

TRADITION

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 21, 2003

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

Subject: Tradition Development of Regional Impact

Dear Mayor Minsky:

I am hereby transmitting the report and recommendations adopted by Treasure Coast Regional Planning Council on July 18, 2003 for Tradition 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
Jim Zboril, Applicant

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**A DEVELOPMENT OF REGIONAL IMPACT
ASSESSMENT REPORT**

FOR

TRADITION

CITY OF PORT ST. LUCIE, FLORIDA

JULY 2003

PREPARED BY:

**TREASURE COAST REGIONAL PLANNING COUNCIL
301 EAST OCEAN BOULEVARD
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**TRADITION
DEVELOPMENT OF REGIONAL IMPACT
REPORT AND RECOMMENDATIONS**

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INTRODUCTION

This assessment of the Tradition 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 the City of Port St. Lucie with a summary of the positive and negative impacts that are likely to result from approval of the proposed Tradition 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 Tradition Application for Development Approval (ADA) was submitted on May 15, 2002 and was supplemented with additional information on October 8, 2002 and April 3, 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

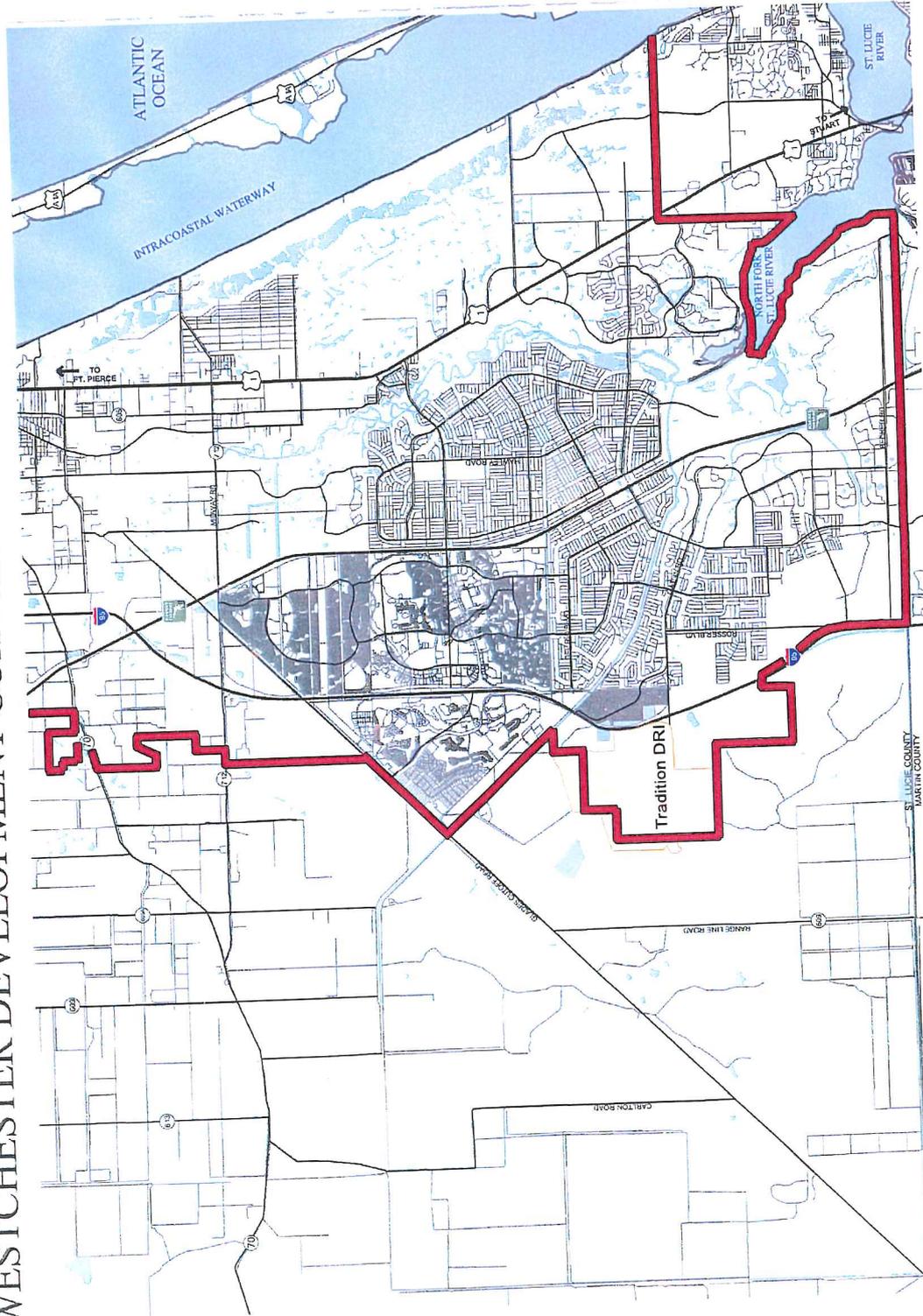
Project Name: Tradition
Applicant: Core Communities
Jurisdiction: City of Port St. Lucie
Size: 2,522 Acres
Location: West of I-95, east of Range Line Road, and north and south of the Gatlin Boulevard extension
Population: 15,425
Employment: 6,090
Uses: 7,245 Residential Dwelling Units
 1,295,567 SF Office
 675,512 SF Retail Commercial
 300 Hotel Rooms
 200 Hospital Beds

The proposed project is to be completed in four phases with buildout occurring by the year 2022.

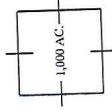
Project Phasing Plan

Phase	Date	Development Program
1	2002 to 2007	1,909 Residential Dwelling Units 295,849 SF Retail Commercial 187,400 SF Office
2	2008 to 2012	2,683 Residential Dwelling Units 122,839 SF Commercial 286,625 SF Office 200 Hotel Rooms 100 Hospital Beds
3	2013 to 2017	1,477 Residential Dwelling Units 101,968 SF Retail Commercial 340,204 SF Office 100 Hotel Rooms 50 Hospital Beds
4	2018 to 2022	1,176 Residential Dwelling Units 154,856 SF Retail Commercial 481,338 SF Office 50 Hospital Beds

WESTCHESTER DEVELOPMENT COMPANY



- LEGEND**
-  Tradition DRI
 -  Urban Service Boundary
 -  County Boundary
 -  Major Highway
 -  Major Road
 -  Minor Road
 -  Water Body



1,000 Feet

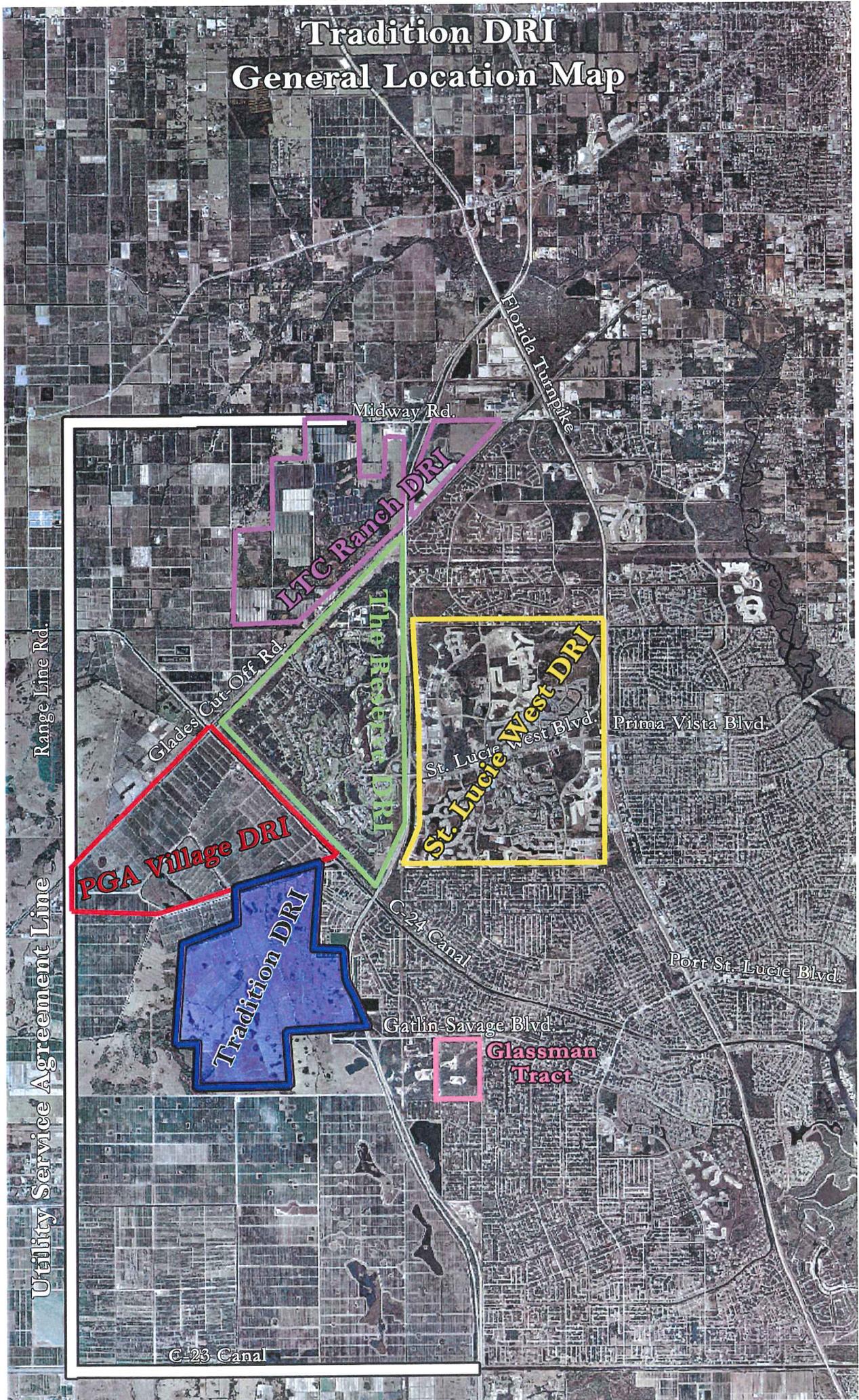


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 Raleigh, NC 27601 (407) 422-4940
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 PROJECT # 2001-0001 CCM ASSOCIATES, INC.
 REVISED: JANUARY 13, 2002

GENERAL LOCATION MAP MAP A (Revised)

Consultants:
 CCM Associates, Planning & Landscape Architect • Fishkind & Associates, Inc., Economics • GCY, Inc., Surveyor •
 Pinder Troutman Consulting, Inc., Traffic • Ruden McClosky, Legal • Vanasse Hangen Brustlin, Inc., Civil Engineers and Environmental

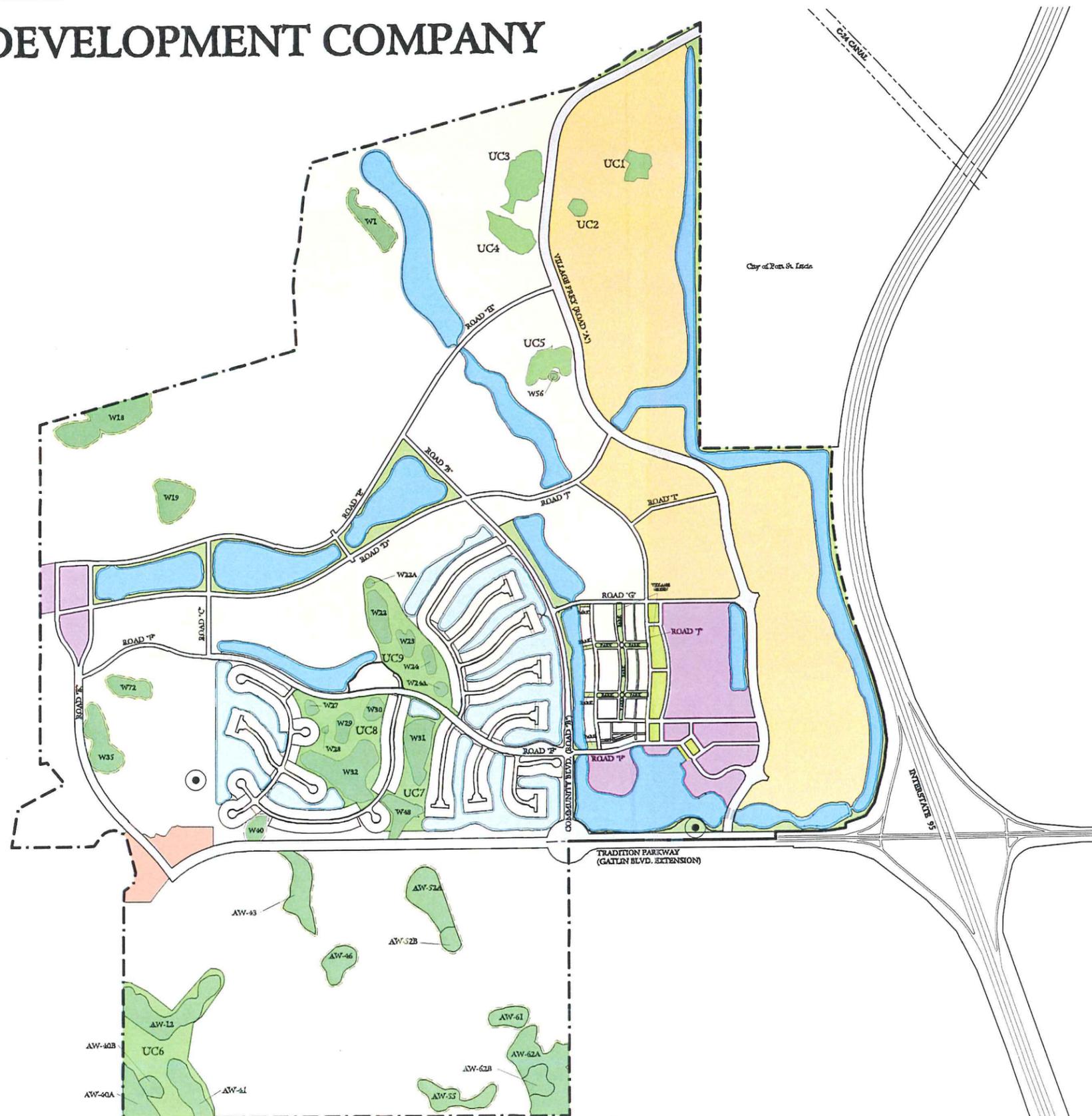
Tradition DRI General Location Map



TRADITION DEVELOPMENT COMPANY

Wetland ID	Acres
W1	3.93
W18	9.77
W19	4.93
W22	3.76
W22A	0.25
W24	1.21
W24A	0.69
W27	0.71
W28	0.16
W29	1.76
W30	1.46
W31	5.75
W32	10.27
W35	5.66
W40	1.71
W48	3.34
W56	0.16
W72	2.78
AW-12	11.31
AW-40A	7.17
AW-40B	1.57
AW-41	5.26
AW-43	6.73
AW-46	3.70
AW-52A	7.08
AW-52B	1.61
AW-55	5.00
AW-61	2.85
AW-62A	12.26
AW-62B	2.83
TOTAL	125.67

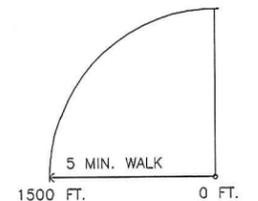
Upland Conservation Areas	Acres
UC1	2.2
UC2	1.1
UC3	6.8
UC4	4.9
UC5	4.9
UC6	19.1
UC7	6.5
UC8	15.7
UC9	14.6
Total	75.8



LEGEND

- Residential including School & Support Facilities, Civic*, Institutional, Park / Recreational, Places of Worship, Conservation / Mitigation
- Mixed Use including Commercial, Office, Civic*, Hotel, Institutional, Utility, Hospital, Park / Recreational, Residential, Places of Worship, Conservation / Mitigation
- Village Center including Commercial, Office, Institutional, Civic*, Park / Recreational, Hotel / Inn, Residential, Places of Worship, Conservation / Mitigation
- Town Center including Commercial, Office, Civic*, Hotel / Inn, Institutional, Park / Recreational, Residential, Places of Worship, Conservation / Mitigation
- Right - Of - Way
- Town Center Park
- Primary Stormwater Ponds
- Secondary Stormwater Ponds
- Open Space / Upland Buffer / Park
- Upland Conservation UC#
- Wetland Conservation / Mitigation
- Existing Well Location

* CIVIC USES INCLUDE SCHOOL & SUPPORT FACILITIES AS WELL AS CULTURAL FACILITIES.



DEVELOPMENT PLAN

Consultants
 Canin Associates, Planning & Landscape Architect • Fishkind & Associates, Inc., Economics • GCY, Inc., Surveyor •
 Pinder Troutman Consulting, Inc., Traffic • Ruden McClosky, Legal • Vanasse Hangen Brustlin, Inc., Civil & Environmental Engineers

DISCLAIMER
 MAP H IS PART OF THE DRI REVIEW AND APPROVAL PROCESS AND IS CONCEPTUAL ONLY. THE LOCATIONS OF THE VARIOUS LAND USES, STREET NETWORKS, AND LAKES DEPICTED ON MAP H ARE THEREFORE APPROXIMATE AND SUBJECT TO CHANGE. THE DEVELOPER INTENDS TO DEVELOP DETAILED DESIGN PLANS THAT MAY REFINE AND MODIFY MAP H PRIOR TO SALES AND CONSTRUCTION WITHOUT NOTICE.

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 REVISED: Jun. 05, 2003

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**IDENTIFICATION OF
IMPACTS AND
RECOMMENDATIONS**

TRADITION DRI

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 been identified and reviewed in the analysis section. However, the DO recommendations are limited to regional concerns.

Overview of Tradition

*"Until one is committed there is hesitancy, the chance to draw back,
always ineffectiveness and underachievement"*

Johann Wolfgang von Goethe

Project Overview

The Tradition DRI is positioned to arguably be the most important new increment of growth for the City of Port St. Lucie since it was platted in the 1960's. Its size, location, ownership and magnitude, establish a critical mass and focal point for the large developed and undeveloped southwestern quadrant of the City that is necessary to balance land uses and provide commercial and community services to an area sorely lacking. The development represents a second chance for a City with limited opportunities to establish authentic centers of business, social and civic activity organized around a special mixed-use, pedestrian district or "downtown."

Achieving the full potential offered by this land and taking full advantage of this opportunity will largely depend on the City and landowner making a much stronger commitment to good urban design and town planning that will allow a place of historic importance to evolve over time. This kind of commitment will yield the highest benefits for the City.

The current development program for the 2500-acre Tradition DRI includes: 7,245 residential units, 1,295,567 square feet of office, 675,512 square feet of retail, 300 hotel rooms, 200 hospital beds and various sites for public and civic use. In other words, if mixed together properly, all the ingredients for a moderate size, authentic town. Proper mixing to create such a place can only occur if its streets and blocks are laid out initially to accommodate a proper organization and arrangement of buildings and public spaces.

The submitted plan of development commits a large portion of the property to conventional subdivision and production builders. It also leaves similarly large and strategically located portions of the property uncommitted and unplanned in any detail. At the same time, the developer is already constructing a smaller portion consistent with some of the fundamental building principles for neighborhoods found in the SRPP. Of crucial importance in master planning the uncommitted portions of the Tradition DRI, is tying it together with lands along I-95 to the south of Gatlin Boulevard, better connecting it to the east, and planning it as a whole, so this large quantity of development can be organized into a more powerful and beneficial pattern of development. Unfortunately this land is outside the boundaries of the DRI.

The result of the factors outlined above is a plan of development that is not wholly consistent with the SRPP because it does not completely support and commit to the organization of larger more efficient and sustainable patterns of development advocated in the SRPP. Nevertheless, portions of the Tradition plan further key SRPP concepts (i.e., the creation of neighborhoods and neighborhood centers) and there remains a good opportunity to do more. In response, Tradition has been and continues to work on master plan alternatives to improve the plan and make additional progress towards implementing regional planning concepts found in the SRPP.

The City of Port St. Lucie is in the best position to comment on and require urban forms and patterns of development that will achieve the special public and private places missing from the City's fabric. The City is also in the best position to incentivize more sustainable and valuable types of development over sprawl. For example, relieving a developer from the financial and mental burden of making off-site roadway improvements in exchange for planning and building authentic urban forms of development would go a long way in a developer not choosing to do sprawl. The thinking behind this concept is that over time, a project of this size, if planned properly, could contain most if not all its transportation impacts on site.

Whatever the City decides, it is clear that given the proper regulatory and market environment the Tradition DRI and adjacent lands could easily be converted to be consistent with all elements of the SRPP (traditional neighborhood forms) and still deliver the positive fiscal and social impacts the City and developer hope to achieve, without all the negatives of sprawl. Still, it remains the City's choice of what strategy for growth to commit to and what form of development to approve.

If the City chooses to commit to a plan for this area consistent with the urban design and town planning principles contained in the SRPP, Council's DRI assessment report provides a strategy for this to occur (see ADVISORY REGIONAL and TOWN PLANNING RECOMMENDATIONS). If the City chooses to allow a more sprawling suburban pattern, 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.

SUMMARY OF REGIONAL ISSUES

ENVIRONMENT AND NATURAL RESOURCES

The majority of the 2522-acre project site was previously cleared for agricultural activities. The application indicates that only about 152.36 acres occur as upland natural communities in relatively good condition. Council policy recommends that at least 25 percent of the upland natural communities on the project site be protected. Twenty-five percent of the upland native communities on site equal 38.09 acres.

Based on the evaluation of protected species, there is a need concentrate preserved upland habitat on the project site into several conservation areas. The applicant has agreed to preserve and create a total of 75.8 acres of upland habitat in nine separate conservation areas shown on the Master Development Plan (see GENERAL PROJECT DESCRIPTION). Conservation areas UC1 – UC5 include stands of live oak and cabbage palms. These areas provide 19.9 acres of habitat for the Sherman's fox squirrel, a Species of Special Concern (see LISTED SPECIES).

Conservation area UC6 includes 19.14 acres of pine flatwoods. This habitat in the southwestern corner of the project site is part of an extensive system of native uplands and wetlands that are part of an existing 248.3-acre conservation area that adjoins the property. Sandhill Crane nesting activity has been detected in these wetlands. Natural communities, including pine flatwoods surround these wetlands. This conservation area should be managed to serve as cover and foraging habitat for Sandhill Cranes, and buffers for the wetlands. Conservation areas UC7 – UC9 includes the creation of 36.8 acres of relatively open grassland with interspersed stands of live oak and slash pine, which will also be of value to Sandhill Cranes. This report recommends that the developer prepare a conservation area management plan to protect the upland and wetland communities preserved on the site (see UPLAND PRESERVATION).

State and federally listed species that have been observed on the project site are identified on the project site include the American alligator, Crested Caracara, several species of wading birds, Florida Sandhill Crane, Wood Stork, Sherman's fox squirrel, cinnamon fern, and royal fern. Except for the caracara, the proposed development plan provides adequate habitat for these species after the project site is developed. The caracara is a large raptor that historically occurred in open prairies in central Florida. Caracaras were seen on the project site, but nests were not found. This report recommends that additional nest surveys should be conducted on parts of the project where surveys have not already been conducted. This will ensure that nests are avoided by development activities (see LISTED SPECIES).

The application has identified 168.66 acres of wetlands on the project site. These wetlands are primarily isolated fresh water marsh systems. The applicant is proposing to preserve approximately 125.67 acres of the entire wetland acreage on the project site. Upland buffers are proposed around the retained wetlands. Many of the wetlands are proposed for enhancement by removing existing drainage ditches, and using treated stormwater to improve the hydroperiod.

The applicant is proposing to eliminate 42.99 acres of wetlands on the project site. An effort has been made to avoid impacts to the larger wetlands on the project site. Wetlands to be removed are primarily small, isolated, heavily impacted wetlands that are scattered throughout the project site. A report from the South Florida Water Management District indicates that mitigation for all wetland impacts within this area has already been provided off-site pursuant to previously issued permits. Therefore, the District is not requiring additional mitigation within the proposed DRI boundaries. The U.S. Army Corps of Engineers required a mitigation program that included expanded upland buffers and enhancement of a number of the wetlands on the project site (see WETLANDS)

The application indicates that Brazilian pepper is the main nuisance exotic species on this project site. Brazilian pepper is the dominant species in about 8.67 wetlands classified as exotic wetland hardwoods. Brazilian pepper also occurs at other scattered locations throughout the project site. This report recommends that the entire site, including preserve areas, should be maintained free of nuisance exotic species (see EXOTIC SPECIES).

The project site is located in the C-24 Canal basin of the South Florida Water Management District (SFWMD). The majority of the existing site drains from the southwest to the northeast by way of numerous agricultural drainage ditches. Storm water then flows to the Peacock Canal at the northeast corner of the project site. The Peacock canal discharges to the C-24 Canal, which flows into the North Fork of the St. Lucie River.

The application indicates that the proposed drainage system will be comprised of a storm sewer system that conveys stormwater runoff to an interconnected system of wet detention ponds. The post-development runoff volume from the site will be less than the pre-development runoff volume from the site. The applicant has committed to comply with the District's requirements and incorporate best management practices in the ponds and conveyance systems.

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 establish a permanent water quality monitoring system to demonstrate that the C-24 Canal will not be negatively impacted by water from the project site (see DRAINAGE).

Potable water requirements for the Tradition DRI are 2.44 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 Tradition DRI development until the developer has provided written confirmation from the providing utility that adequate capacity of treated potable water is available and no certificates of occupancy until the service/distribution infrastructure is operational to serve the proposed development.

The total nonpotable water or irrigation water demand at build-out of the project is estimated at 2.10 MGD. The applicant has proposed to obtain this water from the on-site lake system and has 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 Tradition DRI is projected to be about 1.8 MGD at build-out. 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 be issued for the Tradition DRI development until the developer has provided written confirmation from the providing utility that there is adequate wastewater treatment capacity and no certificates of occupancy until the service/collection infrastructure is operational to serve the proposed development (see WASTEWATER MANAGEMENT).

At this time, the air shed containing the proposed Tradition 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 2012. 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 Tradition DRI will be developed in four phases with buildout in the year 2022. At buildout Tradition DRI will generate approximately 9,362 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 5,860 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 Tradition DRI. There are several roadway segments that 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.

