSCAPE

#### A. Landscape Installation & Maintenance

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

#### B. Xeriscape (Water Efficient Landscaping)

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

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

C. Irrigation

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

D. Alternative Plant Material

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

E. Notes

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

6 ~~7.~~ When a sports court or field is located within 300 feet of a residential use, Rolling berms shall be ~~used~~ constructed in combination with landscaping to provide visual and acoustic buffering. The berm shall be a minimum of 12.5 feet in height above grade and ~~They~~ shall not exceed 4:1 ~~3:1~~ slopes. and shall be ~~free form/non-repetitive shapes~~ that blend naturally with the ground plane. A dense evergreen hedge, such as Clusia, Green Buttonwood, or Cocoplum, shall be planted atop the berm at a minimum height of three (3) feet at the time of planting. This hedge shall be installed in front of the Areca Palms, on the residential-facing side of the berm, to enhance screening and minimize impacts on adjacent residential properties.

~~8. Landscape material must not block drainage.~~

7 ~~9.~~ When a swale is placed adjacent to a paved surface, a landscaped area of at least 15'-0" shall be located adjacent to the swale. The swale shall be no more than 8'-0" wide.

~~10. To assure the survival of existing trees, do not modify existing grades more than 6" within the drip line. Do not disturb the ground at the base of the tree under any circumstances.~~

~~11. Use Florida #1 or better plant material as described in Grades and Standards for Nursery Plants State of Florida Department of Agriculture as amended.~~

12. Landscape designs shall enhance the aesthetic quality of Sandpiper Bay Resort and meet the minimum requirements of Section 154 of the Port St. Lucie Code of Ordinances. Elements in landscape designs may include the use of:

- Various tree and palm species, including species not contained in the city's landscape code (provided it does not include items from the Prohibited Plant Species list)
- Decorative elements such as ~~non-residential or commercial structures such as fountains, gazebos, benches~~
- Natural elements such as rocks and sand

#### F. Prohibited Plant Species

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

#### VII. XII SIGNS

~~The sign program in these guidelines supplements the City of Port St. Lucie~~

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

A. Project Signs and Location

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

B. Sign Criteria

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

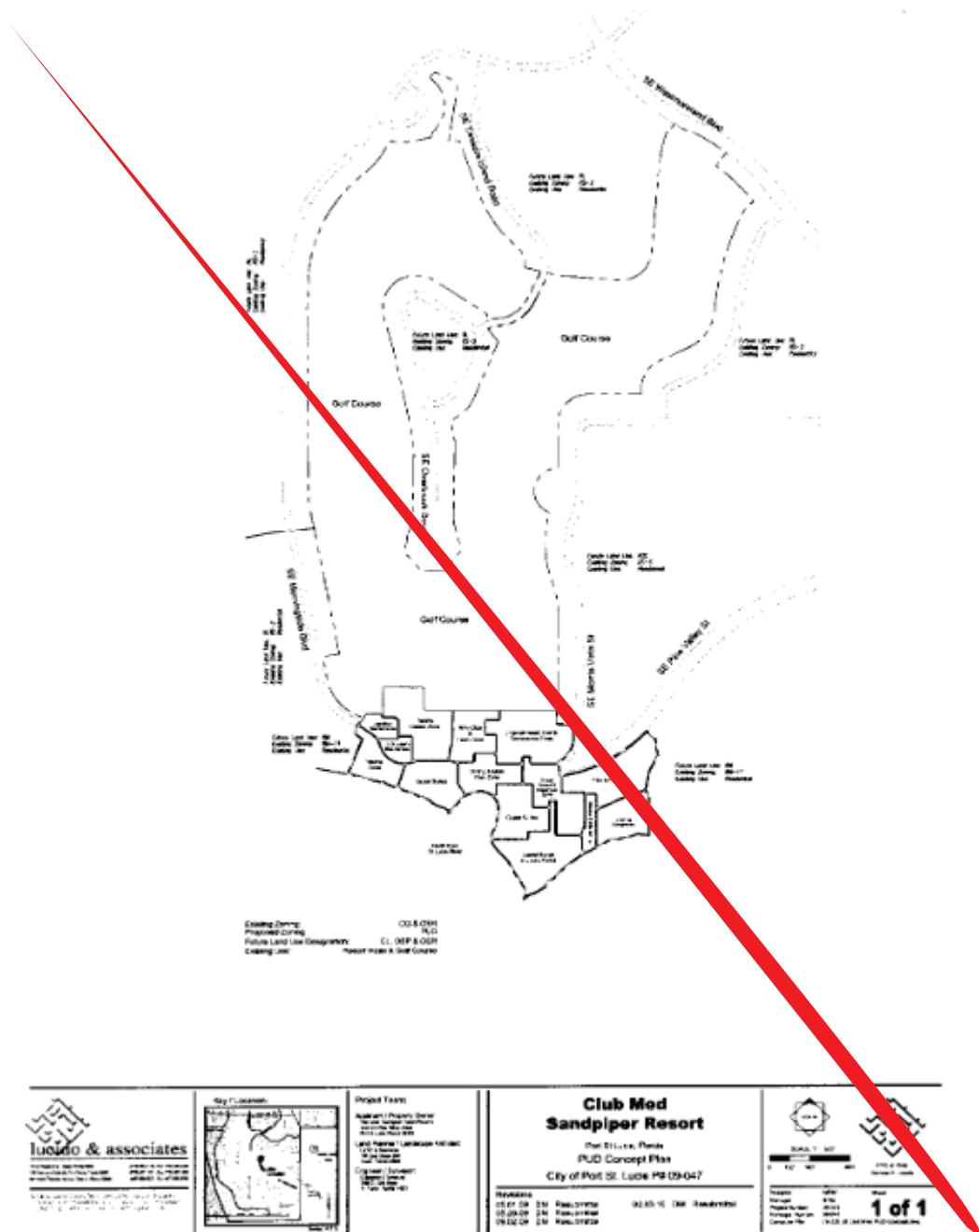
All signage shall comply with Chapter 155 - Sign Code of the City's Code of Ordinances.

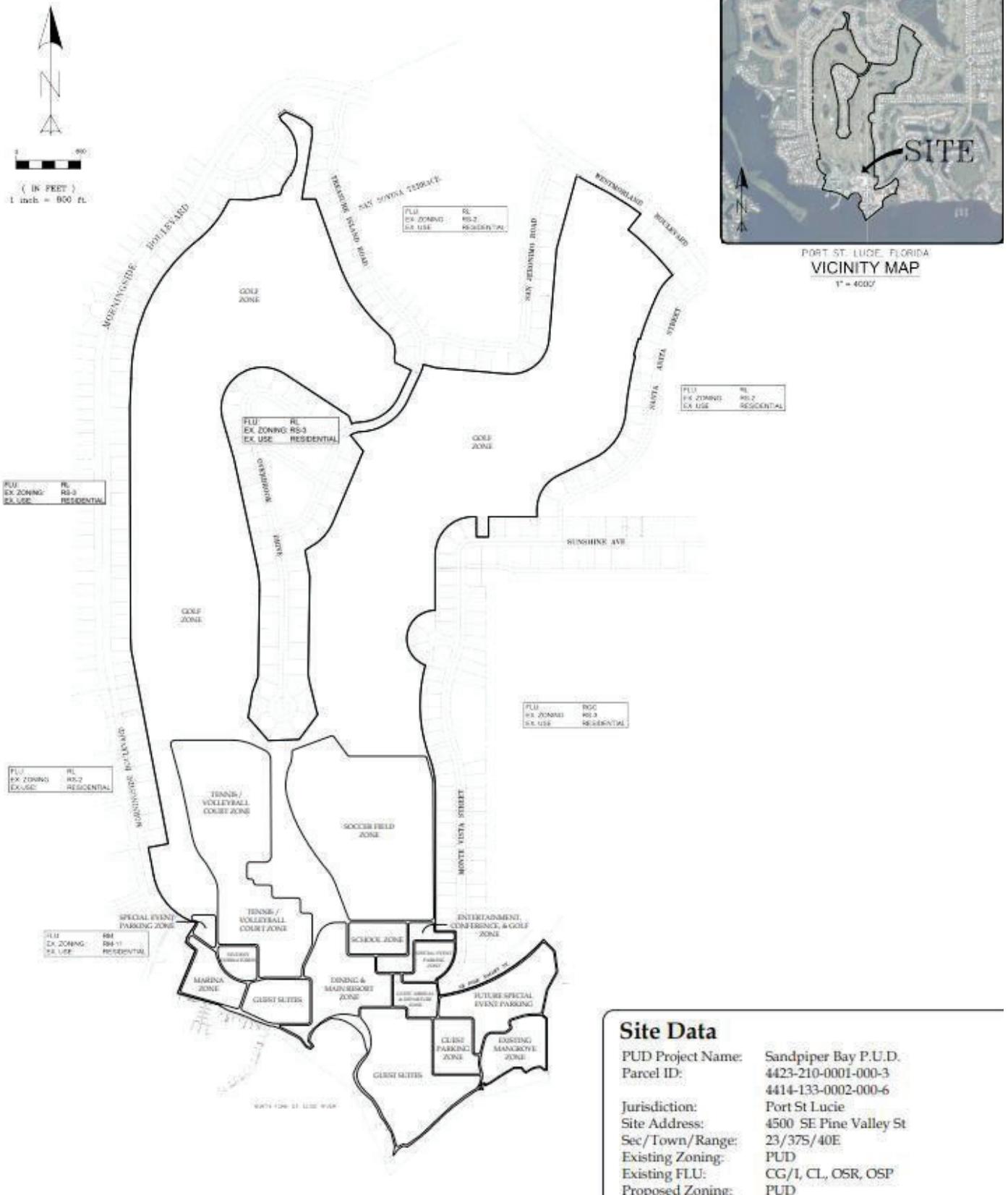
VIII XIII. LIGHTING

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

# EXHIBIT 1

## PUD Concept Plan



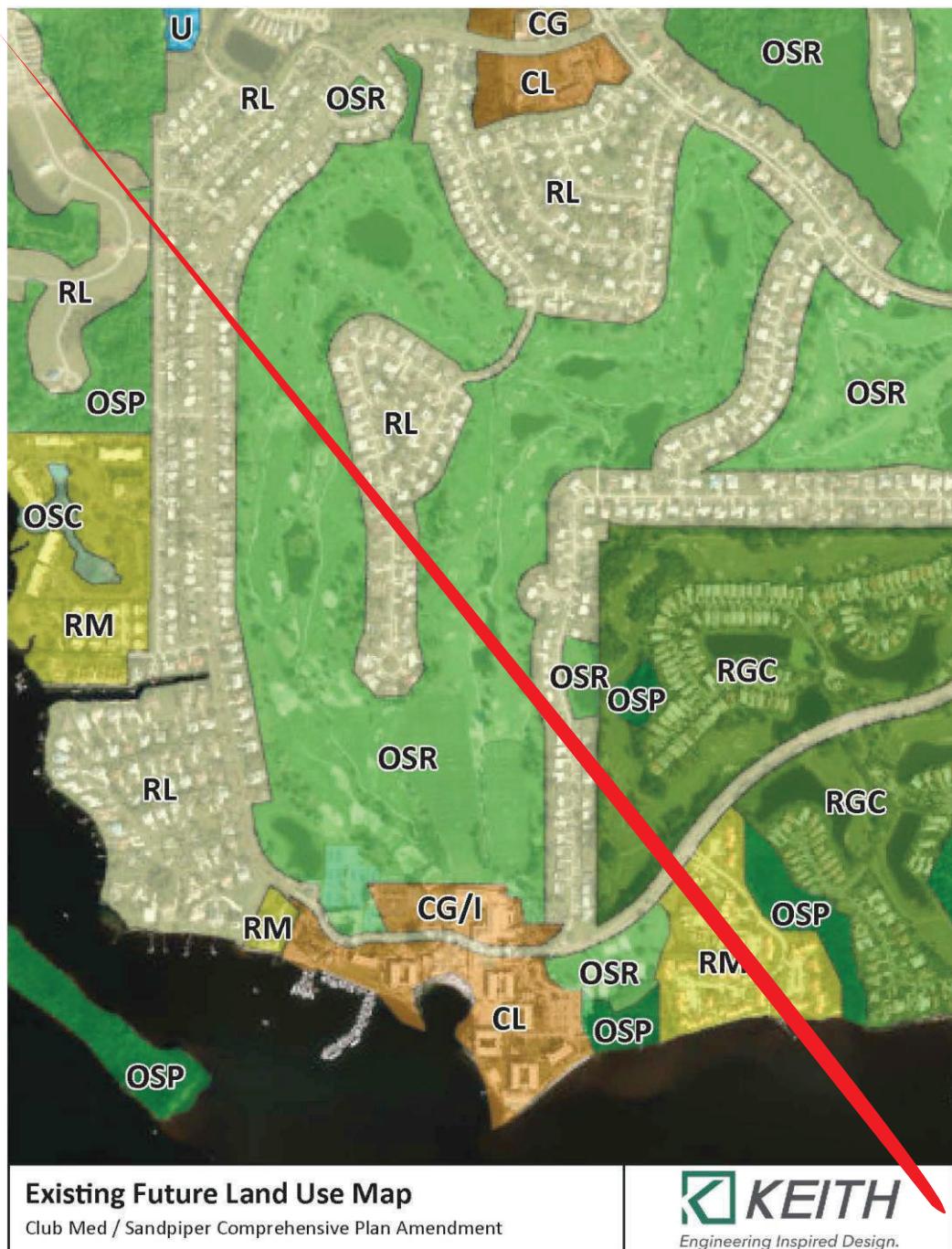


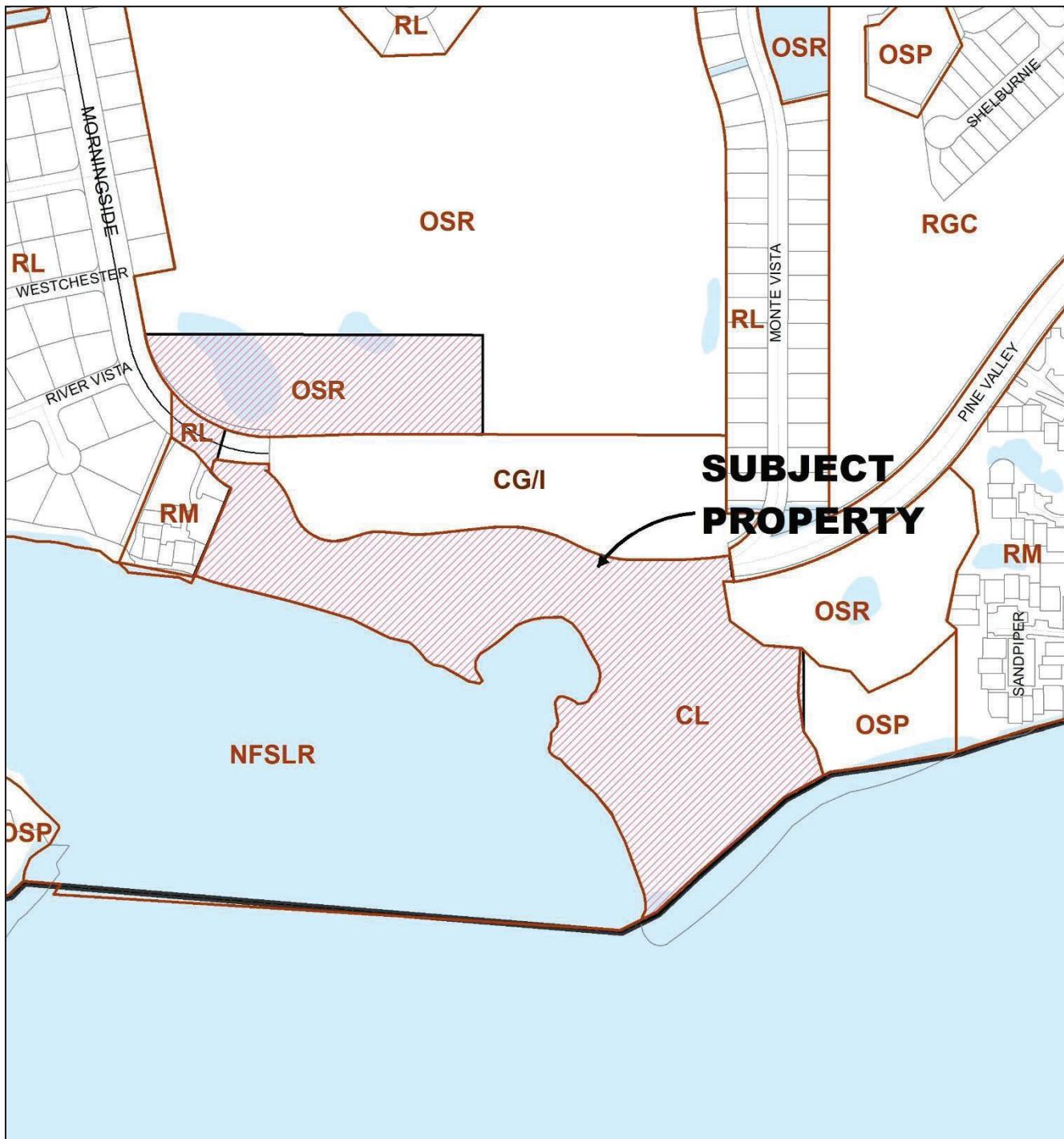
## Site Data

PUD Project Name:	Sandpiper Bay P.U.D.
Parcel ID:	4423-210-0001-000-3
	4414-133-0002-000-6
Jurisdiction:	Port St Lucie
Site Address:	4500 SE Pine Valley St
Sec/Town/Range:	23/375/40E
Existing Zoning:	PUD
Existing FLU:	CG/I, CL, OSR, OSP
Proposed Zoning:	PUD

## EXHIBIT 2

### Future Land Use Map





## EXHIBIT 3

### Zoning Map

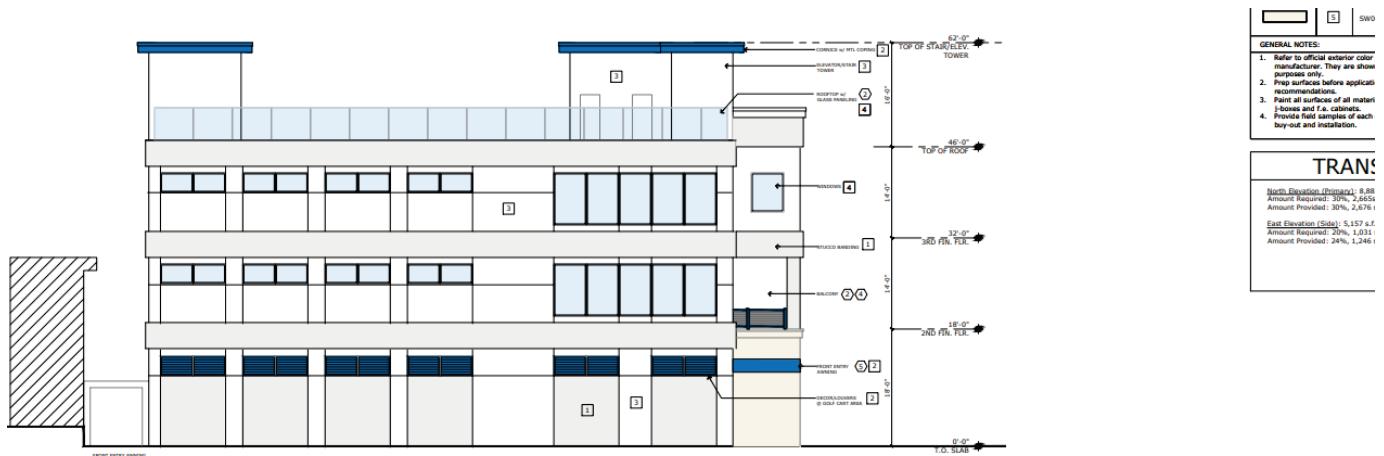


# EXHIBIT 4

## Architectural Renderings Tennis Clubhouse



## **Proposed Student Union Building** ***(Height Exceeding 35 feet)***



## 2 - EAST ELEVATION (SIDE)

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



# EXHIBIT 5

## Parking Requirements & Justification Table

### Guest Suites

Guest Rooms: ~~1 space per Suite~~

### Public Accessory Facilities

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

### Institutional

Private School	<del>8 spaces per classroom</del>
Camps	

### Golf Facilities

Pro Shop:	<del>1 space per 200 sf</del>
Golf Grill:	<del>1 space per 75 sf</del>

### Spa Facilities

Spa & Fitness Center:	<del>1 space per 200 sf</del>
-----------------------	-------------------------------

### Notes:

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

### TRAFFIC STATEMENT

Traffic Generation Based on the ITE 11<sup>th</sup> edition  
(330) Resort Hotel Existing

Revised Room Count ~~330~~

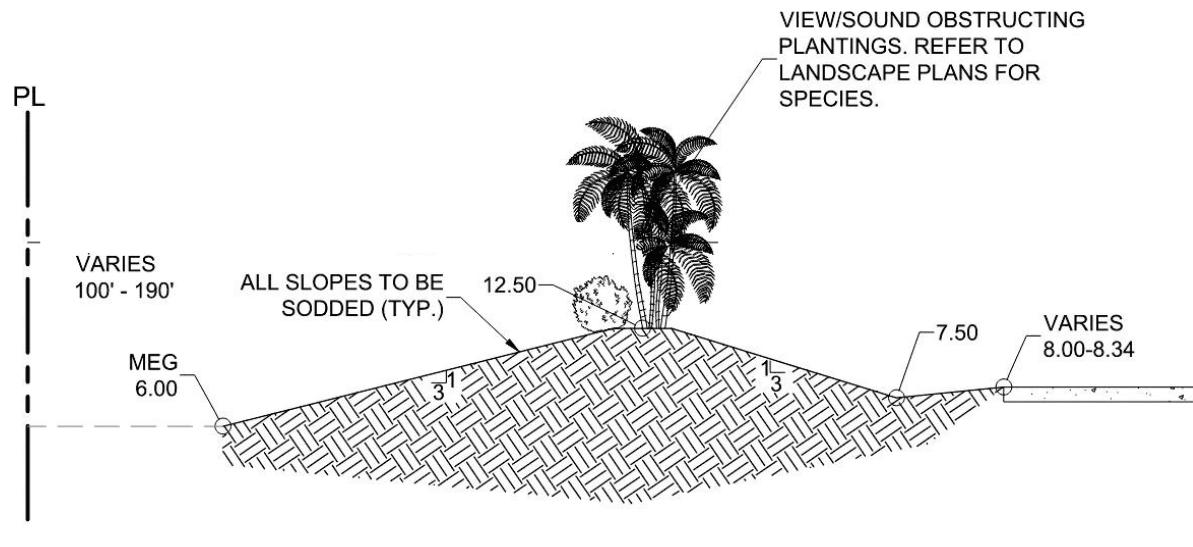
### Addition of School Use

Daily Traffic Generation: 72 tpd

A.M. Peak: 22 pht (13 In / 9 Out)

P.M. Peak: 13 pht (5 In / 8 Out)

