PGA VILLAGE

DEVELOPMENT OF REGIONAL IMPACT ASSESSMENT REPORT

TREASURE COAST REGIONAL PLANNING COUNCIL
Indian River - Martin - Palm Beach - St. Lucie

TREASURE COAST REGIONAL PLANNING COUNCIL

INDIAN RIVER - MARTIN - PALM BEACH - ST. LUCIE

July 1, 2003

The Honorable Robert Minsky, Mayor
City of Port St. Lucie
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34982

Subject: PGA Village Development of Regional Impact

Dear Mayor Minsky:

I am hereby transmitting the report and recommendations adopted by Treasure Coast Regional Planning Council on June 20, 2003 for PGA Village Development of Regional Impact. The attached report and recommendations represent the fulfillment of Council's responsibilities as provided for in Section 380.06(12), Florida Statutes.

Should you feel the Council staff can be of any further assistance, please contact me at your convenience. I look forward to receipt of the adopted Development Order as provided for by Section 380.06, Florida Statutes. In turn, the City of Port St. Lucie will be notified of the action taken by Council upon its review of the Development Order.

Sincerely,

Michael J. Busha, AICP
Executive Director

MJB:lg

Attachment

cc: Doug Coward, TCRPC Chairman
Port St. Lucie City Council
John Csapo, Applicant

TREASURE COAST
REGIONAL PLANNING COUNCIL
301 East Ocean Boulevard
Suite 300
Stuart, Florida 34994

A DEVELOPMENT OF REGIONAL IMPACT ASSESSMENT REPORT

FOR

PGA VILLAGE

CITY OF PORT ST. LUCIE, FLORIDA

JUNE 2003

PREPARED BY:

TREASURE COAST REGIONAL PLANNING COUNCIL
301 EAST OCEAN BOULEVARD
STUART, FLORIDA 34994
(772) 221-4060

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PGA VILLAGE
DEVELOPMENT OF REGIONAL IMPACT
REPORT AND RECOMMENDATIONS

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INTRODUCTION

This assessment of the PGA Village Development of Regional Impact (DRI) has been prepared by the Treasure Coast Regional Planning Council (Council) as required by subsection 380.06(12), Florida Statutes and 9J-2.024(1), Florida Administrative Code (FAC). The intent of this report is to provide City of Port St. Lucie with a summary of the positive and negative impacts that are likely to result from approval of the proposed PGA Village DRI. The recommendations of the Council are provided to assist the City in creating a development order (DO) for the DRI, consistent with 9J-2.025, FAC. This report and the recommendations are primarily directed at regional systems and facilities and do not necessarily address all local concerns. The recommendations do not foreclose or abridge the legal responsibility of the local government to act pursuant to applicable local laws or ordinances.

The PGA Village Application for Development Approval (ADA) was submitted on October 18, 2002 and was supplemented with additional information on February 4, 2003 and April 1, 2003. The City and the applicant were notified that pursuant to Section 380.06(10)(b), Florida Statutes, no more information could be requested and, therefore, Council would go forward with its statutory responsibility.

The following abbreviations are used throughout this report:

ADA	Application for Development Approval
Council	Treasure Coast Regional Planning Council
DO	Development Order
DRI	Development of Regional Impact
FAC	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FFWCC	Florida Fish and Wildlife Conservation Commission
FDOT	Florida Department of Transportation
LOS	Level of Service
SF	Square Feet
SFWMD	South Florida Water Management District
SRPP	Strategic Regional Policy Plan
USFWS	United States Fish and Wildlife Service

GENERAL PROJECT DESCRIPTION

Project Name: PGA Village

Applicant: Reserve Homes Ltd., L.P.

Jurisdiction: City of Port St. Lucie

Size: 3,000 Acres

Location: West of I-95, and east of Glades Cut-off Road

Population: 15,000

Employment: 850 Jobs

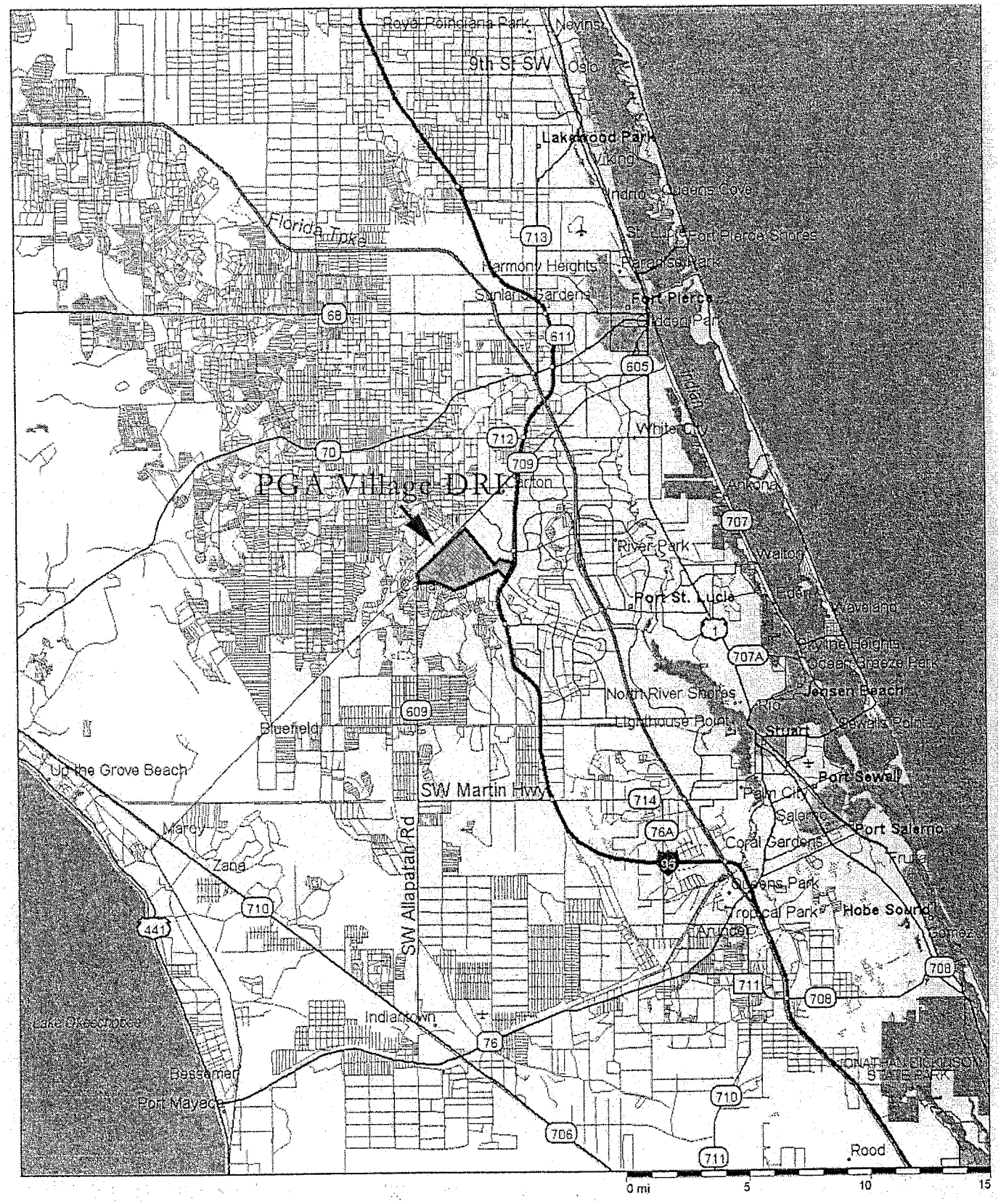
Uses:

6,000	Residential Units
250,000	SF Retail/Service
350	Hotel Rooms
54	Holes of Golf

The proposed project will be completed in four phases with buildout occurring by the year 2023.

Project Phasing Plan

Phase	Date	Development Program
I	2003 to 2008	1,450 Residential Dwelling Units 36 Holes of Golf
II	2009 to 2013	1,700 Residential Dwelling Units 18 Holes of Golf 250,000 SF Retail Service 350 Hotel Rooms 48-acre School Site
III	2014 to 2018	1,850 Residential Dwelling Units
IV	2019 to 2023	1,000 Residential Dwelling Units


PGA Village DRI
Royal Poinciana Park
Nevins
9th St SW
Oslo
Lakewood Park
Viking
Indrio
Queens Cove
Florida Tpke
713
St. Lucie
Fort Pierce Shores
Harmony Heights
Paradise Park
Sunland Gardens
Fort Pierce
Gidden Park
68
611
605
Indian
Whitecity
712
70
709
Carlton
Ankona
707
River Park
Walton
Port St. Lucie
Eden
Waveland
1
707A
Skyline Heights
Ocean Breeze Park
North River Shores
Jensen Beach
Rio
Lighthouse Point
Stuart
Sewalls Point
609
Bluefield
Up the Grove Beach
SW Martin Hwy
Port Sewall
Palm City
714
Salerno
Port Salerno
76A
Coral Gardens
Marcy
Zana
95
Queens Park
Tropical Park
Hobe Sound
Arundel
710
441
SW Allapatah Rd
708
711
708
Indiantown
Lake Okeechobee
76
Bessemer
Port Mayaca
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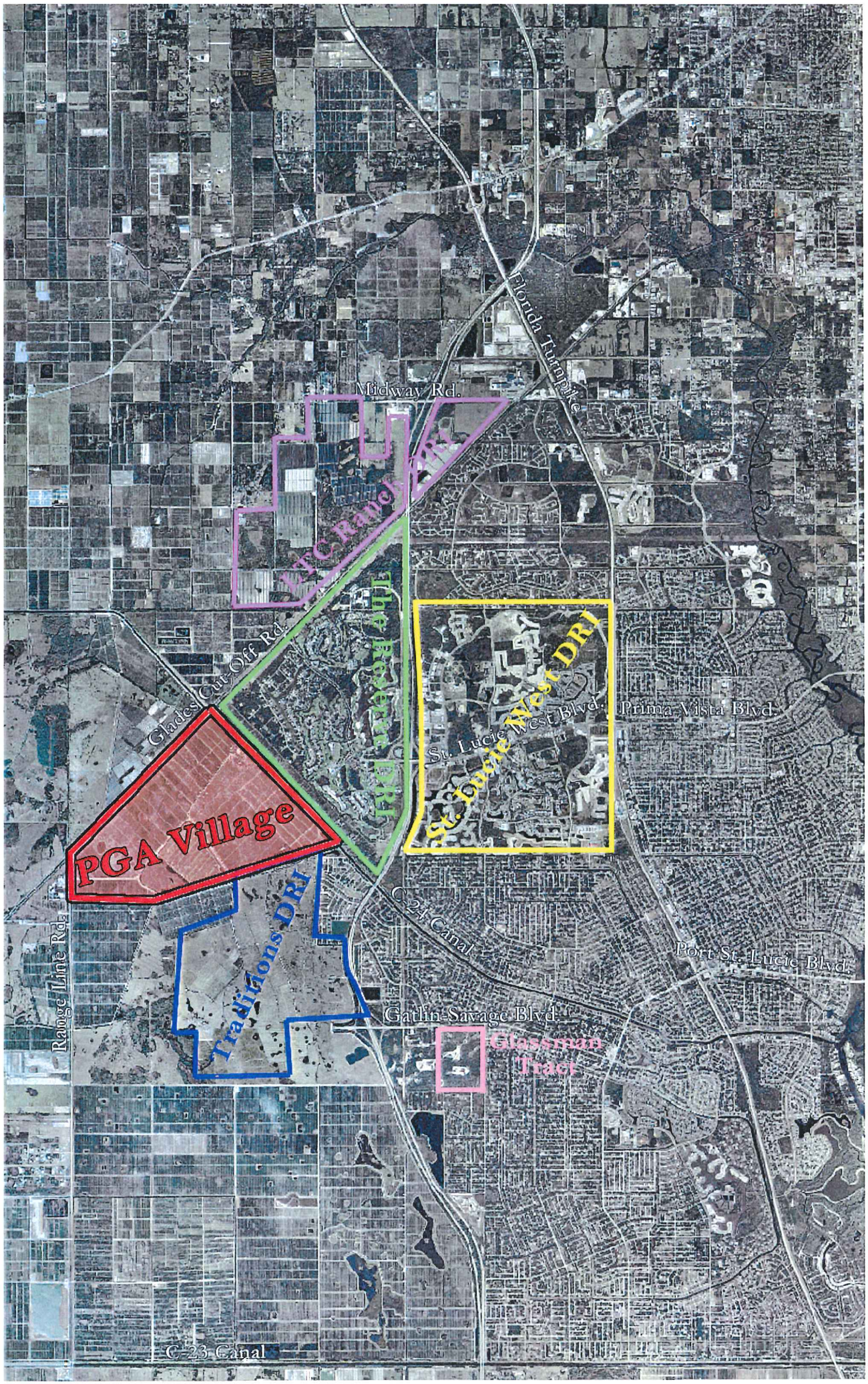

Midway Rd.
Florida Turnpike
FPC Ranch DRI
The Reserve DRI
St. Lucie West DRI
Glades Cut Off Rd.
St. Lucie West Blvd.
Prima Vista Blvd.
PGA Village
Traditions DRI
C-24 Canal
Port St. Lucie Blvd.
Range Line Rd.
Gatlin-Savage Blvd.
Glassman Tract
C-23 Canal

Note: Location and configuration of all development parcels, lakes, open space and golf shown for illustrative purposes only.

Legend

- Wetlands *
- Upland Buffers/ Preservation Areas*
- Proposed Lakes
- Proposed Golf
- Proposed Resort/Clubhouse/ Multi-Family Residential
- Proposed Open Space
- Proposed Rec Area/Parks
- Proposed DRI Buffer
- Proposed Single-Family Residential
- Proposed Commercial Areas
- Proposed School Site
- Proposed Institutional Site
- Proposed Port St. Lucie City Limits

* Configuration of Wetlands and Upland Preserves are conceptual and will be fully delineated during the permitting process.

PGA Village
Preliminary Master Plan Map H

IDENTIFICATION OF IMPACTS AND RECOMMENDATIONS

IDENTIFICATION OF IMPACTS

In preparing the report and recommendations, Council is required to identify and make recommendations to the local government on regional issues, specifically considering whether, and the extent to which:

a) The development will have a favorable or unfavorable impact on state or regional resources or facilities identified in the applicable state or regional plans. For the purpose of this subsection, "applicable state plan" means the state comprehensive plan and the state land development plan. For the purpose of this subsection, "applicable regional plan" means an adopted comprehensive regional policy plan pursuant to s. 186.508, and thereafter means an adopted Strategic Regional Policy Plan (SRPP).

b) The development will significantly impact adjacent jurisdictions. At the request of the appropriate local government, regional planning agencies may also review and comment upon issues that affect only the requesting local government.

c) As one of the issues considered in the review in the two subparagraphs above, the development will favorably or adversely affect the ability of people to find adequate housing reasonably accessible to their places of employment. The determination should take into account information on factors that are relevant to the availability of reasonably accessible adequate housing. Adequate housing means housing that is available for occupancy and that is not substandard.

Subsection 380.06(12), Florida Statutes

The primary purpose of this report is to identify the regional impacts, both positive and negative, that can reasonably be expected to occur should the proposed project be approved. In carrying out this objective, the report through its recommendations, suggests opportunities to eliminate or mitigate negative impacts that are expected to occur and where possible to enhance the positive features of the proposed development.

Preparation of this assessment report has been based on and guided by the statutory charge outlined above. Thus, the detailed analysis of the issues involved in the project's impacts following this section has been organized in a manner to directly address the statutory directives applicable to the proposed development.

The SRPP adopted by the Council pursuant to Chapter 186, Florida Statutes contains the goals and policies to guide development of the region. The SRPP and its policies form the basis of review of this project and of any issues that may arise from its development.

This report and its recommendations are primarily directed at regional systems and facilities and do not necessarily address what may be considered local concerns. This is not to say that certain "local" impacts have not been identified and reviewed in the analysis section. However, the DO recommendations are limited to regional concerns.

Overview of PGA Village

It seems we are faced with insurmountable opportunities.
Pogo—excerpt from the *Okefenokee Star* collection,
1942-1987

The proposed PGA Village is an important project of the City of Port St. Lucie and the Treasure Coast Region. If the project is properly designed and located on the property it can influence development patterns in a positive way for years to come.

The project is important from a number of perspectives. First, it represents a chance for the City to correct certain limitations associated with its existing land use patterns. Second, it is one of the first increments of growth being considered in an otherwise undeveloped area of the countryside – a vast area being relied upon by the City to correct some of its deficiencies.

The current development program for the 3000-acre PGA Village project includes: 6,000 dwelling units, 250,000 square feet of retail, a 350-room hotel, 54 holes of golf and 100,000 square feet of ancillary golf facilities. It is not so much the quantity of development proposed which should concern a City, as much as how these uses are arranged and organized in the landscape to define its urban form.

The most fundamental elements of good urban form for a city are public streets and blocks. With the right combination of these elements, a detailed plan laying out public and private spaces, and the existence of other factors, good and identifiable neighborhoods and special mixed-use districts will form. These neighborhoods and districts become the building blocks of good, livable cities. These are the cities worth visiting more than once, the cities worth reinvesting in, the cities worth repeating, the cities worth saving – our most valuable and cherished places.

Although much of the City of Port St. Lucie was platted into residential lots with public streets and blocks, an insufficient amount of attention was paid to the need for public spaces and to the other factors which result in good neighborhoods. As a result, few identifiable neighborhoods have formed. The platting and sale of the residential lots has greatly complicated the opportunity to retrofit land uses. Sites are lacking for small commercial neighborhood centers, neighborhood parks, and other public and institutional uses which are important and help create identity for neighborhoods.

Even with all that said, certain areas of the city have a good potential to be retrofitted into recognizable neighborhoods with good urban form, because of the presence of a regular pattern of streets and blocks. Other areas of the City would be more difficult to retrofit because the street grid is less regular or most of the area is developed. However, for the PGA Village area, neither is the case.

This area has not been developed and few plans have been approved. There is a great opportunity for the city to ensure there is a regular network of streets and blocks, and a detailed plan is prepared which results in self-contained neighborhoods and mixed-use districts which connect all the important components of public and private life (sites for homes, shopping, parks, jobs, schools, churches, civic use, etc.). In other words, correcting the problems of community design that plague the rest of the City.

Instead, the proposed concept/site plan for PGA Village abandons all of the positive features that are the result of an orderly system of streets and blocks. While the plan does propose a different mix of land uses and housing types than typically exists in comparable areas of the City, it contains a series of isolated pods of development with little or no relationship to each other. It does not portray the type of authentic neighborhood structure that will contribute to the City's urban form and value. It is likely to create more transportation problems rather than resolve existing ones, since a lesser number of connecting streets increase automobile dependency and severely limit the mobility of those who do not own cars or cannot drive (e.g., younger and older residents). It will not prohibit congestion problems, as all trips are funneled through a very limited number of intersections and all employees must drive to the jobs on-site. It will probably not enhance security of the area (even if walls are present), because no buildings face the collector roads and as a result, there will be several miles of roadway which cannot be viewed by the residents. Living there will be out of reach for most city residents, exacerbating perceptions of social inequity and isolation. It does not create any civic spaces because it lacks the fundamental element of the public realm, the well-designed public street. Civic buildings such as churches, schools and fire stations will need to be located in a pod or along a fast traffic roadway, following the same criteria for isolation that is normally reserved for commercial or industrial buildings. The proposed plan may create more problems for the City than it would solve.

PGA Village, by all accounts and by design is not part of the city's fabric, but rather is an isolated "project." One of the unsustainable ideas behind projects is the very notion that they are projects, abstracted out of the ordinary city and set apart. To think of salvaging, regulating, or improving projects, is to compound this root mistake and foster growth by "projects," forever weakening the fabric of the city. The aim should be to get that project, the potential promise or "patch" of prosperity for the city, rewoven back into the fabric – and in doing so, strengthen the surrounding fabric as well.

To its credit, the City of Port St. Lucie has made good progress in strengthening their community and has always exercised great control of its future through its comprehensive plan. Regardless of the SRPP, the State Comprehensive Plan, the St. Lucie County Plan or any private sector plan, the City still maintains control of <u>their</u> plan and the right to choose its future. The choice this time is between two models of growth: the traditional neighborhood and suburban sprawl. They are polar opposites in appearance, function, and character. They look different, they act differently, and the affect us in different ways (see Appendix E, Two Ways To Grow). The PGA Village DRI could be easily

redesigned to be consistent with all elements of the SRPP (traditional neighborhood forms) and still deliver the positive fiscal and social impact the City and developer hope to achieve, without all the negatives of sprawl. It remains the City's choice of what form of development to approve.

If the City chooses to change its comprehensive plan and the plan for this "project" to provide the opportunity for PGA Village to develop consistent with the SRPPs preferred form, Council's DRI assessment report provides a strategy for this to occur (see ADVISORY REGIONAL AND TOWN PLANNING RECOMMENDATIONS). If the City chooses suburban sprawl, the recommended DO conditions are simply designed to minimize the impacts and control the damage associated with sprawl projects.

Growth is coming to the City of Port St. Lucie and the Treasure Coast Region. Where the next 25-year increment of this growth is located and the form it takes will have a profound affect on the quality of life for future generations.

Process Summary

Reserve Homes Ltd., L.P., submitted the DRI ADA on October 18, 2002. Council found the application insufficient on November 20, 2002. A supplemental ADA was submitted on February 4, 2003, which added an additional 1,100 acres and 2,200 dwelling units to the proposed project. Council found the application insufficient on March 6, 2003. Supplemental information was submitted on April 1, 2003 and determined to be complete pursuant to Section 380.06(10), Florida Statutes, on May 12, 2003.

Regional Issues

The following section contains a summary of regional issues and impacts raised by the DRI proposal. Some preliminary information and findings about these issues are provided for information and discussion purposes.

DRI Assessment Report

The PGA Village DRI assessment report contains a series of advisory recommendations for City of Port St. Lucie based on the goals, strategies, and policies of the SRPP. These recommendations are made in response to the PGA Village master plan within the context of the SRPP. They are provided to address urban form issues and project-related impacts that have been identified and to further implement the SRPP.

The PGA Village DRI is not consistent with the SRPP. In response to this situation, the PGA Village assessment report identifies how the master plan can be improved and makes suggestions for how PGA Village can be consistent with the SRPP and further its implementation.

The assessment report is divided into two sections: 1) DO Recommendations; and 2) Regional and Town Planning Recommendations for the Local Government and the Developer.

The first section of the assessment report provides a standard set of recommendations for inclusion in the City of Port St. Lucie's DO. They represent the minimum actions necessary to mitigate or lessen the expected regional impacts of PGA Village.

The second section explains that PGA Village represents an opportunity to implement the SRPP. It reflects the notion that: 1) as the region matures, planning efforts should set the course towards excellence in development; and 2) the region is ready to set standards that reach beyond the mere provision of basic services and propose the creation of complete and sustainable communities.

The Council recognizes that the SRPP will not be implemented overnight. At the same time, Council views PGA Village as an opportunity that, if designed and organized properly, will further implementation of the SRPP.

SUMMARY OF REGIONAL ISSUES

ENVIRONMENT AND NATURAL RESOURCES

The majority of the 3000-acre project site was previously cleared for agricultural activities. The application indicates that only about 71.09 acres occur as upland natural communities in relatively good condition. Consistent with Council policy, the applicant has committed to protecting 25 percent, or 17.77 acres, of the upland natural communities on the project site. The uplands are to be protected within a preserve area in the southeastern portion of the site north of the C-24 Canal. The conservation area is also to be used to protect and receive relocated gopher tortoises, a Species of Special Concern. However, there are two problems with the proposed design of the preserve area. First, it is not optimal for gopher tortoises because it is too narrow. Second, the proposed wildlife preserve is not designed to reduce edge effects in the protected area. This report recommends that the preserve be expanded and the shape be altered in order to provide better protection for gopher tortoises consistent with state guidelines. This report also recommends that a Conservation Area Management Plan be prepared (see UPLAND PRESERVATION and LISTED SPECIES).

The Wood Stork is listed as Endangered by the federal government. This species is known to nest on an island within the North Fork of the St. Lucie River, about 10 miles to the east of the project site. It is likely that Wood Storks forage for fish in the wetlands on this project site. The USFWS has indicated that maintaining the wetlands in an 18-mile radius around the nesting colony is critical for protecting this species. Therefore, this report recommends that there be no loss of wetland function and value or foraging habitat on the project site (see LISTED SPECIES).

The applicant is proposing to eliminate all of the small isolated wetlands on the western side of the project site. According to the application, these wetlands have been approved for filling by the South Florida Water Management District and U. S. Army Corps of Engineers under previously issued permits. Mitigation has already been accomplished for these wetland systems. On the east side of the project the applicant is proposing to preserve five wetlands totaling 6.45 acres, and eliminate two wetlands totaling 3.4 acres. The five wetlands proposed for preservation are in relatively good condition. The two wetlands proposed for elimination have been heavily impacted by agricultural activities. The applicant has proposed enhancement to the preserve wetlands as mitigation for impacting 3.4 acres of other wetlands. This report recommends that the developer preserve and enhance the 6.45 acres of wetlands as proposed in the application (see WETLANDS).

The application indicates that Brazilian pepper is the main exotic species of concern on this project site. Brazilian pepper is the dominant species adjacent to the C-24 Canal and I-95 right-of-way. This report recommends that the entire site, including preserve areas, should be maintained free of Brazilian pepper and other invasive exotic pest species in perpetuity (see EXOTIC SPECIES).

The project site is located in the C-24 Canal basin of the South Florida Water Management District (SFWMD). The proposed stormwater management system will consist of several drainage basins. Each basin will include an extensive system consisting of inlet pipes that remove water from developed areas and discharge it into a lake system. The application indicates that the proposed drainage system will result in reduced discharge volume into the C-24 Canal over current conditions. Stormwater from the project site will ultimately enter the St. Lucie River and Indian River Lagoon. These are regionally significant water bodies important for marine resources and commercial and recreational activities. This report recommends that the developer design and construct a stormwater management system to retain the maximum volumes of water consistent with SFWMD criteria for flood control. Additionally, the developer should establish a permanent water quality monitoring system to demonstrate that C-24 Canal, and adjacent properties will not be negatively impacted by water from the project site (see DRAINAGE).

The proposed drainage plan includes a 136-acre reservoir that was previously constructed as mitigation for impacts to wetlands. The application indicates that this reservoir may be replaced by development in the future. Elimination of the existing 136-acre reservoir could have an impact on regional resources, including listed species, stormwater discharge patterns, and roadway connections. Therefore, this report recommends that any plans to eliminate the 136-acre reservoir undergo further review pursuant to Section 380.06(19), Florida Statutes. This will help to ensure protection of regional resources and coordination among affected agencies (see DRAINAGE).

Potable water requirements for the PGA Village DRI are 1.71 million gallons per day (MGD) at build-out. The City of Port St. Lucie will be providing the potable water

supply for the project. Based on the letter from the City there is adequate capacity available to service the development through build-out. This report recommends that no building permits be issued for the PGA Village DRI development until the developer has provided written confirmation from the providing utility that adequate capacity of treated potable water and service/distribution infrastructure for the project will exist prior to development.

The total nonpotable water or irrigation water demand at build-out of the project is estimated at 3.35 MGD. The applicant has proposed to obtain this water from the on-site lake system supplemented by groundwater from the surficial aquifer. The applicant is committed to replacing on-site water supplies with alternative sources (i.e. reclaimed water) when it becomes available.

The issue of water conservation is also a significant concern. The developer has committed to the use of water saving plumbing fixtures such as low flow water faucets, showers and toilets, which will conserve as much as 30 percent over conventional fixtures. Also, as a water conservation technique, the applicant has committed to use rain sensors on the irrigation system and xeriscape planting in the landscape plans to reduce the need for irrigation. This report recommends that the preferred source of irrigation water shall be treated wastewater effluent when it becomes available, a minimum of 50 percent of all areas requiring landscaping material shall be landscaped with native drought-tolerant vegetation adapted to soil and climatic conditions existing on site, and the project shall use water-saving plumbing fixtures and other water conserving methods that meet the criteria outlined in the water conservation plan of the public water supply permit (see WATER SUPPLY).

Wastewater generation by the proposed PGA Village DRI is projected to be about 1.71 MGD at buildout. The applicant has stated that the City of Port St. Lucie Utilities will serve the project. The City of Port St. Lucie Utilities Department has stated that to date there is adequate capacity to serve the proposed project. However, this is based on planned expansions and or new plants being built. This report recommends that no building permits shall be issued for the PGA Village DRI until wastewater treatment plant capacity/distribution infrastructure for the project will exist prior to development (see WASTEWATER MANAGEMENT).

The PGA Village DRI development will generate a total of approximately 71.4 tons per day of solid waste at build-out. St. Lucie County will furnish solid waste disposal to the PGA Village DRI through its regional landfill. This report recommends that development occur concurrently with the provision of adequate solid waste disposal services and facilities. (see SOLID WASTE AND HAZARDOUS MATERIALS).

At this time, the air shed containing the proposed PGA Village DRI is not designated as a non-attainment area for ozone. An air quality study was not completed as part of the ADA review. It was agreed that the air quality study would be due once the transportation analysis was found sufficient. Based on the traffic information provided in

the ADA, Council has determined that the project will have significant impacts on a number of intersections by 2013. Therefore, an air quality study is necessary. This report recommends that the developer complete a carbon monoxide air quality study. Also, during land clearing and site preparation, soil treatment techniques appropriate for controlling unconfined particulate emissions shall be undertaken (see AIR QUALITY).

TRANSPORTATION

The proposed PGA Village DRI will be developed in four phases with buildout in the year 2023. At buildout PGA Village DRI will generate approximately 6,178 gross PM peak hour trips. Taking into account the overall mix of land uses and the proposed plan of development a certain number of trips will be captured on site. Therefore the project will generate approximately 5,040 net external PM peak hour trips. The transportation section details the transportation related issues and identifies the improvements needed to address the impacts created by the proposed PGA Village DRI. There are several roadway segments which are projected to be significantly impacted by project traffic. Some of these are expected to exceed the adopted service volume based on the generalized level of service tables. Portions of St. Lucie West Boulevard and West Midway Road will require widening in the earlier phases of the project.

Some segments along St. Lucie West Boulevard and US-1 significantly impacted by project traffic will not be able to maintain the adopted level of service with a six-lane-divided cross section and will require widening to eight lanes. The City of Port St. Lucie is working expeditiously towards construction of the West Virginia Corridor, which will connect US-1 with Commerce Center Parkway. The City of Port St. Lucie has undertaken an analysis to determine alignment as well as the feasibility of an interchange with I-95. This proposed roadway is expected to divert traffic from the major east-west roads (mainly St. Lucie West Boulevard and Port St. Lucie Boulevard). Since the ADA did not consider construction of this road, a condition to prepare a traffic study with the proposed West Virginia Corridor is included as part of the recommended DO conditions. Although the condition is not required, it is intended to be an alternative to widening portions of Port St. Lucie Boulevard and St. Lucie West/Prima Vista Boulevard to eight-lane-divided highways. This report also suggests to the City that a network of local streets through the project as well as additional east-west and north-south connections west of I-95 will help alleviate traffic on I-95 and the major arterials (see NETWORK OF STREETS).

HUMAN RESOURCE IMPACTS

Based on the proposed plan of development, PGA Village DRI at buildout is expected to create a demand for affordable housing for 308 workers employed within the project. This demand, according to the ADA, will be met by owner occupied for-sale single-family homes in the area (see HOUSING). However, the housing supply analysis also concluded that no available off-site vacant rental units could be counted in the analysis. The SRPP recognizes the need for adequate housing to meet the needs of the very low, low, and moderate-income residents and calls for a range of housing types and

affordabilities proximate to employment and services. This report suggests the developer redesign the PGA Village retail component and a portion of their residential component to integrate a mix of building types that will meet the housing needs of the work force at PGA Village (see ADVISORY REGIONAL TOWN PLANNING – HOUSING).

The PGA Village DRI is projected to have a resident population of approximately 15,000 people at buildout. This exceeds the population size of many of the existing cities within the region. The PGA Village DRI will have significant impact on the ability of the City to provide urban services such as police, fire/emergency services, schools, recreation facilities, libraries and other civic uses. The report recommends that plans for the provision of these urban services and to coordinate with the City, the County and the St. Lucie County School Board in the construction and location of these facilities to meet the demand of PGA Village residents (see URBAN SERVICES).

A cultural resource study was conducted and it was concluded that no archaeological sites or historical sites were located on the proposed PGA Village site. The Department of State, Division of Historical Resources concurred with these findings. However, they requested documentation of some structures found on the site (see HISTORICAL AND ARCHEOLOGICAL SITES).

At buildout PGA Village will require an average daily demand of 84,125 Kilowatt Hours with a peak demand of 6,980 Kilowatt Hours. Florida Power and Light will be able to serve the project. The report recommends that the developer incorporate a number of energy saving methods into their site plans and building designs to help conserve energy (see ENERGY).

The safety and welfare of the public must be a prime factor when addressing the issue of new development and its impacts upon regional hurricane preparedness. This is particularly true for those inland areas west of established coastal municipalities, which were once considered a safe haven from hurricane destructive forces prior to Hurricane Andrew. The report recommends that evacuation shelter space be provided to PGA Village residents on site (see HURRICANE PREPAREDNESS).

CONCLUSION

As proposed, the PGA Village DRI will place additional demands and have regional impacts on the regional transportation system and other urban services, facilities and infrastructure. Incorporation of conditions into a DO will provide assurance that regional impacts are mitigated.

RECOMMENDATION

If the City of Port St. Lucie chooses to approve the PGA Village DRI, it is the recommendation of the Council that, at a minimum, the following conditions or requirements be included in the DO issued by the City of Port St. Lucie.

GENERAL CONDITIONS OF APPROVAL

Incorporation of the ADA by reference, recital of the quantities of uses approved, recital of phasing and build-out dates, providing a termination date and providing for annual reports are required by the DCA rules regarding the content of the DO. The expiration date should be set to allow reasonable time for completion of all development and compliance with all conditions in the DO. Enough time should be allowed between the build-out date and the expiration date for the developer to request any needed extension to the build-out date. An expiration date of year 2023 is recommended. These recommendations can be met by following the model DO (Appendix A) in crafting the DO for the project.

The following conditions should be included in the DO:

APPLICATION FOR DEVELOPMENT APPROVAL

1. The PGA Village DRI ADA is incorporated herein by reference. It is relied upon, but not to the exclusion of other available information by parties in discharging their statutory duties under Chapter 380, F.S. Substantial compliance with the representations contained in the ADA, as modified by DO conditions, is a condition of approval.

   For purposes of this condition, the ADA shall include the following items:

   a) ADA dated October 18, 2002, and
   b) Supplemental information submitted February 4, 2003 and April 1, 2003.

COMMENCEMENT OF DEVELOPMENT

2. In the event the developer fails to begin significant physical development within three years from the effective date of the DO, development approval shall terminate and the development will be subject to further DRI review by the Council pursuant to Section 380.06, FS. For purposes of this paragraph, construction shall be deemed to have been initiated after placement of permanent evidence of a structure on a site, such as pouring of slabs or footings for residential or commercial buildings or any work beyond the stage of excavation or land clearing, such as the construction of roadways and other utility infrastructure.

3. The project shall be developed in four phases with a build-out date of 2023, with development of each phase as follows:

   Phase I 2003 to 2008,
   Phase II 2009 to 2013,

Phase III 2014 to 2018, and
Phase IV 2019 to 2023.

4. This DO shall expire on December 31, 2023.

5. The annual report required by subsection 380.06(18), FS, shall be submitted each year to City of Port St. Lucie, the Council, the DCA, the DEP, the FDOT, the SFWMD and such appropriate additional parties as may be appropriate or required by law. The contents of the report shall include those items required by this DO and Rule 9J-2-024, FAC. The City Manager for the City of Port St. Lucie shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the DO.

6. The annual report shall be submitted each year on the anniversary date of the adoption of the DO.

7. Any modification or deviation from the approved plans or requirements of this DO shall be made according to and processed in compliance with the requirements of Section 380.06(19), FS and Rule 9J-2, FAC.

8. The definitions found in Chapter 380, FS shall apply to this DO.

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

10. This DO shall be binding upon the developer and its assignees or successors in interest.

UPLAND PRESERVATION

11. The developer shall protect and maintain native upland natural communities in a conservation area as shown on Exhibit UP-2. The conservation area shall be designed and managed to protect native pine flatwoods, provide habitat for the gopher tortoise, and provide a buffer to wetlands W3, W4, W5, W6, and W7. The continued viability and maintenance of the conservation area shall be assured through a Conservation Easement with City of Port St. Lucie.

12. Temporary fencing of the conservation area shall be installed by the developer and inspected and approved by City of Port St. Lucie prior to commencement of site clearing adjacent to the preserve area. The fencing shall be of a type that will clearly identify and designate the boundaries of the preserve area and minimize the potential disturbance of these features during land clearing and construction. The temporary fencing shall be established at least 30 feet outside the actual boundary of the

preserve areas. Temporary fencing shall stay in place until it is necessary to remove it for finish grading, planting buffers, and constructing permanent fencing.

13. The developer shall prepare a Conservation Area Management Plan for the conservation area. The plan should: 1) identify management procedures and provide a schedule for their implementation; 2) include methods to remove exotic vegetation including Brazilian pepper, and any other species that are determined to threaten the natural communities; and 3) plans to permanently fence the preserve areas and allow only limited access for passive recreation, nature appreciation, education, or scientific study. The management plan shall be approved by City of Port St. Lucie in consultation with the Florida Fish and Wildlife Conservation Commission prior to commencement of site clearing activities.

LISTED SPECIES

14. The developer shall develop a detailed management plan to protect the Gopher Tortoise on the project site. The plan should provide for the protection and relocation of gopher tortoises into the on site preserve area identified in Exhibit UP-2. The plan shall be approved by the City of Port St. Lucie in consultation with the Florida Fish and Wildlife Conservation Commission prior to any impacts to Gopher tortoise habitat.

15. The developer shall maintain Wood Stork foraging habitat on site by ensuring no loss of wetland function and value. Plans for wetland mitigation should include the creation of suitable Wood Stork foraging habitat pursuant to any permits issued by the U. S. Army Corps of Engineers and recommendations by the U. S. Fish and Wildlife Service.

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

WETLANDS

17. The developer shall preserve and enhance the 6.45 acres of wetlands proposed for preservation on Exhibit W-2. Methods for the protection, enhancement, and management of wetlands on the project site shall be described in a Conservation Area Management Plan to be approved by the City of Port St. Lucie.

18. The developer shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site. The buffer zones shall include canopy, understory, and ground cover of native upland species. The upland buffers shall be designed to be consistent with the buffer requirements of SFWMD and City of Port St. Lucie. The upland buffers are to be maintained according to the details provided in a Conservation Area Management Plan to be approved by City of Port St. Lucie.

EXOTIC SPECIES

19. Prior to obtaining a certificate of occupancy for any future structure located on any development parcel on the project site, the developer shall remove from that parcel all Brazilian pepper and any other nuisance and invasive exotic vegetation such as Melaleuca, Australian pine, Old World climbing fern, downy rose-myrtle, and exotic vegetation listed by the Florida Exotic Pest Plant Council. Removal shall be in a manner that avoids seed dispersal by any of these species. There should be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be described in the Conservation Area Management Plan. The entire site, including wetlands and conservation areas, shall be maintained free of these species in perpetuity.

DRAINAGE

20. The developer shall design and construct the stormwater management system as shown on the Preliminary Master Plan Map I-2 to retain the maximum volumes of water consistent with SFWMD criteria for flood control. Post-development runoff volumes and rates shall not exceed predevelopment runoff volumes and rates. Required retention volumes may be accommodated in a combination of vegetated swales, dry retention areas, lakes with vegetated littoral zones, or other suitable detention/retention structures. All discharged water from the surface water management system shall meet the water quality standards of FAC Rule 17-3.

21. All elements of the stormwater management system shall be designed to prevent negative impacts to adjacent areas and to the receiving bodies of water. The developer shall establish a permanent water quality monitoring system to demonstrate that C-24 Canal will not be negatively impacted by water from the project site. The proposed plans for the water quality monitoring system shall be approved by the City of Port St. Lucie in consultation with SFWMD prior to the construction of the surface water management system.

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

23. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the developer. Any entities subsequently approved by the City of Port St. Lucie to replace the developer shall be required, at a minimum, to assume the responsibilities outlined above.

24. Any plans for elimination of the 136-acre reservoir shown on Map I-2, Preliminary Master Plan, in the Application for Development Approval shall undergo further review pursuant to Section 380.06(19), Florida Statutes.

WATER SUPPLY

25. No building permits shall be issued for the PGA Village DRI development until the developer has provided written confirmation from the providing utility to the City and Treasure Coast Regional Planning Council that adequate capacity of treated potable water is available to serve the proposed development. No certificates of occupancy shall be issued for PGA Village DRI development until the developer has provided written confirmation to the City of Port St. Lucie and Treasure Coast Regional Planning Council that service/distribution infrastructure is operational to serve the proposed development.

26. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. The project shall be equipped with a dual water distribution system to provide reclaimed water to all domestic (residential) users. No individual home wells shall be constructed on the project site. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting SFWMD permitting criteria in effect at the time of permit application.

27. In order to reduce irrigation water demand, xeriscape landscaping shall be implemented throughout the project. At a minimum, 50 percent of all areas requiring landscaping material shall be landscaped with native drought-tolerant vegetation adapted to soil and climatic conditions existing on site.

28. The project shall use water-saving plumbing fixtures and other water conserving methods that meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the SFWMD.

WASTEWATER MANAGEMENT

29. No building permits shall be issued for the PGA Village DRI development until the developer has provided written confirmation from the providing utility to the City and Treasure Coast Regional Planning Council that adequate wastewater treatment capacity is available to serve the proposed development. No certificates of occupancy shall be issued for PGA Village DRI development until the developer has

provided written confirmation to the City and Treasure Coast Regional Planning Council that service/collection infrastructure is operational to serve the proposed development.

SOLID WASTE AND HAZARDOUS MATERIALS

30. Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities. Prior to issuing site plan approvals for any phase of development, the developer shall provide written evidence from St. Lucie County that adequate facilities will be available when needed.

AIR QUALITY

31. Within 180 days of the effective date of the DO, the developer shall complete a carbon monoxide air quality study. Before conducting the study the developer shall meet with DEP and the Treasure Coast Regional Planning Council to establish parameters for the study. This study is to be submitted to DEP and Council within fifteen days of its completion and should be completed to the satisfaction of DEP and Council. The study results shall be provided to the City of Port St. Lucie. Remediation for any problems projected by the study shall be undertaken consistent with the DCA Air Quality Uniform Standard Rule 9J-2.046, FAC. Approval of the study by DEP and Council must be obtained before receiving any final site plan approval.

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

TRANSPORTATION

RIGHTS OF WAY

33. No building permits for PGA Village Development of Regional Impact shall be issued until right-of-way within the project along Glades Cut-Off Road, Commerce Center Parkway and all intersections thereof, has been dedicated free and clear of all liens and encumbrances to St. Lucie County or the City of Port St. Lucie as necessary and consistent with the St. Lucie County or City of Port St. Lucie Comprehensive Plan, as applicable.

34. No building permits for PGA Village Development of Regional Impact shall be issued until right-of-way within the project along the West Virginia Corridor including an interchange with I-95, if applicable, has been dedicated free and clear of all liens and encumbrances to St. Lucie County or the City of Port St. Lucie as necessary and consistent with the St. Lucie County or City of Port St. Lucie Comprehensive Plan, as applicable.

EXTERNAL ROADWAY IMPROVEMENTS

35. As a minimum, the developer shall pay a fair share contribution consistent with the road impact fee ordinance of St. Lucie County and the City of Port St. Lucie, if applicable, in effect at the time of issuance of building permits.

36. No certificates of occupancy for PGA Village Development of Regional Impact shall be issued until the following improvement has been complete:

    a) Four-lane of Commerce Center Parkway from Reserve Boulevard to Gatlin Boulevard.

37. No building permits shall be issued for development that generates more than 247 new external PM peak hour trips or after December 31, 2004, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

    a) Six-lane of St. Lucie West Boulevard from Bethany Drive to Cashmere Boulevard.

38. No building permits shall be issued for development that generates more than 754 new external PM peak hour trips or after June 30, 2005, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or

the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of West Midway Road from 25th Street to Oleander Boulevard.

39. No building permits shall be issued for development that generates more than 641 new external PM peak hour trips until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from Floresta Drive to US-1.

40. No building permits shall be issued for development that generates more than 32 new external PM peak hour trips or after December 31, 2005, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from Commerce Center Parkway to I-95. This improvement includes the bridge over I-95.

41. No building permits shall be issued for development that generates more than 101 new external PM peak hour trips or after December 31, 2005, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or

the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from I-95 to NW Peacock Boulevard.

42. No building permits shall be issued for development that generates more than 163 new external PM peak hour trips or after June 30, 2007, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from NW Peacock Boulevard to California Boulevard.

43. No building permits shall be issued for development that generates more than 234 new external PM peak hour trips or after June 30, 2007, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from Country Club Drive to Bethany Drive.

44. No building permits shall be issued for development that generates more than 566 new external PM peak hour trips or after December 31, 2007, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S.

has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of West Midway Road from East Torino Parkway to Selvitz Road.

45. No building permits shall be issued for development that generates more than 633 new external PM peak hour trips or after December 31, 2010, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

    a) Six-lane of St. Lucie West Boulevard from California Boulevard to Country Club Drive.

46. No building permits shall be issued for development that generates more than 1,602 new external PM peak hour trips or after December 31, 2011 until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

    a) Four-lane of West Midway Road from Selvitz Road to 25th Street.

47. No building permits shall be issued for development that generates more than 3,328 new external PM peak hour trips or after December 31, 2011, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government

development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of West Midway Road from Oleander Boulevard to US-1.

48. No building permits shall be issued for development that generates more than 268 new external PM peak hour trips or after June 30, 2012, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of Commerce Center Parkway from Reserve Boulevard to the industrial section to the north.

49. No building permits shall be issued for development that generates more than 1,469 new external PM peak hour trips or after December 31, 2012, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of California Boulevard from St. Lucie West Boulevard to NW Peacock Boulevard.

50. No building permits shall be issued for development that generates more than 451 new external PM peak hour trips or after December 31, 2014, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County

adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Eight-lane of St. Lucie West Boulevard from I-95 to NW Peacock Boulevard.

51. No building permits shall be issued for development that generates more than 260 new external PM peak hour trips or after December 31, 2016, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

    a) Eight-lane of St. Lucie West Boulevard from Commerce Center Parkway to I-95. This improvement includes the bridge over I-95.

52. No building permits shall be issued for development that generates more than 4,402 new external PM peak hour trips or after June 30, 2017, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

    a) Eight-lane of US-1 from Prima Vista Boulevard to Walton Road.

53. No building permits shall be issued for development that generates more than 3,430 new external PM peak hour trips or after December 31, 2018, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either

the Martin County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of Martin County and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of SR 714 from CR 76A to the Turnpike.

54. No building permits shall be issued for development that generates more than 1,499 new external PM peak hour trips or after December 31, 2018, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Eight-lane of St. Lucie West Boulevard from Cashmere Boulevard to Bayshore Boulevard.

55. No building permits shall be issued for development that generates more than 469 new external PM peak hour trips or after December 31, 2020, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of Commerce Center Parkway from the industrial area to Glades Cut-Off Road.

56. No building permits shall be issued for development that generates more than 1,811 new external PM peak hour trips or after December 31, 2021, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2)

the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from Airoso Boulevard to Floresta Drive.

57. No building permits shall be issued for development that generates more than 442 new external PM peak hour trips or after December 31, 2022, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

    a) Four-lane of Glades Cut-Off Road from Reserve Boulevard to Commerce Center Parkway.

58. No building permits shall be issued for development that generates more than 2,663 new external PM peak hour trips or after December 31, 2022, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

    a) Four-lane of California Boulevard from St. Lucie West Boulevard to Heatherwood Boulevard.

TREASURE COAST
REGIONAL PLANNING COUNCIL
301 East Ocean Boulevard
Suite 300
Stuart, Florida 34994

59. The recommended improvements included in conditions 38 - 60 may not be required if either of the procedures included below is performed during the peak season of the year prior to the improvement being required and is approved by St. Lucie County, the City of Port St. Lucie, the Florida Department of Transportation, and the Treasure Coast Regional Planning Council:

    a) A recent traffic count shows traffic volumes do not exceed the adopted service volume, or,

    b) An ART-PLAN analysis shows the roadway segment operates at acceptable level of service.

    The methodology and procedures used to perform the ART-PLAN analysis shall be presented and approved by the review agencies. Traffic projections shall be performed to determine timing of the required improvements and the relevant condition shall be amended to revise the new threshold for the improvement.

    The recommended improvements included in conditions 52, 53, 54, and 56, which require eight lanes along segments of St. Lucie West Boulevard and US-1 may not be necessary with the construction of the West Virginia Corridor between US-1 and Commerce Center Parkway. The City of Port St. Lucie is working expeditiously to build this road. A traffic study presenting traffic projections with the West Virginia Corridor needs to be approved by St. Lucie County, the City of Port St. Lucie, the Florida Department of Transportation, and the Treasure Coast Regional Planning Council as applicable. The conditions mentioned above shall be amended as necessary based on the approved study pursuant to procedures in Section 380.06 (19), Florida Statutes.

INTERSECTION IMPROVEMENTS

60. No building permits shall be issued after December 31, 2005 until either: 1) contracts have been let for the following intersection improvements; 2) the following improvements have been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of either St. Lucie County, the City of Port St. Lucie, or the Florida Department of Transportation that sufficient funds will be available to complete the following intersection improvements, including signalization modifications as warranted by City, County or State criteria:

a) St. Lucie West Boulevard and I-95 West Ramps

Eastbound	Additional lane from the west (St. Lucie West/Reserve Boulevard) to the south (I-95)

b) St. Lucie West Boulevard and I-95 East Ramps

Eastbound	Dual left-turn lanes
Northbound	Dual left-turn lanes

61. No building permits shall be issued after December 31, 2008 until either: 1) contracts have been let for the following improvements; 2) the following improvements have been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of either St. Lucie County, the City of Port St. Lucie, or the Florida Department of Transportation that sufficient funds will be available to complete the following intersection improvements, including signalization modifications as warranted by City, County or State criteria:

a) St. Lucie West/Reserve Boulevard and Commerce Center Parkway

Convert the existing roundabout into an intersection with the following lane geometry and provide signalization:

Eastbound	Two left-turn lanes; two through lanes; one right-turn lane
Westbound	Two left-turn lanes; two through lanes; one right-turn lane
Northbound	One left-turn lane; two through lanes; two right-turn lanes
Southbound	Two left-turn lanes; two through lanes; one right-turn lane

62. Commencing in January 2005 signal warrant analyses shall be performed at the following intersections:

St. Lucie West/Reserve Boulevard and I-95 Ramps (both east and west)
Gatlin Boulevard and I-95 Ramps (both east and west)
Glades Cut-Off Road and Commerce Center Parkway

The signal warrant analyses shall be continued in an annual basis until all signals are warranted. The analyses shall be performed during the peak season and presented and approved by the City of Port St. Lucie, St. Lucie County and the Florida Department of Transportation, as applicable.

Additional certificates of occupancy shall not be issued within six months of the analysis showing a traffic signal is warranted until contracts are let for installation of the warranted traffic signal including the appropriate lane geometry, pavement markings, signing, lighting and the like as approved.

INTERNAL ROADWAY IMPROVEMENTS

63. Commencing in January 2005 a signal warrant analysis shall be performed at the intersections of Gatlin Boulevard and the I-95 ramps. The signal warrant analysis shall be continued on an annual basis until the signals are warranted. The analysis shall be performed by the City of Port St. Lucie, St. Lucie County and the Florida Department of Transportation, as applicable.

    Additional certificates of occupancy shall not be issued within six months of the analysis showing a traffic signal is warranted until contracts are let for installation of the warranted traffic signal including the appropriate land geometry, pavement markings, signing, lighting and the like as approved.

64. A traffic study is to be submitted to the City of Port St. Lucie as part of the Site Plan Approval Process. Such study shall contain sufficient information to determine, as a minimum:

    a) lane geometry of access driveways on the internal roadway system, and,
    b) timing of signalization improvements, if appropriate.

    The City of Port St. Lucie shall coordinate the review of the traffic studies with St. Lucie County for signalization and access driveways to the roadway system.

65. As a minimum, the intersection of Commerce Center Parkway and PGA Village main entrance shall have the following lane geometry:

Eastbound	One left-turn lane One right-turn lane
Northbound	One left-turn lane Two through lanes
Southbound	Two through lanes One right-turn lane

66. A signal warrant analysis shall be performed at the intersection of Commerce Center Parkway and PGA Village main entrance. This signal warrant analysis shall be continued in an annual basis until the signal is warranted. The analyses shall be

performed during the peak season and presented and approved by the City of Port St. Lucie and St. Lucie County, as applicable.