Some segments along Port St. Lucie Boulevard, significantly impacted by project traffic, will fall below 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 to an eight-lane-divided highway. 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, Tradition DRI at buildout is expected to create a demand for affordable housing for 2,921 workers employed within the project. This demand, according to the ADA, will be met by owner occupied for-sale single-family homes and townhouses within the project as well as for sale single-family homes in the area (see HOUSING). However, the housing analysis also indicates that there is no available vacant rental units in the area. 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 work with the City to maintain the affordable housing units on site and plan for development of additional rental housing in the later phases to meet the needs of the very low income workers of the Tradition DRI (see ADVISORY REGIONAL TOWN PLANNING – HOUSING).

The Tradition DRI is projected to have a resident population of over 18,000 people at buildout. This exceeds the population size of many existing cities within the region. The Tradition 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 Tradition 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 Tradition site. The Department of State, Division of Historical Resources concurred with these findings (see HISTORICAL AND ARCHEOLOGICAL SITES).

At buildout Tradition will require an average daily demand of 407,349 Kilowatt Hours with a peak demand of 34,000 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 Tradition residents on site (see HURRICANE PREPAREDNESS).

CONCLUSION

At the same time, the Tradition DRI presents the City with a good opportunity to: 1) balance land uses in the area; 2) provide for much needed jobs and services in the area; and 3) create a new special district for the Southwestern sector of the City which, if designed properly, could serve as a cultural, social, and business downtown for the area.

As proposed, the Tradition 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 Tradition 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 2027 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 Tradition 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 May 15, 2002, and
 - b. Supplemental information submitted October 8, 2002 and April 3, 2003.
2. The project shall be developed in four phases with a build-out date of 2022, with development of each phase as follows:

Phase I 2002 to 2007,
Phase II 2008 to 2012,
Phase III 2013 to 2017, and
Phase IV 2018 to 2022.
 3. This DO shall expire on December 31, 2022.
 4. 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 of Port St. Lucie Planning and Zoning Director shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the DO.
 5. The annual report shall be submitted each year on the anniversary date of the adoption of the DO.
 6. 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.
 7. The definitions found in Chapter 380, FS shall apply to this DO.
 8. 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.

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

ENVIRONMENTAL AND NATURAL RESOURCES

Upland Preservation

10. The developer shall protect and maintain the native upland communities in the nine upland Conservation Areas shown in the Tradition Development Plan Map H. Conservation Areas UC-1, UC-2, UC-3, UC-4, and UC-5 shall protect 19.9 acres of live oak and cabbage palm communities. Conservation Area UC-6 shall protect 19.14 acres of pine flatwoods. Conservation Areas UC-7, UC-8, and UC-9 shall protect 36.8 acres of relatively open grassland with interspersed stands of live oak and slash pine. The continued viability and maintenance of the conservation areas shall be assured through conservation easements granted to SFWMD, a Community Development District or other entity acceptable to the City of Port St. Lucie.
11. The developer shall install temporary fencing around the conservation areas prior to commencing site clearing adjacent to the conservation areas. The fencing shall clearly identify and designate the boundaries of the conservation area and minimize the potential disturbance of the conservation area during land clearing and construction. The temporary fencing shall be established at least 15 feet outside of the boundary of the conservation area and shall remain in place until the completion of the finish grading on the area adjacent to the fencing.
12. The developer shall prepare a Conservation Area Management Plan for the conservation areas, upland buffers, and retained wetlands identified on the Tradition Development Plan Map H. The plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; 3) include methods to remove nuisance and exotic vegetation and any other species that are determined to threaten the natural communities; and 4) include plans to permanently mark the conservation areas and allow only limited access for passive recreation, 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 on areas outside the areas of the existing Predevelopment Agreement.

Listed Species

13. In order to protect the Crested Caracara, the developer shall conduct additional surveys for caracaras and their nests on those lands shown on Exhibit LS-2. These surveys should be coordinated with the USFWS. The applicant should comply with all USFWS recommendations regarding this federally threatened species.

14. The developer shall maintain Wood Stork foraging habitat on site by ensuring no additional net loss of wetland function and value. Plans for any additional wetland mitigation on lands shown in Exhibit LS-2 shall include the creation of suitable foraging habitat for the Wood Stork. The developer shall comply with all USFWS recommendations regarding the creation of foraging habitat for this federally endangered species. Details of the wetland creation design, procedures, and management schedule shall be provided in the Conservation Area Management Plan.
15. In order to protect the Florida Sandhill Crane, the developer shall maintain suitable foraging habitat in the form of relatively open grassland with interspersed stands of live oak and slash pine in Conservation Areas UC-6, UC-7, UC-8 and UC-9 identified on the Tradition Development Plan Map H. Details of the maintenance procedures and management schedule shall be provided in the Conservation Area Management Plan.
16. In order to protect the Sherman's fox squirrel, the developer shall protect the existing oak and cabbage palm communities in Conservation Areas UC-1, UC-2, UC-3, UC-4 and UC-5. Additionally, live oak and slash pine shall be planted in landscape areas around and between these Conservation Areas to provide additional habitat for the Sherman's fox squirrel. Details of the maintenance procedures for the conservation areas, landscape plans for the areas around and between the conservation areas, and management schedule shall be provided in the Conservation Area Management Plan.
17. In the event that it is determined that any additional representative of a state or federally listed threatened or endangered plant or animal species or state wildlife species of special concern 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 the City of Port St. Lucie. The developer shall provide proper protection for the plant or animal species to the satisfaction of the City of Port St. Lucie in consultation with the USFWS and the Florida Fish and Wildlife Conservation Commission.

Wetlands

18. The developer shall preserve and enhance the 125.67 acres of wetlands proposed for preservation on the Tradition Development Plan Map H. The developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers. Details of the wetland maintenance and enhancement procedures and management schedule shall be provided in the Conservation Area Management Plan.
19. 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, under-story, 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. Details of the creation of upland buffers and management schedule shall be provided in the Conservation Area Management Plan.

Exotic Species

20. Prior to obtaining a certificate of occupancy for any future structure located on a development parcel, the developer shall remove all nuisance and invasive exotic vegetation from all uplands and wetlands on that parcel. Nuisance and invasive exotic vegetation includes Brazilian pepper, Melaleuca, Australian pine, Old World climbing fern, Downy rose-myrtle, and other 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 shall be no planting of these exotic and nuisance species on site. Details of the removal methods and maintenance schedule shall be provided in the Conservation Area Management Plan.

Drainage

21. The developer shall design and construct a stormwater management system 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.
22. 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 beyond development allowed under the existing preliminary development agreement.
23. 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.
24. Maintenance and management efforts required assuring the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the developer, a community development district or other entity acceptable to the City of Port St. Lucie.

Water Supply

25. No building permits beyond that allowed under the existing preliminary development agreement shall be issued for the Tradition DRI development until the developer has provided written confirmation from the providing utility to the City of Port St. Lucie and Treasure Coast Regional Planning Council that adequate capacity of treated potable water is available to serve the proposed development. No certificates of occupancy beyond that allowed under the existing preliminary development agreement shall be issued for the Tradition DRI 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 Tradition DRI beyond those allow under the existing preliminary development agreement until the developer has provided written confirmation from the providing utility to the City of Port St. Lucie 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 beyond those allowed under the existing preliminary development agreement for the Tradition DRI until the developer has provided written confirmation to the City of Port St. Lucie and Treasure Coast Regional Planning Council that service/collection infrastructure is operational to serve the proposed development.

Air Quality

30. 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 (J-2.046, FAC. Approval of the study by DEP and Council must be obtained before final site plan approval beyond Phase 1 development as described in the ADA.
31. 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 from becoming airborne between the time of clearing and construction.

TRANSPORTATION

Rights of Way

32. No building permits for Tradition Development of Regional Impact shall be issued until right-of-way within the project along Gatlin Boulevard, 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.

External Roadway Improvements

33. 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.
34. No building permit shall be issued for development that generates the number of gross PM peak hour trips specified in Column D or after the date specified in Column E, whichever comes last, until either: 1) contracts have been let for the improvement identified in Columns A, B, and C; 2) the improvement identified in Columns A, B, and C has been

included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, the 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, or the Florida Department of Transportation, as applicable, that sufficient funds will be available to complete the necessary improvement.

35. The recommended improvements included in Condition 34 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 recent traffic count shows traffic volumes do not exceed the adopted service volume, or,
- 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 during the peak season of the prior year to determine timing of the required improvements and the relevant condition shall be amended to revise the new threshold for the improvement.

	A	B		C	D	E
			Exist.		PM Hr.	Pk.
No.	Roadway	Link	Lanes	Improvement	Trips	Date
1	Port St. Lucie Blvd	Del Rio Blvd to Bayshore Blvd	6	Add 2 Lanes	2,944	June 30 2011
2		Airoso Blvd to Floresta Dr	6	Add 2 Lanes	5,437	Dec. 31 201
3	Gatlin Blvd	Road B to I-95	4	Build 4 Lanes	0	2003
4	(Tradition Parkway)	Road A to I-95	4	Add 2 Lanes	NA	June 30 2021
5	St Lucie West Blvd	Commerce Center Pkwy. to I-95 (1)	2	Add 2 Lanes	3,363	Dec. 31 2007
6	/Prima Vista Blvd	I-95 to NW Peacock Blvd	4	Add 2 Lanes	1,273	June 30 2009
7		NW Peacock Blvd to California Blvd	4	Add 2 Lanes	1,747	Dec. 31 2006
8		California Blvd to Country Club	4	Add 2 Lanes	2,332	Dec. 31 2007
9		Country Club to Bethany Dr.	4	Add 2 Lanes	2,332	Dec. 31 2007
10		Bethany Dr. to Cashmere Blvd.	4	Add 2 Lanes	2,332	Dec. 31 2007
11	California Blvd.	Heatherwood Blvd to Prima Vista Blvd	2	Add 2 Lanes	4,651	Dec. 31 2014
12	West Midway Rd	East Torino Pkwy to Selvitz Rd	2	Add 2 Lanes	4,533	Dec. 31 2019
13		Selvitz Rd to 25th St	2	Add 2 Lanes	4,730	Dec. 31 2011
14	Commerce Center Pkwy.	Gatlin to N Westchester	4	Build 4 Lanes	3,363	Dec. 31 2007
15	(Road A or Village	N Westchester to PGA Village	0	Build 4 Lanes	3,363	Dec. 31 2007
16	Parkway)	PGA Village to Reserve Blvd.	4	Build 4 Lanes	3,363	Dec. 31 2007

(1) This improvement includes the bridge over I-95

36. The recommended improvements included in Condition 34 that require eight lanes along segments of Port St. Lucie Boulevard may not be necessary with the construction of 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 West Virginia Drive 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 Condition mentioned above shall be amended as necessary based on the approved study pursuant to procedures in Section 380.06 (19), Florida Statutes.

Intersection Improvements

37. No building permits shall be issued after the date specified in Column B until either: 1) contracts have been let for the intersection improvements identified in Column A; 2) the improvements identified in Column A 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.

Intersection	A Improvement	B Date
Port St. Lucie Blvd. /Bayshore Blvd.	Westbound Right Turn Lane	December 31, 2006
	Northbound Right Turn Lane	December 31, 2006
	Southbound Right Turn Lane	December 31, 2015
	Eastbound Dual Left Turn Lanes	December 31, 2020

38. Commencing in the year 2005 signal warrant analyses shall be performed at the intersections of Gatlin Boulevard and the I-95 ramps. The signal warrant analyses shall be continued on an annual basis until the 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, or 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 traffic signal including the appropriate lane geometry, pavement markings, signing, lighting and the like as approved.

Internal Roadway Improvements

39. Prior to the issuance of any building permits beyond the development allowed under the existing Preliminary Development Agreement, a traffic study shall be submitted to the City of Port St. Lucie as part of the Site Plan Approval Process 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 external roadway system.

40. As a minimum, the intersection of Gatlin Boulevard and Commerce Center Parkway (referred to as Road A/Village Parkway in the ADA) shall have the following lane geometry at buildout of the Tradition DRI:

<u>Eastbound</u>	Two through lanes One left-turn lane
<u>Westbound</u>	Two through lanes One right-turn lane
<u>Southbound</u>	One left-turn lane One right-turn lane

Other Issues

41. Prior to the issuance of any building permits beyond the development allowed under the Preliminary Development Agreement, a PM peak hour trip generation calculation shall be performed prior to site plan approval for the development proposed using the trip generation rates set forth in Exhibit D. The trip generation study shall include all existing development and the development proposed for site plan approval. Development Order conditions shall be evaluated to determine triggering of any transportation conditions.
42. 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 Tradition 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.

HUMAN RESOURCE ISSUES

Other Urban Services

43. Prior to commencement of development beyond that allowed by the existing preliminary development agreement, 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 and specific site and acreage appropriate 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.

44. Prior to commencement of development beyond that allowed by the existing preliminary development agreement, 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 and specific site and acreage appropriate 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 shall require the payment of the developments pro-rata share to build, staff, and equip the fire/emergency services station. The St. Lucie County Fire District in consultation with Treasure Coast Regional Planning Council must approve the plan. 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 beyond that allowed in the existing preliminary development

agreement, 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.

45. Prior to commencement of development beyond that allowed by the existing preliminary development agreement, the developer shall coordinate with the St. Lucie County School Board to provide the necessary school facilities concurrent with development of the Tradition DRI. Development shall 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 Tradition DRI.
46. Prior to application for any building permits beyond development allowed under the existing preliminary development agreement for the Tradition 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. The plan shall be approved by the City of Port St. Lucie in consultation with Treasure Coast Regional Planning Council prior to commencement of development beyond that allowed in the existing preliminary development agreement. Neighborhood and community recreational facilities shall be constructed and available to serve projected demand in accordance with the approved plan.
47. Prior to commencement of development beyond that allowed by the existing preliminary development agreement, 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, 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.

48. Prior to commencement of development beyond that allowed by the existing preliminary development agreement, the developer shall provide a plan for provision of public library facilities to meet the demand created by residential development of the project. The plan must include an evaluation and estimate of the demand for public library facilities. Methodology used to project library 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, in consultation with Treasure Coast Regional Planning Council must approve the plan. Public library facilities shall be constructed and available to serve projected demand in accordance with the approved plan.

Historic and Archaeological Sites

49. All clearing and grubbing activities within the project should be subjected to monitoring by an archaeologist. 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.

Energy

50. 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.
51. 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 Tradition 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

52. 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 Tradition resident population.

The intent of this condition is to ensure that adequate public shelter space is available at all times to meet the demand of Tradition residents. Should at anytime beyond 2007, an annual status report show that usable public shelter space is not available on site to accommodate 10 percent of Tradition resident population at 20 square feet per person, no

further residential building permits for Tradition should be issued. Issuance of building permits for Tradition 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 AND REGIONAL AND TOWN PLANNING RECOMMENDATIONS

Master Plan

53. Prior to approving the Tradition 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 from 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.
54. The City of Port St. Lucie should consider incorporating into future master plans approved for the Tradition 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 Tradition DRI.

Network of Streets

55. The City of Port St. Lucie, in consultation with the developer should incorporate into any final site plan approved for the Tradition 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 Tradition DRI.
56. 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.

Housing

57. The developer in cooperation with the City of Port St. Lucie should provide and maintain approximately 2,220 housing units or 30 percent of the overall dwelling units proposed as affordable on-site housing. These units shall remain affordable as defined by the City's Comprehensive Plan for a period of no less than five (5) years from the issuance of the Certificate of Occupancy.

58. The developer should, as part of the residential component of the DRI development provide apartment rental units that meet the affordable housing needs of the DRI's very-low income workers. These apartment rental units can be provided, for example, as part of the mixed-use Tradition Town Center, where multi-family residential uses are contemplated.

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.

DISCUSSION

The majority of the 2522-acre project site was previously cleared for agricultural activities. The application indicates that only about 152.36 acres occur as upland natural communities in relatively good condition. These native communities include palmetto prairie (62.89 acres), pine flatwoods (34.95 acres), live oak (30.34 acres), and cabbage palm (24.18 acres). About 19.14 acres of pine flatwoods located in the southwestern portion of the site are part of an existing 248.3-acre conservation area. This conservation area was dedicated as a mitigation area on a 14,640-acre parcel formerly known as Peacock Ranch (South Florida Water Management District Environmental Resource Permit No. 56-01544-P).

Council policy recommends that at least 25 percent of the upland natural communities on the project site be protected. Twenty-five percent of the upland native communities on site equal 38.09 acres. Council policy recommends that the preserved upland habitat be designed to protect endangered and potentially endangered species, and encourages the preservation of upland areas in association with wetlands in order to produce complete natural systems and enhance the value of protected areas.

Based on the evaluation of protected species, there is a need concentrate preserved upland habitat on the project site into several conservation areas. The applicant has agreed to preserve and create a total of 75.8 acres of upland habitat in nine separate conservation areas shown on the Master Development Plan (see GENERAL PROJECT DESCRIPTION). Conservation areas UC1 – UC5 include stands of live oak and cabbage palms. These areas provide 19.9 acres of habitat for the Sherman's fox squirrel, a Species of Special Concern (see LISTED SPECIES).

Conservation area UC6 includes 19.14 acres of pine flatwoods. This habitat in the southwestern corner of the project site is part of an extensive system of native uplands and wetlands that are part of the existing 248.3-acre conservation area described above. Sandhill Crane nesting activity has been detected in these wetlands. Natural communities, including pine flatwoods surround these wetlands. This conservation area should be managed to serve as cover and foraging habitat for Sandhill Cranes, and buffers for the wetlands.

Conservation areas UC7 – UC9 includes the creation of 36.8 acres of relatively open grassland with interspersed stands of live oak and slash pine. This area is currently improved pasture. The applicant has proposed the creation of the grassland habitat in the central part of the project area as part of a wetland mitigation plan required by the U.S. Army Corps of Engineers. It is likely that this area will be of value to Sandhill Cranes.

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 areas 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 the native upland communities in the nine upland Conservation Areas shown in the Tradition Development Plan Map H. Conservation Areas UC-1, UC-2, UC-3, UC-4, and UC-5 shall protect 19.9 acres of live oak and cabbage palm communities. Conservation Area UC-6 shall protect 19.14 acres of pine flatwoods. Conservation Areas UC-7, UC-8, and UC-9 shall protect 36.8 acres of relatively open

grassland with interspersed stands of live oak and slash pine. The continued viability and maintenance of the conservation areas shall be assured through conservation easements granted to SFWMD, a Community Development District or other entity acceptable to the City of Port St. Lucie.

2. The developer shall install temporary fencing around the conservation areas prior to commencing site clearing adjacent to the conservation areas. The fencing shall clearly identify and designate the boundaries of the conservation area and minimize the potential disturbance of the conservation area during land clearing and construction. The temporary fencing shall be established at least 15 feet outside of the boundary of the conservation area and shall remain in place until the completion of the finish grading on the area adjacent to the fencing.
3. The developer shall prepare a Conservation Area Management Plan for the conservation areas, upland buffers, and retained wetlands identified on the Tradition Development Plan Map H. The plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; 3) include methods to remove nuisance and exotic vegetation and any other species that are determined to threaten the natural communities; and 4) include plans to permanently mark the conservation areas and allow only limited access for passive recreation, 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 on areas outside the areas of the existing Predevelopment Agreement.

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

State and federally listed species that have been observed on the project site are identified in Exhibit LS-1. These include the American alligator, Crested Caracara, several species of wading birds, Florida Sandhill Crane, Wood Stork, Sherman's fox squirrel, cinnamon fern, and royal fern.

The alligator is listed as a Species of Special Concern by the state. This species was observed in ditches and canals at various locations on the project site. The proposed development plan includes an extensive system of lakes and wetlands. The proposed water bodies and wetlands on the project site should provide adequate habitat for this species after the project site is developed.

The Crested Caracara is listed as Threatened by the state and federal government. This is a large raptor that historically occurred in open prairies in the central Florida. Most of the native prairies have been converted to pastures, where the caracara is often found today. They typically nest in cabbage palm trees. The application indicates that on May 14, 2002, two adult and two young caracaras were observed near the east central portion of the project site. Although a nest was not found, this observation suggests that caracaras may have nested on the project site.

The South Florida Multi-species Recovery Plan prepared by the U.S. Fish and Wildlife Service (1998) indicates that the home range of the caracara may encompass an area of up to 5901 acres with an average of 3833 acres. The plan also indicates that habitat loss is the primary factor threatening this species.

The proposed plan of development could impact caracaras in two ways. First, direct impacts could occur if a nest is disturbed by development activities. The height of nesting is January to February, but nesting can take place throughout the year. To avoid this type of impact, additional nest surveys should be conducted on parts of the project where surveys have not already been conducted (Exhibit LS-2). This will ensure that nests are avoided by development activities. This is consistent with recommendations from the Florida Fish and Wildlife Conservation Commission (Exhibit LS-3).

The second impact to caracaras is indirect. The proposed development could displace the existing caracaras from the project site and will reduce the habitat available to them. The applicant should consult with the U.S. Fish and Wildlife Service (USFWS) to determine appropriate actions.

The Little Blue Heron, White Ibis are wading birds that were not found nesting on the project site. It is likely that these species were using the site primarily for foraging. The proposed development plan includes an extensive system of lakes and wetlands. The proposed water bodies and wetlands on the project site should provide adequate foraging habitat for these species after the project site is developed.

The Wood Stork is listed as Endangered by the federal government. This species was seen flying over the project site. It is likely that Wood Storks forage for fish in the wetlands on this project site. The nearest known nesting colony of Wood Storks is on an island within the North Fork of the St. Lucie River, about eight miles to the east of the 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 net loss of wetlands 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 need to be approved by the USFWS.

The Florida Sandhill Crane is listed as Threatened by the state. This species has been seen at widespread locations on the project site. The cranes typically build their nests in herbaceous wetlands and forage in open prairies and grassy pastures. Evidence of nesting was detected in eight wetlands on the project site, including wetlands W-3, W-6, W-18, W-24a, W-32, W-37, AW-12, and AW-52a. Cranes have been documented using a home range of 306 to 625 acres (Stys, B. 1997. Ecology of the Florida Sandhill Crane, Florida Game and Fresh Water Fish Commission Nongame Wildlife Technical Report No. 15). This document indicates that habitat loss is one of the most serious problems facing Florida's population of Sandhill Cranes.

The applicant has proposed the creation of an upland enhancement area in the central part of the project area to help protect cranes. This area is identified as Conservation areas UC7 – UC9 on the Master Development Plan (see GENERAL PROJECT DESCRIPTION). It includes the creation of 36.8 acres of relatively open grassland with interspersed stands of live oak and slash pine. This area, which is currently improved pasture, is being created as part of a wetland

mitigation plan required by the U.S. Army Corps of Engineers. It is likely that this area will be of value to Sandhill Cranes.

The only other opportunity for protecting habitat for cranes is in the southeastern portion of the property. Conservation area UC6 includes 19.14 acres of pine flatwoods. This conservation area is part of an extensive system of native uplands and wetlands that are part of an existing 248.3-acre system (see UPLAND PRESERVATION). Sandhill Crane nesting activity has been detected in these wetlands. Natural communities, including pine flatwoods surround these wetlands. This area should be managed to provide foraging habitat, nesting sites, and cover for cranes following recommendations from the Florida Fish and Wildlife Conservation Commission.

The Sherman's fox squirrel is listed as a Species of Special Concern by the state. Three adult fox squirrels were identified within the live oak and cabbage palm hammocks in the northeastern portion of the project site. This species nests in oak trees and its primary foods are acorns and pine seeds. The average home range size in the Florida population is about 74 acres (Kantola, A. T. 1992. Sherman's fox squirrel Pp. 234-241 In S. R. Humphrey, Rare and Endangered Biota of Florida, Volume I, University Press of Florida, Gainesville). Habitat loss is the primary threat to this species.

In order to provide habitat for the Sherman's Fox Squirrel, the applicant has agreed to preserve 19.9 acres of acres of live oak and cabbage palm communities in conservation areas UC1-UC5, shown on the Master Development Plan (see GENERAL PROJECT DESCRIPTION). These conservation areas will serve as a core for protection of the fox squirrel. Additionally, large numbers of oaks should be used in the landscaping surrounding the conservation area. This will help to ensure that fox squirrels are adequately protected on the project site.

The Florida Department of Agriculture and Consumer Services lists the cinnamon fern and royal fern as Commercially Exploited. These species occur in isolated wetlands at several locations the project site. The proposed development plan includes an extensive system of lakes and wetlands. The proposed water bodies and wetlands on the project site should provide adequate habitat to maintain these species on site after development.

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. In order to protect the Crested Caracara, the developer shall conduct additional surveys for caracaras and their nests on those lands shown on Exhibit LS-2. These surveys should be coordinated with the USFWS. The applicant should comply with all USFWS recommendations regarding this federally threatened species.
2. The developer shall maintain Wood Stork foraging habitat on site by ensuring no additional net loss of wetland function and value. Plans for any additional wetland mitigation on lands shown in Exhibit LS-2 shall include the creation of suitable foraging habitat for the Wood Stork. The developer shall comply with all USFWS recommendations regarding the creation of foraging habitat for this federally endangered species. Details of the wetland creation design, procedures, and management schedule shall be provided in the Conservation Area Management Plan.
3. In order to protect the Florida Sandhill Crane, the developer shall maintain suitable foraging habitat in the form of relatively open grassland with interspersed stands of live oak and slash pine in Conservation Areas UC-6, UC-7, UC-8 and UC-9 identified on the Tradition Development Plan Map H. Details of the maintenance procedures and management schedule shall be provided in the Conservation Area Management Plan.
4. In order to protect the Sherman's fox squirrel, the developer shall protect the existing oak and cabbage palm communities in Conservation Areas UC-1, UC-2, UC-3, UC-4 and UC-5. Additionally, live oak and slash pine shall be planted in landscape areas around and between these Conservation Areas to provide additional habitat for the Sherman's fox squirrel. Details of the maintenance procedures for the conservation areas, landscape plans for the areas around and between the conservation areas, and management schedule shall be provided in the Conservation Area Management Plan.
5. In the event that it is determined that any additional representative of a state or federally listed threatened or endangered plant or animal species or state wildlife species of special concern 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 the City of Port St. Lucie. The developer shall provide proper protection for the plant or animal species to the satisfaction of the City of Port St. Lucie in consultation with the USFWS and the Florida Fish and Wildlife Conservation Commission.