## West Berm Typical Buffer Section

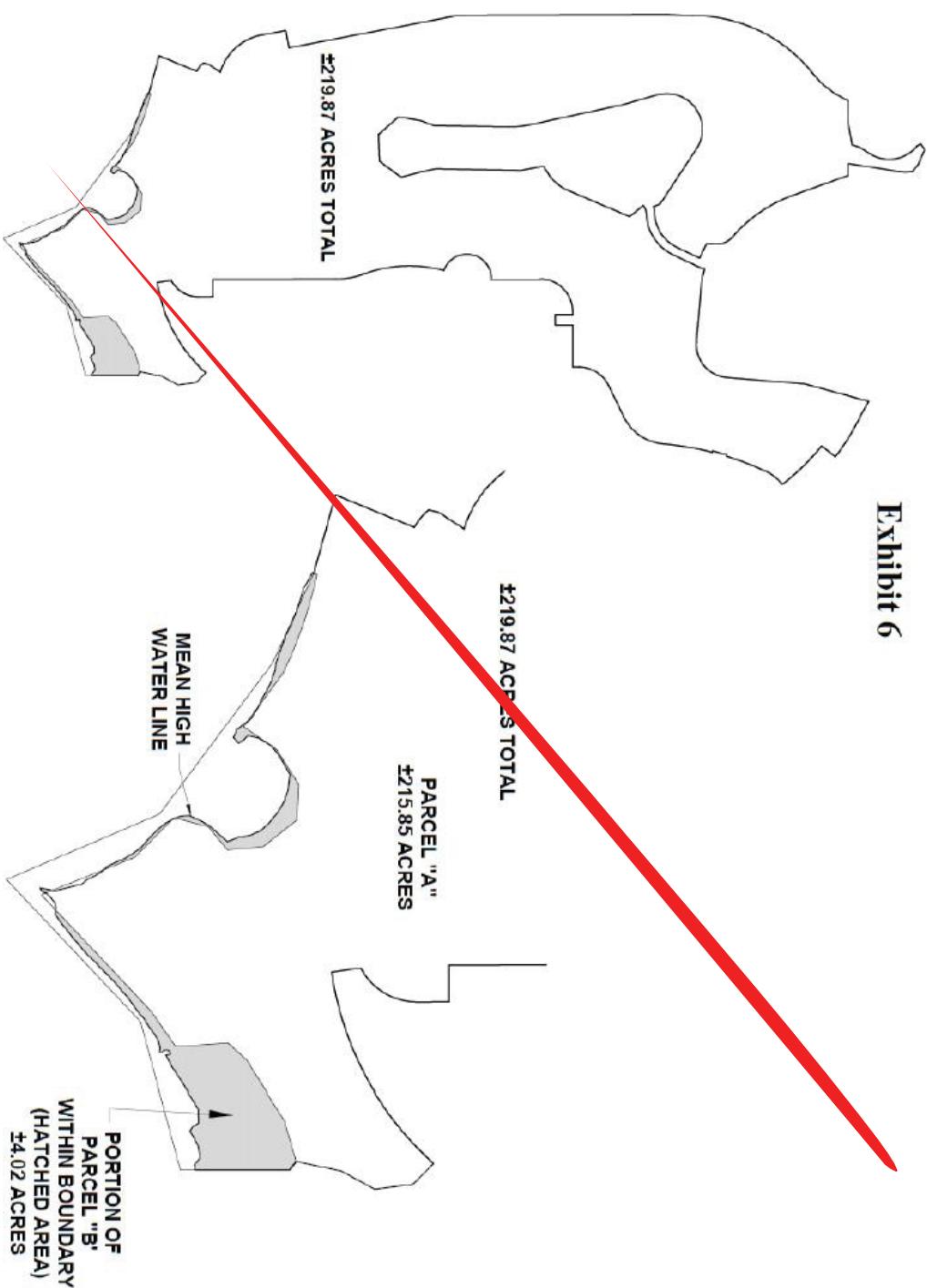


**1** TYPICAL BUFFER SECTION

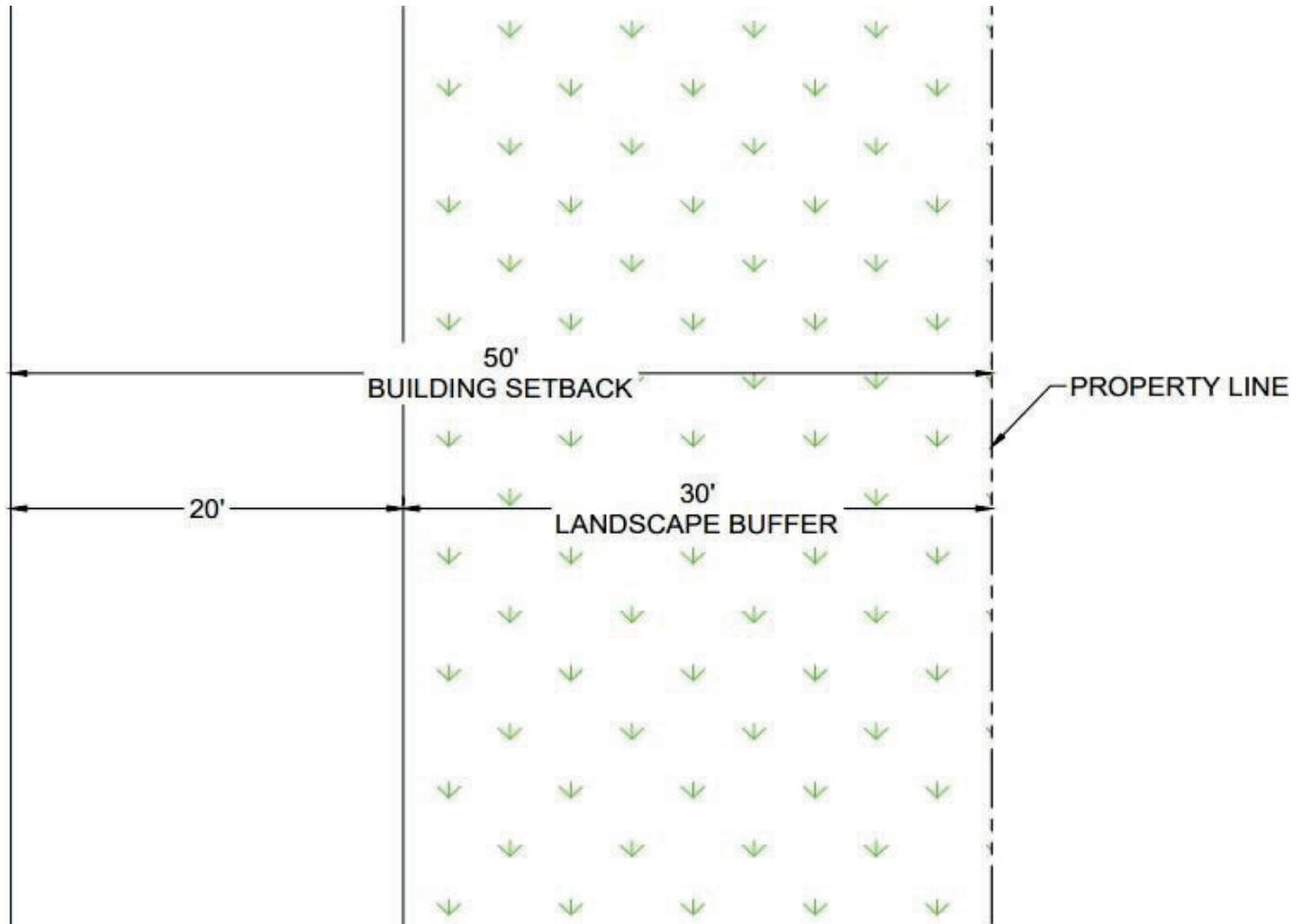
NOT TO SCALE

## EXHIBIT 6

Exhibit 6



**“Future Special Event Parking” Area Typical Building Setback**



# EXHIBIT 7

## Traffic Impact Statement

# EXHIBIT 7



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## SANDPIPER BAY SCHOOL

PORT ST. LUCIE, FL

## TRAFFIC IMPACT STATEMENT

PREPARED FOR:

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

JOB NO. 24-1-1

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

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

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

Printed Copies of this document are not considered signed and sealed  
and the signature must be verified on any electronic copies.

Bryan G. Kelley  
Digitally signed  
by Bryan Kelley  
Date:  
2024.10.30  
13:33:33 -04'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407

561.478.7848 | [simmonsandwhite.com](http://simmonsandwhite.com) | Certificate of Authorization #3452

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- 4.0 SCHOOL OPERATIONS
- 5.0 CONCLUSION

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ROADWAY SEGMENT ANALYSIS

## APPENDIX B

ST. LUCIE TPO DATA

## APPENDIX C

BACKGROUND DEVELOPMENT TRIPS

## APPENDIX D

2023 FDOT Q/LOS TABLES

## APPENDIX E

ST. LUCIE COUNTY HISTORICAL POPULATION GROWTH

## 1.0 SITE DATA

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

## 2.0 TRAFFIC GENERATION

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

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

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

Proposed Development	
Daily Traffic Generation	= 326 tpd
A.M. Peak Hour Traffic Generation (In/Out)	= 99 pht (58 In/41 Out)
P.M. Peak Hour Traffic Generation (In/Out)	= 71 pht (23 In/37 Out)

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

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

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

### 3.0 TRAFFIC ANALYSIS

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

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

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

### 4.0 SCHOOL OPERATIONS

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

### 5.0 CONCLUSION

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

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

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

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In   Out	Gross Trips			Internalization			External Trips			Pass-by			
					In	Out	Total	%	In	Out	Total	In	Out	Total	In	Trips	Net Trips
Private High School	534	117 Students	2.17				254			0		254			0%	0	254
		Grand Totals:					254	0.0%		0		254			0%	0	254

**TABLE 2 - AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In   Out	Gross Trips			Internalization			External Trips			Pass-by			
					In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	Net Trips
Private High School	534	117 Students	0.66	0.59   0.41	45	32	77	0.0%	0	0	0	45	32	77	0%	0	45   32   77
		Grand Totals:			45	32	77	0.0%	0	0	0	45	32	77	0%	0	45   32   77

**TABLE 3 - PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In   Out	Gross Trips			Internalization			External Trips			Pass-by			
					In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	Net Trips
Private High School	534	117 Students	0.4	0.39   0.61	18	29	47	0.0%	0	0	0	18	29	47	0%	0	18   29   47
		Grand Totals:			18	29	47	0.0%	0	0	0	18	29	47	0%	0	18   29   47

X:\Documents\PROJECTS\2024\24-124 Sandpiper Bay\24-124 - Traffic Report Calcs.rev.xlsx  
BK

## SANDPIPER BAY SCHOOL

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

### **PROPOSED DEVELOPMENT**

**TABLE 4 - Daily Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Out	Gross Trips			Internalization			External Trips			Pass-by %		Net Trips	
		Students					In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total
Private High School	534	150	Students	2.17			326		326	0			326	0%	0	0	326		
		Grand Totals:					326		326	0.0%	0		326	0%	0	0	326		

**TABLE 5 - AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Out	Gross Trips			Internalization			External Trips			Pass-by %		Net Trips	
		Students					In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total
Private High School	534	150	Students	0.66	0.59	0.41	58	41	99	0.0%	0	0	0	58	41	99	0%	0	58 41 99
		Grand Totals:					58	41	99	0.0%	0	0	0	58	41	99	0%	0	58 41 99

**TABLE 6 - PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Out	Gross Trips			Internalization			External Trips			Pass-by %		Net Trips	
		Students					In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total
Private High School	534	150	Students	0.42	0.39	0.61	23	37	60	0.0%	0	0	0	23	37	60	0%	0	23 37 60
		Grand Totals:					23	37	60	0.0%	0	0	0	23	37	60	0%	0	23 37 60

X:\Documents\PROJECTS\2024\124 Sandpiper Bay\24-124 - Traffic Report Calcs.rev.xlsx  
BK



## SANDPIPER BAY SCHOOL

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

**TABLE 7**  
**TRAFFIC GENERATION DIFFERENCE - NET TRIPS**

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

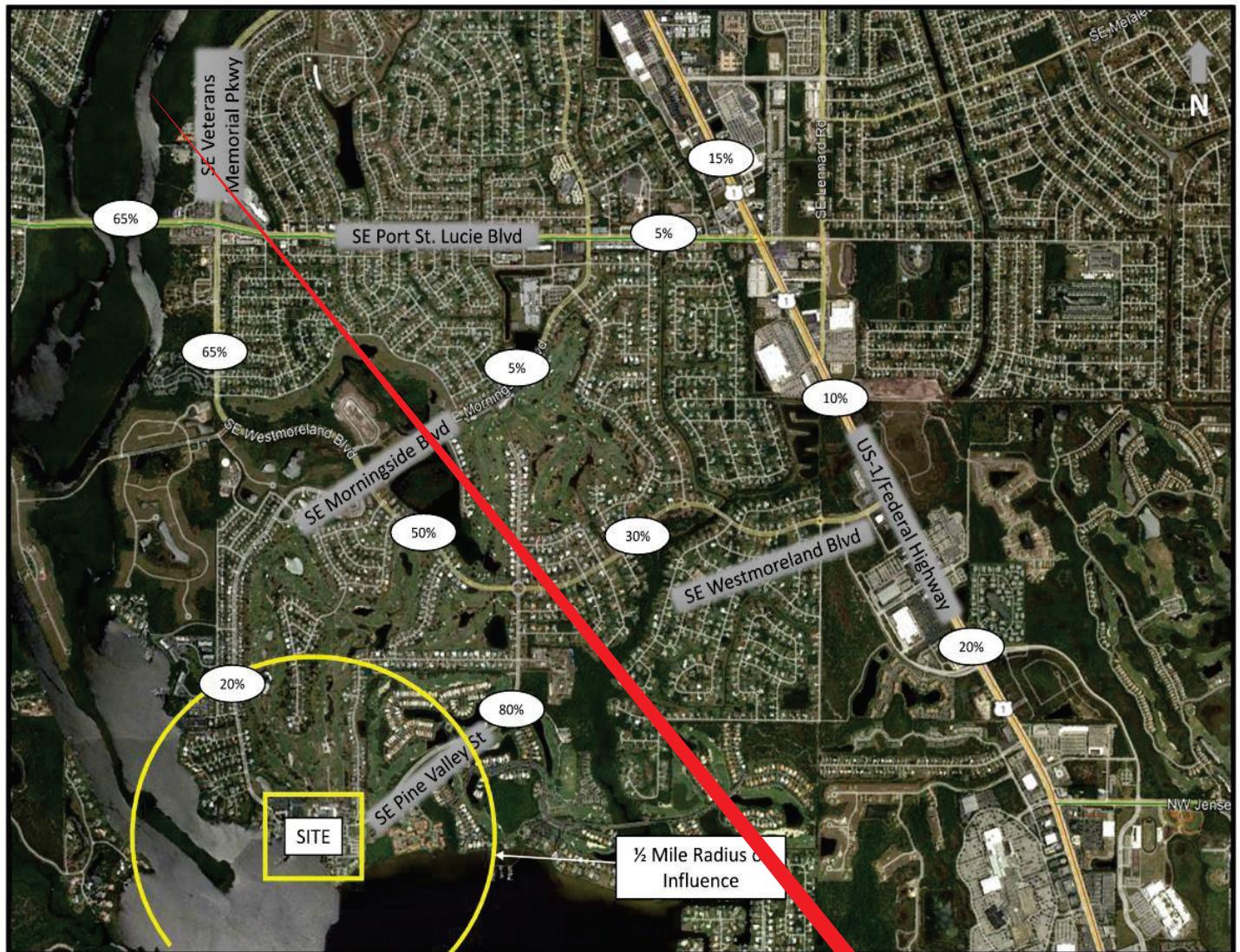


Figure 1 - Trip Distribution  
 Sandpiper Bay School  
 Project # 24-124

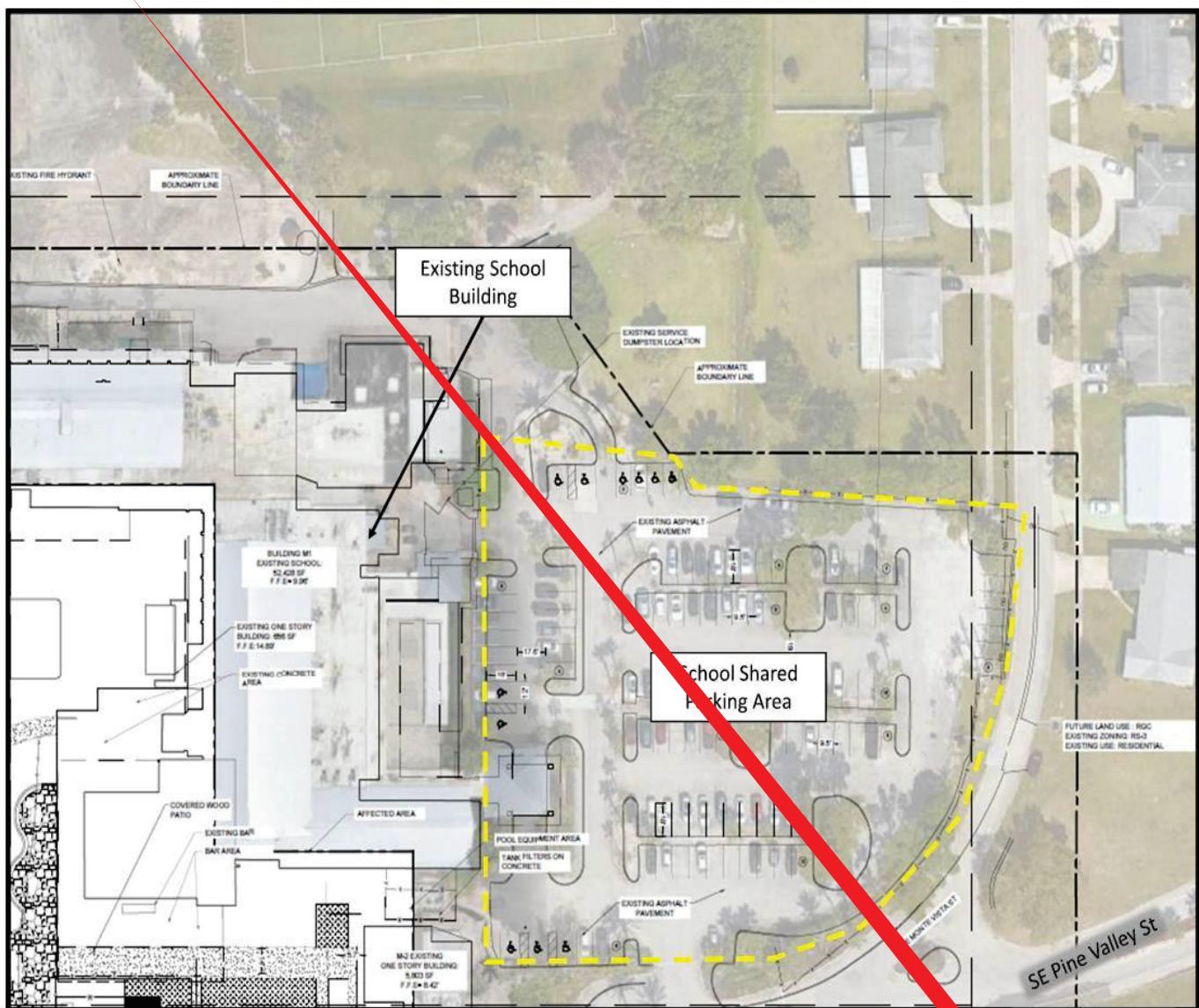


Figure 2 – School Parking Location  
 Sandpiper Bay School  
 Project # 24-124



## APPENDIX A

### ROADWAY SEGMENT ANALYSIS

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17450 Biscayne Boulevard | Job No. 24-028

**SANDPIPER BAY SCHOOL**

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

**TABLE 8**  
PROJECT SIGNIFICANCE CALCULATION  
AM PEAK HOUR

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

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

**TABLE 9**  
**PROJECT SIGNIFICANCE CALCULATION**  
**PM PEAK HOUR**

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

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

SANDPIPER BAY SCHOOL

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

**TABLE 10**  
ROADWAY SEGMENT ANALYSIS - AM PEAK HOUR

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

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

**SANDPIPER BAY SCHOOL**

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

**TABLE 11**  
ROADWAY SEGMENT ANALYSIS - PM PEAK HOUR

2027 BUILD OUT  
TOTAL PM PEAK HOUR PROJECT TRI23  
TOTAL PM PEAK HOUR PROJECT TRI37  
BACKGROUND GROWTH = 2.5%

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



## APPENDIX B

### ST. LUCIE TPO DATA

---

17450 Biscayne Boulevard | Job No. 4-028

Traffic Counts and Level of Service Report

2024

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
772-462-1593 [www.stlucietpo.org](http://www.stlucietpo.org)

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	3,734	2021	790	258	C	0.33	245	C	0.31
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	10,212	2023	920	645	C	0.70	582	C	0.63
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	10,212	2023	920	645	C	0.70	582	C	0.63
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,758	2023	880	526	C	0.60	501	C	0.57
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	368	2022	540	27	C	0.05	25	C	0.05
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	300	2024	540	24	C	0.04	21	C	0.04
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	5,510	2023	790	345	C	0.44	336	C	0.43
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	5,510	2023	540	345	D	0.64	336	D	0.62
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	9,600	2024	920	613	C	0.67	586	C	0.64
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	25,500	2024	880	1,275	F	1.45	1,380	F	1.57
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	25,500	2024	790	1,275	F	1.61	1,380	F	1.75
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	6,743	2023	760	342	C	0.45	342	C	0.45
MIDWAY RD	SHINN RD to MCCARTY RD	940732	6,743	2023	630	342	C	0.54	342	C	0.54
MIDWAY RD	MCCARTY RD to I-95	940732	6,743	2023	700	342	C	0	342	C	0.49
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	21,537	2023	2,100	1,060	C	0.50	1,060	C	0.50
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	23,000	2024	2,100	1,203		0.57	1,193	C	0.57
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	25,500	2024	2,100	1,275	C	0.61	1,380	C	0.66
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	22,500	2024	2,100	1,255	C	0.55	1,222	C	0.58
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	22,500	2024	2,100	1,155	C	0.55	1,222	C	0.58
MIDWAY RD	25TH ST to SUNRISE BLVD	130	25,000	2024	2,100	1,943	C	0.93	1,569	C	0.75
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	25,000	2024	2,100	1,943	C	0.93	1,569	C	0.75
MIDWAY RD	OLEANDER AVE to US 1	242	19,000	2024	2,100	1,050	C	0.50	972	C	0.46
MIDWAY RD	US 1 to WALLACE ST	940023	3,813	2023	790	189	C	0.24	189	C	0.24
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,813	2023	920	189	C	0.21	189	C	0.21
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,813	2023	630	189	C	0.30	189	C	0.30
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,110	2022	920	113	C	0.12	113	C	0.12
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,200	2024	880	262	C	0.30	258	C	0.29
NEBRASKA AVE	25TH ST to 13TH ST	684	3,437	2022	1,710	228	C	0.13	176	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,100	2024	700	304	C	0.43	289	C	0.41
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,632	2022	540	192	C	0.36	212	C	0.39
OHIO AVE	COLONIAL RD to US 1	686	3,632	2022	750	192	C	0.26	212	C	0.28
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	9,900	2024	1,580	536	B	0.34	542	B	0.34

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

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

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

\* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

9



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

#### Countywide Performance

Weighted V/C = **64.29**

% VMT below Standard = **77.98%**

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

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

\* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

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

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

24-HOUR TOTALS: 27236 24579 51815

#### PEAK VOLUME INFORMATION

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

TRUCK PERCENTAGE 4.51 3.80 4.17

#### CLASSIFICATION SUMMARY DATABASE

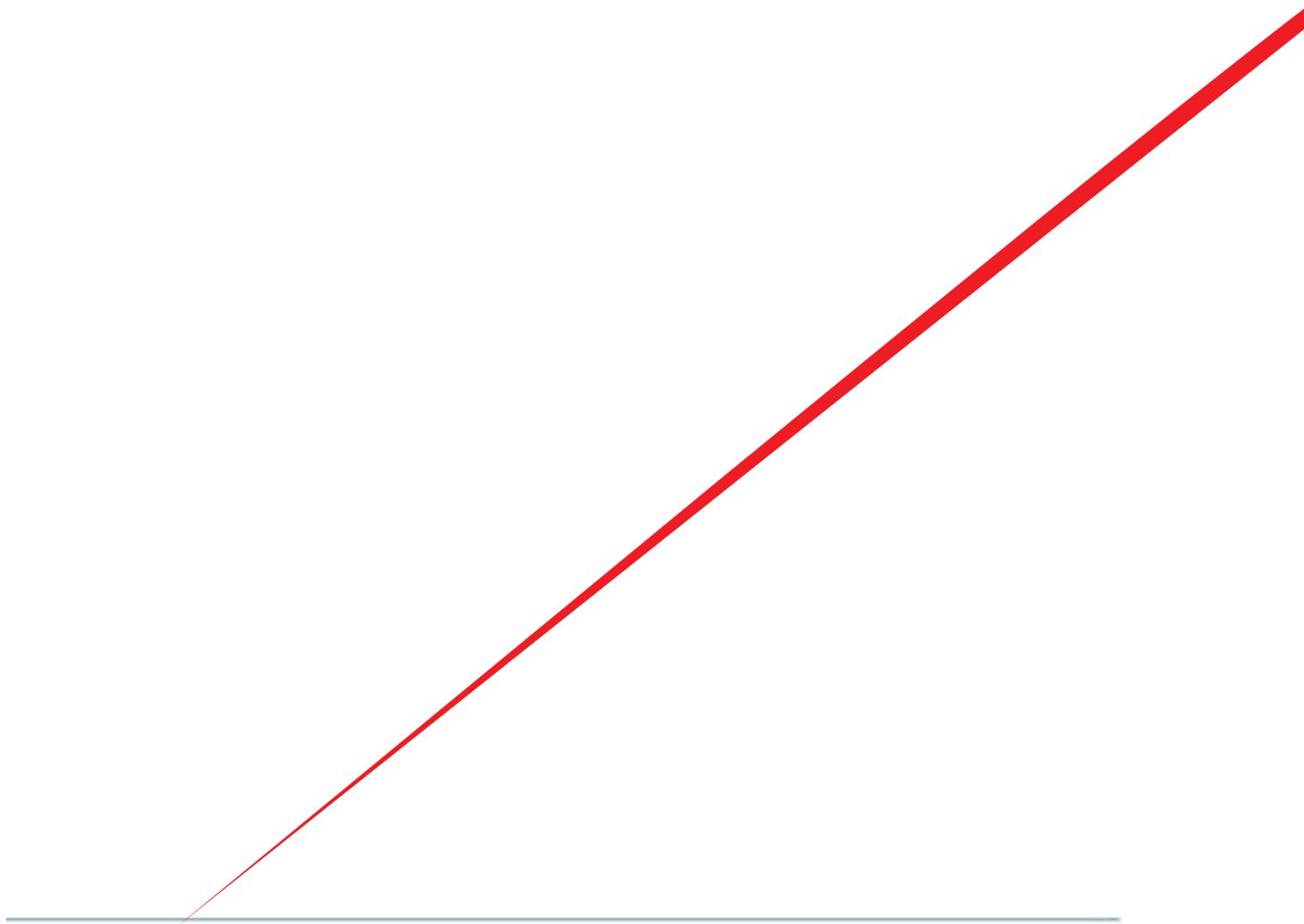
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E	12	18483	7512	74	887	53	11	121	80	1	0	0	1	0	1	1228	27236
W	27	17907	5711	87	598	51	12	114	69	2	0	0	1	0	0	934	24579