Additional certificates of occupancy shall not be issued within six months of the analysis showing a traffic signal is warranted until contracts are let for installation of the warranted traffic signal including the appropriate lane geometry, pavement markings, signing, lighting and the like as approved.

OTHER ISSUES

67. No building permits for PGA Village Development of Regional Impact shall be issued until a trip generation study has been performed for the amount of development requesting building permits. The trip generation study is to include all existing and proposed development. It shall determine new external traffic during both the AM and the PM peak hour. Development Order conditions need to be evaluated to determine triggering of any transportation conditions.

68. Commencing in 2004 and continuing every year thereafter, the developer shall submit an Annual Status Report indicating the status (schedule) of guaranteed improvements. This Annual Status Report shall be submitted to the City of Port St. Lucie, St. Lucie County, Florida Department of Transportation, Treasure Coast Regional Planning Council and the Department of Community Affairs as part of the Development of Regional Impact Annual Report.

    The Annual Status Report shall list all roadway improvements needed to be constructed, the guaranteed date of completion for the construction of each needed improvement, the party responsible for the guaranteed construction of each improvement, and the form of the binding commitment that guarantees construction of each improvement. Additionally, this report shall include a trip generation study determining new external traffic during both the AM and the PM peak hour due to existing development.

    No further building permits for PGA Village Development of Regional Impact shall be issued at the time the Annual Status Report reveals that any needed transportation improvement included in the Development Order is no longer scheduled or guaranteed, or has been delayed in schedule such that it is no guaranteed to be in place and operational, or under actual construction for the entire improvement consistent with the timing criteria established in this development order.

69. The City of Port St. Lucie and the developers in the area should coordinate to provide for additional north-south and east-west roadway connections to disperse traffic and minimize local travel on the interstate and major arterials in the area. Additional internal roadway connections should be included within the plan of development for PGA Village. In particular, the developer should include connections to Glades Cut-off Road.

HOUSING

70. Prior to the commencement of Phase II of the development, the developer shall provide a new analysis of affordable housing demand, supply and need using methodology agreed to by the Department of Community Affairs, the City of Port St. Lucie and Treasure Coast Regional Planning Council. The analysis shall be for the entire PGA Village plan of development. The analysis will be submitted to the City of Port St. Lucie, the Department of Community Affairs and Treasure Coast Regional Planning Council for review and approval. If a housing need is identified, then the City of Port St. Lucie shall require the necessary remedial actions to mitigate the need consistent with Rule 9J-2.048, F.A.C.

OTHER URBAN SERVICES

71. Prior to commencement of each phase of development, the developer shall provide a plan for provision of police protection to meet the demand created as a result of permanent employment and residential development for the project. The developer's plan shall include an evaluation and estimate of the number of officers necessary to serve the public, additional emergency access points needed, and specific site and land requirements for the provision of police protection facilities. Methodology used to determine the demand and the standards used to determine adequate protection shall be agreed upon by the developer and approving agencies prior to plan development. The plan should also consider the necessity of payment of an impact fee or lump sum to build, staff, and equip the police station. The plan must be approved by the City of Port St. Lucie in consultation with Treasure Coast Regional Planning Council. If said approval is not obtained within three years of the effective date of the development order, no further building permits shall be issued for any part of the project until approval is obtained. Such police protection facilities shall be constructed and available to serve the projected demand in accordance with the approved plan.

72. Prior to commencement of each phase of development, the developer shall provide a plan for provision of fire/emergency services to meet the demand created as a result of permanent employment and residential development for the project. The developer's plan shall include an evaluation and estimate of the amount of manpower and equipment necessary to serve the public, additional emergency access points needed, and specific site and land requirements for the provision of fire/emergency service facilities. Methodology used to determine the demand and the standards used to determine adequate services shall be agreed upon by the developer and approving agencies prior to plan development. The plan should also consider the necessity of payment of an impact fee or lump sum to build, staff, and equip the fire/emergency services station. The plan must be approved by the St. Lucie County Fire District in consultation with Treasure Coast Regional Planning Council. If said approval is not obtained within three years of the effective date of

the development order, no further building permits shall be issued for any part of the project until approval is obtained. Such fire/emergency service facilities shall be constructed and available to serve the projected demand in accordance with the approved plan.

73. The developer shall coordinate with the St. Lucie County School Board to provide the necessary school facilities concurrent with development of the PGA Village DRI. Development shall only occur concurrent with the provision of necessary school facilities. Prior to issuing site plan approvals for any phase of development, the developer shall provide written evidence from the St. Lucie County School Board to the City that adequate school facilities will be available and operational when needed to meet the demand generated by the PGA Village DRI.

74. Prior to application for any building permits for the PGA Village DRI, the developer shall provide a plan for the provision of neighborhood and community recreational sites and facilities to meet the demand created by residential development in the project. At a minimum, the developer's plan shall include an evaluation and estimate of demand for recreational sites and facilities necessary to provide opportunities for golf, tennis, baseball/softball, football/soccer, handball/racquetball, basketball, swimming, shuffleboard, bicycling, hiking, and picnicking. The plan should also provide a program for meeting any projected demand. Methodology used to project recreational site and facility demand shall be agreed upon by the developer and approving agencies prior to plan initiation and shall be submitted as part of the completed plan. St. Lucie County and the City of Port St. Lucie in consultation with Treasure Coast Regional Planning Council shall approve the plan. Neighborhood and community recreational facilities shall be constructed and available to serve projected demand in accordance with the approved plan.

75. The developer shall provide a plan for the provision of beach and boat access points and parking facilities to meet the demand created by the residential development of the project. The developer's plan shall include an estimate of demand for beach and boat access points and parking facilities in both Martin and St. Lucie Counties. Methodology used to project beach and boat access and parking demand shall be agreed upon by the developer and approving agencies prior to the plan initiation and shall be submitted as part of the completed plan. The plan shall also provide a program for meeting any projected demand. The City of Port St. Lucie, St. Lucie County, and Martin County, in consultation with Treasure Coast Regional Planning Council must approve the plan. Such facilities shall be constructed and available to serve projected demand in accordance with the approved plan.

76. The developer shall provide a plan for provision of public library facilities and other public buildings to meet the demand created by residential development of the project. The plan must include an evaluation and estimate of the demand for public buildings and facilities. Methodology used to project demand shall be agreed upon by the developer and approving agencies prior to plan initiation and shall be

submitted as part of the complete plan. The plan shall also provide a program for meeting any projected demand. The City of Port St. Lucie and St. Lucie County, in consultation with Treasure Coast Regional Planning Council must approve the plan. Public buildings and facilities shall be constructed and available to serve projected demand in accordance with the approved plan.

HISTORIC AND ARCHAEOLOGICAL SITES

77. In the event of discovery of any archaeological artifacts during project construction, construction shall stop in the area of discovery and immediate notification provided to the City of Port St. Lucie and the Division of Historical Resources in the Florida Department of State.

78. The developer shall provide the Department of State, Division of Historical Resources with the requested documentation of the office building, labor house building, barn, and maintenance garage that were found on site. This documentation must include a complete Florida Master Site File Structure form for each building and be forwarded to the Department of State, Division of Historical Resources for approval prior to application for any building or clearing permits for the PGA Village DRI.

ENERGY

79. The final site and building designs shall comply with the Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. To the maximum extent feasible the project shall also incorporate measures identified in the Council's *Energy Planning in the Twenty-First Century* dated January 2000, and the SRPP.

80. The developer shall incorporate each of the 17 energy saving methods outlined in the ENERGY section discussion of the Council's Assessment Report for the PGA Village DRI project unless it can be demonstrated to the satisfaction of the City of Port St. Lucie that individually each method is not cost effective.

HURRICANE PREPAREDNESS

81. The developer, prior to build-out and in consultation with the St. Lucie County Division of Emergency Management, St. Lucie County Chapter of the American Red Cross and the City of Port St. Lucie, should incorporate or cause to have incorporated within the plan of development evacuation shelter space which provides a minimum of 20 square feet of usable emergency shelter space per person to accommodate 10 percent of PGA Village resident population. Such shelter space may include schools or other community facilities that are acceptable to the St. Lucie County Division of Emergency Management as emergency shelter space and are so designated.

The intent of this condition is to ensure that adequate public shelter space is available at all times to meet the demand of PGA Village residents. Should an annual status report show that usable public shelter space is not available on site to accommodate 10 percent of PGA Village resident population at 20 square feet per person, no further residential building permits for PGA Village should be issued. Issuance of building permits for PGA Village shall resume when either: a) assurances are provided to St. Lucie County and the City of Port St. Lucie's satisfaction that shelter space will be provided on site; or b) assurances are provided to St. Lucie County and the City of Port St. Lucie's satisfaction that prior to the next annual report date alternative measures will be implemented as approved by St. Lucie County and the City of Port St. Lucie which are consistent with public hurricane shelter mitigation techniques provided for in Chapter 9J-2.0256(5) (a) of the FAC.

ADVISORY REGIONAL AND TOWN PLANNING RECOMMENDATIONS

MASTER PLAN

82. The City of Port St. Lucie should revise the proposed land use designations for the PGA Village DRI to require a better-integrated and well-planned mix of land uses that will: 1) minimize sprawl; 2) reduce land consumption; 3) minimize the public cost for providing services; 4) reduce dependency on the automobile; 5) encourage and accommodate public transit; 6) better address the special needs of children and the elderly, 7) reduce the area's vulnerability to natural or man-made disasters; and 8) reduce impacts on the natural environment.

83. Prior to approving the PGA Village DRI the City and County should enter into a joint planning agreement for the City's new utility service area which, at a minimum, includes the following: 1) creation of a substantial land/open space buffer geographically demarking an edge where suburban development ends and the countryside begins; 2) a process for the purchase and transfer of development rights fro those areas outside the City's boundaries to properties within the City boundaries to ensure that areas outside the City urban boundary remain rural; and 3) a master plan/urban design study for the future development of the entire utility service area.

84. The City of Port St. Lucie should consider incorporating into any final master plan approved for PGA VILLAGE DRI; the regional recommendations and planning concepts contained under the REGIONAL AND TOWN PLANNING section of the Treasure Coast Regional Planning Council's Assessment Report for the PGA Village DRI.

NETWORK OF STREETS

85. The City of Port St. Lucie, in consultation with the developer should incorporate into any final site plan approved for the PGA Village DRI, the regional planning concepts

ENVIRONMENT AND NATURAL RESOURCES

UPLAND PRESERVATION

ISSUE: There is a good opportunity to maintain complete upland natural communities on site after development to provide habitat for native species and for other upland functions and values.

POLICY CITATIONS

The following strategies and policy in the SRPP apply to the project:

Strategy 1.1.1: Preserve and manage complete natural systems as a network of connected nature preserves.

Strategy 6.1.1: Preserve and manage natural systems as a network of connected nature preserves and promote the establishment of greenway systems in the region.

Policy 6.7.1.2: Development plans should be designed to maximize the amount of protected habitat. Protected natural communities and ecosystems should be preserved in viable condition with intact canopy, under-story, and ground cover. Where possible, preserve areas should be designed to interconnect with other natural areas that have been set aside for preservation. A restoration and management plan for the protected areas should be developed.

As a minimum baseline measure for consistency with the SRPP, Council strives to achieve protection of 25 percent of upland natural communities in the evaluation of development plans. Council supports the maximum protection of natural communities, and recommends that more than 25 percent of the upland habitat be preserved where appropriate.

Policy 6.7.1.9: Preserve areas should be designed to protect integrated systems of uplands and wetlands.

Strategy 6.8.1: Preserve areas should be designed and established to protect endangered and potentially endangered species.

Policy 7.1.2.6: Redirect development patterns away from interstates and major arterials to town and neighborhood centers along collector and minor arterials.

Policy 8.1.1.3: Encourage patterns of development which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

DISCUSSION

The majority of the 3000-acre project site was previously cleared for agricultural activities. The application indicates that only about 71 acres occur as upland natural communities in relatively good condition. These upland communities occur in a 154-acre parcel located in the southeastern portion of the project site. The native communities include pine flatwoods (66.46 acres), rangeland (3.12 acres), and live oak/cabbage palm (1.51 acres).

Consistent with Council policy, the applicant has committed to protecting 25 percent, or 17.77 acres, of the upland natural communities on the project site. The uplands are to be protected within a preserve area in the southeastern portion of the site north of the C-24 Canal (Exhibit UP-1). A dedicated conservation easement is to be placed over this area, which will also function to protect and receive relocated gopher tortoise, a Species of Special Concern (see LISTED SPECIES). This area will provide well-drained pine flatwoods habitat for tortoises. The preserve is also designed to create system of both connected wetlands and uplands. It is proposed that the berm adjacent to the C-24 Canal be cleared of exotic species so that it will also function as gopher tortoise habitat.

The concept of designing an upland preserve area to protect listed species is consistent with Council policy. However, there are two problems with the proposed design of the preserve area. First, it is not optimal for gopher tortoises because it is too narrow. Florida Fish and Wildlife Conservation Commission guidelines (Cox, J. et al. 1987, Ecology and habitat protection needs of Gopher tortoise (*Gopherus polyphemus)* populations found on lands slated for large-scale development in Florida, Nongame Wildlife Program Technical Report No. 4) recommend that preserve areas not be less than 120 meters (about 400 feet) in width. Much of the proposed wildlife preserve is less than 400 feet in width. Second, the proposed wildlife preserve is not designed to minimize the edge-to-area ratio, which is an ecological principle designed to reduce edge effects in the protected area. The preserve area is expected to provide habitat for a larger population of gopher tortoises and more wildlife species if it is designed in a more consolidated shape.

Based evaluation of the quality of habitat in the area of the preserve, it is recommended that: 1) the proposed commercial development (11.7 acres) between wetlands W3 and W4 be relocated to another more suitable location on the project site, and 2) the boundary of the preserve be moved to the section line as shown in Exhibit UP-2. This would result in a better ecological design for the conservation area. It would have the potential to support more wildlife, and the conservation area could be featured as an amenity on the project site that could be used for environmental education and recreation. Comments from St. Lucie County (Exhibit UP-3) and the FFWCC (Exhibit UP-4) support reconfiguring the preserve area to provide better habitat for the gopher tortoise.

Another issue in support of relocating the 11.7 acres of proposed commercial development from the vicinity of the preserve (Exhibit UP-1) is that this area may be affected by the development of an I-95 interchange in the future. The current land use is

low density residential. If the land use is intensified, the future interchange would cost more to construct. Therefore, a conservation land use is preferable because it would have a lower land value. A commercial land use in this area would be inconsistent with Regional Policy 8.1.1.3 and 7.1.2.6 which encourage: 1) patterns of development which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations; and 2) the redirection of development patterns away for interstates and major arterials to town and neighborhood centers along collectors and minor arterials.

In order to maintain habitat value, the upland preserve areas need to be managed. The developer should prepare a Conservation Area Management Plan to protect the upland and wetland communities preserved on the site. The Conservation Area Management Plan should describe methods to provide for the needs of listed species and other wildlife, provide a schedule for proposed management actions, indicate procedures for removing exotic species, and provide a plan for permanently fencing the conservation area and controlling access for permitted uses.

RECOMMENDATIONS

In an effort to reduce impacts to the environment and upland natural communities in the Region, the following conditions should be incorporated into the DO:

1. The developer shall protect and maintain native upland natural communities in a conservation area as shown on Exhibit UP-2. The conservation area shall be designed and managed to protect native pine flatwoods, provide habitat for the gopher tortoise, and provide a buffer to wetlands W3, W4, W5, W6, and W7. The continued viability and maintenance of the conservation area shall be assured through a Conservation Easement with City of Port St. Lucie.

2. Temporary fencing of the conservation area shall be installed by the developer and inspected and approved by City of Port St. Lucie prior to commencement of site clearing adjacent to the preserve area. The fencing shall be of a type that will clearly identify and designate the boundaries of the preserve area and minimize the potential disturbance of these features during land clearing and construction. The temporary fencing shall be established at least 30 feet outside the actual boundary of the preserve areas. Temporary fencing shall stay in place until it is necessary to remove it for finish grading, planting buffers, and constructing permanent fencing.

   The developer shall prepare a Conservation Area Management Plan for the conservation area. The plan should: 1) identify management procedures and provide a schedule for their implementation; 2) include methods to remove exotic vegetation including Brazilian pepper, and any other species that are determined to threaten the natural communities; and 3) plans to permanently fence the preserve areas and allow only limited access for passive recreation, nature appreciation, education, or scientific study. The management plan shall be approved by City of Port St. Lucie in consultation with the Florida Fish and Wildlife Conservation Commission prior to commencement of site clearing activities.

PGA Village

Detail Area

SITE DATA

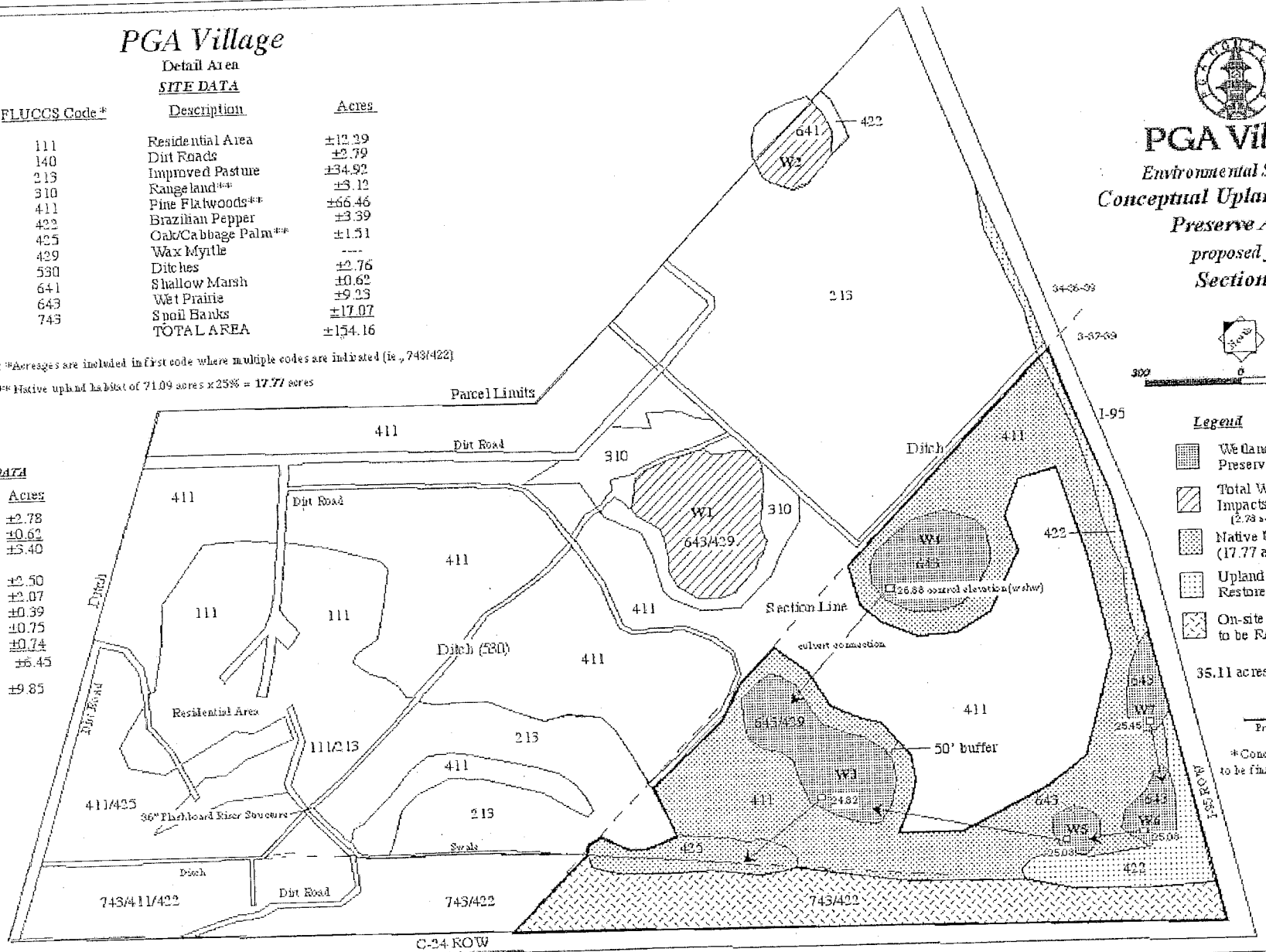
FLUCCS Code*	Description	Acres
111	Residential Area	±12.29
140	Dirt Roads	±2.79
213	Improved Pasture	±34.92
310	Rangeland**	±3.12
411	Pine Flatwoods**	±66.46
422	Brazilian Pepper	±3.39
425	Oak/Cabbage Palm**	±1.51
429	Wax Myrtle	----
530	Ditches	±2.76
641	Shallow Marsh	±0.62
643	Wet Prairie	±9.23
743	Spoil Banks	±17.07
	TOTAL AREA	±154.16

Notes: *Acreages are included in first code where multiple codes are indicated (ie., 743/422)

** Native upland habitat of 71.09 acres x 25% = 17.77 acres

SITE DATA

Wetland	Acres
W1	±2.78
W2	±0.62
Impacts	±3.40
W3	±2.50
W4	±2.07
W5	±0.39
W6	±0.75
W7	±0.74
Preserves	±6.45
Total	±9.85



PGA Village

Environmental Site Plan

Conceptual Upland/Wetland Preserve Area

proposed for

Section 3

34-36-39

3-37-39

300 0 150 300

Legend

- Wetland Preserves (6.45 acres)
- Total Wetland Impacts (3.40 acres) (2.78 acres COE 3D)
- Native Upland Preserves * (17.77 acres)
- Upland Preserve to be Restored* (3.39 acres)
- On-site Spoil Area Preserve to be Restored** (7.5 acres)

35.11 acres total preserve area

Preserve Limits

*Conceptual configuration - to be finalized during permitting

Source: Peter J. Krinsky, C.E.P., Environmental Planner, 2003

EXHIBIT UP-1

PGA Village

Detail Area

SITE DATA

FLUCCS Code *	Description	Acres
111	Residential Area	±12.29
140	Dirt Roads	±2.79
213	Improved Pasture	±34.92
310	Rangeland***	±3.12
411	Pine Flatwoods****	±66.46
422	Brazilian Pepper	±3.39
425	Oak/Cabbage Palm***	±1.51
429	Wax Myrtle	----
530	Ditches	±2.76
641	Shallow Marsh	±0.62
643	Wet Prairie	±9.23
743	Spoil Banks	
	TOTAL AREA	±17.07

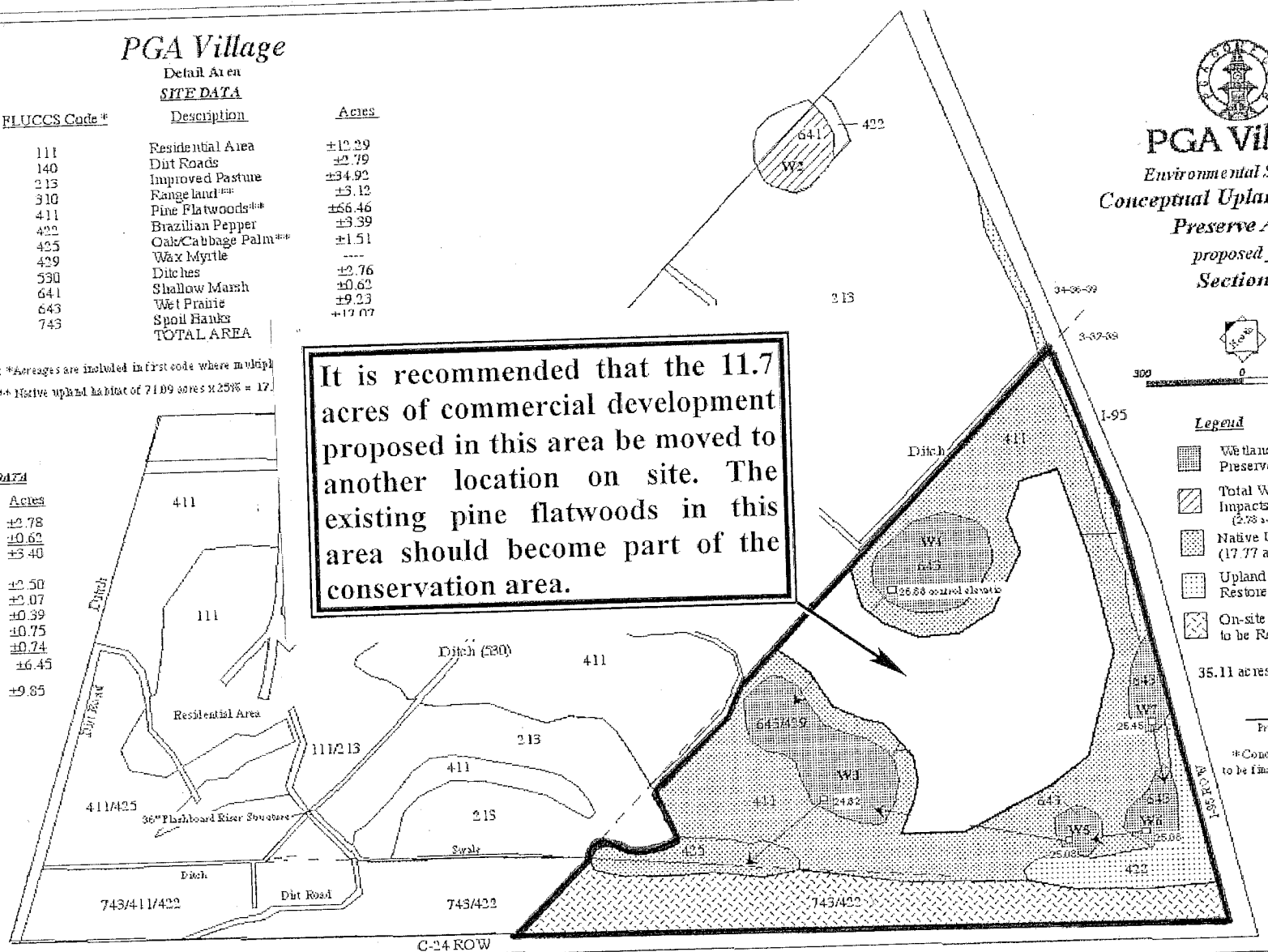
Notes: *Acreages are included in first code where multipl

** Native upland habitat of 71.09 acres x 25% = 17.

SITE DATA

Wetland	Acres
W1	±2.78
W2	±0.62
Impacts	±3.40
W3	±2.50
W4	±2.07
W5	±0.39
W6	±0.75
W7	±0.74
Preserves	±6.45
Total	±9.85

It is recommended that the 11.7 acres of commercial development proposed in this area be moved to another location on site. The existing pine flatwoods in this area should become part of the conservation area.



PGA Village

Environmental Site Plan

Conceptual Upland/Wetland Preserve Area

proposed for

Section 3

300 0 150 300

Legend

- Wetland Preserves (6.45 acres)
- Total Wetland Impacts (3.40 acres) (2.78 acres COE JD)
- Native Upland Preserves * (17.77 acres)
- Upland Preserve to be Restored** (3.39 acres)
- On-site Spoil Area Preserve to be Restored** (7.5 acres)

35.11 acres total preserve area

Preserve Limits

*Conceptual configuration - to be finalized during permitting

Source: Peter J. Krinsky, C.E.P., Environmental Planner, 2003

EXHIBIT UP-2

PUBLIC WORKS DEPARTMENT
Environmental Resources Division

MEMORANDUM

TO: Mr. Jim Snyder, DRI Review Coordinator
Treasure Coast Regional Planning Council

FROM: St. Lucie County Environmental Resources Division

DATE: June 6, 2003

RE: PGA Village Development of Regional Impact

****

Based on review of the January 2003 Development of Regional Impact (DRI) application package (specifically Questions 12 and 13) for the PGA Village project and review of onsite conditions of the subject property, the Environmental Resources Division provides the following comments:

Question 12 - Vegetation and Wildlife.

1. Comment: The DRI application does not properly address the fact that the ±136-acre lake (560) is suitable foraging and nesting habitat for the Florida Snail Kite (*Rostrhamus sociabilis plumbeus*), listed as an Endangered species by both the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. Adult and juvenile snail kites have been observed in several St. Lucie County agricultural reservoirs similar to the one on the project site. The Florida Committee on Rare and Endangered Plants and Animals, Volume V, identifies nesting vegetation to include: melaleuca, cypress, pond apple, cocoplum, southern willow, wax myrtle, buttonbush, cattails, giant bulrush, sawgrass, and reed grass, some of which are located within the reservoir. Recommendation: Information under Question 12 should be revised to address the Florida Snail kite, and, if necessary, field surveys should be conducted at the appropriate time of year, in order to verify the presence of and use by, or lack thereof, this species and other wading bird species for nesting and foraging.

2. Comment: The vegetative identifications have incorrectly identified two shallow marsh systems as "improved pasture" located north of the C-24 canal. (See Map F-1) Recommendation: Information under Questions 12 and 13 and Map F-1 should be revised accordingly to depict these wetland systems.

3. Comment: The proposed linear 35.11-acre greenway corridor/gopher tortoise preserve cannot function, as designed, in a viable manner to support gopher tortoises long term. Due to "edge effect", which has been documented to encroach a minimum of 125 feet into natural systems abutting man-made "improvements", the entire proposed corridor preserve

will be subject to edge effect from I-95, C-24 canal, and proposed development, and, therefore, become non-viable without persistent active management. Furthermore, the proposed preserve design precludes the use of specific management techniques, such as prescribed burns, due to the close proximity of existing and proposed improvements. As a result, the long-term viability of the proposed preserve for gopher tortoises is unlikely. Recommendation: Redesign the preserve to incorporate more pine flatwoods habitat in the interior portion of the current preserve design. To ensure a long-term, viable and manageable preserve, the preserve should, at a minimum, include the **entire** area southeast of the existing fence. The preserve/corridor would further be enhanced if the mis-identified large wetland (labeled 213) just north of the C-24 canal, could be incorporated within the preserve design.

Question 13 - Wetlands

1. Comment: The submitted information indicates that the reservoir "is not considered for development at this time", however, this is in conflict with Map H. Also, Map H and Map I-2 appear conflicting, with Map H showing the reservoir area as development pod M, while Map I-2 appears to be depicting drainage going into the reservoir. Recommendation #1: If the reservoir is to remain, all maps, including Map H, should be revised accordingly to clearly depict the reservoir. The reservoir should also be proposed to be enhanced for wildlife utilization, and could possibly be utilized for passive recreation with boardwalks, observation platforms and towers for the proposed surrounding development. Also, submitted information should address management of water levels and species composition for the reservoir. Recommendation # 2: If the reservoir is being proposed to be filled in as part of the project development, the application should clearly identify how previously permitted wetlands impacts, mitigated for in the existing reservoir, are being compensated for.

2. Comment: As previously stated, the vegetative identifications have incorrectly identified two shallow marsh systems as "improved pasture" located north of the C-24 canal. (See Map F-1) Recommendation: Information under Questions 12 and 13 and Map F-1 should be revised accordingly to depict these wetland systems.

If you should have any questions concerning these comments and recommendations, please feel free to contact the Environmental Resources Division at (772) 462-2526. We appreciate the opportunity to participate and respond on this DRI application package.

cc: Tony White, ACOE
Trish Adams, USFWS
Jim Golden, SFWMD
Steve Lau, FFWCC
City of Port St. Lucie Planning Department
Dennis Murphy, SLC Community Development Director

EXHIBIT UP-4

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

EDWIN P. ROBERTS, DC
Pensacola

RODNEY BARRETO
Miami

SANDRA T. KAUPE
Palm Beach

H.A. "HERKY" HUFFMAN
Enterprise

DAVID K. MEEHAN
St. Petersburg

JOHN D. ROOD
Jacksonville

RICHARD A. CORBETT
Tampa

KENNETH D. HADDAD, Executive Director
VICTOR J. HELLER, Assistant Executive Director

OFFICE OF ENVIRONMENTAL SERVICES
255 154th Avenue
Vero Beach, FL 32968
(772) 778-5094 SunCom 240-5094
FAX (772) 778-7227 SunCom 240-7227

June 13, 2003

Mr. James T. Snyder
Treasure Coast Regional
Planning Council
301 East Ocean Blvd., Suite 300
Stuart, FL 34994

RECEIVED
JUN 13 2003
TREASURE COAST
REGIONAL PLANNING COUNCIL

Re: PGA Village DRI
St. Lucie County

Dear Mr. Snyder:

The Office of Environmental Services of the Florida Fish and Wildlife Conservation Commission has reviewed the referenced Application for Development Approval and offers the following comments.

The only listed species identified on this site is the gopher tortoise, a state species of special concern. The applicant proposes to relocate the onsite tortoises to a small preserve site in the southern portion of the site, north of the C-24. Upon review, we find that the proposed gopher tortoise preserve is too small and narrow to provide any long term habitat for tortoises. Our gopher tortoise guidelines recommend that on-site preserve areas be a minimum of 25 acres in size. In addition, long narrow preserves should be avoided and preserves should be at least 400 feet wide at their narrowest point. Therefore, we recommend that a 25 acre gopher tortoise preserve conforming to our guidelines be established. The pine flatwoods area within the triangle formed by I-95 and the C-24 would be the best location. This area should be protected with a conservation easement and have a detailed management plan to ensure its long term viability for tortoises and other wildlife.

Sincerely,

Stephen R. Lau
Biological Administrator

ENV 1-11-3

cc: Gregory Boggs
Thomas Lucido & Associates, P.A.
322 George Avenue
Stuart, FL 34994

LISTED SPECIES

ISSUE: The development can minimize adverse impacts on endangered and potentially endangered species through proper planning and attention during construction.

POLICY CITATIONS

The following strategies and policy in the SRPP apply to the project:

Strategy 1.1.1: Preserve and manage complete natural systems as a network of connected nature preserves.

Strategy 6.8.1: Preserve areas should be designed and established to protect endangered and potentially endangered species.

Policy 6.8.1.2: All endangered and potentially endangered plant and animal populations should be protected and all habitat of significant value to existing populations of endangered and threatened species should be preserved and protected.

DISCUSSION

The application indicates that the gopher tortoise is the only listed species detected on the project site. This species is listed by the state as a Species of Special Concern. The gopher tortoises were found in the 154-acre parcel located in the southeastern portion of the project site. It is estimated that approximately 15 gopher tortoises occur on the project site.

The applicant has proposed to establish a wildlife preserve in the southeastern portion of the project site for the protection of gopher tortoises (Exhibit UP-1). Gopher tortoise would be relocated into this preserve area. The preserve area would also serve to protect pine flatwoods, provide an upland buffer to the preserved wetlands, and create an upland/wetland system by connecting wetlands.

The concept of the proposed wildlife preservation area is appropriate. However, there are two problems with the design of the preserve area. First, it is too narrow for gopher tortoises. Florida Fish and Wildlife Conservation Commission guidelines (Cox, J. et al. 1987, Ecology and habitat protection needs of Gopher tortoise (*Gopherus polyphemus)* populations found on lands slated for large-scale development in Florida, Nongame Wildlife Program Technical Report No. 4) recommend that preserve areas not be less than about 400 feet in width. Most of the proposed wildlife preserve is less than 400 feet in width. Second, the proposed wildlife preserve is not designed to minimize the edge-to-area ratio, which is an ecological principle in the design of preserve areas. The preserve area is expected to provide habitat for a greater number of gopher tortoises and more

wildlife species if it is designed in a more consolidated shape, rather than in a long linear unit.

Based evaluation of the quality of habitat in the area of the preserve, it is recommended that: 1) the proposed commercial development in this area be relocated, and 2) the boundary of the preserve be moved to the section line as shown in Exhibit UP-2. This would result in a better ecological design for the conservation area. It would have the potential to support more wildlife, and the conservation area could be featured as an amenity on the project site that could be used for environmental education and recreation. This alternate design would further Regional Strategy 6.8.1, which states that preserve areas should be designed and established to protect endangered and potentially endangered species. Comments from St. Lucie County (Exhibit UP-3) and the FFWCC (Exhibit UP-4) support reconfiguring the preserve area to provide better habitat for the gopher tortoise (see UPLAND PRESERVATION).

The Wood Stork is listed as Endangered by the federal government. This species is known to nest on an island within the North Fork of the St. Lucie River, about 10 miles to the east of the project site. It is likely that Wood Storks forage for fish in the wetlands on this project site. The USFWS has indicated that maintaining the wetlands in an 18-mile radius around the nesting colony is critical for protecting this species. Therefore, it is recommended that there be no loss of wetland function and value or foraging habitat on the project site. Creating shallow areas that will concentrate fish when water levels drop is a way of creating foraging habitat as part of the surface water management system. Plans to maintain Wood Stork foraging habitat on the project site should be approved by the USFWS.

It is possible that additional listed species that have not yet been observed may occur on the project site. If additional listed species are identified on the site they should be protected. In the event that it is proposed that any species are to be relocated into the preserve areas on site, the developer should work with appropriate state and federal regulatory agencies and the City of Port St. Lucie to determine if relocation is appropriate. The details of any plans to relocate listed species on the project site should be provided in the Conservation Area Management Plan. The relocation of any species should not occur until the Conservation Area Management Plan is approved by the City of Port St. Lucie.

RECOMMENDATIONS

In an effort to reduce impacts to listed species, the following conditions should be incorporated into the DO:

1. The developer shall develop a detailed management plan to protect the Gopher Tortoise on the project site. The plan should provide for the protection and relocation of gopher tortoises into the on site preserve area identified in Exhibit UP-2. The plan shall be approved by the City of Port St. Lucie in consultation with the Florida Fish

and Wildlife Conservation Commission prior to any impacts to Gopher tortoise habitat.

2. The developer shall maintain Wood Stork foraging habitat on site by ensuring no loss of wetland function and value. Plans for wetland mitigation should include the creation of suitable Wood Stork foraging habitat pursuant to any permits issued by the U. S. Army Corps of Engineers and recommendations by the U. S. Fish and Wildlife Service.

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

WETLANDS

ISSUE: Maintenance of wetland functions and values should be required, including maintenance of habitat values for native wildlife species.

POLICY CITATIONS

The following policies in the SRPP apply to the project:

Policy 6.6.1.1: No activity should be allowed that results in the alteration, degradation, or destruction of wetlands and deepwater habitats, except when:

1. Such an activity is necessary to prevent or eliminate a public hazard;

2. Such an activity would provide direct public benefits which would exceed those lost to the public as a result of habitat alteration, degradation, or destruction;

3. Such an activity is proposed for habitats in which the functions and values currently provided are significantly less than those typically associated with such habitats and cannot be reasonably restored;

4. Such an activity is water dependent or, due to the unique geometry of the site, minimal impact is the unavoidable consequence of development for uses, which are appropriate given site characteristics.

Policy 6.6.1.2: Whenever any wetland or deepwater habitat is degraded or destroyed, mitigation should be provided through the creation of new wetland and deepwater habitat, through the restoration of degraded habitat, or through the enhancement of functions and values provided by existing habitats.

Policy 6.6.1.3: A buffer zone of native upland edge vegetation should be provided and maintained around wetland and deepwater habitats, which are constructed or preserved on new development sites. The buffer zone may consist of preserved or planted vegetation but should include canopy, under-story, and ground cover of native species only. The edge habitat should begin at the upland limit of any wetland or deepwater habitat.

Discussion

The application has identified about 12 small isolated wetlands on the western side of the project (Exhibit W-1), and 7 small isolated in a 154-acre parcel on the east side of the project, north of the C-24 Canal (Exhibit W-2). These wetlands are primarily wet prairies and shallow marsh wetlands. Also, there is also a large 136-acre wetland system on the southwestern portion of the project that was created by previous landowners as mitigation for wetland impacts.

The applicant is proposing to eliminate all of the small isolated wetlands on the western side of the project site. According to the application, these wetlands have been approved for filling by the South Florida Water Management District and U. S. Army Corps of Engineers under previously issued permits. Mitigation has already been accomplished for these wetland systems.

On the east side of the project in the 154-acre parcel north of the C-24 Canal, the applicant is proposing to preserve five wetlands (W3, W4, W5, W6, and W7) totaling 6.45 acres, and eliminate two wetlands (W1 and W2) totaling 3.4 acres. The five wetlands proposed for preservation are in relatively good condition. The two wetlands proposed for elimination have been heavily impacted by agricultural activities. Elimination of these two wetlands is consistent with an exception to Council's wetland protection policy, which allows mitigation when the functions and values currently provided are significantly less than those typically associated with such habitats and they cannot be reasonably restored.

The application indicates that the five wetlands proposed for preservation will be maintained with 50-foot upland buffers pursuant to requirements of the City of Port St. Lucie. Control elevations for the wetlands will be established based on wet season high water elevations determined for the wetland preserves. Any exotic vegetation will be removed from the wetlands. The applicant has proposed enhancement to the preserve wetlands as mitigation for impacting 3.4 acres of other wetlands.

The application indicates that the development plan incorporates upland buffers around each retained wetland. The upland buffers should be composed of native species and comply with the requirements of the South Florida Water Management District and the city of Port St. Lucie.

RECOMMENDATIONS

In order to protect and maintain wetland functions and values on the project site and in order to preserve and protect the quality of water resources of the Region, the following conditions should be incorporated into the DO:

1. The developer shall preserve and enhance the 6.45 acres of wetlands proposed for preservation on Exhibit W-2. Methods for the protection, enhancement, and management of wetlands on the project site shall be described in a Conservation Area Management Plan to be approved by the City of Port St. Lucie.

2. The developer shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site. The buffer zones shall include canopy, understory, and ground cover of native upland species. The upland buffers shall be designed to be consistent with the buffer requirements of SFWMD and City of Port St. Lucie. The upland buffers are to be maintained according to the details provided in a Conservation Area Management Plan to be approved by City of Port St. Lucie.

EXHIBIT W-1

Legend
111 Residential
221 Groves
411 Pine Flatwoods
425 Oak/Cabbage Palm
530 Ditches
641 Isolated Wetlands (Previously mitigated)
743 Berms
560 Lake
152 Powerline R/W
PGA Village
Vegetation Map F
See Detail Area Maps F1, G, G1
St. Lucie County
City of Port St. Lucie
Glades Cut-off Road
C-24 Canal
Reserve Blvd
INTERSTATE 95
1600
800
0
1600

PGA Village

"Detail Area"

(±154 acre parcel - as indicated on Map F)

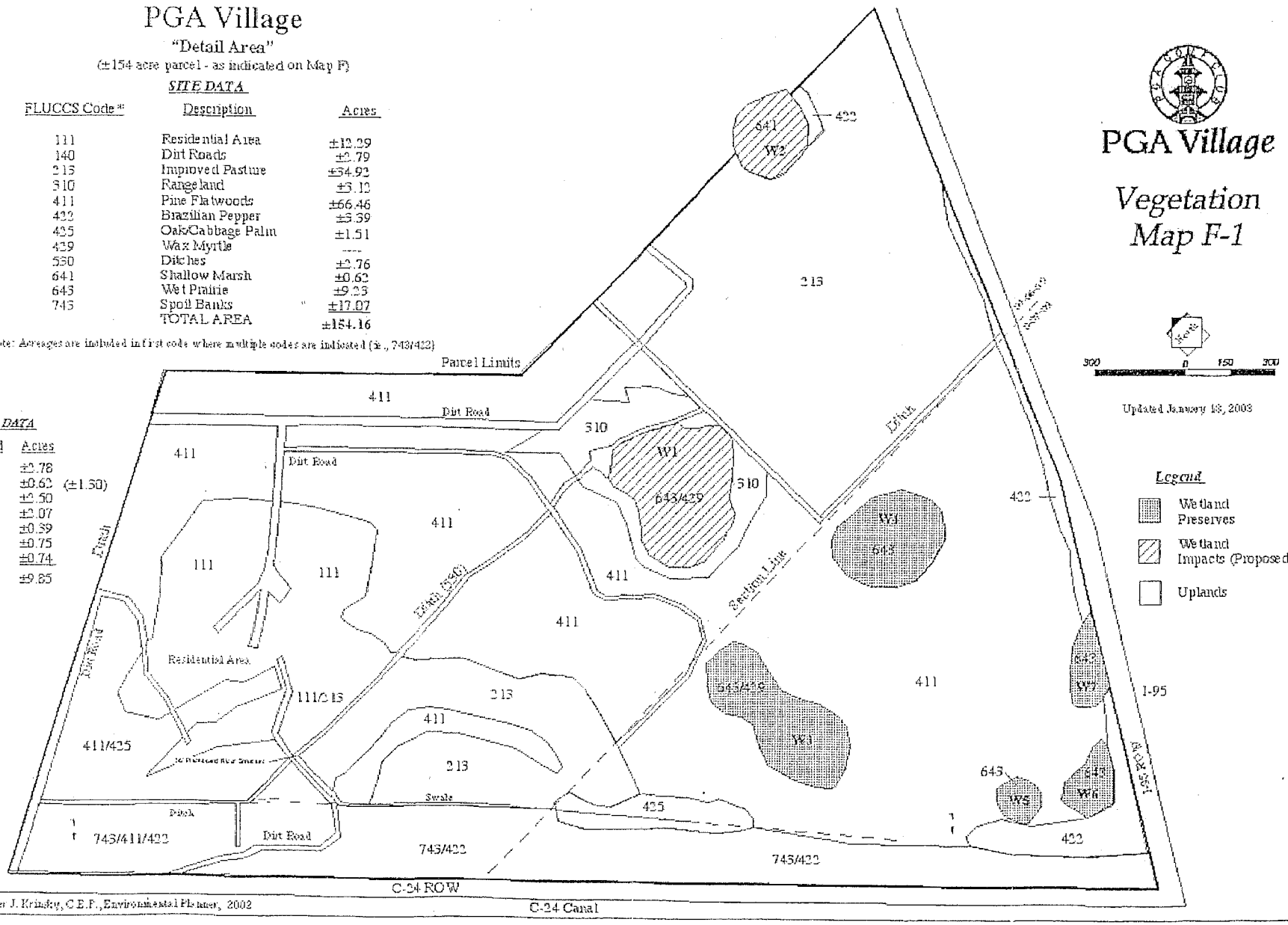
SITE DATA

FLUCCS Code*	Description	Acres
111	Residential Area	±12.29
140	Dirt Roads	±2.79
215	Improved Pasture	±54.92
310	Rangeland	±5.10
411	Pine Flatwoods	±66.46
422	Brazilian Pepper	±5.39
425	Oak/Cabbage Palm	±1.51
429	Wax Myrtle	----
530	Ditches	±2.76
641	Shallow Marsh	±0.62
643	Wet Prairie	±9.23
743	Spoil Banks	±17.07
	TOTAL AREA	±154.16

*Note: Acreages are included in first code where multiple codes are indicated (ie., 743/422)

SITE DATA

Wetland	Acres
W1	±2.78
W2	±0.62 (±1.50)
W3	±2.50
W4	±2.07
W5	±0.39
W6	±0.75
W7	±0.74
Total	±9.85



PGA Village

Vegetation Map F-1

Updated January 18, 2008

Legend

- Wetland Preserves
- Wetland Impacts (Proposed)
- Uplands

Source: Peter J. Krinsky, C.E.P., Environmental Planner, 2002

EXHIBIT W-2

EXOTIC SPECIES

ISSUE: The development site contains exotic pest vegetation, which represents a seed source and threat to landscaped areas and native communities.

POLICY CITATIONS

The following policy in the SRPP applies to the project:

Policy 6.7.1.4: All nuisance and invasive exotic vegetation listed by the Florida Exotic Pest Plant Council should be removed and where appropriate replaced with plant species adapted to existing soil and climatic conditions. Removal should be in such a manner that avoids seed dispersal by any such species. State and federal agencies and local governments should coordinate and assist in the removal and replacement of nuisance exotic pest species.

DISCUSSION

Information provided in the application indicates that Brazilian pepper is the main exotic species of concern on this project site. Brazilian pepper is the dominant species adjacent to the C-24 Canal and I-95 right-of-way. About 3.4 acres of the site occurs as a monoculture of Brazilian pepper in the southeastern portion of the property.

The Florida Exotic Pest Council maintains a list (see Exhibit ES-1) of exotic species that have the potential to invade and be disruptive to native plant communities. This list identifies two categories of species. Category I species are those invasive exotics that are altering native plant communities by displacing native species, changing community structures or ecological functions, or hybridizing with natives. Category II species are those invasive exotics that have increased in abundance or frequency but have not yet altered Florida plant communities to the extent shown by Category I species.

The application indicates that nuisance and invasive exotic vegetation will be removed on the project site. The Conservation Area Management Plan required by conditions in the UPLAND PRESERVATION section of this report should describe methods and schedule for the removal of exotic and nuisance species on site. The entire site, including preserve areas, should be maintained free of these species in perpetuity.

RECOMMENDATION

The following condition should be incorporated into the DO to reduce impacts to landscaped areas and native communities in the region:

1. Prior to obtaining a certificate of occupancy for any future structure located on any development parcel on the project site, the developer shall remove from that parcel all Brazilian pepper and any other nuisance and invasive exotic vegetation such as

Melaleuca, Australian pine, Old World climbing fern, downy rose-myrtle, and exotic vegetation listed by the Florida Exotic Pest Plant Council. Removal shall be in a manner that avoids seed dispersal by any of these species. There should be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be described in the Conservation Area Management Plan. The entire site, including wetlands and conservation areas, shall be maintained free of these species in perpetuity.

DEFINITIONS: *Exotic*—a species introduced to Florida, purposefully or accidentally, from a natural range outside of Florida. *Native*—a species whose natural range included Florida at the time of European contact (1500 AD). *Naturalized exotic*—an exotic that sustains itself outside cultivation (it has not "become" native). *Invasive exotic*—an exotic that not only has naturalized but is expanding on its own in Florida plant communities.

Abbreviations used: for "Gov. List": **P** = Prohibited by Fla. Dept. of Environ. Protection, **N** = Noxious Weed listed by Fla. Dept. of Agriculture & Consumer Services, **U** = Noxious Weed listed by U.S. Dept. of Agriculture. for "Reg. Dis.": N = north, C = central, S = south, referring to each species' current distribution in general regions of Florida (not its potential range in the state). See map.