Exhibit LS-1
Endangered and Potentially Endangered Species
Identified on the DRI Project Site

Scientific Name	Common Name	Designated Status ¹			
		FCREPA ²	FFWCC ³	FDACS ⁴	USFWS ⁵
REPTILES					
<i>Alligator mississippiensis</i>	American alligator	SSC	SSC		T(S/A)
BIRDS					
<i>Caracara cheriway</i>	Crested Caracara	T	T		T
<i>Egretta caerulea</i>	Little Blue Heron	SSC	SSC		
<i>Eudocimus albus</i>	White Ibis	SSC	SSC		
<i>Grus canadensis pratensis</i>	Florida Sandhill Crane	T	T		
<i>Mycteria americana</i>	Wood Stork	E	E		E
MAMMALS					
<i>Sciurus niger shermani</i>	Sherman's fox squirrel	T	SSC		
PLANTS					
<i>Osmunda cinnamomea</i>	Cinnamon Fern			C	
<i>Osmunda regalis</i>	Royal fern			C	

¹E = Endangered; T = Threatened; T(S/A) = Threatened/Similarity of Appearance; SSC = Species of Special Concern; C = Commercially Exploited

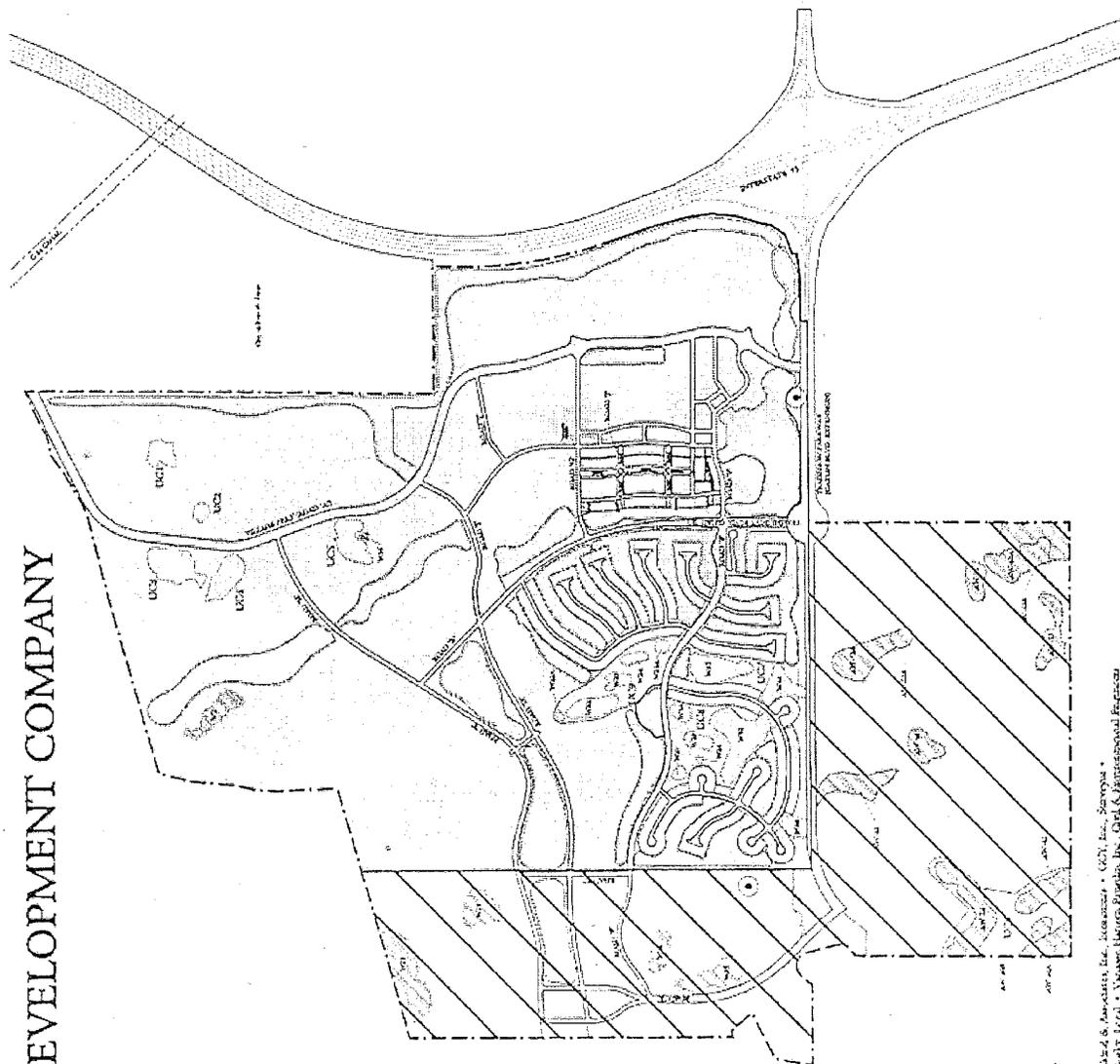
²Florida Committee on Rare and Endangered Plants and Animals

³Florida Fish and Wildlife Conservation Commission

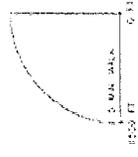
⁴Florida Department of Agriculture and Consumer Services

⁵United States Fish and Wildlife Service

TRADITION DEVELOPMENT COMPANY



Survey Area



CMIN ASSOCIATES
 CIVIL & ENVIRONMENTAL ENGINEERS - LANDSCAPE ARCHITECTS
 10000 W. 10th Ave., Suite 100, Denver, CO 80202
 (303) 751-1100
 www.cmin.com

Exhibit C
Audubon Crested Caracara
Study Area

Consultants:
 Cavin Associates, Planning & Landscape Architect • Hubling & Associates, Inc., Economists • GRT, Inc., Surveyors
 Frank Thompson Consulting, Inc., Traffic • Folan McCloskey, Esq., • Weaver, Hargreaves, Inc., Civil & Environmental Engineers

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



EDWIN F. ROBERTS, DC
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SANDRA T. KAUPE
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333 154th Avenue
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May 22, 2003

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

RECEIVED
MAY 22 2003
TREASURE COAST
REGIONAL PLANNING COUNCIL

Re: Westchester DRI, St. Lucie County

Dear Mr. Snyder:

The Office of Environmental Services of the Florida Fish and Wildlife Conservation Commission (FWC) has reviewed the referenced Application for Development Approval and sufficiency responses and offers the following comments and recommendations.

The proposed acre site has been documented to support several pairs of nesting Florida sandhill cranes (state threatened). A small population of Sherman's fox squirrels (state species of special concern) have also been documented on the site, and it is likely that a crested caracara (state and federally threatened) nest also occurs on the site. While most of the wetlands where crane nests have been reported will not be impacted, necessary foraging habitat would be eliminated by the proposed project. Likewise, it appears that all of the fox squirrel habitat would be eliminated although the ADA states that uplands surrounding a wetland enhancement area would be planted with oaks and palms that may provide some habitat for fox squirrels. However, due to the long time it will take tree plantings to provide any meaningful habitat, we do not consider this to be a meaningful mitigation option. Finally, although adult and juvenile caracaras have been observed on the site, a nest has not been located. The area where caracaras were reported would be eliminated by the proposed project.

Due to the documented occurrence of these listed species, we cannot concur with the ADA conclusion that no significant impacts to listed species would occur, and that no specific on or off-site measures are needed. We strongly recommend that the following conditions be included in the development order for this project.

1. Additional surveys should be conducted for crested caracara nests. These surveys should be coordinated with the U. S. Fish and Wildlife Service (USFWS) and the applicant should comply with all USFWS recommendations regarding this federally threatened species.
2. The applicant should develop a detailed Sherman's fox squirrel habitat management plan that takes into account existing fox squirrel habitat on the site instead of new tree plantings. This plan should be approved by the FWC prior to any impacts to on-site fox squirrel habitat.
3. Finally, the applicant should develop a detailed Florida sand hill crane habitat management plan that includes maintaining suitable foraging habitat in proximity to the known nesting wetlands. This plan should be approved by the FWC prior to any development around the nesting wetlands.

Sincerely,



Stephen R. Lau
Biological Administrator

cc: Ronald Manley
Canin Associates
500 Delaney Avenue
Orlando, FL 32801

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 168.66 acres of wetlands on the project site (Exhibit W-1). These wetlands are primarily isolated fresh water marsh systems, but also include bay swamp, mixed wetland hardwoods, exotic wetland hardwoods, shrub wetland, hydric pine flatwoods, and wet prairie. The applicant is proposing to preserve approximately 125.67 acres of the entire wetland acreage on the project site. Upland buffers are proposed around the retained wetlands. Many of

the wetlands are proposed for enhancement by removing existing drainage ditches, and using treated stormwater to improve the hydroperiod.

The applicant is proposing to eliminate 42.99 acres of wetlands on the project site. An effort has been made to avoid impacts to the larger wetlands on the project site. Wetlands to be removed are primarily small, isolated, heavily impacted wetlands that are scattered throughout the project site. A report from the South Florida Water Management District indicates that mitigation for all wetland impacts within this area has already been provided off-site pursuant to previously issued permits. Therefore, the District is not requiring additional mitigation within the proposed DRI boundaries. The U.S. Army Corps of Engineers required a mitigation program that included expanded upland buffers and enhancement of a number of the wetlands on the project site.

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

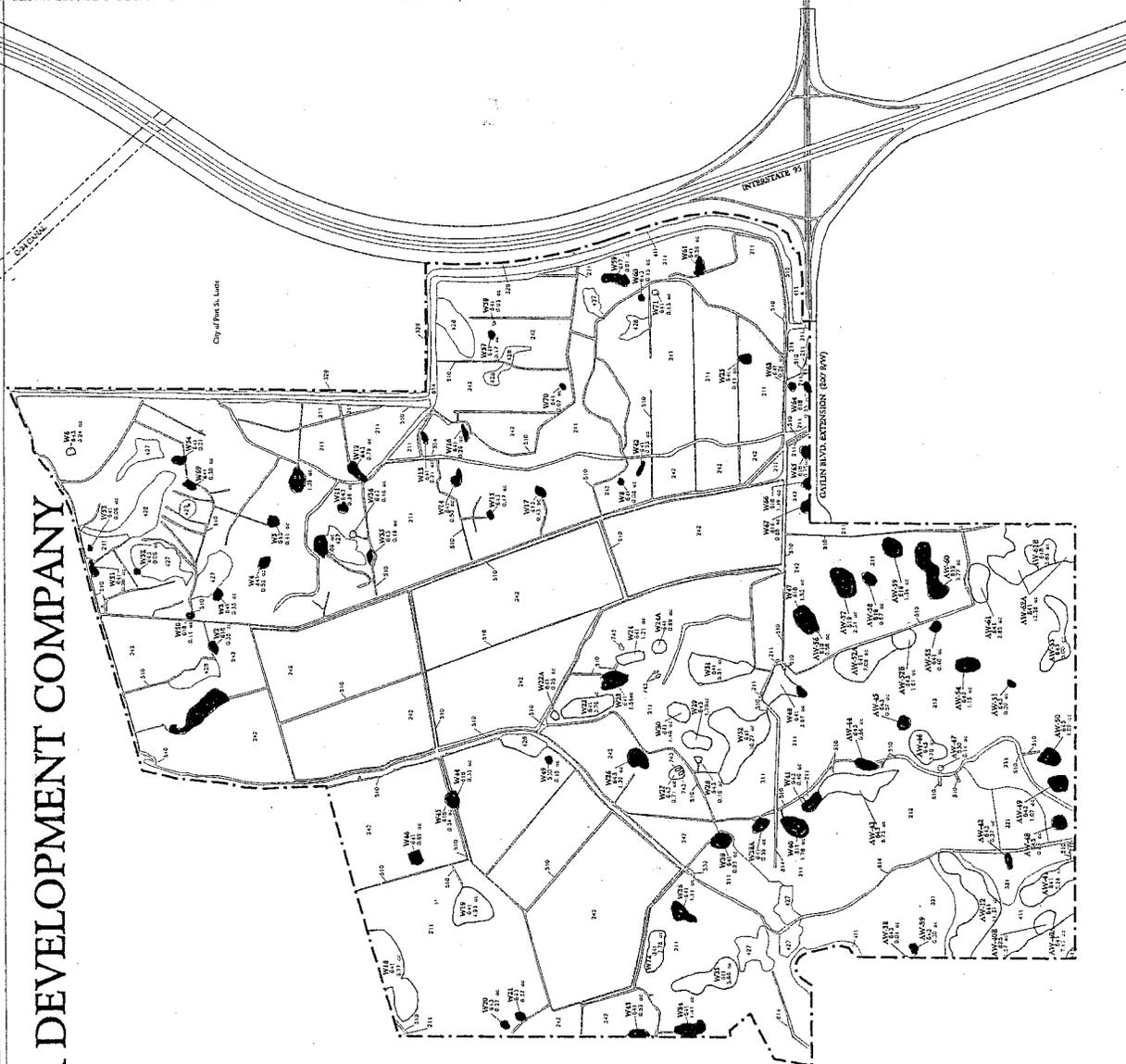
In order to protect and maintain wetland functions and values on the project site and in order to preserve and protect the quality of water resources of the Region, the following conditions should be incorporated into the DO.

1. The developer shall preserve and enhance the 125.67 acres of wetlands proposed for preservation on the Tradition Development Plan Map H. The developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers. Details of the wetland maintenance and enhancement procedures and management schedule shall be provided in the Conservation Area Management Plan.
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. Details of the creation of upland buffers and management schedule shall be provided in the Conservation Area Management Plan.

WESTCHESTER DEVELOPMENT COMPANY

FLUCFCS CODE	FLUCFCS CATEGORY	ACRES
211	Improved Pasture	1014.80
212	Unimproved Pasture	294.35
242	Sod Farms	779.94
321	Palmetto Prairie	55.18
329	Palmetto Prairie	7.71
411	Pine Flatwoods	94.95
427	Live Oak	30.34
428	Cabbage Palm	24.18
510	Ditches & Canal	102.38
530	Man-made Reservoirs	0.39
611	Bay Swamp	7.44
617	Mixed Wetland Hardwoods	4.84
618	Shrub Wetland	7.02
619	Exotic Wetland Hardwoods	8.67
625	Hybrid Pine Flatwoods	1.57
641	Freshwater Marsh	104.99
643	Wet Prairie	30.33
743	Spoil Areas	0.31
814	Roads & Highways	73.02
Total		2522.41

Wetland Impacts as shown in Table 13-3, Question 13, Wetlands
All remaining wetlands are to be preserved.



EXISTING VEGETATION MAP F (Revised)

Consultants
Cavin Associates, Planning & Landscape Architect • Fishkind & Associates, Inc., Economics • GCY, Inc., Surveyor •
Pinder Troutman Consulting, Inc., Traffic • Ruden McClosky, Legal • Vanasse Hangen Brustlin, Inc., Civil & Environmental Engineers

EXHIBIT W-1

5 MIN. WALK
1500 FT.
SCALE IN FEET
10 AC.

Cavin Associates
Urban & Environmental Planners • Landscape Architects
500 Johnny Avenue, Orlando, Florida 32801 (407) 427-1100
COPYRIGHT (C) 2003 CAVIN ASSOCIATES, INC.
REVISED, MAY 28, 2003 25103100/Urban/Env/Map/F/W-1

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 in about 8.67 wetlands classified as exotic wetland hardwoods. Brazilian pepper also occurs at other scattered locations throughout the project site.

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 exotic vegetation will be removed and controlled in wetlands to be preserved and enhanced 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 a development parcel, the developer shall remove all nuisance and invasive exotic vegetation from all uplands and wetlands on that parcel. Nuisance and invasive exotic vegetation

includes Brazilian pepper, Melaleuca, Australian pine, Old World climbing fern, Downy rose-myrtle, and other 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 shall be no planting of these exotic and nuisance species on site. Details of the removal methods and maintenance schedule shall be provided in the Conservation Area Management Plan.

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

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
<i>Adenanthera pavonina</i>	red sandalwood	S	
<i>Agave sisalana</i>	sisal hemp	C, S	
<i>Aleurites fordii</i>	tung oil tree	N, C	
<i>Alstonia macrophylla</i>	devil-tree	S	
<i>Alternanthera philoxeroides</i>	alligator weed	NCS	P
<i>Anigozon leptopus</i>	coral vine	NCS	
<i>Aristolochia littoralis</i>	calico flower	N, C	
<i>Asystasia gangetica</i>	Ganges primrose	C, S	
<i>Begonia cucullata</i>	wax begonia	N, C	
<i>Broussonetia papyrifera</i>	paper mulberry	N, C	
<i>Callisia fragrans</i>	inch plant	C, S	
<i>Casuarina cunninghamiana</i>	Australian pine	C, S	P
<i>Cecropia palmata</i>	trumpet tree	S	
<i>Cestrum diurnum</i>	day jessamine	C, S	
<i>Chamaedorea seifrizii</i>	bamboo palm	S	
<i>Crotopogon</i>	rubber vine	C, S	
<i>madagascariensis</i>			
<i>Cyperus involucrens</i>	umbrella plant	C, S	
(<i>C. alternifolius</i> misapplied)			
<i>Cyperus proflifer</i>	dwarf papyrus	C	
<i>Dalbergia sissoo</i>	Indian rosewood	N, C	
<i>Elaeagnus pungens</i>	silverthorn	C, S	
<i>Epipremnum pinnatum</i>	pothos	C, S	
cv. Aureum			
<i>Ficus altissima</i>	false banyan, council tree	S	
<i>Flacourtia indica</i>	governor's plum	S	
<i>Hemarthra altissima</i>	limpo grass	C, S	
<i>Hibiscus tiliaceus</i>	mahoe	C, S	
<i>Ipomoea fistulosa</i> (= <i>I. carnea</i> ssp. <i>fistulosa</i>)	shrub morning-glory	C, S	P
<i>Lasiumban sambac</i>	Arabian jessamine	S	
<i>Kalanchoe pinnata</i>	life plant	C, S	
<i>Koeleria elegans</i>	flamegold	C, S	

Application for Membership
in the
Florida Exotic Pest Plant Council

Annual Membership Levels (CIRCLE ONE)
Institutional

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

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 6.3.1.6: 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 SFWMD. The majority of the existing site drains from the southwest to the northeast by way of numerous agricultural drainage ditches. Storm water then flows to the Peacock Canal at the northeast corner of the project site. The Peacock canal discharges to the C-24 Canal via five 72-inch culverts. The C-24 Canal flows into the North Fork of the St. Lucie River. A small portion of the project site drains to the southwest into an existing Conservation area.

The application indicates that the proposed drainage system will be comprised of a storm sewer system that conveys stormwater runoff to an interconnected system of wet detention ponds (Exhibit D-1). North of Gatlin Boulevard, the system of ponds will ultimately discharge to the C-24 Canal via the Peacock Canal. South of Gatlin Boulevard, the water management system will outfall to a borrow canal south of Gatlin Boulevard, or to the conservation area adjoining the southwestern portion of the site.

The application states that the post-development runoff volume from the site will be less than the pre-development runoff volume from the site. In addition, the proposed wet detention ponds will be permitted in accordance with the District's limiting discharge design criteria. The quality of the storm water leaving the site is expected to be as good as or better than the pre-existing condition. With the use of control structures, excess flow from the site is expected to occur at a later time than the pre-existing condition, allowing for settling of suspended solids and potential pollutants. The proposed wet detention ponds have been sized in order to provide storage of stormwater and limit post-development discharge from exceeding pre-development discharge for

the project. The applicant has committed to comply with the District's requirements and incorporate best management practices in the ponds and conveyance systems.

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 a stormwater management system 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 beyond development allowed under the existing preliminary development agreement.
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 assuring the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the developer, a community development district or other entity acceptable to the City of Port St. Lucie.

WESTCHESTER DEVELOPMENT COMPANY

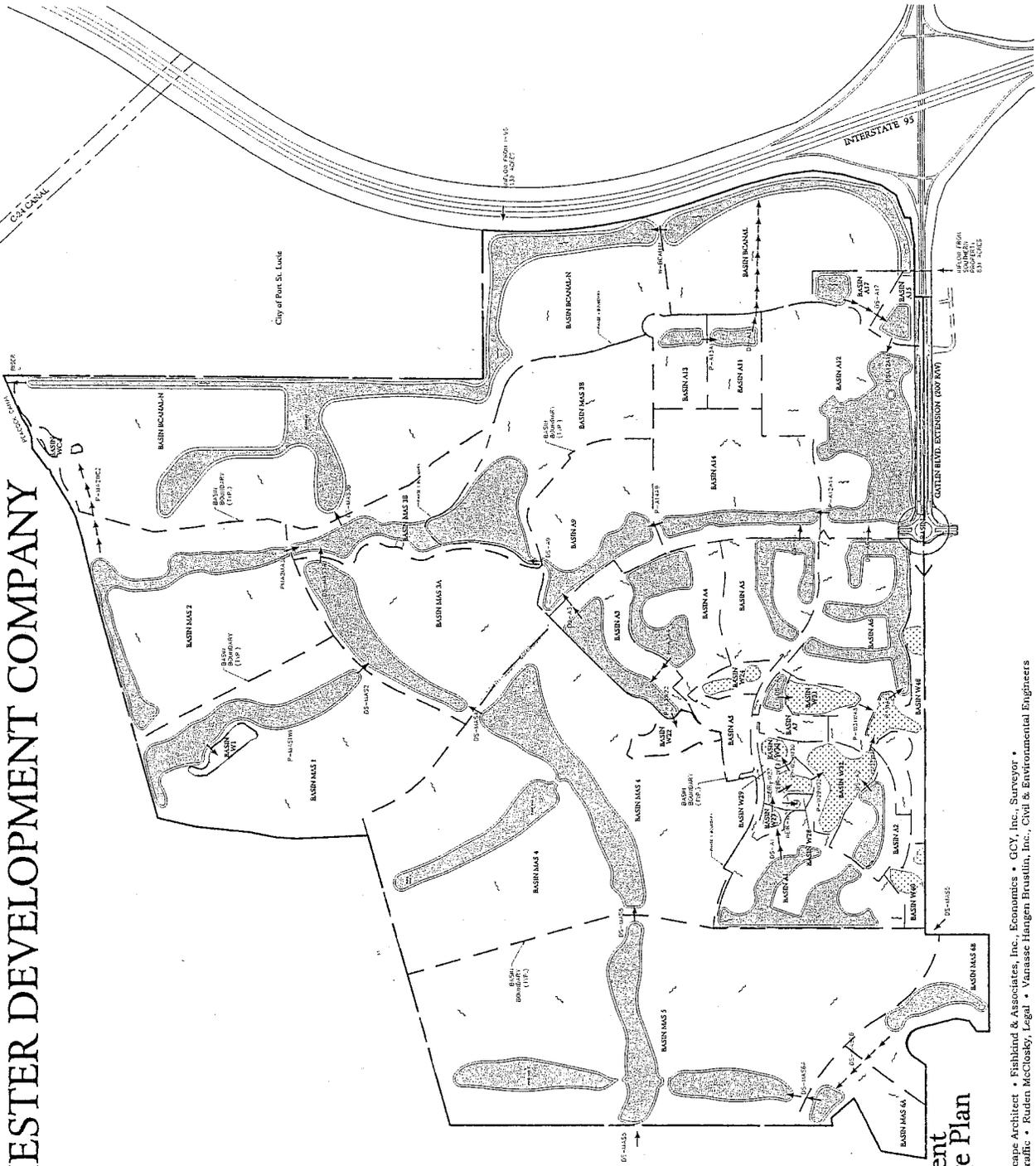


EXHIBIT D-1

canin associates
 Urban & Environmental Planners • Landscape Architects
 300 Empire Avenue, Greenvale, New York 11548 (516) 466-1100
 Fax: (516) 466-1101 • E-MAIL: CANIN@CANINASSOCIATES.COM
 PROJECT: WESTCHESTER DEVELOPMENT COMPANY

Post Development Master Drainage Plan MAP I2

Consultants
 Canin Associates, Planning & Landscape Architect • Fishkind & Associates, Inc., Economics • GCY, Inc., Surveyor •
 Pinder Troutman Consulting, Inc., Traffic • Vanasse Hangen Brustlin, Inc., Civil & Environmental Engineers

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 Tradition DRI are 2.44 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 Tradition 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 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 2003.

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 beyond that allowed under the existing preliminary development agreement shall be issued for the Tradition DRI development until the developer has provided written confirmation from the providing utility to the City of Port St. Lucie and Treasure Coast Regional Planning Council that adequate capacity of treated potable water is available to serve the proposed development. No certificates of occupancy beyond that allowed under the existing preliminary development agreement shall be issued for the Tradition DRI 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 2.1 MGD. The applicant has proposed to obtain this water from a the on-site lake system. The

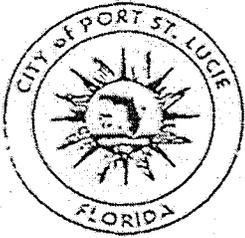
applicant is committed to replacing on-site water supplies with alternative sources (i.e. reclaimed water) when it becomes available.

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 the use of 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
 (561) 873-6400
 (561) 873-6405 Fax

COPY

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

April 24, 2002

File #: 11.342.00

Wesley McCurry, AICP
 Core Communities
 1850 Fountainview Boulevard
 Suite 201
 Port St. Lucie, FL. 34986

Subject: Westchester DRI – Water Supply and Wastewater Management

Dear Mr. McCurry,

This letter is in response to your April 22, 2002 letter concerning the availability of water and wastewater service to the planned Westchester Development. At the present time, the City of Port St. Lucie Utility Systems Department has water and wastewater plant capacity to serve this proposed project.

This 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.

In response to your water supply questions we offer the following:

- a) The Prineville Water Treatment Plant is currently under a 6-million gallon a day expansion. We anticipate the expansion to be completed by December 2002. Once completed, the excess available water production capacity will exceed 7-million gallons a day.
- b) To date, no other commitments have been made towards the available capacity.
- c) The City of Port St. Lucie Utility Department is also under construction of an ultimate 20-million gallon a day water production plant at LTC Industrial Park. It is anticipated that the City will be capable of providing the required water supply through build out of the Westchester Development.
- d) The LTC Water Plant will be a continued expansion with the first phase

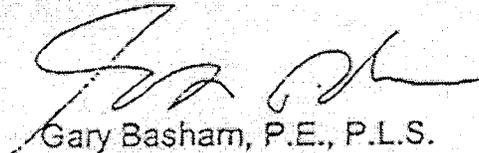
beginning 2003 and totaling 4-million gallons a day.