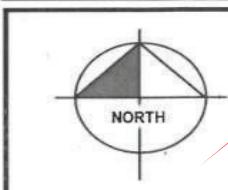
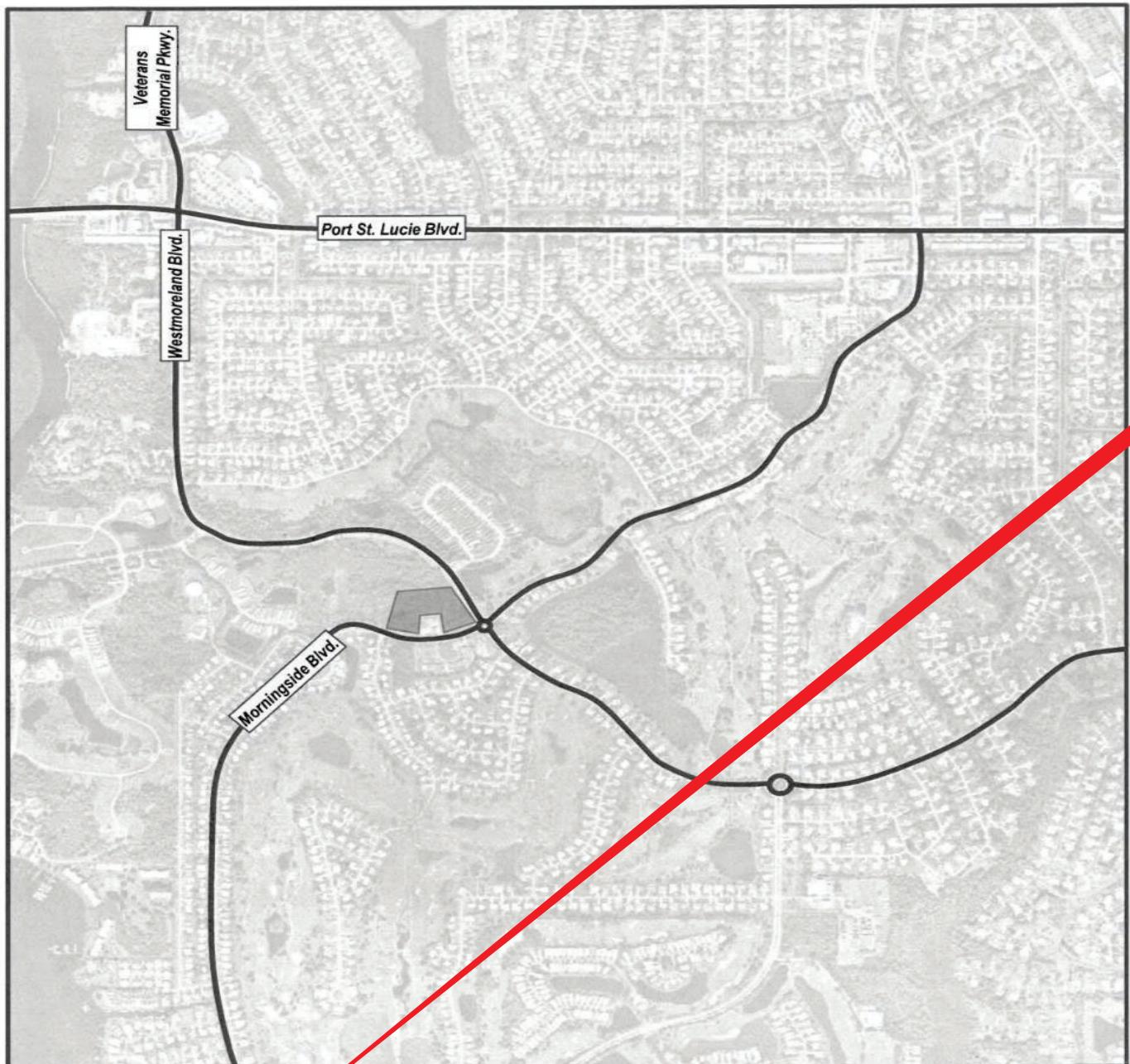
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# APPENDIX C

## BACKGROUND DEVELOPMENTS





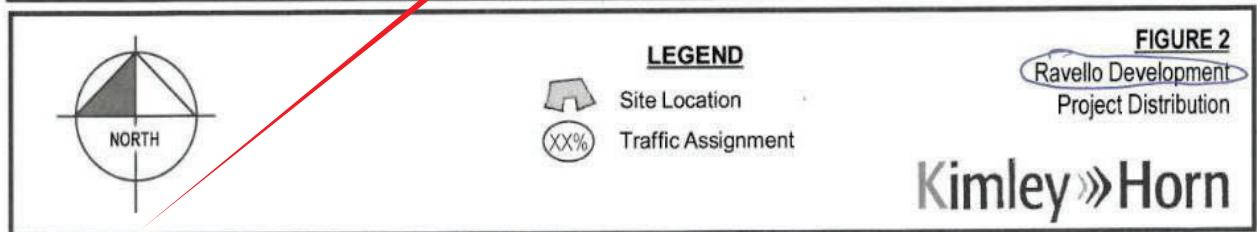
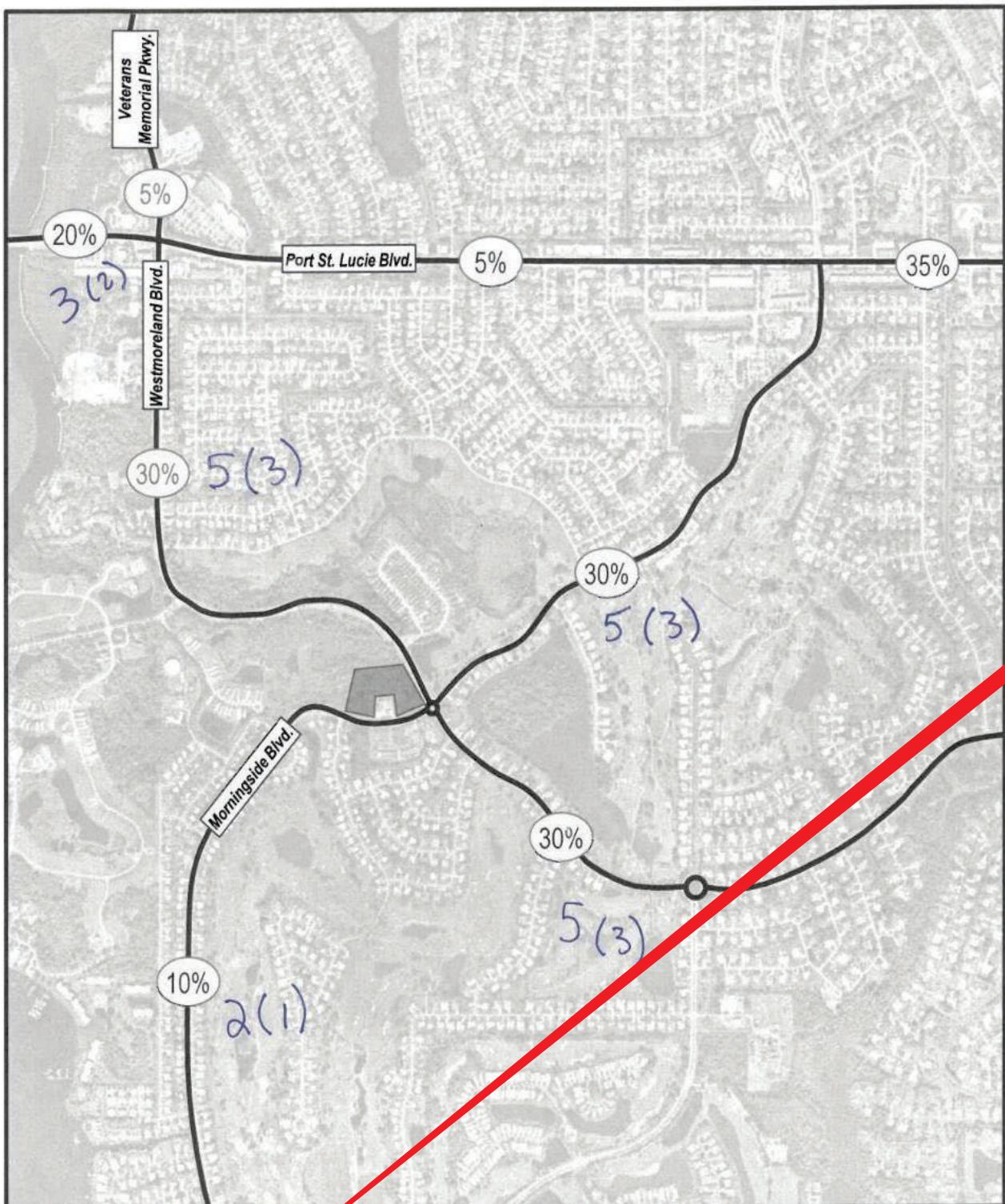
**LEGEND**  
■ Site Location

**FIGURE 1**  
Ravello Development  
Site Location

**Kimley » Horn**

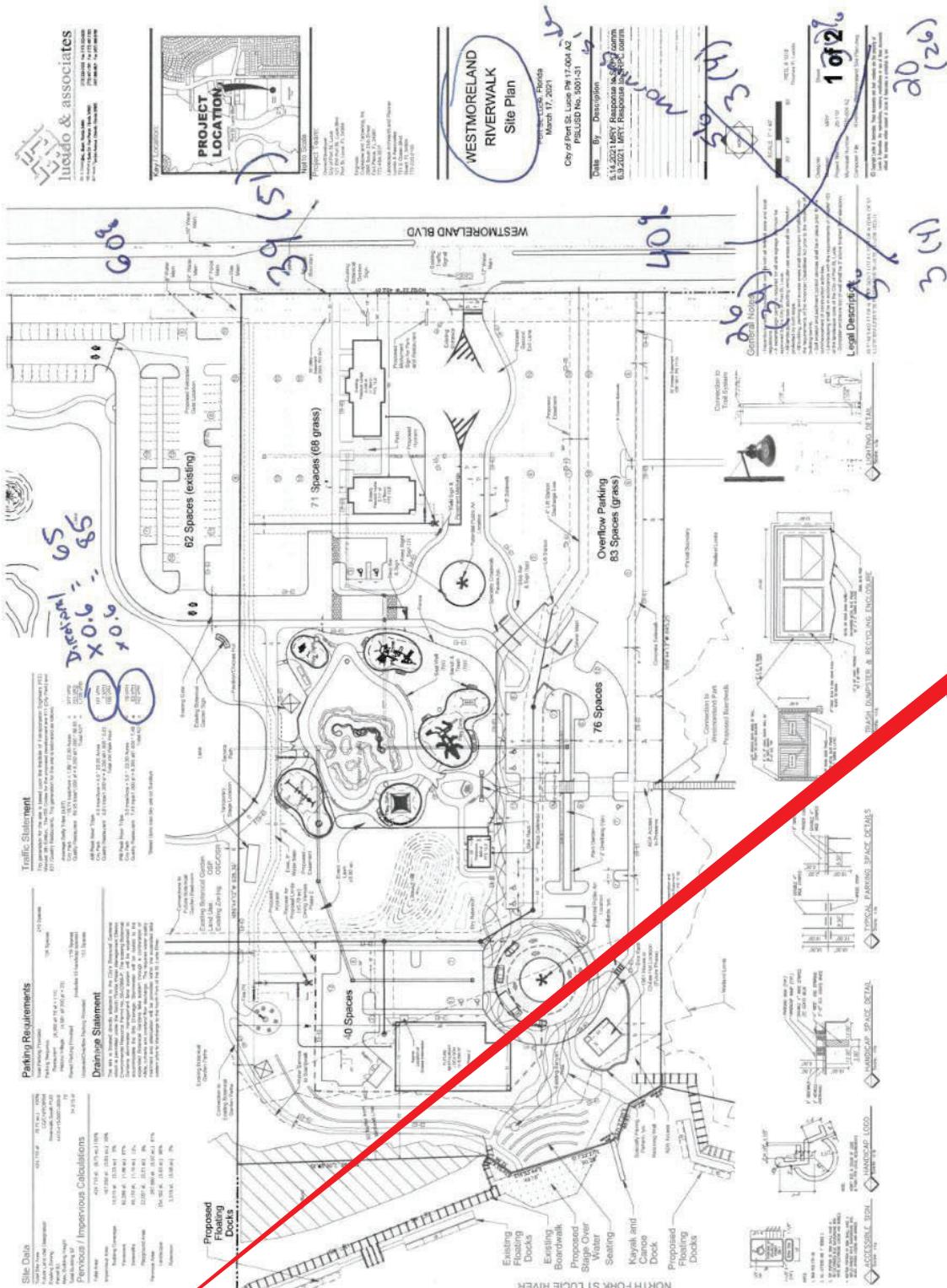
Table 2: Trip Generation Table

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
Existing Scenario >5 Years									
Assisted Living Facility	150 Beds	390	27	16	11	36	14	22	
		Subtotal	390	27	16	11	36	14	
<b>Pass-By Capture</b>									
Assisted Living Facility	0.0%	0	0	0	0	0	0	0	
		Subtotal	0	0	0	0	0	0	
<b>Driveway Volumes</b>		<b>390</b>	<b>27</b>	<b>16</b>	<b>11</b>	<b>36</b>	<b>14</b>	<b>22</b>	
<b>Net New External Trips</b>		<b>390</b>	<b>27</b>	<b>16</b>	<b>11</b>	<b>36</b>	<b>14</b>	<b>22</b>	
Proposed Scenario									
Assisted Living Facility	75 Beds	195	14	8	6	18	7	11	
		Subtotal	341	28	6	22	29	18	
<b>Multifamily Mid-Rise</b>									
Assisted Living Facility	0.0%	0	0	0	0	0	0	0	
		Subtotal	0	0	0	0	0	0	
<b>Driveway Volumes</b>		<b>536</b>	<b>42</b>	<b>14</b>	<b>28</b>	<b>47</b>	<b>25</b>	<b>22</b>	
<b>Net New External Trips</b>		<b>536</b>	<b>42</b>	<b>14</b>	<b>28</b>	<b>47</b>	<b>25</b>	<b>22</b>	
<b>Proposed Net External Trips-Existing Net New External Trips</b>		<b>146</b>	<b>15</b>	<b>-2</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	
Radius of Development Influence:									
Directly Accessed Links									
Land Use		Daily	AM Peak Hour			PM Peak Hour		Pass By	
Assisted Living Facility		2.6 trips/Beds	0.18 trips/Beds (50% in, 40% out)			0.24 trips/Beds (39% in, 61% out)		0.0%	
Multifamily Mid-Rise		4.54 trips/DU	0.37 trips/DU (23% in, 77% out)			0.39 trips/DU (61% in, 39% out)		0.0%	



309-20(26)

Port St. Lucie Blvd





## APPENDIX D

### 2023 FDOT Q/LOS TABLES

## C3C & C3R

### Motor Vehicle Arterial Generalized Service Volume Tables

#### Peak Hour Directional



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

#### Peak Hour Two-Way

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

#### AADT

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



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

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

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

#### Adjustment Factors

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

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

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

\* Cannot be achieved using table input value defaults.

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

## C2T, C4, C5, & C6

### Motor Vehicle Arterial Generalized Service Volume Tables



#### Peak Hour Directional

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



#### Peak Hour Two-Way

#### AADT

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

#### AADT

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



#### Peak Hour Directional

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

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

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



#### Peak Hour Directional

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

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

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,900

#### Adjustment Factors

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

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

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

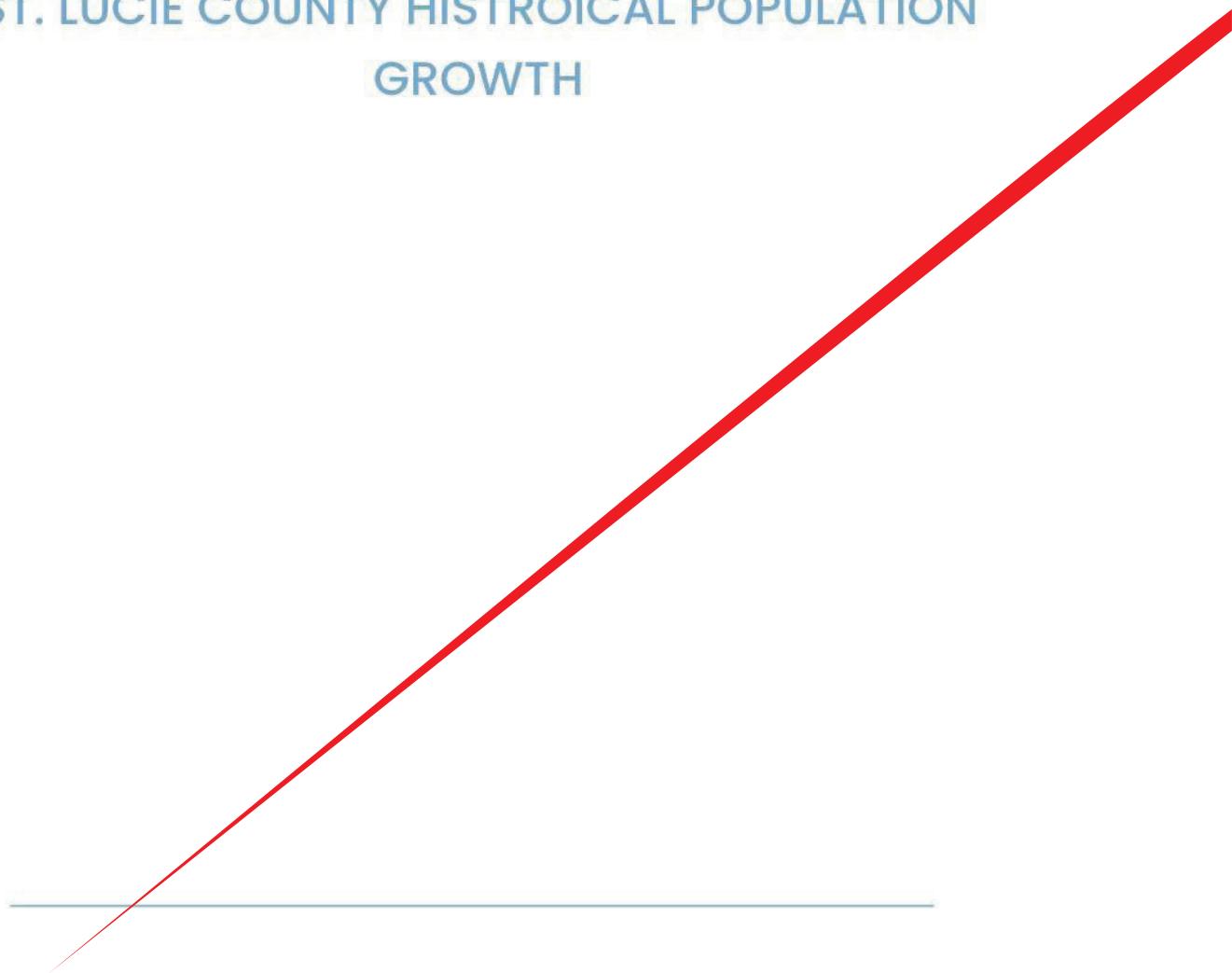
\*Cannot be achieved using table input value defaults. \*\*Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

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



## APPENDIX E

### ST. LUCIE COUNTY HISTROICAL POPULATION GROWTH



USA FACTS

Economy Crime Education More

## Our Changing Population: St. Lucie County, Florida

The ages, races, and population density of St. Lucie County, Florida tell a story. Understand the shifts in demographic trends with these charts visualizing decades of population data.

2010 Population **278,290**

2022 Population **358,704**

Population Change  
+ 28.9 %

Latest update on July 2022

[Home](#) / ... / Our Changing Population

USA /  /   TO

**How has the population changed in St. Lucie County?**

The population of **St. Lucie County, Florida** in 2022 was **358,704**, **28.9%** up from the **278,290** who lived there in **2010**. For comparison, the US population grew **7.7%** and Florida's population grew **18%** during that period.



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

Growth Rate Calculations  
Sandpiper Bay School  
Project # 24-124



---

# SANDPIPER BAY RESORT & RPS ACADEMY

City of Port St. Lucie, FL

## TRAFFIC IMPACT STATEMENT

PREPARED FOR:

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

JOB NO. 25-103A

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

Anna Lai, Professional Engineer, State of Florida, License No. 78138

This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on  
01/06/26.

Printed copies of this document are not considered signed and sealed and  
the signature must be verified on any electronic copies.



2581 Metrocentre Blvd. West, Ste 3 I West Palm Beach, FL 33407

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- 5.0 CONCLUSION

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## APPENDIX B

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ITE TRIP GENERATION RATES

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ROADWAY SEGMENT ANALYSIS

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2024 FDOT Q/LOS TABLES

## APPENDIX E

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SITE ACCESS

## 1.0 SITE DATA

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

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

## 2.0 TRAFFIC GENERATION

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

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

### Existing/Vested Development

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

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

### Proposed Development

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

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

### Net Trips (Proposed - Existing)

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

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

### 3.0 TRAFFIC ANALYSIS

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

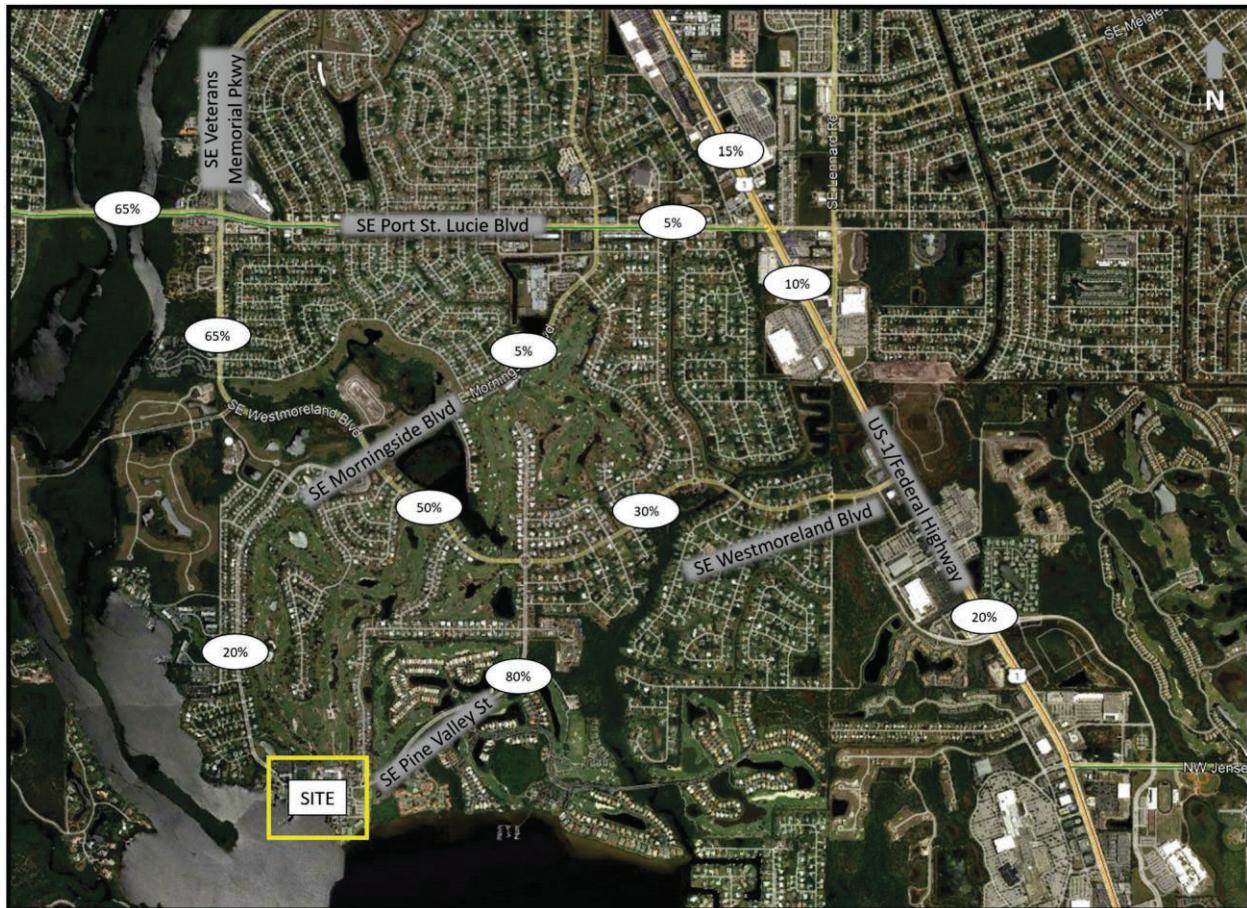


Figure 1 – Trip Assignment

#### Link Analysis

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

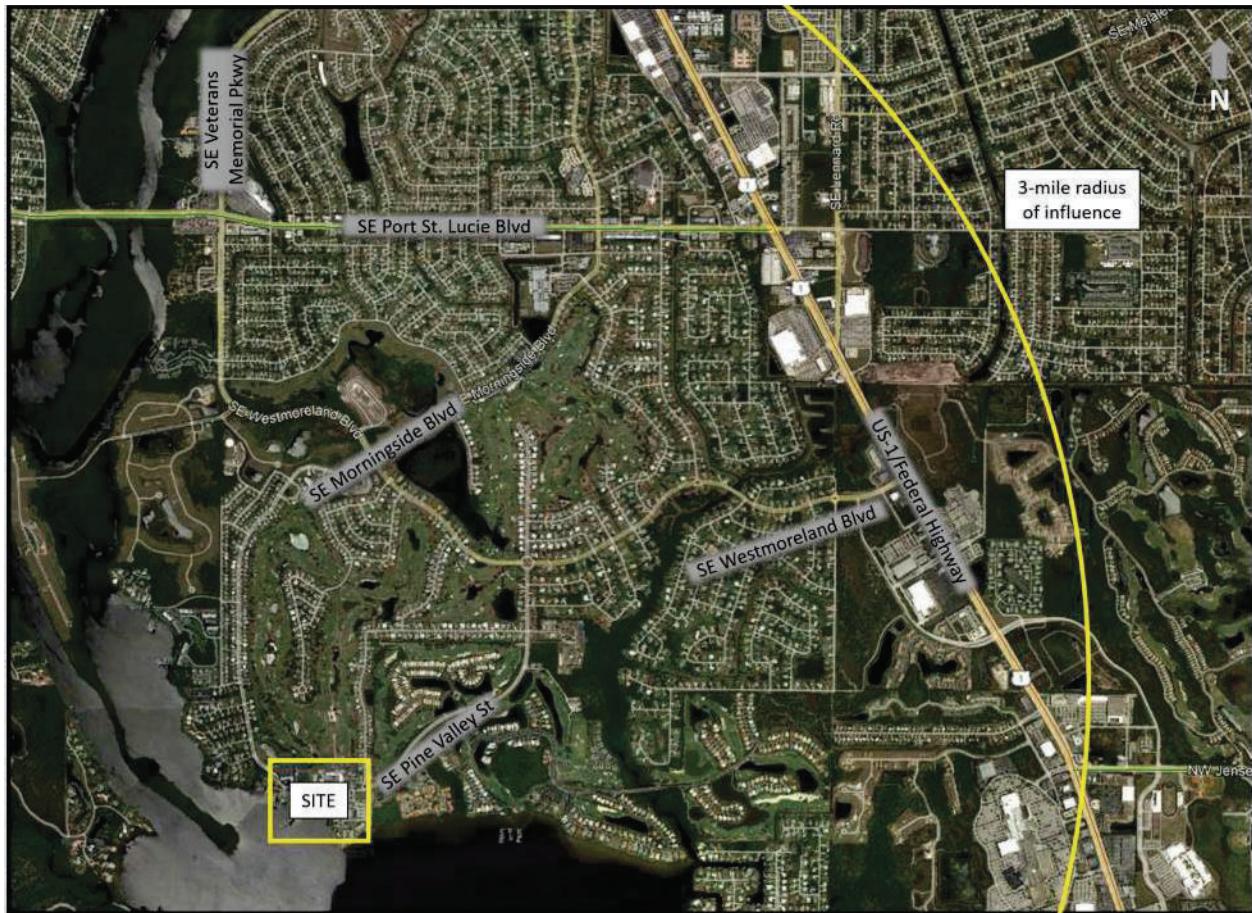


Figure 2 - Study Area (3 Miles)