LIST PREPARED BY THE Florida Exotic Pest Plant Council's

PEST PLANT LIST COMMITTEE:

Keith A. Bradley, Institute for Regional Conservation, 22601 S.W. 152nd Ave., Miami, FL 33170
Kathy Craddock Burks (CHAIR), Invasive Plant Management, Florida Dept. of Environmental Protection, 3800 Commonwealth Blvd., MS 705, Tallahassee, FL 32399
Nancy Craft Coile, Botanist Emeritus, Division of Plant Industry, Florida Dept. of Agriculture and Consumer Services, 22804 N.W. CR-2054, Alachua, FL 32615
James G. Duquesnel, Florida Park Service, Fla. Dept. of Environmental Protection, P.O. Box 487, Key Largo, FL 33037
Edward Freeman, The Nature Conservancy, 1413 Boulevard of the Arts, Sarasota, FL 34236
David W. Hall, Private Consulting Botanist, 3666 N.W. 13th Place, Gainesville, FL 32605
Roger L. Hammer, Miami-Dade Parks Department, Castellow Hammock Nature Center, 22301 S.W. 162nd Ave., Miami, FL 33030
Kenneth A. Langeland, Center for Aquatic and Invasive Plants, IFAS, University of Florida, 7922 N.W. 71st St., Gainesville, FL 32606
Robert W. Pemberton, Agricultural Research Station, U.S. Department of Agriculture, 2305 College Ave., Ft. Lauderdale, FL 33314
Daniel B. Ward, Department of Botany, 220 Bartram Hall, University of Florida, Gainesville, FL 32611
Richard P. Wunderlin, Institute for Systematic Botany, Department of Biological Sciences, University of South Florida, Tampa, FL 33620

For more information on invasive exotic plants, including links to related web pages, visit the Florida EPPC web site: http://www.fleppc.org

5/20/03

Category I - Invasive exotics that are altering native plant communities by displacing native species, changing community structures or ecological functions, or hybridizing with natives. *This definition does not rely on the economic severity or geographic range of the problem, but on the documented ecological damage caused.*

Scientific Name	Common Name	Reg. Dis.	Gov. List
Abrus precatorius	rosary pea	C, S	
Acacia auriculiformis	earleaf acacia	S	
Albizia julibrissin	mimosa, silk tree	N, C	
Albizia lebbeck	woman's tongue	C, S	
Ardisia crenata	coral ardisia	N, C	
Ardisia elliptica	shoebutton ardisia	S	
Asparagus densiflorus	asparagus-fern	C, S	
Bauhinia variegata	orchid-tree	C, S	
Bischofia javanica	bischofia	C, S	
Calophyllum antillanum	santa maria ("mast wood," "Alexandrian laurel" used in cultivation)	S	
Casuarina equisetifolia	Australian pine	NCS	P
Casuarina glauca	suckering Australian pine	C, S	P
Cinnamomum camphora	camphor tree	NCS	
Colocasia esculenta	taro, wild taro	NCS	
Colubrina asiatica	latherleaf	S	
Cupaniopsis anacardioides	carrotwood	C, S	N
Dioscorea alata	winged yam	NCS	N
Dioscorea bulbifera	air-potato	NCS	N
Eichhornia crassipes	water-hyacinth	NCS	P
Eugenia uniflora	Surinam-cherry	C, S	
Ficus microcarpa	laurel fig	S	
Hydrilla verticillata	hydrilla	NCS	P, U
Hygrophila polysperma	green hygro	NCS	P, U
Hymenachne amplexicaulis	West Indian marsh grass	C, S	
Imperata cylindrica	cogon grass	NCS	N, U
Ipomoea aquatica	water-spinach	C	P, U
Jasminum dichotomum	Gold Coast jasmine	C, S	
Jasminum fluminense	Brazilian jasmine	C, S	
Lantana camara	lantana	NCS	
Ligustrum lucidum	glossy privet	N, C	
Ligustrum sinense	Chinese privet	NCS	
Lonicera japonica	Japanese honeysuckle	NCS	
Lygodium japonicum	Jap. climbing fern	NCS	N
Lygodium microphyllum	Old World climbing fern	C, S	N
Macfadyena unguis-cati	cat's-claw vine	NCS	
Manilkara zapota	sapodilla	S	
Melaleuca quinquenervia	melaleuca	C, S	P, N, U
Melia azedarach	Chinaberry	NCS	
Mimosa pigra	catclaw mimosa	C, S	P, N, U
Nandina domestica	heavenly bamboo	N	
Nephrolepis cordifolia	sword fern	NCS	
Nephrolepis multiflora	Asian sword fern	C, S	
Neyraudia reynaudiana	Burma reed	C, S	N
Paederia cruddasiana	sewer vine	S	N
Paederia foetida	skunk vine	N, C	N
Panicum repens	torpedo grass	NCS	
Pennisetum purpureum	Napier grass	C, S	
Pistia stratiotes	water-lettuce	NCS	P
Psidium cattleianum	strawberry guava	C, S	
Psidium guajava	guava	C, S	
Pueraria montana	kudzu vine	NCS	N, U
Rhodomyrtus tomentosa	downy rose-myrtle	C, S	N
Ruellia brittoniana	Mexican petunia	NCS	
Sapium sebiferum	Chinese tallow	NCS	N
Scaevola sericea	beach naupaka	C, S	
Schefflera actinophylla	schefflera	C, S	
Schinus terebinthifolius	Brazilian pepper	NCS	P, N
Senna pendula	Christmas senna	C, S	
Solanum tampicense	wetland nightshade	C, S	N, U
Solanum viarum	tropical soda apple	NCS	N, U
Syngonium podophyllum	arrowhead vine	C, S	
Syzygium cumini	Java plum	S	
Tectaria incisa	incised halberd fern	S	
Thespesia populnea	seaside mahoe	C, S	
Tradescantia fluminensis	white-flowered wandering Jew	N, C	
Tradescantia spathacea	oyster plant	S	
Urochloa mutica	Para grass	C, S	

EXHIBIT ES-1

Category II - Invasive exotics that have increased in abundance or frequency but have not yet altered Florida plant communities to the extent shown by Category I species. *These species may become ranked as Category I, if ecological damage is demonstrated.*

Scientific Name	Common Name	Reg. Dis.	Gov. List
Adenanthera pavonina	red sandalwood	S	
Agave sisalana	sisal hemp	C, S	
Aleurites fordii	tung oil tree	N, C	
Alstonia macrophylla	devil-tree	S	
Alternanthera philoxeroides	alligator weed	NCS	P
Antigonon leptopus	coral vine	NCS	
Aristolochia littoralis	calico flower	N, C	
Asystasia gangetica	Ganges primrose	C, S	
Begonia cucullata	wax begonia	N, C	
Broussonetia papyrifera	paper mulberry	N, C	
Callisia fragrans	inch plant	C, S	
Casuarina cunninghamiana	Australian pine	C, S	P
Cecropia palmata	trumpet tree	S	
Cestrum diurnum	day jessamine	C, S	
Chamaedorea seifrizii	bamboo palm	S	
Cryptostegia madagascariensis	rubber vine	C, S	
Cyperus involucratus (*C. alternifolius* mis-applied)	umbrella plant	C, S	
Cyperus prolifer	dwarf papyrus	C	
Dalbergia sissoo	Indian rosewood	C, S	
Elaeagnus pungens	silverthorn	N, C	
Epipremnum pinnatum cv. Aureum	pothos	C, S	
Ficus altissima	false banyan, council tree	S	
Flacourtia indica	governor's plum	S	
Hemarthria altissima	limpo grass	C, S	
Hibiscus tiliaceus	mahoe	C, S	
Ipomoea fistulosa (= *I. carnea* ssp. *fistulosa*)	shrub morning-glory	C, S	P
Jasminum sambac	Arabian jasmine	S	
Kalanchoe pinnata	life plant	C, S	
Koelreuteria elegans	flamegold	C, S	
Leucaena leucocephala	lead tree	NCS	
Limnophila sessiliflora	Asian marshweed	NCS	P
Livistona chinensis	Chinese fan palm	C, S	
Merremia tuberosa	wood-rose	S	
Murraya paniculata	orange-jessamine	S	
Myriophyllum spicatum	Eurasian watermilfoil	NCS	P
Nymphoides cristata	snowflake	C, S	
Panicum maximum	Guinea grass	C, S	
Passiflora biflora	2-flowr. passion v.	S	
Pennisetum setaceum	green fountain grass	S	
Phoenix reclinata	Senegal date palm	C, S	
Phyllostachys aurea	golden bamboo	N, C	
Pteris vittata	Chinese brake fern	NCS	
Ptychosperma elegans	solitaire palm	S	
Rhynchelytrum repens	Natal grass	NCS	
Ricinus communis	castor bean	NCS	
Sansevieria hyacinthoides	bowstring hemp	C, S	
Sesbania punicea	purple sesban	NCS	
Solanum diphyllum	2-leaf nightshade	NCS	
Solanum jamaicense	Jamaica nightshade	C	
Solanum torvum	turkey berry	NCS	N, U
Syagrus romanzoffiana (= *Arecastrum romanzoffianum*)	queen palm	C, S	
Syzygium jambos	rose-apple	C, S	
Terminalia catappa	tropical almond	C, S	
Terminalia muelleri	Australian almond	C, S	
Tribulus cistoides	puncture vine	NCS	
Urena lobata	Caesar's weed	NCS	
Wedelia trilobata	wedelia	NCS	
Wisteria sinensis	Chinese wisteria	N,C	
Xanthosoma sagittifolium	elephant ear	NCS	

Application for Membership in the *Florida* Exotic Pest Plant Council

Annual Membership Levels (CIRCLE ONE)

Individual		Institutional	
Student	$10	Library	$100
General	$20	Contributor	$500
Contributor	$50	Donor	$501 - $10,000
Donor	over $50	Patron	over $10,000

Name

Organization

Mailing Address

City, State, Zip

Telephone

Fax

E-mail

Mail application & dues to:

Kris Serbesoff-King
3301 Gun Club Rd.
West Palm Beach, FL 33406

(Or sign up on-line at www.fleppc.org .)

Florida

Exotic Pest Plant Council's 2003 List of Invasive Species

PURPOSE OF THE LIST:
To focus attention on 1) the adverse effects exotic pest plants currently have on Florida's native biodiversity and the functioning of native plant communities, 2) the habitat losses from exotic pest plant infestations, 3) the impacts on endangered species via habitat loss and alteration, 4) the need to prevent habitat losses through pest-plant management, 5) the socio-economic impacts of these plants (e.g., increased wildfires in Melaleuca areas), 6) changes in the seriousness of different pest plants over time, and 7) the need to provide information that helps natural area managers set priorities for control programs.

WWW.FLEPPC.ORG

DRAINAGE

ISSUE: There is a good opportunity for the project to design its stormwater management system to reduce adverse water quality impacts to receiving bodies of water.

POLICY CITATIONS

The following strategy and policies in the SRPP apply to the project:

Strategy 1.1.2: Promote compatibility of urban areas, regional facilities, natural preserves and other open spaces.

Policy 6.3.1.1: All new, reconstructed or substantially expanded storm and surface water management systems should be designed and constructed to meet state water quality standards. Where feasible, retention is the preferred method for treatment of stormwater, recharging the aquifer, and protecting the region's estuaries.

Policy 6.3.1.2: A vegetated and functional littoral zone should be established as part of new surface water management systems where possible. Prior to construction of the surface water management system for any phase of a project, the developer should prepare a design and management plan for the wetland/littoral zone that will be established as part of these systems. The littoral zone established should consist entirely of native vegetation and should be maintained permanently as part of the water management system.

Policy 6.3.1.6: Design drainage systems that maintain the natural discharge pattern of stormwater from a site.

DISCUSSION

The project site is located in the C-24 Canal basin of the South Florida Water Management District (SFWMD). The property lying north of the C-24 Canal consists of citrus groves, improved pasture, and undeveloped areas including uplands and wetlands. This area drains to the C-24 Canal through a series of ditches and gravity control structures. The area south of the C-24 Canal consists of four sets of groves. Two of the groves drain to the C-24 Canal through a series of ditches and gravity control structures. The other two groves drain to a series of ditches that are pumped into a 136-acre reservoir that was previously approved as a mitigation area for wetland impacts (see WETLANDS). The reservoir flows via a gravity control structure into the Peacock Canal, which discharges to the C-24 Canal.

The proposed stormwater management system will consist of several drainage basins (Exhibit D-1). Each basin will include an extensive system consisting of inlet pipes that remove water from developed areas and discharge it into a lake system. The lakes will be

used to detain and provide treatment to stormwater runoff. All of the basins except Basins 3 and 4 will discharge directly into the C-24 Canal. Drainage from the existing Reserve DRI will be incorporated into the extensive lake system proposed north of the C-24 Canal, which will provide additional water quality treatment prior to discharging off site. The water in Basins 3 and 4 will be pumped from the lake system into the existing 136-acre reservoir. The reservoir will discharge into the Peacock Canal, which has an outfall at the C-24 Canal.

The application indicates that the proposed drainage system will result in reduced discharge volume into the C-24 Canal over current conditions. Also, the proposed master surface water management system will have a significantly larger area of lakes than what exists in the pre-development condition. The increase in lake area and reduction of discharge volume should improve the quality of water discharged from the project site. In addition, the proposed project will utilize residential and golf course Best Management Practices.

The application contains conflicting information concerning the 136-acre reservoir on the southwestern side of the project site. This system was previously constructed as mitigation for impacts to wetlands located within a parcel formerly known as Peacock Ranch. Map H, the Preliminary Master Plan in the application shows proposed development in the area of the reservoir. However, Map I-2, the proposed drainage map (also labeled "Preliminary Master Plan") shows that the reservoir will be incorporated into the site plan (see Exhibit D-1). Text in the application indicates that the applicant is seeking approval for development of the reservoir during the DRI process. Furthermore, the application indicates that permitting and possibly on-site or off-site mitigation will be required prior to approval by the South Florida Water Management District. This is to be accomplished through an Environmental Resource Permit application submitted to the District in the future.

Elimination of the existing 136-acre reservoir could have an impact on regional wetland and deepwater habitat resources. Comments from St. Lucie County suggest that the reservoir contains suitable habitat for endangered and potentially endangered species (Exhibit UP-3). In addition to possibly affecting regionally important species, elimination of the reservoir may affect patterns of stormwater discharge into the C-24 Canal, and could affect roadway connections to the project site. Therefore, in order to minimize impacts to regional resources, it is recommended that any plans for elimination of the 136-acre reservoir undergo further review pursuant to Section 380.06(19), Florida Statutes. This will help to ensure protection of regional resources and coordination among affected agencies.

Stormwater from the project site will ultimately enter the St. Lucie River and Indian River Lagoon. These are regionally significant water bodies important for marine resources and commercial and recreational activities. Every effort should be made to improve the quality of storm water entering these systems.

RECOMMENDATIONS

In order to assure acceptable levels of water quality and quantity at discharge and minimize impacts to adjacent properties, the following conditions should be incorporated into the DO:

1. The developer shall design and construct the stormwater management system as shown on the Preliminary Master Plan Map I-2 to retain the maximum volumes of water consistent with SFWMD criteria for flood control. Post-development runoff volumes and rates shall not exceed predevelopment runoff volumes and rates. Required retention volumes may be accommodated in a combination of vegetated swales, dry retention areas, lakes with vegetated littoral zones, or other suitable detention/retention structures. All discharged water from the surface water management system shall meet the water quality standards of FAC Rule 17-3.

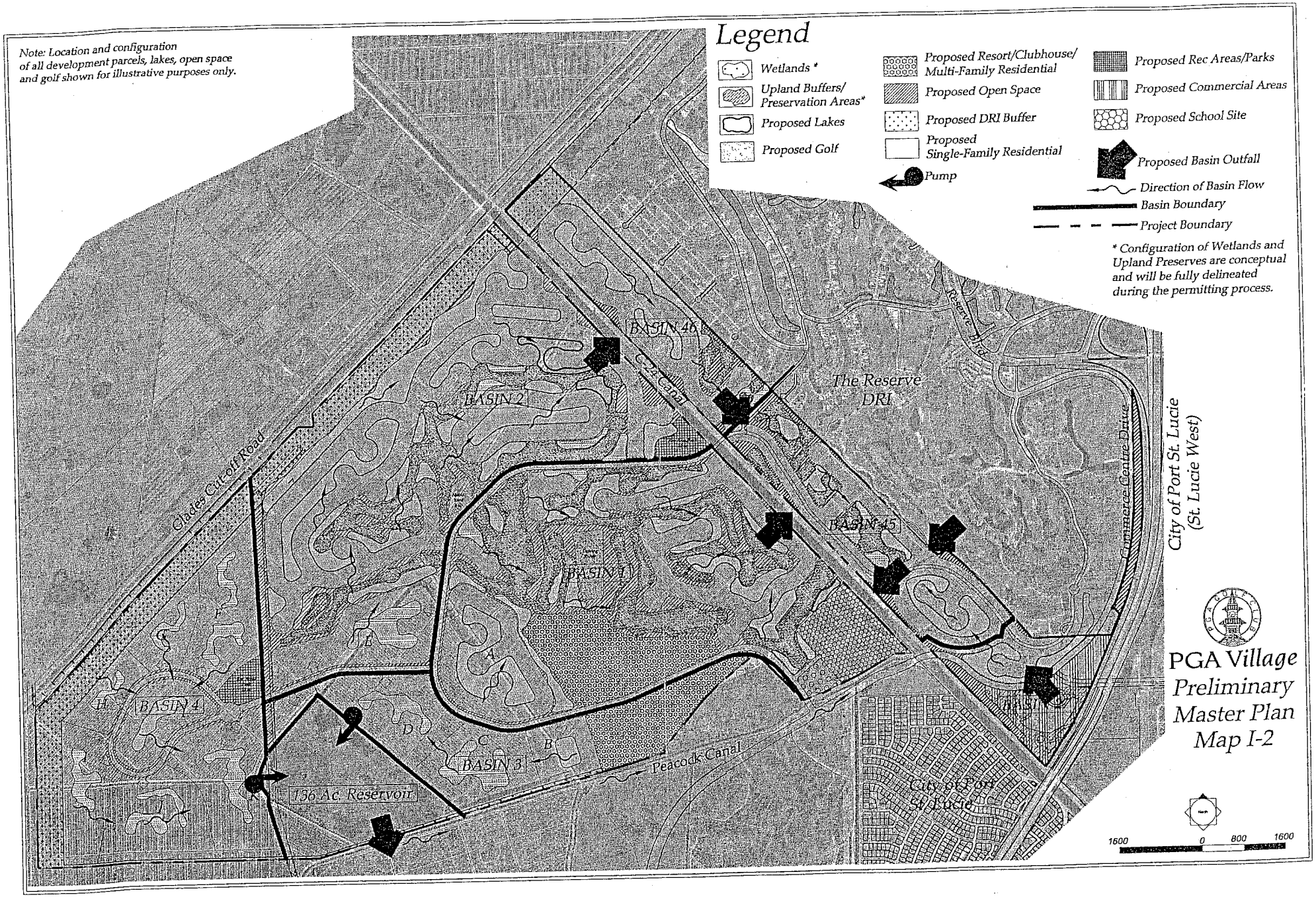
2. All elements of the stormwater management system shall be designed to prevent negative impacts to adjacent areas and to the receiving bodies of water. The developer shall establish a permanent water quality monitoring system to demonstrate that C-24 Canal will not be negatively impacted by water from the project site. The proposed plans for the water quality monitoring system shall be approved by the City of Port St. Lucie in consultation with SFWMD prior to the construction of the surface water management system.

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

4. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the developer. Any entities subsequently approved by the City of Port St. Lucie to replace the developer shall be required, at a minimum, to assume the responsibilities outlined above.

5. Any plans for elimination of the 136-acre reservoir shown on Map I-2, Preliminary Master Plan, in the Application for Development Approval shall undergo further review pursuant to Section 380.06(19), Florida Statutes.

EXHIBIT D-1


Note: Location and configuration of all development parcels, lakes, open space and golf shown for illustrative purposes only.
Legend
Wetlands *
Upland Buffers/ Preservation Areas*
Proposed Lakes
Proposed Golf
Proposed Resort/Clubhouse/ Multi-Family Residential
Proposed Open Space
Proposed DRI Buffer
Proposed Single-Family Residential
Pump
Proposed Rec Areas/Parks
Proposed Commercial Areas
Proposed School Site
Proposed Basin Outfall
Direction of Basin Flow
Basin Boundary
Project Boundary
* Configuration of Wetlands and Upland Preserves are conceptual and will be fully delineated during the permitting process.
BASIN 46
C-14 Canal
BASIN 2
The Reserve DRI
Reserve Blvd
Commerce Centre Drive
City of Port St. Lucie (St. Lucie West)
Glades Cut-off Road
BASIN 45
BASIN 1
BASIN 4
BASIN 3
136 Ac. Reservoir
Peacock Canal
City of Port St. Lucie
PGA Village Preliminary Master Plan Map I-2
1600
0
800
1600

WATER SUPPLY

ISSUE: The provision of potable water to this development is not guaranteed.

POLICY CITATIONS

The following goal, strategy and policy in the SRPP apply to the project:

Goal 8.1: Public facilities which provide high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effectively.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of the necessary infrastructure and services.

DISCUSSION

Potable water requirements for the PGA Village DRI are 1.71 million gallons per day (MGD) at build-out. According to the ADA, the City of Port St. Lucie will be providing the potable water supply for the PGA Village DRI. Based on the letter from the City (see Exhibit WS-1) there is adequate capacity available to service the development through build-out. The City's Prineville Water Treatment Plant recently underwent a 6 million gallon expansion and has an excess capacity of over 7 MGD. Also, the LTC Water Plant is under construction and will provide an additional 4 MGD in its first phase with an ultimate production of 20 MGD. The first phase of the LTC Water Plant will be completed in May 2004.

RECOMMENDATION

In order to ensure the timely and adequate provision of necessary public services the following condition should be incorporated into the DO:

1. No building permits shall be issued for the PGA Village DRI development until the developer has provided written confirmation from the providing utility to the City and Treasure Coast Regional Planning Council that adequate capacity of treated potable water is available to serve the proposed development. No certificates of occupancy shall be issued for PGA Village DRI development until the developer has provided written confirmation to the City of Port St. Lucie and Treasure Coast Regional Planning Council that service/distribution infrastructure is operational to serve the proposed development.

ISSUE: The project has an opportunity to maximize conservation of the Region's water resources.

POLICY CITATIONS

The following goal, strategy, and policies in the SRPP apply to the project:

Goal 6.2: A regional water supply managed to provide for all recognized needs on a sustainable basis.

Strategy 6.2.1: Develop and implement water conservation programs.

Policy 6.2.1.1: Use reclaimed wastewater for irrigation and other suitable purposes when such use is determined to be feasible.

Policy 6.2.1.3: Protect natural communities on development sites as a method to reduce the need for irrigation.

Policy 6.2.1.4: In order to protect and conserve the water resources of the Region and southern Florida to ensure the availability for future generations:

1. All landscaping material used on the primary dune system should be composed of native plants adapted to soil and climatic conditions occurring on-site. In all other locations the majority of landscaped areas should be composed of native or drought tolerant plants adapted to soil and climatic conditions occurring on-site.

2. The lowest acceptable quality water should be used to meet nonpotable water demands.

3. Potable water rates should be structured to encourage conservation.

4. All new and expanding wastewater treatment facilities should make reclaimed wastewater available for use in irrigation. Where possible, all new development should rely on wastewater reuse for irrigation.

5. Use of water saving device, irrigation systems, and plumbing fixtures should be required to the maximum extent justified. Where appropriate, existing systems should be retrofitted to make use of the most cost efficient water saving devices.

6. Leak detection programs should be developed and implemented.

DISCUSSION

The total nonpotable water or irrigation water demand at build-out of the project is estimated at 3.35 MGD. The applicant has proposed to obtain this water from the on-site

lake system supplemented by groundwater from the surficial aquifer. The applicant is committed to replacing on-site water supplies with alternative sources (i.e. reclaimed water) when it becomes available.

The issue of water conservation is also a significant concern. The developer has committed to the use of water saving plumbing fixtures such as low flow water faucets, showers and toilets, which will conserve as much as 30 percent over conventional fixtures. Also, as a water conservation technique, the applicant has committed to use rain sensors on the irrigation system and xeriscape planting in the landscape plans to reduce the need for irrigation. Council recommends that at least 50 percent of all landscaped areas be comprised of native or drought tolerant plants.

RECOMMENDATIONS

In order to minimize impacts to water resources, and to promote water conservation, the following conditions should be incorporated into the DO:

1. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. The project shall be equipped with a dual water distribution system to provide reclaimed water to all domestic (residential) users. No individual home wells shall be constructed on the project site. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting SFWMD permitting criteria in effect at the time of permit application.

2. In order to reduce irrigation water demand, xeriscape landscaping shall be implemented throughout the project. At a minimum, 50 percent of all areas requiring landscaping material shall be landscaped with native drought-tolerant vegetation adapted to soil and climatic conditions existing on site.

3. The project shall use water-saving plumbing fixtures and other water conserving methods that meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the SFWMD.

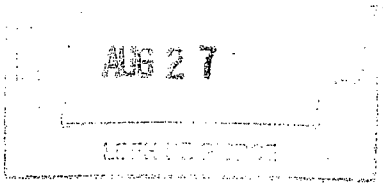
CITY OF PORT ST. LUCIE
UTILITY SYSTEMS DEPARTMENT
900 SE Ogden Lane
Port St. Lucie, FL 34983
(772) 873-6400
(772) 873-6405 Fax

Gary L. Basham, P.E., P.L.S., Director

EXHIBIT WS-1

August 22, 2002

Via U.S. Mail and Facsimile #465-1225



John E. Donahue, P.E.
Vice President
Lindahl, Browning, Ferrari & Hellstrom
2222 Colonial Road – Suite 201
Ft. Pierce, FL 34950

Re: Proposed PGA Village Development of Regional Impact
Water and Wastewater Service Availability

Dear Mr. Donahue:

On behalf of the City of Port St. Lucie I am pleased to be able to offer the following information in response to your August 9, 2002 letter to Utility Systems Director, Gary Basham.

Before continuing any further, I am compelled to confirm to you that the proposed PGA Village development is located within the boundaries of the City of Port St. Lucie's utility service area.

Question 17 – Water Supply:

1. **Please identify the treatment facility and the projected excess capacity of the water treatment facility to which connection will be made at present and for each phase through completion of the project. Please include both treatment capacity and current permitted allocation capacity of the water supply facility.**

City Response:

a. The City's Prineville Water Treatment Plant has a current permitted maximum day capacity of 10.85 mgd. An expansion of the plant's facilities is expected to be completed in January 2003 that will bring the permitted capacity up to a total of 16.85 mgd.

b. Construction of an additional water treatment plant at the LTC Industrial Park is projected to be completed in May 2004. Its first phase will be able to treat 4 mgd. Please note that the plant is designed to be able to treat a maximum of 20 mgd upon completion of its final phase of construction.

c. Enclosed for your review and possible reference is a copy of the most recent Data Sheet for Permit Applicants that is updated and published by our Compliance Division on a monthly basis. The report details a variety of information about our water treatment plants that may assist you in the preparation of your DRI application.

2. Please identify any other commitments that have been made for this excess capacity

City Response:

a. Enclosed is a copy of an Exhibit "A" Memorandum of Understanding report for the period ending July 2002. The Utility is required to file an updated copy of this document with FDEP each month.

Your attention is directed to the box on the upper right side of the report entitled Reserved But Not Connected where a total of 701.6 ERCs or 175,400 gpd of water are shown to be committed, but not connected.

3. Please provide a statement of the PSLUS's ability to provide services at all times during and after development. Please note that we've attached tables that present the proposed phasing schedule, and the currently approved flows and the proposed modified flows.

City Response:

a. The City is committed to providing water service sufficient to supply service to the uses generated within its service area based upon whatever utilization of property occurs. However, this statement should not be construed as a formal commitment to provide water service until approvals by all regulatory agencies have been obtained; construction plans are approved; a Service Agreement / Permit To Connect has been fully executed; and all applicable fees have been paid to the Utility.

b. We have the ability to meet your projected phasing schedule, especially in light of the water treatment facility expansion projects that are underway.

4. If service cannot be provided at all times during and after development, please identify the required capital improvements, timing, cost and proposed responsible entity for each phase in which service is unavailable.

City Response:

a. In accordance with City Code, a development is responsible for the construction of their hydraulic share of infrastructure improvements from an existing service terminus to their project.

Question 18 – Wastewater Management:

1. Please identify the treatment facility and outline the present and projected excess capacity of the treatment and transmission facilities through completion of the project.

City Response:

a. The wastewater treatment facility currently assigned to the geographic area you reference is the City's Northport Wastewater Treatment Plant.

b. The enclosed copy of the most recent Data Sheet for Permit Applicants reflects current flow data for the Northport plant as well as our other two wastewater treatment plant.

c. An expansion of the City's Westport Wastewater Treatment Plant is projected to be complete between the middle of 2004 and early 2005. Upon completion of the expansion, the plant will be able to treat 4 mg of wastewater per day.

d. The City is in the early stages of developing plans for an additional treatment plant currently referred to as the Glades Wastewater Treatment Plant. A temporary Glades plant is projected to be in operation by January 2005 that will be able to treat 1 mgd. Upon completion of construction in 2007, the permanent Glades Wastewater Treatment Plant facilities will be capable of treating 6 mg of wastewater per day.

e. Because of the rate of expansion and development that the City is currently experiencing within its service area, it is very difficult to project excess capacity that might be available in transmission facilities. However, as noted in item 4.b. above, in accordance with City Code, a development is responsible for the construction of their hydraulic share of infrastructure improvements. Based on the information you have provided regarding the construction schedule of the proposed PGA Village development, the construction of the development's hydraulic share of infrastructure along Glades Cut-Off Road could be required.

2. Please identify any other commitments that have been made for this excess capacity, and provide a statement of the ability to provide service at all times during and after development.

City Response:

a. As with the ability to provide water service, the City is committed to providing wastewater service sufficient to supply service to the uses generated within its service area based upon whatever utilization of property occurs.

b. Enclosed is a copy of an Exhibit "A" Memorandum of Understanding report for the period ending June 2002 for each of the City's existing three wastewater plants. The Utility is required to file an updated report for each wastewater plant with FDEP each month.

For data related to capacity that is reserved, but not connected, your attention is directed to the upper right side of each MOU report or to the following table.

Plant	ERCs	GPD
Northport Wastewater Treatment Plant	470.4	82,320
Southport Wastewater Treatment Plant	221.5	38,762.5
Westport Wastewater Treatment Plant	11.5	2,012.5

3. Please provide a statement of future proposals or existing ability to provide the level of treatment necessary to provide irrigation quality water.

City Response:

a. The City plans to have irrigation quality water available with the 2007 opening of its Glades Wastewater Treatment Plant. Please note that details regarding the method and location of storage facilities have not been determined. Allow me to bring to your attention the fact that those issues are typically very valuable negotiating points for the City and a developer.

4. If service cannot be provided, please identify the required capital improvements, cost, timing and proposed responsible entity necessary to provide service at all times during and after development.

City Response:

a. As we are with water service, the City is committed to being able to provide wastewater service throughout its entire service area. However, this statement should not be construed as a commitment to provide service until approvals by all regulatory agencies have been obtained; construction plans are approved; a Service Agreement / Permit To Connect has been fully executed; and all applicable fees have been paid to the Utility.

b. The City currently has wastewater plant capacity available to serve the Phase 1 service demands of the proposed PGA Village, and as noted earlier in this letter, the City plans to construct additional wastewater treatment facilities.

c. Based on the known and anticipated development plans of several other projects throughout the City's service area, the City has accelerated its plans for expanding wastewater treatment facilities. Having done so will allow the City to continue to provide quality service to all of its current and potential customers.

d. It is very difficult to predict future development trends; however, should the plans for the proposed PGA Village change or the pace of its proposed construction schedule be significantly accelerated, the development could be required to be responsible for the construction of their hydraulic share of infrastructure improvements necessary to provide service.

Should you have any questions about the information I have provided or about the data reflected on the enclosed reports, I will be more than happy to address them at your convenience.

Sincerely,

Donna M. Rhoden

Donna M. Rhoden
Commercial Development Manager

/dr
enclosures
c: Gary L. Basham, P.E., P.L.S., Utility Systems Director
Jesus A. Merejo, Assistant Utility Systems Director
Roderick J. Kennedy, P.E., Utility Engineering Manager
George DiCarlo, Technical Specialist, LBFH

WASTEWATER MANAGEMENT

ISSUE: The collection and treatment of wastewater generated by this development is not guaranteed.

POLICY CITATIONS

The following goal, strategy and policy in the SRPP apply to the project:

Goal 8.1: Public facilities which provide high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effectively.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of the necessary infrastructure and services.

DISCUSSION

The provision of adequate levels of public services, including the treatment and disposal of wastewater, is a vital issue to the maintenance of high quality of life on the Treasure Coast. The applicant has stated that the City of Port St. Lucie Utilities will serve the project. The City's Northport Wastewater Treatment Plant will supply wastewater treatment for Phase 1 of the PGA Village DRI. The plant currently has an available capacity of 0.339 MGD. Expansions are planned for the facility in 2005 that will bring the total available capacity of the plant to 2.5 MGD. Also, the City has plans to build a new central wastewater treatment plant in the area.

Wastewater generation by the proposed PGA Village DRI is projected to be about 1.71 MGD at buildout. The City of Port St. Lucie Utilities Department has stated that to date there is adequate capacity to serve the proposed project (see Exhibit WM-1). However, this is based on planned expansions and or new plants being built.

RECOMMENDATION

In order to ensure the timely and adequate provision of necessary public services the following condition should be incorporated into the DO:

1. No building permits shall be issued for the PGA Village DRI development until the developer has provided written confirmation from the providing utility to the City and Treasure Coast Regional Planning Council that adequate wastewater treatment capacity is available to serve the proposed development. No certificates of occupancy shall be issued for PGA Village DRI development until the developer has provided written confirmation to the City and Treasure Coast Regional Planning Council that service/collection infrastructure is operational to serve the proposed development.

CITY OF PORT ST. LUCIE
UTILITY SYSTEMS DEPARTMENT
900 SE Ogden Lane
Port St. Lucie, FL 34983
(772) 873-6400
(772) 873-6405 Fax

Gary L. Basham, P.E., P.L.S., Director

EXHIBIT WM-1

August 22, 2002

Via U.S. Mail and Facsimile #465-1225

AUG 27

John E. Donahue, P.E.
Vice President
Lindahl, Browning, Ferrari & Hellstrom
2222 Colonial Road – Suite 201
Ft. Pierce, FL 34950

Re: Proposed PGA Village Development of Regional Impact
Water and Wastewater Service Availability

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City Response:

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b. Construction of an additional water treatment plant at the LTC Industrial Park is projected to be completed in May 2004. Its first phase will be able to treat 4 mgd. Please note that the plant is designed to be able to treat a maximum of 20 mgd upon completion of its final phase of construction.

c. Enclosed for your review and possible reference is a copy of the most recent Data Sheet for Permit Applicants that is updated and published by our Compliance Division on a monthly basis. The report details a variety of information about our water treatment plants that may assist you in the preparation of your DRI application.

2. Please identify any other commitments that have been made for this excess capacity

City Response:

a. Enclosed is a copy of an Exhibit "A" Memorandum of Understanding report for the period ending July 2002. The Utility is required to file an updated copy of this document with FDEP each month.

Your attention is directed to the box on the upper right side of the report entitled Reserved But Not Connected where a total of 701.6 ERCs or 175,400 gpd of water are shown to be committed, but not connected.

3. Please provide a statement of the PSLUS's ability to provide services at all times during and after development. Please note that we've attached tables that present the proposed phasing schedule, and the currently approved flows and the proposed modified flows.

City Response:

a. The City is committed to providing water service sufficient to supply service to the uses generated within its service area based upon whatever utilization of property occurs. However, this statement should not be construed as a formal commitment to provide water service until approvals by all regulatory agencies have been obtained; construction plans are approved; a Service Agreement / Permit To Connect has been fully executed; and all applicable fees have been paid to the Utility.

b. We have the ability to meet your projected phasing schedule, especially in light of the water treatment facility expansion projects that are underway.

4. If service cannot be provided at all times during and after development, please identify the required capital improvements, timing, cost and proposed responsible entity for each phase in which service is unavailable.

City Response:

a. In accordance with City Code, a development is responsible for the construction of their hydraulic share of infrastructure improvements from an existing service terminus to their project.

Question 18 – Wastewater Management:

1. Please identify the treatment facility and outline the present and projected excess capacity of the treatment and transmission facilities through completion of the project.

City Response:

a. The wastewater treatment facility currently assigned to the geographic area you reference is the City's Northport Wastewater Treatment Plant.

b. The enclosed copy of the most recent Data Sheet for Permit Applicants reflects current flow data for the Northport plant as well as our other two wastewater treatment plant.

c. An expansion of the City's Westport Wastewater Treatment Plant is projected to be complete between the middle of 2004 and early 2005. Upon completion of the expansion, the plant will be able to treat 4 mg of wastewater per day.

d. The City is in the early stages of developing plans for an additional treatment plant currently referred to as the Glades Wastewater Treatment Plant. A temporary Glades plant is projected to be in operation by January 2005 that will be able to treat 1 mgd. Upon completion of construction in 2007, the permanent Glades Wastewater Treatment Plant facilities will be capable of treating 6 mg of wastewater per day.

e. Because of the rate of expansion and development that the City is currently experiencing within its service area, it is very difficult to project excess capacity that might be available in transmission facilities. However, as noted in item 4.b. above, in accordance with City Code, a development is responsible for the construction of their hydraulic share of infrastructure improvements. Based on the information you have provided regarding the construction schedule of the proposed PGA Village development, the construction of the development's hydraulic share of infrastructure along Glades Cut-Off Road could be required.

2. Please identify any other commitments that have been made for this excess capacity, and provide a statement of the ability to provide service at all times during and after development.

City Response:

a. As with the ability to provide water service, the City is committed to providing wastewater service sufficient to supply service to the uses generated within its service area based upon whatever utilization of property occurs.

b. Enclosed is a copy of an Exhibit "A" Memorandum of Understanding report for the period ending June 2002 for each of the City's existing three wastewater plants. The Utility is required to file an updated report for each wastewater plant with FDEP each month.

For data related to capacity that is reserved, but not connected, your attention is directed to the upper right side of each MOU report or to the following table.

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Northport Wastewater Treatment Plant	470.4	82,320
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City Response:

a. The City plans to have irrigation quality water available with the 2007 opening of its Glades Wastewater Treatment Plant. Please note that details regarding the method and location of storage facilities have not been determined. Allow me to bring to your attention the fact that those issues are typically very valuable negotiating points for the City and a developer.

4. If service cannot be provided, please identify the required capital improvements, cost, timing and proposed responsible entity necessary to provide service at all times during and after development.

City Response:

a. As we are with water service, the City is committed to being able to provide wastewater service throughout its entire service area. However, this statement should not be construed as a commitment to provide service until approvals by all regulatory agencies have been obtained; construction plans are approved; a Service Agreement / Permit To Connect has been fully executed; and all applicable fees have been paid to the Utility.

b. The City currently has wastewater plant capacity available to serve the Phase 1 service demands of the proposed PGA Village, and as noted earlier in this letter, the City plans to construct additional wastewater treatment facilities.

c. Based on the known and anticipated development plans of several other projects throughout the City's service area, the City has accelerated its plans for expanding wastewater treatment facilities. Having done so will allow the City to continue to provide quality service to all of its current and potential customers.

d. It is very difficult to predict future development trends; however, should the plans for the proposed PGA Village change or the pace of its proposed construction schedule be significantly accelerated, the development could be required to be responsible for the construction of their hydraulic share of infrastructure improvements necessary to provide service.

Should you have any questions about the information I have provided or about the data reflected on the enclosed reports, I will be more than happy to address them at your convenience.

Sincerely,

Donna M. Rhoden

Donna M. Rhoden
Commercial Development Manager

/dr
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c: Gary L. Basham, P.E., P.L.S., Utility Systems Director
Jesus A. Merejo, Assistant Utility Systems Director
Roderick J. Kennedy, P.E., Utility Engineering Manager
George DiCarlo, Technical Specialist, LBFH

SOLID WASTE AND HAZARDOUS MATERIALS

ISSUE: The development may contain establishments that include hazardous materials users or hazardous materials generators. Proper management of such materials could protect surface and groundwater resources and the public health. Solid waste disposal service needs to be available concurrent with development. Reduction of the solid waste stream generated from this project is not guaranteed.

POLICY CITATIONS

The following goals and policy in the SRPP apply to the project:

Goal 6.3: Protection of water quality and quantity.

Goal 8.1: Public facilities which provide a high quality of life.

Policy 8.1.1.1: All development should take place concurrent with or after the previsions of necessary infrastructure and services.

DISCUSSION

Improper handling, use, and disposal of hazardous materials and wastes represent growing and serious problems throughout the Region. The problems of hazardous waste generation and disposal have been discussed in the SRPP and the "Hazardous Waste Assessment Report for the Council" (December 1986). Florida's groundwater and surface water systems are very vulnerable. Because of the effect water quality has on public health, it is imperative that hazardous materials users and hazardous waste generators be identified. They must implement proper storage and disposal methods that will minimize potential for a spill and maximize clean-up efforts.

The developer has developed a hazardous materials management plan (HMMP), which will be provided to the construction contractors and all tenants and operators of businesses within the project. They will be required to follow the procedures outlined in the plan for the proper disposal of all hazardous and non-hazardous materials and contingency plans in the event a hazardous material contamination problem occurs. The developers proposed HMMP has been approved by DEP.

Solid waste generation is expected to double or triple by the end of the century as the Region continues to experience an increase in population. Sufficient disposal capacity will be limited if the Region continues to rely on sanitary landfills as the dominant means of disposal. The PGA Village DRI development will generate a total of approximately 71.4 TPD of solid waste at build-out. According to the ADA, St. Lucie County will furnish solid waste disposal to the PGA Village DRI through its regional landfill.

Dependence upon landfills can be lessened by decreasing or changing the waste stream. This can be accomplished in part by resource recovery and recycling programs. These methods are intended to reduce the amount of disposable waste, thus extending the life of the landfill. Many states, including Florida, have initiated mandatory recycling programs in an attempt to reduce the quantity of waste going into landfills.

RECOMMENDATION

To avoid negative impacts on water resources within the Region and to the public health, the following condition should be incorporated into the DO:

1. Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities. Prior to issuing site plan approvals for any phase of development, the developer shall provide written evidence from St. Lucie County that adequate facilities will be available when needed.

AIR QUALITY

ISSUE: The project has an opportunity to reduce carbon monoxide (CO) emissions which may cause or contribute to a violation of State and federal ambient air quality standards and other negative atmospheric effects. The project can utilize proper construction techniques to minimize adverse impacts on air quality.

POLICY CITATIONS

The following goal, strategy, and policy in the SRPP apply to the project:

Goal 13.1: Maintenance of acceptable air quality levels

Strategy 13.1.1: Encourage patterns of development and programs which minimize dependency on the automobile, encourage and accommodate public transit, and reduce vehicle miles traveled and the amount of vehicle emission discharged into the atmosphere.

Policy 13.1.1.1: Implement practices, which minimize airborne dust and particulate emission.

Strategy 7.1.3: Promote improved community planning and urban design.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

Policy 7.1.3.4: Reduce VMT per capita by private automobile within the Region through a combination of the following:

(1) provision of public transportation alternatives;

(2) provision of housing opportunities in proximity to employment opportunities;

(3) provision of essential services and recreational opportunities in proximity to demand;

(4) concentration of commercial and other essential services;

(5) provision of a street network designed for the pedestrian the disabled, the automobile and transit;

(6) provision of parking in ways that will encourage pedestrianism and public transportation alternatives;

(7) provision of incentives encouraging infill and downtown redevelopment;

(8) support of public and private sector efforts to carry out TDM strategies that will reduce congestion; and

(9) expansion of commuter rail and intermodal connections.

DISCUSSION

Air quality is an important factor contributing to the quality of life. The principle threat to air quality within this Region is vehicle emissions. As the area grows, increasing numbers of vehicles will occur within the Region. Automobiles and other vehicles emit carbon monoxide as well as hydrocarbons and oxides of sulfur and nitrogen. Carbon monoxide is also a precursor of ozone, which is formed through complex chemical reactions driven by solar radiation. Ozone is one indicator of air quality that is monitored by the federal government. At this time, the air shed containing the proposed PGA Village DRI is not designated as a non-attainment area for ozone, indicating that National Ambient Air Quality Standards (NAAQS) for ozone has not been exceeded.

In addition to the regulated vehicular emissions referred to above, motor vehicle emissions release significant amounts of carbon dioxide annually into the atmosphere. Rising carbon dioxide levels in the atmosphere are believed to contribute to a rise in global temperature and sea level rise.

The principle threat to public health from construction activities is due to the release of particulate matter, allergens, mold and germ spores into the air. Also of concern, however, are the deleterious effects of airborne dirt on natural areas. The fugitive dust introduces nutrients, minerals, and sometimes weed seeds to natural areas. These introductions can produce impacts that may last a long time.

The air quality study was not completed as part of the ADA review. It was agreed that the air quality study would be due once the transportation analysis was found sufficient. Based on the traffic information provided in the ADA, Council in concert with DEP have determined that the project has significant impacts on a number of intersections by 2013, therefore, an air quality study is necessary.

RECOMMENDATIONS

In order to determine if carbon monoxide levels will be acceptable upon site development and in order to ensure construction activities will not have an adverse impact on air quality the following conditions should be incorporated into the DO:

1. Within 180 days of the effective date of the DO, the developer shall complete a carbon monoxide air quality study. Before conducting the study the developer shall

meet with DEP and the Treasure Coast Regional Planning Council to establish parameters for the study. This study is to be submitted to DEP and Council within fifteen days of its completion and should be completed to the satisfaction of DEP and Council. The study results shall be provided to the City of Port St. Lucie. Remediation for any problems projected by the study shall be undertaken consistent with the DCA Air Quality Uniform Standard Rule 9J-2.046, FAC. Approval of the study by DEP and Council must be obtained before receiving any final site plan approval.

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

TRANSPORTATION

TRANSPORTATION OVERVIEW

The proposed development includes a mixture of residential, hotel, school and golf courses uses for approximately 3000 acres. It is located west of I-95, east of Glades Cut-off Road and immediately south of the existing Reserve DRI in St. Lucie County, Florida.

The proposed development program consists of: 6000 residential dwelling units, 350 hotel rooms, 250,000 square feet of commercial development, three 18-hole golf courses, and a 1,800 student school.

The project will be developed in four phases with phase buildout dates of 2008, 2013, 2018, and 2023. A summary of the proposed development by phases is shown in the following table.

Land Use	Cumulative Intensity			
	Phase 1 (2008)	Phase 2 (2013)	Phase 3 (2018)	Phase 4 (2023)
Single-family (DU)	1,200	2,650	4,240	5,240
Condominium/Townhouse(DU)	250	500	760	760
Hotel (rooms)	0	350	350	350
High School (students)	0	1,800	1,800	1,800
Shopping Center (SF)	0	250,000	250,000	250,000
Golf Course(holes)	36	54	54	54

Methodology

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

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

In accordance with Rule 9J-2.045, F.A.C., roadway improvements included in the current three years of the St. Lucie County Capital Improvement Program or the Florida Department of Transportation Adopted Work Program are assumed as existing improvements.

Trip Generation

Trip generation of the development was determined using the rates and equations included in the *Institute of Transportation Engineers, "Trip Generation Report," 6th*

Edition. The following table summarizes the gross PM peak hour trip generation for the four phases:

Phase	Gross PM Peak Hour Trips		
	Cumulative Total	In	Out
Phase 1 (2008)	1,237	776	461
Phase 2 (2013)	4,337	2,430	1,907
Phase 3 (2018)	5,518	3,189	2,329
Phase 4 (2023)	6,178	3,611	2,567

*__Tables TR-1__ through __TR-4__ present a summary of peak hour trips for all phases.

Because the project proposes a variety of uses, a portion of the above identified gross trips generated will be satisfied on site, and have no impact to the outside roadway network. These trips are called internal trips, and they are summarized in the following table:

Phase	PM Peak Hour Internal Capture
Phase 1 (2008)	3.20%
Phase 2 (2013)	14.90%
Phase 3 (2018)	17.40%
Phase 4 (2023)	16.20%

In addition, the retail uses along Commerce Center Parkway have the potential to capture existing trips from this road. These trips, referred to as "pass-by", were limited to ten-percent (10%) of the background traffic on the adjacent roadway.

* Transportation Tables TR-1 through TR-13 are contained in Appendix F

Based on the internal capture reduction and the pass-by capture, new trips estimated for the development are summarized as follows:

Phase	Net PM Peak Hour External Trips Generated		
	Cumulative Total	In	Out
Phase 1 (2008)	1,197	756	441
Phase 2 (2013)	3,579	2,051	1,528
Phase 3 (2018)	4,434	2,647	1,787
Phase 4 (2023)	5,040	3,042	1,998

Analysis

Future year traffic volumes were established for each roadway segment within the study area. Future traffic volumes consist of two components of traffic: future background traffic and future project traffic.

Future background traffic volumes were projected using the trip generation projections for selected background developments and the adopted Treasure Coast Regional Planning Model. The following projects were included in the study: LTC Ranch, Tradition, St. Lucie West, Winter Lakes PUD and Glassman.

The second part of determining future total traffic volumes is the projection of project traffic on the study roadways. For this analysis, project impacts were evaluated based on the cumulative impact of traffic from both: PGA Village DRI and Reserve DRI. For each phase, the distribution of project traffic was defined based on the select-zone model runs conducted for both PGA Village and the Reserve DRI. New traffic for PGA Village and the Reserve was assigned to the study roadways based on the assignment identified for each phase. **Tables TR-5** through **TR-8** summarize the PM peak-hour volume projections for PGA Village and the Reserve on the study roadways.

The total future traffic volumes for each phase were then compared to the adopted service volume for the committed number of lanes for each study roadway link. **Tables TR-9** through **TR-12** summarize the comparison of the projected traffic volumes to the generalized service volumes on the study roadways for each phase.

Based on the comparison results, some roadway improvements are recommended as necessary to address regional traffic impacts. A summary of these improvements is presented in **Table TR-13***.

* Transportation Tables TR-1 through TR-13 are contained in Appendix F

Impact to the Regional Transportation System

There are several roadway segments which are projected to be significantly impacted by project traffic and are expected to exceed the adopted service volume based on the generalized level of service tables. Portions of St. Lucie West Boulevard and West Midway Road will require widening in the earlier phases of the project.

Traffic demand is projected to increase considerably as the project develops. Based on the analysis presented in the ADA, some segments along St. Lucie West Boulevard and US-1 significantly impacted by project traffic will not be able to maintain the adopted level of service with a six-lane-divided cross section. In order to mitigate adverse traffic impact of the proposed development, these segments require widening to eight lanes (see Exhibit TR-1). It is uncertain whether these improvements could even be accommodated in the existing right-of-way or whether these improvements are consistent with the local government Comprehensive Plan. However, recommendations to widen these segments is included as part of the mitigation.

West Virginia Corridor

The City of Port St. Lucie is working expeditiously towards construction of the West Virginia Corridor. This proposed corridor is to be located between Port St. Lucie Boulevard and St. Lucie West Boulevard and will connect US-1 with Commerce Center Parkway. The City of Port St. Lucie has undertaken an analysis to determine alignment as well as the feasibility of an interchange with I-95. This proposed roadway is expected to divert traffic from the major east-west roads (mainly St. Lucie West Boulevard and Port St. Lucie Boulevard). Since the ADA did not consider construction of this road, a condition to prepare a traffic study with the proposed West Virginia Corridor is included as part of the recommendations. Although the condition is not required, it is intended to be an alternative to widening roadways to an eight-lane-divided cross section.

Impact to Martin County

Project traffic is expected to impact segments of SR 714 in Martin County. The segment between CR 76A and the Turnpike is projected to be significantly impacted by project traffic and is expected to exceed the adopted service volume based on Martin County adopted level of service. In order to mitigate adverse traffic impact of the proposed development, this roadway segment requires widening to a four lane cross section. Regional impacts from the PGA Village DRI will result in the need for Martin County to expand their roadway facilities to meet adopted levels of service. Surety should be provided by the developer to the satisfaction of Martin County and FDOT that sufficient funds will be available to complete the improvement. This requirement should be incorporated into the City's development order to address this regional impact.

EXHIBIT TR-1
Roadways Projected to Exceed Adopted Level of Service with a Six-Lane-Divided Cross Section
PGA Village DRI

	Number of Lanes	Direction	Project Traffic	Adopted Level of Service	Adopted Service Volume	Project Trips as % of Service Volume	2023 Total Traffic PM Pk Hour	Significant?	Projected Volume Exceeds Generalized Service Volume?
St. Lucie West Boulevard									
Commerce Center Pkwy to I-95	6	EB	2,074	E	2,710	76.5%	2,732	YES	YES
Commerce Center Pkwy to I-95	6	WB	2,581	E	2,710	95.2%	3,308	YES	YES
I-95 to W. Peacock Blvd	6	WB	1,614	E	2,710	59.6%	3,300	YES	YES
Cashmere Blvd to Bayshore Blvd	6	EB	456	E	2,710	16.8%	2,854	YES	YES
US 1									
Prima Vista Blvd to Walton Rd	6	NB	155	D	2,790	5.6%	3,373	YES	YES

Consistency with Regional Transportation Study

Council prepared a regional transportation study to evaluate traffic impacts of proposed developments in St. Lucie County. This study, finalized in May 2003, identified roadway needs for the year 2025.

Future traffic conditions and roadway needs were evaluated for consistency with the regional transportation study. Traffic projections included in the PGA Village DRI application are generally consistent with traffic projections included in the regional transportation study. However, some of the roadway needs presented in the regional study were not identified as roadway improvements in the PGA Village traffic study. This is due to the following: 1) PGA Village has a buildout date of 2023 while the regional study evaluates traffic conditions to the year 2025; and 2) PGA Village does not have significant impact on all roadway links presented in the regional transportation study.

In general, the recommendations included in this report are consistent with roadway needs presented in the regional transportation study.

Guarantee for Roadway Improvements

Rule 9J-2.045, FAC defines acceptable methods of guaranteeing identified roadway improvements:

"1. Scheduling of Facility Improvements

a. A schedule which specifically provides for the mitigation of impacts from the proposed development on each significantly impacted roadway which will operate below the adopted level of service standard at the end of each project Phase's buildout, or, alternatively, a subset stage of that Phase. The schedule shall ensure that each and every roadway improvement which is necessary to achieve the adopted level of service standard for that project stage or Phase shall be guaranteed to be in place and operational, or under actual construction for the entire improvement, at buildout of each project stage or Phase that creates the significant impact.

This guarantee shall be in the form of:

(I) A clearly identified, executed and recorded local government development agreement, consistent with Sections 163.3220 through 163.3243, F.S., that is attached as an exhibit to the development order, and which ensures, at a minimum, that all needed roadway improvements will be available concurrent with the impacts of development, consistent with paragraph 163.3180 (2) (c), F. S.;

(II) A binding and enforceable commitment in the development order by the local government to provide all needed roadway improvements

concurrently with the development schedule approved in the development order;

(III) A local government commitment in the current year of their local government comprehensive plan Capital Improvement Element (CIE) to provide all needed roadway improvements, or a local government commitment in the current three years of their CIE to provide all needed roadway improvements when the local government has specifically adopted an in-compliance Rule 9J-5.0055 (2) (c), F.A.C., concurrency management system in their plan;

(IV) A Florida Department of Transportation commitment in the current three years of the Adopted Work Program to provide all needed roadway improvements;

(V) A binding and enforceable commitment in the development order by the developer to provide all needed roadway improvements concurrently with the development schedule approved in the development order; or

(VI) Any combination of guarantees (I) through (V) above that ensures that all needed roadway improvements will be provided concurrently with the development schedule approved in the development order."