In response to your wastewater supply questions we offer the following:

- a) The Westport Wastewater Treatment Facility will supply wastewater treatment for the Westchester Development. Currently, the approximate available capacity is 0.215-million gallons a day. Expansion of the existing plant is anticipated to begin early in January 2003 bringing the total available capacity to ~~1.715~~^{4 m 60}-million gallons a day.
- b) To date, no other commitments have been made towards the available capacity.
- c) The City of Port St. Lucie Utility Department is planning on the development of a central wastewater treatment plant. Property acquisition is beginning an expansion will depend on the rate of demand.

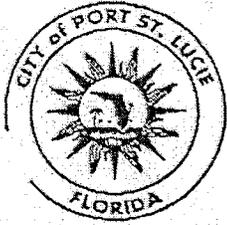
Should you have any questions or require additional information, please feel free to contact the Utility Engineering Department by calling 873-6400.

Sincerely,



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

Cc: Rod Kennedy, P.E. – Engineering Manager
File # 11.342.00



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

July 11, 2002

File #11.342.00

Wesley McCurry, AICP
Core Communities
1850 Fountainview Boulevard
Suite 201
Port St. Lucie, FL 34986

Subject: Correspondence dated April 24, 2002 re: Westchester DRI -
Water Supply and Wastewater Management (attached).

Dear Mr. McCurry:

The purpose of this letter is to amend a statement within the above referenced subject.

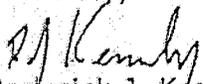
Please refer to the second page, responding to your wastewater supply questions. Item a) the last sentence refers to "*the total available capacity of wastewater treatment to be 1.715-million gallons a day.*"

The amended sentence should read as follows:

- a) The Westport Wastewater Treatment Facility will supply wastewater treatment for the Westchester Development. Currently, the approximate available capacity is 0.215-million gallons a day. Expansion of the existing plant is anticipated to begin early in January 2003 bringing *the total available capacity to 4- million gallons a day.*

We apologize for any inconvenience this may have caused and as always should you have any questions or require further information feel free to contact the Utility Engineering Division at 873-6442.

Sincerely,


Roderick J. Kennedy, P.E.
Engineering Manager

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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

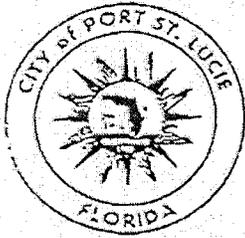
The provision of adequate levels of public services, including the treatment and disposal of wastewater, is a vital issue to the maintenance of high quality of life on the Treasure Coast. The applicant has stated that the City of Port St. Lucie Utilities will serve the project. The City's Westport Wastewater Treatment Plant will supply wastewater treatment for the Tradition DRI. The plant currently has an available capacity of 0.215 MGD. Expansions are planned for the facility in 2003 that will bring the total available capacity of the plant to 4 MGD. Also, the City has plans to build a new central wastewater treatment plant in the area.

Wastewater generation by the proposed Tradition DRI is projected to be about 1.8 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 Tradition DRI beyond those allow under the existing preliminary development agreement until the developer has provided written confirmation from the providing utility to the City of Port St. Lucie 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 beyond those allowed under the existing preliminary development agreement for the Tradition DRI until the developer has provided written confirmation to the City of Port St. Lucie and Treasure Coast Regional Planning Council that service/collection infrastructure is operational to serve the proposed development.



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April 24, 2002

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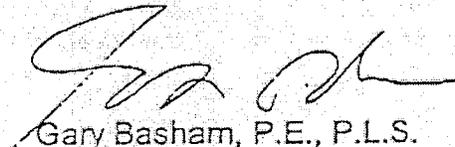
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Should you have any questions or require additional information, please feel free to contact the Utility Engineering Department by calling 873-6400.

Sincerely,



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

Cc: Rod Kennedy, P.E. – Engineering Manager
File # 11.342.00



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July 11, 2002

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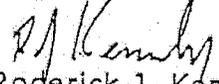
Please refer to the second page, responding to your wastewater supply questions. Item a) the last sentence refers to "*the total available capacity of wastewater treatment to be 1.715-million gallons a day.*"

The amended sentence should read as follows:

- a) The Westport Wastewater Treatment Facility will supply wastewater treatment for the Westchester Development. Currently, the approximate available capacity is 0.215-million gallons a day. Expansion of the existing plant is anticipated to begin early in January 2003 bringing *the total available capacity to 4- million gallons a day.*

We apologize for any inconvenience this may have caused and as always should you have any questions or require further information feel free to contact the Utility Engineering Division at 873-6442.

Sincerely,


Roderick J. Kennedy, P.E.
Engineering Manager

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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 Tradition DRI is not designated as a non-attainment area for ozone, indicating that National Ambient Air Quality Standards (NAAQS) for ozone has 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. Pursuant to Section 380.06(10)(b), Florida Statutes, the regional planning council may request additional information no more than twice, unless the developer waives this limitation. The developer decided not to waive this limitation. Based on the traffic information provided in the ADA, Council in concert with DEP have determined that the project has significant impacts on several intersections during phase 2, 3, and 4 of the project, 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 (J-2.046, FAC. Approval of the study by DEP and Council must be obtained before final site plan approval beyond Phase 1 development as described in the ADA.

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 from becoming airborne between the time of clearing and construction.

TRANSPORTATION OVERVIEW

Tradition DRI is a proposed mixed-use development consisting of residential, retail, commercial, office, hotel, institutional, and recreational uses on approximately 2,000 acres. It is located west of I-95 to the north and south of Gatlin Boulevard and immediately south of the proposed PGA Village DRI in St. Lucie County, Florida. **Map TR-1** presents the general location of the site.

The proposed development program consists of: 6,945 residential dwelling units, 1,295,567 square feet of office, 675,512 square feet of retail, school facilities for 1200 students, a 300-room hotel, 20,000 square feet of church, a 200-bed hospital, 300-unit ALF, a 45-employee water treatment plant, and 12 acres for park uses.

The project will be developed in four phases with phase buildout dates of 2007, 2012, 2017, and 2022. A summary of the proposed development by phases is shown in the following table.

Land Use	Cumulative Intensity			
	Phase 1 (2007)	Phase 2 (2012)	Phase 3 (2017)	Phase 4 (2022)
Residential Single Family (DUs)	1,889	3,842	4,959	5,945
Residential Multi Family (DUs)	20	650	860	1,000
Office (SF)	187,400	474,025	814,229	1,295,567
Retail (SF)	295,849	418,688	520,556	675,512
School (students)	1,200	1,200	1,200	1,200
Hotel (rooms)	0	200	300	300
Church (SF)	20,000	20,000	20,000	20,000
Hospital (beds)	0	100	150	200
ALF (units)	0	100	250	300
Water Treatment Plant (employees)	2	45	45	45
Park (acres)	0	12	12	12

Methodology

Roadway improvements were determined based on the Department of Community Affairs'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.

TRANSPORTATION OVERVIEW

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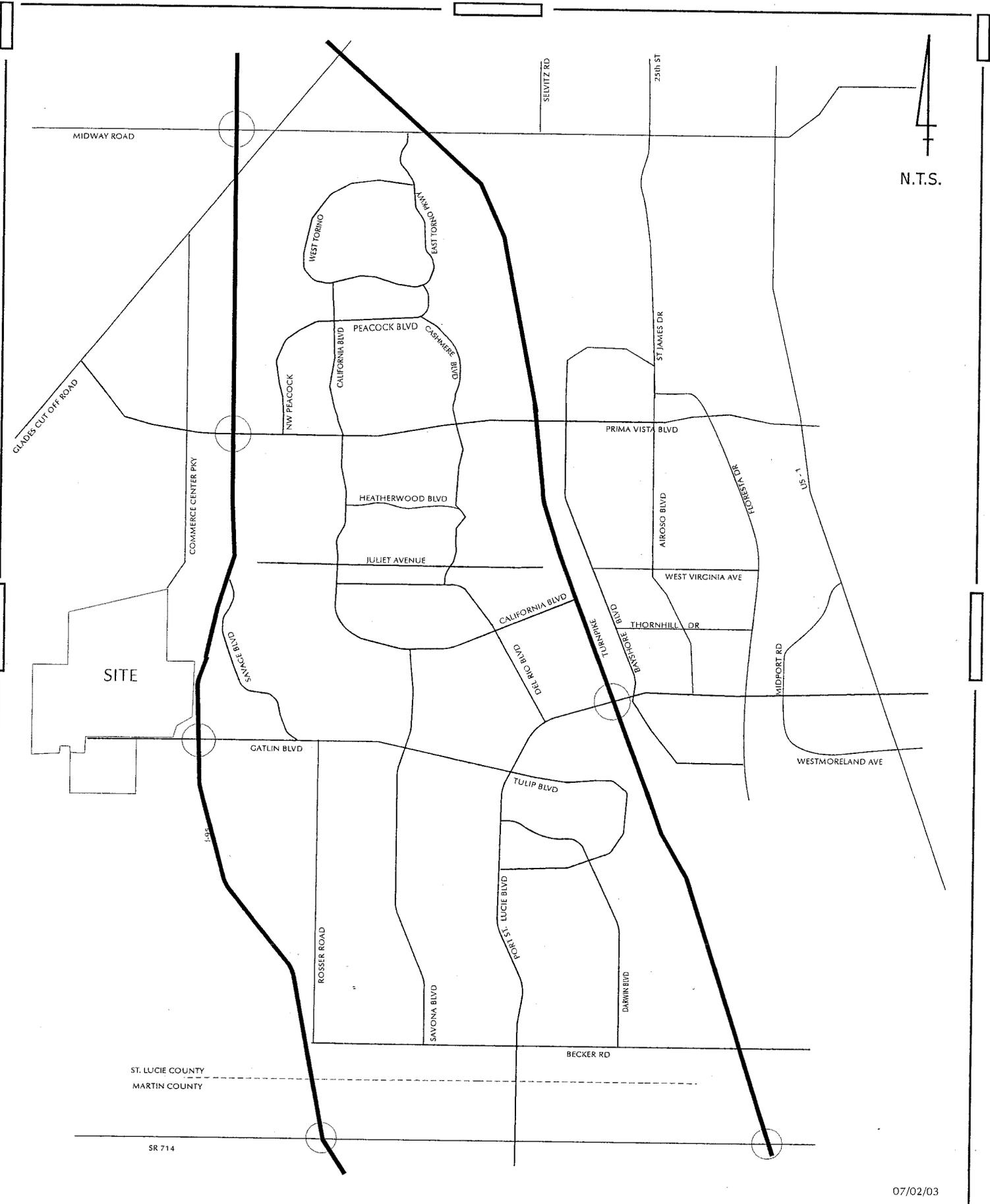
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N.T.S.

07/02/03

TRADITION

MAP TR-1
STUDY AREA



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 (2007)	3,363	1,763	1,600
Phase 2 (2012)	6,039	3,206	2,833
Phase 3 (2017)	7,686	4,013	3,673
Phase 4 (2022)	9,362	4,758	4,604

*Tables TR-1 through TR-4 present the summaries of peak hour trips for all phases.

Given the mixed-use nature of the development, a portion of the 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 are summarized in the following table:

Phase	PM Peak Hour Internal Capture
Phase 1 (2007)	30%
Phase 2 (2012)	33%
Phase 3 (2017)	36%
Phase 4 (2022)	37%

In addition, the retail uses developed in phases 2, 3 and 4 have the potential to capture existing trips. These trips, referred to as "pass-by", were limited to either ten percent (10%) of the background traffic on the adjacent roadway or twenty five percent (25%) of the project's retail/commercial trips.

* Transportation Tables TR-1 through TR-9 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 follow:

Phase	Net PM Peak Hour External Trips		
	Cumulative Total	In	Out
Phase 1 (2007)	2,356	1,238	1,118
Phase 2 (2012)	4,010	2,164	1,847
Phase 3 (2017)	4,890	2,596	2,294
Phase 4 (2022)	5,860	3,018	2,842

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 conditions on the surrounding roadway network included historic growth and traffic from committed developments. Areawide historic growth rates were utilized for each phase as follows:

Phase	Compound Growth Rate	Years
Phase 1 (2007)	2.91%	6
Phase 2 (2012)	1.50%	5
Phase 3 (2017)	1.00%	5
Phase 4 (2022)	0.50%	5

Committed developments included: St. Lucie West DRI, The Reserve DRI, LTC Ranch DRI, Glassman PUD, and Sands Industrial Park (located in Martin County). Adjustments were done to avoid double counting of background traffic.

The second part of determining future total traffic volumes is the projection of project traffic on the study roadways. For each phase, the distribution of project traffic was defined based on a select-zone model run. New traffic for Tradition DRI was assigned to the study roadways.

Maps TR-2 through TR-5 represents the traffic assignment for each phase of development and are contained in Appendix F.

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-5 through TR-8** summarize the comparison of the projected traffic volumes to the generalized service volumes on the study roadways for each phase. They also provide the project impact.

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-9**.*

Impact to the Regional Transportation System

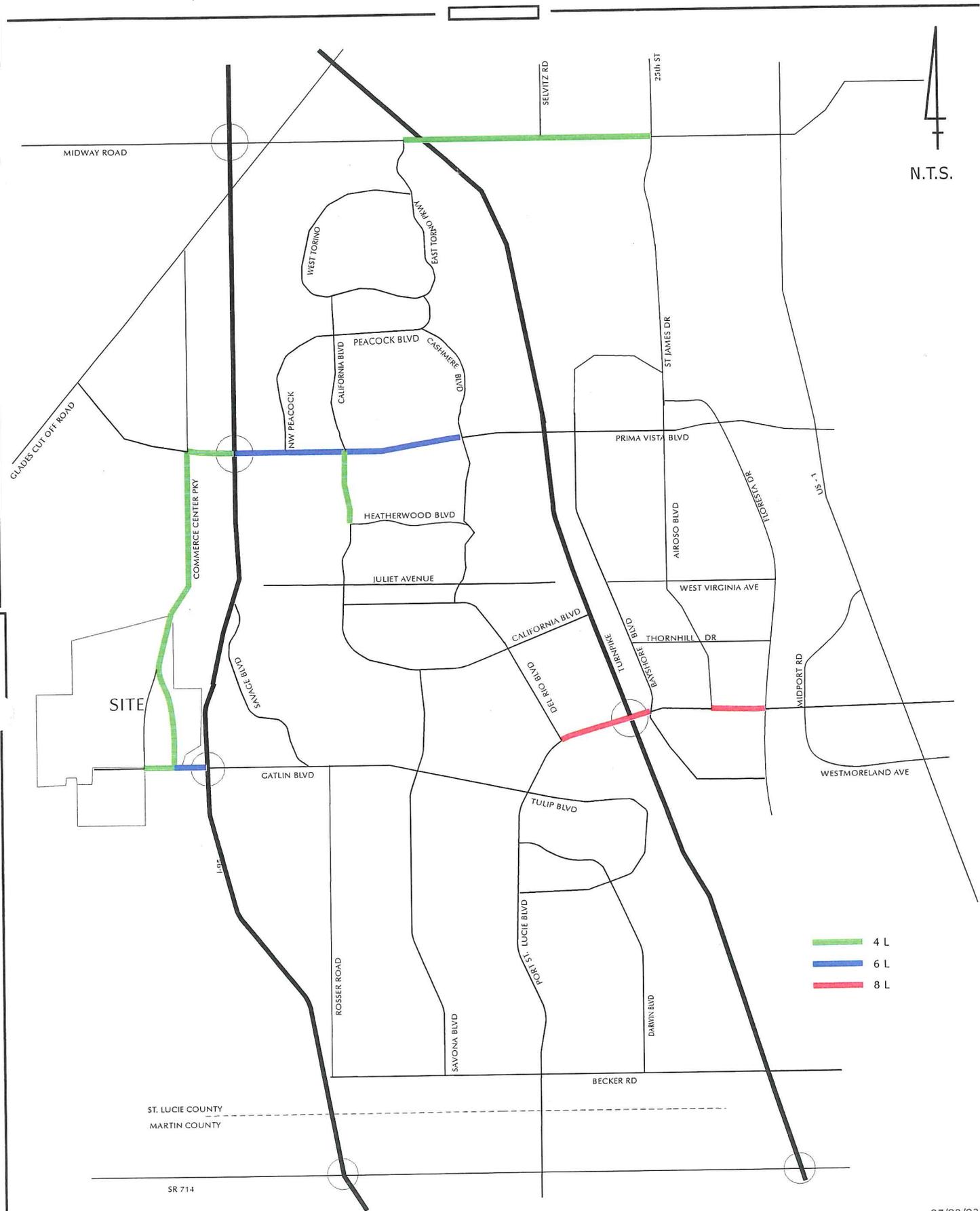
There are several roadway segments, which are projected to be significantly impacted by project traffic and are expected to exceed the adopted service volume based on the generalized level of service tables. Segments of Prima Vista Boulevard, California Boulevard and West Midway Road will require widening. In addition Commerce Center Parkway requires an expansion from its existing terminus north of Tradition DRI to Gatlin Boulevard. **Exhibit TR-1** depicts required roadway improvements to maintain the roadway network at adopted levels of service.

Traffic demand is projected to increase considerably as the project develops. Based on the analysis presented in the ADA and included in **Exhibit TR-2**, two roadway segments along Port St. Lucie Boulevard 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 an eight-lane-divided cross-section. 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 are 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 somewhere midway 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 a recommended condition. Although the condition is not required, it is intended to be an alternative to widening Port St. Lucie Boulevard to an eight-lane-divided cross-section.

* Transportation Tables TR-1 through TR-9 are contained in Appendix F.



- 4 L
- 6 L
- 8 L

07/02/03

TRADITION

EXHIBIT TR-1 ROADWAY IMPROVEMENTS



EXHIBIT TR-2

**Roadways Projected to Exceed Adopted Level of Service
with a Six-Lane-Divided Cross Section
Tradition DRI**

	Number of Lanes	Direction	Project Traffic	Adopted Level of Service	Adopted Service Volume	Project Trips as % of Service Volume	2022 Total Traffic PM Pk Hour	Significant?	Projected Volume Exceeds Generalized Service Volume?
Port St. Lucie Boulevard									
Del Rio Blvd. to Bayshore Blvd.	6	WB	302	D	2,790	10.82%	3,041	YES	YES
Airosa Blvd. to Floresta	6	WB	242	D	2,790	8.67%	2,988	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 included in the ADA for Tradition DRI were evaluated for consistency with the regional study. Although the methodology used to determine traffic projections for Tradition DRI is somewhat different to that used in the regional study, the results of the analysis are generally consistent among the two studies. It should be noted that some of the roadway needs presented in the regional study were not identified as roadway improvements in the Tradition DRI traffic study. This is due to the following: 1) Tradition DRI has a buildout date of 2022 while the regional study evaluates traffic conditions in the year 2025; 2) Tradition DRI does not have significant impact on all roadway links presented in the regional study; and, 3) The Tradition DRI traffic study does not include traffic impact of the proposed PGA Village DRI as this project submitted the application for development approval after Tradition DRI did.

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 Gatlin Boulevard should be preserved to accommodate traffic at buildout of Tradition DRI and buildout of the area.

POLICY CITATIONS

The following goals, strategies and policies in the Strategic Regional Policy Plan apply to the Tradition 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 Gatlin Boulevard and Commerce Center Parkway (including intersections) 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 condition should be incorporated into the Development Order:

1. No building permits for Tradition Development of Regional Impact shall be issued until right-of-way within the project along Gatlin Boulevard, 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.

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 Tradition 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. Tradition 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 Tradition traffic. To alleviate the situation, these links need to be expanded to accommodate the future projected traffic volume.

RECOMMENDATIONS

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 building permit shall be issued for development that generates the number of gross PM peak hour trips specified in Column D or after the date specified in Column E, whichever comes last, until either: 1) contracts have been let for the improvement identified in Columns A, B, and C; 2) the improvement identified in Columns A, B, and C has been included within the first three years of either the City of Port St. Lucie adopted Capital Improvement Program, the 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, or the Florida Department of Transportation, as applicable, that sufficient funds will be available to complete the necessary improvement.
3. The recommended improvements included in Condition 2 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 recent traffic count shows traffic volumes do not exceed the adopted service volume, or,
 - 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 during the peak season of the prior year to determine timing of the required improvements and the relevant condition shall be amended to revise the new threshold for the improvement.

	A	B		C	D	E
No	Roadway	Link	Lanes	Improvement	Trips	Date
			Exist.		PM Pk. Hr.	
1	Port St. Lucie Blvd	Del Rio Blvd to Bayshore Blvd	6	Add 2 Lanes	2,944	June 30 2011
2		Airoso Blvd to Floresta Dr	6	Add 2 Lanes	5,437	Dec. 31 2013
3	Gatlin Blvd	Road B to I-95	4	Build 4 Lanes	0	2003
4	(Tradition Parkway)	Road A to I-95	4	Add 2 Lanes	NA	June 30 2021
5	St Lucie West Blvd	Commerce Center Pkwy. to I-95 (1)	2	Add 2 Lanes	3,363	Dec. 31 2007
6	/Prima Vista Blvd	I-95 to NW Peacock Blvd	4	Add 2 Lanes	1,273	June 30 2009
7		NW Peacock Blvd to California Blvd	4	Add 2 Lanes	1,747	Dec. 31 2006
8		California Blvd to Country Club	4	Add 2 Lanes	2,332	Dec. 31 2007
9		Country Club to Bethany Dr.	4	Add 2 Lanes	2,332	Dec. 31 2007
10		Bethany Dr. to Cashmere Blvd.	4	Add 2 Lanes	2,332	Dec. 31 2007
11	California Blvd.	Heatherwood Blvd to Prima Vista Blvd	2	Add 2 Lanes	4,651	Dec. 31 2014
12	West Midway Rd	East Torino Pkwy to Selvitz Rd	2	Add 2 Lanes	4,533	Dec. 31 2019
13		Selvitz Rd to 25th St	2	Add 2 Lanes	4,730	Dec. 31 2011
14	Commerce Center Pkwy.	Gatlin to N Westchester	4	Build 4 Lanes	3,363	Dec. 31 2007
15	(Road A or Village	N Westchester to PGA Village	0	Build 4 Lanes	3,363	Dec. 31 2007
16	Parkway)	PGA Village to Reserve Blvd.	4	Build 4 Lanes	3,363	Dec. 31 2007

(1) This improvement includes the bridge over I-95

4. The recommended improvements included in Condition 2 that require eight lanes along segments of Port St. Lucie Boulevard may not be necessary with the construction of 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 West Virginia Drive 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 Condition 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 Tradition 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. Tradition 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. Tradition 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.

RECOMMENDATIONS

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 the date specified in Column 6 until either: 1) contracts have been let for the intersection improvements identified in Column A; 2) the improvements identified in Column A 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.

Intersection	A		B
	Improvement		Date
Port St. Lucie Blvd. /Bayshore Blvd.	Westbound	Right Turn Lane	December 31, 2006
	Northbound	Right Turn Lane	December 31, 2006
		Right Turn Lane	December 31, 2015
	Eastbound	Dual Left Turn Lanes	December 31, 2020

2. Commencing in the year 2005 signal warrant analyses shall be performed at the intersections of Gatlin Boulevard and the I-95 ramps. The signal warrant analyses shall be continued on an annual basis until the 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, or 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 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 Tradition 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 Tradition 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.

RECOMMENDATIONS

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. Prior to the issuance of any building permits beyond the development allowed under the existing Preliminary Development Agreement, a traffic study shall be submitted to the City of Port St. Lucie as part of the Site Plan Approval Process 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 external roadway system.

2. As a minimum, the intersection of Gatlin Boulevard and Commerce Center Parkway (referred to Road A/Village Parkway in the ADA) shall have the following lane geometry at buildout of the Tradition DRI:

<u>Eastbound</u>	Two through lanes One left-turn lane
<u>Westbound</u>	Two through lanes One right-turn lane
<u>Southbound</u>	One left-turn lane One right-turn lane

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 Tradition 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

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.

RECOMMENDATIONS

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. Prior to the issuance of any building permits beyond the development allowed under the Preliminary Development Agreement, a PM peak hour trip generation calculation shall be performed prior to site plan approval for the development proposed using the trip generation rates set forth in Exhibit D. The trip generation study shall include all existing development and the development proposed for site plan approval. Development Order conditions shall 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 Tradition 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.

EXHIBIT D
Tradition DRI
Trip Generation Rates and Equations

Land Use	ITE Code	Units	Trip Generation Rate (1)
Residential Single Family	210	Dus	$\ln(T) = 0.901\ln(X) + 0.527$
Residential Multi Family	220	Dus	$T = 0.541(X) + 18.743$
Office	710	SF	$T = 1.121(X) + 79.295$
Retail	820	SF	$\ln(T) = 0.660\ln(X) + 3.403$
School		Students	0.19 /Student
Hotel	310	Rooms	0.71 /Room
Church	560	SF	0.66 /1000SF
Hospital	610	Beds	1.22 /Bed
ALF	252	Unit	0.17 /Unit
Water Treatment Plant	170	Employees	0.76 /Employee
Park	411	Acres	10% of Daily (1)

(1) Equation for Daily Trips: $\ln(T) = 0.401\ln(X) + 3.780$

Residential X = Number of Dwelling Units
Office X = 1,000 Square Feet of Gross Floor Area
Retail X = 1,000 Square Feet of Gross Leasable Area

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

The Tradition DRI is designed as a 7,245 dwelling unit mixed-use master-planned community, which will provide a variety of residential, commercial, retail, institutional and recreational facilities. The developer has indicated that the Tradition DRI provides a range and type of residential units, which encompass single family, multifamily and assisted living. The developer asserts that with a broad range of dwelling unit costs and types and the employment potential from retail, commercial and office development, a significant number of Tradition residents will be able to live and work in the community.