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

## 4.0 TRAFFIC OPERATIONAL MANAGEMENT

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

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

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

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

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

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

## 5.0 CONCLUSION

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

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

**EXISTING/VESTED DEVELOPMENT**

**TABLE 1 - Daily Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation			Dir Split	Gross Trips			Internalization			External Trips (Driveway Trips)			Pass-Ey Trips		Net Trips		
			In	Out		O	In	Out	Total	O	In	Out	Total	In	Out	Total	O	In	Out	
Resort Hotel <sup>a</sup>	330	335	Rooms	2.67			894			0			894	0	0	0	0	0	894	
Marina <sup>b</sup>		100	Slips	0.60			60			0			60	0	0	0	0	0	60	
Boarding School <sup>c</sup>		150	Students	0.51			76			0			76	0	0	0	0	0	76	
<b>Grand Totals</b>							<b>1 030</b>	<b>0 00</b>	<b>0</b>				<b>1 030</b>	<b>0 00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1 030</b>

**TABLE 2 - AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation			Dir Split	Gross Trips			Internalization			External Trips (Driveway Trips)			Pass-Ey Trips		Net Trips		
			In	Out		O	In	Out	Total	O	In	Out	Total	In	Out	Total	O	In	Out	
Resort Hotel <sup>a</sup>	330	335	Rooms	0.33			78	33	111	0.01	0	0	78	33	111	0.1	0	0	78	
Marina <sup>b</sup>		100	Slips	0.09			8	1	9	0.01	0	0	8	1	9	0.1	0	0	8	
Boarding School <sup>c</sup>		150	Students	0.14			21	13	8	0.01	0	0	13	8	21	0.1	0	0	13	
<b>Grand Totals</b>							<b>42</b>	<b>141</b>	<b>0 00</b>		<b>0</b>	<b>0</b>		<b>42</b>	<b>141</b>	<b>0 00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>

**TABLE 3 - PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation			Dir Split	Gross Trips			Internalization			External Trips (Driveway Trips)			Pass-Ey Trips		Net Trips		
			In	Out		O	In	Out	Total	O	In	Out	Total	In	Out	Total	O	In	Out	
Resort Hotel <sup>a</sup>	330	335	Rooms	0.39			56	75	131	0.01	0	0	56	75	131	0.1	0	0	56	
Marina <sup>b</sup>		100	Slips	0.06			2	4	6	0.01	0	0	2	4	6	0.1	0	0	2	
Boarding School <sup>c</sup>		150	Students	0.11			17	10	27	0.01	0	0	7	10	17	0.1	0	0	7	
<b>Grand Totals</b>							<b>65</b>	<b>154</b>	<b>0 00</b>		<b>0</b>	<b>0</b>		<b>65</b>	<b>154</b>	<b>0 00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>

Notes:

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

**PROPOSED DEVELOPMENT**

**TABLE 4 - Daily Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation			Dir Split	Gross Trips			Internalization			External Trips (Driveway Trips)			Pass-Ey Trips		Net Trips	
			In	Out		O	In	Out	Total	O	In	Out	Total	In	Total	O	In	Total	
Resort Hotel <sup>a</sup>	330	335	Rooms	2.67			894			0				894		01	0		894
Marina <sup>b</sup>		100	Slips	0.60				60		0				60		01	0		60
Boarding School <sup>c</sup>		150	Students	0.51				76		0				76		01	0		76
<b>Grand Totals</b>							<b>1 030</b>	<b>0 00</b>	<b>0</b>					<b>1 030</b>		<b>00</b>	<b>0</b>		<b>1 030</b>

**TABLE 5 - AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation			Dir Split	Gross Trips			Internalization			External Trips (Driveway Trips)			Pass-Ey Trips		Net Trips		
			In	Out		O	In	Out	Total	O	In	Out	Total	In	Total	O	In	Total		
Resort Hotel <sup>a</sup>	330	335	Rooms	0.33			0.70	0.30	78	33	111	0.01	0	0	0	78	33	111	01	0
Marina <sup>b</sup>		100	Slips	0.09			0.89	0.11	8	1	9	0.01	0	0	0	8	1	9	01	0
Boarding School <sup>c</sup>		150	Students	0.14			0.62	0.38	13	8	21	0.01	0	0	0	13	8	21	01	0
<b>Grand Totals</b>							<b>42</b>	<b>141</b>	<b>0 00</b>	<b>0</b>	<b>0</b>			<b>42</b>		<b>141</b>	<b>00</b>	<b>0</b>	<b>42</b>	

**TABLE 6 - PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation			Dir Split	Gross Trips			Internalization			External Trips (Driveway Trips)			Pass-Ey Trips		Net Trips		
			In	Out		O	In	Out	Total	O	In	Out	Total	In	Total	O	In	Total		
Resort Hotel <sup>a</sup>	330	335	Rooms	0.39			0.43	0.57	56	75	131	0.01	0	0	0	56	75	131	01	0
Marina <sup>b</sup>		100	Slips	0.06			0.33	0.67	2	4	6	0.01	0	0	0	2	4	6	01	0
Boarding School <sup>c</sup>		150	Students	0.11			0.41	0.59	7	10	17	0.01	0	0	0	7	10	17	01	0
<b>Grand Totals</b>							<b>65</b>	<b>154</b>	<b>0 00</b>	<b>0</b>	<b>0</b>			<b>65</b>		<b>154</b>	<b>00</b>	<b>0</b>	<b>65</b>	

Notes:

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

## SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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

**TABLE 7**  
**TRAFFIC GENERATION INCREASE**

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



# APPENDIX A

## FIELD COUNTS

10/04/2025

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

10/05/2025

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

10/06/2025

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

10/07/2025

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

10/08/2025

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

10/09/2025

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

10/10/2025

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

10/11/2025

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

## Calendar 2025-2026

### RPS Academies 2025-2026 School Calendar

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Teacher PL/Workday
Holiday
Students return



## APPENDIX B

### ITE TRIP GENERATION RATES

# Land Use: 330 Resort Hotel

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## Description

A resort hotel is similar to a hotel (Land Use 310) in that it provides overnight accommodation, full-service restaurants, cocktail lounges, retail shops, and guest services, such as concierge and valet service.

The primary difference is that a resort hotel caters to the tourist and vacation industry, often providing a wide variety of recreational facilities/programs (e.g., golf courses, tennis courts, beach access, or other amenities) rather than convention and meeting business.

## Additional Data

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

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

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

## Source Numbers

436, 1204

# Resort Hotel (330)

Vehicle Trip Ends vs: Rooms  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Rooms: 404

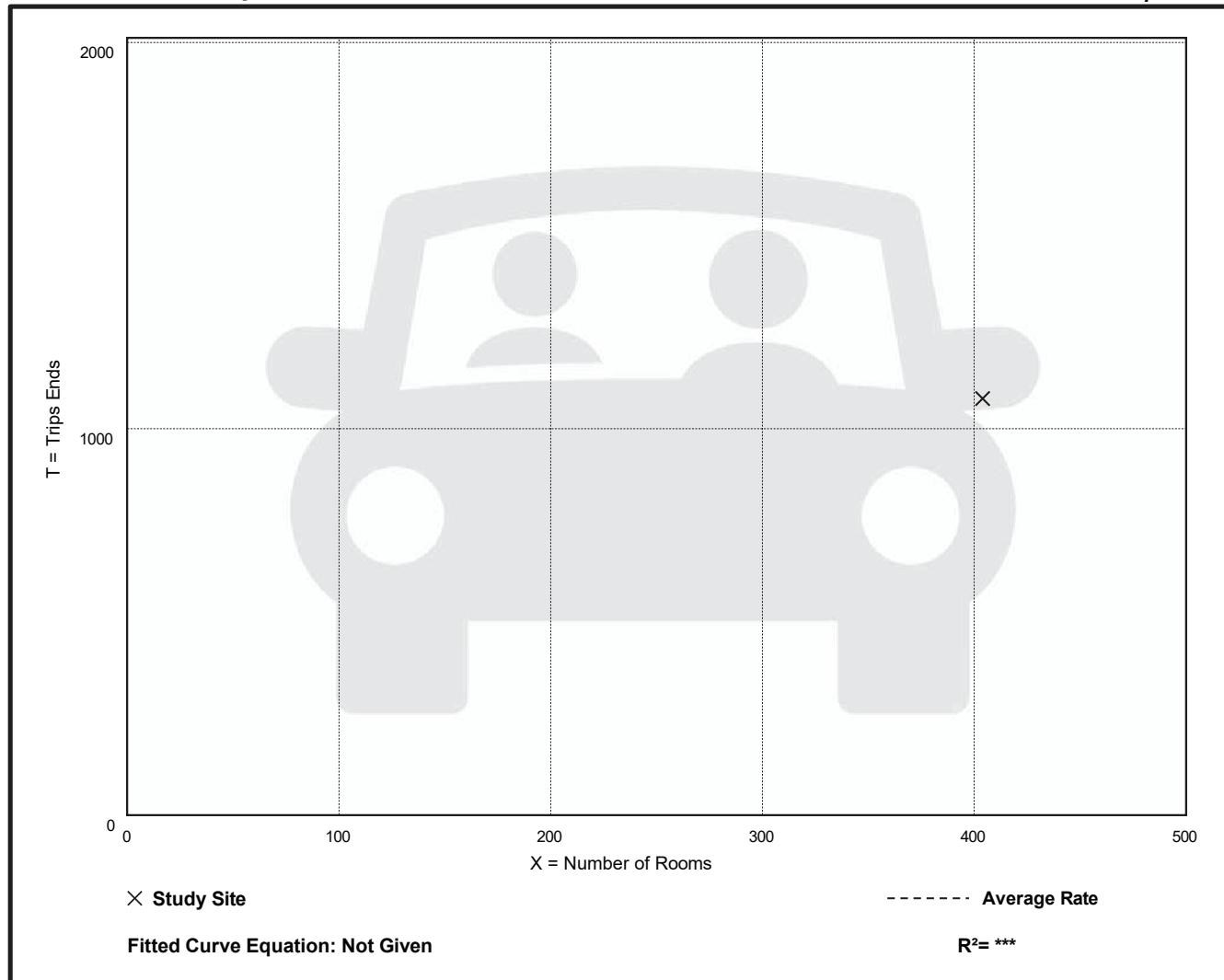
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Room

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

## Data Plot and Equation

*Caution – Small Sample Size*



# Resort Hotel (330)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

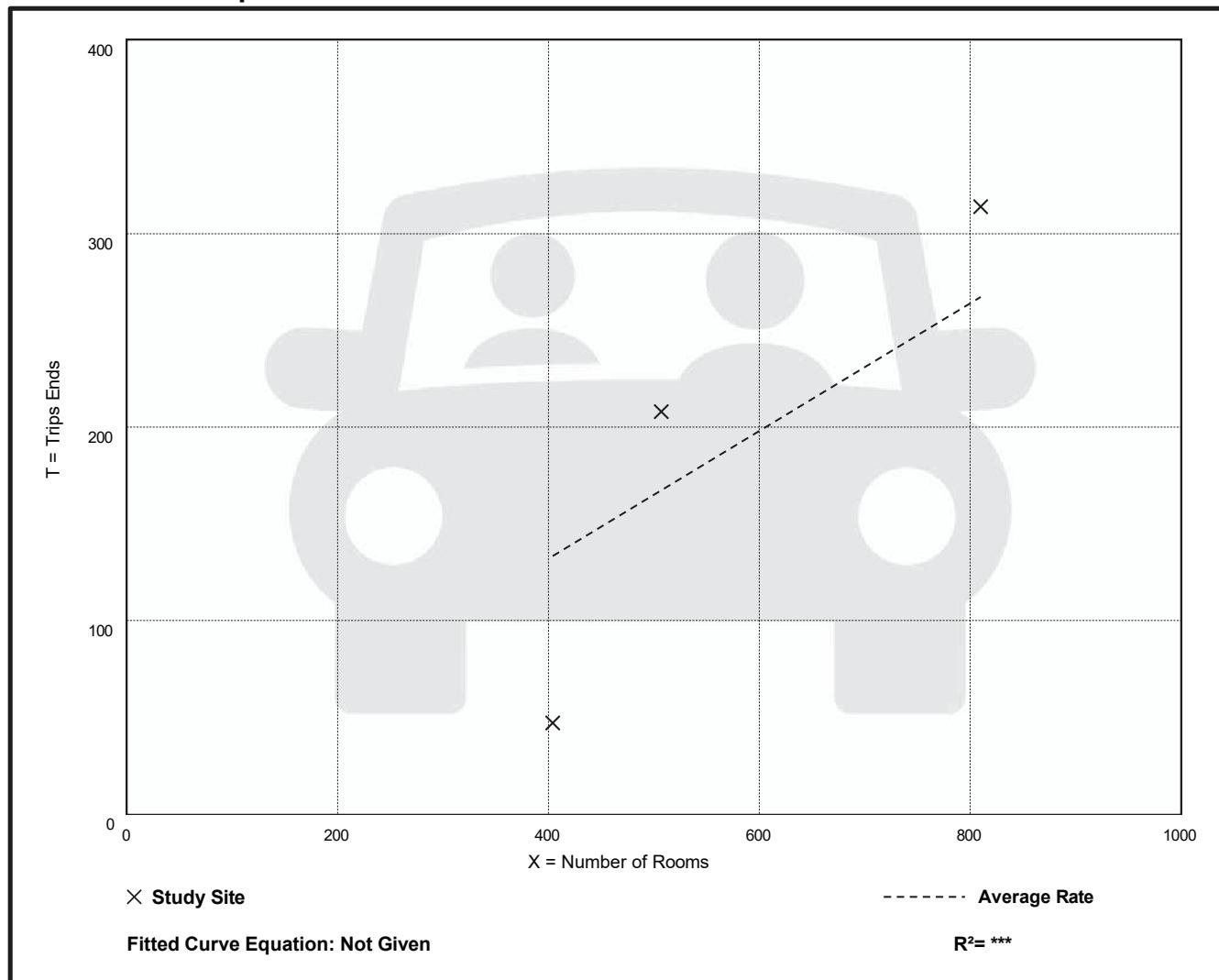
Avg. Num. of Rooms: 574

Directional Distribution: 70% entering, 30% exiting

## Vehicle Trip Generation per Room

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

## Data Plot and Equation



# Resort Hotel (330)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

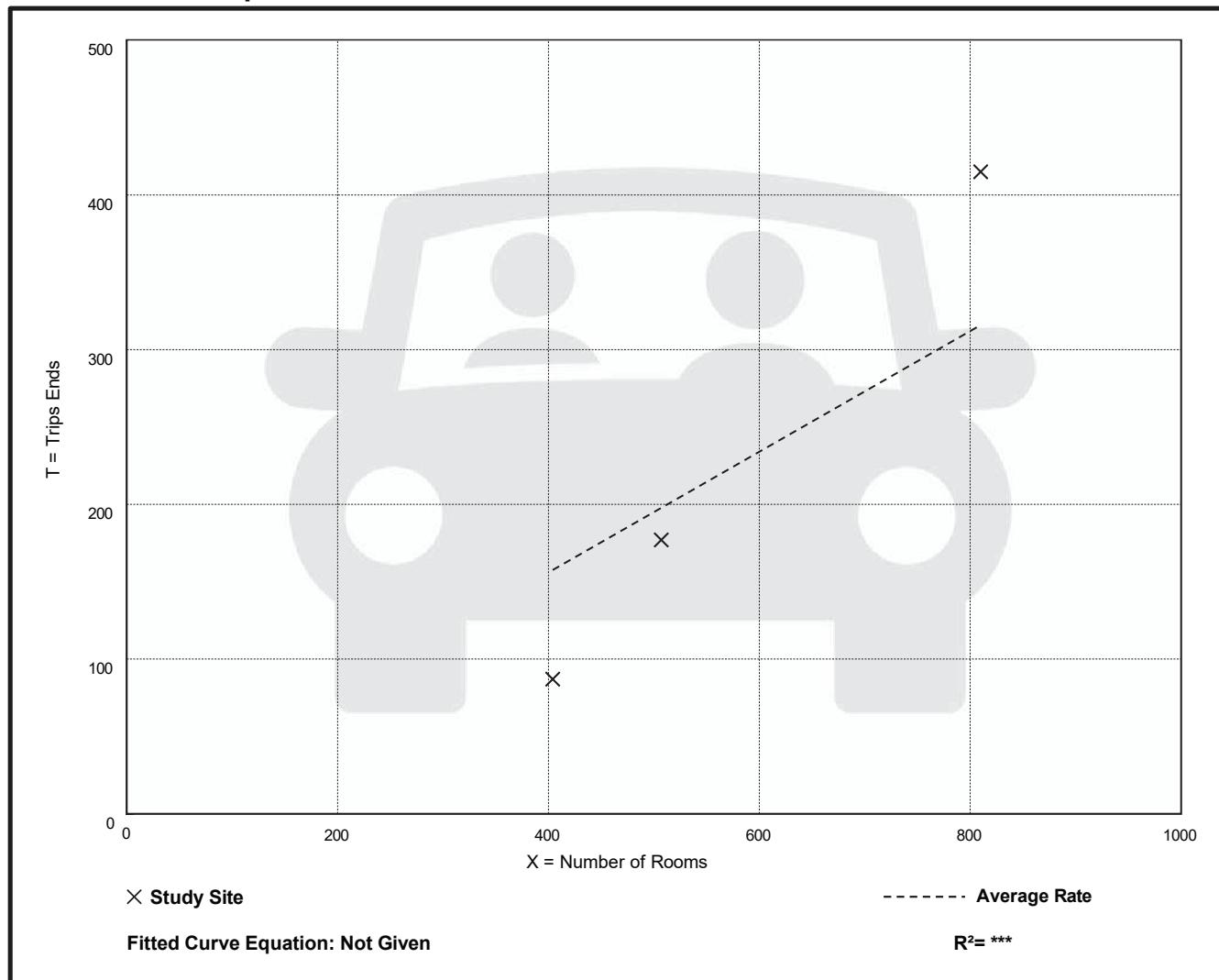
Avg. Num. of Rooms: 574

Directional Distribution: 43% entering, 57% exiting

## Vehicle Trip Generation per Room

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

## Data Plot and Equation





# APPENDIX C

## ROADWAY SEGMENT ANALYSIS

**TABLE 8**  
**PROJECT SIGNIFICANCE CALCULATION**  
**AM PEAK HOUR**

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

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

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

ROADWAY	FROM	TO	PEAK HOUR			TOTAL		
			PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	PROJECT IMPACT
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	65%	0	6D	C4	2810	0.00%
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	0%	0	6D	C3R	2730	0.00%
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US 1	5%	0	6D	C3R	2730	0.00%
US 1	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	15%	0	6D	C3C	2680	0.00%
US 1	SE PORT ST. LUCIE BLVD	LENNARD ROAD	10%	0	6D	C3C	2680	0.00%
US 1	LENNARD ROAD	MARTIN COUNTY LINE	20%	0	6D	C3C	2680	0.00%
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	WESTMORELAND BOULEVARD	20%	0	2	C3R	1110	0.00%
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	5%	0	2	C3R	1110	0.00%
WESTMORELAND BOULEVARD	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	65%	0	2	C3R	1110	0.00%
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	50%	0	2	C3R	1110	0.00%
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US 1	30%	0	2	C3R	1110	0.00%



# APPENDIX D

## 2024 FDOT Q/LOS TABLES

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional					Peak Hour Two-Way					AADT				
	B	C	D	E		B	C	D	E		B	C	D	E
1 Lane *	760	1,070	**		2 Lane *	1,380	1,950	**		2 Lane *	15,300	21,700	**	
2 Lane *	1,520	1,810	**		4 Lane *	2,760	3,290	**		4 Lane *	30,700	36,600	**	
3 Lane *	2,360	2,680	**		6 Lane *	4,290	4,870	**		6 Lane *	47,700	54,100	**	
4 Lane *	3,170	3,180	**		8 Lane *	5,760	5,780	**		8 Lane *	64,000	64,200	**	

(C3C-Suburban Commercial)

	B	C	D	E		B	C	D	E		B	C	D	E
1 Lane *	970	1,110	**		2 Lane *	1,760	2,020	**		2 Lane *	19,600	22,400	**	
2 Lane *	1,700	1,850	**		4 Lane *	3,090	3,360	**		4 Lane *	34,300	37,300	**	
3 Lane *	2,620	2,730	**		6 Lane *	4,760	4,960	**		6 Lane *	52,900	55,100	**	

(C3R-Suburban Residential)

### Adjustment Factors

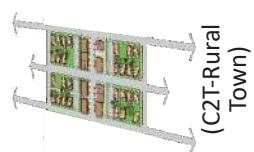
The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities  
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05  
 2 lane Undivided Roadway with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

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

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.  
 \* Cannot be achieved using table input value defaults.  
 \*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

# C2T, C4, C5, & C6

## Motor Vehicle Arterial Generalized Service Volume Tables



**Peak Hour Directional**

**AADT**

**Peak Hour Two-Way**

	B	C	D	E	B	C	D	E	B	C	D	E		
1 Lane	*	720	940	**	2 Lane	*	1,310	1,710	**	2 Lane	*	13,800	18,000	**
2 Lane	*	1,140	1,640	**	4 Lane	*	2,070	2,980	**	4 Lane	*	21,800	31,400	**
3 Lane	*	2,120	2,510	**	6 Lane	*	3,850	4,560	**	6 Lane	*	40,500	48,000	**

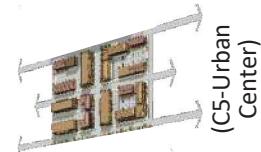
1 Lane	*	*	870	1,190	2 Lane	*	*	1,580	2,160	2 Lane	*	*	17,600	24,000
2 Lane	*	1,210	1,790	2,020	4 Lane	*	2,200	3,250	3,670	4 Lane	*	24,400	36,100	40,800
3 Lane	*	2,210	2,810	2,990	6 Lane	*	4,020	5,110	5,440	6 Lane	*	44,700	56,800	60,400
4 Lane	*	2,590	3,310	3,510	8 Lane	*	4,710	6,020	6,380	8 Lane	*	52,300	66,900	70,900

1 Lane	*	*	690	1,080	2 Lane	*	*	1,250	1,960	2 Lane	*	*	13,900	21,800
2 Lane	*	1,290	1,900	2,130	4 Lane	*	2,350	3,450	3,870	4 Lane	*	26,100	38,300	43,000
3 Lane	*	1,410	2,670	3,110	6 Lane	*	2,560	4,850	5,650	6 Lane	*	28,400	53,900	62,800
4 Lane	*	2,910	3,560	3,640	8 Lane	*	5,290	6,470	6,620	8 Lane	*	58,800	71,900	73,600

1 Lane	*	***	790	1,030	2 Lane	*	***	1,440	1,870	2 Lane	*	***	16,000	20,800
2 Lane	*	***	1,490	1,920	4 Lane	*	***	2,710	3,490	4 Lane	*	***	30,100	38,800
3 Lane	*	***	2,730	2,940	6 Lane	*	***	4,960	5,350	6 Lane	*	***	55,100	59,400
4 Lane	*	***	3,250	3,490	8 Lane	*	***	5,910	6,350	8 Lane	*	***	65,700	70,600



**Adjustment Factors**

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities

The AADT service volumes should be adjusted by multiplying 0.6 for one-way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05

2 Lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05

Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95

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Non-State Signalized Roadway: Multiply by 0.90

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

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

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

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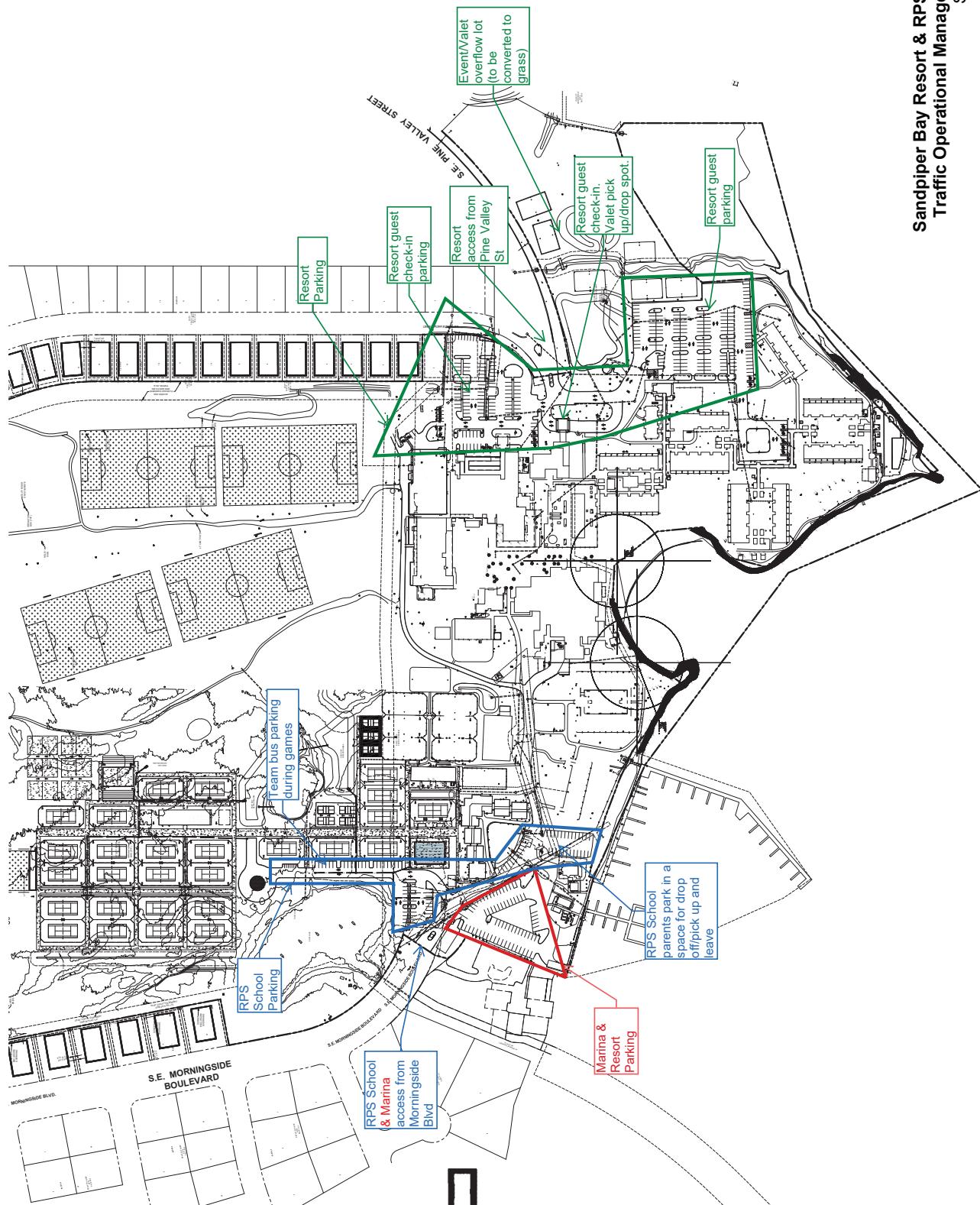