Along with including the recommended conditions in the development order, the City of Port St. Lucie needs to provide a form of guarantee as stated above to meet the minimum criteria for insuring DCA will not appeal the DO. In accordance with the Transportation Standard Rule, the City of Port St. Lucie should attach an executed and recorded local government development agreement as an exhibit to the development order, if applicable. A condition specifying that compliance with this agreement as a circumstance underlying approval of the project, is recommended.

RIGHTS OF WAY

Issue: Adequate right-of-way within the project boundaries along Glades Cut-Off Road, Commerce Center Parkway and the West Virginia Corridor should be preserved to accommodate traffic at buildout of PGA Village DRI and buildout of the area.

POLICY CITATIONS

The following goals, strategies and policies in the Strategic Regional Policy Plan apply to the PGA Village project:

Policy 7.1.1.1: Reserve and protect sufficient road right-of-way on the regional roadway network to provide for an efficient multi-modal transportation system.

DISCUSSION

To ensure that adequate right-of-way is available for the future expansion of Glades Cut-Off Road, Commerce Center Parkway and the West Virginia Corridor (including intersections and interchanges, if applicable) to accommodate the projected future traffic volumes, right-of-way should be dedicated and protected. In this way, the regional roadway network is protected from encroachment by development.

The right-of-way should be dedicated consistent with the Thoroughfare Right-of-Way Protection Plan as adopted by the local government issuing the Development Order. If the local government permitting the development does not have an adopted Thoroughfare Right-of-Way Protection Plan, then right-of-way shall be dedicated in accordance with the adopted Thoroughfare Plan or typical cross-section for rights-of-way of the governmental entity responsible for maintenance and construction of the roadways serving the local governments permitting the development.

RECOMMENDATION

In order to mitigate the adverse transportation impacts on the regional roadway network from the proposed development, the following conditions should be incorporated into the Development Order:

1. No building permits for PGA Village Development of Regional Impact shall be issued until right-of-way within the project along Glades Cut-Off Road, Commerce Center Parkway and all intersections thereof, has been dedicated free and clear of all liens and encumbrances to St. Lucie County or the City of Port St. Lucie as necessary and consistent with the St. Lucie County or City of Port St. Lucie Comprehensive Plan, as applicable.

2. No building permits for PGA Village Development of Regional Impact shall be issued until right-of-way within the project along the West Virginia Corridor including an interchange with I-95, if applicable, has been dedicated free and clear of all liens and encumbrances to St. Lucie County or the City of Port St. Lucie as necessary and consistent with the St. Lucie County or City of Port St. Lucie Comprehensive Plan, as applicable.

EXTERNAL ROADWAY IMPROVEMENTS

Issue: Impacts that result from the proposed development on the segments of the regional roadway network that serve the development must be mitigated. This is necessary to ensure that acceptable level of service can be maintained on the regional roadways given growth in the area. At the end of Phases 1 through 4 of the DRI, certain roadway links significantly impacted by the development are projected to operate at unacceptable levels of service.

POLICY CITATIONS

The following goals, strategies and policies in the Strategic Regional Policy Plan apply to the PGA Village project:

Goal 8.1: Public facilities which provide a high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effective.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of necessary infrastructure and services.

DISCUSSION

Rule 9J-2.045. F.A.C., requires that state and regional roads be maintained at their adopted level of service. For state and regional roads that are part of the Florida Intrastate Highway System, the Florida Department of Transportation levels of service apply while for all other state and regional roads the level of service standards of the applicable local government will apply. In cases where the level of service falls below that during development of a project, road improvements are required. In some cases, however, adopted level of service may still be maintained. In these cases, Council recognizes that impacts from the development should still be accounted for, since improvements will eventually be required as more intense development occurs. In this way, funds should then be available when improvements are needed. Chapter 380, Florida Statutes, also requires that any DRI Development Order exaction or fee required shall be credited toward an impact fee or exaction imposed by local ordinances for the same need.

Some roadway links are projected to operate below the adopted level of service during peak hour conditions. PGA Village traffic assignment on these roadway links is five percent (5%) or higher of the adopted level of service standard. Therefore, in accordance with the Transportation Standard Rule (9J-2.045, FAC) these roadways are significantly impacted by PGA Village traffic. To alleviate the situation, these links need to be expanded to accommodate the future projected traffic volume.

RECOMMENDATION

In order to mitigate the adverse transportation impacts on the original roadway network from the proposed development, the following conditions should be incorporated into the Development Order:

1. As a minimum, the developer shall pay a fair share contribution consistent with the road impact fee ordinance of St. Lucie County and the City of Port St. Lucie, if applicable, in effect at the time of issuance of building permits.

2. No certificates of occupancy for PGA Village Development of Regional Impact shall be issued until the following improvement has been complete:

   a) Four-lane of Commerce Center Parkway from Reserve Boulevard to Gatlin Boulevard.

3. No building permits shall be issued for development that generates more than 247 new external PM peak hour trips or after December 31, 2004, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

   a) Six-lane of St. Lucie West Boulevard from Bethany Drive to Cashmere Boulevard.

4. No building permits shall be issued for development that generates more than 754 new external PM peak hour trips or after June 30, 2005, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of West Midway Road from 25th Street to Oleander Boulevard.

5. No building permits shall be issued for development that generates more than 641 new external PM peak hour trips until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

   a) Six-lane of St. Lucie West Boulevard from Floresta Drive to US-1.

6. No building permits shall be issued for development that generates more than 32 new external PM peak hour trips or after December 31, 2005, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

   a) Six-lane of St. Lucie West Boulevard from Commerce Center Parkway to I-95. This improvement includes the bridge over I-95.

7. No building permits shall be issued for development that generates more than 101 new external PM peak hour trips or after December 31, 2005, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from I-95 to NW Peacock Boulevard.

8. No building permits shall be issued for development that generates more than 163 new external PM peak hour trips or after June 30, 2007, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

   a) Six-lane of St. Lucie West Boulevard from NW Peacock Boulevard to California Boulevard.

9. No building permits shall be issued for development that generates more than 234 new external PM peak hour trips or after June 30, 2007, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

   a) Six-lane of St. Lucie West Boulevard from Country Club Drive to Bethany Drive.

10. No building permits shall be issued for development that generates more than 566 new external PM peak hour trips or after December 31, 2007, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie,

and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of West Midway Road from East Torino Parkway to Selvitz Road.

11. No building permits shall be issued for development that generates more than 633 new external PM peak hour trips or after December 31, 2010, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from California Boulevard to Country Club Drive.

12. No building permits shall be issued for development that generates more than 1,602 new external PM peak hour trips or after December 31, 2011 until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of West Midway Road from Selvitz Road to 25th Street.

13. No building permits shall be issued for development that generates more than 3,328 new external PM peak hour trips or after December 31, 2011, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety

shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of West Midway Road from Oleander Boulevard to US-1.

14. No building permits shall be issued for development that generates more than 268 new external PM peak hour trips or after June 30, 2012, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of Commerce Center Parkway from Reserve Boulevard to the industrial section to the north.

15. No building permits shall be issued for development that generates more than 1,469 new external PM peak hour trips or after December 31, 2012, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of California Boulevard from St. Lucie West Boulevard to NW Peacock Boulevard.

16. No building permits shall be issued for development that generates more than 451 new external PM peak hour trips or after December 31, 2014, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government

development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Eight-lane of St. Lucie West Boulevard from I-95 to NW Peacock Boulevard.

17. No building permits shall be issued for development that generates more than 260 new external PM peak hour trips or after December 31, 2016, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the Martin County adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of Martin County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Eight-lane of St. Lucie West Boulevard from Commerce Center Parkway to I-95. This improvements includes the bridge over I-95.

18. No building permits shall be issued for development that generates more than 4,402 new external PM peak hour trips or after June 30, 2017, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Eight-lane of US-1 from Prima Vista Boulevard to Walton Road.

19. No building permits shall be issued for development that generates more than 3,430 new external PM peak hour trips or after December 31, 2018, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the Martin County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3)

a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of Martin County and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of SR 714 from CR 76A to the Turnpike.

20. No building permits shall be issued for development that generates more than 1,499 new external PM peak hour trips or after December 31, 2018, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Eight-lane of St. Lucie West Boulevard from Cashmere Boulevard to Bayshore Boulevard.

21. No building permits shall be issued for development that generates more than 469 new external PM peak hour trips or after December 31, 2020, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of Commerce Center Parkway from the industrial area to Glades Cut-Off Road.

22. No building permits shall be issued for development that generates more than 1,811 new external PM peak hour trips or after December 31, 2021, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County

adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Six-lane of St. Lucie West Boulevard from Airoso Boulevard to Floresta Drive.

23. No building permits shall be issued for development that generates more than 442 new external PM peak hour trips or after December 31, 2022, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of Glades Cut-Off Road from Reserve Boulevard to Commerce Center Parkway.

24. No building permits shall be issued for development that generates more than 2,663 new external PM peak hour trips or after December 31, 2022, whichever comes last, until either: 1) contracts have been let for the following roadway improvement; 2) the following improvement has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of St. Lucie County, the City of Port St. Lucie, and/or the Florida Department of Transportation that sufficient funds will be available to complete the following improvement:

a) Four-lane of California Boulevard from St. Lucie West Boulevard to Heatherwood Boulevard.

25. The recommended improvements included in conditions 38 - 60 may not be required if either of the procedures included below is performed during the peak season of the year prior to the improvement being required and is approved by St. Lucie County, the City of Port St. Lucie, the Florida Department of Transportation, and the Treasure Coast Regional Planning Council:

    a) A recent traffic count shows traffic volumes do not exceed the adopted service volume, or,

    b) An ART-PLAN analysis shows the roadway segment operates at acceptable level of service.

    The methodology and procedures used to perform the ART-PLAN analysis shall be presented and approved by the review agencies. Traffic projections shall be performed to determine timing of the required improvements and the relevant condition shall be amended to revise the new threshold for the improvement.

26. The recommended improvements included in conditions 52, 53, 54, and 56, which require eight lanes along segments of St. Lucie West Boulevard and US-1 may not be necessary with the construction of the West Virginia Corridor between US-1 and Commerce Center Parkway. The City of Port St. Lucie is working expeditiously to build this road. A traffic study presenting traffic projections with the West Virginia Corridor needs to be approved by St. Lucie County, the City of Port St. Lucie, the Florida Department of Transportation, and the Treasure Coast Regional Planning Council as applicable. The conditions mentioned above shall be amended as necessary based on the approved study pursuant to procedures in Section 380.06 (19), Florida Statutes.

INTERSECTION IMPROVEMENTS

Issue: Impacts that result from the proposed development on intersections within the regional roadway network that serve the development must be mitigated. This is necessary to ensure that acceptable level of service can be maintained on intersections given growth in the area. At buildout of the DRI, certain intersections significantly impacted by the development are projected to operate at unacceptable levels of service.

POLICY CITATIONS

The following goals, strategies and policies in the Strategic Regional Policy Plan apply to the PGA Village project:

Goal 8.1: Public facilities which provide a high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effective.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of necessary infrastructure and services.

DISCUSSION

Some intersections are projected to operate below the adopted level of service during peak hour conditions. PGA Village traffic assignment on these intersections is five percent (5%) or higher of the adopted level of service standard. Therefore, to alleviate the situation, these links need to be expanded to accommodate the future projected traffic volume.

Some unsignalized intersections are projected to operate below the adopted level of service. PGA Village traffic assignment on these intersections is five percent (5%) or higher of the adopted level of service standard. Therefore, to alleviate the situation, these intersections need to be signalized.

RECOMMENDATION

In order to mitigate the adverse transportation impacts on the original roadway network from the proposed development, the following conditions should be incorporated into the Development Order:

1. No building permits shall be issued after December 31, 2005 until either: 1) contracts have been let for the following intersection improvements; 2) the following improvements have been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted

Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of either St. Lucie County, the City of Port St. Lucie, or the Florida Department of Transportation that sufficient funds will be available to complete the following intersection improvements, including signalization modifications as warranted by City, County or State criteria:

a) ***St. Lucie West Boulevard and I-95 West Ramps***

Eastbound Additional lane from the west (St. Lucie West/Reserve Boulevard) to the south (I-95)

b) ***St. Lucie West Boulevard and I-95 East Ramps***

Eastbound Dual left-turn lanes
Northbound Dual left-turn lanes

2. No building permits shall be issued after December 31, 2008 until either: 1) contracts have been let for the following improvements; 2) the following improvements have been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, St. Lucie County adopted Capital Improvement Program, or the Florida Department of Transportation adopted Transportation Improvement Program; or 3) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order. Surety shall be provided to the satisfaction of either St. Lucie County, the City of Port St. Lucie, or the Florida Department of Transportation that sufficient funds will be available to complete the following intersection improvements, including signalization modifications as warranted by City, County or State criteria:

a) ***St. Lucie West/Reserve Boulevard and Commerce Center Parkway***

Convert the existing roundabout into an intersection with the following lane geometry and provide signalization:

Eastbound Two left-turn lanes; two through lanes; one right-turn lane
Westbound Two left-turn lanes; two through lanes; one right-turn lane
Northbound One left-turn lane; two through lanes; two right-turn lanes
Southbound Two left-turn lanes; two through lanes; one right-turn lane

3. Commencing in January 2005 signal warrant analyses shall be performed at the following intersections:
St. Lucie West/Reserve Boulevard and I-95 Ramps (both east and west)
Gatlin Boulevard and I-95 Ramps (both east and west)
Glades Cut-Off Road and Commerce Center Parkway

The signal warrant analyses shall be continued in an annual basis until all signals are warranted. The analyses shall be performed during the peak season and presented and approved by the City of Port St. Lucie, St. Lucie County and the Florida Department of Transportation, as applicable.

Additional certificates of occupancy shall not be issued within six months of the analysis showing a traffic signal is warranted until contracts are let for installation of the warranted traffic signal including the appropriate lane geometry, pavement markings, signing, lighting and the like as approved.

INTERNAL ROADWAY IMPROVEMENTS

Issue: The internal roadway system within PGA Village Development of Regional Impact should be designed so that traffic impact to the external roadway system is minimized.

POLICY CITATIONS

The following goals, strategies and policies in the Strategic Regional Policy Plan apply to the PGA Village project:

Goal 7.1: A balanced and integrated transportation system.

Strategy 7.1.3: Promote improved community planning and urban design.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

DISCUSSION

To ensure the proposed development will minimize traffic impact to the external roadway system, internal roadways should be appropriately designed. A traffic study should be required as part of the site plan approval process. This study is to address the lane geometry of access driveways both with the internal and external roadway system, cross-section of the internal roadway system, signalization requirements, and any other issues which might be required through the site plan approval process.

RECOMMENDATION

In order to mitigate the adverse transportation impacts on the regional roadway network from the proposed development, the following conditions should be incorporated in the Development Order:

1. Commencing in January 2005 a signal warrant analysis shall be performed at the intersections of Gatlin Boulevard and the I-95 ramps. The signal warrant analysis shall be continued on an annual basis until the signals are warranted. The analysis shall be performed by the City of Port St. Lucie, St. Lucie County and the Florida Department of Transportation, as applicable.

   Additional certificates of occupancy shall not be issued within six months of the analysis showing a traffic signal is warranted until contracts are let for installation of the warranted traffic signal including the appropriate land geometry, pavement markings, signing, lighting and the like as approved.

2. A traffic study is to be submitted to the City of Port St. Lucie as part of the Site Plan Approval Process. Such study shall contain sufficient information to determine, as a minimum:

   a) lane geometry of access driveways on the internal roadway system, and,
   b) timing of signalization improvements, if appropriate.

   The City of Port St. Lucie shall coordinate the review of the traffic studies with St. Lucie County for signalization and access driveways to the roadway system.

3. As a minimum, the intersection of Commerce Center Parkway and PGA Village main entrance shall have the following lane geometry:

   Eastbound One left-turn lane
   One right-turn lane
   Northbound One left-turn lane
   Two through lanes
   Southbound Two through lanes
   One right-turn lane

4. A signal warrant analysis shall be performed at the intersection of Commerce Center Parkway and PGA Village main entrance. This signal warrant analysis shall be continued in an annual basis until the signal is warranted. The analyses shall be performed during the peak season and presented and approved by the City of Port St. Lucie and St. Lucie County, as applicable.

   Additional certificates of occupancy shall not be issued within six months of the analysis showing a traffic signal is warranted until contracts are let for installation of the warranted traffic signal including the appropriate lane geometry, pavement markings, signing, lighting and the like as approved.

OTHER ISSUES

Issue: Other factors may affect government's ability to maintain an acceptable LOS on the regional roadway network. Changes to the St. Lucie County Capital Improvement Program and/or the Florida Department of Transportation Adopted Transportation Improvement Program may expedite or delay construction of the improvements required to maintain adequate level of service on the regional roadway network.

POLICY CITATIONS

The following goals, strategies and policies in the Strategic Regional Policy Plan apply to the PGA Village project:

Goal 8.1: Public facilities which provide a high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effective.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of necessary infrastructure and services.

Policy 8.1.1.3: Encourage patterns of development, which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

DISCUSSION

Recommended roadway conditions have been based on trip generated by the DRI. Therefore, a trip generation analysis is to be performed annually as well as when obtaining building permits.

Rule 9J-2.045 (7) (1) (b.) F.A.C., requires an assessment and report of the guaranteed improvements on no less than an annual basis. This report shall identify the schedule of the improvements to assure they will be constructed according to schedule.

RECOMMENDATION

In order to mitigate the adverse transportation impacts on the regional roadway network from the proposed development, the following conditions should be incorporated into the Development Order:

1. No building permits for PGA Village Development of Regional Impact shall be issued until a trip generation study has been performed for the amount of development requesting building permits. The trip generation study is to include all

existing and proposed development. It shall determine new external traffic during both the AM and the PM peak hour. Development Order conditions need to be evaluated to determine triggering of any transportation conditions.

2. Commencing in 2004 and continuing every year thereafter, the developer shall submit an Annual Status Report indicating the status (schedule) of guaranteed improvements. This Annual Status Report shall be submitted to the City of Port St. Lucie, St. Lucie County, Florida Department of Transportation, Treasure Coast Regional Planning Council and the Department of Community Affairs as part of the Development of Regional Impact Annual Report.

   The Annual Status Report shall list all roadway improvements needed to be constructed, the guaranteed date of completion for the construction of each needed improvement, the party responsible for the guaranteed construction of each improvement, and the form of the binding commitment that guarantees construction of each improvement. Additionally, this report shall include a trip generation study determining new external traffic during both the AM and the PM peak hour due to existing development.

   No further building permits for PGA Village Development of Regional Impact shall be issued at the time the Annual Status Report reveals that any needed transportation improvement included in the Development Order is no longer scheduled or guaranteed, or has been delayed in schedule such that it is no guaranteed to be in place and operational, or under actual construction for the entire improvement consistent with the timing criteria established in this development order.

Issue: Larger and more expensive highways and arterials must be built to make up for the lack of a diverse and efficient internal street network and lack of interconnections with other public roadways in PGA Village and the surrounding area. Efficient operation of a public transportation system and services become impossible.

POLICY CITATIONS

The following goals, strategies and policies in the Strategic Regional Policy Plan apply to the PGA Village project:

Policy 7.1.2.5: Develop a regional roadway system of predictably spaced and interconnected east-west, north-south streets. Ideally, streets should be spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic, and discourage local travel on interstates and arterials.

Policy 7.1.2.6: Redirect development patterns from interstates and major arterials to town and neighborhood centers along collector and minor arterials.

Policy 7.1.3.2: Plan and design new development and redevelopment to provide complementary interconnections for pedestrians and public transportation within and between residential areas, schools, employment and retail centers, recreational areas and other public facilities.

Policy 7.1.3.4: Reduce VMT per capita by private automobile within the Region through a combination of the following:

1) provision of public transportation alternatives;
2) provision of housing opportunities in proximity to employment opportunities;
3) provision of essential services and recreational opportunities in proximity to demand;
4) concentration of commercial and other essential services;
5) provision of a street network designed for the pedestrian, the disabled, the automobile and transit;
6) provision of parking in ways that will encourage pedestrianism and public transportation alternatives;
7) provision of incentives encouraging infill and downtown redevelopment;
8) support of public and private sector efforts to carry out Transportation Demand Management strategies that will reduce congestion; and
9) expansion of commuter rail and intermodal connections.

DISCUSSION

The current PGA Village DRI master plan contains the street pattern characteristics of a sprawling subdivision. The poor and inefficient street network of sprawl subdivisions

HUMAN RESOURCE ISSUES

HOUSING

ISSUE: There is an opportunity for the project to provide an adequate supply of housing affordable to very low, low, and moderate income employees in reasonable proximity to the project.

POLICY CITATIONS

The following goals, strategies and policies in the SRPP apply to the project:

Goal 2.1: An adequate supply of safe and affordable housing to meet the needs of the very low, low, and moderate-income residents of the Region.

Goal 2.2: A range of housing types and affordabilities in proximity to employment and services.

Strategy 2.1.1: Create a planning/regulatory climate which is conducive to the production of affordable housing.

Strategy 2.1.2: Create and expand public/private partnerships among all entities involved in the provision of affordable housing including financial institutions, developers, contractors, government agencies, social service and other non-profit organizations, churches and realtors.

Strategy 2.2.1: Ensure that all areas have a reasonable mix of housing, employment opportunities, and services.

Policy 2.1.1.1: Local governments should reduce unnecessary regulatory barriers which make it more difficult to build affordable housing. Examples of such barriers are large lot sizes, minimum unit size and floor space, and setbacks.

Policy 2.1.1.2: Local governments should allow zero lot line development, cluster development, accessory apartments, high-density zoning, mixed-use buildings, modified site improvement standards, alternate construction techniques, etc.

Policy 2.1.1.4: Local governments should consider the enactment of incentives such as density bonuses, linkage programs, and inclusionary housing policies.

Policy 2.1.1.5: Local governments should designate adequate sites where affordable housing can be developed.

Policy 2.1.2.1: Work closely with non-profit organizations who are interested in sponsoring housing projects which serve very low, low and moderate-income residents.

DISCUSSION

PGA Village DRI will include 6,000 dwelling units. None of the units will be priced at levels affordable to very low, low and moderate income worker households employed within the development. Prices for housing products to be offered in the project range from $240,000 to $700,000 for single family units and from $200,000 to $700,000 for multifamily units. In St. Lucie County, the maximum purchase price and monthly rental rate for very-low income housing is approximately $74,431 (four person household) and $655/month. For low income housing the numbers are $115,693 and $1,048/month. For moderate income housing it is approximately $170,832 and $1,572/month.

Based on the proposed plan of development, the project is expected to generate at build out a demand for 308 affordable housing units. These worker households are distributed in the very low to moderate-income groupings as follows:

Income Group	Demand	Maximum Income Limits*
Very-low	270	$26,200
Low	31	$41,920
Moderate	7	$62,880
Total	**308**	

*for a family of four

The applicant as part of the DRI application submitted an affordable housing needs analysis utilizing an agreed upon methodology consistent with the requirements of •Rule 9J-2.048, F.A.C. The housing supply portion of the applicant's affordable housing needs analysis concluded that a surplus of off-site affordable owner-occupied (for-sale) housing units was available to meet the affordable housing demand generated by the DRI development. However, the housing supply analysis also concluded that no available off-site vacant rental units could be identified to accommodate the needs generated by the workers of the PGA Village DRI. It is unreasonable to assume that the entire demand of 308 units of affordable housing can be accommodated solely by off-site owner-occupied housing units. Some, but not all of the single and multi-worker households employed within the PGA Village DRI can become owners of single or multi-family homes. A portion of these households will undoubtedly require affordable rental housing proximate to their place of employment.

The need for increasing affordable housing opportunities in counties and cities throughout Florida is well known and documented by numerous research studies and findings. Less well known and understood is whether there are public costs to a

• The DCA rule includes a standard for determining what constitutes a significant impact on supply of affordable housing. It considers housing reasonably proximate if its is within a twenty minute commute or ten miles, whichever is less. The demand for affordable housing generated by the commercial development of the project will be satisfied, according to the methodology, by residential for sale housing units within a 10-mile radius of the DRI project. The analysis concluded that there was an adequate supply of low and moderate income housing within a 10-mile radius of the proposed project. Council is bound by DCA Rule standards to determine impact and mitigation.

community of *not* providing affordable housing. A recent study[1] commissioned for Lee County, Florida and adopted by the Lee County Commission in 2002 attempts to answer this question. The research examines the public costs of not providing affordable housing in Lee County from three perspectives: lost economic opportunity, transportation infrastructure and social costs. Lost economic opportunity is defined as the economic benefit the County foregoes by not developing needed housing. Transportation infrastructure is represented by costs the community bears when lower-wage workers must travel long distances to employment opportunities. Social cost indicators illustrate the relationship between housing, education and health care.

The study estimates that Lee County will need 30,000 additional units of owner-occupied housing for residents at or below 80% Area Median Income (AMI) by the year 2010. Foregoing the provision of affordable housing will cost Lee County citizens an estimated $249 million annually in lost economic opportunity, transportation infrastructure costs and education and health care costs and is expected to rise with growing unmet need. Absent aggressive measures to increase affordable housing opportunities Lee County will lose $240 million per year in lost jobs and wages, lost household spending, and property tax revenue, $3,2 million per year in greater public transportation costs and maintenance of roadways and $5.4 million per year in education and health care costs related to bussing and treating chronic health care conditions such as asthma resulting from inadequate housing conditions experienced by low income households. The research clearly indicates that there are significant public costs any community bears for *not* providing affordable housing opportunities in proximity to local jobs and service centers to its lower income residents. The findings accentuate the urgent need in every community in Florida to initiative aggressive affordable housing development strategies or forego significant economic opportunity.

RECOMMENDATION

In order to ensure an adequate and timely supply of housing affordable to the very low-income employees within the PGA Village DRI, the following condition should be incorporated into the DO:

1. Prior to the commencement of Phase II of the development, the developer shall provide a new analysis of affordable housing demand, supply and need using methodology agreed to by the Department of Community Affairs, the City of Port St. Lucie and Treasure Coast Regional Planning Council. The analysis shall be for the entire PGA Village plan of development. The analysis will be submitted to the City of Port St. Lucie, the Department of Community Affairs and Treasure Coast Regional Planning Council for review and approval. If a housing need is identified, then the City of Port St. Lucie shall require the necessary remedial actions to mitigate the need consistent with Rule 9J-2.048, F.A.C.

[1] The Public Costs of Inadequate Affordable Housing in Lee County, Florida, Deborah Halliday, MPA, August 2002.

OTHER URBAN SERVICES

ISSUE: The development may create a burden for the provision of community and urban services if such services are not available concurrent with the demand for them.

POLICY CITATIONS

The following goals, strategy, and policies in the SRPP apply to the PGA Village project:

Goal 8.1: Public facilities which provide a high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effectively.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of necessary infrastructure and services.

DISCUSSION

PGA Village is projected to have a resident population of approximately 15,000 at buildout. Development of the project is predicted to create approximately 850 permanent jobs. This exceeds the population size of many of the existing cities within the region. Taking into account urban growth, which is projected to accelerate in surrounding areas it is essential that the developers of PGA Village plan for the needs of the community they are proposing to build to the same extent that a well-managed city would plan for its growth.

In addition to issues regarding public facilities such as water and sewer systems, solid and hazardous waste removal services, and transportation systems, the developer of PGA Village has the opportunity and responsibility to address other urban infrastructure and service issues. In the following subsections several important ongoing planning needs regarding public and community services are discussed, which need to be addressed in more detail.

Police: The City of Port St. Lucie Police Department will serve the residents of PGA Village. Presently the City police department serves a population of approximately 100,000 in an area that encompasses over 80 square miles. According to the ADA, there are no plans to dedicate a site for police facilities within the PGA Village DRI. With an expected population of approximately 15,000 people at buildout of PGA Village and in light of other recent annexations by the City beyond the boundaries of this project, the demand for services and facilities will far exceed the ability of the City of Port St. Lucie to provide them, and the developer will need to take responsibility for calculating demand as well as provision of manpower and physical facilities.

Fire and Emergency Services: Fire and emergency services are to be provided to the proposed PGA Village DRI development by the St. Lucie County Fire District. Presently the fire district covers approximately 605 square miles and serves a population of over 200,000. According to the fire district, the distance for fire and emergency medical protection for the proposed PGA Village DRI is greater than that recognized by industry standards, such that added personnel or equipment to the closest station would not enhance response times necessary to meet the standards. According to the ADA, discussions have begun between the developer, other surrounding developments, and the fire district to locate a site for a fire and emergency medical services station best suited to service the area.

Education: Based on a total of 6,000 residential units expected within the PGA Village DRI, a total of 2,340 students are projected to enroll in the St. Lucie County public school system. Current ratios suggest there would be approximately 1,110 elementary school students, 538 middle school students, and 692 high school students. The St. Lucie County School Board estimates that the school impact would require 1.5 elementary schools, 0.4 middle schools, and 0.4 high schools. The developer has provided a 48-acre site to address the school requirements. However, according to the school board the site will only accommodate the impacts for Phase I and II of the PGA Village DRI. Discussions are ongoing between the developer and the St. Lucie County School Board concerning the provision of school sites within the PGA Village DRI.

Recreation and Open Space: Approximately 15,000 people will reside within the PGA Village DRI at buildout. According to the City of Port St. Lucie and state standards for assessing recreational property needs, the project would require approximately 75 to 300 acres respectively of recreational lands. The project will create a demand for recreational land areas varying in size and use which can be divided up into six major categories which include: play area/tot lot, neighborhood park, community park, urban open space, urban district park, and regional park. In order for dedicated land areas to successfully meet the various recreational demands created by residents of the development, those areas must also be developed and equipped with appropriate facilities.

The ADA indicates that over 340 acres of golf course, 23 acres of neighborhood parks and open space buffer along Glades Cut-off Road are anticipated at buildout of the project. Along with this will be some additional mulit-purpose fields and sports courts associated with the 48-acre school site. This does not fully address the recreational land demands based on City and state standards. The need for providing adequate recreational facilities at the PGA Village DRI is critical, because the area within the City of Port St. Lucie cannot support the increased recreational demands to be generated by this development without additional lands and facilities. A more complete and realistic assessment of the project's recreational needs and a program to equitably provide for these needs should be established. Development of recreational facilities should be concurrent with needs generated by newly constructed residential portions of the development.

Beach and Waterway Access: The beaches and waterways of the Treasure Coast Region offer recreational opportunities for the PGA Village DRI. The PGA Village DRI is located in proximity to both St. Lucie County and Martin County beaches and boat access facilities. In 1982, St. Lucie County passed a 10 million dollar bond program for beachfront park acquisition. At that time, based on population growth projections for all of the County, it was determined that there will be adequate supply of beach access beyond the year 2015 using the state standard of 1.18 miles of beach per 100,000 population. With the recent annexations of rural properties into the City of Port St. Lucie and the change from rural to suburban development proposed for the area, which includes the PGA Village DRI, the adequate supply of public beach access is again an issue. As with beach activities, recreational boating is a popular form of resource based outdoor recreation activity in the Region. The provision of adequate boat access and support facilities is an ongoing issue as the region grows in population due to the additional development.

Libraries: Public libraries and related educational, cultural, and socially-oriented public facilities are part of the equation for maintaining the Treasure Coast region's high quality of life. Such facilities can increase the social health of communities by not only increasing research and higher learning opportunities but also by serving as a social gathering place in the community, a place of repose for some, and a constant source of material for readers of all ages. Local governments are having increased difficulty in providing public facilities due to budgetary constraints. Increases in population resulting from this project will generate an increased demand for public facilities including public libraries. In fact, some sources indicate that over 30,000 catalogued volumes would be required to meet the projects demands at buildout. Facilities necessary to meet such demands should be planned to occur concurrent with development in an effort to reduce overcrowding of existing facilities.

RECOMMENDATION

To ensure that impacts on police and fire/emergency services are mitigated the following conditions should be included in the DO:

1. Prior to commencement of each phase of development, the developer shall provide a plan for provision of police protection to meet the demand created as a result of permanent employment and residential development for the project. The developer's plan shall include an evaluation and estimate of the number of officers necessary to serve the public, additional emergency access points needed, and specific site and land requirements for the provision of police protection facilities. Methodology used to determine the demand and the standards used to determine adequate protection shall be agreed upon by the developer and approving agencies prior to plan development. The plan should also consider the necessity of payment of an impact fee or lump sum to build, staff, and equip the police station. The plan must be approved by the City of Port St. Lucie in consultation with Treasure Coast Regional Planning Council. If said approval is not obtained within three years of the effective

date of the development order, no further building permits shall be issued for any part of the project until approval is obtained. Such police protection facilities shall be constructed and available to serve the projected demand in accordance with the approved plan.

2. Prior to commencement of each phase of development, the developer shall provide a plan for provision of fire/emergency services to meet the demand created as a result of permanent employment and residential development for the project. The developer's plan shall include an evaluation and estimate of the amount of manpower and equipment necessary to serve the public, additional emergency access points needed, and specific site and land requirements for the provision of fire/emergency service facilities. Methodology used to determine the demand and the standards used to determine adequate services shall be agreed upon by the developer and approving agencies prior to plan development. The plan should also consider the necessity of payment of an impact fee or lump sum to build, staff, and equip the fire/emergency services station. The plan must be approved by the St. Lucie County Fire District in consultation with Treasure Coast Regional Planning Council. If said approval is not obtained within three years of the effective date of the development order, no further building permits shall be issued for any part of the project until approval is obtained. Such fire/emergency service facilities shall be constructed and available to serve the projected demand in accordance with the approved plan.

2. The developer shall coordinate with the St. Lucie County School Board to provide the necessary school facilities concurrent with development of the PGA Village DRI. Development shall only occur concurrent with the provision of necessary school facilities. Prior to issuing site plan approvals for any phase of development, the developer shall provide written evidence from the St. Lucie County School Board to the City that adequate school facilities will be available and operational when needed to meet the demand generated by the PGA Village DRI.

3. Prior to application for any building permits for the PGA Village DRI, the developer shall provide a plan for the provision of neighborhood and community recreational sites and facilities to meet the demand created by residential development in the project. At a minimum, the developer's plan shall include an evaluation and estimate of demand for recreational sites and facilities necessary to provide opportunities for golf, tennis, baseball/softball, football/soccer, handball/racquetball, basketball, swimming, shuffleboard, bicycling, hiking, and picnicking. The plan should also provide a program for meeting any projected demand. Methodology used to project recreational site and facility demand shall be agreed upon by the developer and approving agencies prior to plan initiation and shall be submitted as part of the completed plan. St. Lucie County and the City of Port St. Lucie in consultation with Treasure Coast Regional Planning Council shall approve the plan. Neighborhood and community recreational facilities shall be constructed and available to serve projected demand in accordance with the approved plan.

4. The developer shall provide a plan for the provision of beach and boat access points and parking facilities to meet the demand created by the residential development of the project. The developer's plan shall include an estimate of demand for beach and boat access points and parking facilities in both Martin and St. Lucie Counties. Methodology used to project beach and boat access and parking demand shall be agreed upon by the developer and approving agencies prior to the plan initiation and shall be submitted as part of the completed plan. The plan shall also provide a program for meeting any projected demand. The City of Port St. Lucie, St. Lucie County, and Martin County, in consultation with Treasure Coast Regional Planning Council must approve the plan. Such facilities shall be constructed and available to serve projected demand in accordance with the approved plan.

5. The developer shall provide a plan for provision of public library facilities and other public buildings to meet the demand created by residential development of the project. The plan must include an evaluation and estimate of the demand for public buildings and facilities. Methodology used to project demand shall be agreed upon by the developer and approving agencies prior to plan initiation and shall be submitted as part of the complete plan. The plan shall also provide a program for meeting any projected demand. The City of Port St. Lucie and St. Lucie County, in consultation with Treasure Coast Regional Planning Council must approve the plan. Public buildings and facilities shall be constructed and available to serve projected demand in accordance with the approved plan.

HISTORIC AND ARCHAEOLOGICAL SITES

ISSUE: The project can minimize adverse impacts on unrecorded or currently unknown archaeological sites.

POLICY CITATIONS

The following strategy in the SRPP apply to the PGA Village project:

Strategy 15.1.1: Identify and protect archaeological and historical resources in the Region.

DISCUSSION

A cultural resource assessment survey was conducted on the proposed project area. The survey consultant concluded that no archaeological sites or historical structures were located on the PGA Village DRI. The Department of State, Division of Historical Resources (DHR), concurred with those findings. However, DHR requested documentation of the office building, labor house building, barn, and maintenance garage found on site. DHR has not received this documentation to date (See Exhibit HA-1).

RECOMMENDATIONS

In order to mitigate any negative impacts on historical or archaeological sites, the following conditions should be incorporated into the DO:

1. In the event of discovery of any archaeological artifacts during project construction, construction shall stop in the area of discovery and immediate notification provided to the City of Port St. Lucie and the Division of Historical Resources in the Florida Department of State.

2. The developer shall provide the Department of State, Division of Historical Resources with the requested documentation of the office building, labor house building, barn, and maintenance garage that were found on site. This documentation must include a complete Florida Master Site File Structure form for each building and be forwarded to the Department of State, Division of Historical Resources for approval prior to application for any building or clearing permits for the PGA Village DRI.

EXHIBIT HA-1

RECEIVED
MAR 13 2003
TREASURE COAST
REGIONAL PLANNING COUNCIL

FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Ms. Catherine A. Maus
Greenberg Traurig, P.A.
Post Office Box 14036
Fort Lauderdale, Florida 33302

March 7, 2003

RE: DHR Project File Number: 2003-1449
Received by DHR February 11, 2003
PGA Village Development of Regional Impact – Application for Development Approval
Proposed 1,100-Acre Addition
St. Lucie County

Dear Ms. Maus:

Our office received and reviewed the above referenced project in accordance with this agency's responsibilities under Section 380.06, *Florida Statutes*. The State Historic Preservation Officer is to advise in the identification of historic properties (listed or eligible for listing, in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

Based on the information provided and a review of the Florida Master Site File, it is the opinion of this office that the proposed project will have no effect on historic properties. However, fortuitous finds may occur within this parcel and our agency should be immediately notified if archaeological or historic remains are encountered. Ground disturbing activities in the immediate vicinity of artifact finds should also be halted until the area can be investigated.

This office notes that in our November 2002 letter (2002-9719) to your office for the review of the adjacent 1,900-acre parcel we requested documentation of the office building, labor housing building, barn, and maintenance garage. At this time we have not received this documentation. This documentation must include a completed Florida Master Site File Structure form for each building and forwarded to this office. If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, by electronic mail *sedwards@mail.dos.state.fl.us*, or at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaske, Deputy SHPO

for Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

XC: James Snyder, Treasure Coast RPC

500 S. Bronough Street • Tallahassee, FL 32399-0250 • http://www.flheritage.com

☐ Director's Office (850) 245-6300 • FAX: 245-6435
☐ Archaeological Research (850) 245-6444 • FAX: 245-6436
☑ Historic Preservation (850) 245-6333 • FAX: 245-6437
☐ Historical Museums (850) 245-6400 • FAX: 245-6433
☐ Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
☐ St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
☐ Tampa Regional Office (813) 272-3843 • FAX: 272-2340

ENERGY

ISSUE: The project will increase the Region's dependence on imported energy sources.

POLICY CITATION

The following goal, strategy, and policies in the SRPP apply to the PGA Village project:

Goal 9.1: Decreased vulnerability of the Region to fuel price increases and supply interruptions.

Strategy 9.1.1: Reduce the Region's reliance on fossil fuels.

Policy 9.1.1.1: Encourage patterns of development and programs, which reduce the dependency on the automobile, encourage and accommodate public transit, and reduce the overall use of fossil fuels.

Policy 9.1.1.3: Encourage energy efficient buildings. Strategies should include: 1) proper siting according to solar orientation; b) design of passive architectural systems; c) site designs that provide shade to buildings; d) use of sustainable building materials; and e) use of solar mechanical systems.

DISCUSSION

At build-out, the application projects that the PGA Village DRI will require an average daily demand of 84,125 Kilowatt Hours with a peak hour demand of 6,980 Kilowatt Hours. Florida Power and Light will serve the project (see Exhibit E-1).

The project's off-site energy consumption impacts will be attributed primarily to traffic generation. Maintenance of an acceptable level of service on the surrounding roadway and accommodating and using available and planned transit alternatives will contribute to more efficient energy use for transportation.

Indirect energy costs are associated with the use of irrigation, fertilizers, and pesticides needed to maintain the golf courses and landscaped areas. By landscaping with native plant species that are appropriate for site conditions which are resistant to drought and disease, indirect energy use can be reduced. Also, energy costs can be reduced by the use of vegetation to shade parking lots and buildings.

As energy consumption continues to increase in the Region, more consideration should be given to alternative and locally derived energy sources. More consideration should be given to site design and energy saving devices and features that reduce energy consumption. The following energy saving methods are easily incorporated into most site plans and building designs:

1. Use of computerized load management where cost-effective and economically feasible.

2. Preserve native vegetation and topography in order to retain their natural energy conserving benefits.

3. Promote carpooling and van pooling through incentives such as priority parking areas.

4. Encourage incentives to non-automotive travel such as provision of sheltered bus stops, bicycle locking facilities, shaded pathways, and protected crossings.

5. Participate in a systematic approach to the development of walkway and bicycle path networks with the local government that will result in safe, convenient links between home, work, shopping, recreation, and schools.

6. Use of energy-efficient features in window design (e.g. tinting and exterior shading).

7. Use operable window and ceiling fans.

8. Install energy-efficient appliances and equipment.

9. Reduce coverage by asphalt, concrete, rock, and similar substances in streets, parking lots, and other areas to reduce local air temperatures and reflect light and heat.

10. Install energy-efficient lighting for streets, parking areas, recreation areas, and other interior and exterior public areas.

11. Use water closets with a minimum flush of 3.5 gallons and showerheads and faucets with a maximum flow rate of 3.0 gallons per minute (at 60 pounds of pressure per square inch) as specified in the Water Conservation Act, Section 553.14, Florida Statutes.

12. Select native plants, trees, and other vegetation and landscape design features that reduce requirements for water, fertilizer, maintenance, and other needs.

13. Plant native shade trees to provide reasonable shade for all recreation areas, streets, and parking areas.

14. Place trees to provide needed shade in the warmer months while not overly reducing the benefits of sunlight in the cooler months (shade in the summer should receive primary consideration).

15. Orient structures, as possible, to reduce solar heat gain by walls and windows and to utilize the natural cooling effects of the wind.

16. Provide structural shading (e.g. trellises, awnings, and roof overhangs) wherever practical when natural shading cannot be used effectively.

17. Use solar hot water heating systems or photovoltaic energy systems.

The ADA suggests the project will conserve energy through use of some of the above-mentioned energy saving methods.

RECOMMENDATIONS

In order to ensure the project will not increase the Region's dependence on imported energy sources, the following conditions should be incorporated into the DO:

1. The final site and building designs shall comply with the Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. To the maximum extent feasible the project shall also incorporate measures identified in the Council's *Energy Planning in the Twenty-First Century* dated January 2000, and the SRPP.

2. The developer shall incorporate each of the 17 energy saving methods outlined in the ENERGY section discussion of the Council's Assessment Report for the PGA Village DRI project unless it can be demonstrated to the satisfaction of the City of Port St. Lucie that individually each method is not cost effective.

EXHIBIT E-1

Florida Power & Light Company

January 15, 2003

John Donahue
LBFH, Inc.
Consulting Civil Engineers, Surveyor & Mappers
3550 S.W. Corporate Parkway
Palm City, Florida 34990

Re: PGA Villages Development

Dear Mr. Donahue:

This is to confirm that, at the present time, FPL has sufficient capacity to provide electric service to the above captioned property. This service will be furnished in accordance with applicable rates, rules and regulations.

Please provide the final site plan, site survey and electrical load data as soon as possible so the necessary engineering can begin.

Early contact with FPL is essential so that resources may be scheduled to facilitate availability of service when required.

Sincerely,

David Holko

David Holko
Customer Project Manager

HURRICANE PREPAREDNESS

ISSUE: A category three or greater hurricane events could result in the need for public sheltering within the PGA Village development or adversely impact the quantity of existing public shelter space. PGA Village has an opportunity in its master planning to fully address hurricane evacuation and post disaster recovery issues.

POLICY CITATIONS

The following goals, strategies and policy in the SRPP apply to the PGA Village project:

Goal 5.1: Lives and property, which are less susceptible to disasters.

Strategy 5.1.1: Direct development away from areas most vulnerable to the effects of natural and manmade disasters.

Goal 5.2: Reduced vulnerability to disasters.

Strategy 5.2.1: Utilize land use, transportation, and community planning processes to address vulnerability issues.

Policy 5.2.1.1: Plan and design new development and redevelopment to increase the ability of the internal and external roadway network to accommodate emergency traffic, enhance post disaster recovery efforts, and provide natural central locations for public shelters and emergency relief shelters.

Goal 5.5: Reduced regional vulnerability and rapid post-disaster recovery from future disasters.

Strategy 5.5.1: Initiate disaster preparedness activities, which will protect lives and property and reduce evacuation times.

DISCUSSION

Florida has experienced more recorded landfalls of major cyclonic storm events (Category 3 or greater hurricanes) than any other state in the nation. On average, any given area in Florida can expect to be in the path of a hurricane every 18 months. It is projected that the Treasure Coast Region has about a one in seven, or 14 percent, chance of experiencing the effects of a hurricane in any given year.

For many years, hurricane experts and emergency planners were primarily concerned with and mostly prepared for the effects of coastal storm events, lethal ocean storm surge and resultant structural damage, coastal and floodplain inundation, and inland flooding due to a hurricane's abnormal rainfall rates. It was presumed that coastal areas would

sustain the greatest damage and loss of life, whereas the inland areas would fare somewhat better and provide relatively safe havens for evacuees. In August of 1992, however, the devastation of South Florida by Hurricane Andrew caused the re-evaluation of existing hurricane emergency preparedness strategies.

Andrew defied conventional hurricane knowledge by causing the greatest destruction and loss of life inland with winds gusting to over 155 miles per hour and spawning dozens of internal tornadoes. Damage from the storm's tidal surge was minor when compared to what befell the inland communities. This is extremely relevant because emergency management planners are confident that the recent memory of Andrew's destruction will prompt far greater numbers of inland residents to leave their homes and seek safe local shelter or evacuate the Region. Despite the PGA Village development's mostly inland location, it is likely that many of its residents would seek shelter outside their homes in the event of a natural or man-made disaster.

According to information from other DRI developments, approximately 10 percent or approximately 1,500 of the 15,000 projected to live in the development could seek public shelter during a hurricane event. Accordingly, 20 square feet per person translates into a need for approximately 30,000 square feet of additional local shelter space.

Emergency mangers also recognize that well-planned community design and an efficient internal street network will greatly enhance pre-storm preparation efforts, safe and timely evacuation, and successful post-disaster relief and recovery efforts. Those residents in stricken communities served by limited ingress and egress routes found that storm debris removal, power and services restoration, and emergency and supply vehicle mobility were severely hampered by bottlenecks and streets that led nowhere.

A community of well-defined, recognizable, and interconnected neighborhood streets and central common areas will serve as logical and strategic locations for disaster relief staging areas and emergency supply distribution points. Public or private civic installations may be used as localized disaster relief command and staging centers. A development that incorporates centralized public or community buildings designed to withstand the effects of a hurricane event is better able to provide adequate storm sheltering for its own residents. Unfortunately, PGA Village is not designed to include these pre and post-disaster resistance features.

The issue of public safety is one that should not be left to chance or piecemeal planning approaches. As the population of the Region continues to grow, the need for adequate hurricane shelter space will increase. In addition, the safety and welfare of the public must be a prime factor when addressing the issue of new development and its impacts upon regional hurricane preparedness. This is particularly true for those inland areas west of established coastal municipalities, which were once considered safe havens from a hurricane's destructive forces.

RECOMMENDATION

The PGA Village development has not addressed potential hurricane evacuation and sheltering issues. Therefore, in order to further State, regional, and local public safety goals, the following should be included as part of the DO:

1. The developer, prior to build-out and in consultation with the St. Lucie County Division of Emergency Management, St. Lucie County Chapter of the American Red Cross and the City of Port St. Lucie, should incorporate or cause to have incorporated within the plan of development evacuation shelter space which provides a minimum of 20 square feet of usable emergency shelter space per person to accommodate 10 percent of PGA Village resident population. Such shelter space may include schools or other community facilities that are acceptable to the St. Lucie County Division of Emergency Management as emergency shelter space and are so designated.

2. The intent of this condition is to ensure that adequate public shelter space is available at all times to meet the demand of PGA Village residents. Should an annual status report show that usable public shelter space is not available on site to accommodate 10 percent of PGA Village resident population at 20 square feet per person, no further residential building permits for PGA Village should be issued. Issuance of building permits for PGA Village shall resume when either: a) assurances are provided to St. Lucie County and the City of Port St. Lucie's satisfaction that shelter space will be provided on site; or b) assurances are provided to St. Lucie County and the City of Port St. Lucie's satisfaction that prior to the next annual report date alternative measures will be implemented as approved by St. Lucie County and the City of Port St. Lucie which are consistent with public hurricane shelter mitigation techniques provided for in Chapter 9J-2.0256(5) (a) of the FAC.

PGA Village DRI

REGIONAL AND TOWN PLANNING

ADVISORY RECOMMENDATIONS FOR LOCAL GOVERNMENT AND THE DEVELOPER

This section points out where the PGA Village DRI master plan could do more to further the goals, strategies, and policies of the SRPP. This section contains several illustrations depicting examples of preferred forms and patterns of development. The inclusion of graphic examples is both necessary and beneficial to identify opportunities for furthering the SRPP and to provide examples of what is meant by certain terms and policies expressed in the SRPP. The illustrations are meant to show instructive examples of concepts that may be the most effective means to address inconsistencies of the current PGA Village DRI master plan with the SRPP. They are not meant to be inclusive of all examples that represent good planning. The City of Port St. Lucie is strongly encouraged to incorporate the regional planning ideas and town planning concepts of this section into any final master plan approved for the PGA Village DRI.

MASTER PLAN CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN

The cities will be part of the country; I shall live 30 miles from my office in one direction, under a pine tree; my secretary will live 30 miles away from it too, in the other direction, under another pine tree. We shall both have our own car.
We shall use up tires, wear out road surfaces and gears, consume oil and gasoline. All of which will necessitate a great deal of work ... enough for all.

-LE CORBUSIER, *THE RADIANT CITY* (1967)

...we shall solve the City Problem by leaving the City.

-HENRY FORD (1922)

ISSUE: The PGA Village Master Plan is not consistent with the Strategic Regional Policy Plan. There exists within the limits of the property a much greater opportunity to encourage the formation of a complete and sustainable community and to assure State, regional, and local goals are not only furthered, but achieved.

Goal 4.1: Future development should be part of existing or proposed cities, towns, or villages.

Goal 6.1: Create new neighborhoods and communities.

Goal 10.1: Neighborhoods and communities which are served by a variety of transportation modes.

Goal 15.1: Preferred forms of development which result in downtown redevelopment and infill, the containment of suburban sprawl and the creation of new cities, towns, and villages.

Goal 16.1: The formation of new towns, cities and villages.

Strategy 6.1.1: Encourage the formation of sustainable neighborhoods and communities.

Strategy 7.1.3: Promote improved community planning and urban design.

Strategy 7.2.1: Promote patterns of development which provide better opportunities for the transportation disadvantaged.

Strategy 7.3.1: Reduce vulnerability to natural and man-made disaster events through better transportation, land use and community planning.

Strategy 12.1.1: Encourage patterns of development and programs which improve the independence and self-sufficiency of children.

Strategy 13.1.1: Encourage patterns of development and programs which minimize dependency on the automobile, encourage and accommodate public transit, and reduce vehicle miles traveled and the amount of vehicle emission discharged into the atmosphere.

Strategy 16.1.1: Encourage and facilitate preferred forms of development.

Policy 6.1.1.1: New neighborhoods and communities should contain a balanced, well-planned, compatible mix of land uses appropriately located so that State, local and regional goals are achieved.

Policy 6.1.1.2: New neighborhoods and communities should have compact designs, with a mix of building types.

Policy 6.1.2.3: Require that an urban design study be prepared to evaluate development proposals in the countryside.

Policy 7.1.1.4: Urban design and architectural studies should be performed when evaluating residential and commercial projects. Such studies should analyze building typology and compatibility, land use mix and the overall impact of the project on the surrounding neighborhood or district.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

Policy 7.2.1.1: Encourage patterns and forms of development and redevelopment and street design that will improve mobility opportunities for transit dependent groups especially the poor, handicapped and young.

Policy 7.3.1.2: Plan and design new development and redevelopment to increase the ability of the internal and external roadway network to accommodate emergency traffic, enhance post disaster recovery efforts, and provide central locations for public shelters and emergency relief centers.