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. Based on the proposed plan of development, the project is expected to generate at build out a demand for 2,921 affordable dwelling units for workers who will be employed within the Tradition DRI. These worker households are distributed in the very low to moderate-income groupings as follows:

Income Group	Demand	Maximum Income Limits*
Very-low	793	\$25,300
Low	1,367	\$44,480
Moderate	761	\$60,720
Total	2,921	

*for a family of four

The developer asserts that as part of the Tradition DRI development, 2,200 dwelling units will be priced from \$66,000 to \$156,000. If provided, these dwelling units will offset the overall demand for affordable housing created by the Tradition DRI. The applicant concluded that the supply of onsite and offsite affordable owner-occupied (for sale) housing units was available to meet the affordable housing demand generated by the proposed plan of development for the Tradition DRI. The following table shows the applicant's projected estimates for very low income (VLI), low income (LI), and moderate income (MI) affordable housing supply at project build out:

* 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.

	Housing Demand	Net "For Sale" Average Housing Supply	On-Site Tradition Housing Supply	Housing Surplus (+) Housing Need (-)
VLI	793	2,929	200	2,336
LI	1,367	1,977	800	1,410
MI	761	851	1,220	1,310
Total	2,921	5,757	2,220	5,056

However, it is unreasonable to assume that the entire demand of 2,921 units of affordable housing can be accommodated solely by owner-occupied housing units. Some, but not all of the single and multi-worker households employed within the Tradition 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 community of *not* providing affordable housing. A recent study* 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

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

community in Florida to initiative aggressive affordable housing development strategies or forego significant economic opportunity.

RECOMMENDATION

See advisory section of report concerning consistency with Strategic Regional Policy Plan goals and policies for the provision of adequate housing in proximity to the workplace.

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 Tradition 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

Tradition is projected to have a resident population of over 18,000 at buildout. Development of the project is predicted to create over 6,000 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 Tradition 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 Tradition has the opportunity and responsibility to address other urban 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 Tradition. 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, discussions have begun between the developer and the City to construct a full service station within the project. With an expected population of over 18,000 people at buildout of Tradition 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 Tradition 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 Tradition DRI is greater than that recognized by industrial 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 and the fire district to locate and construct a fire and emergency medical services station on site.

Education: Based on a total of 7,245 residential units expected within the Tradition DRI, a total of 2,826 students are projected to enroll in the St. Lucie County public school system. Current ratios suggest there would be approximately 1,340 elementary school students, 650 middle school students, and 836 high school students. The St. Lucie County School Board stated that schools would be need to be built based on their facilities list (820, 1400, 1800, students respectively for elementary, middle, and high school). There are current negotiations between Florida Atlantic University and the developer to develop a charter research school (K-12) for 1,580 students within the Tradition DRI. Discussions are ongoing between the developer and the St. Lucie County School Board concerning the provision of school sites within the Tradition DRI.

Recreation and Open Space: Over 18,000 people will reside within the Tradition DRI at buildout. According to the City of Port St. Lucie and state standards for assessing recreational property needs, the project would require approximately 90 to 360 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 143 acres of trails, parks and open space, along with 196 acres of lakes and waterways are anticipated at buildout. Also as part of the Community School, recreational space and a fitness center will be included as part of the plan. This does not fully address the recreational land demands based on City and state standards. Specific commitments regarding these recreational needs are not clearly identified in the ADA. The ADA does not address the issue of how, when, and what facilities will be provided to meet project demands.

The need for providing adequate recreational facilities at the Tradition 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 Tradition DRI. The Tradition 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 Tradition 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 36,000 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.

RECOMMENDATIONS

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 development beyond that allowed by the existing preliminary development agreement, 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 and specific site and acreage appropriate 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 development beyond that allowed by the existing preliminary development agreement, 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 and specific site and acreage appropriate 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 shall require the payment of the developments pro-rata share to build, staff, and equip the fire/emergency services station. The St. Lucie County Fire District in consultation with Treasure Coast Regional Planning Council must approve the plan. 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 beyond that allowed in the existing preliminary development agreement, 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.
3. Prior to commencement of development beyond that allowed by the existing preliminary development agreement, the developer shall coordinate with the St. Lucie County School Board to provide the necessary school facilities concurrent with development of the Tradition DRI. Development shall 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 Tradition DRI.
4. Prior to application for any building permits beyond development allowed under the existing preliminary development agreement for the Tradition 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. The plan shall be approved by the City of Port St. Lucie in consultation with Treasure Coast Regional Planning Council prior to commencement of development beyond that allowed in the existing preliminary development agreement. Neighborhood and community recreational facilities shall be constructed and available to serve projected demand in accordance with the approved plan.

5. Prior to commencement of development beyond that allowed by the existing preliminary development agreement, 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, 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.

6. Prior to commencement of development beyond that allowed by the existing preliminary development agreement, the developer shall provide a plan for provision of public library facilities to meet the demand created by residential development of the project. The plan must include an evaluation and estimate of the demand for public library facilities. Methodology used to project library 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, in consultation with Treasure Coast Regional Planning Council must approve the plan. Public library 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 Tradition 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 Tradition DRI. The Department of State, Division of Historical Resources, concurred with those findings (See Exhibit HA-1).

RECOMMENDATION

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

1. All clearing and grubbing activities within the project should be subjected to monitoring by an archaeologist. 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.

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
 Office of the Secretary
 Office of International Relations
 Division of Elections
 Division of Corporations
 Division of Cultural Affairs
 Division of Historical Resources
 Division of Library and Information Services
 Division of Licensing
 Division of Administrative Services



FLORIDA DEPARTMENT OF STATE
 Katherine Harris
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

EXHIBIT HA-1
 MEMBER OF THE FLORIDA CABINET
 State Board of Education
 Trustees of the Internal Improvement Trust Fund
 Administration Commission
 Florida Land and Water Adjudicatory Commission
 Siting Board
 Division of Bond Finance
 Department of Revenue
 Department of Law Enforcement
 Department of Highway Safety and Motor Vehicles
 Department of Veterans' Affairs

James T. Snyder
 Treasure Coast Regional Planning Council
 301 East Ocean Boulevard, Suite 300
 Stuart, Florida 34994

October 30, 2001

RE: DHR Project File No. 2001-9855
 Received by DHR: July 27, 2001
 Westchester Development of Regional Impact
 St. Lucie County

Dear Mr. Gentry:

Our office received and reviewed the above referenced project in accordance with Section 380.06, *Florida Statutes*. The State Historic Preservation Officer is to advise Federal agencies as they identify 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.

A review of the Florida Master Site File and our records indicates that there are no archaeological or historic sites currently recorded within the project area. However, the lack of recorded historic properties is not considered significant because the area has never been subjected to a systematic, professional survey to locate such properties. Since potentially significant archaeological and historic sites may be present, it is our recommendation that, prior to initiating any project related land clearing or ground disturbing activities within the project area, it should be subjected to a systematic, professional archaeological and historical survey. The purpose of this survey will be to locate and assess the significance of historic properties present. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46, *Florida Administrative Code*, and will need to be forwarded to this agency in order to complete the process of reviewing the impact of this proposed project on historic properties.

The results of the investigations will determine if significant historic properties would be disturbed by this project. In addition, if significant remains are located, the data described in the report and the consultant's conclusions will assist this office in determining measures that must be taken to avoid, minimize, or mitigate adverse impacts to historic properties listed, or eligible for listing in the *National Register of Historic Places*, or otherwise of historical, architectural, or archaeological significance.

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 Museum
 (850) 245-6400 • FAX: 245-6437

Palm Beach Regional Office
 (561) 279-1475 • FAX: 279-1476

St. Augustine Regional Office
 (904) 825-5045 • FAX: 825-5044

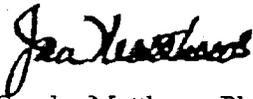
Tampa Regional Office
 (813) 272-3843 • FAX: 272-2340

Mr. James Snyder
October 30, 2001
Page 2

Because this letter and its contents are a matter of public record, consultants who have knowledge of our recommendations may contact the applicant. This should in no way be interpreted as an endorsement by this agency. The *Registry of Professional Archaeologist* (RPA) is the national certifying organization for archaeologists. A listing of archaeologists who are RPA members living or working in Florida can be accessed at <http://dhr.dos.state.fl.us/bhp/compliance>. In addition, the complete RPA Directory of Certified Professional Archaeologists is available at www.rpanet.org.

If you have any questions concerning our comments, please contact Christina Halperin, Historic Sites Specialist, by electronic mail chalperin@mail.state.dos.fl.us or at 850-245-6333 or 800-847-7278.

Sincerely,



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

XC: James L. Zboril

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 Tradition 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 Tradition DRI will require an average daily demand of 407, 349 Kilowatt Hours with a peak hour demand of approximately 34,000 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 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 Tradition 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.



Florida Power & Light Company

February 4, 2003

Paul Yeargain, P.E.
Project Manager
Vanasse Hangen Brustlin, Inc.
135 W. Central Blvd., Suite 800
Orlando, FL 32801-2476
(407) 839-4006

Re: Westchester Development

Dear Mr. Yeargain:

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 Tradition development or adversely impact the quantity of existing public shelter space. Tradition 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 Tradition 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 Tradition 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.

It is important to note that State and local emergency management planners must now anticipate and prepare for potential inland destruction from a major hurricane event. This contrasts with the ADA that because the project is not situated within a high hazard hurricane evacuation area, the developer is not required to address the need for sheltering or evacuation.

Emergency managers 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. According to information from other DRI developments, approximately 10 percent or approximately 1,800 of the 18,000 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 36,000 square feet of additional local shelter space.

As noted, the threat of natural or man-made disasters in South Florida is very real. This fact, along with lessons learned from Hurricane Andrew, simply underscore the importance of using better community design practices to increase public safety during natural or man-made disasters.

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 Tradition 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 Tradition resident population.

The intent of this condition is to ensure that adequate public shelter space is available at all times to meet the demand of Tradition residents. Should at anytime beyond 2007, an annual status report show that usable public shelter space is not available on site to accommodate 10 percent of Tradition resident population at 20 square feet per person, no further residential building permits for Tradition should be issued. Issuance of building permits for Tradition 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.

Tradition DRI

REGIONAL AND TOWN PLANNING

RECOMMENDATIONS FOR LOCAL GOVERNMENT AND THE DEVELOPER

This section points out where the Tradition 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 Tradition 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 Tradition DRI.

MASTER PLAN

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 Tradition Master Plan is not wholly 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, office parks, strip shopping centers 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 a large area, inefficiently arranged and conceived, with access such that it requires the use of a car.

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 form to better-accommodate the region's future growth. Refer to Appendix D and E 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.

TRADITION MASTER PLAN

The current master plan for the DRI has the potential to be much more effective in accomplishing regional goals, strategies and policies. While some large land commitments have been made to conventional subdivision and production builders, similarly large amounts of land within the boundaries this DRI and beyond are unplanned and uncommitted. In addition a small portion of the project is already being constructed which follows several of the fundamental principals associated with preferred forms of development advocated by the SRPP.

The strategic location of the land, its single ownership and size, the large quantity of development proposed, and the investor's willingness to explore traditional design concepts and work with Council staff suggest that good progress can be made toward consistency with the SRPP. Of particular interest in this regard are the large land tracts remaining east of Road B and north and south of Gatlin Boulevard.

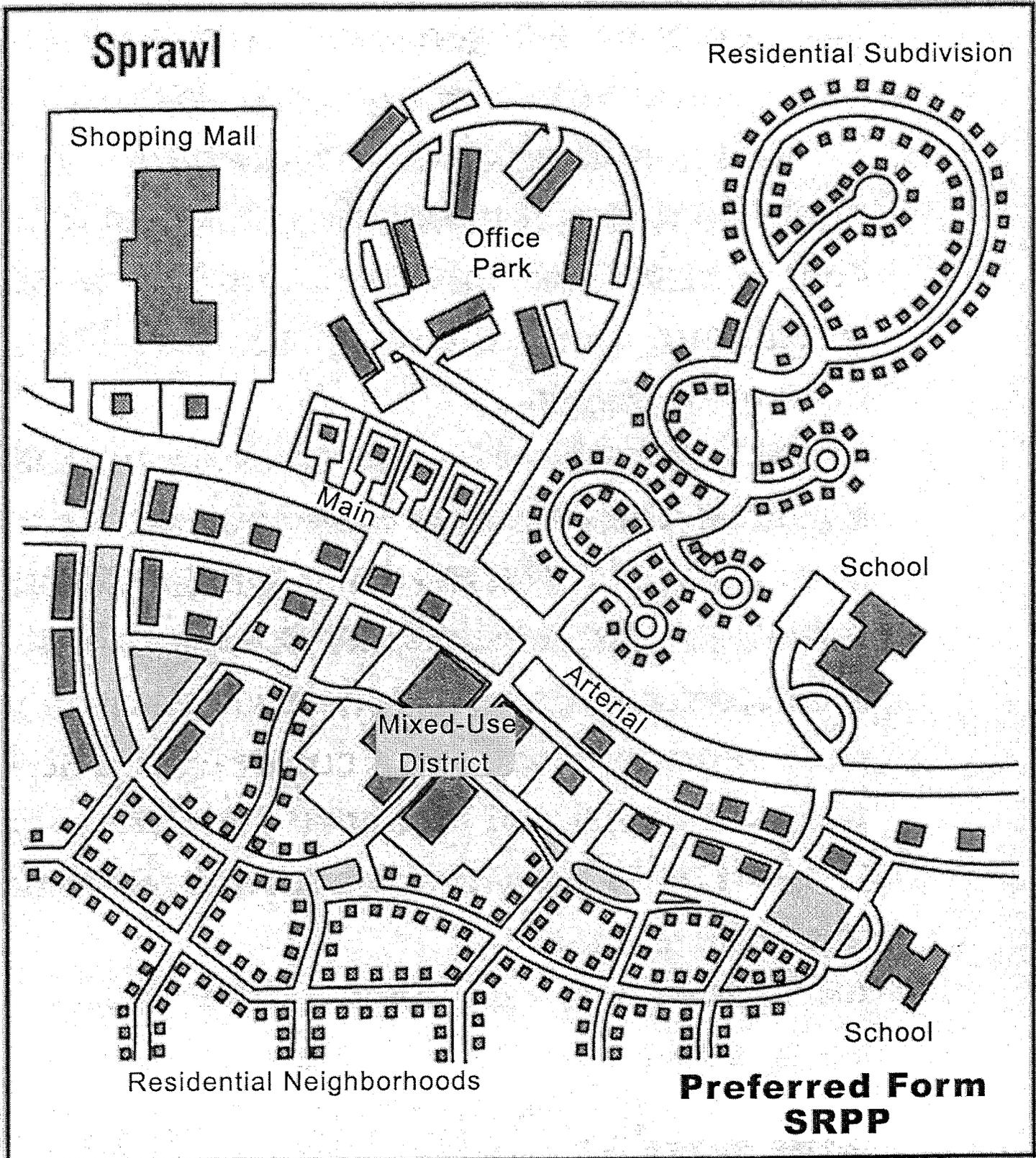
Council has provided several scenarios, which illustrate patterns of development that better implements the goals and policies of the SRPP while allowing the developer to achieve the density and types of development proposed in the DRI (Exhibits MP 4, 5, 6 and 7). Under these scenario, chances are greatly improved that: 1) sprawl will be prevented; 2) protection of regional natural systems will be assured; 3) a more beneficial and preferred pattern of development will be established; and 4) the positive fiscal and

social impact the City and developer hope to achieve will be delivered with the least amount of impact. Council looks forward to working with Tradition and making a meaningful contribution to master planning the remainder of the DRI and beyond.

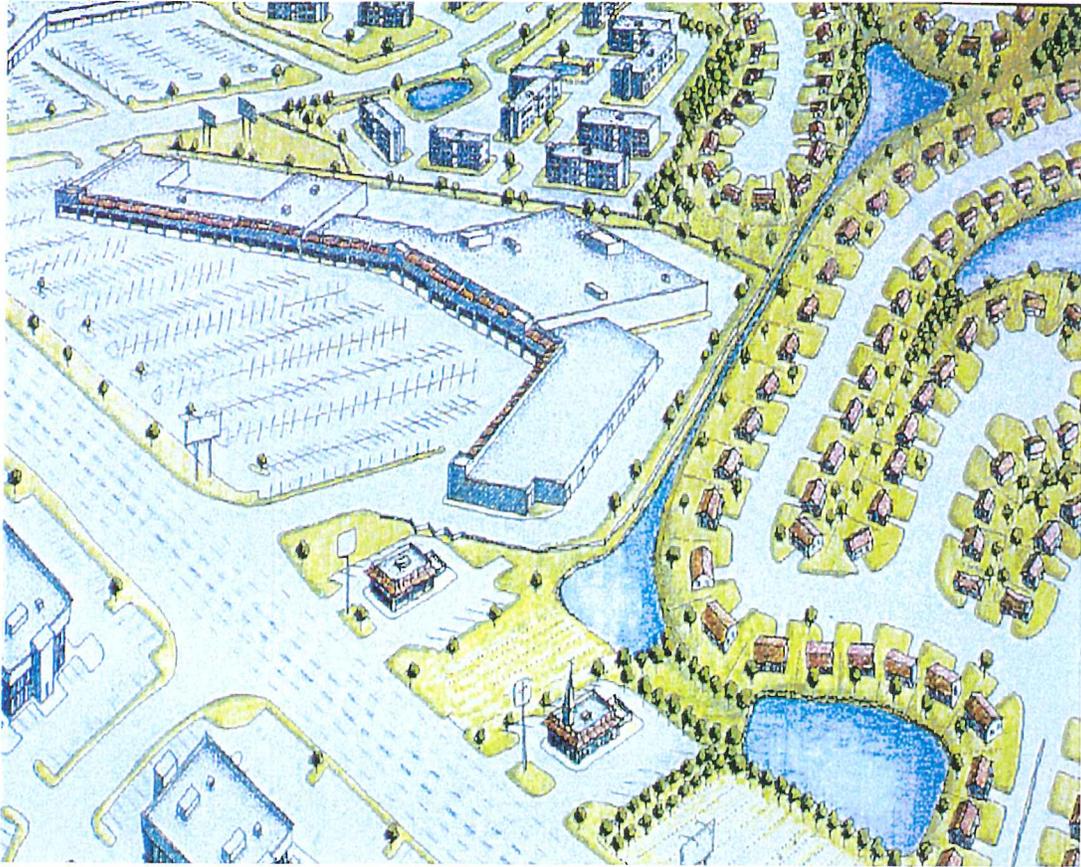
RECOMMENDATIONS

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. Prior to approving the Tradition 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 from 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.
2. The City of Port St. Lucie should consider incorporating into future master plans approved for the Tradition 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 Tradition DRI.



Sprawl

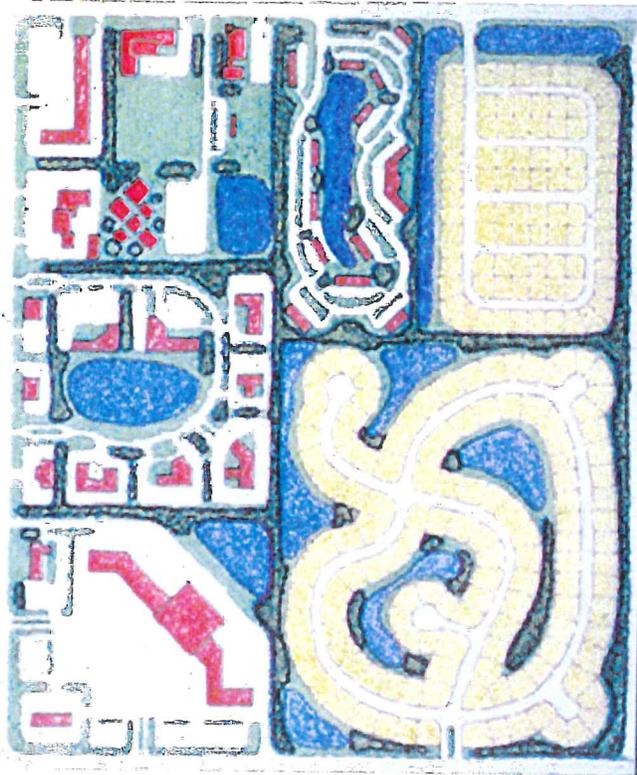


Preferred Form SRPP



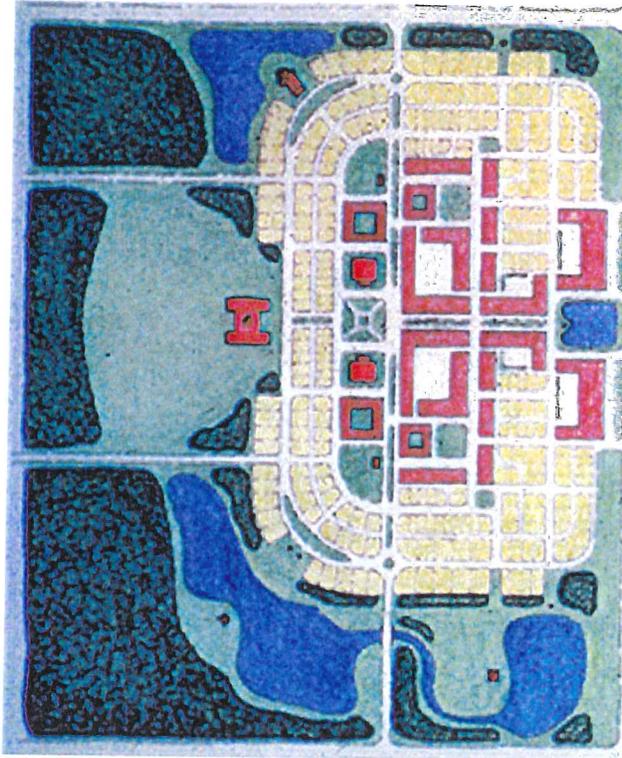
Regional Impacts of Sprawl

Sprawl



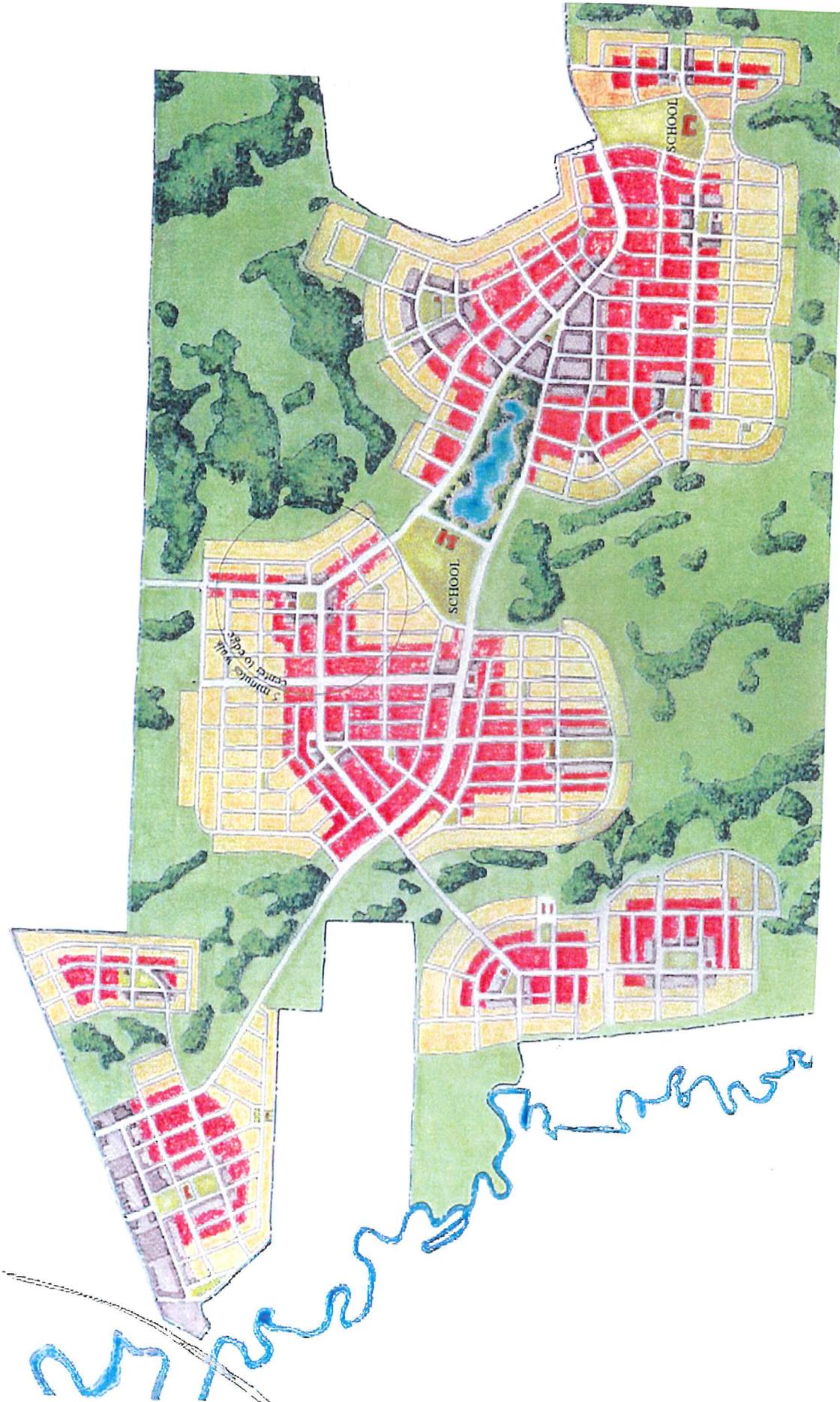
- 30% more energy used
- 2 to 4 times poorer water quality
- 25% to 50 % more time in our cars
- 30% to 40% more land used
- Public transportation is not an option
- 20% to 25% of your income spent on cars
- Kids won't be able to walk to school

Preferred Form



- Sprawl housing products underperform comparable New Urbanist products on sales price and absorption
- 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