# APPENDIX E

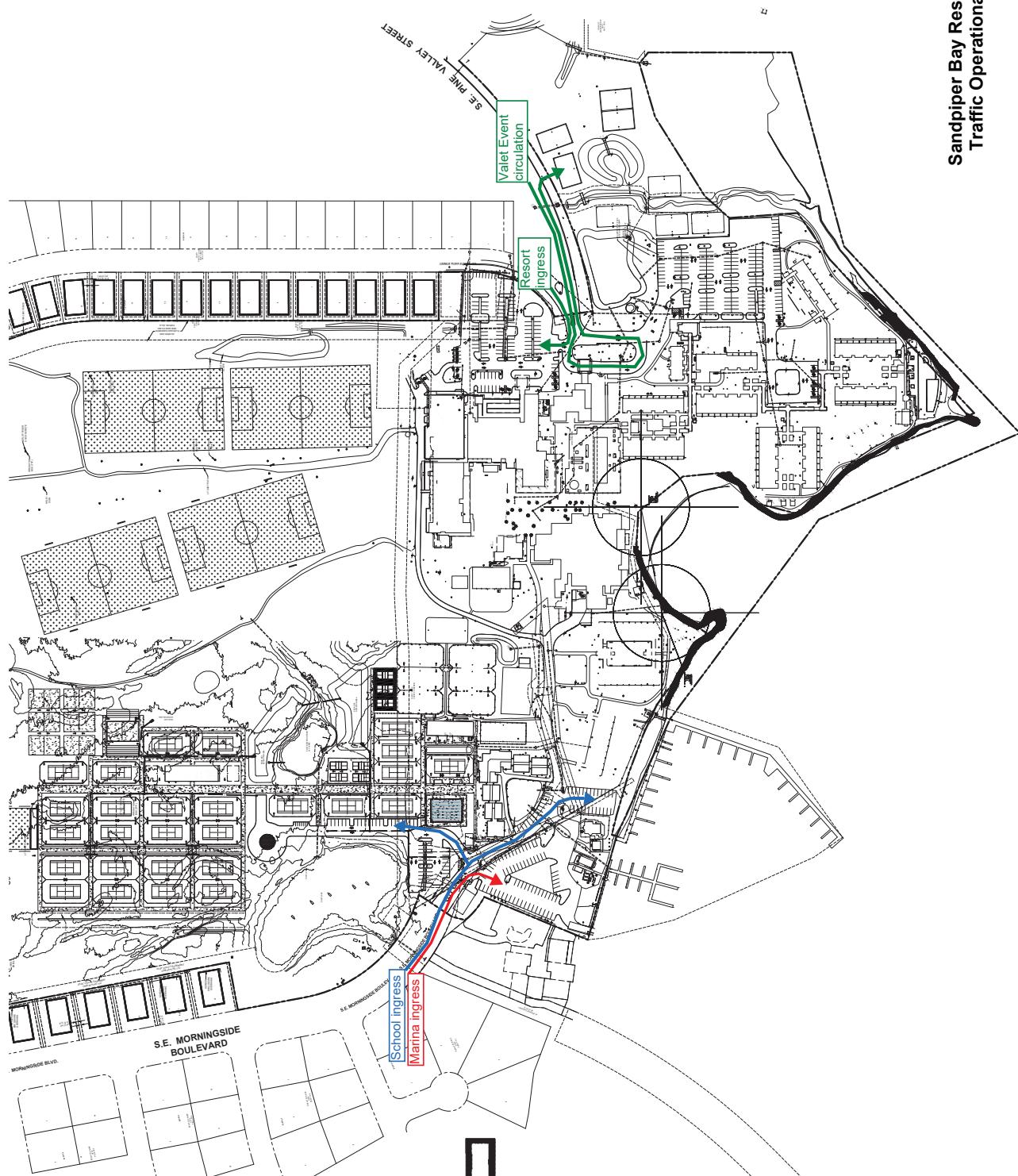
## SITE ACCESS

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

Sheet 1 of 2



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





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# **SANDPIPER BAY RESORT & RPS ACADEMY**

**City of Port St. Lucie, FL**

## **TRAFFIC IMPACT STATEMENT**

**PREPARED FOR:**

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

**JOB NO. 25-103A**

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

Anna Lai, Professional Engineer, State of Florida, License No. 78138

This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 01/06/26.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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- 2.0 TRAFFIC GENERATION

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- 4.0 TRAFFIC OPERATIONAL MANAGEMENT

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- 5.0 CONCLUSION

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## APPENDIX B

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ITE TRIP GENERATION RATES

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ROADWAY SEGMENT ANALYSIS

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2024 FDOT Q/LOS TABLES

## APPENDIX E

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SITE ACCESS

## 1.0 SITE DATA

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

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

## 2.0 TRAFFIC GENERATION

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

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

### Existing/Vested Development

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

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

### Proposed Development

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

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

### Net Trips (Proposed – Existing)

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

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

### 3.0 TRAFFIC ANALYSIS

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

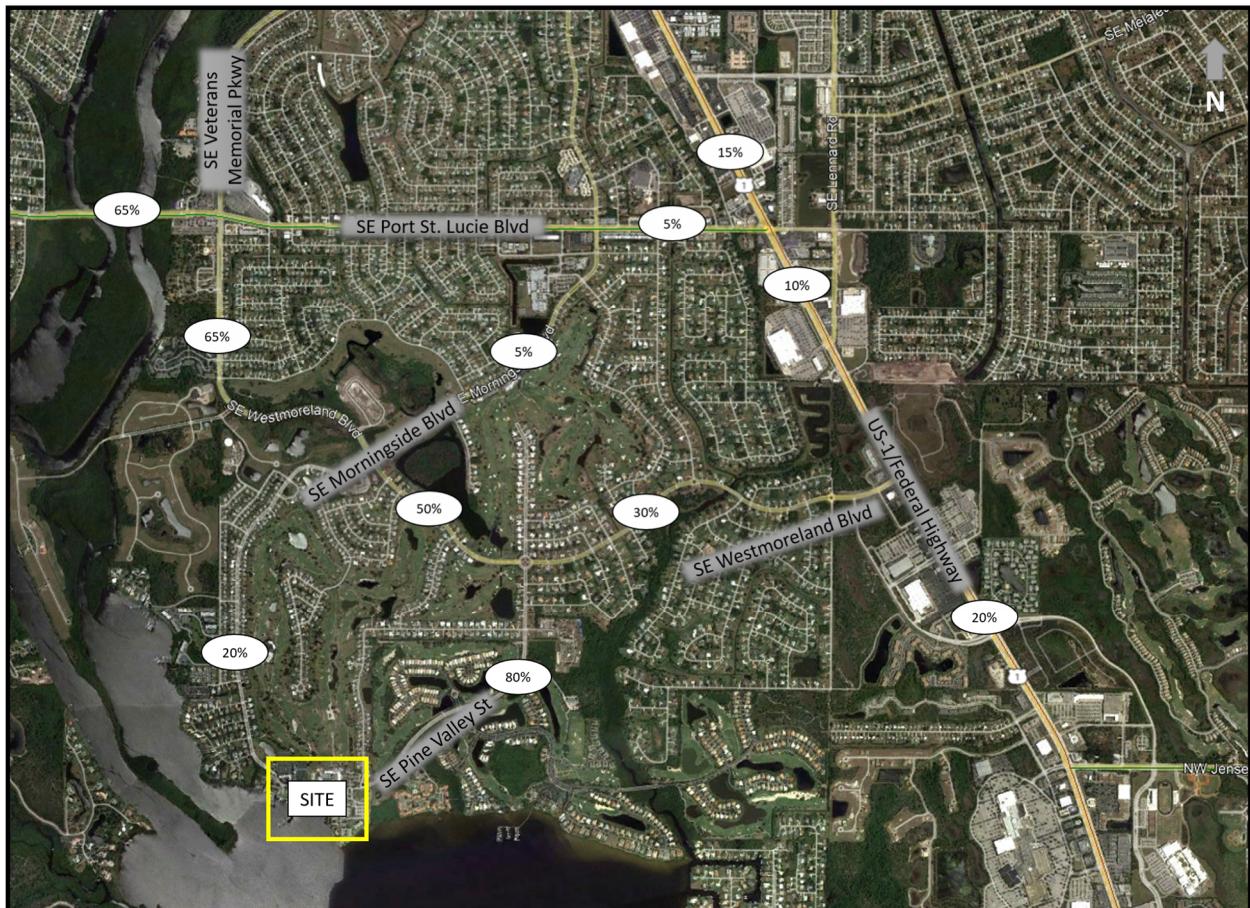


Figure 1 – Trip Assignment

#### Link Analysis

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

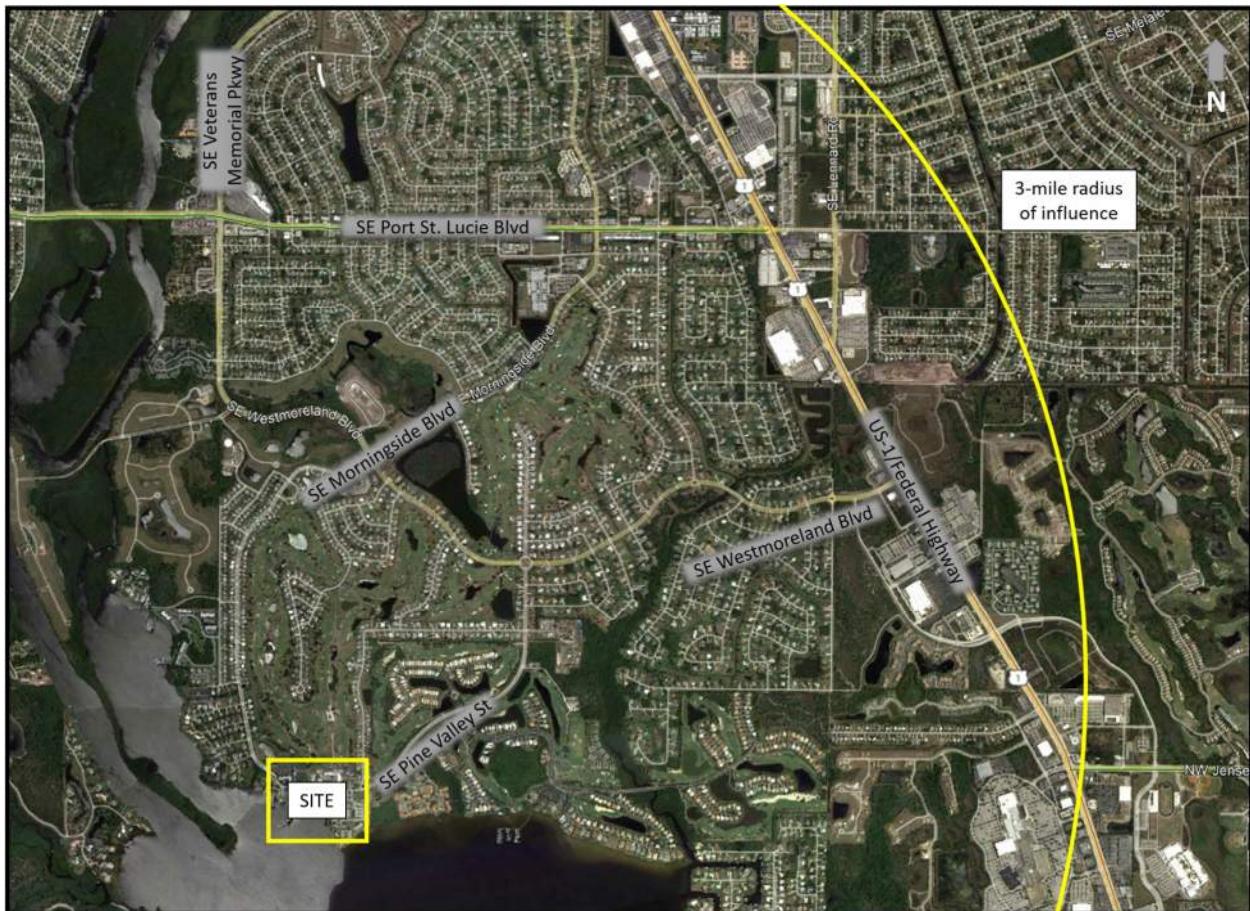


Figure 2 – Study Area (3 Miles)

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

## 4.0 TRAFFIC OPERATIONAL MANAGEMENT

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

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

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

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

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

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

## 5.0 CONCLUSION

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

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

## SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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

### EXISTING/VESTED DEVELOPMENT

**TABLE 1 - Daily Traffic Generation**

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

**TABLE 2 - AM Peak Hour Traffic Generation**

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

**TABLE 3 - PM Peak Hour Traffic Generation**

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

Notes:

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

## SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

11/06/25  
Revised 11/25/25

### PROPOSED DEVELOPMENT

**TABLE 4 - Daily Traffic Generation**

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

**TABLE 5 - AM Peak Hour Traffic Generation**

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

**TABLE 6 - PM Peak Hour Traffic Generation**

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

Notes:

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

## SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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

**TABLE 7**  
**TRAFFIC GENERATION INCREASE**

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



# APPENDIX A

## FIELD COUNTS

10/04/2025

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

10/05/2025

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

10/06/2025

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

10/07/2025

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

**10/08/2025**

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

**10/09/2025**

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

**10/10/2025**

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

**10/11/2025**

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

## Calendar 2025-2026

### RPS Academies 2025-2026 School Calendar

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Teacher PL/Workday
Holiday
Students return



## APPENDIX B

### ITE TRIP GENERATION RATES

# Land Use: 330 Resort Hotel

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## Description

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

## Additional Data

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

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

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

## Source Numbers

436, 1204

# Resort Hotel (330)

Vehicle Trip Ends vs: Rooms  
On a: Weekday

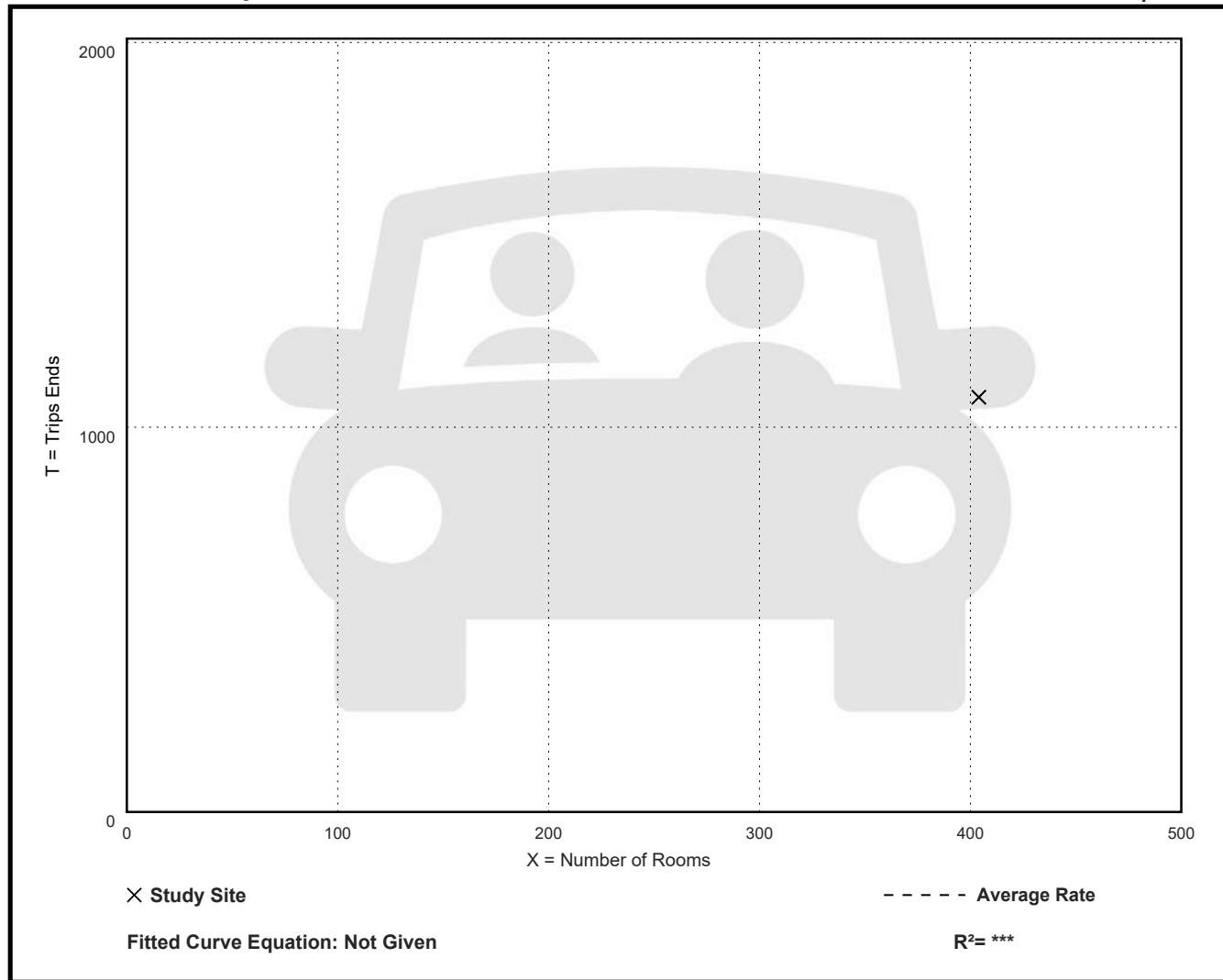
Setting/Location: General Urban/Suburban  
Number of Studies: 1  
Avg. Num. of Rooms: 404  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Room

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

## Data Plot and Equation

*Caution – Small Sample Size*



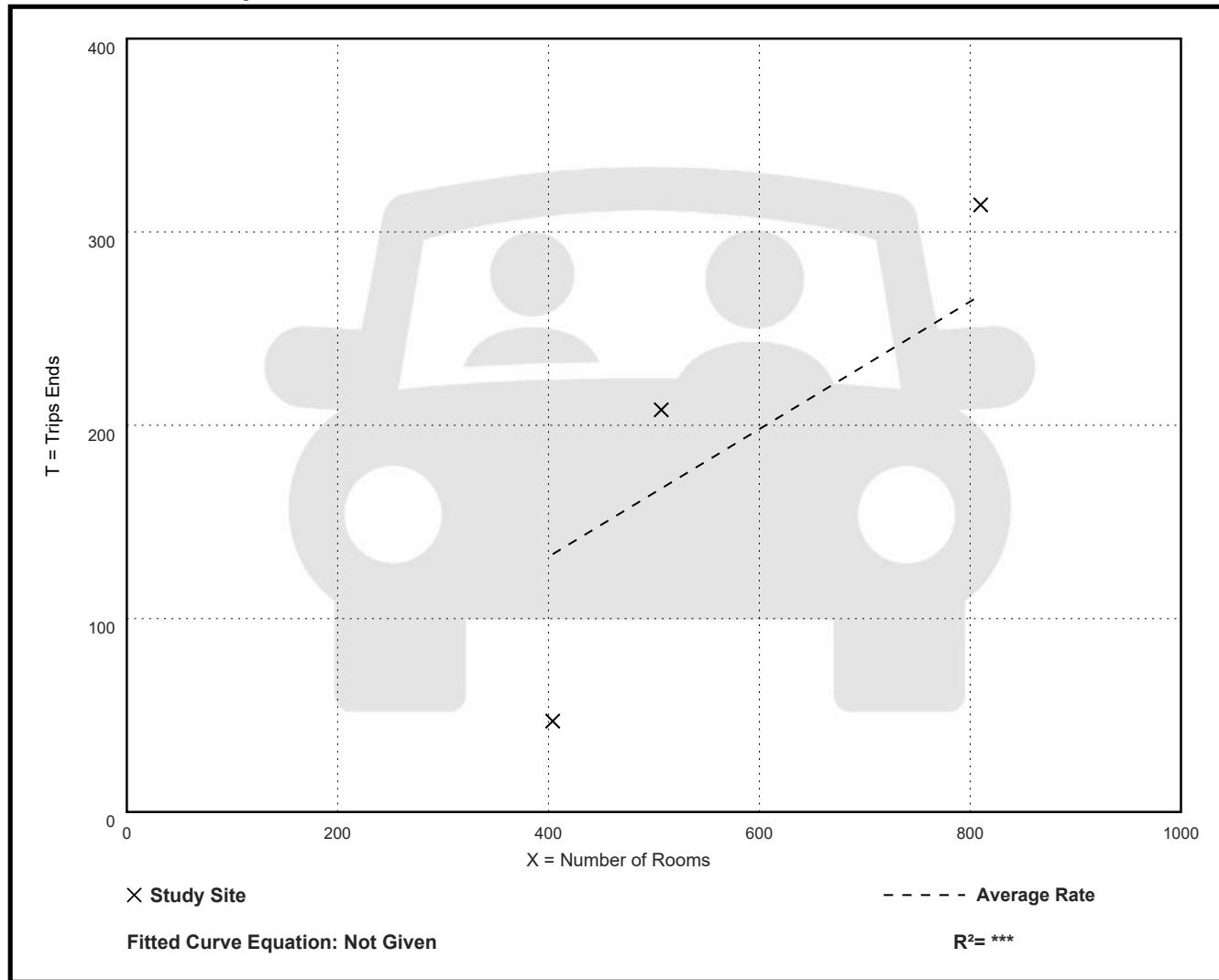
# Resort Hotel (330)

**Vehicle Trip Ends vs: Rooms**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
**Number of Studies: 3**  
**Avg. Num. of Rooms: 574**  
**Directional Distribution: 70% entering, 30% exiting**

## Vehicle Trip Generation per Room

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

## Data Plot and Equation



# Resort Hotel (330)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

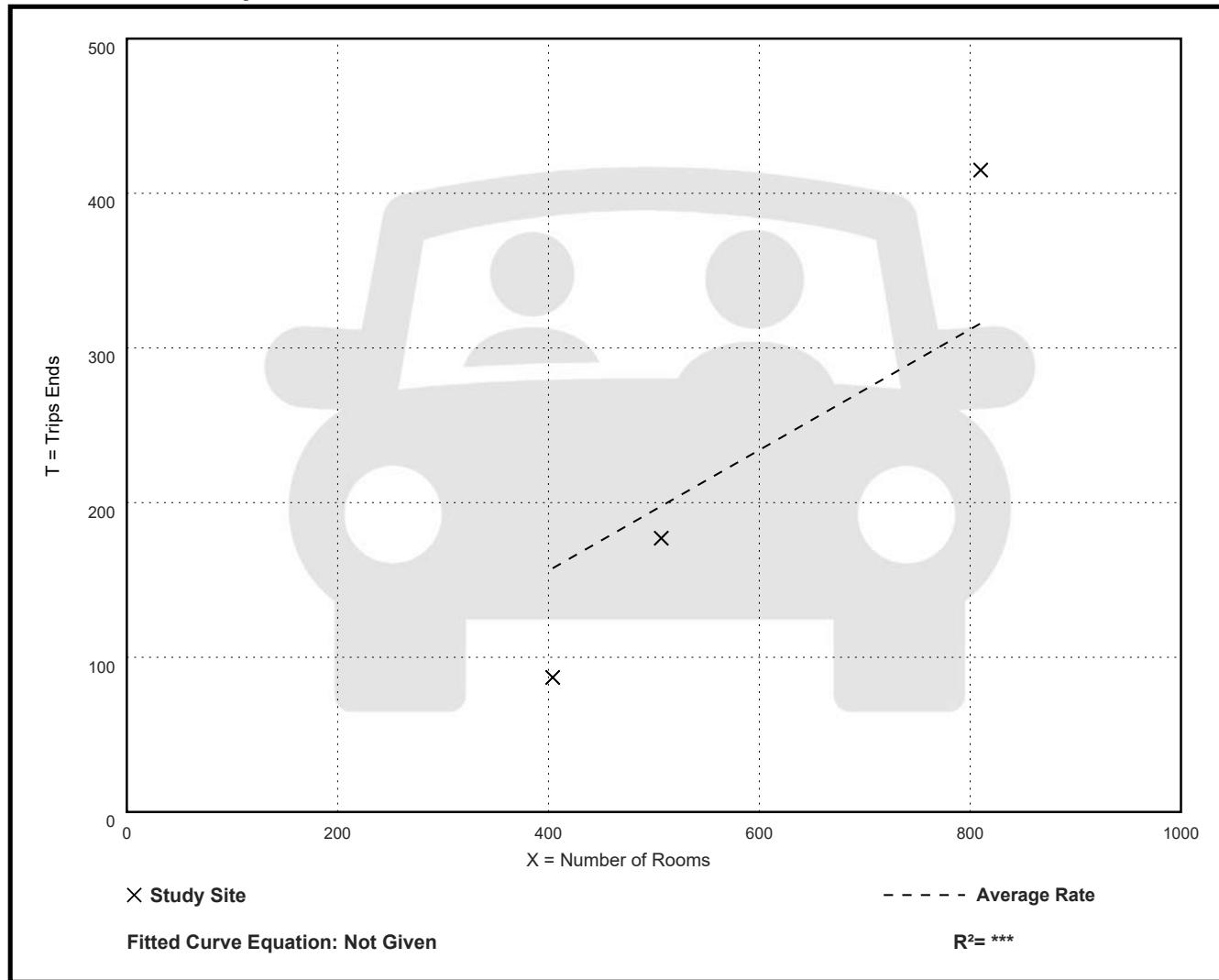
Avg. Num. of Rooms: 574

Directional Distribution: 43% entering, 57% exiting

## Vehicle Trip Generation per Room

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

## Data Plot and Equation





## APPENDIX C

### ROADWAY SEGMENT ANALYSIS

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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

**TABLE 8**  
**PROJECT SIGNIFICANCE CALCULATION**  
**AM PEAK HOUR**

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

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

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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

**TABLE 9**  
**PROJECT SIGNIFICANCE CALCULATION**  
**PM PEAK HOUR**

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

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



# APPENDIX D

## 2024 FDOT Q/LOS TABLES

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables

### Peak Hour Directional



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

### Peak Hour Two-Way

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

### AADT

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



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

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

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

### Adjustment Factors

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

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

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

\* Cannot be achieved using table input value defaults.