Policy 8.1.1.3: Encourage patterns of development which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

Policy 9.1.1.1: Encourage patterns of development and programs which reduce dependency on the automobile, encourage and accommodate public transit, and reduce the overall use of fossil fuels.

Policy 10.1.1.1: Plan and design development to effectively accommodate alternative modes of transportation.

Policy 12.1.1.1: Consider the special mobility needs of children in all development proposals.

Policy 12.1.1.2: Encourage the location and provision of schools, parks, recreational and other uses (e.g., retail, civic uses, etc.) within biking or walking distance.

Policy 12.1.1.4: Provide sites for civic uses such as schools, parks and libraries within neighborhoods.

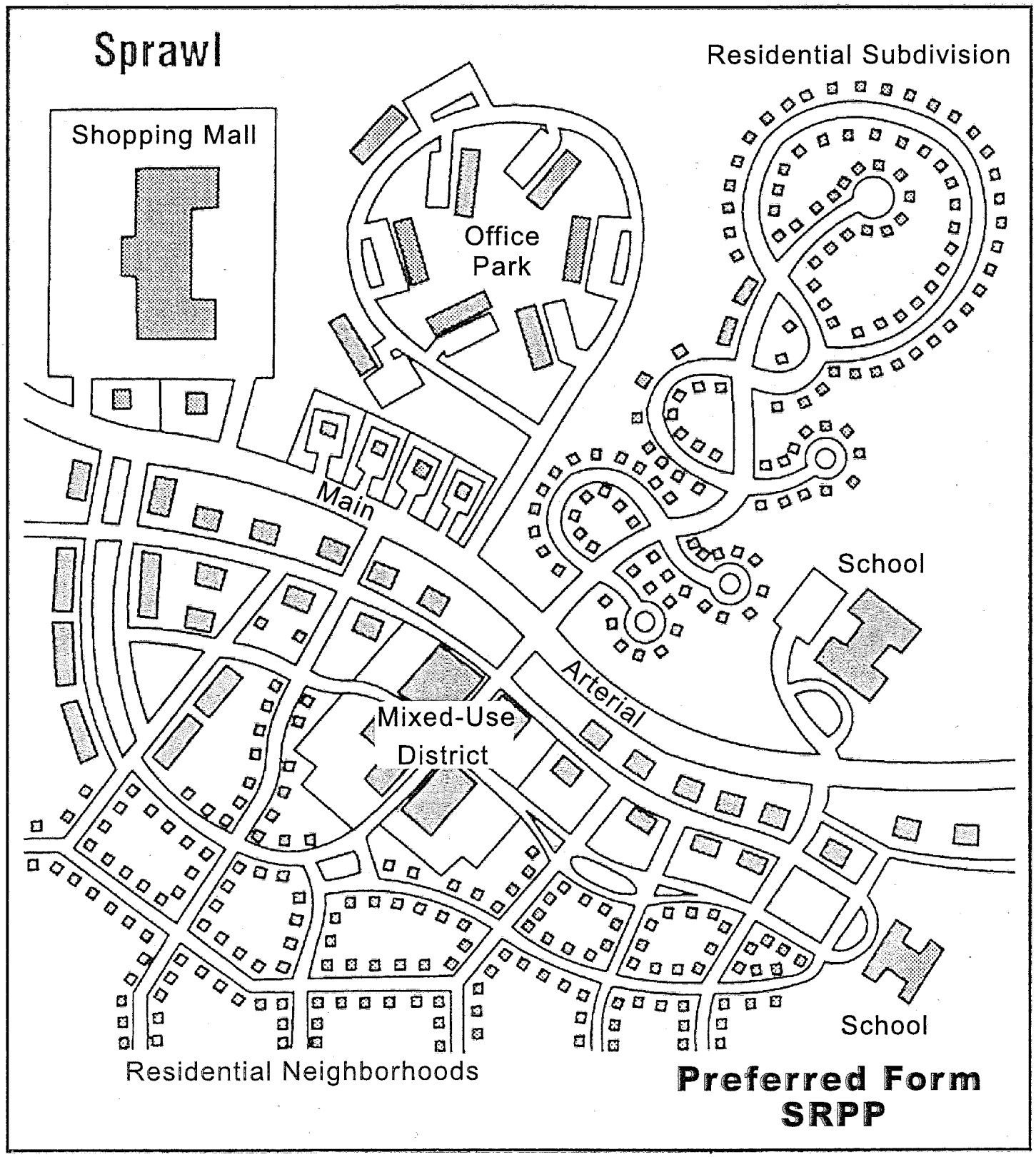
Policy 15.1.3.13: Make non-preferred forms of development occurring in undeveloped areas responsible for the full and true infrastructure costs to support the development through buildout.

Policy 16.1.1.1: Local governments should identify appropriate locations for preferred forms of development.

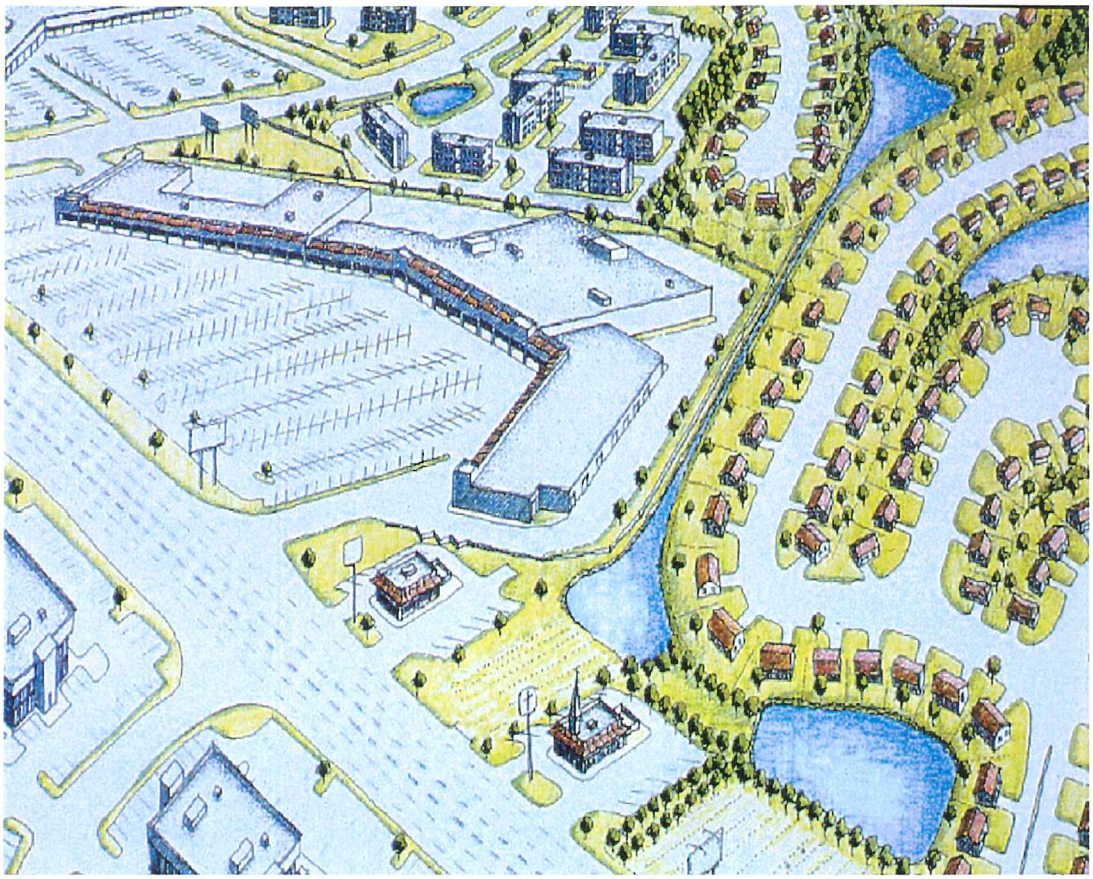
Policy 16.1.1.2: Future land use plans should be prepared for locations considered appropriate for new towns, cities, and villages.

DISCUSSION

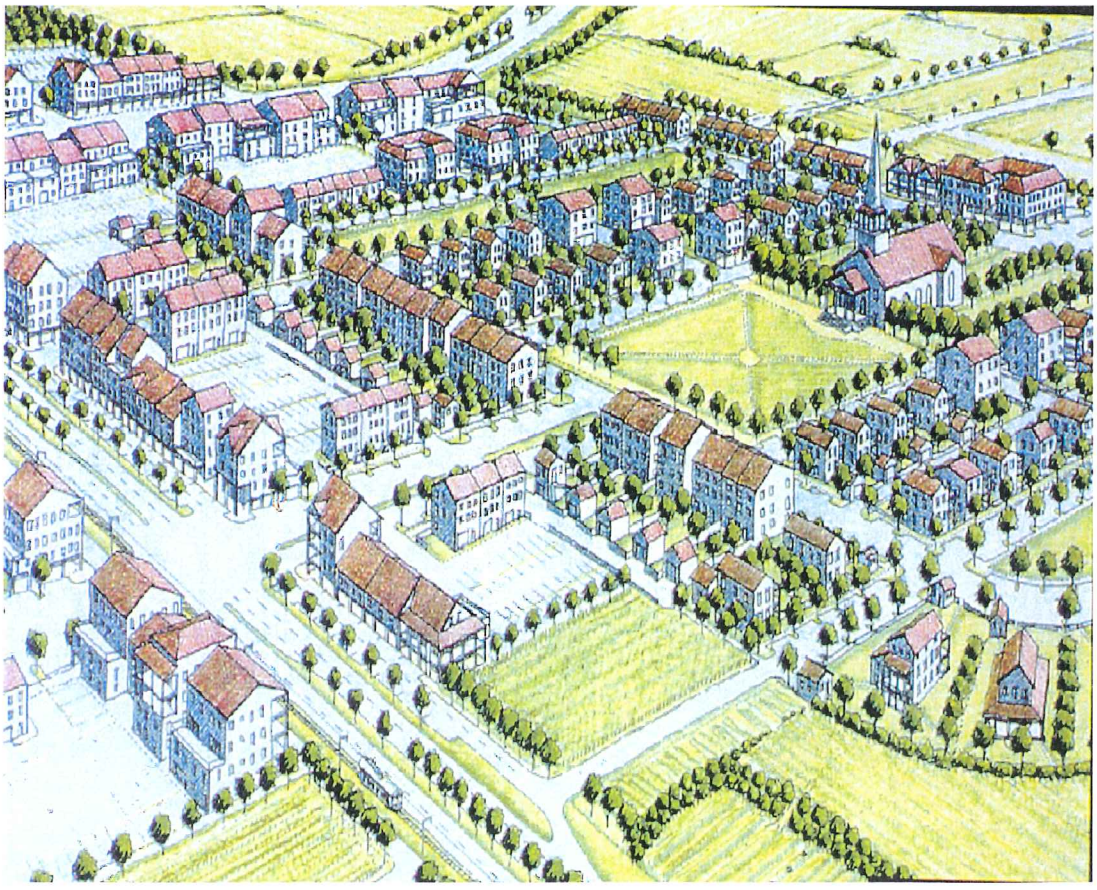
Part of the problem is that today's growth tends to be poorly planned and designed. It is based on assumptions that may work well in the short term but offers no long term plan. If growth is to be desired once more and if it is to bring long-term prosperity and joy, it must create more than conventional subdivisions and golf course planned unit developments that promote sprawl. Sprawl is defined as any type of development that does not create communities composed of authentic neighborhoods and districts. Sprawl often takes the form of homogenous, auto-dependent housing subdivisions; strip commercial development; poorly connected and integrated neighborhoods; isolated public buildings (e.g. schools, libraries, etc.); or private development (e.g. office and industrial parks, shopping centers, etc.) In other words, sprawl can be characterized by a series of specialized multiple uses spread out over large area, inefficiently arranged and conceived, and access such that it requires the use of a car. The PGA Village DRI embodies the definition of sprawl.


Sprawl
Residential Subdivision
Shopping Mall
Office Park
Main
School
Arterial
Mixed-Use District
School
Residential Neighborhoods
Preferred Form SRPP

Sprawl

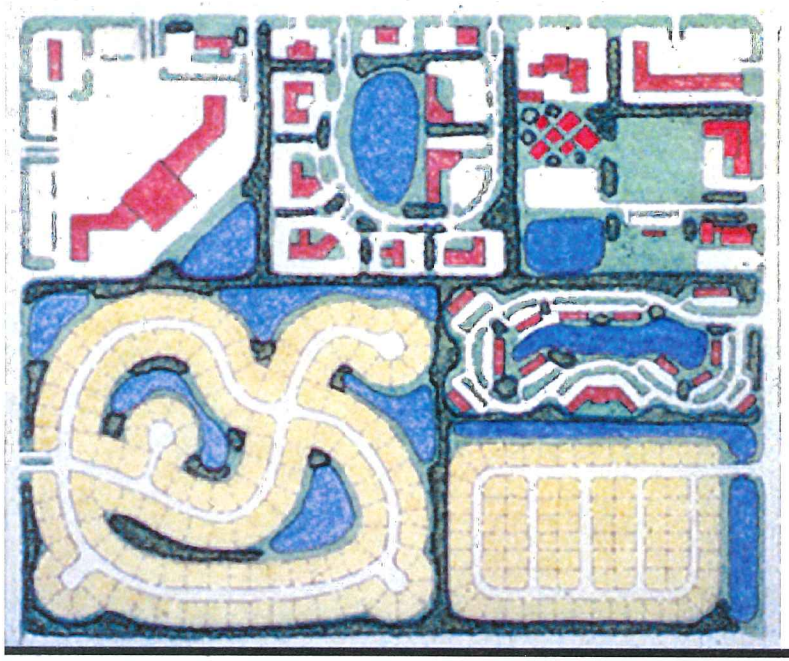


Preferred Form SRPP



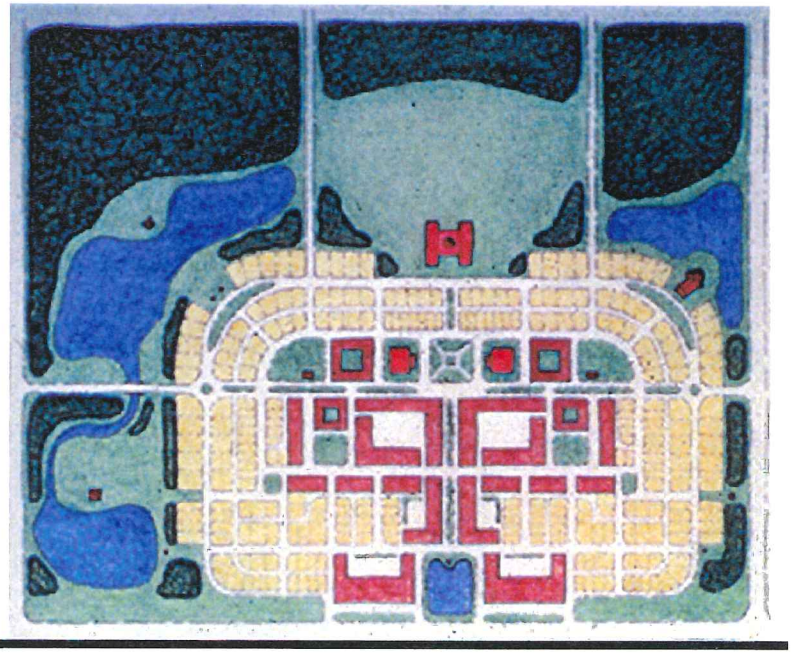
Regional Impacts of Sprawl

Sprawl



- 30% more energy used
- 2 to 4 times poorer water quality
- 25% to 50 % more time in our cars
- 30% to 40% more land used
- Public transportation is not an option
- 20% to 25% of your income spent on cars
- Kids won't be able to walk to school

Preferred Form



- Sprawl housing products underperform comparable New Urbanist products on sales price and cabsorption
- Road building will take priority over the arts, culture, care of the elderly and education of your children
- Additional fiscal impact of $606 million through 2025
- Additional capital costs of $4.19 billion required through 2025

EXHIBIT MP-3

Sprawl is very expensive in the long term since the community as a whole must pay for the maintenance, replacement, and duplication of roads and services for low density, poorly connected, and integrated areas that are not sustainable on their own. Exhibits MP1, MP2, and MP3 are provided to illustrate the differences between multi-use sprawl development patterns and authentic mixed-use development encouraged by the SRPP for addressing a number of regional issues. The illustrations utilize the same quantities of development – one that is arranged consistent with the SRPP and one that is not.

As an alternative to sprawl, the SRPP indicates that new development should create communities composed of neighborhood and districts that are well-connected and logical extensions of existing towns, cities, and villages. Neighborhoods contain several types of housing as well as commercial and other non-residential uses. Good neighborhoods minimize the need to drive for routine daily tasks. They are fairly self-contained and provide locations to take care of most daily activities. Districts, on the other hand, are more specialized mixed-use areas that provide activities that would not fit well into a neighborhood but are still well-connected to the neighborhood.

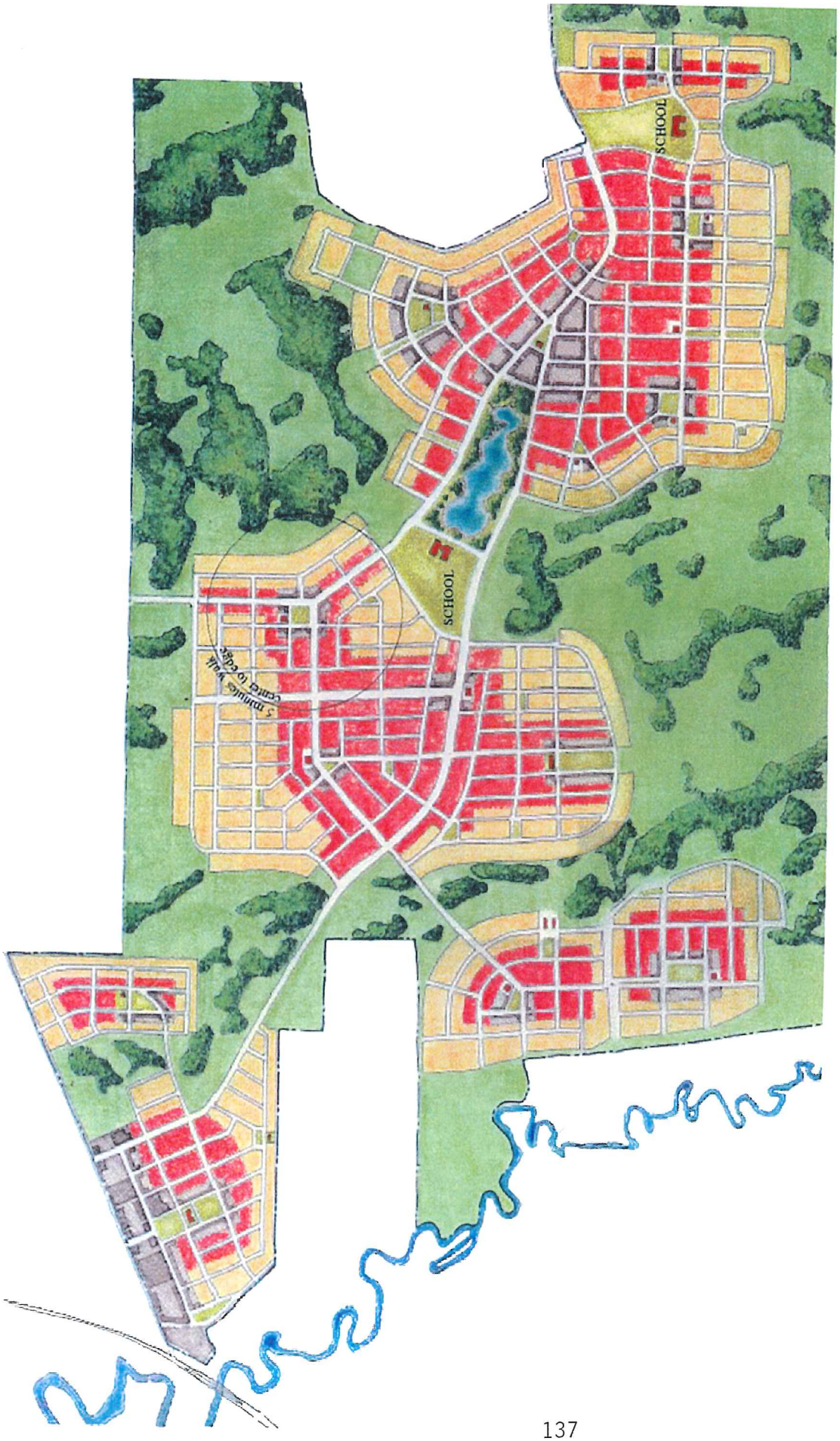
The SRPP suggests this type or pattern of development as the preferred from to better-accommodate the region's future growth. Refer to Appendix D for a more detailed discussion of preferred forms of development, the SRPP's vision for the future of the Region, and the effects and costs of sprawl.

PGA VILLAGE- MASTER PLAN

The current master plan for the DRI follows conventional subdivision trends and patterns for golf course planned unit developments. It is typified by segregated land uses and building types in individual, freestanding parcels. All travel is directed onto a collector street and then onto the arterial roadway network. It is neither pedestrian nor transit friendly. Sites for everyday civic and public activities and buildings are not provided. In its current form, the plan makes it particularly difficult to further and accomplish regional goals, strategies and policies, especially those related to: 1) minimizing energy usage, auto emissions, vehicle miles traveled, trip lengths, and travel on the arterial roadway network; 2) accommodating and enhancing alternate modes of transportation, emergency traffic and post disaster recovery efforts; and 3) encouraging preferred forms of development that would more naturally address affordable housing issues.

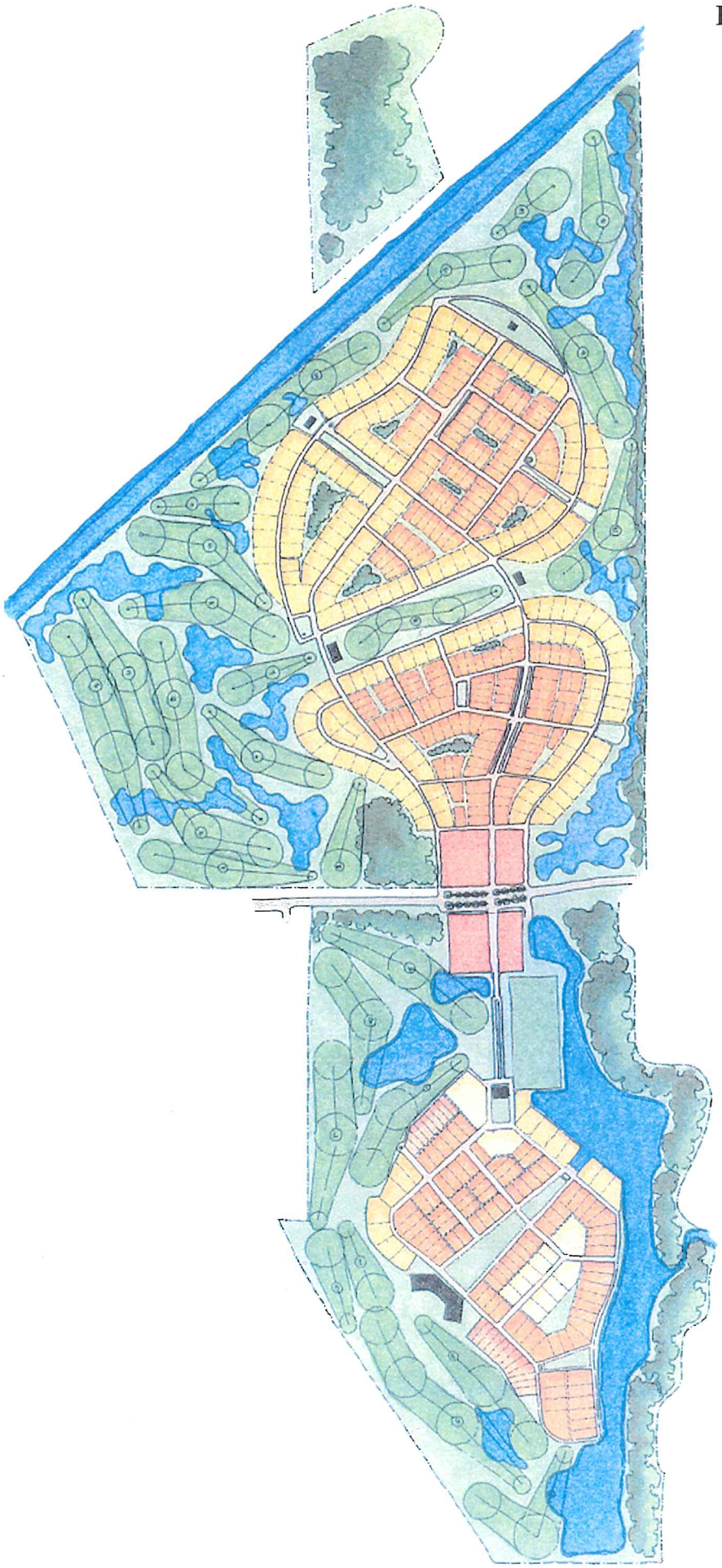
At the same time, the project can be redesigned to be consistent with all elements of the SRPP and still deliver the positive fiscal and social impact the City and developer hope to achieve. Council has provided several scenarios, which illustrate a plan of development that better implements the goals and policies of the SRPP while allowing the developer to achieve the density and types of development proposed in the DRI (Exhibits MP 4, 5, 6 and 7). Under this scenario, chances are greatly improved that sprawl will be prevented, protection of regional natural systems will be assured, and amore beneficial and preferred pattern of development will be established.

EXHIBIT MP-4



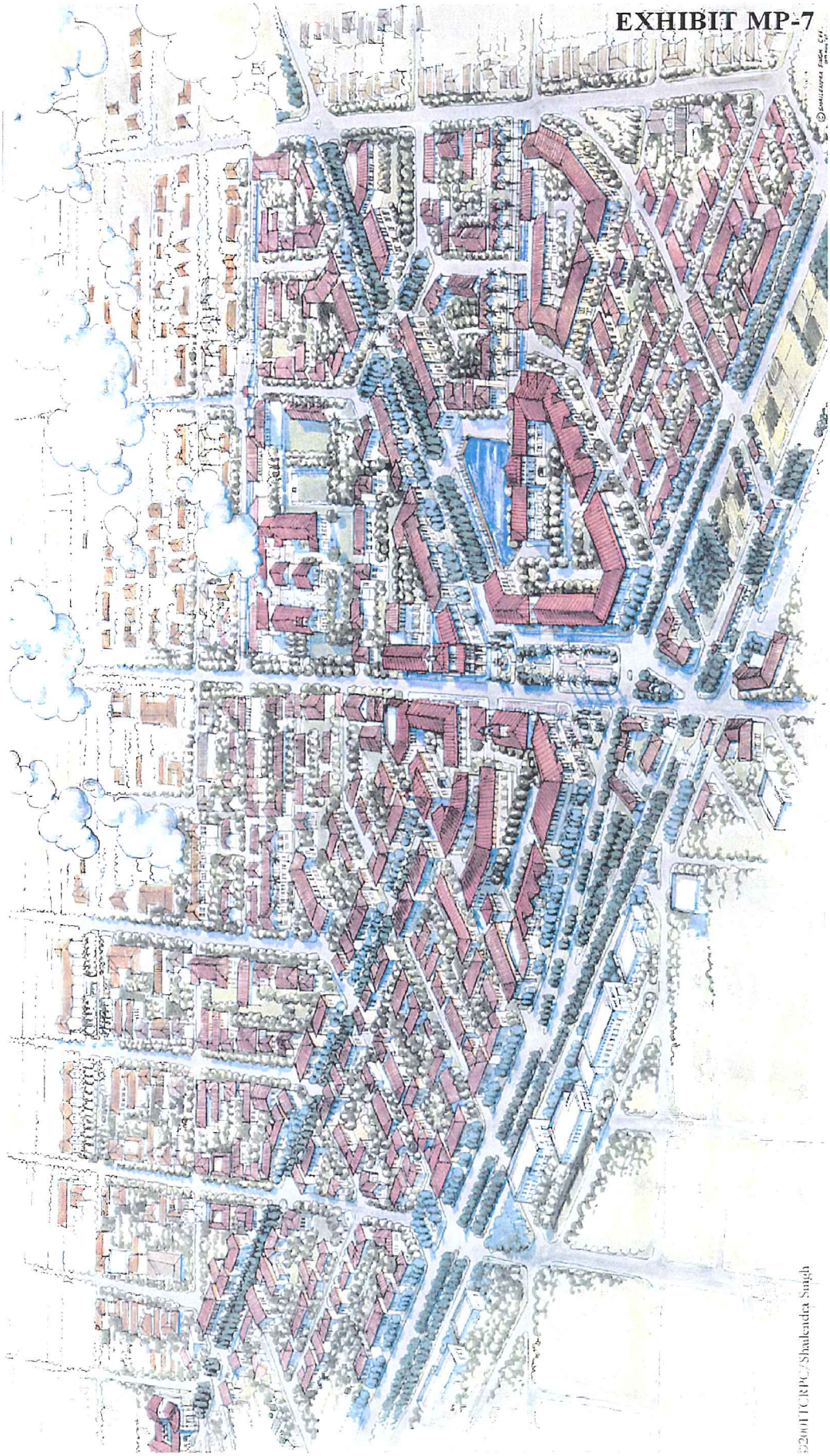
Neighborhoods and Connections

EXHIBIT MP-5



AN AUTHENTIC VILLAGE IN THE COUNTRYSIDE

EXHIBIT MP-7



The SRPP also contains fundamental city and town planning principles including the need for a center and an edge. An edge is necessary to create to create a boundary between urban and rural areas in order to protect rural lands from suburban sprawl and preserve the countryside.

The PGA Village DRI is a small part of a much larger area of countryside being absorbed by the City. The proposed PGA Village DRI proposes to do its share of creating an urban/rural edge by dedicating a 500-foot buffer on the western portion of the property as an edge between suburban development and the countryside. While PGA Village should be congratulated for its contribution, it is not enough. This issue is beyond the responsibility of a single landowner to address and should be the subject of a joint planning agreement between the County and the City.

RECOMMENDATION

As the Treasure Coast Region matures, planning efforts should start to differentiate between acceptable and excellent. The Treasure Coast Region is ready to set standards that reach beyond the mere provision of basic services and propose the creation of complete and sustainable communities. In order to be consistent with the SRPP and to encourage the use of compact, mixed-use development which is less costly to serve, has less impact to the natural environment and countryside, and help strengthen the economies of existing urban areas, the following is recommended:

1. The City of Port St. Lucie should revise the proposed land use designations for the PGA Village DRI to require a better-integrated and well-planned mix of land uses that will: 1) minimize sprawl; 2) reduce land consumption; 3) minimize the public cost for providing services; 4) reduce dependency on the automobile; 5) encourage and accommodate public transit; 6) better address the special needs of children and the elderly, 7) reduce the area's vulnerability to natural or man-made disasters; and 8) reduce impacts on the natural environment.

2. Prior to approving the PGA Village DRI the City and County should enter into a joint planning agreement for the City's new utility service area which, at a minimum, includes the following: 1) creation of a substantial land/open space buffer geographically demarking an edge where suburban development ends and the countryside begins; 2) a process for the purchase and transfer of development rights fro those areas outside the City's boundaries to properties within the City boundaries to ensure that areas outside the City urban boundary remain rural; and 3) a master plan/urban design study for the future development of the entire utility service area.

3. The City of Port St. Lucie should consider incorporating into any final master plan approved for PGA VILLAGE DRI; the regional recommendations and planning concepts contained under the ADVISORY REGIONAL AND TOWN PLANNING section of the Treasure Coast Regional Planning Council's Assessment Report for the PGA Village DRI.

NETWORK OF STREETS

The right to have access to every building in the city by private motorcar, in an age when everyone possesses such a vehicle, is actually the right to destroy the city.

LEWIS MUMFORD
The Highway and the City

ISSUE: An efficient and proper network of streets will encourage patterns of development which maximize public transportation alternatives, reduce fuel consumption and vehicle emissions, minimize use of the Region's collector and arterial roadway network, optimize emergency evacuation and post-disaster recovery efforts, and reduce the total amount of daily vehicle miles traveled. The PGA Village DRI does not further the SRPP goals, strategies and policies or minimize regional impacts related to transportation.

POLICY CITATIONS

The following strategies and policies in the SRPP apply to the PGA Village DRI project:

Strategy 6.1.1: Encourage the formation of sustainable neighborhoods and communities.

Policy 8.1.1.3: Encourage patterns of development, which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

Policy 15.1.3.3: Encourage the use of compact, mix-use development and redevelopment projects that are less costly to serve, have less impact to the natural environment, and help strengthen the economies of existing urban areas.

Policy 7.1.2.5: Develop a regional roadway system of predictably spaced and interconnected east-west, north-south streets. Ideally, streets should be spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic, and discourage local travel on interstates and arterials.

Policy 7.1.2.6: Redirect development patterns from interstates and major arterials to town and neighborhood centers along collector and minor arterials.

Strategy 7.1.3: Promote improved community planning and urban design.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

Policy 7.1.3.2: Plan and design new development and redevelopment to provide complementary interconnections for pedestrians and public transportation within and between residential areas, schools, employment and retail centers, recreational areas and other public facilities.

Policy 7.1.3.4: Reduce VMT per capita by private automobile within the Region through a combination of the following:

1. provision of public transportation alternatives;
2. provision of housing opportunities in proximity to employment opportunities;
3. provision of essential services and recreational opportunities in proximity to demand;
4. concentration of commercial and other essential services;
5. provision of a street network designed for the pedestrian, the disabled, the automobile and transit;
6. provision of parking in ways that will encourage pedestrianism and public transportation alternatives;
7. provision of incentives encouraging infill and downtown redevelopment;
8. support of public and private sector efforts to carry out Transportation Demand Management strategies that will reduce congestion; and
9. expansion of commuter rail and intermodal connections.

Strategy 7.1.4: Encourage public transportation alternatives.

Strategy 7.2.1: Promote patterns of development, which provide better opportunities for the transportation disadvantaged.

Policy 7.3.1.2: Plan and design new development and redevelopment to increase the ability of the internal and external roadway network to accommodate emergency traffic, enhance post disaster recovery efforts, and provide central locations for public shelters and emergency relief centers.

DISCUSSION

Streets and street networks moderate the form, structure, scale and quality of urban and suburban communities. Streets that are designed and treated as public spaces that are safe and comfortable for pedestrians as well as providing for adequate motor vehicle movement are the best. Street networks or patterns that provide multiple routes to routine destinations, disperse and calm traffic, encourage mobility on foot, by bike, or by car are superior. They provide the framework around which towns, cities, and villages can elegantly grow and evolve.

Sprawling patterns of development contain none of the characteristics of superior street networks. They do not provide a framework for building towns. The poor and inefficient street network of sprawl subdivisions increases transportation costs, as longer and less

direct travel routes are necessary. The difference is a more diverse and efficient internal street network. Larger and more expensive external public highways and arterials must be built to as result to make up for the lack of travel routes and options provided for in sprawl subdivisions, increasing transportation costs for everyone.

The current PGA Village DRI master plan contains the street pattern characteristics of a sprawling subdivision. Council has provided several possible scenarios, which illustrate a preferred framework or street network for PGA Village DRI (see MASTER PLAN AND APPENDIX D). This preferred form of development scenario suggests a grid of streets allowing for more than one route in traveling through the development, which provides for a more transportation-friendly environment. A better network of streets promotes the use of transit and other alternate forms of transportation, which helps reduce the number of trips on the regional roadways.

Also, the SRPP encourages the development of a regional roadway system with predictably spaced and interconnected east-west, north-south streets in order to discourage local travel on interstates and arterials. In fact, Council Policy 7.1.2.5 suggest development of an interconnected network of streets spaced every one-quarter to one-half mile as ideal for offering multiple route choices and dispersing traffic. A right-of-way protection map created by the County indicates that a network of east-west and north-south streets was proposed for this area (Exhibit NS-1). However, the proposed plan of development, which is for the most part a gated development, does not provide for these anticipated regional roadways other than the continuation of one road, Commerce Center Parkway, south through the proposed Tradition DRI to Gatlin Boulevard.

There is concern that by providing this network of streets in the area, in particular, connections to the west to Glades Cut-off Road and Range Line Road suburban development patterns will be facilitated further west. Addressing potential land use implications from these recommended street connections should be part of a coordinated effort between the City of Port St. Lucie and St. Lucie County that, at a minimum, addresses the following: 1) creation of a substantial land/open space buffer around Glades Cut-off and Rangeline roads geographically demarking an edge where suburban development ends and the countryside begins; 2) a process for the purchase and transfer of development rights for those areas outside of the City's boundaries to properties within the City's boundaries to ensure that areas outside the urban boundaries remain rural; and 3) a master plan/urban design study should be done for the future development of the area (see MASTER PLAN recommendations).

PGA Village and the Tradition DRI are the first interventions into the City's new 46 square mile utility service areas. In the end, it will be richness of the initial street network laid out for these projects, or the lack thereof, that will be a key determinate in how well positioned and valuable the remaining lands will be for future growth.

RECOMMENDATION

In order to be consistent with the SRPP and encourage a more efficient pattern of development for the PGA Village DRI area, the City of Port St. Lucie should consider the following:

1. The City of Port St. Lucie, in consultation with the developer should incorporate into any final site plan approved for the PGA Village DRI, the regional planning concepts contained within the REGIONAL AND TOWN PLANNING section of the Treasure Coast Regional Planning Council's Assessment Report for the PGA Village DRI.

2. The City of Port St. Lucie and the developers in the area should coordinate to provide for additional north-south and east-west roadway connections to disperse traffic and minimize local travel on the interstate and major arterials in the area. Land use implications of making such connections should be addressed by St. Lucie County and the City of Port St. Lucie through a joint planning agreement which, at a minimum, includes the following: 1) creation of a substantial land/open space buffer around Glades Cut-off and Rangeline roads geographically demarking an edge where suburban development ends and the countryside begins; 2) a process for the purchase and transfer of development rights for those areas outside of the City's boundaries to properties within the City's boundaries to ensure that areas outside the urban boundaries remain rural; and 3) a master plan/urban design study should be done for the future development of the area.

EXHIBIT NS-1

St. Lucie County
Comprehensive Plan
Right-of-Way
Protection Map

HOUSING

Any city, however small, if in fact divided into two, one the city of the poor, the other of the rich; they are at war with one another.

PLATO

ISSUE: There is an opportunity for the project to provide an adequate supply of housing affordable to very low, low, and moderate income employees in reasonable proximity to the project.

POLICY CITATIONS

The following goals, strategies and policies in the SRPP apply to the project:

Goal 2.1: An adequate supply of safe and affordable housing to meet the needs of the very low, low, and moderate-income residents of the Region.

Goal 2.2: A range of housing types and affordabilities in proximity to employment and services.

Strategy 2.1.1: Create a planning/regulatory climate which is conducive to the production of affordable housing.

Strategy 2.1.2: Create and expand public/private partnerships among all entities involved in the provision of affordable housing including financial institutions, developers, contractors, government agencies, social service and other non-profit organizations, churches and realtors.

Strategy 2.2.1: Ensure that all areas have a reasonable mix of housing, employment opportunities, and services.

Policy 2.1.1.1: Local governments should reduce unnecessary regulatory barriers which make it more difficult to build affordable housing. Examples of such barriers are large lot sizes, minimum unit size and floor space, and setbacks.

Policy 2.1.1.2: Local governments should allow zero lot line development, cluster development, accessory apartments, high-density zoning, mixed-use buildings, modified site improvement standards, alternate construction techniques, etc.

Policy 2.1.1.4: Local governments should consider the enactment of incentives such as density bonuses, linkage programs, and inclusionary housing policies.

Policy 2.1.1.5: Local governments should designate adequate sites where affordable housing can be developed.

Policy 2.1.2.1: Work closely with non-profit organizations who are interested in sponsoring housing projects which serve very low, low and moderate-income residents.

DISCUSSION

The residential portion of the PGA Village DRI will not provide dwelling units affordable to the development's very low, low and moderate-income worker households. Prices for housing products to be offered in the project range from $240,000 to $700,000 for single-family units and from $200,000 to $700,000 for multifamily units. According to the ADA, the maximum purchase price and monthly rental rate for very-low income owner-occupied housing is approximately $74,431 (four person household) and $655/month. The current median home sales price for Port St. Lucie is $132,600.

The proposed PGA Village DRI will generate a demand for 308 units of very low, low and moderate income housing. The applicant's housing supply portion of the affordable housing needs analysis concluded that a surplus of off-site affordable owner-occupied (for-sale) housing units was available within a 10-mile radius to meet the affordable housing demand generated by the DRI development. However, the housing supply needs analysis also concluded that no available off-site vacant rental units could be identified to accommodate the needs generated by the workers of the PGA Village DRI.

It is unreasonable to assume that the entire demand of 308 units of affordable housing can be accommodated solely by off-site owner-occupied housing units. Some, but not all of the single and multi worker households employed within the PGA Village DRI can become owners of single or multi-family homes. A portion of these households will undoubtedly require affordable rental housing proximate to their place of employment. Clearly, the severe shortage of rental units within a proximate distance to the PGA Village DRI will pose significant obstacles to those project employees who cannot afford to purchase their own homes.

Secondly, should housing within a 10-mile radius or 20-minute commute (i.e., where everyone has to drive on the regional roadway network to work) really be the measure this Region uses to address the regional issue of workforce hosing in proximity to employment?

Sprawling development patterns like PGA Village, which have been experimented with over the last few decades, have created places to live that require the maintenance of multiple cars per family and almost everything requires a car to reach. This trend has: 1) set and drastically increased the family's transportation budget; 2) limited choices and opportunities to purchase high quality housing; and 3) failed to produce an adequate supply of affordable housing. It also has required a disproportionate amount of taxpayer money to be spent on road building that could be used elsewhere (e.g., housing,

education, etc.) and has interfered with developing any sort of mass transit system that could relieve families and individuals of some of the drain on their budgets. This trend hurts the poor and middle class more than the wealthy.

Efforts are needed to encourage development patterns that do not require an automobile to accomplish every day activities and provide families and individuals with lifestyle choices that will increase their access to housing in the Region. Coincidentally, it is these development patterns which will also naturally increase opportunities for a diversity of affordable housing types.

Many of affordable housing issues raised by PGA Village DRI and other similar "projects" can be easily resolved by redesigning and recasting some of the commercial and residential areas as special districts and authentic neighborhoods. These are the patterns of development that naturally support a variety of building types and mix of uses that are well-designed and capable of offering a range of housing choices and affordability.

RECOMMENDATION

In order to ensure an adequate and timely supply of housing affordable to the very low, low and moderate-income employees within the PGA Village DRI, the City of Port St. Lucie should consider the following:

1. The developer should redesign the PGA Village retail component, which includes both neighborhood and community serving retail, to provide an affordable residential component therein. This mixed-use development should provide affordable housing to meet at least a portion of the housing demand generated by the project on-site and allow very-low, low and moderate income workers to live within the PGA Village DRI development.

2. The developer should redesign part of the residential component of the DRI to create a mixed-use neighborhood, integrating affordable building types that will meet the housing needs of the DRI's very-low income, low and moderate workers.

APPENDIX A

MODEL DEVELOPMENT ORDER

MODEL DEVELOPMENT ORDER

ORDINANCE/RESOLUTION NO._____

An Ordinance/Resolution of the City Council of the City of Port St. Lucie, Florida, making findings of fact and conclusions of law pertaining to the PGA Village DRI project, a DRI, and constituting this Ordinance/Resolution as a DO by the City of Port St. Lucie in compliance with law; providing and effective date; and providing a termination date.

WHEREAS, Debbie Orshefsky, authorized agent for PGA Village DRI Ltd., Developer, has filed a DRI ADA with the City of Port St. Lucie, Florida, in accordance with Section 380.06, Florida Statutes; and

WHEREAS, said Applicant proposes to construct.(list proposed uses) consistent with the Master Plan for the PGA Village DRI described in Exhibit _____ constituting a DRI on the real property legally described in Exhibit _____ attached hereto and located in the City of Port St. Lucie, Florida; and

WHEREAS, the Town Council as the governing body of the City of Port St. Lucie having jurisdiction, pursuant to Chapter 380, Florida Statutes, is authorized and empowered to consider Applications for Development Approval for Developments of Regional Impact; and

WHEREAS, the Town Council on the _____day of _____, 2003, held a duly noticed public hearing on the DRI ADA and has heard and considered the testimony taken thereat; and

WHEREAS, the Town Council has received and considered the assessment report and recommendations of the Treasure Coast Regional Planning Council; and

WHEREAS, the Town Council has made the following FINDINGS OF FACT and CONCLUSIONS OF LAW with regard to the ADA:

FINDINGS OF FACT

1. The proposed Development is not in an area of critical state concern designated pursuant to the provisions of Section 380.06, Florida Statutes;

2. The proposed development is consistent with the report and recommendations of the Treasure Coast Regional Planning Council submitted pursuant to Section 380.06 (12) (a), Florida Statutes; and

3. The proposed Development is consistent with local comprehensive plan, zoning, and development laws and regulations of the Town.

CONCLUSION OF LAW

NOW, THERE BE IT RESOLVED BY THE TOWN COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA, in a public meeting, duly constituted and assembled this ____ day of _____, 2003, that the PGA Village DRI ADA submitted by PGA Village DRI Ltd. is hereby APPROVED, subject to the following conditions, restrictions, and limitations:

ADA

1. The PGA Village DRI ADA is incorporated herein by reference. It is relied upon, but not to the exclusion of other available information, by the parties in discharging their statutory duties under chapter 380, Florida Statutes. Substantial compliance with the representations contained in the ADA, as modified by DO conditions, is a condition for approval.

For the purpose of this condition, the ADA shall include the following items:

a. ADA dated _____, and

b. Supplemental information dated _____ and _____.

Commencement and Progress of Development

2. In the event the developer fails to commence significant physical development within three years from the effective date of the DO, development approval shall terminate and the development shall be subject to further development-of -regional - impact review by the Treasure Coast Regional Planning Council pursuant to Section 380.06, Florida Statutes. For the purposes of this paragraph, construction shall be deemed to have been initiated after placement of permanent evidence of a structure (other than a mobile home) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation of land clearing.

PHASING

3. The phasing of the development is approved as follows: (phasing schedule should include phases, amount of time per phase, uses, and amount of that use per phase)

BUILDOUT DATE

4. The Project build-out date shall be_____.

EXPIRATION DATE

5. This DO shall expire on _____.

TREASURE COAST REGIONAL PLANNING COUNCIL/ CITY OF PORT ST. LUCIE RECOMMENDED CONDITIONS

-
-
-
-

BE IT FURTHER RESOLVED BY THE COMMISSION FOR THE CITY OF PORT ST. LUCIE, FLORIDA, AS FOLLOWS:

1. Any modification or deviations from the approval plans or requirements of this DO shall be submitted to the Community Development Department Director for a determination by the City of Port St. Lucie Town Council as to whether the change constitutes a substantial deviation as provided in Section 380.06 (19), Florida Statutes. The City Council of the City of Port St. Lucie shall make its determination of substantial deviation at a public hearing after notice to the developer.

2. The City of Port St. Lucie shall monitor the development of the project to ensure compliance with this DO. The City of Port St. Lucie City Manager shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the DO. The Community Development Department Director may require periodic reports of the developer with regard to any item set forth in this DO.

3. The developer shall make an annual report as required by Section 380.06 (18), Florida Statutes. The annual report shall be submitted each year on the anniversary date of the adoption of the DO and shall include the following:

a. Any changes in the plan of development, or in the representations contained in the ADA, or in the phasing for the reporting year and for the next year;

b. A summary comparison of development activity proposed and actually conducted for the year;

c. Undeveloped tracts of land that have been sold, transferred, or leased to a successor developer;

d. Identification and intended use of lands purchased, leased, or optioned by the developer adjacent to the original site since the DO was issued;

e. An assessment of the developer's and local government's compliance with the conditions of approval contained in this DO and the commitments

specified in the ADA and summarized in the Regional Planning Council Assessment Report for the development undertaken;

f. Any request for a substantial deviation determination that was filed in the reporting year or is anticipated to be filed during the next year;

g. An indication of a change, if any, in local government jurisdiction for any portion of the development since the DO was issued;

h. A list of significant local, State, and federal permits which have been obtained or which are pending by agency, type of permit, permit number, and purpose of each;

i. The annual report shall be transmitted to the City of Port St. Lucie, the Treasure Coast Regional Planning Council, the Florida Department of Community Affairs, the FDEP, the SFWMD, and such additional parties as may be appropriate or required by law;

j. A copy of any recorded notice of the adoption of a DO or the subsequent modification of an adopted DO that was recorded by the developer pursuant to Subsection 380.06 (15), Florida Statures; and

k. Any other information requested by the City of Port St. Lucie Town Council or the City of Port St. Lucie City Manager to be included in the annual report.

4. The definitions found in Chapter 380, Florida Statutes, shall apply to this DO.

5. The City of Port St. Lucie hereby agrees that prior to _____the PGA Village DRI shall not be subject to down zoning, unit density reduction, or intensity reduction, unless the City demonstrates that substantial changes in the conditions underlying the approval of the DO have occurred, or that the DO was based on substantially inaccurate information provided by the developer, or that the change is clearly established by The City of Port St. Lucie to be essential to the public health, safety, or welfare.

6. This DO shall be binding upon the developer and its assignees or successors in interest. It is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created and designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced government agency in existence on the effective date of this DO.

7. The approval granted by this DO is conditional and shall not be construed to obviate the duty of the developer to comply with all other applicable local, State, and federal permitting requirements.

8. In the event that any portion or section of this DO is deemed to be invalid, illegal, or unconstitutional by a court of competent jurisdiction, then this development shall be required to obtain a substantial deviation determination.

9. This DO shall become effective_____

10. Certified copies of this DO shall be transmitted immediately by certified mail to the Department of Community Affairs, the Treasure Coast Regional Planning Council, and PGA Village DRI, Ltd.

PASSED AND ADOPTED in a public hearing held on this the _____day of _____, 2003.

_____
Chairman
City of Port St. Lucie Town Council

ATTEST:

_____
Town Clerk

APPENDIX B

CONSISTENCY WITH THE LOCAL COMPREHENSIVE PLAN

CONSISTENCY WITH THE LOCAL COMPREHENSIVE PLAN

The City of Port St. Lucie's Comprehensive Plan was adopted pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Florida Statutes). The plan provides land use and development guidelines to help protect and improve the quality of life and natural resources of the Town.

The Treasure Coast Regional Planning Council is required by the State to consider whether Developments of Regional Impact are consistent or inconsistent with the appropriate local government comprehensive plan. Council has reviewed the ADA for the PGA Village DRI for consistency with the City of Port St. Lucie Comprehensive Plan.

The proposed PGA Village DRI was recently annexed from St. Lucie County to the City of Port St. Lucie. Thus the annexed property and the proposed plan of development will require amendments to the City's comprehensive plan prior to approval of the DRI plan of development. In Council's review of the proposed comprehensive plan amendment for the recently annexed area, Council objected to the proposed change, in part, because of the potential negative impacts on public facilities such as roads, water, wastewater and schools and inconsistency with St. Lucie County's Comprehensive Plan. If the development is approved subject to the recommended development order conditions, then the development could be consistent with the City of Port St. Lucie Comprehensive Plan.

This analysis of the proposed project's consistency with the City of Port St. Lucie Comprehensive Plan is required by Florida Statutes, Chapter 186, and Council's Contract with DCA, and is based on Council's interpretation of that plan. Final determination of consistency or inconsistency shall be made by the City of Port St. Lucie.

APPENDIX C

SOUTH FLORIDA WATER MANAGEMENT DISTRICT ASSESSMENT REPORT

IMPACT ASSESSMENT REPORT

Prepared by

South Florida Water Management District

Issued April 18, 2003

RECEIVED
APR 21 2003
TREASURE COAST
REGIONAL PLANNING COUNCIL

I PROJECT SUMMARY

Project:	PGA Village
Developer:	Reserve Homes, LTD, L.P.
SFWMD ID No:	02-456
Location:	Sections 23,26,28,29,31,32,33,34,35/Township 36 South/Range 39 East, St. Lucie County
Size:	±1,900 acres
Existing Land Use:	Agricultural/Undeveloped/Residential
Proposed Land Use:	Mixed-use, including Residential (3,800 dwelling units), Retail/Service (250,000 square feet), Hotel (350 rooms), Golf Courses (36 holes)
DRI Thresholds:	Residential (2,000 dwelling units in St. Lucie County), Hotels (350 rooms)

II GENERAL PROJECT-RELATED INFORMATION

The PGA Village DRI is a proposed ±1,900 acre mixed-use development located in east-central St. Lucie County between I-95 and Glades Cut Off Road. The project site is bisected by the C-24 Canal (see Exhibit 1).

The Master Development Plan (see Exhibit 2) proposes the following land uses: Residential (3,800 dwelling units), Retail/Service (250,000 square feet), Hotel (350 rooms), Golf Courses (36 holes). Development is scheduled to occur in three phases with buildout in 2018.