Neighborhoods and Connections



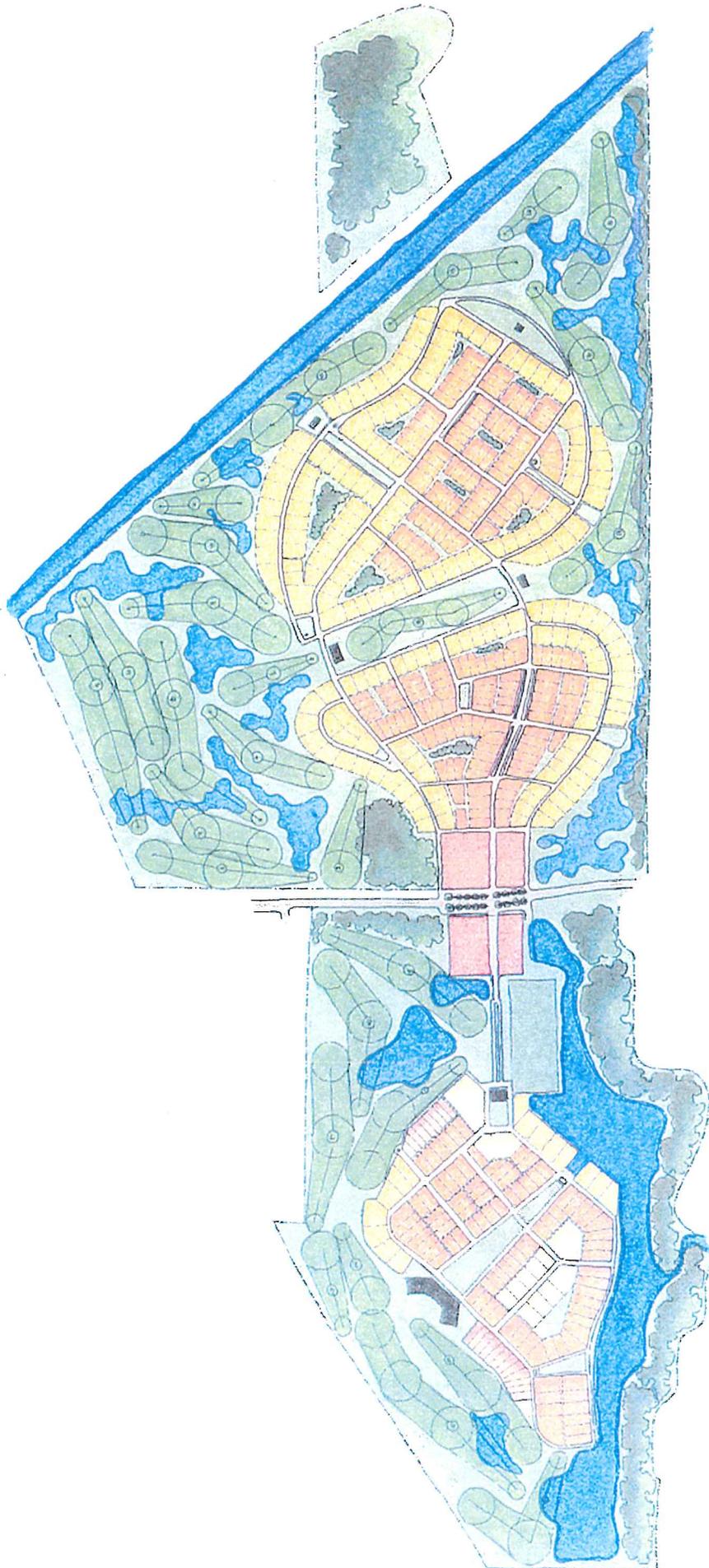
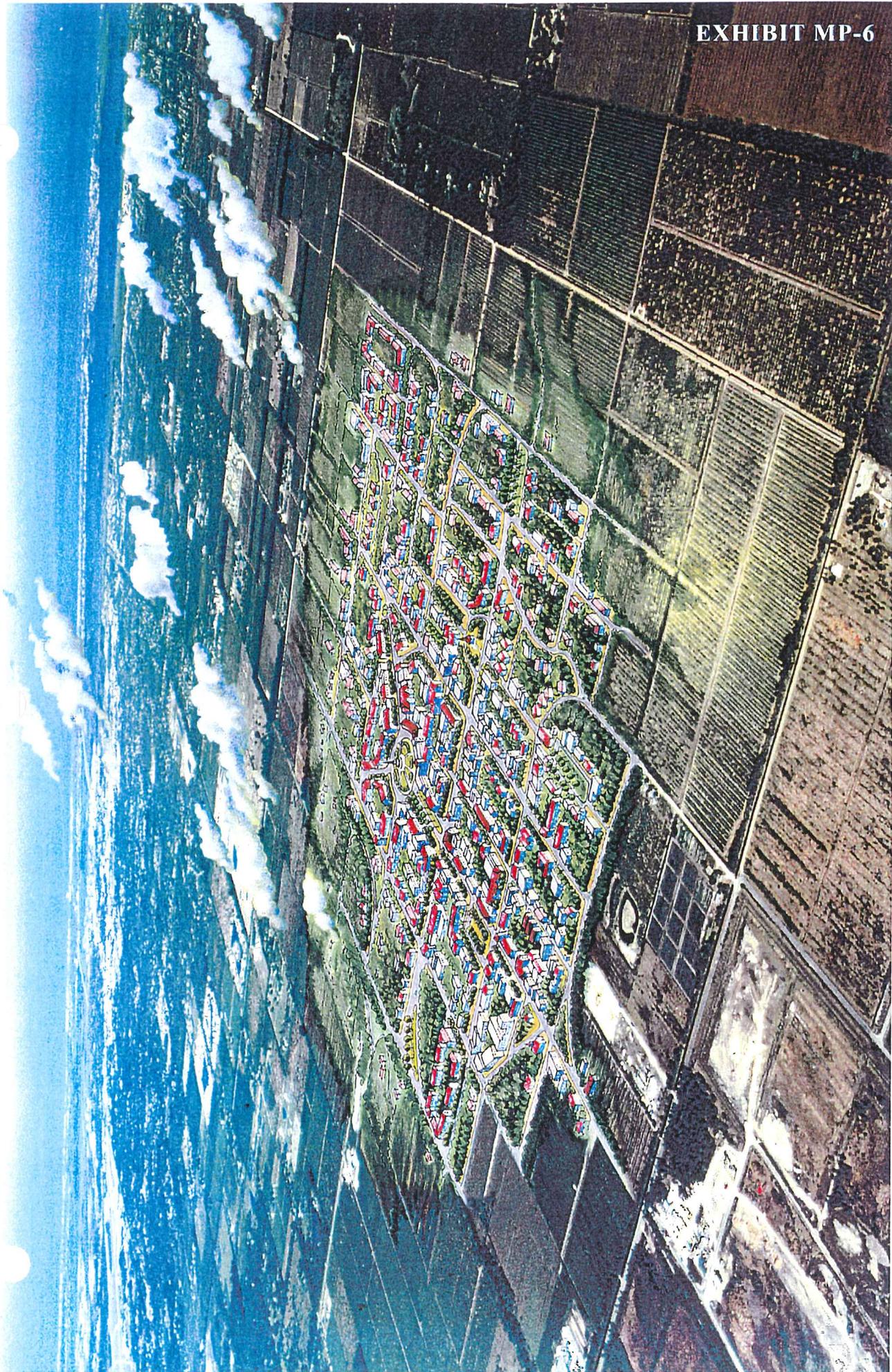
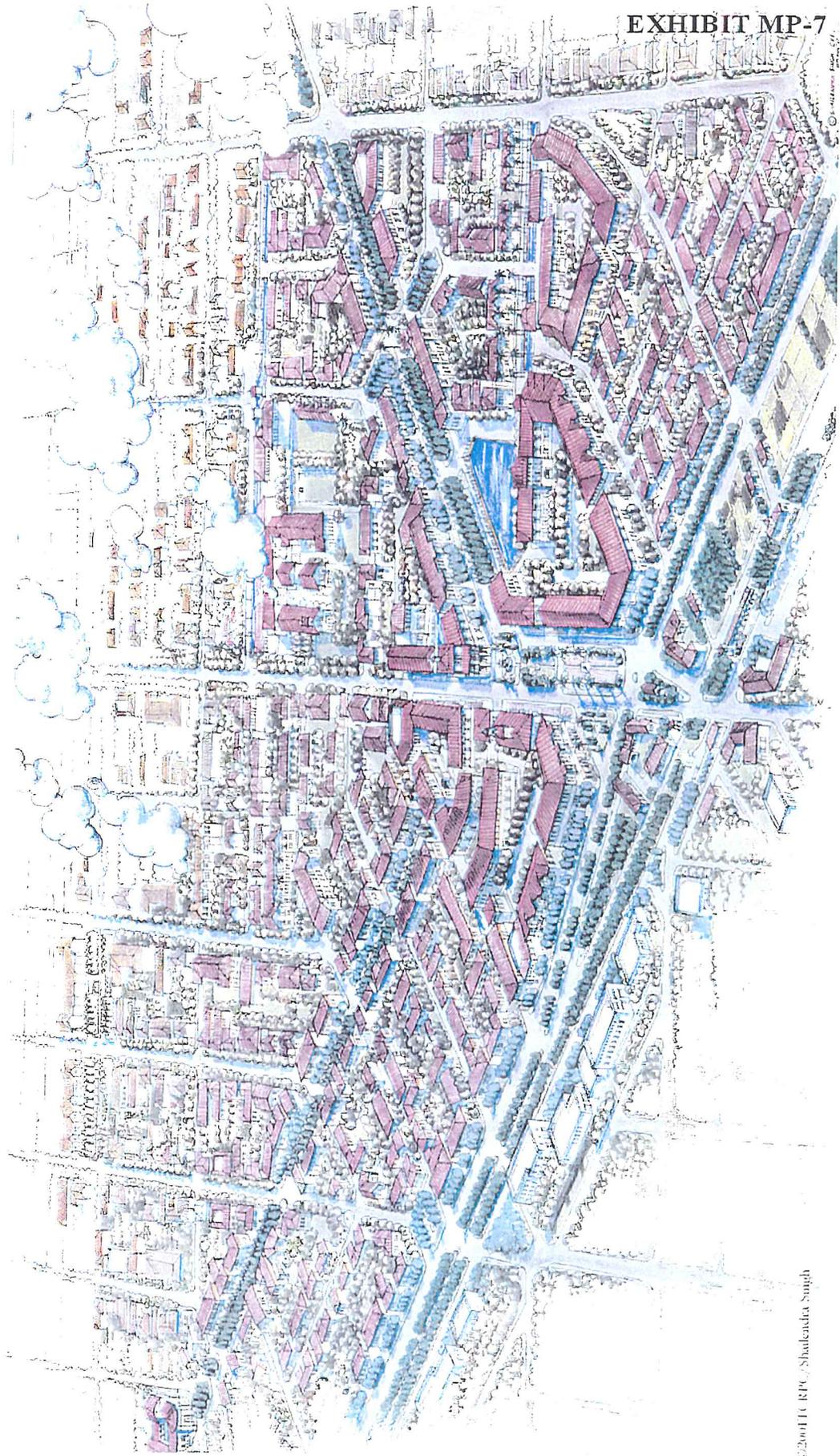


EXHIBIT MP-6



AN AUTHENTIC VILLAGE IN THE COUNTRYSIDE

EXHIBIT MP-7



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 (1961)

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 Tradition 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 Tradition 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:

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.

Part of the current Tradition DRI master plan contains a good network of streets, while other portions of the project have the street pattern characteristics of conventional gated subdivision. Based on the proposed DRI master plan, there are a limited number of internal roadway connections through the project. Council has provided several possible scenarios, which illustrate a preferred framework or street network for the Tradition DRI (see MASTER PLAN AND APPENDIX D) that can be incorporated into the specific site plans for development of the Tradition DRI. 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 does not provide for these anticipated regional roadways other than the continuation of Commerce Center Parkway south to Gatlin Boulevard.

The Tradition and PGA Village 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.

RECOMMENDATIONS

In order to be consistent with the SRPP and encourage a more efficient pattern of development for the Tradition 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 Tradition 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 Tradition 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.

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

The Tradition DRI is designed as a mixed-use master-planned community, which will provide a variety of residential, commercial, retail, institutional and recreational facilities. The developer has indicated that the Tradition DRI provides a range and type of residential units, which encompass single family, multifamily and assisted living. The developer asserts that the broad range of dwelling unit costs and types and the employment potential from retail, commercial and office development, a significant number of Tradition residents will be able to live and work in the community.

Based on the proposed plan of development, the project is expected to generate at build out a demand for 2,921 affordable dwelling units for workers who will be employed within the Tradition DRI. These worker households are distributed in the very low to moderate-income groupings as follows:

Income Group	Demand	Maximum Income Limits*
Very-low	793	\$25,300
Low	1,367	\$44,480
Moderate	761	\$60,720
Total	2,921	N/a

*for a family of four

The Tradition DRI will provide approximately 2,200 dwelling units, which will be priced from \$66,000 to \$156,000 (see below).

Income Group	Number of Dwelling Units To Be Provided On-Site	Approximate \$ Value
Very-low	200	\$66,000
Low	800	\$97,200
Moderate	1,220	\$129,000 - \$156,000
Total	2,220	n/a

If provided, these dwelling units will offset the overall demand for affordable housing within the Tradition DRI.

The applicant’s analysis asserts that the proposed project will not create a significant need for housing affordable to very low, low or moderate-income households. The applicant’s housing supply portion of the affordable housing needs analysis concluded that a surplus of off-site and on-site affordable owner-occupied (for-sale) housing units was available to meet the affordable housing demand generated by the DRI development.

The Tradition DRI development project will generate a demand for 2,921 units of very low, low and moderate income housing, which cannot be fully accommodated on site but can be accommodated within a reasonable proximity to the development according to the DCA Affordable Housing Rule. Still it is unreasonable to assume that the entire demand of 2,921 units of affordable housing can be accommodated solely by owner-occupied housing units. Some, but not all of the single and multi worker households employed within the Tradition 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, a shortage of rental units within a proximate distance to the Tradition DRI will pose significant obstacles to those project employees who cannot afford to purchase their own homes. Strategic Regional Policy Plan Goals 2.1 and 2.2 specifically state that an adequate supply of safe and affordable housing is required to meet the needs of the very low, low an moderate income residents of the region and that a range of housing types and affordabilities in proximity to employment and services be available.

RECOMMENDATIONS

In order to ensure an adequate and timely supply of housing affordable to the very low, low and moderate-income employees within the Tradition DRI, the City of Port St. Lucie should consider the following:

1. The developer in cooperation with the City of Port St. Lucie should provide and maintain approximately 2,220 housing units or 30 percent of the overall dwelling units proposed as affordable on-site housing. These units shall remain affordable as defined by the City's Comprehensive Plan for a period of no less than five (5) years from the issuance of the Certificate of Occupancy.
2. The developer should, as part of the residential component of the DRI development provide apartment rental units that meet the affordable housing needs of the DRI's very-low income workers. These apartment rental units can be provided, for example, as part of the mixed-use Tradition Town Center, where multi-family residential uses are contemplated.

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 Tradition DRI project, a DRI, and constituting this Ordinance/Resolution as a DO by the City of Port St. Lucie in compliance with law; providing an effective date; and providing a termination date.

WHEREAS, James L. Zboril, authorized agent for Tradition Development Company, LLC., 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 Tradition 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 City 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 City 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 City Council has received and considered the assessment report and recommendations of the Treasure Coast Regional Planning Council; and

WHEREAS, the City 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 City.

CONCLUSION OF LAW

NOW, THERE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA, in a public meeting, duly constituted and assembled this ____ day of _____, 2003, that the Tradition DRI ADA submitted by Tradition Development Company, LLC is hereby APPROVED, subject to the following conditions, restrictions, and limitations:

ADA

1. The Tradition 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 May 15, 2002; and
- b. Supplemental information dated October 8, 2002 and April 3, 2003.

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 December 31, 2022.

EXPIRATION DATE

5. This DO shall expire on December 31, 2027.

TREASURE COAST REGIONAL PLANNING COUNCIL/ CITY OF PORT ST. LUCIE RECOMMENDED CONDITIONS

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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 City Council as to whether the change constitutes a substantial deviation as provided in Section 380.06 (19), Florida Statutes. The of Port St. Lucie City Council 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 Community Development Department Director 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

EXPIRATION DATE

5. This DO shall expire on December 31, 2027.

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 City Council as to whether the change constitutes a substantial deviation as provided in Section 380.06 (19), Florida Statutes. The of Port St. Lucie City Council 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 Community Development Department Director 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 Statutes; and

k. Any other information requested by the City of Port St. Lucie City Council or the City of Port St. Lucie Community Development Department Director 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 December 31, 2027 the Tradition 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.

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 City.

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 Tradition DRI for consistency with the City of Port St. Lucie Comprehensive Plan.

The proposed Tradition 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 requires amendments to the City's comprehensive plan prior to approval of the DRI plan of development. The City recently amended their comprehensive plan, which established a new Future Land Use Map designation called New Community Development District (NCDD) for over 5,700 acres. The Tradition DRI is part of this newly annexed area of the City. The City adopted new goals and policies, which are to be followed within the NCDD land use designation to promote the development of a large-scale sustainable community with a mix of uses. The new City objectives and policies for the NCDD have been adopted to ensure that development will: 1) provide for a integrated mix of uses which will reduce reliance on the automobile; 2) be sensitive to the environment; 3) provide for a diversity of housing types; 4) provide for multi-modal transportation to redirect traffic from the US 1 corridor; and 5) to be developed concurrent with the provision of adequate public facilities. The goal of the City is to replace piecemeal planning with a vision to create an integrated new community. Based on the information provided in the DRI application for development approval and the proposed master plan for the Tradition DRI, it is difficult to determine whether portions of the proposed DRI plan of development are consistent with the goals and policies of the City's comprehensive plan, in particular, the new goals and policies of the NCDD.

If the development is approved subject to the recommended development order conditions and the advisory comments are taken into consideration in designing and integrating site plans for future phases of the Tradition DRI, then the development will 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

RECEIVED

APR 21 2003

TREASURY COAST
REGIONAL PLANNING COUNCIL

IMPACT ASSESSMENT REPORT

Prepared by

South Florida Water Management District

Issued April 18, 2003

I PROJECT SUMMARY

Project: Tradition (f/k/a Westchester)
 Developer: Westchester Development Company, LLC
 SFWMD ID No: 02-453
 Location: Sections 4,5,8,9,10,15,16&17 /Township 37 South/Range 39 East, St. Lucie County
 Size: ±2,522 acres
 Existing Land Use: Agricultural/Undeveloped
 Proposed Land Use: Mixed-use, including Residential (6,945 dwelling units), Assisted Living Facility (300 dwelling units), Hotel (300 rooms), Hospital (200 beds), Retail (675,512 square feet), Office (1,295,567 square feet)
 DRI Threshold: Exceeds mixed-use threshold, pursuant to Chapter 380.0651(3)(I), F.S.

II GENERAL PROJECT-RELATED INFORMATION

The Tradition DRI is a proposed ±2,461.49 acre mixed-use development located in east-central St. Lucie County on the west side of I-95, north and south side of Gatlin Boulevard extended (see Exhibit 1). The Master Development Plan (see Exhibit 2) proposes the following land uses: Residential (6,945 dwelling units), Assisted Living Facility (300 dwelling units), Hotel (300 rooms), Hospital (200 beds), Retail (675,512 square feet), Office (1,295,567 square feet). Development is scheduled to occur in four phases with buildout in 2022.

On May 14, 2001, the applicant entered into a Preliminary Development Agreement with the Florida Department of Community Affairs to allow development of the initial phase of the proposed project prior to issuance of a final DRI Development Order, pursuant to Chapter 380.032(3) and 380.06(8), F.S., and Rule 9J-2.185, F.A.C.

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 Tradition DRI 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/quality, wetlands/other surface waters-functions, and water use.

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 the on-site lakes.

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 4) requiring that specific conservation measures be incorporated into the project design.

Surface Water Management

Existing features on the project site include the I-95 Borrow Canal along the eastern property boundary north of Gatlin Boulevard extended, the Peacock Canal along the northern and a portion of the western property boundary, and a series of agricultural ditches and isolated wetlands. That portion of the existing project site located north of Gatlin Boulevard extended was previously permitted by the District for agricultural uses under Permit No. 56-00428-S. The existing permitted surface water management system routes off-site discharges into the C-24 Canal via the Peacock Canal.

On February 14, 2002, the District issued a Conceptual Approval for that portion of the proposed DRI located north of the Gatlin Boulevard extension (Permit No. 56-01569-P). The permit also authorizes construction and operation of the surface water management system for Phase I.

According to the ADA, the proposed surface water management system will consist of a network of inlets, culverts and wet detention ponds. Water quality treatment will be provided within the master surface water management system. Commercial areas will need to provide dry pretreatment within each phase or lot area.

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 168.66 acres of jurisdictional wetlands, the majority of which are freshwater marsh wetlands. A lesser acreage of wet prairie, exotic wetland hardwood, shrub, bay

swamp, mixed wetland hardwood, and hydric pine flatwood wetlands also occur on site. The applicant is proposing to preserve approximately 123.72 acres (73%) of the total wetland acreage existing on-site.

Proposed impacts to SFWMD jurisdictional wetlands within that portion of the project site north of the Gatlin Boulevard extension were addressed in Environmental Resource Permit (ERP) No. 56-01569-P. The Conceptual Approval authorizes impacts to approximately 85.84 acres of SFWMD jurisdictional wetlands (specific impacts within each phase of development must be authorized at the time of construction approval for each individual phase of development). Permit No. 56-01569-P also authorizes construction of Phase I and impacts to 14.19 acres of SFWMD jurisdictional wetlands located in Phase I and the Gatlin Boulevard extension. Mitigation for the 14.19 acres of wetland impacts in Phase I was authorized in another ERP issued to A. Duda and Sons (No. 56-01544-P).

Proposed impacts to the 15.91 acres of on-site wetlands located within that portion of the project site south of the Gatlin Boulevard extension will be addressed at the time of application for a modification to ERP No. 56-01569-P.

No additional mitigation will be required for the proposed impacts to SFWMD jurisdictional wetlands within the overall DRI. Sufficient mitigation has already been provided under other previously issued ERPs for the property within the DRI boundaries.

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 – a modification to Permit No. 56-01544-P for conceptual approval of the area south of the Gatlin Boulevard extension, for construction and operation of the surface water management system for the remaining phases of the proposed development, and for the proposed impacts to wetlands and other surface waters.
2. Water Use Permit – a modification to Water Use Permit No. 56-01661-W for the proposed surface water withdrawals for landscape irrigation for the remaining phases of the proposed development.

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 - Tradition, DRI No. 02-453

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: 1.94 MGD

Proposed Non-Potable Water Source: On-site lakes

Projected Demand of DRI: 3.0 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(1)		
2. Conservation Practices	X			
3. Wastewater Reuse	X			
II. WATER USE IMPACTS				
A. ON-SITE				
1. Proposed Sources				
a. Groundwater		X(1)		
b. Surface Water		X(1)		
c. Wastewater Reuse	X			
d. Reverse Osmosis	N/A			
2. Resource Capability		X(1)		
3. Impacts				
a. Salt Water Intrusion		X(1)		
b. Pollution/Contamination		X(1)		
c. Environmental		X(1)		
B. OFF-SITE				
1. Verification of Availability				
from Utility	X			
2. Resource Capability	X			
3. Impacts				
a. Salt Water Intrusion	X			
b. Pollution/Contamination	X			
c. Environmental	X			
d. Other Legal Users	X			

WATER SUPPLY AND DEVELOPMENT FOOTNOTE:

- (1) On January 9, 2003, the District issued Water Use Permit No. 56-01661-W for Phase I of the development (348.2 acres). The permitted withdrawal sources include the on-site lake system and the I-95 borrow canal. In the ADA, the applicant estimates a demand of 0.6 inches per week for non-potable irrigation water use for 965 acres of landscaped area. The applicant's estimate will be verified at the time of application for a modification to Permit No. 56-01661-W (i.e., when future phases of development are incorporated into the permit).

SUBJECT: SURFACE WATER MANAGEMENT - Tradition, DRI No. 02-453

Drainage Basin: C-24
 Receiving Body: 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. Floodplain encroachment	N/A			
3. Net basin storage	N/A			
4. Stage/storage		X(1)		
5. Control elevations		X(1)		
6. Water management areas		X(1)		
7. Minimum drainage		X(1)		
8. Overdrainage		X(1)		
9. Outparcels	N/A			
10. Exfiltration	N/A			
11. Floor and road protection		X(1)		
12. Passage of upstream flows		X(1)		
13. Capacity of receiving water (pre vs. post)		X(1)		

B. QUALITY CONSIDERATIONS

1. Standard BMP's		X(1)		
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		X(1)		
4. Hazardous materials				
a. Use/generation	X			
b. Management/disposal	X			
5. Exfiltration systems	N/A			

SURFACE WATER MANAGEMENT FOOTNOTES:

- (1) That portion of the proposed DRI located north of the Gatlin Boulevard extension was previously permitted by the District (Permit No. 56-01569-P). A modification to this permit will be necessary to incorporate that portion of the proposed DRI located south of the Gatlin Boulevard extension. The outstanding issues identified on the checklist on page 7 must be addressed by the applicant at the time of application for a permit modification.