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

# C2T, C4, C5, & C6

## Motor Vehicle Arterial Generalized Service Volume Tables



### Peak Hour Directional

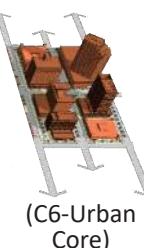
	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**



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



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



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

### Adjustment Factors

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

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

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

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

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

### Peak Hour Two-Way

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

### AADT

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

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

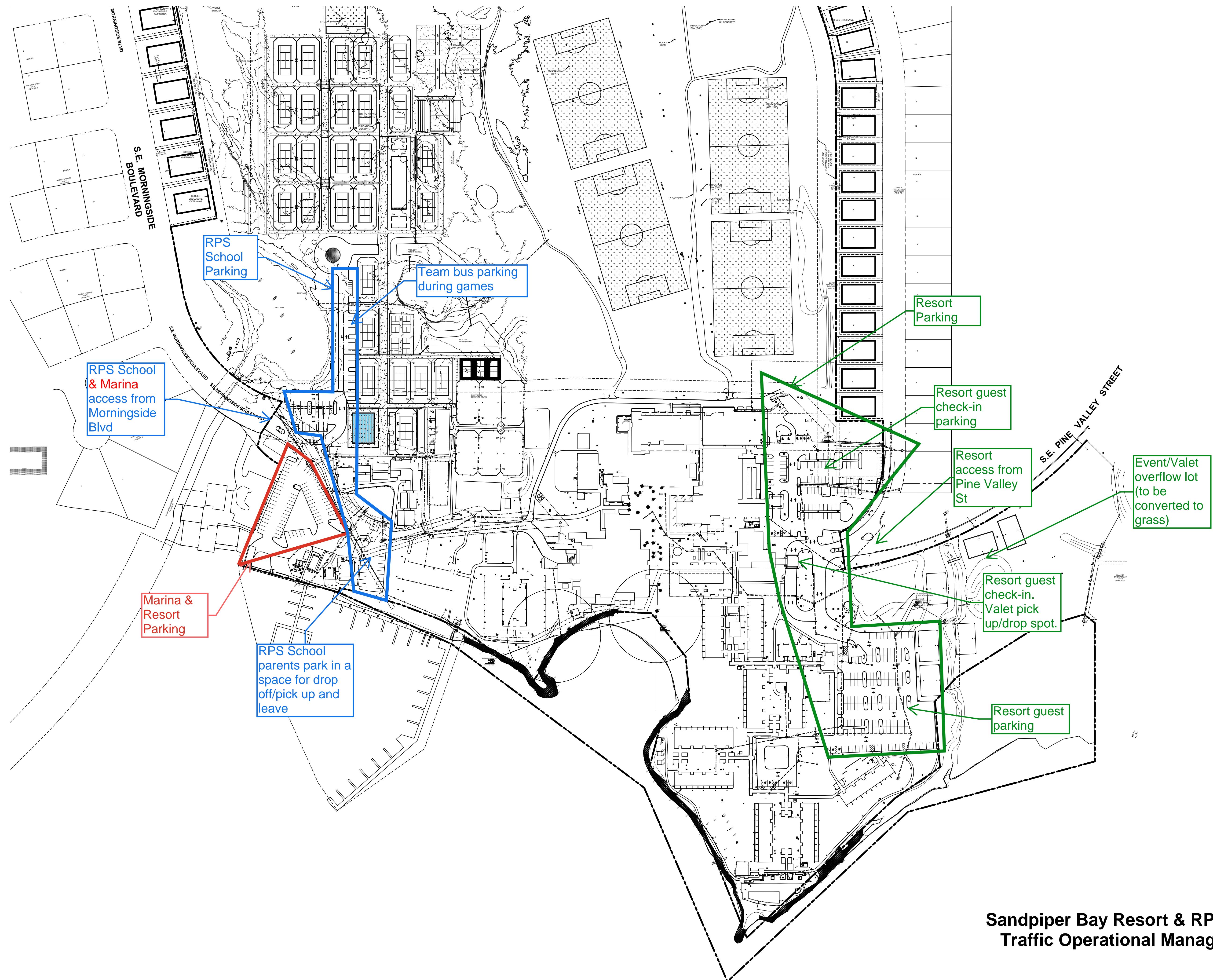
	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600

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

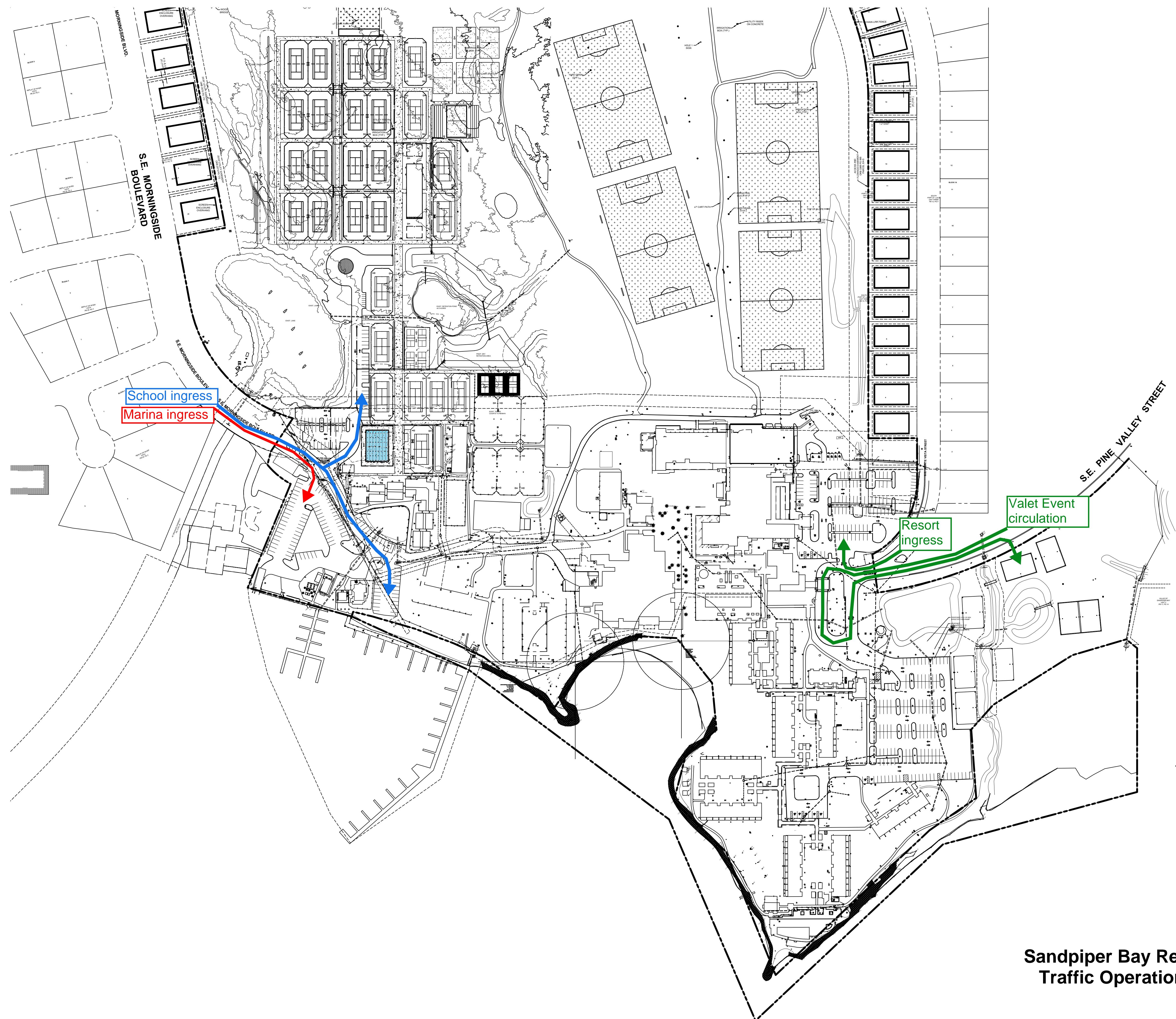


# APPENDIX E

## SITE ACCESS



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



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

## LETTER OF JUSTIFICATION / COVER LETTER

Club Med / Sandpiper PUD Amendment

September 17, 2025

### **REQUEST**

On behalf of the Petitioner, KEITH and MPLD Consulting are requesting approval of a Planned Unit Development (PUD) Amendment and Site Plan approval for approximately 219.87 acres for a project to be known as Sandpiper Bay PUD to create a uniform, controlling document over the entire project. It is meant to give clarity and a comprehensive planning approach that enables the currently proposed improvements as well as those that may occur in the future. The subject property can be identified as Parcel # 4423-210-0001-000-3 and 4414-133-0002-000-6.

The proposed development program for Sandpiper Bay is to upgrade the existing Sandpiper Bay Resort in the City of Port St. Lucie by consolidating all uses under CGI/I and OSR and including additional recreational uses to the PUD. The petitioner wishes to obtain approval to add the following additional uses:

- Soccer Fields
- Tennis Courts (Covered & Uncovered)
- Padel Courts
- Volleyball Courts
- Pickleball Courts
- Baseball Fields
- Multi-Use Sports Fields
- Competitive Lap Swimming
- Driving Range
- Golf Cart Infrastructure including garage structures, cart paths, and parking areas

As well as the following accessory permitted use additions:

- Accessory Structures to all Sport Courts, including those housing technological equipment for sports uses
- Accessory Fence and Lighting Infrastructure
- Bathroom Structures
- Sports Equipment Rooms
- Shade Structures
- Accessory Vehicular Parking

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### **SITE CHARACTERISTICS / PROPERTY LOCATION**

The subject property is located at 4500 SE Pine Valley St in Port St. Lucie, Florida. It consists of approximately 219.87 acres and is owned by Altitude Prop Co LLC. The subject property is comprised of five (5) Future Land Use (FLU) designations: Commercial General / Industrial, Commercial Limited, Residential Low, Conservation Open Space, Open Space Preservation. The property only has one (1) Zoning designation of Planned Unit Development. Concurrently, the applicant is submitting a Future Land Use Amendment to change the Commercial Limited, Residential Low, and a portion of Open Space Recreational to Commercial General / Institutional. This will allow the resort and academy to expand their sports offerings and improve the overall experience of the resort. There are currently (2) folios which make up the project site per SLPA records as follows:

Owner	Property Address	Folio Number	Size in Square Feet	Size in Acres
Altitude Prop Co LLC	4500 SE Pine Valley St	4423-210-0001-000-3 <b>Parcel A</b>	4,181,760 sq. ft.	96.6
Altitude Prop Co LLC	SE Westmoreland Blvd	4414-133-0002-000-6 <b>Parcel B</b>	5,543,445 sq. ft.	127.26

*(see next page for diagram)*

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[www.MPLDConsulting.com](http://www.MPLDConsulting.com)

MPLD South Office | 528 Northwood Road. | West Palm Beach, FL 33407 | O: 561-425-6753

MPLD Tradition Office | 10489 SW Meeting St. | Port St. Lucie, FL 34987 | O: 772-343-0336

MPLD North Office | 1011 Boston Avenue | Fort Pierce, FL 34950 | O: 772-343-0336

## **DEVELOPMENT HISTORY**

The subject property was developed by the General Development Corporation in the 1960s as an unplatted project known as “Sinners Golf Course and Country Club” lying in Section 14 and 23, Township 37 South, and Range 40 East. According to historic aerials and St. Lucie County Property Appraiser, the following structures currently exist on the property:

- Original hotel building with golf course and 4 guest suite buildings (1960-1970)
- 3 guest suite buildings and 3 hotel accessory buildings (1974)
- 2 guest suites building and hotel accessory building (1986)
- Hotel accessory building (1987)
- Hotel accessory building (1991)
- 2 hotel accessory buildings (2009)
- Additional tennis courts (2009-2010)
- Volleyball Courts (2012-2014)

The master PUD for the property, then known as “Club Med Sandpiper Resort PUD”, was approved on April 7, 2010 (P#09-047). This PUD set the initial standards for the existing hotel, golf course, and conference building, and accessory buildings as well as permitting further amenities (guest room remodel, additional resort amenities, pool facilities, sports facilities). The first amendment to the PUD, known as “Sandpiper Bay PUD”, was approved on January 13<sup>th</sup>, 2025 (P#2024-1208). This PUD amendment added the CG/I future land use and permitted academy and additional recreational uses.

## **SURROUNDING PROPERTIES**

The following is a summary of the uses surrounding the subject site:

	<b>FLU Designation</b>	<b>Zoning District</b>	<b>Existing Use</b>
<b>North</b>	Residential Low (RL)	Single-Family Residential Zoning District (RS-2)	Single-Family Residential
<b>South</b>	North Fork St. Lucie River	North Fork St. Lucie River	North Fork St. Lucie River
<b>East</b>	Residential Low (RL) & Medium Density Residential (RM)	Single-Family Residential Zoning District (RS-3), Multiple Family Residential (RM-11)	Single-Family Residential, Multi-family Residential
<b>West</b>	Residential Low (RL) & Medium Density Residential (RM)	Single-Family Residential Zoning District (RS-2), Multiple Family Residential (RM-11)	Single-Family Residential, Multi-family Residential

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**North:** Immediately north of the subject parcel are single family residential lots. These parcels have a Future Land Use designation of Residential Low (RL) and an underlying Zoning designation of Single-Family Residential Zoning District (RS-2).

**South:** Immediately south of the subject parcel lies the North Fork of the St. Lucie River.

**East:** Immediately east of the subject property lies a residential development known as the Villas at Sandpiper Bay. These parcels have a Future Land Use designation of Medium Density Residential (RM) and an underlying Zoning designation of Multiple-Family Residential District (RM-11). Further north are single family residential lots, with a Future Land Use designation of Residential Low (RL) and an underlying Zoning designation of Single-Family Residential Zoning District (RS-2).

**West:** Immediately west of the subject parcel lies a residential development known as the Villas at Sandpiper. These parcels have a Future Land Use designation of Medium Density Residential (RM) and an underlying Zoning designation of Medium Density Residential (RM-11). Further north are single family residential lots, with a Future Land Use designation of Residential Low (RL) and an underlying Zoning designation of Single-Family Residential Zoning District (RS-2).

**ACCESS:**

No changes are proposed in this amendment. Access points will remain unchanged and the main entrance remains SE Pine Valley St.

**HEIGHT:**

No changes are proposed in this amendment. Pursuant to the PUD's current height regulations, the maximum height for any building is seventy-five (75) feet. Any submittal proposing a building above thirty-five (35) feet will need to provide an illustrative diagram showing that the height is compatible with surrounding land uses.

**SETBACKS:**

No changes are proposed in this amendment.

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**CONCLUSION:**

This submitted PUD amendment application seeks approval to consolidate all uses under CGI/I and OSR, and add recreational uses to the PUD. As with the initial PUD approval in 2010 and amendment in 2025, the applicant has continuously demonstrated that this proposal follows the Port St Lucie Comprehensive Plan and applicable sections of the City's zoning code. Most importantly, there will be no detriment to the surrounding area. With that, and on behalf of the applicant, KEITH and MPLD Consulting respectfully request review and approval of the submitted PUD amendment application.

Respectfully submitted,

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[www.MPLDConsulting.com](http://www.MPLDConsulting.com)

MPLD South Office | 528 Northwood Road. | West Palm Beach, FL 33407 | O: 561-425-6753

MPLD Tradition Office | 10489 SW Meeting St. | Port St. Lucie, FL 34987 | O: 772-343-0336

MPLD North Office | 1011 Boston Avenue | Fort Pierce, FL 34950 | O: 772-343-0336

This instrument was prepared by:

Kelly G. Reynoldson, Esq.  
Kutak Rock LLP  
2001 16th Street, Suite 1800  
Denver, CO 80202

After recording return to:

First American Title Insurance Company  
Attn: Kristin Brown  
2555 East Camelback Road, Suite 350  
Phoenix, AZ 85016

TAX PARCEL ID: 3422-515-0001-000-3; 3422-515-0001-010-6;  
3422-515-0002-000-0; 3422-540-0010-100-8; 3422-550-0001-000-2;  
3422-550-0011-000-5; 3422-555-0001-000-7; 3422-565-0001-000-8;  
4414-133-0002-000-6; 4414-133-0002-010-9; and 4423-210-0001-000-3

### SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED (this "Deed"), made and executed as of February 13, 2025, by **STORE CAPITAL ACQUISITIONS, LLC**, a Delaware limited liability company (hereinafter referred to as the "Grantor") whose address is 8377 E. Hartford Dr., Suite 100, Scottsdale, AZ 85255, to **ALTITUDE PROP. CO. LLC**, a Delaware limited liability company (hereinafter referred to as the "Grantee"), whose address is 4500 SE Pine Valley Street, Port St. Lucie, Florida 34952;

### WITNESSETH:

That the Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) and other valuable considerations, the receipt and sufficiency of which are hereby acknowledged by these presents does grant, bargain, sell, alien, remise, release, convey, and confirm unto the Grantee that certain piece, parcel or tract of land situated in St. Lucie County, Florida, more particularly described on Exhibit A attached hereto and made a part hereof (hereinafter referred to as the "Property");

TOGETHER WITH all the tenements, hereditaments, easements and appurtenances, including riparian rights, if any, thereto belonging or in anywise appertaining;

TO HAVE AND TO HOLD the Property in fee simple forever.

AND the Grantor does hereby covenant and warrant to the Grantee that the Grantor is lawfully seized of the Property in fee simple; that the Grantor has good right and lawful authority to sell and convey the Property; and that the Grantor fully warrants the title to the Property and

1250829

4913-5064-01:51.1

STORE / Altitude Hospitality  
Special Warranty Deed  
Port St. Lucie, FL  
File No.: 10210/02-926.1

will defend the same against the lawful claims of all persons claiming by, through or under the Grantor, but none other.

THE conveyance made herein, however, is expressly made SUBJECT TO:

- (a) all matters of record as of the date hereof, and as listed on Exhibit B attached hereto and incorporated herein (the "Permitted Exceptions");
- (b) that certain Declaration and Covenant of Mangrove Regulation dated of even date herewith; and
- (c) that certain Consent Order entered into by and among The State of Florida Department of Environmental Protection, as complainant, and STORE Capital Acquisitions, LLC and Altitude Hospitality, LLC, as respondents, OGC File No 23-1762.

*[Remainder of page intentionally left blank. Signature page to follow]*

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed in manner and form sufficient to bind it as of the day and year first above written.

Signed, sealed and delivered  
in the presence of:

Sarah Hunt

Witness Name: Sarah Hunt  
Address: 8377 E Hartford Ste 100  
Scottsdale AZ 85255

GRANTOR:

**STORE CAPITAL ACQUISITIONS, LLC,**  
a Delaware limited liability company

By: Alex McElvea  
Name: Alex McElvea  
Title: Executive Vice President

Angela DeBellis  
Witness Name: Angela DeBellis  
Address: 8377 E Hartford  
Scottsdale, AZ 85255

Address:  
8377 E. Hartford Drive, Suite 100  
Scottsdale, AZ 85255

STATE OF ARIZONA

COUNTY OF MARICOPA

The foregoing instrument was acknowledged before me this 18 day of February, 2025,  
by Alex McElvea, as Executive Vice President of **STORE  
CAPITAL ACQUISITIONS, LLC**, a Delaware limited liability company, who is personally known  
to me or who has produced \_\_\_\_\_ as identification and who did (did not) take  
an oath.

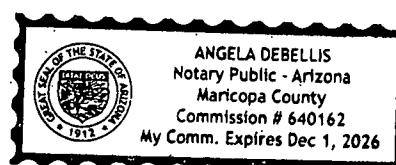
(Notarial Seal)

Notary Public  
**Angela DeBellis**

Printed Name

My Commission Number: 640162

My Commission Expires: 12/1/2026



**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

**Street Address:** 4500 SE Pine Valley Street, Port St. Lucie, Florida 34952

**PARCEL A:**

SINNERS GOLF COURSE AT PORT ST. LUCIE, FLORIDA. (HOTEL AND GOLF COURSE)

A PARCEL OF LAND LYING WITHIN SECTIONS 14 AND 23, TOWNSHIP 37 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 23, AS SHOWN ON SHEET 2 OF 2 OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT ONE, AS RECORDED IN PLAT BOOK 12, PAGE 1 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE NORTH  $79^{\circ}10'18''$  EAST ALONG THE CENTERLINE OF MITCHELL AVENUE FOR 339.91 FEET, TO A POINT INTERSECTING AND LOCATED ON THE CENTERLINE OF MORNINGSIDE BOULEVARD; THENCE SOUTH  $10^{\circ}49'42''$  EAST ALONG THE CENTERLINE OF MORNINGSIDE BOULEVARD FOR 10.01 FEET; THENCE NORTH  $79^{\circ}10'18''$  EAST TO THE SOUTHEAST PROPERTY CORNER OF LOT 52, BLOCK 6 OF SAID UNIT ONE ALSO BEING ON THE PLAT LIMITS OF SAID UNIT ONE AND THE PLAT LIMITS OF PLAT CALLED RIVER VISTA AS SHOWN ON SHEET 2 OF 2 OF THE PLAT OF RIVER VISTA, AS RECORDED IN PLAT BOOK 13, PAGE 18 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, A DISTANCE OF 175.00 FEET, SAID POINT BEING THE POINT OF BEGINNING; THENCE SOUTH  $10^{\circ}49'42''$  EAST, ALONG THE BACK LOT LINES OF BLOCK ONE OF SAID PLAT OF RIVER VISTA FOR A DISTANCE OF 1005.00 FEET TO THE SOUTHEAST PROPERTY CORNER OF LOT 10, BLOCK 1 OF THE PLAT OF RIVER VISTA; THENCE SOUTH  $79^{\circ}10'18''$  WEST, ALONG THE SOUTH PROPERTY LINE OF AFORESAID LOT 10, FOR A DISTANCE OF 125.00 FEET TO A POINT LOCATED ON THE EAST RIGHT OF WAY LINE OF MORNINGSIDE BOULEVARD; THENCE CONTINUING SOUTH  $10^{\circ}49'42''$  EAST ALONG AFORESAID RIGHT OF WAY A DISTANCE OF 176.28 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 380.00 FEET AND A CENTRAL ANGLE OF  $62^{\circ}35'10''$ , THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 415.09 FEET, SAID ARC SUBTENDED BY A CHORD WHICH BEARS SOUTH  $42^{\circ}07'17''$  EAST, A DISTANCE OF 394.76 FEET TO THE CURVE'S END; THENCE SOUTH  $33^{\circ}31'24''$  WEST, A DISTANCE OF 103.54 FEET; THENCE SOUTH  $14^{\circ}08'50''$  WEST, A DISTANCE OF 35.15 FEET; TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 200.00 FEET AND A CENTRAL ANGLE OF  $22^{\circ}15'58''$ , THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, FROM WHICH THE LOCAL TANGENT AT THE BEGINNING POINT BEARS SOUTH  $39^{\circ}28'59''$  EAST, A DISTANCE OF 77.72 FEET, SAID ARC SUBTENDED BY A CHORD WHICH BEARS SOUTH  $50^{\circ}36'58''$  EAST, A DISTANCE OF 77.24 FEET TO THE POINT OF INTERSECTION WITH A NON-TANGENT LINE; THENCE SOUTH  $22^{\circ}30'27''$  WEST, A DISTANCE OF 288.72 FEET, ALONG THE EAST PLAT LIMITS OF SAID PLAT OF THE VILLAS OF SANDPIPER BAY UNIT ONE TO A POINT LYING IN THE WATERS EDGE OF KITCHING COVE; THENCE SOUTH  $74^{\circ}35'24''$  EAST, A DISTANCE OF 31.65 FEET, TO A POINT ON THE SOUTHWEST CORNER OF AND PARALLEL WITH THE SOUTH FACE OF A CONCRETE SEAWALL; THENCE CONTINUE SOUTH  $74^{\circ}35'24''$  EAST PARALLEL WITH AND ALONG SAID SOUTH FACE OF CONCRETE SEAWALL FOR A DISTANCE OF 244.72 FEET TO A POINT