The proposed PGA Village DRI is an expansion of the existing PGA of America golf resort located within the adjacent Reserve DRI. The proposed expansion of the existing PGA of America golf resort will require an amendment to the Reserve DRI to incorporate the new areas of development.

III POTENTIAL FOR ADVERSE REGIONAL IMPACTS SUMMARY

Category	Minimal	Significant	Major
Surface Water Management – Quantity		X	
Surface Water Management – Quality	X		
Wetlands/Other Surface Waters – Functions	X		
Water Use	X		

IV CONCLUSIONS AND RECOMMENDATIONS

In reviewing the available information, District staff has concluded that the PGA Village DRI could be developed in such a manner that adverse regional water resource-related impacts would not be likely to occur with regard to water use, surface water management quality, and wetlands/other surface waters-functions. However, staff cannot confirm at this time that the proposed project could be developed in such a manner that adverse regional water resource-related impacts would not be likely to occur with regard to surface water management quantity. This conclusion is based on unresolved issues concerning the proposed use of the Peacock Canal for surface water management discharges (see the Surface Water Management Checklist and Footnotes on pages 7 and 8 for additional details). Consequently, a final determination regarding the acceptability of the proposed project design cannot be made until substantially more detailed information is submitted during the permit application review process.

Water Use

Potable water supply will be provided by the City of Port St. Lucie. The City has an adequate permitted allocation to meet the demands of this project. Since reclaimed water is currently unavailable, the applicant is proposing to meet the project's landscape irrigation demands by withdrawals from on-site lakes/wells.

For additional details concerning the above as well as permitting requirements, see the Water Supply and Development Checklist and Footnotes on pages 5 and 6.

The District is recommending a Development Order Condition (see page 3) requiring that specific conservation measures be incorporated into the project design.

Surface Water Management

Existing features on the project site include improved pasture, citrus groves, an area of pine flatwoods with a few small wetlands, and the C-24 Canal which bisects the project site. The existing agricultural activities have been permitted by the District.

The proposed surface water management system will consist of a network of inlets, culverts, and lakes. Water quality treatment will be provided within the on-site lake system prior to discharging into the Peacock Canal and the C-24 Canal.

Two Environmental Resource Permit (ERP) applications were filed on October 16, 2002 and are currently under technical review. Application No. 021016-21 (PGA Village North/The Reserve) is for the area north and east of the C-24 Canal and is a modification to the existing permit covering the Reserve DRI (Permit No. 56-00674-S). Application No. 021016-16 (PGA Village South) is for the area south and west of the C-24 Canal.

For additional details concerning the above as well as permitting requirements, see the Surface Water Management Checklist and Footnotes on pages 7 and 8.

Wetlands/Other Surface Waters-Functions

The project site contains ±9.85 acres of wetlands, the majority of which are wet prairie wetlands. A lesser acreage of shallow marsh wetlands also occur on-site. The applicant is proposing to preserve approximately 6.45 acres (65%) of the total wetland acreage existing on-site.

Issues to be resolved prior to issuance of an Environmental Resource Permit (ERP) include verification of the quantity and quality of the wetlands proposed to be impacted and submittal of additional details concerning the proposed mitigation activities/management scheme.

For additional details concerning the above as well as permitting requirements, see the Environment Checklist and Footnotes on pages 9 and 10 this report.

Permits

This project will require the following District permits prior to commencement of construction:

1. Environmental Resource Permit – for conceptual approval and for construction and operation of the surface water management system for the proposed development and for the proposed impacts to wetlands and other surface waters (Applications No. 021016-16 and 021016-21 were filed on October 16, 2002 and are currently under technical review).

2. Water Use Permit – a modification to existing agricultural Water Use Permits No. 56-00034-W, 56-00407-W, and 56-00428-W for the proposed ground and surface water withdrawals for landscape irrigation.

This project may require the following District permit prior to commencement of construction:

1. Water Use Permit - for certain dewatering activities proposed for the construction of project lakes, utilities, and/or road or building foundations.

The applicant must provide verification that the proposed system designs will meet District criteria in effect at the time of permit application.

Recommended Development Order Condition

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

V DISCLAIMER

This review has been performed by the South Florida Water Management District to provide the Treasure Coast Regional Planning Council with a general technical assessment of the water-related

impacts of this project from the District's perspective. It is a technical review of the project based on the information provided by the DRI applicant. It is not a permit under Chapter 373, F.S., nor is it a commitment for said permits. This review does not constitute final agency action and it is not binding on this agency. Permit evaluation, pursuant to Chapter 373, F.S., will be based upon the criteria in effect and the information available at the time of permit application. Consequently, the applicant is advised that this could result in a change in the District's technical assessment from that which is contained in this review.

Further, this review is not intended to restrict any formal District comments and/or objections that may be issued on the proposed comprehensive plan amendments associated with this DRI. During the formal plan amendment review process, pursuant to Chapter 9J-5, F.A.C., the District will perform a detailed evaluation of all water resource-related issues associated with this proposal and will provide its formal comments and/or objections to the Florida Department of Community Affairs (DCA).

SUBJECT: **WATER SUPPLY AND DEVELOPMENT** - PGA Village, DRI No. 02-456

Proposed Potable Water Source: City of Port St. Lucie
Permit No.: 56-00142-W
Expiration Date: October 11, 2006
Permitted Allocation: 5300 MGY (19.77 MGD)
Current Usage: 8.658 MGD (2002)
Projected Demand of DRI: 1.09 MGD

Proposed Non-Potable Water Source: On-site lakes and wells (1)
Projected Demand of DRI: 4.6 MGD

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	
I. **PROJECTED DEMANDS OF PROJECT**				
A. POTABLE WATER				
1. Use Generation Rates	X			
2. Conservation Practices	X			
B. NON-POTABLE WATER				
1. Use Generation Rates	X			
2. Conservation Practices	X			
3. Wastewater Reuse	X(2)			
II. **WATER USE IMPACTS**				
A. ON-SITE				
1. Proposed Sources				
a. Groundwater		X(2,3)		
b. Surface Water		X(2,3)		
c. Wastewater Reuse	X(2)			
d. Reverse Osmosis	N/A			
2. Resource Capability		X(3,4)		
3. Impacts				
a. Salt Water Intrusion	N/A			
b. Pollution/Contamination	X			
c. Environmental		X(4)		
B. OFF-SITE				
1. Verification of Availability from Utility	X			
2. Resource Capability	X			
3. Impacts				
a. Salt Water Intrusion	N/A			
b. Pollution/Contamination	X			
c. Environmental	X			
d. Other Legal Users	X			

FOOTNOTES: See following page

WATER SUPPLY AND DEVELOPMENT FOOTNOTES

(1) The primary source of irrigation water is surface water from the proposed on-site lake system. The existing wells may be used to recharge the lakes. If the wells are not used for irrigation purposes, they must be plugged and abandoned in accordance with the provisions of Chapter 40E-3, Water Wells, F.A.C.

(2) Reclaimed water is currently not available. However, the City of Port St. Lucie is planning a wastewater treatment facility expansion project. At the time of application for future water use permit applications, the applicant will be required to address the feasibility of using reclaimed water. The applicant is advised that any application for a water use permit will require a detailed feasibly analysis regarding the feasibility of utilizing reclaimed water. The project's landscape irrigation system should be designed so that it can be converted to use reclaimed water when a sufficient supply becomes available.

(3) The existing on-site agricultural wells have been approved under several water use permits (56-00034-W, 56-00407-W, and 56-00428-W). These permits are scheduled to expire on June 15, 2003. A change in land use from agricultural to residential is considered a major modification. Consequently, the applicant must demonstrate at the time of permit application that the proposed water use is reasonable beneficial and is consistent with current District criteria.

(4) The continued use of the Surficial aquifer system will be evaluated based on current District criteria. The applicant is advised that allocations have been curtailed in the vicinity of the project site due to potential harm to wetland systems.

SUBJECT: **SURFACE WATER MANAGEMENT** - PGA Village, DRI No. 02-456

Drainage Basin: C-24
Receiving Body: C-24 Canal/Peacock Canal

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	
I. SYSTEM DESIGN				
A. QUANTITY CONSIDERATIONS				
1. Discharge method, location and route to receiving water			X(1,2)	
2. Floodplain encroachment	N/A			
3. Net basin storage	N/A			
4. Stage/storage		X(3)		
5. Control elevations		X(3)		
6. Water management areas		X(3)		
7. Minimum drainage		X(3)		
8. Overdrainage	N/A			
9. Outparcels	N/A			
10. Exfiltration	N/A			
11. Floor and road protection		X(3)		
12. Passage of upstream flows	N/A			
13. Capacity of receiving water (pre vs. post)			X(2,3)	
B. QUALITY CONSIDERATIONS				
1. Standard BMP's		X(3,4)		
2. Special BMP's				
a. Sensitive receiving waters	N/A			
b. On-site use of wastewater	N/A			
c. Location of on-site percolation ponds	N/A			
d. Proximity of on-site percolation ponds to SWM system	N/A			
3. Use of natural system	N/A			
4. Hazardous materials				
a. Use/generation		X(5)		
b. Management/disposal		X(5)		
5. Exfiltration systems	N/A			

FOOTNOTES: See following page.

SURFACE WATER MANAGEMENT FOOTNOTES:

(1) The applicant has indicated that the southern portion of the project site (south of the C-24 Canal) will discharge into the Peacock Canal upstream of an existing operable gate. An entity meeting the requirements of Section 9.0 of the District's Basis of Review for Environmental Resource Permit (ERP) applications must accept responsibility for the operation and maintenance of the Peacock Canal and the operable structure.

(2) The existing discharge rate for the southern portion of the project site is based on a pumped system for agricultural use. The acceptable discharge rate, pumping schedule, and operation conditions for the Peacock Canal gate will be determined prior to issuance of an ERP. The discharge rate proposed in the ADA is based on the current permitted discharge rate for the existing orange groves and may not be the same rate permitted for a residential/golf course development.

(3) As part of the ERP review, documentation will be required demonstrating that the proposed surface water management system design is consistent with District criteria.

(4) The applicant will be required to provide one-half inch of dry pretreatment for the proposed commercial land use (located north of the C-24 Canal and adjacent to I-95) prior to discharging into the master surface water management system.

(5) Staff will review the details of the proposed golf course fertilizer and pesticide application rates/methods during the ERP review.

SUBJECT: **ENVIRONMENT** - PGA Village, DRI No. 02-456

WETLANDS ACREAGE SUMMARY*

Total Existing	Presently Impacted	Proposed To Be Preserved	Proposed To Be Altered/Destroyed	Proposed To Be Mitigated	Resulting Net Gain/Loss
9.85(1)	0	6.45	3.4	[see Footnote No. 2]	

* Applicant estimates (subject to verification during permit review)

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME MINOR	RESOLVABLE AT PERMIT TIME MAJOR	MAJOR REGIONAL ISSUES
I. **EXISTING SENSITIVE LANDS**				
A. WETLANDS				
1. Quantity		X(1)		
2. Quality		X(1)		
B. UNIQUE HABITAT	X			
C. ENDANGERED SPECIES	X			
D. OTHER (Save Our Rivers; OFWs; aquifer recharge areas; etc.)	X			
II. **IMPACTS OF PRESERVATION/MITIGATION**				
A. QUANTITY		X(1)		
B. QUALITY		X(1)		
C. MANAGEMENT SCHEME (managed elevations, buffers, littoral zones; etc.)		X(2)		
D. ENDANGERED SPECIES/HABITAT	X			
III. **COMPATIBILITY OF PROPOSED LAND USE AND NATURAL CHARACTERISTICS**	X			

FOOTNOTES: See following page

ENVIRONMENT FOOTNOTES:

(1) That portion of the project site located southwest of the C-24 Canal is part of a 14,640 acre project formerly known as Peacock Ranch. An existing 136-acre reservoir was previously approved as a mitigation area for other wetland impacts within Peacock Ranch. This mitigation area/reservoir is identified as a "lake" on certain maps. In the DRI/ADA, the applicant indicates that the 136-acre wetland mitigation area/reservoir may be incorporated for use as part of the project's surface water management system. Consequently, any proposed impacts to the existing mitigation area/reservoir will result in additional wetland impacts above and beyond the 3.4 acres of wetland impacts identified by the applicant in the ADA. Prior to approval of any proposed impacts to the existing mitigation area/reservoir, alternative mitigation must be provided and approved in accordance with the District's Environmental Resource Permit (ERP) criteria.

(2) The applicant is proposing 17.7 acres of additional uplands and enhancement of 6.45 acres of wetlands within Section 3 as mitigation for the proposed wetland impacts. The applicant indicates that these areas will be interconnected to create a greenway. The details of this proposal will be evaluated during the ERP review process.

EXHIBIT 1

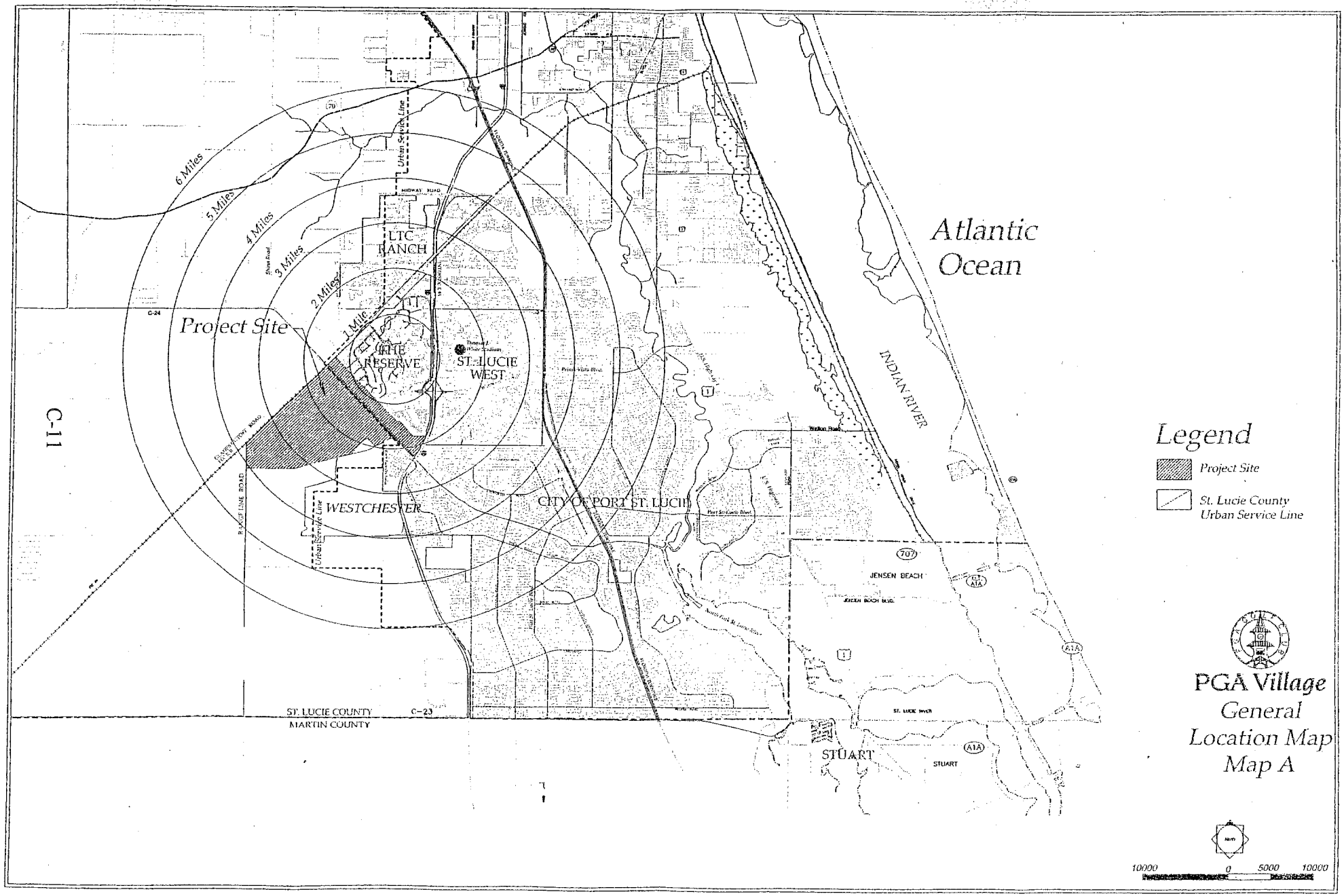
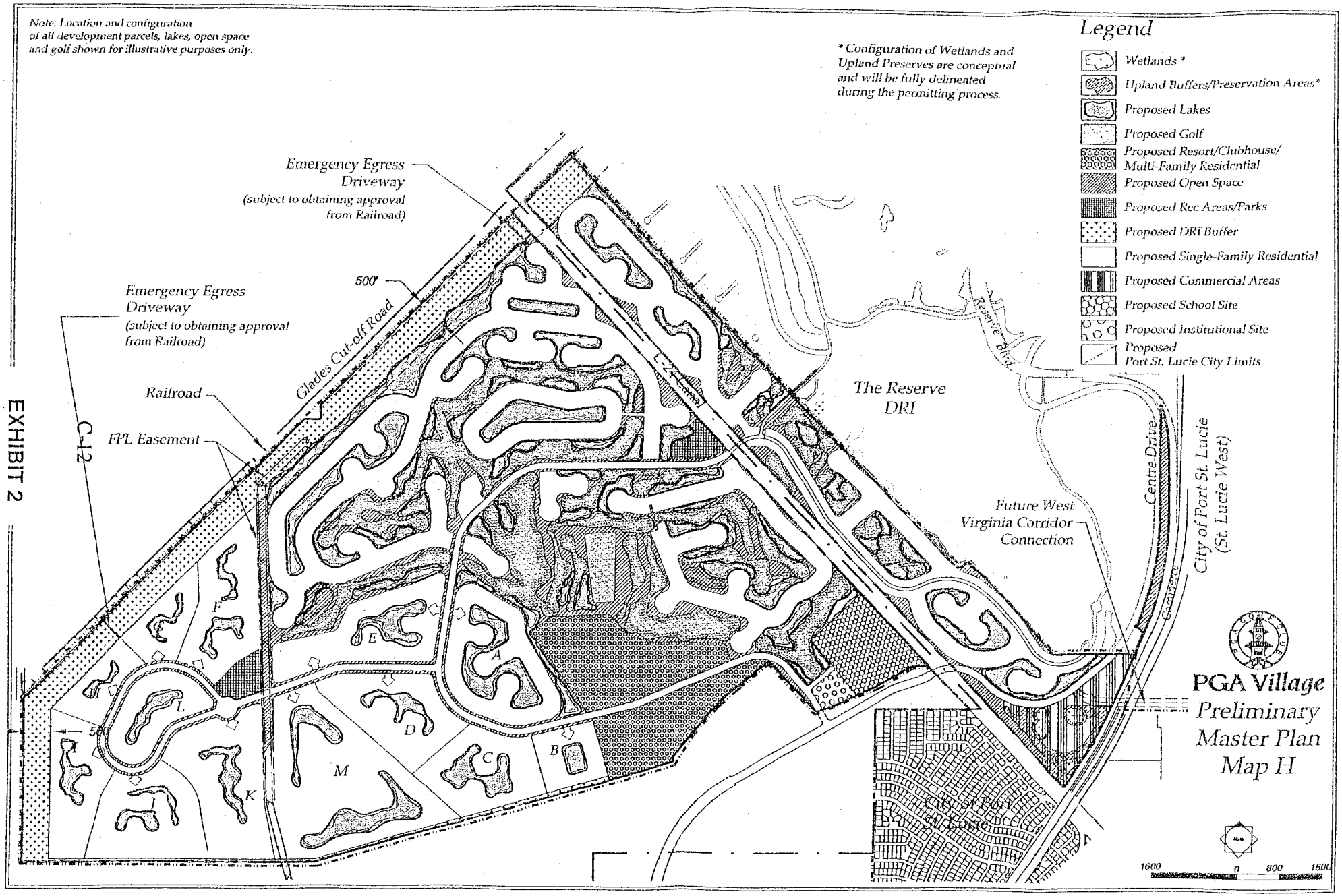

Atlantic Ocean
INDIAN RIVER
Project Site
6 Miles
5 Miles
4 Miles
3 Miles
2 Miles
1 Mile
LTC RANCH
CITE RESERVE
ST. LUCIE WEST
WESTCHESTER
CITY OF PORT ST. LUCIE
JENSEN BEACH
STUART
ST. LUCIE COUNTY
MARTIN COUNTY
C-11
C-23
C-24
Urban Service Line
Legend
Project Site
St. Lucie County Urban Service Line
PGA Village
General
Location Map
Map A
10000
0
5000
10000

EXHIBIT 2


Note: Location and configuration of all development parcels, lakes, open space and golf shown for illustrative purposes only.
* Configuration of Wetlands and Upland Preserves are conceptual and will be fully delineated during the permitting process.
Legend
Wetlands *
Upland Buffers/Preservation Areas*
Proposed Lakes
Proposed Golf
Proposed Resort/Clubhouse/ Multi-Family Residential
Proposed Open Space
Proposed Rec Areas/Parks
Proposed DRI Buffer
Proposed Single-Family Residential
Proposed Commercial Areas
Proposed School Site
Proposed Institutional Site
Proposed Port St. Lucie City Limits
Emergency Egress Driveway (subject to obtaining approval from Railroad)
Emergency Egress Driveway (subject to obtaining approval from Railroad)
500'
Glades Cut-off Road
Railroad
FPL Easement
C-12
The Reserve DRI
Reserve Blvd
Future West Virginia Corridor Connection
Centre Drive
Commerce
City of Port St. Lucie (St. Lucie West)
A
B
C
D
E
F
J
K
L
M
PGA Village Preliminary Master Plan Map H
1600
0
800
1600

APPENDIX D

A BRIEF SUMMARY OF THE STRATEGIC REGIONAL POLICY PLAN: ITS HISTORY, PREFERRED FORMS AND PATTERNS OF DEVELOPMENT, AND ITS VISION FOR THE FUTURE OF THE REGION

APPENDIX D

A BRIEF SUMMARY OF THE STRATEGIC REGIONAL POLICY PLAN: ITS HISTORY, PREFERRED FORMS AND PATTERNS OF DEVELOPMENT, AND ITS VISION FOR THE FUTURE OF THE REGION

The subdivisions of the 1950's and 1960's established the norms for sprawl development. City and town-making were reduced to a series of simplistic formulas that addressed each issue and physical element associated with growth in isolation. In the new form of development, uses were widely separated and the characteristics that were perceived as more marketable were maximized.

Residential development became increasingly isolated and uniform. Shopping centers increased in size and provided enormous amounts of parking. There was no serious attempt to incorporate new developments into towns or to coordinate land use on adjacent properties. Since any parcel of land could be used for practically anything, the result was sprawl. Individually, each project provided a product that was marketable: expensive housing, inexpensive housing, golf course living, apartment living, discount shopping, office parks, etc. Collectively, however, the compounded effects of so many uncoordinated decisions placed a financial burden on the existing citizens. Taxes went up to build larger public roads to service poorly laid out private suburban tracts, but roads continued to be congested. Quality of life for many citizens declined.

GROWTH MANAGEMENT

During the 1970's and 1980's a series of growth management laws were passed by the State in an attempt to combat the negative effects of suburban sprawl. Local government comprehensive plans were prepared and adopted which contained policies which sought to address problems and create new standards for managing growth. Protection of the natural environment became an important element of planning. Greater care was given to the provision of services as development occurred. Policies that addressed transportation, affordable housing, land use and other fundamental issues of planning were adopted and implemented.

However, no desired or preferred form of development was prescribed or suggested - a weakness which partially undermined the combined effect of the policies. Although most comprehensive plans included outstanding policies to address development processes, no picture or vision was established for the community. The original authors of Florida's growth management legislation felt that the concepts of consistency and concurrency would solve our problems and ultimately result in quality places to live. Some of those authors have recently acknowledged that those concepts have not been successful, and in some cases have had the unintended and undesirable effect of encouraging and increasing suburban sprawl. Alternative methods to manage growth and improve quality of life need to be considered.

STRATEGIC REGIONAL POLICY PLAN FOR THE TREASURE COAST REGION

In 1993 the Legislature challenged the regional planning councils, requiring them to revamp the old regional policy plans and address the shortcomings of Florida's growth management system. Council responded in 1995 by adopting the Strategic Regional Policy Plan (SRPP). Unlike the regional policy plan it replaced, the SRPP is intended not as a regulatory tool, but as a direction-setting document. Its focus is on comprehensively dealing with the large-scale physical components and systems which make up the Region.

The plan contains a Future of the Region or "vision" element. This element comprehensively deals with improving the large-scale structure or pattern of the Region's physical, economic and social environment: the growth and formation of towns, cities, and villages, the maintenance of the natural environment and countryside, the layout of regional roads, the relationship between work and households, the formation of suitable public institutions for a neighborhood and community, and the kinds of public space required to support these institutions. The Future of the Region element describes preferred forms and patterns of development that are considered the most effective means for fulfilling the "vision."

The plan contains six other elements which are directly wired to the Future of the Region element and include goals, strategies and policies designed to support and help accomplish the "vision." These elements are:

- Affordable Housing
- Economic Development
- Education
- Emergency Preparedness
- Natural Resources of Regional Significance
- Regional Transportation

Briefly stated the SRPP describes the "vision" for the future of the Region as follows:

Future growth should follow a preferred development form. Preferred development should address the following regional issues:

1. Preservation of the natural environment and countryside.
2. Revitalization of existing urban areas.
3. The creation of new towns (see Exhibits A, B, C and D).

Future development should not sprawl because it is expensive and it degrades the Region's quality of life (see Exhibit E and F).

Preferred development concepts will be implemented by regional strategies which:

1. state the preferred form of development.

2. suggest incentives to encourage and foster preferred forms of development

In addition, implementation will depend on county and municipal strategies which:

1. delineate where new development should or should not occur.
2. apply and expand the preferred form of development concepts.
3. encourage redevelopment and revitalization.
4. devise public investment programs favoring development of preferred forms and patterns of development.
5. send constructive economic signals to investors.

The "vision" as stated suggests the Treasure Coast Region is ready to set standards that reach beyond the provision of basic services and propose the creation of complete, authentic communities. The "vision" as stated also reflects the particular challenges and opportunities the Region must respond to and exploit in order to accommodate high levels of growth while maintaining a high quality of life and attractiveness for continued future investment

The Plan recognizes that the "vision" can never be implemented or built overnight. It will take patient piecemeal growth, designed in such a way that every planning decision sanctioned by local government is always helping to create or generate preferred patterns and forms of development on a small and large scale. This should, slowly and surely over the years, result in a Region that contains preferred patterns of development. The end result is intended to achieve a more sustainable future for the future for the Treasure Coast Region.

The goal of the Plan is to keep the Region on course towards a more healthy and sustainable future. The SRPP is not merely a plan for the regional planning council, it is a plan for the Region and all those who are active participants in shaping its future. At the same time the Plan is not intended to be a mandate or dictum to local governments, special districts and citizens of the Region. It is an instruction manual to be used for guidance in building a more health, sustainable Region.

CITIES, TOWNS AND VILLAGES

Cities, Towns and Villages refer to the form of development that results when land uses are mixed to for complete neighborhoods and districts. Neighborhoods are complex areas that include several types of housing and some commercial and workplace uses. Although diverse, neighborhoods may be predominantly residential. Well-designed neighborhoods minimize the need to drive cars for routine trips and provide outstanding public spaces within their boundaries. Neighborhoods attempt to be fairly self-contained and provide locations for most daily activities. Districts, on the other hand tend to be specialized. A downtown or an industrial area would be a district. While districts may also include a variety of uses, they are not self-sufficient. Instead, they provide a place for activities that would not fit well within a neighborhood. Districts are well connected and easily accessible to surrounding neighborhoods.

EXHIBIT A

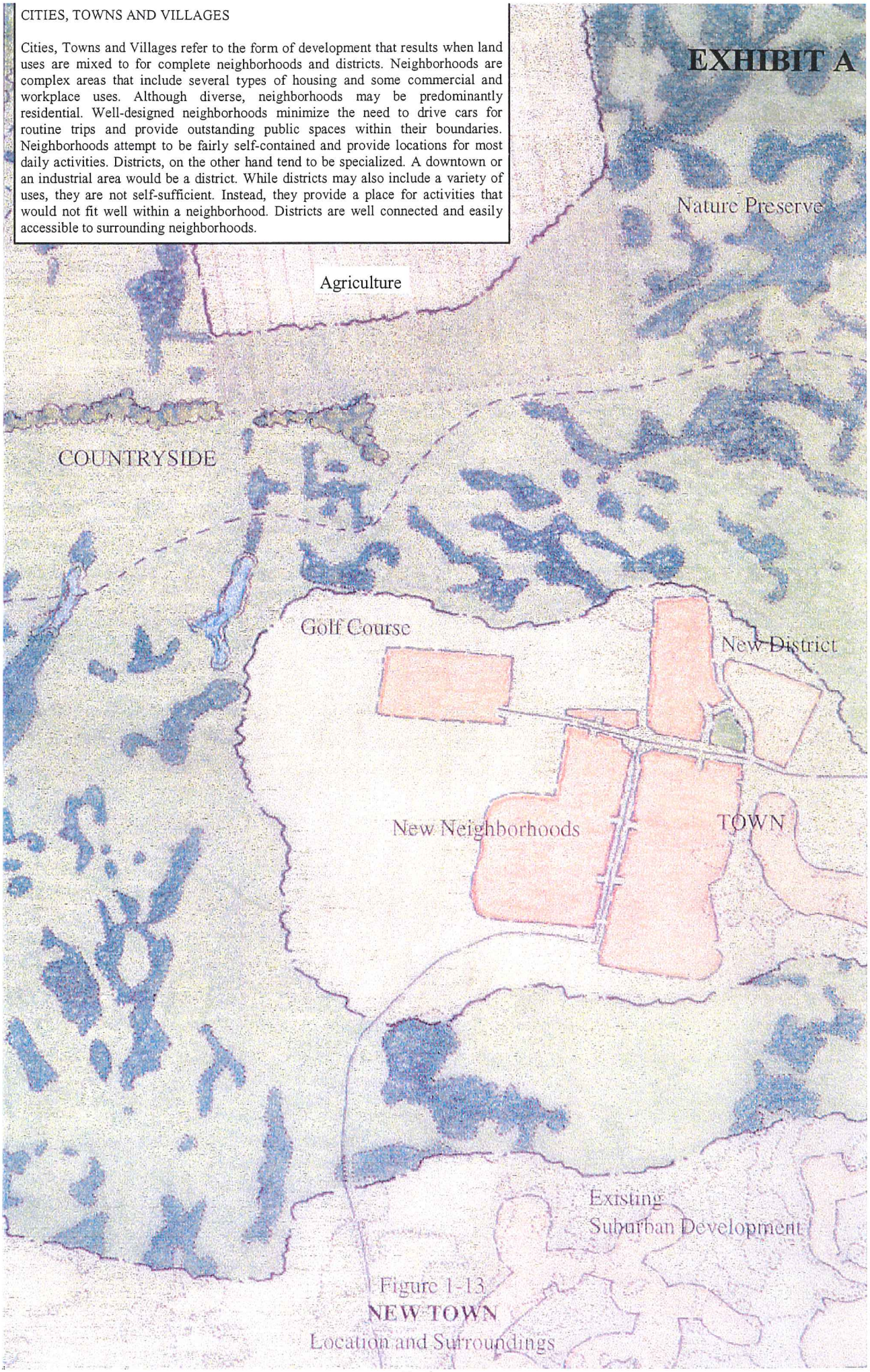


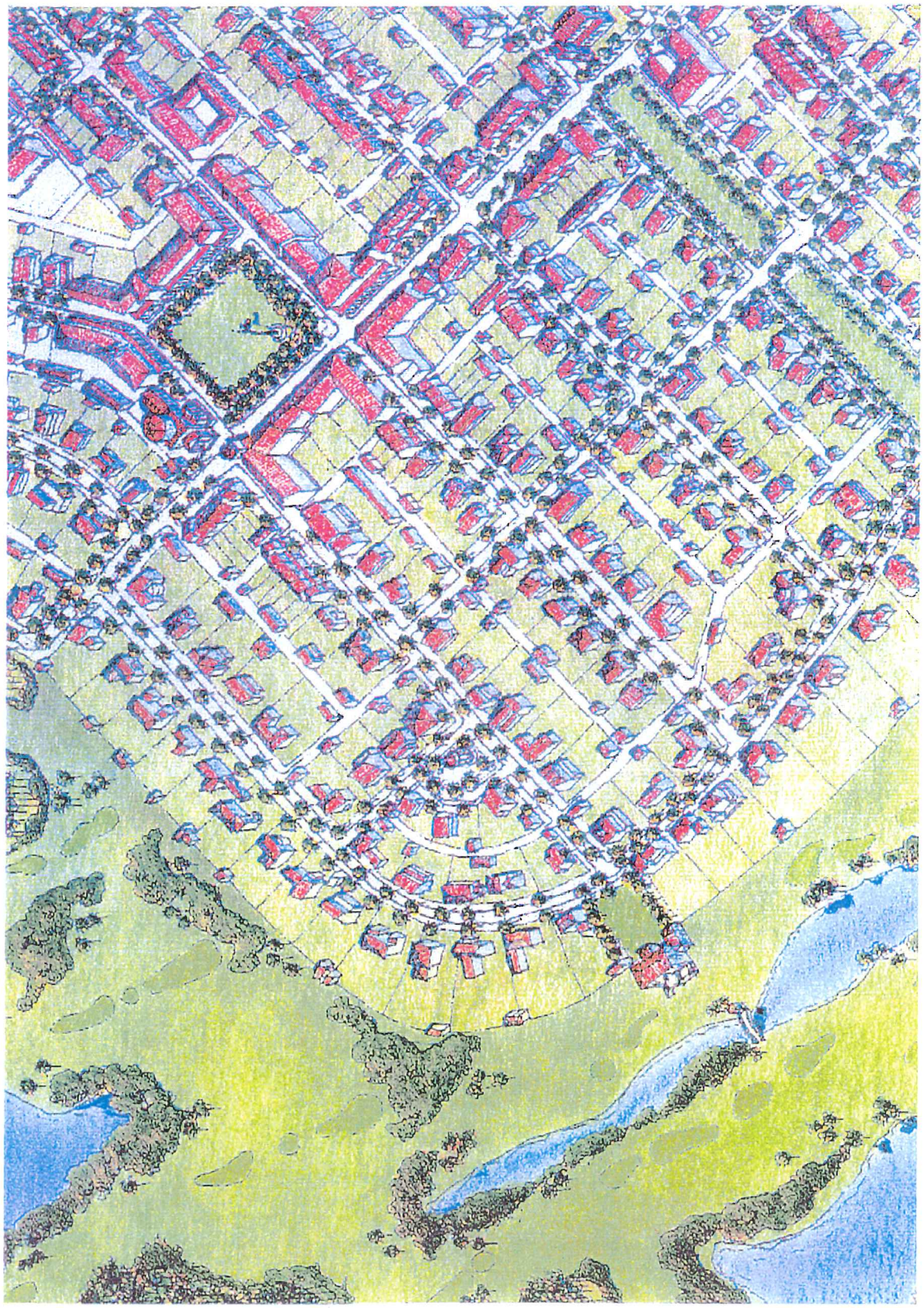
Figure 1-13
NEW TOWN
Location and Surroundings

AN AUTHENTIC VILLAGE IN THE COUNTRYSIDE

EXHIBIT C

Neighborhoods and Connections

EXHIBIT D



NEIGHBORHOOD STRUCTURE

TREASURE COAST REGIONAL PLANNING COUNCIL
Indian River - Martin - Palm Beach - St. Lucie

EXHIBIT E
Excerpt from the SRPP

Contemporary planning has centered on the fight against sprawl. Sprawl has been universally denounced as destructive and expensive. Yet little has been done to prevent it, because it has also been perceived as the inevitable consequence of market forces. Surprisingly, this debate has gone on without a practical definition of sprawl and, more importantly, without any preferable development alternatives.

DEFINITION OF SPRAWL

Sprawl is any type of development that does not create cities, towns and villages composed of neighborhoods and districts. Examples of sprawl are: isolated housing subdivisions; strip commercial development; schools disconnected from the urban areas they serve; isolated office and industrial parks; and isolated gated and walled development.

Sprawl occurs when historic development forms are not respected, existing plats are not continued and excessive amounts of land are opened to development before complete communities can form in older areas. Sprawl tends to be expensive for the long-time residents, as their taxes increase to finance ever-expanding roads, sewer and water lines, sheriff and fire services, schools and other costs created by inefficient subdivisions and PUD's. The best way to prevent sprawl is to focus growth in ways that create better urban areas.

Future growth should not sprawl. Sprawl is undesirable because it is too costly and it decreases quality of life in the Region.

EXHIBIT F
Excerpt from the SRPP

EFFECTS AND COSTS OF SPRAWL

The problems with sprawl can be summarized under two categories:

A. Sprawl is expensive.
B. Sprawl decreases the region's quality of life.

A. SPRAWL IS EXPENSIVE

Sprawl is more expensive than alternative patterns of development. The following costs are the direct result of sprawl and would be avoided by using an alternative development form.

COSTS TO THE TAXPAYERS

Building and maintaining highways.
Highways built to support inefficient development patterns place an avoidable burden on public finances. Every dollar wasted on poorly planned roads that service sprawling subdivisions could have been spent on schools, parks, libraries, shade trees along sidewalks, public art, public transit or it could have simply been returned to the taxpayers in the form of lower taxes.

Building poorly located schools and transporting children to class.
The poor layout of sprawl subdivisions increases transportation costs, as longer and less direct routes are necessary. In addition, children who could walk to school in a well-planned neighborhoods are unable to reach schools located within sprawl projects. Many times, there are no sidewalks or bike lanes. Often, traffic conditions (also a result of the poor design of sprawl projects) are unsafe. Therefore, more children must be bused longer distances, an expense that if prevented could be allocated to other educational activities.

Costs of social problems resulting from neglected or abandoned neighborhoods.
Sprawl may not cause social problems, but it does aggravate them.

Environmental costs.
Sprawl causes the unnecessary destruction of the natural environment. The destruction of wetlands and uplands that serve as habitat to endangered species has an effect on the quality of life of the region. The destruction of land that recharges the aquifers affects the region's ability to sustain a high quality, affordable water supply.

COSTS TO BUSINESSES

Sprawl makes the Region less desirable.
The business climate is affected by the physical development of an area. When an area is poorly planned, it is less attractive to investors. In addition to taking into account direct costs, businesses relocate to areas that provide a good quality of life to employees. Sprawl may compete by providing less expensive land, but that is insufficient to attract quality businesses to an area.

Increase of direct business costs.
The mismatch of land uses and long distances increase transportation costs.

High labor costs
Jobs and workers are not close to each other. This is a particularly difficult problem for low skill service jobs in suburbia. The people who want those jobs live somewhere else and often cannot afford the transportation costs to get to the jobs.

Waste of investment in older areas
Public investments in utilities and water and sewer are underused. Private investments in older areas are abandoned.

COST TO SUBURBAN RESIDENTS

Cost of car use and ownership.
Multiple car ownership is an avoidable expense. The absolute need of an automobile for *every* trip (job, school, grocery store, movies, visit of friends, etc.) is a direct result of sprawl. Two and three car families are the norm. Such an extraordinary expense affects the affordability of housing.

Costs of new infrastructure

Sprawl requires new roads, water, sewer, power lines, etc. As concluded in several analyses, (RECC 1974, Roberts 1979, Frank 1989, Duncan et. al, 1989 and Burchell, 1992), and confirmed by more recent experience in a number of communities, there are substantial differences in infrastructure costs between "compact" and "sprawl" development patterns, with more compact higher-density development resulting in an overall cost reduction of as much as 44 to 50 percent. Most of those costs are passed on to the house buyer, decreasing the affordability of housing by keeping taxes high. Still, most residential projects do not pay their own costs. Impact fees are kept artificially low, and taxes from non-residential projects are used to help offset some of the infrastructure costs.

COSTS TO RESIDENTS OF OLDER NEIGHBORHOODS

Loss of jobs
Downtown employers move out, as it becomes increasingly difficult to compete with sprawl locations. Jobs relocate far away from housing, increasing costs for every one.

Loss of economic stability
When sprawl competes unfairly with older neighborhoods, long time businesses close and unemployed workers relocate. These effects accelerate the decline of established cities.

Waste of existing infrastructure
When existing infrastructure is underused, it becomes more expensive to maintain. Some times, maintenance is deferred, which compounds the decay over time. As downtowns sit empty, new infrastructure continues to be built to service sprawl projects.

COSTS TO AGRICULTURE

Loss of land
Sprawl consumes enormous quantities of land. This is inevitable because the primary amenities a sprawl project delivers are land and low densities. Neighborhoods, on the other hand, deliver complete communities and do not need as much land. If sprawl is unchecked, excessive amounts of land are developed for suburban uses and less land remains for agriculture.

Loss in productivity
As sprawl appears next to agricultural fields, normal farming practices are affected. For example, sprawl residents often object to the spraying of groves adjacent to their property.

Loss of water
Sprawl projects consume water in locations where it could be used for agriculture or for natural systems.

Long-term uncertainty
The random conversion of agricultural land to sprawl projects affects agriculture.

COSTS TO THE ENVIRONMENT

Loss of land
As development impacts compound, new sprawl projects require increasing amounts of land to preserve a suburban life style. For example, in development that follows a sprawling pattern, lower housing densities translate into lesser traffic impacts. Therefore, in order to meet concurrency requirements, more and more land is needed to accommodate people at increasingly lower densities.

Pollution of air
Sprawl maximizes automobile dependence. Currently, more than half of the air pollution of the Region comes from cars. The inefficient layout of sprawl projects make residents drive longer distances more often.

Waste of water
Unless special open space and landscaping procedures are utilized, sprawling development consumes a great deal of water. If large lawn areas are utilized in yards, rights-of-way, median areas, etc., a great deal of water is necessary for irrigation.

Waste of energy
Sprawl maximizes auto dependency, increases trip length, severely limits public transit options, and increases vehicle miles traveled in the Region. Compact urban forms of development are 30 percent more energy efficient over the long term than sprawling patterns of development. The United States consumes more petroleum for transportation alone than it produces in total. This increases the Region's vulnerability to fuel price increases and supply interruptions. It also assures that the security of United States oil imports will continue to require political and military expenditures.

B. SPRAWL DEGRADES THE REGION'S QUALITY OF LIFE

EFFECTS ON CHILDREN

Children must be driven everywhere.
A child's life is severely limited in a sprawl area. Most of the time, he cannot go to school, library, park, visit friends, etc. by himself. This creates an uncomfortable dependency that is disliked by the child and by the driver, who is often a working parent.

Busing
Because sprawl does not create complete communities, children must be bused to distant schools. Busing severs friendships (children who live in close proximity to each other are often bussed to different schools) impedes after school activities (children cannot miss the bus) and disconnects parents from the educational process (schools are large bureaucratic establishments located far away from a neighborhood).

In addition, busing wastes the children's time. During the average school year (180 days) a child who spends one hour in a bus to go to school and one hour to return (not unusual times, taking into account that the bus must make several stops along the way) will spend 360 hours or 45 eight hour days on the bus. Assuming the child is bussed for 12 years, the total amount of time wasted in a bus will be 4,320 hours or about 1.5 years of eight-hour days. Those wasted 4,000 hours occur at prime times: early in the morning, when parents are home and could interact with the child, and early in the afternoon, when the child could expand his school day with extracurricular activities.

The social problems busing attempts to correct are directly traceable to sprawl. Generally, children who live in stable urban areas are not bused as much because their neighborhoods tend to be more balanced racially.

Effects on the Elderly

Older people must drive.
Life in sprawl is unthinkable without a car. When people retire, many are sufficiently young and healthy to function in sprawl. As their strength and eye sight weaken, they must hold to their driving license as long as they can. Once they are unable to drive, their quality of life plummets. As there is no public transportation, moving around becomes a major ordeal. This is a serious problem in the Region: about 30 percent of the population in the region is at least 60 years old and 28, 800 people were over 85 in 1993.

Older people must move to other types of communities.
When older people cannot drive, they must move. This can have a devastating effect on their quality of life.

Effects on General Population

Waste of valuable time during commute and errands.
The time before and after business hours is very valuable for a family. That is when children are at home (only the very young, school-age children are on the bus) . That is when parents are in their cars, commuting to work or running errands. The loss of several hours a week of interaction with children is a direct consequence of poor planning.

Effects on Existing Cities, Towns and Villages

Sprawl kills older urban cores.
Sprawl has contributed to the decline of urban America. Towns have always been complex entities which included a variety of land uses: houses, stores, offices, schools, civic buildings, churches, apartments above the store, small inns, restaurants, parks and squares, etc. Sprawl breaks apart the town's components and optimizes those that are most profitable. Public and civic uses become superfluous, and design options only follow business criteria. Sprawl competes on unequal terms, destroys the town and delivers a vastly inferior product.

Effects on Suburbia

Sprawl destroys the suburban ideal.
Suburbia enjoyed a long history before it was overtaken by sprawl. Originally, suburbs were designed as complete neighborhoods (Forest Hills, NY, Camden Hill, NJ, Coral Gables, FL, etc.). Those early suburban projects are desirable places to live that function efficiently. Sprawl is very different.

Sprawl creates slums.
Although urban decay is generally associated with the older cities, suburbia is beginning to show similar effects. Abandoned shopping centers and unkempt vacant single family houses are typical conditions within older sprawl projects.

Sprawl makes siting "locally unpopular land use" (e.g., landfills, wastewater treatment plants, major electrical utility transmission lines, recycling facilities, etc.) unpopular and more difficult .

Sprawl consumes excessively large amounts of land, spread out over vast areas, and creates no clear division or break between "town" and "country". Locally unpopular land uses (LULUS) are often best relegated to sites that are away from people. Because sprawling patterns of development scatter people across the countryside and often unnecessarily leap into unpopulated rural areas, LULU sites are becoming increasingly difficult and expensive to find. As a result, LULUS often have to be sited at less than ideal locations which either impact the quality of life of existing residents or increase the cost to provide services.

APPENDIX E

TWO WAYS TO GROW:

A SUMMARY COMPARISON OF TRADITIONAL NEIGHBORHOOD FORMS AND SUBURBAN SPRAWL

TWO WAYS TO GROW

There are basically two different models of urban growth: the traditional neighborhood and suburban sprawl. They are polar opposites in appearance, function, and character: they look different, they act differently, and they affect us in different ways.

The traditional neighborhood was the fundamental form of European settlement on this continent through the Second World War, from St. Augustine to Seattle. It continues to be the dominant pattern of habitation outside the United States, as it has been throughout recorded history. The traditional neighborhood—represented by mixed-use, pedestrian-friendly communities of varied population, either standing free as villages or grouped into towns and cities—has proved to be a sustainable form of growth. It allowed us to settle the continent without bankrupting the country or destroying the countryside in the process.

Suburban sprawl, now the standard North American pattern of growth, ignores historical precedent and human experience. It is an invention, conceived by architects, engineers, and planners, and promoted by developers in the great *sweeping aside of the old* that occurred after the Second World War. Unlike the traditional neighborhood model, which evolved organically as a response to human needs, suburban sprawl is an idealized artificial system. It is not without a certain beauty: it is rational, consistent, and comprehensive. Its performance is largely predictable. It is an outgrowth of modern problem solving: a system for living. Unlike the traditional neighborhood, sprawl is not healthy growth; it is essentially self-destructive. Even at relatively low population densities, sprawl tends not to pay for itself financially and consumes land at an alarming rate, while producing insurmountable traffic problems and exacerbating social inequity and isolation. These particular outcomes were not predicted. Neither was the toll that sprawl exacts from America's cities and towns, which continue to decant slowly into the countryside. As the ring of suburbia grows around most of our cities, so grows the void at the center. Even while the struggle to revitalize deteriorated downtown neighborhoods and business districts continues, the inner ring of suburbs is already at risk. Losing residents and businesses to fresher locations on the new suburban edge.

APPENDIX F

TRANSPORTATION

TABLES TR-1 THROUGH TR-13

TABLE TR-1
PM Peak-Hour Trip Generation
Proposed PGA Village (Phase 1 Cumulative - 2008)

ITE Code	Land-Use	Proposed Intensity	Daily Total	Total PM Peak Trip Generation	PM Peak Inbound	PM Peak Outbound	% Trips Internal Inbound	% Trips Internal Outbound	Internal Trips Inbound	Internal Trips Outbound	Pass-by	Pass-by PM Peak Inbound	Pass-by PM Peak Outbound	External PM Peak Inbound	External PM Peak Outbound
210	Single-Family (DU)	1,200	10,197	1,007	645	363	1.4%	2.5%	9	9	0%	0	0	636	354
230	Condominium/Townhouse (DU)	250	1,418	131	88	43	1.4%	2.5%	1	1	0%	0	0	87	42
430	Golf Course (holes)1	36	1,287	99	44	55	23.5%	18.2%	10	10	0%	0	0	34	45
TOTAL			12,903	1,237	776	461			20	20		0	0	756	441

Notes: 1 - includes 60,000 square feet of ancillary clubhouse uses such as a pro-shop, restaurant, etc.

TABLE TR-2
PM Peak-Hour Trip Generation
Proposed PGA Village (Phase 2 Cumulative - 2013)

ITE Code	Land-Use	Proposed Intensity	Daily Total	Total PM Peak Trip Generation	PM Peak Inbound	PM Peak Outbound	% Trips Internal Inbound	% Trips Internal Outbound	Internal Trips Inbound	Internal Trips Outbound	Pass-by2	Pass-by PM Peak Inbound	Pass-by PM Peak Outbound	External PM Peak Inbound	External PM Peak Outbound
210	Single-Family (DU)	2,650	21,136	2,057	1,316	740	9.7%	15.7%	129	116	0%	0	0	1187	624
230	Condominium/Townhouse (DU)	500	2,557	232	156	77	13.1%	21.0%	20	16	0%	0	0	136	61
310	Hotel (rooms)	350	3,122	240	118	123	12.3%	22.0%	14	27	0%	0	0	104	96
530	High School (students)	1,800	3,222	270	108	162	20.0%	20.0%	21	33	0%	0	0	87	129
820	Shopping Center (SF)	50,000	4,365	397	191	207	26.0%	27.0%	50	55	0%	0	0	141	152
820	Shopping Center (SF)	200,000	10,645	992	476	516	13.7%	9.0%	65	46	13.0%	57	57	354	413
430	Golf Course (holes)1	54	1,930	148	65	83	35.0%	35.0%	23	29	0%	0	0	42	54
TOTAL			46,976	4,337	2,430	1,907			322	322		57	57	2,051	1,528

Notes: 1 - includes 100,000 square feet of ancillary clubhouse uses such as a pro-shop, restaurant, etc.

2 - Pass-by trips are calculated as the lesser of either 25% of the total trip generation for shopping center or 10% of the traffic volume on the adjacent street.

TABLE TR-3
PM Peak-Hour Trip Generation
Proposed PGA Village (Phase 3 Cumulative - 2018)

ITE Code	Land-Use	Proposed Intensity	Daily Total	Total PM Peak Trip Generation	PM Peak Inbound	PM Peak Outbound	% Trips Internal Inbound	% Trips Internal Outbound	Internal Trips Inbound	Internal Trips Outbound	Pass-by2	Pass-by PM Peak Inbound	Pass-by PM Peak Outbound	External PM Peak Inbound	External PM Peak Outbound
210	Single-Family (DU)	4,240	32,570	3,141	2,011	1,131	9.7%	16.6%	195	187	0%	0	0	1816	944
230	Condominium/Townhouse (DU)	760	3,649	329	220	108	13.8%	23.8%	30	26	0%	0	0	190	82
310	Hotel (rooms)	350	3,122	240	118	123	12.3%	22.0%	14	27	0%	0	0	104	96
530	High School (students)	1,800	3,222	270	108	162	21.0%	21.0%	35	53	0%	0	0	73	109
820	Shopping Center (SF)	50,000	4,365	397	191	207	40.0%	40.0%	77	83	0%	0	0	114	124
820	Shopping Center (SF)	200,000	10,645	992	476	516	20.0%	12.0%	95	62	15%	63	63	318	391
430	Golf Course (holes)1	54	1,930	148	65	83	50.0%	50.0%	33	41	0%	0	0	32	42
TOTAL			**59,503**	**5,518**	**3,189**	**2,329**			**479**	**479**		**63**	**63**	**2,647**	**1,787**

Notes: 1 - includes 100,000 square feet of ancillary clubhouse uses such as a pro-shop, restaurant, etc.

2 - Pass-by trips are calculated as the lesser of either 25% of the total trip generation for shopping center or 10% of the traffic volume on the adjacent street.