SUBJECT: ENVIRONMENT - Westchester, DRI No. 02-453

WETLANDS ACREAGE SUMMARY*

Total Existing	Presently Impacted	Proposed To Be Preserved	Proposed To Be Altered/Destroyed	Proposed To Be Mitigated	Resulting Net Gain/Loss
168.66	14.19 (Phase I)	123.72	44.94 (including Phase I)	168.66	[see footnote 1]

* Applicant estimates (subject to verification during permit review)

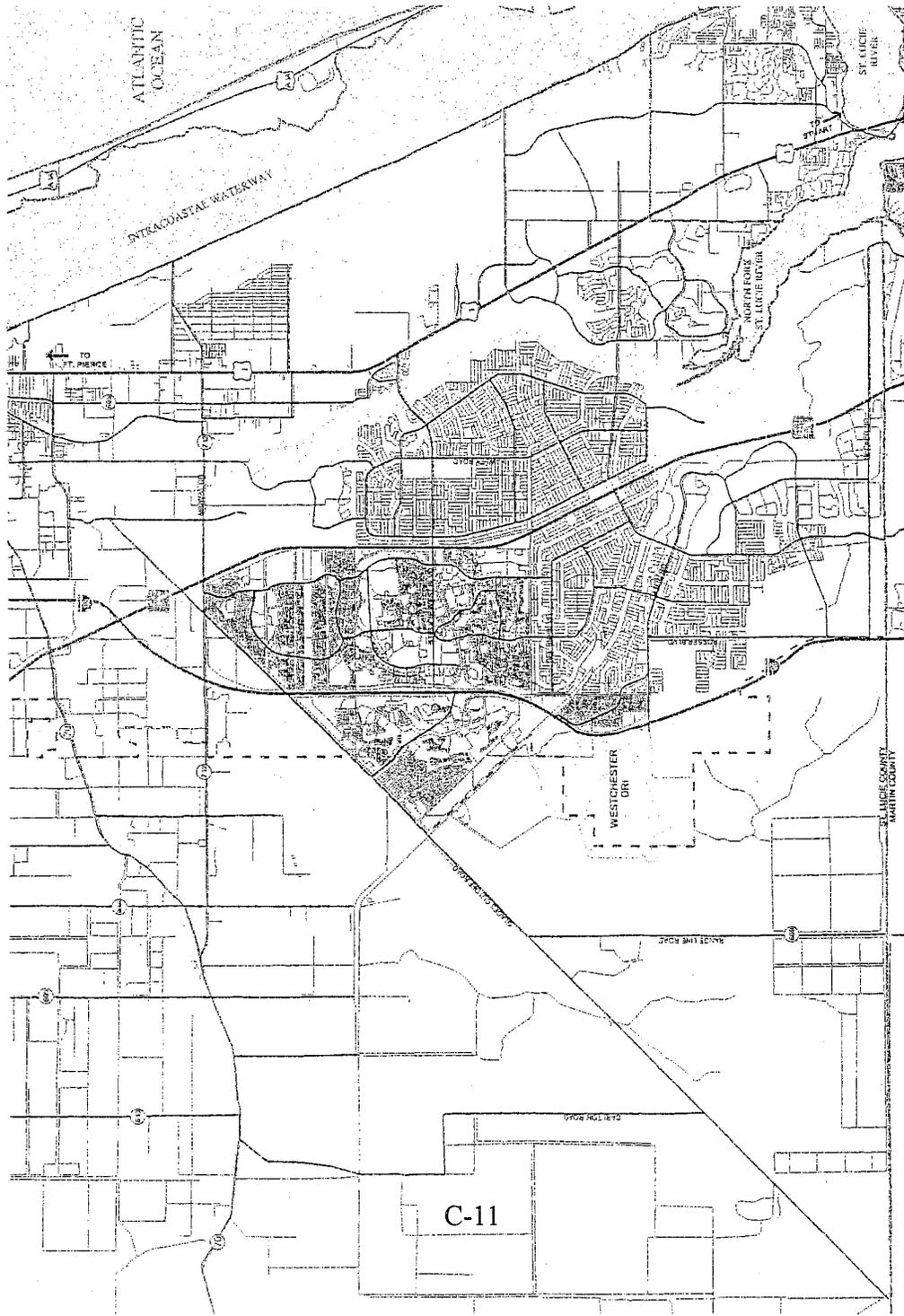
	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	
I. <u>EXISTING SENSITIVE LANDS</u>				
A. <u>WETLANDS</u>				
1. Quantity		X(2)		
2. Quality		X(2)		
B. <u>UNIQUE HABITAT</u>	X			
C. <u>ENDANGERED SPECIES</u>	X			
D. <u>OTHER</u> (Save Our Rivers; OFWs; aquifer recharge areas; etc.)	X			
II. <u>IMPACTS OF PRESERVATION/MITIGATION</u>				
A. <u>QUANTITY</u>	X			
B. <u>QUALITY</u>	X			
C. <u>MANAGEMENT SCHEME</u> (managed elevations, buffers, littoral zones; etc.)	X			
D. <u>ENDANGERED SPECIES/HABITAT</u>	X			
III. <u>COMPATIBILITY OF PROPOSED LAND USE AND NATURAL CHARACTERISTICS</u>				
		X(3)		

ENVIRONMENT FOOTNOTES:

- (1) The Tradition DRI lies within a 14,640-acre parcel formerly known as Peacock Ranch. Mitigation for all wetland impacts within this area has been provided in two mitigation areas that are located outside of the boundaries of the proposed DRI, pursuant to Permit No. 56-01544-P (issued on November 15, 2001) and Permit No. 56-00428-S (as modified on February 9, 1989). Consequently, no mitigation within the proposed DRI boundaries will be required by the District. Any on-site wetland mitigation required by other agencies may be considered a net gain in wetland acreage.
- (2) The acreage and the quality of the on-site wetlands will be verified at time of application for an Environmental Resource Permit (ERP) modification (with the exception of Phase I which has already received construction approval, pursuant to ERP No. 56-01569-P).
- (3) At the time of application for an ERP modification, District staff will evaluate the project's site design in the vicinity of the adjacent off-site wetland mitigation areas to insure that no adverse impacts will occur.

WESTCHESTER DEVELOPMENT COMPANY

- LEGEND**
- Westchester DRI Boundary
 - Urban Service Boundary
 - County Boundary
 - Major Highway
 - Major Road
 - Minor Road
 - Water Body



CDM ASSOCIATES
 Urban & Environmental Planners, Landscape Architects
 300 Duval Avenue, Orlando, Florida 32801 (407) 422-4940
 www.cdmassociates.com
 REGISTERED PROFESSIONAL ENGINEERS

GENERAL LOCATION MAP MAP A (Revised)

Consultants
 Camin Associates, Planning & Landscape Architects • Fishkind & Associates, Inc., Economics • GCY, Inc., Surveyor •
 Plurid Treuman Consulting, Inc., Traffic • Ruden McClosky, Legal • Vanasse Hangen Brustlin, Inc., Civil Engineers and Environmental

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 form 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

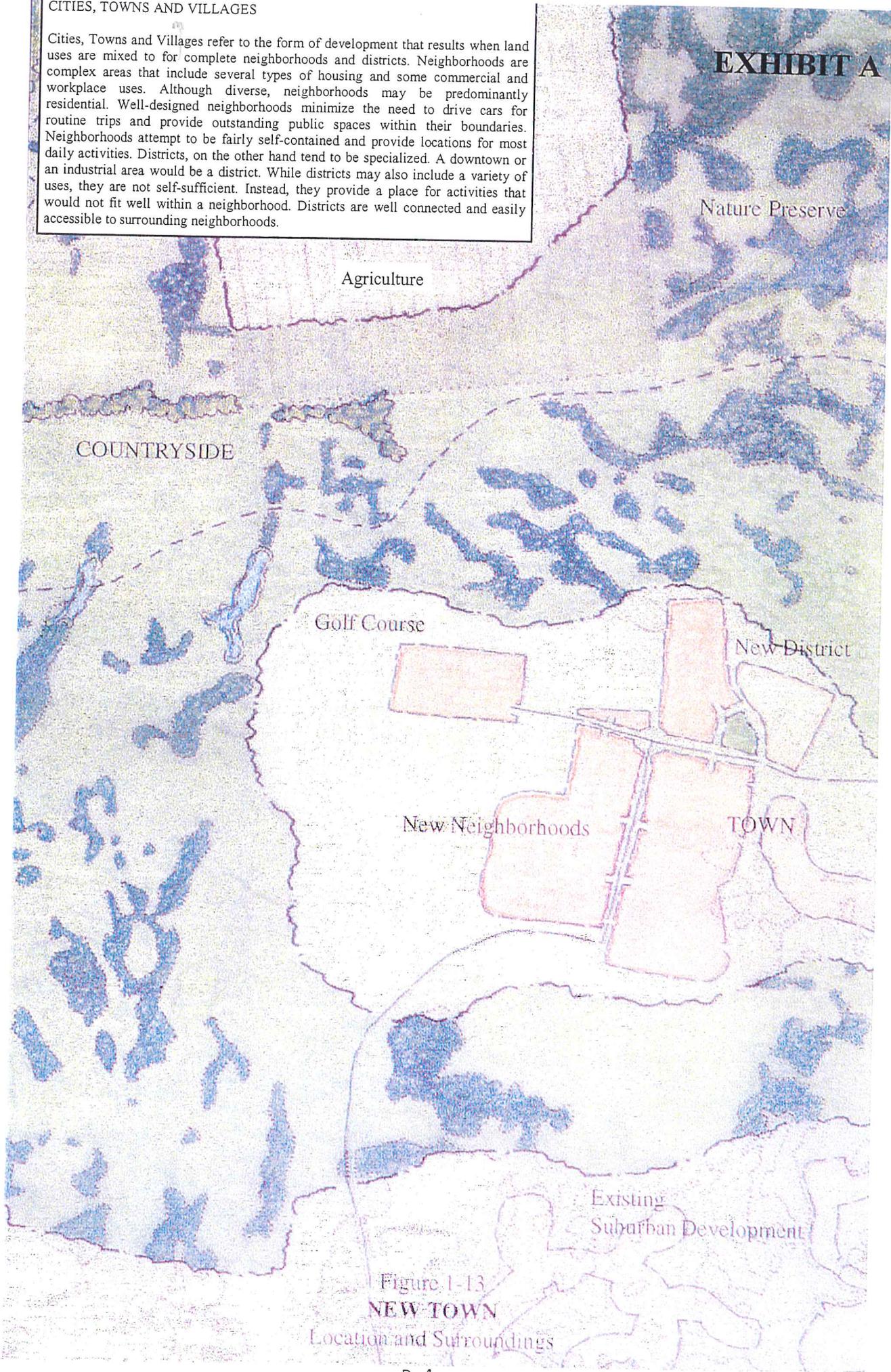
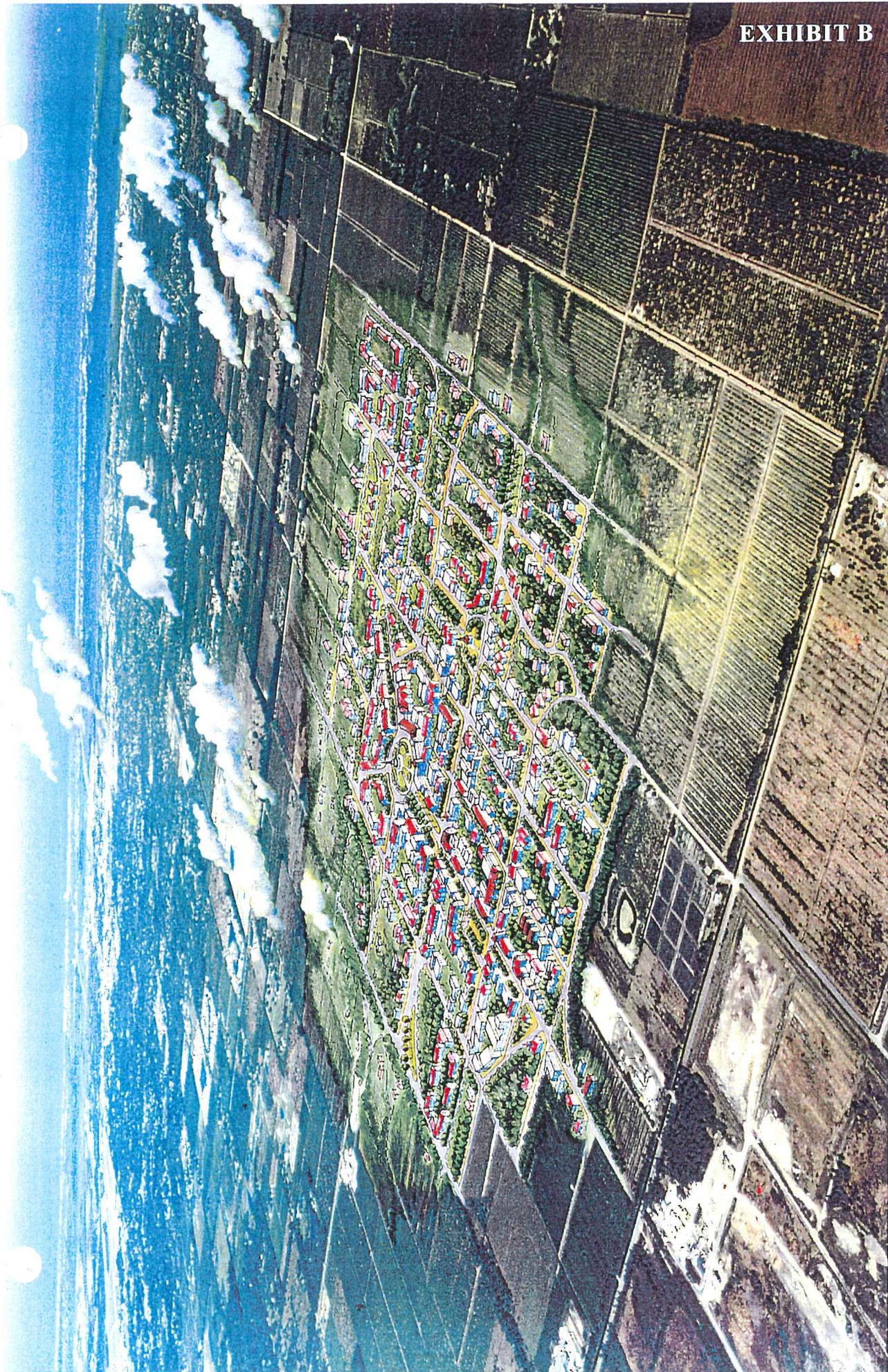
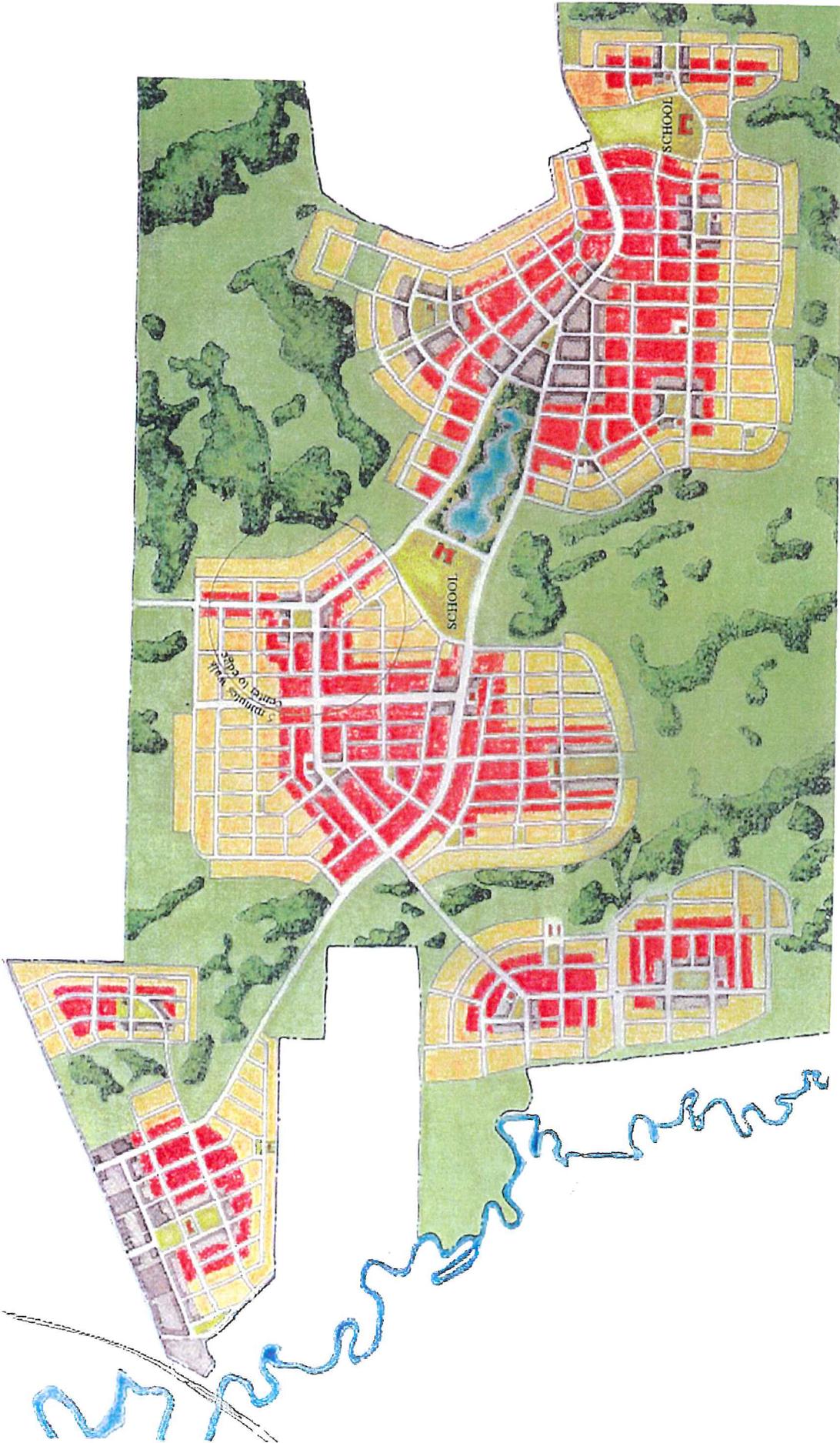


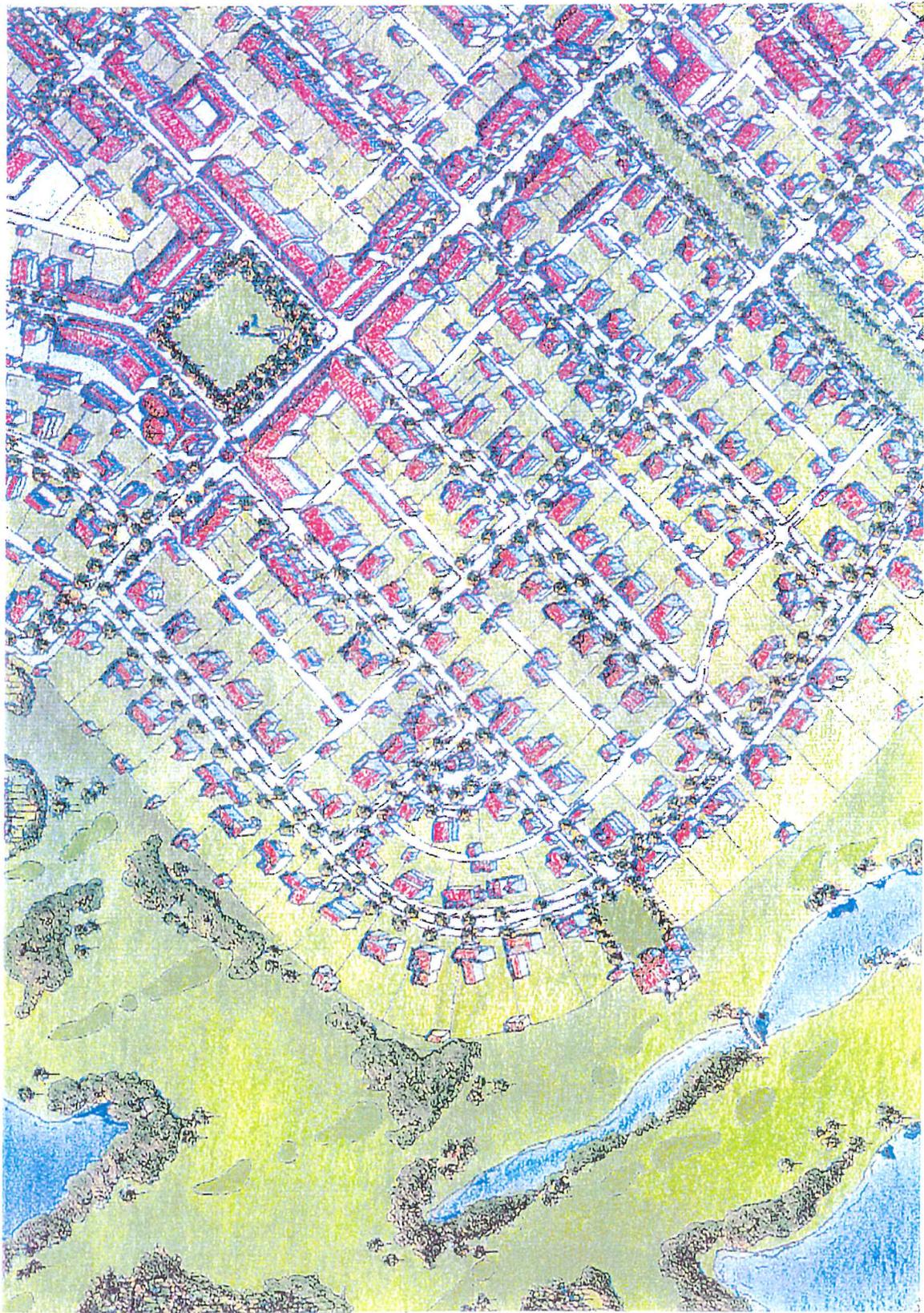
Figure 1-13
NEW TOWN
Location and Surroundings



AN AUTHENTIC VILLAGE IN THE COUNTRYSIDE

Neighborhoods and Connections





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-9

MAPS TR-2 THROUGH TR-5

TABLE TR-1
PM Peak-Hour Trip Generation
Tradition DRI (Phase 1 Cumulative - 2007)

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		Internal Trips		External Trips		Pass-by Trips (1)		New Trips		
				In	Out	In	Out	In	Out	In	Out	In	Out	
Residential Single Family	210	1,889 Dus	$\ln(T) = 0.901 \ln(X) + 0.527(64/36)$	970	546	438	28.9%	690	388	1,078	0	690	388	
Residential Multi Family	220	20 Dus	$T = 0.541(X) + 18.743(67/33)$	20	10	9	28.9%	14	7	21	0	14	7	
Office	710	187,400 SF	$T = 1.121(X) + 79.295(17/83)$	49	240	89	30.8%	34	166	200	0	34	166	
Retail	820	295,849 SF	$\ln(T) = 0.660 \ln(X) + 3.403(48/52)$	617	668	403	31.4%	423	459	882	0	423	459	
School		1,200 Students	$0.19 / \text{Student}(447/56)(2)$	100	128	65	28.7%	72	91	163	0	72	91	
Hotel	310	Rooms	$0.71 / \text{Room}(49/51)$	0	0	0	0.0%	0	0	0	0	0	0	
Church	560	20,000 SF	$0.66 / 1000SF(54/46)$	7	6	3	25.0%	5	5	10	0	5	5	
Hospital	610	Beds	$1.22 / \text{Bed}(34/66)$	0	0	0	0.0%	0	0	0	0	0	0	
ALF	252	Unit	$0.17 / \text{Unit}(56/44)$	0	0	0	0.0%	0	0	0	0	0	0	
Water Treatment Plant	170	2 Employees	$0.76 / \text{Employee}(15/85)$	0	2	2	0.0%	0	2	2	0	0	2	
Park	411	Acres	10% of Daily(50/50)	0	0	0	0.0%	0	0	0	0	0	0	
TOTALS				1763	1600	3,363	1007	30%	1238	1118	2356	0	1238	1118

TABLE TR-2
PM Peak-Hour Trip Generation
Tradition DRI (Phase 2 Cumulative - 2012)

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		Internal Trips		External Trips		Pass-by Trips (1)		New Trips		
				In	Out	In	Out	In	Out	In	Out	In	Out	
Residential Single Family	210	3,842 Dus	$\ln(T) = 0.901 \ln(X) + 0.527(64/36)$	1839	1035	2,874	27.4%	1336	751	2,087	0	1,336	751	
Residential Multi Family	220	650 Dus	$T = 0.541(X) + 18.743(67/33)$	248	122	370	27.4%	180	89	269	0	180	89	
Office	710	474,025 SF	$T = 1.121(X) + 79.295(17/83)$	104	507	611	207	33.8%	69	335	404	0	69	335
Retail	820	418,688 SF	$\ln(T) = 0.660 \ln(X) + 3.403(48/52)$	776	840	1,616	42.5%	446	483	929	28	433	468	
School		1,200 Students	$0.19 / \text{Student}(447/56)(2)$	100	128	228	108	47.4%	53	67	120	0	53	67
Hotel	310	200 Rooms	$0.71 / \text{Room}(49/51)$	70	72	142	41	29.0%	49	52	101	0	49	52
Church	560	20,000 SF	$0.66 / 1000SF(54/46)$	7	6	13	5	38.9%	4	4	8	0	4	4
Hospital	610	100 Beds	$1.22 / \text{Bed}(34/66)$	41	81	122	38	30.8%	29	55	84	0	29	55
ALF	252	100 Unit	$0.17 / \text{Unit}(56/44)$	10	7	17	10	59.2%	4	3	7	0	4	3
Water Treatment Plant	170	45 Employees	$0.76 / \text{Employee}(15/85)$	5	29	34	10	30.0%	4	20	24	0	4	20
Park	411	12 Acres	10% of Daily(50/50)	6	6	12	7	61.0%	3	3	5	0	3	3
TOTALS				3206	2833	6,039	2001	33%	2177	1862	4038	28	2164	1847

(1) Source: Institute of Transportation Engineers (ITE), Trip Generation, 6th Edition.

(2) Used Average for Elementary, Middle and High School.

(3) Based on previously approved rates by Palm Beach County.