ON THE SOUTHEAST CORNER OF SAID SEAWALL; THENCE NORTH  $17^{\circ}37'59''$  EAST, A DISTANCE OF 12.30 FEET TO THE END OF SAID SEAWALL AND THE BEGINNING OF A TIE LINE; THENCE LANDWARD OF THE WATERS EDGE OF KITCHING COVE AND THE NORTH FORK OF ST. LUCIE RIVER CONTINUE ALONG THE TIE LINE SOUTH  $76^{\circ}25'42''$  EAST, A DISTANCE OF 50.83 FEET; THENCE SOUTH  $73^{\circ}51'41''$  EAST, A DISTANCE OF 115.04 FEET; THENCE SOUTH  $69^{\circ}22'15''$  EAST, A DISTANCE OF 107.15 FEET; THENCE SOUTH  $65^{\circ}26'15''$  EAST, A DISTANCE OF 82.89 FEET; THENCE SOUTH  $53^{\circ}35'53''$  EAST, A DISTANCE OF 224.80 FEET; THENCE NORTH  $34^{\circ}43'37''$  EAST, A DISTANCE OF 135.73 FEET; THENCE NORTH  $57^{\circ}43'37''$  EAST, A DISTANCE OF 141.73 FEET; THENCE SOUTH  $87^{\circ}16'23''$  EAST, A DISTANCE OF 119.35 FEET; THENCE SOUTH  $38^{\circ}16'23''$  EAST, A DISTANCE OF 146.96 FEET; THENCE SOUTH  $05^{\circ}27'19''$  EAST, A DISTANCE OF 120.73 FEET; THENCE SOUTH  $50^{\circ}32'41''$  WEST, A DISTANCE OF 102.70 FEET; THENCE SOUTH  $14^{\circ}32'41''$  WEST, A DISTANCE OF 120.77 FEET; THENCE SOUTH  $45^{\circ}27'19''$  EAST, A DISTANCE OF 188.35 FEET; THENCE SOUTH  $21^{\circ}54'46''$  EAST, A DISTANCE OF 341.21 FEET; THENCE NORTH  $46^{\circ}45'16''$  EAST, A DISTANCE OF 543.57 FEET; THENCE NORTH  $55^{\circ}23'47''$  EAST, A DISTANCE OF 145.60 FEET; THENCE NORTH  $04^{\circ}08'44''$  WEST, A DISTANCE OF 176.94 FEET; THENCE NORTH  $41^{\circ}51'16''$  EAST, A DISTANCE OF 85.00 FEET; THENCE NORTH  $57^{\circ}51'16''$  EAST, A DISTANCE OF 239.90 FEET; THENCE NORTH  $73^{\circ}37'37''$  EAST, A DISTANCE OF 144.43 FEET; TO A POINT LYING ON THE WEST PLAT LIMITS OF THE PLAT OF VILLAS OF SANDPIPER BAY UNIT TWO AS SHOWN ON SHEET 3 OF 4 OF SAID PLAT AS RECORDED IN PLAT BOOK 17, PAGES 14, 14A AND 14B OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, SAID POINT ALSO BEING THE END OF THE TIE LINE; THENCE CONTINUING ALONG SAID PLAT LIMITS NORTH  $11^{\circ}40'00''$  EAST, A DISTANCE OF 155.00 FEET; THENCE NORTH  $28^{\circ}40'00''$  EAST, A DISTANCE OF 130.00 FEET; THENCE NORTH  $07^{\circ}20'00''$  WEST, A DISTANCE OF 130.00 FEET; THENCE NORTH  $45^{\circ}20'00''$  WEST, A DISTANCE OF 99.61 FEET; TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1070.04 FEET AND A CENTRAL ANGLE OF  $39^{\circ}58'56''$ , AND WHICH LIES ON THE SOUTHERLY AND EASTERLY UNRECORDED RIGHT-OF-WAY LINE OF PINE VALLEY STREET AS SHOWN ON SAID PLAT OF VILLAS OF SANDPIPER BAY UNIT TWO; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, FROM WHICH THE LOCAL TANGENT AT THE BEGINNING POINT BEARS SOUTH  $41^{\circ}48'57''$  WEST, A DISTANCE OF 746.70 FEET, SAID ARC SUBTENDED BY A CHORD WHICH BEARS SOUTH  $61^{\circ}48'25''$  WEST, A DISTANCE OF 731.64 FEET TO THE POINT OF INTERSECTION WITH A NON-TANGENT LINE; THENCE NORTH  $08^{\circ}12'07''$  WEST, A DISTANCE OF 100.00 FEET; TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 215.00 FEET AND A CENTRAL ANGLE OF  $62^{\circ}39'42''$ , THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, FROM WHICH THE LOCAL TANGENT AT THE BEGINNING POINT BEARS NORTH  $62^{\circ}33'07''$  EAST, A DISTANCE OF 235.14 FEET SAID ARC SUBTENDED BY A CHORD WHICH BEARS NORTH  $31^{\circ}13'17''$  EAST, A DISTANCE OF 223.59 FEET TO A POINT OF TANGENCY LYING ON THE WEST RIGHT OF WAY LINE OF MONTE VISTA STREET AS SHOWN ON SHEET 1 OF 1 OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT THREE, AS RECORDED IN PLAT BOOK 12, PAGE 4 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, THENCE NORTH  $00^{\circ}06'34''$  WEST, A DISTANCE OF 107.67 FEET; THENCE SOUTH  $89^{\circ}53'26''$  WEST, A DISTANCE OF 125.00 FEET TO THE SOUTHWEST CORNER OF LOT 3, BLOCK 15 OF SAID UNIT THREE; THENCE NORTH  $00^{\circ}06'34''$  WEST, A DISTANCE OF 877.33 FEET ALONG THE WEST LINE OF SAID BLOCK 15 TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 566.79 FEET; THENCE NORtherly AND NORTHWESTERLY FOR 202.00 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF  $20^{\circ}25'12''$  TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 928.69 FEET, A RADIAL

LINE THROUGH SAID BEGINNING OF REVERSE CURVE BEARS NORTH 69°28'14" EAST; THENCE NORTHWESTERLY, NORTHERLY AND NORTHEASTERLY FOR 580.95 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°50'31" TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 175.00 FEET AND TO WHICH BEGINNING A RADIAL LINE BEARS SOUTH 19°58'53" WEST; THENCE NORTHWESTERLY, NORTHERLY AND NORTHEASTERLY FOR 489.22 FEET ALONG SAID CURVE THROUGH A CENTRAL OF 160°10'20", TO A RADIAL LINE OF SAID CURVE WHICH BEARS NORTH 00°09'13" EAST; THENCE ON THE PROLONGATION OF SAID RADIAL FOR 5.86 FEET; THENCE NORTH 00°01'48" WEST FOR 337.94 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 235.00 FEET; THENCE NORTHERLY AND NORTHEASTERLY FOR 369.14 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00" TO A LINE TANGENT WHICH BEARS NORTH 89°58'12" EAST; THENCE ON THE PROLONGATION OF SAID TANGENT FOR 20.00 FEET TO THE NORTHWESTERLY CORNER OF TRACT "A", BLOCK 181 OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT 13, AS RECORDED IN PLAT BOOK 16, PAGE 22 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE CONTINUE ALONG SAID PROLONGATION FOR 375.00 FEET; THENCE NORTH 00°01'48" EAST FOR 45.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 235.00 FEET; THENCE NORTHERLY AND NORTHEASTERLY FOR 100.37 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24°28'13" TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 158 OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT SEVEN AS RECORDED IN PLAT BOOK 14, PAGE 24, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE CONTINUE ALONG SAID CURVE 165.37 FEET, THROUGH A CENTRAL ANGLE 40°19'10" TO A LINE TANGENT WHICH BEARS NORTH 64°45'35" EAST, THENCE ON THE PROLONGATION OF SAID LINE TANGENT FOR 243.44 FEET ALONG THE BACK PROPERTY LINE OF BLOCK 158 OF UNIT SEVEN TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 345.00 FEET; THENCE NORTHEASTERLY FOR 361.59 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 60°03'00" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 2155.00 FEET, A RADIAL LINE THROUGH SAID BEGINNING OF REVERSE CURVE BEARS NORTH 85°17'25" WEST; THENCE NORTHERLY AND NORTHEASTERLY FOR 761.11 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 20°14'10" TO THE BEGINNING OF A COMPOUND CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 320.36 FEET; A RADIAL LINE THROUGH SAID BEGINNING OF COMPOUND CURVE BEARS NORTH 65°03'15" WEST; THENCE NORTHEASTERLY FOR 152.32 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°14'31" TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 1577.14 FEET AND TO WHICH BEGINNING A RADIAL LINE BEARS SOUTH 52°04'32" WEST; THENCE NORTHWESTERLY FOR 394.76 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°20'28" TO A RADIAL LINE OF SAID CURVE WHICH BEARS NORTH 37°44'04" EAST; THENCE ON THE PROLONGATION OF SAID RADIAL FOR 125.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 1702.14 FEET, AFORESAID COURSE ALSO BEING THE WESTERLY PROPERTY LINE OF LOT 21, BLOCK 158 OF SAID UNIT SEVEN AND LYING ON THE LIMITS OF SAID UNIT; AFORESAID COURSE ALSO LYING ON THE LIMITS OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT NINE AS SHOWN IN PLAT BOOK 14, PAGE 27A OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE NORTHWESTERLY FOR 324.40 FEET ALONG SAID CURVE AND THE SOUTH RIGHT-OF-WAY LINE OF WESTMORELAND BOULEVARD THROUGH A CENTRAL ANGLE OF 10°55'11" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 1787.03 FEET, A RADIAL LINE THROUGH SAID BEGINNING OF REVERSE CURVE BEARS SOUTH 26°48'53" WEST, THENCE

NORTHWESTERLY 135.06 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04°19'49" TO A NON-RADIAL LINE WHICH BEARS SOUTH 36°07'15" WEST; THENCE ALONG SAID NON-RADIAL LINE AND ALONG THE BACK PROPERTY LINES OF BLOCK 164 OF SAID UNIT NINE FOR 93.85 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 56.91 FEET; THENCE SOUTHWESTERLY FOR 18.93 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 19°03'29" TO THE BEGINNING OF A COMPOUND CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1334.14 FEET, A RADIAL LINE THROUGH SAID BEGINNING OF SAID COMPOUND CURVE BEARS NORTH 72°56'14" WEST, THENCE SOUTHWESTERLY AND SOUTHERLY FOR 287.85 FEET THROUGH A CENTRAL ANGLE OF 12°21'43" TO A LINE TANGENT WHICH BEARS SOUTH 04°42'03" WEST, THENCE ALONG SAID TANGENT FOR 638.13 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 235.00 FEET; THENCE SOUTHERLY AND SOUTHWESTERLY FOR 369.14 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00" TO A LINE TANGENT WHICH BEARS NORTH 85°17'57" WEST; THENCE ALONG SAID TANGENT FOR 444.99 FEET; THENCE NORTH 75°35'01" WEST FOR 83.29 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST, ALSO LYING ON THE LIMITS OF SOUTH PORT ST. LUCIE UNIT TWO AS SHOWN ON SHEET 1 OF 1 OF THE PLAT OF SAID UNIT AS RECORDED IN PLAT BOOK 12, PAGES 3 AND 45 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, HAVING A RADIUS OF 337.00 FEET; THENCE SOUTHWESTERLY ALONG SAID LIMITS AND THE EAST RIGHT-OF-WAY LINE OF TREASURE ISLAND ROAD OF SAID UNIT FOR 64.76 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11°00'38" TO A LINE TANGENT WHICH BEARS SOUTH 25°25'37" WEST; THENCE ALONG SAID TANGENT FOR 180.74 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 337.00 FEET; THENCE SOUTHERLY AND SOUTHWESTERLY FOR 366.46 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 62°18'15" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 107.30 FEET, A RADIAL LINE THROUGH SAID BEGINNING OF REVERSE CURVE BEARS SOUTH 02°16'08" EAST; THENCE SOUTHWESTERLY FOR 66.15 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°19'18" TO A RADIAL LINE OF SAID CURVE WHICH BEARS SOUTH 37°35'27" EAST, THENCE ALONG SAID RADIAL FOR 127.61 FEET THE NORTHEAST CORNER OF LOT 1, BLOCK 11 OF SAID UNIT TWO; THENCE SOUTH 23°02'22" WEST, ALONG THE BACK PROPERTY LINES OF BLOCK 11, FOR 472.28 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 319.15 FEET; THENCE SOUTHERLY AND SOUTHWESTERLY FOR 167.81 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 30°07'36" TO A NON-TANGENT LINE WHICH BEARS SOUTH 57°36'59" WEST; THENCE ALONG SAID NON-TANGENT LINE FOR 84.16 FEET; THENCE SOUTH 10°28'35" EAST FOR 163.86 FEET; THENCE SOUTH 00°57'34" WEST FOR 609.67 FEET; THENCE SOUTH 11°13'51" EAST FOR 63.05 FEET; THENCE SOUTH 14°07'45" EAST FOR 190.49 FEET; THENCE SOUTH 36°48'01" WEST FOR 190.49 FEET; THENCE SOUTH 87°43'47" WEST FOR 190.49 FEET TO THE SOUTHEAST CORNER OF LOT 36, BLOCK 10 OF SAID UNIT TWO; THENCE NORTH 41°20'27" WEST ALONG THE BACK PROPERTY LINES OF BLOCK 10 FOR 190.49 FEET; THENCE NORTH 09°35'19" EAST FOR 160.00 FEET; THENCE NORTH 20°09'23" EAST FOR 100.42 FEET; THENCE NORTH 00°57'34" EAST FOR 530.30 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 711.42 FEET; THENCE NORtherly AND NORTHWESTERLY FOR 163.50 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13°10'04" TO A LINE TANGENT WHICH BEARS NORTH 12°12'30" WEST; THENCE ALONG SAID TANGENT FOR 670.28 FEET; THENCE NORTH 16°05'41" WEST FOR 251.42 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 255.00 FEET; THENCE NORTHWESTERLY, NORtherly

NORtheasterly for 620.18 feet along said curve through a central angle of 139°20'54" to a line tangent which bears south 56°44'48" east, thence along said tangent for 473.16 feet; thence south 19°58'34" east for 50.97 feet to the beginning of a curve concave to the southeast having a radius of 167.30 feet, also lying on the northerly right-of-way of Treasure Island Road; thence easterly for 51.70 feet along said curve through a central angle of 17°42'25" to the beginning of a reverse curve concave to the northwest having a radius of 277.00 feet, a radial line through said beginning of reverse curve bears north 02°16'08" west, thence northeasterly and northerly for 301.21 feet along said curve through a central angle of 62°18'15" to a line tangent which bears north 25°25'37" east, thence along said tangent for 180.74 feet to the beginning of a curve concave to the northwest having a radius of 277.00 feet; thence northerly for 53.23 feet along said curve through a central angle of 11°00'38" to a radial line of said curve which bears north 75°35'01" west; said line being the south property line of lot 24, block 7 and the limits of plat of South Port St. Lucie Unit One as shown on sheet 2 of 2 of plat book 12, page 1 of the public records of St. Lucie County, Florida; thence along said radial for 125.00 feet to the beginning of a curve concave to the southwest having a radius of 152.00 feet; thence northerly and northwesterly along the back property lines of block 7 for 169.44 feet along said curve through a central angle of 63°52'12" to a point of reverse curvature of a curve concave to the northeast, thence northwesterly along the arc of said curve, having a radius of 1025.00 feet, a central angle of 29°33'11", an arc distance of 528.69 feet; thence north 19°54'02" west, for 418.24 feet; thence west for 85.47 feet, thence north 09°04'02" east for 403.71 feet; thence north 02°25'00" west for 55.92 feet; thence north 49°28'15" west for 65.67 feet; thence north 66°00'12" west for 121.40 feet; thence south 54°04'00" west for 50.00 feet; thence south 29°08'01" east for 30.03 feet to a point on the arc of a curve concave to the west whose radius bears south 38°34'30" west from the last described point; thence southeasterly along the arc of said curve, having a radius of 255.00 feet, a central angle of 83°10'17", an arc distance of 370.16 feet; thence south 32°09'53" west, for 94.05 feet; thence south 17°34'22" west for 52.33 feet; thence south 79°38'56" west for 186.10 feet; thence north 88°28'19" west for 131.28 feet; thence south 29°00'22" west for 80.50 feet to the point of curvature of a curve concave to the northwest; thence southwesterly along the arc of said curve, having a radius of 642.59 feet, a central angle of 21°20'57", an arc distance of 239.44 feet to a point of reverse curvature concave to the southeast; thence southeasterly along the arc of said curve, having a radius of 1087.94 feet, a central angle of 51°52'18", an arc distance of 984.95 feet; thence south 02°55'01" west for 181.57 feet; thence south 00°14'25" east for 1425.00 feet; thence south 02°54'55" east for 73.19 feet; thence south 10°49'42" east for 215.32 feet to the point of beginning.

SAID LAND SITUATE, LYING AND BEING IN THE CITY OF PORT ST. LUCIE, ST. LUCIE COUNTY, FLORIDA.

A) LESS AND EXCEPT A STRIP OF LAND OF LAND DESCRIBED IN ST. LUCIE COUNTY OFFICIAL RECORD BOOK 382, PAGE 333.

B) A ONE FOOT STRIP OF LAND LYING IMMEDIATELY ADJACENT TO THE SOUTH LINE OF LOT 14, BLOCK 164, SOUTH PORT ST. LUCIE UNIT NINE, AS RECORDED IN PLAT BOOK 14, PAGE 27A, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

SAID LAND SITUATE, LYING AND BEING IN THE CITY OF PORT ST. LUCIE, ST. LUCIE COUNTY.

C) LESS AND EXCEPT A STRIP OF LAND DESCRIBED IN ST. LUCIE COUNTY OFFICIAL RECORD BOOK 208, PAGE 1132.

PARCEL "B"

POINT OF BEGINNING BEING THE BEGINNING OF THE AFOREMENTIONED TIE LINE ALSO BEING THE NORTHEAST CORNER OF THE SEAWALL; THENCE LANDWARD OF THE WATERS EDGE OF KITCHING COVE AND THE NORTH PORT OF THE ST. LUCIE RIVER CONTINUE ALONG SAID TIE LINE SOUTH 76°25'42" EAST FOR A DISTANCE OF 50.83 FEET; THENCE CONTINUING SOUTH 73°51'41" EAST FOR A DISTANCE OF 115.04 FEET; THENCE SOUTH 69°22'15" EAST FOR A DISTANCE OF 107.15 FEET; THENCE SOUTH 65°26'15" EAST FOR A DISTANCE OF 82.89 FEET; THENCE SOUTH 53°35'53" EAST FOR A DISTANCE OF 224.80 FEET; THENCE NORTH 34°43'37" EAST FOR A DISTANCE OF 135.73 FEET; THENCE NORTH 57°43'37" EAST FOR A DISTANCE OF 141.73 FEET; THENCE SOUTH 87°16'23" EAST FOR A DISTANCE OF 119.35 FEET; THENCE SOUTH 38°16'23" EAST FOR A DISTANCE OF 146.96 FEET; THENCE SOUTH 05°27'19" EAST FOR A DISTANCE OF 120.73 FEET; THENCE SOUTH 50°32'41" WEST FOR A DISTANCE OF 102.70 FEET; THENCE SOUTH 14°32'41" WEST FOR A DISTANCE OF 120.77 FEET; THENCE SOUTH 45°27'19" EAST FOR A DISTANCE OF 188.35 FEET; THENCE SOUTH 21°54'46" EAST FOR A DISTANCE OF 341.21 FEET; THENCE NORTH 46°45'16" EAST FOR A DISTANCE OF 543.57 FEET; THENCE NORTH 55°23'47" EAST FOR A DISTANCE OF 145.60 FEET; THENCE NORTH 04°06'44" WEST FOR A DISTANCE OF 176.94 FEET; THENCE NORTH 41°51'16" EAST FOR A DISTANCE OF 85.00 FEET; THENCE NORTH 57°51'16" EAST FOR A DISTANCE OF 239.90 FEET; THENCE NORTH 73°37'37" EAST FOR A DISTANCE OF 144.43 FEET; TO A POINT LYING ON THE WEST PLAT LIMITS OF AFOREMENTIONED PLAT OF VILLAS OF SANDPIPER BAY UNIT TWO; THENCE CONTINUING ALONG SAID LIMITS SOUTH 51°21'25" EAST FOR A DISTANCE OF 36.01 FEET; THENCE SOUTH FOR DISTANCE OF 370.00 FEET; THENCE SOUTH 74°53'47" WEST ALONG A LINE LYING WATERWARD OF THE WATERS EDGE FOR A DISTANCE OF 517.19 FEET; THENCE CONTINUING ALONG SAID WATERWARD LINE SOUTH 46°45'16" WEST FOR A DISTANCE OF 661.78 FEET; THENCE NORTH 23°14'14" WEST FOR A DISTANCE OF 563.40 FEET; THENCE NORTH 53°15'17" WEST FOR A DISTANCE OF 640.91 FEET; THENCE NORTH 65°23'43" WEST FOR A DISTANCE OF 333.68 FEET; TO THE SOUTHEAST CORNER OF SAID SEAWALL; THENCE NORTH 17°37'59" EAST ALONG THE FACE OF THE SEAWALL FOR A DISTANCE OF 12.30 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

SAID PARCEL SITUATE, LYING AND BEING IN THE CITY OF PORT ST. LUCIE, ST. LUCIE COUNTY, FLORIDA.

PARCEL C:

GOLF COURSE MAINTENANCE COMPOUND

DESCRIPTION OF A PORTION OF TRACT "J" SITUATE IN SECTION 13, TOWNSHIP 37 SOUTH, RANGE 40 EAST, OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT EIGHT, PLAT BOOK 14, PAGE 26C OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID PORTION ALSO LYING IN THE CITY OF PORT ST. LUCIE, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF SUNSHINE AVENUE AND THE EAST SECTION LINE OF SECTION 14, TOWNSHIP 37 SOUTH, REFLECTED ON THE FIRST RE-PLAT OF SOUTH PORT ST. LUCIE UNIT TEN, PLAT BOOK 16, PAGE 38 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S 89°38' 56" EAST FOR A DISTANCE OF 203.50 FEET, THENCE N 00°21'04" EAST FOR A DISTANCE OF 19.00 FEET TO THE POINT OF BEGINNING.

THENCE CONTINUING N 00°21'04" EAST FOR A DISTANCE OF 201.15 FEET; THENCE S 89°41'55" EAST FOR A DISTANCE OF 302.08 FEET THROUGH SAID TRACT "J" AND THE BACK LOT LINES OF BLOCK 137 OF SAID UNIT EIGHT; THENCE S 00°21'04" WEST FOR A DISTANCE OF 201.41 FEET. THENCE N 89°38'56" WEST FOR A DISTANCE OF 302.03 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

PARCEL E:

TRACT "A" OF BLOCK 181, SOUTH PORT ST. LUCIE UNIT 13, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 16, AT PAGE 22, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL F:

TRACT "A" OF BLOCK 169, SOUTH PORT ST. LUCIE UNIT 11, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 15, AT PAGE 15, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL G:

TRACT "A" OF BLOCK 165, SOUTH PORT ST. LUCIE UNIT 10, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 15, AT PAGE 2, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL H:

LOT 4 OF BLOCK 166, SOUTH PORT ST. LUCIE UNIT 10, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 15, AT PAGE 2, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA

**EXHIBIT "B"****PERMITTED EXCEPTIONS**

1. Taxes and assessments for the year 2024, a lien payable, and subsequent years which are not yet due and payable.
2. Matters shown on the Plat of South Port St. Lucie Unit Three, recorded in Plat Book 12, Page 4. (Affects Parcel A)
3. Matters shown on the Plat of South Port St. Lucie Unit Eight, recorded in Plat Book 14, Page 26.
4. Matters shown on the Plat of South Port St. Lucie Unit Ten, recorded in Plat Book 15, Page 2. (Affects Parcels G and H)
5. Matters shown on the Plat of South Port St. Lucie Unit Eleven, recorded in Plat Book 15, Page 15. (Affects Parcel F)
6. Matters shown on the Plat of South Port St. Lucie Unit Thirteen, recorded in Plat Book 16, Page 22. (Affects Parcel E)
7. Declaration of Covenants, Conditions and Restrictions recorded in Book 178, Page 1100 of Official Records, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). (Affects Parcel G)
8. Declaration of Covenants, Conditions and Restrictions recorded in Deed Book 263, Page 334; as affected by Amendment to Declaration of Restrictions affecting South Port St. Lucie Unit Three recorded in Book 208, Page 1403 of Official Records, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). (Affects part of Parcel A)
9. Easement, granted from General Development Corporation to General Development Utilities, Inc., recorded in Book 32, Page 129 of Official Records. (Affects Parcel A)
10. Easement, granted from General Development Corporation to General Development Utilities, Inc., recorded in Book 32, Page 130 of Official Records. (Affects Parcel A)
11. The terms, provisions, and conditions contained in that certain Drainage Right of Way Dedication, recorded in Book 168, Page 1161 of Official Records. (Affects Parcel A)
12. Terms and conditions of the Easement Agreement between General Development Corporation, a Delaware corporation and Southern Bell Telephone and Telegraph Company recorded in Book 187, Page 1520 of Official Records. (Affects Parcel A)
13. The terms, provisions, and conditions contained in that certain Resolution No. 72-2, recorded in Book 201, Page 1676 of Official Records.