TABLE TR-4
PM Peak-Hour Trip Generation
Proposed PGA Village (Buildout Cumulative - 2023)

ITE Code	Land-Use	Proposed Intensity	Daily Total	Total PM Peak Trip Generation	PM Peak Inbound	PM Peak Outbound	% Trips Internal Inbound	% Trips Internal Outbound	Internal Trips Inbound	Internal Trips Outbound	Pass-by2	Pass-by PM Peak Inbound	Pass-by PM Peak Outbound	External PM Peak Inbound	External PM Peak Outbound
210	Single-Family (DU)	5,240	39,575	3,802	2,433	1,369	8.7%	14.3%	210	197	0%	0	0	2223	1172
230	Condominium/Townhouse (DU)	760	3,649	329	220	108	12.3%	21.8%	27	24	0%	0	0	193	84
310	Hotel (rooms)	350	3,122	240	118	123	12.3%	22.0%	14	27	0%	0	0	104	96
530	High School (students)	1,800	3,222	270	108	162	40.0%	40.0%	43	65	0%	0	0	65	97
820	Shopping Center (SF)	50,000	4,365	397	191	207	40.0%	40.0%	77	83	0%	0	0	114	124
820	Shopping Center (SF)	200,000	10,645	992	476	516	20.0%	12.0%	95	62	16.7%	70	70	311	384
430	Golf Course (holes)1	54	1,930	148	65	83	50.0%	50.0%	33	41	0%	0	0	32	42
TOTAL			**66,508**	**6,178**	**3,611**	**2,567**			**499**	**499**		**70**	**70**	**3,042**	**1,998**

Notes: 1 - includes 100,000 square feet of ancillary clubhouse uses such as a pro-shop, restaurant, etc.

2 - Pass-by trips are calculated as the lesser of either 25% of the total trip generation for shopping center or 10% of the traffic volume on the adjacent street.

TABLE TR-5
2008 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve % Assignment		Reserve PM Pk-Hr Volume		Reserve Internal Capture		PGA Village % Assignment		PGA Village PM Pk-Hr Volume		PGA Village Internal Capture		2008 Final Background (PM Pk-Hr)		2008 Total Volumes (PM Pk-Hr)	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Bayshore Boulevard																
Port St. Lucie Blvd to West Virginia Ave	3.6%	3.6%	62	62	0	0	2.8%	2.8%	21	12	0	0	1,207	1,114	1,290	1,188
West Virginia Ave to Prima Vista Blvd	5.2%	5.2%	90	89	0	0	3.7%	3.7%	28	16	0	0	870	985	988	1,090
Prima Vista Blvd to Selvitz Rd	3.2%	3.2%	55	55	0	0	1.8%	1.8%	8	14	0	0	496	412	559	481
Selvitz Rd to St. James Dr	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	209	235	209	235
Okeechobee Road																
King's Hwy to I-95	2.0%	2.0%	35	34	0	0	1.7%	1.7%	13	7	0	0	1,173	1,334	1,221	1,375
I-95 to Jenkins Rd	9.5%	9.5%	163	165	0	0	10.8%	10.8%	48	82	0	0	1,257	1,654	1,468	1,901
Jenkins Rd to Virginia Ave	8.5%	8.5%	146	147	0	0	9.7%	9.7%	43	73	0	0	1,286	1,623	1,475	1,843
Virginia Ave to 25th St	5.1%	5.1%	88	88	0	0	5.7%	5.7%	25	43	0	0	884	1,246	997	1,377
Jenkins Road																
N of Okeechobee Rd	0.5%	0.5%	9	9	0	0	0.7%	0.7%	3	5	0	0	434	401	446	415
S of Okeechobee Rd	0.1%	0.1%	2	2	0	0	0.1%	0.1%	1	0	0	0	386	454	389	456
Virginia Avenue																
Okeechobee Rd to 25th St	1.7%	1.7%	29	29	0	0	2.1%	2.1%	9	16	0	0	1,122	1,216	1,160	1,261
Airoso Boulevard																
West Virginia Ave to Prima Vista Blvd	0.6%	0.6%	10	10	0	0	0.3%	0.3%	2	1	0	0	579	810	591	821
Prima Vista Blvd to Floresta Dr	0.1%	0.1%	2	2	0	0	0.1%	0.1%	0	1	0	0	438	656	440	659
Floresta Dr																
South of Prima Vista Blvd	0.6%	0.6%	10	10	0	0	0.3%	0.3%	2	1	0	0	428	639	440	650
West Virginia Avenue																
Bayshore Blvd to Airoso Blvd	1.2%	1.2%	21	21	0	0	0.7%	0.7%	3	5	0	0	124	185	148	211
St. Lucie West Blvd/Prima Vista Blvd																
Commerce Center Pkwy to I-95	72.1%	72.1%	1,240	1,249	0	0	64.2%	64.2%	283	485	0	0	275	304	1,798	2,038
I-95 to W. Peacock Blvd	45.6%	45.6%	784	790	0	0	36.2%	36.2%	160	274	0	0	1,010	1,302	1,954	2,366
W. Peacock Blvd to California Blvd	32.9%	32.9%	566	570	0	0	24.0%	24.0%	106	181	0	0	1,351	1,045	2,023	1,796
California Blvd to Country Club Dr	22.4%	22.4%	385	388	0	0	17.0%	17.0%	75	129	0	0	1,297	1,044	1,757	1,561
Country Club Dr to Bethany Dr	22.4%	22.4%	385	388	0	0	17.0%	17.0%	75	129	0	0	1,391	1,200	1,851	1,717
Bethany Dr to Cashmere Blvd	21.4%	21.4%	368	371	0	0	16.0%	16.0%	71	121	0	0	1,767	1,337	2,206	1,829
Cashmere Blvd to Bayshore Blvd	20.0%	20.0%	344	347	0	0	15.2%	15.2%	67	115	0	0	2,137	1,618	2,548	2,080
Bayshore Blvd to Airoso Blvd	10.7%	10.7%	184	185	0	0	8.5%	8.5%	37	64	0	0	1,062	1,252	1,283	1,501
Airoso Blvd to Floresta Dr	8.4%	8.4%	144	146	0	0	7.6%	7.6%	34	57	0	0	1,137	1,458	1,315	1,661
Floresta Dr to US 1	7.0%	7.0%	120	121	0	0	6.9%	6.9%	30	52	0	0	1,240	2,140	1,390	2,313
I-95																
North of Okeechobee Rd	5.0%	5.0%	86	87	0	0	4.2%	4.2%	19	32	0	0	2,003	1,849	2,108	1,968
W. Midway Rd to Okeechobee Rd	16.6%	16.6%	286	288	0	0	17.2%	17.2%	76	130	0	0	2,295	2,118	2,657	2,536
St. Lucie West Blvd to W. Midway Rd	16.3%	16.3%	280	282	0	0	21.3%	21.3%	94	161	0	0	1,733	1,878	2,107	2,321
Gatlin Savage Blvd to St. Lucie West Blvd	10.2%	10.2%	177	175	0	0	6.7%	6.7%	51	30	0	0	2,322	2,068	2,550	2,273

TABLE TR-5
2008 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve % Assignment		Reserve PM Pk-Hr Volume		Reserve Internal Capture		PGA Village % Assignment		PGA Village PM Pk-Hr Volume		PGA Village Internal Capture		2008 Final Background (PM Pk-Hr)		2008 Total Volumes (PM Pk-Hr)	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Gatlin Savage Boulevard																
Commerce Center Pkwy to I-95	0.0%	0.0%	0	0	0	0	1.9%	1.9%	8	14	0	0	974	1,054	982	1,068
US 1																
N. of Prima Vista Blvd	0.7%	0.7%	12	12	0	0	0.7%	0.7%	3	5	0	0	2,017	2,368	2,032	2,385
Prima Vista Blvd to Walton Rd	4.8%	4.8%	83	83	0	0	5.1%	5.1%	39	22	0	0	2,930	2,349	3,052	2,454
California Boulevard																
Del Rio Blvd to Heatherwood Blvd	1.6%	1.6%	28	28	0	0	0.5%	0.5%	4	2	0	0	205	404	237	434
Heatherwood Blvd to St. Lucie West Blvd	3.3%	3.3%	57	57	0	0	1.8%	1.8%	14	8	0	0	314	483	385	548
St. Lucie West Blvd to W. Peacock Blvd	3.2%	3.2%	55	55	0	0	2.3%	2.3%	10	17	0	0	345	574	410	646
Cashmere Boulevard																
Heatherwood Blvd to St. Lucie West Blvd	1.0%	1.0%	17	17	0	0	0.7%	0.7%	5	3	0	0	426	384	448	404
St. Lucie West Blvd to W. Peacock Blvd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	354	456	354	456
West Peacock Boulevard																
St. Lucie West Blvd to University Blvd	9.0%	9.0%	155	156	0	0	9.6%	9.6%	42	73	0	0	497	676	694	905
University Blvd to California Blvd	1.1%	1.1%	19	19	0	0	1.2%	1.2%	5	9	0	0	159	119	183	147
East Torino Parkway																
W. Midway Rd to Peacock Blvd	0.5%	0.5%	9	9	0	0	0.3%	0.3%	2	1	0	0	559	407	570	417
Glades Cut-off Road																
Range Line Road to Reserve Blvd	3.6%	3.6%	62	62	0	0	3.3%	3.3%	25	15	0	0	310	235	397	312
Reserve Blvd to Commerce Center Parkway	6.1%	6.1%	105	106	9	10	5.0%	5.0%	22	38	0	0	309	210	445	364
Commerce Center Parkway to Delcris Rd	9.7%	9.7%	167	168	0	0	4.6%	4.6%	20	35	0	0	150	88	337	291
Delcris Rd to W. Midway Rd	8.3%	8.3%	143	144	0	0	3.1%	3.1%	14	23	0	0	153	85	310	252
W. Midway Rd to Selvitz Rd	1.9%	1.9%	33	33	0	0	2.0%	2.0%	9	15	0	0	379	294	421	342
Range Line Road																
Glades Cutoff Rd to Martin County Line	1.4%	1.4%	24	24	0	0	1.1%	1.1%	8	5	0	0	307	203	339	232
Selvitz Road																
Glades Cut-off Rd to Edwards Rd	1.8%	1.8%	31	31	0	0	1.8%	1.8%	8	14	0	0	525	457	564	502
W. Midway Rd to Glades Cut-off Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	295	429	295	429
Bayshore Blvd to W. Midway Rd	0.5%	0.5%	9	9	0	0	0.6%	0.6%	5	3	0	0	300	449	314	461
Edwards Road																
W. of Selvitz Rd	0.1%	0.1%	2	2	0	0	0.0%	0.0%	0	0	0	0	406	439	408	441
Selvitz Rd to 25th St	1.4%	1.4%	24	24	0	0	1.3%	1.3%	6	10	0	0	569	616	599	650

TABLE TR-5
2008 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve				Reserve Internal Capture		PGA Village				PGA Village Internal Capture		2008 Final Background (PM Pk-Hr)		2008 Total Volumes (PM Pk-Hr)	
	% Assignment		PM Pk-Hr Volume				% Assignment		PM Pk-Hr Volume							
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Midway Road																
LTC Ranch to I-95	1.0%	1.0%	17	17	0	0	0.8%	0.8%	6	4	0	0	358	389	381	410
I-95 to Glades Cut-off Rd	6.3%	6.3%	108	109	0	0	3.6%	3.6%	16	27	0	0	745	843	869	979
Glades Cut-off Rd to Torino Pkwy	4.8%	4.8%	83	83	0	0	4.1%	4.1%	18	31	0	0	738	682	839	796
Torino Pkwy to Selvitz Rd	4.4%	4.4%	76	76	0	0	3.9%	3.9%	17	29	0	0	864	745	957	850
Selvitz Rd to 25th St	3.6%	3.6%	62	62	0	0	3.1%	3.1%	14	23	0	0	749	597	825	682
25th St to Oleander Blvd	3.0%	3.0%	52	52	0	0	2.5%	2.5%	11	19	0	0	825	895	888	966
Oleander Blvd to U.S. 1	1.7%	1.7%	29	29	0	0	1.2%	1.2%	5	9	0	0	758	821	792	859
25th Street/St. James Drive																
W. Midway Rd to Bell Ave	0.2%	0.2%	3	3	0	0	0.2%	0.2%	1	2	0	0	751	972	755	977
S. of W. Midway Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	455	711	455	711
Oleander Boulevard																
N. of W. Midway Rd	0.7%	0.7%	12	12	0	0	0.8%	0.8%	4	6	0	0	457	630	473	648
S. of W. Midway Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	173	287	173	287
Commerce Center Parkway																
Gatlin Savage Blvd to N. Westchester	3.0%	3.0%	52	52	0	0	4.4%	4.4%	33	19	0	0	493	535	578	606
N. Westchester to PGA Village (Residential)	6.9%	6.9%	120	119	0	0	12.3%	12.3%	93	54	0	0	164	177	377	350
PGA Village (Res) to PGA Village (Non-Res)	6.9%	6.9%	120	119	0	0	12.0%	12.0%	53	91	0	0	160	174	333	384
PGA Village (Non-Res) to St. Lucie West Blvd	7.3%	7.3%	127	126	31	8	12.0%	12.0%	53	91	0	0	166	180	377	405
St. Lucie West Blvd to End of Four-Lane Section	18.5%	18.5%	318	321	114	70	1.9%	1.9%	8	14	0	0	234	254	674	659
End of Four-Lane Section to Industrial Area	18.7%	18.7%	322	324	26	29	1.9%	1.9%	8	14	0	0	234	254	590	621
Industrial Area to Glades Cut-off Road	11.1%	11.1%	192	191	10	9	1.9%	1.9%	8	14	0	0	233	253	443	467

TABLE TR-6
2013 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve % Assignment		Reserve PM Pk-Hr Volume		Reserve Internal Capture		PGA Village % Assignment		PGA Village PM Pk-Hr Volume		PGA Village Internal Capture		2013 Final Background (PM Pk-Hr)		2013 Total Volumes (PM Pk-Hr)	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Bayshore Boulevard																
Port St. Lucie Blvd to West Virginia Ave	2.1%	2.1%	39	41	0	0	1.1%	1.1%	23	17	0	0	1,286	1,188	1,348	1,246
West Virginia Ave to Prima Vista Blvd	3.4%	3.4%	64	66	0	0	2.0%	2.0%	41	31	0	0	1,133	1,283	1,238	1,380
Prima Vista Blvd to Selvitz Rd	2.4%	2.4%	46	45	0	0	1.4%	1.4%	21	29	0	0	668	555	735	629
Selvitz Rd to St. James Dr	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	192	216	192	216
Okeechobee Road																
King's Hwy to I-95	1.5%	1.5%	28	29	0	0	1.4%	1.4%	29	21	0	0	1,250	1,422	1,307	1,472
I-95 to Jenkins Rd	6.4%	6.4%	124	120	0	0	6.4%	6.4%	98	131	0	0	1,446	1,900	1,668	2,151
Jenkins Rd to Virginia Ave	5.8%	5.8%	112	109	0	0	5.9%	5.9%	90	121	0	0	1,470	1,855	1,672	2,085
Virginia Ave to 25th St	3.1%	3.1%	60	58	0	0	3.3%	3.3%	50	68	0	0	967	1,362	1,077	1,488
East of 25th St	2.3%	2.3%	44	43	0	0	2.3%	2.3%	35	47	0	0	730	1,026	809	1,116
Jenkins Road																
N of Okeechobee Rd	0.5%	0.5%	10	9	0	0	0.5%	0.5%	8	10	0	0	540	499	558	518
S of Okeechobee Rd	0.4%	0.4%	8	8	0	0	0.3%	0.3%	6	5	0	0	421	497	435	510
Virginia Avenue																
Okeechobee Rd to 25th St	1.2%	1.2%	23	23	0	0	1.1%	1.1%	17	23	0	0	1,312	1,421	1,352	1,467
Airoso Boulevard																
West Virginia Ave to Prima Vista Blvd	0.4%	0.4%	8	8	0	0	0.3%	0.3%	6	5	0	0	772	1,080	786	1,093
Prima Vista Blvd to Floresta Dr	0.1%	0.1%	2	2	0	0	0.1%	0.1%	2	2	0	0	448	672	452	676
Floresta Dr																
South of Prima Vista Blvd	0.5%	0.5%	9	10	0	0	0.3%	0.3%	6	5	0	0	450	671	465	686
West Virginia Avenue																
Bayshore Blvd to Airoso Blvd	1.0%	1.0%	19	19	0	0	0.6%	0.6%	9	12	0	0	143	215	171	246
St. Lucie West Blvd/Prima Vista Blvd																
Commerce Center Pkwy to I-95	58.1%	58.1%	1,124	1,089	0	0	51.7%	51.7%	789	1,060	0	0	367	406	2,280	2,555
I-95 to W. Peacock Blvd	35.1%	35.1%	679	658	0	0	28.9%	28.9%	441	592	0	0	1,078	1,390	2,198	2,640
W. Peacock Blvd to California Blvd	23.8%	23.8%	460	446	0	0	18.7%	18.7%	286	383	0	0	1,384	1,070	2,130	1,899
California Blvd to Country Club Dr	16.1%	16.1%	311	302	0	0	13.0%	13.0%	199	267	0	0	1,363	1,096	1,873	1,665
Country Club Dr to Bethany Dr	16.1%	16.1%	311	302	0	0	13.0%	13.0%	199	267	0	0	1,485	1,280	1,995	1,849
Bethany Dr to Cashmere Blvd	15.1%	15.1%	292	283	0	0	12.2%	12.2%	186	250	0	0	1,828	1,385	2,306	1,918
Cashmere Blvd to Bayshore Blvd	13.9%	13.9%	269	261	0	0	11.3%	11.3%	173	232	0	0	2,229	1,688	2,671	2,181
Bayshore Blvd to Airoso Blvd	7.5%	7.5%	145	141	0	0	6.8%	6.8%	104	139	0	0	1,081	1,275	1,330	1,555
Airoso Blvd to Floresta Dr	6.0%	6.0%	116	113	0	0	5.8%	5.8%	89	119	0	0	1,160	1,489	1,365	1,721
Floresta Dr to US 1	5.0%	5.0%	97	94	0	0	5.0%	5.0%	76	103	0	0	1,303	2,249	1,476	2,446
I-95																
North of Okeechobee Rd	4.4%	4.4%	85	83	0	0	4.0%	4.0%	61	82	0	0	2,128	1,964	2,274	2,129
W. Midway Rd to Okeechobee Rd	12.3%	12.3%	238	231	0	0	12.1%	12.1%	185	248	0	0	2,472	2,283	2,895	2,762
St. Lucie West Blvd to W. Midway Rd	13.0%	13.0%	251	244	0	0	16.4%	16.4%	250	336	0	0	1,782	1,931	2,283	2,511
Gatlin Savage Blvd to St. Lucie West Blvd	10.0%	10.0%	188	193	0	0	6.5%	6.5%	133	99	0	0	2,463	2,192	2,784	2,484
SR 714 to Gatlin Savage Blvd	5.4%	5.4%	101	104	0	0	6.8%	6.8%	139	104	0	0	1,788	2,142	2,028	2,350
South of SR 714	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	2,265	2,009	2,265	2,009

TABLE TR-6
2013 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve % Assignment		Reserve PM Pk-Hr Volume		Reserve Internal Capture		PGA Village % Assignment		PGA Village PM Pk-Hr Volume		PGA Village Internal Capture		2013 Final Background (PM Pk-Hr)		2013 Total Volumes (PM Pk-Hr)	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Gatlin Savage Boulevard																
Commerce Center Pkwy to I-95	0.0%	0.0%	0	0	0	0	7.2%	7.2%	110	148	0	0	1,301	1,409	1,411	1,557
I-95 to Rosser Blvd	4.3%	4.3%	83	81	0	0	6.6%	6.6%	101	135	0	0	1,327	885	1,511	1,101
Rosser Blvd to Savona Blvd	2.7%	2.7%	52	51	0	0	4.8%	4.8%	73	98	0	0	1,262	877	1,387	1,026
Savona Blvd to Port St. Lucie Blvd	2.3%	2.3%	44	43	0	0	4.2%	4.2%	64	86	0	0	1,252	1,093	1,360	1,222
Rosser Boulevard																
South of Gatlin Savage Blvd	1.0%	1.0%	19	19	0	0	1.0%	1.0%	21	15	0	0	137	251	177	285
Savona Boulevard																
North of Gatlin Savage Blvd	0.0%	0.0%	0	0	0	0	0.2%	0.2%	3	4	0	0	409	318	412	322
US 1																
N. of W. Midway Rd	0.4%	0.4%	8	8	0	0	0.4%	0.4%	6	8	0	0	2,110	2,287	2,124	2,303
S. of W. Midway Rd	0.2%	0.2%	4	4	0	0	0.2%	0.2%	4	3	0	0	2,562	2,831	2,570	2,838
N. of Prima Vista Blvd	0.6%	0.6%	12	11	0	0	0.5%	0.5%	8	10	0	0	2,085	2,447	2,105	2,468
Prima Vista Blvd to Walton Rd	3.5%	3.5%	66	68	0	0	3.5%	3.5%	72	53	0	0	2,995	2,402	3,133	2,523
California Boulevard																
Del Rio Blvd to Heatherwood Blvd	1.1%	1.1%	21	21	0	0	0.6%	0.6%	12	9	0	0	257	506	290	536
Heatherwood Blvd to St. Lucie West Blvd	2.4%	2.4%	45	46	0	0	1.6%	1.6%	33	24	0	0	376	579	454	649
St. Lucie West Blvd to W. Peacock Blvd	2.1%	2.1%	41	39	0	0	2.6%	2.6%	40	53	0	0	434	724	515	816
Cashmere Boulevard																
Heatherwood Blvd to St. Lucie West Blvd	0.9%	0.9%	17	17	0	0	0.6%	0.6%	12	9	0	0	508	459	537	485
St. Lucie West Blvd to W. Peacock Blvd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	418	537	418	537
West Peacock Boulevard																
St. Lucie West Blvd to University Blvd	8.1%	8.1%	157	152	0	0	7.7%	7.7%	118	158	0	0	524	713	799	1,023
University Blvd to California Blvd	0.9%	0.9%	17	17	0	0	0.7%	0.7%	11	14	0	0	216	162	244	193
East Torino Parkway																
W. Midway Rd to Peacock Blvd	0.5%	0.5%	9	10	0	0	0.4%	0.4%	8	6	0	0	581	425	598	441
Glades Cut-off Road																
Range Line Road to Reserve Blvd	3.8%	3.8%	71	73	0	0	2.8%	2.8%	57	43	0	0	337	255	465	371
Reserve Blvd to Commerce Center Parkway	7.2%	7.2%	139	135	11	12	4.1%	4.1%	63	84	0	0	349	237	562	468
Commerce Center Parkway to Delcris Rd	11.0%	11.0%	213	206	0	0	3.8%	3.8%	58	78	0	0	156	90	427	374
Delcris Rd to W. Midway Rd	8.8%	8.8%	170	165	0	0	2.4%	2.4%	37	49	0	0	160	89	367	303
W. Midway Rd to Selvitz Rd	3.6%	3.6%	70	68	0	0	2.5%	2.5%	38	51	0	0	254	196	362	315
Range Line Road																
Glades Cutoff Rd to Martin County Line	1.5%	1.5%	28	29	0	0	1.0%	1.0%	21	15	0	0	338	223	387	267
Selvitz Road																
Glades Cut-off Rd to Edwards Rd	3.4%	3.4%	66	64	0	0	2.4%	2.4%	37	49	0	0	539	471	642	584
W. Midway Rd to Glades Cut-off Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	311	453	311	453
Bayshore Blvd to W. Midway Rd	0.4%	0.4%	8	8	0	0	0.4%	0.4%	8	6	0	0	366	550	382	564
Edwards Road																
W. of Selvitz Rd	0.5%	0.5%	9	10	0	0	0.3%	0.3%	6	5	0	0	444	480	459	495
Selvitz Rd to 25th St	2.5%	2.5%	48	47	0	0	1.8%	1.8%	27	37	0	0	597	649	672	733
East of 25th St	0.8%	0.8%	15	15	0	0	0.9%	0.9%	14	18	0	0	1,350	1,247	1,379	1,280

TABLE TR-6
2013 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve % Assignment		Reserve PM Pk-Hr Volume		Reserve Internal Capture		PGA Village % Assignment		PGA Village PM Pk-Hr Volume		PGA Village Internal Capture		2013 Final Background (PM Pk-Hr)		2013 Total Volumes (PM Pk-Hr)	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Midway Road																
LTC Ranch to I-95	0.9%	0.9%	17	17	0	0	0.8%	0.8%	16	12	0	0	583	633	616	662
I-95 to Glades Cut-off Rd	6.1%	6.1%	118	114	0	0	3.8%	3.8%	58	78	0	0	925	1,047	1,101	1,239
Glades Cut-off Rd to Torino Pkwy	4.8%	4.8%	93	90	0	0	3.4%	3.4%	52	70	0	0	924	853	1,069	1,013
Torino Pkwy to Selvitz Rd	4.0%	4.0%	77	75	0	0	2.9%	2.9%	44	59	0	0	985	849	1,106	983
Selvitz Rd to 25th St	3.3%	3.3%	64	62	0	0	2.3%	2.3%	35	47	0	0	836	668	935	777
25th St to Oleander Blvd	2.6%	2.6%	50	49	0	0	1.8%	1.8%	27	37	0	0	867	939	944	1,025
Oleander Blvd to U.S. 1	1.5%	1.5%	29	28	0	0	1.0%	1.0%	15	21	0	0	796	863	840	912
25th Street/St. James Drive																
North of Okeechobee Rd	1.0%	1.0%	19	19	0	0	0.9%	0.9%	14	18	0	0	968	1,183	1,001	1,220
Virginia Ave to Okeechobee Rd	0.7%	0.7%	14	13	0	0	0.4%	0.4%	6	8	0	0	1,121	1,364	1,141	1,385
Edwards Rd to Virginia Ave	1.0%	1.0%	19	19	0	0	0.6%	0.6%	9	12	0	0	1,118	1,477	1,146	1,508
Bell Ave to Edwards Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	1,144	781	1,144	781
W. Midway Rd to Bell Ave	0.3%	0.3%	6	6	0	0	0.2%	0.2%	3	4	0	0	852	1,101	861	1,111
S. of W. Midway Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	508	795	508	795
Oleander Boulevard																
N. of W. Midway Rd	0.5%	0.5%	10	9	0	0	0.3%	0.3%	5	6	0	0	458	632	473	647
S. of W. Midway Rd	0.1%	0.1%	2	2	0	0	0.0%	0.0%	0	0	0	0	182	300	184	302
Commerce Center Parkway																
Gatlin Savage Blvd to N. Westchester	3.7%	3.7%	69	72	0	0	11.2%	11.2%	230	171	0	0	700	759	999	1,002
N. Westchester to PGA Village (Residential)	8.4%	8.4%	158	162	0	0	23.7%	23.7%	486	362	0	0	209	227	853	751
PGA Village (Res) to PGA Village (Non-Res)	12.2%	12.2%	229	236	0	0	24.6%	24.6%	376	504	50	44	305	330	960	1,114
PGA Village (Non-Res) to St. Lucie West Blvd	16.1%	16.1%	302	311	34	15	33.5%	33.5%	512	687	34	37	175	189	1,057	1,239
St. Lucie West Blvd to End of Four-Lane Section	21.7%	21.7%	420	407	140	97	4.5%	4.5%	69	92	0	0	271	294	900	890
End of Four-Lane Section to Industrial Area	22.0%	22.0%	425	413	32	34	4.5%	4.5%	69	92	0	0	271	294	797	833
Industrial Area to Glades Cut-off Road	14.1%	14.1%	264	273	12	11	4.5%	4.5%	69	92	0	0	267	289	612	665

TABLE TR-7
2018 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve				Reserve Internal Capture		PGA Village				PGA Village Internal Capture		2018 Final Background (PM Pk-Hr)		2018 Total Volumes (PM Pk-Hr)	
	% Assignment		PM Pk-Hr Volume				% Assignment		PM Pk-Hr Volume							
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Bayshore Boulevard																
West Virginia Ave to Prima Vista Blvd	2.2%	2.2%	41	43	0	0	1.6%	1.6%	42	29	0	0	1,198	1,356	1,281	1,428
Prima Vista Blvd to Selvitz Rd	2.1%	2.1%	41	39	0	0	1.3%	1.3%	23	34	0	0	687	572	751	645
Selvitz Rd to St. James Dr	0.1%	0.1%	2	2	0	0	0.0%	0.0%	0	0	0	0	202	227	204	229
Okeechobee Road																
King's Hwy to I-95	1.4%	1.4%	26	27	0	0	1.3%	1.3%	34	23	0	0	1,344	1,527	1,404	1,577
I-95 to Jenkins Rd	5.5%	5.5%	106	103	0	0	5.8%	5.8%	103	153	0	0	1,608	2,113	1,817	2,369
Jenkins Rd to Virginia Ave	5.1%	5.1%	99	96	0	0	5.0%	5.0%	89	132	0	0	1,643	2,074	1,831	2,302
Virginia Ave to 25th St	2.5%	2.5%	48	47	0	0	2.5%	2.5%	45	66	0	0	1,002	1,413	1,095	1,526
East of 25th St	1.8%	1.8%	35	34	0	0	1.8%	1.8%	32	48	0	0	799	1,121	866	1,203
Jenkins Road																
N of Okeechobee Rd	0.4%	0.4%	8	8	0	0	0.5%	0.5%	9	13	0	0	657	607	674	628
S of Okeechobee Rd	0.6%	0.6%	11	12	0	0	0.5%	0.5%	13	9	0	0	438	517	462	538
Virginia Avenue																
Okeechobee Rd to 25th St	1.1%	1.1%	21	21	0	0	1.1%	1.1%	20	29	0	0	1,548	1,677	1,589	1,727
Airoso Boulevard																
West Virginia Ave to Prima Vista Blvd	0.3%	0.3%	6	6	0	0	0.2%	0.2%	5	4	0	0	846	1,182	857	1,192
Prima Vista Blvd to Floresta Dr	0.1%	0.1%	2	2	0	0	0.0%	0.0%	0	0	0	0	533	800	535	802
Floresta Dr																
South of Prima Vista Blvd	0.4%	0.4%	8	8	0	0	0.3%	0.3%	8	5	0	0	473	706	489	719
St. Lucie West Blvd/Prima Vista Blvd																
Commerce Center Pkwy to I-95	52.8%	52.8%	1,021	990	0	0	49.9%	49.9%	890	1,319	0	0	458	507	2,369	2,816
I-95 to W. Peacock Blvd	31.3%	31.3%	605	587	0	0	28.1%	28.1%	501	743	0	0	1,237	1,594	2,343	2,924
W. Peacock Blvd to California Blvd	20.1%	20.1%	389	377	0	0	16.6%	16.6%	296	439	0	0	1,416	1,094	2,101	1,910
California Blvd to Country Club Dr	14.3%	14.3%	277	268	0	0	12.4%	12.4%	221	328	0	0	1,438	1,158	1,936	1,754
Country Club Dr to Bethany Dr	13.2%	13.2%	255	248	0	0	11.5%	11.5%	205	304	0	0	1,655	1,428	2,115	1,980
Bethany Dr to Cashmere Blvd	12.2%	12.2%	236	229	0	0	10.5%	10.5%	187	278	0	0	1,897	1,436	2,320	1,943
Cashmere Blvd to Bayshore Blvd	11.1%	11.1%	215	208	0	0	9.5%	9.5%	169	251	0	0	2,324	1,761	2,708	2,220
Bayshore Blvd to Airoso Blvd	6.3%	6.3%	122	118	0	0	5.8%	5.8%	103	153	0	0	1,112	1,311	1,337	1,582
Airoso Blvd to Floresta Dr	5.2%	5.2%	101	98	0	0	5.1%	5.1%	91	135	0	0	1,219	1,565	1,411	1,798
Floresta Dr to US 1	4.4%	4.4%	85	83	0	0	4.5%	4.5%	80	119	0	0	1,370	2,364	1,535	2,566
I-95																
North of Okeechobee Rd	3.4%	3.4%	66	64	0	0	3.5%	3.5%	62	93	0	0	2,269	2,094	2,397	2,251
W. Midway Rd to Okeechobee Rd	10.1%	10.1%	195	189	0	0	10.4%	10.4%	185	275	0	0	2,658	2,453	3,038	2,917
St. Lucie West Blvd to W. Midway Rd	11.2%	11.2%	217	210	0	0	15.1%	15.1%	269	399	0	0	1,878	2,035	2,364	2,644
Gatlin Savage Blvd to St. Lucie West Blvd	10.3%	10.3%	193	199	0	0	6.7%	6.7%	177	119	0	0	2,617	2,331	2,987	2,649
SR 714 to Gatlin Savage Blvd	5.4%	5.4%	101	104	0	0	6.8%	6.8%	180	121	0	0	1,880	2,251	2,161	2,476
South of SR 714	2.6%	2.6%	49	50	0	0	3.4%	3.4%	90	61	0	0	2,191	1,942	2,330	2,053
Gatlin Savage Boulevard																
Commerce Center Pkwy to I-95	0.0%	0.0%	0	0	0	0	6.4%	6.4%	114	169	0	0	1,464	1,586	1,578	1,755
I-95 to Rosser Blvd	4.7%	4.7%	91	88	0	0	6.1%	6.1%	109	161	0	0	1,414	943	1,614	1,192
Rosser Blvd to Savona Blvd	3.2%	3.2%	62	60	0	0	4.5%	4.5%	80	119	0	0	1,323	920	1,465	1,099
Savona Blvd to Port St. Lucie Blvd	2.8%	2.8%	54	53	0	0	0.0%	0.0%	0	0	0	0	1,426	1,244	1,480	1,297

TABLE TR-7
2018 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve % Assignment		Reserve PM Pk-Hr Volume		Reserve Internal Capture		PGA Village % Assignment		PGA Village PM Pk-Hr Volume		PGA Village Internal Capture		2018 Final Background (PM Pk-Hr)		2018 Total Volumes (PM Pk-Hr)	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Rosser Boulevard																
South of Gatlin Savage Blvd	1.0%	1.0%	19	19	0	0	1.0%	1.0%	26	18	0	0	161	296	206	333
Savona Boulevard																
North of Gatlin Savage Blvd	0.0%	0.0%	0	0	0	0	0.2%	0.2%	4	5	0	0	457	355	461	360
US 1																
N. of W. Midway Rd	0.4%	0.4%	8	8	0	0	0.4%	0.4%	7	11	0	0	2,148	2,328	2,163	2,347
S. of W. Midway Rd	0.2%	0.2%	4	4	0	0	0.2%	0.2%	5	4	0	0	2,583	2,855	2,592	2,863
N. of Prima Vista Blvd	0.5%	0.5%	10	9	0	0	0.5%	0.5%	9	13	0	0	2,117	2,485	2,136	2,507
Prima Vista Blvd to Walton Rd	3.0%	3.0%	56	58	0	0	3.2%	3.2%	85	57	0	0	3,062	2,455	3,203	2,570
South of Walton Rd	2.1%	2.1%	39	41	0	0	2.5%	2.5%	66	45	0	0	2,180	1,805	2,285	1,891
Walton Road																
East of U.S. 1	0.2%	0.2%	4	4	0	0	0.3%	0.3%	5	8	0	0	537	623	546	635
California Boulevard																
Del Rio Blvd to Heatherwood Blvd	1.0%	1.0%	19	19	0	0	0.4%	0.4%	11	7	0	0	303	597	333	623
Heatherwood Blvd to St. Lucie West Blvd	2.2%	2.2%	41	43	0	0	1.4%	1.4%	37	25	0	0	413	634	491	702
St. Lucie West Blvd to W. Peacock Blvd	1.3%	1.3%	25	24	0	0	1.0%	1.0%	18	26	0	0	477	795	520	845
Cashmere Boulevard																
Heatherwood Blvd to St. Lucie West Blvd	0.9%	0.9%	17	17	0	0	0.6%	0.6%	16	11	0	0	582	525	615	553
St. Lucie West Blvd to W. Peacock Blvd	0.2%	0.2%	4	4	0	0	0.0%	0.0%	0	0	0	0	474	611	478	615
West Peacock Boulevard																
St. Lucie West Blvd to University Blvd	7.9%	7.9%	153	148	0	0	9.0%	9.0%	160	238	0	0	630	856	943	1,242
University Blvd to California Blvd	0.8%	0.8%	15	15	0	0	0.8%	0.8%	14	21	0	0	284	214	313	250
East Torino Parkway																
W. Midway Rd to Peacock Blvd	0.7%	0.7%	13	14	0	0	0.4%	0.4%	11	7	0	0	628	458	652	479
Glades Cut-off Road																
Range Line Road to Reserve Blvd	3.9%	3.9%	73	75	0	0	3.4%	3.4%	90	61	0	0	373	282	536	418
Reserve Blvd to Commerce Center Parkway	8.0%	8.0%	155	150	11	12	6.2%	6.2%	111	164	0	0	358	243	635	569
Commerce Center Parkway to Delcris Rd	11.3%	11.3%	219	212	0	0	5.6%	5.6%	100	148	0	0	156	100	475	460
Delcris Rd to W. Midway Rd	8.3%	8.3%	161	156	0	0	3.0%	3.0%	53	79	0	0	157	100	371	335
W. Midway Rd to Selvitz Rd	4.0%	4.0%	77	75	0	0	3.6%	3.6%	64	95	0	0	271	208	412	378
Range Line Road																
Glades Cutoff Rd to Martin County Line	1.6%	1.6%	30	31	0	0	1.1%	1.1%	29	20	0	0	379	250	438	301
Selvitz Road																
Glades Cut-off Rd to Edwards Rd	3.9%	3.9%	75	73	0	0	3.5%	3.5%	62	93	0	0	555	485	692	651
W. Midway Rd to Glades Cut-off Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	320	467	320	467
Bayshore Blvd to W. Midway Rd	0.5%	0.5%	9	10	0	0	0.4%	0.4%	11	7	0	0	410	614	430	631
South of Bayshore Blvd	0.6%	0.6%	12	11			0.5%	0.5%	9	13			680	453	701	477
Edwards Road																
W. of Selvitz Rd	0.8%	0.8%	15	15	0	0	0.6%	0.6%	16	11	0	0	462	500	493	526
Selvitz Rd to 25th St	2.6%	2.6%	50	49	0	0	2.4%	2.4%	43	63	0	0	628	680	721	792
East of 25th St	0.8%	0.8%	15	15	0	0	1.1%	1.1%	20	29	0	0	1,033	954	1,068	998

TABLE TR-7
2018 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve % Assignment		Reserve PM Pk-Hr Volume		Reserve Internal Capture		PGA Village % Assignment		PGA Village PM Pk-Hr Volume		PGA Village Internal Capture		2018 Final Background (PM Pk-Hr)		2018 Total Volumes (PM Pk-Hr)	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Midway Road																
LTC Ranch to I-95	0.7%	0.7%	13	14	0	0	0.6%	0.6%	16	11	0	0	760	824	789	849
I-95 to Glades Cut-off Rd	5.6%	5.6%	108	105	0	0	5.6%	5.6%	100	148	0	0	1,092	1,235	1,300	1,488
Glades Cut-off Rd to Torino Pkwy	4.8%	4.8%	93	90	0	0	3.3%	3.3%	59	87	0	0	1,075	993	1,227	1,170
Torino Pkwy to Selvitz Rd	3.7%	3.7%	72	69	0	0	2.8%	2.8%	50	74	0	0	1,101	949	1,223	1,092
Selvitz Rd to 25th St	2.8%	2.8%	54	53	0	0	2.2%	2.2%	39	58	0	0	896	716	989	827
25th St to Oleander Blvd	2.3%	2.3%	44	43	0	0	1.7%	1.7%	30	45	0	0	1,018	1,103	1,092	1,191
Oleander Blvd to U.S. 1	1.3%	1.3%	25	24	0	0	0.9%	0.9%	16	24	0	0	837	907	878	955
25th Street/St. James Drive																
North of Okeechobee Rd	1.0%	1.0%	19	19	0	0	0.9%	0.9%	16	24	0	0	975	1,192	1,010	1,235
Virginia Ave to Okeechobee Rd	0.8%	0.8%	15	15	0	0	0.7%	0.7%	12	19	0	0	1,088	1,325	1,115	1,359
Edwards Rd to Virginia Ave	1.0%	1.0%	19	19	0	0	0.9%	0.9%	16	24	0	0	1,181	1,560	1,216	1,603
Bell Ave to Edwards Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	1,307	893	1,307	893
W. Midway Rd to Bell Ave	0.2%	0.2%	4	4	0	0	0.1%	0.1%	2	3	0	0	922	1,193	928	1,200
S. of W. Midway Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	547	855	547	855
Oleander Boulevard																
N. of W. Midway Rd	0.4%	0.4%	8	8	0	0	0.4%	0.4%	7	11	0	0	494	683	509	702
S. of W. Midway Rd	0.2%	0.2%	4	4	0	0	0.0%	0.0%	0	0	0	0	191	316	195	320
Commerce Center Parkway																
Gatlin Savage Blvd to N. Westchester	4.2%	4.2%	79	81	0	0	10.5%	10.5%	278	187	0	0	809	876	1,166	1,144
N. Westchester to PGA Village (Residential)	9.6%	9.6%	180	186	0	0	23.8%	23.8%	629	424	0	0	213	231	1,022	841
PGA Village (Res) to PGA Village (Non-Res)	14.0%	14.0%	263	271	0	0	22.0%	22.0%	392	581	83	65	349	377	1,087	1,294
PGA Village (Non-Res) to St. Lucie West Blvd	18.3%	18.3%	343	354	34	15	29.3%	29.3%	522	774	42	65	193	208	1,134	1,416
St. Lucie West Blvd to End of Four-Lane Section	22.7%	22.7%	439	426	140	97	5.9%	5.9%	105	156	0	0	331	359	1,015	1,038
End of Four-Lane Section to Industrial Area	23.2%	23.2%	449	435	32	34	5.9%	5.9%	105	156	0	0	331	359	917	984
Industrial Area to Glades Cut-off Road	15.7%	15.7%	294	304	12	11	5.9%	5.9%	105	156	0	0	316	343	727	814
CR 76A																
South of SR 714	0.2%	0.2%	4	4	0	0	0.2%	0.2%	5	4	0	0	638	485	647	493
SR 714																
West of I-95	0.6%	0.6%	11	12	0	0	0.7%	0.7%	19	12	0	0	627	705	657	729
I-95 to CR 76A	1.9%	1.9%	37	36	0	0	2.5%	2.5%	45	66	0	0	470	618	552	720
CR 76A to Florida Turnpike	1.0%	1.0%	19	19	0	0	1.3%	1.3%	23	34	0	0	648	785	690	838

TABLE TR-8
2023 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve				Reserve Internal Capture		PGA Village				PGA Village Internal Capture		2023 Final Background (PM Pk-Hr)		2023 Total Volumes (PM Pk-Hr)	
	% Assignment		PM Pk-Hr Volume				% Assignment		PM Pk-Hr Volume							
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Bayshore Boulevard																
Port St. Lucie Blvd to West Virginia Ave	2.4%	2.4%	45	46	0	0	1.4%	1.4%	43	28	0	0	1,339	1,236	1,427	1,310
West Virginia Ave to Prima Vista Blvd	3.6%	3.6%	68	70	0	0	2.3%	2.3%	70	46	0	0	1,233	1,396	1,371	1,512
Prima Vista Blvd to Selvitz Rd	2.2%	2.2%	43	41	0	0	1.5%	1.5%	30	46	0	0	816	679	889	766
Selvitz Rd to St. James Dr	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	207	233	207	233
Okeechobee Road																
King's Hwy to I-95	1.3%	1.3%	24	25	0	0	1.2%	1.2%	37	24	0	0	1,432	1,628	1,493	1,677
I-95 to Jenkins Rd	4.8%	4.8%	93	90	0	0	5.1%	5.1%	102	155	0	0	1,717	2,257	1,912	2,502
Jenkins Rd to Virginia Ave	4.4%	4.4%	85	83	0	0	4.5%	4.5%	90	137	0	0	1,730	2,185	1,905	2,405
Virginia Ave to 25th St	2.1%	2.1%	41	39	0	0	2.2%	2.2%	44	67	0	0	1,110	1,565	1,195	1,671
East of 25th St	1.4%	1.4%	27	26	0	0	1.6%	1.6%	32	49	0	0	843	1,183	902	1,258
Jenkins Road																
N of Okeechobee Rd	0.4%	0.4%	8	8	0	0	0.4%	0.4%	8	12	0	0	784	725	800	745
S of Okeechobee Rd	0.6%	0.6%	11	12	0	0	0.4%	0.4%	12	8	0	0	457	538	480	558
Virginia Avenue																
Okeechobee Rd to 25th St	1.0%	1.0%	19	19	0	0	1.0%	1.0%	20	30	0	0	1,713	1,856	1,752	1,905
Airoso Boulevard																
West Virginia Ave to Prima Vista Blvd	0.3%	0.3%	6	6	0	0	0.2%	0.2%	6	4	0	0	896	1,252	908	1,262
Prima Vista Blvd to Floresta Dr	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	533	800	533	800
Floresta Dr																
South of Prima Vista Blvd	0.4%	0.4%	8	8	0	0	0.3%	0.3%	9	6	0	0	497	742	514	756
West Virginia Avenue																
Bayshore Blvd to Airoso Blvd	0.8%	0.8%	15	15	0	0	0.5%	0.5%	10	15	0	0	181	272	206	302
St. Lucie West Blvd/Prima Vista Blvd																
Commerce Center Pkwy to I-95	53.9%	53.9%	1,042	1,011	0	0	51.5%	51.5%	1,032	1,570	0	0	658	727	2,732	3,308
I-95 to W. Peacock Blvd	34.7%	34.7%	671	651	0	0	31.6%	31.6%	633	963	0	0	1,308	1,686	2,612	3,300
W. Peacock Blvd to California Blvd	22.7%	22.7%	439	426	0	0	18.6%	18.6%	373	567	0	0	1,442	1,115	2,254	2,108
California Blvd to Country Club Dr	16.7%	16.7%	323	313	0	0	14.1%	14.1%	283	430	0	0	1,531	1,233	2,137	1,976
Country Club Dr to Bethany Dr	15.4%	15.4%	298	289	0	0	13.1%	13.1%	263	399	0	0	1,961	1,691	2,522	2,379
Bethany Dr to Cashmere Blvd	14.2%	14.2%	275	266	0	0	11.9%	11.9%	238	363	0	0	1,967	1,490	2,480	2,119
Cashmere Blvd to Bayshore Blvd	12.7%	12.7%	246	238	0	0	10.5%	10.5%	210	320	0	0	2,398	1,817	2,854	2,375
Bayshore Blvd to Airoso Blvd	6.4%	6.4%	124	120	0	0	5.9%	5.9%	118	180	0	0	1,169	1,378	1,411	1,678
Airoso Blvd to Floresta Dr	5.2%	5.2%	101	98	0	0	5.3%	5.3%	106	162	0	0	1,282	1,644	1,489	1,904
Floresta Dr to US 1	4.3%	4.3%	83	81	0	0	4.7%	4.7%	94	143	0	0	1,440	2,484	1,617	2,708
I-95																
North of Okeechobee Rd	3.3%	3.3%	64	62	0	0	3.4%	3.4%	68	104	0	0	2,319	2,141	2,451	2,307
W. Midway Rd to Okeechobee Rd	9.2%	9.2%	178	173	0	0	9.6%	9.6%	192	293	0	0	2,706	2,499	3,076	2,965
St. Lucie West Blvd to W. Midway Rd	10.0%	10.0%	193	188	0	0	13.5%	13.5%	271	411	0	0	1,889	2,047	2,353	2,646
Gatlin Savage Blvd to St. Lucie West Blvd	9.2%	9.2%	173	178	0	0	6.4%	6.4%	195	128	0	0	2,718	2,420	3,086	2,726
SR 714 to Gatlin Savage Blvd	5.5%	5.5%	103	106	0	0	6.9%	6.9%	210	138	0	0	1,976	2,366	2,289	2,610
South of SR 714	2.8%	2.8%	52	53	0	0	3.3%	3.3%	101	66	0	0	2,372	2,103	2,525	2,222

TABLE TR-8
2023 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve				Reserve Internal Capture		PGA Village				PGA Village Internal Capture		2023 Final Background (PM Pk-Hr)		2023 Total Volumes (PM Pk-Hr)	
	% Assignment		PM Pk-Hr Volume				% Assignment		PM Pk-Hr Volume							
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Gatlin Savage Boulevard																
Commerce Center Pkwy to I-95	0.0%	0.0%	0	0	0	0	5.6%	5.6%	112	171	0	0	1,508	1,635	1,620	1,806
I-95 to Rosser Blvd	3.5%	3.5%	68	66	0	0	5.0%	5.0%	100	152	0	0	1,560	1,040	1,728	1,258
Rosser Blvd to Savona Blvd	1.9%	1.9%	36	35	0	0	3.4%	3.4%	67	103	0	0	1,439	1,000	1,542	1,138
Rosser Boulevard																
South of Gatlin Savage Blvd	1.1%	1.1%	21	21	0	0	1.1%	1.1%	34	22	0	0	185	339	240	382
US 1																
N. of W. Midway Rd	0.4%	0.4%	8	8	0	0	0.3%	0.3%	6	9	0	0	2,164	2,344	2,178	2,361
S. of W. Midway Rd	0.2%	0.2%	4	4	0	0	0.2%	0.2%	6	4	0	0	2,597	2,871	2,607	2,879
N. of Prima Vista Blvd	0.5%	0.5%	10	9	0	0	0.5%	0.5%	10	15	0	0	2,121	2,490	2,141	2,514
Prima Vista Blvd to Walton Rd	2.9%	2.9%	54	56	0	0	3.3%	3.3%	101	66	0	0	3,218	2,580	3,373	2,702
South of Walton Rd	2.0%	2.0%	38	39	0	0	2.4%	2.4%	73	48	0	0	2,291	1,896	2,402	1,983
Walton Road																
East of U.S. 1	0.2%	0.2%	4	4	0	0	0.2%	0.2%	4	6	0	0	565	655	573	665
California Boulevard																
Del Rio Blvd to Heatherwood Blvd	1.1%	1.1%	21	21	0	0	0.5%	0.5%	15	10	0	0	345	680	381	711
Heatherwood Blvd to St. Lucie West Blvd	2.3%	2.3%	43	44	0	0	1.4%	1.4%	43	28	0	0	458	704	544	776
St. Lucie West Blvd to W. Peacock Blvd	1.4%	1.4%	27	26	0	0	1.1%	1.1%	22	34	0	0	482	804	531	864
Cashmere Boulevard																
Heatherwood Blvd to St. Lucie West Blvd	1.0%	1.0%	19	19	0	0	0.6%	0.6%	18	12	0	0	635	572	672	603
St. Lucie West Blvd to W. Peacock Blvd	0.1%	0.1%	2	2	0	0	0.3%	0.3%	6	9	0	0	501	645	509	656
West Peacock Boulevard																
St. Lucie West Blvd to University Blvd	8.3%	8.3%	161	156	0	0	10.3%	10.3%	206	314	0	0	608	826	975	1,296
University Blvd to California Blvd	0.8%	0.8%	15	15	0	0	0.8%	0.8%	16	24	0	0	362	271	393	310
East Torino Parkway																
W. Midway Rd to Peacock Blvd	0.4%	0.4%	8	8	0	0	0.2%	0.2%	6	4	0	0	686	501	700	513
Glades Cut-off Road																
Range Line Road to Reserve Blvd	4.6%	4.6%	86	89	0	0	4.5%	4.5%	137	90	0	0	513	389	736	568
Reserve Blvd to Commerce Center Parkway	8.1%	8.1%	157	152	11	12	6.4%	6.4%	128	195	0	0	492	334	788	693
Commerce Center Parkway to Delcris Rd	9.9%	9.9%	191	186	0	0	5.3%	5.3%	106	162	0	0	169	98	466	446
Delcris Rd to W. Midway Rd	6.9%	6.9%	133	129	0	0	2.6%	2.6%	52	79	0	0	172	96	357	304
W. Midway Rd to Selvitz Rd	3.3%	3.3%	64	62	0	0	3.2%	3.2%	64	98	0	0	288	221	416	381
Range Line Road																
Glades Cutoff Rd to Martin County Line	2.5%	2.5%	47	48	0	0	2.1%	2.1%	64	42	0	0	408	270	519	360
Selvitz Road																
Glades Cut-off Rd to Edwards Rd	3.1%	3.1%	60	58	0	0	3.0%	3.0%	60	91	0	0	584	509	704	658
W. Midway Rd to Glades Cut-off Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	318	462	318	462
Bayshore Blvd to W. Midway Rd	0.4%	0.4%	8	8	0	0	0.4%	0.4%	12	8	0	0	428	643	448	659
South of Bayshore Blvd	0.6%	0.6%	12	11			0.6%	0.6%	12	18			705	471	729	500
Edwards Road																
W. of Selvitz Rd	0.7%	0.7%	13	14	0	0	0.6%	0.6%	18	12	0	0	473	513	504	539
Selvitz Rd to 25th St	2.1%	2.1%	41	39	0	0	2.0%	2.0%	40	61	0	0	661	715	742	815
East of 25th St	1.1%	1.1%	21	21	0	0	1.0%	1.0%	20	30	0	0	1,239	1,144	1,280	1,195