TABLE TR-3
PM Peak-Hour Trip Generation
Tradition DRI (Phase 3 Cumulative - 2017)

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		Internal Trips		External Trips		Pass-by Trips (1)		New Trips		
				In	Out	In	Out	In	Out	In	Out	In	Out	Total
Residential Single Family	210	4,959 Dus	$\ln(T) = 0.901 \ln(X) + 0.527(64/36)$	2316	1302	3,618	1,064	29.4%	1635	919	2,554	1,635	919	2,554
Residential Multi Family	220	860 Dus	$T = 0.541(X) + 18.743(67/33)$	324	160	484	142	29.4%	229	113	342	229	113	342
Office	710	814,229 SF	$T = 1.121(X) + 79.295(17/83)$	169	823	992	347	35.0%	110	535	645	110	535	645
Retail	820	520,656 SF	$\ln(T) = 0.660 \ln(X) + 3.403(48/52)$	896	970	1,866	931	49.9%	449	486	935	436	471	907
School	310	1,200 Students	$0.19 / \text{Student}(44/56)(2)$	100	128	228	112	49.3%	51	65	116	51	65	116
Hotel	610	300 Rooms	$0.71 / \text{Room}(49/51)$	104	109	213	62	29.3%	74	77	151	74	77	151
Church	560	20,000 SF	$0.66 / 1000 \text{SF}(54/46)$	7	6	13	8	59.0%	3	2	5	3	2	5
Hospital	610	150 Beds	$1.22 / \text{Bed}(34/66)$	62	121	183	57	31.3%	43	83	126	43	83	126
ALF	252	250 Unit	$0.17 / \text{Unit}(56/44)$	24	19	43	25	58.8%	10	8	18	10	8	18
Water Treatment Plant	170	45 Employees	$0.76 / \text{Employee}(15/85)$	5	29	34	12	35.0%	3	19	22	3	19	22
Park	411	12 Acres	$10\% \text{ of Daily}(50/50)$	6	6	12	8	66.0%	2	2	4	2	2	4
TOTALS				4013	3673	7,686	2768	36%	2609	2309	4918	2596	2294	4890

TABLE TR-4
PM Peak-Hour Trip Generation
Tradition DRI (Phase 4 Cumulative - 2022)

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		Internal Trips		External Trips		Pass-by Trips (1)		New Trips		
				In	Out	In	Out	In	Out	In	Out	In	Out	Total
Residential Single Family	210	5,945 Dus	$\ln(T) = 0.901 \ln(X) + 0.527(64/36)$	2726	1534	4,260	1,325	31.1%	1878	1057	2,935	1,878	1,057	2,935
Residential Multi Family	220	1,000 Dus	$T = 0.541(X) + 18.743(67/33)$	375	185	560	174	31.1%	259	127	386	259	127	386
Office	710	1,295,567 SF	$T = 1.121(X) + 79.295(17/83)$	260	1272	1,532	541	35.3%	168	823	991	168	823	991
Retail	820	675,512 SF	$\ln(T) = 0.660 \ln(X) + 3.403(48/52)$	1063	1152	2,215	1,096	49.5%	537	582	1,119	521	564	1,085
School	310	1,200 Students	$0.19 / \text{Student}(44/56)(2)$	100	128	228	119	52.4%	48	61	109	48	61	109
Hotel	610	300 Rooms	$0.71 / \text{Room}(49/51)$	104	109	213	74	34.8%	68	71	139	68	71	139
Church	560	20,000 SF	$0.66 / 1000 \text{SF}(54/46)$	7	6	13	8	59.7%	3	2	5	3	2	5
Hospital	610	200 Beds	$1.22 / \text{Bed}(34/66)$	83	161	244	77	31.6%	57	110	167	57	110	167
ALF	252	300 Unit	$0.17 / \text{Unit}(56/44)$	29	22	51	32	63.6%	11	8	19	11	8	19
Water Treatment Plant	170	45 Employees	$0.76 / \text{Employee}(15/85)$	5	29	34	14	40.0%	3	17	20	3	17	20
Park	411	12 Acres	$10\% \text{ of Daily}(50/50)$	6	6	12	8	66.0%	2	2	4	2	2	4
TOTALS				4758	4604	9,362	3468	37%	3034	2860	5894	3018	2842	5860

(1) Source: Institute of Transportation Engineers (ITE), Trip Generation, 6th Edition.
(2) Used Average for Elementary, Middle and High School.
(3) Based on previously approved rates by Palm Beach County.

TABLE TR-5
PM Peak Hour Directional Analysis
Tradition DRI (Phase 1 - 2007)

Roadway	Link	Exist. Lanes	Exist. Peak Season			Committed Projects			Growth (2007)			Tradition Project			Total (2007)			PK HR Dir		Westchester Impact	
			NB/EB	SB/WB	PM	NB/EB	SB/WB	%/Year	Dir Volume	NB/EB	SB/WB	%/Year	NB/EB	SB/WB	NB/EB	SB/WB	Capacity	LOS	NB/EB	SB/WB	
Port St Lucie Blvd	Gatlin Savage Blvd to Del Rio Blvd	6	982	1745		67	104	2.00%	124	220	2.00%	192	209	1365	2278	2790	B	6.88%	7.49%		
	Del Rio Blvd to Bayshore Blvd	6	1235	1995		60	91	2.00%	156	252	2.00%	169	184	1620	2522	2790	C	6.06%	6.59%		
	Bayshore Blvd to Airosa Blvd	6	1395	1774		52	75	2.00%	176	224	2.00%	158	172	1781	2245	2790	B	5.66%	6.16%		
	Airosa Blvd to Floresta Dr	6	1471	2032		46	65	2.00%	186	256	2.00%	136	147	1839	2500	2790	C	4.87%	5.27%		
Gatlin Savage	N/S Arterial to I-95	0	0	0		26	14	2.91%	0	0	2.91%	1131	1225	1157	1239	0	N/A	N/A	N/A		
	I-95 to Rosser Blvd	6	870	372		149	92	0.50%	26	11	0.50%	419	453	1464	928	2790	B	15.02%	16.24%		
Rosser Blvd	Rosser Blvd to Savona Blvd	6	838	518		108	165	0.50%	25	16	0.50%	317	343	1288	1042	2790	B	11.36%	12.29%		
	Savona to Port St Lucie Blvd	6	805	664		101	157	0.50%	24	20	0.50%	249	269	1179	1110	2790	B	8.92%	9.64%		
St Lucie West Blvd/Prima Vista Blvd	Becker Rd to Gatlin Blvd	2	129	255		145	83	0.50%	4	8	0.50%	45	49	323	395	760	C	5.92%	6.45%		
	I-95 to NW Peacock Blvd (1)	4	836	622		554	479	0.50%	25	19	0.50%	215	233	1630	1353	1860	C	11.56%	12.53%		
	NW Peacock Blvd to California Blvd (1)	4	1249	794		489	418	0.50%	38	24	0.50%	181	196	1957	1432	1860	F	9.73%	10.54%		
	California Blvd to Cashmere Blvd (1)	4	1249	794		455	327	0.50%	38	24	0.50%	136	147	1878	1292	1860	F	7.31%	7.90%		
SR 714	I-95 to Western Corridor	2	198	252		31	185	2.91%	37	47	2.91%	68	73	334	557	860	C	7.91%	8.49%		
	Midway to St Lucie West	6	1288	1990		201	143	1.50%	120	186	1.50%	249	269	1858	2588	4550	B	5.47%	5.91%		
I-95	St Lucie West Blvd to Gatlin Blvd	6	1942	1580		165	157	1.50%	181	148	1.50%	531	576	2819	2461	4550	B	11.67%	12.66%		

(1) Committed Development traffic adjusted for double counting.

TABLE TR-6
 PM Peak Hour Directional Analysis
 Tradition DRI (Phase 2 - 2012)
 Include Improvements Recommended in Previous Phase

Roadway	Link	Exist. Lanes	Exist. Peak Season		Committed Projects		Growth (2012)		Tradition Project		Total (2012)		PK HR Dir. Capacity	LOS	Westchester Impact		
			NB/EB	SB/WB	NB/EB	SB/WB	Dir Volume	%/Year	NB/EB	SB/WB	NB/EB	SB/WB			NB/EB	SB/WB	
Port St. Lucie Blvd	Gatlin Savage Blvd to Del Rio Blvd	6	982	1745	110	166	198	351	1.68%	258	303	1548	2565	2790	C	9.25%	10.86%
	Del Rio Blvd to Bayshore Blvd	6	1235	1995	98	146	248	401	1.68%	240	281	1821	2823	2790	F	8.60%	10.07%
	Bayshore Blvd to Airosa Blvd	6	1395	1774	84	122	281	357	1.68%	221	260	1981	2513	2790	C	7.92%	9.32%
	Airosa Blvd to Floresta Dr	6	1471	2032	75	105	296	409	1.68%	184	217	2026	2763	2790	D	6.59%	7.78%
Gatlin Savage	N/S Arterial to I-95	4	0	0	41	23	0	0	2.27%	1180	1386	1221	1409	1860	B	63.44%	74.52%
	I-95 to Rosser Blvd	6	870	372	241	151	49	21	0.50%	498	585	1658	1129	2790	B	17.85%	20.97%
Rosser Blvd	Rosser Blvd to Savona Blvd	6	838	518	177	266	47	29	0.50%	387	455	1449	1268	2790	B	13.87%	16.31%
	Savona to Port St Lucie Blvd	6	805	664	165	252	45	37	0.50%	314	368	1329	1321	2790	B	11.25%	13.19%
Bayshore Blvd	Becker Rd to Gatlin Blvd	2	129	255	231	134	7	14	0.50%	55	65	422	468	760	C	7.24%	8.55%
	Prima Vista Blvd to Floresta Dr	2	315	402	110	89	18	23	0.50%	55	65	498	579	860	C	6.40%	7.56%
St Lucie West Blvd/Prima Vista Blvd	West of I-95 to I-95 (1)	4	234	181	798	653	13	10	0.50%	461	542	1506	1386	1860	B	24.78%	29.14%
	I-95 to NW Peacock Blvd (1)	4	836	622	793	681	47	35	0.50%	406	476	2082	1814	1860	F	21.83%	25.59%
California Blvd	NW Peacock Blvd to California Blvd (1)	6	1249	794	702	600	70	45	0.50%	332	390	2353	1829	2790	C	11.90%	13.98%
	California Blvd to Cashmere Blvd (1)	6	1249	794	657	472	70	45	0.50%	240	281	2216	1592	2790	B	8.60%	10.07%
Glades Cut-off Rd	Cashmere Blvd to Bayshore Blvd (1)	6	1231	980	562	438	69	55	0.50%	184	217	2046	1690	2790	B	6.59%	7.78%
	Bayshore Blvd to Airosa Blvd	4	973	878	271	219	55	50	0.50%	92	109	1391	1256	1860	B	4.95%	5.86%
Commerce Centre Pkwy	Heatherwood Blvd to Prima Vista Blvd	2	224	416	186	236	13	23	0.50%	37	43	460	718	860	D	4.87%	5.66%
	Prima Vista Blvd to NW Peacock Blvd	2	112	116	191	155	6	7	0.50%	37	43	346	321	760	C	4.87%	5.66%
West Midway Rd	South of the Reserve to Reserve Rd	2	117	138	155	196	7	8	0.50%	43	37	322	379	860	C	5.00%	4.30%
	Reserve Blvd to Commerce Center Pkw	2	88	123	377	372	5	7	0.50%	55	65	525	567	860	C	6.40%	7.56%
Commerce Centre Pkwy	Commerce Center Pkwy to West Midwa	2	112	140	405	363	6	8	0.50%	37	43	560	554	860	C	4.30%	5.00%
	East Torino Pkwy to Selvitz Rd	2	431	417	327	191	24	24	0.50%	74	86	856	718	890	D	8.31%	9.66%
SR 714	Selvitz Rd to 25th St	2	548	473	295	163	31	27	0.50%	55	65	929	728	890	F	6.18%	7.30%
	Glades Cut-off Rd to Reserve Blvd	2	0	0	172	141	0	0	2.27%	92	109	264	250	760	C	12.11%	14.34%
I-95	Reserve Blvd to Project	2	0	0	0	0	0	0	2.27%	664	780	664	780	760	E	87.37%	102.63%
	Range Line Road to I-95	2	165	124	9	14	46	35	2.27%	43	37	263	210	860	C	5.00%	4.30%
Midway to St Lucie West	I-95 to Western Corridor	2	198	252	36	192	55	71	2.27%	111	130	400	645	860	C	12.91%	15.12%
	Okeechobee Rd to Midway Rd	6	2342	2075	186	136	390	346	1.41%	332	390	3250	2947	4550	B	7.30%	8.57%
Gatlin Savage Blvd to SR 714	Midway to St Lucie West	6	1288	1990	308	239	214	331	1.41%	424	498	2234	3058	4550	B	9.32%	10.95%
	St Lucie West Blvd to Gatlin Blvd	6	1942	1580	240	260	323	263	1.41%	387	455	2892	2558	4550	B	8.51%	10.00%
	Gatlin Savage Blvd to SR 714	6	1437	1203	288	232	239	200	1.41%	347	295	2311	1930	4550	B	7.63%	6.48%

(1) Committed Development traffic adjusted for double counting.

TABLE TR-7
 PM Peak Hour Directional Analysis
 Tradition DRI (Phase 3 - 2017)
 Include Improvements Recommended in Previous Phase

Roadway	Link	Exist. Lanes	Exist. Peak Season PM			Committed Projects			Growth (2017)			Tradition Project			Total 2017			PK HR Dir Capacity	LOS	Westchester Impact	
			NB/EB	SB/WB	SB/WB	NB/EB	SB/WB	SB/WB	Dir Volume	%/Year	NB/EB	SB/WB	SB/WB	NB/EB	SB/WB	SB/WB	NB/EB			SB/WB	
Port St. Lucie Blvd	Gatlin Savage Blvd to Del Rio Blvd	6	982	1745	169	112	169	260	462	1.48%	299	337	1653	2713	2790	C	10.72%	12.08%			
	Del Rio Blvd to Bayshore Blvd	6	1235	1995	100	149	327	529	370	1.48%	253	285	1915	2958	2790	F	9.07%	10.22%			
Gatlin Savage	Bayshore Blvd to Airoso Blvd	6	1395	1774	86	125	370	470	370	1.48%	285	285	2104	2654	2790	C	9.07%	10.22%			
	Airoso Blvd to Floresta Dr	6	1471	2032	77	108	390	538	390	1.48%	184	207	2122	2885	2790	F	6.59%	7.42%			
Rosser Rd	N/S Arterial to I-95	4	0	0	41	23	0	0	0	1.87%	1425	1607	1466	1630	1860	C	76.61%	86.40%			
	I-95 to Rosser Blvd	6	870	372	246	155	72	31	72	0.50%	597	674	1785	1232	2790	B	21.40%	24.16%			
Bayshore Blvd	Rosser Blvd to Savona Blvd	6	838	518	181	270	70	43	70	0.50%	460	518	1549	1349	2790	B	16.49%	18.57%			
	Savona to Port St Lucie Blvd	6	805	664	169	255	67	55	67	0.50%	368	414	1409	1388	2790	B	13.19%	14.84%			
Prima Vista Blvd	Becker Rd to Gatlin Blvd	2	129	255	231	135	11	21	11	0.50%	92	104	463	515	760	D	12.11%	13.68%			
	Prima Vista Blvd to Floresta Dr	2	315	402	148	120	26	33	26	0.50%	69	78	558	633	860	C	8.02%	9.07%			
St Lucie West Blvd/Prima Vista Blvd	West of I-95 to I-95 (L)	4	234	181	830	675	19	15	19	0.50%	529	596	1612	1467	1860	C	28.44%	32.04%			
	I-95 to NW Peacock Blvd (L)	6	836	622	904	819	69	52	69	0.50%	506	570	2315	2063	2790	C	18.14%	20.43%			
California Blvd	NW Peacock Blvd to California Blvd (L)	6	1249	794	796	717	104	66	104	0.50%	414	466	2563	2043	2790	C	14.84%	16.70%			
	California Blvd to Cashmere Blvd (L)	6	1249	794	800	588	104	66	104	0.50%	276	311	2429	1759	2790	C	9.89%	11.15%			
Glades Cut-off Rd	Cashmere Blvd to Bayshore Blvd (L)	6	1231	980	750	593	102	81	102	0.50%	207	233	2290	1887	2790	B	7.42%	8.35%			
	Bayshore Blvd to Airoso Blvd	4	973	878	333	269	81	73	81	0.50%	115	130	1502	1350	1860	F	6.18%	6.99%			
West Midway Rd	Heatherwood Blvd to Prima Vista Blvd	2	224	416	255	325	19	35	19	0.50%	46	52	544	828	760	F	6.05%	6.84%			
	Prima Vista Blvd to NW Peacock Blvd	2	112	116	240	194	9	10	9	0.50%	46	52	407	372	760	C	6.05%	6.84%			
Commerce Center Parkway	Reserve Blvd to Commerce Center Pkwy	2	88	123	397	389	7	10	7	0.50%	69	78	561	600	860	C	8.02%	9.07%			
	Commerce Center Pkwy to West Midway	2	112	140	436	389	9	12	9	0.50%	115	130	672	671	860	C	13.37%	15.12%			
SR 714	Glades Cut-off Rd to East Torino Pkwy	4	431	417	399	267	36	35	36	0.50%	92	104	958	823	1860	B	4.95%	5.59%			
	East Torino Pkwy to Selvitz Rd	2	431	417	341	201	36	35	36	0.50%	69	78	877	731	890	E	7.75%	8.76%			
I-95	Selvitz Rd to 25th St	4	548	473	301	188	46	39	46	0.50%	69	78	964	758	1860	B	3.71%	4.19%			
	Glades Cut-off Rd to Reserve Blvd	2	0	0	186	153	0	0	0	1.87%	207	233	393	386	760	C	27.24%	30.66%			
1-95 to Western Corridor	Reserve Blvd to Project	4	0	0	0	0	0	0	0	1.87%	873	985	873	985	1620	C	53.89%	60.80%			
	Range Line Road to I-95	2	165	124	9	14	57	43	57	1.87%	52	46	283	227	860	C	6.05%	5.35%			
Okeechobee Rd to Midway Rd	I-95 to Western Corridor	2	198	252	36	192	68	87	68	1.87%	138	155	440	686	860	C	16.05%	18.02%			
	Okeechobee Rd to Midway Rd	6	2342	2075	197	144	542	480	542	1.31%	414	466	3495	3165	4550	C	9.10%	10.24%			
St Lucie West Blvd to Gatlin Blvd	Midway to ST Lucie West	6	1288	1990	352	274	298	461	298	1.31%	483	544	2421	3269	4550	C	10.62%	11.96%			
	St Lucie West Blvd to Gatlin Blvd	6	1942	1580	275	304	450	366	450	1.31%	483	544	3150	2794	4550	B	10.62%	11.96%			
Gatlin Savage Blvd to SR 714	Gatlin Savage Blvd to SR 714	6	1437	1203	323	276	333	279	333	1.31%	414	368	2507	2126	4550	B	9.10%	8.09%			

(1) Committed Development traffic adjusted for double counting.

TABLE TR-8
PM Peak Hour Directional Analysis
Tradition DRI (Phase 4 - 2022)
Include Improvements Recommended in Previous Phase

Roadway	Link	Exist. Lanes	Exist. Peak Season PM		Committed Projects		Growth (2022)		Tradition Project		Total (2022)		PK HR Dir Capacity	Westchester Impact			
			NB/EB	SB/WB	NB/EB	SB/WB	Dir Volume	%/Year	NB/EB	SB/WB	NB/EB	SB/WB		LOS	NB/EB	SB/WB	
Port St. Lucie Blvd	Gatlin Savage Blvd to Del Rio Blvd	6	982	1745	112	169	293	520	1.25%	313	332	1700	2766	2790	D	11.22%	11.90%
	Del Rio Blvd to Bayshore Blvd	6	1235	1995	100	149	368	595	1.25%	284	302	1987	3041	2790	F	10.18%	10.82%
Gatlin Savage	Bayshore Blvd to Airosa Blvd	6	1395	1774	86	125	416	529	1.25%	284	302	2181	2730	2790	D	10.18%	10.82%
	Airosa Blvd to Floresta Dr	6	1471	2032	77	108	438	606	1.25%	227	242	2213	2988	2790	F	8.14%	8.67%
Rosser Blvd	N/S Arterial to I-95	4	0	0	41	23	0	0	1.54%	1762	1871	1803	1894	1860	F	94.73%	100.59%
	I-95 to Rosser Blvd	6	870	372	246	155	96	41	0.50%	711	754	1923	1322	2790	B	25.48%	27.03%
Bayshore Blvd	Rosser Blvd to Savona Blvd	6	838	518	181	270	93	57	0.50%	540	573	1652	1418	2790	B	19.35%	20.54%
	Savona to Port St Lucie Blvd	6	805	664	169	255	89	73	0.50%	426	453	1489	1445	2790	B	15.27%	16.24%
ST Lucie West Blvd/Prima Vista Blvd	Becker Rd to Gatlin Blvd	2	129	255	231	135	14	28	0.50%	113	121	487	539	760	D	14.87%	15.92%
	Prima Vista Blvd to Floresta Dr	2	315	402	204	164	35	44	0.50%	85	91	639	701	860	C	9.88%	10.58%
California Blvd	West of I-95 to I-95 (1)	4	234	181	813	653	26	20	0.50%	625	664	1698	1518	1860	C	33.60%	35.70%
	I-95 to NW Peacock Blvd (1)	6	836	622	1015	997	92	69	0.50%	625	664	2568	2352	2790	C	22.40%	23.80%
NW Peacock Blvd	NW Peacock Blvd to California Blvd (1)	6	1249	794	919	893	138	88	0.50%	483	513	2789	2288	2790	D	17.31%	18.39%
	California Blvd to Cashmere Blvd (1)	6	1249	794	951	707	138	88	0.50%	341	362	2679	1951	2790	C	12.22%	12.97%
Glades Cut-off Rd	Cashmere Blvd to Bayshore Blvd (1)	6	1231	980	980	775	136	108	0.50%	256	271	2603	2134	2790	C	9.18%	9.71%
	Bayshore Blvd to Airosa Blvd	4	973	878	408	328	107	97	0.50%	142	151	1630	1454	1860	C	7.63%	8.12%
West Midway Rd	Heatherwood Blvd to Prima Vista Blvd	4	224	416	358	456	25	46	0.50%	57	60	664	978	1620	C	3.52%	3.70%
	Prima Vista Blvd to NW Peacock Blvd	2	112	116	295	243	12	13	0.50%	57	60	476	432	760	C	7.50%	7.89%
Commerce Centre Pkwy	University to California Blvd	2	84	56	218	174	32	21	1.54%	57	60	391	311	760	C	7.50%	7.89%
	California Blvd to Cashmere Blvd	2	84	56	90	72	32	21	1.54%	57	60	263	209	760	C	7.50%	7.89%
Becker Rd	Reserve Blvd to Commerce Center Pkwy	2	88	123	397	389	10	14	0.50%	85	91	580	617	860	C	9.88%	10.58%
	Commerce Center Pkwy to West Midwa	2	112	140	436	389	12	15	0.50%	171	181	731	725	860	C	19.88%	21.05%
SR 714	West Midway Rd to Selvitz Rd	2	136	156	152	125	15	17	0.50%	57	60	360	358	860	C	6.63%	6.98%
	Glades Cut-off Rd to East Torino Pkwy	4	431	417	415	288	48	46	0.50%	113	121	1007	872	1860	B	6.08%	6.51%
I-95	East Torino Pkwy to Selvitz Rd	2	431	417	353	209	48	46	0.50%	85	91	917	763	890	F	9.55%	10.22%
	Selvitz Rd to 25th St	4	548	473	303	169	61	52	0.50%	85	91	997	785	1860	B	4.57%	4.89%
SR 714	Glades Cut-off Rd to Reserve Blvd	2	0	0	186	153	0	0	1.54%	284	302	470	455	760	C	37.37%	39.74%
	Reserve Blvd to Project	4	0	0	0	0	0	0	1.54%	1080	1147	1080	1147	1620	C	66.67%	70.80%
I-95	Port St. Lucie to Southbend	2	85	268	0	0	32	101	1.54%	29	30	146	399	860	C	3.37%	3.49%
	Range Line Road to I-95	2	165	124	9	14	62	47	1.54%	57	60	293	245	860	C	6.63%	6.98%
Commerce Centre Pkwy	I-95 to Western Corridor	2	198	252	36	192	75	95	1.54%	171	181	480	720	860	C	19.88%	21.05%
	North of Okeechobee Rd.(2)	6	1498	1321	152	111	387	341	1.10%	227	242	2264	2015	4550	B	4.99%	5.32%
Becker Rd	Okeechobee Rd to Midway Rd.	6	2342	2075	197	144	605	536	1.10%	512	543	3656	3298	4550	C	11.25%	11.93%
	Midway to ST Lucie West	6	1288	1990	397	309	333	514	1.10%	597	634	2615	3447	4550	C	13.12%	13.93%
SR 714	ST Lucie West Blvd to Gatlin Blvd	6	1942	1580	318	358	502	408	1.10%	597	634	3359	2980	4550	C	13.12%	13.93%
	Gatlin Savage Blvd to SR 714	6	1437	1203	366	330	371	311	1.10%	483	455	2657	2299	4550	B	10.62%	10.00%
South of SR 714	South of SR 714	6	2269	2013	104	171	586	520	1.10%	242	227	3201	2931	4550	B	5.32%	4.99%

(1) Committed Development traffic adjusted for double counting.

TABLE TR-9
Recommended Roadway Improvements
Tradition DRI

Roadway Segment	Number of Lanes	PM Peak Hr. Trips	Date
Phase 1 (2007)			
<u>Gatlin Boulevard</u>			
Road B to I-95	4LD	n/a	2003
<u>St. Lucie West Boulevard</u>			
Commerce Center Parkway to I-95	4LD	3,363	December 31, 2007
NW Peacock Blvd. to California Blvd.	6LD	1,747	December 31, 2006
California Blvd. to Country Club Dr.	6LD	2,332	December 31, 2007
Country Club Dr. to Bethany Dr.	6LD	2,332	December 31, 2007
Bethany Dr. to Cashmere Blvd.	6LD	2,332	December 31, 2007
<u>Commerce Center Parkway</u>			
Gatlin Blvd. to Reserve Blvd.	4LD	3,363	December 31, 2007
Phase 2 (2012)			
<u>St. Lucie West Boulevard</u>			
I-95 to NW Peacock Blvd.	6LD	1,273	June 30, 2009
<u>Port St. Lucie Boulevard</u>			
Del Rio Blvd. to Bayshore Blvd.	8LD	2,944	June 30, 2011
<u>West Midway Road</u>			
Selvitz to 25th Street	4LD	4,730	December 31, 2011
Phase 3 (2017)			
<u>Port St. Lucie Boulevard</u>			
Airoso Blvd. to Floresta Dr.	8LD	5,437	December 31, 2013
<u>California Boulevard</u>			
Heatherwood Blvd. to Prima Vista Blvd.	4LD	4,651	December 31, 2014
Phase 4 (2022)			
<u>West Midway Road</u>			
East Torino Pkwy. To Selvitz Rd.	4LD	4,533	December 31, 2019
<u>Gatlin Blvd.</u>			
Road A to I-95	6LD	n/a	June 30, 2021