14. Easement granted to Florida Power & Light Company by instrument recorded in Book 298, Page 1003 of Official Records. (Affects Parcel A)
15. Terms and conditions of the Utility and Irrigation Agreement between Tollman-Hundley SPB Company, a Florida general partnership, General Development Corporation, a Delaware corporation and General Development Utilities, Inc., a Florida corporation recorded in Book 389, Page 1888 of Official Records.
16. Terms and conditions of the Reciprocal Drainage Agreement from General Development Agreement between General Development Corporation, a Delaware corporation and Tollman-Hundley SPB Company, a Florida general partnership recorded in Book 389, Page 1931 of Official Records. (Affects Parcel J)
17. Terms and conditions of the Master Utility Easement Agreement between Tollman-Hundley SPB Company, a Florida general partnership and General Development Utilities, a Florida corporation recorded in Book 389, Page 1987 of Official Records; as affected by Assignment and Assumption Agreement recorded in Book 1141, Page 2395 of Official Records; as affected by Declaration of Easement for Utility Facilities recorded in Book 2575, Page 172 of Official Records.
18. Terms and conditions of the Maintenance Area (Number Two) Ingress and Egress, Utility and Drainage Easement Agreement between General Development Corporation, a Delaware corporation and Tollman-Hundley SPB Company, a Florida general partnership recorded in Book 389, Page 2016 of Official Records. (Affects Parcel C)
19. Terms and conditions of the Assignment Agreement between General Development Corporation, a Delaware corporation and Florida Power and Light Company, a Florida corporation recorded in Book 473, Page 1177 of Official Records; as affected by Subordination of Utility Interests Department of Transportation recorded in Book 804, Page 2796 of Official Records; as affected by Agreed Order of Taking and Final Judgment as to Defendant Florida Power & Light Company's Easement Interest recorded in Book 2820, Page 1535 of Official Records, Book 3040, Page 415 of Official Records, Book 3040, Page 790 of Official Records, Book 3040, Page 798 of Official Records, Book 3040, Page 806 of Official Records, Book 3040, Page 814 of Official Records, Book 3040, Page 823 of Official Records, Book 3040, Page 831 of Official Records; as affected by Subordination of Utility Interests Public Body recorded in Book 3297, Page 2829 of Official Records.
20. Easement granted to Florida Power & Light Company by instrument recorded in Book 869, Page 2542 of Official Records. (Affects Parcel A)
21. That certain unrecorded lease, by and between Board of Trustees of the Internal Improvement Trust Fund of the State of Florida, Lessor, and Tollman-Hundley SPB Company, a Florida general partnership, Lessee, as evidenced by that certain Sovereignty Submerged Land Lease Renewal, recorded in Book 680, Page 1700 of Official Records; as affected by Assignment of Sovereignty Submerged Lands Lease recorded in Book 753, Page 1353 of Official Records; as affected by Assumption of Sovereignty Submerged Lands Lease recorded in Book 753, Page 1361 of Official Records, Book 884, Page 2923 of Official Records, Book 884, Page 2931 of Official Records; as affected by Sovereignty Submerged Land Lease Renewal recorded in

Book 930, Page 2912 of Official Records; as affected by Sovereignty Submerged Land Lease Renewal and Modification to Add Co-Lessee recorded in Book 1349, Page 2769 of Official Records; as affected by Sovereignty Lands Lease Modification to Correct Legal Description recorded in Book 1690, Page 1924 of Official Records; as affected by Sovereign Submerged Lands Easement recorded in Book 2619, Page 1360 of Official Records; as affected by Sovereign Submerged Land Easement Modification to Reflect Structures as Built recorded in Book 2887, Page 1597 of Official Records; as affected by Sovereignty Submerged Lands Lease Modification to Reflect Structures and increase Square Footage recorded in Book 2818, Page 1299 of Official Records.

22. Easement, granted from General Development Corporation, a Delaware corporation to City of Port St. Lucie, Florida and Tollman-Hundley SPB Company, a Florida general partnership, recorded in Book 689, Page 527 of Official Records. (Affects Parcel A)
23. Terms and conditions of the Developer Water and Sewer Construction and Service Agreement between Village Properties of Sandpiper, Inc, a Florida corporation and St. Lucie County, a political subdivision of the state of Florida recorded in Book 755, Page 2564 of Official Records.
24. Easement, granted from Village Properties of Sandpiper Co., a Florida corporation to St. Lucie County, recorded in Book 869, Page 2530 of Official Records. (Affects Parcel A)
25. Easement, granted from Village Properties of Sandpiper Co., a Florida corporation to St. Lucie County, recorded in Book 869, Page 2533 of Official Records. (Affects Parcel A)
26. Easement, granted from Village Properties of Sandpiper Co., a Florida corporation to St. Lucie County, recorded in Book 869, Page 2535 of Official Records. (Affects Parcel A)
27. Easement, granted from Village Properties of Sandpiper Co to Southern Bell Telephone and Telegraph Company, recorded in Book 869, Page 2538 of Official Records. (Affects Parcel A)
28. Easement, granted from Village Properties of Sandpiper Co., a Florida corporation to St. Lucie County, recorded in Book 869, Page 2545 of Official Records. (Affects Parcel A)
29. Easement granted to Florida Power & Light Company by instrument recorded in Book 869, Page 2547 of Official Records. (Affects Parcel A)
30. Covenant Running With The Land recorded in Book 759, Page 2616 of Official Records; as affected by Procedures and Guidelines for Fences recorded in Book 891, Page 2346 of Official Records, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). (Affects Parcels A, E, F, G, and H)

31. Easement, granted from Sandpiper Resort Properties, Inc. to Comcast of Florida/Georgia LLC., recorded in Book 3199, Page 432 of Official Records.
32. Easement, granted from Sandpiper Resort Properties, Inc. to City of Port Saint Lucie, a Florida municipal corporation, recorded in Book 3368, Page 995 of Official Records. (Affects Parcels A and B)
33. Riparian rights are not guaranteed or insured. Title to no portion of the herein described land lying below ordinary high water mark is hereby insured.
34. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 392 of Official Records.
35. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 393 of Official Records.
36. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 394 of Official Records.
37. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 395 of Official Records.
38. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 396 of Official Records.
39. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 397 of Official Records.
40. Code violation upon which that certain lien, recorded in March 01, 2024 of Book 5114, Page 398 of Official Records.
41. "Notice of Lis Pendens" recorded in September 09, 2024 in Book 5203, Page 2276 of Official Records, Case No. 562024CA001610AXXXHC, in the Circuit Court of the 19th Judicial Circuit, styled Phase 3 Restoration LLC d/b/a Servpro of North Palm Beach, a Florida limited liability Company v. Sandpiper Bay Resort Holdings, LLC, a Florida limited liability company, Altitude Hospital LLC, a Florida limited liability company, and Michael Garofalo, individually.
42. Code violation upon which that certain lien, recorded in September 30, 2024 of Book 5213, Page 494 of Official Records.
43. Code violation upon which that certain lien, recorded in September 30, 2024 of Book 5213, Page 495 of Official Records.
44. Code violation upon which that certain lien, recorded in September 30, 2024 of Book 5213, Page 496 of Official Records.
45. Any facts, rights, interests or claims that may exist or arise by reason of the following matters disclosed by an ALTA/NSPS survey made by Micahel T. Town/ EDC Engineers and Surveyors on 4/12/2022, designated 21-392:

- (a) Mangroves (Southeasterly property line).
- (b) Chain link fence (Easterly property line).
- (c) Wood Deck (Southwesterly property line).
- (d) Volleyball court over access and flowage easement.
- (e) Wood bridge (Easterly property line).
- (f) Guard house curbing (Easterly property line).
- (g) Building, metal fence & pool area over FPL easement.
- (h) Gazebo & golf cart storage building corner over utility easement.
- (i) Concrete walk along south property line.
- (j) Wood dock along south property line.
- (k) Concrete ramp south property line.
- (l) Concrete wall along west property line.
- (m) Overhead wire along west property line.
- (n) Patio over property line towards west of over Brook Drive.
- (o) Landscape area along west property line.
- (p) Overhead wire along west property line.
- (q) Landscape area along northeasterly property line, north of Lot 1 and Block 10.
- (r) Chain link fence along easterly line west of Lot 18 Block 7.
- (s) 4 foot chain link fence along easterly property line west of Lot 10 Block 7.
- (t) Landscape area along northeast property line North of Lot 21 Block 164.
- (u) 4' iron rod fence along east property line of Lot 4, Block 166.
- (v) Landscape area along north property line.
- (w) Landscape area and 8' asphalt walk along west property line.
- (x) 6' chain link fence along southwest corner of property of Tract "A" Block 169.



## Owner Affidavit / Letter of Authorization

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

St. Lucie County  
Planning & Development Services  
2300 Virginia Avenue  
Fort Pierce, FL 34982

RE: Altitude Prop. Co. LLC  
4500 SE Pine Valley Street  
Port St Lucie, FL 34952  
Folio: 4423-21C-0001-000-3, 4414-133-0002-000-6

To Whom It May Concern;

State of Florida  
County of St. Lucie

I, Deependra Talla, am the authorized agent of **Altitude Prop. Co. LLC**, the owner of property located at 3500 SE MORNINGSIDE BOULEVARD and SE WESTMORELAND BLVD, PORT ST. LUCIE, FL 34952, and described in the legal description.

### Site Address: 3500 SE MORNINGSIDE BLVD

23 37 40 (S PART SINNERS GOLF COURSE AND COUNTRY CLUB) GOVT LOT 2 LYG S OF PINE VALLEY ST AND W OF SANDPIPER BAY-UNIT 2- AND GOVT LOTS 3 AND 4-LESS SPSL-UNITS 2 AND 3- AND LESS PART OF GOVT LOT 4 MPDAF: FROM NW CCR SEC RUN S 1293.19 FT FOR POB, TH N 83 DEG 32 MIN 53 SEC E 13.77 FT TO INT OF CIR CURVE CONCAVE NELY, R 105 FT AND CA 19 DEG 09 MIN 01 SEC, TH SELY ON ARC OF CURVE 35.09 FT, THS 28 DEG 02 MIN 00 SEC W 70.25 FT, TH S // TO AND 8 FT E OF W SEC LI 318 FT MIL TO ST LUCIE RIVER, TH W 8 FT MIL TO W SEC LI, TH N 409 FT TO FOB AND LESS RIVER VISTA SID AND LESS RIVER VISTA REPLAT AND LESS VILLAS OF SANDPIPER BAY-UNIT I- AND LESS AS IN OR 389-1962 AND LESS AS IN OR 869-2553- (96.49 AC)

### Site Address: SE WESTMORELAND BLVD

14 37 40 (NORTH PART SINNERS GOLF COURSE) THAT PART OF SEC LYG SLY AND ELY OF MORNINGSIDE BV AND SLY OF WESTMORELAND BV AND WLY OF SANTA ANITA AND MONTE VISTA STSAND NLY OF SUNSHINE AV-LESS SPSL UNITS 1, 2, 3, 7 AND 9 AND LESS REPLT SPSL 2 AND LESS RIVER VISTA S/D AND LESS AS IN OR 268-1333 (SHOPPINGCENTER) AND LESS TO CITY OF PSL FOR DR R/W AS IN OR 168-1161 AND LESS AS IN OR 382-333 AND LESS AS IN OR 208-1132 AND LESS S PSL UNIT13- (127.26 AC)

Said land is situated in the City of Port St. Lucie, St. Lucie County, Florida.

We hereby authorize **KEITH** and **MPLD Consulting** to act on our behalf to submit all necessary applications for entitlement and development related issues.

Signature of owner/agent

Deepu Talla

Print Name

Deependra Talla

Sworn and subscribed before me this 11 day of June, 2025

He/She is personally known to me or  
 Has presented identification  
 Online notarization

Signature of Notary Public:

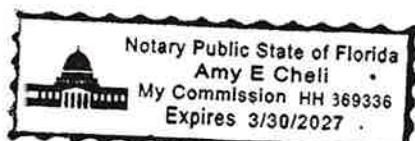
Amy E. Cheli

Print Name:

Amy E. Cheli

Date:

06/11/25



Witness:

Anna Baerlund

Date:

6/11/2025

Address: 1103 SE Westchester Dr., 34952 PSL, FL

Witness:

Denice Ralo

Date:

6/11/2025

Address: 4500 SE Pine Valley St., 34952 PSL, FL

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<b>Title</b>	Signature & Notarization Needed – Owner Affidavit for Site...
<b>Filename</b>	Sandpiper-RPS Aca...Authorization.pdf
<b>Document ID</b>	be0ca94da7d51721fb19e3ae219ce2466dae1f2a
<b>Audit trail date format</b>	MM / DD / YYYY
<b>Status</b>	 Signed

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### Document History

 <b>SENT</b>	<b>06 / 11 / 2025</b> 14:06:10 UTC-4	Sent for signature to Deepu Talla (deependra@yahoo.com) from zack@mpldconsulting.com IP: 76.153.247.57
 <b>VIEWED</b>	<b>06 / 11 / 2025</b> 14:07:05 UTC-4	Viewed by Deepu Talla (deependra@yahoo.com) IP: 12.75.216.38
 <b>SIGNED</b>	<b>06 / 11 / 2025</b> 14:07:59 UTC-4	Signed by Deepu Talla (deependra@yahoo.com) IP: 12.75.216.38
 <b>COMPLETED</b>	<b>06 / 11 / 2025</b> 14:07:59 UTC-4	The document has been completed.



## MEMORANDUM

TO: Bethany Grubbs, Senior Planner, Planning & Zoning

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

DATE: January 13, 2026

SUBJECT: P25-158 Sandpiper Bay – PUD Amendment No. 2  
Traffic Generation & Circulation Approval

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This application and Traffic Report prepared by Simmons & White dated January 6, 2026 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.

The proposed PUD change is not anticipated to generate any additional traffic based on the existing resort and school are already approved. The addition of accessory uses for the school is intended to be utilized for sports and activities for the students.



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**Sandpiper Bay Resort  
Planned Unit Development (PUD) Amendment No. 2  
(P25-158)**

Planning and Zoning Board Meeting  
January 6, 2026

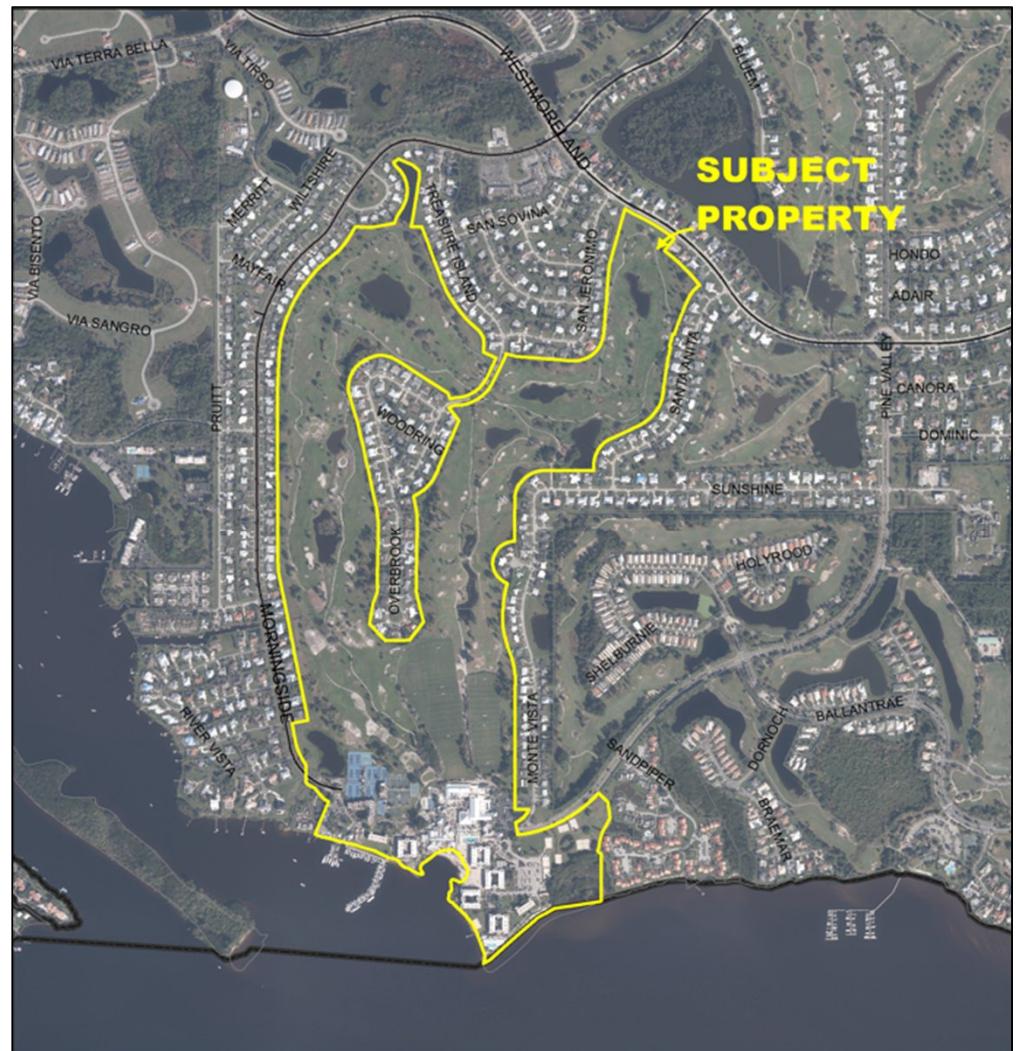
Presented by: Bethany Grubbs, AICP, Senior Planner/Public Art Program

# Request Summary

Applicant's Request:	An application for the 2nd Amendment to the Sandpiper Bay Resort Planned Unit Development (PUD) to amend the PUD concept plan, update to the permitted uses, update property ownership, and other miscellaneous changes.
Agent(s):	KEITH and MPLD Consulting
Applicant:	Altitude Prop Co, LLC
Location:	3500 SE Morningside Boulevard; Generally located north of the North Fork of the St. Lucie River, south of SE Westmoreland Boulevard, between the western terminus of SE Pine Valley Street and the eastern terminus of SE Morningside Boulevard

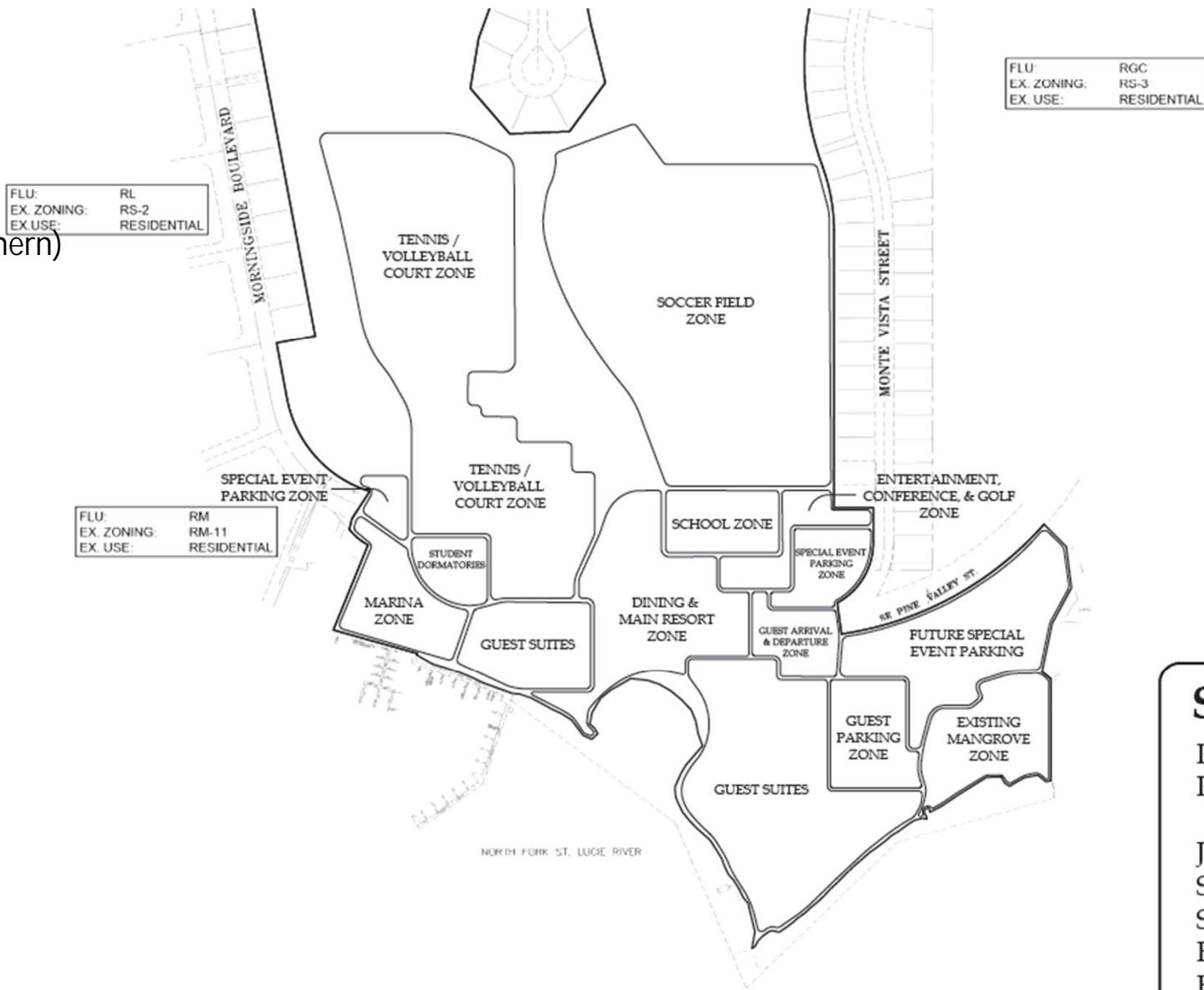
# Surrounding Land Uses

Direction	Future Land Use	Zoning	Existing Use
North	RL	RS-2, RS-3	Single-Family Residences
South	RM	RM-11	Multi-Family Residences & North Fork of the St. Lucie River
East	RL & RM	RS-1, RS-3 & RM-11	Single-Family Residences & Multi-Family Residences
West	RL & RM	RS-1, RS-2, RS-3 & RM-11	Single-Family Residences & Multi-Family Residences



# Proposed PUD Concept Plan

\*No Change to the Golf Course (Northern) Parcel



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# Proposal Summary

The proposed PUD amendment represents the second modification to the Sandpiper Bay Resort PUD (formerly Club Med Sandpiper) and includes the following key changes:

1. Revising the Concept Plan to reflect expanded sports courts and fields
2. Updating ownership information and regulatory documents
3. Amending permitted uses consistent with the removal of the Commercial Limited Future Land Use designation
4. Adding additional buffering requirements to ensure compatibility with surrounding uses
5. Miscellaneous clean-up revisions for clarity and consistency

# Staff Analysis

- Purpose: Align development standards with updated land use goals to support school expansion and enhanced sports offerings.
- Compatibility: Conforms with Comprehensive Plan Policy 1.1.4.13; PUD zoning is compatible with CG and Institutional uses.
- Consistency: Updates PUD documentation to match built environment and ensure regulatory compliance for future reviews and permitting.

# Findings

The amendment ensures land use compatibility by aligning PUD standards with adopted policies, supporting both institutional and resort functions.

Consistency with Comprehensive Plan:

- Policy 1.1.4.2 supports resort uses under Commercial General (CG) land use.
- Policy 1.1.4.4 supports schools and accessory uses under Institutional (I) land use.

# Traffic Review

- A Traffic Impact Statement and a Future Land Use Amendment Traffic Analysis report were prepared to support a proposed 335-room resort hotel to the relevant parcels for the Sandpiper Bay Resort & RPS Academy.
- Kittelson & Associates, Inc. (KAI) has reviewed the updated Traffic Impact Study prepared by Simmons & White, Inc. that is dated November 13, 2025 (and revised January 6, 2026).
- The traffic analysis does not reflect net new trips by the school and as a result, no additional analysis is required.
- The conclusions address day-to-day operations for the resort and school.



# Staff Recommendations

The Planning & Zoning (P&Z) Department staff found the petition to be consistent with the intent and direction of the City's Comprehensive Plan and recommends approval with the following condition:

1. The applicant will enter into a Revocable Encroachment Agreement prior to site plan approval.

# Voting Options

## 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: If the Board requires additional clarification or information from the applicant or staff, it may choose to table or continue the hearing or review to a future meeting.

Jan. 5, 2026

Re: Sandpiper Bay P25-157 and Sandpiper Resort PUO P25-158 proposals

My wife and I would like to voice our opposition to the proposed change in zoning of the properties involved. Change to commercial and institutional general would allow building of new commercial properties that would be detrimental to the current residential neighborhoods. Particularly the potential for increased traffic and noise (especially if amplified sound or music is allowed) that would impinge on the quiet and peace of the communities. We and our neighbors have invested our time, monies and effort in making a home in a peaceful community. There is already excessive noise from the resort and athletic activities from this area and further development has the potential for negative encroachment on these communities and their values. The recently elected representative talked of preserving the existing communities and limiting future development as they campaigned for our vote. Let's hope they can "preserve paradise instead of putting up a new parking lot" for a change. Thank you for listening to our comments.

Regards,

Dr. Ernest and Deborah Kiel

1635 SE Ballantrae Blvd.

Port St Lucie, FL 34952

[erniekiel@gmail.com](mailto:erniekiel@gmail.com)

**From:** [Patricia Taylor](#)  
**To:** [Sally Walsh](#); [Jessica Heinz](#)  
**Cc:** [Mary Savage-Dunham](#); [Brandon Dolan](#); [Melanie Lorenzo](#)  
**Subject:** Jan. 6th - Planning & Zoning Meeting  
**Date:** Monday, December 29, 2025 3:40:45 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

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For the record.

**Caller:** James Lend | **Address:** 3065 SE Treasure Island Rd | **Phone:** 772-337-3879

Mr. Lend called regarding a notice received in the mail on 12/27 for a 1/6 meeting concerning proposed roads, hotel development, and the expansion of West Marlon near his residence. He stated the notice was insufficient and requested the meeting be canceled to allow residents more time. He was advised he may attend the 1/6 meeting to express his concerns. Mr. Lend also reported attempting to visit City Hall to speak with VM Caraballo and the City Attorney and was advised that appointments are required.

Kind regards,



**Patricia "Trish" L. Taylor**  
**Executive Assistant**  
**Office of the Mayor & City Council**  
**Supporting:**  
*David Pickett, Councilman, District 2*  
*Anthony Bonna, Councilman, District 3*  
o. 772-873-6472

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**City of Port St. Lucie | Heart of the Treasure Coast**

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



**From:** [Patricia Taylor](#)  
**To:** [Sally Walsh](#); [Jessica Heinz](#)  
**Cc:** [Mary Savage-Dunham](#); [Brandon Dolan](#); [Melanie Lorenzo](#)  
**Subject:** Jan. 6th - Planning & Zoning Meeting  
**Date:** Monday, December 29, 2025 3:40:45 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

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For the record.

**Caller:** James Lend | **Address:** 3065 SE Treasure Island Rd | **Phone:** 772-337-3879

Mr. Lend called regarding a notice received in the mail on 12/27 for a 1/6 meeting concerning proposed roads, hotel development, and the expansion of West Marlon near his residence. He stated the notice was insufficient and requested the meeting be canceled to allow residents more time. He was advised he may attend the 1/6 meeting to express his concerns. Mr. Lend also reported attempting to visit City Hall to speak with VM Caraballo and the City Attorney and was advised that appointments are required.

Kind regards,



**Patricia "Trish" L. Taylor**  
**Executive Assistant**  
**Office of the Mayor & City Council**  
**Supporting:**  
*David Pickett, Councilman, District 2*  
*Anthony Bonna, Councilman, District 3*  
o. 772-873-6472

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