TABLE TR-8
2023 PGA Village Traffic Assignment
PGA Village DRI

Roadway Segment	Reserve % Assignment		Reserve PM Pk-Hr Volume		Reserve Internal Capture		PGA Village % Assignment		PGA Village PM Pk-Hr Volume		PGA Village Internal Capture		2023 Final Background (PM Pk-Hr)		2023 Total Volumes (PM Pk-Hr)	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Midway Road																
LTC Ranch to I-95	0.7%	0.7%	13	14	0	0	0.6%	0.6%	18	12	0	0	796	863	827	889
I-95 to Glades Cut-off Rd	4.7%	4.7%	91	88	0	0	3.5%	3.5%	70	107	0	0	1,204	1,364	1,365	1,559
Glades Cut-off Rd to Torino Pkwy	3.7%	3.7%	72	69	0	0	2.7%	2.7%	54	82	0	0	1,166	1,076	1,292	1,227
Torino Pkwy to Selvitz Rd	3.1%	3.1%	60	58	0	0	2.5%	2.5%	50	76	0	0	1,147	989	1,257	1,123
Selvitz Rd to 25th St	2.4%	2.4%	46	45	0	0	2.0%	2.0%	40	61	0	0	914	730	1,000	836
25th St to Oleander Blvd	1.9%	1.9%	37	36	0	0	1.5%	1.5%	30	46	0	0	1,108	1,199	1,175	1,281
Oleander Blvd to U.S. 1	1.1%	1.1%	21	21	0	0	0.9%	0.9%	18	27	0	0	881	953	920	1,001
25th Street/St. James Drive																
North of Okeechobee Rd	0.8%	0.8%	15	15	0	0	0.7%	0.7%	14	21	0	0	999	1,220	1,028	1,256
Virginia Ave to Okeechobee Rd	0.5%	0.5%	10	9	0	0	0.5%	0.5%	10	15	0	0	1,097	1,335	1,117	1,359
Edwards Rd to Virginia Ave	0.7%	0.7%	14	13	0	0	0.7%	0.7%	14	21	0	0	1,202	1,588	1,230	1,622
Bell Ave to Edwards Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	1,407	962	1,407	962
W. Midway Rd to Bell Ave	0.2%	0.2%	4	4	0	0	0.2%	0.2%	4	6	0	0	956	1,237	964	1,247
S. of W. Midway Rd	0.0%	0.0%	0	0	0	0	0.0%	0.0%	0	0	0	0	578	905	578	905
Oleander Boulevard																
N. of W. Midway Rd	0.3%	0.3%	6	6	0	0	0.2%	0.2%	4	6	0	0	489	675	499	687
S. of W. Midway Rd	0.1%	0.1%	2	2	0	0	0.0%	0.0%	0	0	0	0	202	331	204	333
Commerce Center Parkway																
Gatlin Savage Blvd to N. Westchester	4.1%	4.1%	77	79	0	0	9.8%	9.8%	299	196	0	0	813	881	1,189	1,156
N. Westchester to PGA Village (Residential)	9.3%	9.3%	174	180	0	0	22.9%	22.9%	698	459	0	0	258	280	1,130	919
PGA Village (Res) to PGA Village (Non-Res)	13.5%	13.5%	253	261	0	0	21.4%	21.4%	429	652	78	77	420	454	1,180	1,444
PGA Village (Non-Res) to St. Lucie West Blvd	17.7%	17.7%	332	342	34	15	28.6%	28.6%	573	872	55	57	287	310	1,281	1,596
St. Lucie West Blvd to End of Four-Lane Section	23.0%	23.0%	445	431	140	97	5.9%	5.9%	118	180	0	0	473	512	1,176	1,220
End of Four-Lane Section to Industrial Area	23.4%	23.4%	453	439	32	34	5.9%	5.9%	118	180	0	0	473	512	1,076	1,165
Industrial Area to Glades Cut-off Road	15.5%	15.5%	291	300	12	11	5.9%	5.9%	118	180	0	0	460	498	881	989
CR 76A																
South of SR 714	0.2%	0.2%	4	4	0	0	0.2%	0.2%	6	4	0	0	750	570	760	578
SR 714																
West of I-95	0.6%	0.6%	11	12	0	0	0.7%	0.7%	21	14	0	0	627	705	659	731
I-95 to CR 76A	2.0%	2.0%	39	38	0	0	2.7%	2.7%	54	82	0	0	501	659	594	779
CR 76A to Florida Turnpike	1.1%	1.1%	21	21	0	0	1.5%	1.5%	30	46	0	0	1,029	1,248	1,080	1,315
East of Florida Turnpike	0.5%	0.5%	10	9	0	0	0.7%	0.7%	14	21	0	0	1,761	2,026	1,785	2,056

TABLE TR-9
2008 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2008 Total Volume (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Bayshore Boulevard													
Port St. Lucie Blvd to West Virginia Ave	4	83	74	E	1,860	4.5%	4.0%	1,290	1,188	n	n	n	n
West Virginia Ave to Prima Vista Blvd	4	118	105	E	1,860	6.3%	5.6%	988	1,090	YES	YES	n	n
Prima Vista Blvd to Selvitz Rd	2	63	69	E	890	7.1%	7.8%	559	481	YES	YES	n	n
Selvitz Rd to St. James Dr	2	0	0	E	890	0.0%	0.0%	209	235	n	n	n	n
Okeechobee Road													
King's Hwy to I-95	4	48	41	D	2,570	1.9%	1.6%	1,221	1,375	n	n	n	n
I-95 to Jenkins Rd	6	211	247	E	2,710	7.8%	9.1%	1,468	1,901	YES	YES	n	n
Jenkins Rd to Virginia Ave	6	189	220	E	2,710	7.0%	8.1%	1,475	1,843	YES	YES	n	n
Virginia Ave to 25th St	4	113	131	E	1,800	6.3%	7.3%	997	1,377	YES	YES	n	n
Jenkins Road													
N of Okeechobee Rd	2	12	14	D	760	1.6%	1.8%	446	415	n	n	n	n
S of Okeechobee Rd	2	3	2	D	760	0.4%	0.3%	389	456	n	n	n	n
Virginia Avenue													
Okeechobee Rd to 25th St	6	38	45	D	2,790	1.4%	1.6%	1,160	1,261	n	n	n	n
Airoso Boulevard													
West Virginia Ave to Prima Vista Blvd	4	12	11	E	1,720	0.7%	0.6%	591	821	n	n	n	n
Prima Vista Blvd to Floresta Dr	4	2	3	E	1,720	0.1%	0.2%	440	659	n	n	n	n
Floresta Dr													
South of Prima Vista Blvd	2	12	11	E	810	1.5%	1.4%	440	650	n	n	n	n
West Virginia Avenue								0	0				
Bayshore Blvd to Airoso Blvd	2	24	26	E	1,860	1.3%	1.4%	148	211	n	n	n	n
St. Lucie West Blvd/Prima Vista Blvd													
Commerce Center Pkwy to I-95	2	1,523	1,734	E	890	171.1%	194.8%	1,798	2,038	YES	YES	YES	YES
I-95 to W. Peacock Blvd	4	944	1,064	E	1,800	52.4%	59.1%	1,954	2,366	YES	YES	YES	YES
W. Peacock Blvd to California Blvd	4	672	751	E	1,800	37.3%	41.7%	2,023	1,796	YES	YES	YES	n
California Blvd to Country Club Dr	4	460	517	E	1,800	25.6%	28.7%	1,757	1,561	YES	YES	n	n
Country Club Dr to Bethany Dr	4	460	517	E	1,800	25.6%	28.7%	1,851	1,717	YES	YES	YES	n
Bethany Dr to Cashmere Blvd	4	439	492	E	1,800	24.4%	27.3%	2,206	1,829	YES	YES	YES	YES
Cashmere Blvd to Bayshore Blvd	6	411	462	E	2,710	15.2%	17.0%	2,548	2,080	YES	YES	n	n
Bayshore Blvd to Airoso Blvd	4	221	249	E	1,860	11.9%	13.4%	1,283	1,501	YES	YES	n	n
Airoso Blvd to Floresta Dr	4	178	203	E	1,860	9.6%	10.9%	1,315	1,661	YES	YES	n	n
Floresta Dr to US 1	4	150	173	E	1,860	8.1%	9.3%	1,390	2,313	YES	YES	n	YES
I-95													
North of Okeechobee Rd	4	105	119	D	3,580	2.9%	3.3%	2,108	1,968	n	n	n	n
W. Midway Rd to Okeechobee Rd	6	362	418	D	5,530	6.5%	7.6%	2,657	2,536	YES	YES	n	n
St. Lucie West Blvd to W. Midway Rd	6	374	443	D	5,530	6.8%	8.0%	2,107	2,321	YES	YES	n	n
Gatlin Savage Blvd to St. Lucie West Blvd	6	228	205	D	5,530	4.1%	3.7%	2,550	2,273	n	n	n	n
Gatlin Savage Boulevard													
Commerce Center Pkwy to I-95	4	8	14	E	1,860	0.4%	0.8%	982	1,068	n	n	n	n
US 1													
N. of Prima Vista Blvd	6	15	17	E	2,790	0.5%	0.6%	2,032	2,385	n	n	n	n
Prima Vista Blvd to Walton Rd	6	122	105	D	2,790	4.4%	3.8%	3,052	2,454	n	n	n	n

TABLE TR-9
2008 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2008 Total Volume (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
California Boulevard													
Del Rio Blvd to Heatherwood Blvd	2	32	30	D	760	4.2%	3.9%	237	434	n	n	n	n
Heatherwood Blvd to St. Lucie West Blvd	2	71	65	D	760	9.3%	8.6%	385	548	YES	YES	n	n
St. Lucie West Blvd to W. Peacock Blvd	2	65	72	D	760	8.6%	9.5%	410	646	YES	YES	n	n
Cashmere Boulevard													
Heatherwood Blvd to St. Lucie West Blvd	2	22	20	D	760	2.9%	2.6%	448	404	n	n	n	n
St. Lucie West Blvd to W. Peacock Blvd	2	0	0	D	760	0.0%	0.0%	354	456	n	n	n	n
West Peacock Boulevard													
St. Lucie West Blvd to University Blvd	4	197	229	D	1,620	12.2%	14.1%	694	905	YES	YES	n	n
University Blvd to California Blvd	2	24	28	D	760	3.2%	3.7%	183	147	n	n	n	n
East Torino Parkway													
W. Midway Rd to Peacock Blvd	2	11	10	D	760	1.4%	1.3%	570	417	n	n	n	n
Glades Cut-off Road													
Range Line Road to Reserve Blvd	2	87	77	D	760	11.4%	10.1%	397	312	YES	YES	n	n
Reserve Blvd to Commerce Center Parkway	2	136	154	D	760	17.9%	20.3%	445	364	YES	YES	n	n
Commerce Center Parkway to Delcris Rd	2	187	203	D	760	24.6%	26.7%	337	291	YES	YES	n	n
Delcris Rd to W. Midway Rd	2	157	167	D	760	20.7%	22.0%	310	252	YES	YES	n	n
W. Midway Rd to Selvitz Rd	2	42	48	D	760	5.5%	6.3%	421	342	YES	YES	n	n
Range Line Road													
Glades Cutoff Rd to Martin County Line	2	32	29	D	950	3.4%	3.1%	339	232	n	n	n	n
Selvitz Road													
Glades Cut-off Rd to Edwards Rd	2	39	45	D	860	4.5%	5.2%	564	502	n	YES	n	n
W. Midway Rd to Glades Cut-off Rd	2	0	0	D	860	0.0%	0.0%	295	429	n	n	n	n
Bayshore Blvd to W. Midway Rd	2	14	12	D	860	1.6%	1.4%	314	461	n	n	n	n
Edwards Road													
W. of Selvitz Rd	2	2	2	E	890	0.2%	0.2%	408	441	n	n	n	n
Selvitz Rd to 25th St	2	30	34	E	890	3.4%	3.8%	599	650	n	n	n	n
W. Midway Road													
LTC Ranch to I-95	2	23	21	E	1,300	1.8%	1.6%	381	410	n	n	n	n
I-95 to Glades Cut-off Rd	4	124	136	E	1,860	6.7%	7.3%	869	979	YES	YES	n	n
Glades Cut-off Rd to Torino Pkwy	4	101	114	E	1,860	5.4%	6.1%	839	796	YES	YES	n	n
Torino Pkwy to Selvitz Rd	2	93	105	E	890	10.4%	11.8%	957	850	YES	YES	YES	n
Selvitz Rd to 25th St	2	76	85	E	890	8.5%	9.6%	825	682	YES	YES	n	n
25th St to Oleander Blvd	2	63	71	E	890	7.1%	8.0%	888	966	YES	YES	n	YES
Oleander Blvd to U.S. 1	2	34	38	E	890	3.8%	4.3%	792	859	n	n	n	n
25th Street/St. James Drive													
W. Midway Rd to Bell Ave	4	4	5	E	1,860	0.2%	0.3%	755	977	n	n	n	n
S. of W. Midway Rd	4	0	0	E	1,860	0.0%	0.0%	455	711	n	n	n	n
Oleander Boulevard													
N. of W. Midway Rd	2	16	18	D	760	2.1%	2.4%	473	648	n	n	n	n
S. of W. Midway Rd	2	0	0	D	760	0.0%	0.0%	173	287	n	n	n	n

TABLE TR-12
2023 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2023 Total Volumes (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Gatlin Savage Boulevard													
Commerce Center Pkwy to I-95	4	112	171	E	1,860	6.0%	9.2%	1,620	1,886	YES	YES	n	n
I-95 to Rosser Blvd	6	168	218	E	2,790	6.0%	7.8%	1,728	1,255	YES	YES	n	n
Rosser Blvd to Savona Blvd	6	103	138	E	2,790	3.7%	4.9%	1,542	1,138	n	n	n	n
Rosser Boulevard													
South of Gatlin Savage Blvd	2	55	43	D	760	7.2%	5.7%	240	382	YES	YES	n	n
US 1													
N. of W. Midway Rd	4	14	17	E	2,790	0.5%	0.6%	2,178	2,361	n	n	n	n
S. of W. Midway Rd	6	10	8	E	2,790	0.4%	0.3%	2,607	2,879	n	n	n	n
N. of Prima Vista Blvd	6	20	24	E	2,790	0.7%	0.9%	2,141	2,514	n	n	n	n
Prima Vista Blvd to Walton Rd	6	155	122	D	2,790	5.6%	4.4%	3,373	2,702	YES	n	YES	n
South of Walton Rd	6	111	87	E	2,790	4.0%	3.1%	2,402	1,983	n	n	n	n
Walton Road													
East of U.S. 1	4	8	10	E	1,860	0.4%	0.5%	573	665	n	n	n	n
California Boulevard													
Del Rio Blvd to Heatherwood Blvd	2	36	31	D	760	4.7%	4.1%	381	711	n	n	n	n
Heatherwood Blvd to St. Lucie West Blvd	2	86	72	D	760	11.3%	9.5%	544	776	YES	YES	n	YES
St. Lucie West Blvd to W. Peacock Blvd	2	49	60	D	760	6.4%	7.9%	531	864	YES	YES	n	YES
Cashmere Boulevard													
Heatherwood Blvd to St. Lucie West Blvd	2	37	31	D	760	4.9%	4.1%	672	603	n	n	n	n
St. Lucie West Blvd to W. Peacock Blvd	2	8	11	D	760	1.1%	1.4%	509	656	n	n	n	n
West Peacock Boulevard													
St. Lucie West Blvd to University Blvd	4	367	470	D	1,620	22.7%	29.0%	975	1,296	YES	YES	n	n
University Blvd to California Blvd	2	31	39	D	760	4.1%	5.1%	393	310	n	YES	n	n
East Torino Parkway													
W. Midway Rd to Peacock Blvd	2	14	12	D	760	1.8%	1.6%	700	513	n	n	n	n
Glades Cut-off Road													
Range Line Road to Reserve Blvd	2	223	179	D	760	29.3%	23.6%	736	568	YES	YES	n	n
Reserve Blvd to Commerce Center Parkway	2	296	359	D	760	38.9%	47.2%	788	693	YES	YES	YES	n
Commerce Center Parkway to Delcris Rd	2	297	348	D	760	39.1%	45.8%	466	446	YES	YES	n	n
Delcris Rd to W. Midway Rd	2	185	208	D	760	24.3%	27.4%	357	304	YES	YES	n	n
W. Midway Rd to Selvitz Rd	2	128	160	D	760	16.8%	21.1%	416	381	YES	YES	n	n
Range Line Road													
Glades Cutoff Rd to Martin County Line	2	111	90	D	950	11.7%	9.5%	519	360	YES	YES	n	n
Selvitz Road													
Glades Cut-off Rd to Edwards Rd	2	120	149	D	860	14.0%	17.3%	704	658	YES	YES	n	n
W. Midway Rd to Glades Cut-off Rd	2	0	0	D	860	0.0%	0.0%	318	462	n	n	n	n
Bayshore Blvd to W. Midway Rd	2	20	16	D	860	2.3%	1.9%	448	659	n	n	n	n
South of Bayshore Blvd	2	24	29	D	780	3.2%	3.8%	729	500	n	n	n	n
Edwards Road													
W. of Selvitz Rd	2	31	26	E	890	3.5%	2.9%	504	539	n	n	n	n
Selvitz Rd to 25th St	2	81	100	E	890	9.1%	11.2%	742	845	YES	YES	n	n
East of 25th St	4	41	51	E	1,860	2.2%	2.7%	1,280	1,195	n	n	n	n

TABLE TR-9
2008 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2008 Total Volume (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Commerce Center Parkway													
Gattin Savage Blvd to N. Westchester	4	85	71	E	1,860	4.6%	3.8%	578	606	n	n	n	n
N. Westchester to PGA Village (Residential)	4	213	173	E	1,860	11.5%	9.3%	377	350	YES	YES	n	n
PGA Village (Res) to PGA Village (Non-Res)	4	173	210	E	1,860	9.3%	11.3%	333	384	YES	YES	n	n
PGA Village (Non-Res) to St. Lucie West Blvd	4	211	225	E	1,860	11.3%	12.1%	377	405	YES	YES	n	n
St. Lucie West Blvd to End of Four-Lane Section	4	440	405	D	1,860	23.7%	21.8%	674	659	YES	YES	n	n
End of Four-Lane Section to Industrial Area	2	356	367	D	760	46.8%	48.3%	590	621	YES	YES	n	n
Industrial Area to Glades Cut-off Road	2	210	214	E	890	23.6%	24.0%	443	467	YES	YES	n	n

TABLE TR-10
2013 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2013 Total Volume (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Bayshore Boulevard													
Port St. Lucie Blvd to West Virginia Ave	4	62	58	E	1,860	3.3%	3.1%	1,348	1,246	n	n	n	n
West Virginia Ave to Prima Vista Blvd	4	105	97	E	1,860	5.6%	5.2%	1,238	1,380	YES	YES	n	n
Prima Vista Blvd to Selvitz Rd	2	67	74	E	890	7.5%	8.3%	735	629	YES	YES	n	n
Selvitz Rd to St. James Dr	2	0	0	E	890	0.0%	0.0%	192	216	n	n	n	n
Okeechobee Road													
King's Hwy to I-95	4	57	50	D	2,570	2.2%	1.9%	1,307	1,472	n	n	n	n
I-95 to Jenkins Rd	6	222	251	E	2,710	8.2%	9.3%	1,668	2,151	YES	YES	n	n
Jenkins Rd to Virginia Ave	6	202	230	E	2,710	7.5%	8.5%	1,672	2,085	YES	YES	n	n
Virginia Ave to 25th St	4	110	126	E	1,800	6.1%	7.0%	1,077	1,488	YES	YES	n	n
East of 25th St	4	79	90	E	1,860	4.2%	4.8%	809	1,116	n	n	n	n
Jenkins Road													
N of Okeechobee Rd	2	18	19	D	760	2.4%	2.5%	558	518	n	n	n	n
S of Okeechobee Rd	2	14	13	D	760	1.8%	1.7%	435	510	n	n	n	n
Virginia Avenue													
Okeechobee Rd to 25th St	6	40	46	D	2,790	1.4%	1.6%	1,352	1,467	n	n	n	n
Airoso Boulevard													
West Virginia Ave to Prima Vista Blvd	4	14	13	E	1,720	0.8%	0.8%	786	1,093	n	n	n	n
Prima Vista Blvd to Floresta Dr	4	4	4	E	1,720	0.2%	0.2%	452	676	n	n	n	n
Floresta Dr													
South of Prima Vista Blvd	2	15	15	E	810	1.9%	1.9%	465	686	n	n	n	n
West Virginia Avenue													
Bayshore Blvd to Airoso Blvd	2	28	31	E	1,860	1.5%	1.7%	171	246	n	n	n	n
St. Lucie West Blvd/Prima Vista Blvd													
Commerce Center Pkwy to I-95	2	1,913	2,149	E	890	214.9%	241.5%	2,280	2,555	YES	YES	YES	YES
I-95 to W. Peacock Blvd	4	1,120	1,250	E	1,800	62.2%	69.4%	2,198	2,640	YES	YES	YES	YES
W. Peacock Blvd to California Blvd	4	746	829	E	1,800	41.4%	46.1%	2,130	1,899	YES	YES	YES	YES
California Blvd to Country Club Dr	4	510	569	E	1,800	28.3%	31.6%	1,873	1,665	YES	YES	YES	n
Country Club Dr to Bethany Dr	4	510	569	E	1,800	28.3%	31.6%	1,995	1,849	YES	YES	YES	YES
Bethany Dr to Cashmere Blvd	4	478	533	E	1,800	26.6%	29.6%	2,306	1,918	YES	YES	YES	YES
Cashmere Blvd to Bayshore Blvd	6	442	493	E	2,710	16.3%	18.2%	2,671	2,181	YES	YES	n	n
Bayshore Blvd to Airoso Blvd	4	249	280	E	1,860	13.4%	15.1%	1,330	1,555	YES	YES	n	n
Airoso Blvd to Floresta Dr	4	205	232	E	1,860	11.0%	12.5%	1,365	1,721	YES	YES	n	n
Floresta Dr to US 1	4	173	197	E	1,860	9.3%	10.6%	1,476	2,446	YES	YES	n	YES
I-95													
North of Okeechobee Rd	4	146	165	D	3,580	4.1%	4.6%	2,274	2,129	n	n	n	n
W. Midway Rd to Okeechobee Rd	6	423	479	D	5,530	7.6%	8.7%	2,895	2,762	YES	YES	n	n
St. Lucie West Blvd to W. Midway Rd	6	501	580	D	5,530	9.1%	10.5%	2,283	2,511	YES	YES	n	n
Gatlin Savage Blvd to St. Lucie West Blvd	6	321	292	D	5,530	5.8%	5.3%	2,784	2,484	YES	YES	n	n
SR 714 to Gatlin Savage Blvd	6	240	208	B	3,110	7.7%	6.7%	2,028	2,350	YES	YES	n	n
South of SR 714	6	0	0	B	3,110	0.0%	0.0%	2,265	2,009	n	n	n	n

TABLE TR-10
2013 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2013 Total Volume (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Gatlin Savage Boulevard													
Commerce Center Pkwy to I-95	4	110	148	E	1,860	5.9%	8.0%	1,411	1,557	YES	YES	n	n
I-95 to Rosser Blvd	6	184	216	E	2,790	6.6%	7.7%	1,511	1,101	YES	YES	n	n
Rosser Blvd to Savona Blvd	6	125	149	E	2,790	4.5%	5.3%	1,387	1,026	n	YES	n	n
Savona Blvd to Port St. Lucie Blvd	6	108	129	E	2,790	3.9%	4.6%	1,360	1,222	n	n	n	n
Rosser Boulevard													
South of Gatlin Savage Blvd	2	40	34	D	760	5.3%	4.5%	177	285	YES	n	n	n
Savona Boulevard													
North of Gatlin Savage Blvd	2	3	4	D	760	0.4%	0.5%	412	322	n	n	n	n
US 1													
N. of W. Midway Rd	4	14	16	E	2,790	0.5%	0.6%	2,124	2,303	n	n	n	n
S. of W. Midway Rd	6	8	7	E	2,790	0.3%	0.3%	2,570	2,838	n	n	n	n
N. of Prima Vista Blvd	6	20	21	E	2,790	0.7%	0.8%	2,105	2,468	n	n	n	n
Prima Vista Blvd to Walton Rd	6	138	121	D	2,790	4.9%	4.3%	3,133	2,523	n	n	n	n
California Boulevard													
Del Rio Blvd to Heatherwood Blvd	2	33	30	D	760	4.3%	3.9%	290	536	n	n	n	n
Heatherwood Blvd to St. Lucie West Blvd	2	78	70	D	760	10.3%	9.2%	454	649	YES	YES	n	n
St. Lucie West Blvd to W. Peacock Blvd	2	81	92	D	760	10.7%	12.1%	515	816	YES	YES	n	YES
Cashmere Boulevard													
Heatherwood Blvd to St. Lucie West Blvd	2	29	26	D	760	3.8%	3.4%	537	485	n	n	n	n
St. Lucie West Blvd to W. Peacock Blvd	2	0	0	D	760	0.0%	0.0%	418	537	n	n	n	n
West Peacock Boulevard													
St. Lucie West Blvd to University Blvd	4	275	310	D	1,620	17.0%	19.1%	799	1,023	YES	YES	n	n
University Blvd to California Blvd	2	28	31	D	760	3.7%	4.1%	244	193	n	n	n	n
East Torino Parkway													
W. Midway Rd to Peacock Blvd	2	17	16	D	760	2.2%	2.1%	598	441	n	n	n	n
Glades Cut-off Road													
Range Line Road to Reserve Blvd	2	128	116	D	760	16.8%	15.3%	465	371	YES	YES	n	n
Reserve Blvd to Commerce Center Parkway	2	213	231	D	760	28.0%	30.4%	562	468	YES	YES	n	n
Commerce Center Parkway to Delcris Rd	2	271	284	D	760	35.7%	37.4%	427	374	YES	YES	n	n
Delcris Rd to W. Midway Rd	2	207	214	D	760	27.2%	28.2%	367	303	YES	YES	n	n
W. Midway Rd to Selvitz Rd	2	108	119	D	760	14.2%	15.7%	362	315	YES	YES	n	n
Range Line Road													
Glades Cutoff Rd to Martin County Line	2	49	44	D	950	5.2%	4.6%	387	267	YES	n	n	n
Selvitz Road													
Glades Cut-off Rd to Edwards Rd	2	103	113	D	860	12.0%	13.1%	642	584	YES	YES	n	n
W. Midway Rd to Glades Cut-off Rd	2	0	0	D	860	0.0%	0.0%	311	453	n	n	n	n
Bayshore Blvd to W. Midway Rd	2	16	14	D	860	1.9%	1.6%	382	564	n	n	n	n
Edwards Road													
W. of Selvitz Rd	2	15	15	E	890	1.7%	1.7%	459	495	n	n	n	n
Selvitz Rd to 25th St	2	75	84	E	890	8.4%	9.4%	672	733	YES	YES	n	n
East of 25th St	4	29	33	E	1,860	1.6%	1.8%	1,379	1,280	n	n	n	n

TABLE TR-10
2013 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2013 Total Volume (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Midway Road													
LTC Ranch to I-95	2	33	29	E	1,300	2.5%	2.2%	616	662	n	n	n	n
I-95 to Glades Cut-off Rd	4	176	192	E	1,860	9.5%	10.3%	1,101	1,239	YES	YES	n	n
Glades Cut-off Rd to Torino Pkwy	4	145	160	E	1,860	7.8%	8.6%	1,069	1,013	YES	YES	n	n
Torino Pkwy to Selvitz Rd	2	121	134	E	890	13.6%	15.1%	1,106	983	YES	YES	YES	YES
Selvitz Rd to 25th St	2	99	109	E	890	11.1%	12.2%	935	777	YES	YES	YES	n
25th St to Oleander Blvd	2	77	86	E	890	8.7%	9.7%	944	1,025	YES	YES	YES	YES
Oleander Blvd to U.S. 1	2	44	49	E	890	4.9%	5.5%	840	912	n	YES	n	YES
25th Street/St. James Drive													
North of Okeechobee Rd	4	33	37	E	1,860	1.8%	2.0%	1,001	1,220	n	n	n	n
Virginia Ave to Okeechobee Rd	4	20	21	E	1,860	1.1%	1.1%	1,141	1,385	n	n	n	n
Edwards Rd to Virginia Ave	4	28	31	E	1,860	1.5%	1.7%	1,146	1,508	n	n	n	n
Bell Ave to Edwards Rd	4	0	0	E	1,860	0.0%	0.0%	1,144	781	n	n	n	n
W. Midway Rd to Bell Ave	4	9	10	E	1,860	0.5%	0.5%	861	1,111	n	n	n	n
S. of W. Midway Rd	4	0	0	E	1,860	0.0%	0.0%	508	795	n	n	n	n
Oleander Boulevard													
N. of W. Midway Rd	2	15	15	D	760	2.0%	2.0%	473	647	n	n	n	n
S. of W. Midway Rd	2	2	2	D	760	0.3%	0.3%	184	302	n	n	n	n
Commerce Center Parkway													
Gatlin Savage Blvd to N. Westchester	4	299	243	E	1,860	16.1%	13.1%	999	1,002	YES	YES	n	n
N. Westchester to PGA Village (Residential)	4	644	524	E	1,860	34.6%	28.2%	853	751	YES	YES	n	n
PGA Village (Res) to PGA Village (Non-Res)	4	655	784	E	1,860	35.2%	42.2%	960	1,114	YES	YES	n	n
PGA Village (Non-Res) to St. Lucie West Blvd	4	882	1,050	E	1,860	47.4%	56.5%	1,057	1,239	YES	YES	n	n
St. Lucie West Blvd to End of Four-Lane Section	4	629	596	D	1,860	33.8%	32.0%	900	890	YES	YES	n	n
End of Four-Lane Section to Industrial Area	2	526	539	D	760	69.2%	70.9%	797	833	YES	YES	YES	YES
Industrial Area to Glades Cut-off Road	2	345	376	E	890	38.8%	42.2%	612	665	YES	YES	n	n

TABLE TR-11
2018 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2018 Total Volume (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Bayshore Boulevard													
West Virginia Ave to Prima Vista Blvd	4	83	72	E	1,860	4.5%	3.9%	1,281	1,428	n	n	n	n
Prima Vista Blvd to Selvitz Rd	2	64	73	E	890	7.2%	8.2%	751	645	YES	YES	n	n
Selvitz Rd to St. James Dr	2	2	2	E	890	0.2%	0.2%	204	229	n	n	n	n
Okeechobee Road													
King's Hwy to I-95	4	60	50	D	2,570	2.3%	1.9%	1,404	1,577	n	n	n	n
I-95 to Jenkins Rd	6	209	256	E	2,710	7.7%	9.4%	1,817	2,369	YES	YES	n	n
Jenkins Rd to Virginia Ave	6	188	228	E	2,710	6.9%	8.4%	1,831	2,302	YES	YES	n	n
Virginia Ave to 25th St	4	93	113	E	1,800	5.2%	6.3%	1,095	1,526	YES	YES	n	n
East of 25th St	4	67	82	E	1,860	3.6%	4.4%	866	1,203	n	n	n	n
Jenkins Road													
N of Okeechobee Rd	2	17	21	D	760	2.2%	2.8%	674	628	n	n	n	n
S of Okeechobee Rd	2	24	21	D	760	3.2%	2.8%	462	538	n	n	n	n
Virginia Avenue													
Okeechobee Rd to 25th St	6	41	50	D	2,790	1.5%	1.8%	1,589	1,727	n	n	n	n
Airoso Boulevard													
West Virginia Ave to Prima Vista Blvd	4	11	10	E	1,720	0.6%	0.6%	857	1,192	n	n	n	n
Prima Vista Blvd to Floresta Dr	4	2	2	E	1,720	0.1%	0.1%	535	802	n	n	n	n
Floresta Dr													
South of Prima Vista Blvd	2	16	13	E	810	2.0%	1.6%	489	719	n	n	n	n
St. Lucie West Blvd/Prima Vista Blvd													
Commerce Center Pkwy to I-95	2	1,911	2,309	E	890	214.7%	259.4%	2,369	2,816	YES	YES	YES	YES
I-95 to W. Peacock Blvd	4	1,106	1,330	E	1,800	61.4%	73.9%	2,343	2,924	YES	YES	YES	YES
W. Peacock Blvd to California Blvd	4	685	816	E	1,800	38.1%	45.3%	2,101	1,910	YES	YES	YES	YES
California Blvd to Country Club Dr	4	498	596	E	1,800	27.7%	33.1%	1,936	1,754	YES	YES	YES	n
Country Club Dr to Bethany Dr	4	460	552	E	1,800	25.6%	30.7%	2,115	1,980	YES	YES	YES	YES
Bethany Dr to Cashmere Blvd	4	423	507	E	1,800	23.5%	28.2%	2,320	1,943	YES	YES	YES	YES
Cashmere Blvd to Bayshore Blvd	6	384	459	E	2,710	14.2%	16.9%	2,708	2,220	YES	YES	n	n
Bayshore Blvd to Airoso Blvd	4	225	271	E	1,860	12.1%	14.6%	1,337	1,582	YES	YES	n	n
Airoso Blvd to Floresta Dr	4	192	233	E	1,860	10.3%	12.5%	1,411	1,798	YES	YES	n	n
Floresta Dr to US 1	4	165	202	E	1,860	8.9%	10.9%	1,535	2,566	YES	YES	n	YES
I-95													
North of Okeechobee Rd	4	128	157	D	3,580	3.6%	4.4%	2,397	2,251	n	n	n	n
W. Midway Rd to Okeechobee Rd	6	380	464	D	5,530	6.9%	8.4%	3,038	2,917	YES	YES	n	n
St. Lucie West Blvd to W. Midway Rd	6	486	609	D	5,530	8.8%	11.0%	2,364	2,644	YES	YES	n	n
Gatlin Savage Blvd to St. Lucie West Blvd	6	370	318	D	5,530	6.7%	5.8%	2,987	2,649	YES	YES	n	n
SR 714 to Gatlin Savage Blvd	6	281	225	B	3,110	9.0%	7.2%	2,161	2,476	YES	YES	n	n
South of SR 714	6	139	111	B	3,110	4.5%	3.6%	2,330	2,053	n	n	n	n
Gatlin Savage Boulevard													
Commerce Center Pkwy to I-95	4	114	169	E	1,860	6.1%	9.1%	1,578	1,755	YES	YES	n	n
I-95 to Rosser Blvd	6	200	249	E	2,790	7.2%	8.9%	1,614	1,192	YES	YES	n	n
Rosser Blvd to Savona Blvd	6	142	179	E	2,790	5.1%	6.4%	1,465	1,099	YES	YES	n	n
Savona Blvd to Port St. Lucie Blvd	6	54	53	E	2,790	1.9%	1.9%	1,480	1,297	n	n	n	n
Rosser Boulevard													

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PGA Village DRI

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		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
South of Gatlin Savage Blvd	2	45	37	D	760	5.9%	4.9%	206	333	YES	n	n	n
Savona Boulevard													
North of Gatlin Savage Blvd	2	4	5	D	760	0.5%	0.7%	461	360	n	n	n	n
US 1													
N. of W. Midway Rd	4	15	19	E	2,790	0.5%	0.7%	2,163	2,347	n	n	n	n
S. of W. Midway Rd	6	9	8	E	2,790	0.3%	0.3%	2,592	2,863	n	n	n	n
N. of Prima Vista Blvd	6	19	22	E	2,790	0.7%	0.8%	2,136	2,507	n	n	n	n
Prima Vista Blvd to Walton Rd	6	141	115	D	2,790	5.1%	4.1%	3,203	2,570	YES	n	YES	n
South of Walton Rd	6	105	86	E	2,790	3.8%	3.1%	2,285	1,891	n	n	n	n
Walton Road													
East of U.S. 1	4	9	12	E	1,860	0.5%	0.6%	546	635	n	n	n	n
California Boulevard													
Del Rio Blvd to Heatherwood Blvd	2	30	26	D	760	3.9%	3.4%	333	623	n	n	n	n
Heatherwood Blvd to St. Lucie West Blvd	2	78	68	D	760	10.3%	8.9%	491	702	YES	YES	n	n
St. Lucie West Blvd to W. Peacock Blvd	2	43	50	D	760	5.7%	6.6%	520	845	YES	YES	n	YES
Cashmere Boulevard													
Heatherwood Blvd to St. Lucie West Blvd	2	33	28	D	760	4.3%	3.7%	615	553	n	n	n	n
St. Lucie West Blvd to W. Peacock Blvd	2	4	4	D	760	0.5%	0.5%	478	615	n	n	n	n
West Peacock Boulevard													
St. Lucie West Blvd to University Blvd	4	313	386	D	1,620	19.3%	23.8%	943	1,242	YES	YES	n	n
University Blvd to California Blvd	2	29	36	D	760	3.8%	4.7%	313	250	n	n	n	n
East Torino Parkway													
W. Midway Rd to Peacock Blvd	2	24	21	D	760	3.2%	2.8%	652	479	n	n	n	n
Glades Cut-off Road													
Range Line Road to Reserve Blvd	2	163	136	D	760	21.4%	17.9%	536	418	YES	YES	n	n
Reserve Blvd to Commerce Center Parkway	2	277	326	D	760	36.4%	42.9%	635	569	YES	YES	n	n
Commerce Center Parkway to Delcris Rd	2	319	360	D	760	42.0%	47.4%	475	460	YES	YES	n	n
Delcris Rd to W. Midway Rd	2	214	235	D	760	28.2%	30.9%	371	335	YES	YES	n	n
W. Midway Rd to Selvitz Rd	2	141	170	D	760	18.6%	22.4%	412	378	YES	YES	n	n
Range Line Road													
Glades Cutoff Rd to Martin County Line	2	59	51	D	950	6.2%	5.4%	438	301	YES	YES	n	n
Selvitz Road													
Glades Cut-off Rd to Edwards Rd	2	137	166	D	860	15.9%	19.3%	692	651	YES	YES	n	n
W. Midway Rd to Glades Cut-off Rd	2	0	0	D	860	0.0%	0.0%	320	467	n	n	n	n
Bayshore Blvd to W. Midway Rd	2	20	17	D	860	2.3%	2.0%	430	631	n	n	n	n
South of Bayshore Blvd	2	21	24	D	760	2.8%	3.2%	701	477	n	n	n	n
Edwards Road													
W. of Selvitz Rd	2	31	26	E	890	3.5%	2.9%	493	526	n	n	n	n
Selvitz Rd to 25th St	2	93	112	E	890	10.4%	12.6%	721	792	YES	YES	n	n
East of 25th St	4	35	44	E	1,860	1.9%	2.4%	1,068	998	n	n	n	n

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2018 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2018 Total Volume (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Midway Road													
LTC Ranch to I-95	2	29	25	E	1,300	2.2%	1.9%	789	849	n	n	n	n
I-95 to Glades Cut-off Rd	4	208	253	E	1,860	11.2%	13.6%	1,300	1,488	YES	YES	n	n
Glades Cut-off Rd to Torino Pkwy	4	152	177	E	1,860	8.2%	9.5%	1,227	1,170	YES	YES	n	n
Torino Pkwy to Selvitz Rd	2	122	143	E	890	13.7%	16.1%	1,223	1,092	YES	YES	YES	YES
Selvitz Rd to 25th St	2	93	111	E	890	10.4%	12.5%	989	827	YES	YES	YES	n
25th St to Oleander Blvd	2	74	88	E	890	8.3%	9.9%	1,092	1,191	YES	YES	YES	YES
Oleander Blvd to U.S. 1	2	41	48	E	890	4.6%	5.4%	878	955	n	YES	n	YES
25th Street/St. James Drive													
North of Okeechobee Rd	4	35	43	E	1,860	1.9%	2.3%	1,010	1,235	n	n	n	n
Virginia Ave to Okeechobee Rd	4	27	34	E	1,860	1.5%	1.8%	1,115	1,359	n	n	n	n
Edwards Rd to Virginia Ave	4	35	43	E	1,860	1.9%	2.3%	1,216	1,603	n	n	n	n
Bell Ave to Edwards Rd	4	0	0	E	1,860	0.0%	0.0%	1,307	893	n	n	n	n
W. Midway Rd to Bell Ave	4	6	7	E	1,860	0.3%	0.4%	928	1,200	n	n	n	n
S. of W. Midway Rd	4	0	0	E	1,860	0.0%	0.0%	547	855	n	n	n	n
Oleander Boulevard													
N. of W. Midway Rd	2	15	19	D	760	2.0%	2.5%	509	702	n	n	n	n
S. of W. Midway Rd	2	4	4	D	760	0.5%	0.5%	195	320	n	n	n	n
Commerce Center Parkway													
Gatlin Savage Blvd to N. Westchester	4	357	268	E	1,860	19.2%	14.4%	1,166	1,144	YES	YES	n	n
N. Westchester to PGA Village (Residential)	4	809	610	E	1,860	43.5%	32.8%	1,022	841	YES	YES	n	n
PGA Village (Res) to PGA Village (Non-Res)	4	738	917	E	1,860	39.7%	49.3%	1,087	1,294	YES	YES	n	n
PGA Village (Non-Res) to St. Lucie West Blvd	4	941	1,208	E	1,860	50.6%	64.9%	1,134	1,416	YES	YES	n	n
St. Lucie West Blvd to End of Four-Lane Section	4	684	679	D	1,860	36.8%	36.5%	1,015	1,038	YES	YES	n	n
End of Four-Lane Section to Industrial Area	2	586	625	D	760	77.1%	82.2%	917	984	YES	YES	YES	YES
Industrial Area to Glades Cut-off Road	2	411	471	E	890	46.2%	52.9%	727	814	YES	YES	n	YES
CR 76A													
South of SR 714	2	9	8	E	890	1.0%	0.9%	647	493	n	n	n	n
SR 714													
West of I-95	2	30	24	D	740	4.1%	3.2%	657	729	n	n	n	n
I-95 to CR 76A	2	82	102	D	984	8.3%	10.4%	552	720	YES	YES	n	n
CR 76A to Florida Turnpike	2	42	53	C	830	5.1%	6.4%	690	838	YES	YES	n	YES

TABLE TR-12
2023 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2023 Total Volumes (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Bayshore Boulevard													
Port St. Lucie Blvd to West Virginia Ave	4	88	74	E	1,860	4.7%	4.0%	1,427	1,310	n	n	n	n
West Virginia Ave to Prima Vista Blvd	4	138	116	E	1,860	7.4%	6.2%	1,371	1,512	YES	YES	n	n
Prima Vista Blvd to Selvitz Rd	2	73	87	E	890	8.2%	9.8%	889	766	YES	YES	n	n
Selvitz Rd to St. James Dr	2	0	0	E	890	0.0%	0.0%	207	233	n	n	n	n
Okeechobee Road													
King's Hwy to I-95	4	61	49	D	2,570	2.4%	1.9%	1,493	1,677	n	n	n	n
I-95 to Jenkins Rd	6	195	245	E	2,710	7.2%	9.0%	1,912	2,502	YES	YES	n	n
Jenkins Rd to Virginia Ave	6	175	220	E	2,710	6.5%	8.1%	1,905	2,405	YES	YES	n	n
Virginia Ave to 25th St	4	85	106	E	1,800	4.7%	5.9%	1,195	1,671	n	YES	n	n
East of 25th St	4	59	75	E	1,860	3.2%	4.0%	902	1,258	n	n	n	n
Jenkins Road													
N of Okeechobee Rd	2	16	20	D	760	2.1%	2.6%	800	745	n	n	n	n
S of Okeechobee Rd	2	23	20	D	760	3.0%	2.6%	480	558	n	n	n	n
Virginia Avenue													
Okeechobee Rd to 25th St	6	39	49	D	2,790	1.4%	1.8%	1,752	1,905	n	n	n	n
Airoso Boulevard													
West Virginia Ave to Prima Vista Blvd	4	12	10	E	1,720	0.7%	0.6%	908	1,262	n	n	n	n
Prima Vista Blvd to Floresta Dr	4	0	0	E	1,720	0.0%	0.0%	533	800	n	n	n	n
Floresta Dr													
South of Prima Vista Blvd	2	17	14	E	810	2.1%	1.7%	514	756	n	n	n	n
West Virginia Avenue													
Bayshore Blvd to Airoso Blvd	2	25	30	E	1,860	1.3%	1.6%	206	302	n	n	n	n
St. Lucie West Blvd/Prima Vista Blvd													
Commerce Center Pkwy to I-95	2	2,074	2,581	E	890	233.0%	290.0%	2,732	3,308	YES	YES	YES	YES
I-95 to W. Peacock Blvd	4	1,304	1,614	E	1,800	72.4%	89.7%	2,612	3,300	YES	YES	YES	YES
W. Peacock Blvd to California Blvd	4	812	993	E	1,800	45.1%	55.2%	2,254	2,108	YES	YES	YES	YES
California Blvd to Country Club Dr	4	606	743	E	1,800	33.7%	41.3%	2,137	1,976	YES	YES	YES	YES
Country Club Dr to Bethany Dr	4	561	688	E	1,800	31.2%	38.2%	2,522	2,379	YES	YES	YES	YES
Bethany Dr to Cashmere Blvd	4	513	629	E	1,800	28.5%	34.9%	2,480	2,119	YES	YES	YES	YES
Cashmere Blvd to Bayshore Blvd	6	456	558	E	2,710	16.8%	20.6%	2,854	2,375	YES	YES	YES	n
Bayshore Blvd to Airoso Blvd	4	242	300	E	1,860	13.0%	16.1%	1,411	1,678	YES	YES	n	n
Airoso Blvd to Floresta Dr	4	207	260	E	1,860	11.1%	14.0%	1,489	1,904	YES	YES	n	YES
Floresta Dr to US 1	4	177	224	E	1,860	9.5%	12.0%	1,617	2,708	YES	YES	n	YES
I-95													
North of Okeechobee Rd	4	132	166	D	3,580	3.7%	4.6%	2,451	2,307	n	n	n	n
W. Midway Rd to Okeechobee Rd	6	370	466	D	5,530	6.7%	8.4%	3,076	2,965	YES	YES	n	n
St. Lucie West Blvd to W. Midway Rd	6	464	599	D	5,530	8.4%	10.8%	2,353	2,646	YES	YES	n	n
Gatlin Savage Blvd to St. Lucie West Blvd	6	368	306	D	5,530	6.7%	5.5%	3,086	2,726	YES	YES	n	n
SR 714 to Gatlin Savage Blvd	6	313	244	B	3,110	10.1%	7.8%	2,289	2,610	YES	YES	n	n
South of SR 714	6	153	119	B	3,110	4.9%	3.8%	2,525	2,222	n	n	n	n

TABLE TR-12
2023 Projected Levels of Service
PGA Village DRI

Roadway Segment	Committed # of Lanes	Reserve/PGA Village (PM Pk-Hr)		Adopted Level of Service	Adopted Service Volume	Project Trips as a % of Service Volume		2023 Total Volumes (PM Pk-Hr)		Significant?		Projected Volume Exceeds Generalized Service Volume?	
		NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Midway Road													
LTC Ranch to I-95	2	31	26	E	1,300	2.4%	2.0%	827	889	n	n	n	n
I-95 to Glades Cut-off Rd	4	161	195	E	1,860	8.7%	10.5%	1,365	1,559	YES	YES	n	n
Glades Cut-off Rd to Torino Pkwy	4	126	151	E	1,860	6.8%	8.1%	1,292	1,227	YES	YES	n	n
Torino Pkwy to Selvitz Rd	2	110	134	E	890	12.4%	15.1%	1,257	1,123	YES	YES	YES	YES
Selvitz Rd to 25th St	2	86	106	E	890	9.7%	11.9%	1,000	836	YES	YES	YES	n
25th St to Oleander Blvd	2	67	82	E	890	7.5%	9.2%	1,175	1,281	YES	YES	YES	YES
Oleander Blvd to U.S. 1	2	39	48	E	890	4.4%	5.4%	920	1,001	n	YES	YES	YES
25th Street/St. James Drive													
North of Okeechobee Rd	4	29	36	E	1,860	1.6%	1.9%	1,028	1,256	n	n	n	n
Virginia Ave to Okeechobee Rd	4	20	24	E	1,860	1.1%	1.3%	1,117	1,359	n	n	n	n
Edwards Rd to Virginia Ave	4	28	34	E	1,860	1.5%	1.8%	1,230	1,622	n	n	n	n
Bell Ave to Edwards Rd	4	0	0	E	1,860	0.0%	0.0%	1,407	962	n	n	n	n
W. Midway Rd to Bell Ave	4	8	10	E	1,860	0.4%	0.5%	964	1,247	n	n	n	n
S. of W. Midway Rd	4	0	0	E	1,860	0.0%	0.0%	578	905	n	n	n	n
Oleander Boulevard													
N. of W. Midway Rd	2	10	12	D	760	1.3%	1.6%	499	687	n	n	n	n
S. of W. Midway Rd	2	2	2	D	760	0.3%	0.3%	204	333	n	n	n	n
Commerce Center Parkway													
Gatlin Savage Blvd to N. Westchester	4	376	275	E	1,860	20.2%	14.8%	1,189	1,156	YES	YES	n	n
N. Westchester to PGA Village (Residential)	4	872	639	E	1,860	46.9%	34.4%	1,130	919	YES	YES	n	n
PGA Village (Res) to PGA Village (Non-Res)	4	760	990	E	1,860	40.9%	53.2%	1,180	1,444	YES	YES	n	n
PGA Village (Non-Res) to St. Lucie West Blvd	4	994	1,286	E	1,860	53.4%	69.1%	1,281	1,596	YES	YES	n	n
St. Lucie West Blvd to End of Four-Lane Section	4	703	708	D	1,860	37.8%	38.1%	1,176	1,220	YES	YES	n	n
End of Four-Lane Section to Industrial Area	2	603	653	D	760	79.3%	85.9%	1,076	1,165	YES	YES	YES	YES
Industrial Area to Glades Cut-off Road	2	421	491	E	890	47.3%	55.2%	881	989	YES	YES	YES	YES
CR 76A													
South of SR 714	2	10	8	E	890	1.1%	0.9%	760	578	n	n	n	n
SR 714													
West of I-95	2	32	26	D	740	4.3%	3.5%	659	731	n	n	n	n
I-95 to CR 76A	2	93	120	D	984	9.5%	12.2%	594	779	YES	YES	n	n
CR 76A to Florida Turnpike	2	51	67	C	830	6.1%	8.1%	1,080	1,315	YES	YES	YES	YES
East of Florida Turnpike	2	24	30	D	1,180	2.0%	2.5%	1,785	2,056	n	n	n	n

TABLE TR-13
Recommended Roadway Improvements
PGA Village DRI

Roadway Segment	Number of Lanes	PM Peak Hr. Trips	Date
St. Lucie West Boulevard			
Commerce Center Parkway to I-95	6LD	32	December 31, 2005
I-95 to NW Peacock Blvd.	6LD	101	December 31, 2005
NW Peacock Blvd. to California Blvd.	6LD	163	June 30, 2007
Country Club Dr. to Bethany	6LD	234	June 30, 2007
Bethany to Cashmere Blvd.	6LD	247	December 31, 2004
Floresta Drive to US-1	6LD	641	
West Midway Road			
Torino to Selvitz	4LD	566	December 31, 2007
25th St. to Oleander	4LD	754	June 30, 2005
Commerce Center Parkway			
Reserve Blvd. to Gatlin Blvd.	4LD	Before Certficates of occupancy	
St. Lucie West Boulevard			
California Blvd. to Country Club Dr.	6LD	633	December 31, 2010
California Boulevard			
St. Lucie West Blvd. to NW Peacock	4LD	1,469	December 31, 2012
West Midway Road			
Selvitz to 25th Street	4LD	1,602	December 31, 2011
Oleander to US-1	4LD	3,328	December 31, 2011
Commerce Center Parkway			
Reserve Blvd. to Industrial Section	4LD	268	June 30, 2012
St. Lucie West Boulevard			
Commerce Center Pkwy to I-95	8LD	260	December 31, 2016
I-95 to NW Peacock Blvd.	8LD	451	December 31, 2014
US-1			
Prima Vista Blvd. to Walton Rd.	8LD	4,402	June 30, 2017
SR 714			
CR 76A to Turnpike	4LD	3,430	December 31, 2018
St. Lucie West Boulevard			
Cashmere Blvd. to Bayshore Blvd.	8LD	1,499	December 31, 2018
Airoso to Floresta	6LD	1,811	December 31, 2021
California Boulevard			
St. Lucie West Blvd. to Heatherwood Blvd.	4LD	2,663	December 31, 2022
Glades Cut-Off Road			
Reserve Blvd. to Commerce Center Pkwy.	4LD	442	December 31, 2022
Commerce Center Parkway			
Industrial Area to Glades Cut-Off Rd.	4LD	469	December 31, 2020